

**2010**  
**MTA Bus Company Service Reductions**

*Includes Changes to Express Bus and Local Bus Service*

*REVISED*

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\* - Based on public comments, it is now proposed to extend selected peak period BxM7A trips to City Island to mitigate the full discontinuation of the BxM7B.

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## **Description of Service Reduction Proposals**

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**2010 MTA Bus Company Service Reduction Proposals  
Profile of Elements**

**Discontinue All BxM4A Express Bus Service  
Bedford Park, Bronx – Midtown, Manhattan**

<b>Description of Action:</b>	Discontinue all BxM4A express bus service between Bedford Park, Bronx and Midtown Manhattan. Grand Concourse corridor service would be maintained as per scheduling guidelines with the BxM4B between Midtown and Woodlawn, and the BxM4B would be relabeled the BxM4.
<b>Neighborhoods Affected:</b>	Bedford Park
<b>Customer Impact*:</b>	An average of 50 weekday customers, 30 Saturday customers, and 10 Sunday customers would be required to use the BxM3, or use the Bx1, Bx2 or Bx28 to the BxM4B (relabeled to the BxM4) as an alternate. Travel time would be increased by approximately 11 minutes.
<b>Cost per Passenger*:</b>	Weekday: Total: \$27.87, Direct Operating: \$15.07 Saturday: Total: \$13.36, Direct Operating: \$7.22 Sunday: Total: \$32.34, Direct Operating: \$17.48
<b>Passengers per Trip*:</b>	1 on weekdays, 2 on Saturdays, 1 on Sundays
<b>Net Annual Savings**:</b>	\$947,000

\* - Accounts only for the Bedford Park branch of the BxM4A, north and west of Bainbridge Avenue & Gun Hill Road.

\*\* - Includes reinvestment in Grand Concourse corridor service on the BxM4B (Note: the BxM4B would be relabeled to BxM4).

# BxM4A Bus Service Discontinuation





**2010 MTA Bus Company Service Reduction Proposals  
Profile of Elements**

THIS HAS BEEN MODIFIED IN RESPONSE TO PUBLIC COMMENTS

**Discontinue All BxM7B Express Bus Service and Replace  
City Island Service with Extended BxM7A Trips  
City Island, Bronx – Midtown, Manhattan  
*(Previously Discontinue All BxM7B Service without Extending BxM7A Trips)***

<b>Description of Action:</b>	Discontinue all BxM7B express bus service between City Island, Bronx and Midtown Manhattan, which currently operates two weekday peak period trips in each direction. All BxM7B service would be discontinued; however, to maintain a City Island express bus option, it is recommended to extend two weekday peak period BxM7A trips in each direction from their current terminus at Pelham Bay Park to City Island.
<b>Neighborhoods Affected:</b>	City Island
<b>Customer Impact:</b>	An average of 70 weekday customers would be impacted. An alternative is to use the extended BxM7A trips. Travel time would be increased by approximately 15 minutes using the BxM7A.
<b>Cost per Passenger:</b>	Total: \$28.61, Direct Operating: \$15.47
<b>Passengers per Trip:</b>	18
<b>Net Annual Savings*:</b>	\$129,000

\*- Includes reinvestment to extend two weekday BxM7A trips to/from City Island in each direction.

# BxM7B Discontinuation and Extension of Selected BxM7A Weekday Peak Period Trips



**2010 MTA Bus Company Service Reduction Proposals  
Profile of Elements**

**Discontinue All QM22 Express Bus Service  
Jackson Heights, Queens – Midtown, Manhattan**

<b>Description of Action:</b>	Discontinue all QM22 express bus service between Jackson Heights, Queens and Midtown Manhattan, which currently operates on weekday peak periods only.
<b>Neighborhoods Affected:</b>	Jackson Heights, Astoria, and Long Island City
<b>Customer Impact:</b>	An average of 60 weekday customers from Jackson Heights, Astoria, and Long Island City to Midtown Manhattan would be impacted. An alternative for these customers is to use the Q69 or Q47 to the <b>E F N Q R V 7</b> (note: NYCT proposes to replace the <b>W</b> in Queens with the <b>Q</b> ). Travel time using these alternative routes would be comparable to the current QM22 travel time.
<b>Cost per Passenger:</b>	Total: \$24.57, Direct Operating: \$13.28
<b>Passengers per Trip:</b>	16
<b>Net Annual Savings:</b>	\$143,000

# QM22 Bus Service Discontinuation



	QM22 to be Discontinued
	QM22 to be Discontinued (Non-Stop Section)
	Partial Alternate Bus Service
	Partial Alternate Subway Service

