

# 2010

# NYC Transit

## Service Reductions

January 27, 2010

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## **Introduction**

The 2010 budget presented to the MTA Board in November 2009 was balanced by a combination of fares, tolls, direct government subsidy, dedicated taxes, and other revenue sources. Between November 2009 and December 2009, revenue projections from these funding sources worsened dramatically. This was caused by a reduction of: \$143 million in 2009 direct state government subsidy; revenue from dedicated state taxes coming in much lower than projected; and an arbitrator's award of a cumulative three-year wage increase of 11.3 percent to certain union-represented NYCT employees. In combination, these factors created a projected budget shortfall of \$383 million in 2009-2010, and \$297 million in 2011.

By law, the MTA is required to adopt a balanced budget. While NYCT is committed to identifying and pursuing any and all opportunities for budget savings through administrative reductions and efficiencies, the gap between revenue and expenses is too great to be addressed solely by administrative restructuring. Administrative employees (people not responsible for the operation of trains and buses or maintenance of existing infrastructure) only account for 14 percent of the total NYCT labor force. As such, it is impossible to balance a deficit of this magnitude without proposing reductions to bus and subway service.

## **The 2010 NYCT Service Reduction Proposals**

The 2010 budget approved by the MTA Board in December 2009 contained a number of gap-closing measures, including reductions in administrative costs and service reductions at all MTA agencies. The service reductions proposed by NYCT in December 2009 were largely identical to the package of reductions that were the subject of a series of public hearings in the spring of 2009. The development of these 2010 proposals involved a comprehensive effort in the past thirty days at the direction of the MTA Chairman to review the December 2009 proposals using updated ridership information and sharpening the evaluation focus to maintain critical mobility while striving to meet the needs of the 2010 budget. For example, this effort has resulted in new strategies – particularly in reconfiguring bus routes to better serve areas where other services have to be reduced – being mindful of access needs and network coverage.

## **Creation of the 2010 Service Reduction Proposals**

The service changes proposed in this package differ from the ones identified in December 2009. NYCT staff revisited the previous proposal using updated ridership information and other factors discussed below to guide its recommendations.

In creating the 2010 Service Reduction Proposals, NYCT staff was mindful of the effect any change in service has on people's lives. Thus, to minimize the overall impact and number of people affected, staff looked first at changes to the frequency and span of service, then at route restructurings, and finally at service discontinuations. The Spring 2009 package, which was subject to public hearing, included a significant increase in the express bus fare, which negated the need for reductions in express bus service. That fare increase was not implemented. As this year's package does not include changes to the fare, there are significantly more changes proposed to express bus service. The guiding principles for the creation of these proposals were as follows:

- Affect the fewest number of riders;
- Minimize the negative effects to riders (e.g., longer waiting time);
- Maintain network coverage (even if it requires lower frequency or altered routings);
- Operate service within existing service and capacity guidelines (except where otherwise noted); and
- Improve the cost-efficiency of the service provided.

The 2010 Service Reduction Proposals presented below are valued at \$17.6 million in subway service reductions and \$60 million in bus service reductions for a total of \$77.6 million in reductions on an annualized basis. Included in this amount is \$4.0 million savings in normal business changes. Pages 1-120 of this document include a complete description of all proposed actions.

## **Subway Service**

Due to the intrinsic differences in the components of bus and subway operating costs, proposed bus and subway service reductions differ in both potential savings and number of routes impacted. Since a substantial amount of the costs associated with subway service are fixed and do not significantly change with reductions in service, the proposals presented herein are weighed towards actions which are more likely to affect frequency of service rather than discontinuation of routes. As one subway train can carry up to fifteen times the number of people a bus can, the financial savings of reducing bus service are significantly greater than those of reducing subway service.

The strategies used to achieve financial savings from subway service include the following:

### *Service Reductions Related to Accommodating Construction Work*

In creating the 2010 Service Reduction Package, NYCT attempted to focus on achieving savings through scheduling service to more closely match what is actually operated on weekends and evenings. Service is routinely reduced on weekends and evenings when ongoing capital construction and maintenance work affects track capacity. These reductions will have the least effect on customers as they are by-and-large already happening.

### *Revisions to Off-Peak Service Guidelines*

NYCT is proposing to revise its off-peak service guidelines to increase the total number of allowable standees from zero to 10-18 standees per car (from 100% of a seated load to 125% of a seated load). This proposal would slightly increase the wait time between trains and the number of standees only during off-peak times when fewer riders travel, minimizing the effects to riders while still achieving financial savings.

### *Route Restructurings/Discontinuations*

NYCT is proposing to restructure five subway routes and discontinue one special rail service. Restructuring subway routes by combining services allows NYCT to continue to provide service to all stations, while achieving financial savings. Included in this package is the restructuring of five subway routes (the **M** and **V**, and the **N**, **Q**, and **W**) as well as the discontinuation of the Staten Island Railway (SIR) Baseball Special train.

## **Bus Service**

In all cases, NYCT staff attempted to minimize the number of riders affected while maximizing overall savings. The criteria used to identify the proposed bus service changes are described below:

### *Hours (Span) of Service*

NYCT analyzed ridership per bus trip during the first and last two hours of service for all local bus routes and compared the results to system averages. Reductions in the hours, or span, of service were proposed for routes where the ridership per bus trip at the beginning or end of the span of service was significantly below the system average. Because these reductions discontinue a handful of trips at either end of the service span of a route (while the majority of service on affected routes is retained), they have the fewest customer effects of the recommended actions.

### *Overnight Discontinuations*

NYCT analyzed ridership on all overnight local bus service using hourly ridership data. Routes with fewer than 45 total riders in both directions, anywhere on the route during the 1:00 a.m. to 5:00 a.m. time-period were identified for discontinuation. Because overnight riders are generally understood to be transit-dependent, NYCT lowered the threshold that had been applied previously, resulting in approximately 10 fewer routes proposed for overnight discontinuation as compared to the original plan. Included, as an attachment, is a table showing overnight ridership and the proposed actions.

### *Route Discontinuations*

NYCT considered the following quantitative factors in determining whether bus routes should be discontinued either in total or on weekends only: ridership, cost per rider, and recent ridership trends. In addition, NYCT staff also considered network coverage guidelines and ratio of student ridership. The restructuring of service in several areas, discussed below, allows for the continuation of service on some streets which would have otherwise been recommended for discontinuation. Included as an attachment, is a table showing the factors described above as well as the proposed actions.

### *Discontinuation of Underutilized or Duplicative Segments*

NYCT examined routes to identify underutilized or duplicative segments. As a result of this review, lower performing bus route segments were proposed for discontinuation without affecting the majority of the riders.

### *Restructuring of Service in Neighborhoods*

NYCT looked cumulatively at underutilized or duplicative bus routes across multiple neighborhoods to maintain network coverage along key corridors, while better matching capacity to demand. Every attempt was made to minimize the number of affected riders. In some cases, these changes will result in less frequent bus service or the need for customers to make additional transfers.

## Overview of Document

Section I consists of the following:

**Summary Bus Route Ridership and Cost Tables.** Tables 1 through 5, the summary tables that immediately follow this Introduction, show bus ridership and cost per rider by increasing order of bus ridership. These tables show NYCT's weekday local bus routes, weekend local bus routes, weekday express bus routes, weekend express bus routes, and overnight bus routes. The local and express bus route tables each contain cost indicators, direct operating cost per rider and total cost per rider. Direct operating cost and total cost are defined as follows:

- *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, cleaning expenses, and fuel.
- *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. These additional costs are typically referred to as *overhead costs*.

Overhead costs, however, are not automatically reduced by discontinuing one particular bus route or several bus routes. MTA is committed to working to reduce overhead costs systemwide.

Annual operating savings in the sections that describe each service reduction are expressed as *net annual savings*. Net annual savings for each service reduction is the direct operating cost savings less the estimated decrease in passenger revenue.

**Changes Between the 2009 Service Reduction Program and the 2010 Service Reduction Program.** Table 6 highlights actions in the 2009 Service Reduction Program presented to the MTA Board in December 2009 that will no longer be considered, as well as actions in the 2010 Service Reduction Program being considered for the first time.

Table 7, the *Summary of 2010 NYC Transit Service Reduction Proposals* 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 in Section II.

**Section II. Description of Each 2010 Service Reduction.** Beginning on Page 1 is a description of each proposed change; subway changes first, then bus changes.

The subway reductions are listed in the following order:

- Service Reductions Related to Accommodating Construction Work;
- Route Restructurings; and
- Revision to Service Guidelines.

The bus reductions are sub-divided by affected borough. Within each borough, the reductions are presented by:

- Restructuring of Routes in Neighborhoods or Partial Truncations of Routes;
- Total Route Discontinuations;
- Weekend Discontinuations; and
- Changes to Spans of Service or Overnight Service.

The description of each service initiative includes a map, neighborhoods affected, customer impact and net annual savings.

Following the description of each proposed service change is a glossary of terms used in the document.

**Table 1: Fall 2009 NYC Transit Weekday Local Bus Routes (sorted by ridership)**

**Gray routes** are proposed for complete discontinuation  
**Yellow routes** are proposed for restructuring, partial discontinuation, or complete discontinuation with partial or full replacement by other services  
**Direct Operating Cost per Rider** Direct operating cost refers to the annual transportation and maintenance operating costs associated with operating scheduled bus service, including bus operators' hourly pay and variable benefit costs, regular maintenance and cleaning expenses and fuel.  
**Total Cost per Rider** Total cost includes direct operating cost plus 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.

Route	Average Ridership <sup>1</sup>	1-Year Trend <sup>2</sup>	5-Year Trend <sup>2</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
<b>SYSTEM AVERAGE<sup>3</sup></b>	<b>12,540</b>	<b>-2.1%</b>	<b>-0.6%</b>	<b>\$1.44</b>	<b>\$2.73</b>	<b>Average fare paid per trip on local bus service is \$1.14</b>
S60	210	-9.9%	-17.2%	\$6.83	\$12.98	Low ridership and extremely high cost per passenger
Q79	650	-2.4%	-5.3%	\$4.25	\$8.08	Low ridership and extremely high cost per passenger
B51	900	-2.1%	-4.3%	\$3.49	\$6.63	Alternative service by 4 5 6 subway
Q75	970	-7.3%	-10.1%	\$4.32	\$8.21	Duplicates Q17/Q88
M18	1,060	+1.5%	+8.7%	\$3.18	\$6.04	Closely parallel to M3 and M101
B71	1,080	+2.8%	+29.4%	\$2.85	\$5.42	Alternative service on Bergen St./Dean St. (B65) or on 9th Street (extended B61)
B39	1,180	-11.7%	-40.2%	\$2.34	\$4.45	Duplicates 1 1 2
M30	1,220	-12.9%	-32.6%	\$3.32	\$6.31	Additional peak service added to M72, duplicates other bus routes
Q42	1,380	-3.0%	-9.4%	\$2.81	\$5.35	Alternative service on Liberty Ave (Q83) or Merrick Blvd (Q4/5/84/85)
B23	1,580	-4.4%	-8.0%	\$2.26	\$4.30	Alternative service on B16 and B8
Bx18	1,780	-1.0%	+10.1%	\$2.48	\$4.71	Alternative service to River Park Towers provided by Bx40/42
S55/56	1,860	+8.8%	+14.9%	\$6.58	\$12.50	Required for network coverage, high student ridership
S57	1,950	-7.0%	+2.5%	\$4.35	\$8.26	Required for network coverage, high student ridership, span reduction will improve efficiency
M21	2,000	-0.9%	-4.9%	\$2.84	\$5.39	Service rerouted across Houston St, Ave C replaced by M9
Bx20	2,050	+0.5%	-5.8%	\$2.20	\$4.18	Service retained during peak hours only due to shared Bx7/Bx10 corridor demand
Q14	2,080	-4.7%	-9.3%	\$2.13	\$4.05	Duplicates Q15 and Q34
Q74	2,100	-3.4%	-21.7%	\$2.26	\$4.30	Duplicates Q44/Q46
Q26	2,170	-2.4%	+6.9%	\$2.33	\$4.44	Service retained during peak hours only due to shared Q27 corridor demand
S54	2,170	-3.6%	-5.3%	\$4.46	\$8.47	Required for network coverage, high student ridership, span reduction will improve efficiency
S42	2,200	+2.5%	+0.3%	\$2.24	\$4.26	Service discontinued but largely replaced with rerouted S52 as part of S42/S52 restructure
M35	2,380	+2.0%	-8.4%	\$1.75	\$3.32	Required for network coverage (only service to Randall's/Ward's Islands)
B69	2,510	-0.9%	+0.2%	\$2.57	\$4.87	Service combined with B67 and retained north of Grand Army Plaza
Bx29	2,510	+1.7%	+1.5%	\$2.00	\$3.80	Required for network coverage (only service to City Island)
M27	2,720	-9.0%	-42.0%	\$2.46	\$4.68	M50 service is retained in the shared 49th/50th Streets corridor
S66/67	2,810	-3.7%	+9.2%	\$2.83	\$5.38	S67 peak-hour only service discontinued, S66 retained due to network coverage, corridor capacity
Q48	2,840	-8.6%	+1.8%	\$2.17	\$4.12	Provides network coverage and serves LaGuardia Airport
M8	2,880	-5.7%	-15.9%	\$2.05	\$3.90	Overnight discontinuation will improve efficiency
B31	2,890	+1.6%	+3.5%	\$1.68	\$3.18	Required for network coverage (only service to Gerritsen), overnight discontinuation will improve efficiency
Bx14	2,890	+3.6%	+17.0%	\$1.93	\$3.67	Service discontinued but replaced in Country Club neighborhood with Bx8
B2	2,900	-4.5%	-16.8%	\$1.71	\$3.25	Span reduction will improve efficiency
B75	3,240	-4.1%	-19.7%	\$1.94	\$3.68	Service discontinued but replaced with extended B57 (Court/Smith) and extended B61 (Park Slope)
B24	3,270	-3.9%	+2.1%	\$2.24	\$4.25	Required for network coverage
B37	3,280	-9.6%	-22.8%	\$2.79	\$5.29	Service discontinued but replaced south of Bay Ridge Avenue by rerouted B70
S52	3,420	-1.1%	+7.0%	\$2.51	\$4.77	Rerouted as part of S42/S52 restructure which will improve efficiency
Bx33	3,680	-5.1%	+0.6%	\$1.86	\$3.53	Span reduction will improve efficiency
M98	3,770	-4.5%	-4.9%	\$3.28	\$6.24	Service discontinuation south of 68 St, rerouted from GWB, and span reduced - all will improve efficiency
Q16	3,900	-5.1%	-1.2%	\$2.07	\$3.93	Required for network coverage
M50	3,940	-2.1%	-23.8%	\$2.46	\$4.68	M27 discontinuation and overnight discontinuation will improve efficiency
M20	3,950	-13.4%	-31.3%	\$2.95	\$5.61	Extended to South Ferry replacing M9, M10/M22 shortenings, and span reduction will improve efficiency
B77	4,000	-7.1%	+2.3%	\$1.39	\$2.63	Service discontinued and entirely replaced by B61 combination
B74	4,220	+4.4%	+37.9%	\$0.81	\$1.53	Very efficient
M22	4,310	-1.6%	-10.1%	\$2.27	\$4.31	Service discontinuation west of City Hall and overnight service discontinued - both will improve efficiency
M6	4,370	-10.7%	-28.6%	\$2.68	\$5.10	Service discontinued but largely replaced with M5 extended from Houston Street to South Ferry
S61/91	4,690	-3.2%	+6.1%	\$2.68	\$5.09	Required for network coverage
S51/81	4,810	-2.5%	+1.6%	\$2.31	\$4.39	Required for network coverage
Q15	4,830	-2.5%	+4.5%	\$1.53	\$2.90	Serves as an alternative for discontinued Q14, which will improve efficiency
B70	4,980	+0.7%	+21.5%	\$1.37	\$2.61	Service rerouted south of Bay Ridge Ave via B37 routing to Marine Ave and B8 routing to VA Hospital
S40/90	5,020	-0.4%	+5.9%	\$2.39	\$4.55	Service to Howland Hook discontinued, which will improve efficiency
B65	5,030	-2.3%	-9.8%	\$2.02	\$3.85	Overnight service discontinued, which will improve efficiency
Bx34	5,040	-2.9%	-2.4%	\$1.58	\$3.01	Overnight service discontinued, which will improve efficiency
Q1	5,160	-5.9%	-14.9%	\$1.81	\$3.45	
Q84	5,390	-2.4%	-3.2%	\$2.20	\$4.18	Provides network coverage in Eastern Queens
S62/92	5,400	-10.9%	-6.7%	\$2.38	\$4.52	Required for network coverage
B57	5,500	-2.5%	-17.3%	\$1.66	\$3.16	Service extended via B75 (Court-Smith) to Smith-9 Sts, overnight service discontinued- both improve efficiency
S76/86	5,570	+0.3%	-0.3%	\$2.44	\$4.63	
S59/89	5,600	-2.3%	+14.6%	\$3.83	\$7.29	High student ridership
B48	5,860	-4.3%	-11.2%	\$1.84	\$3.50	Service discontinued south of Fulton St and overnight service reduced - both actions will improve efficiency
Q36	5,920	-5.4%	-5.6%	\$1.92	\$3.65	
M9	5,960	+3.4%	+11.8%	\$1.75	\$3.33	Service rerouted to operate between Park Row and 1st Ave/23rd St via Ave C
B4	6,140	-0.4%	-8.4%	\$2.19	\$4.16	Service discontinued east of Coney Island Ave, which will improve efficiency
S74/84	6,280	-3.2%	+0.8%	\$3.10	\$5.89	Required for network coverage
Q76	6,530	-5.2%	+2.2%	\$2.18	\$4.13	High student ridership
B13	6,670	-7.9%	+11.9%	\$2.10	\$3.99	Service discontinued north/west of Myrtle-Wyckoff Station, which will improve efficiency
M72	6,790	-3.7%	+1.3%	\$1.34	\$2.54	M30 service discontinued in same corridor on East Side, which will improve efficiency
B67	6,810	-4.3%	+1.9%	\$1.54	\$2.93	Service combined with B69 and adjusted, overnight service discontinuation - both actions will improve efficiency
Q2	6,840	-3.2%	-8.7%	\$1.68	\$3.19	
Q59	6,950	-1.0%	+14.5%	\$1.90	\$3.62	
B7	7,130	-4.7%	-11.8%	\$1.64	\$3.12	Overnight service discontinued, which will improve efficiency
B64	7,170	-0.4%	+11.1%	\$1.29	\$2.45	Service discontinued S/E of 25th Ave and rerouted via B1 in Bay Ridge, overnight service discontinued



