

Westchester County Mobility & Transit Plan



Appendix E: Summary of Plan Recommendations

FEBRUARY 2023

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Recommended Plan

The tables that follow summarize the recommended changes to the Bee-Line bus system and include comparisons of the number of trips today on weekdays, Saturdays, and Sundays with the Plan. Click on any individual route number or name to view a detailed discussion of changes. Note that the route numbers and names are for study purposes only. You can return to start of this table from any of the individual route discussions.

Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
1	Bronx-Yonkers (242nd St- JFK Marina Park)	Route 1 Yonkers trips end at JFK Marina; Route 109 serves north beyond JFK Marina.	Category 1	138	142	74	91	41	53
1C	Bronx - Westchester Medical Center and WCC via Yonkers	Route 1C is replaced by Route 5 (also, Route 6 and 109).	Service Replaced	24	-	-	-	-	-
1T	Bronx - Tarrytown Station via Yonkers	Route 1T is replaced by Route 109.	Service Replaced	26	-	-	-	-	-
1W	Bronx - White Plains via Yonkers and Tarrytown	Route 1W is replaced by Routes 1, 2, 13 and 109.	Service Replaced	24	-	20	-	-	-
1X	Bronx - Westchester Medical Center and WCC Express	Route 1X is replaced by Route 112.	Service Replaced	5	-	-	-	-	-
2	Bronx-Tudor Woods	Route 2 trips to Executive Blvd. are replaced by Route 9, which serves Executive Blvd.	Category 1	138	142	77	96	49	63
3	Bronx-Yonkers-White Plains Express	Route 3 ends at White Plains; service to Platinum Mile is replaced by microtransit and Route 13.	Category X	16	38	-	-	-	-
4	Bronx-Yonkers (Gun Hill Rd-Getty Square)	Route 4 is extended to Yonkers Station.	Category 1	117	120	64	71	38	51

Category 1: Longest hours, high-frequency service all day
Category 2: Longest hours, high peak-period frequency, medium frequency off peak
Category 3: Long hours, medium peak-period frequency, low frequency off peak
Category 4: Shorter hours, medium peak-period frequency, low frequency off peak
Category 5: Shorter hours, hourly service
Category X: Service with fewer stops, with high peak frequencies and some off-peak trips

Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
5	Yonkers-Grasslands	Route 5 connects Yonkers to Westchester Community College and Medical Center; Route 13 replaces service to White Plains; Route 108 replaces service to Harrison.	Category 2	76	77	30	52	15	24
6	Yonkers-White Plains	Route 6 connects Yonkers to White Plains; Route 19 replaces service to Pleasantville.	Category 2	86	86	50	60	13	29
7	Yonkers-Mount Vernon-New Rochelle	Route 7 does not change.	Category 1	103	122	66	86	51	51
8	Mount St. Vincent-Yonkers-Tuckahoe	Route 8 does not change.	Category 2	106	97	38	50	29	31
9	North Yonkers	Route 9 is a two-way route between downtown Yonkers and North Yonkers (Nepperhan Ave and Lewis Street) via Palisade Avenue and Executive Blvd. Route 5 serves Nepperhan Avenue.	Category 5	8	28	-	-	-	-
10	Croton Commuter	Route 10 is partially replaced by Route 15 and by microtransit service.	Service Replaced	8	-	-	-	-	-
11	Croton Express	Route 11 is replaced by Routes 14 and 111, which provide service to Pleasantville Station, Westchester Medical Center, Westchester Community College and White Plains.	Service Replaced	4	-	-	-	-	-
12	Armonk - Westchester Airport - Purchase - White Plains	Route 12 is replaced by microtransit service.	Service Replaced	24	-	12	-	12	-
13	Tarrytown-White Plains-Port Chester	Route 13 service between Tarrytown and Ossining is replaced by Route 111.	Category 1	73	107	56	76	24	36

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Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
14	Peekskill-Ossining-Grasslands- White Plains	Route 14 is re-routed to White Plains via Broadway and service to Cortlandt is replaced by Route 15 and microtransit.	Category 3	36	49	28	49	10	20
15	Peekskill-Yorktown	Route 15 is redesigned to run east-west between Peekskill and Katonah; service to points south is replaced by connections in Peekskill and Katonah.	Category 3	18	58	8	29	-	20
16	Peekskill - Jefferson Valley	Route 16 is replaced by Route 15 and a microtransit zone between Peekskill and Jefferson Valley.	Service Replaced	35	-	30	-	18	-
17	Peekskill - White Plains Express	Route 17 is replaced by Routes 14 and 15, which provide service to Katonah Station, Pleasantville Station, Westchester Medical Center, and Community College, and White Plains.	Service Replaced	6	-	-	-	-	-
18	Peekskill Commuter / Hudson Valley Hospital	Route 18 is replaced by Route 15 and by microtransit service.	Service Replaced	7	-	-	-	-	-
19	White Plains-Pleasantville-Chappaqua	Route 19 operates between Chappaqua and White Plains; service to Ossining is replaced by Route 14, and service to Katonah is replaced by Metro-North and microtransit.	Category 4	26	40	13	25	-	13
20	Bronx-White Plains Local	Route 20 is rerouted from Woodlawn #4 Subway station to Gun Hill Road #2/5 station; service to Bedford Park is replaced by Routes 4 and 21.	Category 1	119	125	100	106	64	70
21	Bronx-White Plains Limited (Peak Only)	Route 21 does not change.	Category X	22	31	-	-	-	-

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Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
25	Yonkers-Mount Vernon-Bronx	Route 25 is extended from Cross County to Mount Vernon replacing Route 55; service via Kimball Avenue is replaced by Route 106.	Category 2	88	92	79	79	48	52
26	Bronx - Yonkers - Bronxville	Route 26 is replaced by Route 106 on Kimball Avenue.	Service Replaced	20	-	14	-	-	-
27	Skyline Drive - Eastview - White Plains Limited	Route 27 is replaced by Route 103.	Service Replaced	8	-	-	-	-	-
30	Yonkers-Bronxville-New Rochelle	Route 30 is extended to Yonkers Station and realigned in southern New Rochelle.	Category 3	55	63	20	30	0	28
31	Peekskill Commuter / Buchanan	Route 31 is replaced by microtransit service.	Service Replaced	6	-	-	-	-	-
32	Yonkers Loop	Route 32 is replaced by microtransit service.	Service Replaced	13	-	-	-	-	-
34	Orchard Hill Commuter	Route 34 is replaced by microtransit service.	Service Replaced	7	-	-	-	-	-
38	Secor Road Commuter	Route 38 is replaced by microtransit service.	Service Replaced	6	-	-	-	-	-
39	Ridge Road Commuter	Route 39 is replaced by microtransit service.	Service Replaced	10	-	-	-	-	-
40	Mount Vernon-White Plains	Route 40 service between White Plains and Grasslands is replaced by Route 103 and trips to E. 241st Street are replaced by Route 42.	Category 1	88	115	56	76	39	48
41	Mount Vernon-White Plains Limited (Peak Only)	Route 41 service between White Plains and Grasslands is replaced by Route 103.	Category X	13	25	-	-	-	-

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Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
42	Bronx-Mount Vernon-New Rochelle	Route 42 ends at E. 241 St. station; service to E. 233rd St. is provided by NYC Transit.	Category 1	116	125	60	60	57	60
43	Bronx-Mount Vernon-Grasslands Express (Peak Direction Only)	Route 43 does not change.	Category X	6	17	-	-	-	-
45	Tuckahoe-New Rochelle-Pelham Bay	Route 45 is extended from Eastchester to Tuckahoe Station; 45Q trips to Top O the Ridge are discontinued.	Category 3	68	68	26	38	16	22
52	Bronx-Mount Vernon-Bronxville	Route 52 does not change.	Category 4	45	46	30	38	-	-
53	Mount Vernon-Pelham	Route 53 is extended to Columbus Avenue from Mount Vernon High School to provide a connection to other bus service.	Category 4	29	39	-	-	-	-
54	Mount Vernon Local	Route 54 is replaced by Route 107.	Service Replaced	13	-	-	-	-	-
55	Bronx - Mount Vernon - Yonkers	Route 55 is replaced by Route 25.	Service Replaced	62	-	43	-	18	-
60	Bronx-New Rochelle-White Plains	Route 60 runs on Boston Post Rd. instead of Palmer Ave. in Larchmont, and Mamaroneck Ave. instead of Old Mamaroneck Rd. in White Plains.	Category 2	78	87	58	80	43	54
61	Bronx-New Rochelle-Port Chester	Route 61 runs on Boston Post Road instead of Ridge Street in Rye.	Category 3	42	60	20	32	0	22

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Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
62	New Rochelle-White Plains Express	Route 62 does not run between New Rochelle and Fordham; service is provided by Metro-North and Route 60/61 bus connections	Category X	6	19	-	-	-	-
63	Scarsdale-White Plains	Route 63 is replaced by Route 66 with slight alignment changes and microtransit (for the streets served by the route deviation).	Service Replaced	42	-	12	-	-	-
64	Green Knolls Commuter	Route 64 is replaced by Route 66 and by microtransit service.	Service Replaced	11	-	-	-	-	-
65	Longview Commuter	Route 65 is replaced by Route 66 and by microtransit service.	Service Replaced	13	-	-	-	-	-
66	Dobbs Ferry-Scarsdale-White Plains	Route 66 is extended from Scarsdale to White Plains via former Route 63 with slight alignment changes; service between Scarsdale and New Rochelle is provided by Route 110.	Category 4	28	46	13	28	-	16
70	Bonnie Briar Commuter	Route 70 is discontinued.	Service Discontinued	9	-	-	-	-	-
71	Larchmont Manor Commuter	Route 71 is discontinued.	Service Discontinued	8	-	-	-	-	-
77	Taconic Express	Route 77 is discontinued.	Service Discontinued	6	-	-	-	-	-
78	Getty Square-Stew Leonard's Drive	Route 78 is extended from Central Avenue to Tuckahoe Station	Category 3	53	60	54	54	57	57
101	Yonkers-Bronx-New Rochelle	Route 101 is a new, east-west route serving southern Yonkers, the south side of Mt. Vernon and New Rochelle.	Category 3	-	58	-	54	-	24

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Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
103	Grasslands Shuttle via Elmsford & Skyline Drive	Route 103 is a new route connecting White Plains and Tarrytown stations to Westchester Community College and Medical Center via Elmsford and Greenburgh.	Category 2	-	105	-	66	-	30
105	Bronx-Stew Leonard's Drive	Route 105 is an extension of current "short" Route 20 trips from Cross County to Ridge Hill and Stew Leonard's.	Category 3	104	102	62	74	34	56
106	Bronx-Bronxville via Kimball Ave	Route 106 replaces Route 25 between Cross County and Nereid station via Kimball Avenue.	Category 2	90	91	72	56	52	35
107	Bronx-Mount Vernon via Sandford Blvd	Route 107 is a new, Sandford Blvd. route connecting Nereid station and downtown Mt. Vernon.	Category 4	-	44	-	30		
108	White Plains-Rye	Route 108 replaces Route 5 between White Plains and Harrison.	Category 5	29	32	23	26		
109	Yonkers-Dobbs Ferry-Tarrytown	Route 109 replaces Route 1T between Yonkers and Tarrytown	Category 2	26	92	-	30	-	28
110	New Rochelle-Larchmont-Scarsdale	Route 110 replaces Route 66 between Scarsdale and New Rochelle.	Category 5	24	32	-	-	-	-
111	Ossining-Tarrytown	Route 111 replaces Route 13 between Tarrytown and Ossining.	Category 4	28	43	26	26	20	24
112	Bronx-Grasslands Express (Peak Direction Only)	Route 112 replaces Route 1X.	Category X	5	18	-	-	-	-
BxM4C	Westchester - Manhattan	Route BxM4C is discontinued.	Service Replaced	20	-	-	-	-	-
A	Shuttle Loop A	Shuttle Route A is replaced by microtransit service.	Service Replaced	20	-	-	-	-	-

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Route	Route Name	Recommended Changes	Recommended Category	Weekday Trips		Saturday Trips		Sunday Trips	
				Existing	Plan	Existing	Plan	Existing	Plan
B	Shuttle Loop B	Shuttle Route B is replaced by microtransit service.	Service Replaced	15	-	-	-	-	-
C	Shuttle Loop C	Shuttle Route C is replaced by microtransit service.	Service Replaced	7	-	-	-	-	-
D	Shuttle Loop D	Shuttle Route D is replaced by microtransit service.	Service Replaced	8	-	-	-	-	-
E	Shuttle Loop E	Shuttle Route E is discontinued, Route 13 continues to operate along Tarrytown Rd/White Plains Rd between White Plains-Elmsford-Tarrytown.	Service Replaced	15	-	-	-	-	-
H	Shuttle Loop H	Shuttle Route H is replaced by microtransit service.	Service Replaced	15	-	-	-	-	-

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Category 5: Shorter hours, hourly service
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Service Frequency

Service Frequency by Route Category–Weekdays

Weekdays	Sample Time Periods and Peak Directional Service Frequencies (Minutes)			
Route Category	Morning Peak 6:30–8 AM	Midday 9 AM–2:30 PM	Afternoon Peak 3:30–5 PM	Evening 6:30–10:30 PM
Category 1: Longest hours, high-frequency service all day	7–15	20–30	10–15	20–30
Category 2: Longest hours, high peak-period frequency, medium frequency off peak	10–20	30	10–20	30–60
Category 3: Long hours, medium peak-period frequency, low frequency off peak	20–30	30–60	20–30	60–80
Category 4: Shorter hours, medium peak-period frequency, low frequency off peak	30	60	30	60–90
Category 5: Shorter hours, hourly service	45	60	45	90
Category X: Service with fewer stops, with high peak frequencies and some off peak	15–30	Minimal	15–30	Minimal

Service Frequency by Route Category–Weekends

Weekends	Time Periods and Service Frequencies (Minutes)			
Route Category	Saturday Peak	Saturday Off Peak	Sunday Peak	Sunday Off Peak
Category 1: Longest hours, high-frequency service all day	20	30–60	20–40	60
Category 2: Longest hours, high peak-period frequency, medium frequency off peak	20–30	30–60	30–60	60
Category 3: Long hours, medium peak-period frequency, low frequency off peak	30–60	60	30–60	0–120
Category 4: Shorter hours, medium peak-period frequency, low frequency off peak	60	60	0–60	0–120
Category 5: Shorter hours, hourly service	0–60	0–120	-	-
Category X: Service with fewer stops, with high peak frequencies and some off peak	-	-	-	-

Service Span

Existing and Recommended Service Span by Route and Day

Route	Day	Existing Span	Proposed Span
1	Weekday	5:23 AM - 11:55 PM	5:00 AM - 12:00 AM
	Saturday	7:05 AM - 11:45 PM	5:30 AM - 12:00 AM
	Sunday	7:44 AM - 10:48 PM	6:30 AM - 12:00 AM
1C	Weekday	6:50 AM - 10:58 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
1T	Weekday	6:28 AM - 7:14 PM	Refer to Route 109
	Saturday	No Service	Refer to Route 109
	Sunday	No Service	Refer to Route 109
1W	Weekday	6:00 AM - 10:15 PM	-
	Saturday	8:00 AM - 8:00 PM	-
	Sunday	No Service	-
1X	Weekday	6:51 AM - 8:57 AM, 3:08 PM-5:09 PM, peak direction	Refer to Route 112
	Saturday	No Service	Refer to Route 112
	Sunday	No Service	Refer to Route 112
2	Weekday	4:48 AM - 12:28 AM	4:45 AM - 1:00 AM
	Saturday	5:55 AM - 11:15 PM	5:30 AM - 12:30 AM
	Sunday	6:12 AM - 11:30 PM	6:12 AM - 12:00 AM
3	Weekday	5:55 AM - 9:27 AM, 3:54 PM - 7:14 PM, peak directional	5:55 AM - 9:30 PM
	Saturday	No Service	No Service
	Sunday	No Service	No Service
4	Weekday	4:45 AM - 12:50 AM	4:45 AM - 12:50 AM
	Saturday	5:40 AM - 12:10 AM	5:30 AM - 12:30 AM
	Sunday	6:50 AM - 9:30 PM	6:30 AM - 11:00 PM
5	Weekday	5:40 AM - 10:53 PM	5:00 AM - 11:00 PM
	Saturday	6:15 AM - 10:59 PM	6:00 AM - 11:00 PM
	Sunday	8:40 AM - 8:25 PM	8:00 AM - 10:00 PM
6	Weekday	5:38 AM - 10:56 PM	5:30 AM - 11:30 PM
	Saturday	6:23 AM - 9:56 PM	6:00 AM - 11:00 PM
	Sunday	11:00 AM - 6:57 PM	7:30 AM - 10:00 PM
7	Weekday	4:50 AM - 12:32 AM	4:50 AM - 12:32 AM
	Saturday	6:15 AM - 12:35 AM	5:30 AM - 12:30 AM
	Sunday	6:35 AM - 12:12 AM	6:35 AM - 12:12 AM
8	Weekday	5:31 AM - 10:55 PM	5:00 AM - 11:00 PM
	Saturday	6:50 AM - 9:20 PM	6:30 AM - 10:30 PM
	Sunday	7:02 - 9:18 PM	7:00 AM - 10:30 PM
9	Weekday	8:40 AM - 4:55 PM	6:30 AM - 7:00 PM

Route	Day	Existing Span	Proposed Span
	Saturday	No Service	No Service
	Sunday	No Service	No Service
10	Weekday	5:31 AM - 7:33 AM, 5:48 PM - 8:17 PM, peak direction	-
	Saturday	No Service	-
	Sunday	No Service	-
11	Weekday	6:55 AM-8:55 AM, 4:32 PM-6:17 PM, peak direction	Refer to Route 111
	Saturday	No Service	Refer to Route 111
	Sunday	No Service	Refer to Route 111
12	Weekday	6:20 AM-7:26 PM	-
	Saturday	8:00 AM - 6:49 PM	-
	Sunday	8:00 AM - 6:09 PM	-
13	Weekday	5:25 AM - 11:29 PM	5:00 AM - 12:00 AM
	Saturday	6:50 AM - 10:37 PM	6:00 AM- 12:00 AM
	Sunday	8:35 AM - 8:07 PM	7:00 AM - 10:00 PM
14	Weekday	5:55 AM - 11:59 PM	5:30 AM - 11:30 PM
	Saturday	5:57 AM - 10:35 PM	5:30 AM - 10:30 PM
	Sunday	9:47 AM - 8:25 PM	7:00 AM - 10:00 PM
15	Weekday	6:10 AM - 7:19 PM	5:30 AM - 10:30 PM
	Saturday	9:26 AM - 6:57 PM	6:30 AM - 10:00 PM
	Sunday	No Service	6:30 AM - 9:00 PM
16	Weekday	5:45 AM - 10:21 PM	-
	Saturday	6:45 AM - 10:29 PM	-
	Sunday	9:30 AM - 7:50 PM	-
17	Weekday	6:20 AM - 8:50 PM, 4:10 PM - 6:25 PM, peak directional	-
	Saturday	No Service	-
	Sunday	No Service	-
18	Weekday	6:40 AM-8:25 AM, 2:45 PM-7:33 PM, peak direction	-
	Saturday	No Service	-
	Sunday	No Service	-
19	Weekday	6:10 AM - 6:43 PM	6:00 AM - 8:30 PM
	Saturday	7:10 AM - 6:45 PM	6:30 AM - 9:00 PM
	Sunday	No Service	7:00 AM - 8:00 PM
20	Weekday	5:00 AM-1:51 AM	5:00 AM-1:51 AM
	Saturday	5:50 AM - 1:54 AM	5:50 AM - 1:54 AM
	Sunday	6:15 AM - 12:53 AM	6:15 AM - 12:53 AM
21	Weekday	5:40 AM - 9:52 AM, 3:37 PM - 7:36 PM, both directions	5:40 AM - 9:52 AM, 3:37 PM - 7:36 PM, both directions
	Saturday	No Service	No Service

Route	Day	Existing Span	Proposed Span
	Sunday	No Service	No Service
25	Weekday	5:55 AM - 11:42 PM	5:55 AM - 11:42 PM
	Saturday	6:05 AM - 11:35 PM	6:05 AM - 11:35 PM
	Sunday	7:15 AM - 9:02 PM	6:45 AM - 10:00 PM
26	Weekday	7:00 AM - 7:10 PM	-
	Saturday	10:00 AM - 6:35 PM	-
	Sunday	No Service	-
27	Weekday	6:10 AM-9:12 AM, 4:01 PM-6:43 PM, peak directional	-
	Saturday	No Service	-
	Sunday	No Service	-
30	Weekday	5:55 AM - 8:02 PM	5:55 AM - 8:02 PM
	Saturday	6:50 AM - 6:05 PM	6:50 AM - 9:00 PM
	Sunday	No Service	7:30 AM - 9:00 PM
31	Weekday	5:53 AM-8:36 AM, 3:29 PM-6:30 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
32	Weekday	6:20 AM - 6:47 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
34	Weekday	6:27 AM-8:01 AM, 6:07 PM-7:30 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
38	Weekday	6:23 AM-8:01 AM, 5:22 PM-7:09 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
39	Weekday	6:19 AM-8:46 AM, 5:04 PM-8:26 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
40	Weekday	5:10 AM - 12:04 AM	5:10 AM - 1:00 AM
	Saturday	5:40 AM - 10:50 PM	5:30 AM - 11:30 PM
	Sunday	5:45 AM - 9:25 PM	5:45 AM - 10:30 PM
41	Weekday	6:50 AM - 8:59 AM, 3:00 PM - 6:22 PM, peak directional	6:00 AM - 9:00 AM, 3:00 PM - 6:30 PM, both directions
	Saturday	No Service	No Service
	Sunday	No Service	No Service
42	Weekday	5:00 AM-11:38 PM	5:00 AM-11:38 PM
	Saturday	6:00 AM - 11:45 AM	6:00 AM - 11:45 AM
	Sunday	6:57 AM - 11:50 PM	6:57 AM - 11:50 PM
43	Weekday	6:00 AM - 8:42 AM, 3:10 PM - 5:58 PM	6:00 AM - 6:30 PM
	Saturday	No Service	No Service
	Sunday	No Service	No Service

Route	Day	Existing Span	Proposed Span
45	Weekday	5:55 AM-9:06 PM	5:30 AM - 10:30 PM
	Saturday	6:20 AM - 8:00 PM	6:00 AM - 9:00 PM
	Sunday	10:15 AM - 6:05 PM	8:00 AM - 9:00 PM
52	Weekday	6:20 AM - 8:00 PM	6:00 AM - 9:00 PM
	Saturday	8:00 AM - 6:58 PM	7:00 AM - 9:00 PM
	Sunday	No Service	No Service
53	Weekday	6:03 AM-9:34 AM, 2:13 PM-6:56 PM, both directions	6:00 AM - 8:00 PM
	Saturday	No Service	No Service
	Sunday	No Service	No Service
54	Weekday	6:37 AM-8:42 AM, 3:27 PM-6:21 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
55	Weekday	5:40 AM-10:16 PM	-
	Saturday	7:00 AM - 10:16 PM	-
	Sunday	10:15 AM - 7:47 PM	-
60	Weekday	5:30 AM - 10:52 PM	5:00 AM - 12:00 AM
	Saturday	6:00 AM - 11:15 PM	6:00 AM - 12:00 AM
	Sunday	7:30 AM - 9:02 PM	6:30 AM - 10:30 PM
61	Weekday	5:55 AM-8:04 PM	5:30 AM - 10:00 PM
	Saturday	7:10 AM - 6:55 PM	7:00 AM - 9:00 PM
	Sunday	No Service	7:30 AM - 8:30 PM
62	Weekday	6:15 AM - 9:25 AM, 4:10 PM - 6:47 PM, peak direction	6:15 AM - 9:25 AM, 4:10 PM - 6:47 PM, both directions
	Saturday	No Service	No Service
	Sunday	No Service	No Service
63	Weekday	6:05 AM - 8:23 PM	-
	Saturday	8:09 AM- 6:28 PM	-
	Sunday	No Service	-
64	Weekday	6:29 AM-9:05 AM, 4:44 PM-7:20 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
65	Weekday	6:29 AM-9:22 AM, 4:24 PM-7:49 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
66	Weekday	6:15 AM - 7:50 PM	6:00 AM - 9:00 PM
	Saturday	No Service	7:30 AM - 9:00 PM
	Sunday	No Service	8:00 AM - 8:00 PM
70	Weekday	6:44 AM - 8:29 PM, 3:03 PM - 6:54 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
71	Weekday	6:49 AM-8:54 AM, 5:18 PM-7:11 PM	-

Route	Day	Existing Span	Proposed Span
	Saturday	No Service	-
	Sunday	No Service	-
77	Weekday	6:20 AM-8:40 AM, 4:25 PM-7:37 PM, peak direction	-
	Saturday	No Service	-
	Sunday	No Service	-
78	Weekday	5:30 AM - 12:59 AM	5:30 AM - 12:59 AM
	Saturday	5:30 AM - 1:02 AM	5:30 AM - 1:02 AM
	Sunday	5:30 AM - 12:58 AM	5:30 AM - 12:58 AM
BxM4C	Weekday	5:15 AM-12:25 PM, 1:30 PM-9:30 PM, peak direction	-
	Saturday	No Service	-
	Sunday	No Service	-
Shuttle A	Weekday	6:33 AM-10:14 AM, 2:28 PM-6:52 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
Shuttle B	Weekday	6:33 AM - 9:45 AM, 2:32 PM - 6:52 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
Shuttle C	Weekday	6:33 AM - 9:13 AM, 2:39 PM - 6:52 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
Shuttle D	Weekday	6:58 AM - 10:09 AM, 2:28 PM - 4:11 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
Shuttle F	Weekday	6:33 AM - 9:55 AM, 2:53 PM - 6:52 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
Shuttle H	Weekday	6:33 AM - 10:21 AM, 2:48 PM - 6:52 PM	-
	Saturday	No Service	-
	Sunday	No Service	-
101	Weekday	-	6:00 AM - 11:00 PM
	Saturday	-	6:30 AM - 10:30 PM
	Sunday	-	8:00 AM - 9:00 PM
103	Weekday	-	6:00 AM - 12:00 AM
	Saturday	-	6:30 AM - 10:30 PM
	Sunday	-	6:30 AM - 10:00 PM
105	Weekday	-	5:30 AM - 1:00 AM
	Saturday	-	6:30 AM - 10:30 PM
	Sunday	-	6:30 AM - 10:00 PM

Route	Day	Existing Span	Proposed Span
106	Weekday	-	6:30 AM - 11:00 PM
	Saturday	-	6:30 AM - 11:00 PM
	Sunday	-	7:00 AM - 9:30 PM
107	Weekday	-	6:00 AM - 8:00 PM
	Saturday	-	No Service
	Sunday	-	No Service
108	Weekday	-	6:30 AM - 8:00 PM
	Saturday	-	7:00 AM - 8:00 PM
	Sunday	-	No Service
109	Weekday	-	6:30 AM - 11:30 PM
	Saturday	Refer to IT	7:00 AM - 10:00 PM
	Sunday	-	7:00 AM - 9:00 PM
110	Weekday	-	6:30 AM - 8:00 PM
	Saturday	-	No Service
	Sunday	-	No Service
111	Weekday	-	6:00 AM- 8:00 PM
	Saturday	-	7:00 AM - 8:00 PM
	Sunday	-	7:00 AM - 8:00 PM
112	Weekday	6:51 AM - 8:57 AM, 3:08 PM - 5:09 PM, peak direction	6:00 AM- 8:00 PM
	Saturday	-	No Service
	Sunday	-	No Service

Route 1: Bronx – Yonkers (242nd Street – JFK Marina Park)

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 1 serves the core shared segment of the Route 1/1C/1T/1W service patterns, operating between the 242nd Street station of the #1 subway line in the Bronx and Yonkers city line via Broadway and Warburton Avenue. Route 1 has a direct alignment and relatively strong ridership. Route 1 trips generally run during the morning and afternoon peak hours to supplement service along the core alignment during high demand times, as well as throughout the evening when the other service patterns do not operate.

Service Today

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
2,360	15 / 61	44.5	19 / 61	6	35%

* Farebox recovery is for all Route 1 service patterns combined

Recommended Route

Route 1 will continue to follow the same alignment as today, but the route will be shortened slightly at its northern end to terminate at the JFK Marina and Park in Yonkers rather than Yonkers city line. Simplifying the numerous Route 1 branches better matches frequency to this segment where there is the greatest ridership activity. Terminating Route 1 at the JFK Marina and Park requires the installation of no parking signs.

Recommended Replacement Service

- **Route 109**, operating on the alignment of the former Route 1T, will continue to operate between Getty Square and Tarrytown with higher levels of service than today, operating along Route 1's alignment and continuing to provide service north of the JFK Marina to Tarrytown. Riders traveling longer distances can also take Metro-North from Yonkers to reach several communities along the Hudson River north to Tarrytown and beyond.

How the Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓		✓		✓

Existing and Planned Service Hours and Trips

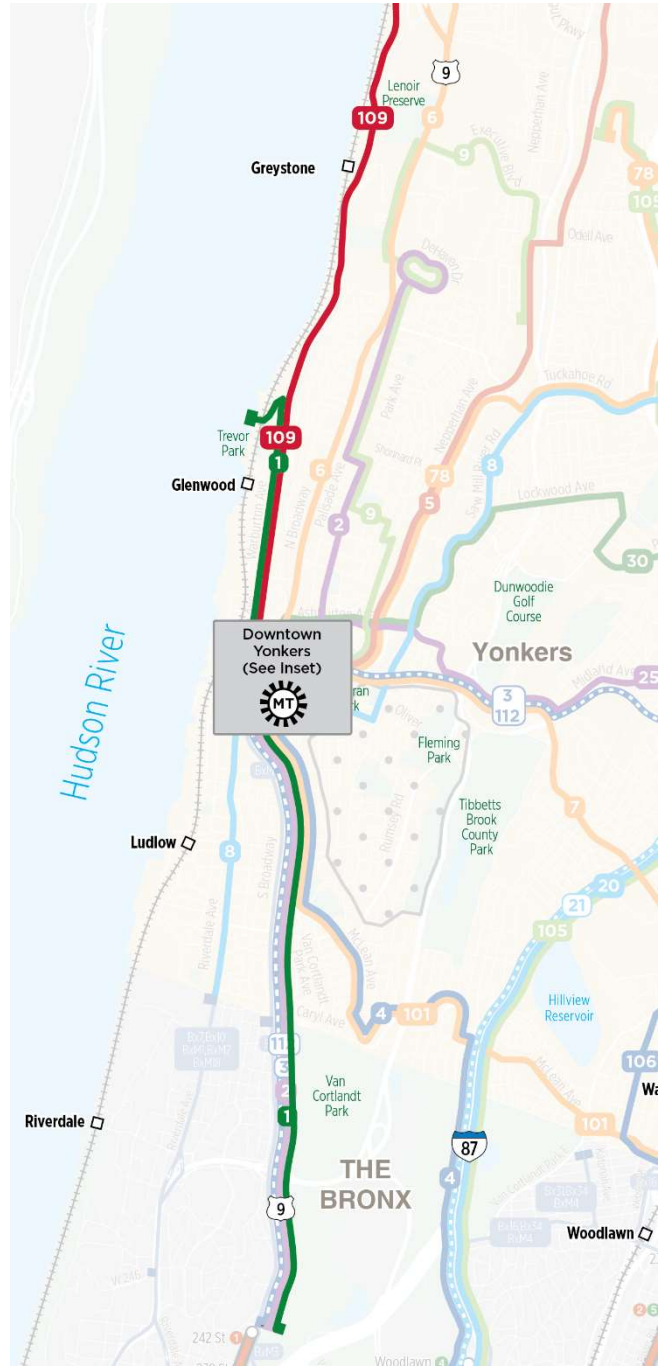
	Existing			Plan		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:23 AM- 11:55 PM	7:05 AM-11:45 PM	7:44 AM-10:48 PM	5 AM-12 AM	5:30 AM-12 AM	6:30 AM-12 AM
Daily Trips	138	74	41	142	91	53

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 1



Recommended Route 1



Route 1C: Bronx – Westchester Medical Center and WCC via Yonkers

Service Replaced

Existing Route

Route 1C connects 242nd Street station of the #1 subway line in the Bronx with Westchester Medical Center via Yonkers, Dobbs Ferry, and Ardsley. The Route 1 service variants combined have strong ridership along the core alignment and moderate ridership north to the Yonkers-Hastings border, however, ridership is weaker along Route 1C's unique alignment between the Yonkers City Line and Route 119 along Ashford Avenue and Saw Mill River Road. Ridership is strong through the Grasslands Campus. Route 1C is one of the longest routes in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
1,626	19 / 61	67.8	4 / 61	21	35%

* Farebox recovery is for all Route 1 service patterns combined

Recommended Service

Route 1C will be discontinued, and most riders will use other available services to reach the places 1C serves today.

Recommended Replacement Service

There will be several ways to travel between Yonkers and the Grasslands Campus:

- A redesigned **Route 5** will provide local one-seat service between Yonkers and the Grasslands Campus along a more direct alignment via Nepperhan Avenue and Saw Mill River Road. North of Ashford Road in Ardsley, Route 5 will operate along Route 1C's existing alignment to Grasslands. This redesigned route will also have more service frequency than the existing hourly service.
- **Route 112** (existing Route 1X) will continue to provide express service between the Bronx/Yonkers and the Grasslands Campus, with more trips provided throughout the day than 1X provides today.
- Service between Yonkers and Dobbs Ferry will be maintained by **Route 109** (the existing Route 1T). Riders will be able to use Route 109 or Metro-North Railroad to reach Tarrytown, and then transfer to new **Route 103** for frequent connecting service to Grasslands.
- **Route 1** will operate frequent, all-day service between 242nd Street station in the Bronx and JFK Marina Park along the same core alignment that is served by all Route 1 service patterns today. **Routes 2, 3,** and **112** will also provide service between 242nd Street station and Getty Square along this same corridor alignment.
- **Route 6** and **Route 66** will maintain service along Ashford Avenue where Routes 1C, 6, and 66 currently operate.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓*	✓			✓			✓

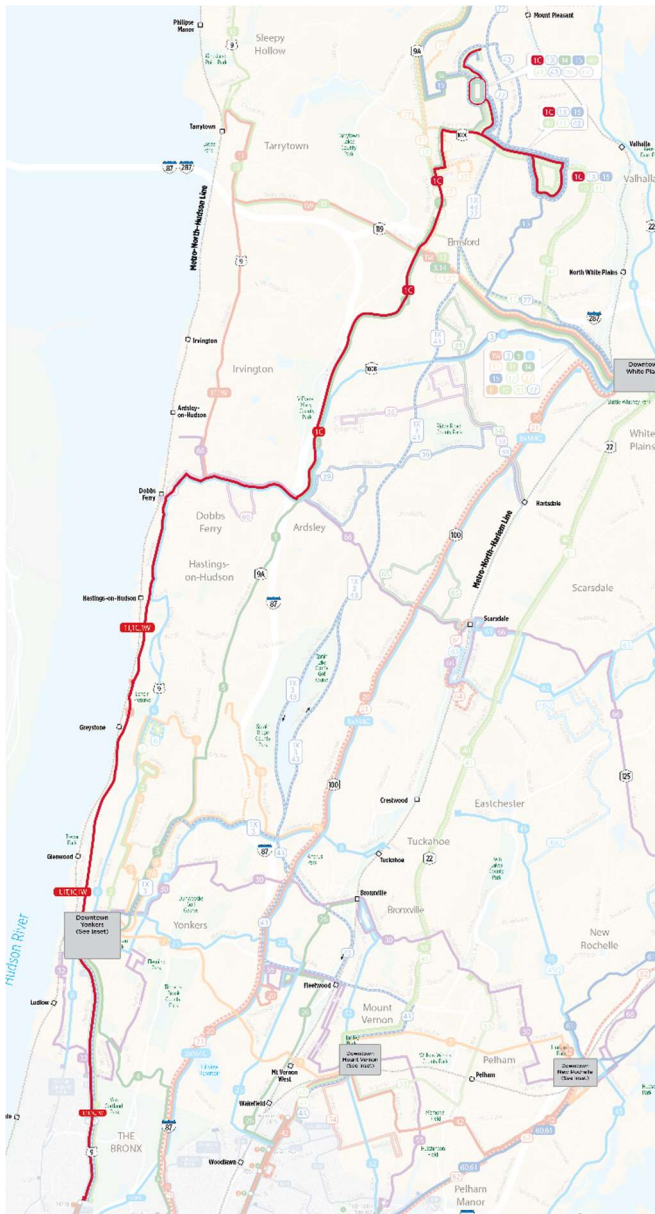
*Alternative recommended service will have more frequent service.

Existing and Recommended Service Hours and Trips

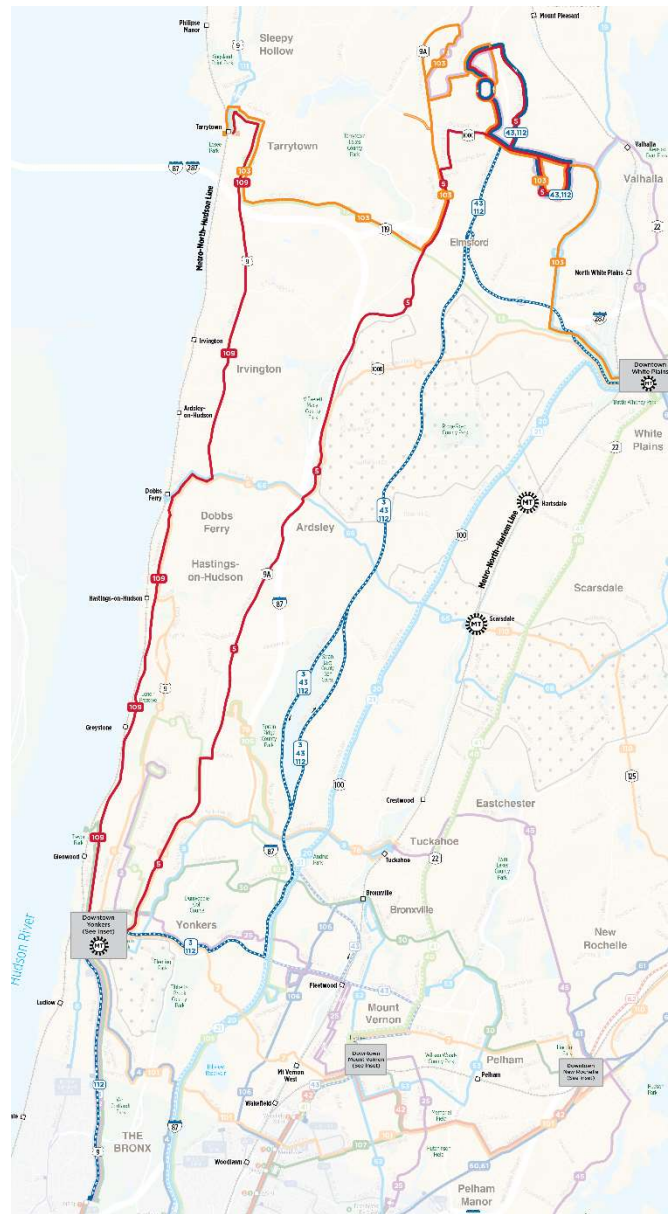
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:50 AM-10:58 PM	-	-	-	-	-
Daily Trips	24	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 1C



Recommended Service Replacing Route 1C



Route 1T: Bronx – Tarrytown Station via Yonkers

Route Replaced

Existing Route

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
1,590	20 / 61	61.2	7 / 61	15	35%

* Figure for all Route 1 service patterns combined

Route 1T connects 242nd Street station of the #1 subway line in the Bronx with Tarrytown via Warburton Avenue and Broadway. Route 1T has a direct and simple alignment and serves a corridor with relatively strong ridership.

Recommended Route

See Route 109.

Route 1T will become a standalone route rather than a variant of Route 1. The recommended route, proposed to be called **Route 109**, is similar to the existing 1T: it will continue to operate between Getty Square and Tarrytown via Warburton Avenue and Broadway, but will no longer operate south of Getty Square to the Bronx.

Recommended Replacement Service:

Riders can use other bus routes to connect between Getty Square and the Bronx:

- **Route 1** will operate frequent, all-day service between 242nd Street station in the Bronx and JFK Marina Park along the same core alignment that is served by all Route 1 service patterns today.
- **Routes 2, 3, and 112** will also provide service between 242nd Street station and Getty Square along this same core alignment.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓				✓		✓

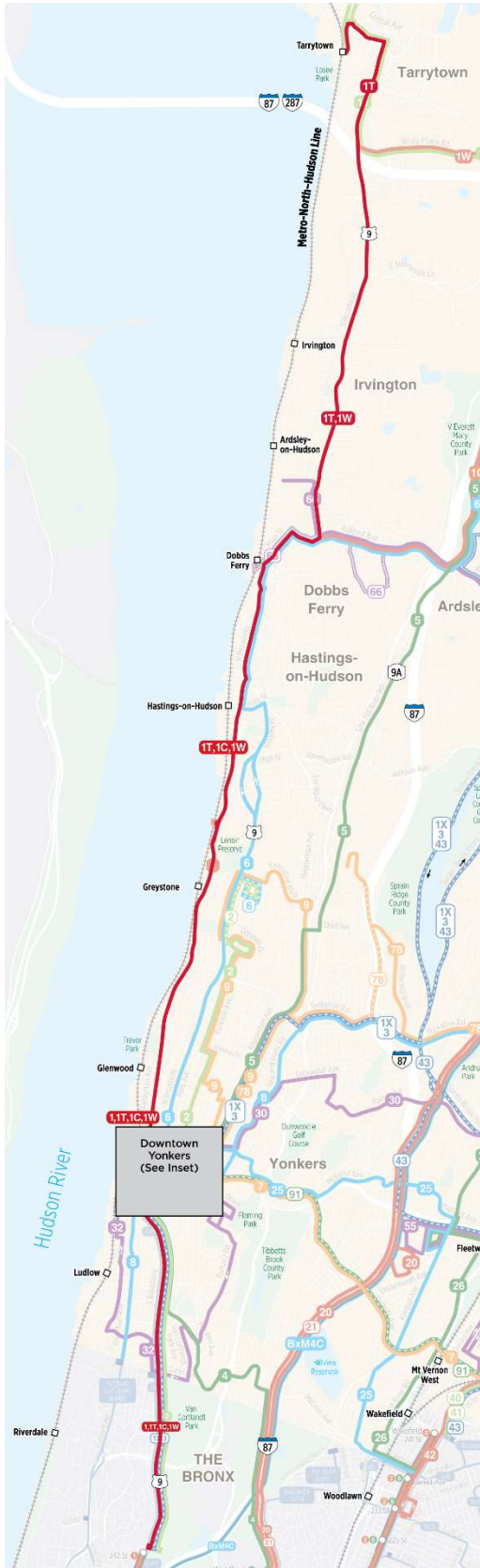
Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:28 AM-7:14 PM	-	-	See Rte. 109	See Route 109	See Route 109
Daily Trips	26	-	-	-	-	-

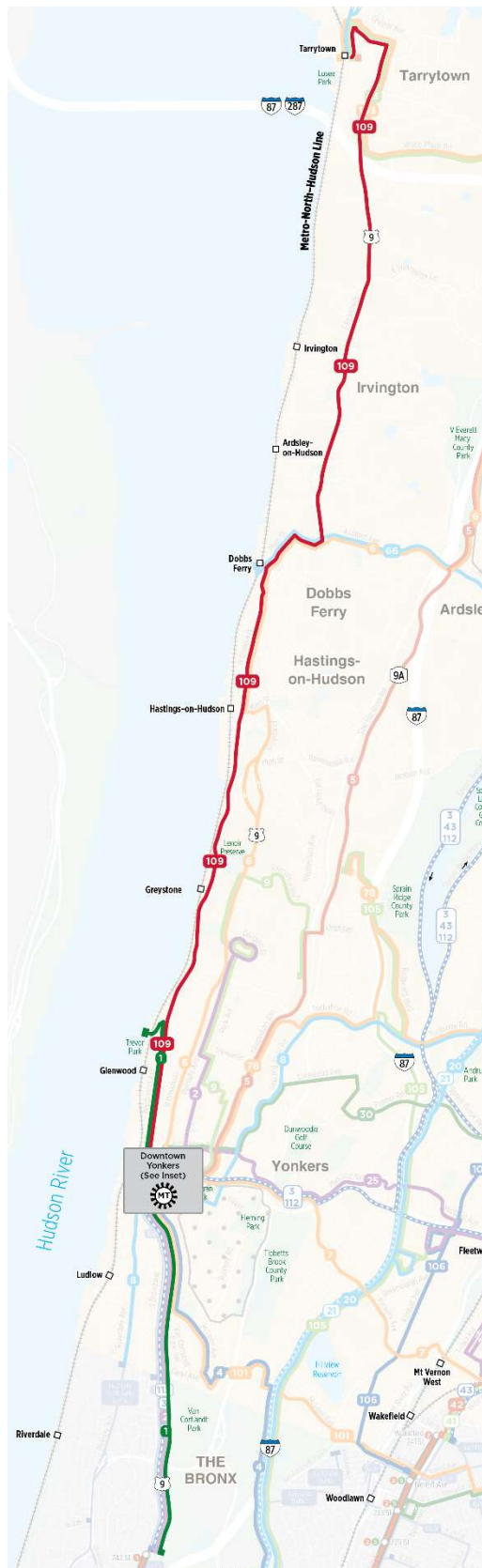
* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.



Existing Route 1T



Recommended Route 109



Route 1W: Bronx – White Plains via Yonkers and Tarrytown

Service Replaced

Existing Route

Route 1W connects 242nd Street station of the #1 subway line in the Bronx with White Plains via Warburton Avenue/Broadway serving Hudson River communities and Route 119 (White Plains Road/Main Street/Tarrytown Road). Route 1 service variants combined have strong ridership along the core alignment and moderate ridership north to the Yonkers city line, with lower to moderate ridership along S Broadway towards Tarrytown. Along Route 1W's unique alignment serving Route 119, ridership is fairly low except at Saw Mill River Road and in White Plains. Route 1W is fairly long, and redundant with some existing services that also serve Warburton Avenue/Broadway and Route 119, and that connect the Bronx, Yonkers, Dobbs Ferry, Tarrytown, and White Plains.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
1,674	18 / 61	69.8	3 / 61	19	35%

* Figure for all Route 1 service patterns combined

Recommended Route

Route 1W will be replaced with other services to address duplicative service along the Warburton Avenue/Broadway and Route 119 corridors.

Recommended Replacement Service:

- Riders can use **Route 3** for express service connecting the Bronx, Yonkers, and White Plains, with more trips during the day than currently provided on Route 3.
- **Route 6** will continue to provide local service between Yonkers and White Plains along its existing alignment.
- Riders along Warburton Avenue and Broadway can use **Route 109** (the existing Route 1T) to connect with **Route 6** at Dobbs Ferry to reach White Plains, or connect with **Route 13** at Tarrytown for frequent service along the Route 119 corridor to White Plains.

How the Recommended Route Plan Improves Service

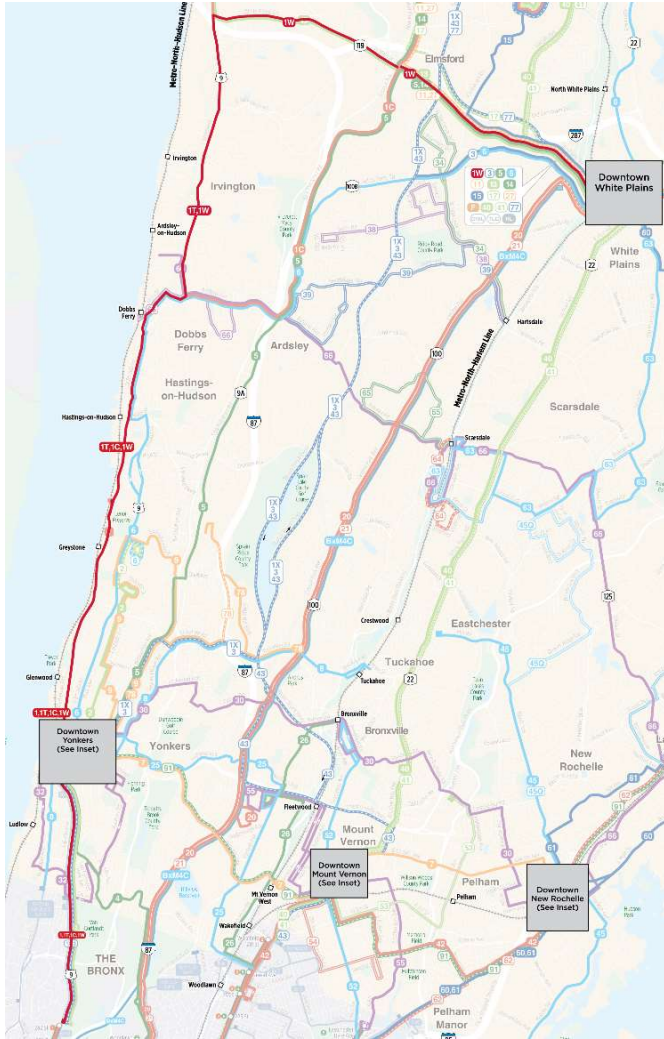
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓						✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6 AM-10:15 PM	8 AM-8 PM	-	-	-	-
Daily Trips	24	20	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 1W



Recommended Service Replacing Route 1W



Route 1X: Bronx–Yonkers–Westchester Medical Center and WCC Express

Route Replaced

Existing Route

Route 1X is an express service between 242nd Street station of the #1 subway line in the Bronx, Getty Square in Yonkers, and key destinations in the Grasslands Campus. The route operates during peak periods only, and ridership per trip is relatively strong.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
216	39 / 61	43.2	23 / 61	20	35%

* Figure for all Route 1 service patterns combined

Recommended Route

See Route 112.

Route 1X will become a standalone route rather than a variant of Route 1. The recommended route, currently labeled **Route 112**, will operate a similar alignment as Route 1X today, and will run additional trips earlier and later as well as new trips during the midday. In Yonkers, the route's alignment will be slightly modified to operate less on local streets and more on highways, making service more direct and reducing travel times.

How the Recommended Route Plan Improves Service

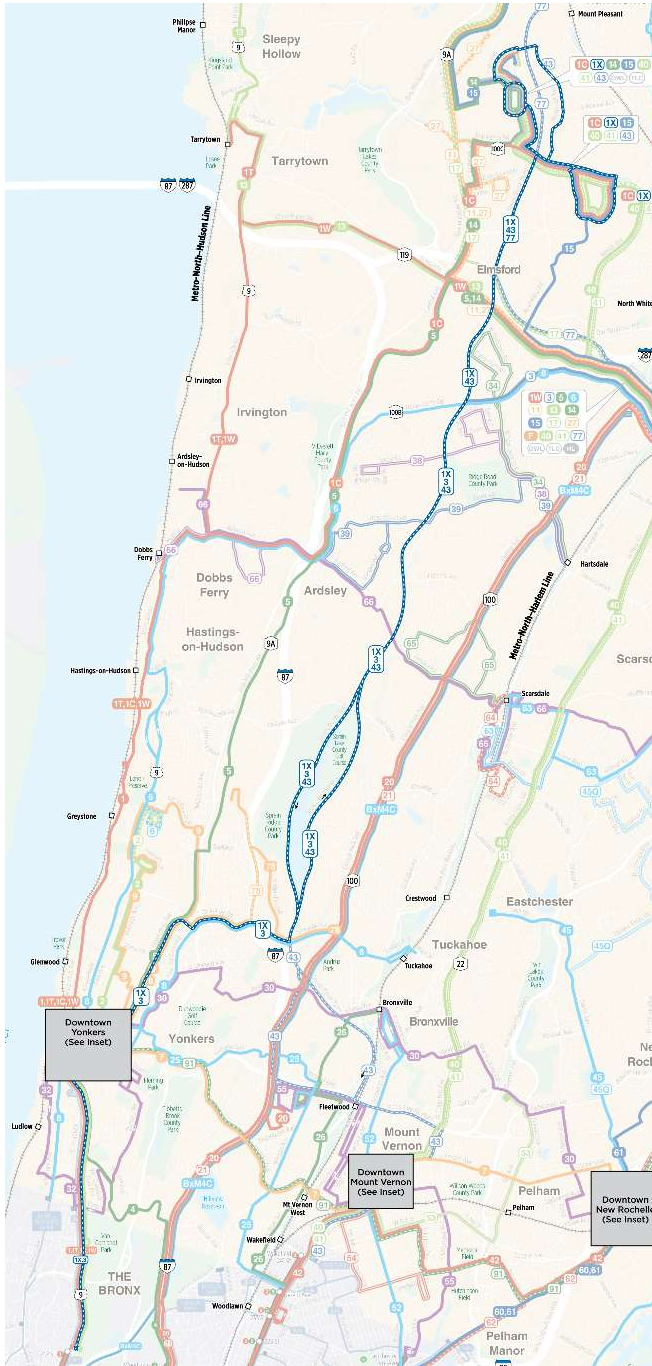
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓	✓			

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:51 AM-8:57 AM, 3:08 PM-5:09 PM, peak directional	-	-	See Route 112	See Route 112	See Route 112
Daily Trips	5	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 1X



Recommended Route 112



Route 2: Bronx – Tudor Woods

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 2 connects 242nd Street station on the #1 subway line with Tudor Woods in Yonkers via Broadway, Getty Square, and Palisade Avenue. On weekdays, trips during the AM and PM peak hours extend north to serve Executive Boulevard; this deviation is served with frequent service but carries relatively low ridership. The route has a simple and direct alignment and provides a high level of service throughout the day. Route 2 carries the second-highest ridership in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
8,145	2 / 61	56.6	9 / 61	6	56%

Recommended Route

Route 2 will continue to operate as it does today, except that all trips will terminate at Tudor Woods; trips during the weekday AM and PM peak hours will no longer extend north to serve Executive Boulevard.

