

2010

NYC Transit

**Service Reductions -
*Revised***

March 19, 2010

Overview of Document

This document contains an index, which lists every bus and subway route and indicates whether there is a change proposed (shown with an X) or not (left blank), the type of change (e.g., restructuring, discontinuation, shortened span), and page number for more information. Beginning on Page 1 is a description of each proposed change; subway changes first, then bus changes.

In response to public comment, some of the service reductions described in the January 27, 2010, NYC Transit Service Revisions document have been modified. In this revised document, the service reductions that have been modified are indicated, as such, by the word “Proposal Modified – March 19, 2010” in the upper right hand corner, and the text describing the modification is highlighted in bold.

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Summary and Index to 2010 NYC Transit Service Reduction Proposals

Subway and Staten Island Railway (Pages 1-11)

| Route | Service Reductions Related to Accommodating Construction Work | | | Route Restructurings | | Service Guideline Revisions | | | | Pages | Proposal Modified |
|---------------------|--|--------|--|---|---|---|----------|----------|---------|----------|-------------------|
| | Reduce Weekend Train Frequencies to Accommodate Construction | | Operate C Between Court Square and Church Avenue at All Times | Extend C to Astoria and Operate N Local North of Canal Street to Replace the W | Extend M to Replace the V Between Broadway-Lafayette St and Forest Hills-71st Av, Discontinue M Between Essex St and Bay Pkwy, Discontinue V Between Broadway-Lafayette St and 2nd Av | Revise Off-Peak Service Levels - Change Maximum Loading Guidelines from No Standees Per Car to 10-18 Standees per Car | | | | | |
| | Saturday | Sunday | | | | Eves, Nights, Weekends | Weekdays | Weekdays | Middays | | |
| 1 | X | X | | | | X | X | | | 3,4 | |
| 2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | X | X | X | X | 4 | |
| A | | X | | | | X | X | | | 3,4 | |
| B | | | | | | | | | | | |
| C | | | | | | | | | | | |
| D | X | X | | | | | | | | 3 | |
| E | | X | | | | | | | | 3 | |
| F | X | X | | | | | X | | | 3,4 | |
| G | X | X | X | | | | | | | 3,5-6 | |
| H | X | | | | | | | | X | 3,4 | |
| L | | | | | | X | | X | X | 4 | |
| M | X | | | | X | | | | X | 3,4,9,10 | X |
| N | X | X | | X | | | | | | 3,7,8 | |
| Q | X | X | | X | | | | | | 3,7,8 | |
| R | X | X | | | | | | | | 3 | |
| S (RockPk) | | | | | | | | | | | |
| S (Franklin) | | | | | | | | | | | |
| S (42ndSt) | | | | | | | | | | | |
| V | | | | | X | | | | | 9,10 | X |
| W | | | | X | | | | | | 7,8 | |
| Z | | | | | | | | | | | |
| SIR | Eliminate Staten Island Railway (SIR) Baseball Special Service | | | | | | | | | 11 | |

Summary and Index to 2010 NYC Transit Service Reduction Proposals

Express Bus (Pages 12-28)

| Route | Service Eliminations | | Service Restructuring | Shorten Spans | | | Pages | Proposal Modified |
|-------|----------------------|---------|-----------------------|---------------|---------|-----------|-------|-------------------|
| | Total | Weekend | | Weekday | Weekend | Overnight | | |
| X1 | | | X | | | | 25-28 | X |
| X2 | | | X | | | | 25-28 | X |
| X3 | | | X | | | | 25-28 | X |
| X4 | | | X | | | | 25-28 | X |
| X5 | | | X | | | | 25-28 | X |
| X6 | X | | X | | | | 25-28 | X |
| X7 | | | X | | | | 25-28 | X |
| X8 | | | X | | | | 25-28 | X |
| X9 | | | X | | | | 25-28 | X |
| X10 | | | | | | | | |
| X11 | | | | | | | | |
| X12 | | | | | | | | |
| X13 | X# | | X | | | | 24 | |
| X14 | | | X | | | | 24 | |
| X15 | | | | | | | | |
| X16 | X | | | | | | 18 | |
| X17 | | | | | | | | |
| X18 | X | | | | | | 17 | |
| X19 | | | | | | | | |
| X20 | X | | | | | | 16 | |
| X22 | | | | | | | | |
| X25 | X | | | | | | 14 | |
| X27 | | X | X | | | | 22,23 | |
| X28 | | X | X | | | | 22,23 | |
| X29 | X | | | | | | 19 | |
| X31 | | | | | | | | |
| X32 | X | | | | | | 15 | |
| X37 | X# | | X | | | | 23 | |
| X38 | X# | | X | | | | 23 | |
| X42 | | | | | | | | |
| X51 | X | | | | | | 20 | |
| X63 | | | | | | | | |
| X64 | | | | | | | | |
| X68 | | | | | | | | |
| X90 | X | | | | | | 21 | |

Service partially or entirely replaced by another express route; see specific pages for details.

Summary and Index to 2010 NYC Transit Service Reduction Proposals

Bronx Local Bus (Pages 29-45)

| Route | Service Eliminations | | Service Restructuring | Shorten Spans | | | Pages | Proposal Modified |
|----------------------------|----------------------|---------|-----------------------|---------------|---------|-----------|----------|-------------------|
| | Total | Weekend | | Weekday | Weekend | Overnight | | |
| Bx1 | | | | | | | | |
| Bx2 | | | | | | | | |
| Bx3 | | | | | | | | |
| Bx4 | | | | | | | | |
| Bx5 | | | X | | | | 33,34 | |
| Bx6 | | | | | | | | |
| Bx7 | | | | | | | | |
| Bx8 | | | X | | | | 33,34 | X |
| Bx9 | | | | | | | | |
| Bx10 | | | | | | | | |
| Bx11 | | | | | | | | |
| Bx12 | | | | | | | | |
| Bx13 | | | | | | | | |
| Bx14 | X# | | X | | | | 33,34 | |
| Bx15 | | | X | | | | 37,38 | |
| Bx16 | | | | | | | | |
| Bx17 | | | | | X | | 42,45 | |
| Bx18 | | | | | | | | X |
| Bx19 | | | | | | | | |
| Bx20 | X* | | | X | | | 34 | |
| Bx21 | | | | | | | | |
| Bx22 | | | | | | | | |
| Bx25 | X# | | X | | | | 31,32 | |
| Bx26 | | | X | | | | 31,32 | |
| Bx27 | | | | | | | | |
| Bx28 | | | X | | | | 31,32 | |
| Bx29 | | | | | | | | |
| Bx30 | | | X | | | | 31,32 | |
| Bx31 | | | | | | | | |
| Bx32 | | | | X | | | 42,44 | |
| Bx33 | | | | | X | | 42,44,45 | X |
| Bx34 | | X | | | | X | 40,42,43 | |
| Bx35 | | | | | | | | |
| Bx36 | | | | | | | | |
| Bx39 | | | X | | | | 35,36 | |
| Bx40/42 | | | | | | | | |
| Bx41 | | | X | | | | 35,36 | |
| Bx42 | | | | | | | | |
| Bx55 | | X# | X | | | | 37,38 | |
| Barretto Park Pool Shuttle | X | | | | | | 41 | |

* Service would be retained during weekday peak periods

Service partially or entirely replaced by another bus route; see specific pages for details.

Summary and Index to 2010 NYC Transit Service Reduction Proposals

Brooklyn Local Bus (Pages 46-70)

| Route | Service Eliminations | | Service Restructuring | Shorten Spans | | | Pages | Proposal Modified |
|-------|----------------------|---------|-----------------------|---------------|---------|-----------|----------------|-------------------|
| | Total | Weekend | | Weekday | Weekend | Overnight | | |
| B1 | | | X | | | | 52,53 | |
| B2 | | X | | X | | | 62,67,69 | |
| B3 | | | X | | | | 54 | |
| B4 | | | X* | X | | | 55,56 | X |
| B6 | | | | | | | | |
| B7 | | | | | | X | 67,68 | |
| B8 | | | X | | | | 52,53 | |
| B9 | | | | X | X | | 67,68,69 | |
| B11 | | | | X | | | 67,69 | |
| B12 | | | X | | | | 57 | |
| B13 | | | X | X | | | 58,67,69 | X |
| B14 | | | | | | | | |
| B15 | | | | | | | | |
| B16 | | | | X | X | | 67,69,70 | |
| B17 | | | | | | | | |
| B20 | | | | | | | | |
| B23 | X | | | | | | 63 | |
| B24 | | X | | X | | | 64,67,69 | |
| B25 | | | | | | | | |
| B26 | | | | | | | | |
| B31 | | | | | | X | 67,68 | |
| B35 | | | | | | | | |
| B36 | | | | | | | | |
| B37 | X# | | X | | | | 48,51,52,53 | |
| B38 | | | | | | | | |
| B39 | X | | | | | | 65 | |
| B41 | | | | | | | | |
| B42 | | | | | | | | |
| B43 | | | | | | | | |
| B44 | | | | | | | | |
| B45 | | | | | | X | 67,68 | |
| B46 | | | | | | | | |
| B47 | | | | | | | | |
| B48 | | | X | | | | 59 | |
| B49 | | | | | | | | |
| B51 | X | | | | | | 66 | |
| B52 | | | | | | | | |
| B54 | | | | | | | | |
| B57 | | | X | | | X | 48,49,67,68 | |
| B60 | | | | | | | | |
| B61 | | | X | | | | 48,49 | |
| B62 | | | | | | | | |
| B63 | | | | | | | | |
| B64 | | | X | | | X | 52,53,60,67,68 | |
| B65 | | | | | | X | 67,68 | |
| B67 | | | X | | | X | 48,50,67,68 | |
| B68 | | | | | | | | |
| B69 | | X | X | X | | | 48,50 | |
| B70 | | | X | | | | 52,53 | |
| B71 | X | | X | | | | 48,51 | |
| B74 | | | | | | | | |
| B75 | X# | | X | | | | 48,49 | |
| B77 | X# | | X | | | | 48,49 | |
| B82 | | | | | | | | |
| B83 | | | | | | | | |

Service partially or entirely replaced by another bus route; see specific pages for details.

* Service would be retained during weekday peak periods

Summary and Index to 2010 NYC Transit Service Reduction Proposals

Manhattan Local Bus (Pages 71-92)

| Route | Service Eliminations | | Service Restructuring | Shorten Spans | | | Pages | Proposal Modified |
|-------|----------------------|---------|-----------------------|---------------|---------|-----------|----------------|-------------------|
| | Total | Weekend | | Weekday | Weekend | Overnight | | |
| M1 | | | X | | | X | 75,77,78,79,90 | |
| M2 | | | | | | | | |
| M3 | | | X | | | | 75,77 | |
| M4 | | | | | | | | |
| M5 | | | X | | | | 75,76,77 | |
| M6 | X# | | X | | | | 75,76 | |
| M7 | | | | | | | | |
| M8 | | X | | | | X | 84,89,90 | |
| M9 | | | X | | | | 73,74 | |
| M10 | | | X | | | | 79 | |
| M11 | | | | X | | | 89,91 | |
| M14 | | | | | | | | |
| M15 | | | X | | | | 73,74 | |
| M16 | | | | | | X | 89,90 | |
| M18 | X | | | | | | 85 | |
| M20 | | | X | X | X | | 73,74,89,91,92 | |
| M21 | | X | X | X | | | 73,74,89,91 | |
| M22 | | | | | X | X | 89,90,92 | X |
| M23 | | | | | | | | |
| M27 | X | | | | | | 86 | |
| M30 | X | | | | | | 87 | |
| M31 | | | | | | | | |
| M34 | | | | | | | | |
| M35 | | | | | | | | |
| M42 | | | X | | | | 80 | |
| M50 | | X | | | | X | 88,89,90 | |
| M57 | | | | | | | | |
| M60 | | | | | | | | |
| M66 | | | | | | X | 89,90 | |
| M72 | | | | | | | | |
| M79 | | | | | | | | |
| M86 | | | | | | | | |
| M96 | | | | | | | | |
| M98 | | | X | X | | | 81,82 | |
| M100 | | | | | X | | 89,92 | |
| M101 | | | | | | | | |
| M102 | | | | | | | | |
| M103 | | | | | | | | |
| M104 | | | X | | | | 83 | |
| M106 | | | | | | | | |
| M116 | | | | | X | | 89,92 | |

Service partially or entirely replaced by another bus route; see specific pages for details.

Summary and Index to 2010 NYC Transit Service Reduction Proposals

Queens Local Bus (Pages 93-105)

| Route | Service Eliminations | | Service Restructuring | Shorten Spans | | | Pages | Proposal Modified |
|-------|----------------------|---------|-----------------------|---------------|---------|-----------|---------|-------------------|
| | Total | Weekend | | Weekday | Weekend | Overnight | | |
| Q1 | | | | | | | | |
| Q2 | | | | | | | | |
| Q3 | | | | | | | | |
| Q4 | | | | | | | | |
| Q5 | | | | | | | | |
| Q12 | | | | | | | | |
| Q13 | | | | | | | | |
| Q14 | X# | | X | | | | 95 | X |
| Q15 | | | X | | | | 95 | X |
| Q16 | | | | | | | | |
| Q17 | | | | | | | | |
| Q20 | | | | | | | | |
| Q24 | | | X | | | | 61 | |
| Q26 | X* | | | X | | | 96 | |
| Q27 | | | | | | | | |
| Q28 | | | | | | | | |
| Q30 | | | | | | X | 103,104 | |
| Q31 | | X | | | | | 97 | |
| Q32 | | | | | | | | |
| Q36 | | | | | | | | |
| Q42 | X* | | | | | | 98 | X |
| Q43 | | | | | | | | |
| Q44 | | | | | | | | |
| Q46 | | | | | | | | |
| Q48 | | | | | X | | 103,105 | |
| Q54 | | | | | | | | |
| Q55 | | | | | | | | |
| Q56 | | | | | | | | |
| Q58 | | | | | | | | |
| Q59 | | | | | | | | |
| Q74 | X | | | | | | 99 | |
| Q75 | X | | | | | | 100 | |
| Q76 | | X | | | | | 101 | |
| Q77 | | | | | | | | |
| Q79 | X | | | | | | 102 | |
| Q83 | | | | | | | | |
| Q84 | | | | | | | | |
| Q85 | | | | | | | | |
| Q88 | | | | | | | | |

* Service would be retained during weekday peak periods

Service partially or entirely replaced by another bus route; see specific pages for details.

Summary and Index to 2010 NYC Transit Service Reduction Proposals

Staten Island Local Bus (Pages 106-116)

| Route | Service Eliminations | | Service Restructuring | Shorten Spans | | | Pages | Proposal Modified |
|--------|----------------------|---------|-----------------------|---------------|---------|-----------|-------------|-------------------|
| | Total | Weekend | | Weekday | Weekend | Overnight | | |
| S40/90 | | | X | | | | 109 | |
| S42 | X# | | X | X | | | 108 | X |
| S44/94 | | | | | | | | |
| S46/96 | | | | | | | | |
| S48/98 | | | | | | | | |
| S51/81 | | | | | | | | |
| S52 | | | X | | | | 108 | X |
| S53/93 | | | | | | | | |
| S54 | | X | | X | | | 110,114,115 | |
| S55 | | | | | | | | |
| S56 | | | | | | | | |
| S57 | | | | X | X | | 114,115,116 | |
| S59/89 | | | | | | | | |
| S60 | X# | X | X | | | | 111 | X |
| S61/91 | | | | | | | | |
| S62/92 | | | | | | | | |
| S66 | | | X | X | | | 111,114,115 | X |
| S67 | X | | | | | | 112 | |
| S74/84 | | | | | | | | |
| S76/86 | | X | | | | | 113 | |
| S78 | | | | | | | | |
| S79 | | | | | | | | |

Service partially or entirely replaced by another bus route; see specific pages for details.

NYC Transit 2010 Service Reduction Proposals

Part 1:

Subway and Staten Island Railway

NYC Transit 2010 Service Reduction Proposals

Subway and Staten Island Railway

Reduce Weekend Train Frequencies to Accommodate Construction Work

Revise Off-Peak Service Levels – Change Maximum Loading Guideline from No Standees Per Car to 10-18 Standees per Car (from 100% of a Seated Load to 125% of a Seated Load)

Operate **G** Between Court Square and Church Avenue at All Times

Extend **Q** to Astoria and Operate **N** Local North of Canal Street to Replace the **W**

Extend **M** to Replace the **V** Between Broadway-Lafayette Street and Forest Hills-71st Avenue, Discontinue **M** Between Essex Street and Bay Parkway (Note: route letter designation changed from 1/27/10 proposal).

Discontinue Staten Island Railway Baseball Special Service

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements**

Reduce Weekend Train Frequencies to Accommodate Construction Work

| | |
|--------------------------------|---|
| Description of Action: | This proposal has been modified based on public comments. Weekend service is often reduced due to construction work. In some cases, train frequencies are reduced to every 12 minutes. This proposal would adjust scheduled train frequencies to match those typically required by construction work. Train frequencies would decrease from a train every 8 minutes to every 10 minutes on the D F G J M N Q R routes on Saturdays and the A D E F G N Q R routes on Sundays; A and E service would not be affected on Saturdays due to relatively high ridership on these routes. In addition, train frequencies on the 1 would decrease from a train every 6 minutes to every 8 minutes on Saturdays and Sundays (weekend frequencies were revised on the other numbered lines in 2003). |
| Neighborhoods Affected: | Systemwide |
| Customer Impact: | <p>For many weekends, the impacts described below are already occurring due to construction work.</p> <p><u>Passenger Loads:</u> Loads on 1 F N Q will exceed 10-18 standees per car, depending on car type, at the maximum load point (125% of off-peak loading guidelines) during certain hours on Saturdays. Loads on 1 N will exceed 10-18 standees per car during certain hours on Sundays. (For comparison, peak period guidelines allow for 66-105 standees per car depending on car type or 250%-290% of a seated load.)</p> <p><u>Longer Waits:</u> 1.6 million passengers Saturdays (average of 1 extra minute, roughly 8 a.m. to 8 p.m.), 1.2 million passengers Sundays (average of 1 extra minute, roughly 10 a.m. to 8 p.m.).</p> |
| Net Annual Savings: | \$5.5 million |

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements**

**Revise Off-Peak Service Levels – Change Maximum Loading Guideline from
No Standees to 10-18 Standees per Car**

Description of Action:

This proposal has been modified based on public comments. Currently, off-peak guidelines call for trains to be scheduled so that, on average, there are seats available for all customers (100% seated load). This proposal would revise the guideline to allow 10-18 standees per car, depending on car type (125% seated load), at the maximum load point (for comparison, peak period guidelines allow for 66-105 standees per car depending on car type or 250%-290% of a seated load.) This guideline change would lead to reduced train frequencies as follows:

- 1 7 A L middays
- 1 7 A F evenings
- 7 L Saturdays
- 7 J M L Sundays

On weekends, other routes would have reduced train frequencies to accommodate construction work (as described separately).

Neighborhoods Affected:

Systemwide

Customer Impact:

Longer Waits: 160,000 weekday midday passengers (average of 0.9 extra minutes, 11 a.m.-3 p.m.); 140,000 weekday evening passengers (average of 0.75 extra minutes, 9 p.m.-12 a.m.); 155,000 Saturday passengers (average 0.5 extra minutes); 130,000 Sunday passengers (average 0.8 extra minutes).

Passenger Loads: On average there will be up to 10-18 standees per car, depending on car type, at the maximum load point (125% of off-peak loading guidelines) during certain off-peak hours.

Net Annual Savings:

\$3.1 million

NYC Transit 2010 Service Reduction Proposals Profile of Elements

Operate **G** between Court Square and Church Avenue At All Times

Description of Action:

This proposal has been modified based on public comments. The **G** is scheduled to operate to Forest Hills-71st Avenue evenings, nights, and weekends. However, construction work anywhere along the Queens Boulevard **E F R** corridor requires the **G** to terminate at Court Square (its daytime terminus) many nights and almost all weekends (in 2009 the **G** operated along Queens Boulevard on only three weekends). This service change would have the **G** operate at all times between Court Square and Church Avenue. Three additional **G** evening trips would be added between Court Square and Church Avenue to increase service to levels consistent with guidelines and to provide a more consistent headway. These trips could not be added when the **G** was scheduled to operate on the Queens Boulevard corridor due to limited track capacity.

Neighborhoods/Trips Affected: Trips between North Brooklyn and Queens Boulevard corridor, trips along the Queens Boulevard corridor.

Customer Impact:

For those evenings, late nights and infrequent weekends when the **G** does operate to Forest Hills, the ridership impacts of shortening service would be:

Extra Walking Transfers: 1,000 passengers weekday evenings and late nights, 10,500 passengers Saturdays, and 8,500 passengers Sundays will need to make an extra transfer to the **E M** (approximately 2.5 minutes on moving walkway) or the **7**. For local stops, weekend passengers would make an additional transfer to the **R** at Queens Plaza or Roosevelt Avenue. Total additional waiting time would be approximately 0.5 to 4.5 minutes, depending on the time of day/day of week.

Longer Waits: Queens Boulevard local passengers (11,000 weekday evenings and late nights, 105,000 Saturday, 85,000 Sunday) will have to wait an average of 2 to 5 extra minutes.

Shorter Waits: 6,500 evening Brooklyn **G** riders will wait an average of 1.5 fewer minutes.

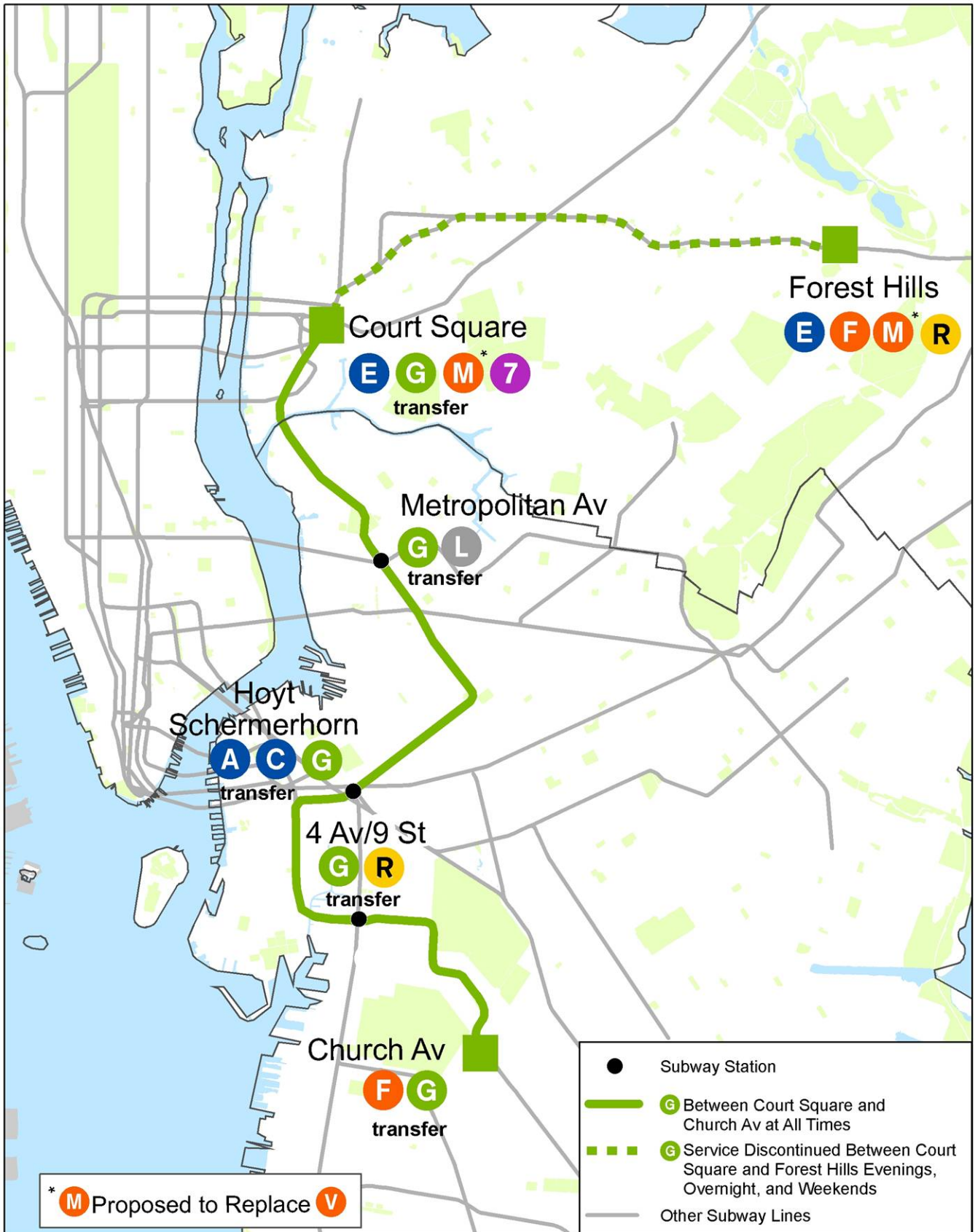
Passenger Loads: Queens Boulevard local trains will have more riders per train weekday evenings and late nights, Saturdays, and Sundays (loads will be within guidelines).

Net Annual Savings:

\$1.5 million

NYC Transit 2010 Service Reduction Proposals
 Profile of Elements

Operate **G** between Court Square and Church Avenue At All Times



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements**

Extend **Q to Astoria and Operate **N** Local North of Canal Street to Replace the **W****

Description of Action: The **W** currently operates weekdays only between Astoria and Whitehall Street, supplementing **N** service in Queens and **R** service in Manhattan. This proposal would extend the **Q** from its current terminal at 57th Street/7th Avenue to Astoria on weekdays, replacing **W** service. The **N** would replace the **W** in Manhattan north of Canal Street by operating local at all times, and the **Q** would serve 49th Street station. South of Canal Street, the **R** would continue to serve current **W** stations.

Neighborhoods/Trips Affected: Astoria to Lower Manhattan trips, Broadway line trips

Customer Impact:

Extra Transfers: 5,600 weekday passengers traveling between Astoria and Lower Manhattan will have to transfer.

Longer Waits: 56,000 weekday passengers will experience longer waits, primarily in Lower Manhattan (average of 1.1 extra minutes in peak hour, 2.5 minutes middays).

Longer Travel Time Due to Extra Stops: 77,000 weekday **N** passengers will have longer trips by 1-2 minutes between Brooklyn and Midtown.

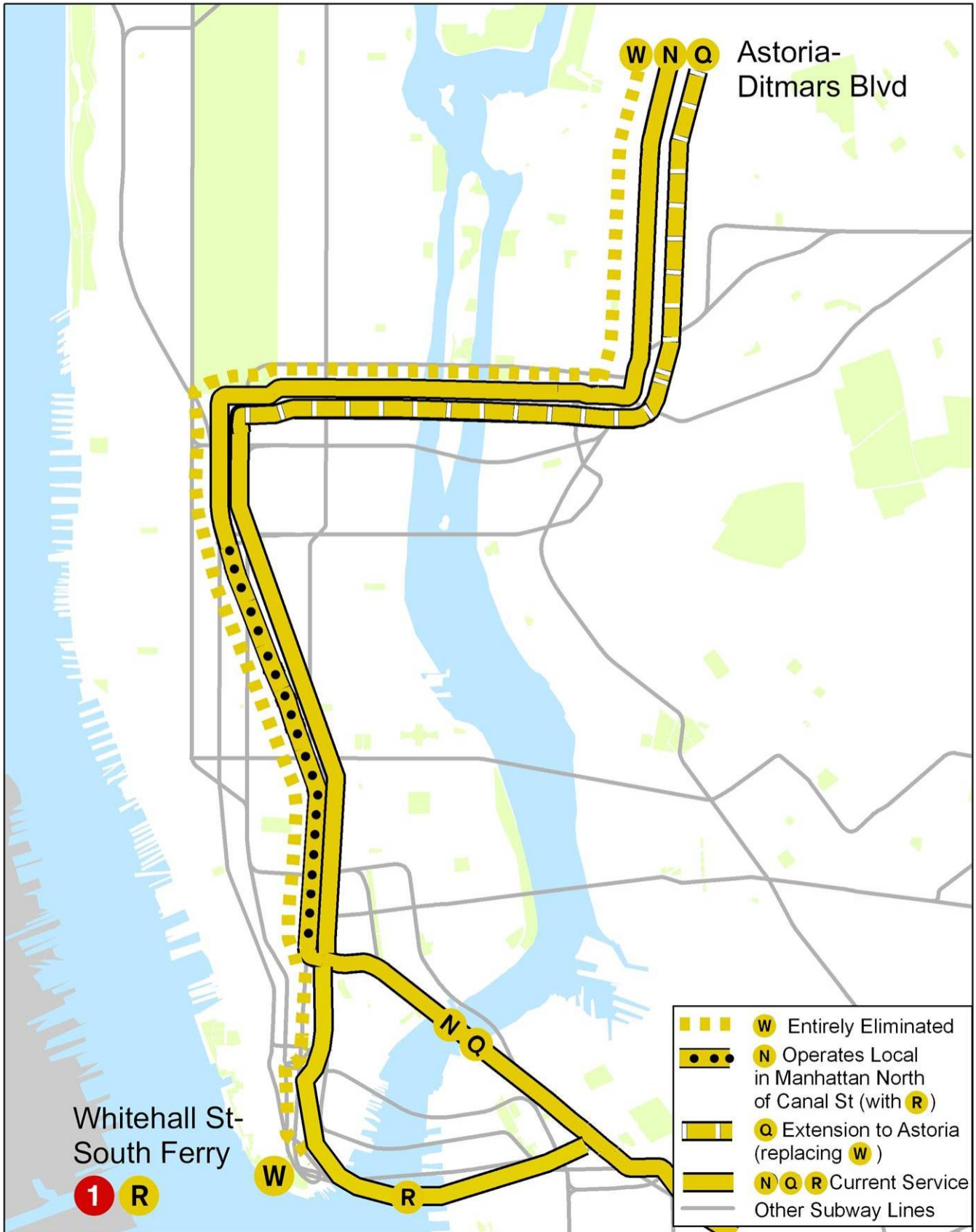
Passenger Loads: Passengers traveling on the **N Q R** in Manhattan will experience more riders per train, but the loads will be within existing peak-hour loading guidelines and proposed off-peak loading guidelines.

Fewer Transfers: 3,000 weekday passengers traveling between Brooklyn and Midtown local stations will no longer have to transfer.