**Table 1: Fall 2009 NYC Transit Weekday Local Bus Routes (sorted by ridership)**

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**Direct Operating Cost per Rider** Direct operating cost refers to the annual transportation and maintenance operating costs associated with operating scheduled bus service, including bus operators' hourly pay and variable benefit costs, regular maintenance and cleaning expenses and fuel.  
**Total Cost per Rider** Total cost includes direct operating cost plus 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.


Route	Average Ridership <sup>1</sup>	1-Year Trend <sup>2</sup>	5-Year Trend <sup>2</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
Q31	7,330	-3.2%	+3.5%	\$2.46	\$4.67	High student ridership
Bx32	7,550	+10.6%	+26.3%	\$1.67	\$3.17	Significant recent growth, span reduction will improve efficiency
Bx27	7,640	-3.9%	+5.5%	\$1.40	\$2.67	
S78	7,650	-2.4%	-4.7%	\$3.22	\$6.12	Required for network coverage
S44/94	7,880	-3.8%	+1.2%	\$2.06	\$3.91	
Bx16	7,900	+7.8%	+24.3%	\$1.69	\$3.20	Required for network coverage, significant recent growth
Q77	8,040	-1.8%	+4.1%	\$1.50	\$2.84	
Bx8	8,100	-0.1%	+28.8%	\$1.86	\$3.53	Service rerouted to serve Country Club (replacing Bx14) as part of Eastern Bronx plan
B14	8,130	-0.5%	+0.9%	\$1.47	\$2.80	
Q55	8,360	-2.4%	+4.7%	\$1.36	\$2.59	
B16	8,370	-2.8%	-2.9%	\$1.86	\$3.53	Span reduction
B45	8,460	-4.8%	-6.7%	\$1.55	\$2.95	Overnight service discontinuation
M16	8,540	+0.1%	+2.1%	\$0.98	\$1.87	Overnight service discontinuation
S46/96	8,600	+1.1%	+9.1%	\$1.96	\$3.72	
M57	8,630	-0.9%	-7.0%	\$1.32	\$2.50	
S48/98	8,670	-2.0%	+2.9%	\$1.69	\$3.21	
Q13	8,780	-5.8%	+3.9%	\$1.44	\$2.74	
B20	9,070	-3.2%	+4.3%	\$1.68	\$3.19	
M116	9,180	-0.3%	+8.6%	\$1.13	\$2.14	
Bx25/26	9,210	-1.5%	+12.8%	\$1.78	\$3.39	Service rerouted in Co-op City to operate over Bx25 path at all times
Bx30	9,220	-1.3%	+10.0%	\$1.58	\$3.01	Service rerouted in Co-op City to bypass Asch Loop
M34	9,250	+0.1%	-4.6%	\$0.98	\$1.87	
S79	9,390	-0.2%	+17.8%	\$2.42	\$4.59	
B42 <sup>4</sup>	9,790	-0.9%	-1.9%	\$1.43	\$2.72	
Q3	9,860	-3.8%	+16.1%	\$1.68	\$3.20	
B83	10,030	+1.3%	+5.2%	\$1.32	\$2.51	
Q83	10,050	-4.5%	-6.6%	\$1.86	\$3.53	
Q56	10,090	-4.1%	-4.9%	\$1.38	\$2.62	
Bx10	10,620	-0.3%	+1.6%	\$1.81	\$3.43	
Q12	10,650	-0.7%	+10.0%	\$1.45	\$2.76	
Bx13	10,700	-0.0%	+4.8%	\$1.21	\$2.30	
B26	10,880	-4.6%	-13.1%	\$1.70	\$3.23	
Q28	10,930	-3.6%	+7.9%	\$1.52	\$2.90	
Q24	11,000	-6.6%	-4.1%	\$1.61	\$3.06	Service discontinued west of Broadway Junction (duplicative with ①)
M10	11,300	-1.6%	-5.0%	\$1.87	\$3.56	Service discontinued south of Columbus Circle (duplicative with M7/M20/M104)
Q4	11,780	-3.0%	-2.3%	\$1.61	\$3.07	
Q30	11,840	-0.2%	+3.2%	\$1.76	\$3.35	Overnight service discontinuation
Bx17	12,090	-0.5%	+25.4%	\$1.38	\$2.63	
S53/93	12,100	+2.1%	+33.3%	\$1.85	\$3.51	
Bx31	12,110	-2.8%	+11.8%	\$1.40	\$2.66	
M42	12,220	-0.8%	-19.3%	\$1.31	\$2.48	Service discontinued to Javits Center
M31	12,260	-6.4%	-19.2%	\$1.39	\$2.64	
B43	12,430	-2.5%	-10.4%	\$1.46	\$2.77	
M5	12,480	-0.2%	-5.5%	\$1.91	\$3.62	Service extended between Houston St and South Ferry (replacing M1 and M6)
Q54	12,660	-5.4%	-4.6%	\$1.90	\$3.61	
B54	12,680	-1.4%	+8.3%	\$1.22	\$2.32	
Q88	12,810	-2.6%	+4.3%	\$1.57	\$2.97	
B25	12,900	+2.4%	-5.6%	\$1.36	\$2.58	
B47	13,000	-3.6%	+4.6%	\$1.54	\$2.92	
B63	13,280	-6.8%	-5.9%	\$1.47	\$2.80	
Q5	13,290	-0.8%	+6.7%	\$1.72	\$3.27	
Bx4	13,330	-2.4%	-9.3%	\$1.12	\$2.12	
B11	13,630	-4.5%	-1.6%	\$1.28	\$2.43	Span reduction
Bx39	13,760	+0.4%	+6.0%	\$1.11	\$2.10	Service extended north from Gun Hill Rd to Wakefield to replace Bx41
Q85	13,820	-2.2%	-0.4%	\$1.88	\$3.58	
Q32	14,020	-4.8%	-7.6%	\$1.94	\$3.69	
Bx5	14,040	-1.9%	+16.0%	\$1.27	\$2.41	Service rerouted from Bruckner Blvd to Crosby Ave to replace Bx8 as part of Eastern Bronx plan
Q20	14,130	-8.2%	-21.1%	\$1.64	\$3.11	
B52	14,240	-4.5%	-3.9%	\$1.45	\$2.75	
Bx7	14,460	+0.2%	+8.6%	\$1.27	\$2.42	
M66	14,490	-2.9%	-1.8%	\$0.98	\$1.87	Overnight service discontinuation
M2	14,560	-2.7%	-12.5%	\$1.76	\$3.34	
M11	14,580	-1.8%	-6.4%	\$1.45	\$2.75	Span reduction
B60	14,600	-2.5%	-8.4%	\$1.61	\$3.05	
B17	14,860	-3.5%	-5.7%	\$1.24	\$2.36	
Bx11	14,860	+3.7%	+29.6%	\$1.22	\$2.33	
B3	15,120	-1.3%	-2.6%	\$1.17	\$2.22	Service discontinued south of Avenue U/71st Street (underutilized segment)
M103	15,540	-2.4%	-9.8%	\$1.27	\$2.42	
Bx35	15,860	+0.6%	+29.1%	\$1.05	\$2.00	
M1	16,090	-1.7%	-6.4%	\$1.92	\$3.64	Service south of 8 St discontinuation (replaced by M5 extension), streamlined to operate with M2/M3 25-40 Sts
Bx55	16,290	-3.3%	-4.2%	\$1.13	\$2.15	Span reduction (evening service discontinued and replaced by improved Bx15 local service)

**Table 1: Fall 2009 NYC Transit Weekday Local Bus Routes (sorted by ridership)**

**Gray routes** are proposed for complete discontinuation  
**Yellow routes** are proposed for restructuring, partial discontinuation, or complete discontinuation with partial or full replacement by other services  
**Direct Operating Cost per Rider** Direct operating cost refers to the annual transportation and maintenance operating costs associated with operating scheduled bus service, including bus operators' hourly pay and variable benefit costs, regular maintenance and cleaning expenses and fuel.  
**Total Cost per Rider** Total cost includes direct operating cost plus 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.

Route	Average Ridership <sup>1</sup>	1-Year Trend <sup>2</sup>	5-Year Trend <sup>2</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
B9	16,370	-2.5%	+8.2%	\$1.44	\$2.74	Span reduction
Bx21	16,600	-4.1%	+13.2%	\$1.28	\$2.43	
M60	16,690	+8.7%	+29.9%	\$1.31	\$2.48	
M102	16,890	-3.3%	-8.9%	\$1.27	\$2.42	
M3	17,040	-1.0%	-11.1%	\$1.53	\$2.90	Service streamlined to operate on 4th Ave northbound instead of 9th St/University Pl
M23	17,280	-4.8%	-13.3%	\$0.71	\$1.36	
B36	17,580	+1.7%	+2.2%	\$1.15	\$2.18	
Q43	17,690	-3.0%	+6.0%	\$1.48	\$2.82	
M100	17,760	-2.5%	-0.0%	\$1.22	\$2.31	
Bx3	17,840	+1.6%	+3.3%	\$1.09	\$2.07	
M7	17,880	+3.0%	-2.3%	\$1.46	\$2.78	
Bx22	17,900	-2.8%	-0.4%	\$1.24	\$2.36	
Bx28	17,920	+0.2%	+8.5%	\$1.52	\$2.88	Service split in Co-op City into Bx28 (serving southern portion) and Bx38 (serving northern portion)
B61*	18,160	-2.4%	-4.9%	\$1.54	\$2.92	Service split into two routes in Jan 2010; new B61 route will be combined with B77 and extended
M96/106	18,330	-3.8%	-4.0%	\$1.07	\$2.03	
B68	18,440	-1.3%	-13.9%	\$1.19	\$2.26	
M79	19,740	-0.1%	-8.9%	\$0.86	\$1.63	
B49	19,930	+1.4%	-12.0%	\$1.40	\$2.67	
Q17	19,990	-0.9%	+6.1%	\$1.45	\$2.75	
M104	21,770	-5.1%	-21.2%	\$1.45	\$2.75	Service discontinued east of Times Square on 42nd Street (duplicative with M42 and "7," "S" trains)
B1	22,280	-2.6%	-0.3%	\$1.35	\$2.56	Service rerouted west of 86th St/13th Ave via B64 routing on 86th Street (replaced by rerouted B64)
B12	22,480	-2.5%	-5.6%	\$1.12	\$2.13	Service discontinued east of Alabama Avenue (duplicative with Q24 and "C" train)
M4	22,520	-2.2%	-10.3%	\$1.50	\$2.85	
Bx6	22,780	-0.7%	+10.2%	\$1.13	\$2.14	
B8	22,900	-5.1%	-3.8%	\$1.39	\$2.64	Service discontinued west of VA Hospital (replaced by rerouted B70)
B38	22,900	-4.1%	+1.0%	\$1.54	\$2.93	
B15	23,610	-0.8%	+3.2%	\$1.53	\$2.90	
Bx15	24,160	-2.4%	+7.9%	\$1.25	\$2.37	Evening service improved due to Bx55 span reduction
Q46	24,170	-3.4%	+4.4%	\$1.55	\$2.95	
Q44	27,430	+2.8%	+19.0%	\$1.64	\$3.11	
Bx9	27,680	-2.6%	+5.3%	\$1.12	\$2.14	
Bx41	27,720	-2.2%	-5.5%	\$1.27	\$2.41	Service discontinued on White Plains Rd north of Gun Hill Rd (replaced by extended Bx39)
Q27	27,770	-0.1%	+25.3%	\$1.47	\$2.79	
M86	28,110	-2.9%	-9.3%	\$0.66	\$1.26	
Q58	29,010	-2.4%	+10.3%	\$1.16	\$2.20	
B82	29,500	-5.1%	-3.1%	\$1.29	\$2.44	Serves as an alternative for shortened B64 between 25th Avenue and Coney Island
Bx40/42	29,810	-1.4%	+3.6%	\$1.10	\$2.09	
Bx36	32,710	-3.6%	+14.6%	\$1.20	\$2.28	
Bx19	33,770	-3.0%	-4.5%	\$0.91	\$1.73	
M101	35,130	-3.7%	-8.3%	\$1.27	\$2.42	
M14	38,660	-1.9%	-8.4%	\$1.03	\$1.95	
B35	39,490	-1.5%	+0.5%	\$1.10	\$2.10	
B41	39,500	-1.3%	-5.9%	\$1.25	\$2.37	
Bx1/2	42,040	-4.2%	-7.8%	\$1.19	\$2.26	
B44	44,330	-0.6%	-3.9%	\$1.26	\$2.40	
B6	47,030	-1.2%	+10.4%	\$1.17	\$2.22	
Bx12	48,030	+5.1%	+20.2%	\$0.84	\$1.60	
B46	53,240	-2.5%	+2.8%	\$1.19	\$2.25	
M15	53,510	-5.3%	-11.4%	\$1.19	\$2.26	Rerouted M9 replaces M15 City Hall/Park Row branch.

**Footnotes:**

- <sup>1</sup> Average ridership is based on fall 2009 average weekday ridership (farebox data from Labor Day through the end of November in 2009).
- <sup>2</sup> 1-year and 5-year trends compare November 2008-October 2009 to both November 2007-October 2008 and November 2003-October 2004 ridership.
- <sup>3</sup> Averages shown are totals for all NYC Transit local bus service.
- <sup>4</sup> The B42 route has a free open transfer with the  at Rockaway Parkway; ridership here has been doubled from the reported numbers to reflect these riders who do not swipe.