\* NYCT proposes to replace **W** with **Q**

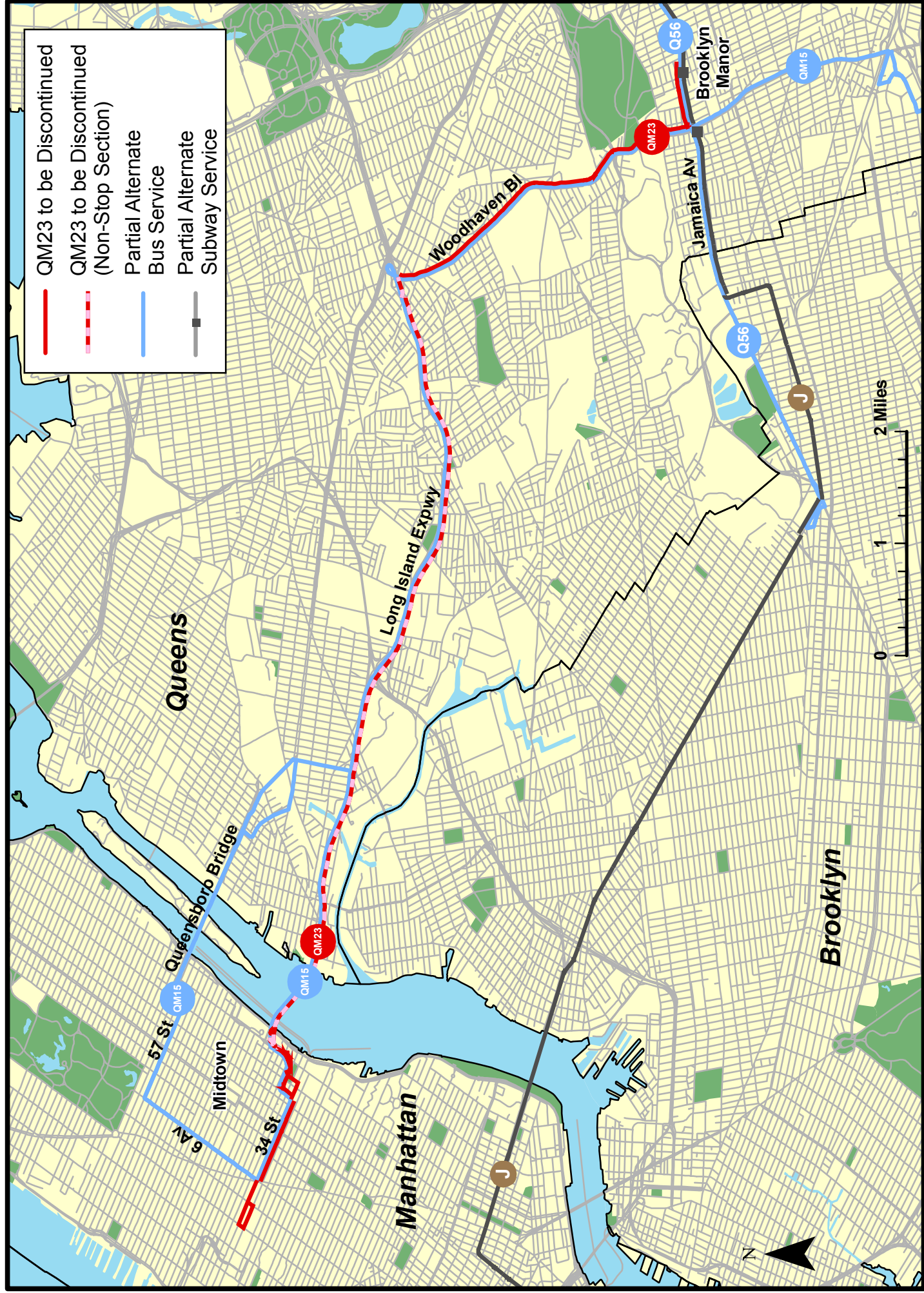


**2010 MTA Bus Company Service Reduction Proposals  
Profile of Elements**

**Discontinue All QM23 Express Bus Service  
Brooklyn Manor, Queens – Midtown (Penn Station), Manhattan**

<b>Description of Action:</b>	Discontinue all QM23 express bus service between Brooklyn Manor, Queens and Penn Station, which currently operates on weekday peak periods only.
<b>Neighborhoods Affected:</b>	Brooklyn Manor
<b>Customer Impact:</b>	An average of 30 weekday customers would be impacted. An alternative would be to use the QM15 or <b>J</b> directly to/from Manhattan or use the Q56 or <b>J</b> and transfer to the QM15. In Manhattan, customers using the <b>J</b> may transfer to other subways to their destination. Travel time would be increased by approximately 5-10 minutes.
<b>Cost per Passenger:</b>	Total: \$34.88, Direct Operating: \$18.85
<b>Passengers per Trip:</b>	14
<b>Net Annual Savings:</b>	\$101,000