Recommended Replacement Service:

- Route 9 will continue to serve Executive Boulevard on all trips.
- Route 6 will operate along N Broadway, bringing people close to Executive Plaza.

How the Recommended Route Plan Improves Service

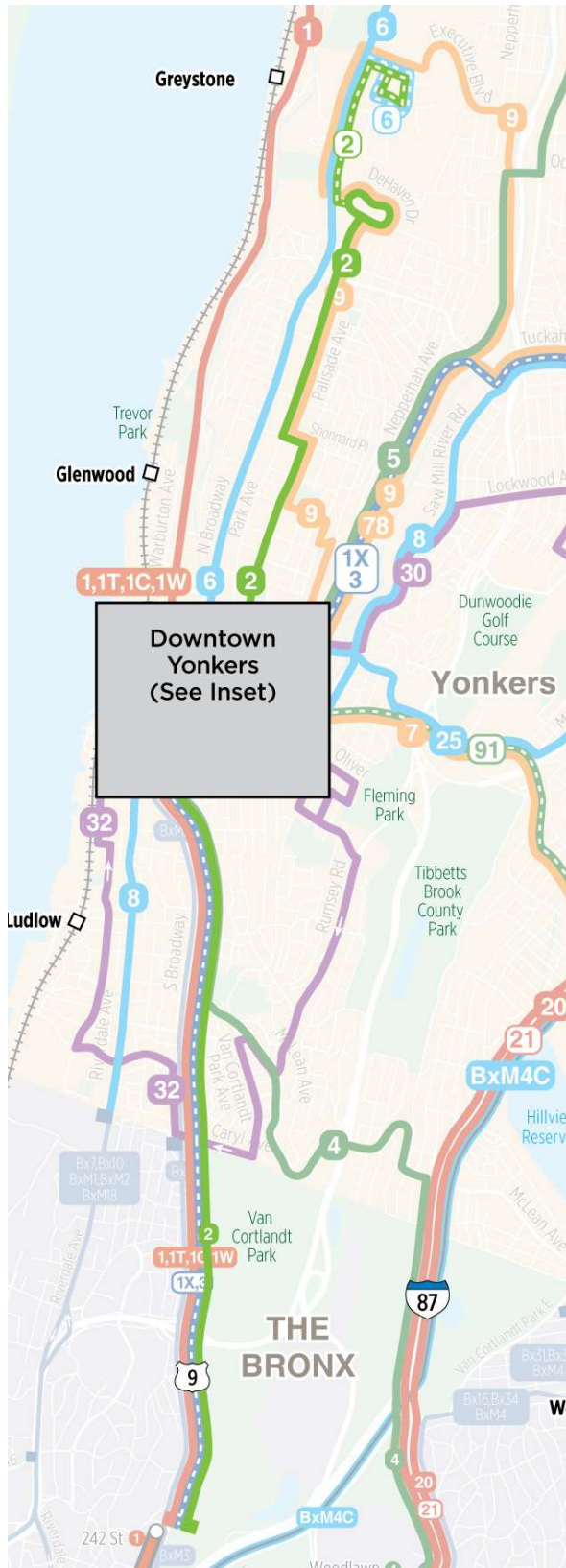
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓		✓				

Existing and Recommended Service Hours and Trips

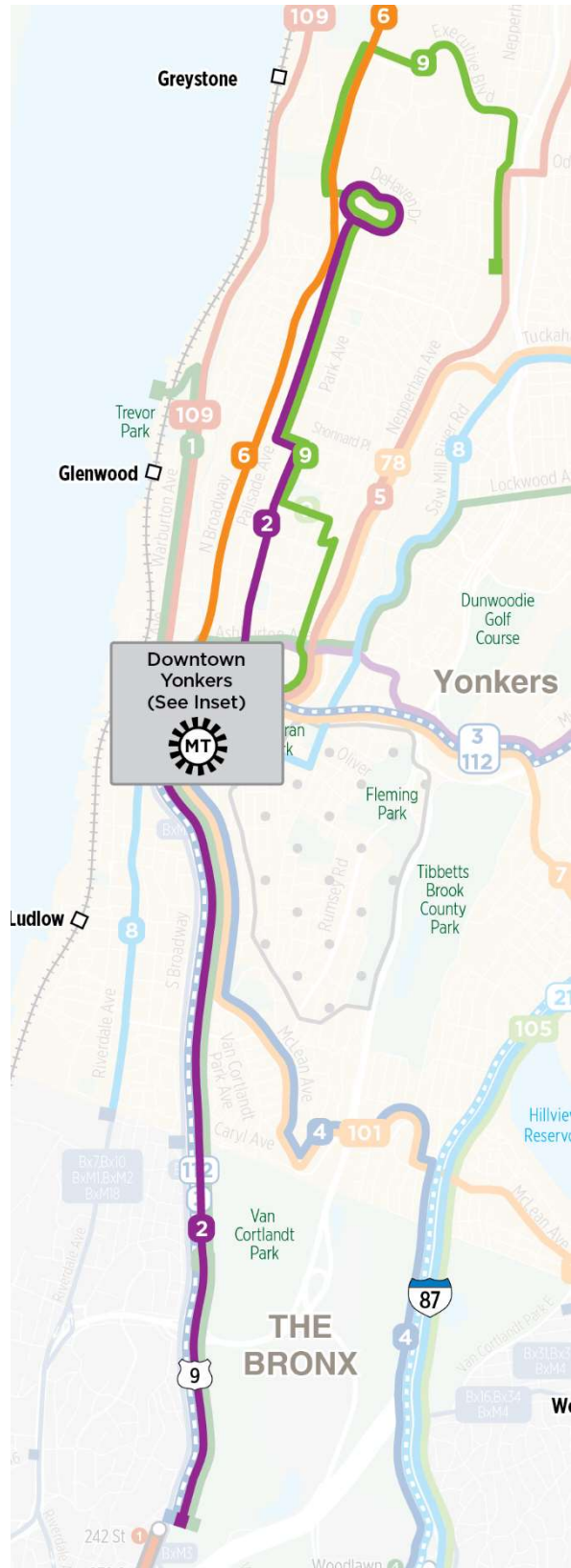
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	4:48 AM-12:28 AM	5:55 AM-11:15 PM	6:12 AM-11:30 PM	4:45 AM-1 AM	5:30 AM-12:30 AM	6:12 AM-12 AM
Daily Trips	138	77	49	142	96	63

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 2



Recommended Route 2



Route 3: Bronx – Yonkers – White Plains Express

Service Category X: Service with Fewer Stops, High Peak-Period Frequencies, Some Off-Peak Trips

Existing Route

Route 3 provides express service connecting the 242nd Street station on the #1 subway line in the Bronx, Yonkers, downtown White Plains, and office parks just east of White Plains. Ridership is moderate on most trips and strong along most of the route, but ridership is very low along Westchester Avenue, east of White Plains.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
806	26 / 61	47.4	16 / 61	22	20%

Recommended Route

Route 3 will continue to provide direct service between the Bronx, Yonkers, and White Plains, with nonstop service between Yonkers and White Plains to provide a fast and convenient connection. New trips will be added, including midday trips, so riders will have an express option throughout the day. The route's alignment in Yonkers and White Plains will be slightly modified to operate less on local streets and more on highways, making service more direct and reducing travel times. Service east of White Plains will be discontinued due to very low ridership.

If the approach to access Sprain Brook Parkway via Yonkers Avenue and Cross County Parkway is ultimately not feasible, an alternative approach is to use Midland Avenue.

Recommended Replacement Service:

- Riders traveling east of White Plains will use **Route 13** or a new **East of White Plains Microtransit Zone** to reach locations no longer served by Route 3.

How the Recommended Route Plan Improves Service

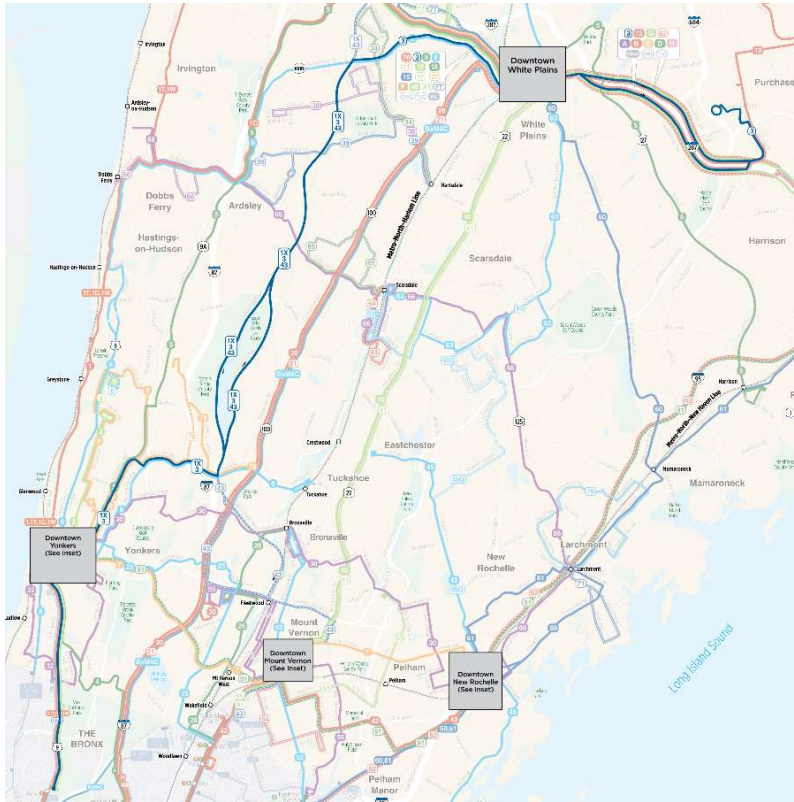
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓	✓			✓

Existing and Recommended Service Hours and Trips

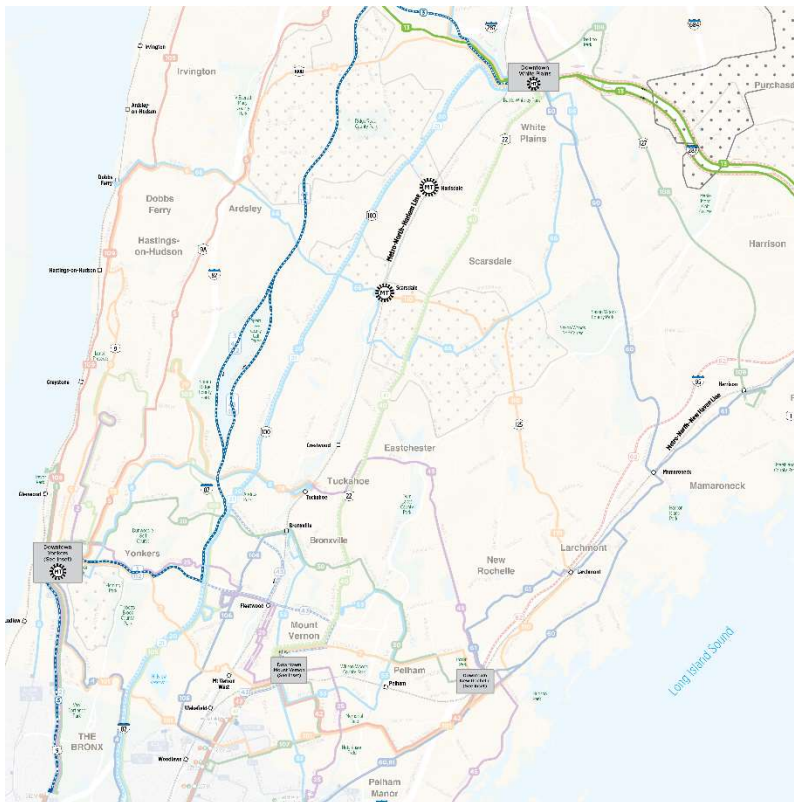
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:55 AM-9:27 AM, 3:54 PM-7:14 PM, peak directional	-	-	5:55 AM-9:30 PM	-	-
Daily Trips	16	-	-	38	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 3



Recommended Route 3



Route 4: Bronx – Yonkers via McLean Avenue

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 4 connects Bedford Park station on the #4 subway line in the Bronx with Getty Square via Central Park Avenue and McLean Avenue. The route operates a simple and direct alignment and provides a critical link to the New York City subway system. Route 4 has among the highest daily ridership in the Bee-Line system and is the most productive route in terms of riders per hour of service.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
6,513	4 / 61	47.5	15 / 61	6	55%

Recommended Route

Route 4 will largely follow the same alignment as it does today. In Yonkers, Route 4 will extend west to serve the Yonkers Metro-North Station, providing an easier connection to Metro-North Hudson Line rail service.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
					✓	✓		

How the Recommended Route Plan Improves Service

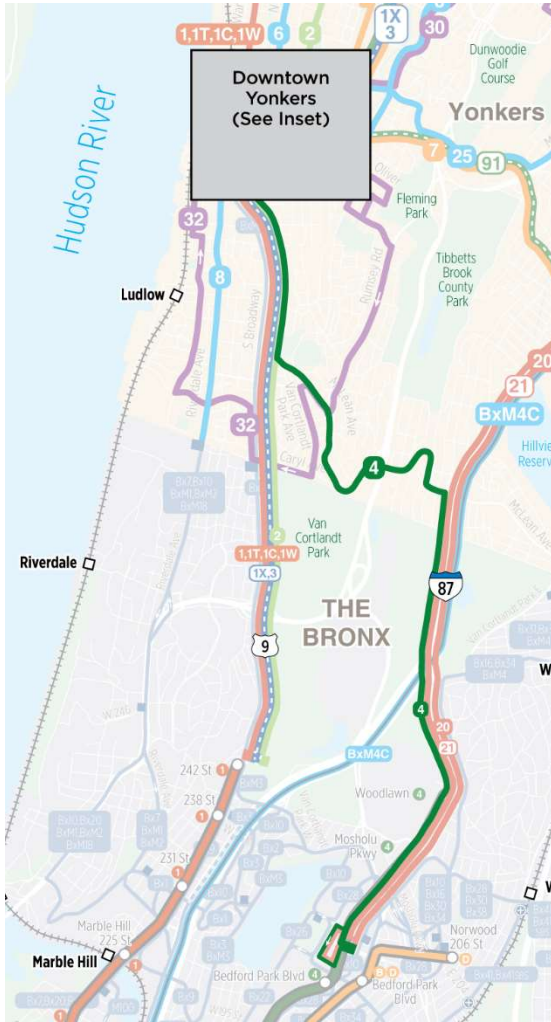
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓			✓	✓	✓		

Existing and Recommended Service Hours and Trips

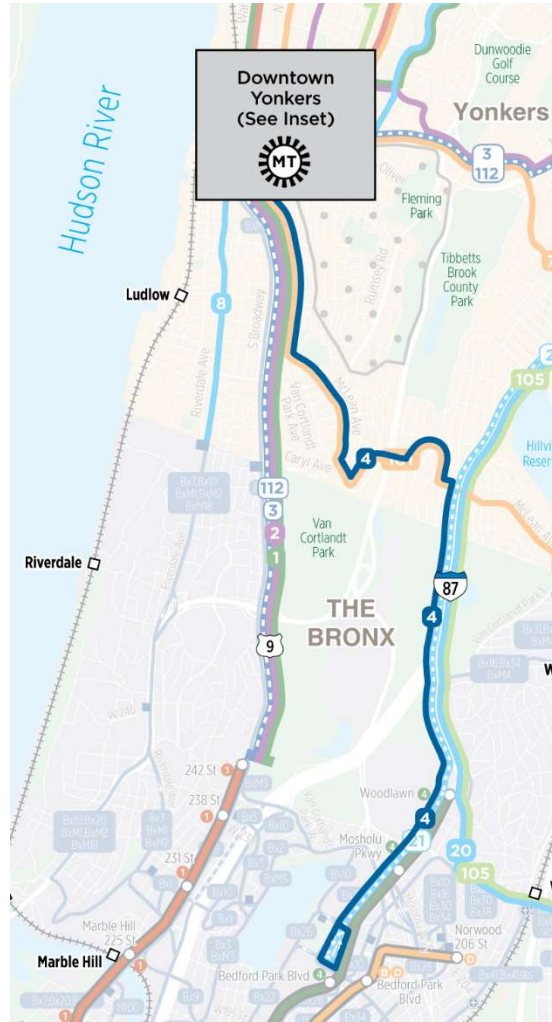
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	4:45 AM-12:50 AM	5:40 AM-12:10 AM	6:50 AM-9:30 PM	4:45 AM-12:50 AM	5:30 AM-12:30 AM	6:30 AM-11 PM
Daily Trips	117	64	38	120	71	51

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 4



Recommended Route 4



Route 5: Yonkers - Grasslands

Service Category 2: Longest Hours, High Peak-Period Frequency, Medium Frequency Off Peak

Existing Route

Route 5 connects Yonkers, White Plains, and Harrison. The route's full alignment is relatively long route, although about half of all weekday trips operate only between Yonkers and White Plains. Route 5 has good daily ridership, but while ridership is strong along the route between Yonkers and White Plains, it is very low between White Plains and Harrison. Many riders connect from Route 5 to other services at Saw Mill River Road and Route 119/Main Street, instead of riding all the way between Yonkers and White Plains.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
2,940	13 / 61	39.7	24 / 61	14	32%

Recommended Route

Route 5 will be redesigned as a direct local route connecting Yonkers and the Grasslands Campus, essentially replacing the existing Route 1C. Route 5 will continue to serve Saw Mill River Road, then serve the existing Route 1C's northern segment with local service to the Grasslands Campus.

Recommended Replacement Service:

Current riders will be able to use other services to connect between Yonkers, White Plains, and Harrison:

- Riders traveling between Yonkers and White Plains will continue to have a one-seat ride using **Route 6** (local service) or **Route 3** (express service).
- Riders along Saw Mill River Road can reach White Plains by taking Route 5 to Ardsley and transferring to **Route 6** at Ashford Avenue, or by taking Route 5 to Main Street/Route 119 and transferring to **Route 13**, which will operate with frequent service along Route 119.
- Route 5's current alignment between White Plains and Harrison will become standalone **Route 108**, serving North Street and Harrison Avenue with service levels that better match actual demand.

How the Recommended Route Plan Improves Service

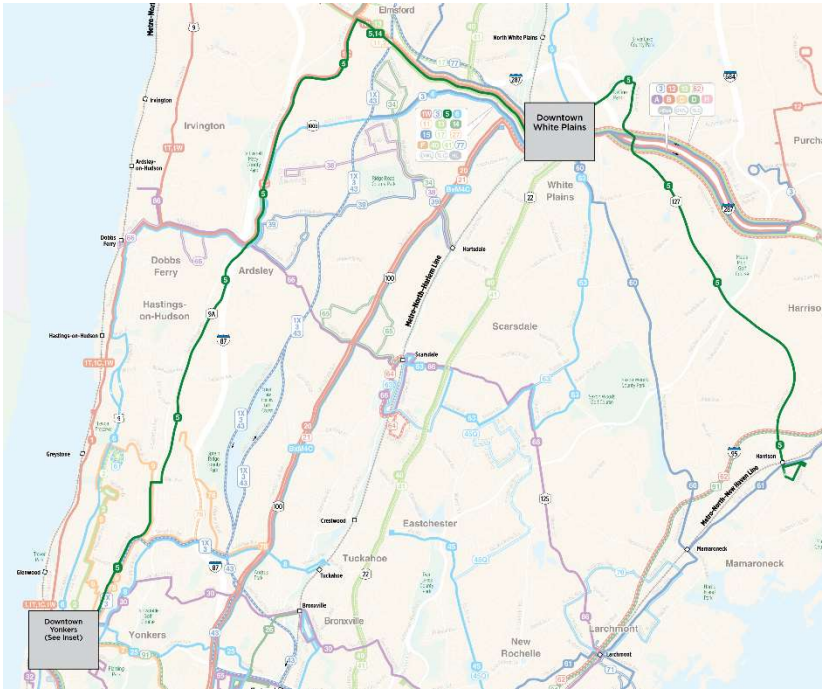
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓			✓			✓

Existing and Recommended Service Hours and Trips

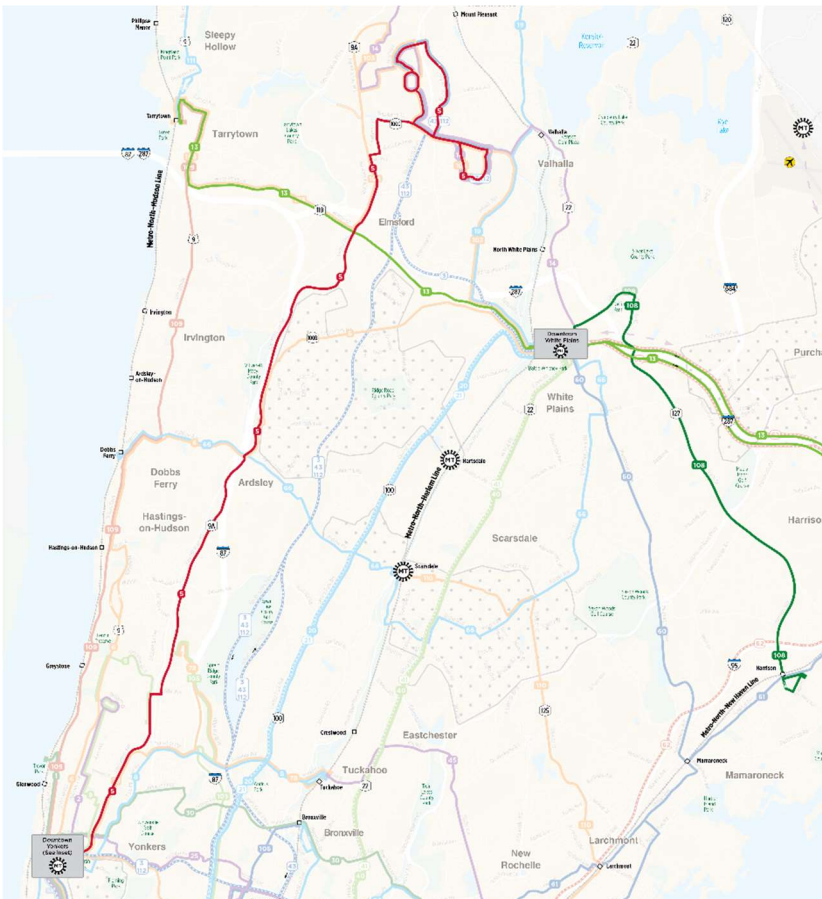
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:40 AM-10:53 PM	6:15 AM-10:59 PM	8:40 AM-8:25 PM	5 AM-11 PM	6 AM-11 PM	8 AM-10 PM
Daily Trips	76	30	15	77	52	24

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 5



Recommended Routes 5, 13, and 108



Route 6: Yonkers – White Plains

Service Category 2: Longest Hours, High Peak-Period Frequency, Medium Frequency Off Peak

Existing Route

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
2,981	12 / 61	34.3	26 / 61	23	21%

Route 6 connects Yonkers, White Plains, and Pleasantville. Route 6 has good daily ridership, and activity is strongest between Yonkers and White Plains, highlighting the route's importance connecting Yonkers and communities along the Hudson River with White Plains and other services. However, ridership between White Plains and Pleasantville is very low. The route's alignment is very long, although there are several service patterns and not all trips serve the full length of the route.

Recommended Route

Route 6 will continue to provide a one-seat connection between Yonkers and White Plains along its existing alignment. In Yonkers, select trips that currently deviate from N Broadway to circulate through Executive Plaza (four northbound in the morning and three southbound in the evening) will no longer do so. The route's segment north of White Plains to Pleasantville will be replaced by redesigned **Route 19** to simplify route patterns and better match service levels to ridership.

Recommended Replacement Service:

- **Route 19** will be redesigned to travel from Chappaqua to Pleasantville and then continue south to White Plains, replacing Route 6's existing alignment along Columbus Avenue to Pleasantville. Route 19's current alignment between Pleasantville and Ossining will instead be served by redesigned Route 14.
- **Route 6** will continue to serve North Broadway at Executive Boulevard, adjacent to Executive Park. Service along Executive Boulevard will continue to be provided by **Route 9**.

How the Recommended Route Plan Improves Service

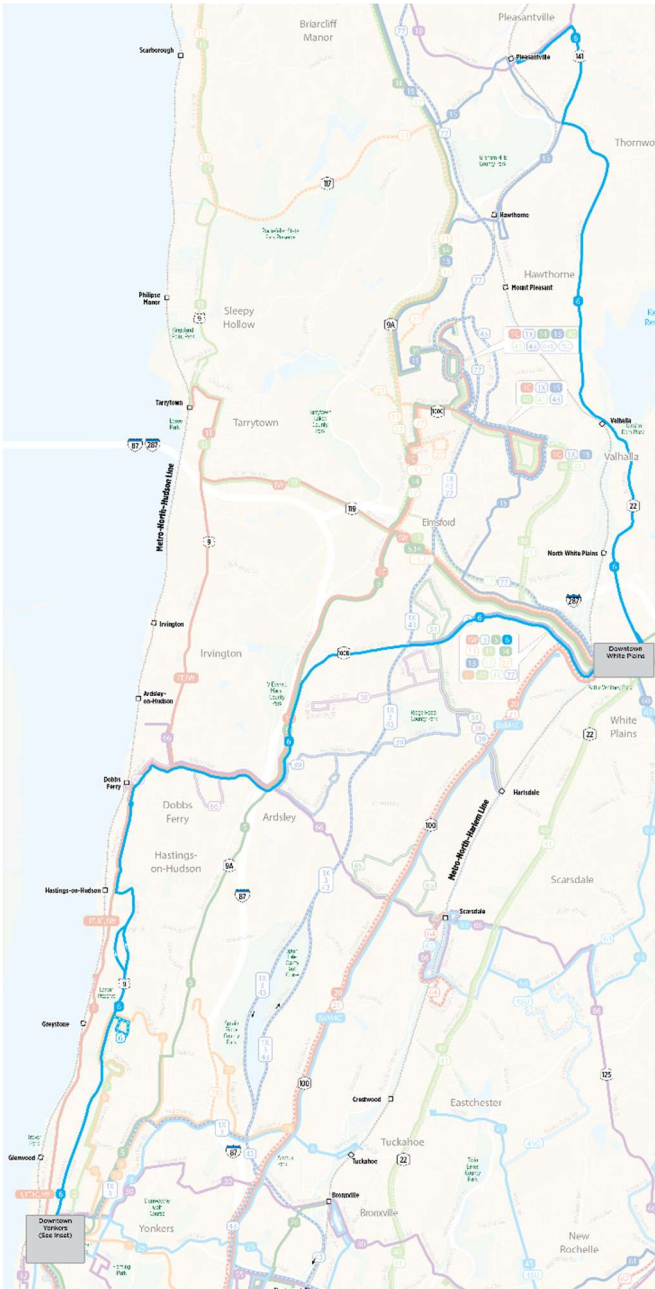
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓		✓						✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:38 AM-10:56 PM	6:23 AM-9:56 PM	11 AM-6:57 PM	5:30 AM-11:30 PM	6 AM-11 PM	7:30 AM-10 PM
Daily Trips	86	50	13	86	60	29

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 6



Recommended Route 6



Route 7: Yonkers – Mount Vernon – New Rochelle

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 7 connects Yonkers, Mount Vernon, and New Rochelle via Yonkers Avenue and Lincoln Avenue. The route operates along a relatively direct alignment and provides a critical east-west link across Westchester County with multiple connection opportunities to other services. Route 7 is one of the most productive and highest ridership routes in the Bee-Line system, and ridership is strong along the entire route.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
6,919	3 / 61	60.2	8 / 61	10	43%

Recommended Route

Route 7 will remain the same as today. Some minor changes to its alignment in Downtown New Rochelle and Mount Vernon will simplify service to make travel more direct and shorten travel times. There will also be additional trips.

How the Recommended Route Plan Improves Service

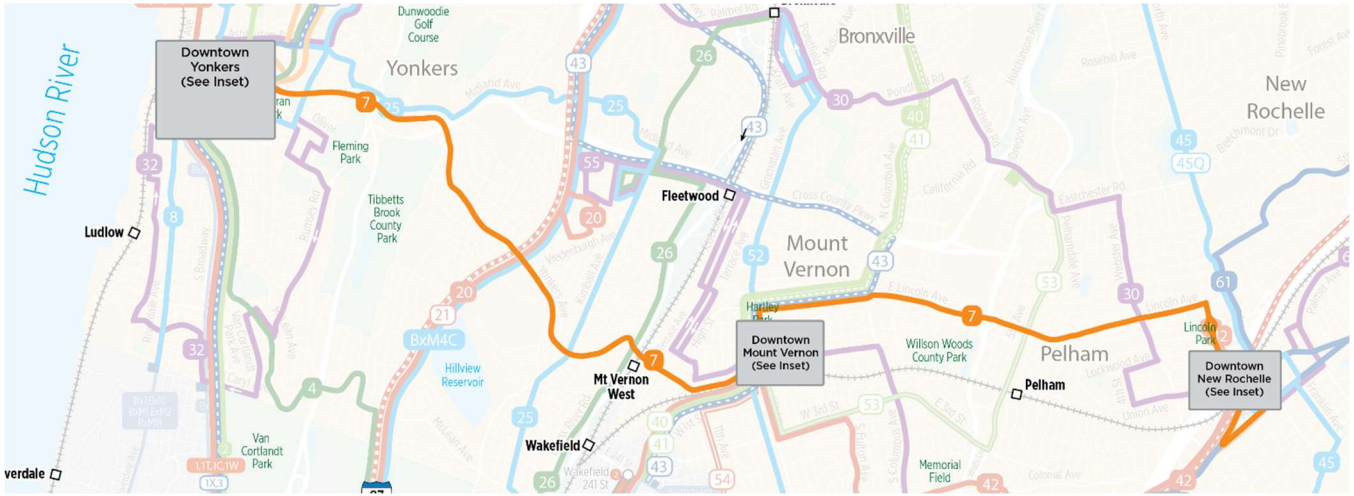
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓	✓			✓		

Existing and Recommended Service Hours and Trips

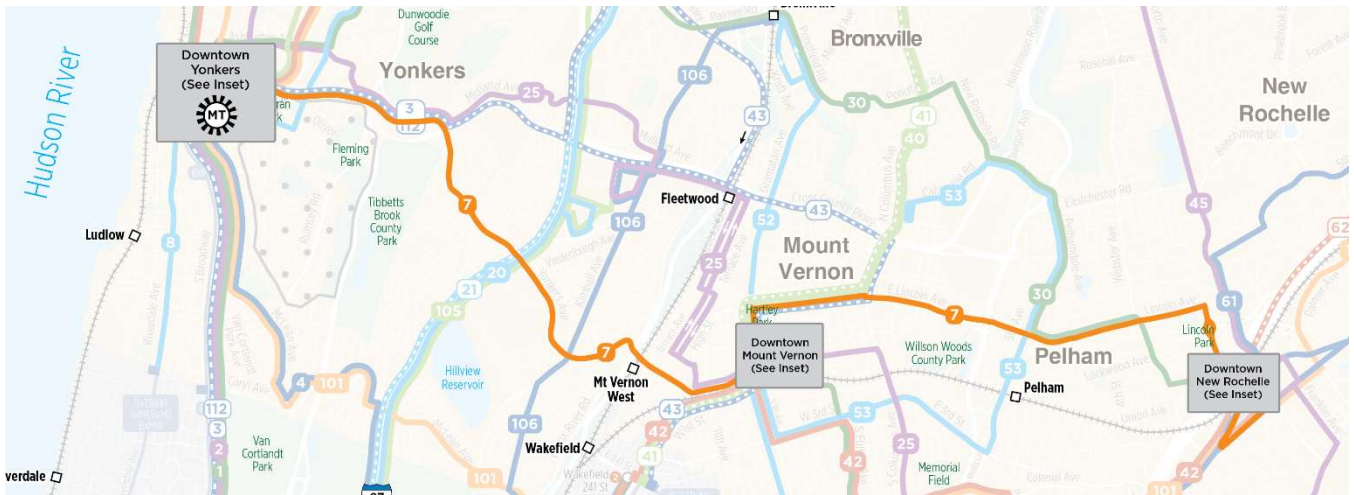
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	4:50 AM-12:32 AM	6:15 AM-12:35 AM	6:35 AM-12:12 AM	4:50 AM-12:32 AM	5:30 AM-12:30 AM	6:35 AM-12:12 AM
Daily Trips	103	66	51	122	86	51

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 7



Recommended Route 7



Route 8: Mount St. Vincent – Yonkers – Tuckahoe

Service Category 2: Longest Hours, High Peak-Period Frequency, Medium Frequency Off Peak

Existing Route

Route 8 connects Mount St. Vincent in the Bronx to Yonkers and Tuckahoe. The route is productive and has fairly high daily ridership and has strong rider activity along most of its alignment. It operates along a simple and direct alignment that provides east-west connectivity and several transfer opportunities along the route.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
4,766	8 / 61	45.0	17 / 61	7	41%

Recommended Route

Route 8 will continue to operate as it does today, and service will extend later in the evening.

How the Recommended Route Plan Improves Service

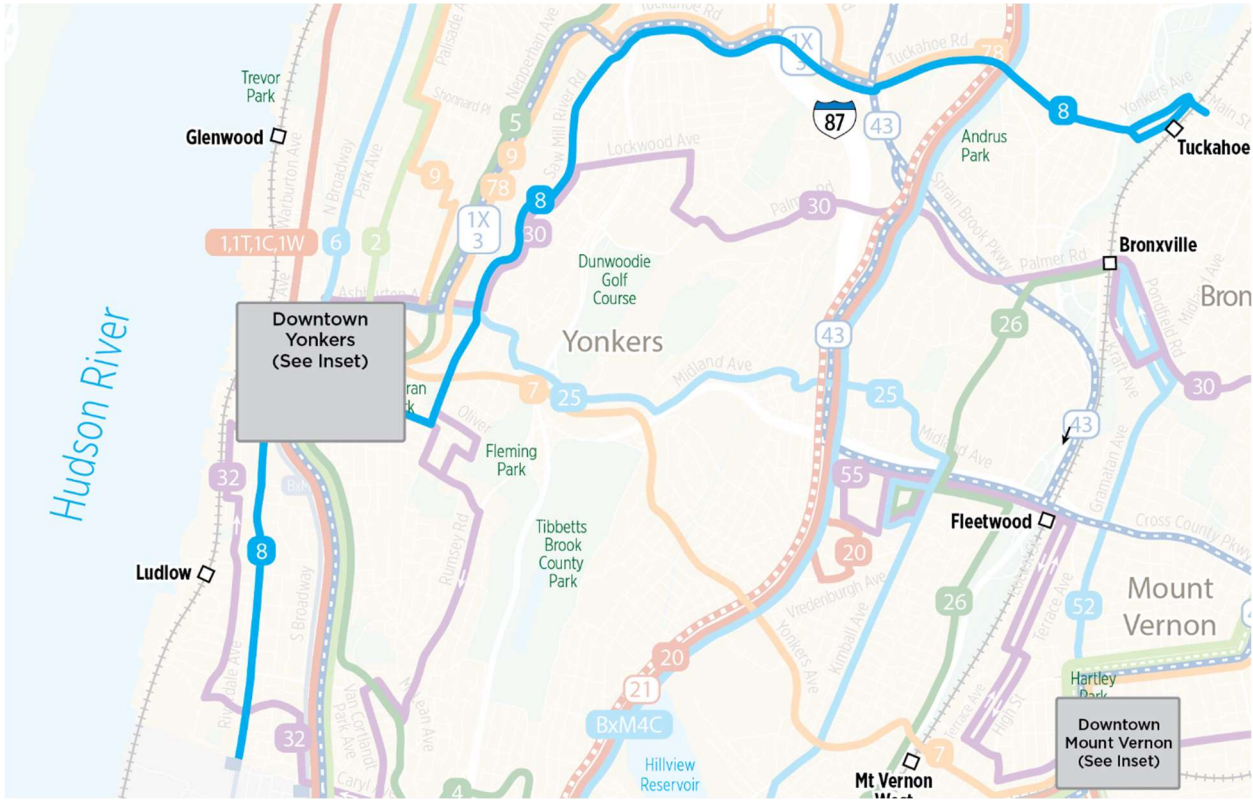
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓								✓

Existing and Recommended Service Hours and Trips

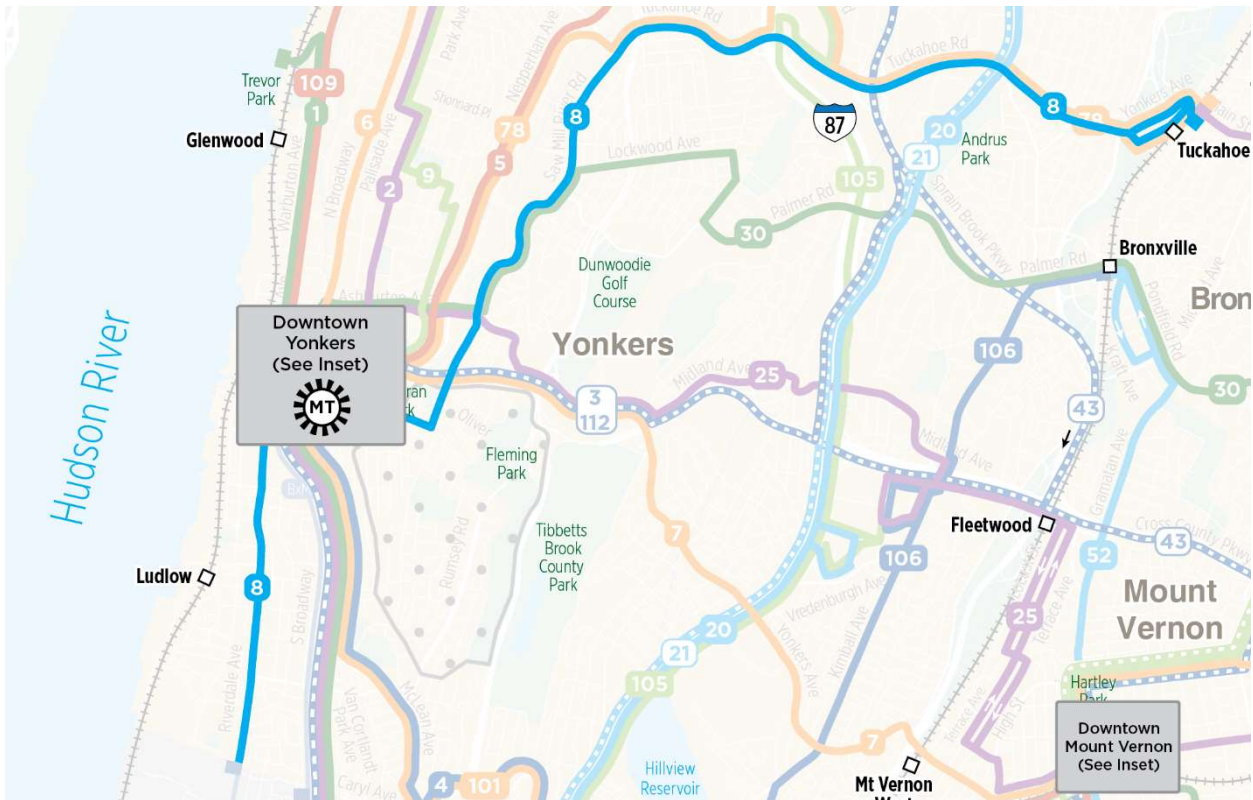
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:31 AM-10:55 PM	6:50 AM-9:20 PM	7:02 AM-9:18 PM	5 AM-11 PM	6:30 AM-10:30 PM	7 AM-10:30 PM
Daily Trips	106	38	29	97	50	31

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 8



Recommended Route 8



Route 9: North Yonkers

Service Category 5: Shorter Hours, Hourly Service

Existing Route

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
178	41 / 61	22.3	32 / 61	10	14%

Route 9 is a one-way loop route that provides local coverage service in northwest Yonkers, connecting Yonkers Station, Getty Square, St. John's Hospital, and South Westchester Executive Park. The route operates as a large one-way loop, which requires riders to ride the entire length of the route to complete a round trip. The route operates during weekday daytime hours only and has fairly low ridership.

Recommended Route

Route 9 will be redesigned from a one-way loop into a bidirectional route serving northern Yonkers. Route 9 will continue to serve its existing alignment through downtown Yonkers and north to Executive Boulevard, with northbound trips terminating at a facility near Nepperhan Avenue at Cross Hill Avenue, while southbound trips will turn around and return along the same path back to downtown Yonkers. Route 9 will provide continued service to Executive Boulevard on all trips for riders who currently use Route 2 peak-period trips to Executive Plaza, which will be discontinued (all Route 2 trips will terminate at Tudor Woods).

This alignment for Route 9 assumes permission is granted to use the Yonkers Public Works facility as a turnaround.

Recommended Replacement Service:

- The eastern/southbound segment of Route 9's existing loop along Nepperhan Avenue south of Lewis Street will no longer be served by Route 9, but will continue to be served by **Route 5**, which operates both northbound and southbound on Nepperhan Avenue between Odell Avenue and downtown Yonkers.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓				✓		

Existing and Recommended Service Hours and Trips

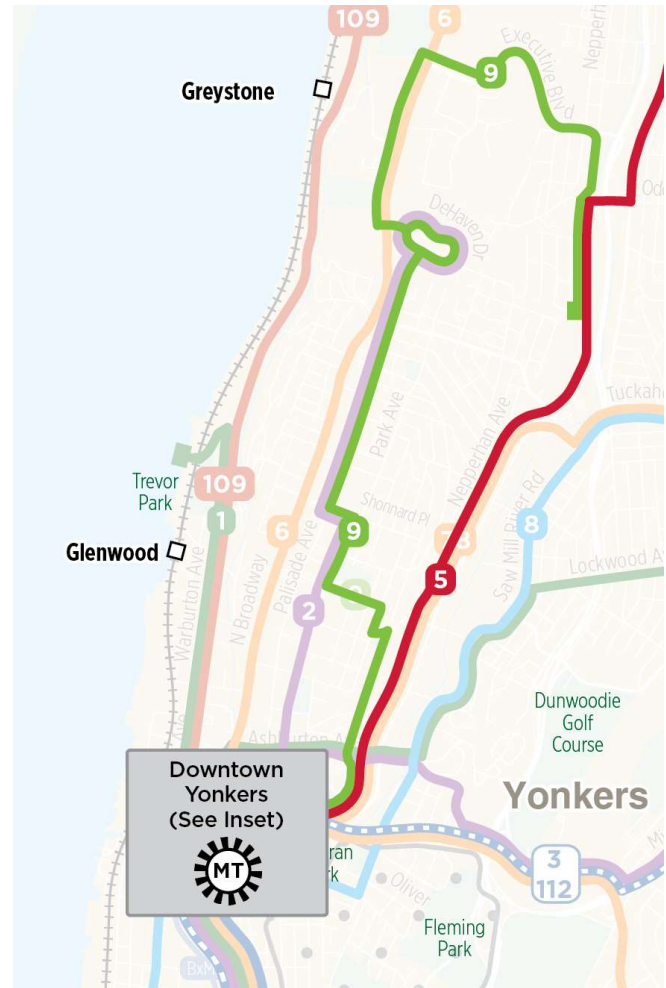
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	8:40 AM-4:55 PM	-	-	6:30 AM-7 PM	-	-
Daily Trips	8	-	-	28	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 9



Recommended Route 9



Route 10: Croton Commuter

Service Replaced

Existing Route

Route 10 is a weekday commuter service connecting Cortlandt Town Center, Yorktown Heights, and Croton-Harmon Station. The route is very long and operates peak-period, peak-direction trips only. Daily ridership is very low, and most ridership is focused on traveling from Yorktown Heights to Metro-North Hudson Line rail service at Croton-Harmon Station.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
85	45 / 61	10.7	45 / 61	18	6%

Recommended Route

Route 10 will be discontinued and replaced with other services to better match actual demand and commuter needs in the area.

Recommended Replacement Service:

- A redesigned **Route 15** will continue to operate between Yorktown Heights and Peekskill via Main Street/US 6 and serve Cortlandt Town Center and downtown Peekskill and will also extend west to Peekskill Station where riders can connect directly to Metro-North service.
- Riders in Shrub Oak and east of Lexington Avenue will be served by a new **Peekskill Microtransit Zone**, which will provide on-demand trips to Peekskill Station and other destinations within the zone.

How the Recommended Route Plan Improves Service

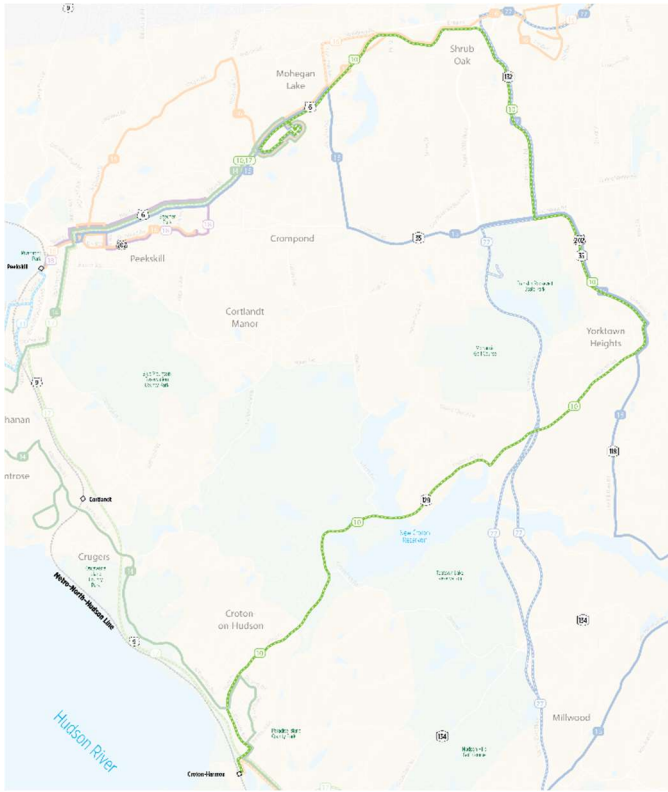
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓		✓

Existing and Recommended Service Hours and Trips

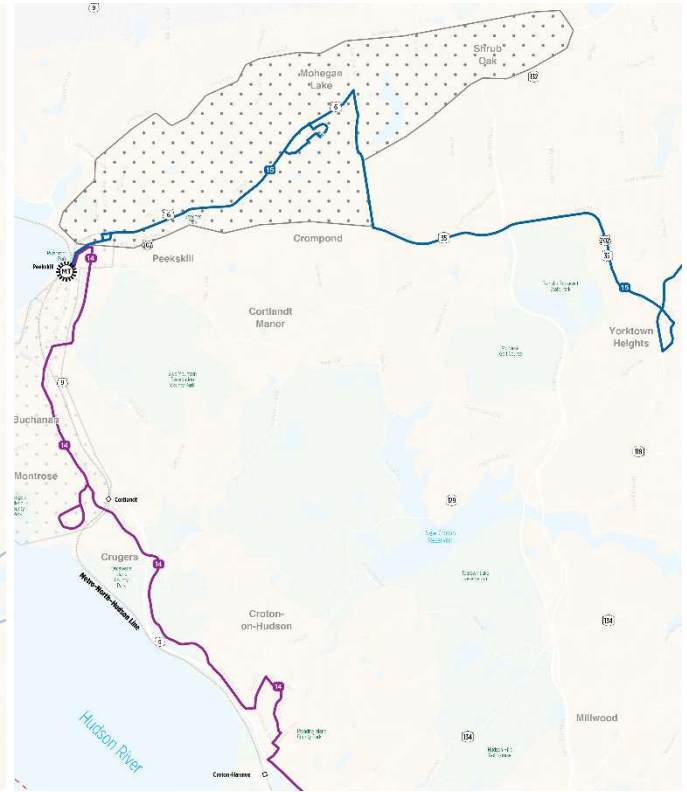
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:31 AM-7:33 AM, 5:48 PM-8:17 PM, peak directional	-	-	-	-	-
Daily Trips	8	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 10



Recommended Service Replacing Route 10



Route 11: Croton Express

Service Replaced

Existing Route

Route 11 is a weekday express service connecting Croton-On-Hudson with Grasslands and White Plains. The route is very long and carries very low ridership.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
68	47 / 61	17.0	38 / 61	19	15%

Recommended Route

Route 11 will be replaced with other service options for riders.

Recommended Replacement Service:

- Riders between Croton-Harmon and Ossining will still be able to use **Route 14**, which currently parallels Route 11 between the two communities. Route 14 will provide one-seat service from these communities to the Grasslands Campus and White Plains, as well as a new connection to the Metro-North Harlem Line at Pleasantville Station. Riders continuing to White Plains from the Grasslands will also be able to transfer to new **Route 103** to White Plains.
- Riders in Ossining and south to Phelps Memorial Hospital will also be able to use new **Route 111**, which replaces the northern segment of existing Route 13 between Ossining and Tarrytown. Riders will connect to frequent **Route 13** service to White Plains as well as **Route 103** with regular service through the Grasslands Campus. These same riders can also take Metro-North Hudson Line service instead of Route 111 to reach Tarrytown and connect to Route 13 or Route 103.

How the Recommended Route Plan Improves Service

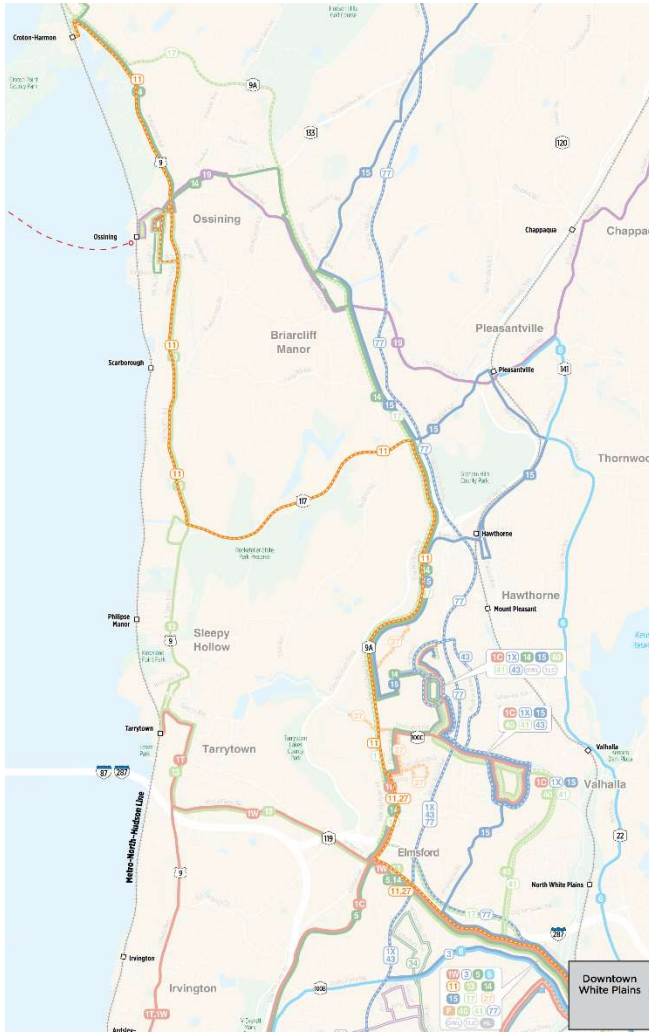
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓	✓		✓		✓	

Existing and Recommended Service Hours and Trips

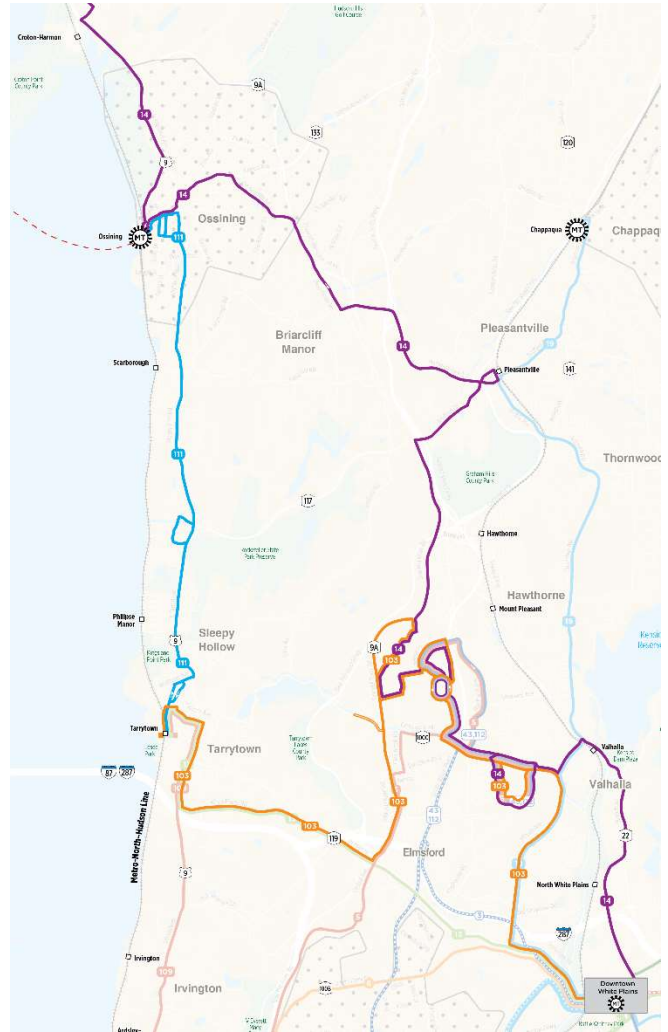
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:55 AM-8:55 AM, 4:32 PM-6:17 PM, peak directional	-	-	See Rte. 111	See Rte. 111	See Rte. 111
Daily Trips	4	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 11



Recommended Service Replacing Route 11



Route 12: Armonk – Westchester Airport – Purchase – White Plains

Service Replaced

Existing Route

Route 12 connects Armonk and White Plains and serves Manhattanville College, SUNY Purchase, and Westchester Airport. It operates much of the day, but service is generally infrequent. Ridership on the route is very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
347	33 / 61	14.5	41/ 61	18	9%

Recommended Service

Route 12 will be replaced with other services to better match the actual levels of demand in the area.