**Table 2: Fall 2009 NYC Transit Weekend Local Bus Routes (sorted by ridership)**

**Gray routes** are proposed for complete weekend discontinuation  
**Yellow routes** are proposed for restructuring, partial discontinuation, or complete discontinuation with partial or full replacement by other services  
**Direct Operating Cost per Rider** Direct operating cost refers to the annual transportation and maintenance operating costs associated with operating scheduled bus service, including bus operators' hourly pay and variable benefit costs, regular maintenance and cleaning expenses and fuel.  
**Total Cost per Rider** Total cost includes direct operating cost plus 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.

Route	Average Ridership <sup>1</sup>	1-Year Trend <sup>2</sup>	5-Year Trend <sup>2</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
<b>SYSTEM AVERAGE<sup>3</sup></b>	<b>13,310</b>	<b>-1.6%</b>	<b>+0.5%</b>	<b>\$1.54</b>	<b>\$2.93</b>	<b>Average fare paid per trip on local bus service is \$1.29</b>
S60 <sup>4</sup>	90	+3.6%	-3.4%	\$13.52	\$25.69	Low ridership and extremely high cost per passenger
Q79 <sup>5</sup>	160	-16.0%	0.0%	\$7.88	\$14.97	Operates Sat only; low ridership and extremely high cost per passenger
M18 <sup>4</sup>	780	+3.7%	+21.4%	\$4.68	\$8.90	Closely parallel to M3 and M101
Bx20 <sup>5</sup>	1,030	-5.2%	+7.6%	\$2.66	\$5.06	Operates Sat only; also discontinued weekday off-peak
S54	1,100	-3.2%	-1.0%	\$7.57	\$14.39	Network coverage to be provided by retaining S57
Bx18	1,130	-1.9%	+11.1%	\$3.06	\$5.81	Alternative service to River Park Towers provided by Bx40/42
M27 <sup>4</sup>	1,150	-0.6%	-32.0%	\$3.29	\$6.24	Customers could use parallel services on 42nd Street or 57th Street
B71 <sup>4</sup>	1,210	+3.4%	+35.4%	\$3.42	\$6.50	Alternative service on Bergen St./Dean St. (B65) or on 9th Street (extended B61)
B23 <sup>4</sup>	1,240	-3.7%	-4.4%	\$4.12	\$7.83	Alternative service on B16 and B8
S42 <sup>4</sup>	1,400	+9.2%	+17.7%	\$3.09	\$5.87	Service discontinued but largely replaced with rerouted S52
M21	1,410	+0.1%	-6.3%	\$5.32	\$10.11	Service discontinued but replaced on Avenue C by rerouted M9
S57	1,680	-1.7%	+0.4%	\$5.83	\$11.07	Required for network coverage, S54 alternative, span reduced (all will improve efficiency)
B39 <sup>4</sup>	1,690	-11.4%	-45.7%	\$3.81	\$7.25	Duplicates Q15
Q14 <sup>4</sup>	1,730	-5.1%	+4.8%	\$2.96	\$5.63	Duplicates Q15
B31	1,920	+4.6%	+11.1%	\$3.56	\$6.76	Required for network coverage, overnight discontinuation will improve efficiency
Bx14	1,970	-1.1%	+14.7%	\$3.38	\$6.42	Service discontinued but replaced in Country Club neighborhood with Bx8 (also on weekdays)
Q76 <sup>5</sup>	1,970	-2.1%	+9.0%	\$2.70	\$5.12	Operates Sat only; customers could use other north-south bus services (a transfer may be required)
B69	2,020	-1.1%	+9.8%	\$3.73	\$7.09	Weekday service partially discontinued and combined with B67
M50	2,240	+4.9%	-25.1%	\$3.29	\$6.24	Customers could use parallel services on 42nd Street or 57th Street
Q77 <sup>5</sup>	2,340	-0.9%	+8.3%	\$1.86	\$3.54	Operates Sat only
M8	2,360	-8.4%	-15.6%	\$3.49	\$6.64	Alternative parallel service on 14th Street (M14)
B2	2,460	-0.9%	+2.7%	\$2.36	\$4.49	Duplicates B100
Q31	2,600	+2.4%	+25.2%	\$3.06	\$5.81	Partially duplicates Q30
Q16	2,960	-5.7%	+1.9%	\$2.64	\$5.02	Required for network coverage
S52	3,080	+1.6%	+7.6%	\$2.78	\$5.28	Rerouted as part of S42/52 restructure which will improve efficiency
B24	3,150	-1.7%	+2.5%	\$3.23	\$6.13	Customers could use other bus or subway services (a transfer may be required)
B37	3,170	-8.5%	-18.0%	\$3.95	\$7.51	Service discontinued but replaced south of Bay Ridge Avenue by rerouted B70
Bx33	3,220	+9.3%	-0.6%	\$2.34	\$4.44	Customers could use other bus or subway services (a transfer may be required)
M22	3,250	-0.0%	+3.2%	\$3.39	\$6.45	Weekday service discontinued west of City Hall
B75	3,280	-6.6%	-17.8%	\$2.91	\$5.52	Service discontinued but replaced with extended B57 (Court/Smith) and B61 (Park Slope)
Bx29	3,530	+3.4%	+4.3%	\$2.06	\$3.91	Required for network coverage
M35	3,560	+7.9%	-5.0%	\$1.59	\$3.03	Required for network coverage
Bx8	3,640	-2.7%	+17.0%	\$2.46	\$4.67	Service rerouted to serve Country Club (replacing Bx14) as part of Eastern Bronx plan
S76	3,870	+3.8%	+0.1%	\$2.39	\$4.54	Capacity in shared S74/76 corridor retained by added S74 service
Q48	3,890	-12.5%	+11.0%	\$2.30	\$4.36	Provides network coverage, span reduction will improve efficiency
Q84	3,950	-0.0%	+1.0%	\$2.40	\$4.56	Provides network coverage in far Eastern Queens
Q15	4,140	+0.9%	+10.6%	\$1.85	\$3.52	Serves as an alternative for discontinued Q14, which will improve efficiency
B77	4,380	+0.3%	+27.9%	\$1.89	\$3.58	Service discontinued but entirely replaced and extended by B61 combination
Bx32	4,380	+3.5%	+17.9%	\$1.90	\$3.62	Significant recent growth, relatively efficient
Bx34	4,380	-0.5%	+3.9%	\$2.43	\$4.62	Duplicates Bx16 and Bx31
S51	4,400	-0.1%	+3.6%	\$2.20	\$4.18	Required for network coverage
B57	4,490	-0.8%	-16.1%	\$2.55	\$4.84	Service extended via B75 routing to Smith-9 Sts, overnight discontinuation - both will improve performance
B74	4,490	+0.6%	+94.4%	\$0.98	\$1.87	Very efficient
Bx16	4,580	+11.9%	+23.8%	\$2.02	\$3.83	Required for network coverage, significant recent growth
B48	4,670	-1.6%	-5.9%	\$3.02	\$5.74	Service discontinued south of Fulton Street, overnight reduced - both will improve efficiency
S40	4,680	+4.0%	+1.4%	\$2.19	\$4.16	Required for network coverage
B65	4,770	-0.8%	-6.1%	\$2.54	\$4.82	Overnight service discontinued, which will improve efficiency
M20	4,790	-14.3%	-25.0%	\$3.39	\$6.44	Extend to South Ferry replacing M9, M10/M22 shortening, and span reduction will improve efficiency
S59	4,790	-3.5%	+12.5%	\$3.09	\$5.86	
Q1	5,040	-1.2%	-0.7%	\$2.12	\$4.04	
S61	5,050	-0.8%	+5.3%	\$2.44	\$4.64	
S62	5,530	+1.0%	+10.4%	\$2.23	\$4.24	
B67	5,650	-4.8%	+13.5%	\$2.04	\$3.88	Overnight service discontinued, which will improve efficiency
M72	5,760	-2.7%	-7.7%	\$1.69	\$3.22	
B70	5,860	+2.4%	+27.1%	\$1.53	\$2.91	Service rerouted S of Bay Ridge Ave via B37 routing to Marine Ave and B8 routing to VA Hospital
B7	5,920	-3.2%	-20.7%	\$2.32	\$4.40	Overnight service discontinued, which will improve performance
M9	5,940	-1.5%	+16.8%	\$1.91	\$3.64	Service rerouted to operate between Park Row and 1st Ave/23rd St via Ave C
Q36	6,180	-4.9%	-1.5%	\$2.10	\$3.98	
M6	6,250	-12.1%	-27.8%	\$3.00	\$5.69	Service discontinued but largely replaced with M5 extended from Houston Street to South Ferry
Q30	6,450	+3.6%	+15.8%	\$2.30	\$4.37	Overnight service discontinued, which will improve efficiency
B13	6,500	-7.7%	+13.8%	\$2.37	\$4.51	Service discontinued north/west of Myrtle-Wyckoff Station, which will improve performance
M16	6,750	+4.8%	+1.2%	\$1.25	\$2.38	Overnight service discontinued
Q2	6,860	-4.6%	-3.9%	\$1.74	\$3.30	
B4	6,870	-1.1%	-9.5%	\$2.98	\$5.67	Service discontinued east of Coney Island Ave, which will improve efficiency
S74	6,970	-2.9%	+0.1%	\$3.23	\$6.13	Serves as an alternative for discontinued S76, which will improve efficiency

**Table 2: Fall 2009 NYC Transit Weekend Local Bus Routes (sorted by ridership)**

**Gray routes** are proposed for complete weekend discontinuation

**Yellow routes** are proposed for restructuring, partial discontinuation, or complete discontinuation with partial or full replacement by other services

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

**Total Cost per Rider** Total cost includes direct operating cost plus 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.

Route	Average Ridership <sup>1</sup>	1-Year Trend <sup>2</sup>	5-Year Trend <sup>2</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
S78	7,190	+1.3%	+0.6%	\$3.27	\$6.22	
Bx30	7,510	+1.1%	+13.3%	\$1.71	\$3.25	Service rerouted in Co-op City to bypass Asch Loop
Q59	7,560	+0.8%	+12.4%	\$2.23	\$4.23	
M116	7,680	-0.9%	+3.3%	\$1.52	\$2.88	Span reduced, which will improve efficiency
Bx27	7,870	-4.0%	+6.3%	\$1.70	\$3.23	
B16	8,040	-2.4%	+0.1%	\$2.34	\$4.44	
M42	8,040	+2.5%	-12.7%	\$1.56	\$2.97	Service discontinued to Javits Center
Q55	8,070	-4.5%	+7.1%	\$1.44	\$2.73	
S46	8,130	+3.0%	+8.3%	\$2.04	\$3.88	
S44	8,140	-2.6%	+3.7%	\$2.13	\$4.04	
M57	8,170	+0.5%	+0.5%	\$1.70	\$3.23	
B20	8,390	-3.7%	-2.4%	\$1.95	\$3.71	
Q88	9,180	-2.7%	+26.3%	\$1.65	\$3.14	
Q83	9,280	-4.1%	+0.6%	\$1.78	\$3.38	
Bx10	9,370	+1.9%	+5.7%	\$1.96	\$3.72	
B14	9,540	-1.1%	-7.1%	\$1.76	\$3.35	
B64	9,600	+0.5%	+12.9%	\$1.44	\$2.74	Service discontinuation S/E of 25th Ave and rerouted via B1 in Bay Ridge, overnight service discontinued
B42 <sup>6</sup>	9,700	-1.8%	+1.2%	\$1.51	\$2.88	
S48	9,890	-0.8%	+4.7%	\$1.62	\$3.08	
M66	9,950	-2.2%	-7.0%	\$1.37	\$2.60	Overnight service discontinued
Bx26	10,110	+3.5%	+11.9%	\$1.88	\$3.58	Service rerouted in Co-op City to operate over Bx25 path at all times
Q28	10,150	-2.9%	+3.2%	\$1.52	\$2.89	
Bx31	10,250	+0.2%	+14.8%	\$1.63	\$3.09	
B45	10,300	-3.6%	-5.3%	\$1.48	\$2.82	Overnight service discontinued, which will improve efficiency
M34	10,620	+1.8%	-3.5%	\$1.25	\$2.38	
B83	10,720	+1.9%	+9.5%	\$1.30	\$2.46	
Q13	10,790	-2.3%	+11.0%	\$1.52	\$2.89	
Q4	10,850	-1.2%	+3.4%	\$1.57	\$2.99	
M31	10,920	-2.0%	-8.3%	\$1.57	\$2.99	
Bx55	11,030	-4.3%	-8.0%	\$1.47	\$2.79	Service discontinued but replaced by Bx15 local service in same corridor
Bx13	11,180	+4.9%	+10.6%	\$1.28	\$2.43	
Q3	11,760	-0.6%	+20.9%	\$1.72	\$3.27	
Bx17	12,320	+0.4%	+24.5%	\$1.44	\$2.74	
B11	12,490	-5.4%	+6.0%	\$1.74	\$3.31	
Q56	12,600	-8.2%	-1.8%	\$1.72	\$3.28	
Q85	12,790	-1.3%	+5.6%	\$1.88	\$3.56	
S79	12,790	-0.5%	+13.3%	\$2.47	\$4.70	
M1	12,810	-2.1%	-2.3%	\$2.18	\$4.14	Service discontinued south of 106th Street (duplicative with M2, M3, and M4)
Q24	12,840	-6.3%	+0.1%	\$1.89	\$3.60	Service discontinued west of Broadway Junction (duplicative with 9)
B54	12,970	-3.9%	+2.3%	\$1.35	\$2.57	
Bx5	13,130	+0.6%	+13.9%	\$1.27	\$2.41	Service rerouted from Bruckner Blvd to Crosby Ave to replace Bx8
Q54	13,200	-7.0%	+1.3%	\$1.92	\$3.65	
S53	13,230	+3.1%	+23.3%	\$1.86	\$3.53	
M2	13,530	-1.9%	-4.8%	\$2.26	\$4.30	
Q12	13,580	-2.9%	+12.9%	\$1.43	\$2.72	
Q43	13,640	-3.2%	+7.3%	\$1.47	\$2.79	
M10	14,300	-5.3%	-10.9%	\$1.79	\$3.41	Service discontinued south of Columbus Circle (duplicative with M7/M20/M104)
Bx21	14,410	-2.2%	+8.4%	\$1.59	\$3.01	
B26	14,500	-1.3%	-8.1%	\$1.98	\$3.76	
M96/106	14,740	-0.6%	+0.3%	\$1.17	\$2.23	
B17	14,780	-1.2%	-7.0%	\$1.43	\$2.72	
B36	14,880	+1.1%	+2.4%	\$1.27	\$2.42	
Q5	14,990	+0.5%	+12.4%	\$1.67	\$3.17	
M23	15,140	-4.4%	-17.6%	\$1.05	\$1.99	
M11	15,380	-2.1%	-9.8%	\$1.56	\$2.96	
B43	15,470	-3.0%	-12.6%	\$1.80	\$3.41	
Bx39	15,470	+0.5%	+3.0%	\$1.22	\$2.32	Service extended north from Gun Hill Rd to Wakefield to replace Bx41
B25	15,560	+3.8%	-5.5%	\$1.46	\$2.77	
Q20	15,640	-4.0%	+4.7%	\$1.88	\$3.56	
Bx4	15,820	-3.2%	-10.0%	\$1.45	\$2.75	
B52	15,990	-2.8%	-0.2%	\$1.52	\$2.89	
B60	16,000	-3.5%	-13.8%	\$1.63	\$3.11	
Bx7	16,180	-2.7%	-2.0%	\$1.36	\$2.58	
B47	16,770	-2.6%	+9.7%	\$1.85	\$3.51	
Bx11	16,780	+2.2%	+19.1%	\$1.48	\$2.81	
Bx22	17,800	-0.1%	+3.9%	\$1.37	\$2.61	
Bx35	17,930	+1.1%	+21.3%	\$1.12	\$2.13	
B61	18,030	-1.3%	+0.4%	\$1.63	\$3.10	Service split into two routes in Jan 2010; new B61 route will be combined with B77 and extended
Q46	18,390	-3.1%	+12.0%	\$1.61	\$3.06	

**Table 2: Fall 2009 NYC Transit Weekend Local Bus Routes (sorted by ridership)**

**Gray routes** are proposed for complete weekend discontinuation


**Yellow routes** are proposed for restructuring, partial discontinuation, or complete discontinuation with partial or full replacement by other services

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

**Total Cost per Rider** Total cost includes direct operating cost plus 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.