Net Annual Savings: \$3.4 million

NYC Transit 2010 Service Reduction Proposals
 Profile of Elements

Extend **Q** to Astoria and Operate **N** Local North of Canal Street to Replace the **W**



NYC Transit 2010 Service Reduction Proposals
Profile of Elements

Proposal Modified
March 19, 2010

Extend **M** to Replace the **V** Between Broadway-Lafayette St and Forest Hills-71st Av,
Discontinue **M** Between Essex St and Bay Pkwy, Discontinue **V** Between Broadway-
Lafayette St and 2nd Av

Description of Action:

This proposal has been modified based on public comments. The **V** designation has been changed to the **M** with the orange color designating the route (**6th Avenue**) in Manhattan. This proposal would extend **M** service to Forest Hills-71st Av, replacing **V** service between Bway-Lafayette St and Forest Hills-71st Av. The **M** would operate on the current **V** route from Forest Hills-71st Av to Broadway-Lafayette, then on tracks not currently used to Essex St and onto the current **M** route to Metropolitan Av (as a result, the **V** would no longer serve 2nd Av station). **M** service between Essex St and Bay Pkwy would be discontinued, and current **J Z** skip-stop service would be unaffected. The new **M** trains would be shorter than current **V** trains (480 feet, instead of 600 feet long) to accommodate shorter platforms on the current **M** route. Weekend and late night **M** service between Metropolitan and Myrtle Aves would be unchanged.

Neighborhoods/Trips Affected: Myrtle Corridor to Lower Manhattan, West End and 4th Av Corridor to Lower Manhattan, Queens Blvd.

Customer Impact:

South Brooklyn: 10,000 weekday riders from South Brooklyn to Lower Manhattan **M** stations would require an extra transfer to the **R 2 3 4 5** serving nearby stations and/or a longer walk. 16,000 weekday riders traveling between the West End line and 4th Av local stations/ Downtown Brooklyn stations would have an extra transfer. 22,000 weekday riders would wait longer for local trips along the West End/4th Av line (1.1 extra minutes).

North Brooklyn: 17,000 weekday riders from the Myrtle corridor (including Hewes St, Lorimer St, and Flushing Av stations) to Lower Manhattan would require a cross-platform transfer. 22,000 weekday riders are projected to take the new **M**, benefiting from direct service to Midtown.

Manhattan: 19,000 northbound riders at 2nd Av station would wait an average of 0.75 additional minutes. 17,000 riders between Essex St and Broad St would wait an average of 0.6 additional minutes.

Queens: Queens Blvd and 6th Av **M** riders would experience more riders per car due to shorter trains than with the current **V** (though within existing and proposed loading guidelines).

Initial Net Annual Savings:

\$4.0 million (No Change in Savings)

NYC Transit 2010 Service Reduction Proposals

Profile of Elements

Proposal Modified
March 19, 2010

Extend **M** to Replace the **V** Between Broadway-Lafayette St and Forest Hills-71st Av,
Discontinue **M** Between Essex St and Bay Pkwy, Discontinue **V** Between Broadway-
Lafayette St and 2nd Av



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements**

Discontinue Staten Island Railway Baseball Special Service

Description of Action: Discontinue Staten Island Railway (SIR) Baseball Special service to the Stadium station and close the station. This service operates on game days only with one round trip between Tottenville and Stadium as well as shuttle trains between Stadium and St. George.

Neighborhoods Affected: None.

Customer Impact: Approximately 70 customers per game would be required to walk less than 1/3 mile from St. George station to the stadium or take the S40 or S44 bus; a typical customer's trip would increase by two minutes.

Net Annual Savings: \$30,000



NYC Transit 2010 Service Reduction Proposals

Part 2:

Express Bus

NYC Transit 2010 Service Reduction Proposals

Express Bus

Discontinue Lowest-Ridership Weekday Express Bus Services

These five routes are the five lowest express bus routes by ridership, and all have high total and direct operating costs per rider.

- X25 service between Grand Central and Lower Manhattan
- X32 service between Queens and the Bronx High School of Science
- X20 service between Staten Island and Lower Manhattan
- X18 service between Staten Island and Lower Manhattan
- X16 service between Staten Island and Lower Manhattan

Discontinue Low Performing Weekday Express Bus Services with Customer Alternatives

These three routes have significantly below-average ridership, have experienced significant ridership decline over the last five years, and have parallel subway or bus alternatives.

- X29 service between Brooklyn and both Lower and Midtown Manhattan
- X51 service between Queens and Midtown Manhattan
- X90 service between the Upper East Side and Lower Manhattan

Discontinue Low-Performing Weekend Express Bus Services with Customer Alternatives

This proposal is to discontinue weekend service on the X27 and X28 routes in Brooklyn. These services were implemented when subway service was restricted due to the Manhattan Bridge reconstruction. Both routes have seen steadily declining ridership since full Manhattan Bridge service was restored in 2004.

Restructure Express Bus Services

Three express bus corridors are proposed to be restructured to offer more efficient and cost-effective service while retaining an express bus option for most customers.

- Consolidate X27/X37 and X28/X38 into single routes serving both Downtown and Midtown
- Consolidate X13 and X14 into a single route serving Downtown and Midtown
- Restructure X1-9 services in the Hylan Boulevard corridor to increase efficiency while retaining route options

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus
Discontinue X25 Express Bus Service**

Description of Action: Discontinue service on the X25, which operates between Grand Central and Lower Manhattan.

Neighborhoods Affected: Kips Bay, Grand Central, Peter Cooper Village.

Customer Impact: 20 average weekday customers would be required to use the 4 5 6, M15, or M103 for their trip.

Cost per Rider: Total: \$80.20, Direct Operating: \$42.21

Net Annual Savings: \$0.1 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus
Discontinue X32 Express Bus Service**

Description of Action: Discontinue service on the X32, which operates between Queens and the Bronx High School of Science.

Neighborhoods Affected: Auburndale, Bay Terrace, Flushing, Fresh Meadows, Jamaica, Jamaica Estates, Utopia, Whitestone.

Customer Impact: 50 average weekday customers (almost exclusively students) would be required to use privately contracted buses that operate between Queens and the Bronx High School of Science for their trip; they provide more route/departure time options at a similar fare. Local bus/subway alternatives (e.g., Q44 to Bx22, 7 or F to the 4) are also available.

Cost per Rider: Total: \$50.38, Direct Operating: \$26.52

Net Annual Savings: \$0.3 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus
Discontinue X20 Express Bus Service**

Description of Action: Discontinue service on the X20, which operates between Midland Beach in Staten Island and Lower Manhattan.

Neighborhoods Affected: Midland Beach, Arrochar.

Customer Impact: 60 average weekday customers would be required to use the X3 or the X8, or they could take local buses to the Staten Island Ferry to reach Lower Manhattan.

Cost per Rider: Total: \$36.41, Direct Operating: \$19.16

Net Annual Savings: \$0.3 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Express Bus
 Discontinue X18 Express Bus Service**

Description of Action: Discontinue service on the X18, which operates between Park Hill/Arrochar in Staten Island and Lower Manhattan.

Neighborhoods Affected: Arrochar, Fox Hills, Park Hill, Rosebank.

Customer Impact: Approximately 290 weekday customers would be required to use the S51, S52, S74, S76, or S78 to the Staten Island Ferry for their trip.

Cost per Rider: Total: \$16.64, Direct Operating: \$8.76

Net Annual Savings: \$0.5 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Express Bus
 Discontinue X16 Express Bus Service**

Description of Action: Discontinue service on the X16, which operates between Port Richmond in Staten Island and Lower Manhattan.

Neighborhoods Affected: Arrochar, Port Richmond, Sunnyside, West New Brighton.

Customer Impact: Approximately 350 weekday customers would be required to use the X14, S44/94, S46/96, S48/98, S61/91, or S62/92 to the Staten Island Ferry for their trip. For most customers, travel times using these alternatives would be comparable or faster than existing times using the X16.

Cost per Rider: Total: \$15.51, Direct Operating: \$8.16

Net Annual Savings: \$0.6 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Express Bus
 Discontinue X29 Express Bus Service**

Description of Action: Discontinue service on the X29, which operates between Coney Island in Brooklyn and Lower/Midtown Manhattan.

Neighborhoods Affected: Coney Island, Gravesend, Kensington, Midwood.

Customer Impact: Approximately 540 weekday customers would be required to use the **B**, **F**, or **Q** trains for their trip.

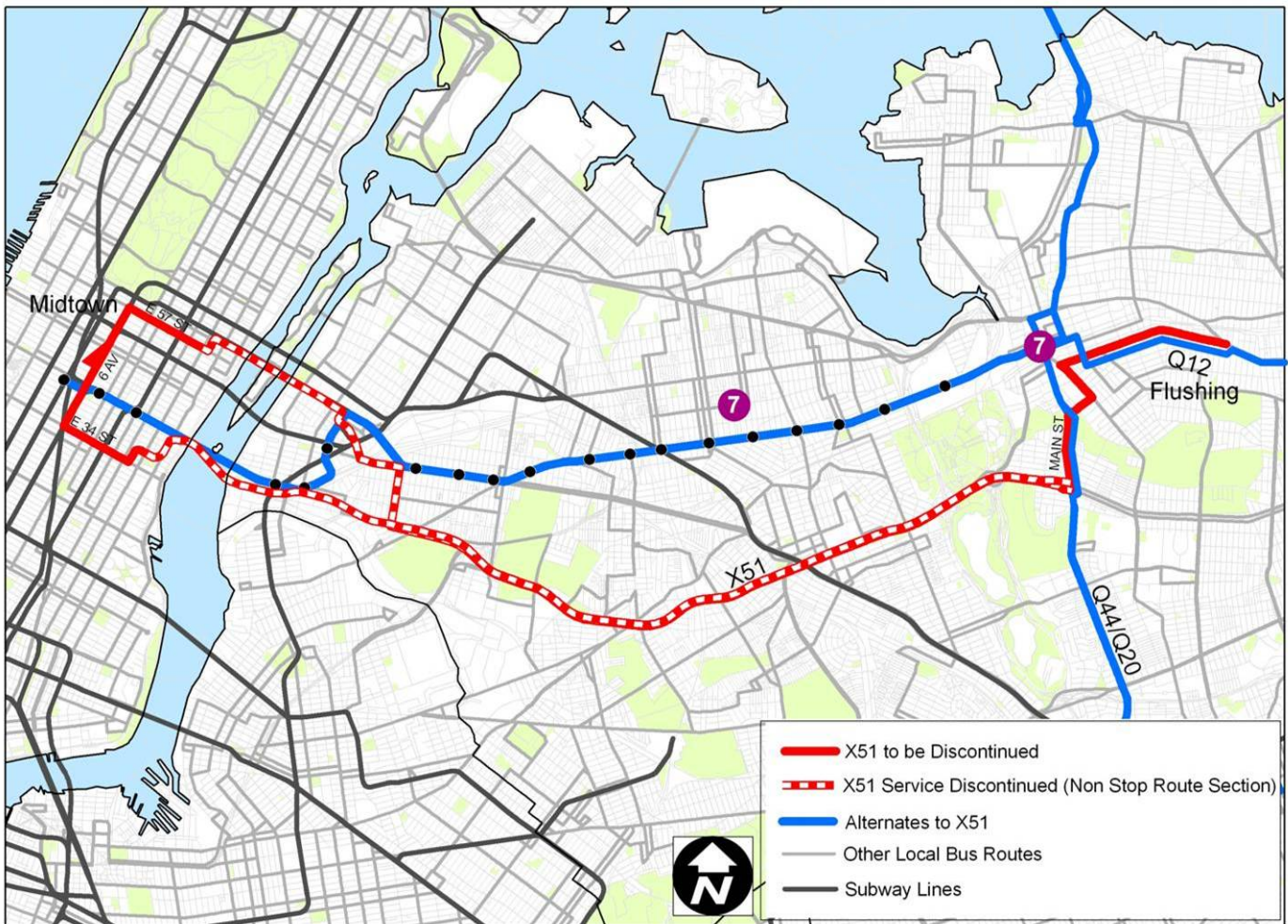
Cost per Rider: Total: \$15.46, Direct Operating: \$8.13

Net Annual Savings: \$0.9 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus
Discontinue X51 Express Bus Service**

| | |
|--------------------------------|---|
| Description of Action: | Discontinue service on the X51, which operates between Flushing in Queens and Midtown Manhattan. |
| Neighborhoods Affected: | Flushing. |
| Customer Impact: | Approximately 340 weekday customers would be required to use the Q12 or the Q44/20 to the 7 train for their trip. |
| Cost per Rider: | Total: \$22.86, Direct Operating: \$12.03 |
| Net Annual Savings: | \$0.8 million |



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus
Discontinue X90 Express Bus Service**

Description of Action: Discontinue service on the X90, which operates between Yorkville and Lower Manhattan.

Neighborhoods Affected: Kips Bay, Murray Hill, Peter Cooper Village, Upper East Side, Yorkville.

Customer Impact: Approximately 620 average weekday customers would be required to walk/use local buses to the 4 5 6 trains or take the M15 for their trip. (The upcoming implementation of Select Bus Service on the M15 will provide a faster bus alternative in this corridor.)

Cost per Rider: Total: \$19.04, Direct Operating: \$10.02

Net Annual Savings: \$0.8 million



NYC Transit 2010 Service Reduction Proposals Profile of Elements – Express Bus

Discontinue X27 and X28 Weekend Express Bus Service

| | |
|--------------------------------|---|
| Description of Action: | Discontinue weekend service on the X27 and X28, both of which duplicate subway service. |
| Neighborhoods Affected: | The X27 serves Fort Hamilton and Bay Ridge. The X28 serves Sea Gate, Bath Beach, and Dyker Heights. |
| Customer Impact: | Approximately 1,080 weekend X27 customers and 760 weekend X28 customers would be required to use the R and D trains, respectively, for their trips. |
| Cost per Rider: | Total: \$16.55, Direct Operating: \$8.71 for the X27; Total: \$29.40, Direct Operating: \$15.47 for the X28 |
| Net Annual Savings: | \$0.9 million |



NYC Transit 2010 Service Reduction Proposals Profile of Elements – Express Bus

Consolidate X27/37 and X28/38 Into Single Routes Serving Downtown and Midtown

- Description of Action:** This proposal would combine the separate Midtown and Downtown branches of the X27/37 and X28/38 into single routes, providing a more efficient operation while maintaining service to most stops. This matches the off-peak pattern, and was operated during peak hours prior to December 2001.
- Neighborhoods Affected:** The X27/37 serves Fort Hamilton and Bay Ridge. The X28/38 serves Sea Gate, Bath Beach, and Dyker Heights.
- Customer Impact:** Approximately 2,620 weekday customers on the X37 and X38 would see their typical trip increase by up to 10 minutes. Customers using stops on 23rd Street east of Park Avenue would have to walk up to 10 minutes. All customers will have more frequent service because all buses will make all stops.
- Cost per Rider:** Total: \$12.20, Direct Operating: \$6.42 for the X27/37;
Total: \$13.84, Direct Operating: \$7.28 for the X28/38
- Net Annual Savings:** \$0.5 million



NYC Transit 2010 Service Reduction Proposals Profile of Elements – Express Bus

Consolidate X13 and X14 Into a Single Route Serving Downtown and Midtown

Description of Action: The X13 and X14 serve the same area in Staten Island; the X13 serves Downtown while the X14 operates direct to Midtown via the FDR Drive. This consolidation will discontinue the X13, add X14 trips, and reroute the X14 to operate via Water Street en route to Midtown.

Neighborhoods Affected: Castleton Corners, Concord, Grasmere, Port Richmond, Sunnyside, Westerleigh.

Customer Impact: Approximately 710 customers on the X14 would see their trips increase by up to 15 minutes. Approximately 340 customers on the X13 would use the X14 instead and may have to walk up to 10 minutes from Water Street to their destinations.

Cost per Rider: Total: \$15.53, Direct Operating: \$8.17 for the X13
Total: \$17.89, Direct Operating: \$9.42 for the X14

Net Annual Savings: \$0.2 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus

Proposal Modified
March 19, 2010

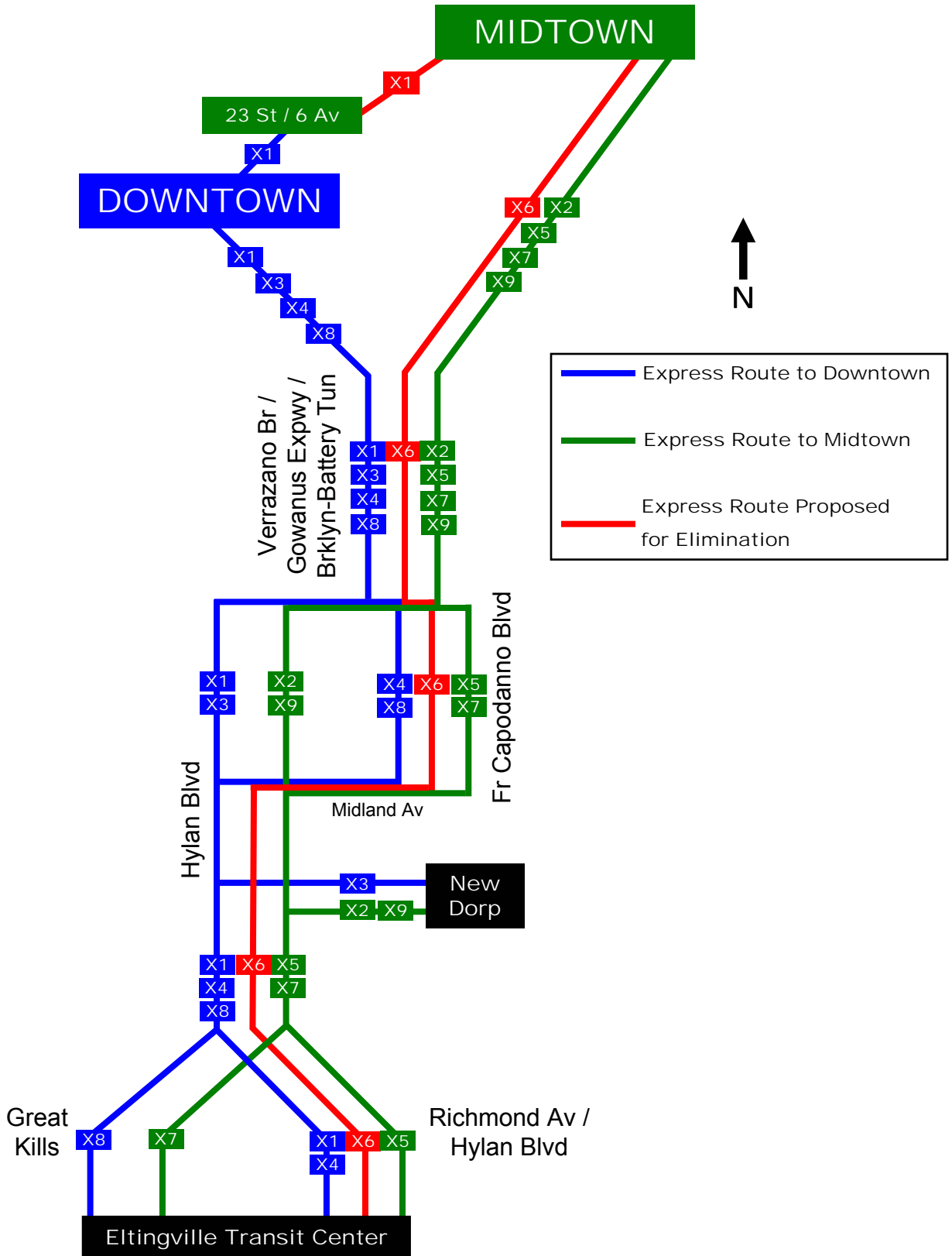
Restructure X1-X9 Services in the Hylan Boulevard Corridor
To Increase Efficiency While Retaining Route Options

| | |
|------------------------------------|---|
| Description of Action: | <p>This proposal has been modified based on public comments and to correct service gaps the January 2010 proposal would have created.</p> <p>The original proposal consisted of the following:</p> <p>The X1, which makes all stops along the entire corridor, would no longer operate during peak hours but would continue to operate during off-peak hours (including weekends)</p> <p>The X6 and X9 would be discontinued</p> <p>Offsetting peak hour service would be added to the X2, X3, X4, X5, X7, and X8</p> <p>The modified proposal consists of the following:</p> <p>Peak-hour X1 service would be retained but at reduced levels. Peak hour X1 service would terminate at 23rd Street. Peak-hour X3 service would be enhanced and scheduled in coordination with the X1 to serve Lower Manhattan more efficiently.</p> <p>X9 service would be retained to maintain sufficient service to west Midtown.</p> <p>X6 service would be discontinued.</p> <p>Service on other routes would be revised to accommodate former X1 and X6 riders.</p> |
| Neighborhoods Affected: | Arrochar, Dongan Hills, Eltingville, Grasmere, Great Kills, Midland Beach, New Dorp, and Oakwood Heights. |
| Customer Impact: | <p><u>X1 Weekday Peak Period Service Reduction:</u> The majority of X1 riders will continue to have service (either on the X1 or X3). Fewer than 1,000 riders originating south of New Dorp or destined north of 23rd Street would have to use alternate service available nearby.</p> <p><u>X6:</u> Approximately 960 average weekday customers would be required to use the X3, X4, X5, or X7 for their trip.</p> |
| Cost per Rider: | Total: \$15.23, Direct Operating: \$8.02 (for all nine routes) |
| Initial Net Annual Savings: | \$1.8 million |
| Reduction in Savings: | \$0.4 million |

NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Express Bus

Proposal Modified
 March 19, 2010

Restructure X1-X9 Services in the Hylan Boulevard Corridor (Schematic)



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Express Bus

Proposal Modified
March 19, 2010

Restructure X1-X9 Services in the Hylan Boulevard Corridor (Staten Island Inset)



NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Express Bus

Proposal Modified
 March 19, 2010

Restructure X1-X9 Services in the Hylan Boulevard Corridor (Manhattan Inset)



NYC Transit 2010 Service Reduction Proposals

Part 3:

Bronx Local Bus

NYC Transit 2010 Service Reduction Proposals

Bronx Local Bus

Restructure Local Bus Routes to Discontinue Underutilized or Duplicative Segments

- Restructure the Bx25, Bx26, Bx28, and Bx30 in Co-op City
- Restructure the Bx5, Bx8, and Bx14 in Eastern Bronx
- Replace Bx41 Service on White Plains Road North of Gun Hill Road with a Bx39 Extension
- Restructure Bx15/Bx55 Service Along Third Avenue

Discontinue Service on Low-Performing Local Bus Routes

There are no routes proposed for complete discontinuation, one route proposed for off-peak discontinuation, and one route proposed for weekend discontinuation. One seasonal service is also proposed for discontinuation.

- Discontinue off-peak and Saturday Bx20 service (there is currently no Sunday service)
- Discontinue Bx34 weekend service
- Discontinue Seasonal Bus Service to the Barretto Point Park Pool

Note that Bx14 service would be discontinued and replaced in the Country Club neighborhood by the Bx8 and Bx55 weekend service would be discontinued and replaced by Bx15 local service as part of restructuring plans discussed above.

Reduce Spans of Service on Local Bus Routes

This proposal reduces service at the start or end of service (on non-24 hour routes), or discontinues service on 24-hour routes during overnight hours, during periods of extremely low ridership.

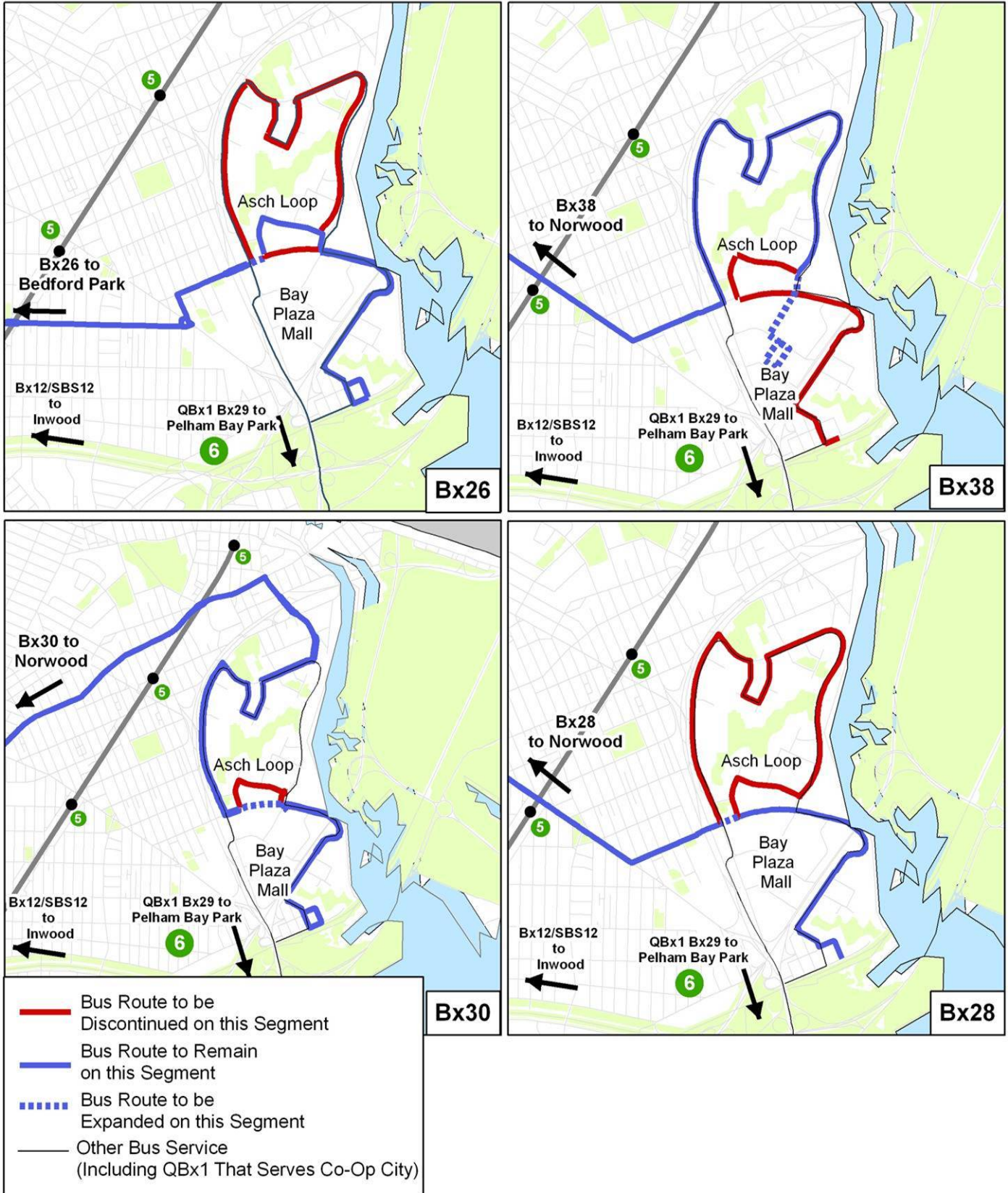
- Discontinue overnight bus service on the Bx34
- Start weekday service later on the Bx32; end weekday service earlier on the Bx33; start Sunday service later on the Bx17; start weekend service later on the Bx33; and end weekend service earlier on the Bx33

NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus
Restructure the Bx25, Bx26, Bx28, and Bx30 in Co-op City

| | |
|--------------------------------|--|
| Description of Action: | Restructure Co-op City bus service as follows: <ul style="list-style-type: none">▪ Reroute the Bx26 to match the Bx25 path at all times (the Bx25 designation would no longer be used)▪ Split the Bx28 into two branches, one serving the northern section of Co-op City (which would be extended to Bay Plaza and numbered Bx38) and one serving the southern section of Co-op City (which would be numbered Bx28)▪ Reroute the Bx30 out of Asch Loop |
| Neighborhoods Affected: | Primarily Co-op City, but other Bronx neighborhoods are also affected. |
| Customer Impact: | <p><u>Bx26</u>: Approximately 900 weekday customers and 900 weekend customers traveling to the northern half of Co-op City would have to transfer to complete their trip.</p> <p><u>Bx28</u>: Customers in Co-op City would have to wait longer for buses, increasing the typical customer's trip by approximately five minutes.</p> <p><u>Bx30</u>: Approximately 600 weekday customers and 500 weekend customers would have to walk five minutes to complete their trip.</p> |
| Cost per Rider: | n/a |
| Net Annual Savings: | \$2.8 million |

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus**

Restructure the Bx25, Bx26, Bx28, and Bx30 in Co-op City



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus

Proposal Modified
March 19, 2010

Restructure the Bx5, Bx8, and Bx14 in Eastern Bronx

| | |
|------------------------------------|--|
| Description of Action: | <p>This proposal has been modified based on public comments. Restructure bus service in the Eastern Bronx as follows:</p> <ul style="list-style-type: none">▪ Discontinue the Bx14 and reroute the Bx8 from Crosby Avenue to Stadium Avenue in Country Club to maintain transit access in the Country Club neighborhood. The modified proposal would reroute the Bx8 via the Pelham Bay Park (6) Station to maintain connections available at this station.▪ Reroute the Bx5 away from Bruckner Boulevard (the I-95 service road) to Crosby Avenue to replace the Bx8 |
| Neighborhoods Affected: | Primarily Country Club, but other Bronx neighborhoods are also affected. |
| Customer Impact: | <p><u>Bx5</u>: Approximately 1,200 weekday customers and 1,100 weekend customers would have to walk farther to board a bus.</p> <p><u>Bx8</u>: Approximately 900 weekday customers and 400 weekend customers would have to transfer to complete their trip.</p> <p><u>Bx14</u>: Approximately 500 weekday customers and 350 weekend customers in Country Club could walk to the rerouted Bx8. Approximately 1,200 weekday customers and 800 weekend customers in Parkchester would have a ten minute walk to the Bx4, Bx22, Bx39, or Bx40/42. In addition bus service on Westchester Avenue and Bruckner Boulevard will be retained by the rerouted Bx8 serving 1,200 weekday customers and 750 weekend customers on Westchester Avenue and 330 weekday customers and 215 weekend customers on Bruckner Boulevard.</p> |
| Cost per Rider: | Total: \$3.67, Direct Operating: \$1.93 weekdays (for Bx14) Total: \$6.42, Direct Operating: \$3.38 weekends (for Bx14) |
| Initial Net Annual Savings: | \$1.5 million |
| Reduction in Savings: | \$0.5 million |

NYC Transit 2010 Service Reduction Proposals Profile of Elements – Bronx Local Bus

Proposal Modified
March 19, 2010

Restructure the Bx5, Bx8, and Bx14 in Eastern Bronx



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus**

Replace Bx41 Service on White Plains Road North of Gun Hill Road with a Bx39 Extension

Description of Action: This proposal reduces the frequency of bus service on White Plains Road under the subway between Gun Hill Road and the city line by extending less frequent Bx39 service to replace the more frequent Bx41 service. The table below details the changes to service frequencies on White Plains Road. Both routes will maintain adequate service to accommodate demand consistent with guidelines.