# QM23 Bus Service Discontinuation

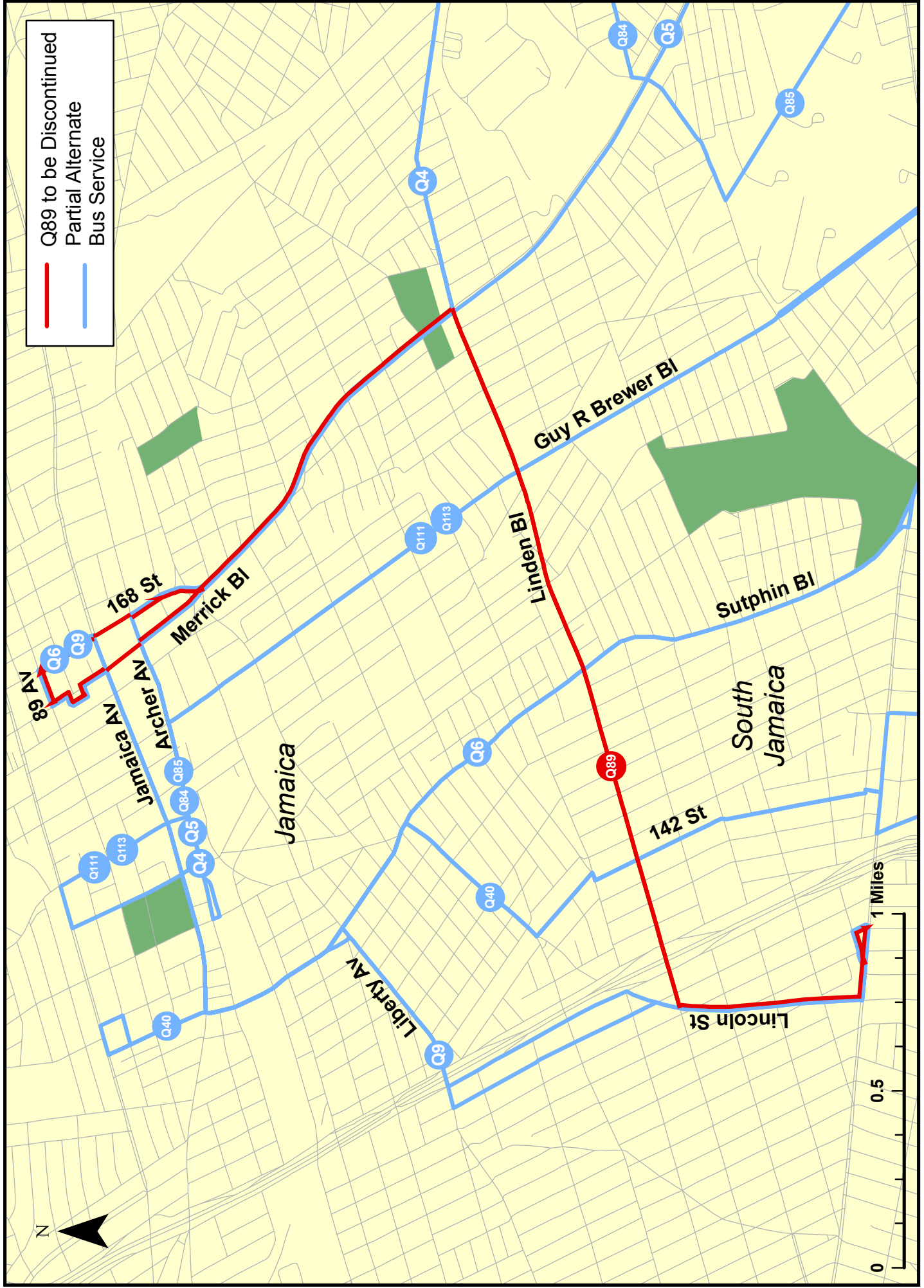


**2010 MTA Bus Company Service Reduction Proposals  
Profile of Elements**

**Discontinue All Q89 Service  
South Ozone Park – Jamaica**

<b>Description of Action:</b>	Discontinue all Q89 local bus service between Jamaica, Queens and South Ozone Park, Queens, which currently operates on weekdays only.
<b>Neighborhoods Affected:</b>	Jamaica, South Jamaica, South Ozone Park
<b>Customer Impact:</b>	An average of 100 weekday customers would be impacted, and would have to use an alternate north-south bus route (Q4, Q5, Q6, Q9, Q40, Q84, Q85, Q111, Q113) to/from Jamaica. Travel time would be comparable to the Q89 to/from Jamaica using the alternate routes.
<b>Cost per Passenger:</b>	Total: \$11.43, Direct Operating: \$6.18
<b>Passengers per Trip:</b>	7
<b>Net Annual Savings:</b>	\$120,000

# Q89 Bus Service Discontinuation





**2010 MTA Bus Company Service Reduction Proposals  
Profile of Elements**

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