Route	Average Ridership <sup>1</sup>	1-Year Trend <sup>2</sup>	5-Year Trend <sup>2</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
B49	18,400	+0.1%	-9.3%	\$1.51	\$2.88	
B9	18,430	-9.0%	+3.0%	\$1.63	\$3.09	Span reduction
M5	18,710	-4.7%	-4.8%	\$1.78	\$3.39	Service extended between Houston St and South Ferry (replacing M6)
M79	18,820	+1.4%	-5.6%	\$0.96	\$1.83	
Bx3	19,180	+0.2%	+0.3%	\$1.24	\$2.35	
M103	19,710	-5.2%	-6.5%	\$1.50	\$2.85	
Q32	19,830	-6.9%	-7.5%	\$1.75	\$3.33	
M3	20,110	+1.4%	-6.9%	\$1.75	\$3.32	Service streamlined to operate on 4th Ave northbound instead of 9th St/University Pl
Bx28	20,400	-1.7%	+9.6%	\$1.78	\$3.38	Service split in Co-op City into Bx28 (serving southern portion) and Bx38 (serving northern portion)
Bx6	20,860	-0.4%	+8.3%	\$1.27	\$2.42	
M100	21,000	-2.2%	-4.3%	\$1.34	\$2.55	Span reduced
B63	21,210	-6.4%	-4.8%	\$1.54	\$2.92	
B3	21,400	-3.3%	-2.6%	\$1.18	\$2.24	Service discontinued south of Avenue U/71st Street (underutilized segment)
M4	21,510	-0.0%	-8.1%	\$1.47	\$2.80	
M102	21,680	-5.2%	-12.2%	\$1.50	\$2.85	
B1	22,540	-4.1%	-1.4%	\$1.52	\$2.88	Service rerouted west of 86 St/13 Ave via B64 routing on 86 St (replaced by rerouted B64)
B38	22,580	-6.1%	+1.1%	\$1.57	\$2.98	
Q27	23,220	-2.5%	+26.3%	\$1.57	\$2.99	
M60	23,270	+8.5%	+28.4%	\$1.45	\$2.76	
Q17	23,760	+1.3%	+20.7%	\$1.36	\$2.59	
M7	24,560	+0.4%	-2.8%	\$1.50	\$2.85	
B12	25,510	-2.4%	-8.1%	\$1.24	\$2.36	Service discontinued east of Alabama Avenue (duplicative with Q24 and C)
B68	27,270	+7.2%	-1.0%	\$1.32	\$2.51	
Bx40/42	27,870	-0.8%	+3.7%	\$1.45	\$2.75	
M86	28,700	-1.5%	-5.1%	\$0.75	\$1.42	
B8	28,800	-0.4%	+1.8%	\$1.55	\$2.95	Service discontinued west of VA Hospital (replaced by rerouted B70)
B15	30,670	+0.5%	+3.5%	\$1.74	\$3.30	
Bx9	32,100	+1.6%	+10.4%	\$1.11	\$2.11	
B82	33,060	-4.4%	+2.9%	\$1.41	\$2.69	Serves as an alternative for shortened B64 between 25th Avenue and Coney Island
Bx41	33,060	-1.3%	-9.2%	\$1.38	\$2.62	Service discontinued on White Plains Rd north of Gun Hill Rd (replaced by extended Bx39)
Bx15	33,100	-2.7%	+8.0%	\$1.33	\$2.54	Service improved through combination with Bx55 limited-stop service
M104	34,460	-7.3%	-18.4%	\$1.33	\$2.53	Service discontinued east of Times Square on 42nd Street (duplicative with M42 and 7S)
Q44	34,480	+0.9%	+21.2%	\$1.88	\$3.56	
M101	34,880	-4.6%	-15.6%	\$1.50	\$2.85	
Bx36	37,930	-2.0%	+9.6%	\$1.18	\$2.24	
Q58	40,140	-4.2%	+14.2%	\$1.19	\$2.26	
Bx19	40,620	-1.3%	-5.4%	\$0.96	\$1.83	
M14	41,820	-1.4%	-4.6%	\$1.14	\$2.17	
Bx1/2	43,130	-6.8%	-12.0%	\$1.33	\$2.53	
B44	52,190	+0.2%	-3.0%	\$1.40	\$2.67	
B41	52,610	+1.8%	-5.1%	\$1.24	\$2.35	
B6	52,750	+0.3%	+13.7%	\$1.22	\$2.32	
Bx12	54,560	+3.1%	+16.4%	\$0.93	\$1.77	
M15	54,640	-4.1%	-11.3%	\$1.22	\$2.32	
B35	54,940	+0.4%	-6.4%	\$1.10	\$2.09	
B46	67,080	-2.5%	+0.9%	\$1.15	\$2.18	

**Footnotes:**

- <sup>1</sup> Average ridership is based on fall 2009 average weekend (Saturday plus Sunday) ridership (farebox data from Labor Day through the end of November in 2009).
- <sup>2</sup> 1-year and 5-year trends compare November 2008-October 2009 to both November 2007-October 2008 and November 2003-October 2004 ridership.
- <sup>3</sup> Averages shown are totals for all NYC Transit local bus service.
- <sup>4</sup> This route is also proposed to be discontinued on weekdays.
- <sup>5</sup> These routes operate Saturdays only and the ridership listed is for Saturday only. Systemwide, Sunday ridership is about 76% of Saturday ridership.
- <sup>6</sup> The B42 route has a free open transfer with the  at Rockaway Pkwy; ridership has been doubled from the reported numbers to reflect these riders who do not swipe.

**Table 3: Fall 2009 NYC Transit Weekday Express Bus Routes (sorted by ridership)**

**Gray routes** are proposed for complete discontinuation  
**Yellow routes** are proposed for restructuring, partial discontinuation, or complete discontinuation with partial or full replacement by other services  
**Direct Operating Cost per Rider** Direct operating cost refers to the annual transportation and maintenance operating costs associated with operating scheduled bus service, including bus operators' hourly pay and variable benefit costs, regular maintenance and cleaning expenses and fuel.  
**Total Cost per Rider** Total cost includes direct operating cost plus 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.

Route	Outer Market <sup>1</sup>	Inner Market <sup>1</sup>	Average Ridership <sup>2</sup>	1-Year Trend <sup>3</sup>	5-Year Trend <sup>3</sup>	Direct Operating Cost per Rider	Total Cost per Rider	
<b>SYSTEM AVERAGE<sup>4</sup></b>			<b>1,350</b>	<b>-3.2%</b>	<b>-12.1%</b>	<b>\$8.64</b>	<b>\$16.42</b>	<b>Average fare paid per trip on express bus service is \$4.22</b>
X25	Grand Central	Downtown	20	-22.6%	-57.9%	\$42.21	\$80.20	Duplicates <b>4 5 6</b>
X32 <sup>5</sup>	Queens	Bronx Science	50	+69.0%	-57.8%	\$26.52	\$50.38	Another bus service also provides express service in same corridor
X20	Staten Island	Downtown	60	-6.3%	-39.8%	\$19.16	\$36.41	Alternative service available on X1-9
X18	Staten Island	Downtown	290	-8.0%	-35.7%	\$8.76	\$16.64	Alternative service available on local buses to ferry
X13	Staten Island	Downtown	340	-4.5%	-33.9%	\$8.17	\$15.53	Service discontinued, alternate service on X14 rerouted via Water St
X51	Queens	Midtown	340	-10.4%	-43.2%	\$12.03	\$22.86	Duplicates <b>7</b>
X16	Staten Island	Downtown	350	+12.5%	-23.5%	\$8.16	\$15.51	Alternative service available on X10, X14, and local buses to ferry
X64	Queens	Midtown	450	-7.6%	-29.6%	\$11.69	\$22.20	Serves Eastern Queens neighborhoods far from subway
X29	Brooklyn	Down/Midtown	540	-11.2%	-41.4%	\$8.13	\$15.46	Duplicates <b>B F Q</b>
X3 <sup>6</sup>	Staten Island	Downtown	540	-4.7%	-30.9%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X90	Upper E. Side	Downtown	620	-9.4%	-38.3%	\$10.02	\$19.04	Duplicates M15 Limited-Stop Service and <b>4 5 6</b>
X68	Queens	Midtown	650	-4.9%	-28.7%	\$9.91	\$18.82	Serves Eastern Queens neighborhoods far from subway
X4 <sup>6</sup>	Staten Island	Downtown	670	0.0%	-25.6%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X14	Staten Island	Midtown	710	+2.8%	-9.9%	\$9.42	\$17.89	Service rerouted to serve Downtown (for X13)
X31	Staten Island	Midtown	740	-11.0%	-30.2%	\$11.73	\$22.29	Serves neighborhoods far from ferry
X63	Queens	Midtown	750	-1.3%	-26.6%	\$12.78	\$24.28	Serves Eastern Queens neighborhood far from subway
X9 <sup>6</sup>	Staten Island	Midtown	790	-2.1%	-7.6%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X30	Staten Island	Midtown	840	-4.8%	+11.4%	\$10.92	\$20.75	Provides direct midtown service in relatively dense North Shore
X7 <sup>6</sup>	Staten Island	Midtown	840	-5.2%	-19.0%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X6 <sup>6</sup>	Staten Island	Midtown	960	-5.8%	-13.5%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X11 <sup>6</sup>	Staten Island	Downtown	970	-1.1%	-1.1%	\$7.78	\$14.79	Relatively cost-effective
X8 <sup>6</sup>	Staten Island	Downtown	1,190	-4.1%	-29.3%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X19 <sup>6</sup>	Staten Island	Downtown	1,250	+7.3%	+7.3%	\$9.49	\$18.04	High ridership and long-term growth in Far South Shore
X15	Staten Island	Downtown	1,300	+2.8%	-18.4%	\$8.00	\$15.20	High ridership and relatively cost-effective
X2 <sup>6</sup>	Staten Island	Midtown	1,330	-6.4%	-9.2%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X22	Staten Island	Midtown	1,830	-5.3%	+20.5%	\$10.84	\$20.60	High ridership and long-term growth in Far South Shore
X5 <sup>6</sup>	Staten Island	Midtown	1,870	-3.8%	-5.0%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency
X12/42	Staten Island	Down/Midtown	2,280	-1.5%	+5.8%	\$9.59	\$18.22	High ridership
X10 <sup>6</sup>	Staten Island	Down/Midtown	2,920	-4.5%	-6.1%	\$7.78	\$14.79	High ridership and relatively cost-effective
X28/38	Brooklyn	Down/Midtown	3,310	-6.5%	-26.1%	\$7.28	\$13.84	Service restructured to combine X28/X38, serve Downtown+Midtown
X27/37	Brooklyn	Down/Midtown	3,470	-5.1%	-21.4%	\$6.42	\$12.20	Service restructured to combine X27/X37, serve Downtown+Midtown
X17 <sup>6</sup>	Staten Island	Down/Midtown	5,680	-1.6%	+10.6%	\$9.49	\$18.04	High ridership
X1 <sup>6</sup>	Staten Island	Down/Midtown	6,600	-0.5%	-2.7%	\$8.02	\$15.23	Service restructured to reduce duplication and improve efficiency

**Table 4: Fall 2009 NYC Transit Weekend Express Bus Routes (sorted by ridership)**

Route	Outer Market <sup>1</sup>	Inner Market <sup>1</sup>	Average Weekday Ridership <sup>2</sup>	1-Year Trend <sup>4</sup>	5-Year Trend <sup>4</sup>	Direct Operating Cost per Rider	Total Cost per Rider	Notes/Rationale
<b>SYSTEM AVERAGE<sup>4</sup></b>			<b>2,090</b>	<b>+0.4%</b>	<b>+3.6%</b>	<b>\$6.39</b>	<b>\$12.14</b>	<b>Average fare paid per trip on express bus service is \$3.99</b>
X28	Brooklyn	Down/Midtown	760	-4.8%	-28.3%	\$15.47	\$29.40	Parallel to <b>D</b>
X17	Staten Island	Down/Midtown	990	-0.7%	+23.4%	\$7.63	\$14.50	Required for network coverage (operates Saturdays only)
X27	Brooklyn	Down/Midtown	1,080	-4.2%	-16.5%	\$8.71	\$16.55	Parallel to <b>R</b>
X10	Staten Island	Down/Midtown	2,550	+2.6%	+8.2%	\$5.36	\$10.18	Required for network coverage
X1	Staten Island	Down/Midtown	5,090	+1.4%	+10.9%	\$4.83	\$9.17	Required for network coverage

**Footnotes:**

- Outer Market is the non-Central Business District location where buses typically pick up customers in the morning; the Inner Market is the destination market where buses typically pick up customers in the afternoon/evening.
- Average ridership is based on fall 2009 average ridership (farebox data from Labor Day through the end of November in 2009). Weekend ridership is Saturday plus Sunday ridership.
- 1-year and 5-year trends compare November 2008-October 2009 to both November 2007-October 2008 and November 2003-October 2004 ridership.
- Averages shown are totals for all NYC Transit express service (weekdays, weekends).
- The large one-year percent increase in X32 ridership was due to a 2008 temporary shutdown of competing private bus service in the X32 corridor due to a fire.
- Routes X1-X9, X10/X11, and X17/X19 are each scheduled and reported together and therefore have identical costs/rider.