Neighborhoods Affected: Wakefield, Williamsbridge.

Customer Impact: Approximately 5,800 weekday customers and 6,900 weekend customers ride past Gun Hill Road on the Bx41. Many of these customers would have to make a transfer to complete their trip, increasing the typical customer's trip by 2-3 minutes. The establishment of a through-White Plains Road bus would eliminate the need for some customers to transfer.

Cost per Rider: n/a

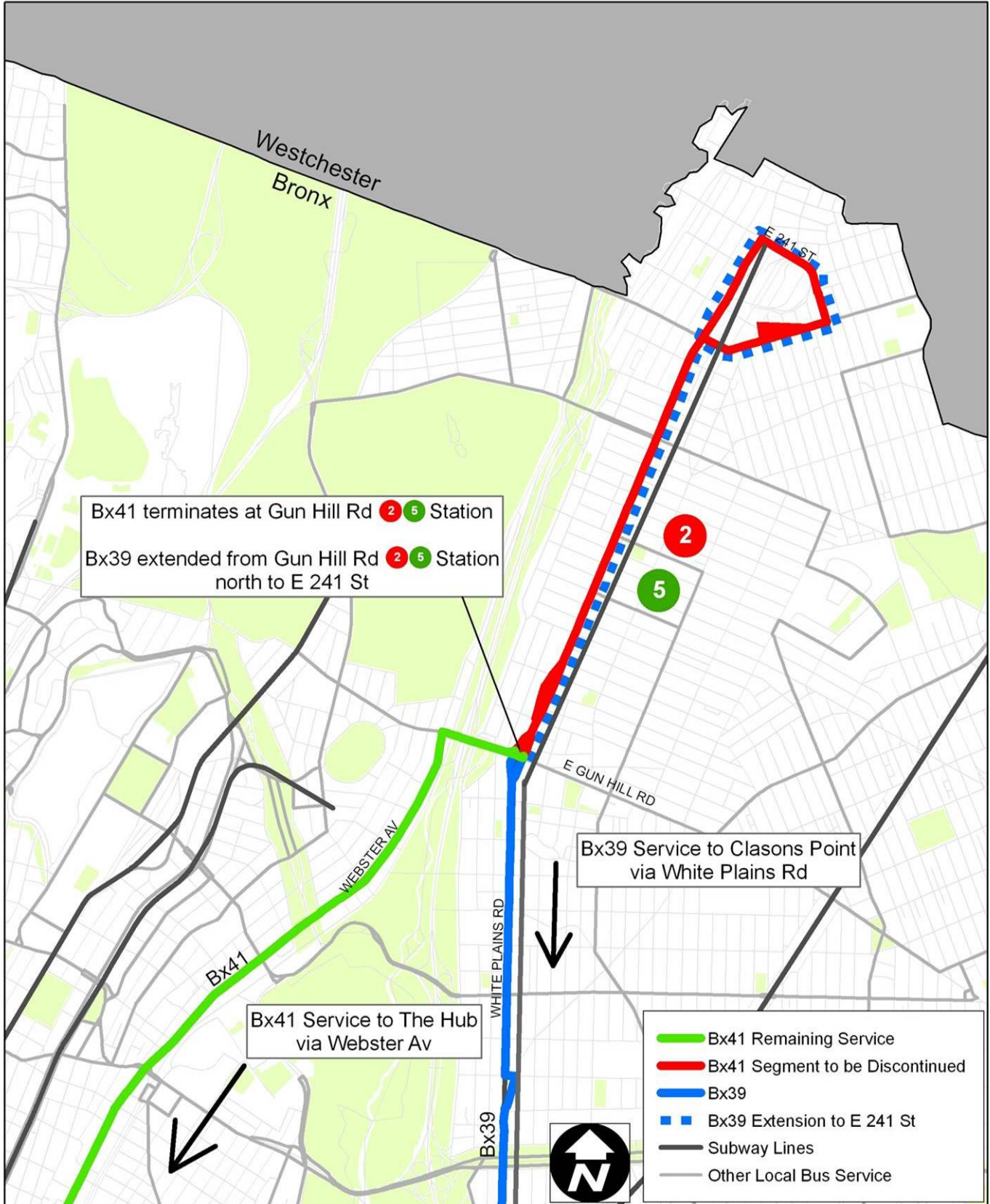
Net Annual Savings: \$1.1 million

Bx39 and Bx41 Headways

| | | Service Frequency | | | | |
|------|----------|-------------------|------|----|-----|------|
| | | AM | Noon | PM | Eve | Nite |
| Bx39 | Weekday | 11 | 10 | 10 | 12 | - |
| Bx41 | Weekday | 9 | 9 | 8 | 9 | 60 |
| Bx39 | Saturday | 12 | 12 | 11 | 12 | - |
| Bx41 | Saturday | 8 | 6 | 6 | 7 | 60 |
| Bx39 | Sunday | 20 | 13 | 12 | 13 | - |
| Bx41 | Sunday | 9 | 8 | 8 | 9 | 60 |

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus**

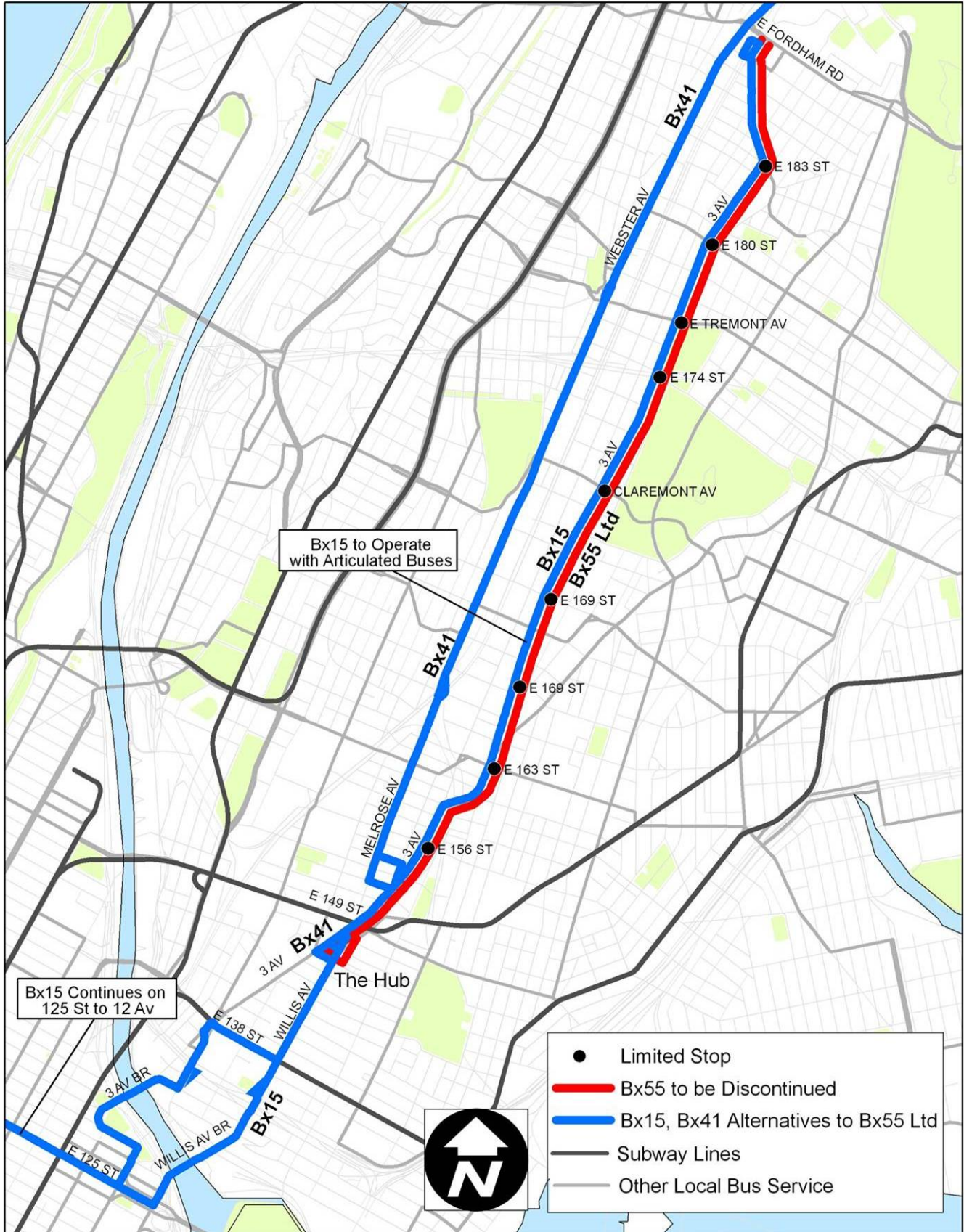
Replace Bx41 Service on White Plains Road North of Gun Hill Road with a Bx39 Extension



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus
Restructure Bx15/Bx55 Service Along Third Avenue

| | |
|--------------------------------|---|
| Description of Action: | The Bx15 local currently operates at all times between 125 th Street/12 th Avenue in Harlem and Fordham Plaza, and the Bx55 limited operates all times except late nights between 3 rd Avenue/149 th Street and Fordham Plaza (some weekday trips are extended to Gun Hill Road via Webster Avenue). Over time, ridership has shifted from the Bx55 to the Bx15, particularly on weekends. As a result of this ridership change, the Bx15 is being converted to operate with articulated buses, which offer additional capacity. This proposal would discontinue late evening and weekend Bx55 limited-stop service (with some offsetting increases in Bx15 service). |
| Neighborhoods Affected: | Fordham, Tremont, Morrisania, Melrose, “The Hub.” |
| Customer Impact: | Approximately 1,400 weekday evening customers and 11,000 weekend customers would have to use the Bx15 local instead of the Bx55 limited. |
| Cost per Rider: | n/a |
| Net Annual Savings: | \$0.5 million |

**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Bronx Local Bus
 Restructure Bx15/Bx55 Service Along Third Avenue**



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus**

Discontinue Weekday Off-Peak and Saturday Bx20 Service

- Description of Action:** Discontinue weekday off-peak and Saturday service on the Bx20 (the Bx20 does not operate Sundays). Service would be retained during weekday peak hours due to shared demand in the Bx7/Bx10 corridor.
- Neighborhoods Affected:** Riverdale, Spuyten Duyvil, Kingsbridge, Inwood.
- Customer Impact:** Approximately 600 weekday off-peak customers and 1,030 Saturday customers would use the Bx7 or Bx10 instead and may have to transfer to complete their trip. A typical customer's trip would increase by approximately five minutes.
- Cost per Rider:** Total: \$4.18, Direct Operating: \$2.20 weekdays,
Total: \$5.06, Direct Operating: \$2.66 weekends
- Net Annual Savings:** \$0.6 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Bronx Local Bus
 Discontinue Weekend Bx34 Service**

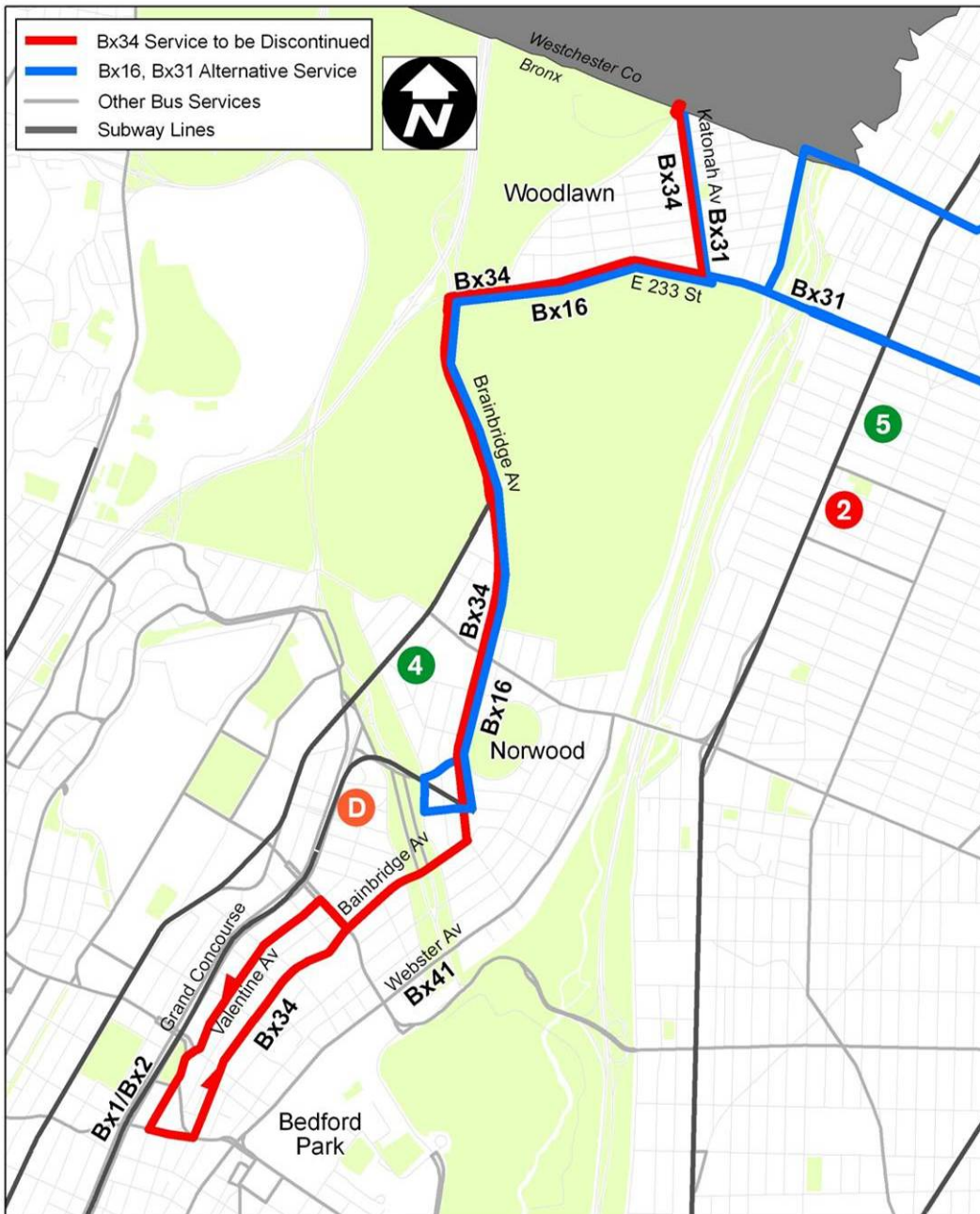
Description of Action: Discontinue weekend service on the Bx34.

Neighborhoods Affected: Fordham, Bedford Park, Norwood, Woodlawn.

Customer Impact: Approximately 4,380 weekend customers would be required to use the Bx16 or Bx31 for their trip; a typical customer’s trip would increase by up to 11 minutes.

Cost per Rider: Total: \$4.62, Direct Operating: \$2.43

Net Annual Savings: \$0.6 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus**

Discontinue Seasonal Bus Service to the Barretto Point Park Pool

Description of Action: Discontinue the summer-only bus shuttle service connecting the Hunts Point Avenue 6 station to the Barretto Park Pool. This service began in the summer of 2008 for an anticipated three-year period.

Neighborhoods Affected: Hunts Point.

Customer Impact: Approximately 120 weekday customers and 340 weekend customers during the summer months would be required to use the Bx6 (a ten-minute walk) for their trip.

Cost per Rider: n/a

Net Annual Savings: \$0.1 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus**

**Proposal Modified
March 19, 2010**

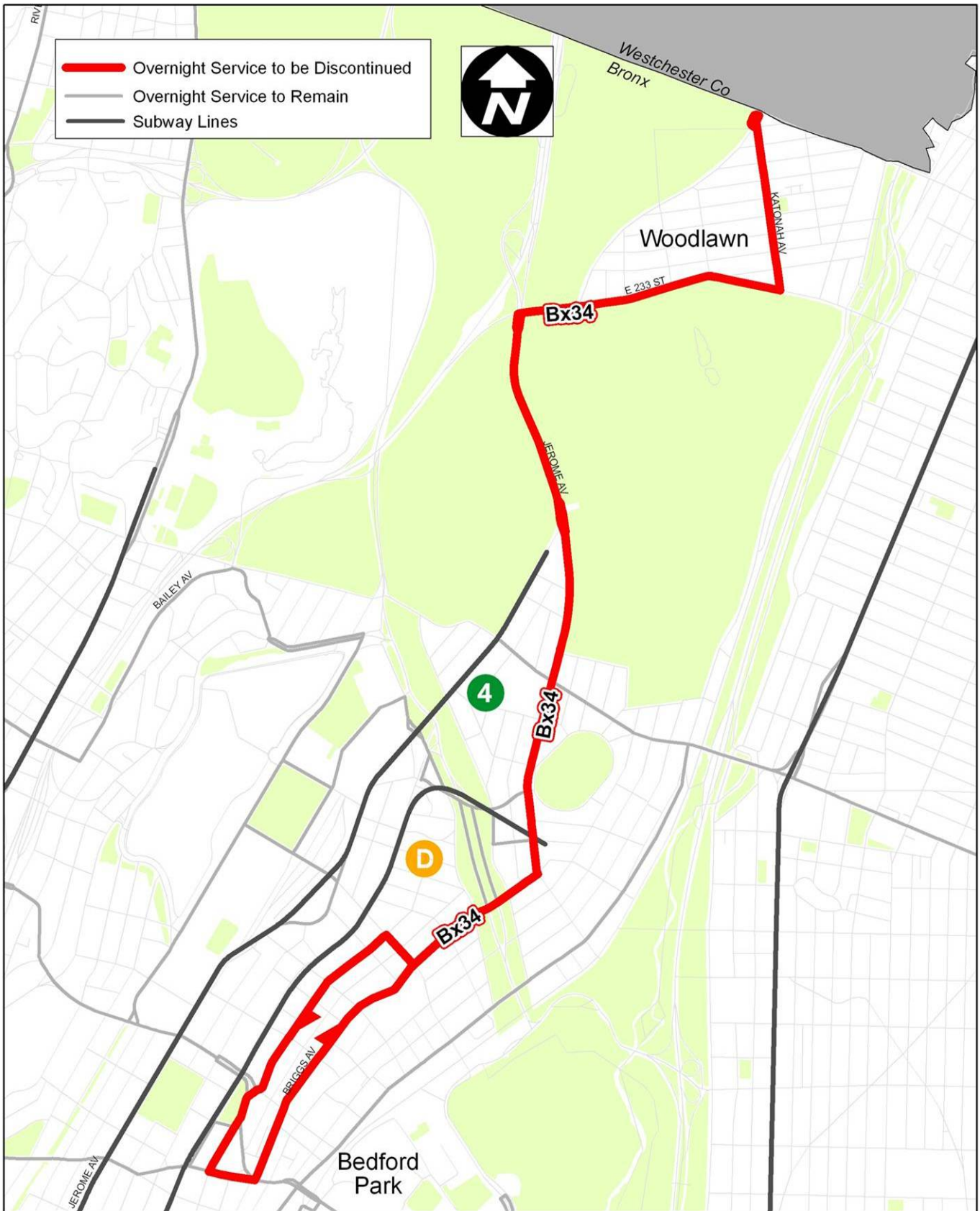
Reduce Spans of Service on Bronx Local Bus Routes

- Description of Action:** This proposal reduces the spans of service on four local bus routes in the Bronx (details are shown below):
- Discontinue overnight bus service on the Bx34
 - Start weekday service later on the Bx32, end weekday service earlier on the Bx33, start Sunday service later on the Bx17, **start weekend service later on the Bx33 and end weekend service earlier on the Bx33 (Bx33 service was initially proposed for weekend elimination).**
- Neighborhoods Affected:** Many neighborhoods throughout the Bronx (see attached maps).
- Customer Impact:** Depending on the neighborhood, customers would either be required to use other bus or subway services or would have no transit service available during those hours.
- Cost per Rider:** n/a
- Net Annual Savings:** \$0.3 million

| Bronx Span Changes | | | |
|---------------------------|--------------------|---------------------------|-----------------|
| Overnights | | | |
| Route | Original Span | New Span | Affected Riders |
| Bx34 | 24 hours | 5:00 AM - 1:00 AM | 30 |
| Weekdays | | | |
| Route | Original Span | New Span | Affected Riders |
| Bx32 | 5:30 AM - 12:00 AM | 6:30 AM - 12:00 AM | 70 |
| Bx33 | 5:00 AM - 1:00 AM | 5:00 AM - 12:00 AM | 15 |
| Saturdays | | | |
| Route | Original Span | New Span | Affected Riders |
| Bx33 | 5:00 AM - 1:00 AM | 7:00 AM - 9:30 PM | 183 |
| Sundays | | | |
| Route | Original Span | New Span | Affected Riders |
| Bx17 | 5:00 AM - 12:00 AM | 6:00 AM - 12:00 AM | 30 |
| Bx33 | 5:00 AM - 1:00 AM | 8:00 AM - 9:00 PM | 182 |

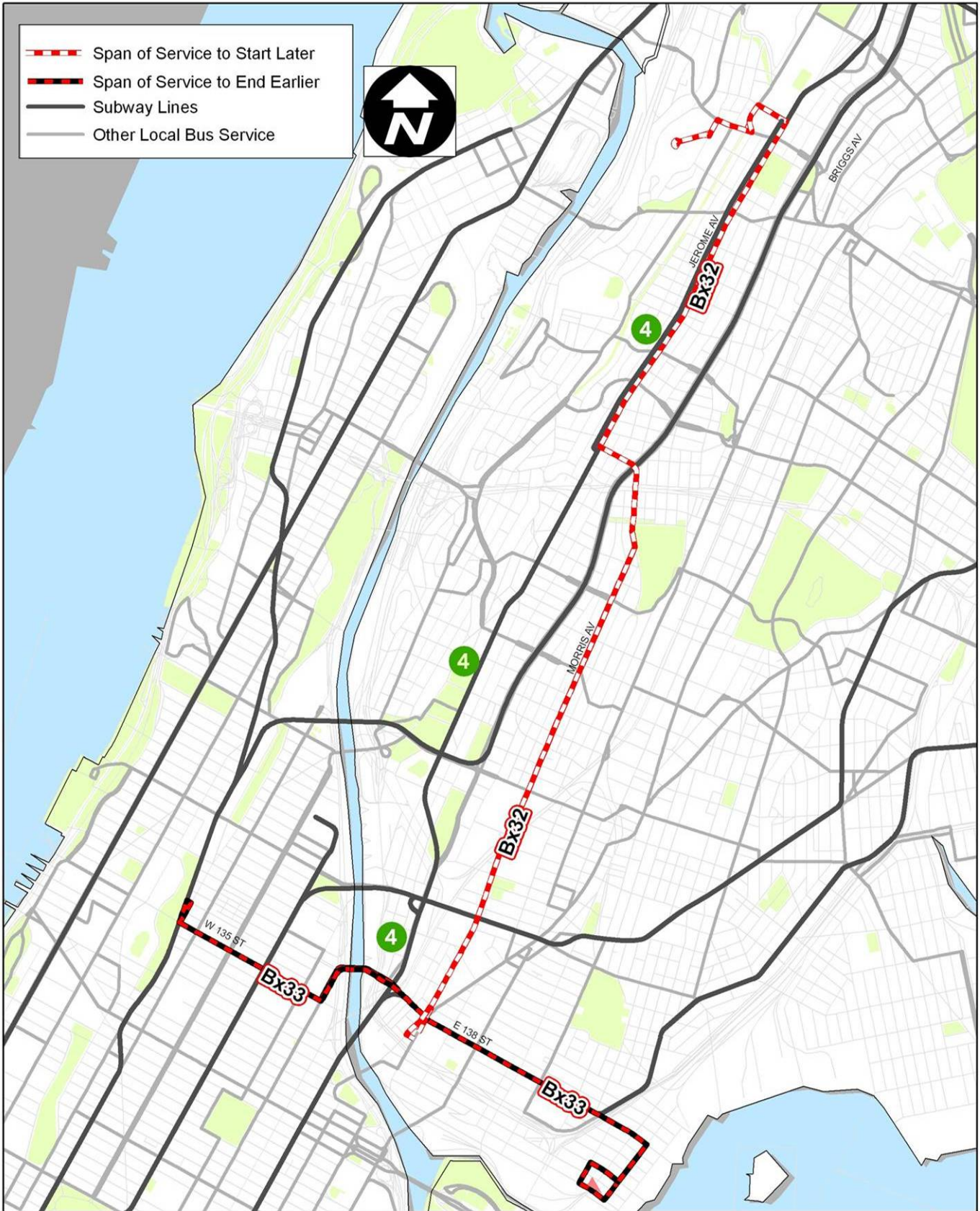
NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Bronx Local Bus

Reduce Spans of Service on Bronx Local Bus Routes – Overnight Service



NYC Transit 2010 Service Reduction Proposals Profile of Elements – Bronx Local Bus

Reduce Spans of Service on Bronx Local Bus Routes – Weekday Spans



Reduce Spans of Service on Bronx Local Bus Routes – Weekend Spans



NYC Transit 2010 Service Reduction Proposals

Part 4:

Brooklyn Local Bus

NYC Transit 2010 Service Reduction Proposals

Brooklyn Local Bus

Restructure Local Bus Routes to Discontinue Underutilized or Duplicative Segments

- Restructure bus service in Brownstone Brooklyn (affects the B37, B57, B61, B67, B69, B71, B75, and B77 routes)
- Restructure bus service in Bay Ridge (affects the B1, B8, B37, B64, and B70 routes)
- Discontinue B3 service south of Avenue U/71st Street
- Reroute B4 service between Ocean Pkwy and the Sheepshead Bay subway station via Avenue Z
- Discontinue B12 service east of Alabama Avenue
- Discontinue B13 service north of Wyckoff/DeKalb Avenues – Wyckoff Heights Hospital
- Discontinue B48 service south of Fulton Street
- Discontinue B64 service south of 25th Avenue
- Discontinue Q24 service west of Broadway Junction station

Discontinue Service on Low-Performing Local Bus Routes

There are three routes proposed for complete discontinuation and two routes proposed for weekend discontinuation.

- Discontinue weekend B2 service
- Discontinue all B23 service
- Discontinue weekend B24 service
- Discontinue all B39 service
- Discontinue all B51 service


Note that weekend B69 and all B71, B75, and B77 service would be discontinued as part of the Brownstone Brooklyn restructuring (the B75 and B77 would be replaced by other services). The B37, which serves 3rd Avenue, would be discontinued as part of the Bay Ridge restructuring, discussed above.

Reduce Spans of Service on Local Bus Routes

This proposal reduces service at the start or end of service (on non-24 hour routes), or discontinues service on 24-hour routes during overnight hours, during periods of extremely low ridership.

- Discontinue overnight bus service on the B7, B31, B45, B57, B64, B65, and B67
- Start weekday service later on the B16 and B24; end weekday service earlier on the B2, B9, B11, B13, and B16; end Saturday service earlier on the B9; and end Sunday service earlier on the B9 and B16

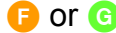
**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus
Restructure Bus Service in Brownstone Brooklyn**

- Description of Action:** Restructure bus service in Brownstone Brooklyn as follows:
- Combine the B61 and B77 into a single route from Downtown Brooklyn to Windsor Terrace via Red Hook.
 - Replace the segment of the B75 between Downtown Brooklyn and Smith-9th Streets station with an extension of the B57 (all times except overnights); replace the segment of the B75 between the Smith-9th Streets station and 20th Street/Prospect Park West with the combined B61/B77 described above (all times).
 - Reroute the B69 south of Flatbush Avenue from 8th Avenue/Prospect Park West to 7th Avenue, following the B67 route path to Cortelyou Road. Reduce the frequency of B67 and B69 service such that with both routes on 7th Avenue, customer traveling to the 7th Avenue  station would see a similar number of buses as they do today. Reduce the hours of weekday B69 service and discontinue weekend B69 service.
 - Discontinue all B71 service.

Note that the B37 would also be discontinued as part of the Bay Ridge restructuring, discussed separately.

Neighborhoods Affected: Kensington, Park Slope, Red Hook, Carroll Gardens, Cobble Hill, Prospect Heights, Windsor Terrace, Downtown Brooklyn (see attached maps).