Recommended Replacement Service:

Service is replaced by Route 19, combined with the Chappaqua – Bedford microtransit zone and the East of White Plains microtransit zone.

- Riders can continue to reach destinations east of White Plains including office campuses, Manhattanville College, Purchase College, and Westchester Airport using the new **East of White Plains Microtransit Zone** connecting to downtown White Plains.
- Westchester Business Park in Armonk will be served by a new **Chappaqua-Bedford Microtransit Zone**, which riders can connect to using redesigned **Route 19** or Metro-North Harlem Line service at Chappaqua, Mount Kisco, Bedford Hills, or Katonah stations.

How the Recommended Route Plan Improves Service

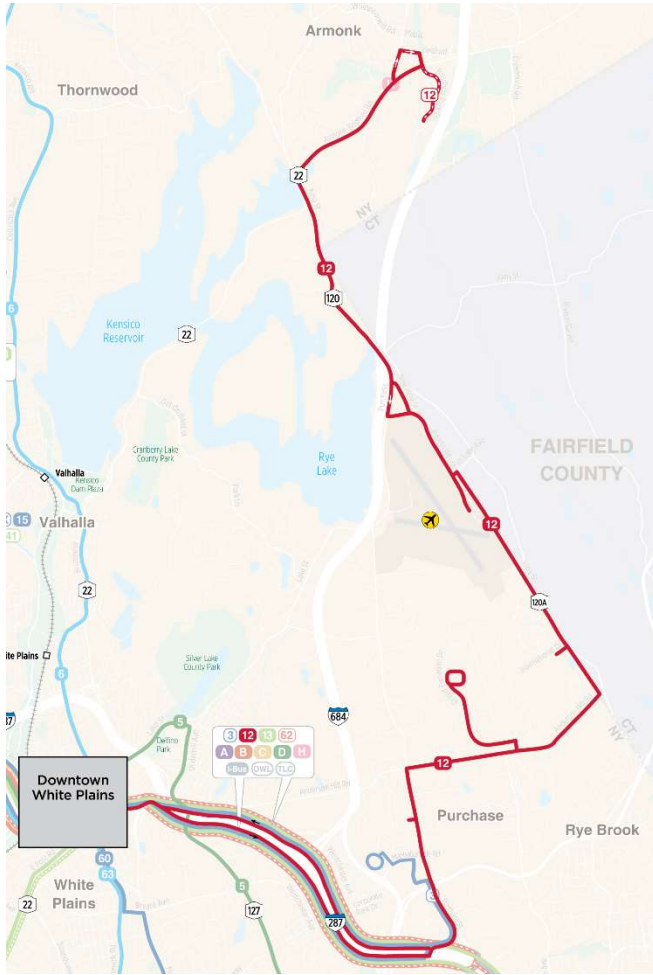
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓	✓	✓

Existing and Recommended Service Hours and Trips

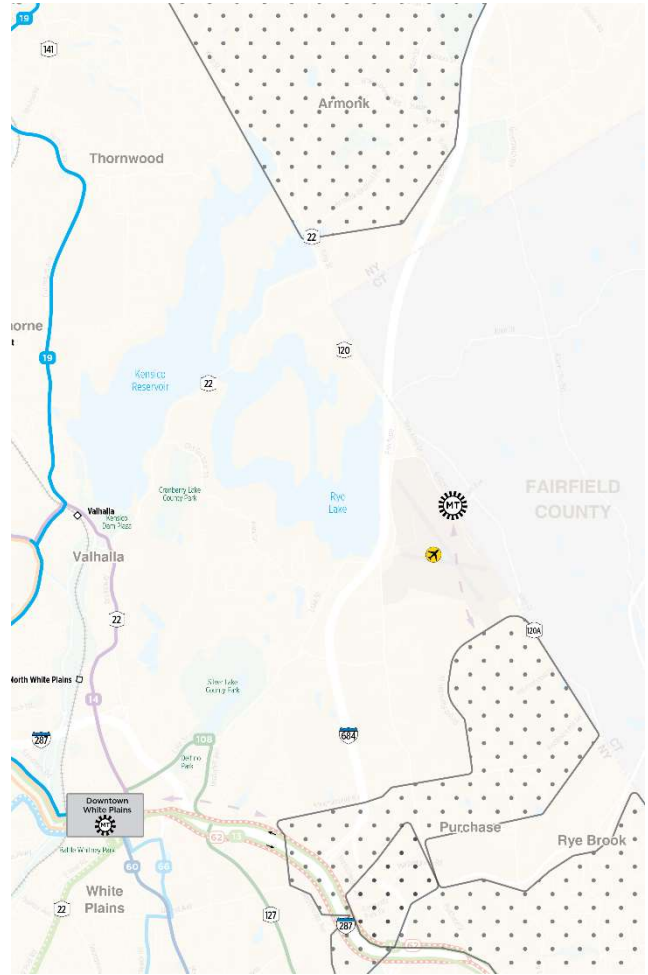
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:20 AM-7:26 PM	8 AM-6:49 PM	8 AM-6:09 PM	-	-	-
Daily Trips	24	12	12	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 12



Recommended Service Replacing Route 12



Route 13: Tarrytown – White Plains – Port Chester

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 13 connects Port Chester and Tarrytown, providing east-west service across the County. About half of the route's trips serve Ossining and some trips serve Rye. The route has strong ridership, particularly in Tarrytown and White Plains and along Route 119. Ridership is weakest between Port Chester and Playland Amusement Park.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
3,523	10 / 61	49.6	13 / 61	14	31%

Recommended Route

Route 13 will continue to operate along its core east-west segment between Tarrytown and Port Chester via White Plains. The route's northern service pattern segment between Tarrytown and Ossining will become standalone **Route 111**.

Recommended Replacement Service:

- Riders between Ossining and Tarrytown can take new **Route 111** to Tarrytown and transfer to Route 13 to continue to White Plains and Port Chester. Riders in Ossining can also take Metro-North to Tarrytown to transfer to Route 13.

How the Recommended Route Plan Improves Service

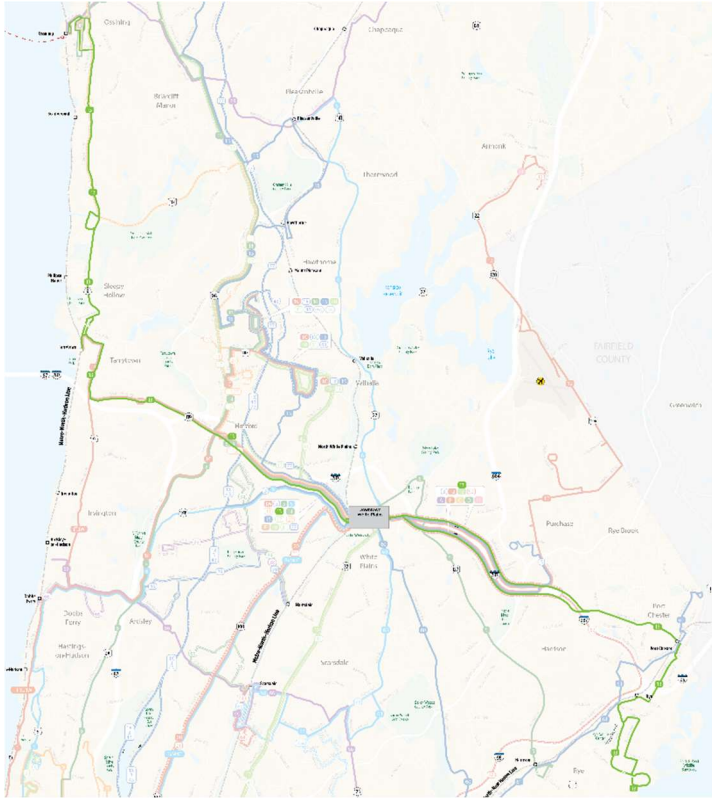
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓	✓		✓	✓		✓

Existing and Recommended Service Hours and Trips

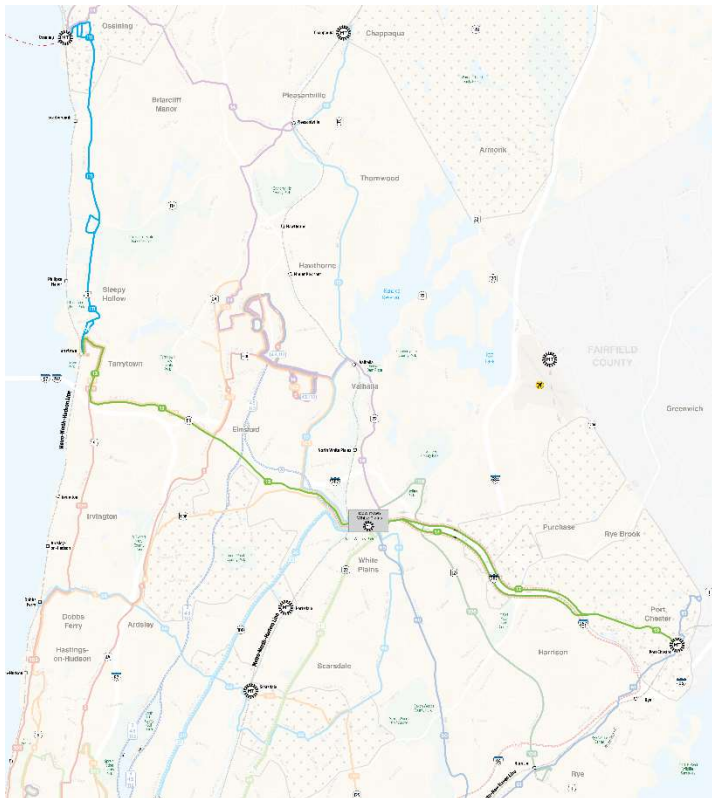
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:25 AM-11:29 PM	6:50 AM-10:37 PM	8:35 AM-8:07 PM	5 AM-12 AM	6 AM-12 AM	7 AM-10 PM
Daily Trips	73	56	24	107	76	36

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 13



Recommended Route 13



Route 14: Peekskill – Ossining – Grasslands – White Plains

Service Category 3: Long Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 14 connects Cortlandt Town Center in Mohegan Lake with White Plains via Peekskill, Ossining, and Grasslands. The route has solid ridership and operates through much of the day; however, it is one of the longest routes in the Bee-Line network and can be circuitous in places.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
1,764	17 / 61	49.0	14 / 61	38	19%

Recommended Route

Route 14 will operate from Peekskill to White Plains via Ossining, the Grasslands Campus and Pleasantville. Riders will have multiple service options to reach White Plains. Service to Verplanck and Montrose will be discontinued to simplify the route's alignment; FDR Veterans Hospital will continue to be served.

Recommended Replacement Service:

- Redesigned **Route 15** and the new **Peekskill Microtransit Zone** will maintain service to Cortlandt Town Center and along Main Street and connect to Metro-North rail service at Peekskill Station.
- The new **Verplanck and Montrose Microtransit Zone** will provide access to the transit system for those communities no longer served by Route 14.

To reach White Plains, riders will have several options, including using **Route 14**:

- Route 14** will serve Pleasantville Station, where riders can transfer to Metro-North Harlem Line service.
- Riders in downtown Peekskill can take Metro-North from Peekskill Station to Tarrytown and transfer to **Route 13**, which will operate with frequent service to White Plains.

How the Recommended Route Plan Improves Service

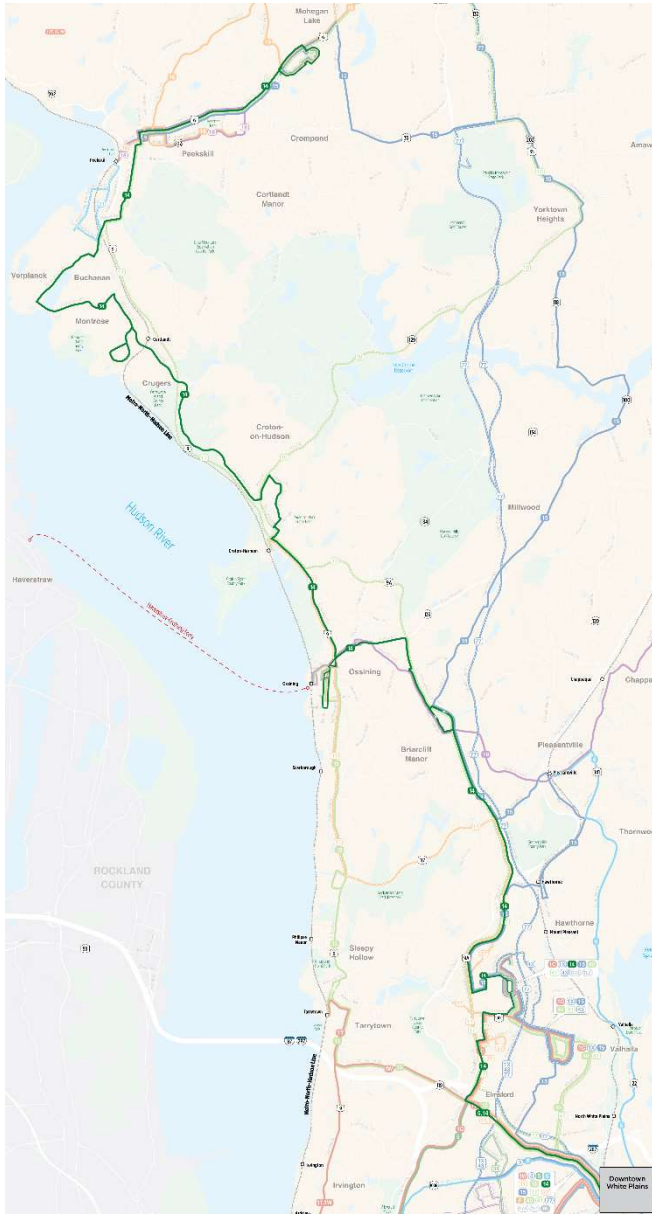
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓	✓		✓	✓		✓

Existing and Recommended Service Hours and Trips

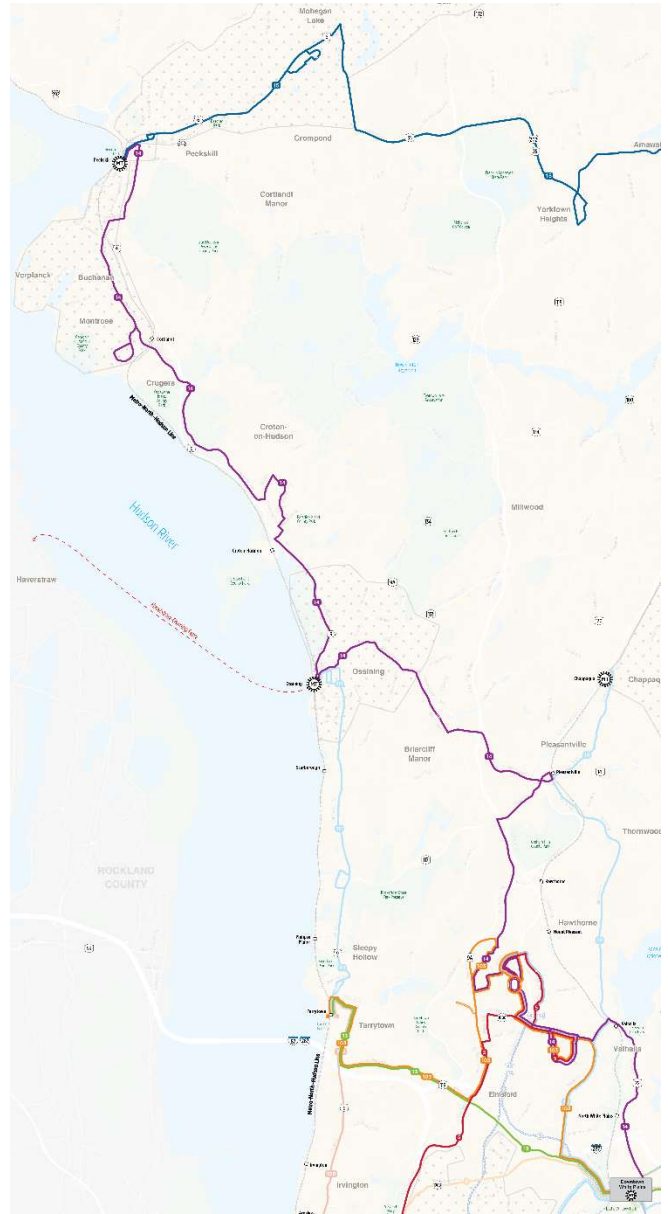
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:55 AM-11:59 PM	5:57 AM-10:35 PM	9:47 AM-8:25 PM	5:30 AM-11:30 PM	5:30 AM-10:30 PM	7 AM-10 PM
Daily Trips	36	28	10	49	49	20

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 14



Recommended Route 14



Route 15: Peekskill - Yorktown

Service Category 3: Long Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 15 connects Peekskill and White Plains via Yorktown Heights, Briarcliff Manor, Valhalla, and Elmsford. It is tied for the longest route in the Bee-Line network. Service is generally infrequent, and the route has lower to moderate daily ridership.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
478	30 / 61	31.9	27 / 61	39	11%

Recommended Route

Route 15 will be redesigned to focus on serving communities in the northern part of the county, operating between Peekskill Station and Katonah Station via Yorktown Heights. The route's alignment between Yorktown Heights and White Plains will be discontinued, but other services will provide access to Grasslands and White Plains.

Recommended Replacement Service:

- Riders can reach White Plains by connecting to the Harlem Line at Katonah Station. Those seeking to go to the Grasslands can transfer to **Route 103** or **Route 14** in White Plains.
- Route 14** will continue to operate between Peekskill and White Plains and will also be redesigned to connect to Metro-North Harlem Line service at Pleasantville Station. Riders can transfer at Pleasantville to Metro-North service to White Plains or transfer at the Grasslands Campus to the new **Route 103** for service to White Plains.
- Alternatively, riders from Peekskill can take Metro-North Hudson Line service to Tarrytown, then transfer to **Route 13** for frequent service to White Plains.

How the Recommended Route Plan Improves Service

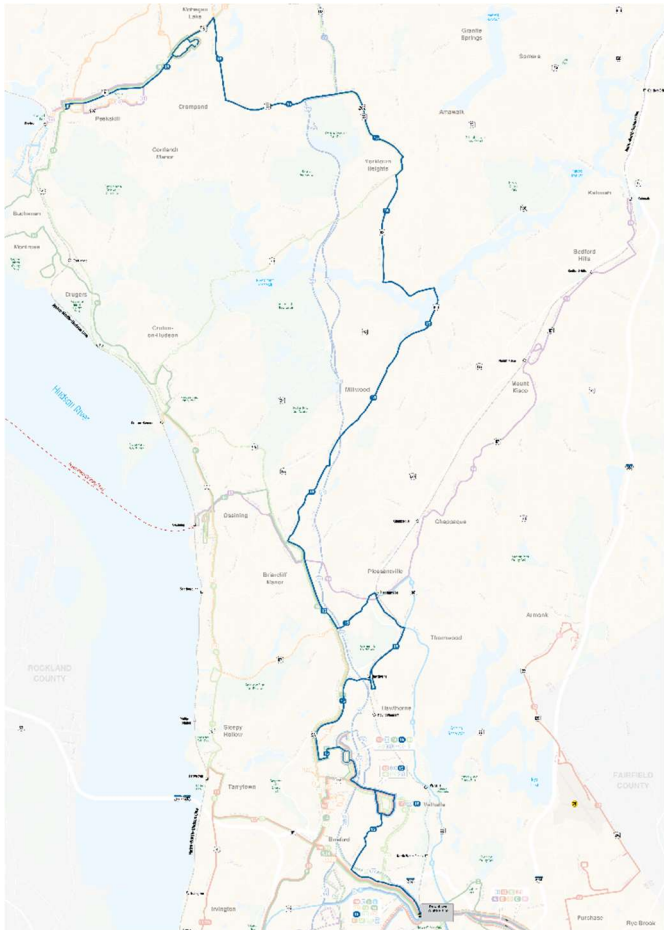
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓	✓			✓	✓	

Existing and Recommended Service Hours and Trips

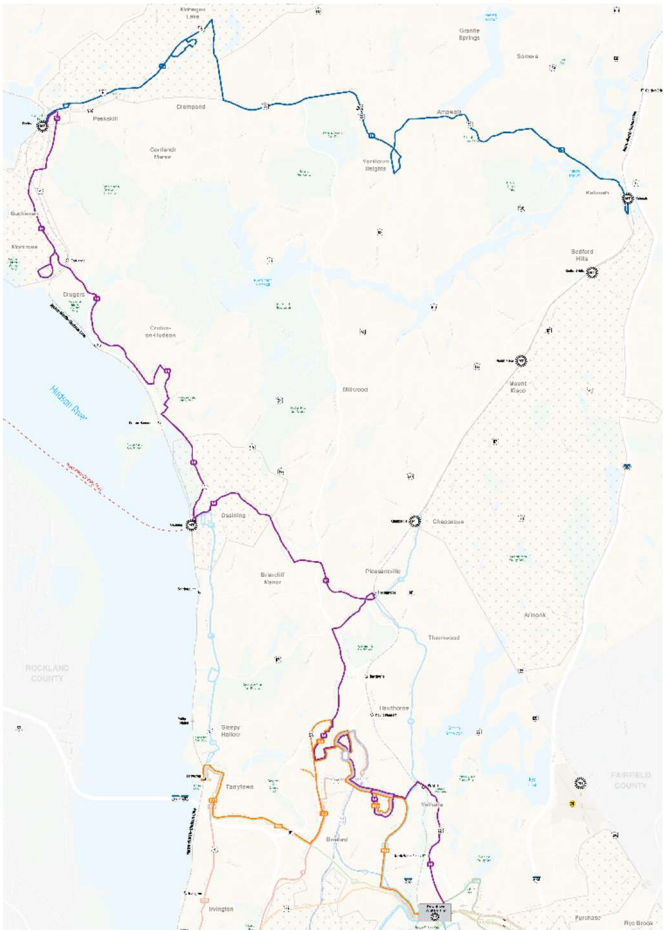
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:10 AM-7:19 PM	9:26 AM-6:57 PM	-	5:30 AM-10:30 PM	6:30 AM-10 PM	6:30 AM-9 PM
Daily Trips	18	8	-	58	29	20

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 15



Recommended Route 15



Route 16: Peekskill – Jefferson Valley

Service Replaced

Existing Route

Route 16 connects Mahopac and Peekskill via E Main Street and N Division Street. The route operates seven days a week with hourly or less frequent service. Ridership is low to moderate, while service productivity is very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
308	36 / 61	8.8	47 / 61	-	9%

Recommended Route

Route 16 will be replaced by a new **Peekskill Microtransit Zone**, an on-demand service which will cover most of the area served by the existing Route 16. Riders will be able to make trips to local destinations within the zone and connect to Metro-North service at the Peekskill Train Station. The zone will extend to Jefferson Valley Mall but will not operate farther east where current ridership is extremely low.

Recommended Replacement Service:

- **Route 15** will continue to serve Main Street between Lexington Avenue and downtown Peekskill via Cortlandt Town Center and will also extend west to Peekskill Station.
- The current alignment east of Jefferson Valley Mall will no longer be served.

How the Recommended Route Plan Improves Service

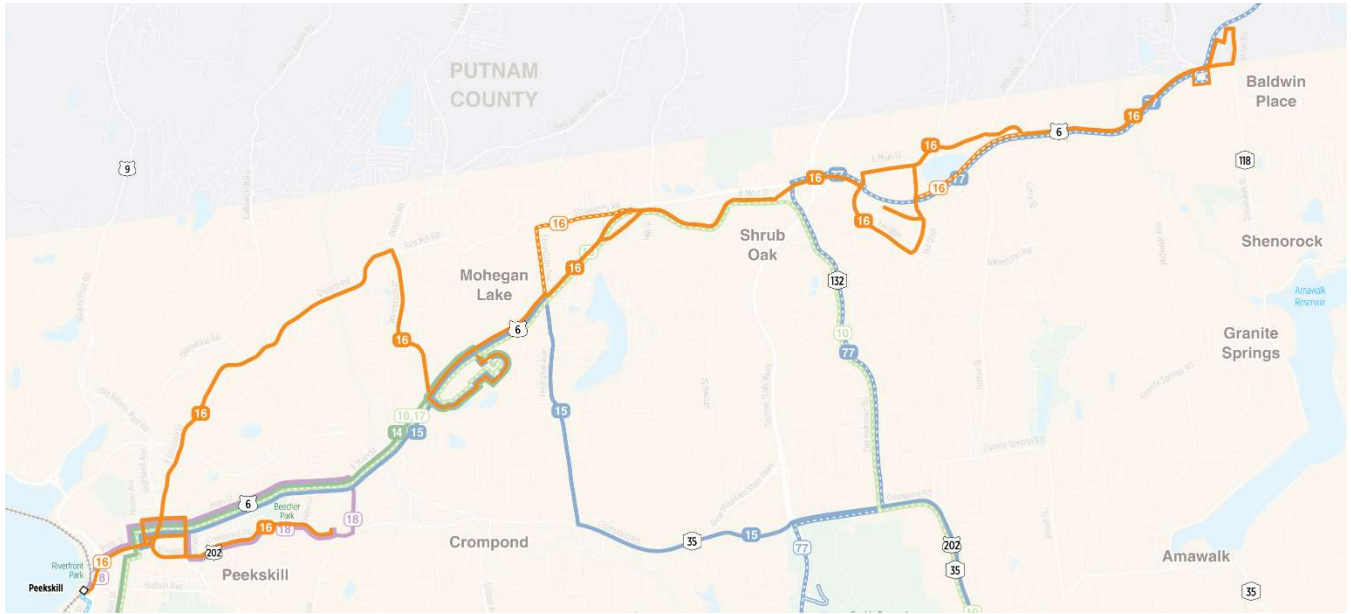
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓		✓

Existing and Recommended Service Hours and Trips

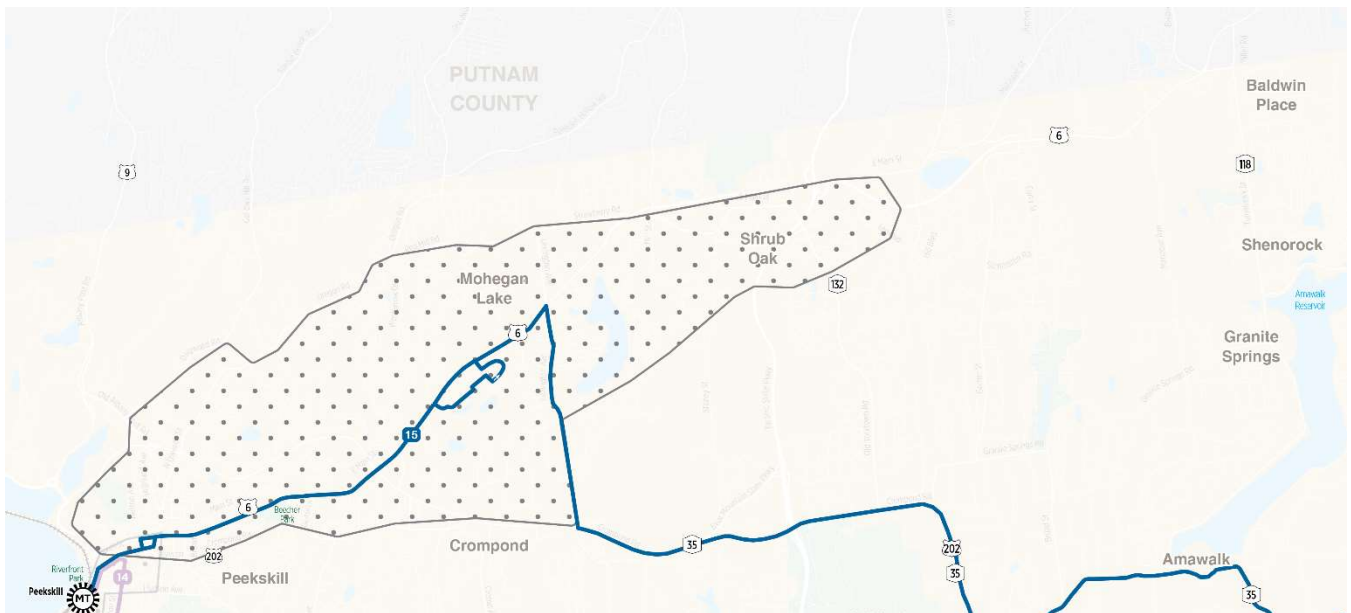
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	5:45 AM-10:21 PM	6:45 AM-10:29 PM	9:30 AM-7:50 PM	-	-	-
Daily Trips	35	30	18	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 16



Recommended Service Replacing Route 16



Route 17: Peekskill – White Plains – Express

Service Replaced

Existing Route

Route 17 connects Mohegan Lake and White Plains via Briarcliff-Peekskill Parkway. It is one of the longest routes in the Bee-Line network. Ridership is generally low, and the route has one of the system's lowest farebox recovery ratios.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
107	43 / 61	17.8	37 / 61	28	9%

Recommended Route

Route 17 will be discontinued. For riders traveling from Mohegan Lake and Cortlandt Town Center, **Route 15** will provide service along Main Street to downtown Peekskill and Peekskill Station. From Peekskill, riders can use other service options for traveling to White Plains. Alternatively, riders can use Route 15 to access the Harlem Line at Katonah to reach White Plains.

Recommended Replacement Service:

- **Route 15** serves Katonah Station where riders can transfer to the Harlem Line Rail service to White Plains.
- **Route 14** travels from Peekskill to White Plains. Alternatively, riders can transfer to new **Route 103** to White Plains.
- The redesigned **Route 14** will also serve Pleasantville, where riders can connect to **Route 19** or Metro-North to reach White Plains.
- At Peekskill Station, riders can transfer to Metro-North service and travel to Tarrytown. In Tarrytown, passengers transfer to **Route 13**, which provides frequent service to White Plains.

How the Recommended Route Plan Improves Service

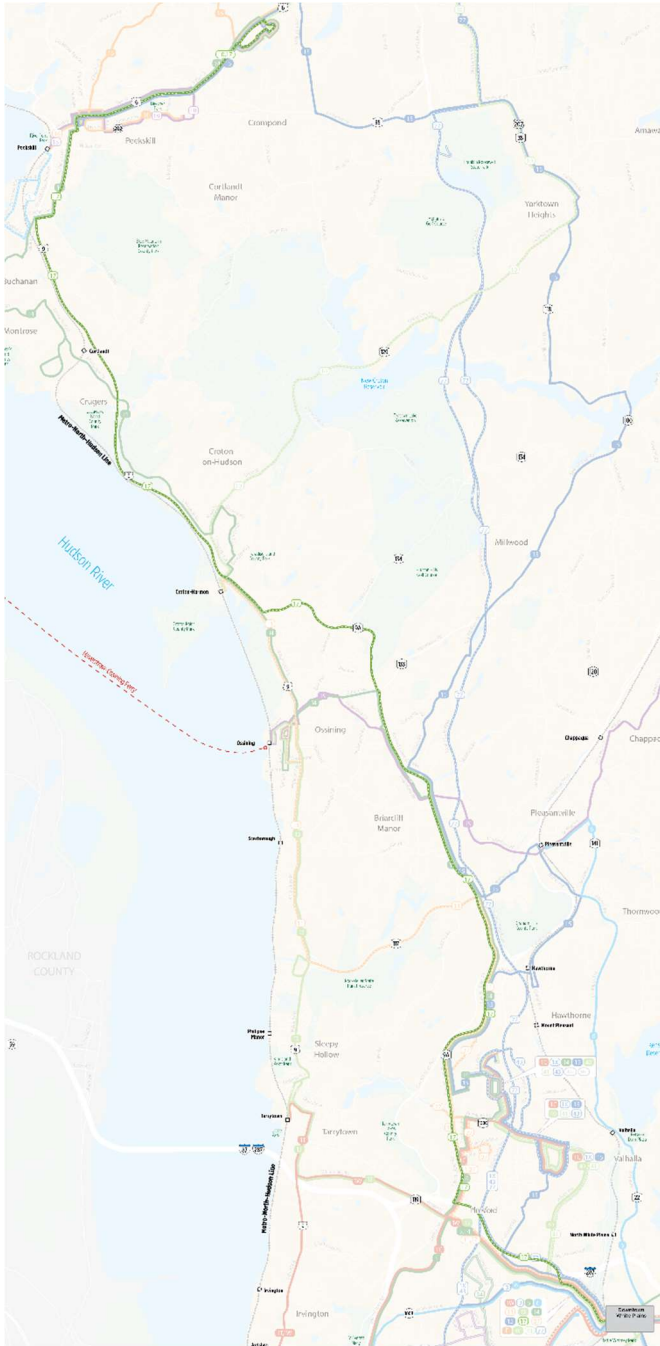
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓		✓

Existing and Recommended Service Hours and Trips

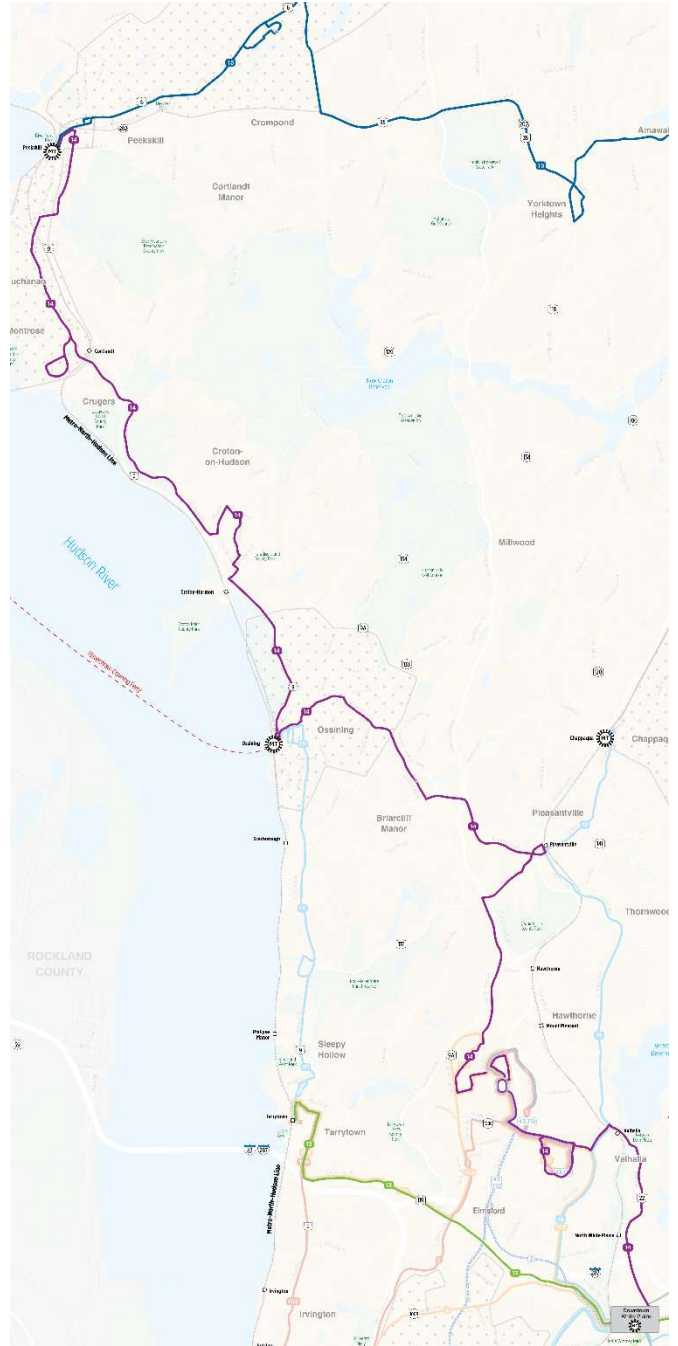
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:20 AM-8:50 PM, 4:10 PM-6:25 PM, peak directional	-	-	-	-	-
Daily Trips	6	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules

Existing Route 17



Recommended Service Replacing Route 17



Route 18: Peekskill Commuter/Hudson Valley Hospital

Service Replaced

Existing Route

Route 18 is a one-way loop route connecting Cortlandt and Peekskill, extending from Peekskill Station to Conklin Park Townhouses. It runs during peak periods only and operates in opposite directions during the AM and PM periods. The route is one of the lowest ridership routes in the Bee-Line network and performs poorly in terms of productivity.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
29	57 / 61	4.1	54 / 61	-	-

Recommended Route

Route 18 will be replaced with other services to provide more consistent and direct service and better match levels of demand in the area.

Recommended Replacement Service:

- Route 18 will mostly be replaced with a redesigned **Route 15**, which will continue to serve Main Street and downtown Peekskill and extend west to connect to Peekskill Station. This will provide bidirectional service along Main Street and will operate through the day beyond just peak periods.
- A new **Peekskill Microtransit Zone** will also be introduced, providing on-demand microtransit service to local destinations currently served by Route 18.

How the Recommended Route Plan Improves Service

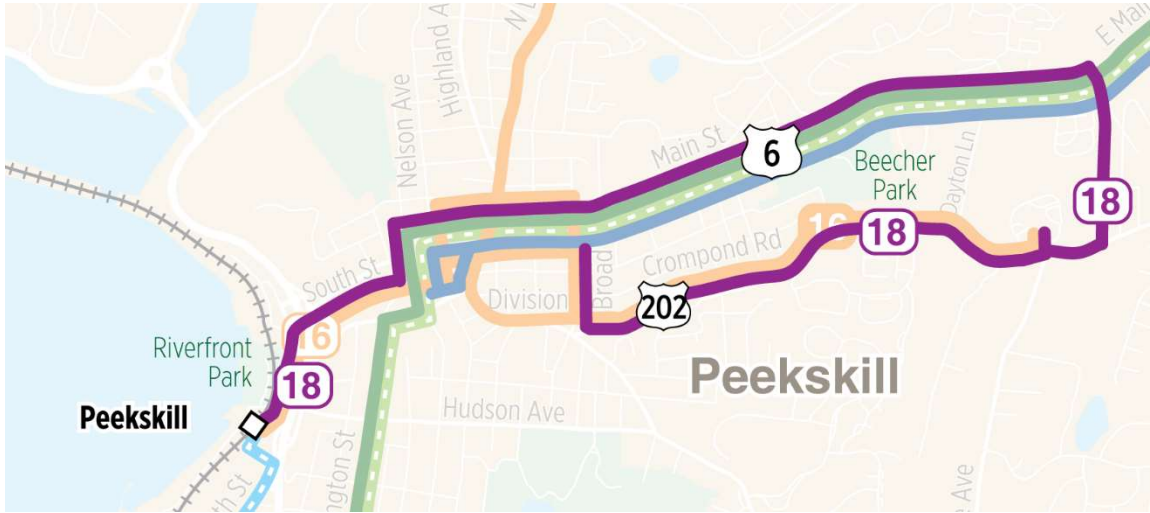
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓		✓

Existing and Recommended Service Hours and Trips

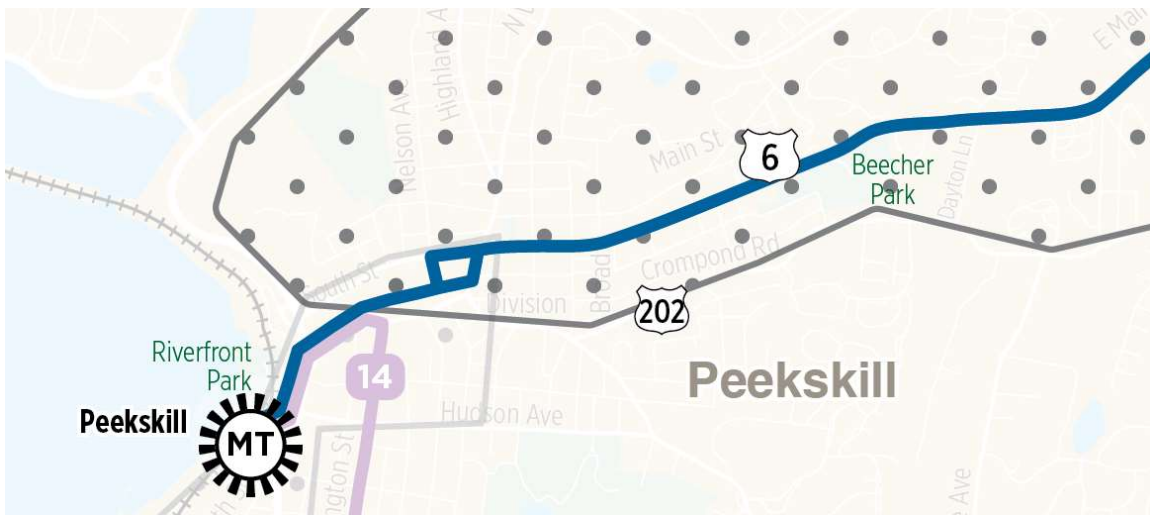
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:40 AM-8:25 AM, 2:45 PM-7:33 PM, peak directional	-	-	-	-	-
Daily Trips	7	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 18



Recommended Service Replacing Route 18



Route 19: White Plains – Pleasantville – Chappaqua

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 19 connects Ossining and Katonah via Bedford Road and Pleasantville. The route is very long and operates infrequent service, and ridership is generally low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
382	32 / 61	19.1	36 / 61	19	19%

Recommended Route

Route 19 will be redesigned to operate between Chappaqua and White Plains, via Hillside Avenue and Columbus Avenue, serving many areas currently served by Route 6 north of White Plains. The route will connect to Metro-North Harlem Line stations (Chappaqua Station, Pleasantville Station, White Plains TransCenter). The route's eastern segment between Pleasantville and Ossining will be served by the redesigned **Route 14**.

If Metro-North fare reciprocity is not instituted, the route will extend north to Katonah.

Recommended Replacement Service:

- Route 19's current alignment between Pleasantville and Ossining will be served by **Route 14**, operating between Peekskill and White Plains.
- To travel north of Chappaqua, passengers can use Metro-North service. If needed, passengers can use the **Chappaqua-Mt. Kisco-Bedford Hills Microtransit Zone** for the final leg of their trip (if their destination is within the zone).

How the Recommended Route Plan Improves Service

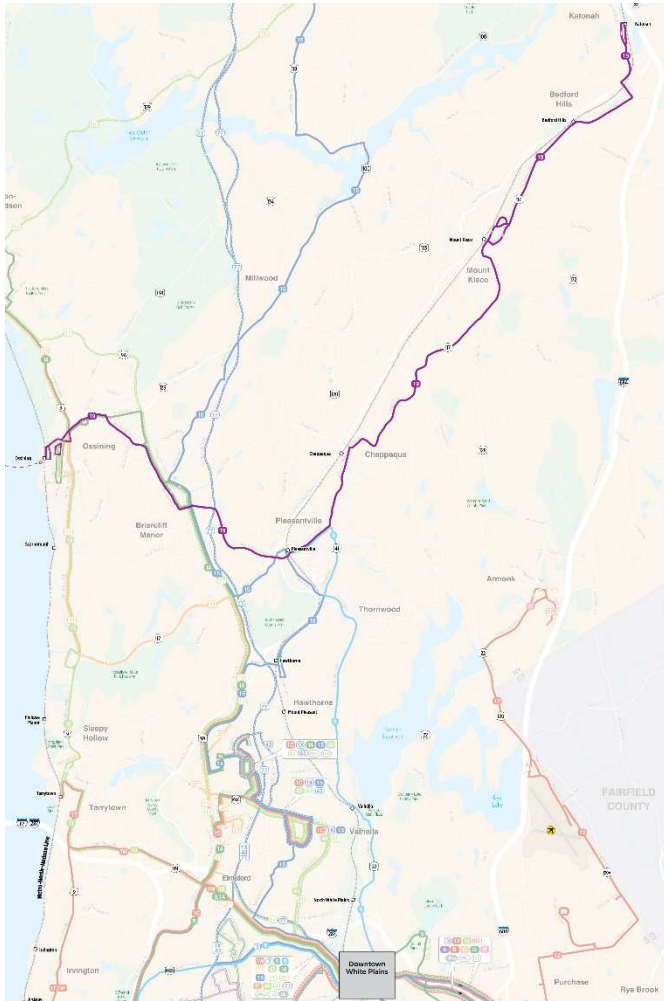
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓				✓	✓	✓	✓

Existing and Recommended Service Hours and Trips

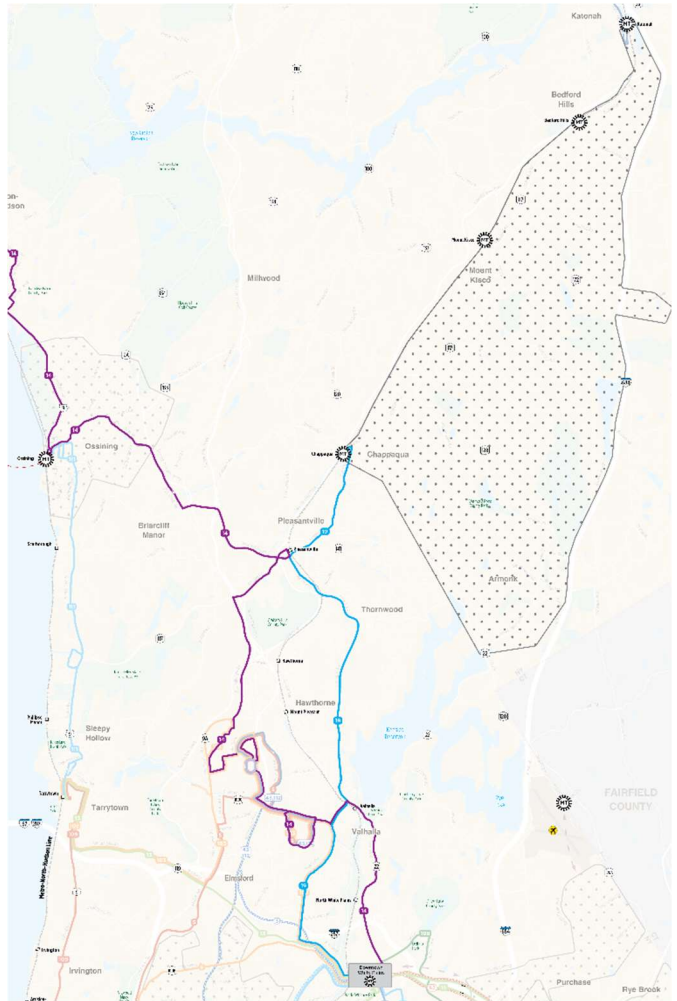
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Span of Service	6:10 AM-6:43 PM	7:10 AM-6:45 PM	-	6 AM-8:30 PM	6:30 AM-9 PM	7 AM-8 PM
Daily Trips	26	13	-	40	25	13

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 19



Recommended Route 19



Route 20: Bronx – White Plains Local

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 20 connects the Bronx and White Plains via Central Park Avenue and Tarrytown Road. The route serves Cross County Center and connects to B, D, and #4 subway lines in the Bronx. It is the highest ridership route in the Bee-Line network. The route operates fairly strong service throughout the day, seven days a week, although there are multiple variants, including Route 20X which skips Cross County Center, and there is more than one variant of 20X.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
10,930	1 / 61	65.8	9 / 61	15	39%

Recommended Route

In the Bronx, the southern end of Route 20 will continue to go to Woodlawn station and serve a key connection to the #4 subway line. However, instead of continuing south parallel to the #4 line and terminating at Bedford Park Boulevard station, Route 20 will extend east along Central Park Avenue and Gun Hill Road to serve Gun Hill Road station on the #2 and #5 subway lines. This will provide more convenient access to and from the west side of Manhattan via the #2 line, as well as a new connection between the central Bronx and Yonkers.

Recommended Replacement Service:

- **Route 21** will continue to serve Bedford Park Boulevard station, providing riders along Central Park Avenue with access to the B and D subway lines.
- **Route 4**, connecting Yonkers and the Bronx via McLean Avenue and Central Park Avenue, will also continue to operate between Woodlawn and Bedford Park Boulevard stations.
- **Route 105** will provide short-trips between the Bronx and Cross-County Route 20 currently operates.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓		✓	✓				

Existing and Recommended Service Hours and Trips

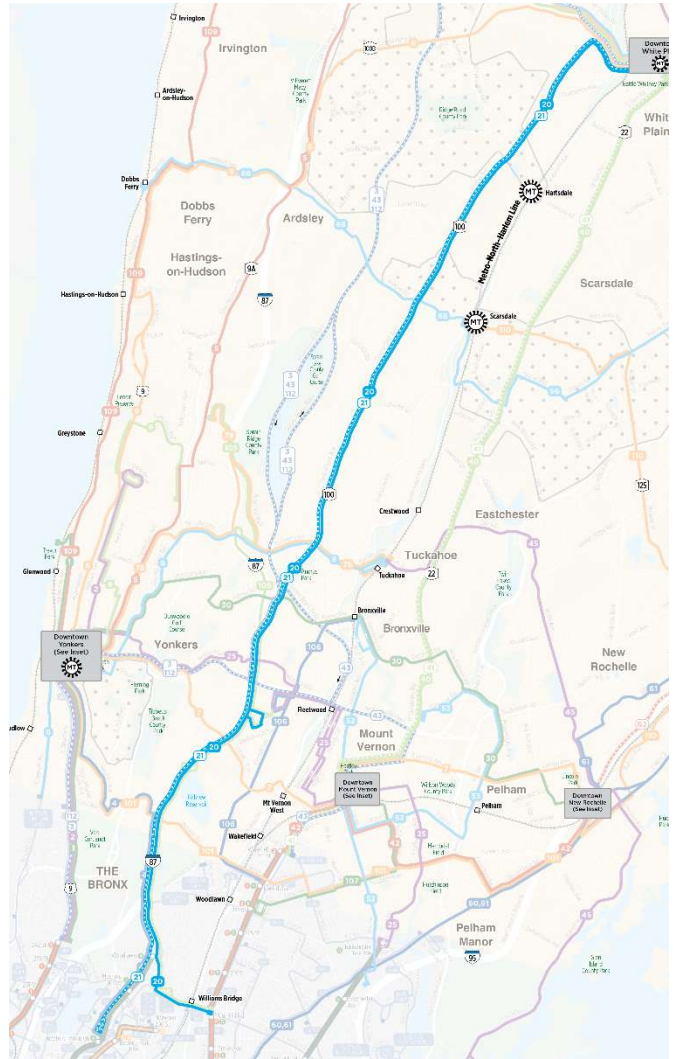
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5 AM- 1:51 AM	5:50 AM-1:54 AM	6:15 AM-12:53 AM	5 AM-1:51 AM	5:50 AM-1:54 AM	6:15 AM-12:53 AM
Daily Trips	119	100	64	125	106	70

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 20



Recommended Route 20



Route 21: Bronx – White Plains Limited

Service Category X: Service with Fewer Stops, High Peak-Period Frequencies, Some Off-Peak Trips

Existing Route

Route 21 is a limited-stop service that connects the Bronx and White Plains via Central Park Avenue. In the Bronx, the route connects to the #4 and D subway lines. The route operates during peak hours only, but ridership is strong, and the route is among Bee-Line's most productive services.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
1,430	22 / 61	65.0	6 / 61	15	44%

Recommended Route

Route 21 will continue to operate along its existing alignment with limited-stop service as it does today.