**Table 5: NYC Transit Overnight Local Bus Routes (sorted by overnight ridership)**

**Gray routes** are proposed for complete discontinuation

**Yellow routes** are proposed for restructuring, partial discontinuation or complete discontinuation with partial or full replacement by other services

Route	Average Riders/ Night <sup>1</sup>	Current Headway <sup>2</sup>	Notes
<b>SYSTEM AVERAGE</b>	<b>145</b>	<b>60 min</b>	
B75	14	60 min	Overnight service in Park Slope will be preserved on extended B61 (maintaining overnight connection to B68)
M8 <sup>3</sup>	14	40/45 min	
M22 <sup>3</sup>	15	45 min	
B39 <sup>4</sup>	16	60 min	
B67	21	60 min	
M66	24	40 min	
M50 <sup>3</sup>	27	40 min	
M16	27	45 min	
Q30	28	60 min	
Bx34 <sup>3</sup>	31	46 min	
B37 <sup>4</sup>	32	60 min	
B45	33	60 min	
B64	33	60 min	Overnight service on 86th Street between 13th Avenue and Bay Ridge will be preserved on B1
B31	36	40 min	
<b>B77</b>	<b>36</b>	<b>40 min</b>	<b>B77 route discontinuation and merged with B61 (which will provide service on B61, B77, and part of B75 routing)</b>
M1	39	30 min	M2 service will continue to operate in the same corridor
B57	41	70 min	
B65	41	60 min	
B7	44	60 min	
M79	46	40 min	
M23	47	40 min	
Bx10	51	60 min	
B14	51	65 min	
B25	53	74 min	
Q59	53	45 min	
M2	57	30 min	Discontinuation of M1 service in the same corridor will improve ridership
<b>B48</b>	<b>58</b>	<b>45 min</b>	<b>Headway will be reduced to 60 min because of shortened route at Fulton Street</b>
M96	59	40 min	
<b>B1</b>	<b>65</b>	<b>50 min</b>	<b>Headway will improve to 45 min and overnight service discontinued on 13th/Bay Ridge Aves as part of B1/B64 swap; serves as a partial alternative for discontinued B64</b>
Bx22	70	60 min	
M42	71	40 min	Ridership will grow because of M104 shortening at Times Sq; serves as alternative for discontinuation M16 and M50.
Q36	78	60 min	
Q28	80	60 min	
Bx27	83	40 min	
B68	84	40 min	
M103	85	60 min	
S51	87	60 min	
Q55	88	60 min	
B63	89	60 min	Serves as an alternative for discontinued B37 and a partial alternative for discontinued B67
Q1	89	60 min	
B26	92	60 min	
B3	93	65 min	Serves as a partial alternative for discontinued B31
Q2	95	60 min	
M86	96	40 min	
B47	97	60 min	
B52	98	60 min	
M102	99	60 min	
M7	104	60 min	
B60	104	60 min	
Q56	107	60 min	
B43	107	45 min	
Bx35	109	60 min	
Q12	114	60 min	
B36	124	60 min	
Bx21	126	45 min	
B42	126	20 min	
B54	129	65 min	
S40	130	60 min	
<b>M104</b>	<b>131</b>	<b>45 min</b>	<b>Headway would improve to 40 min because of shortening at Times Square</b>
S62	135	60 min	
B17	139	60 min	

**Table 5: NYC Transit Overnight Local Bus Routes (sorted by overnight ridership)**

**Gray routes** are proposed for complete discontinuation

**Yellow routes** are proposed for restructuring, partial discontinuation or complete discontinuation with partial or full replacement by other services

Route	Average Riders/ Night <sup>1</sup>	Current Headway <sup>2</sup>	Notes
B38	142	60 min	
Bx28	145	40 min	Overnight service would operate over both of the new Bx28 and Bx38 routings in Co-op City
Q24	146	60 min	Headway would improve to 45 min because of shortening at Broadway Junction
S78	147	60 min	
Q43	149	40 min	
Q27	151	60 min	
B8	151	60 min	Overnight service will continue to serve VA Hospital - Bay Ridge (day service replaced with rerouted B70)
S53	156	40 min	
S48	158	60 min	
Q83	162	60 min	
Q54	164	60 min	
S74	167	60 min	
S46	168	60 min	
Q17	169	40 min	
Bx41	171	50 min	Headway will improve to 40 min because of shortening at Gun Hill Rd (overnight White Plains Rd service discontinuation).
Bx9	173	45 min	
Q46	179	64 min	
B61/62	202	40/50 min	New route created January 2010, ridership data is not yet available
Q5	207	60 min	
B82	214	70 min	
B12	220	40 min	Headway will improve to 30 min because of shortening at Alabama Avenue
Q85	224	40 min	
Bx40	227	60 min	
Bx36	241	50 min	
Q4	243	30 min	
Bx19	244	45 min	
M101	261	60 min	
M14	267	30 min	Serves as an alternative for discontinued M8
Bx12	267	40 min	
B44	280	60 min	Serves as a partial alternative for discontinued B31
M60	319	30 min	
Q58	319	60 min	
Q3	328	30 min	
B41	329	30 min	Serves as a partial alternative for discontinued B67
B35	340	45 min	
Bx6	365	63 min	
Bx15	378	20/60 min <sup>5</sup>	Headway will be improved to 30/60 min
M15	379	30 min	
B6	387	60 min	
B46	503	60 min	Serves as a partial alternative for discontinued B7
Q44	521	30 min	
B15	574	45 min	

**Footnotes:**

<sup>1</sup> Average Riders/Night is based on full-year 2008 MetroCard data and represents all boardings between 1am and 5am on an average night (combining weekdays, Saturdays, and Sundays). Total ridership numbers in Tables 1 and 2 include overnight riders. Numbers in Table 5 are exact counts, while numbers in the text are rounded for ease of comparison.

<sup>2</sup> Current Headway represents the typical "owl" headway currently operated on each route; the span of the maximum headway varies by route, as many routes operate more frequent service.

<sup>3</sup> All weekend service discontinued.

<sup>4</sup> Route entirely discontinued.

<sup>5</sup> Bx15 operates on a 20-min headway between Fordham Plaza and The Hub (149th St/3rd Ave) and a 60-min headway between The Hub and 125th St in Harlem.



**Table 6**  
**Changes Between the December 2009 Service Reduction Package and**  
**the 2010 Service Reduction Package**

**SUBWAY**

**Subway Reductions/Discontinuations/Station Closings No Longer Under Consideration**  
**(These Actions Will Not Occur)**

- Reducing service frequencies between 2AM and 5AM from every 20 minutes to every 30 minutes.
- Reducing off-peak service frequencies on the **A** and **E** Saturdays due to relatively high ridership.
- Discontinuing **JZ** skip-stop service and replacing it with all-local **J** service.

**Subway Reductions/Discontinuations Still Under Consideration** **(These Actions Will Occur)**

- Reducing Saturday service frequency on the **DFGJMNR** from every 8 minutes to every 10 minutes, and Sunday service frequency on the **ADEFGNQR** from every 8 minutes to every 10 minutes, to accommodate ongoing construction work.
- Reducing midday service frequency on the **17AL** and evening service frequency on the **17AF** evenings as part of the revision of off-peak service guidelines.
- Shorten the **G** to Court Square at all times (note that this proposal has a new component, increasing service frequency on the **G** evenings).
- Extend **Q** to Astoria and operate **N** local in Manhattan to replace the **W**.
- Eliminate Staten Island Railway (SIR) Baseball Special service.

**Subway Reductions/Discontinuations Being Considered for the First Time**

- Reducing weekend service frequency on the **1** from every 6 minutes to every 8 minutes to accommodate ongoing construction work.
- Reducing weekend service frequency on the **7JLM**\* as part of the revision of off-peak service guidelines based on updated ridership information and applying the new off-peak guideline to weekends.
- Extending **V** to Metropolitan Avenue to replace **M** service north of Essex Street and discontinuing **M** service south of Essex Street. **V** no longer stops at 2<sup>nd</sup> Avenue.

\* Current proposal replaces **M** with **V** service.

**Table 6**  
**Changes Between the December 2009 Service Reduction Package and**  
**the 2010 Service Reduction Package (cont.)**

**BUS**

**Bus Reductions No Longer Under Consideration (These Actions Will Not Occur):**

**Bronx Bus Service**

- Bx4 – Discontinuation of all service
- Bx8 – Discontinuation of weekend service
- Bx10 – Discontinuation of overnight service
- Bx20 – Discontinuation of weekday peak-hour service
- Bx30 – Discontinuation of weekend service
- Bx34 – Discontinuation of weekday service (weekend and overnight service will still be discontinued)

**Brooklyn Bus Service**

- B7 – Discontinuation of weekend service
- B14 – Discontinuation of overnight service
- B25 – Discontinuation of all service
- B48 – Discontinuation of weekend and overnight service (all service south of Fulton Street would be discontinued as shown below)
- B57 – Discontinuation of weekend service
- B65 – Discontinuation of weekend service
- B70 – Reduction of the span (hours) of service

**Manhattan Bus Service**

- M8 – Discontinuation of weekday service (weekend and all overnight service will still be discontinued)
- M10 – Discontinuation of all service (service will still be discontinued south of Columbus Circle)
- M2, M23, M42, M79, M96, M102, M103, M104 – Discontinuation of overnight service

**Queens Bus Service**

- Q26 – Discontinuation of weekday peak-hour service
- Q56 – Discontinuation of all service
- Q84 – Discontinuation of all except weekday peak service (restored to 7-day service)

**Staten Island Bus Service**

- S57 – Discontinuation of weekend service

**Bus Reductions/Discontinuations Still Under Consideration (These Actions Will Occur):**

**Express Bus Service**

- X25 and X32 – Discontinue weekday services due to low ridership, high operating cost, and/or the availability of alternatives

**Table 6**  
**Changes Between the December 2009 Service Reduction Package and**  
**the 2010 Service Reduction Package (cont.)**

**Bus Reductions/Discontinuations Still Under Consideration (These Actions Will Occur) (cont.)**

- X27 and X28 – Discontinue weekend services due to low ridership, high operating cost, and/or the availability of alternatives

**Bronx Bus Service**

- Bx18 – Discontinue weekend service due to low ridership (in addition to weekday service, a new proposal listed below)
- Bx20 – Discontinue off-peak and Saturday service due to low ridership
- Bx33 – Discontinue weekend service due to low ridership
- Bx34 – Discontinue weekend and overnight service due to low ridership
- Barretto Park Pool Shuttle – Discontinue all service
- Reduce hours of service on the Bx33 weekdays due to low ridership in the first and/or last hours of service

**Brooklyn Bus Service**

- B13 – Discontinue the underutilized and duplicative segment north of Myrtle/Wyckoff station
- Q24 – Discontinue the underutilized and duplicative segment west of Broadway Junction
- B2 – Discontinue weekend service due to low ridership
- B23 – Discontinue all service due to low ridership
- B24 – Discontinue weekend service due to low ridership
- B39 – Discontinue all service due to low ridership
- B51 – Discontinue all service due to low ridership
- B7 – Discontinue overnight service due to low ridership
- B31 – Discontinue overnight service due to low ridership
- B45 – Discontinue overnight service due to low ridership
- B57 – Discontinue overnight service due to low ridership
- B64 – Discontinue overnight service due to low ridership
- B65 – Discontinue overnight service due to low ridership
- B67 – Discontinue overnight service due to low ridership
- Reduce hours of service on the B2, B9, B11, B13, B16, and B24 weekdays, the B9 Saturdays, and the B9 and B16 Sundays, due to low ridership in the first and/or last hours of service

**Manhattan Bus Service**

- M104 – Discontinue service across 42<sup>nd</sup> Street
- M8 – Discontinue weekend service due to low ridership
- M18 – Discontinue all service due to low ridership
- M22 – Discontinue weekend service due to low ridership
- M27 – Discontinue all service due to low ridership
- M30 – Discontinue all service due to low ridership

**Table 6**  
**Changes Between the December 2009 Service Reduction Package and**  
**the 2010 Service Reduction Package (cont.)**

**Bus Reductions/Discontinuations Still Under Consideration (These Actions Will Occur) (cont.)**

- M50 – Discontinue weekend service due to low ridership
- M1 – Discontinue overnight service due to low ridership
- M8 – Discontinue overnight service due to low ridership
- M16 – Discontinue overnight service due to low ridership
- M22 – Discontinue overnight service due to low ridership
- M50 – Discontinue overnight service due to low ridership
- M66 – Discontinue overnight service due to low ridership
- Reduce hours of service on the M11, M20, and M21 weekdays, and the M20, M100, and M116 Saturdays, due to low ridership in the first and/or last hours of service

**Queens Bus Service**

- Q14 – Discontinue weekend service due to low ridership (in addition to weekday service, a new proposal listed below)
- Q26 – Discontinue off-peak service due to low ridership
- Q31 – Discontinue weekend service due to low ridership
- Q74 – Discontinue all service due to low ridership
- Q75 – Discontinue all service due to low ridership
- Q76 – Discontinue weekend service due to low ridership
- Q79 – Discontinue weekend service due to low ridership (in addition to weekday service, a new proposal listed below)
- Q30 – Discontinue overnight service due to low ridership
- Reduce hours of service on the Q48 Sundays due to low ridership in the first and/or last hours of service

**Staten Island Bus Service**

- S54 – Discontinue weekend service due to low ridership
- S60 – Discontinue weekend service due to low ridership (in addition to weekday service, a new proposal listed below)
- S76 – Discontinue weekend service due to low ridership
- Reduce hours of service on the S54, S57, and S66 weekdays, and the S57 Saturdays and Sundays, due to low ridership in the first and/or last hours of service

**Bus Restructurings**

The bullets below describe the proposed restructuring of bus service in neighborhoods that are still under consideration:

- Restructure the Bx26, Bx28, and Bx30 in Co-op City to streamline services
- Restructure bus service on the Lower East Side (M9, M15, M20, and M21) to improve performance and efficiency while providing more direct crosstown service

**Table 6**  
**Changes Between the December 2009 Service Reduction Package and**  
**the 2010 Service Reduction Package (cont.)**

**Bus Reductions/Discontinuations Being Considered for the First Time**

**Express Bus Service**

- X16, X18, X20, X29, X51, and X90 – Discontinue weekday services due to low ridership, high operating cost, and/or the availability of alternatives

**Bronx Bus Service**

- Bx18 – Discontinue weekday service due to low ridership (in addition to weekend service as originally proposed)
- Reduce hours of service on the Bx17 weekends, Bx32 weekdays due to low ridership in the first and/or last hours of service

**Brooklyn Bus Service**

- B3 – Discontinue the underutilized segment south of Av U/71st St
- B4 – Discontinue the underutilized segment east of Coney Island Avenue
- B12 – Discontinue the duplicative segment east of Alabama Avenue
- B48 – Discontinue the duplicative segment south of Fulton Street
- B64 – Discontinue the duplicative segment south/east of 25<sup>th</sup> Avenue
- B71 – Discontinue all service due to low ridership
- Reduce span (hours) of service on the B24 weekdays in response to low ridership

**Manhattan Bus Service**

- M10 – Discontinue service south of Columbus Circle
- M22 – Discontinue weekday service west of City Hall (in addition to discontinuation of weekday overnight service and weekend service on the entire route as originally proposed)
- M42 – Discontinue the underutilized segment south of 42<sup>nd</sup> Street to the Javits Center
- M98 – Restructure service and reduce span

**Queens Bus Service**

- Q14 – Discontinue weekday service due to low ridership (in addition to discontinuation of weekend service as originally proposed)
- Q42 – Discontinue all service (which currently operates weekdays only) due to low ridership
- Q79 – Discontinue weekday service due to low ridership (in addition to discontinuation of weekend service as originally proposed)

**Staten Island Bus Service**

- S40/90 – Discontinue the underutilized segment that serves Howland Hook due to low ridership.
- S60 – Discontinue weekday service due to low ridership and high operating cost (weekend service would continue to be discontinued)
- S67 – Discontinue all service (which currently operates weekday peak-hours only) due to low ridership

**Table 6**  
**Changes Between the December 2009 Service Reduction Package and**  
**the 2010 Service Reduction Package (cont.)**

**Bus Reductions/Discontinuations Being Considered for the First Time**

**Bus Restructurings**

The bullets below describe the proposed restructuring of bus service in neighborhoods being proposed for the first time in the 2010 service reduction package:

- Consolidate X27/37 and X28/38 into single routes serving Downtown and Midtown to improve efficiency.
- Consolidate X13 and X14 into a single route serving Downtown and Midtown to improve efficiency.
- Restructure rush hour X1-X9 services in the Hylan Boulevard corridor to reduce duplication and offer more coherent service. Service will be maintained from all neighborhoods in the corridor to both Downtown and Midtown.
- Restructure the Bx5 and Bx8 in the Eastern Bronx to provide coverage in the Country Club and Pelham Bay neighborhoods to replace the discontinued Bx14 and to improve efficiency.
- Replace Bx41 service on White Plains Road north of Gun Hill Road by extending the Bx39 to better match capacity and demand.
- Restructure the Bx15 and Bx55 by discontinuing late evening and weekend Bx55 limited-stop service and improving Bx15 local service as needed.
- Restructure bus service in Brownstone Brooklyn by combining the B61 and B77 service into a single route operating from Downtown Brooklyn to Park Slope via Red Hook; extending the new B61/B77 to replace the B75 on 9<sup>th</sup> Street and Prospect Park West; extending the B57 on weekdays to replace the B75 on Court/Smith Streets; combining the B67 and B69 on weekdays on 7<sup>th</sup> Avenue to maintain B69 service north of Grand Army Plaza; on weekends the B67 is unchanged and the B69 will not operate; and discontinuing the B71.
- Restructure bus service in Bay Ridge to reroute the B70 replacing the B37 south of Bay Ridge Ave; replace the B8 between Bay Ridge and the VA Hospital with the rerouted B70; and swap the B1 and B64 routes north/west of 13<sup>th</sup> Avenue/86<sup>th</sup> Street to better match capacity and demand.
- Restructure north-south bus service in Manhattan by replacing the discontinued M6 with an extended M5 to South Ferry; streamlining the M1 and M3 to operate on a single north-south alignment with the M2; and discontinuing the M1 weekends south of 106<sup>th</sup> Street.
- Restructure S42 and S52 service in New Brighton to reroute the S52 to replace the most productive segment of the S42 (the S42 would be discontinued).