Customer Impact: Most customers will be able to make their existing trips, as this proposal maintains network coverage along key corridors. Major impacts are as follows:

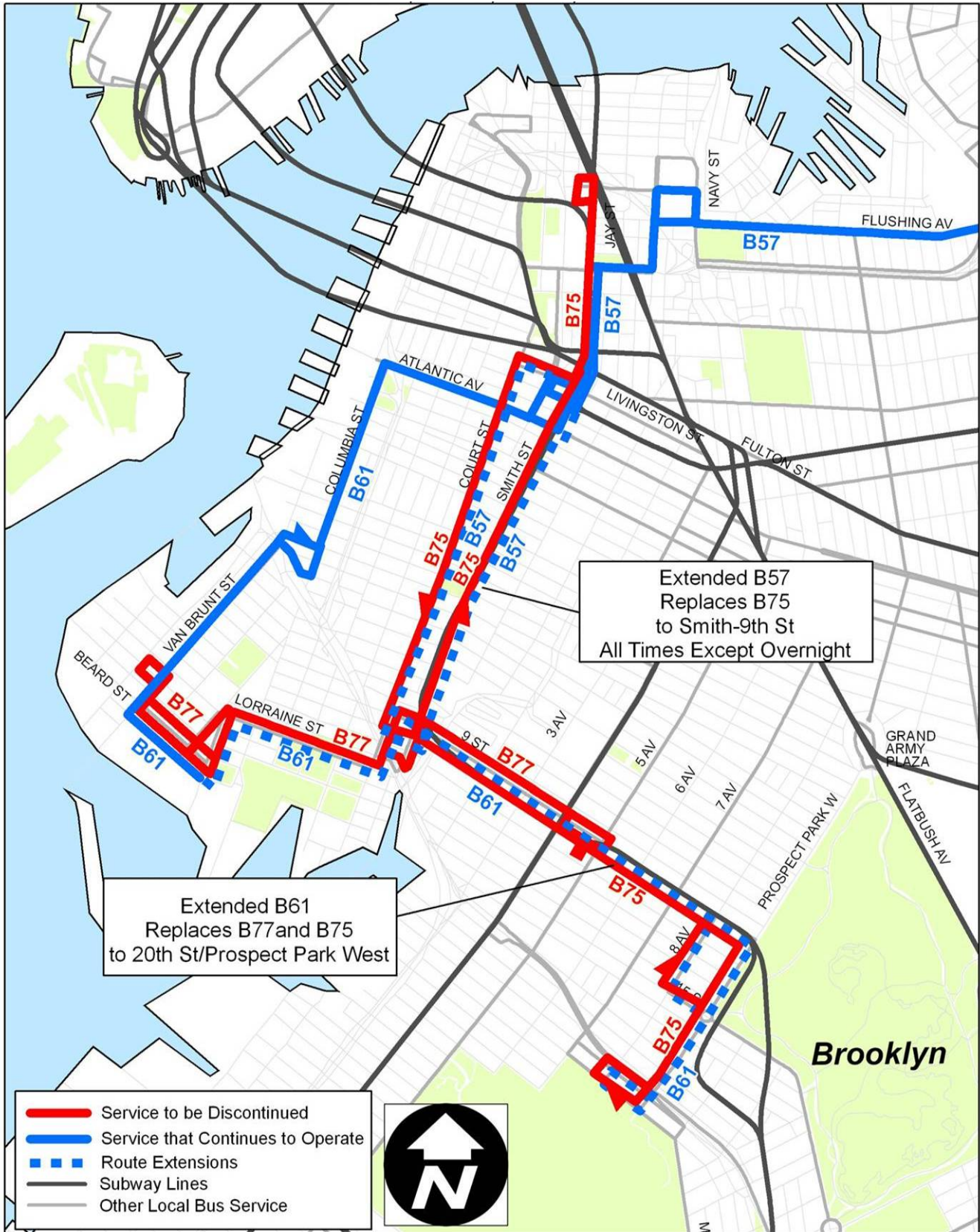
- B75: Approximately 550 weekday and 550 weekend customers who travel on the B75 past the Smith-9th Streets station would be required to transfer to complete their trip, or they could take the .
- B69: Approximately 1,200 weekday customers along 8th Avenue and Prospect Park West would have to walk up to two additional blocks. Weekend customers would be required to take one of numerous intersecting bus routes into Downtown Brooklyn, then transfer to another route.
- B71: 1,080 weekday and 1,210 weekend customers would be required to walk to other nearby bus routes.

Cost per Rider: Total: \$5.42, Direct Operating \$2.85 on weekdays,
Total: \$6.50, Direct Operating \$3.42 on weekends (for B71)

Net Annual Savings: \$3.0 million

NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Brooklyn Local Bus

Restructure Bus Service in Brownstone Brooklyn – B57, B61, B75, B77 Routes



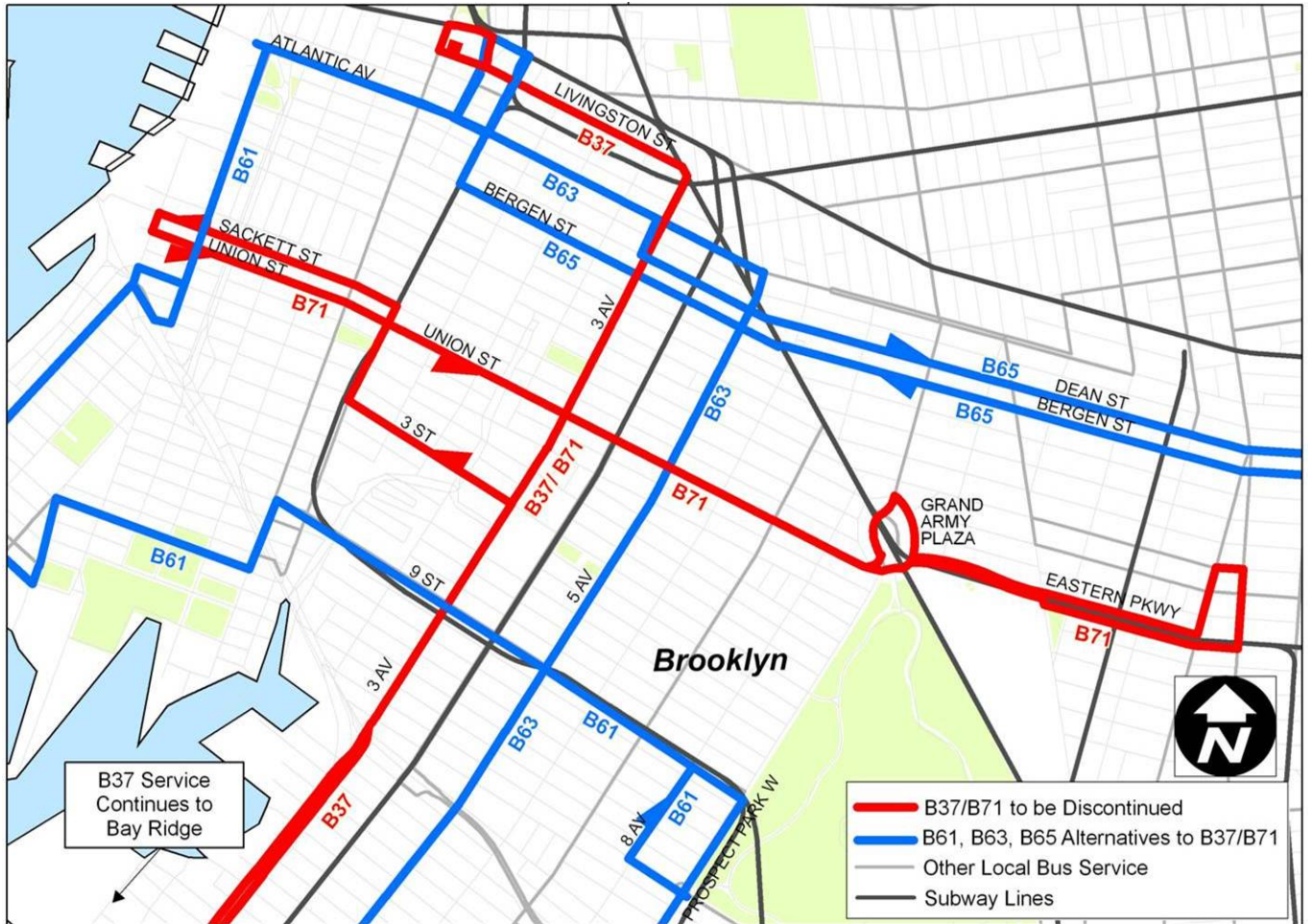
**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus**

Restructure Bus Service in Brownstone Brooklyn – B67, B69 Routes



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus

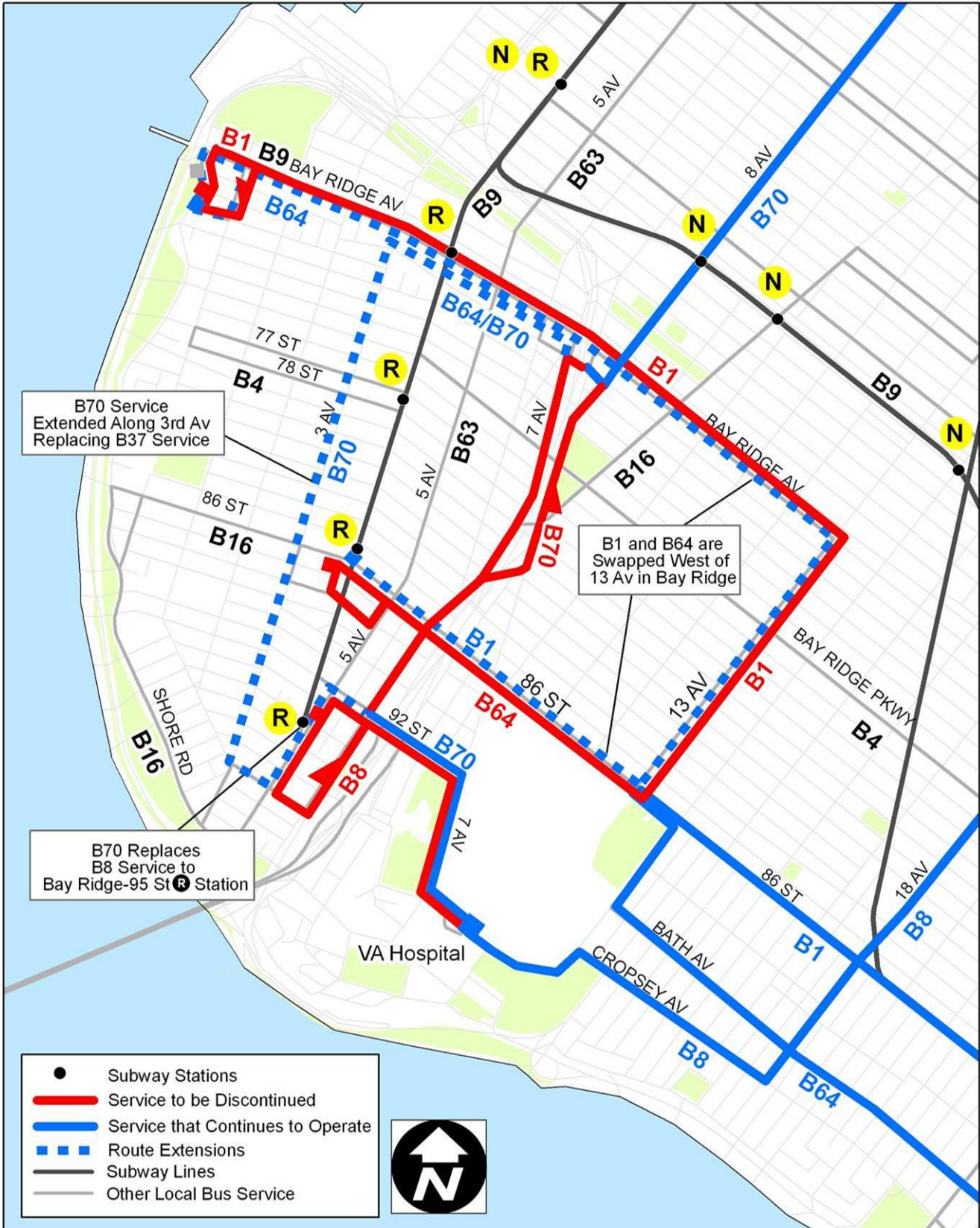
Restructure Bus Service in Brownstone Brooklyn – B37, B71 Routes



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus
Restructure Bus Service in Bay Ridge

| | |
|--------------------------------|---|
| Description of Action: | <p>Restructure bus service in Bay Ridge as follows:</p> <ul style="list-style-type: none">▪ Swap the B1 and B64 routes west of 13th Avenue, so that the B1 would become a continuous 86th Street crosstown service and the less-frequent B64 would operate the longer routing via 13th Avenue and Bay Ridge Avenue. This swap will result in scheduling efficiencies. Both routes will continue to maintain adequate service to accommodate demand, consistent with guidelines.▪ Discontinue all B37 service; replace the segment south of Bay Ridge Avenue with the rerouted B70 (discussed below).▪ Discontinue B8 service between the VA Hospital and the 95th Street R station at all times except late nights and replace it with the rerouted B70 (discussed below).▪ Reroute the B70 to operate between 8th Avenue/Bay Ridge Avenue and the VA Hospital via Bay Ridge Avenue, 3rd Avenue (replacing the B37), and the 95th Street R station (replacing the B8). The segment of the B70 between Bay Ridge Avenue and 92nd Street on 7th Avenue and Fort Hamilton Parkway is parallel to the Gowanus Expressway and closely paralleled by the B16. |
| Neighborhoods Affected: | Primarily Bay Ridge, but other Brooklyn neighborhoods are also affected (see attached map). |
| Customer Impact: | Service would be maintained on key corridors. B70 customers along 8 th Avenue/Fort Hamilton Parkway south of Bay Ridge Avenue (1,600 weekdays, 1,800 weekends) would have to walk up to five minutes to the B16 or the B63. |
| Cost per Rider: | Total: \$5.29, Direct Operating: \$2.79 weekdays, Total: \$7.51, Direct Operating: \$3.95 weekends (for the B37) |
| Net Annual Savings: | \$2.8 million |

**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Brooklyn Local Bus
 Restructure Bus Service in Bay Ridge**



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus
Discontinue B3 Service South of Avenue U/71st Street**

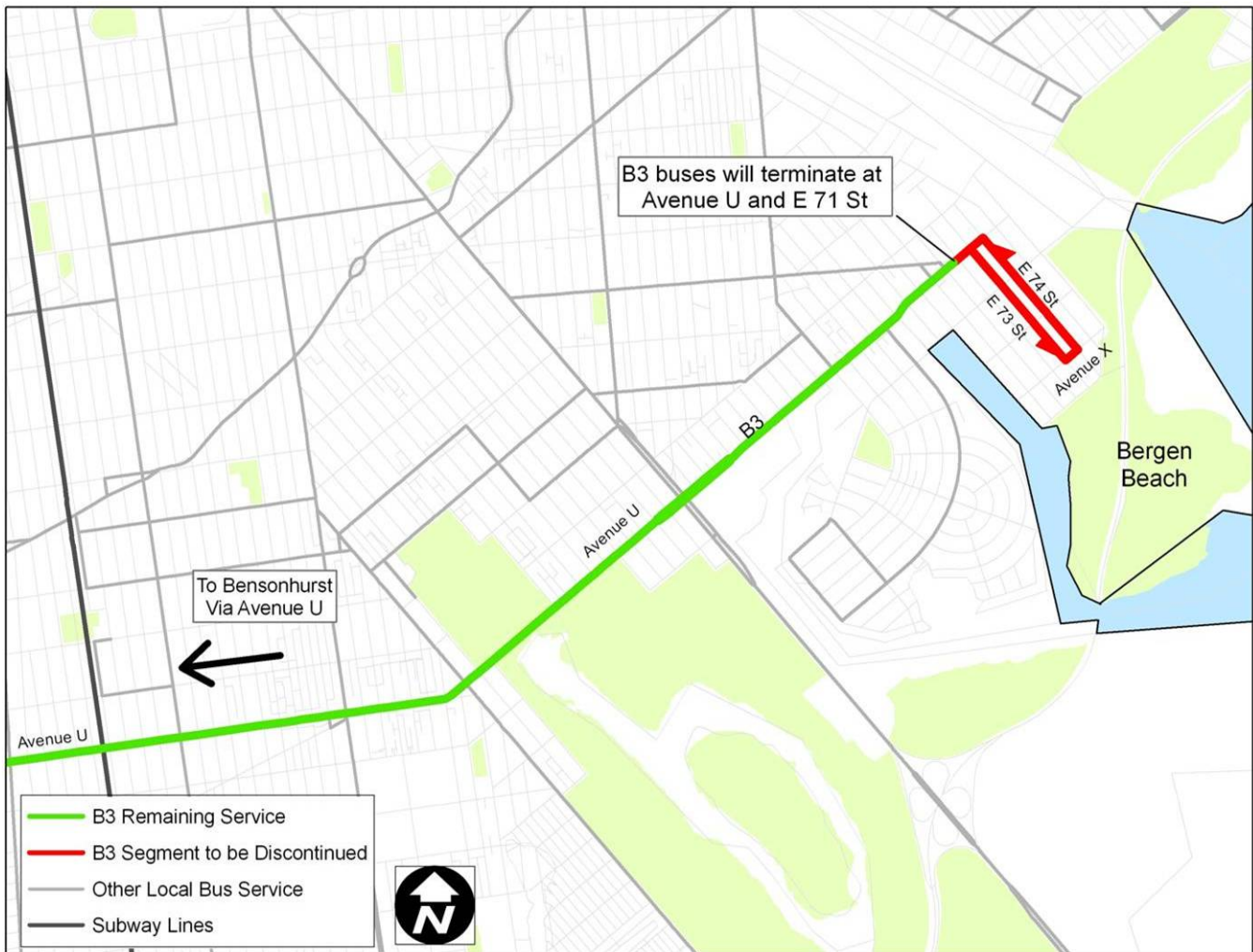
Description of Action: Discontinue B3 service on the low ridership segment south of Avenue U/71st Street. B3 service on the remaining portions of the route would be unaffected.

Neighborhoods Affected: Bergen Beach.

Customer Impact: Approximately 400 weekday customers and 600 weekend customers would have to walk on average approximately 5 minutes to the nearest B3 bus stop.

Cost per Rider: n/a

Net Annual Savings: \$0.3 million



Reroute B4 Service between Ocean Parkway and the Sheepshead Bay Sta via Av Z

| | |
|------------------------------------|---|
| Description of Action: | This proposal has been modified based on public comments. With the modified proposal, during peak hours the B4 would be retained between the neighborhood of Sheepshead Bay and the Sheepshead Bay B Q Station. During this time, service would operate via Avenue Z and would not serve Neptune Avenue. This would retain service to many of the affected riders while still achieving a savings. The routing would remain as originally proposed at all other times. |
| Neighborhoods Affected: | Brighton Beach, Sheepshead Bay. |
| Customer Impact: | Approximately 1,600 weekday customers and 2,300 weekend customers would have to use the B1 or the B36; a typical customer's trip would increase by 5-10 minutes. |
| Cost per Rider: | n/a |
| Initial Net Annual Savings: | \$1.6 million |
| Reduction in Savings: | \$0.8 million |

NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Brooklyn Local Bus

Proposal Modified
 March 19, 2010

Reroute B4 Service between Ocean Parkway and the Sheepshead Bay Sta via Av Z

Peak Hour Service Pattern (6-9AM, 2-7PM)



Off-Peak Service Pattern (All other times)



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Brooklyn Local Bus
 Discontinue B12 Service East of Alabama Avenue**

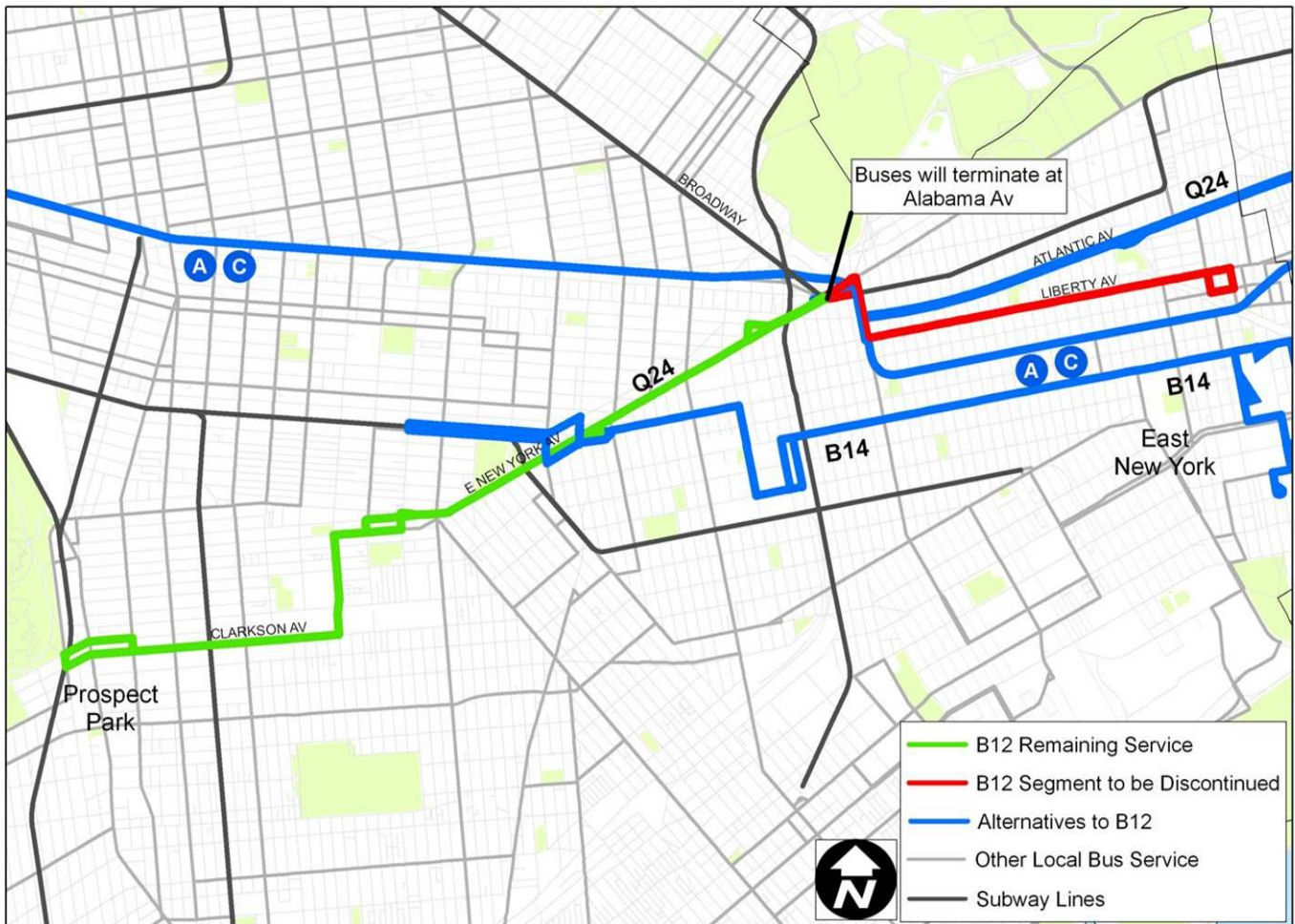
Description of Action: Discontinue B12 service on the duplicative segment east of Alabama Avenue. B12 service on the remaining portions of the route would be unaffected.

Neighborhoods Affected: East New York.

Customer Impact: Approximately 3,300 weekday customers and 3,700 weekend customers would have to use the Q24 or the **A C**; a typical customer's trip would increase by ten minutes.

Cost per Rider: n/a

Net Annual Savings: \$1.5 million



Discontinue B13 Service North of Wyckoff/DeKalb Avenues – Wyckoff Hospital

Description of Action: This proposal has been modified based on public comments. The original proposal would have eliminated B13 service between Williamsburg and Myrtle-Wyckoff (L M) Station. **To retain ADA-accessible service between Wyckoff Hospital and Myrtle-Wyckoff station (which has elevators and escalators) service would be retained between the station and Dekalb Avenue.**

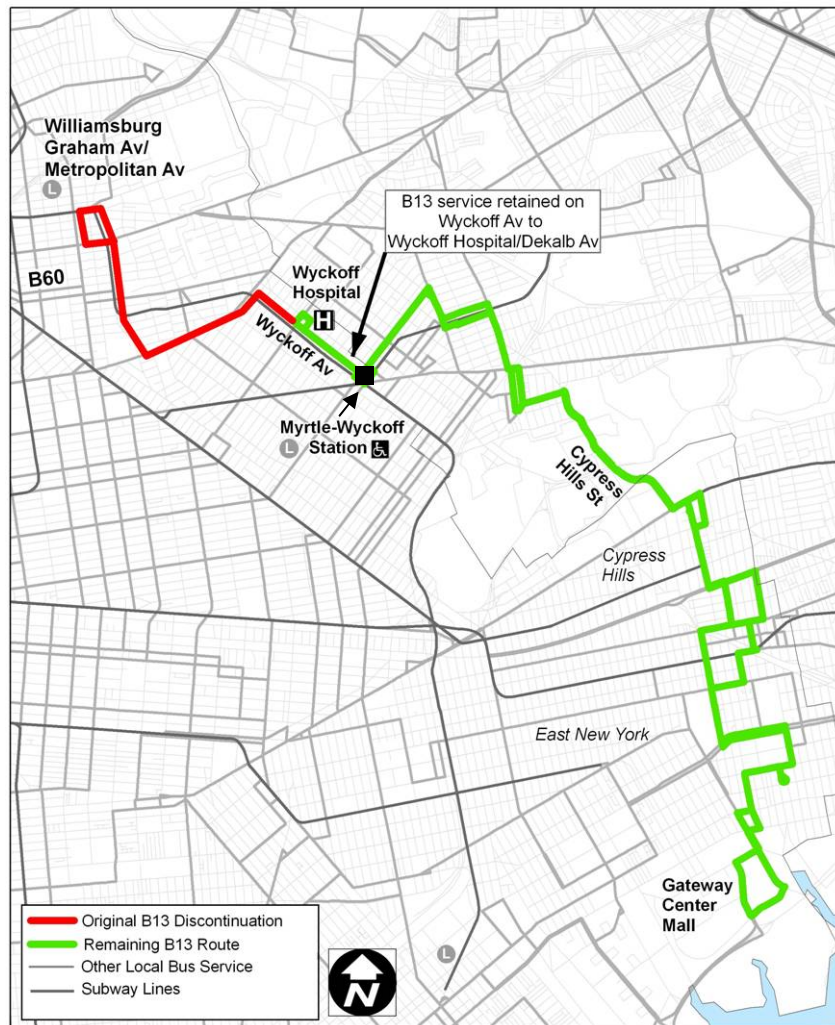
Neighborhoods Affected: Williamsburg, Bushwick, Ridgewood.

Customer Impact: Approximately 900 weekday customers and 1,100 weekend customers would have to use the L; a typical customer's trip would increase by five minutes. Customers could also use the B60.

Cost per Rider: n/a

Initial Net Annual Savings: \$1.0 million

Reduction in Savings: \$0.5 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Brooklyn Local Bus
 Discontinue B48 Service South of Fulton Street**

Description of Action: Discontinue the duplicative segment of the B48 south of Fulton Street. B48 service on the remaining portions of the route would be unaffected.

Neighborhoods Affected: Prospect Heights, Crown Heights.

Customer Impact: Approximately 2,550 weekday customers and 2,000 weekend customers would have to use the B49 or the **S** (Franklin Shuttle); a typical customer's trip would increase by five minutes.

Cost per Rider: n/a

Net Annual Savings: \$0.9 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Brooklyn Local Bus
 Discontinue B64 Service South of 25th Avenue**

Description of Action: Discontinue the duplicative segment of the B64 south of Cropsey Avenue/25th Avenue. B64 service on the remaining portions of the route would be unaffected.

Neighborhoods Affected: Coney Island.

Customer Impact: Approximately 2,500 weekday customers and 3,250 weekend customers would have to use the B82; a typical customer's trip would increase by five to ten minutes.