How the Recommended Route Plan Improves Service

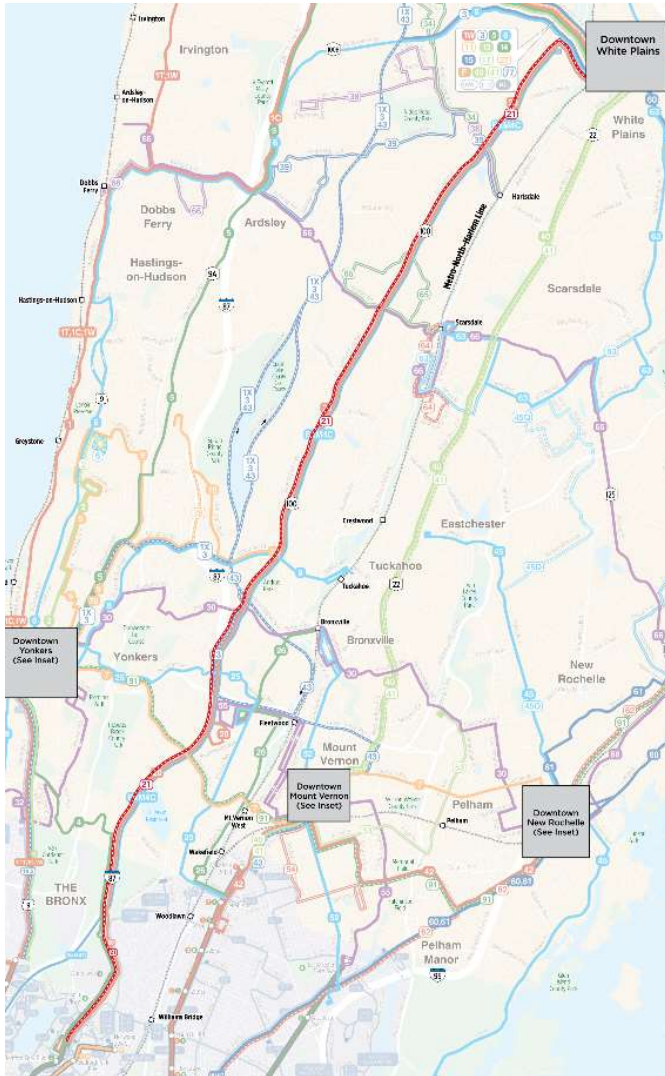
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:40 AM-9:52 AM, 3:37 PM-7:36 PM, both directions	-	-	No Change	-	-
Daily Trips	22	-	-	31	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 21



Recommended Route 21



Route 25: Yonkers – Mount Vernon – Bronx

Service Category 2: Longest Hours, High Peak-Period Frequency, Medium Frequency Off Peak

Existing Route

Route 25 connects Yonkers and the Bronx via Ashburton Avenue, Cross County Center, and Kimball Avenue, connecting to the #2 and #5 subway lines at Nereid Avenue station. The route has relatively high ridership, which is strongest in downtown Yonkers, east of the Saw Mill River Parkway, and at Cross County Center.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
3,906	9 / 61	43.9	21 / 61	7	45%

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓		✓	✓				

Recommended Route: Route 25 will be redesigned by combining the western segment of existing Route 25 (Yonkers to Cross County Center) with Route 55, which currently operates between Cross County and the Bronx via Mount Vernon, creating a new east-west service. The route will provide access to the #5 subway at Eastchester Dyre Avenue.

Recommended Replacement Service:

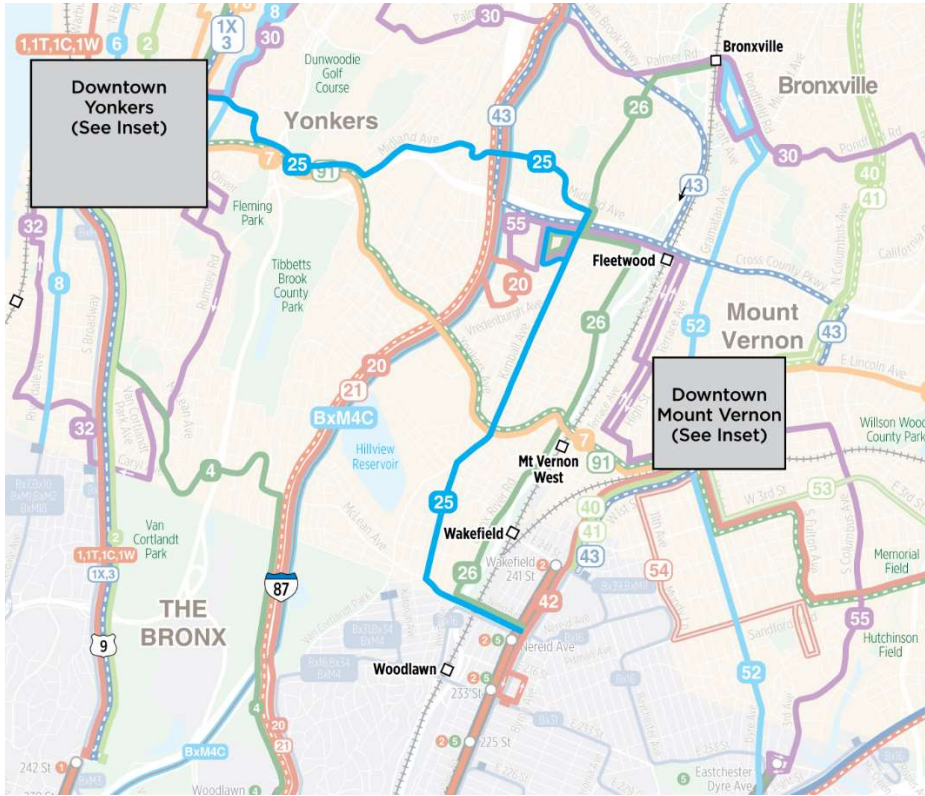
- Route 25's existing segment south of Cross County Center will be replaced by new **Route 106**, which will operate between Bronxville and Nereid Avenue station in the Bronx via Cross County Center. Riders can transfer between Routes 25 and 106 at Cross County Center.

Existing and Recommended Service Hours and Trips

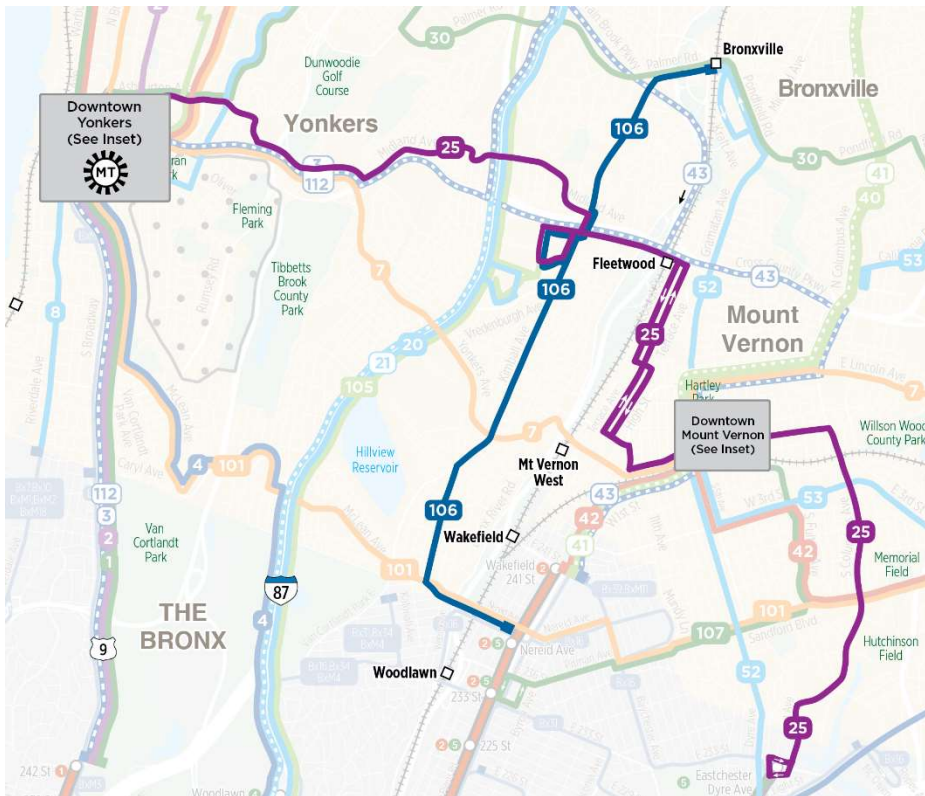
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:55 AM-11:42 PM	6:05 AM-11:35 PM	7:15 AM-9:02 PM	No Change	No Change	6:45 AM-10 PM
Daily Trips	88	79	48	92	79	52

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 25



Recommended Route 25



Route 26: Bronx – Yonkers – Bronxville

Service Replaced

Existing Route

Route 26 connects Bronxville and the Bronx via Cross County Center, connecting with the #2 and #5 subway lines at Nereid Avenue station in the Bronx. The route operates infrequent service, and ridership is relatively low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
328	35 / 61	16.4	39 / 61	5	21%

Recommended Route

Route 26 will be discontinued and partially replaced by new Route 106.

Recommended Replacement Service:

- New **Route 106** will operate between Bronxville and Nereid Avenue station in the Bronx via Cross County Center. Route 106 will follow Route 26's alignment north of Cross County Parkway, while south of Cross County Center it will operate along Route 25's existing alignment along Kimball Avenue before terminating at Nereid Avenue. There will be bus service within a half mile of the sections of Route 26 that will be discontinued.

How the Recommended Route Plan Improves Service

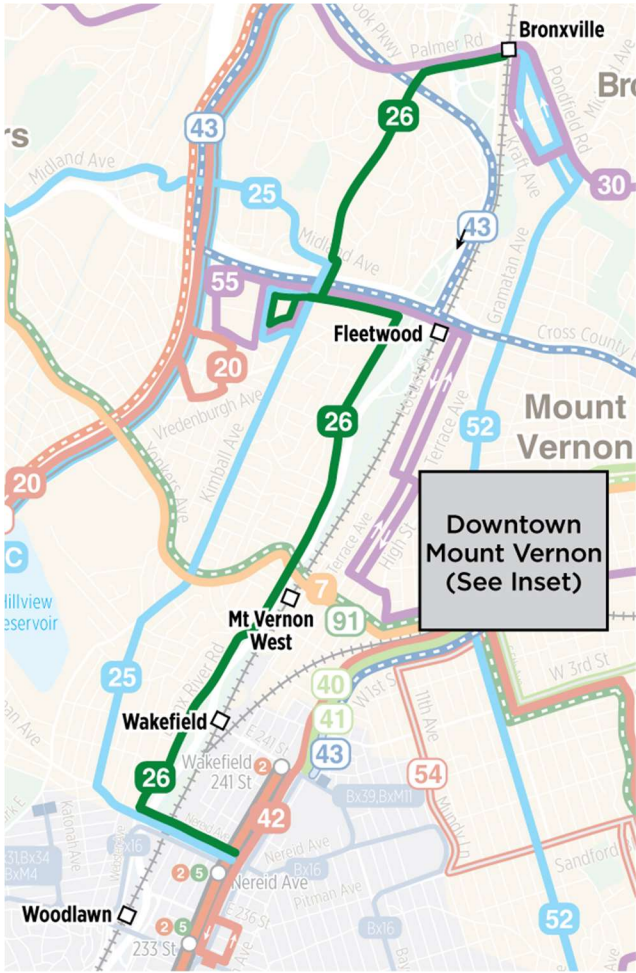
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

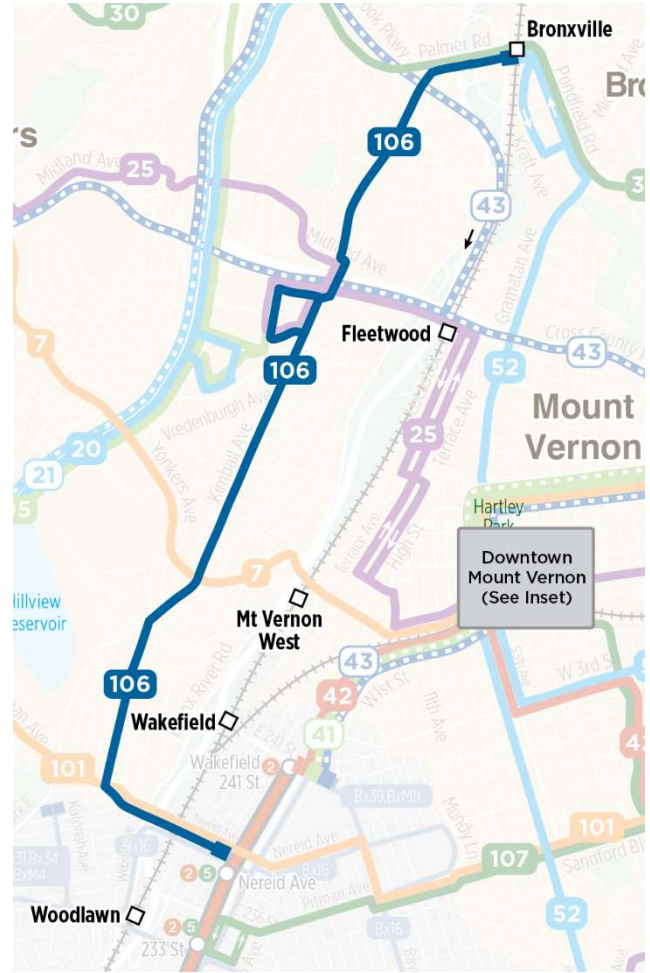
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	7 AM-7:10 PM	10 AM-6:35 PM	-	-	-	-
Daily Trips	20	14	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 26



Recommended Service Replacing Route 26



Route 27: Skyline Drive - Eastview - White Plains Limited

Service Replaced

Existing Route

Route 27 operates peak-only commuter service between downtown White Plains and Saw Mill River Road in Grasslands north of SR 119. Ridership is fairly low, and the route operates a very limited amount of service. Route 27 is one of several routes operating service to and within parts of the larger Grasslands area, with varying levels of service.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
250	40 / 61	25.6	30 / 61	9	25%

Recommended Route

Route 27 will be discontinued, and most riders will be able to use new or redesigned services to reach the places Route 27 serves today.

Recommended Replacement Service:

Service through the Grasslands Campus and White Plains will be redesigned to improve service and connectivity, and riders will be able to use new or redesigned services to reach the places Route 27 serves today. These services will also operate higher levels of service than Route 27, running more frequently and operating beyond just peak hours.

- **Route 103** will provide frequent, all-day service connecting White Plains to most of Route 27's destinations along Saw Mill River Road, from Elmsford Square to Skyline Drive. Route 103 will also connect these destinations to Tarrytown via W Main Street.
- **Route 104** will also provide similar levels of service through the Grasslands Campus and also connect to White Plains and Valhalla.
- Riders along Route 27's Saw Mill River Road segments can also use a redesigned **Route 5**, which will travel on Saw Mill River Road from Yonkers to Grasslands instead of to White Plains.
- Riders traveling between White Plains and Elmsford Square will still be able to take **Route 13** via SR 119.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						

Route 30: Yonkers – Bronxville – New Rochelle

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 30 provides east-west service across Westchester County, connecting Yonkers and New Rochelle via Bronxville and Pelham. Approximately half of weekday trips operate between Yonkers and Bronxville only. The route has moderate ridership.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
1,538	21 / 61	24.0	31 / 61	11	27%

Recommended Route

Route 30 will continue to operate largely as it does today, although some modest changes will be made to the route's alignment to make service faster and more direct, as well as extending the route west to serve Yonkers Station. Part of the route's alignment was also changed in Pelham and New Rochelle through an area with lower ridership where density and transit propensity are lower. Between Eastchester Road and Lincoln Avenue, Route 30 will operate along Pelhamdale Avenue and Lincoln Avenue to reach Webster Avenue, instead of operating on Eastchester Road and Webster Avenue north of Lincoln Avenue.

How the Recommended Route Plan Improves Service

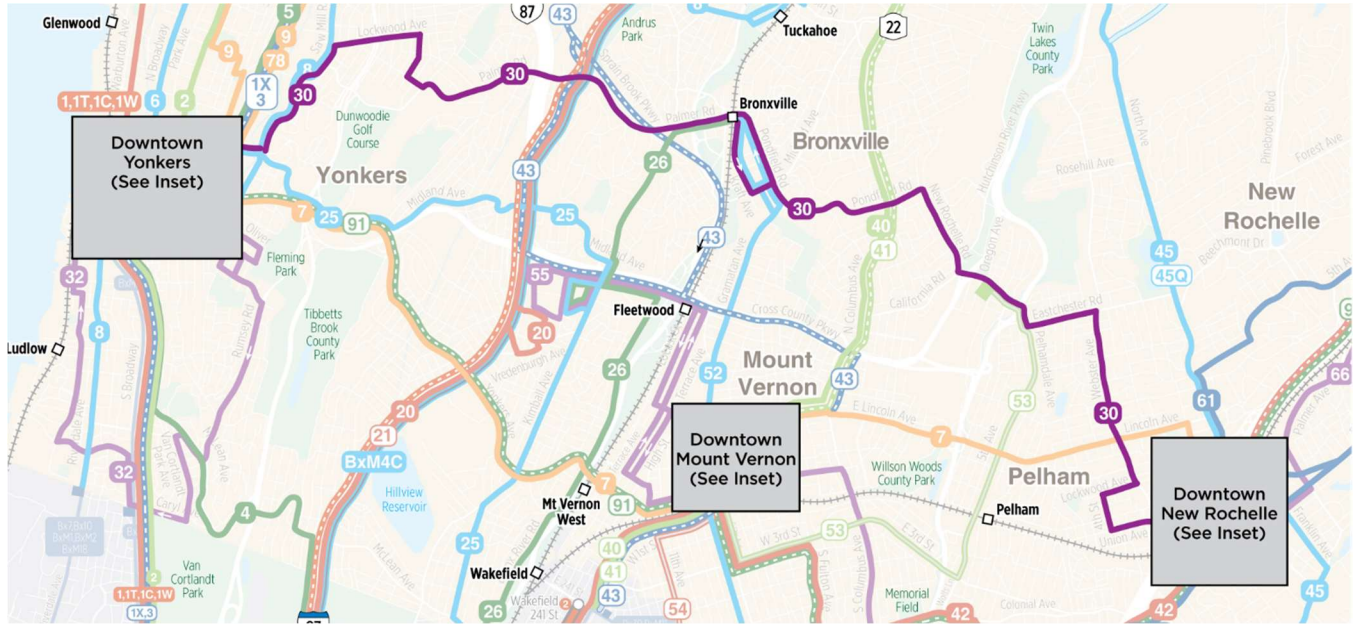
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓				✓		✓

Existing and Recommended Service Hours and Trips

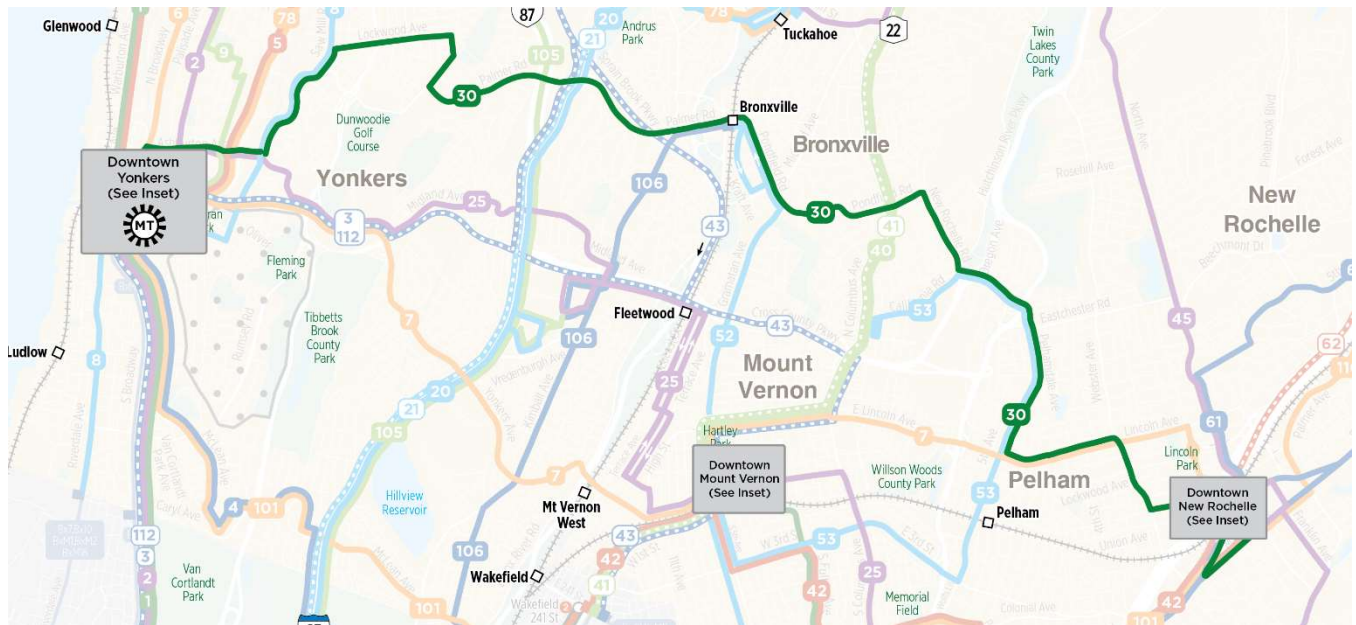
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:55 AM-8:02 PM	6:50 AM-6:05 PM	-	No Change	6:50 AM-9 PM	7:30 AM-9 PM
Daily Trips	55	20	-	63	30	28

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 30



Recommended Route 30



Route 31: Peekskill Commuter/Buchanan

Service Discontinued

Existing Route

Route 31 connects Peekskill Station and Indian Point Energy Center. Route 31 ranks last in the Bee-Line network in terms of both ridership and productivity. Indian Point Energy Center was decommissioned in April 2021.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
4	61 / 61	0.7	61 / 61	-	-

Recommended Route

Route 31 will be discontinued due to extremely low ridership and low underlying demand for service, particularly due to the closure of Indian Point Energy Center. The new **Verplanck and Montrose Microtransit Zone** will provide service to this area.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

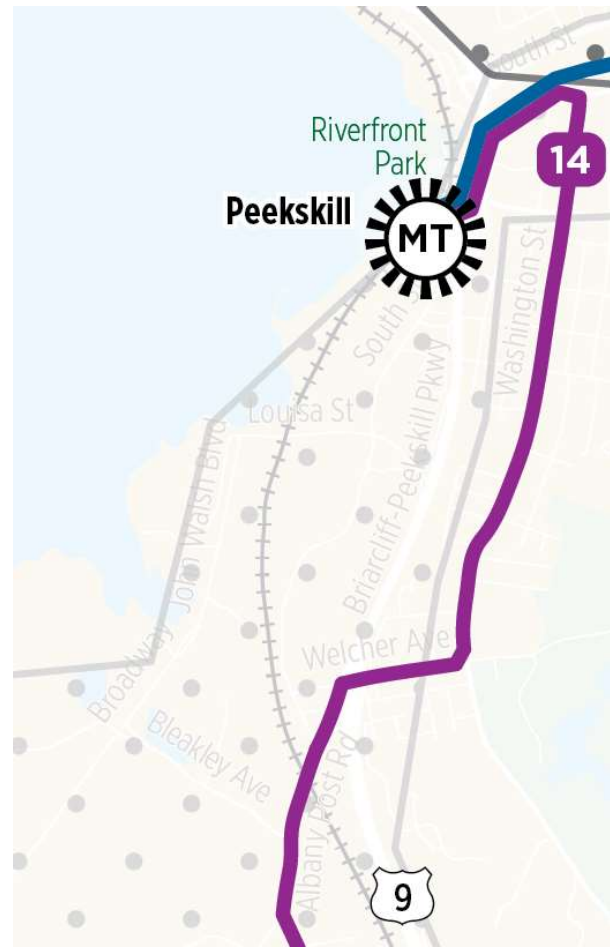
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:53 AM-8:36 AM, 3:29 PM-6:30 PM	-	-	-	-	-
Daily Trips	6	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 31



Recommended Nearby Service



Route 32: Yonkers Loop

Service Replaced

Existing Route

Route 32 is a one-way loop that provides local circulation through neighborhoods southeast of downtown Yonkers and connects riders to downtown Yonkers and other transit services. Service operates on weekdays only, with limited frequency particularly during the midday. Ridership on the route is generally low, and the service area is challenging to serve due to the existing street network and topography.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
277	37 / 61	21.3	34 / 61	6	26%

Recommended Route

Route 32 will be discontinued, and most riders will be able to use new or redesigned services to reach the places Route 32 serves today.

Recommended Replacement Service:

Most new or redesigned services will also operate higher levels of service than Route 32, running more frequently and operating as bidirectional routes or as on-demand microtransit.

- A new **Southern Yonkers Microtransit Zone** will provide on-demand all-day service to an area of southeast Yonkers along Rumsey Rd currently served by Route 32. This microtransit service will connect an area that is difficult to serve due to topography and a complicated street grid to downtown Yonkers.
- **Route 8** will continue to provide all-day service as it does today, connecting areas of southwest Yonkers around Ludlow Station to downtown Yonkers. People who had used Route 32 in this area will be a very short walk from Route 8.
- **Route 4** and new **Route 101** will provide service to areas along McLean Avenue currently served by Route 32, connecting riders to downtown Yonkers and several subway stations in the Bronx.
- **Route 7** will provide service to the northern boundary of the area served by Route 32, connecting the area to downtown Yonkers and to points east including Mount Vernon and New Rochelle.

How the Recommended Route Plan Improves Service

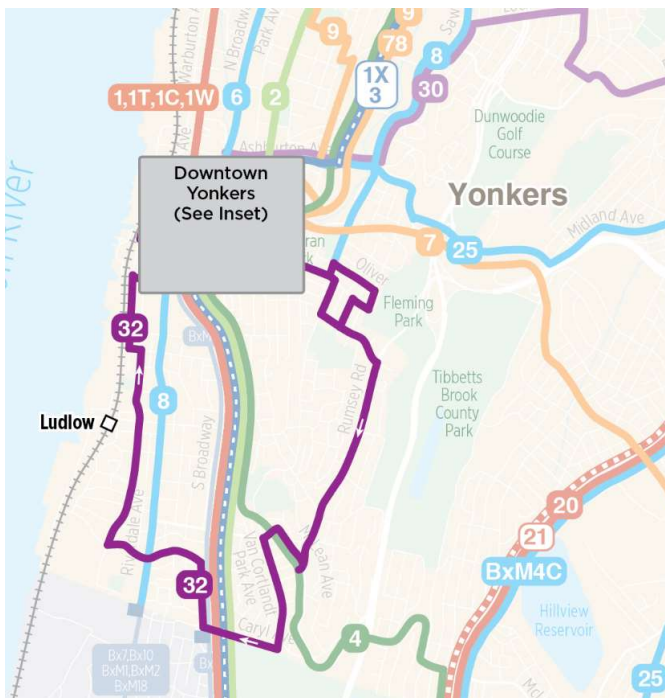
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

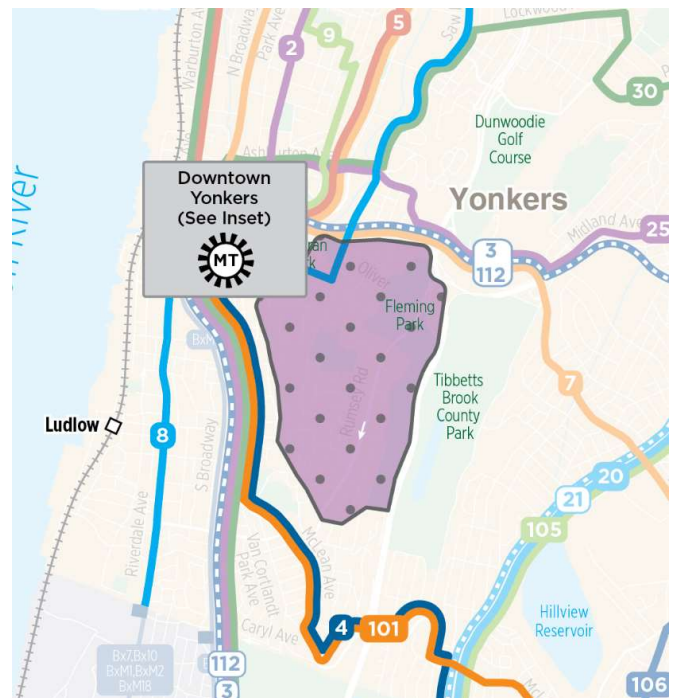
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:20 AM-6:47 PM	-	-	-	-	-
Daily Trips	13	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 32 in Southern Yonkers



Recommended Service Replacing Route 32



Route 34: Orchard Hill Commuter

Service Replaced

Existing Route

Route 34 is a commuter service that connects Hartsdale and Greenburgh neighborhoods with Hartsdale Station. Route 34 has low productivity and is one of the lowest ridership routes in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
40	55 / 61	5.8	48 / 61	6	13%

Recommended Route

Route 34 will be replaced by new microtransit service.

Recommended Replacement Service:

- Route 34 will be replaced by a new **Hartsdale Microtransit Zone**, which will provide on-demand microtransit service in place of existing fixed-route commuter services. The zone will generally cover the area served by existing Routes 34, 38, and 39, bounded by Saw Mill River Road, Route 119, Central Avenue, and Underhill Road, maintaining access to Metro-North service at Hartsdale Station.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:27 AM-8:01 AM, 6:07 PM-7:30 PM	-	-	-	-	-
Daily Trips	7	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Route 38: Secor Road Commuter

Service Replaced

Existing Route

Route 38 is a commuter service that connects Hartsdale neighborhoods with Hartsdale Station. The route is the second-lowest ridership route in the Bee-Line network and is unproductive.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
13	60 / 61	2.1	60 / 61	8	12%

Recommended Route

Route 38 will be replaced by new microtransit service.

Recommended Replacement Service:

- Route 38 will be replaced by a new **Hartsdale Microtransit Zone**, which will provide on-demand microtransit service in place of existing fixed-route commuter services. The zone will generally cover the area served by existing Routes 34, 38, and 39, bounded by Saw Mill River Road, Route 119, Central Avenue, and Underhill Road, maintaining access to Metro-North service at Hartsdale Station.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:23 AM-8:01 AM, 5:22 PM-7:09 PM	-	-	-	-	-
Daily Trips	6	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Route 39: Ridge Road Commuter

Service Replaced

Existing Route

Route 39 is a commuter service that connects Hartsdale neighborhoods and Ardsley with Hartsdale Station. The route's daily ridership and productivity are both low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
96	44 / 61	9.6	46 / 61	9	10%

Recommended Route

Route 39 will be replaced by new microtransit service.

Recommended Replacement Service:

- Route 39 will be replaced by a new **Hartsdale Microtransit Zone**, which will provide on-demand microtransit service in place of existing fixed-route commuter services. The zone will generally cover the area served by existing Routes 34, 38, and 39, bounded by Saw Mill River Road, Route 119, Central Avenue, and Underhill Road, maintaining access to Metro-North service at Hartsdale Station.

How the Recommended Route Plan Improves Service

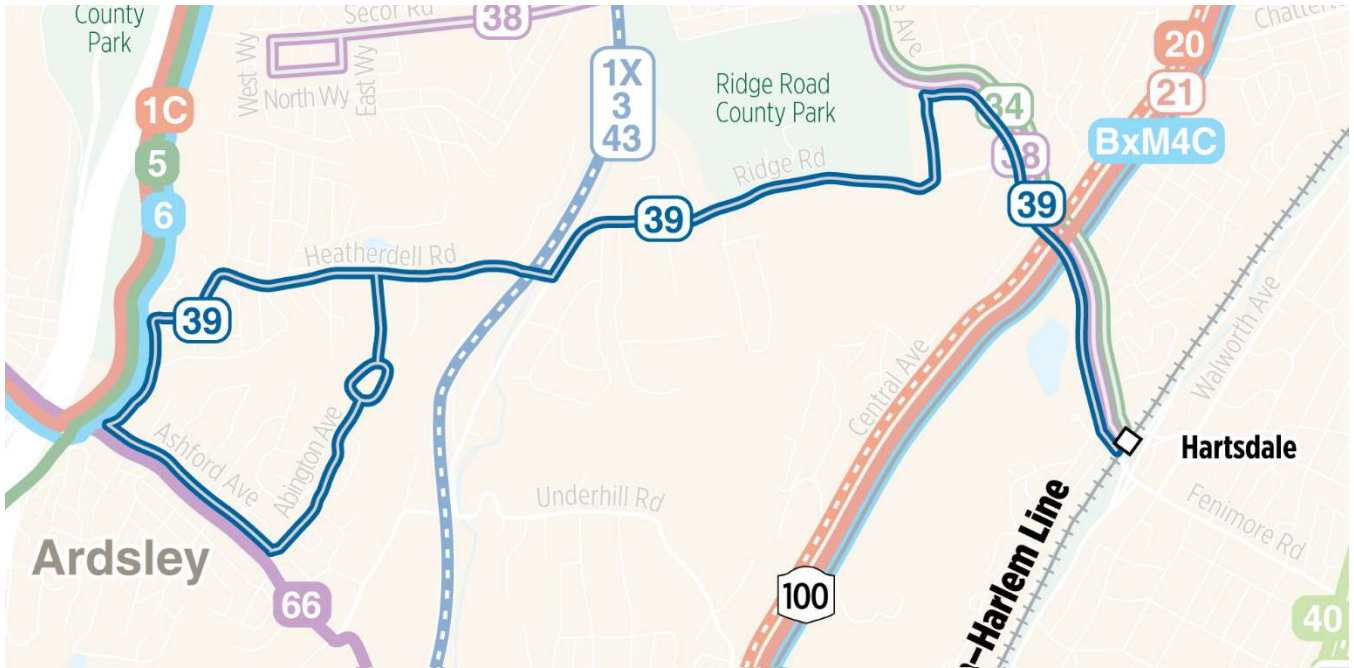
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

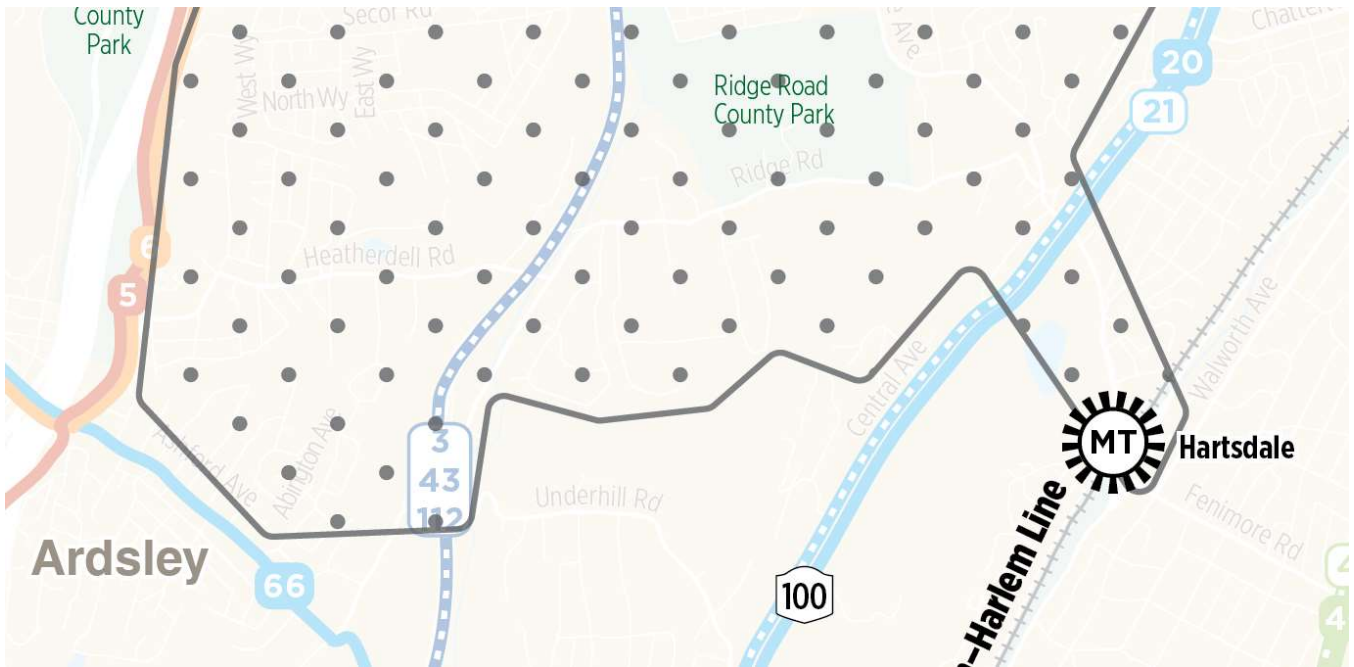
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:19 AM-8:46 AM, 5:04 PM-8:26 PM	-	-	-	-	-
Daily Trips	10	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 39



Recommended Service Replacing Route 39



Route 40: Mount Vernon – White Plains

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 40 connects Mount Vernon and Grasslands via White Plains Road/Post Road, White Plains, and Hillside Avenue. A few trips continue south to serve Wakefield-241st Street subway station in the Bronx. The route is fairly long, although it serves a major north-south corridor in Westchester County between Mount Vernon and White Plains, and the route has strong ridership.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
4,905	7 / 61	53.9	11 / 61	19	29%

Recommended Route

Route 40 will continue to connect Mount Vernon and White Plains, maintaining the Route's core alignment. Riders traveling between White Plains and the Grasslands Campus will be able to use alternative services.

Recommended Replacement Service:

- Service from White Plains to the Grasslands Campus will be replaced by new **Route 103** and **Route 14**, which will provide service to Grasslands from White Plains. Alternatively, riders can use Metro-North to reach White Plains and then connect to Routes 103 and 14.
- Riders from Mount Vernon will also be able to take Route 43 for one-seat express service to the Grasslands Campus.
- The select Route 40 trips that operate south of Mount Vernon to the Bronx will be discontinued. However, this connection between Mount Vernon and the Bronx via W 1st Street will continue to be served by **Route 41** (which will continue to operate limited stop service from White Plains), **Route 42**, and **Route 43**.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓						

Existing and Recommended Service Hours and Trips

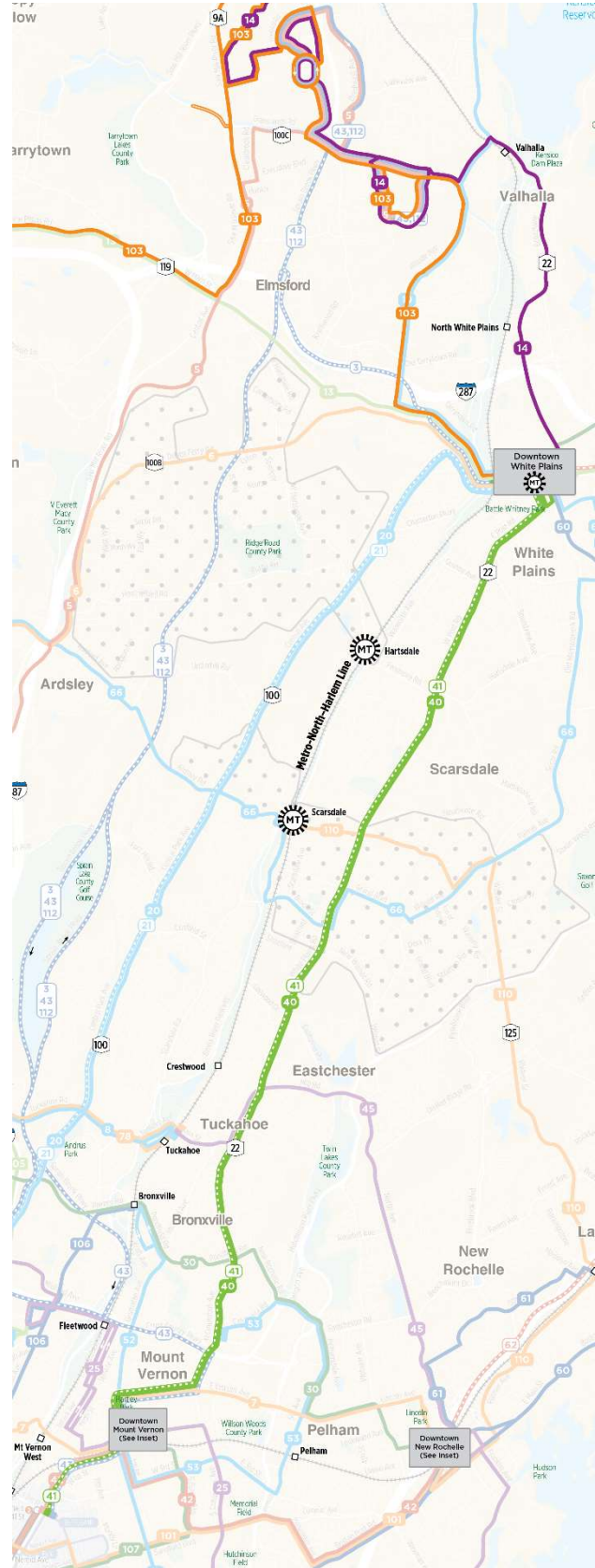
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:10 AM-12:04 AM	5:40 AM-10:50 PM	5:45 AM-9:25 PM	5:10 AM-1 AM	5:30 AM-11:30 PM	5:45 AM-10:30 PM
Daily Trips	88	56	39	115	76	48

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 40



Recommended Route 40



Route 41: Mount Vernon – White Plains Limited

Service Category X: Service with Fewer Stops, High Peak-Period Frequencies, Some Off-Peak Trips

Existing Route

Route 41 is a limited stop service that connects the Bronx and Grasslands via Mount Vernon and White Plains. It serves Wakefield 241st Street station on the #2 subway line. The route functions as a commuter service and has moderate ridership but is very productive.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
658	27 / 61	50.6	12 / 61	19	23%

Recommended Route

Route 41 will continue to connect the Bronx and White Plains with limited stop service, maintaining the route's core alignment. Riders traveling between White Plains and the Grasslands Campus will be able to use alternative services.

Recommended Replacement Service:

- Service from White Plains to Grasslands will be replaced by new **Route 103**, which will provide service to Grasslands from White Plains. Alternatively, riders can use Metro-North to reach White Plains and then connect to Route 103.
- Riders from Mount Vernon will also be able to take **Route 43** for one-seat express service to the Grasslands Campus.

How the Recommended Route Plan Improves Service

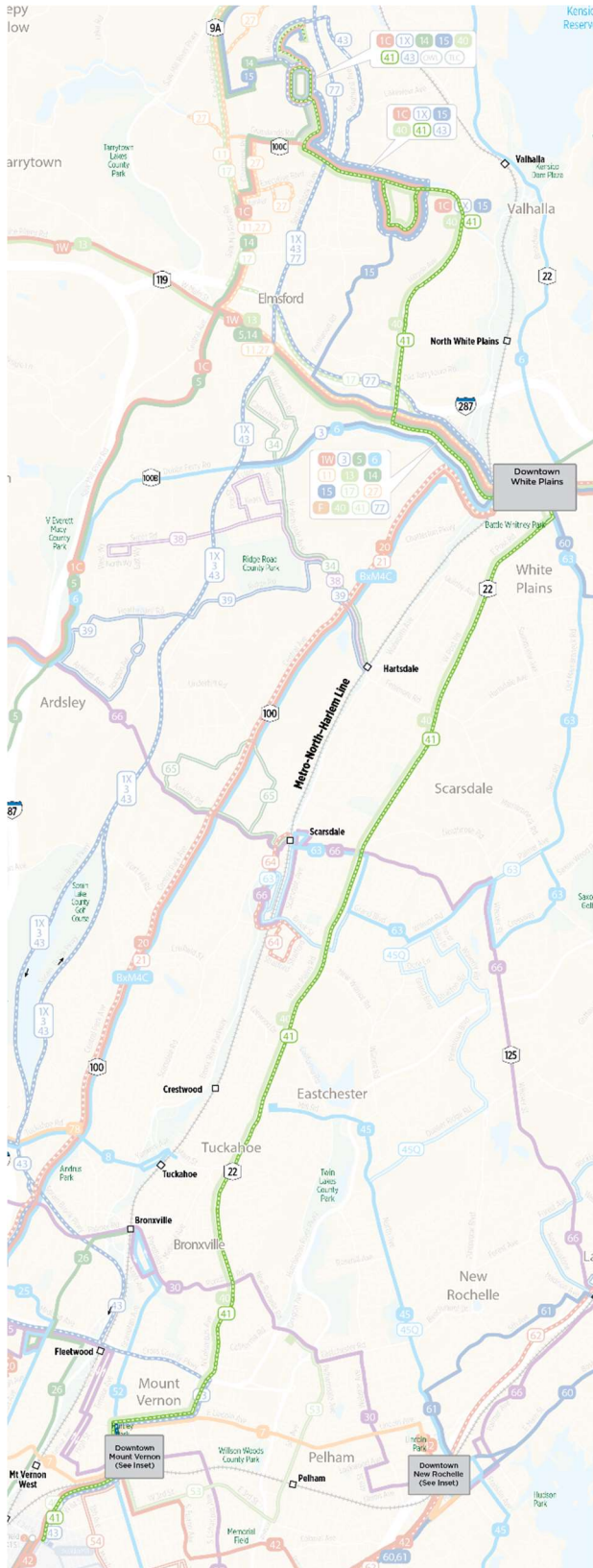
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓				

Existing and Recommended Service Hours and Trips

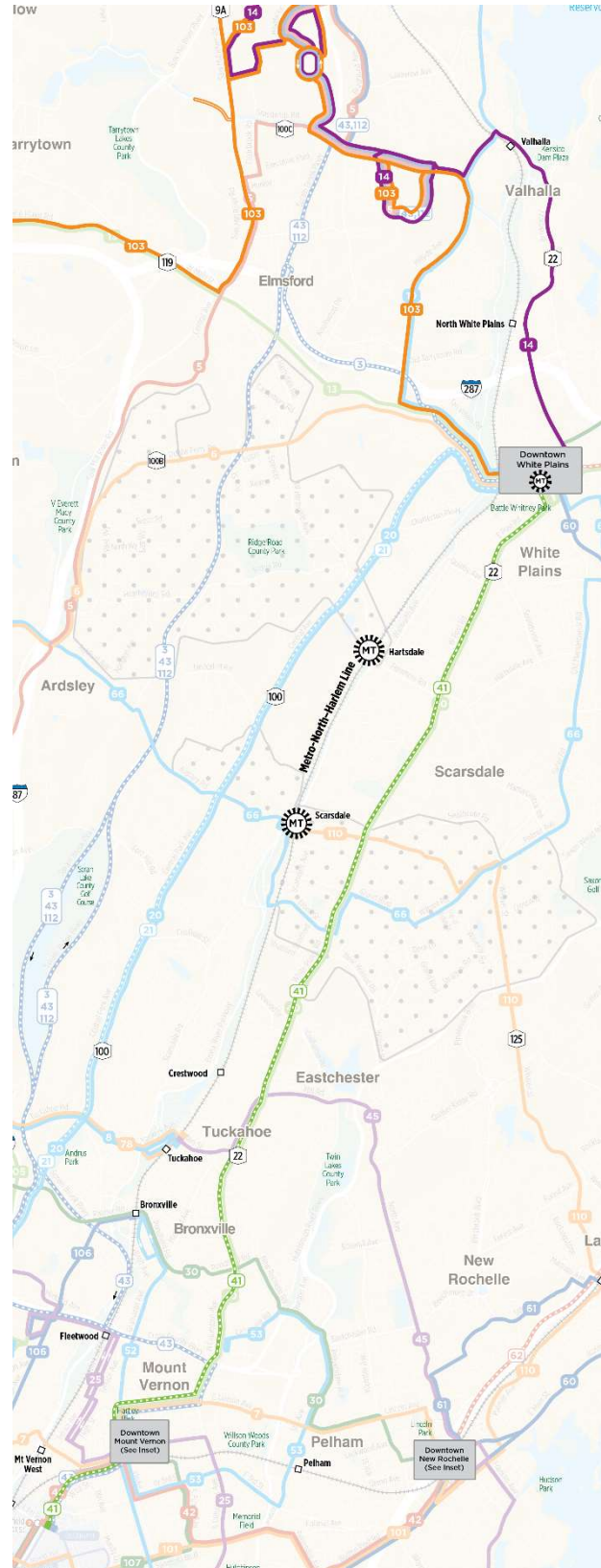
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:50 AM-8:59 AM, 3 PM-6:22 PM, peak directional	-	-	6 AM-9 AM, 3 PM-6:30 PM, both directions	-	-
Daily Trips	13	-	-	25	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 41



Recommended Routes 41, 103, and 14



Route 42: Bronx – Mount Vernon – New Rochelle

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Route 42 connects 233rd Street station on the #2 and #5 subway lines with New Rochelle via White Plains Road and Boston Post Road. Some trips serve Montefiore Medical Center. Route 42 operates with frequent service during its peak periods and moderate service off-peak. The route has solid ridership, although ridership is weakest along Pelhamdale Avenue and part of Boston Post Road.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
5,346	6 / 61	69.4	7 / 61	7	41%

Recommended Route

Route 42 will continue to connect the Bronx and New Rochelle. The route's alignment in the Bronx will be shortened by making Wakefield 241st Street station the western terminus, rather than continuing south to 233rd Street station, which is redundant with existing subway service. This also reduces travel under the elevated subway.

