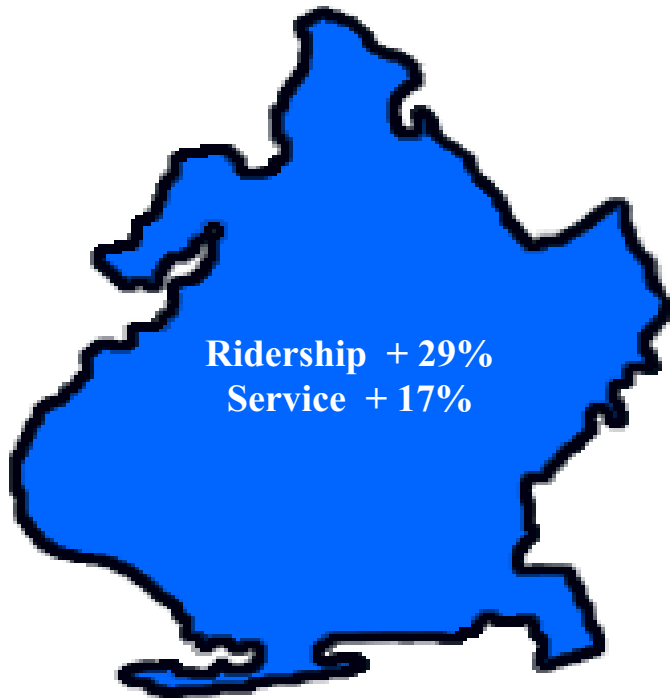


**Table One:
Changes in Brooklyn Bus Ridership and Service*
September 1997 through September 2002**



Route	Change in Ridership 1997 vs. 2002	Change in Service 1997 vs. 2002
B1	38%	13%
B2	19%	7%
B3	39%	17%
B4	11%	1%
B6	35%	14%
B7	33%	19%
B8	33%	14%
B9	23%	2%
B11	34%	17%
B12	23%	12%
B14	27%	9%
B15	26%	25%
B16	23%	9%
B17	87%	38%
B20	44%	23%
B23	19%	11%
B24	46%	12%
B25	21%	10%
B26	27%	17%
B31	20%	12%
B35	48%	5%
B36	36%	6%
B37	-16%	-17%
B38	38%	27%
B41	22%	2%
B42	11%	4%
B43	32%	6%
B44	29%	25%
B45	16%	-3%
B46	72%	57%
B49	6%	-1%
B52	38%	18%
B54	16%	1%
B57	13%	-5%
B60	16%	6%
B61	47%	12%
B63	3%	3%
B65	18%	8%
B67	29%	5%
B69	17%	6%
B70	76%	17%
B71	17%	9%
B75	2%	0%
B77	98%	19%
B82	36%	17%
B83	26%	16%

Route	Change in Ridership 1997 vs. 2002	Change in Service 1997 vs. 2002
B13/18	27%	69%
B39	0%	3%
B40	-100%	161%
B47/78	119%	166%
B48	-7%	6%
B51	-18%	-8%
B64	20%	31%
B68	7%	24%
B74	44%	80%

**Routes where Service Outpaced Ridership
(9 Routes)**

**Routes where Service Lagged Behind Ridership
(46 Routes)**

*Amount of service is measured in revenue seat miles, an industry standard measure. Ridership is measured in terms of average weekday ridership. Source: MTA New York City Transit.