Cost per Rider: n/a

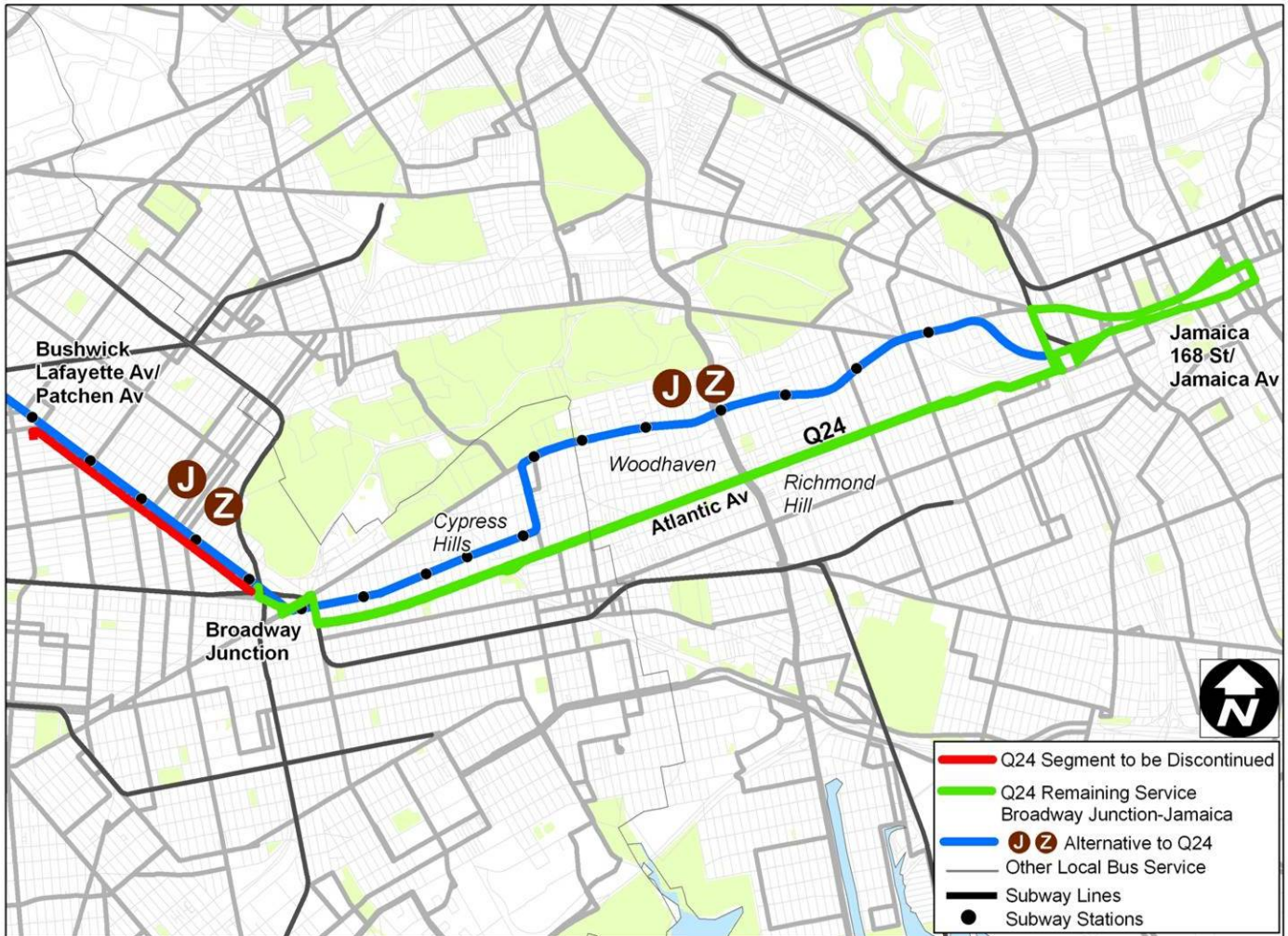
Net Annual Savings: \$0.9 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus

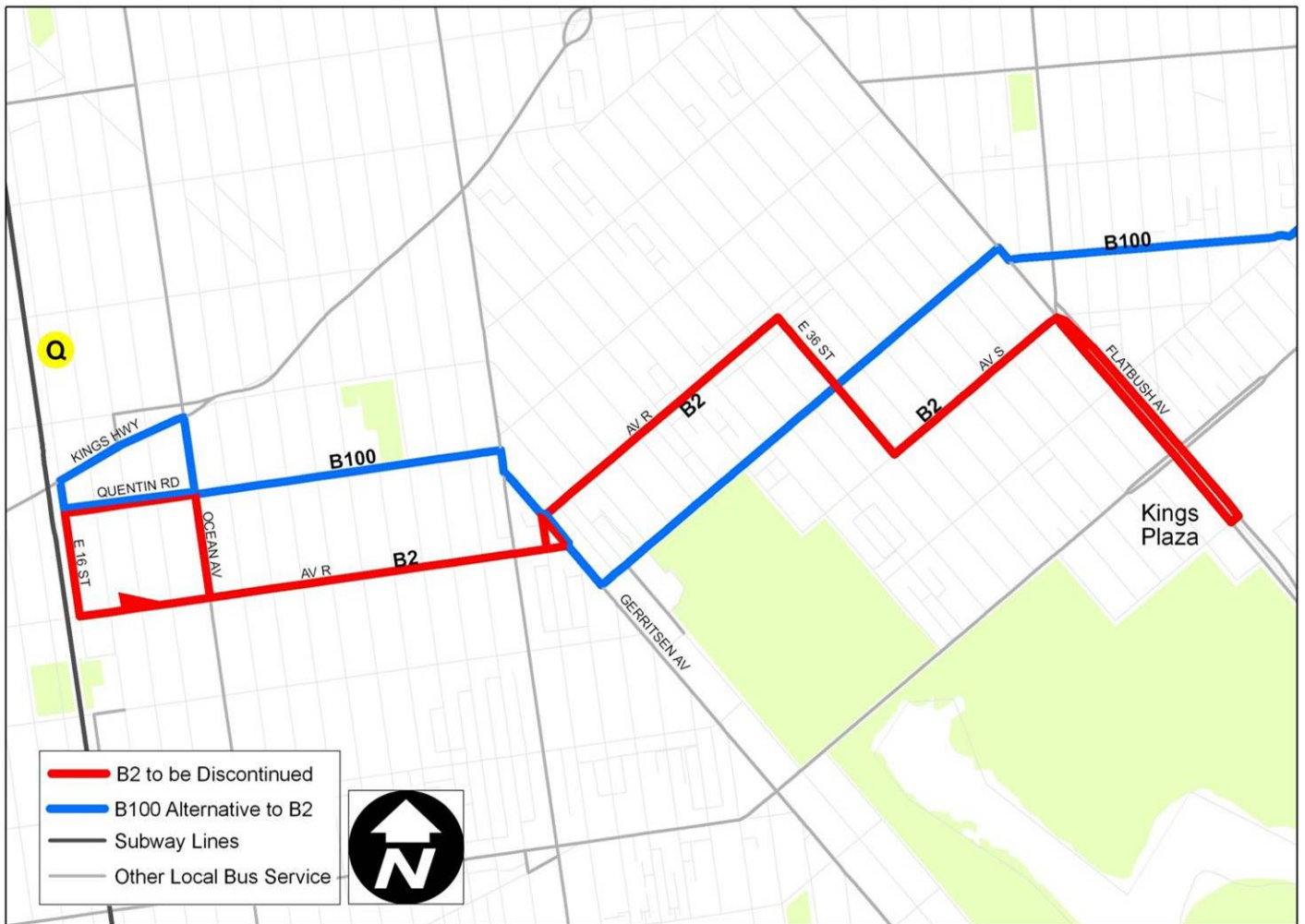
Discontinue Q24 Service West of Broadway Junction

| | |
|--------------------------------|---|
| Description of Action: | Discontinue the duplicative segment of the Q24 west of Broadway Junction station. Q24 service on the remaining portions of the route would be unaffected. |
| Neighborhoods Affected: | East New York, Bushwick. |
| Customer Impact: | Approximately 2,800 weekday customers and 3,200 weekend customers would have to use the J Z ; a typical customer's trip would increase by up to ten minutes. |
| Cost per Rider: | n/a |
| Net Annual Savings: | \$0.7 million |



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus
Discontinue Weekend B2 Service**

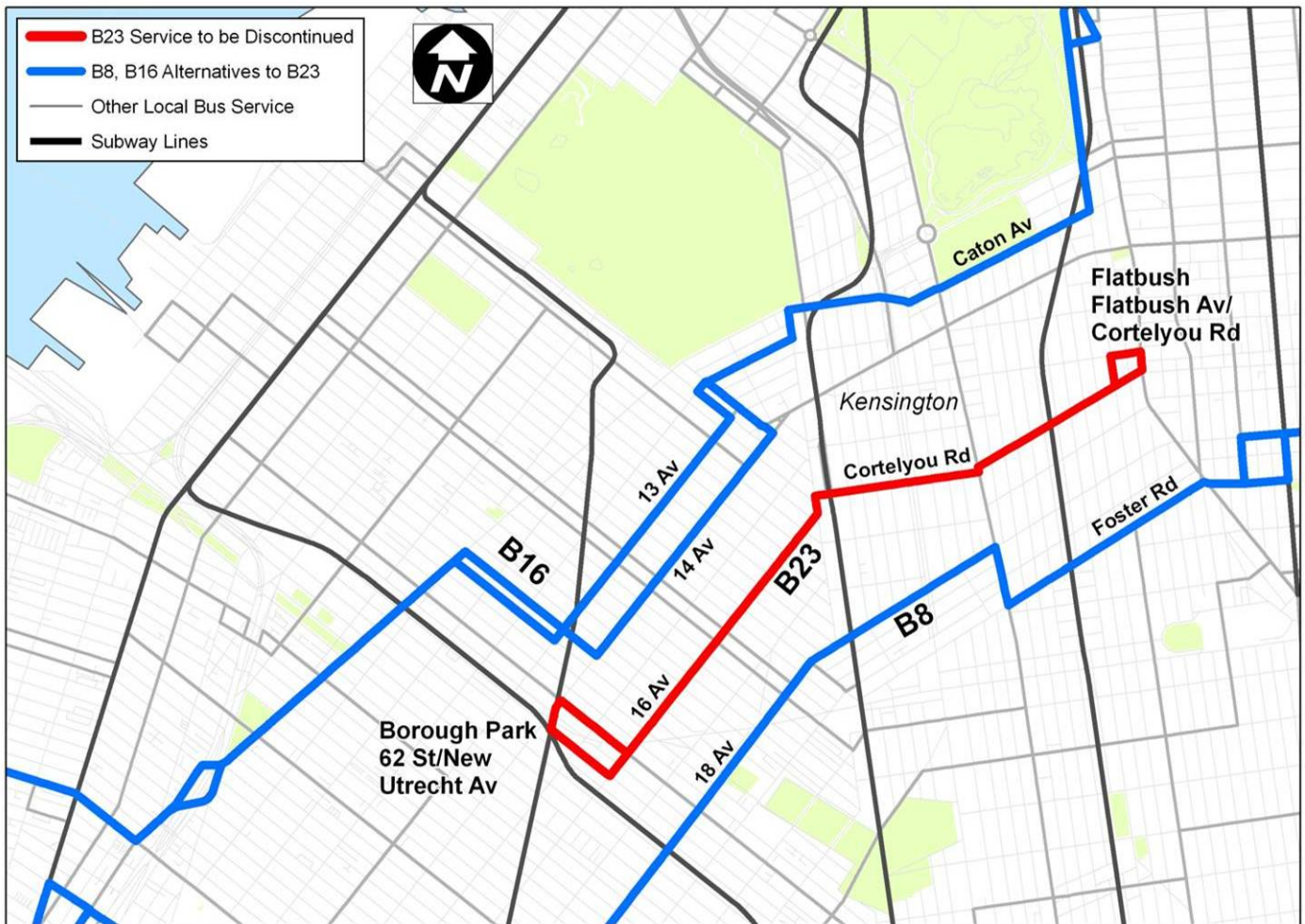
Description of Action: Discontinue weekend service on the B2.
Neighborhoods Affected: Gravesend, Marine Park.
Customer Impact: Approximately 2,460 weekend customers would be required to use the B100; a typical customer's trip would increase by five minutes.
Cost per Rider: Total: \$4.49, Direct Operating: \$2.36
Net Annual Savings: \$0.3 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus**

Discontinue All B23 Service

| | |
|--------------------------------|---|
| Description of Action: | Discontinue all service on the B23. |
| Neighborhoods Affected: | Borough Park, Kensington, Flatbush. |
| Customer Impact: | Approximately 1,580 weekday customers and 1,240 weekend customers would be required to use the B8 or B16; a typical customer's trip would increase by 15 minutes. |
| Cost per Rider: | Total: \$4.30, Direct Operating: \$2.26 weekdays, Total: \$7.83, Direct Operating: \$4.12 weekends |
| Net Annual Savings: | \$1.2 million |



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus
Discontinue Weekend B24 Service**

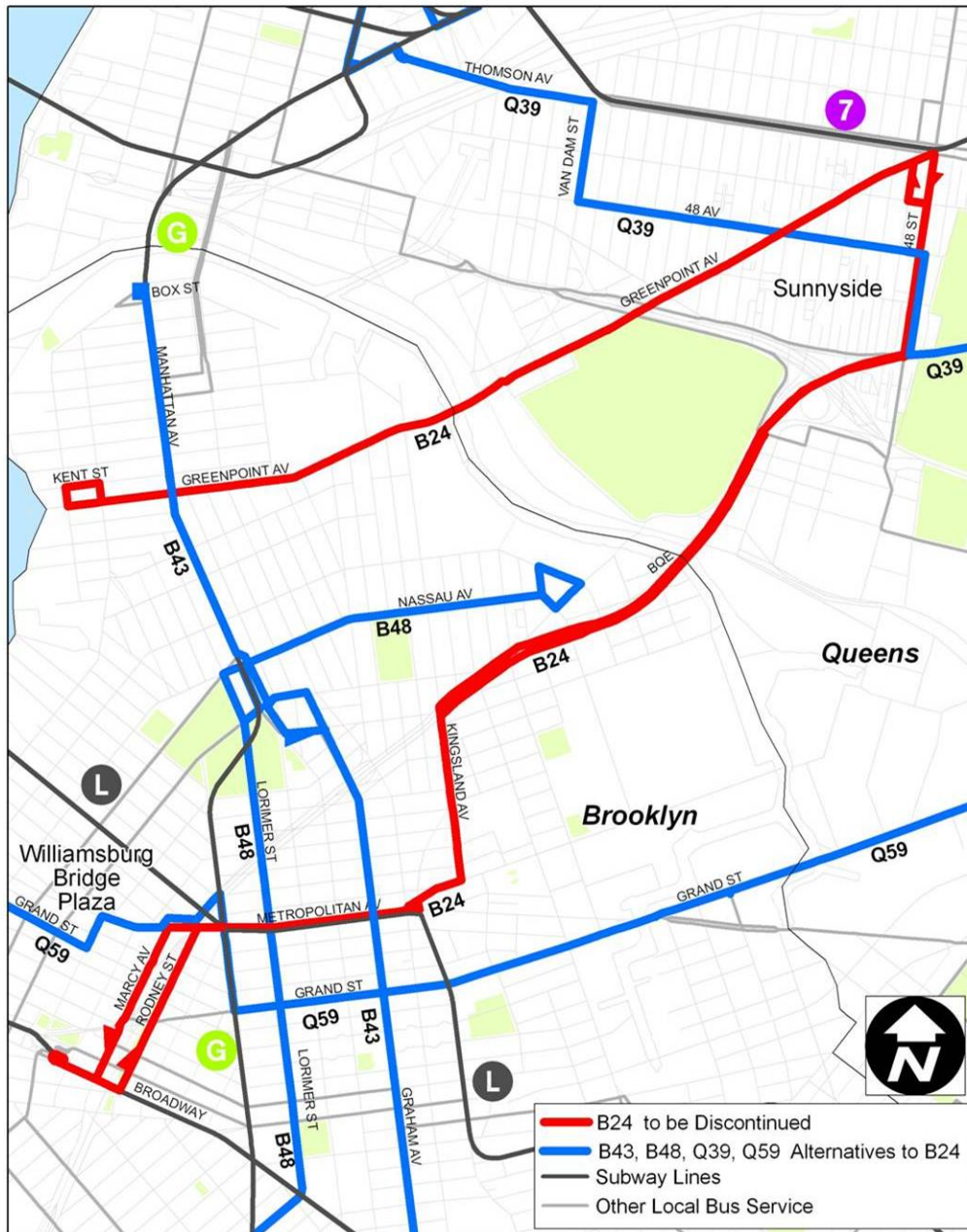
Description of Action: Discontinue weekend service on the B24.

Neighborhoods Affected: Williamsburg, Sunnyside, Greenpoint.

Customer Impact: Approximately 3,150 weekend customers would be required to walk to the B43, B48 or Q39/Q59 (a typical customer's trip would increase by up to 18 minutes) or could take the **G** to the **7**.

Cost per Rider: Total: \$6.13, Direct Operating: \$3.23

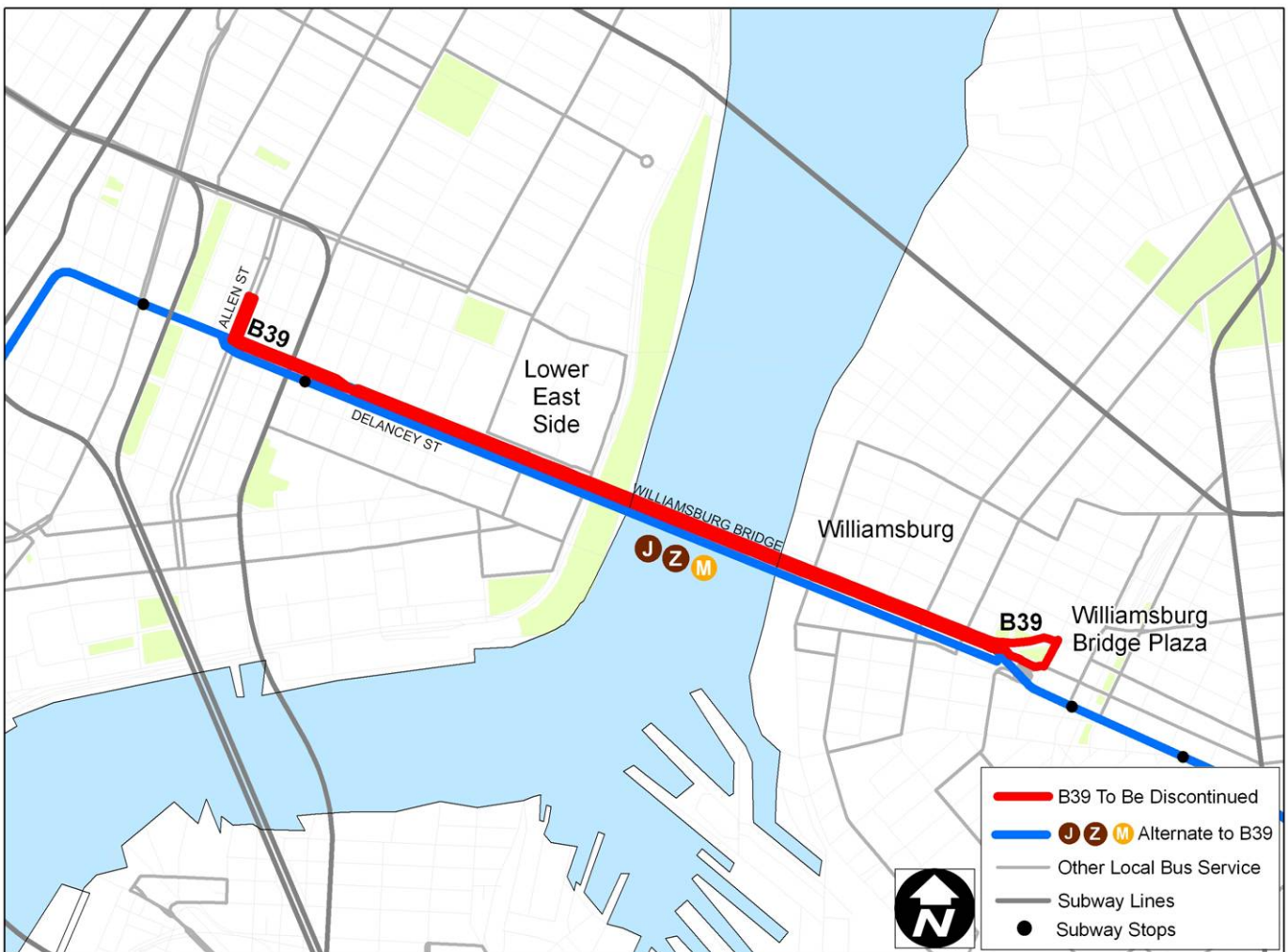
Net Annual Savings: \$0.5 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus**

Discontinue All B39 Service

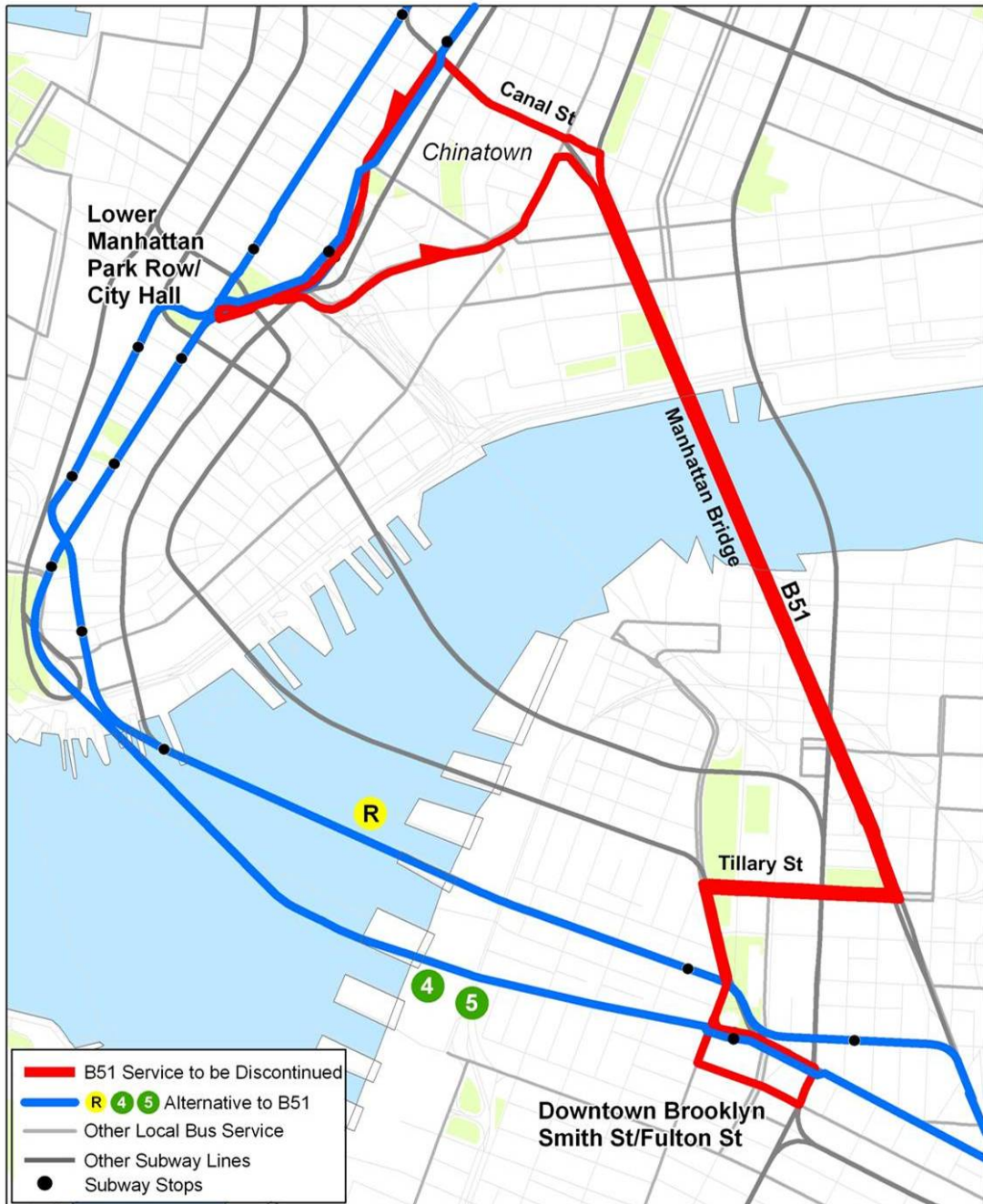
| | |
|--------------------------------|---|
| Description of Action: | Discontinue all service on the B39. |
| Neighborhoods Affected: | Williamsburg, Lower East Side. |
| Customer Impact: | Approximately 1,180 weekday customers and 1,690 weekend customers would be required to use the J Z M ; a typical customer's trip would increase by up to five minutes. |
| Cost per Rider: | Total: \$4.45, Direct Operating \$2.34 weekdays, Total: \$7.25, Direct Operating \$3.81 weekends |
| Net Annual Savings: | \$1.1 million |



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus**

Discontinue All B51 Service

Description of Action: Discontinue all service on the B51 (operates weekdays only).
Neighborhoods Affected: Downtown Brooklyn, Lower Manhattan.
Customer Impact: Approximately 900 weekday customers would be required to use the **4** **5** **6** or the **R** for their trip.
Cost per Rider: Total: \$6.63, Direct Operating: \$3.49
Net Annual Savings: \$0.8 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus**

Reduce Spans of Service on Brooklyn Local Bus Routes

- Description of Action:** This proposal reduces the spans of service on numerous local bus routes in Brooklyn (details are shown below):
- Discontinue overnight bus service on the B7, B31, B45, B57, B64, B65, and B67
 - Start weekday service later on the B16 and B24; end weekday service earlier on the B2, B9, B11, B13, and B16
 - End Saturday service earlier on the B9; end Sunday service earlier on the B9 and B16
- Neighborhoods Affected:** Many neighborhoods throughout Brooklyn (see maps).
- Customer Impact:** Depending on the neighborhood, customers would either be required to use other bus or subway services or would have no transit service available during those hours.
- Cost per Rider:** n/a
- Net Annual Savings:** \$0.9 million

| Brooklyn Span Changes | | | |
|------------------------------|--------------------|---------------------------|-----------------|
| Overnights | | | |
| Route | Original Span | New Span | Affected Riders |
| B7 | 24 hours | 5:00 AM - 1:00 AM | 45 |
| B31 | 24 hours | 5:00 AM - 1:00 AM | 35 |
| B45 | 24 hours | 5:00 AM - 1:00 AM | 35 |
| B57 | 24 hours | 5:00 AM - 1:00 AM | 40 |
| B64 | 24 hours | 5:00 AM - 1:00 AM | 35 |
| B65 | 24 hours | 5:00 AM - 1:00 AM | 40 |
| B67 | 24 hours | 5:00 AM - 1:00 AM | 20 |
| Weekdays | | | |
| Route | Original Span | New Span | Affected Riders |
| B2 | 5:15 AM - 12:45 AM | 5:15 AM - 12:00 AM | 25 |
| B9 | 5:30 AM - 1:45 AM | 5:30 AM - 1:00 AM | 20 |
| B11 | 4:45 AM - 12:30 AM | 4:45 AM - 12:00 AM | 10 |
| B13 | 5:45 AM - 1:30 AM | 5:45 AM - 1:00 AM | 5 |
| B16 | 4:45 AM - 1:30 AM | 6:00 AM - 1:00 AM | 50 |
| B24 | 5:00 AM - 12:30 AM | 5:30 AM - 12:30 AM | 40 |
| Saturdays | | | |
| Route | Original Span | New Span | Affected Riders |
| B9 | 5:30 AM - 1:45 AM | 5:30 AM - 1:00 AM | 20 |
| Sundays | | | |
| Route | Original Span | New Span | Affected Riders |
| B9 | 5:30 AM - 1:45 AM | 5:30 AM - 1:00 AM | 10 |
| B16 | 5:00 AM - 1:30 AM | 5:00 AM - 1:00 AM | 20 |

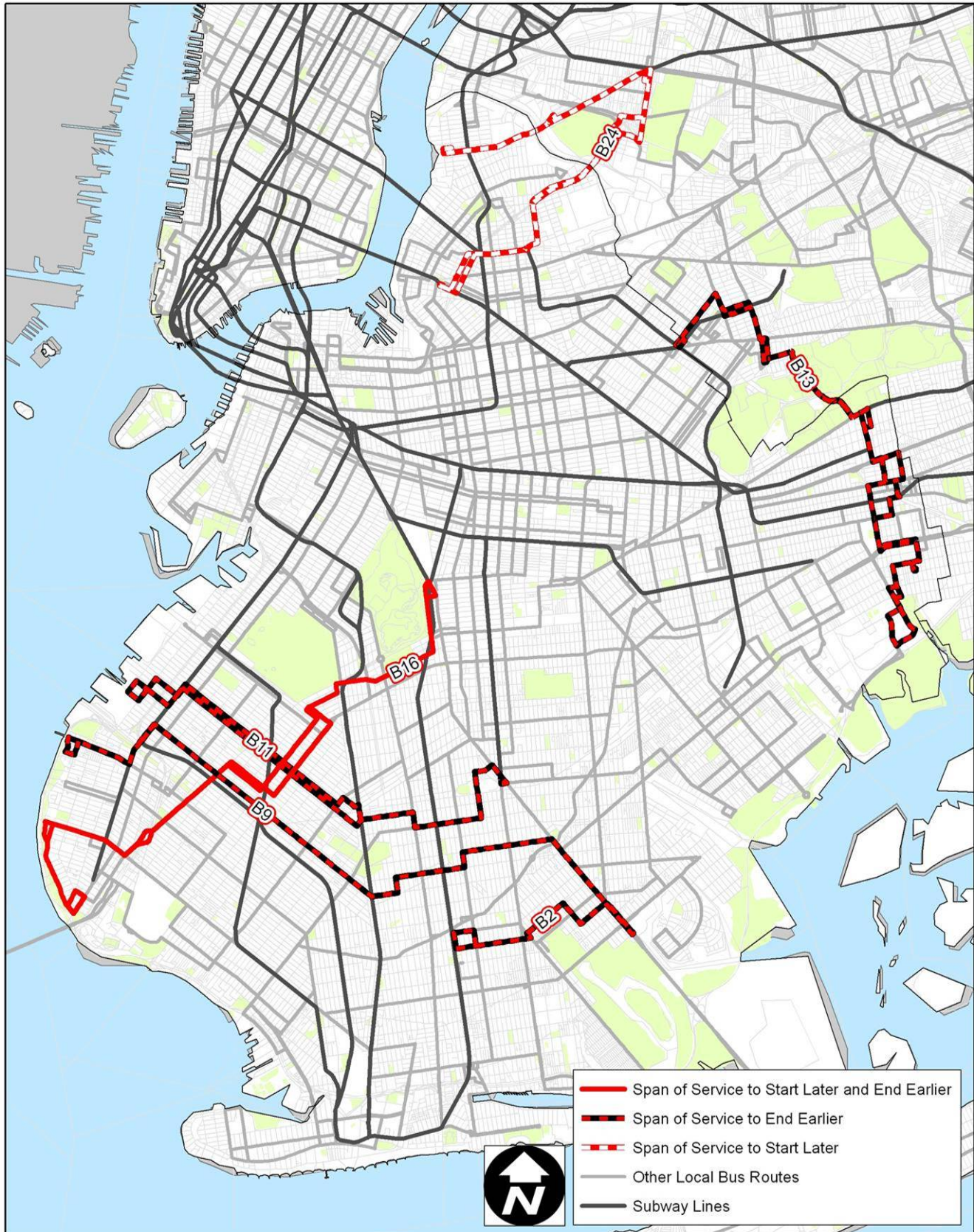
NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus

Reduce Spans of Service on Brooklyn Local Bus Routes – Overnight Service



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus

Reduce Spans of Service on Brooklyn Local Bus Routes – Weekday Spans



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Brooklyn Local Bus

Reduce Spans of Service on Brooklyn Local Bus Routes – Weekend Spans



NYC Transit 2010 Service Reduction Proposals

Part 5:

Manhattan Local Bus

NYC Transit 2010 Service Reduction Proposals

Manhattan Local Bus

Restructure Local Bus Routes to Discontinue Underutilized or Duplicative Segments

- Restructure bus service in the Lower East Side (affects the M9, M15, M20, and M21 bus routes)
- Restructure north-south bus service in Manhattan (affects the M1, M3, M5, and M6 routes)
- Discontinue M10 service south of Columbus Circle
- Discontinue M42 service south of 42nd Street to the Javits Center
- Restructure M98 service
- Discontinue M104 service along 42nd Street

Discontinue Service on Low-Performing Local Bus Routes

There are three routes proposed for total discontinuation and two routes proposed for weekend discontinuation.

- Discontinue weekend M8 service
- Discontinue all M18 service
- Discontinue all M27 service
- Discontinue all M30 service (operates weekday peak-hours only)
- Discontinue weekend M50 service

Note that all M6 service would be discontinued as part of the restructuring of north-south bus service. Weekend M21 service would be discontinued as part of the restructuring of Lower East Side bus service.

Reduce Spans of Service on Local Bus Routes

This proposal reduces service at the start or end of service (on non-24 hour routes), or discontinues service on 24-hour routes during overnight hours, during periods of extremely low ridership.

- Discontinue overnight bus service on the M1, M8, M16, M22, M50, and M66
- Start weekday service later on the M11, M20, and M21; end weekday service earlier on the M21; start Saturday service later on the M20, M100, and M116; start weekend service later on the M22; end weekend service earlier on the M22

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Restructure Bus Service in the Lower East Side**

- Description of Action:** Restructure bus service in the Lower East Side as follows:
- Reroute the M9 to operate between City Hall/Park Row and 1st Avenue/23rd Street via Avenue C, replacing M21 service along Avenue C and the Park Row branch of the M15
 - Extend the M20 from Battery Park City to South Ferry to replace the M9 in Battery Park City
 - Reroute the M21 on weekdays to operate as a river-to-river crosstown service on Houston Street, terminating at Grand Street/ FDR Drive
 - Discontinue the M21 on weekends

Neighborhoods Affected: Lower East Side, Lower Manhattan, Battery Park City.

Customer Impact: M15: Approximately 2,400 average weekday customers on East Broadway and Park Row would use the M9 or M103 instead.