How the Recommended Route Plan Improves Service

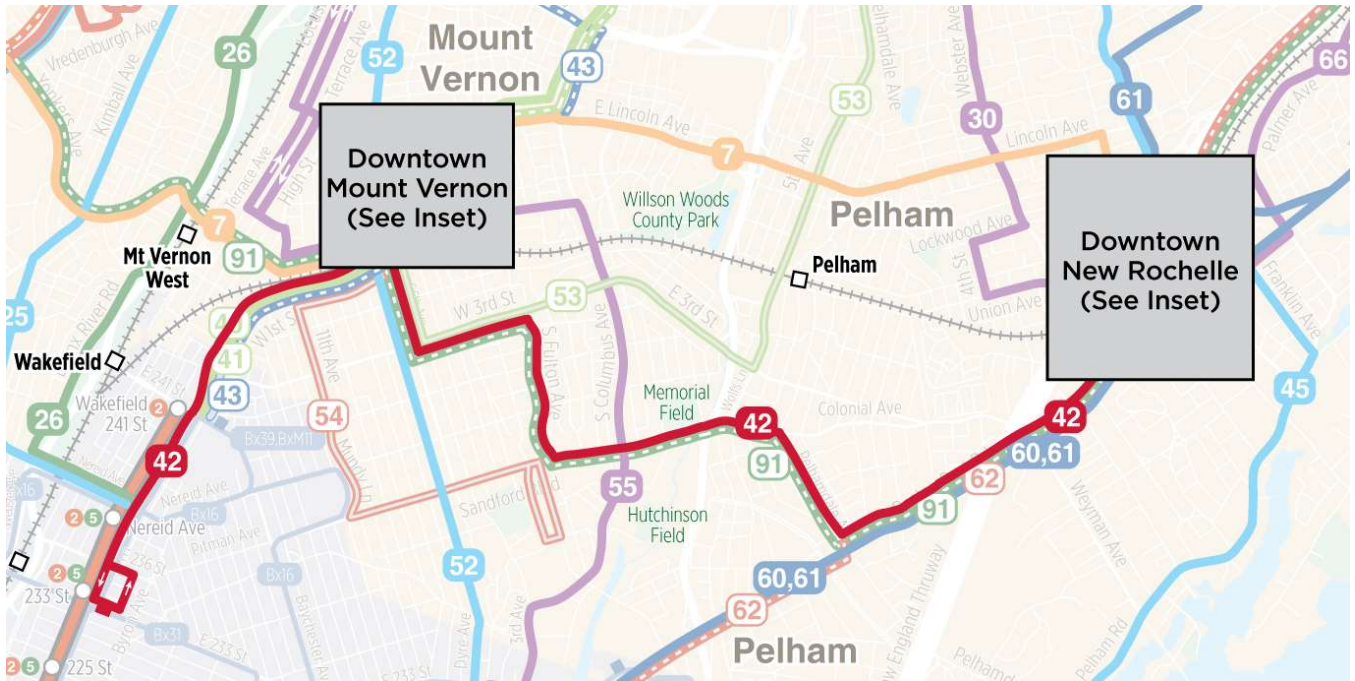
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓		✓				

Existing and Recommended Service Hours and Trips

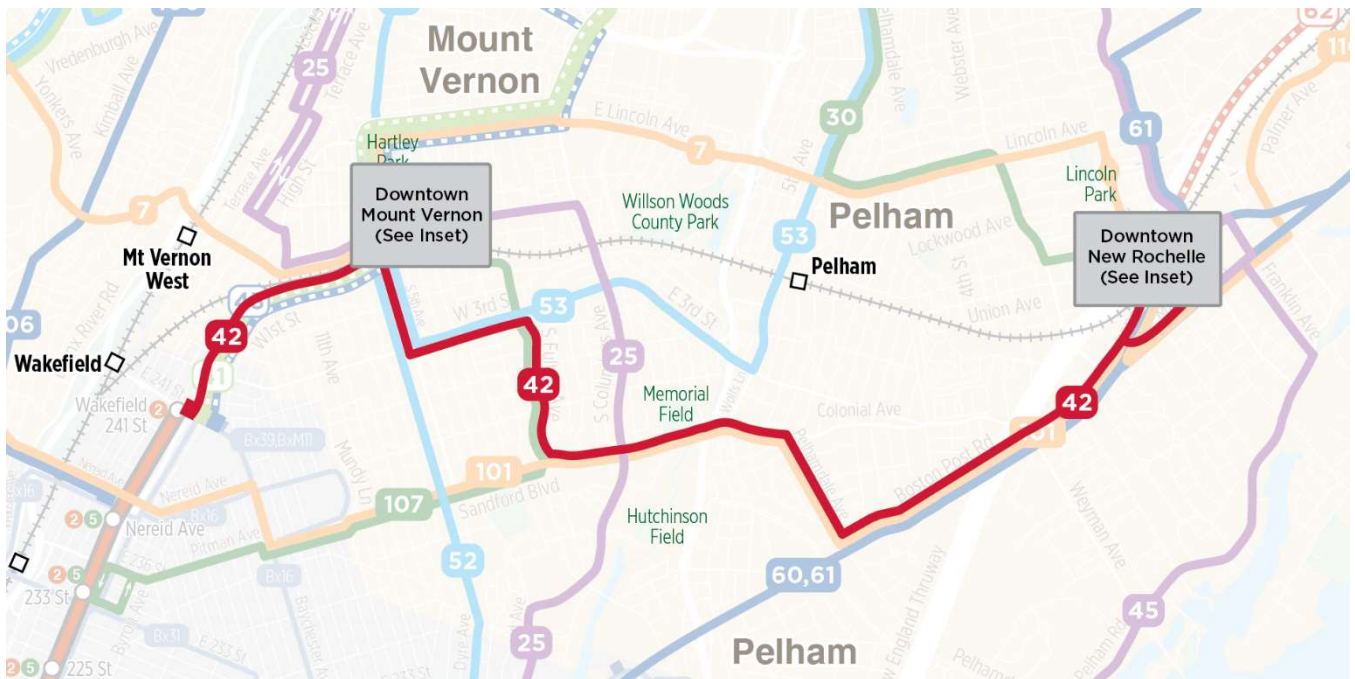
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5 AM- 11:38 PM	6 AM-11:45 PM	6:57 AM-11:50 PM	No Change	No Change	No Change
Daily Trips	116	60	57	125	60	60

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 42



Recommended Route 42



Route 43: Bronx – Mount Vernon – Grasslands Express

Service Category X: Service with Fewer Stops, High Peak-Period Frequencies, Some Off-Peak Trips

Existing Route

Route 43 is an express service that connects 241st Street station on the #2 subway line in the Bronx with the Grasslands Campus via Sprain Brook Parkway. It has moderate ridership and good productivity.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
260	38 / 61	43.3	22 / 61	19	22%

Recommended Route

Route 43 will continue to operate as it does today with more trips throughout the day.

How the Recommended Route Plan Improves Service

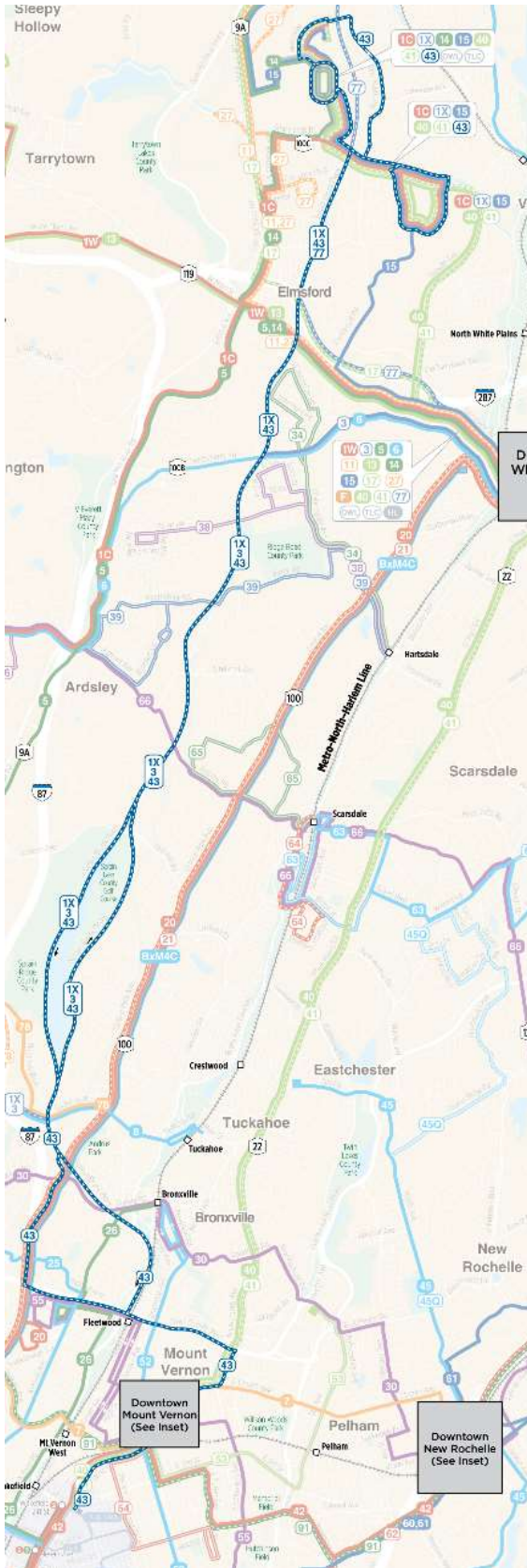
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓			✓				

Existing and Recommended Service Hours and Trips

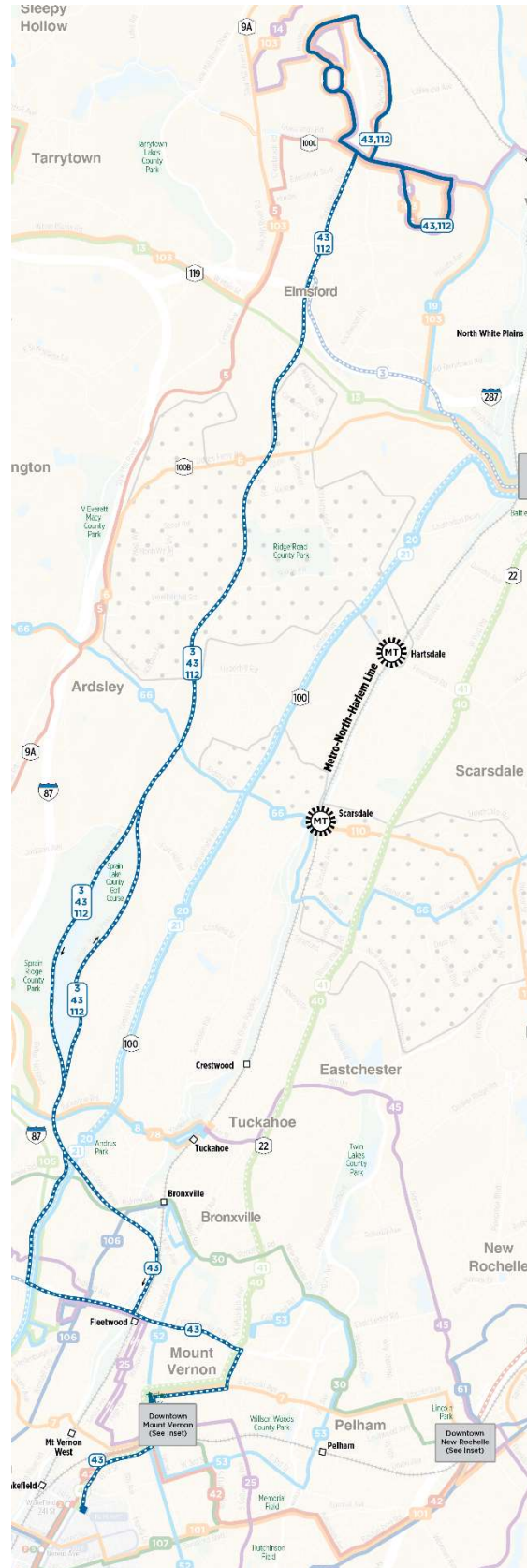
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6 AM-8:42 AM, 3:10 PM-5:58 PM	-	-	6 AM-6:30 PM	-	-
Daily Trips	6	-	-	17	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 43



Recommended Route 43



Route 45: Eastchester – New Rochelle – Pelham Bay

Service Category 3: Long Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 45 connects Pelham Bay Park station on the #6 subway line to Pelham Manor, New Rochelle, and Eastchester. During the midday, about half of all trips run between New Rochelle and Eastchester only. The route has strong ridership, especially on trips that connect to the subway in the Bronx, and the primary route alignment is simple and direct. Another service variant, called 45Q, operates just four northbound trips and two southbound trips on weekdays only, running between New Rochelle and neighborhoods in Scarsdale. Ridership at stops uniquely served by 45Q is extremely low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
3,173	11 / 61	44.1	20 / 61	11	33%

Recommended Route

Route 45 will continue to operate along the same alignment as today. The route's northern terminus in Eastchester will extend west to Tuckahoe Station, filling in an east-west gap by connecting to Route 8 and Route 78 and Metro-North service at Tuckahoe Station, as well as connecting with Route 40 along White Plains Post Road. Trips operated as 45Q will be discontinued due to very low demand.

Recommended Replacement Service:

- The new **Scarsdale Microtransit Zone** will provide coverage to most of the area currently served by 45Q trips.

How the Recommended Route Plan Improves Service

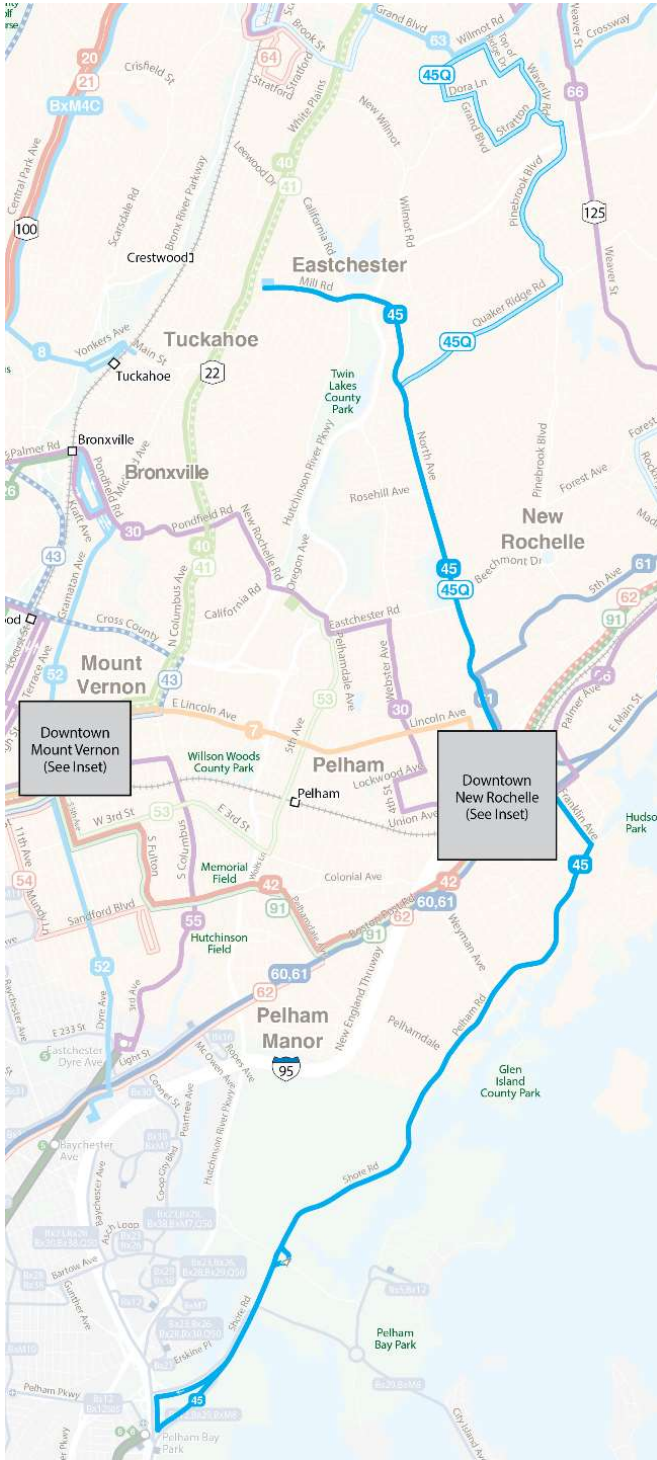
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓	✓	✓		✓		✓

Existing and Recommended Service Hours and Trips

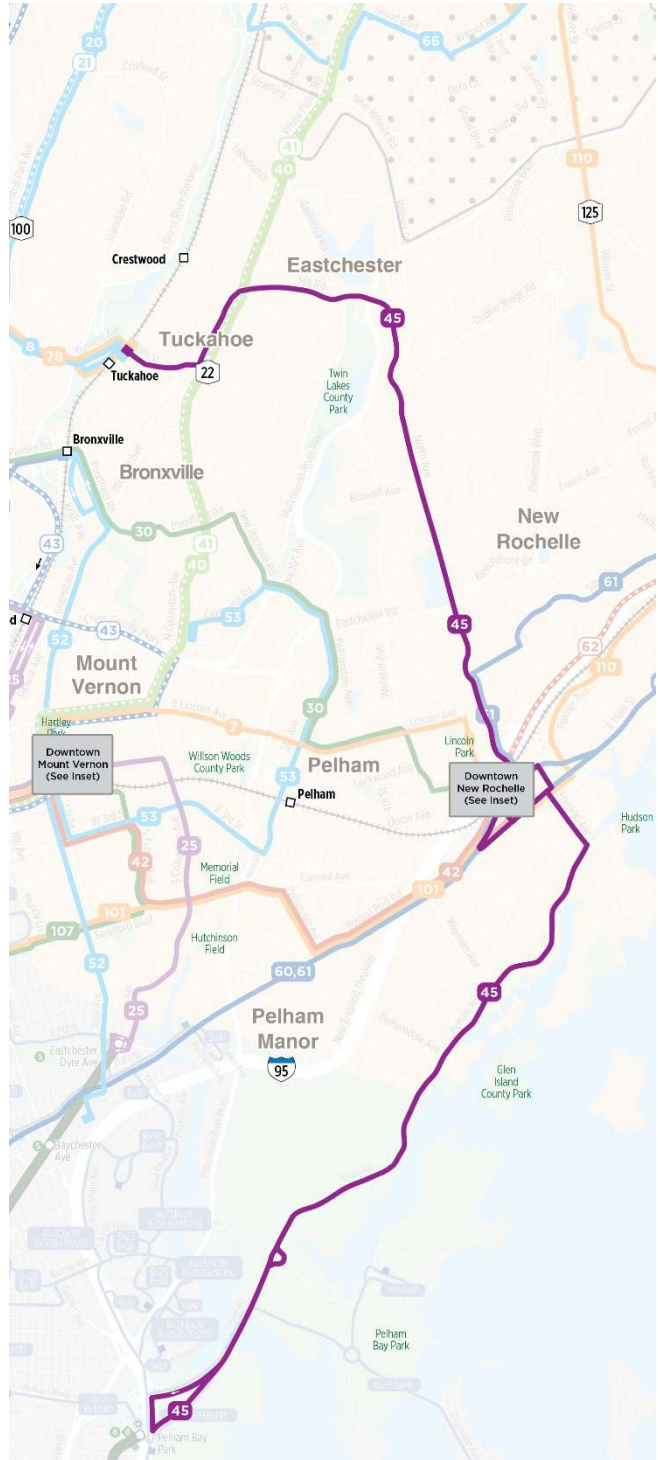
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:55 AM-9:06 PM	6:20 AM-8:00 PM	10:15 AM-6:05 PM	5:30 AM-10:30 PM	6 AM-9 PM	8 AM-9 PM
Daily Trips	68	26	16	68	38	22

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 45



Recommended Route 45



Route 52: Bronx – Mount Vernon – Bronxville

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 52 connects the Bronx and Bronxville via 5th Avenue and Gramatan Avenue. It provides north-south service through Mount Vernon and access to the #5 subway line at Dyre Avenue in the Bronx. The route has a relatively direct alignment and moderate ridership and productivity.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
1,387	24 / 61	30.8	28 / 61	5	37%

Recommended Route

Route 52 will continue to operate as it does today.

How the Recommended Route Plan Improves Service

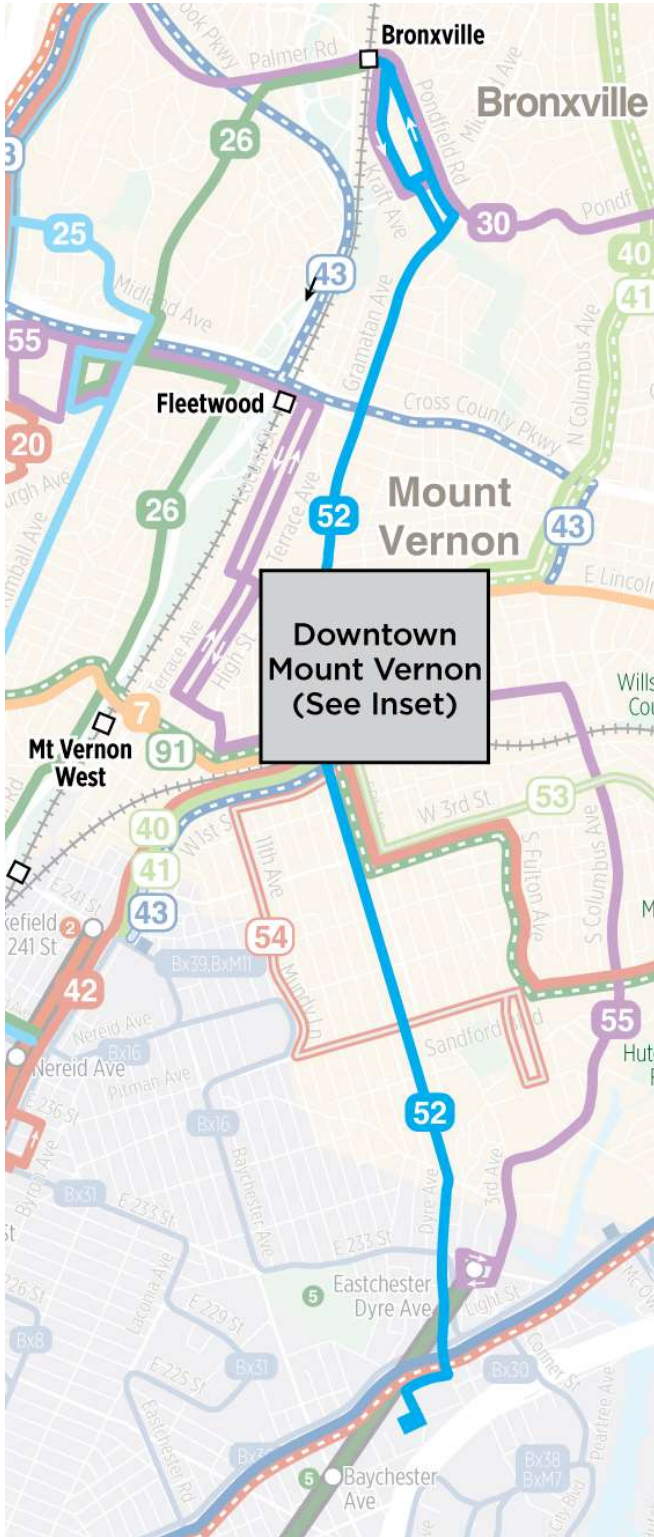
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓							

Existing and Recommended Service Hours and Trips

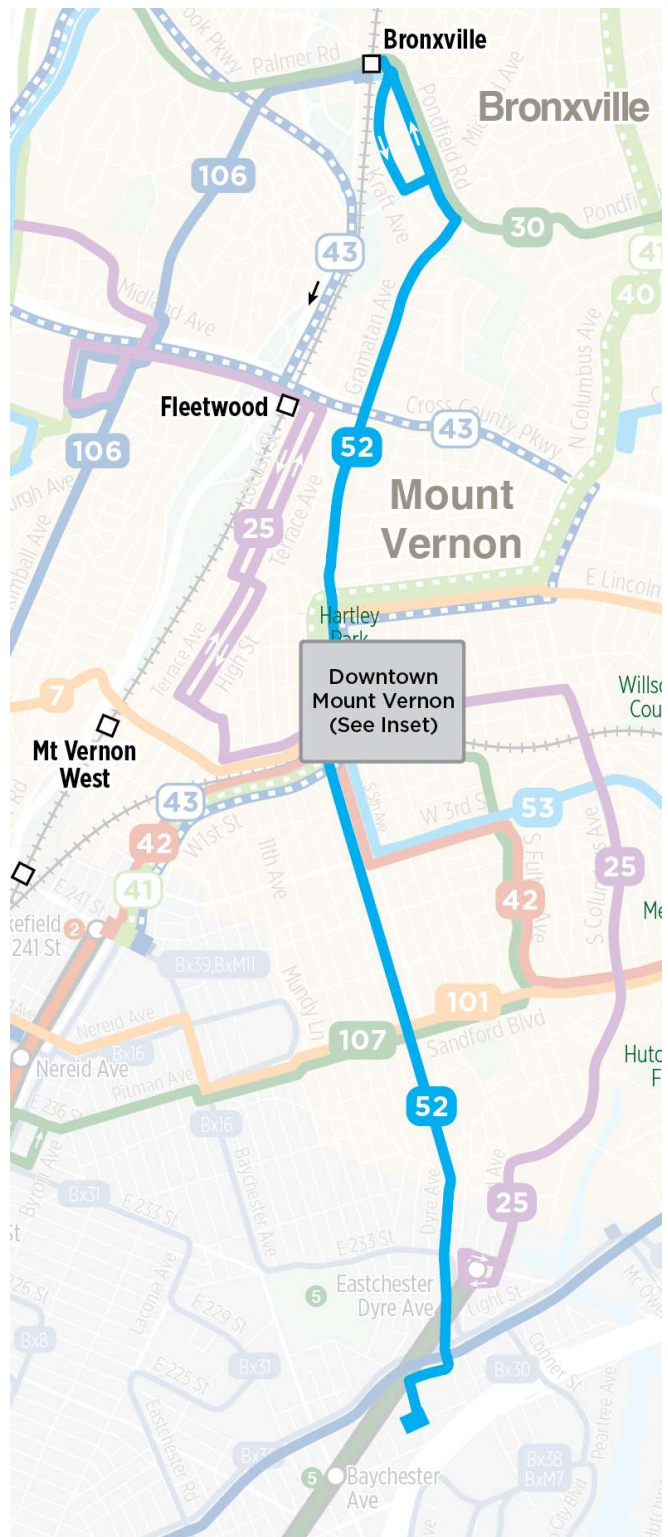
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:20 AM-8 PM	8 AM-6:58 PM	-	6 AM-9 PM	7 AM-9 PM	-
Daily Trips	45	30	-	46	38	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 52



Recommended Route 52



Route 53: Mount Vernon – Pelham

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 53 connects downtown Mount Vernon and Bronxville via Pelham and New Rochelle. Some trips extend to Mount Vernon High School. Overall, the route has relatively low ridership and productivity. Ridership is lower on the eastern part of the route along 5th Avenue and Pelhamdale Avenue, while ridership is highest at Mount Vernon High School.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
340	34 / 61	12.2	43 / 61	4	16%

Recommended Route

Route 53 will be extended to N Columbus Avenue from Mount Vernon High School to provide service to Columbus Avenue and facilitate connections with other bus routes.

Recommended Replacement Service:

- **Route 30**, which operates between Yonkers and New Rochelle, will be redesigned to serve the full segment of Pelhamdale Avenue and 5th Avenue that will no longer be served by Route 53.

How the Recommended Route Plan Improves Service

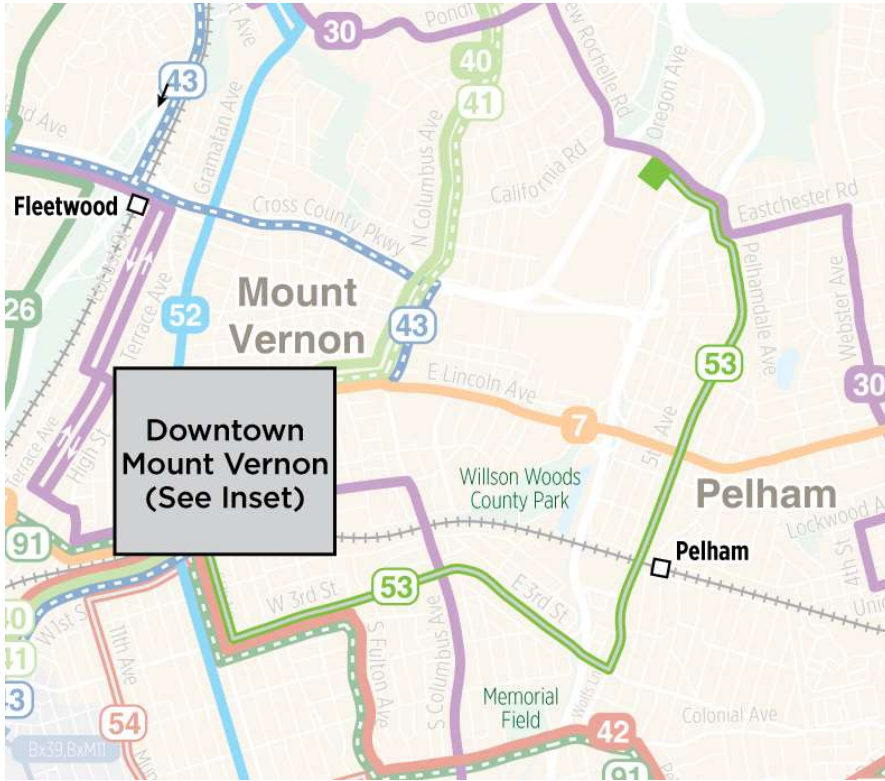
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓							✓

Existing and Recommended Service Hours and Trips

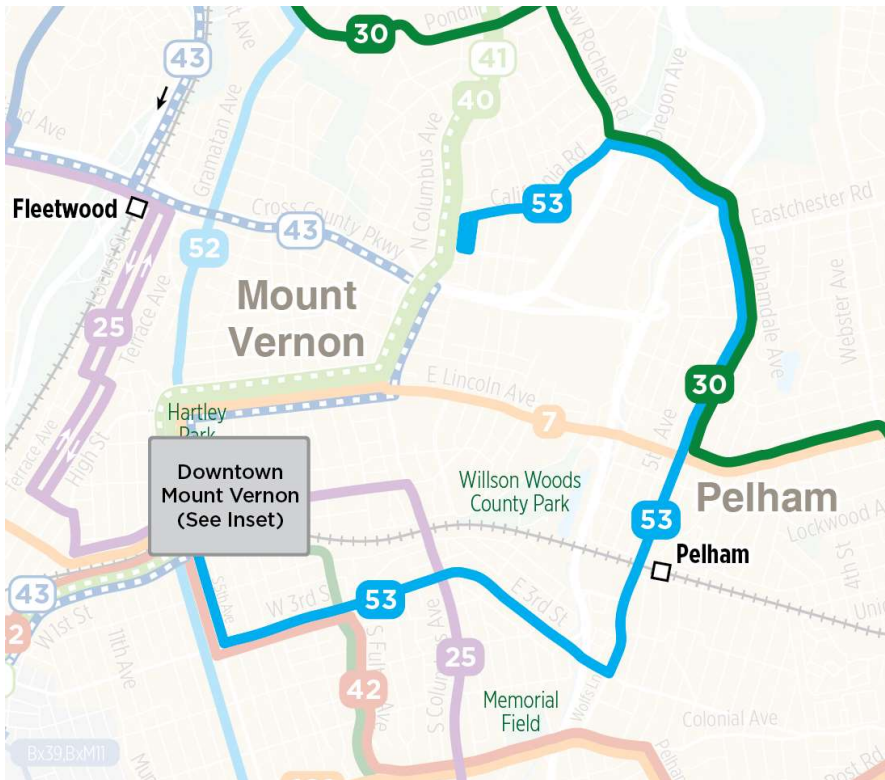
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:03 AM-9:34 AM, 2:13 PM-6:56 PM, both directions	-	-	6 AM-8 PM	-	-
Daily Trips	29	-	-	39	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 53



Recommended Routes 53 and 30



Route 54: Mount Vernon Local

Service Replaced

Existing Route

Route 54 connects downtown Mount Vernon and its South Side via Sandford Boulevard, S 11th Avenue, and Prospect Avenue. It serves Petrillo Plaza and Mount Vernon East Station. The route operates as a commuter service, and ridership is very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
55	50 / 61	4.2	52 / 61	2	8%

Recommended Route

Route 54 will be discontinued, with service replaced by other options.

Recommended Replacement Service:

- **Route 107**, which will connect the Bronx and Mount Vernon, will provide service along Sandford Boulevard from downtown Mount Vernon and Fulton Avenue, connecting to 233rd Street station on the #2 and #5 subway lines.
- **Route 42** will continue to serve Sandford Avenue at Fulton Avenue from downtown Mount Vernon,
- **Route 101**, which will connect Yonkers and New Rochelle, will serve the full length of Sandford Boulevard, connecting west to Wakefield-241st Street subway station Yonkers and east to New Rochelle.
- **Routes 41, 42, and 43**, will continue to operate along 1st Street to Wakefield-241st Street station.
- Service along 11th Avenue/Mundy Lane between 1st Street and Sandford Boulevard will not be replaced but is about a third of a mile from Route 52 on 5th Street.

How the Recommended Route Plan Improves Service

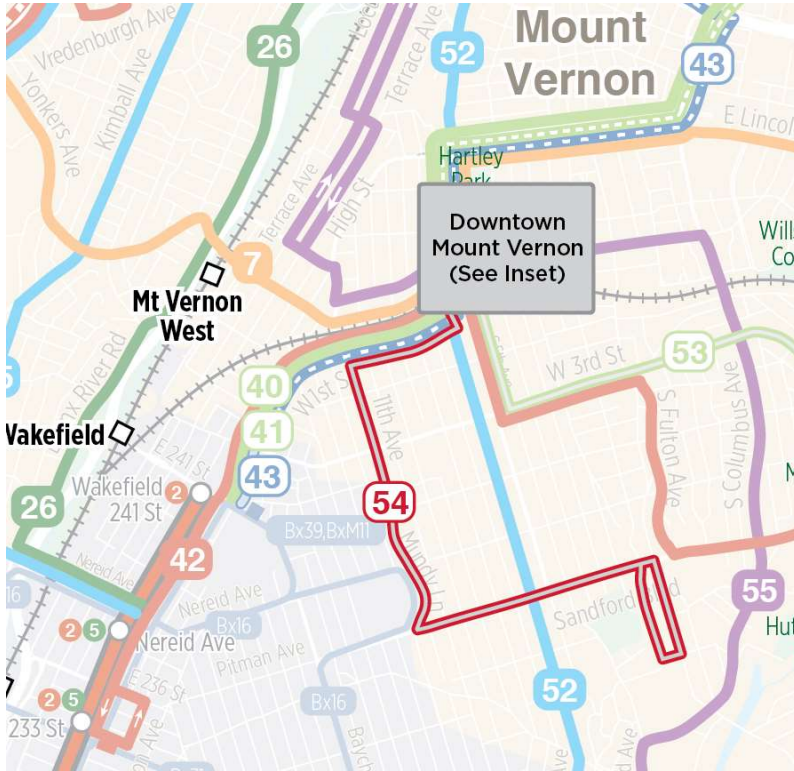
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓		✓	✓			✓	✓

Existing and Recommended Service Hours and Trips

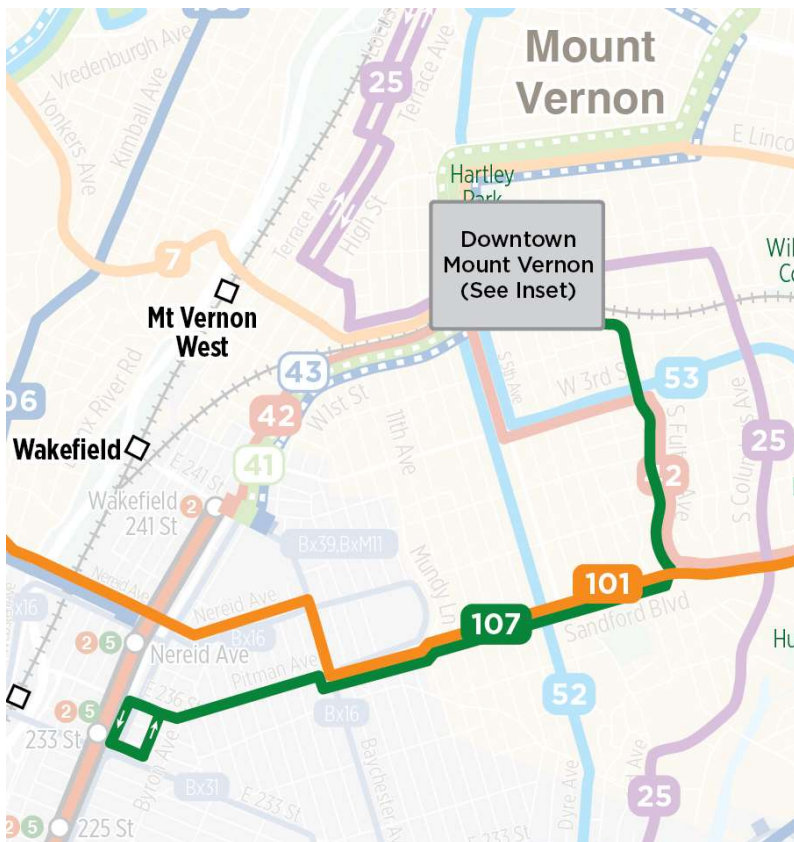
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:37 AM-8:42 AM, 3:27 PM-6:21 PM	-	-	-	-	-
Daily Trips	13	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 54



Recommended Service Replacing Route 54



Route 55: Bronx – Mount Vernon – Yonkers

Service Replaced

Existing Route

Route 55 connects Cross County Center and the Bronx via Mount Vernon and provides access to the #5 subway line at Eastchester-Dyre Avenue station. The route is productive and has solid ridership.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
2,303	16 / 61	37.2	25 / 61	6	39%

Recommended Route

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓		✓	✓				

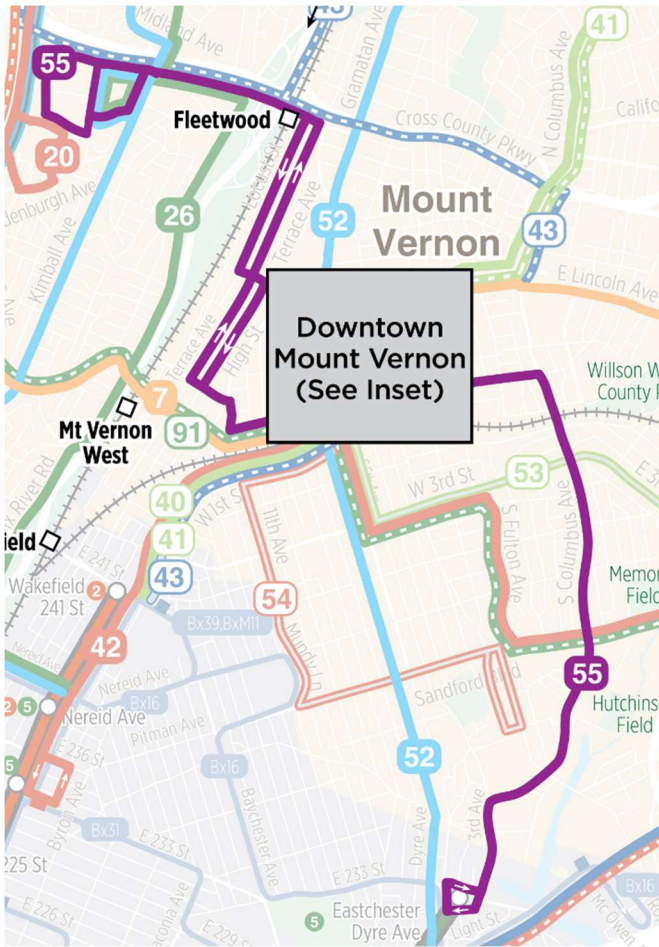
Route 55 will be combined with part of the existing Route 25 (Yonkers to Cross County Center segment) to create a new east-west service. This redesigned **Route 25** will connect Yonkers and Eastchester-Dyre Avenue station in the Bronx via Cross County Center and Mount Vernon, and it will continue to serve Route 55's entire existing alignment. Service levels will more closely match those of the current Route 25, an increase from Route 55's current service.

Existing and Recommended Service Hours and Trips

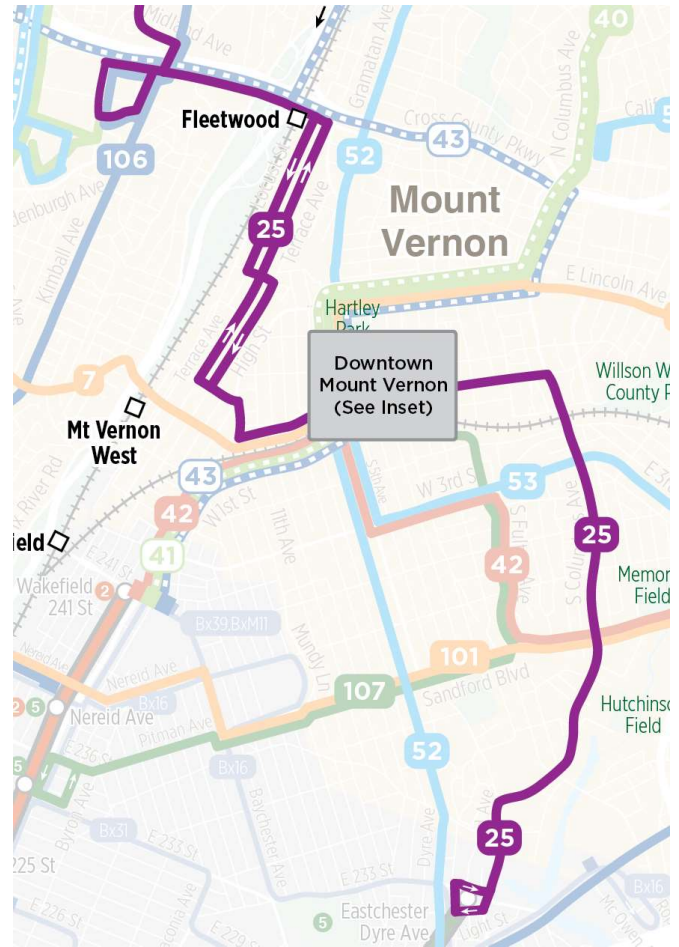
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:40 AM-10:16 PM	7 AM-10:16 PM	10:15 AM-7:47 PM	-	-	-
Daily Trips	62	43	18	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 55



Recommended Service Replacing Route 55



Route 60: Bronx – New Rochelle – White Plains

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Route

Connects the Bronx (Fordham Station) and White Plains via Boston Post Road, New Rochelle, and Mamaroneck Avenue. There is a connection to the #2 and #5 subway lines at Pelham Parkway station and to the B and D lines at Fordham Road station. Route 60 is very long, and much of the route operates in the Bronx. The route is productive and has strong ridership between the Bronx and New Rochelle and in White Plains.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
6,154	5 / 61	81.0	1 / 61	19	36%

Recommended Route

Route 60 will continue to operate as it does today, with minor changes to its alignment in Larchmont and Mamaroneck to reduce running time and serve retail activity along the Boston Post Road corridor. Between Chatsworth Avenue and Richbell Road, Route 60 will operate along Boston Post Road instead of Palmer Avenue, no longer serving Larchmont Station, which is one of the route's lowest-ridership stops; Route 61 will continue to serve Larchmont Station and the segment of Palmer Avenue just to the north. North of Richbell Road, Route 60 will rejoin Route 61 on Palmer Avenue and continue to serve Mamaroneck Station. On the approach to White Plains, Route 60 will stay on Mamaroneck Road rather than turning to serve Bryant Road and Old Mamaroneck Road.

Route 60's alignment brings riders close to Dyre Avenue station (#5 subway). To highlight this potential connection, schedules should note the close proximity of the bus route to this subway station.

Recommended Replacement Service:

- **Route 61** will continue to operate along Palmer Avenue between Chatsworth Road and Richbell Road, and will continue to serve Larchmont Station.
- **Route 110** will connect Larchmont Station and New Rochelle via Palmer Avenue as Route 66 does today.

How the Recommended Route Plan Improves Service

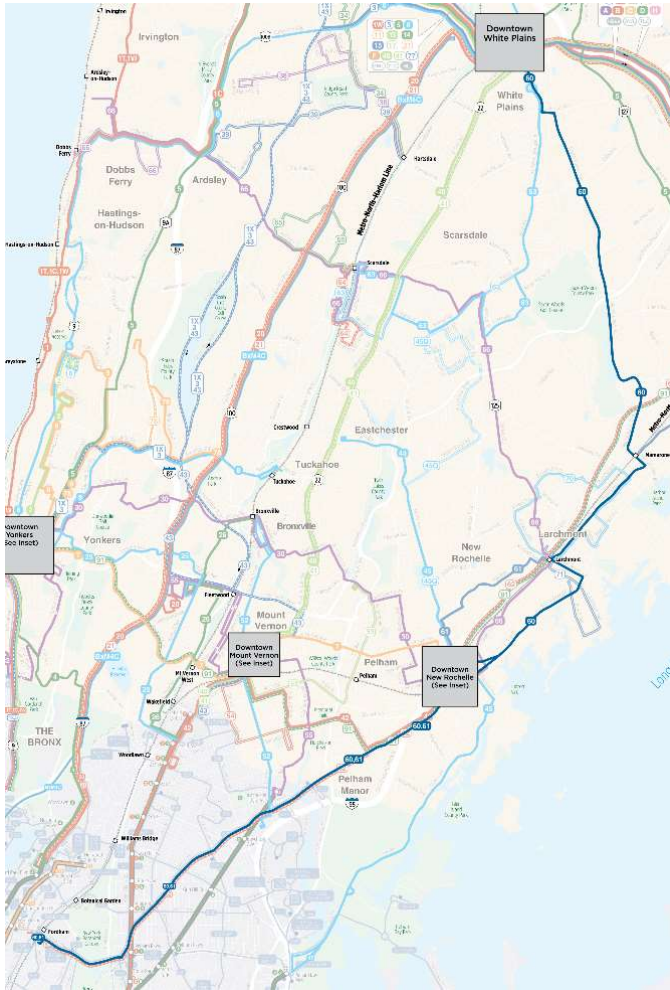
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓				

Existing and Recommended Service Hours and Trips

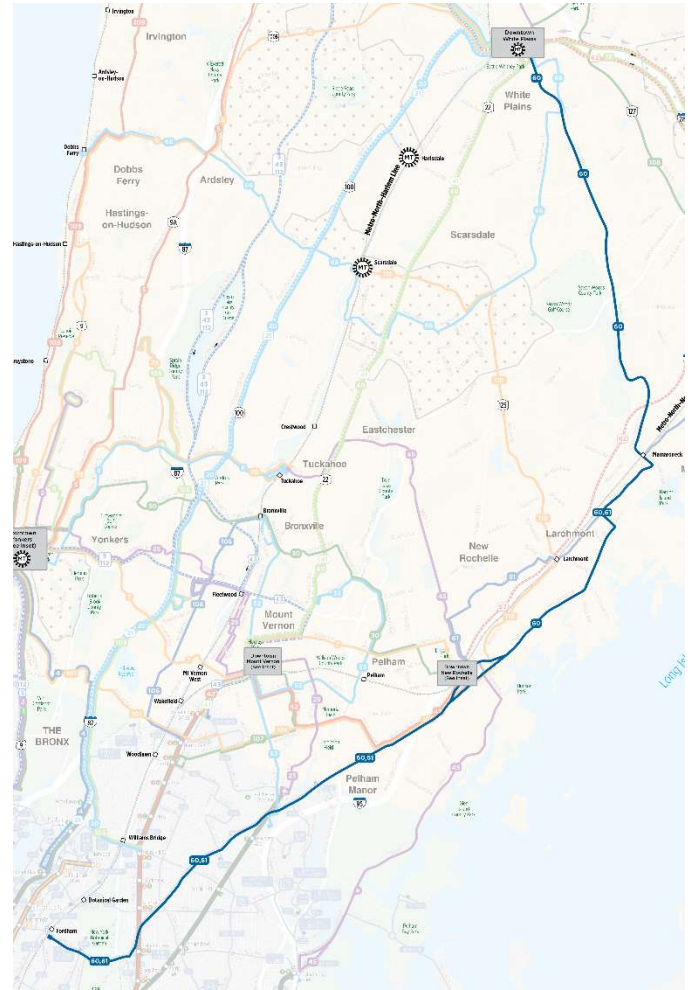
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:30 AM- 10:52 PM	6:00 AM-11:15 PM	7:30 AM-9:02 PM	5:00 AM-12 AM	6:00 AM-12 AM	6:30 AM-10:30 PM
Daily Trips	78	58	43	87	80	54

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 60



Recommended Route 60



Route 61: Bronx – New Rochelle – Port Chester

Service Category 3: Long Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 61 connects the Bronx (Fordham Station) and Port Chester via Boston Post Road and 5th Avenue. There is a connection to the #2 and #5 subway lines at Pelham Parkway station and to the B and D lines at Fordham Road station. Route 61 is very long, and much of it operates in the Bronx. The route has moderate productivity, with strong ridership between the Bronx and New Rochelle.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
2,752	14 / 61	65.5	5 / 61	19	28%

Recommended Route

Route 61 will continue to operate along its current alignment, with minor changes in Rye to make service more direct. In Rye, Route 61 will approach Port Chester via Cedar Street and Boston Post Road, instead of deviating to serve Purchase, Ridge, and High Streets, which have very low ridership.

Route 61's alignment brings riders close to Dyre Avenue station (#5 subway). To highlight this potential connection, schedules should note the close proximity of the bus route to this subway station.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓				

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:55 AM- 8:04 PM	7:10 AM-6:55 PM	-	5:30 AM-10:00 PM	7:00 AM-9:00 PM	7:30 AM-8:30 PM
Daily Trips	42	20	-	60	32	22

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Route 62: New Rochelle – White Plains Express

Service Category X: Service with Fewer Stops, High Peak-Period Frequencies, Some Off-Peak Trips

Existing Route

Route 62 is a commuter route that connects the Bronx (Fordham Road at Tiebout Avenue) and White Plains via Pelham Manor, New Rochelle, and Harrison. The route connects to the #2, #5, B, and D subway lines. Much of the route's alignment is in the Bronx, and it operates local service between Fordham and New Rochelle before running express for most of the rest of the route. Route 62 makes four northbound trips in the morning and three southbound trips in the afternoon (no service in New Rochelle on southbound trips). The route has strong ridership and performs well in terms of productivity. At 24 miles, it is one of the longest routes in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
551	28 / 61	78.6	2 / 61	24	30%

Recommended Route

Route 62 will operate only between New Rochelle and White Plains, with **Route 60** and **Route 61** continuing to serve the current Route 60/61/62 alignment between the Bronx and New Rochelle along Fordham Road and Boston Post Road. This proposal will depend on fare reciprocity between Bee-Line and Metro-North services; if fare reciprocity does not come to fruition, then Route 62 will retain its current alignment.

Recommended Replacement Service:

Riders traveling Fordham Road will be able to use Metro-North to reach New Rochelle (New Haven line) or White Plains (Harlem Line). Service between New Rochelle and White Plains, as well as local bus service between Fordham Road and New Rochelle, will continue to be provided by Route 60 and Route 61.

How the Recommended Route Plan Improves Service

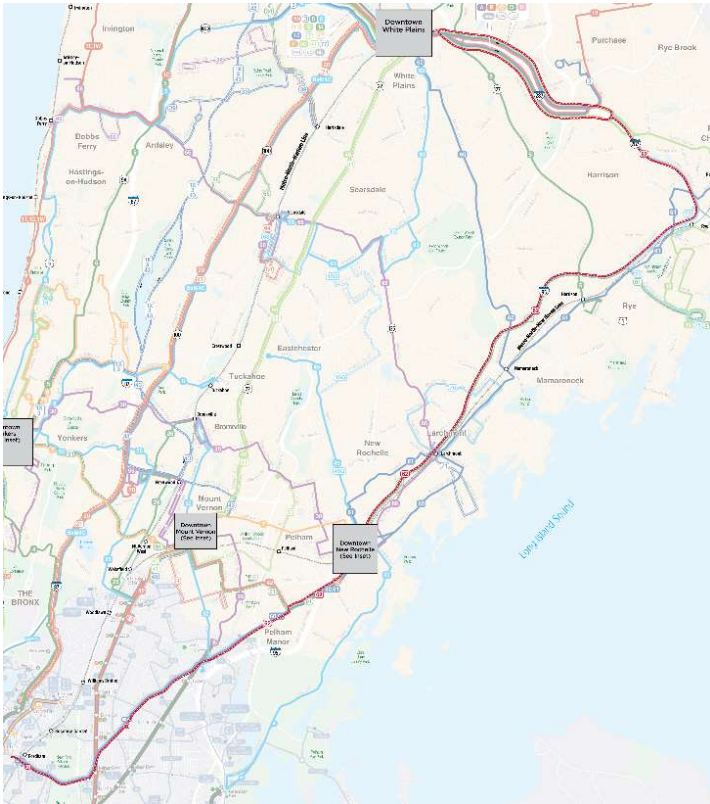
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓						

Existing and Recommended Service Hours and Trips

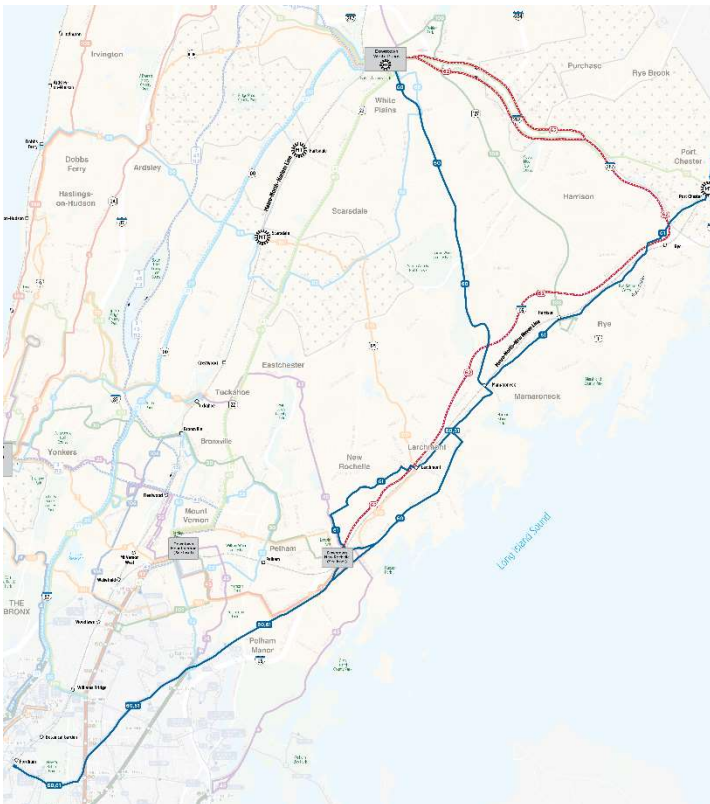
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:15 AM-9:25 AM, 4:10 PM-6:47 PM peak directional	-	-	6:15 AM-9:25 AM, 4:10 PM - 6:47 PM, both directions	-	-
Daily Trips	6	-	-	19	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 62



Recommended Route 62



Route 63: Scarsdale – White Plains

Service Replaced

Existing Route

Route 63 connects White Plains and Scarsdale via Old Mamaroneck Road. The route has multiple service patterns, with some trips serving Crossway and some trips that do not serve White Plains. The route's ridership and productivity are moderate, although some trips have higher ridership during peak periods. Ridership is very low along Mamaroneck Road and Crossway.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
896	25 / 61	21.3	33 / 61	5	18%

Recommended Route

Route 63 will be combined with Route 66's existing alignment from Dobbs Ferry to Scarsdale. This redesigned **Route 66** will connect Dobbs Ferry and White Plains via Ardsley and Scarsdale. (Route 66's alignment from Scarsdale to New Rochelle will be replaced by new Route 110.) The redesigned Route 66 will serve three Metro-North stations: Dobbs Ferry, Scarsdale, and White Plains. The route will serve much of Route 63's current alignment between White Plains and Scarsdale, however it will operate along Bloomingdale Road, Maple Avenue, and Mamaroneck Avenue on the approach to downtown White Plains. The route will no longer deviate to serve Crossway.