**Table 7: 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
	Saturday	Sunday	Eves, Nights, Weekends	Weekdays	Weekdays	Middays	Evenings	Saturday	Sunday	
				Extend <b>C</b> to Astoria and Operate <b>N</b> Local North of Canal Street to Replace the <b>W</b>	Extend <b>V</b> to Metropolitan Ave to Replace the <b>M</b> between Essex St and Metropolitan Ave, Discontinue <b>M</b> between Essex St and Bay Pkwy			Revise Off-Peak Service Levels - Change Maximum Loading Guidelines from No Standees Per Car to 10-18 Standees per Car		
<b>1</b>	X	X				X	X			3,4
<b>2</b>										
<b>3</b>										
<b>4</b>										
<b>5</b>										
<b>6</b>										
<b>7</b>						X	X	X	X	4
<b>A</b>		X				X	X			3,4
<b>B</b>										
<b>C</b>										
<b>D</b>	X	X								3
<b>E</b>		X								3
<b>F</b>	X	X					X			3,4
<b>G</b>	X	X	X							3,5-6
<b>J</b>	X								X	3,4
<b>L</b>						X		X	X	4
<b>M</b>	X				X				X	3,4,9-10
<b>N</b>	X	X		X						3,7-8
<b>Q</b>	X	X		X						3,7-8
<b>R</b>	X	X								3
<b>S</b> (RockPk)										
<b>S</b> (Franklin)										
<b>S</b> (42ndSt)										
<b>V</b>					X					3,4,9-10
<b>W</b>				X						7-8
<b>Z</b>										
SIR	Discontinue Staten Island Railway (SIR) Baseball Special Service									11

**Table 7: Summary and Index to 2010 NYC Transit Service Reduction Proposals**

**Express Bus (Pages 12-28)**

Route	Service Discontinuation		Service Restructuring	Shorten Spans			Pages
	Total	Weekend		Weekday	Weekend	Overnight	
X1			X	X			25-28
X2			X				25-28
X3			X				25-28
X4			X				25-28
X5			X				25-28
X6	X#		X				25-28
X7			X				25-28
X8			X				25-28
X9	X#		X				25-28
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.



**Table 7: Summary and Index to 2010 NYC Transit Service Reduction Proposals**

**Bronx Local Bus (Pages 29-47)**

Route	Service Discontinuation		Service Restructuring	Shorten Spans			Pages
	Total	Weekend		Weekday	Weekend	Overnight	
Bx1							
Bx2							
Bx3							
Bx4							
Bx5			X				33,34
Bx6							
Bx7							
Bx8			X				33,34
Bx9							
Bx10							
Bx11							
Bx12							
Bx13							
Bx14	X#		X				33,34
Bx15			X				37,38
Bx16							
Bx17					X		44,47
Bx18	X						39
Bx19							
Bx20	X*						40
Bx21							
Bx22							
Bx25	X#		X				31,32
Bx26			X				31,32
Bx27							
Bx28			X				31,32
Bx29							
Bx30			X				31,32
Bx31							
Bx32				X			44,46
Bx33		X		X			41,44,46
Bx34		X				X	42,44,45
Bx35							
Bx36							
Bx39			X				35,36
Bx40/42							
Bx41			X				35,36
Bx42							
Bx55		X#	X				37,38
Barretto Park Pool Shuttle	X						43

\* Service would be retained during weekday peak periods

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

**Table 7: Summary and Index to 2010 NYC Transit Service Reduction Proposals**

**Brooklyn Local Bus (Pages 48-71)**

Route	Service Discontinuation		Service Restructuring	Shorten Spans			Pages
	Total	Weekend		Weekday	Weekend	Overnight	
B1			X				54,55
B2		X		X			63,68,70
B3			X				56
B4			X				57
B6							
B7						X	68,69
B8			X				54,55
B9				X	X		68,70,71
B11				X			68,70
B12			X				58
B13			X	X			59,68,70
B14							
B15							
B16				X	X		68,70,71
B17							
B20							
B23	X						64
B24		X		X			65,68,70
B25							
B26							
B31						X	68,69
B35							
B36							
B37	X#		X				50,53,54,55
B38							
B39	X						66
B41							
B42							
B43							
B44							
B45						X	68,69
B46							
B47							
B48			X				60
B49							
B51	X						67
B52							
B54							
B57			X			X	50,51,68,69
B60							
B61			X				50,51
B62							
B63							
B64			X			X	54,55,61,68,69
B65						X	68,69
B67			X			X	50,52,68,69
B68							
B69		X	X	X			50,52
B70			X				54,55
B71	X		X				50,53
B74							
B75	X#		X				50,51
B77	X#		X				50,51
B82							
B83							

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

**Table 7: Summary and Index to 2010 NYC Transit Service Reduction Proposals**

**Manhattan Local Bus (Pages 72-95)**

Route	Service Discontinuation		Service Restructuring	Shorten Spans			Pages
	Total	Weekend		Weekday	Weekend	Overnight	
M1			X			X	76,78,79,92,93
M2							
M3			X				76,78
M4							
M5			X				76,77,78
M6	X#		X				76,77
M7							
M8		X				X	86,92,93
M9			X				74,75
M10			X				80
M11				X			92,94
M14							
M15			X				74,75
M16						X	92,93
M18	X						87
M20			X	X	X		74,75,92,94,95
M21		X	X	X			74,75,92,94
M22		X	X			X	81,88,92,93
M23							
M27	X						89
M30	X						90
M31							
M34							
M35							
M42			X				82
M50		X				X	91,92,93
M57							
M60							
M66						X	92,93
M72							
M79							
M86							
M96							
M98			X	X			83,84
M100					X		92,95
M101							
M102							
M103							
M104			X				85
M106							
M116					X		92,95

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

**Table 7: Summary and Index to 2010 NYC Transit Service Reduction Proposals**

**Queens Local Bus (Pages 96-108)**

Route	Service Discontinuation		Service Restructuring	Shorten Spans			Pages
	Total	Weekend		Weekday	Weekend	Overnight	
Q1							
Q2							
Q3							
Q4							
Q5							
Q12							
Q13							
Q14	X						98
Q15							
Q16							
Q17							
Q20							
Q24			X				62
Q26	X*						99
Q27							
Q28							
Q30						X	106,107
Q31		X					100
Q32							
Q36							
Q42	X						101
Q43							
Q44							
Q46							
Q48					X		106,108
Q54							
Q55							
Q56							
Q58							
Q59							
Q74	X						102
Q75	X						103
Q76		X					104
Q77							
Q79	X						105
Q83							
Q84							
Q85							
Q88							

\* Service would be retained during weekday peak periods

**Table 7: Summary and Index to 2010 NYC Transit Service Reduction Proposals**

**Staten Island Local Bus (Pages 109-119)**

Route	Service Discontinuation		Service Restructuring	Shorten Spans			Pages
	Total	Weekend		Weekday	Weekend	Overnight	
S40			X				112
S42	X#		X				111
S44							
S46							
S48							
S51							
S52			X				111
S53							
S54		X		X			113,117,118
S55							
S56							
S57				X	X		117,118,119
S59							
S60	X						114
S61							
S62							
S66				X			117,118
S67	X						115
S74							
S76		X					116
S78							
S79							
S81							
S84							
S86							
S89							
S90			X				112
S91							
S92							
S93							
S94							
S96							
S98							

# 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  Between Court Square and Church Avenue at All Times

Extend  to Astoria and Operate  Local North of Canal Street to Replace the 

Extend  to Replace the  Between Essex Street and Metropolitan Avenue, Discontinue  Between Essex Street and Bay Parkway

Discontinue Staten Island Railway Baseball Special Service

NYC Transit 2010 Service Reduction Proposals  
Profile of Elements

Reduce Weekend Train Frequencies to Accommodate Construction Work

<b>Description of Action:</b>	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 <b>D F G J M* N Q R</b> routes on Saturdays and the <b>A D E F G N Q R</b> routes on Sundays; <b>A</b> and <b>E</b> service would not be affected on Saturdays due to relatively high ridership on these routes. In addition, train frequencies on the <b>1</b> 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).
<b>Neighborhoods Affected:</b>	Systemwide
<b>Customer Impact:</b>	For many weekends, the impacts described below are already occurring due to construction work. <u>Passenger Loads:</u> Loads on <b>1 F N Q</b> 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 <b>1 N</b> 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.) <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.).
<b>Net Annual Savings:</b>	\$5.5 million

\* **M** to be replaced by **V**



**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:**

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

\* M to be replaced by V

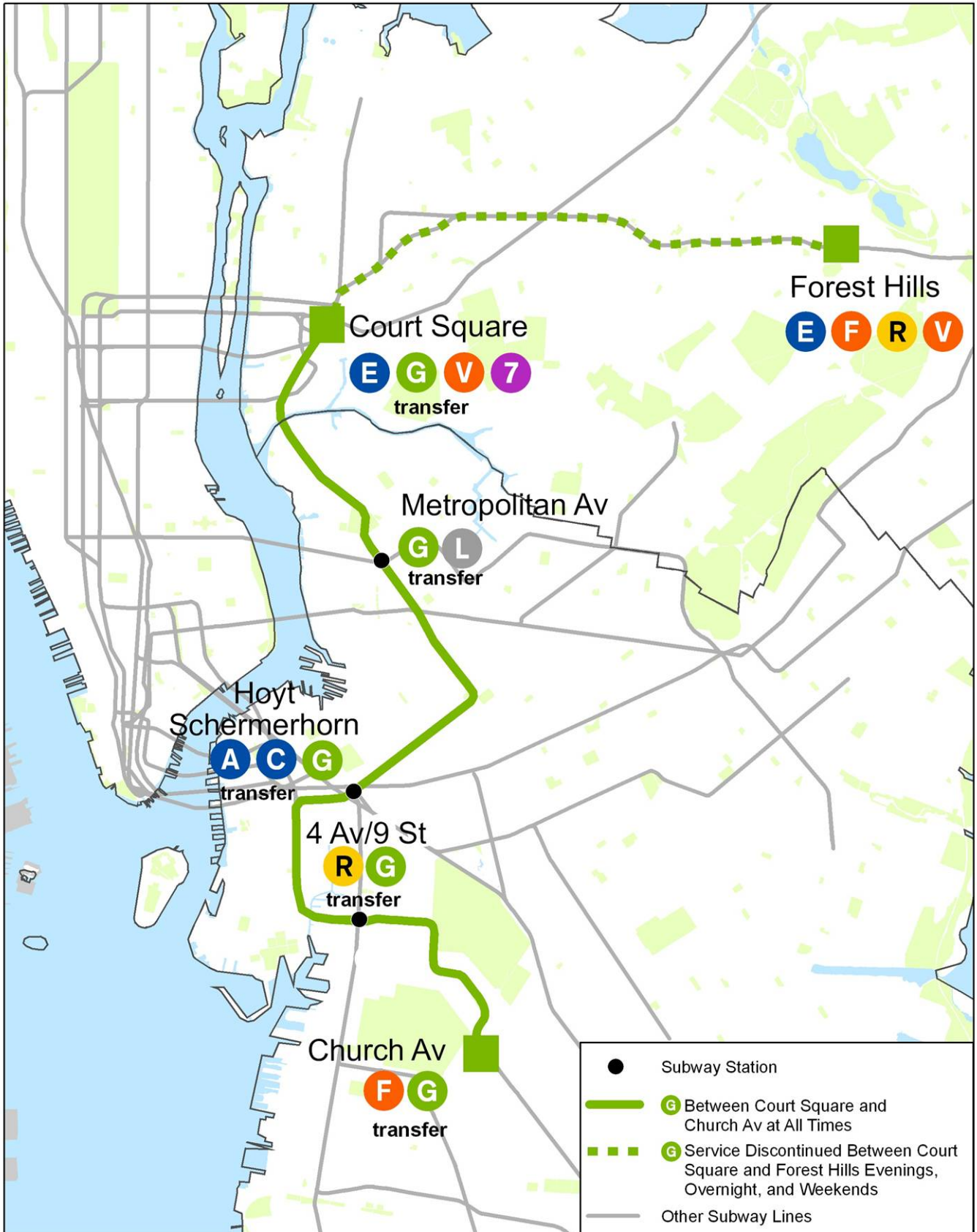
## NYC Transit 2010 Service Reduction Proposals Profile of Elements

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

<b>Description of Action:</b>	<p>The <b>G</b> is scheduled to operate to Forest Hills-71<sup>st</sup> Avenue evenings, nights, and weekends. However, construction work anywhere along the Queens Boulevard <b>E F R</b> corridor requires the <b>G</b> to terminate at Court Square (its daytime terminus) many nights and almost all weekends (in 2009 the <b>G</b> operated along Queens Boulevard on only three weekends). This service change would have the <b>G</b> operate at all times between Court Square and Church Avenue. Three additional <b>G</b> 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 <b>G</b> was scheduled to operate on the Queens Boulevard corridor due to limited track capacity.</p>
<b>Neighborhoods/Trips Affected:</b>	<p>Trips between North Brooklyn and Queens Boulevard corridor, trips along the Queens Boulevard corridor.</p>
<b>Customer Impact:</b>	<p>For those evenings, late nights and infrequent weekends when the <b>G</b> does operate to Forest Hills, the ridership impacts of shortening service would be:</p> <p><u>Extra Walking Transfers:</u> 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 <b>E V</b> (approximately 2.5 minutes on moving walkway) or the <b>7</b>. For local stops, weekend passengers would make an additional transfer to the <b>R</b> 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.</p> <p><u>Longer Waits:</u> 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.</p> <p><u>Shorter Waits:</u> 6,500 evening Brooklyn <b>G</b> riders will wait an average of 1.5 fewer minutes.</p> <p><u>Passenger Loads:</u> Queens Boulevard local trains will have more riders per train weekday evenings and late nights, Saturdays, and Sundays (loads will be within guidelines).</p>
<b>Net Annual Savings:</b>	<p>\$1.5 million</p>

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 57<sup>th</sup> Street/7<sup>th</sup> 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 49<sup>th</sup> 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.