M9: Approximately 550 weekday and 550 weekend customers in Battery Park City would use the extended M20. Approximately 1,300 weekday customers and 1,300 weekend customers along Water Street would use the M15. Approximately 2,000 weekday customers and 2,000 weekend customers along Avenue B would use either the M14A on Avenue A or the rerouted M9 on Avenue C.

M21: Approximately 600 average weekday customers would be required to transfer to the rerouted M9 for service to Avenue C. Approximately 1,410 weekend customers would either use the rerouted M9 or walk up to 15 minutes to the M14.

Cost per Rider: Total: \$10.11, Direct Operating \$5.32 (for weekend M21)

Net Annual Savings: \$0.8 million

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Restructure Bus Service in the Lower East Side**

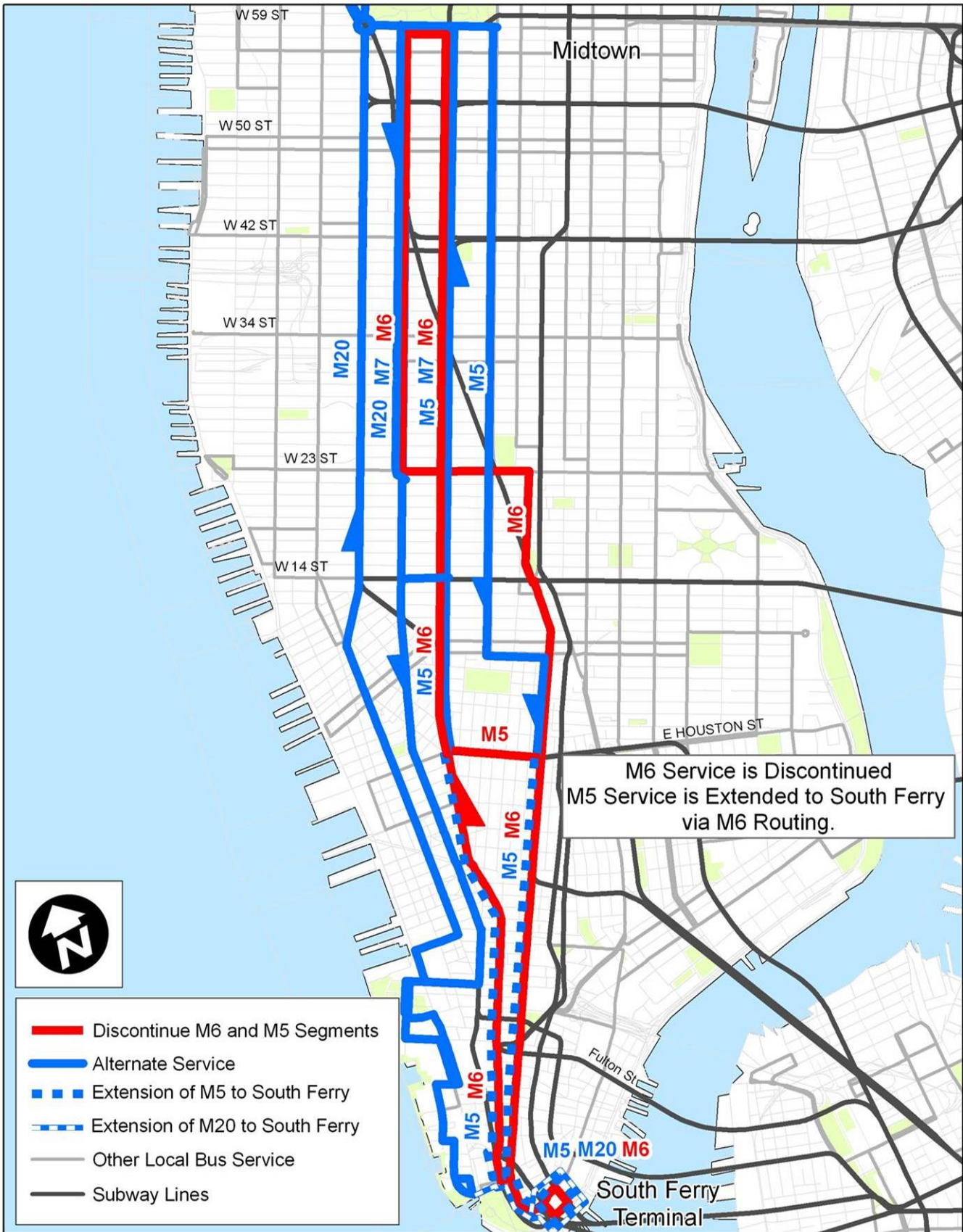


NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Restructure North-South Bus Service in Manhattan

| | |
|--------------------------------|--|
| Description of Action: | Restructure north-south bus service in Manhattan as follows: <ul style="list-style-type: none">▪ Replace the M6 and weekday part-time M1 service south of 8th Street to South Ferry with an extended M5 service operating seven days a week between Midtown and Downtown via 5th Avenue/Broadway southbound and Church Street/6th Avenue northbound. The M5 would no longer serve Houston Street.▪ Streamline the routings of the M1 and M3 to operate on a single north-south alignment with the M2, providing more frequent service in the 5th/Madison corridor and more efficient scheduling. The route path would be southbound via 5th Avenue to 8th Street and northbound via 4th Avenue, Park Avenue South, 25th Street, and Madison Avenue. M1 service would no longer operate on Park Avenue between 25th Street and 40th Street, and northbound M3 service would no longer operate on 9th Street and University Place.▪ Discontinue weekend M1 service south of 106th Street to better match capacity with demand in the corridor (service is often disrupted for parades and street fairs). |
| Neighborhoods Affected: | Upper East Side, Midtown, Madison Square, Greenwich Village, Soho, Lower Manhattan. |
| Customer Impact: | <p><u>M6:</u> 4,370 weekday customers and 6,250 weekend customers would use the M5, M7, M20, or the subway.</p> <p><u>M1 Weekend Shortening:</u> Approximately 2,800 weekend customers north of 106th Street would be required to transfer to the M2, M3, M4, M5, M101, M102, or M103 to complete their trip. Approximately 7,000 weekend customers south of 106th Street would use the M2, M3, or M4 instead.</p> <p><u>M1 Move from Park to 5th/Madison:</u> Approximately 1,500 weekday customers would be required to walk up to two blocks.</p> <p><u>M3:</u> Approximately 200 weekday customers and 250 weekend customers would be required to walk up to two blocks.</p> |
| Cost per Rider: | Total: \$5.10, Direct Operating: \$2.68 weekdays, Total: \$5.69, Direct Operating: \$3.00 weekends (for the M6) |
| Net Annual Savings: | \$3.4 million |

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus**

Restructure North-South Bus Service in Manhattan – Replace M6 with Extended M5



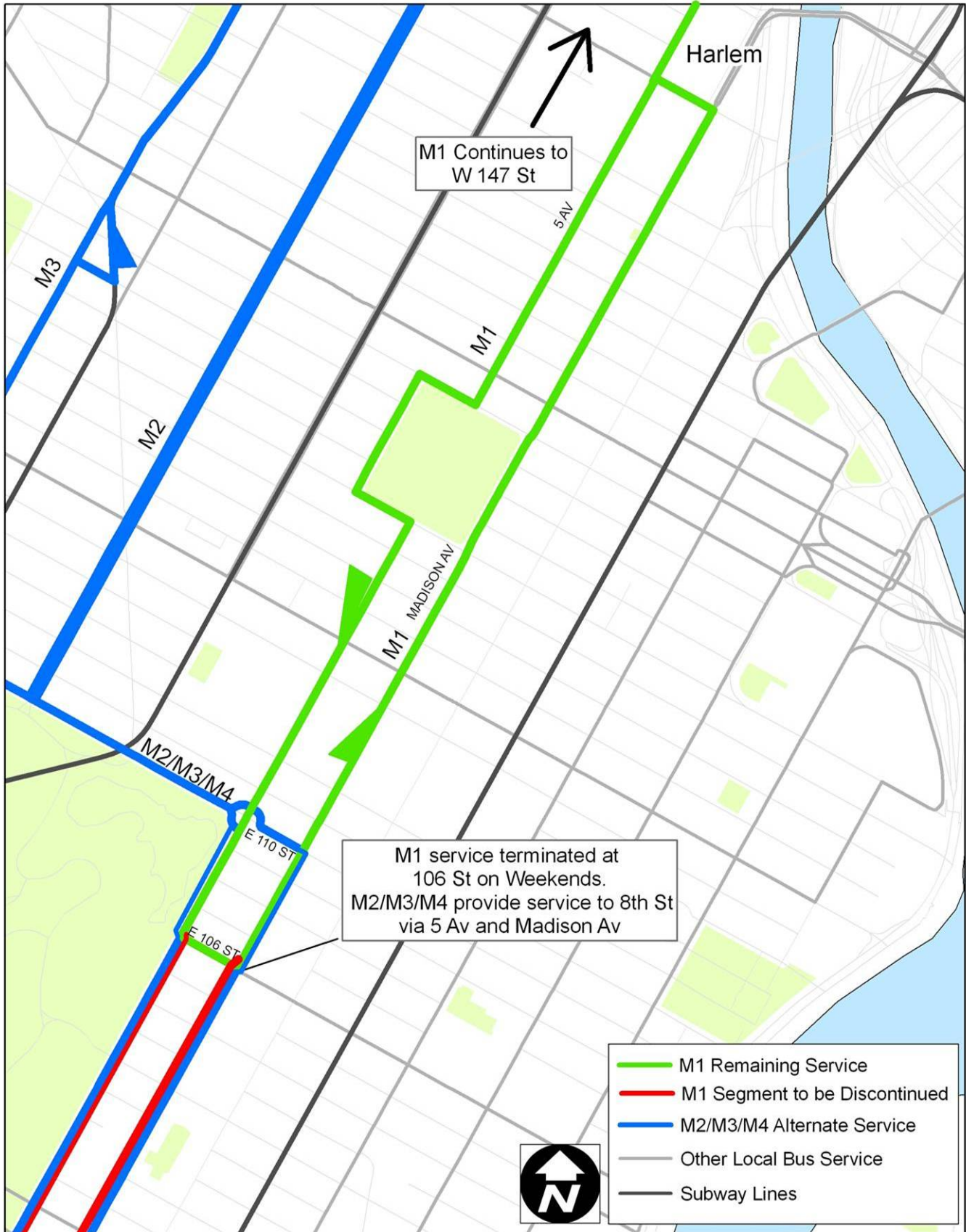
NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Manhattan Local Bus

Restructure North-South Bus Service in Manhattan – Revise M1 and M3



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus

Restructure North-South Bus Service in Manhattan – Revise M1 Weekends



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Manhattan Local Bus
 Discontinue M10 Service South of Columbus Circle**

Description of Action: Discontinue duplicative M10 service south of Columbus Circle.

Neighborhoods Affected: Harlem, Upper West Side, West Midtown.

Customer Impact: Approximately 2,900 average weekday customers and 3,600 weekend customers would be required to use the M7, M11, M20, or M104; a typical customer's trip would increase by seven minutes.

Cost per Rider: n/a

Net Annual Savings: \$1.1 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Discontinue M42 Service to the Javits Center

Description of Action: Discontinue the underused segment of the M42 south of 42nd Street to the Javits Center. This service is often disrupted during major events at the Javits Center, negating its primary purpose.

Neighborhoods Affected: Javits Center.

Customer Impact: Approximately 60 weekday customers and 40 weekend customers would be required to walk approximately six minutes to 42nd Street or use the M34 instead.

Cost per Rider: n/a

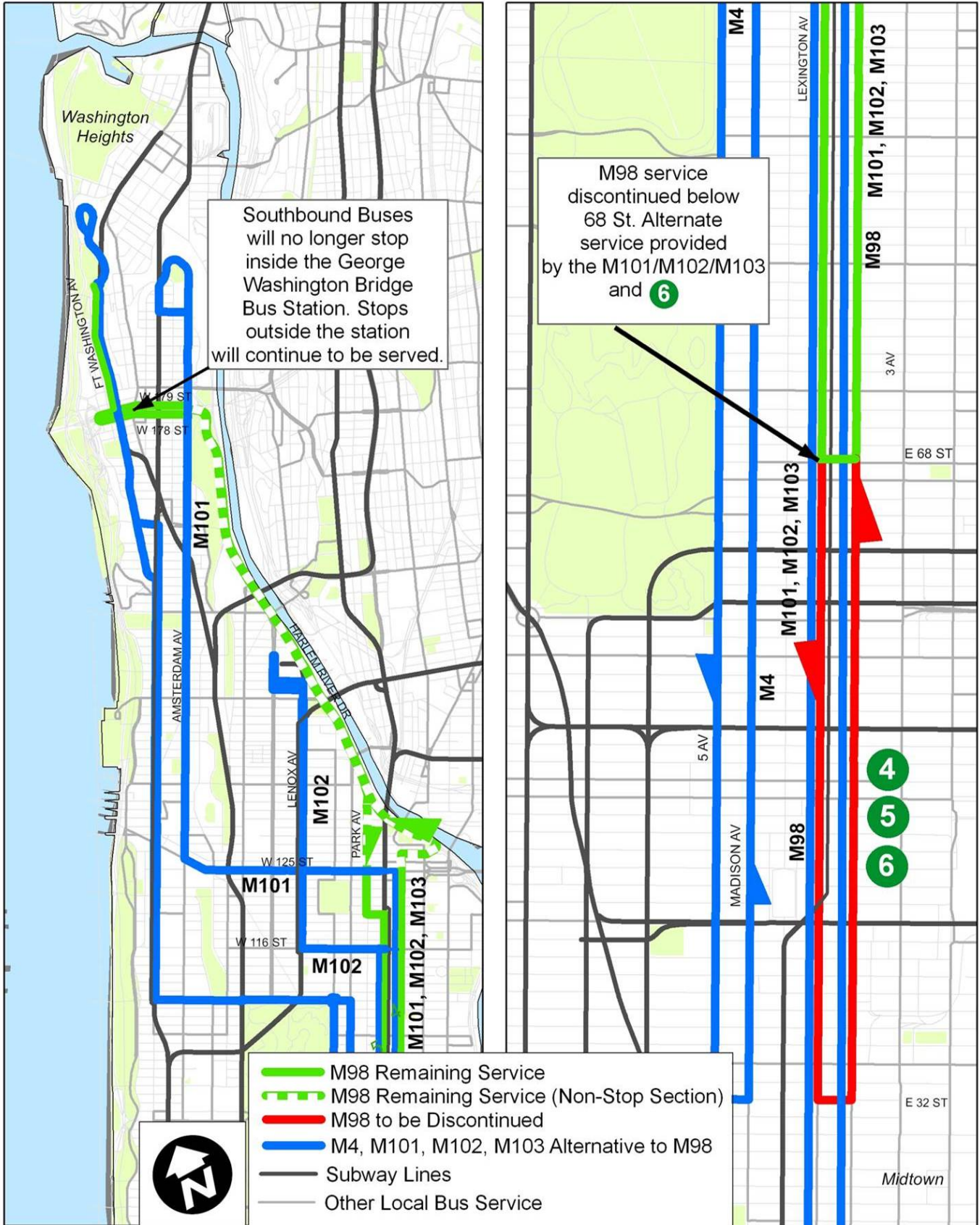
Net Annual Savings: \$0.2 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Restructure M98 Service

| | |
|--------------------------------|--|
| Description of Action: | Restructure M98 service in Manhattan as follows: <ul style="list-style-type: none">▪ Discontinue service south of 68th Street to reduce duplication while maintaining service from northern Manhattan to major Upper East Side destinations▪ Reduce the span of service to improve efficiency▪ Discontinue southbound service operating into George Washington Bridge Bus Station to improve operations (buses in both directions will continue to stop outside the station) |
| Neighborhoods Affected: | Fort Washington, Washington Heights, East Harlem, Upper East Side, Midtown, Murray Hill. |
| Customer Impact: | Approximately 250 Washington Heights customers will need to transfer to the 4 5 6 or M101/102/103 to complete their trips. Approximately 200 customers who board in the George Washington Bridge Bus Station will need to walk outside the terminal to board the bus. Customers on the 3rd/Lexington Avenue corridor can use the M101/102/103. Washington Heights customers could also take the A or 1 from northern Manhattan, then transfer to crosstown buses. A typical customer's trip would increase by three to four minutes. |
| Cost per Rider: | n/a |
| Net Annual Savings: | \$0.8 million |

**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Restructure M98 Service**



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Manhattan Local Bus
 Discontinue M104 Service Along 42nd Street**

Description of Action: Discontinue 42nd Street crosstown service on the M104 at all times; M104 service would end at Times Square.

Neighborhoods Affected: East Midtown, Murray Hill, Upper West Side.

Customer Impact: Approximately 6,800 weekday customers and 10,800 weekend customers would be required to transfer to the M42 or the 7 S; a typical customer's trip would increase by four minutes.

Cost per Rider: n/a

Net Annual Savings: \$1.0 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Manhattan Local Bus
 Discontinue Weekend M8 Service**

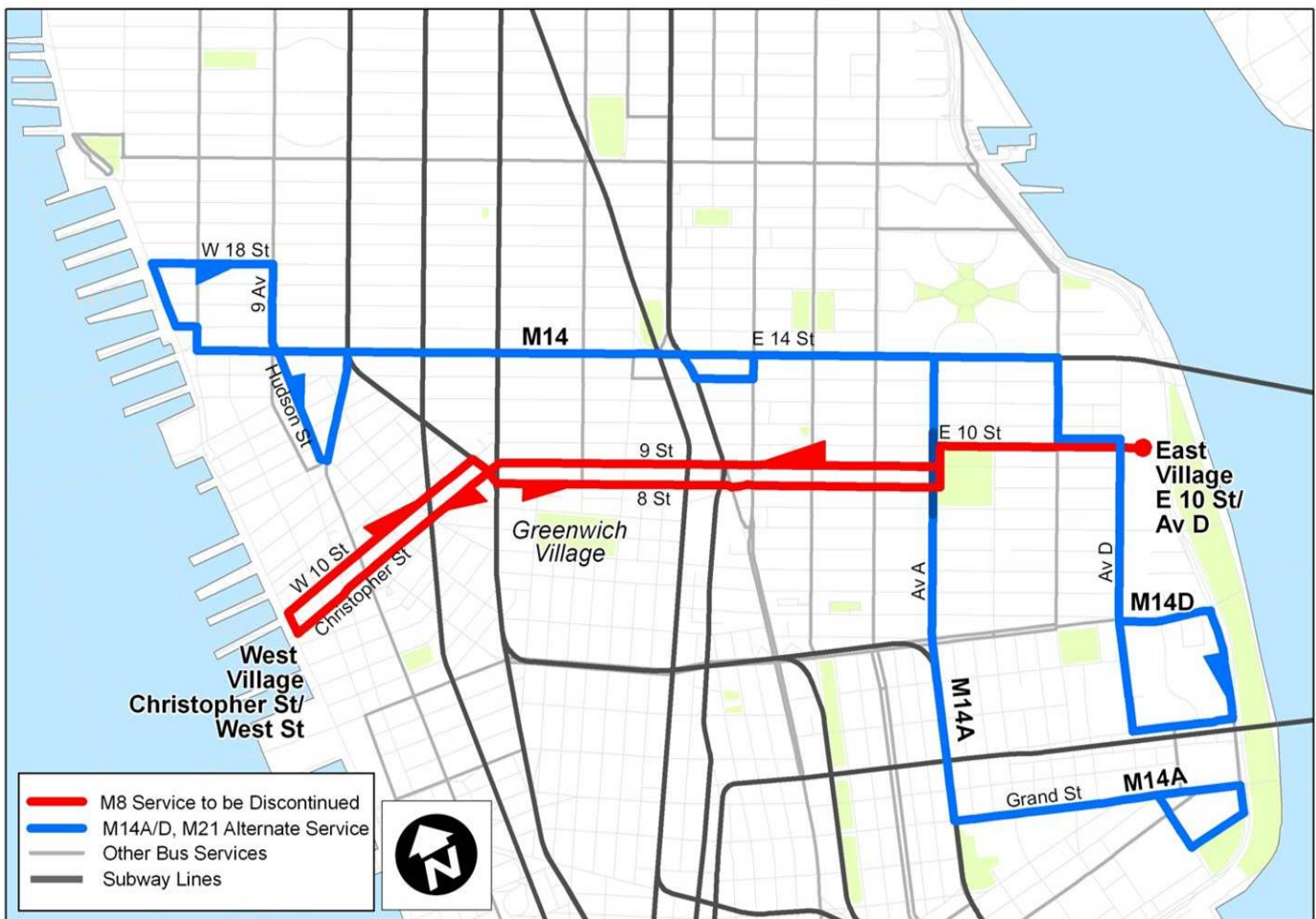
Description of Action: Discontinue weekend service on the M8.

Neighborhoods Affected: East Village, Greenwich Village, West Village.

Customer Impact: Approximately 2,360 weekend customers would be required to use the M14; a typical customer's trip would increase by up to 15 minutes.

Cost per Rider: Total: \$6.64, Direct Operating: \$3.49

Net Annual Savings: \$0.4 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus**

Discontinue All M18 Service

Description of Action: Discontinue all service on the M18.

Neighborhoods Affected: Washington Heights, Harlem.

Customer Impact: Approximately 1,060 weekday customers and 780 weekend customers would be required to use the M3, M100, or M101; a typical customer's trip would increase by three to five minutes.

Cost per Rider: Total: \$6.04, Direct Operating: \$3.18 weekdays,
Total: \$8.90, Direct Operating: \$4.68 weekends

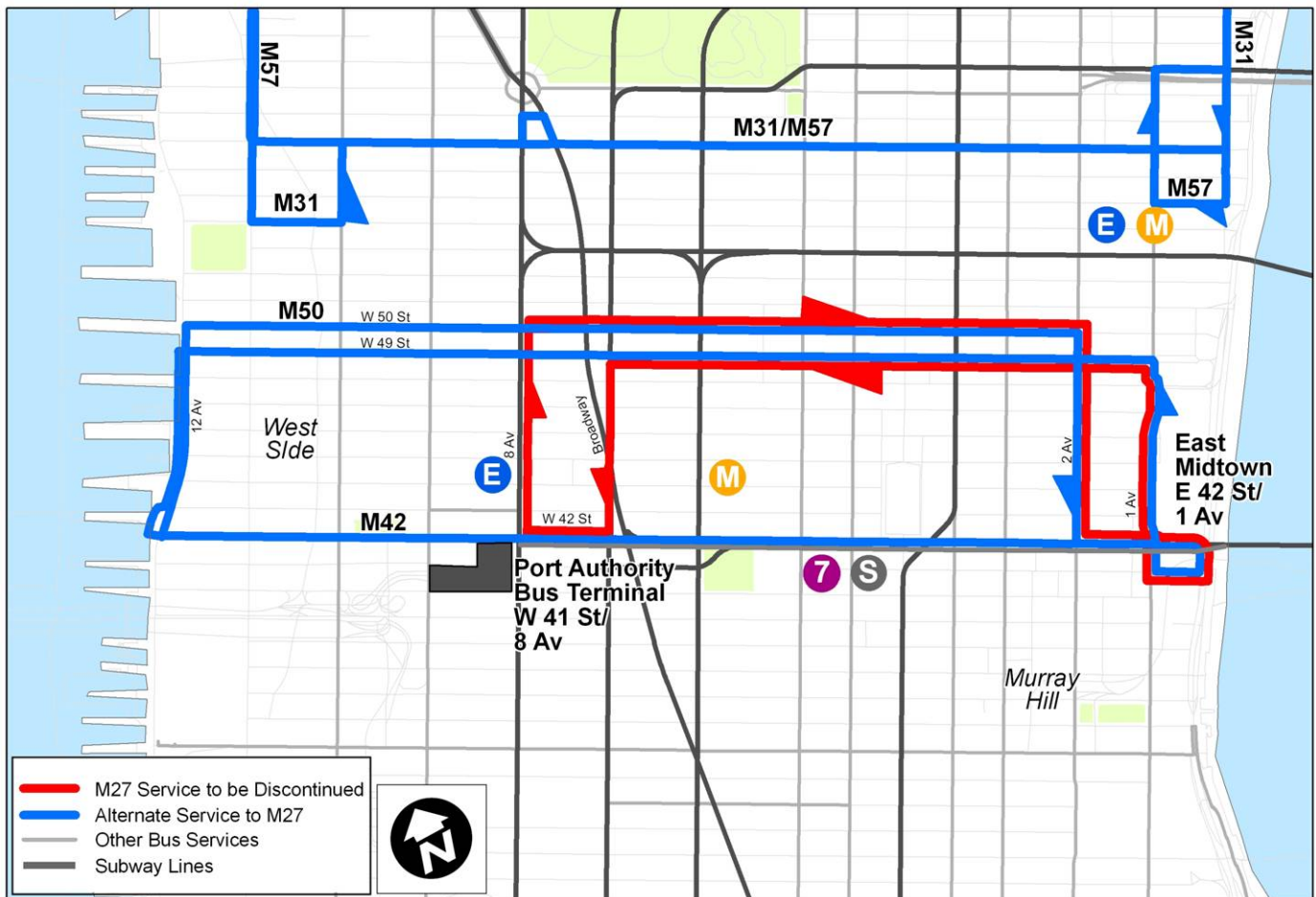
Net Annual Savings: \$1.1 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus**

Discontinue All M27 Service

| | |
|--------------------------------|--|
| Description of Action: | Discontinue all service on the M27. |
| Neighborhoods Affected: | United Nations, East Midtown, Midtown, Port Authority Bus Terminal. |
| Customer Impact: | Approximately 2,720 weekday customers and 1,150 weekend customers would be required to use the M31, M42, M50 (weekdays only), or the M57; a typical customer's trip would increase by seven minutes. Customers could also use the E , M , 7 , or S . |
| Cost per Rider: | Total: \$4.68, Direct Operating: \$2.46 weekdays, Total: \$6.24, Direct Operating: \$3.29 weekends |
| Net Annual Savings: | \$1.5 million |



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus**

Discontinue All M30 Service

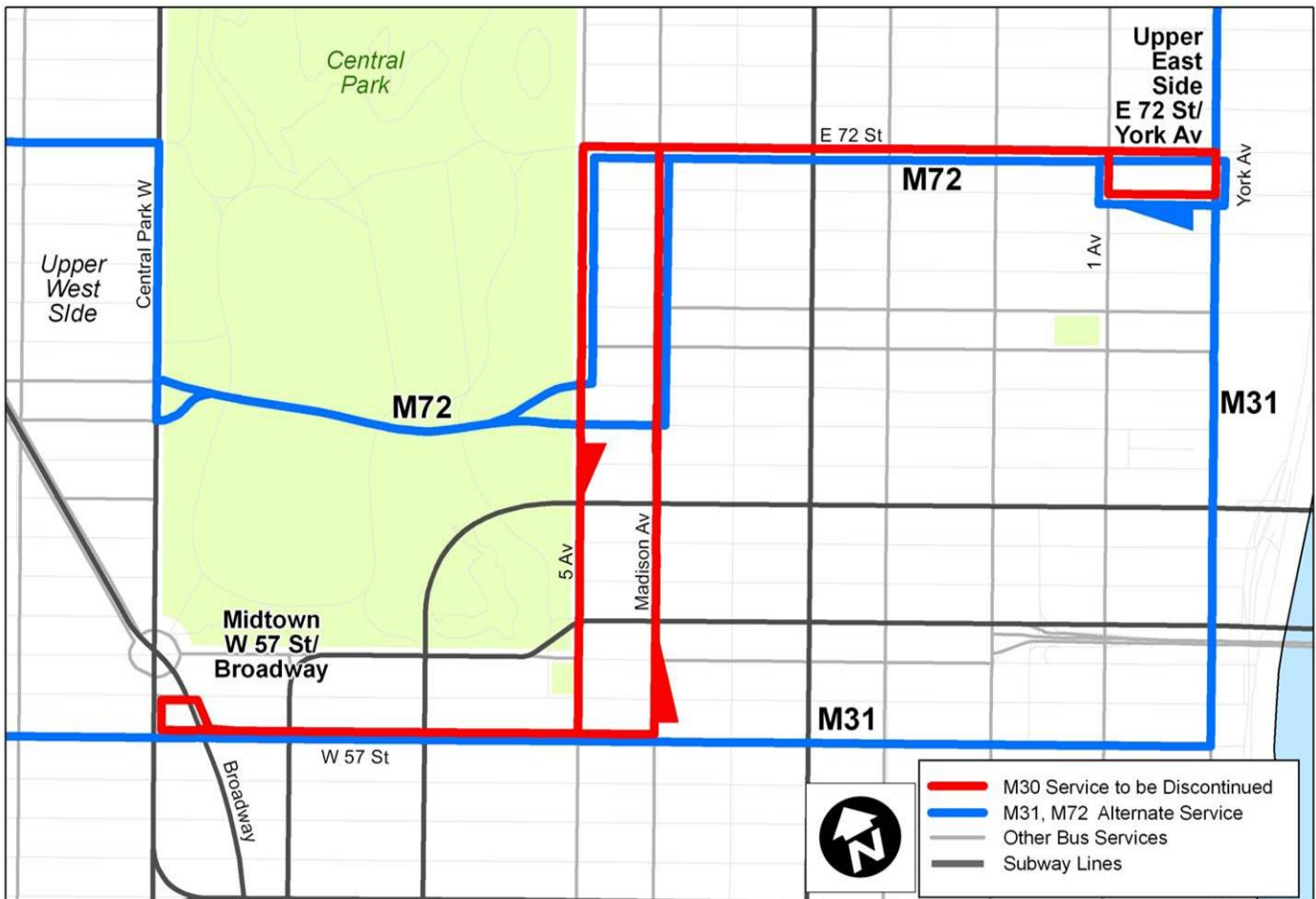
Description of Action: Discontinue all service on the M30 (operates weekday peak hours only).

Neighborhoods Affected: Upper East Side, Midtown.

Customer Impact: Approximately 1,220 weekday customers would be required to use the M72 to various north-south routes or the M31; a typical customer's trip would increase by five minutes.