Recommended Replacement Service:

- The area currently served by Route 63's deviation along Crossway will be served by the new **Scarsdale Microtransit Zone**, which will provide on-demand service to and from Scarsdale Station.

How the Recommended Route Plan Improves Service

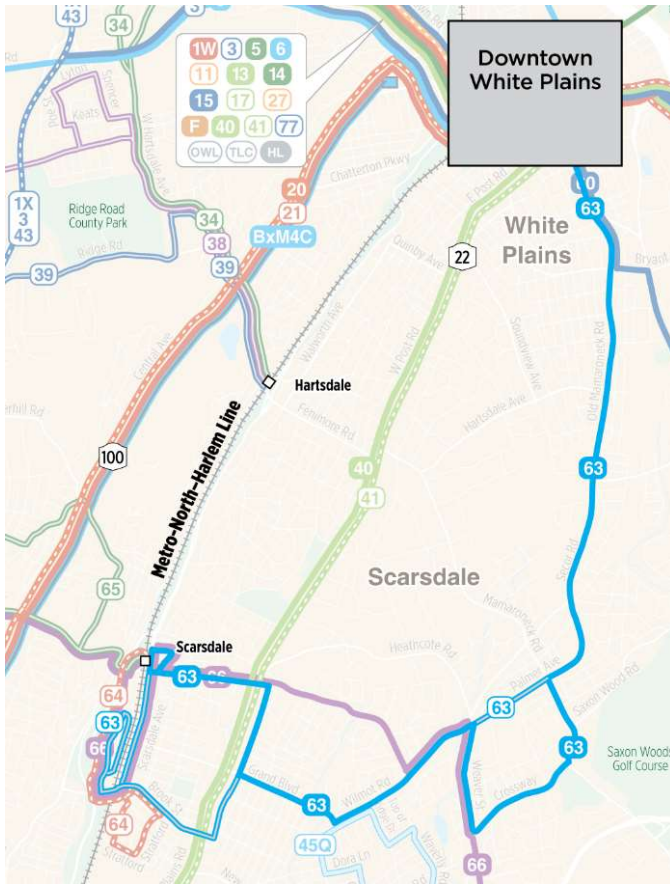
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

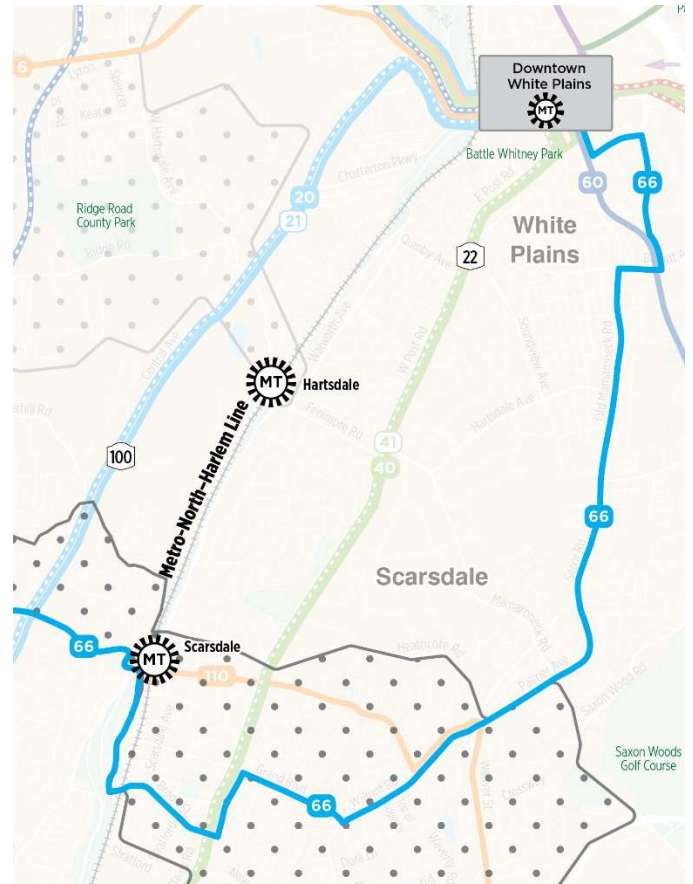
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:05 AM-8:23 PM	8:09 AM-6:28 PM	-	-	-	-
Daily Trips	42	12	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 63



Recommended Service Replacing Route 63



Route 64: Green Knolls Commuter

Service Replaced

Existing Route

Route 64 is a commuter service connecting northern Eastchester and Scarsdale Station. Ridership and productivity are both very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Daily Trips			Route Length (mi)	Farebox Recovery
				Weekday	Saturday	Sunday		
60	49 / 61	5.5	49 / 61	11	-	-	3	18%

Recommended Route

Route 64 will be replaced by new microtransit service.

Recommended Replacement Service:

- Route 64 will be replaced by a new **Scarsdale Microtransit Zone**, which will provide on-demand service to Scarsdale Station.

How the Recommended Route Plan Improves Service

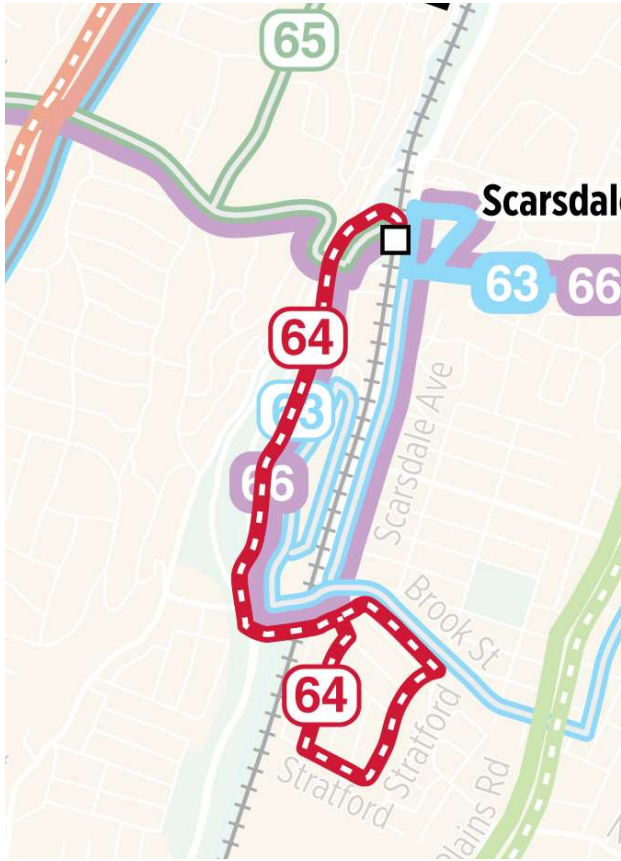
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓		✓

Existing and Recommended Service Hours and Trips

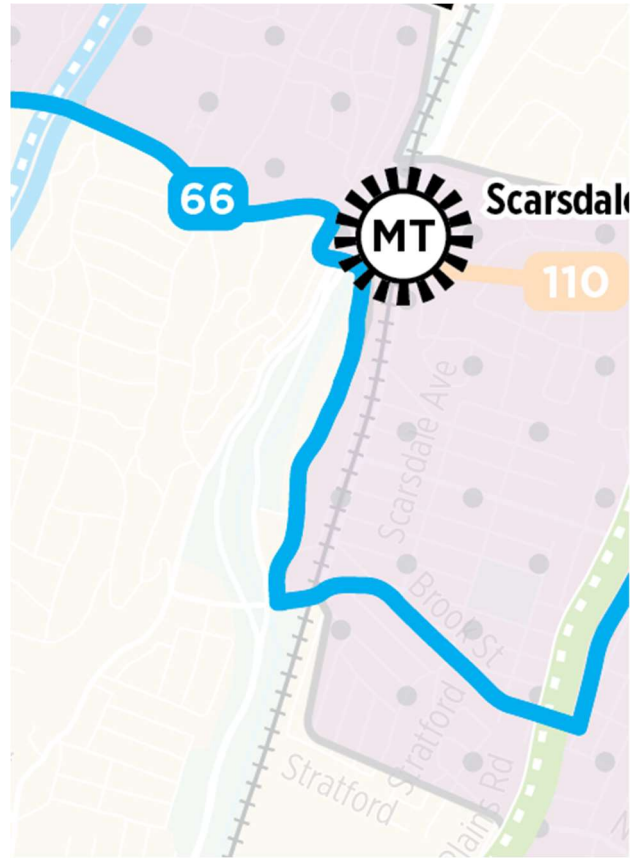
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:29 AM-9:05 AM, 4:44 PM-7:20 PM	-	-	-	-	-
Daily Trips	11	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 64



Recommended Service Replacing Route 64



Route 65: Longview Commuter

Service Replaced

Existing Route

Route 65 is a commuter service connecting Greenville with Scarsdale Station. Ridership and productivity are both low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
164	42 / 61	12.6	42 / 61	4	22%

Recommended Route

Route 65 will be replaced by new microtransit service.

Recommended Replacement Service:

- Route 65 will be replaced by a new **Scarsdale Microtransit Zone**, which will provide on-demand service to Scarsdale Station.

How the Recommended Route Plan Improves Service

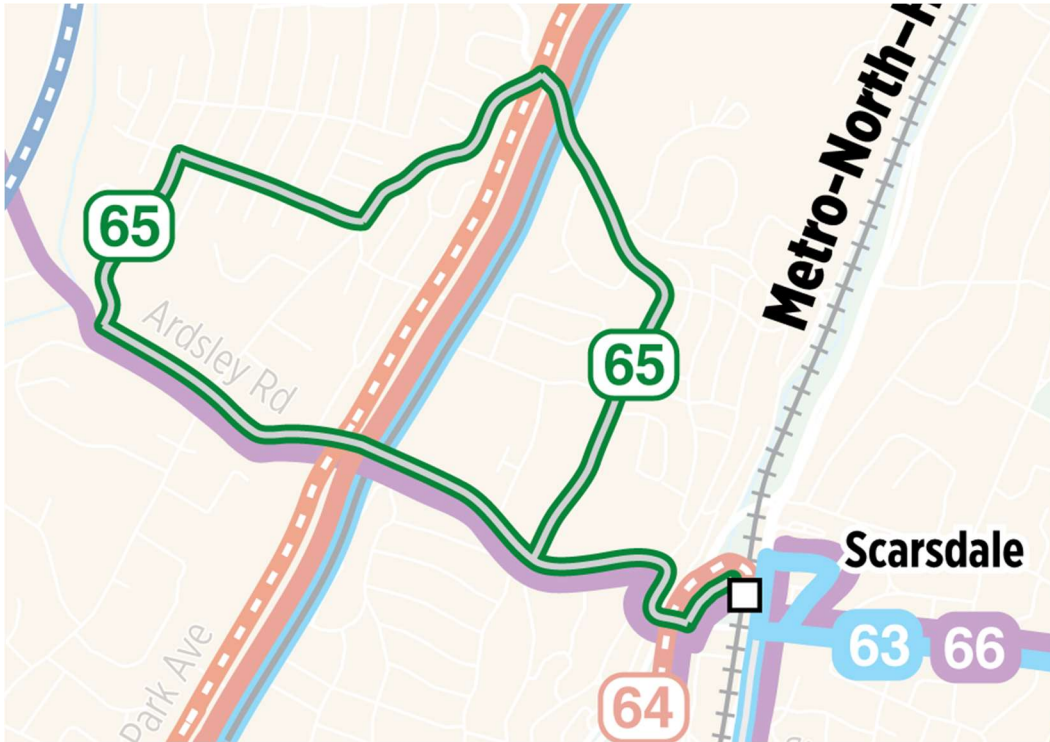
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
						✓		✓

Existing and Recommended Service Hours and Trips

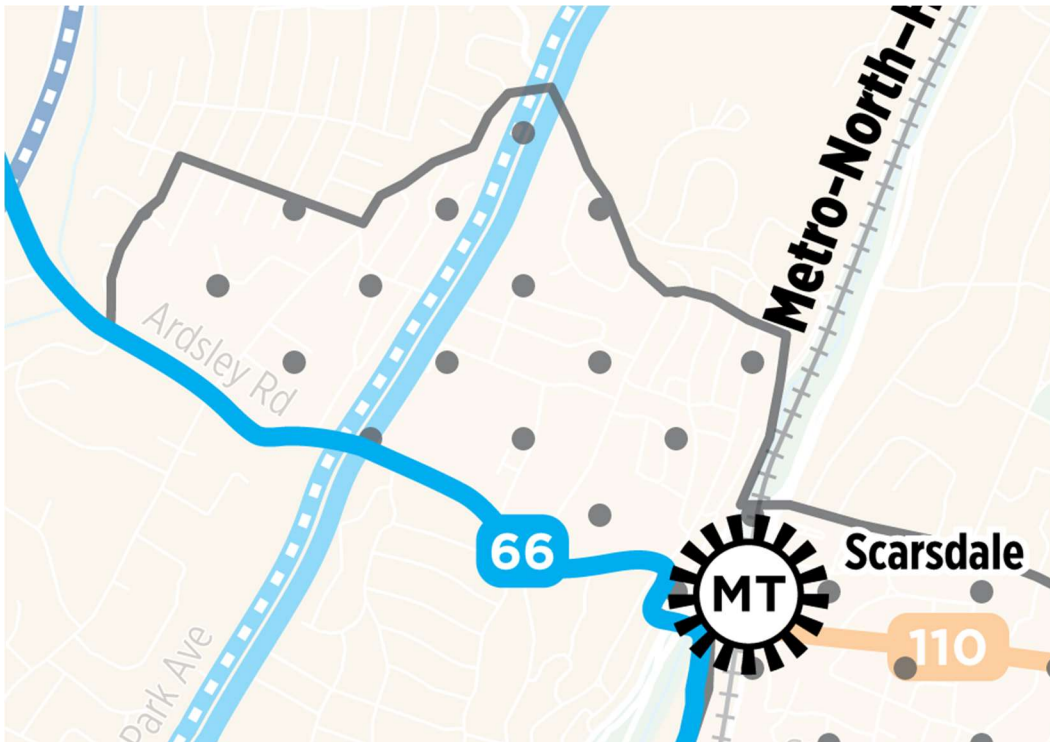
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:29 AM-9:22 AM, 4:24 PM-7:49 PM	-	-	-	-	-
Daily Trips	13	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 65



Recommended Service Replacing Route 65



Route 66: Dobbs Ferry – Scarsdale – White Plains

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 66 connects Dobbs Ferry and New Rochelle via Ardsley, Scarsdale, and Larchmont, providing east-west service across the county. In Dobbs Ferry, some trips terminate at Dobbs Ferry Station while others terminate at Mercy College. Ridership and productivity are generally low; ridership activity is higher between Dobbs Ferry and Scarsdale than between Scarsdale and New Rochelle.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
483	29 / 61	14.6	40 / 61	15	11%

Recommended Route

Route 66 will be redesigned to connect Dobbs Ferry and White Plains via Ardsley and Scarsdale. The redesigned Route 66 will combine the existing route's segment from Dobbs Ferry to Scarsdale with the existing Route 63 from Scarsdale to White Plains with minor adjustments to the approach to and from downtown White Plains. The route will operate along Bloomingdale Road, Maple Avenue, and Mamaroneck Avenue on the approach to downtown White Plains to align with development taking place.

Recommended Replacement Service:

- Route 66's current service between Scarsdale and New Rochelle will become a standalone route, new **Route 110**, connecting Scarsdale and New Rochelle via Larchmont.

How the Recommended Route Plan Improves Service

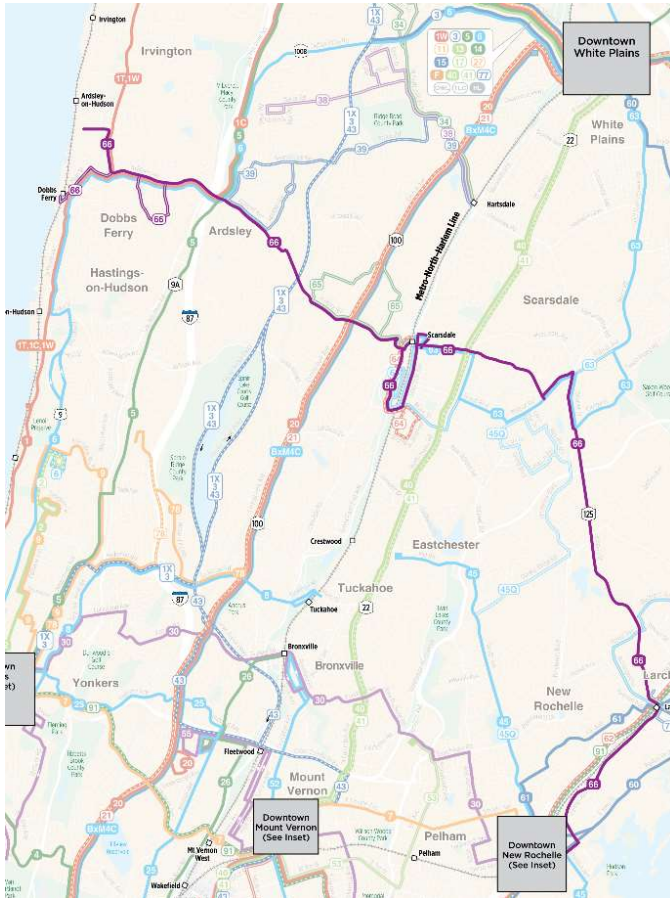
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓							✓

Existing and Recommended Service Hours and Trips

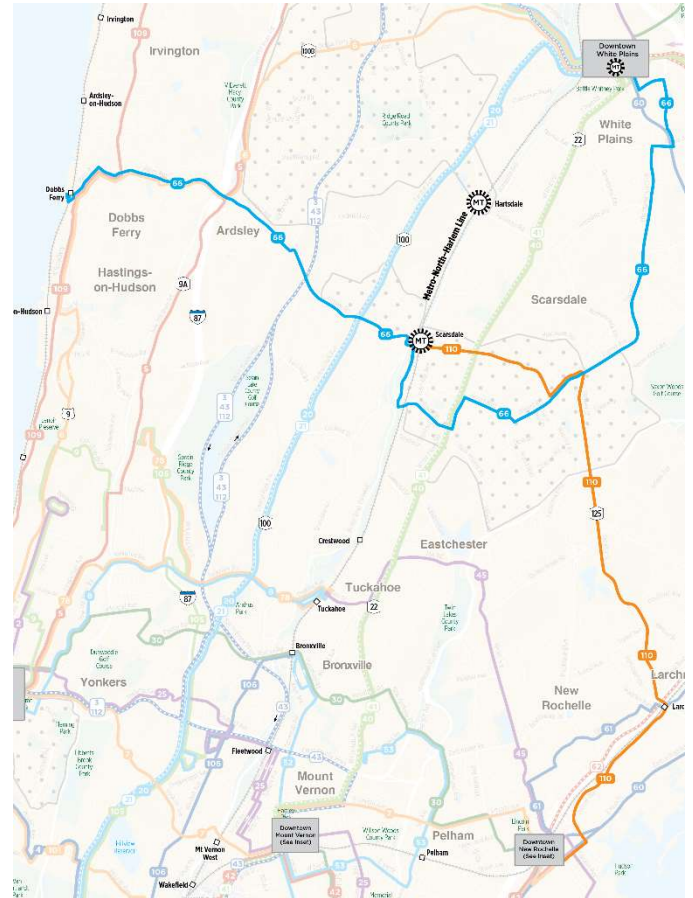
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:15 AM-7:50 PM	-	-	6 AM-9 PM	7:30 AM-9 PM	8 AM-8 PM
Daily Trips	28	-	-	46	28	16

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 66



Recommended Route 66



Route 70: Bonnie Briar Commuter

Service Discontinued

Existing Route

Route 70 is a commuter service that loops through Larchmont and Mamaroneck, connecting people to Larchmont Station. It is one of the lowest-ridership routes in the Bee-Line network and performs poorly in terms of productivity. One morning trip carries approximately 30 riders, while all other trips carry fewer than five riders.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
42	54 / 61	4.7	51 / 61	5	7%

Recommended Route

Route 70 will be discontinued, and riders will be able to use alternative services.

Recommended Replacement Service:

- Riders along Palmer Avenue and Boston Post Road will be able to use **Route 61** to reach Larchmont Station, while riders to the west close to Weaver Street will be able to use new **Route 110** (formerly Route 66) to connect to Larchmont Station.

How the Recommended Route Plan Improves Service

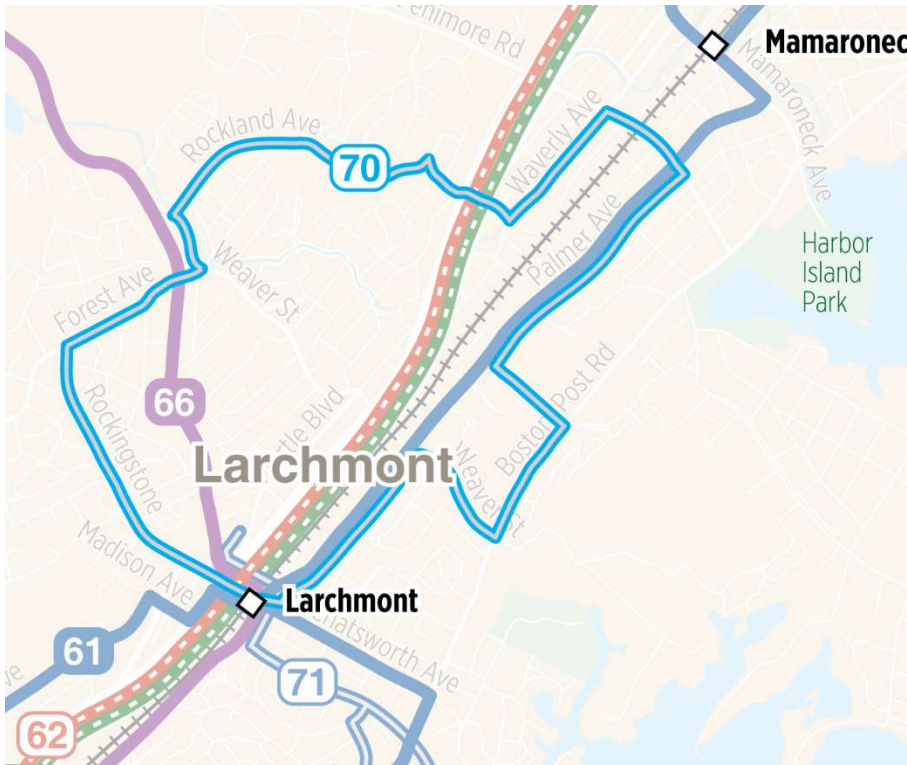
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

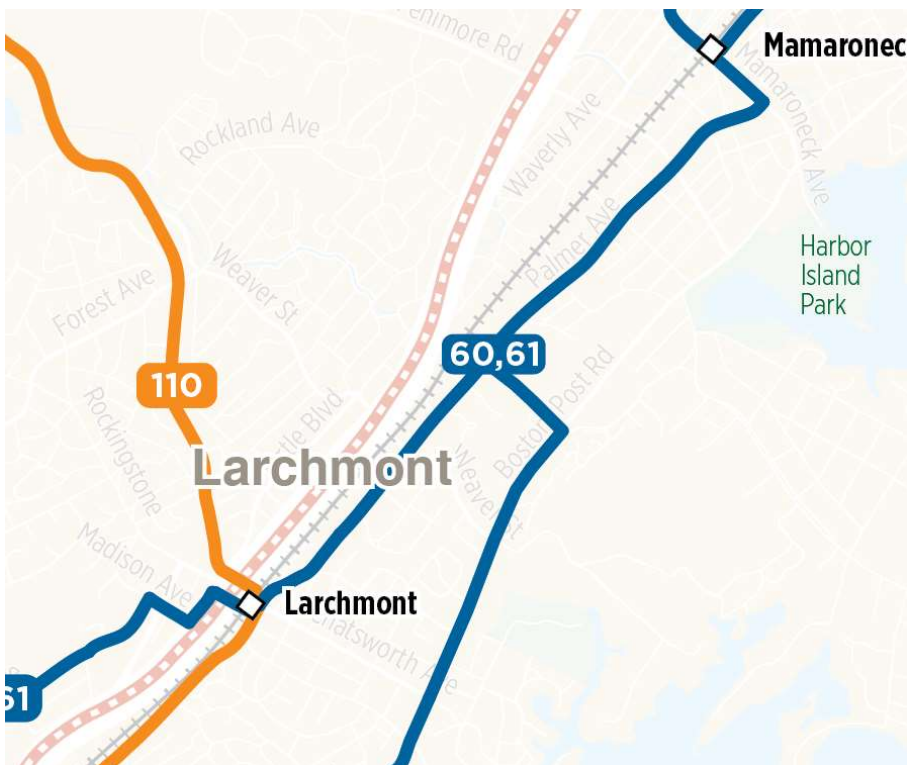
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:44 AM-8:29 AM, 3:03 PM-6:54 PM	-	-	-	-	-
Daily Trips	9	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 70



Recommended Service Replacing Route 70



Route 71: Larchmont Manor Commuter

Service Discontinued

Existing Route

Route 71 is a commuter service that loops through Larchmont, connecting people to Larchmont Station. It is one of the lowest-ridership routes in the Bee-Line network and performs poorly in terms of productivity.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
29	58 / 61	3.6	55 / 61	3	5%

Recommended Route

Route 71 will be discontinued.

How the Recommended Route Plan Improves Service

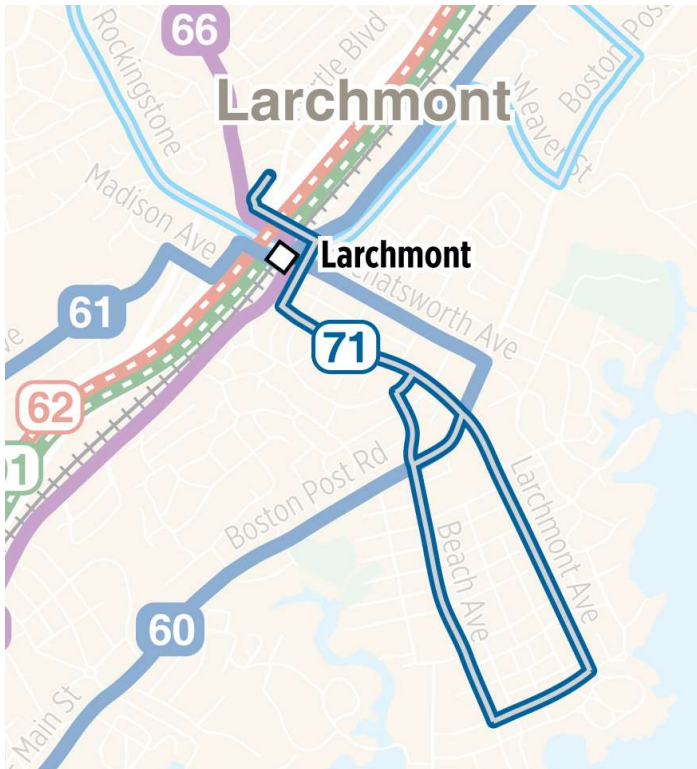
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:49 AM-8:54 AM, 5:18 PM-7:11 PM	-	-	-	-	-
Daily Trips	8	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 71



Recommended Nearby Service



Route 77: Taconic Express

Service Discontinued

Existing Route

Route 77 is an express service that connects southeastern Putnam County and White Plains via Mahopac, Baldwin Place, Jefferson Valley, and Shrub Oak. Route 77 is tied for longest route in the Bee-Line network. The route has very low ridership and performs poorly in terms of productivity. Many of the route's stops, including its highest-ridership stop, are park-and-rides where passengers drive and park their vehicles to connect to transit service.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
66	48 / 61	11.0	44 / 61	39	3%

Recommended Route

Route 77 will be discontinued if a fare reciprocity policy is instituted. Potential alternatives will be available for riders in both Westchester and Putnam counties.

Recommended Replacement Service:

- Riders who currently access Route 77 at park-and-rides can drive to Katonah Station and connect to Metro-North Harlem Line service, which provides a one-seat ride to White Plains.
- Riders may travel to the redesigned **Route 15** to reach Katonah Station for Metro-North service to White Plains.
- A new **Peekskill Microtransit Zone** will provide on-demand service to connect riders at Jefferson Valley Mall and Shrub Oak to other services:
 - Riders can take Metro-North Hudson Line service from Peekskill to Tarrytown then transfer to **Route 13** to White Plains.
 - Redesigned **Route 14** travels to White Plains and the Grasslands Campus from Peekskill. Riders can also take **Route 14** to Pleasantville and transfer to either the redesigned **Route 19** or Metro-North Harlem Line service, which both travel to White Plains.
- In Putnam County:
 - Riders can use Putnam Area Rapid Transit (PART) service to reach Metro-North Harlem Line service at Brewster Village Station (PART Route 1), or to reach Jefferson Valley and Shrub Oak destinations (PART Route 2). Metro-North offers a one-seat ride to White Plains.
 - Riders who currently access Route 77 at park-and-rides can also reach Metro-North Harlem Line service at several stations in southeast Putnam County or northeast Westchester County, which provides a one-seat trip to White Plains.

How the Recommended Route Plan Improves Service

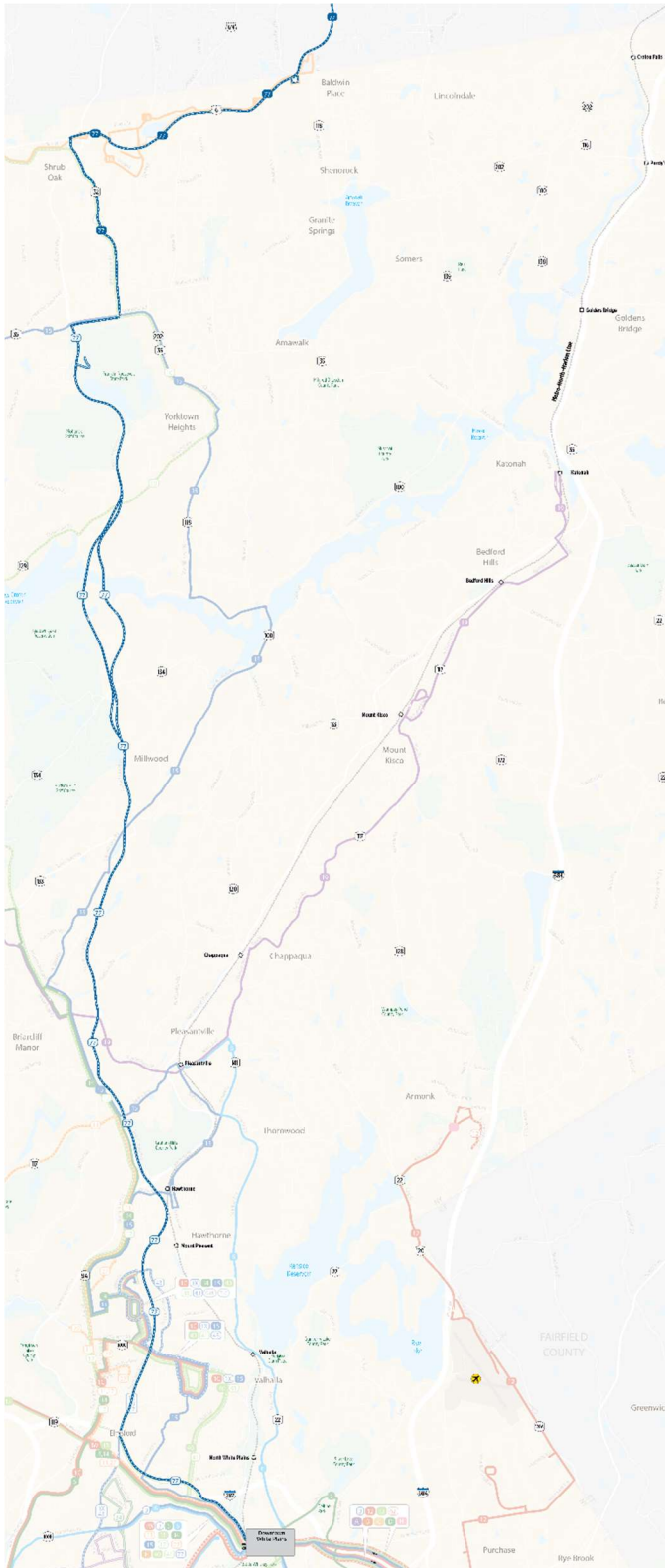
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

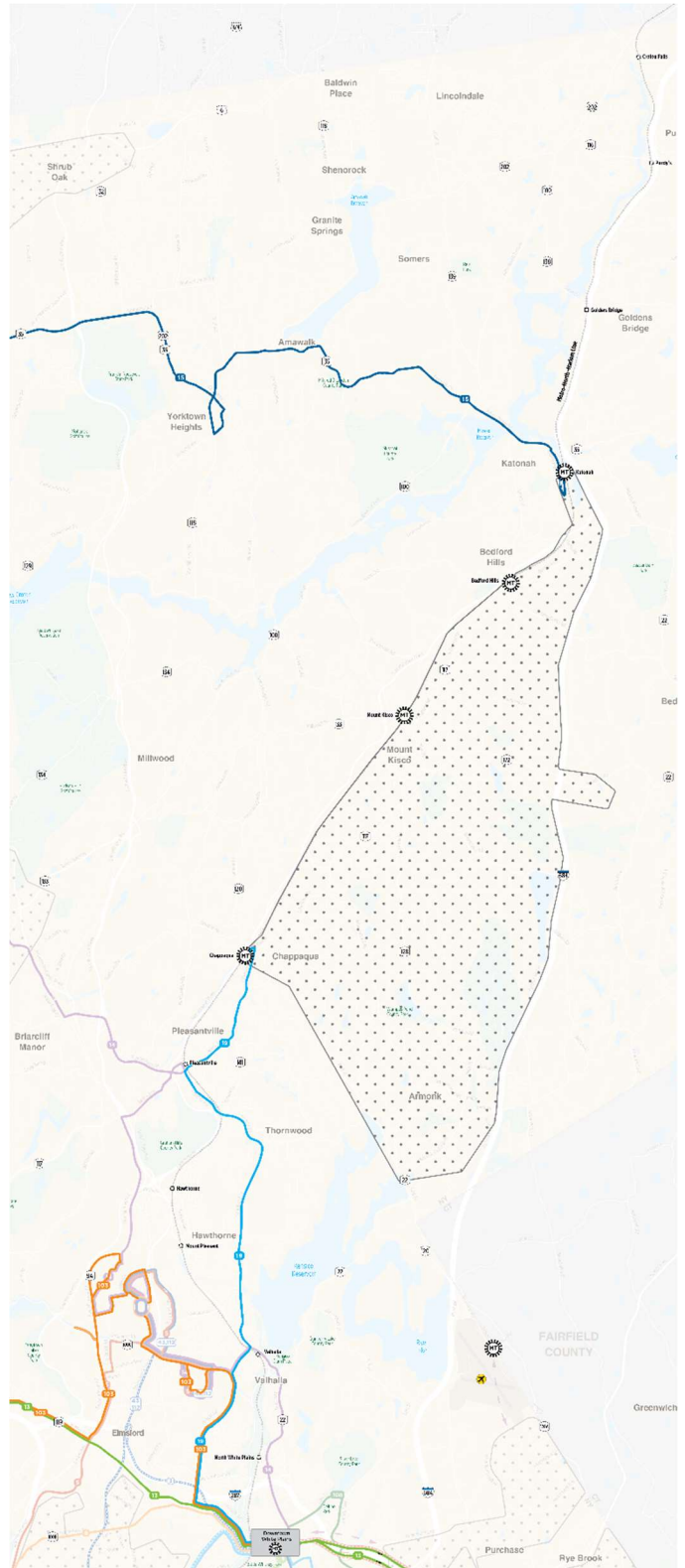
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:20 AM-8:40 AM, 4:25 PM-7:37 PM, peak directional	-	-	-	-	-
Daily Trips	6	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 77



Recommended Nearby Service



Route 78: Getty Square – Stew Leonard’s Drive

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Route

Route 78 connects Yonkers to Central Park Avenue via Tuckahoe Road, Stew Leonard’s, and Ridge Hill. Ridership is moderate and the route performs moderately well in terms of productivity.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
1,427	23 / 61	26.4	29 / 61	8	25%

Recommended Service Levels

Route 78 will continue to operate along its same alignment as today. In addition, the route will be extended east to Tuckahoe Station, creating a new connection with redesigned **Route 45** and Metro-North Harlem Line service. The connection with Route 45 will enhance east-west connectivity and provide more direct access to Ridge Hill from Tuckahoe, Eastchester, and New Rochelle.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓		✓			✓		

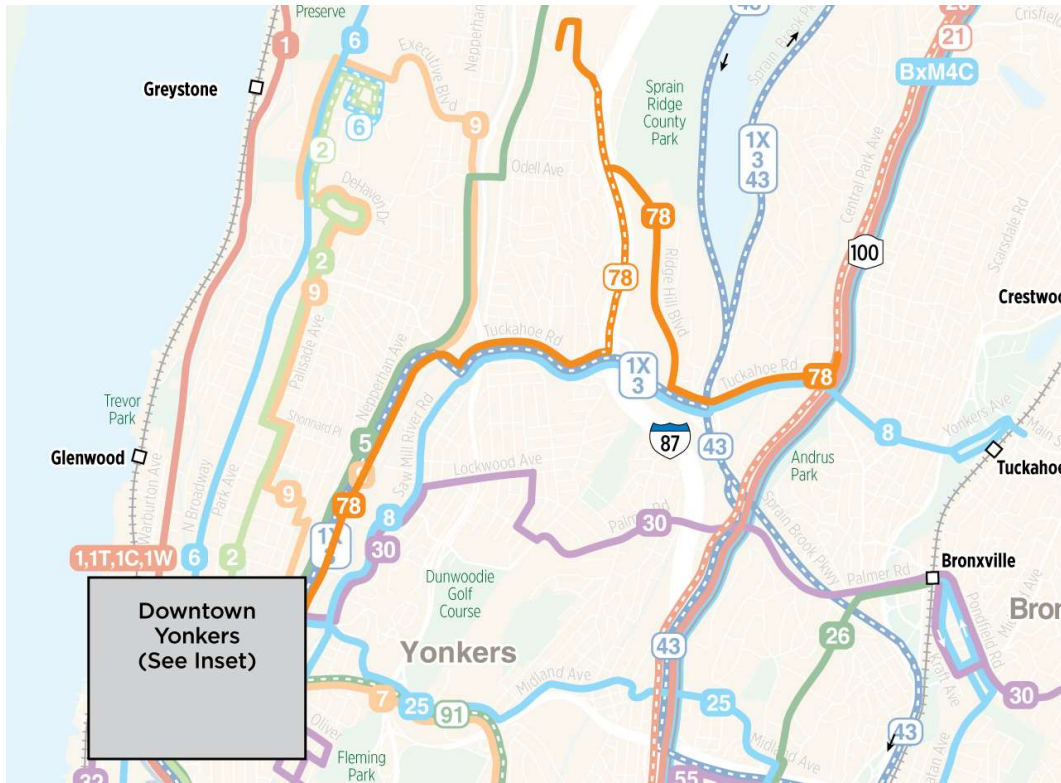
Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:30 AM-12:59 AM	5:30 AM-1:02 AM	5:30 AM-12:58 AM	No Change	No Change	No Change
Daily Trips	53	54	57	60	54	57

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.



Existing Route 78



Recommended Route 78



BxM4C: Westchester - Manhattan

Service Discontinued

Existing Route

Route BxM4C is an express route that connects White Plains and Manhattan via Central Park Avenue and the Major Deegan Expressway. Trips operate southbound to Manhattan in the morning and northbound to White Plains midday through evening. Ridership and productivity are relatively low, and it is one of the longest routes in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Daily Trips			Route Length (mi)	Farebox Recovery
				Weekday	Saturday	Sunday		
395	31 / 61	19.7	35 / 61	20	-	-	24	28%

Recommended Route

Route BxM4C will be discontinued, and riders will be able to use alternative services.

Recommended Replacement Service:

Riders will continue to have access from White Plains to Manhattan via Metro-North service and bus routes which connect to subway lines.

- **Routes 20 and 21** currently operate on Central Park Avenue, as the BxM4C does, and connect to the #4 subway line at Woodlawn.
- Metro-North service currently offers parallel one-seat ride service to midtown Manhattan from White Plains and other stations along the Harlem Line.

How the Recommended Route Plan Improves Service

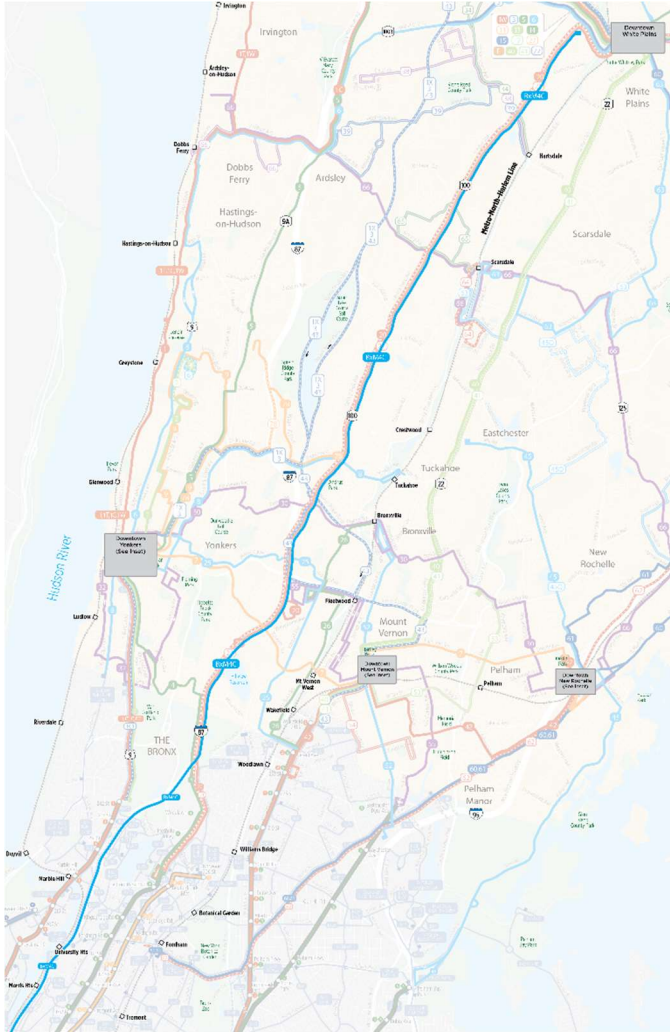
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
								✓

Existing and Recommended Service Hours and Trips

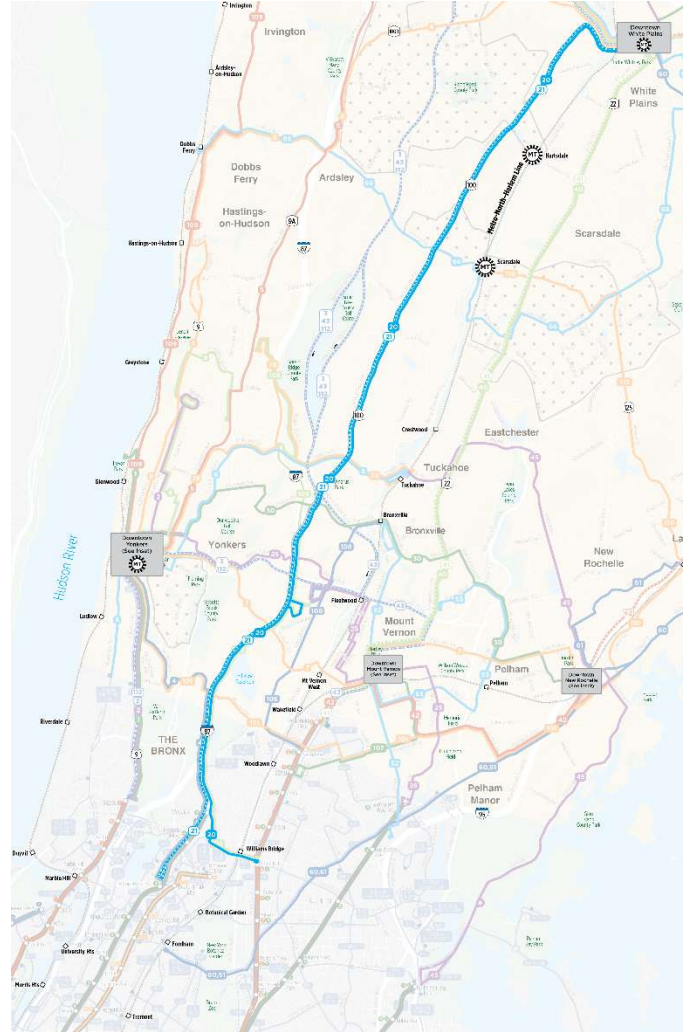
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	5:15 AM-12:25 PM, 1:30 PM-9:30 PM, peak directional	-	-	-	-	-
Daily Trips	20	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route BxM4C



Recommended Alternative Services



Shuttle Loop A

Service Replaced

Existing Route

Shuttle Loop A connects downtown White Plains and office parks along Westchester Avenue until Butcher Bridge. Ridership and productivity are very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Daily Trips			Route Length (mi)	Farebox Recovery
				Weekday	Saturday	Sunday		
83	46 / 61	4.2	53 / 61	20	-	-	5.2	2%

Recommended Route

Shuttle Loop A will be replaced by microtransit service.

Recommended Replacement Service:

- Shuttle Loop A and other White Plains shuttle routes will be replaced by a new **East of White Plains Microtransit Zone**, which will provide on-demand service between White Plains and destinations just east of White Plains. The microtransit zone will generally serve the Purchase, East Harrison, Rye Brook, and Port Chester areas.

How the Recommended Route Plan Improves Service

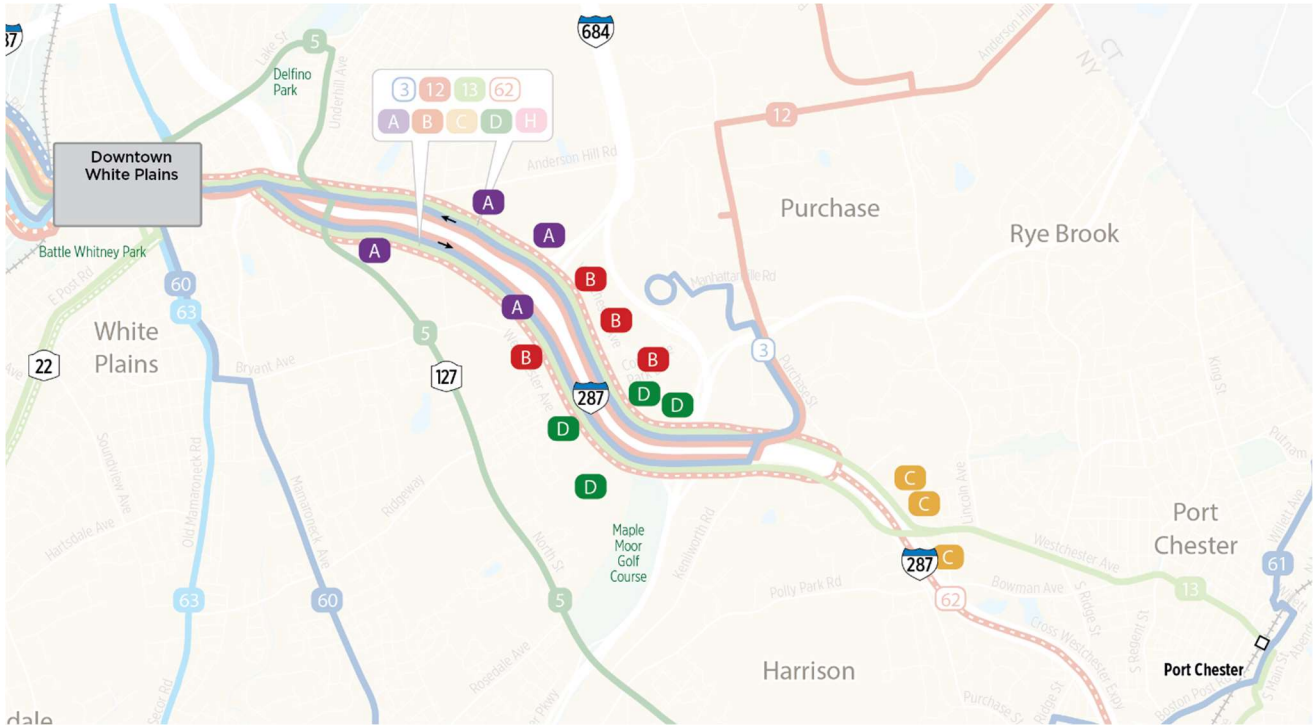
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

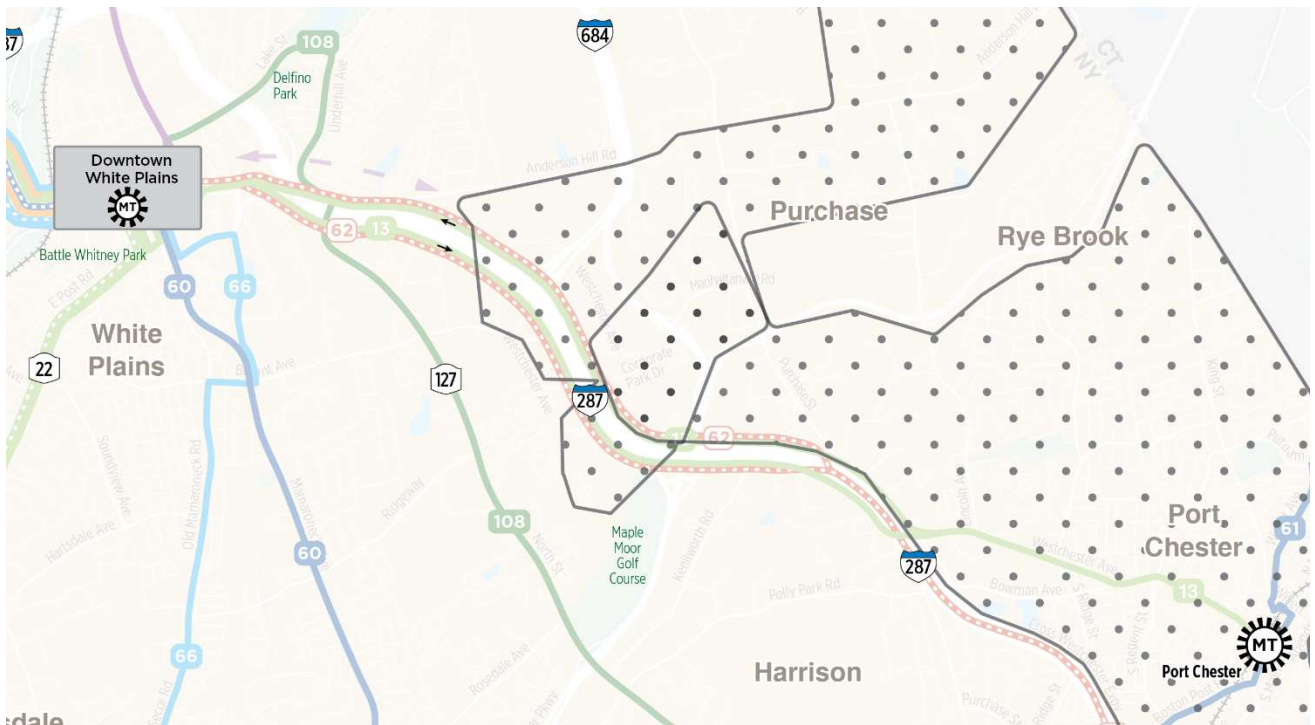
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:33 AM-10:14 AM, 2:28 PM-6:52 PM	-	-	-	-	-
Daily Trips	20	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Shuttle Loop A



Recommended Service Replacing Shuttle Loop A



Shuttle Loop B

Service Replaced

Existing Route

Shuttle Loop B connects downtown White Plains to Westchester Corporate Park Eastridge Properties via Main Street and Westchester Avenue. Ridership and productivity are very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
43	53 / 61	2.9	59 / 61	5.8	5%

Recommended Route

Shuttle Loop B will be replaced by microtransit service.