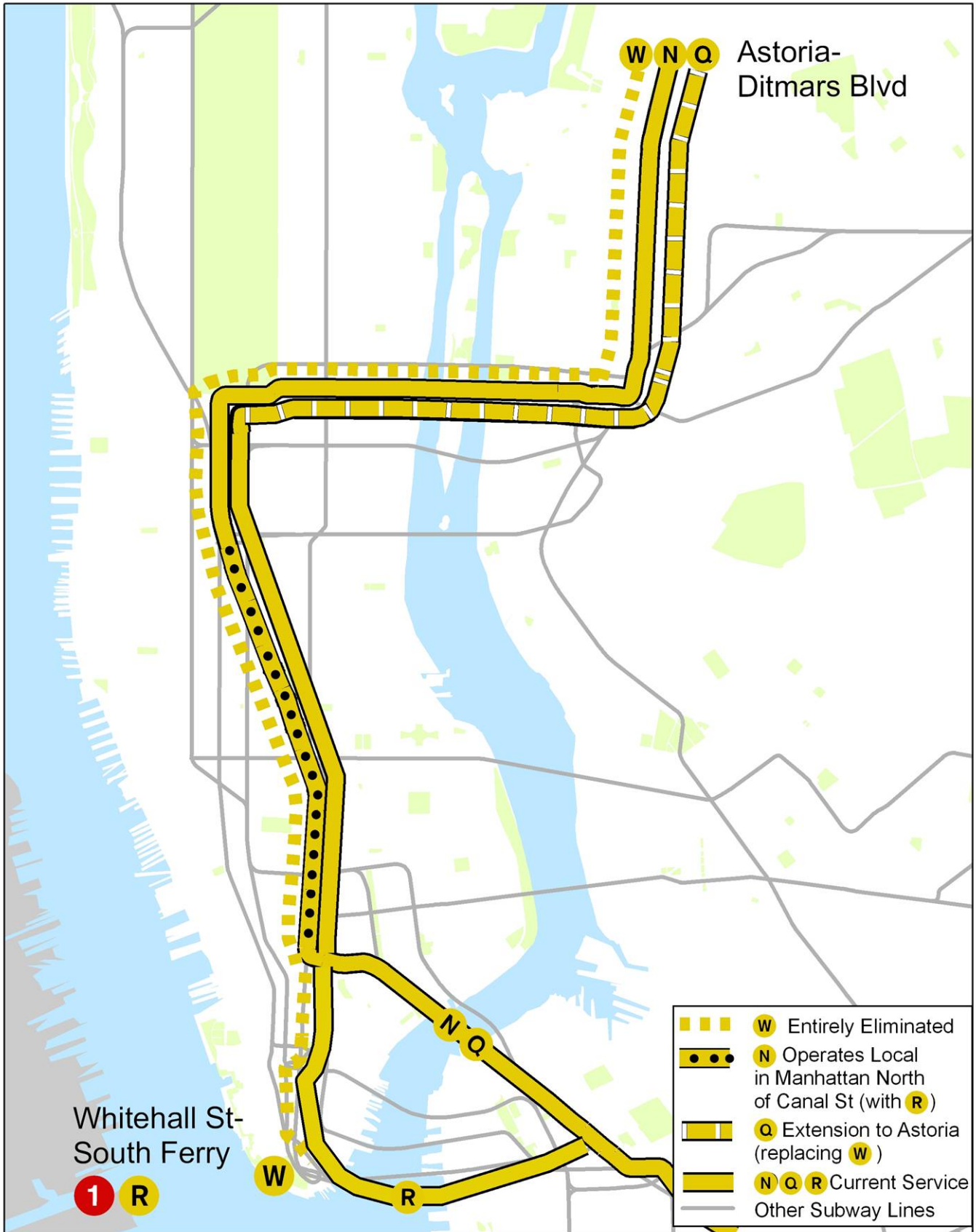
Passenger Loads: Passengers traveling on the **N Q R** in Manhattan will experience more riders per train, but the loads will be within existing peak-hour loading guidelines and proposed off-peak loading guidelines.

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

### Extend **V** to Replace the **M** Between Essex Street and Metropolitan Avenue, Discontinue **M** Between Essex Street and Bay Parkway

#### Description of Action:

This proposal would extend **V** service to Metropolitan Ave, replacing **M** service between Essex Street and Metropolitan Avenue. The new **V** would operate on its current route from Forest Hills-71<sup>st</sup> Ave to Broadway-Lafayette, then on tracks not currently used to Essex St and onto the current **M** route to Metropolitan Ave (as a result, the **V** would no longer serve Second Av station). **M** service between Essex St and Bay Pkwy would be discontinued, and current **JZ** skip-stop service would be unaffected. **V** trains would have to be shortened from 600 feet to 480 feet to accommodate shorter platforms on the **M** route. Weekend and late night **M** service between Metropolitan and Myrtle Avenues would be unchanged but would now be called the **V**. This proposal replaces the 2009 proposal to discontinue **M** service between Broad St and Bay Pkwy, discontinue the **Z**, and operate the **J** all local. The current proposal has fewer customer impacts while achieving greater savings.

**Neighborhoods/Trips Affected:** Myrtle Corridor to Lower Manhattan, West End and 4<sup>th</sup> Avenue Corridor to Lower Manhattan, Queens Boulevard.

#### 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 4<sup>th</sup> Avenue local stations/ Downtown Brooklyn stations would have an extra transfer. 22,000 weekday riders would wait longer for local trips along the West End/4<sup>th</sup> Avenue 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 **V**, benefiting from direct service to Midtown.

Manhattan: 19,000 northbound riders at 2<sup>nd</sup> Avenue station would wait an average of 0.75 additional minutes. 17,000 riders between Essex Street and Broad Street would wait an average of 0.6 additional minutes.

Queens: Queens **V** riders would experience more riders per car due to shorter trains (though within existing and proposed loading guidelines).

#### Net Annual Savings:

\$4.0 million

## NYC Transit 2010 Service Reduction Proposals Profile of Elements

**Extend V to Replace the M Between Essex Street and Metropolitan Avenue,  
Discontinue M Between Essex Street and Bay Parkway**



**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**

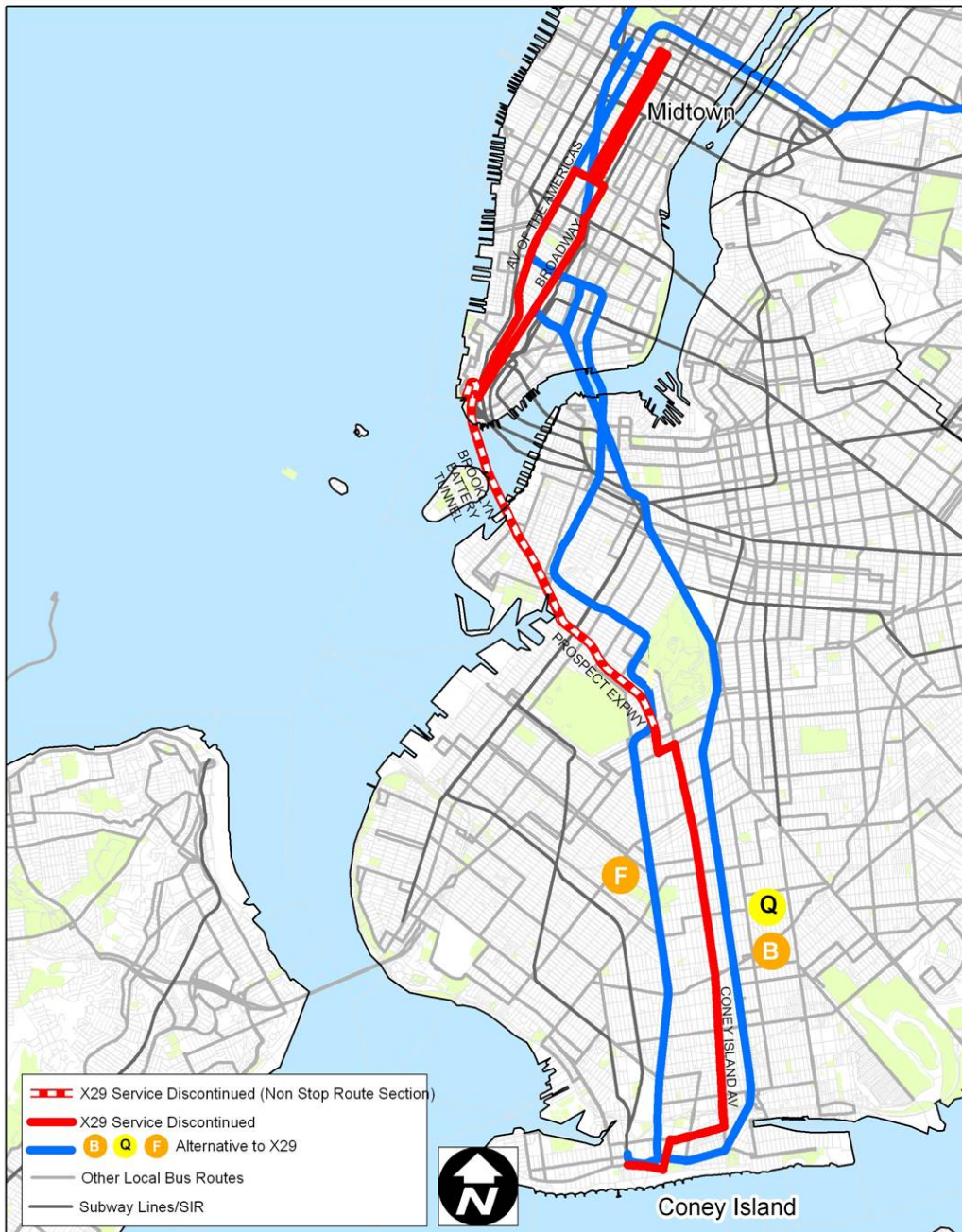
**Description of Action:** Discontinue service on the X29, which operates between Coney Island in Brooklyn and Lower/Midtown Manhattan.

**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**

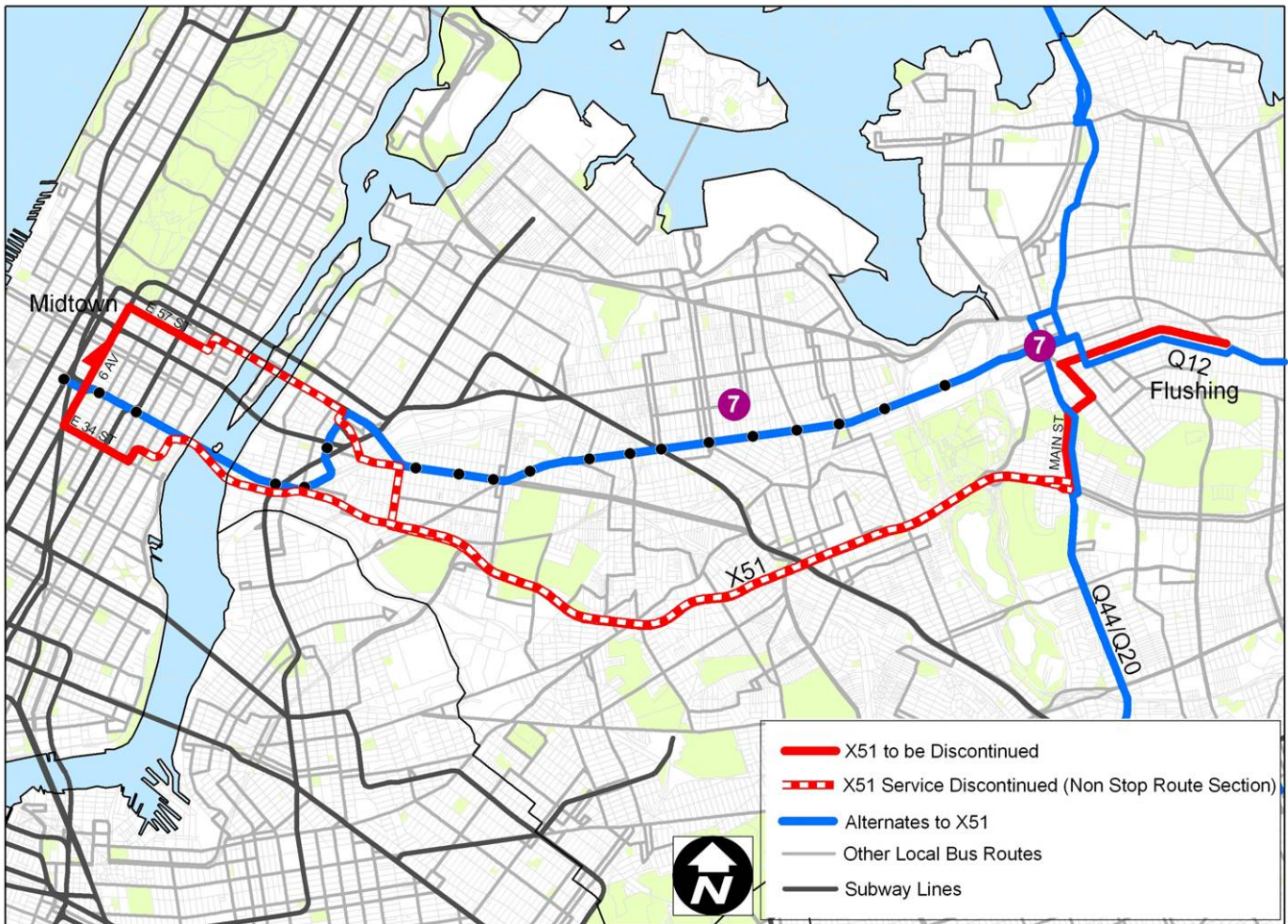
**Description of Action:** Discontinue service on the X51, which operates between Flushing in Queens and Midtown Manhattan.

**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

<b>Description of Action:</b>	Discontinue weekend service on the X27 and X28, both of which duplicate subway service.
<b>Neighborhoods Affected:</b>	The X27 serves Fort Hamilton and Bay Ridge. The X28 serves Sea Gate, Bath Beach, and Dyker Heights.
<b>Customer Impact:</b>	Approximately 1,080 weekend X27 customers and 760 weekend X28 customers would be required to use the <b>R</b> and <b>D</b> trains, respectively, for their trips.
<b>Cost per Rider:</b>	Total: \$16.55, Direct Operating: \$8.71 for the X27; Total: \$29.40, Direct Operating: \$15.47 for the X28
<b>Net Annual Savings:</b>	\$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 23<sup>rd</sup> 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



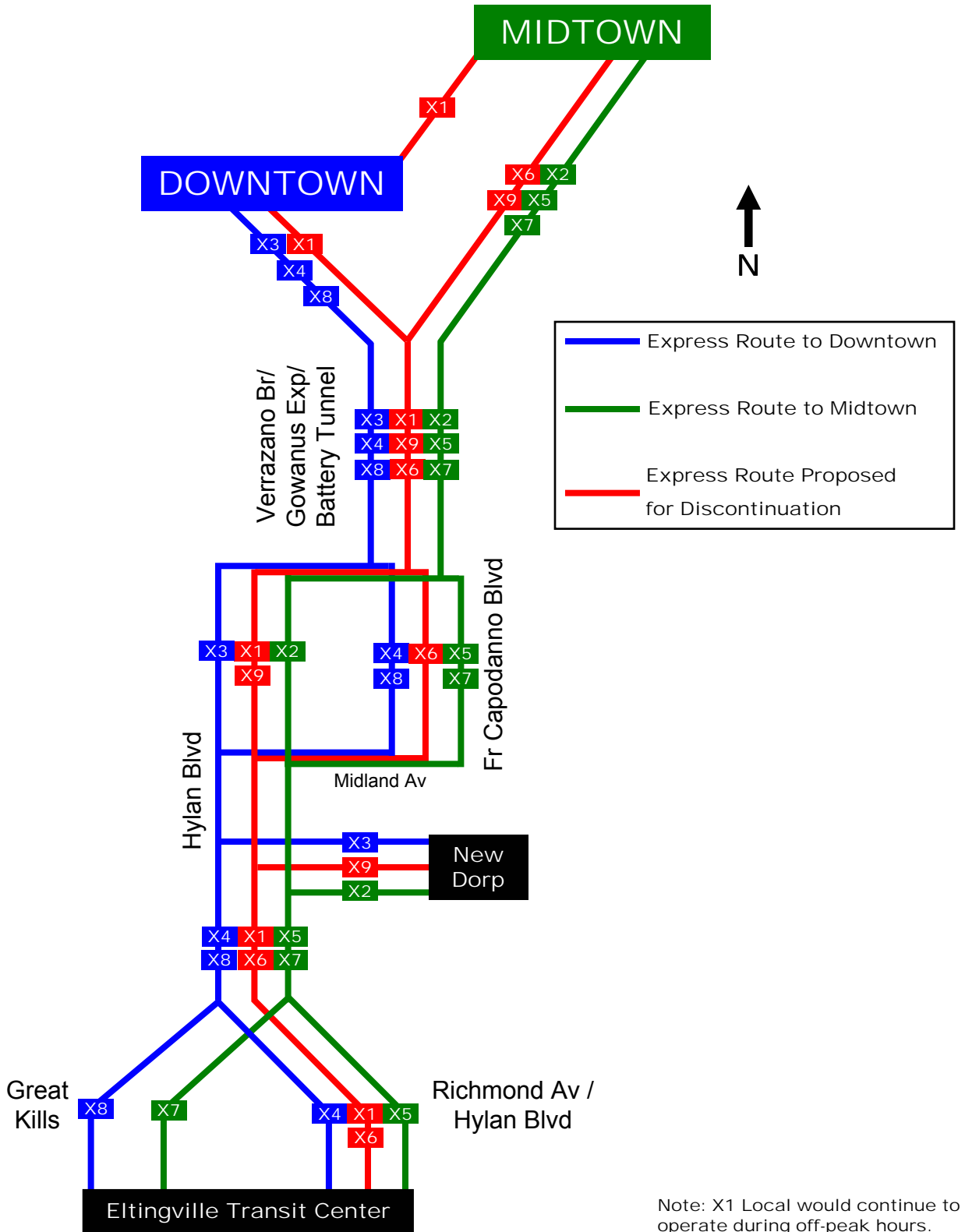
**NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Express Bus**