Cost per Rider: Total Cost: \$6.31, Direct Operating: \$3.32

Net Annual Savings: \$0.7 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus
Discontinue Weekend M50 Service**

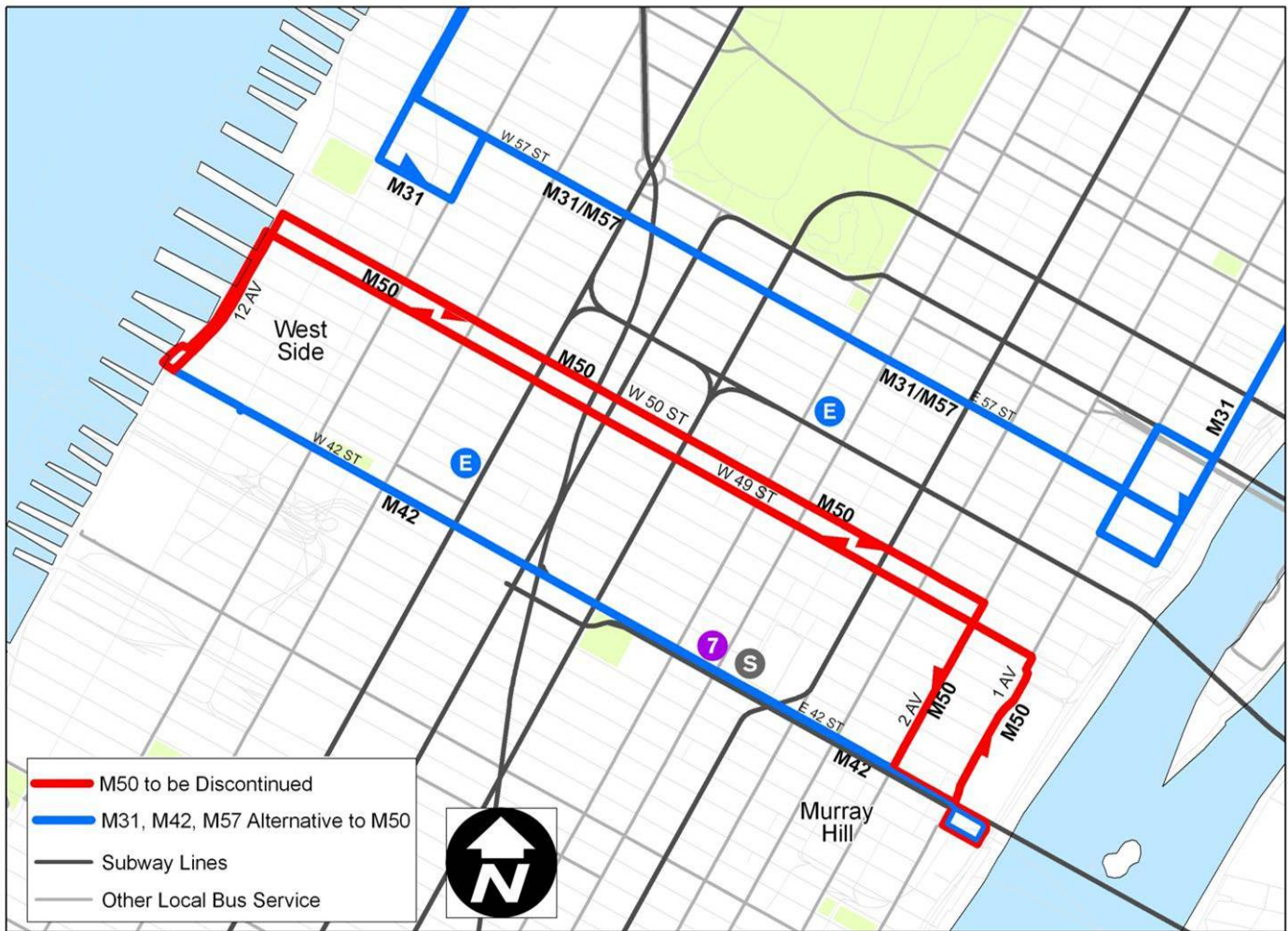
Description of Action: Discontinue weekend service on the M50.

Neighborhoods Affected: Midtown, Clinton.

Customer Impact: Approximately 2,240 weekend customers would be required to use the M31, M42, or M57; a typical customer's trip would increase by 12 minutes. Customers could also use the **E**, **7**, or **S**.

Cost per Rider: Total: \$6.24, Direct Operating: \$3.29

Net Annual Savings: \$0.4 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus**

**Proposal Modified
March 19, 2010**

Reduce Spans of Service on Manhattan Local Bus Routes

Description of Action: This proposal reduces the spans of service on numerous local bus routes in Manhattan (details are shown below):

- Discontinue overnight bus service on the M1, M8, M16, M22, M50, and M66
- Start weekday service later on the M11, M20, and M21; end weekday service earlier on the M21
- Start Saturday service later on the M20, M100, and M116
- **Start weekend service later on the M22; end weekend service earlier on the M22 (M22 service was initially proposed for weekend elimination).**

Neighborhoods Affected: Many neighborhoods throughout Manhattan.

Customer Impact: Depending on the neighborhood, customers would either be required to use other bus or subway services or would have no transit service available during those hours.

Cost per Rider: n/a

Net Annual Savings: \$0.8 million

| Manhattan Span Changes | | | |
|-------------------------------|--------------------|---------------------------|-----------------|
| Overnights | | | |
| Route | Original Span | New Span | Affected Riders |
| M1 | 24 hours | 5:00 AM - 1:00 AM | 40 |
| M8 | 24 hours | 5:00 AM - 1:00 AM | 15 |
| M16 | 24 hours | 5:00 AM - 1:00 AM | 25 |
| M22 | 24 hours | 5:00 AM - 1:00 AM | 15 |
| M50 | 24 hours | 5:00 AM - 1:00 AM | 25 |
| M66 | 24 hours | 5:00 AM - 1:00 AM | 25 |
| Weekdays | | | |
| Route | Original Span | New Span | Affected Riders |
| M11 | 4:45 AM - 12:30 AM | 6:00 AM - 12:30 AM | 40 |
| M20 | 5:45 AM - 12:30 AM | 6:15 AM - 12:30 AM | 25 |
| M21 | 5:45 AM - 11:30 PM | 6:30 AM - 11:00 PM | 90 |
| Saturdays | | | |
| Route | Original Span | New Span | Affected Riders |
| M20 | 6:00 AM - 12:45 AM | 8:00 AM - 12:45 AM | 50 |
| M22 | 24 hours | 7:00 AM - 9:00 PM | 127 |
| M100 | 5:15 AM - 12:00 AM | 6:00 AM - 12:00 AM | 20 |
| M116 | 5:00 AM - 1:00 AM | 7:00 AM - 1:00 AM | 50 |
| Sundays | | | |
| Route | Original Span | New Span | Affected Riders |
| M22 | 24 hours | 7:00 AM - 9:00 PM | 84 |

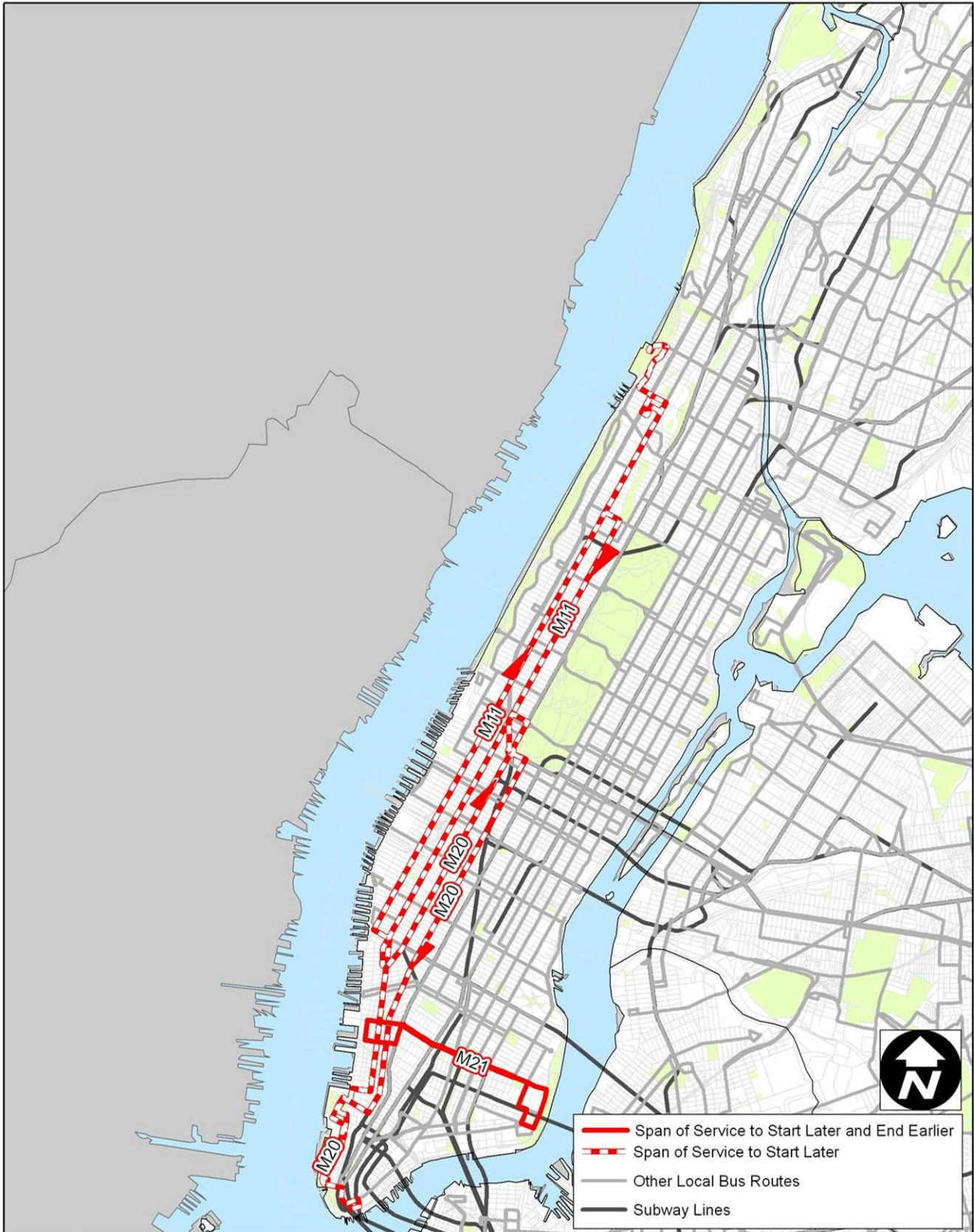
NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus

Reduce Spans of Service on Manhattan Local Bus Routes – Overnight Service

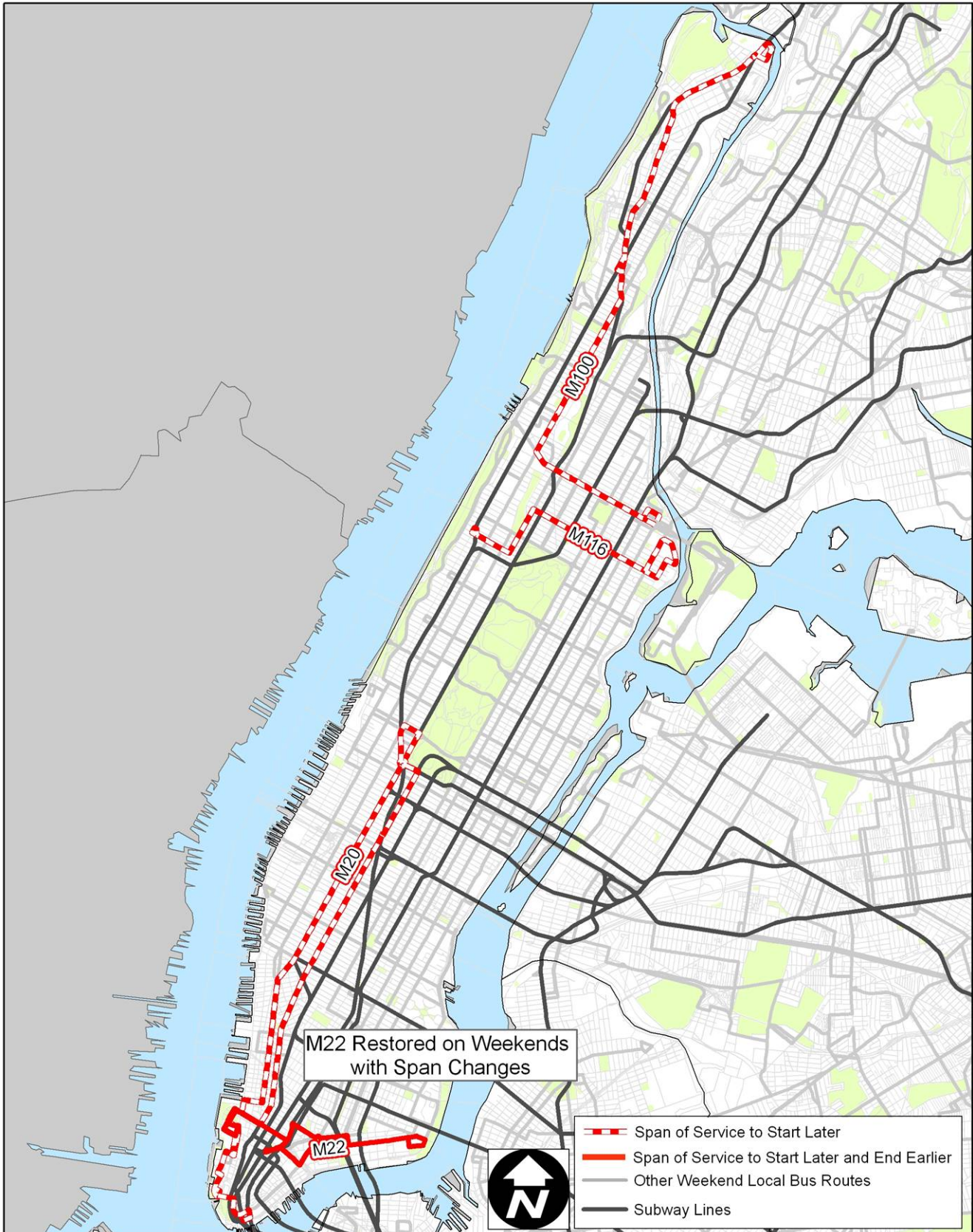


NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Manhattan Local Bus

Reduce Spans of Service on Manhattan Local Bus Routes – Weekday Spans



Reduce Spans of Service on Manhattan Local Bus Routes – Weekend Spans



NYC Transit 2010 Service Reduction Proposals

Part 6:

Queens Local Bus

NYC Transit 2010 Service Reduction Proposals

Queens Local Bus

Restructure Local Bus Routes to Discontinue Underutilized or Duplicative Segments

- Restructure bus service in Whitestone (affects the Q14 and Q15 bus routes)
- The discontinuation of the Q24 west of Broadway Junction station is listed under Brooklyn.

Discontinue Service on Low-Performing Local Bus Routes

There are four routes proposed for complete discontinuation, two routes proposed for off-peak discontinuation, and two routes proposed for weekend discontinuation.

- Discontinue off-peak Q26 service (operates weekdays only)
- Discontinue weekend Q31 service
- Discontinue off-peak Q42 service (operates weekdays only)
- Discontinue all Q74 service
- Discontinue all Q75 service
- Discontinue Saturday Q76 service (does not operate on Sundays)
- Discontinue all Q79 service

Note that all Q14 service will be discontinued but partially replaced by a new Q15 branch operating via 150th Street between the Cross Island Parkway and 11th Avenue.

Reduce Spans of Service on Local Bus Routes

This proposal reduces service at the end of service (on non-24 hour routes), or discontinues service on 24-hour routes during overnight hours, during periods of extremely low ridership.

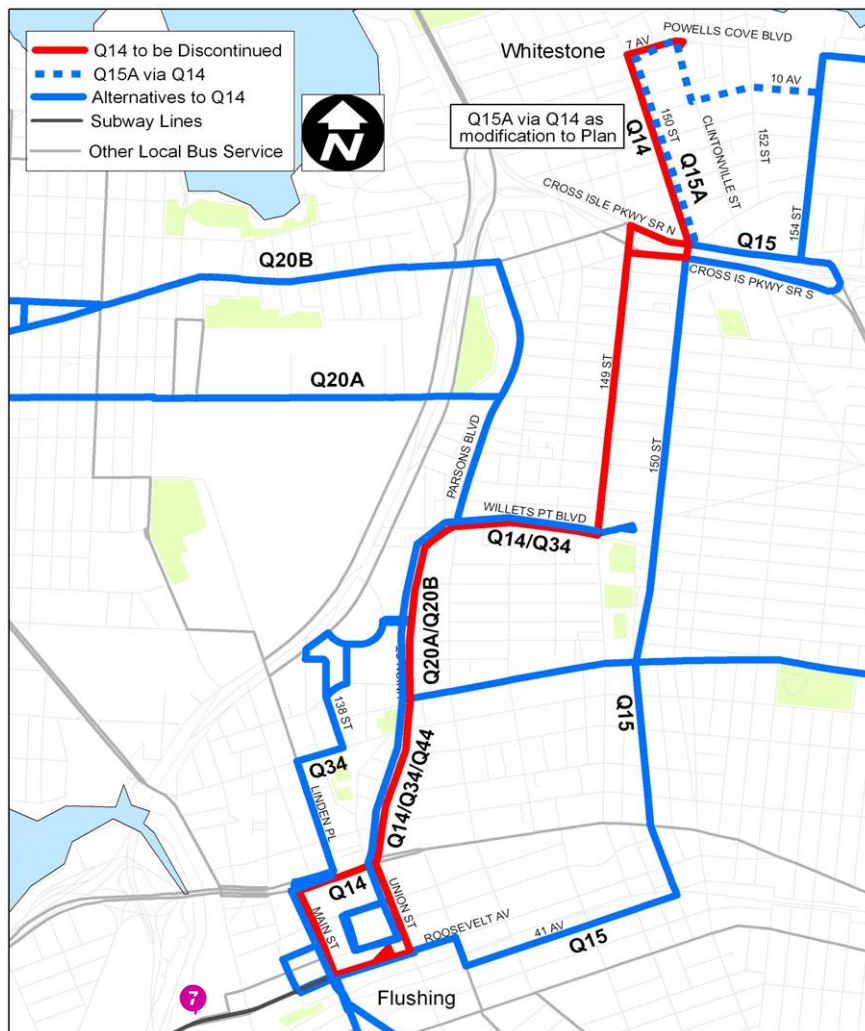
- Discontinue overnight bus service on the Q30
- End Sunday service earlier on the Q48

NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus

Proposal Modified
March 19, 2010

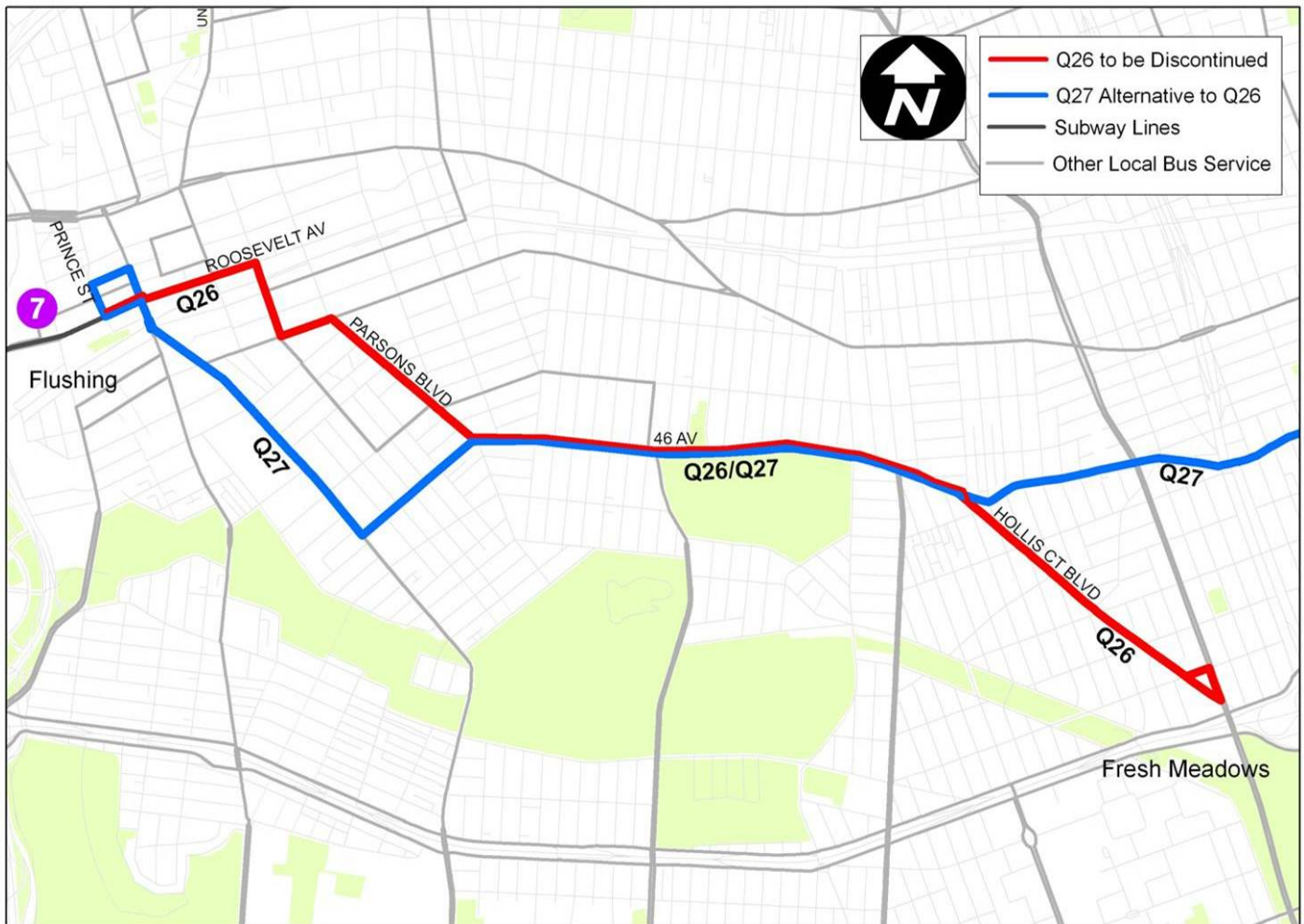
Restructure the Q14 and Q15 in Whitestone

- Description of Action:** This proposal has been modified based on public comments. **The modified proposal will discontinue the Q14 entirely and reroute selected Q15 trips to serve 150th Street north of the Cross Island Parkway in order to maintain service to the corridor.**
- Neighborhoods Affected:** Flushing, Whitestone.
- Customer Impact:** Approximately 1,280 weekday customers and 1,030 weekend customers would be required to use the Q15, Q20, or Q34 (weekdays only); a typical customer's trip would increase by five to ten minutes. Approximately 1,500 Q15 riders would see an increase in wait time for their bus.
- Cost per Rider:** Total: \$4.05, Direct Operating: \$2.13 weekdays, Total: \$5.63, Direct Operating: \$2.96 weekends
- Net Annual Savings:** \$1.4 million
- Reduction in Savings:** \$0.05 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus
Discontinue Off-Peak Q26 Service

| | |
|--------------------------------|---|
| Description of Action: | Discontinue off-peak service on the Q26 (operates weekdays only). Weekday peak service would be retained due to high demand in the shared Q27 corridor. |
| Neighborhoods Affected: | Flushing, Auburndale, Fresh Meadows. |
| Customer Impact: | Approximately 550 weekday off-peak customers would be required to use the Q27; a typical customer's trip would increase by up to five minutes. |
| Cost per Rider: | Total: \$4.44, Direct Operating: \$2.33 |
| Net Annual Savings: | \$0.5 million |



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Queens Local Bus
 Discontinue Weekend Q31 Service**

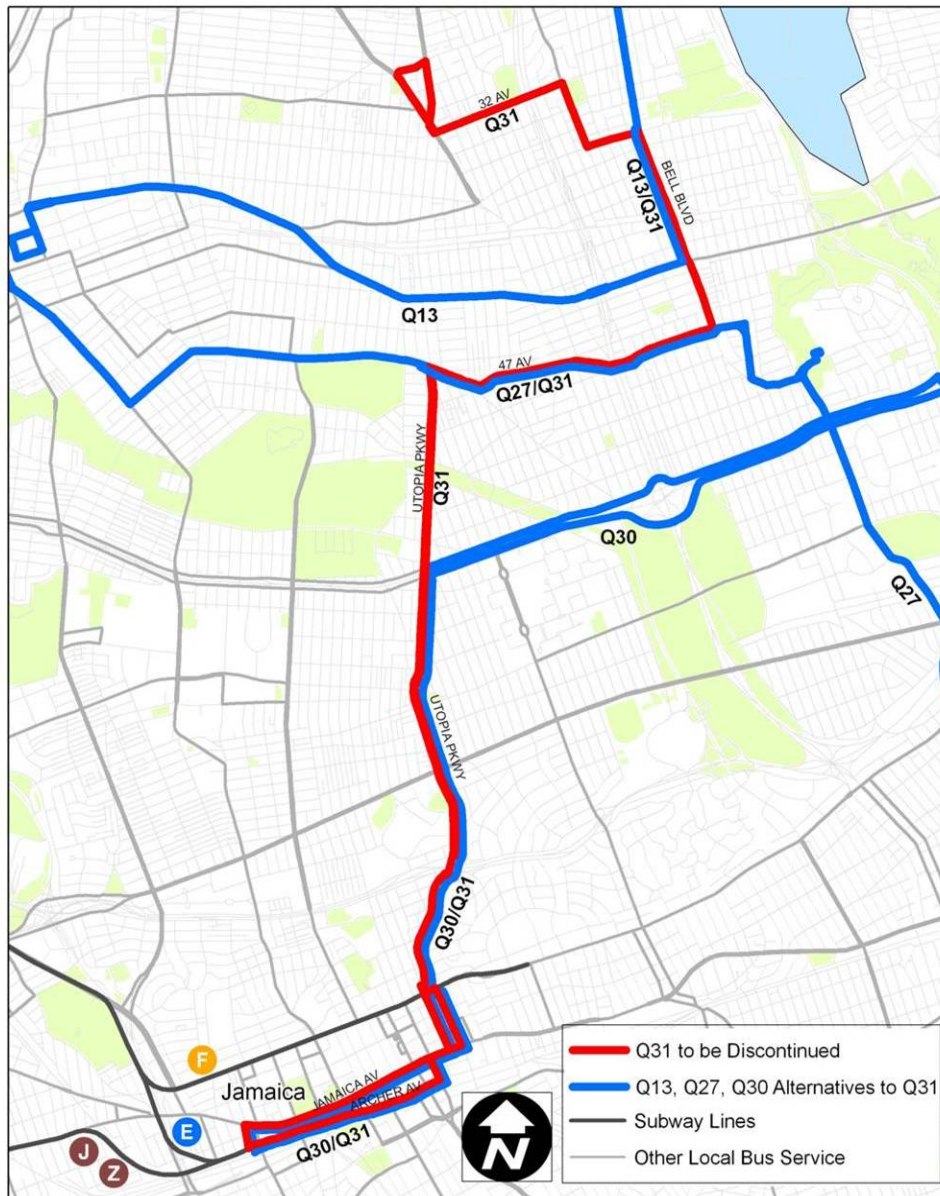
Description of Action: Discontinue weekend service on the Q31.

Neighborhoods Affected: Jamaica, Utopia, Auburndale, Bayside.

Customer Impact: Approximately 2,600 weekend customers would be required to use other bus services for their trip. Customers south of the Horace Harding Expressway could use the Q30, which makes all of the same stops; customers north of the Horace Harding Expressway could use the Q13 or Q27; a typical customer’s trip would increase by 10 to 20 minutes.

Cost per Rider: Total: \$5.81, Direct Operating: \$3.06

Net Annual Savings: \$0.4 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus

Proposal Modified
March 19, 2010

Discontinue Off-Peak Q42 Service

Description of Action: This proposal has been modified based on public comments. **The modified proposal would discontinue Q42 service during off-peak hours only. Weekday peak service would be retained to serve a community isolated by the Long Island Railroad tracks.**

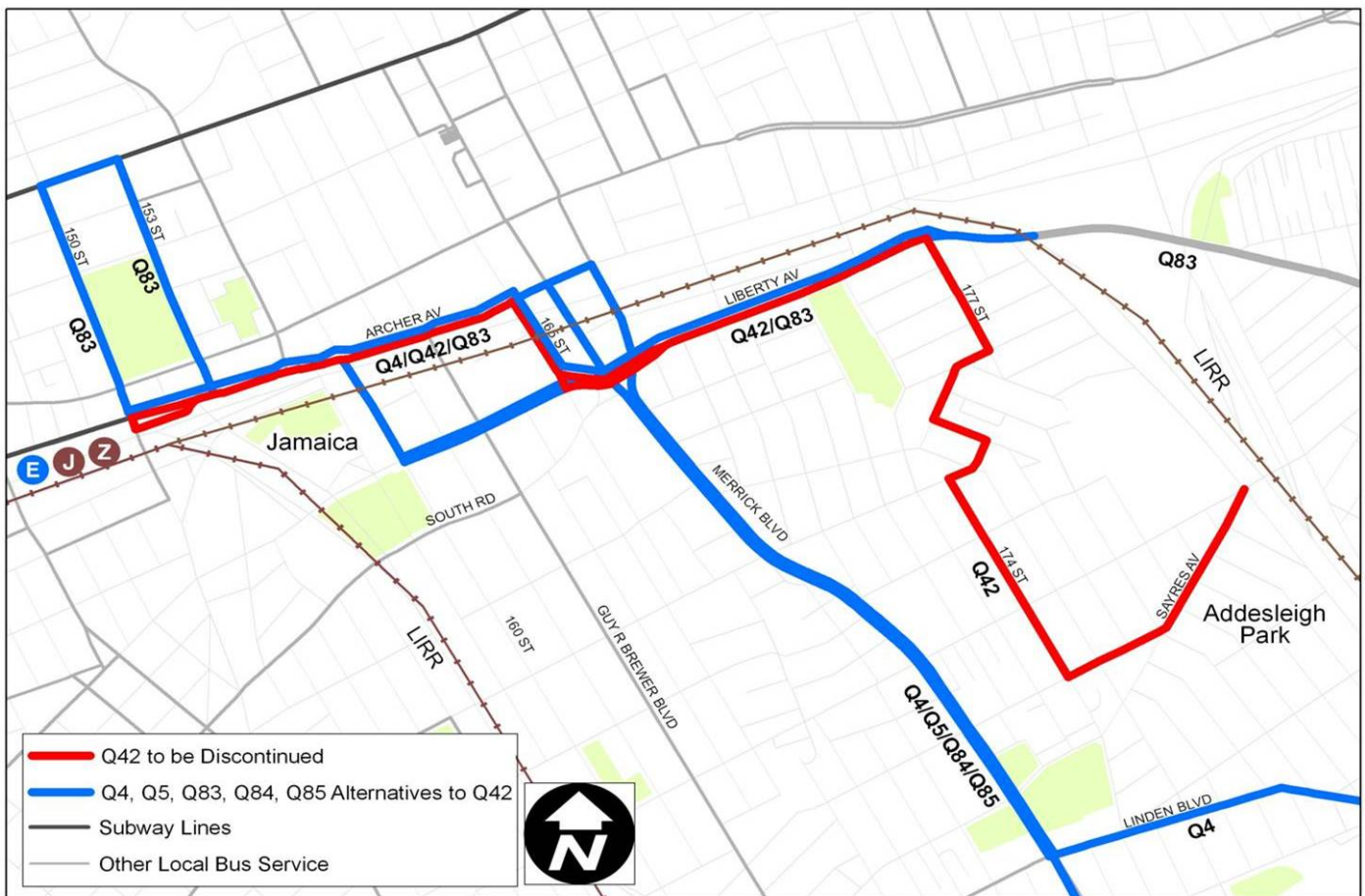
Neighborhoods Affected: Jamaica, Addeleigh Park.