Recommended Replacement Service:

- Shuttle Loop B and other White Plains shuttle routes will be replaced by a new **East of White Plains Microtransit Zone**, which will provide on-demand service between White Plains and destinations just east of White Plains. The microtransit zone will generally serve the Purchase, East Harrison, Rye Brook, and Port Chester areas.

How the Recommended Route Plan Improves Service

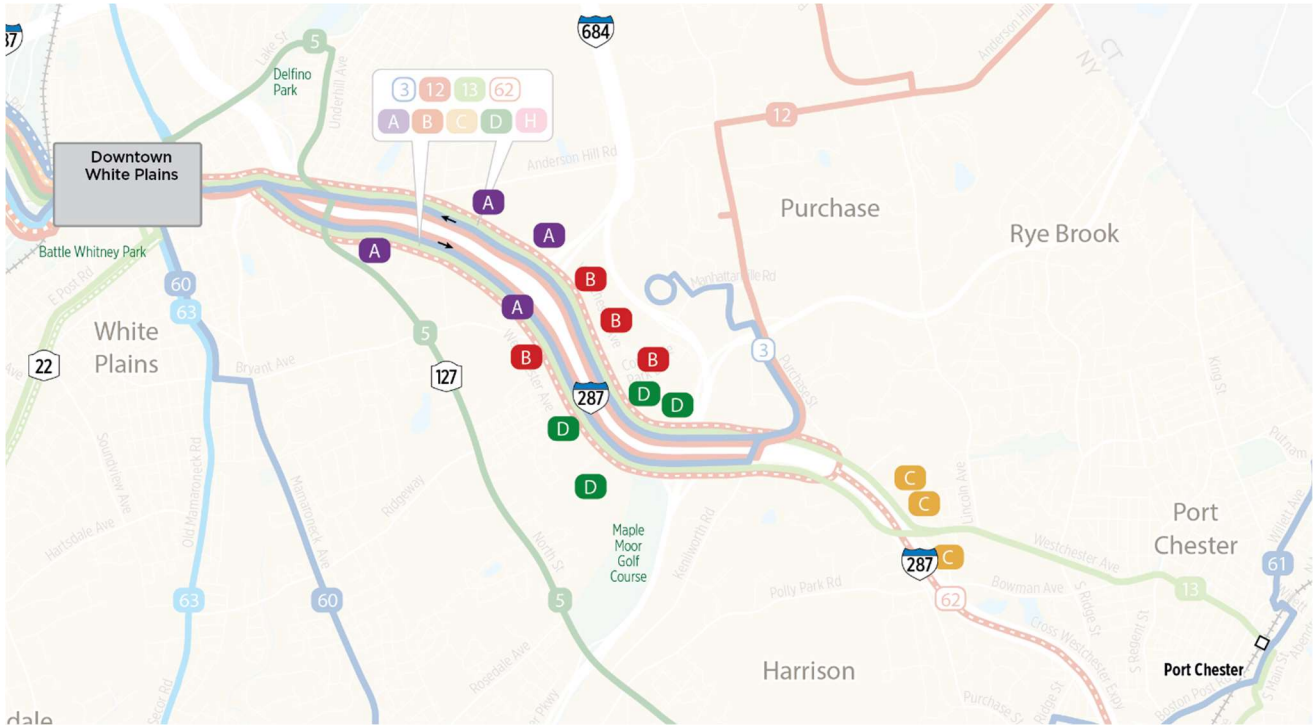
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

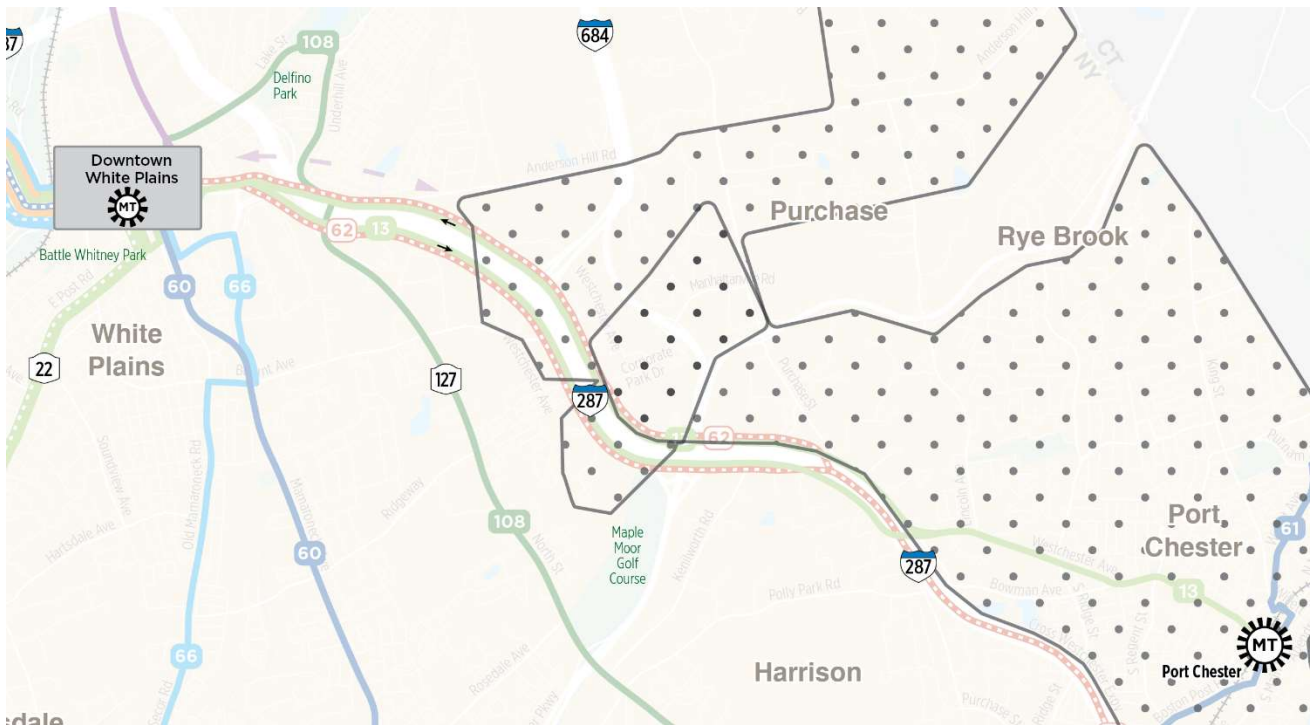
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:33 AM-9:45 AM, 2:32 PM-6:52 PM	-	-	-	-	-
Daily Trips	15	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Shuttle Loop B



Recommended Service Replacing Shuttle Loop B



Shuttle Loop C

Service Replaced

Existing Route

Shuttle Loop C connects downtown White Plains and office parks along Westchester Avenue in Purchase up to the Westchester Avenue and Webb Avenue intersection area. Ridership and productivity are very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
33	56 / 61	4.8	50 / 61	10.8	4%

Recommended Route

Shuttle Loop C will be replaced by microtransit service.

Recommended Replacement Service:

- Shuttle Loop C and other White Plains shuttle routes will be replaced by a new **East of White Plains Microtransit Zone**, which will provide on-demand service between White Plains and office parks just east of White Plains. The microtransit zone will generally serve the Purchase, East Harrison, Rye Brook, and Port Chester areas.

How the Recommended Route Plan Improves Service

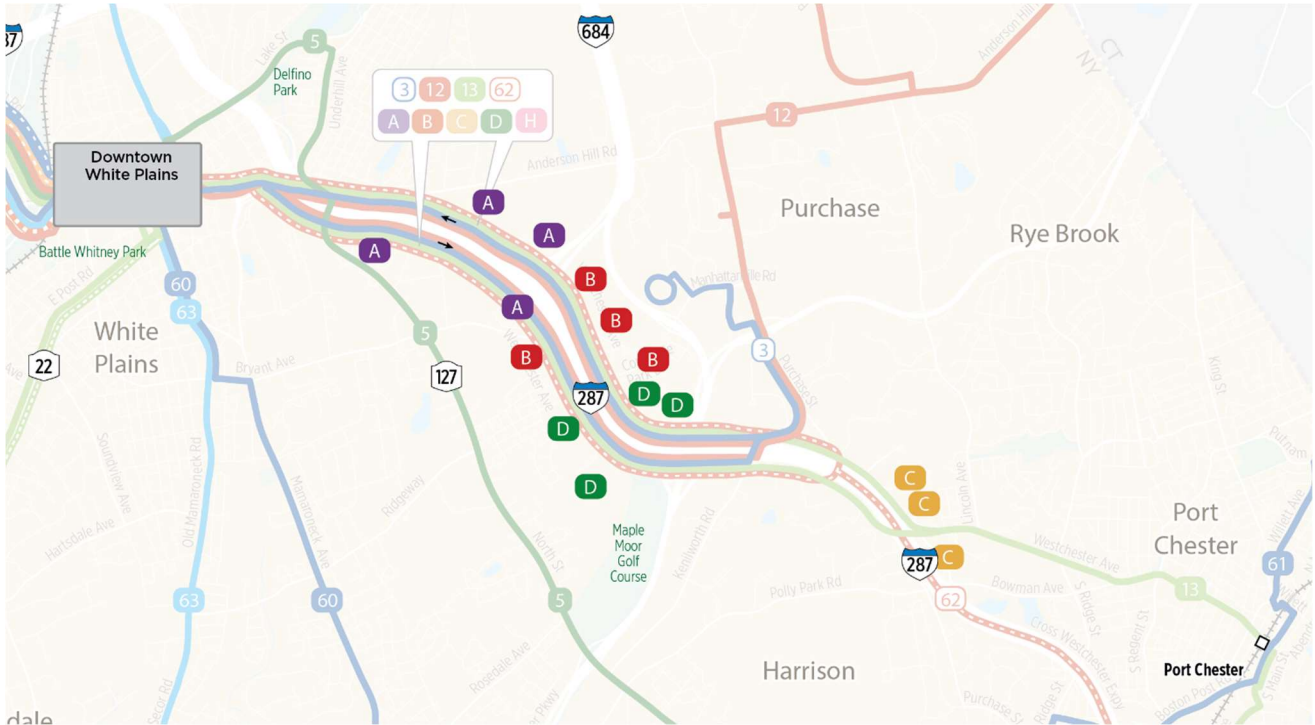
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

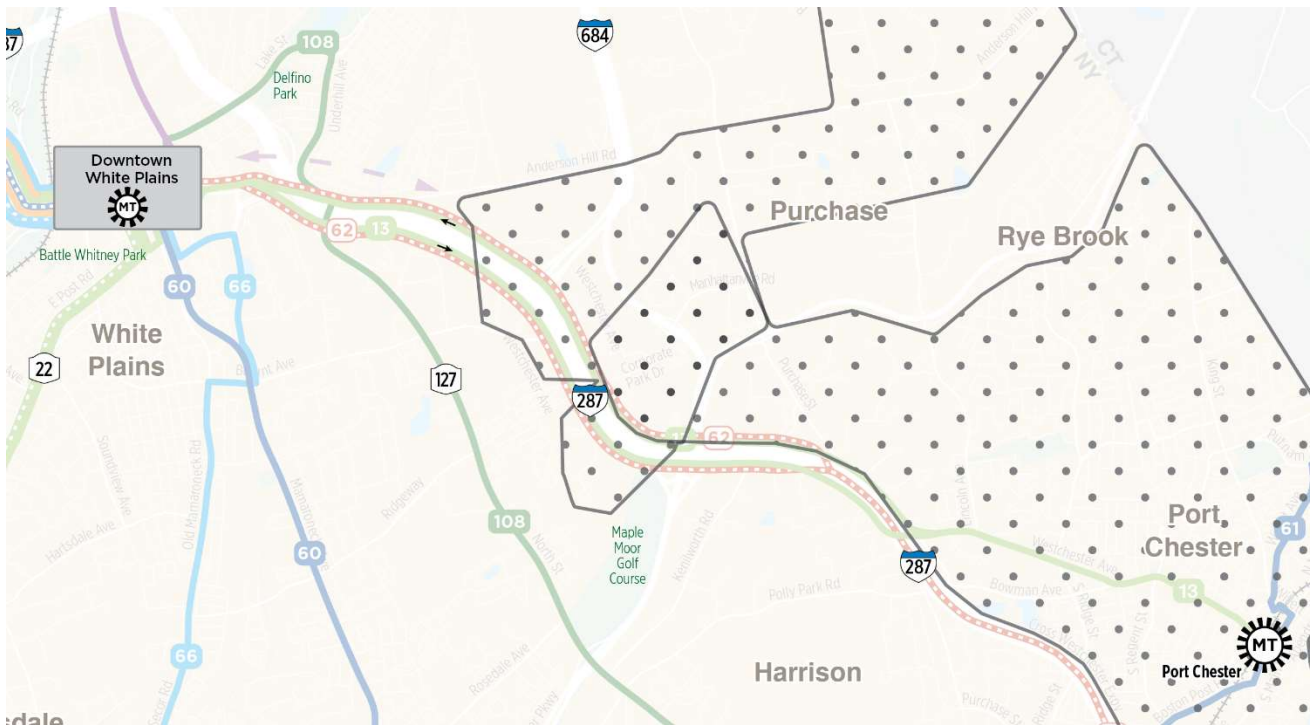
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:33 AM-9:13 AM, 2:39 PM-6:52 PM	-	-	-	-	-
Daily Trips	7	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Shuttle Loop C



Recommended Service Replacing Shuttle Loop C



Shuttle Loop D

Service Replaced

Existing Route

Shuttle Loop D connects downtown White Plains to office parks along Westchester Avenue just west of Hutchinson River Parkway. Ridership and productivity are very low.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
26	59 / 61	3.3	56 / 61	6.8	4%

Recommended Route

Shuttle Loop D will be replaced by microtransit service.

Recommended Replacement Service:

- Shuttle Loop D and the other White Plains shuttle routes will be replaced by a new **East of White Plains Microtransit Zone**, which will provide on-demand service between White Plains and office parks just east of White Plains. The microtransit zone will generally serve the Purchase, East Harrison, Rye Brook, and Port Chester areas.

How the Recommended Route Plan Improves Service

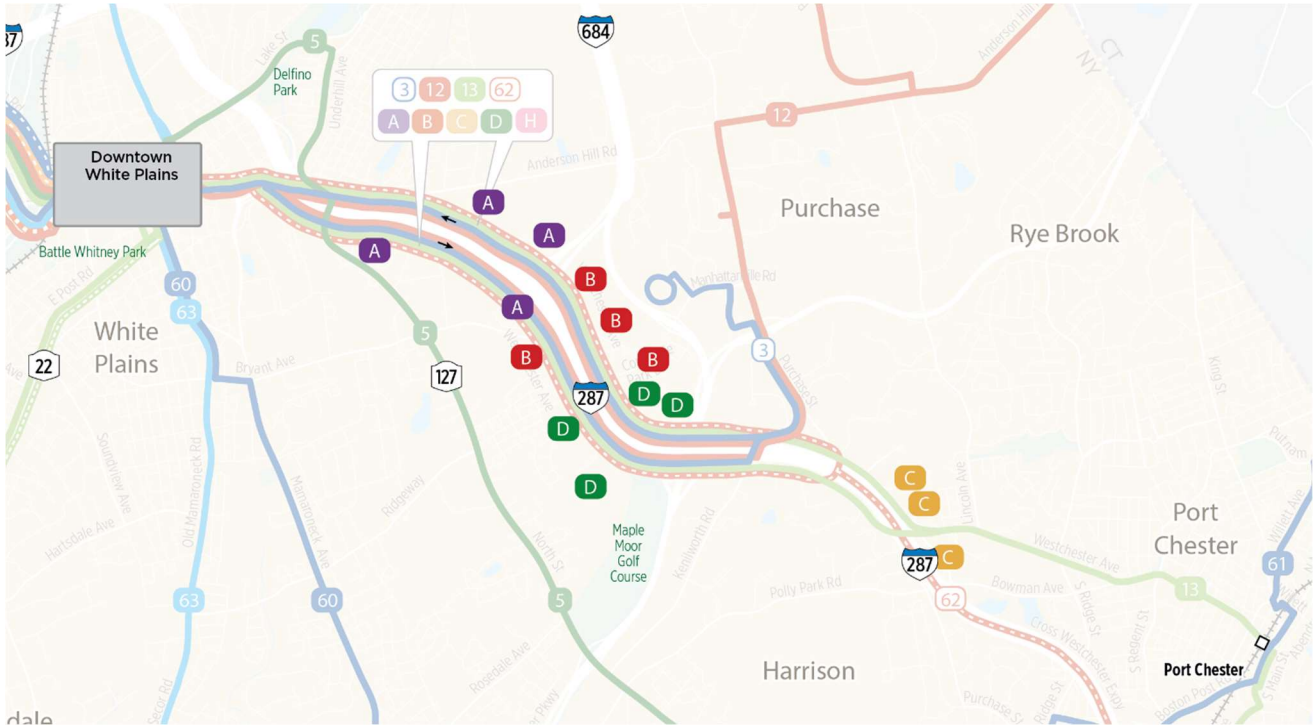
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

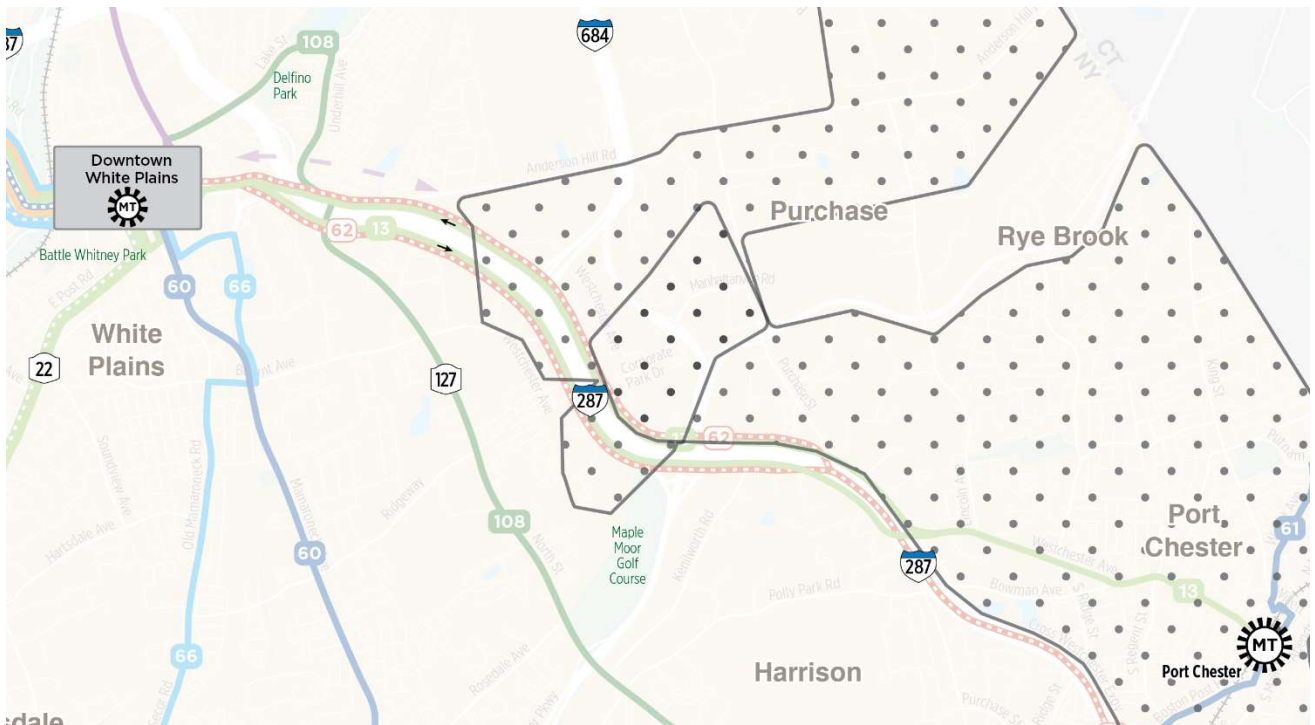
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:58 AM-10:09 AM, 2:28 PM-4:11 PM	-	-	-	-	-
Daily Trips	8	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route D



Recommended Service Replacing Shuttle Loop D



Shuttle Loop F

Service Replaced

Existing Route

Shuttle Loop F connects downtown White Plains to office parks and hotels along Route 119 and Taxter Road just west of Elmsford via I-287. Ridership is very low and productivity is among the lowest in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery
47	51 / 61	3.1	57 / 61	7	5%

Recommended Route

Shuttle Loop F will be discontinued, and riders will be able to use alternative services.

Recommended Replacement Service:

- **Route 13** and new **Route 103** will operate all-day service along Route 119 between White Plains and Tarrytown, maintaining access to Loop F's destinations on White Plains Road and Taxter Road.

How the Proposed Changes Improve Service

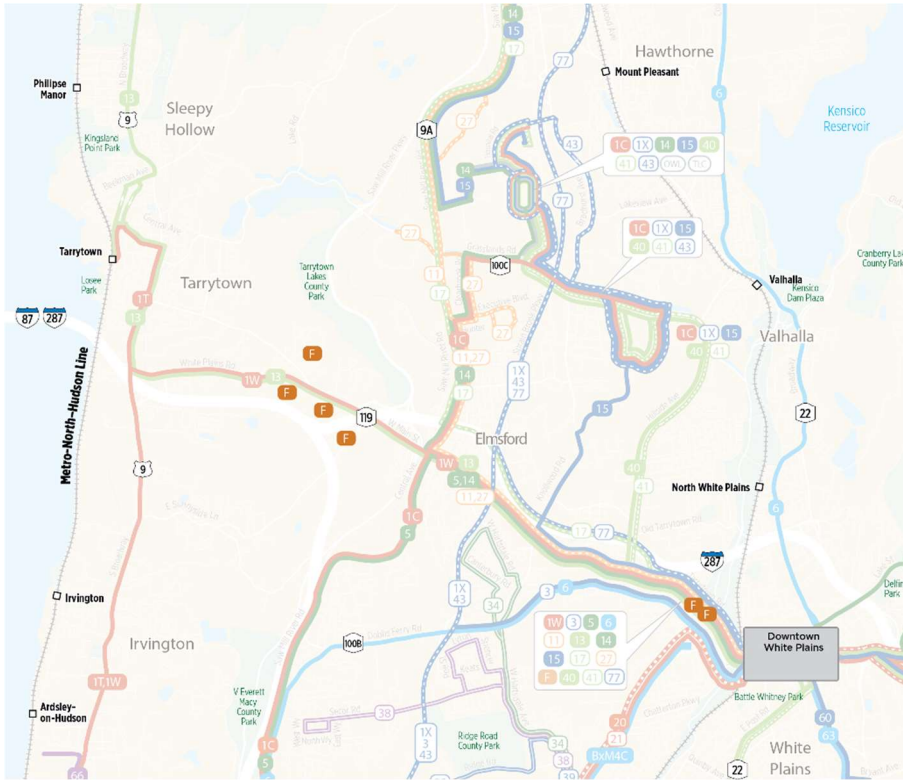
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

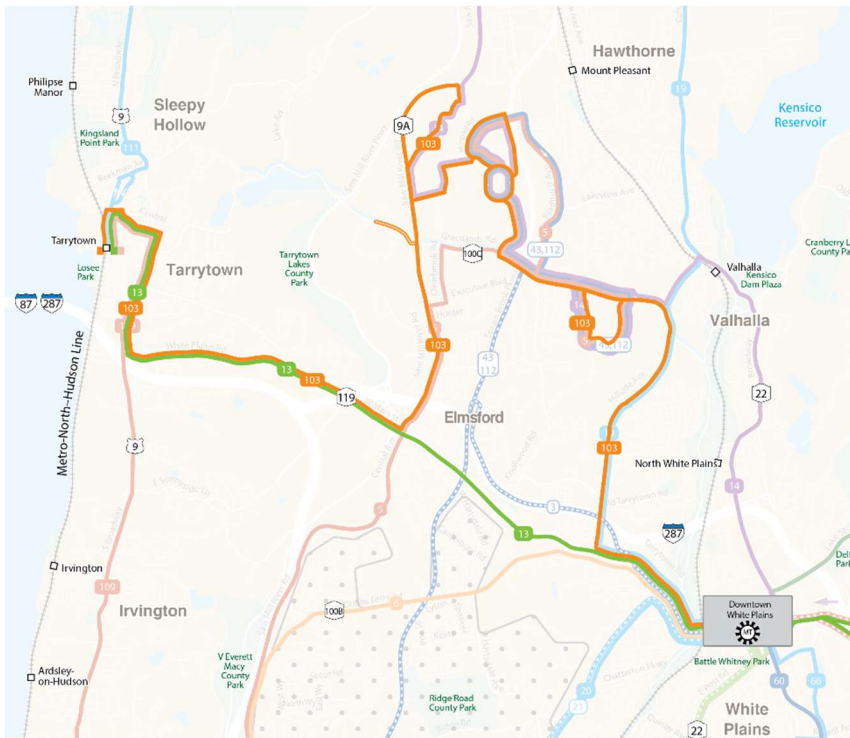
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:33 AM-9:55 AM, 2:53 PM-6:52 PM	-	-	-	-	-
Daily Trips	15	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route F



Recommended Service Replacing Shuttle Loop F



Shuttle Loop H

Service Replaced

Existing Route

Shuttle Loop H connects downtown White Plains to IBM and Swiss Re corporate campuses along King Street in southern Armonk. Ridership is very low and productivity is among the lowest in the Bee-Line network.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Daily Trips			Route Length (mi)	Farebox Recovery
				Weekday	Saturday	Sunday		
44	52 / 61	2.9	58 / 61	15	-	-	9	5%

Recommended Route

Shuttle Loop H will be discontinued, and riders will be able to use alternative services.

Recommended Replacement Service:

- Riders can take **Route 19** or Metro-North service from White Plains to Chappaqua Station and transfer to a new **Chappaqua-Bedford Microtransit Zone**, an on-demand transit service, to reach their destination. The Chappaqua-Bedford Microtransit zone will extend from Katonah Station to Armonk between the Metro-North Harlem Line and I-684.

How the Recommended Route Plan Improves Service

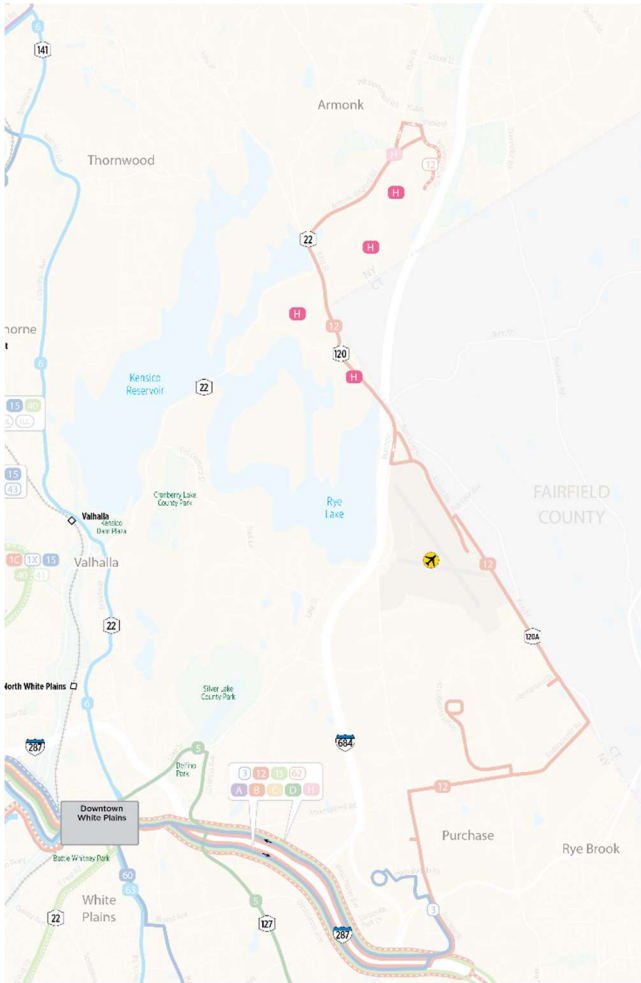
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓						✓

Existing and Recommended Service Hours and Trips

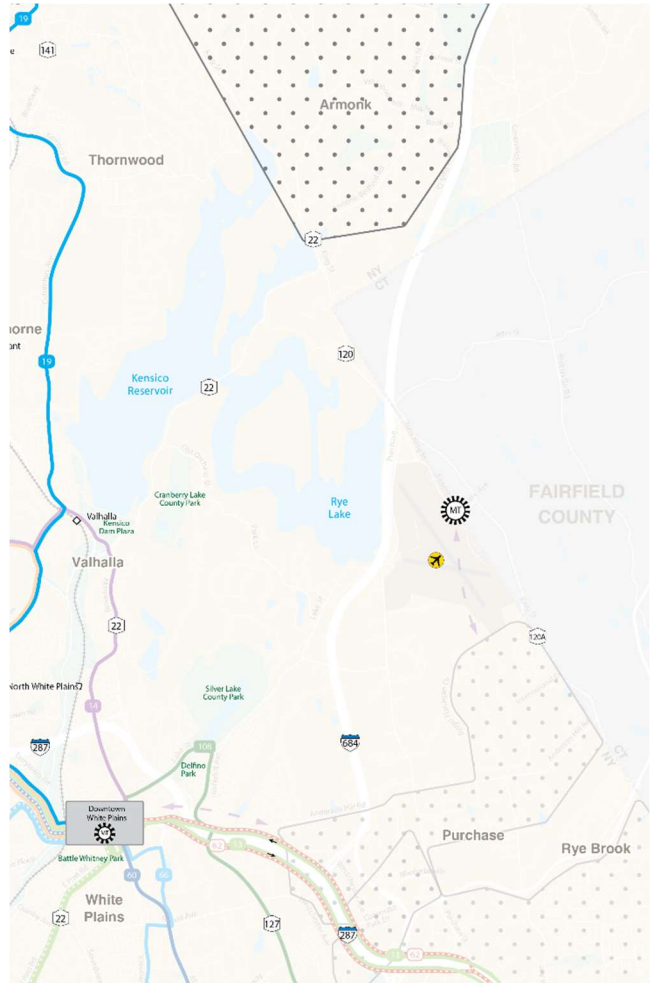
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:33 AM-10:21 AM, 2:48 PM-6:52 PM	-	-	-	-	-
Daily Trips	15	-	-	-	-	-

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Shuttle Loop H



Proposed Service Replacing Shuttle Loop H



Route 101: Yonkers – Bronx – New Rochelle (new)

Service Category 2: Longest Hours, High Peak-Period Frequency, Medium Frequency Off Peak

Existing Service

Route 7 currently provides east-west connectivity in southern Westchester County, connecting Yonkers, Mount Vernon, and New Rochelle. There are also some bus routes that serve some east-west segments in the southern part of the county, however, there is opportunity for additional east-west cross-county service closer to the Bronx, especially between Yonkers and Mount Vernon, in areas with high underlying demand for transit service. During public outreach, people expressed interest in additional east-west service.

Recommended Route

Route 101 will be a new east-west route connecting Yonkers and New Rochelle via McLean Avenue, Sanford Boulevard, and Boston Post Road. The route will operate just north of the New York City border and serve Nereid Avenue station on the #2 subway line.

How the Recommended Route Plan Improves Service

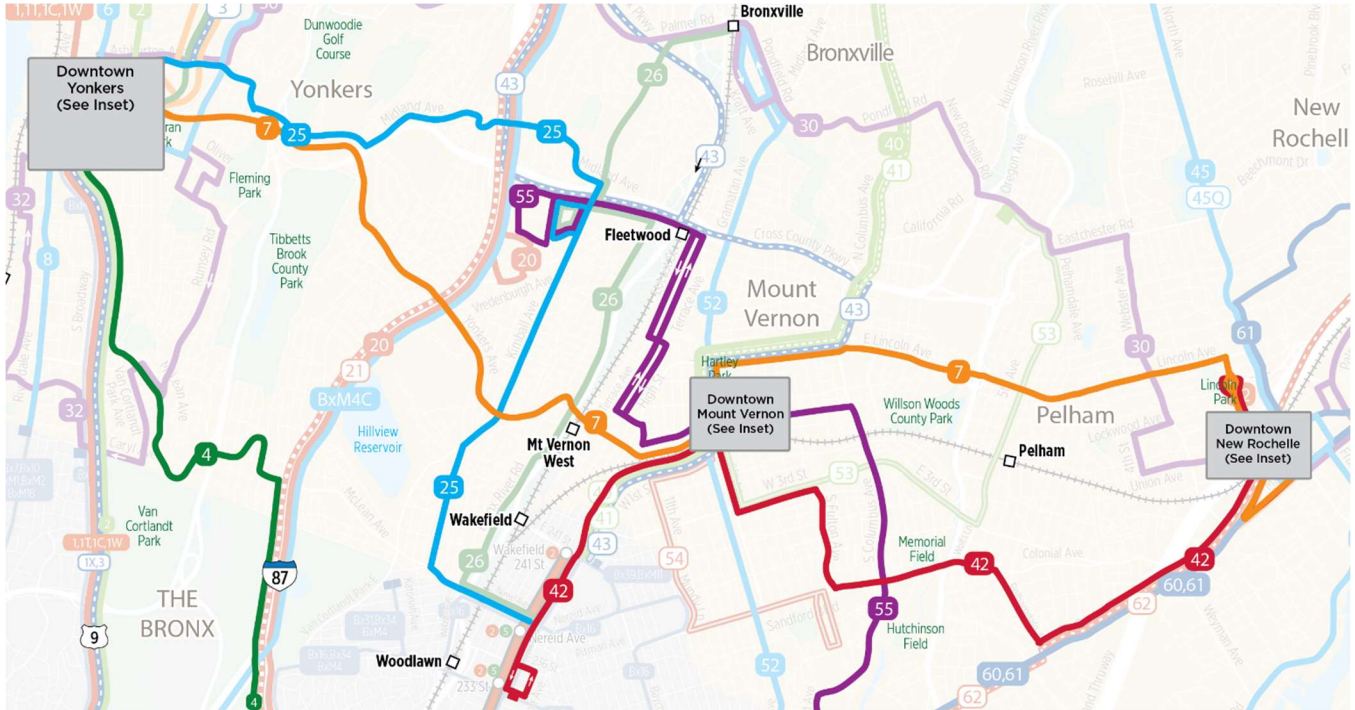
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓			✓	✓				✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6 AM-11 PM	6:30 AM-10:30 PM	8 AM-9 PM
Daily Trips	-	-	-	58	54	24

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Service



Recommended Route 101



Route 103: Grasslands Shuttle via Elmsford & Skyline Drive (new)

Service Category 1: Longest Hours, High-Frequency Service All Day

Existing Service

Several routes currently serve the Grasslands Campus, although most operate express, one-way service with a limited number of trips. **Routes 40 and 41** are exceptions, connecting Mount Vernon and Valhalla via White Plains, operating along White Plains Road/Post Road and Hillside Avenue. They are both fairly long routes, serving a major north-south corridor in Westchester County with strong ridership and also extending north of White Plains to circulate through Grasslands. Other routes serving Grasslands include the following:

- **Route 1C** connects Yonkers and Grasslands via Broadway, Dobbs Ferry, and Saw Mill River Road. **Route 1X** also operates peak-period express service between Yonkers and Grasslands, with three northbound trips and two southbound trips daily.
- **Route 11** operates two southbound and two northbound trips daily connecting Croton-on-Hudson to Grasslands and White Plains.
- **Route 27** operates peak-only commuter service between downtown White Plains and Saw Mill River Road in Grasslands north of Route 119, with four southbound trips and four northbound trips daily.

Recommended Route

Route 103 will connect Tarrytown, the Grasslands Campus, and White Plains via White Plains Road, Saw Mill River Road, Westchester Medical Center, Westchester Community College, Hillside Avenue, and Tarrytown Road. The route will operate with limited stops and high levels of service throughout the day, providing convenient transfers in Tarrytown, White Plains, and at key locations along the route to facilitate more convenient access to Grasslands during the day from across the county. Route 103 will replace some of the Grasslands service provided by some routes today.

- **Route 13** will continue to operate direct service between Tarrytown and White Plains along White Plains Road/Tarrytown Road.

How the Recommended Route Plan Improves Service

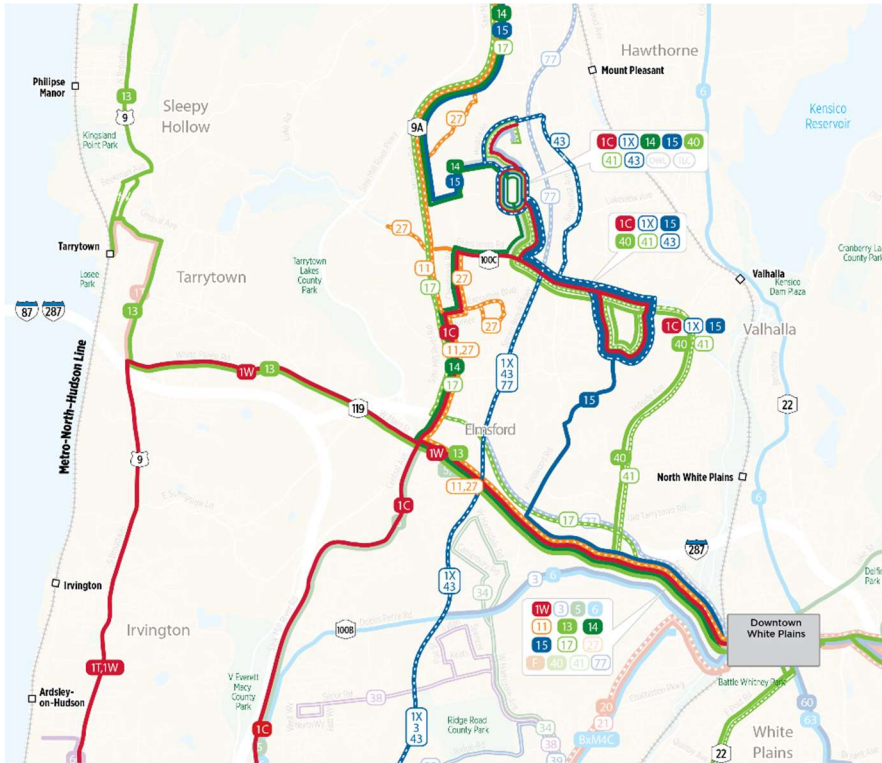
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓	✓		✓	✓		

Existing and Recommended Service Hours and Trips

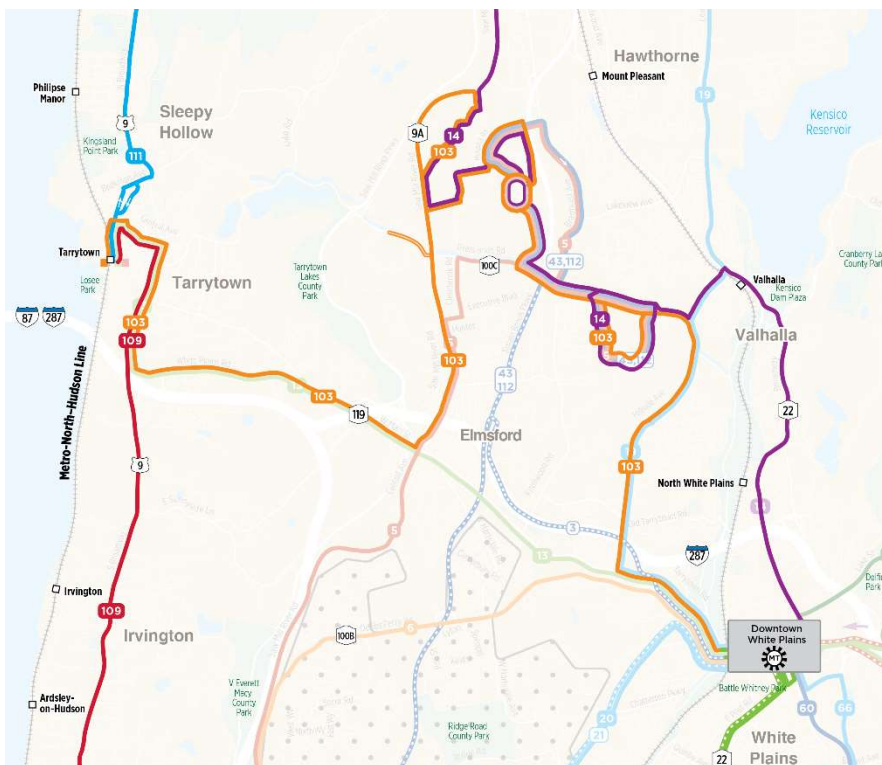
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6 AM-12 AM	6:30 AM-10:30 PM	6:30 AM-10 PM
Daily Trips	-	-	-	105	66	30

* Recommended service hours are an estimate and do not reflect actual schedules.

Existing Grasslands Service



Recommended Route 103



Route 105: Bronx – Stew Leonard’s Drive (new)

Service Category 3: Long Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Service

Currently, Route 78 is the only route serving Costco and Ridge Hill, traveling to and from Yonkers. To reach Ridge Hill from the south, passengers can travel via Route 20 and transfer to Route 78 at Tuckahoe Road.

Recommended Route

Route 105 will operate between the Bronx at Gun Hill Road station on the #2 and #5 subway lines and Ridge Hill, via Woodlawn station on the #4 subway line and Cross County Center. The route will be an extension of current Route 20 short trips that operate between the Bronx and Cross County Center. This will provide a new one-seat connection from the Bronx and subway service to Ridge Hill.

How the Recommended Route Plan Improves Service

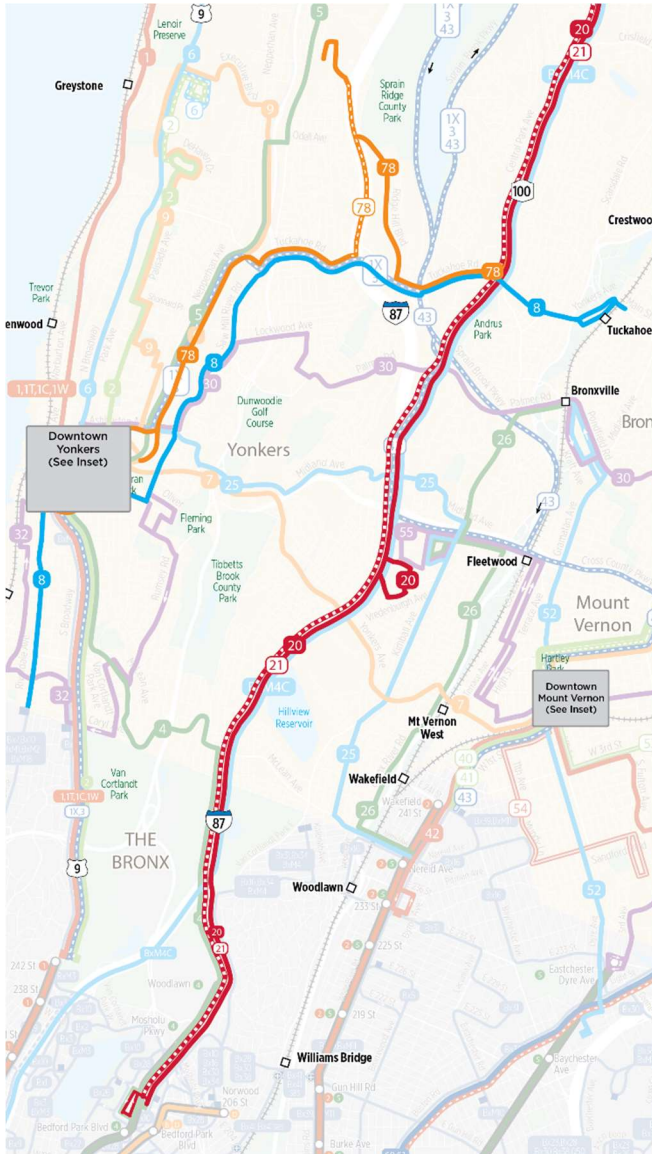
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓		✓		✓	✓			

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	5:30 AM-1 AM	6:30 AM-10:30 PM	6:30 AM-10 PM
Daily Trips	-	-	-	102	74	56

* Recommended service hours are an estimate and do not reflect actual schedules.

Existing Service



Recommended Route 105



Route 106: Bronx – Bronxville via Kimball Avenue (new)

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Service

The route is a combination of segments of existing Route 25 and Route 26.

- **Route 25** connects Yonkers and the Bronx via Ashburton Avenue and Kimball Avenue. It serves the #2 and #5 subway lines at Nereid Avenue station.
- **Route 26** connects Bronxville and the Bronx via Bronx River Road and Kimball Avenue. It serves Cross County Center and the #2 and #5 subway lines at Nereid Avenue.

Recommended Route

Route 106 will operate between Nereid Avenue subway station and Bronxville Station via Kimball Avenue. Route 106 will follow Route 25's current alignment south of Cross County Center and Route 26's current alignment north of Cross County Parkway. Route 26 and service along Bronx River Road, which currently has very low ridership, will be discontinued, although riders will continue to have access to transit service along Kimball Avenue via redesigned **Route 25**.

How the Recommended Route Plan Improves Service

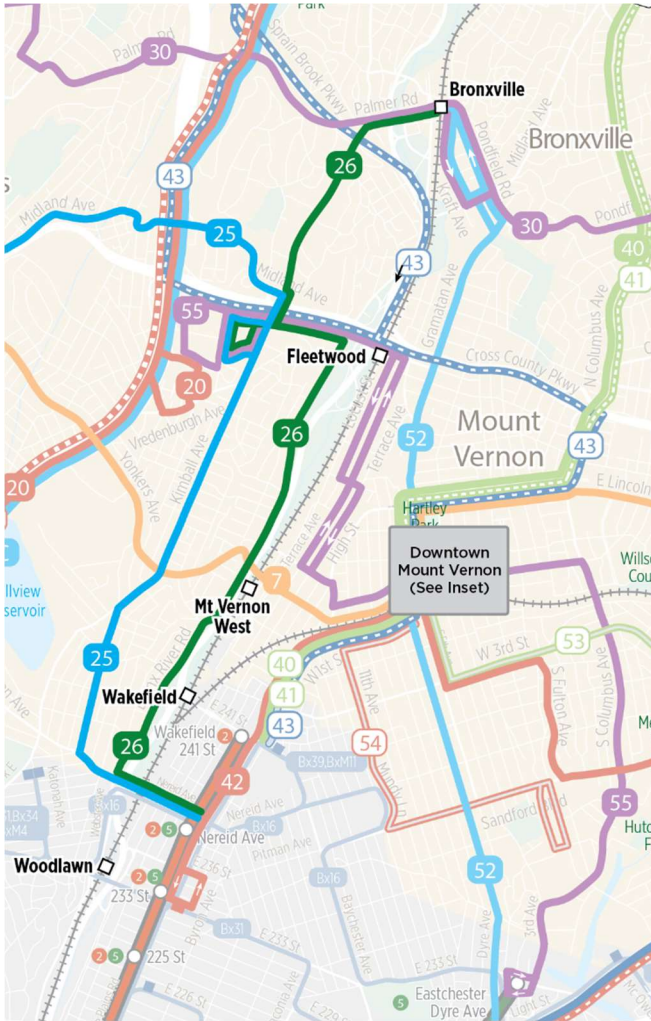
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓	✓					✓

Existing and Recommended Service Hours and Trips

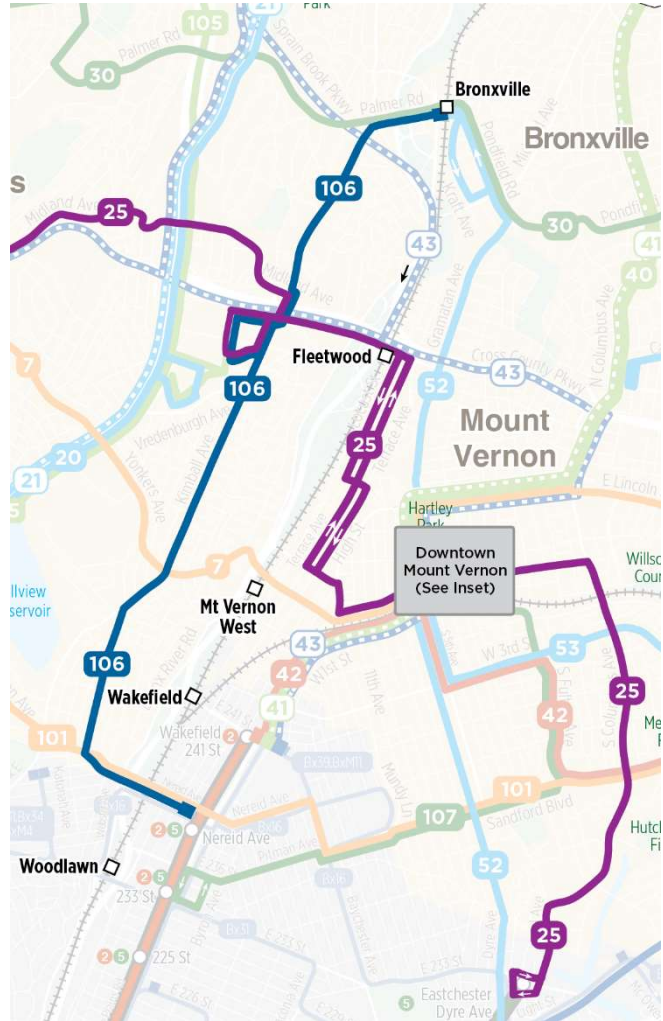
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6:30 AM-11 PM	6:30 AM-11 PM	7 AM-9:30 PM
Daily Trips	-	-	-	91	56	35

* Recommended service hours are an estimate and do not reflect actual schedules.

Existing Service



Recommended Route 106



Route 107: Bronx – Mount Vernon via Sandford Boulevard (new)

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Service

Route 54 currently operates limited service between downtown Mount Vernon and Mount Vernon's South Side (Brush Park) via 11th Avenue and Sandford Boulevard.

Recommended Route

Route 107 will connect 233rd Street station on the #2 and #5 subway lines with Mount Vernon via Sandford Boulevard and Fulton Avenue. Route 54 will be discontinued; Route 107 will maintain and extend service along Sandford Boulevard from Mount Vernon, as well as provide additional connectivity to subway service.

How the Recommended Route Plan Improves Service

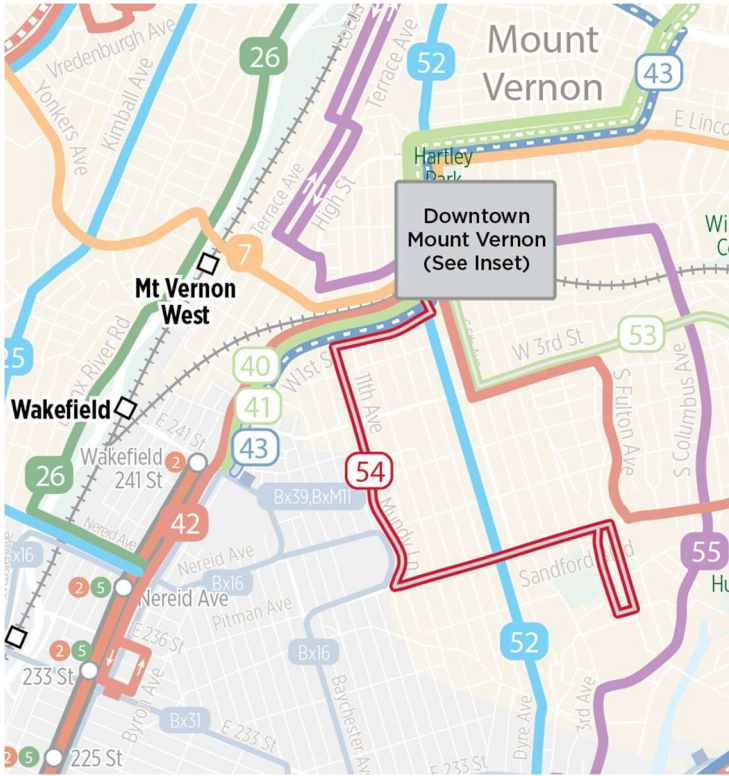
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
		✓		✓				✓

Existing and Recommended Service Hours and Trips

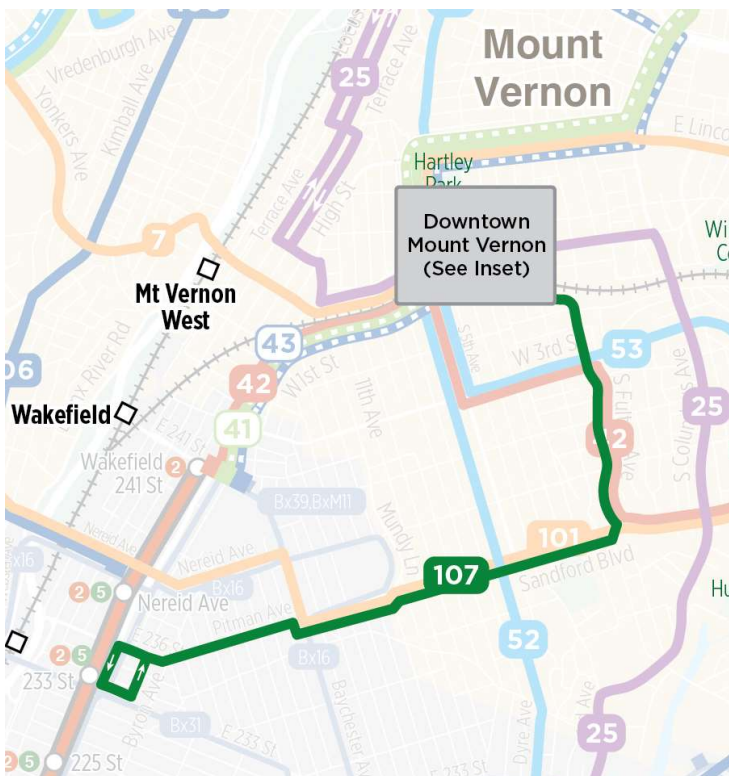
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6 AM-8 PM	6:30 AM-8:30 PM	-
Daily Trips	-	-	-	44	30	-

* Recommended service hours are an estimate and do not reflect actual schedules.