Customer Impact: Approximately 280 weekday customers would be required to use the Q4 or Q83; a typical customer's trip would increase by 6 to 12 minutes.

Cost per Rider: Total: \$5.35, Direct Operating: \$2.81

Initial Net Annual Savings: \$1.0 million

Reduction in Savings \$0.8 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus**

Discontinue All Q74 Service

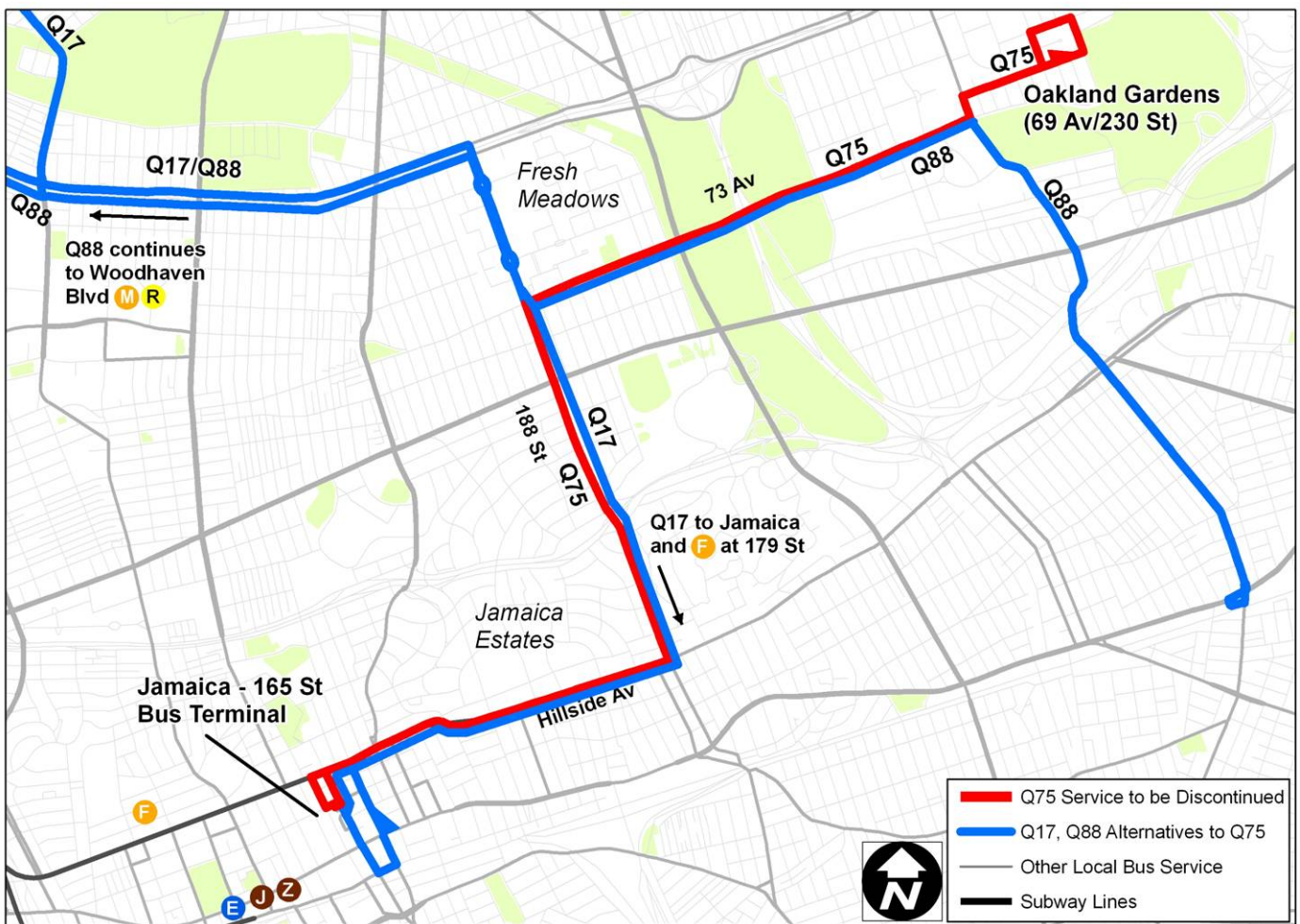
Description of Action: Discontinue all service on the Q74 (operates weekdays only).
Neighborhoods Affected: Kew Gardens, Kew Gardens Hills, Queens College.
Customer Impact: Approximately 2,100 weekday customers would be required to use the Q44/20 or Q46; a typical customer's trip would increase by up to 11 minutes.
Cost per Rider: Total: \$4.30, Direct Operating: \$2.26
Net Annual Savings: \$1.2 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus

Discontinue All Q75 Service

Description of Action: Discontinue all service on the Q75 (operates weekdays only).
Neighborhoods Affected: Jamaica, Jamaica Estates, Fresh Meadows, Oakland Gardens.
Customer Impact: Approximately 970 weekday customers would be required to use the Q17 or Q88; a typical customer's trip would increase by five to ten minutes.
Cost per Rider: Total: \$8.21, Direct Operating: \$4.32
Net Annual Savings: \$1.1 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Queens Local Bus
 Discontinue Saturday Q76 Service**

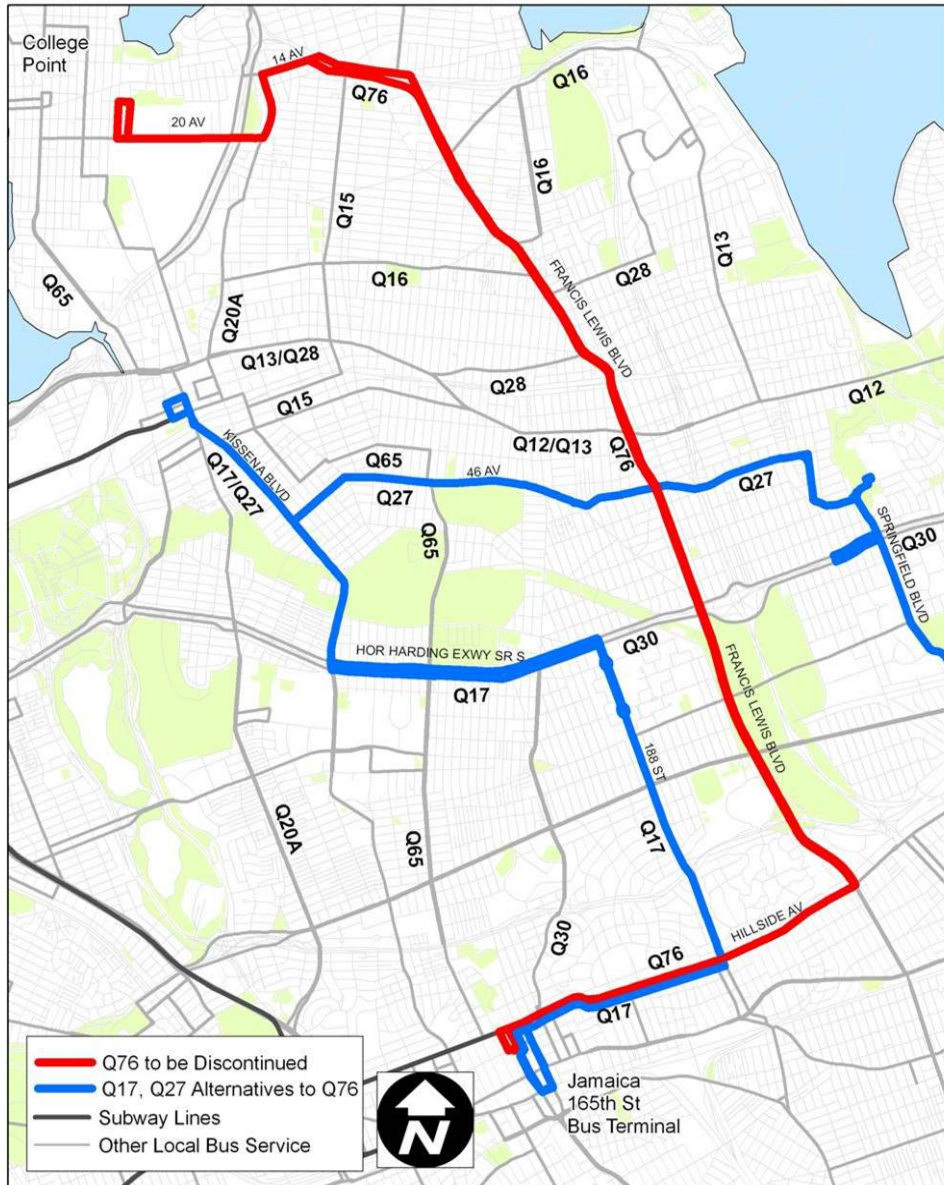
Description of Action: Discontinue Saturday service on the Q76 (does not operate Sundays).

Neighborhoods Affected: Jamaica, Jamaica Estates, Fresh Meadows, Bayside, Whitestone, College Point.

Customer Impact: Approximately 1,970 weekend customers would be required to travel up to 30 minutes on other north-south bus routes (e.g., Q17, Q27, or Q30 in the southern portion, Q13, Q15, Q16, or Q20 in the northern portion).

Cost per Rider: Total: \$5.12, Direct Operating: \$2.70

Net Annual Savings: \$0.3 million



NYC Transit 2010 Service Reduction Proposals

Profile of Elements – Queens Local Bus

Discontinue All Q79 Service

- Description of Action:** Discontinue all service on the Q79 (operates weekdays and Saturdays only).
- Neighborhoods Affected:** Little Neck, Glen Oaks, Floral Park.
- Customer Impact:** Approximately 650 weekday customers and 160 Saturday customers would experience a travel time increase of 30 minutes from traveling west to Springfield Boulevard and back to complete their trip.
- Cost per Rider:** Total: \$8.08, Direct Operating: \$4.25 weekdays, Total: \$14.97, Direct Operating: \$7.88 weekends
- Net Annual Savings:** \$0.7 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus**

Reduce Spans of Service on Queens Local Bus Routes

- Description of Action:** This proposal reduces the spans of service on two local bus routes in Queens (details are shown below):
- Discontinue overnight bus service on the Q30
 - End Sunday service earlier on the Q48
- Neighborhoods Affected:** Many neighborhoods throughout Queens (see attached map).
- Customer Impact:** Depending on the neighborhood, customers would either be required to use other bus or subway services or would have no transit service available during those hours.
- Cost per Rider:** n/a
- Net Annual Savings:** \$0.1 million

| Queens Span Changes | | | |
|----------------------------|-------------------|---------------------------|-----------------|
| Overnights | | | |
| Route | Original Span | New Span | Affected Riders |
| Q30 | 24 hours | 5:00 AM - 1:00 AM | 30 |
| Sundays | | | |
| Route | Original Span | New Span | Affected Riders |
| Q48 | 5:00 AM - 1:15 AM | 5:00 AM - 12:00 AM | 20 |

NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus

Reduce Spans of Service on Queens Local Bus Routes – Overnight Service



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Queens Local Bus

Reduce Spans of Service on Queens Local Bus Routes – Weekend Spans



NYC Transit 2010 Service Reduction Proposals

Part 7:

Staten Island Local Bus

NYC Transit 2010 Service Reduction Proposals

Staten Island Local Bus

Restructure Local Bus Routes to Discontinue Underutilized or Duplicative Segments

- Restructure the S42 and S52 in New Brighton
- Restructure the S60 and S66 on Grymes Hill
- Discontinue S40/90 Service to Howland Hook

Discontinue Service on Low-Performing Local Bus Routes

There is one route proposed for complete discontinuation and two routes proposed for weekend discontinuation.

- Discontinue weekend S54 service
- Discontinue all S67 service (operates weekday peak-hours only)
- Discontinue weekend S76 service

Note that all S42 service would be discontinued as part of the New Brighton restructuring and partially replaced peak hours by selected S52 trips. The S60 would be discontinued as a part of the Grymes Hill restructuring but partially replaced peak hours by S66 service.

Reduce Spans of Service on Local Bus Routes

This proposal reduces service at the start or end of service (on non-24 hour routes), during periods of extremely low ridership.

- Start weekday service later on the S66; end weekday service earlier on the S54 and S57; start Saturday and Sunday service later on the S57; and end Saturday service earlier on the S57

**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Staten Island Local Bus
 Restructure the S42 and S52 in New Brighton**

**Proposal Modified
 March 19, 2010**

Description of Action:

This proposal has been modified based on public comments. This proposal would discontinue the S42 entirely and reroute the S52 to operate via the S42 routing on St. Mark's Place/Hamilton Avenue and Westervelt Avenue to Jersey Street in order to maintain service in New Brighton. **The modified proposal would extend S52 service (from 6AM to 9AM and 2PM to 1AM) to serve the S42 Clyde Place branch. The S52 would serve the majority of S42 riders with this proposal.**

Neighborhoods Affected:

St. George, New Brighton.

Customer Impact:

Approximately 200 weekday off-peak customers and 350 weekend customers would be required to walk up to five minutes to the S44, S46, or S52.

Cost per Rider:

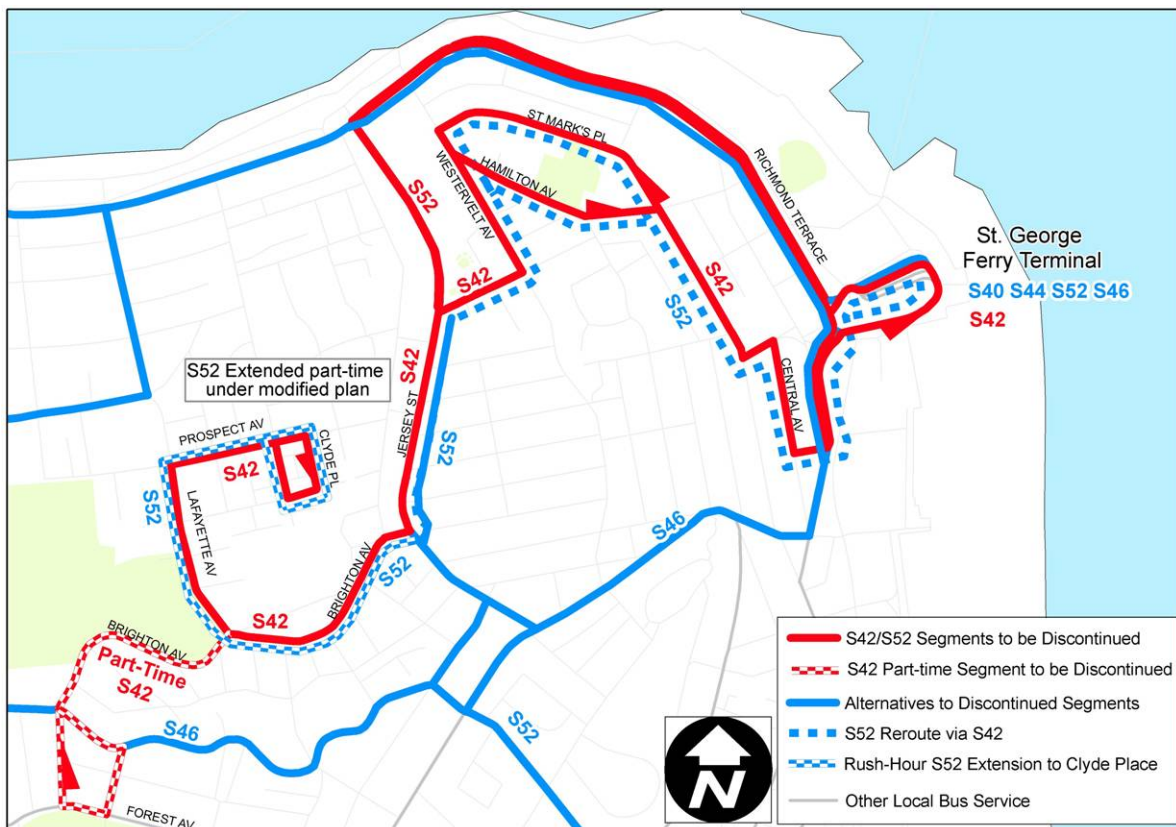
Total: \$4.26, Direct Operating: \$2.24 weekdays,
 Total: \$5.87, Direct Operating: \$3.09 weekends (for the S42)

Initial Net Annual Savings:

\$0.8 million

Reduction in Savings:

\$0.2 million



**NYC Transit 2010 Service Reduction Proposals
 Profile of Elements – Staten Island Local Bus
 Discontinue S40/S90 Service to Howland Hook**

Description of Action: Discontinue the underused segment of the S40/S90 into Howland Hook (operates weekdays only).

Neighborhoods Affected: Howland Hook.

Customer Impact: 15 customers would have to walk up to seven minutes to the nearest S40/S90 bus stop.

Cost per Rider: n/a

Net Annual Savings: \$0.1 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Staten Island Local Bus
Discontinue Weekend S54 Service**

Description of Action: Discontinue weekend service on the S54 (S57 service would be retained to maintain service to Seaview Hospital).

Neighborhoods Affected: Livingston, Castleton Corners, Egbertville, Richmond, Great Kills.

Customer Impact: Approximately 1,100 weekend customers would be required to use the S57; a typical customer's trip would increase by 10 to 20 minutes.

Cost per Rider: Total: \$14.39, Direct Operating: \$7.57

Net Annual Savings: \$0.5 million



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Staten Island Local Bus

Proposal Modified
March 19, 2010

Restructure the S60 and S66 on Grymes Hill

Description of Action: This proposal has been modified based on public comments. This proposal will discontinue the S60 entirely. **The S66 would be rerouted weekdays to operate over the S60 route on Howard Avenue and Arlo Road in order to maintain service to Grymes Hill under the modified proposal. Weekend service to this area would continue to be eliminated.**

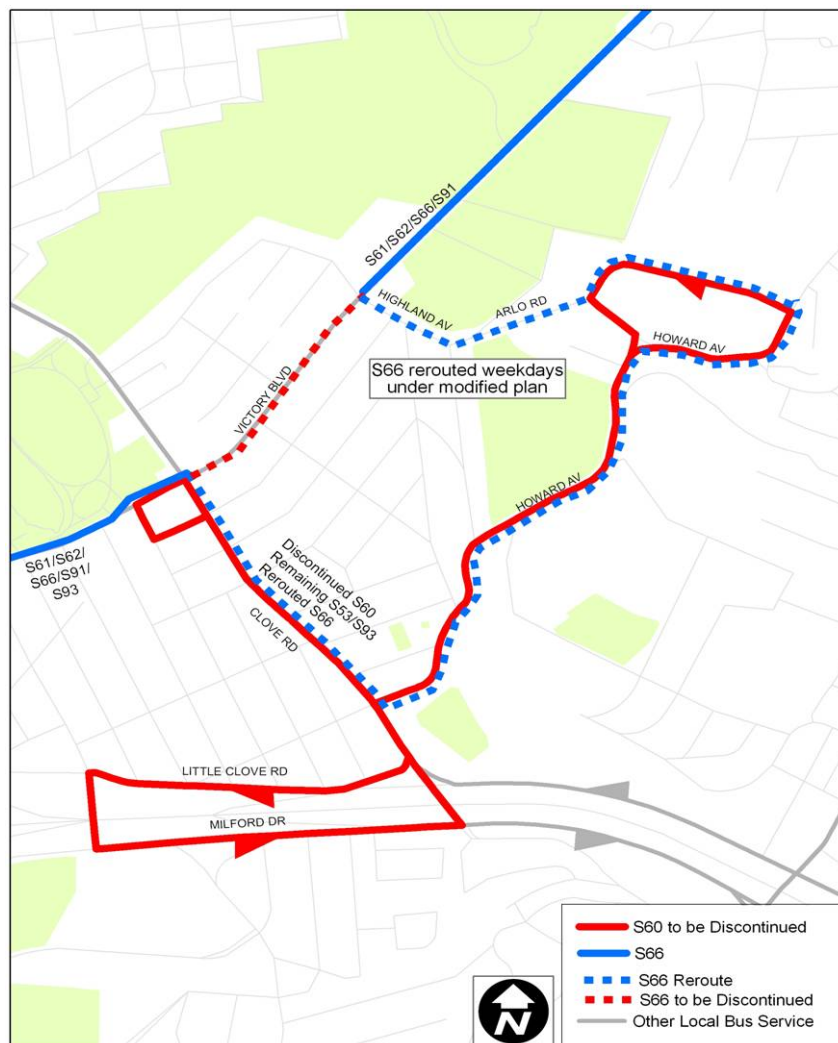
Neighborhoods Affected: Grymes Hill, Sunnyside.

Customer Impact: Approximately 1,000 weekday S66 riders would see their trip time increase by 5 minutes at most. Approximately 300 S66 riders would have to use another bus or walk longer to access nearby S66 stops.

Cost per Rider: Total: \$12.98, Direct Operating: \$6.83 weekdays,
Total: \$25.69, Direct Operating: \$13.52 weekends

Initial Net Annual Savings: \$0.4 million

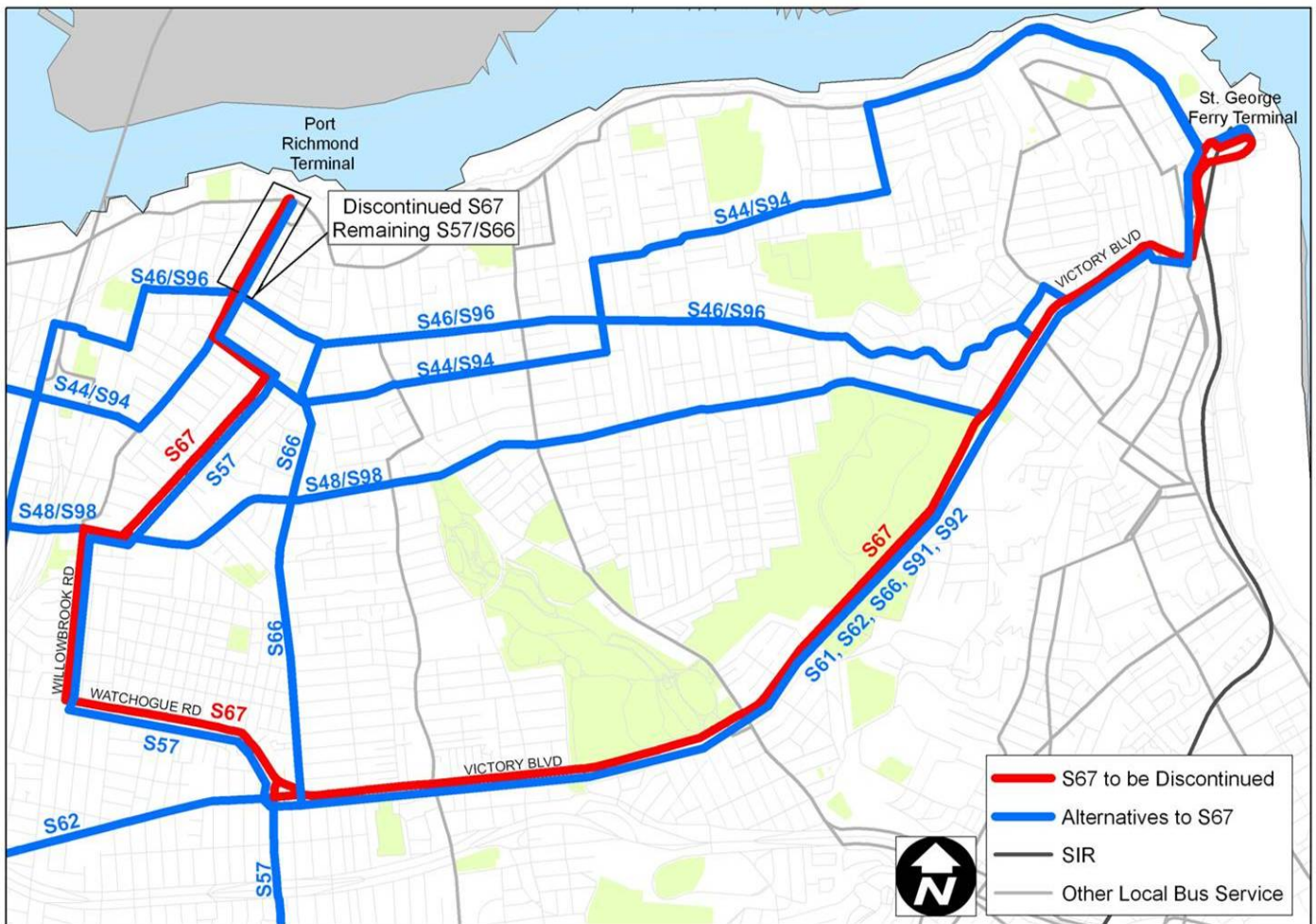
Reduction in Savings: **\$0.15 million**



NYC Transit 2010 Service Reduction Proposals Profile of Elements – Staten Island Local Bus

Discontinue All S67 Service

| | |
|--------------------------------|---|
| Description of Action: | Discontinue all service on the S67 (operates weekday peak-hours only). |
| Neighborhoods Affected: | Port Richmond, Westerleigh, Castleton Corners, St. George. |
| Customer Impact: | Approximately 700 weekday customers would be required to use the S57 or S66; a typical customer's trip would increase by eight minutes. |
| Cost per Rider: | Total: \$5.38, Direct Operating: \$2.83 |
| Net Annual Savings: | \$0.5 million |



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Staten Island Local Bus
Discontinue Weekend S76 Service**

Description of Action: Discontinue weekend service on the S76.

Neighborhoods Affected: St. George, Tompkinsville, Clifton, Fox Hills, Grasmere, Dongan Hills, New Dorp, Oakwood.

Customer Impact: Approximately 3,870 weekend customers would be required to use the S74 or S78; a typical customer's trip would increase by up to 20 minutes.

Cost per Rider: Total: \$4.54, Direct Operating: \$2.39

Net Annual Savings: \$0.3 million



**NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Staten Island Local Bus**

Reduce Spans of Service on Staten Island Local Bus Routes

- Description of Action:** This proposal reduces the spans of service on three local bus routes in Staten Island:
- Start weekday service later on the S66
 - End weekday service earlier on the S54 and S57
 - Start Saturday and Sunday service later on the S57
 - End Saturday service earlier on the S57
- Neighborhoods Affected:** Many neighborhoods throughout Staten Island (see attached map).
- Customer Impact:** Depending on the neighborhood, customers would either be required to use other bus or rail services or would have no transit service available during those hours.
- Cost per Rider:** n/a
- Net Annual Savings:** \$0.4 million

| Staten Island Span Changes | | | |
|-----------------------------------|--------------------|---------------------------|-----------------|
| Weekday Span Changes | | | |
| Route | Original Span | New Span | Affected Riders |
| S54 | 6:00 AM - 11:15 PM | 6:00 AM - 10:00 PM | 25 |
| S57 | 5:30 AM - 11:15 PM | 6:15 AM - 11:15 PM | 30 |
| S66 | 5:00 AM - 12:15 AM | 6:00 AM - 12:15 AM | 60 |
| Saturday Span Changes | | | |
| Route | Original Span | New Span | Affected Riders |
| S57 | 5:00 AM - 11:30 PM | 6:30 AM - 11:00 PM | 30 |
| Sunday Span Changes | | | |
| Route | Original Span | New Span | Affected Riders |
| S57 | 5:00 AM - 11:30 PM | 6:30 AM - 11:30 PM | 20 |

NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Staten Island Local Bus

Reduce Spans of Service on Staten Island Local Bus Routes – Weekday Spans



NYC Transit 2010 Service Reduction Proposals
Profile of Elements – Staten Island Local Bus

Reduce Spans of Service on Staten Island Local Bus Routes – Weekend Spans



NYC Transit 2010 Service Reduction Proposals

Glossary of Terms

Direct Operating Cost refers to the annual transportation and maintenance operating costs associated with operating NYCT scheduled bus service, including bus operators' hourly pay and variable benefit costs; regular maintenance and cleaning expenses, and fuel.

Guidelines are used by NYC Transit to develop and maintain comprehensive, cost-efficient transit service that meets the needs of those who live, work, and travel in New York City. These guidelines provide a structure for consistent and fair evaluation of existing and proposed services by determining when, where, and how frequently service should be provided.

Headways refer to the interval or frequency of service on subway and bus routes. For example, a 10-minute headway on a subway route means that a train is scheduled to arrive every 10 minutes.

The **Maximum Load Point** refers to the point along a subway or bus route at which the bus or train is most crowded. On many subway lines, for example, this point is typically located where the line crosses into or out of the Manhattan business district.

Net Annual Savings refers to annual operating cost saved by each proposed service reduction. It is calculated as direct operating cost less passenger revenue loss (annual).

Overnight Bus Service refers to bus service which currently operates 24 hours a day, including during the hours of 1 a.m. to 5 a.m. If overnight service is discontinued, no service would be operated between 1 a.m. and 5 a.m.

Seated Load refers to the condition in which every customer, on average, is able to obtain a seat and there are no standees on the transit vehicle (bus or subway car). During off-peak periods, bus and subway service is currently scheduled so that there is a seated load.

Span of Service refers to the hours and days of operation for each bus or subway route.

Total Cost refers to direct operating cost plus the annual operating cost of fixed benefit expenses, fixed depot maintenance, major bus overhauls, road control, training, facility upkeep and maintenance, supervision, operating management, operating support services such as scheduling and safety, and central administration costs.