Existing Service



Recommended Route 107



Route 108: White Plains - Rye (new)

Service Category 5: Shorter Hours, Hourly Service

Existing Route

Currently, Route 5 connects Yonkers, White Plains, and Harrison. It is a long route (14 miles) with solid ridership. Approximately half of Route 5 trips operate between Yonkers and White Plains only and half continue to Harrison, and ridership is generally weaker east of White Plains.

Recommended Route Levels

Route 5 will be redesigned, operating from Yonkers along Saw Mill River Road and continuing to Grasslands instead of connecting to White Plains and Harrison; Route 6 will continue to provide one-seat service between Yonkers and White Plains, in addition to express Route 3. The new Route 108 will replace Route 5's existing service between White Plains and Harrison, maintaining service along this alignment.

How the Recommended Route Plan Improves Service

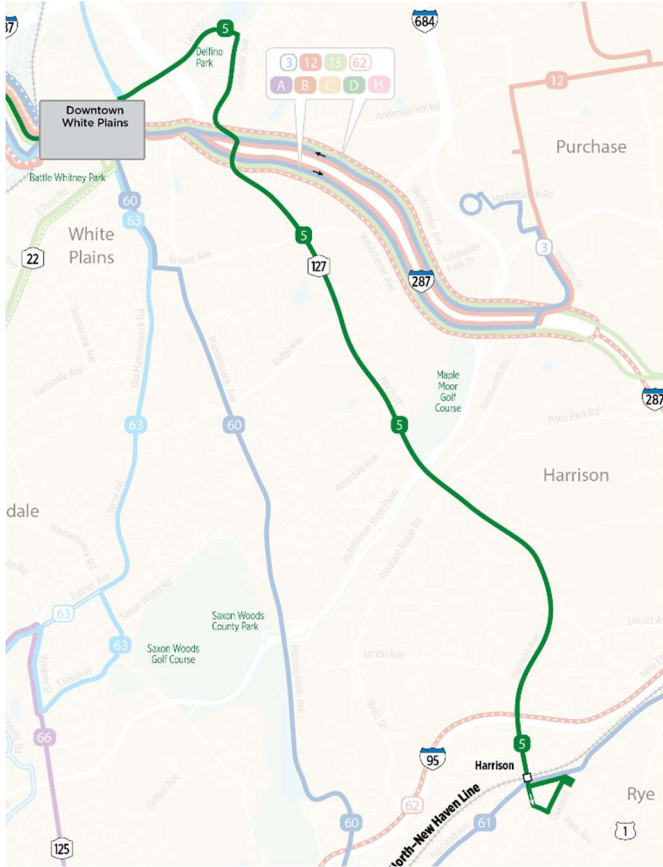
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓		✓						✓

Existing and Recommended Service Hours and Trips

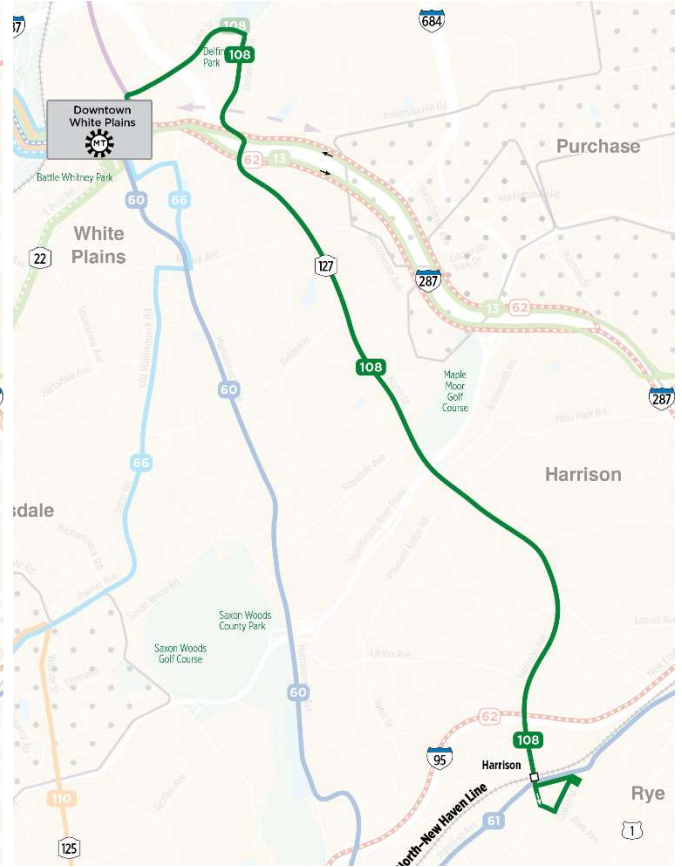
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6:30 AM-8 PM	7 AM-8 PM	-
Daily Trips	29	23	-	32	26	-

* Recommended service hours are an estimate and do not reflect actual schedules.

Existing Service



Recommended Route 108



Route 109: Yonkers – Dobbs Ferry – Tarrytown (Formerly 1T)

Service Category 2: Longest Hours, High Peak-Period Frequency, Medium Frequency Off Peak

Existing Route

Route 1T currently connects 242nd Street station of the #1 subway line in the Bronx with Tarrytown via Warburton Avenue and Broadway. Route 1T is a direct and simple route to understand and serves a corridor with relatively strong ridership.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
1,590	20 / 61	61.2	7 / 61	15	35%

* Figure for all Route 1 service patterns combined

Recommended Route Levels

Route 1T will become a standalone route instead of a service pattern of Route 1, and will be redesigned to operate between Getty Square and Tarrytown via Warburton Avenue and Broadway; the route will no longer operate to the Bronx.

Recommended Replacement Service:

- Riders can continue to reach 242nd Street station in the Bronx along 1T's existing alignment using **Route 1** and **Route 2**, which will operate strong service throughout the day, in addition to express **Route 3** and express **Route 112** (formerly Route 1X).

How the Recommended Route Plan Improves Service

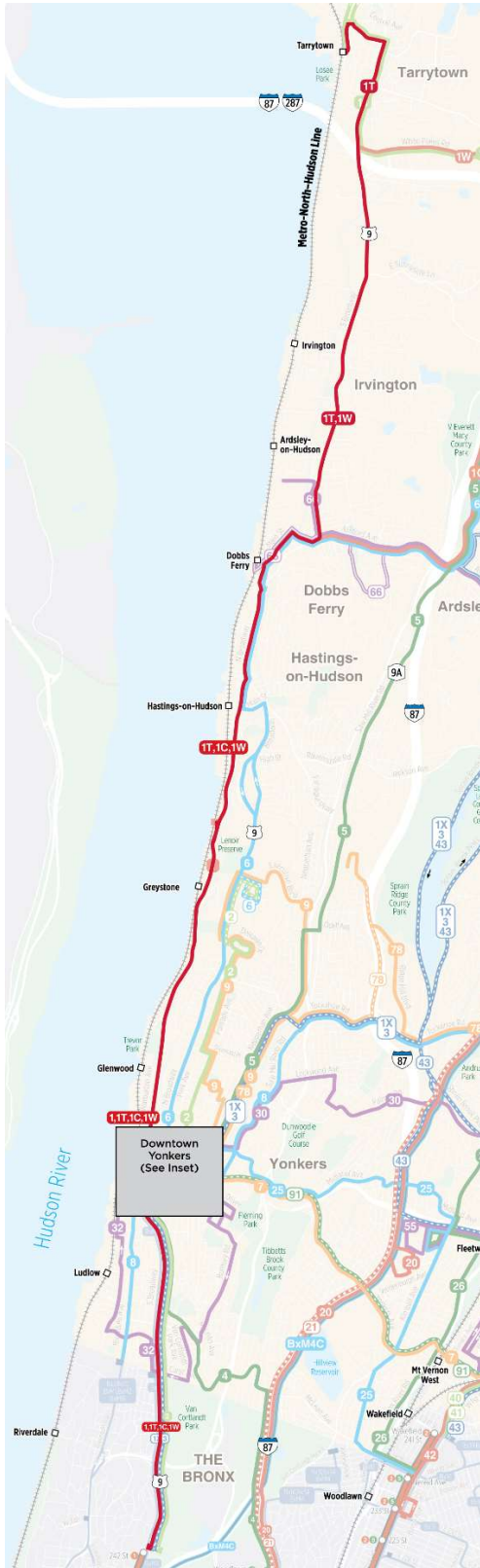
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓						✓

Existing and Recommended Service Hours and Trips

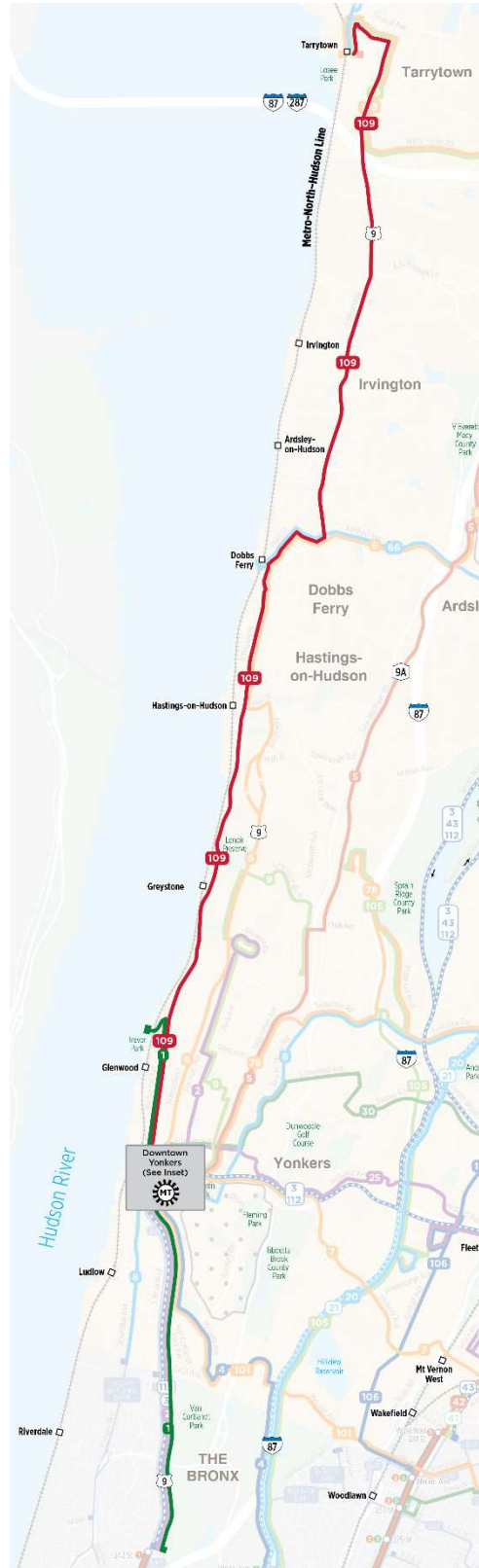
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:28 AM-7:14 PM	-	-	6:30 AM-11:30 PM	7 AM-10 PM	7 AM-9 PM
Daily Trips	26	-	-	92	30	28

* Existing service hours reflect the 2019 schedule. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 1T



Recommended Route 109



Route 110: New Rochelle – Larchmont – Scarsdale (new)

Service Category 5: Shorter Hours, Hourly Service

Recommended Route 110

Route 110 is based on recommended changes to Route 66 and Route 63. Route 66 will be redesigned to connect Dobbs Ferry and Scarsdale, then operate to White Plains via Route 63's existing alignment with a different approach to downtown White Plains. The newly designated Route 110 will connect Scarsdale and New Rochelle via Larchmont, serving Route 66's existing alignment east of Scarsdale.

How the Recommended Route Plan Improves Service

Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓						✓

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6:30 AM-8 PM	-	-
Daily Trips	24	-	-	32	-	-

* Existing trips are for service along route alignment. Recommended service hours are an estimate and do not reflect actual schedules.

Route 111: Ossining – Tarrytown (new)

Service Category 4: Shorter Hours, Medium Peak-Period Frequency, Low Frequency Off Peak

Existing Service

Two routes primarily operate existing service from Ossining to White Plains and Grasslands:

- **Route 13** connects Port Chester and Tarrytown via White Plains, providing east-west service across the County. Almost half of the route’s trips continue north of Tarrytown to serve Ossining. The route has strong ridership, particularly in Tarrytown and along Tarrytown Road/Westchester Avenue.
- **Route 11** is a weekday express service connecting Croton-On-Hudson with Grasslands and White Plains. Part of the alignment is along Albany Post Road/Highland Avenue. It makes two southbound trips in the morning and two northbound trips in the afternoon and has low ridership.

Recommended Route 111

Route 111 will be a new route operating between Ossining and Tarrytown via Broadway/Albany Post Road/Highland Avenue, replacing Route 13’s longer service pattern to Ossining with a standalone route.

Recommended Replacement Service:

- **Route 13** will continue to operate along the core east-west segment between Tarrytown and Port Chester via White Plains. **Route 11** will be discontinued, and riders will be able to connect at Tarrytown to new **Route 103** to reach the Grasslands Campus and White Plains, or **Route 13** with direct service to White Plains.
- Alternatively, riders in Ossining can also take **Route 14** for a one-seat ride to reach Grasslands or White Plains.

How the Recommended Route Plan Improves Service

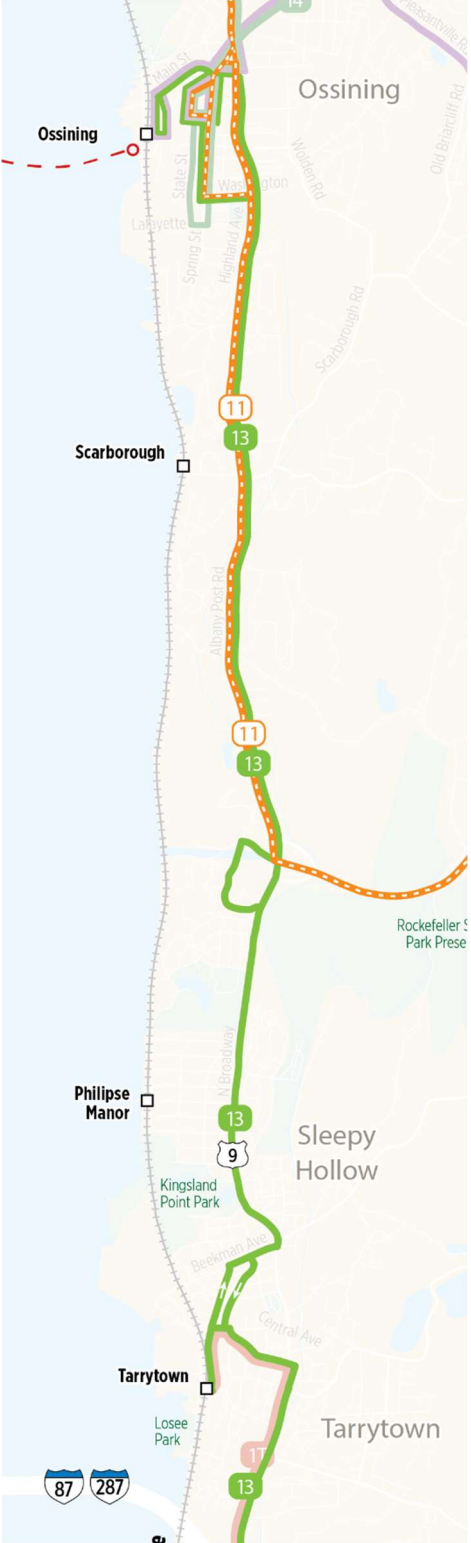
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
	✓	✓						✓

Existing and Recommended Service Hours and Trips

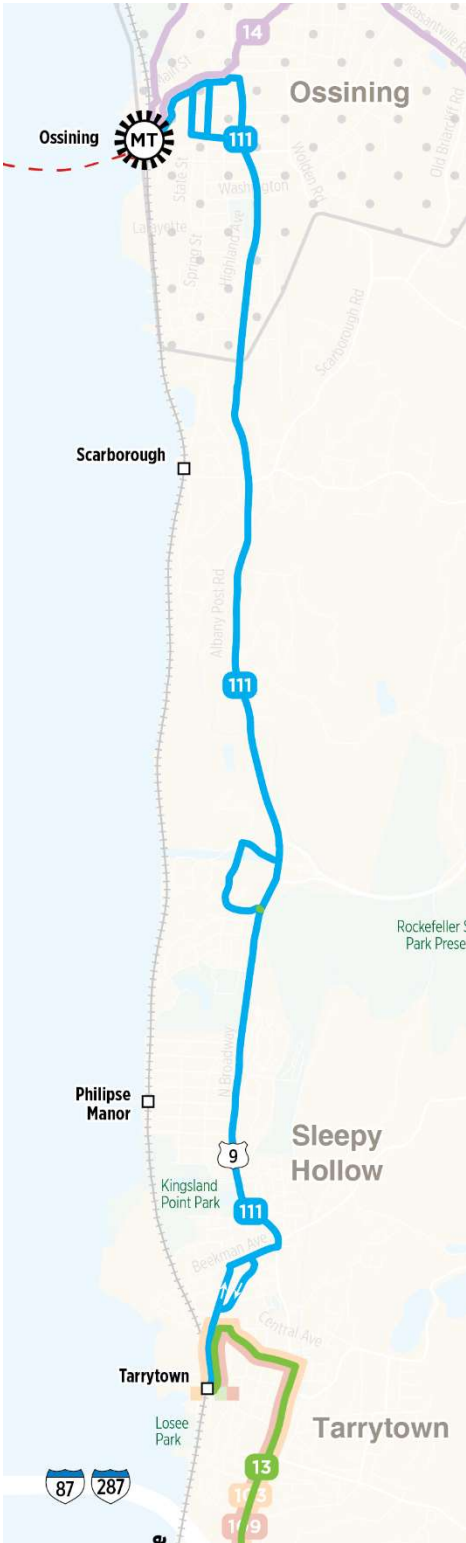
	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	-	-	-	6 AM-8 PM	7 AM-8 PM	7 AM-8 PM
Daily Trips	28	26	20	43	26	24

* Existing trips are for service along route alignment. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Service



Recommended Route 111



Route 112: Bronx – Yonkers – Grasslands Express (new)

Service Category X: Service with Fewer Stops, High Peak-Period Frequencies, Some Off-Peak Trips

Existing Service

Currently, Route 1X operates express service connecting 242nd Street station on the #1 subway line in the Bronx to Yonkers and Grasslands via Broadway and Sprain Brook Parkway. It makes three northbound trips in the morning and two southbound trips in the afternoon and has moderate ridership and productivity.

2019 Daily Ridership	Rank	2019 Riders per Trip	Rank	Route Length (mi)	Farebox Recovery*
216	39 / 61	43.2	23 / 61	20	35%

* Figure for all Route 1 service patterns combined

Recommended Route Levels

Route 1X will become Route 112, a standalone route instead of a service pattern of Route 1, operating express service between the Bronx and Grasslands via Yonkers as it does today. Service levels will increase beyond what is operated today, providing a higher level of service from the Bronx and Yonkers to opportunities in Grasslands.

If the approach to access Sprain Brook Parkway via Yonkers Avenue and Cross County Parkway is found to be too complicated, an alternative approach is using Midland Avenue.

How the Recommended Route Plan Improves Service

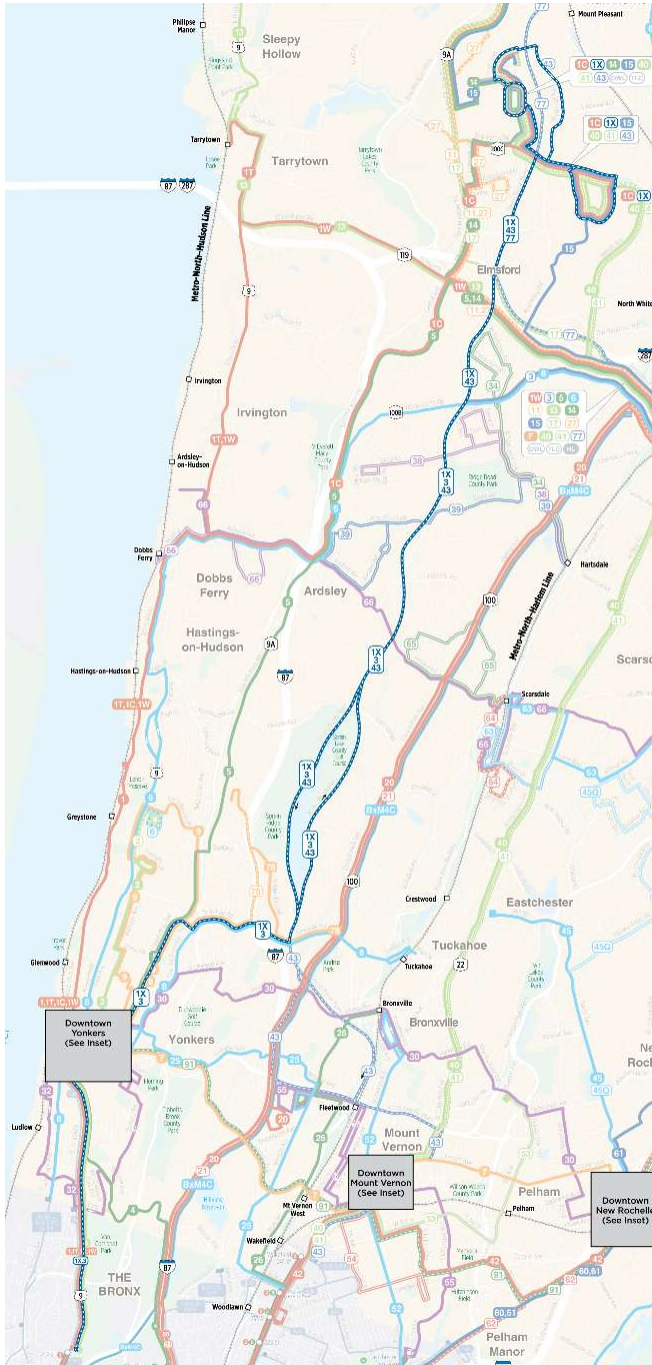
Longer Hours of Service	More Frequent Service	Streamline or Simplify Service	Increase East-West Connectivity	Improve NYC Subway Connections	Better Serve Regional Job Centers/ Destinations	Improve Metro-North Connections	Provide Coverage in Underserved Areas	Better Match Service & Demand
✓	✓	✓		✓				

Existing and Recommended Service Hours and Trips

	Existing			Recommended		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Service Hours*	6:51 AM-8:57 AM, 3:08 PM – 5:09 PM, peak directional	-	-	6 AM-8 PM	-	-
Daily Trips	5	-	-	18	-	-

* Existing service hours reflect the 2019 schedule for Route 1X. Scheduling improvements have since been made on select routes. Recommended service hours are an estimate and do not reflect actual schedules.

Existing Route 1X



Recommended Route 112



Recommended Microtransit Services

Microtransit Overview

Microtransit is an on-demand shared-ride van service that operates within designated service zones. Some microtransit zones also connect to external locations such as train stations, airports, or other major destinations. The specific features of microtransit service vary by transit agency and by zone and are tailored to local market conditions. In many cases, microtransit is provided throughout each zone and pickups and drop-offs are established at locations that require some walking to meet the vehicle. This helps to limit the time to circulate through neighborhoods or individual development sites.

Microtransit customers request rides either via a smartphone app or through a call center. Depending on how the service is designed and the number of customers wishing to travel, response times vary. A typical response time is within 30 minutes of requesting a trip. Some trips are shared with others, particularly those that serve train stations.

Recommended Microtransit in Westchester County

Service Policies

As envisioned, microtransit service in Westchester County will operate at least Monday-Friday for 12 hours per day. Some zones will feature longer service hours and operate on weekends. Fares will be the same as the Bee-Line bus, and fare reciprocity with Metro-North will also apply, if approved. Riders requesting microtransit trips between pickup and drop-off locations served by a Bee-Line route will be directed to use the bus rather than microtransit. Riders with a disability that prevents them from meeting a microtransit vehicle at designated stop will be picked up and dropped off at the address rather than at a designated bus stop and such vehicles will be wheelchair accessible.

The service parameters for the recommended microtransit zones in Westchester County will be further refined as plans are advanced. Typically, vendors of microtransit service, which include software providers and operators, conduct independent analyses of potential demand using proprietary data. Based on these analyses, vendors suggest tailored hours of operation, pickup and drop-off locations, and zone size. The process is iterative and reflects available resources.

Microtransit Zones

The recommended microtransit zones presented here represent preliminary concepts developed by the consultant team in consultation with Westchester County staff. In most cases, microtransit is recommended to replace existing Bee-Line bus routes that carry few riders. In others, microtransit is recommended to meet transportation needs where no Bee-Line buses currently operate. Further, while the maps on the following pages show recommended service zone boundaries, the specific boundaries will be refined through subsequent consultation with potential vendors during the planning phase and as a result of customer demand.

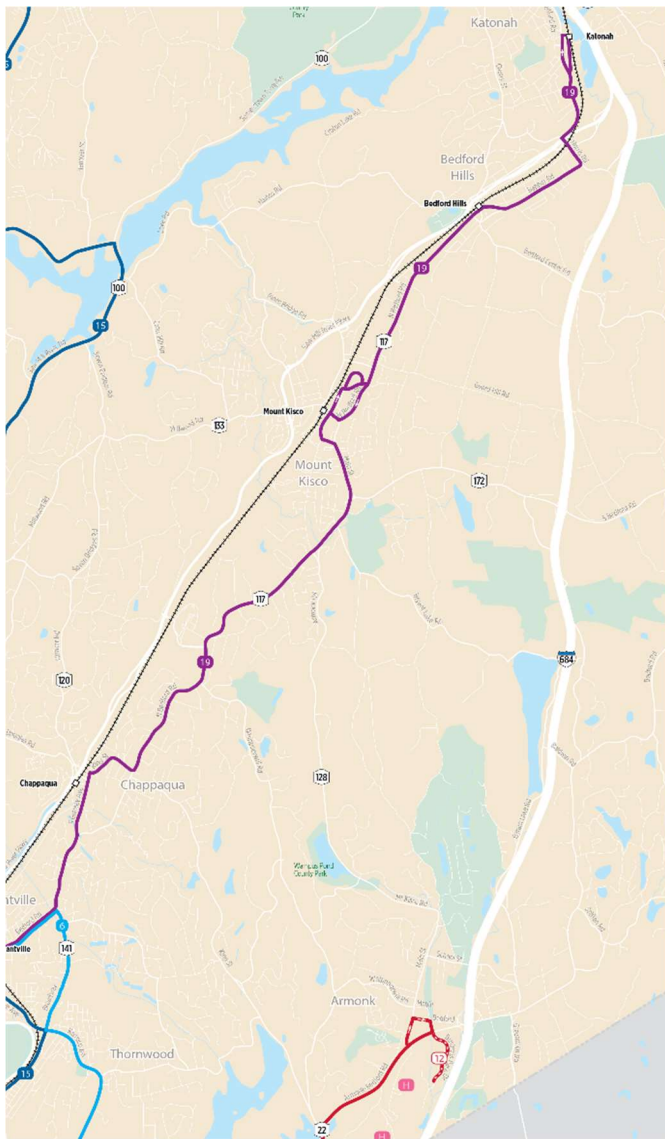
Chappaqua – Mount Kisco – Bedford Hills Microtransit Zone

Description

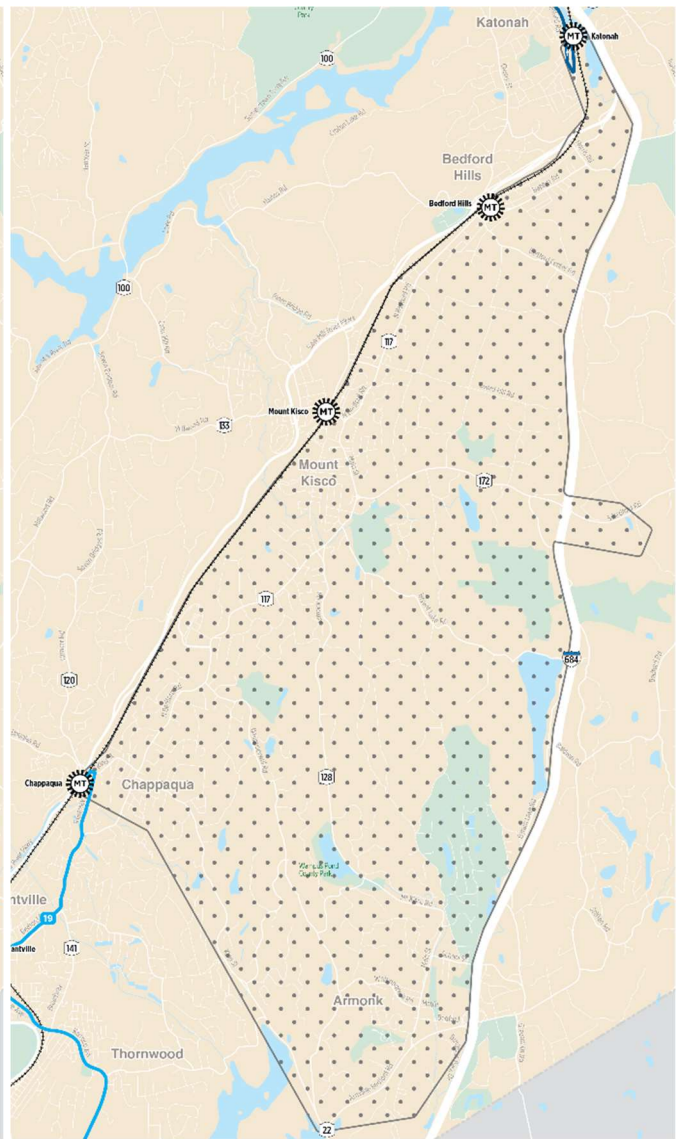
The recommended Chappaqua – Mount Kisco – Bedford Hills microtransit zone will span from Katonah to Armonk and Chappaqua. The zone will cover areas not currently served by Bee-Line bus service but where stakeholders have expressed a desire for transit service. Four Metro-North stations are included in the zone: Katonah, Bedford Hills, Mount Kisco, and Chappaqua. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Route 19). Service emphasis in the zone is on Metro-North train connections, which means trip requests for riders wishing to meet a particular train will need to allow for on-time arrivals.

This recommended microtransit service will partially replace Route 12 and Shuttle Loop H. See individual route change sheets for more details on replaced or reconfigured bus routes.

Existing Service



Recommended Service

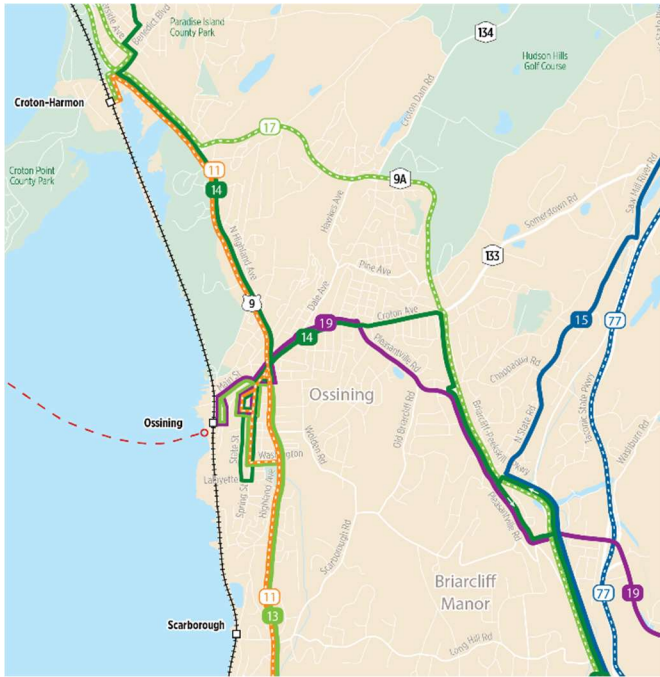


Ossining Microtransit Zone

Description

The recommended Ossining microtransit zone will serve much of the town of Ossining, with service focused on the Village of Ossining. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Routes 14 and 111).

Existing Service



Recommended Service

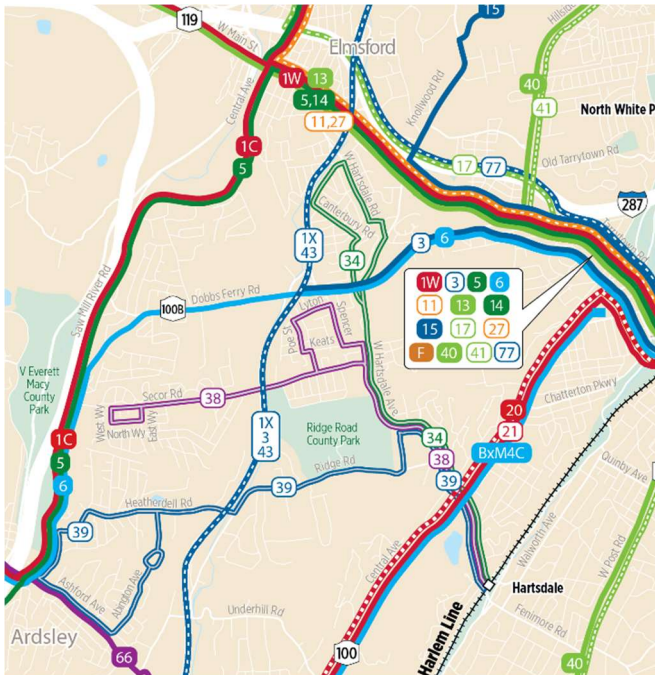


Hartsdale Microtransit Zone

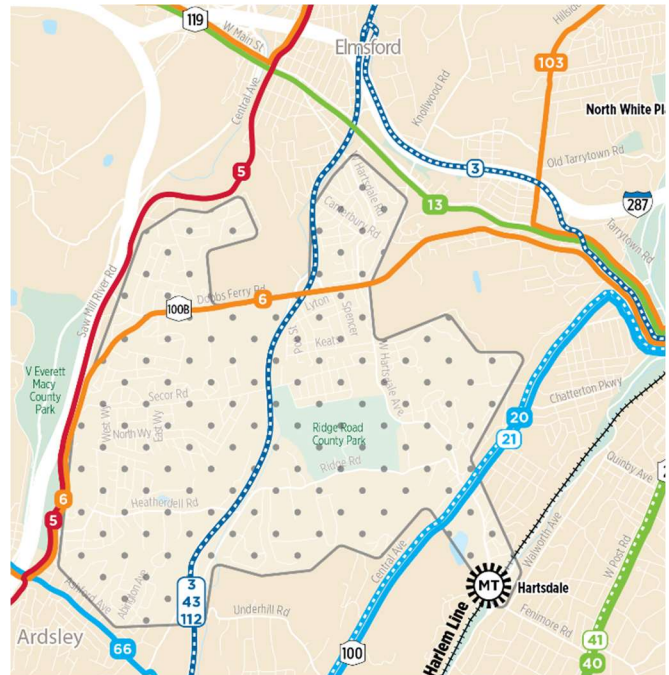
Description

The recommended Hartsdale microtransit zone will fully replace Routes 34, 38, and 39 operating commuter services to Hartsdale Station. See individual route change sheets for more details on replaced or reconfigured bus routes. The microtransit service will include the Hartsdale Station and cover much of the area between Main Street, Central Avenue, Ashford Avenue, and Saw Mill River Road. Service will be focused on travel to and from the station with travel possible elsewhere in the zone except for trips that can be made using a Bee-Line bus (Routes 5 and 6).

Existing Service



Recommended Service

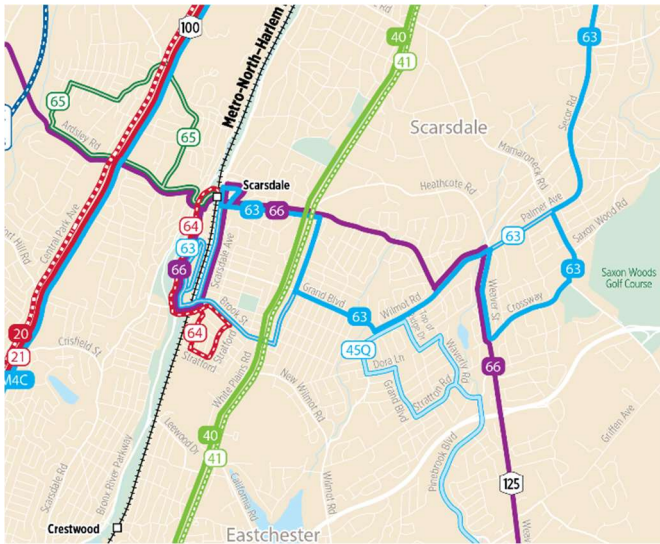


Scarsdale – Crestwood – Eastchester Microtransit Zone

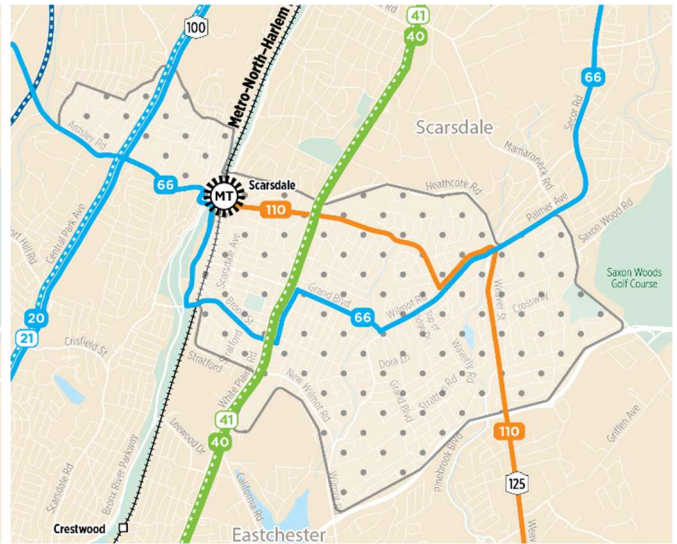
Description

The recommended Scarsdale – Crestwood – Eastchester microtransit zone will serve Greenville and Scarsdale, including Scarsdale Station. This service will replace Route 65, a commuter route to the Scarsdale Station. It provides coverage for parts of Routes 45Q, 63, and 64; however, stops that will lose service are generally within ½-mile of service in the recommended system. See individual route change sheets for more details on replaced or reconfigured bus routes. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Routes 40, 41, 66, and 110).

Existing Service



Recommended Service

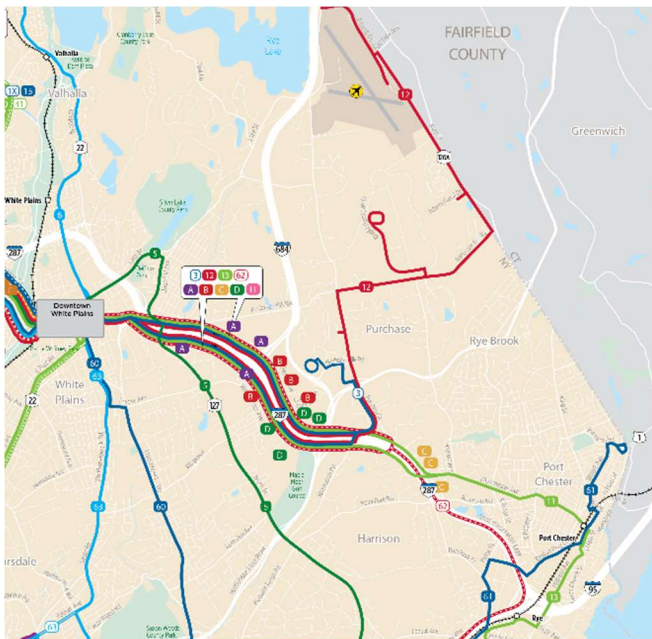


East of White Plains Microtransit Zone

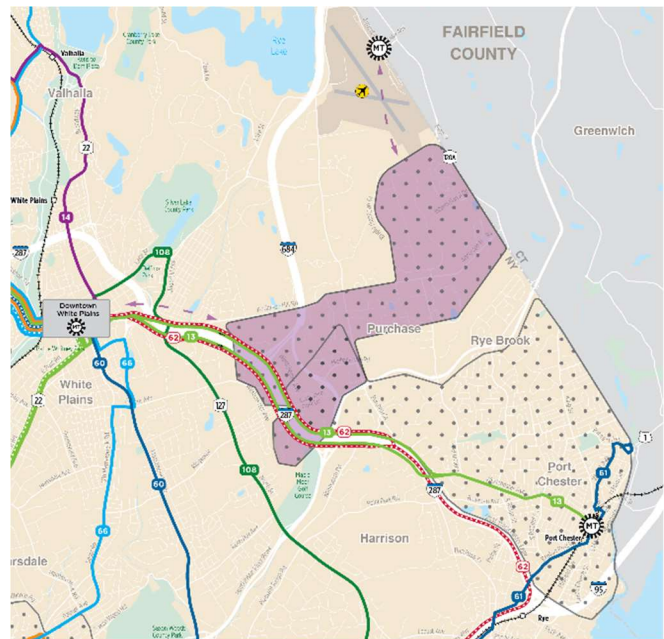
Description

The recommended microtransit zone for the areas East of White Plains will operate between business parks along Westchester Avenue and the S.U.N.Y Purchase campus and communities along the Connecticut border. This zone overlaps with the Port Chester zone. Additionally, people will be able to travel between the microtransit zone and both Downtown White Plains and Westchester County Airport. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Routes 13 and 62). This zone will replace Shuttle Loops A, B, and D and Routes 12 and 3. See individual route change sheets for more details on replaced or reconfigured bus routes.

Existing Service



Recommended Service

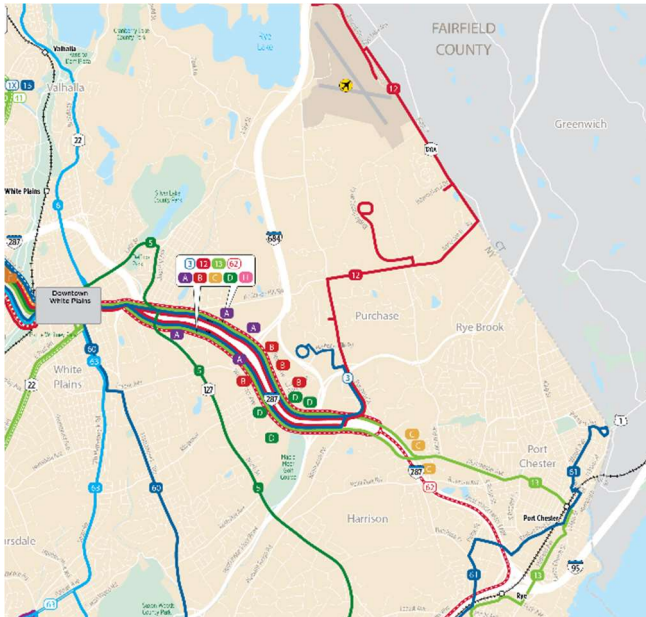


Port Chester Microtransit Zone

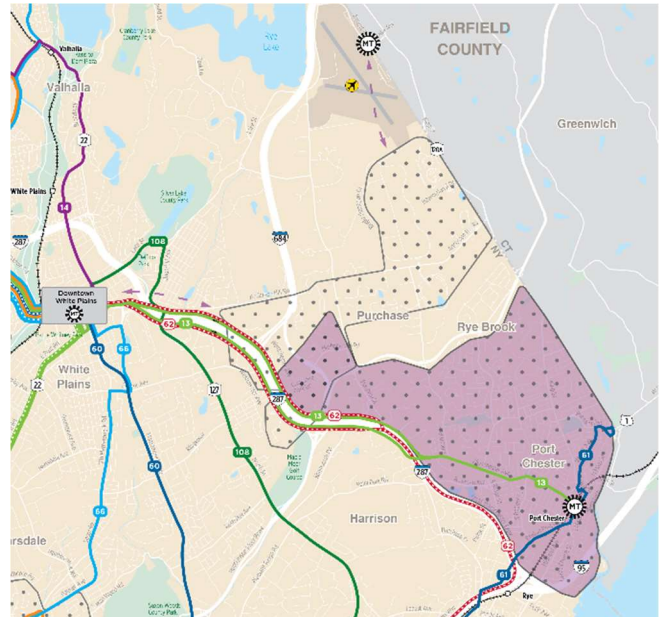
Description

The recommended Port Chester microtransit zone will operate between Manhattanville College and Port Chester and provide service to the Port Chester Station. This zone overlaps with the East of White Plains zone. This recommended microtransit service replaces Shuttle Loop C. See individual route change sheets for more details on replaced or reconfigured bus routes. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Routes 13, 61, and 62).

Existing Service



Recommended Service



South Yonkers Microtransit Zone

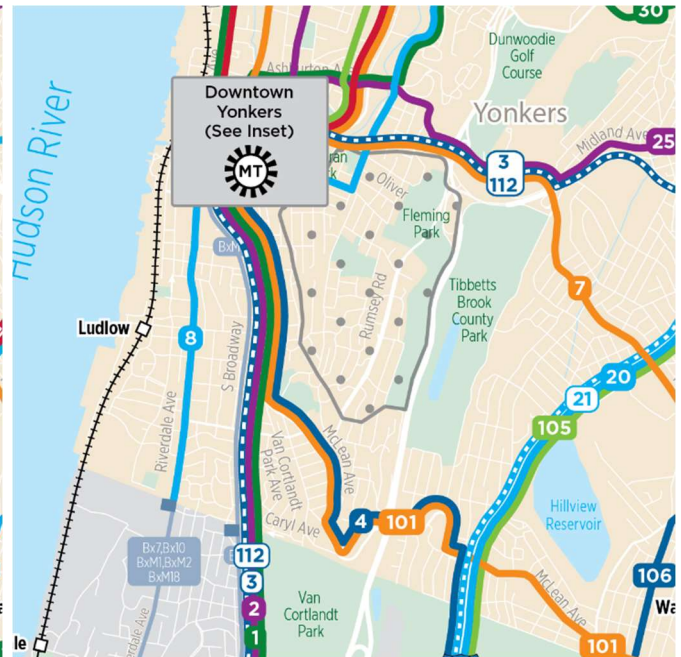
Description

The recommended South Yonkers microtransit zone will operate in Yonkers between Yonkers Avenue, McLean Avenue, South Broadway, and Saw Mill River Parkway. This zone will replace Route 32 along Rumsey Road. See individual route change sheets for more details on replaced or reconfigured bus routes. The service will include the Yonkers Station. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Routes 4, 7, 8, 101, 1, 2, 3, 112).

Existing Service



Recommended Service

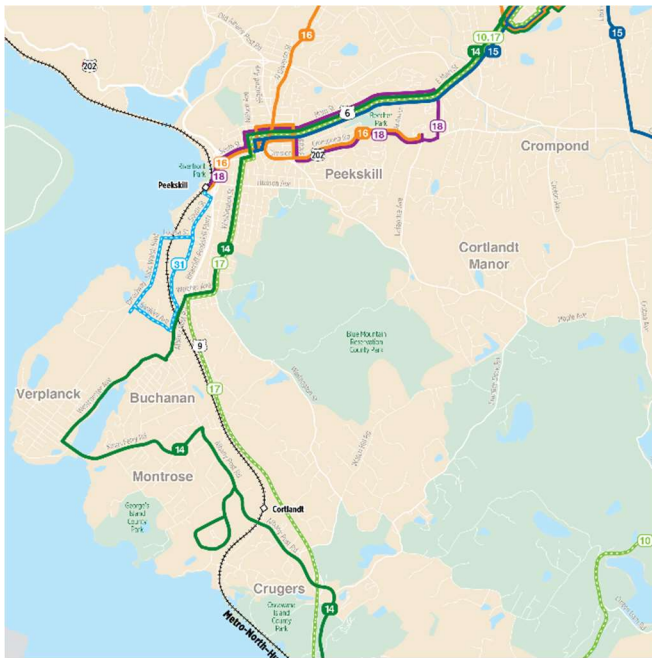


Verplanck and Montrose Microtransit Zone

Description

The recommended Verplanck and Montrose microtransit zone will operate in Verplanck and Montrose and extend to Peekskill. The service will provide transit access in areas that will no longer be served by Route 14, and connect people to other bus services, Metro-North Railroad, and Peekskill. See individual route change sheets for more details on reconfigured bus routes. Travel throughout the zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Route 14).

Existing Service



Recommended Service



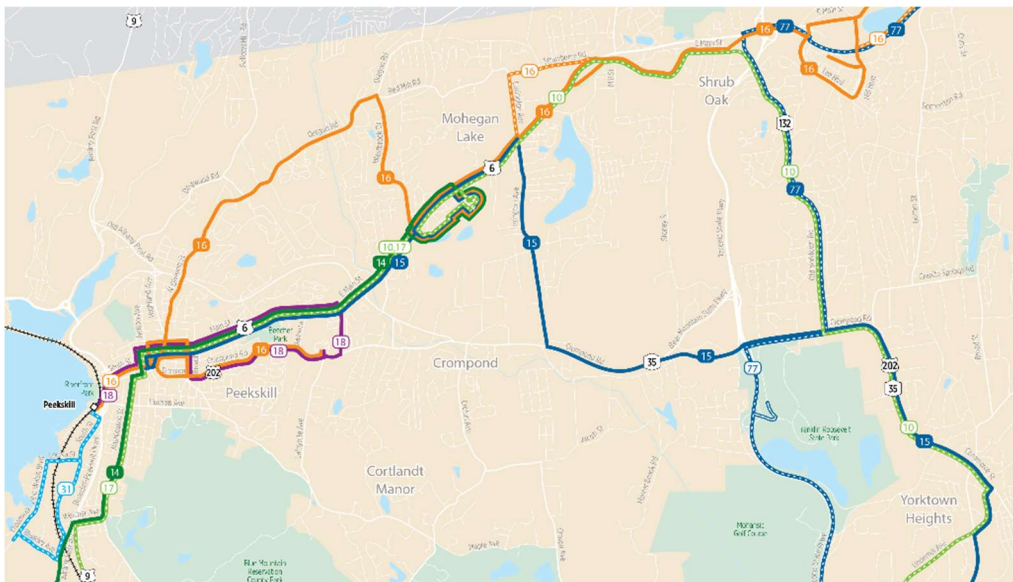
Peekskill Microtransit Zone

Description

The recommended Peekskill microtransit zone will operate between Downtown Peekskill and areas to the east, including the Jefferson Valley Mall, and provide service to the Peekskill Station. The service will replace or alter existing routes (Route 10, Route 14 north of Peekskill Station, Route 15 south of Yorktown Heights, Route 17, Route 18, Route 31, and Route 77). See individual route change sheets for more details on replaced or reconfigured bus routes. Travel throughout this zone will be possible via microtransit except when the same the trip can be made using a Bee-Line bus (Route 15).

The recommended service will provide connections via Peekskill Station to the Grasslands, White Plains, and Croton Harmon Station via Metro-North at the same fare.

Existing Transit Services



Recommended Transit Services (Bee-Line Bus & Microtransit)