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

<b>Description of Action:</b>	<p>The Hylan Boulevard corridor is the most heavily used express bus corridor in New York City. However, the nine service variations operated today follow route paths and stopping patterns that are confusing to customers and duplicative. This proposal would simplify express bus service in the Hylan Boulevard corridor as follows:</p> <ul style="list-style-type: none"><li>▪ Discontinue all service on the X6 and X9</li><li>▪ Add offsetting peak hour service to the X2, X3, X4, X5, X7, and X8</li><li>▪ 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)</li></ul> <p>These changes reduce duplication and overlap to improve efficiency, while maintaining service to virtually all stops and neighborhoods. In some cases, passengers might have to begin or end their trip at a different stop close to the one they currently use.</p>
<b>Neighborhoods Affected:</b>	Arrochar, Dongan Hills, Eltingville, Grasmere, Great Kills, Midland Beach, New Dorp, and Oakwood Heights.
<b>Customer Impact:</b>	<p><u>X1 Weekday Peak Period Discontinuation</u>: Approximately 3,800 weekday peak period customers would be required to use the X2, X3, X4, X5, X7, or X8 for their trip.</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> <p><u>X9</u>: Approximately 790 average weekday customers would be required to use the X2 or X3 for their trip.</p>
<b>Cost per Rider:</b>	Total: \$15.23, Direct Operating: \$8.02 (for all nine routes)
<b>Net Annual Savings:</b>	\$1.8 million

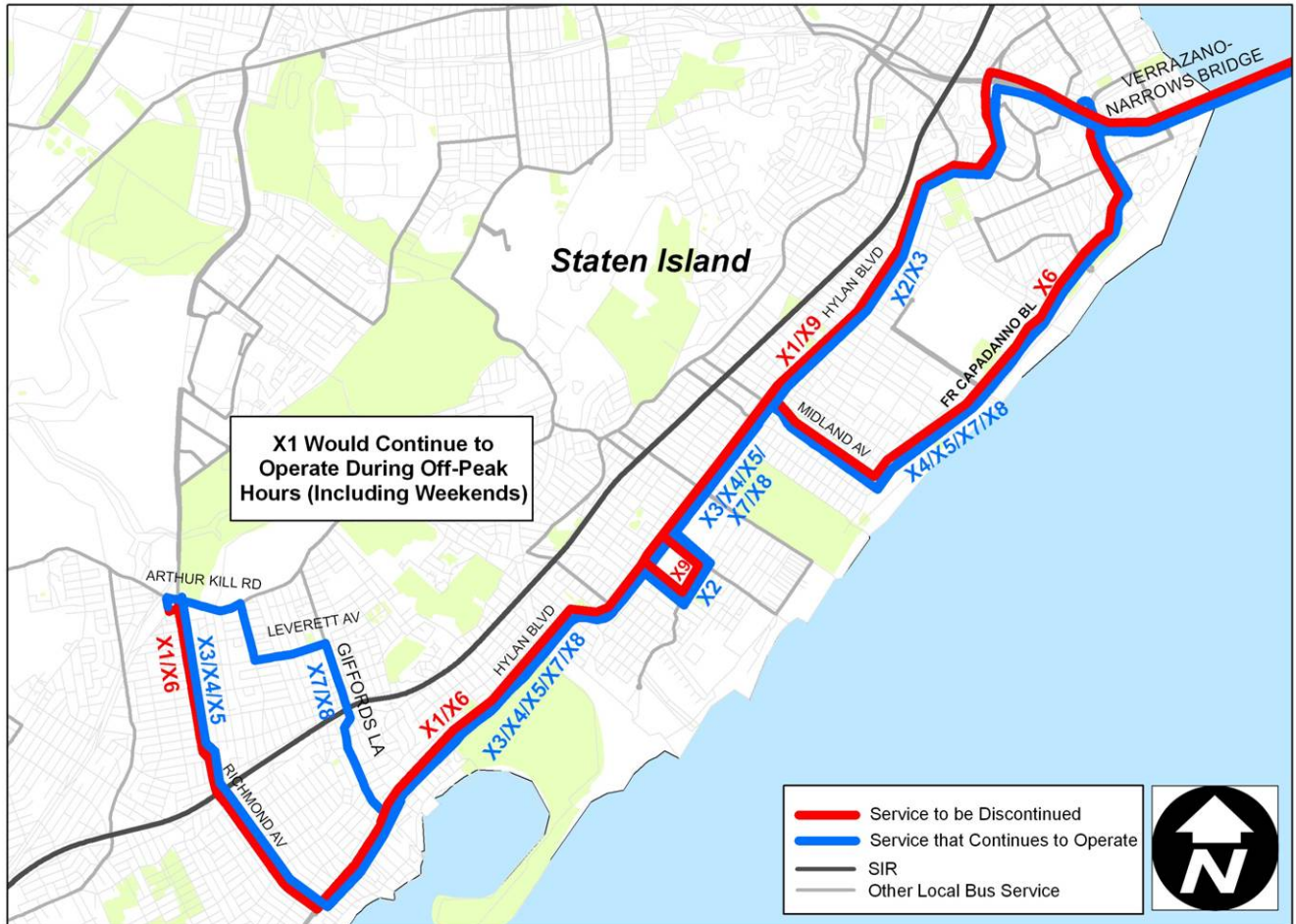
NYC Transit 2010 Service Reduction Proposals  
 Profile of Elements – Express Bus

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



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

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





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

**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 is one route proposed for complete discontinuation, one route proposed for off-peak discontinuation, and two routes proposed for weekend discontinuation. One seasonal service is also proposed for discontinuation.

- Discontinue all Bx18 service
- Discontinue off-peak and Saturday Bx20 service (there is currently no Sunday service)
- Discontinue Bx33 weekend 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.

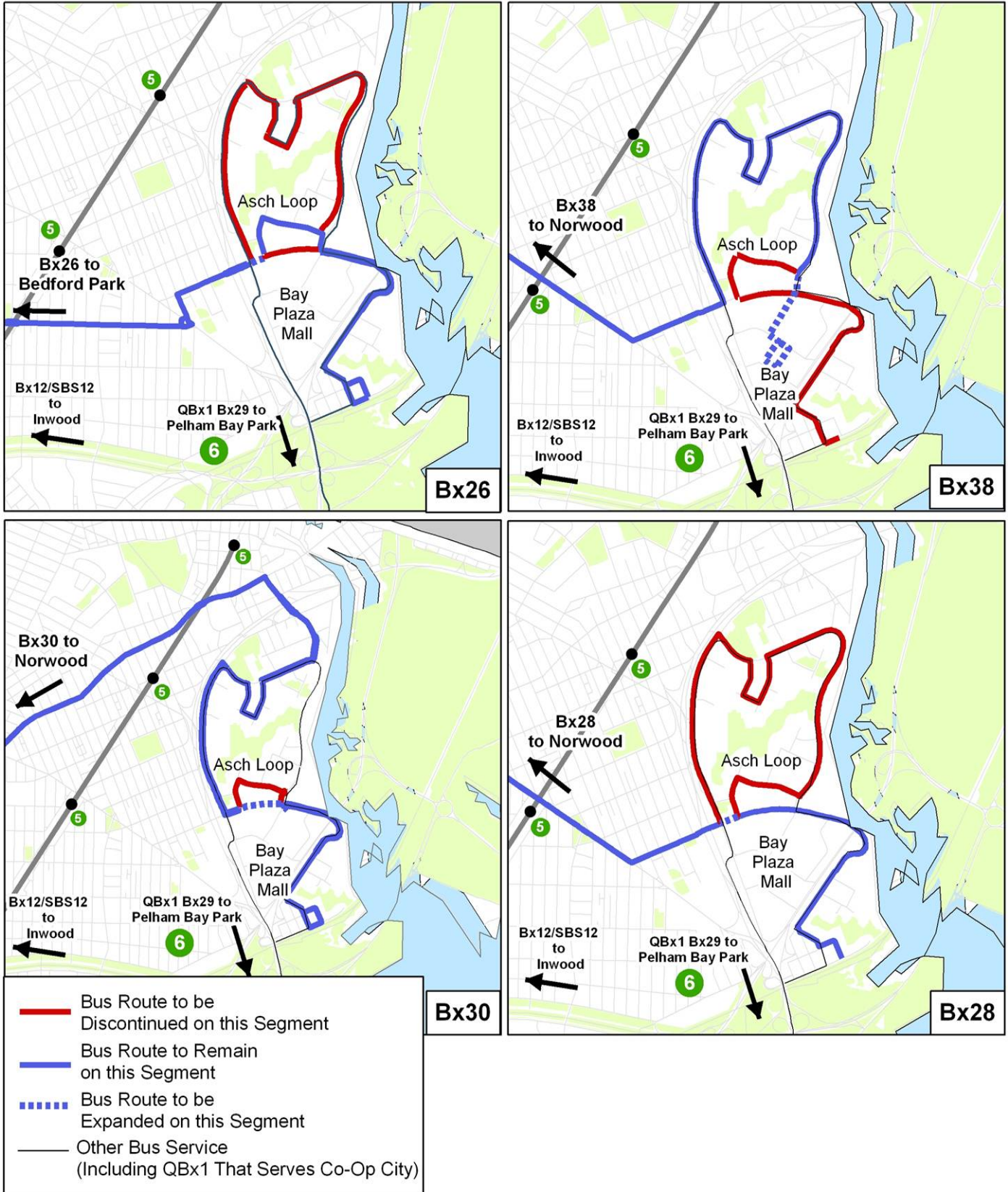
- Discontinue overnight bus service on the Bx34
- Start weekday service later on the Bx32, end weekday service earlier on the Bx33, and start Sunday service later on the Bx17

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

<b>Description of Action:</b>	Restructure Co-op City bus service as follows: <ul style="list-style-type: none"><li>▪ Reroute the Bx26 to match the Bx25 path at all times (the Bx25 designation would no longer be used)</li><li>▪ 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)</li><li>▪ Reroute the Bx30 out of Asch Loop</li></ul>
<b>Neighborhoods Affected:</b>	Primarily Co-op City, but other Bronx neighborhoods are also affected.
<b>Customer Impact:</b>	<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>
<b>Cost per Rider:</b>	n/a
<b>Net Annual Savings:</b>	\$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



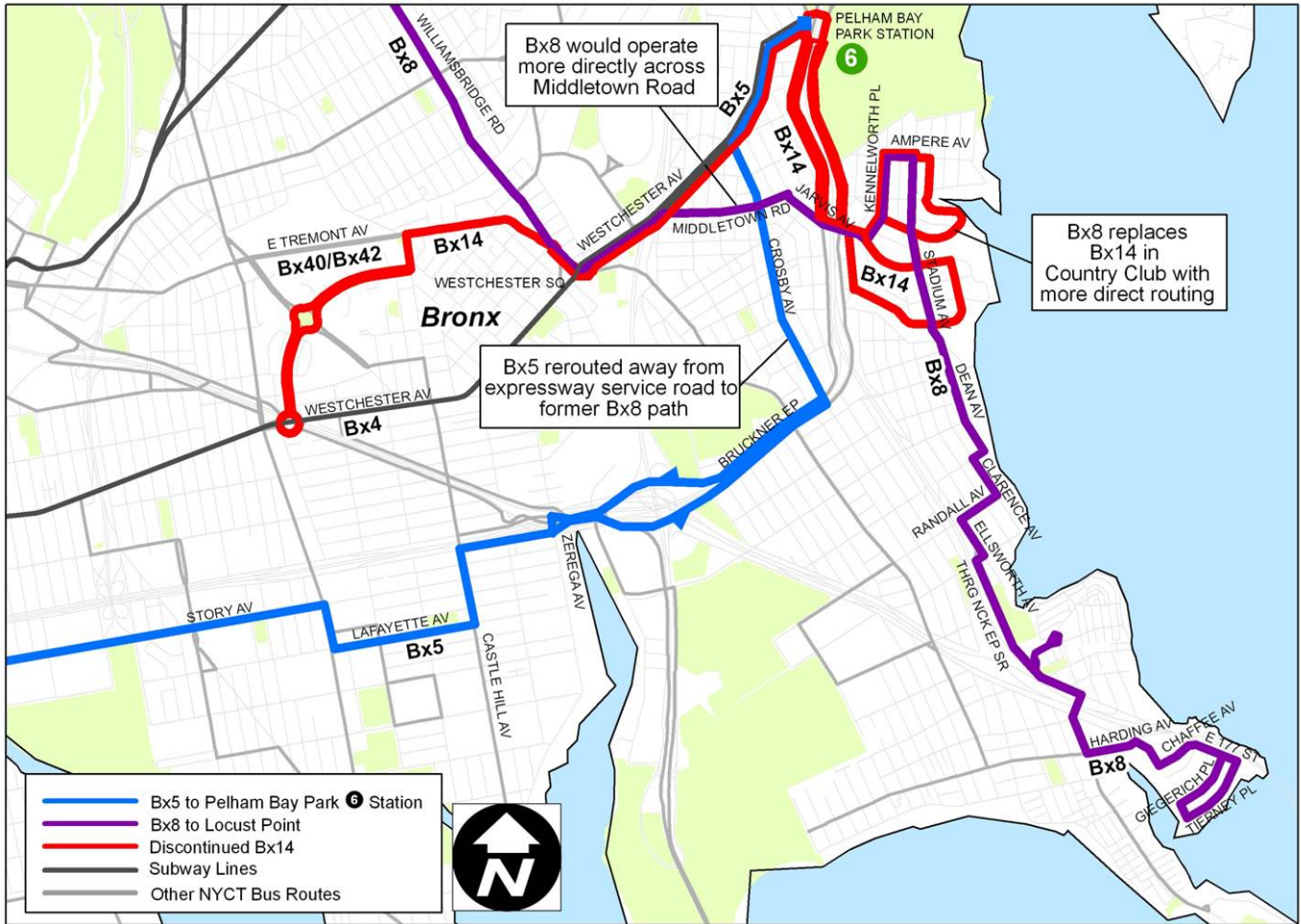
**NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Bronx Local Bus**

**Restructure the Bx5, Bx8, and Bx14 in Eastern Bronx**

<b>Description of Action:</b>	Restructure bus service in the Eastern Bronx as follows: <ul style="list-style-type: none"><li>▪ 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</li><li>▪ Reroute the Bx5 away from Bruckner Boulevard (the I-95 service road) to Crosby Avenue to replace the Bx8</li></ul>
<b>Neighborhoods Affected:</b>	Primarily Country Club, but other Bronx neighborhoods are also affected.
<b>Customer Impact:</b>	<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 on Westchester Avenue could walk to the 6. Approximately 1,100 weekday customers and 750 weekend customers in Parkchester would have a ten minute walk to the Bx4, Bx22, Bx39, or Bx40/42.</p>
<b>Cost per Rider:</b>	Total: \$3.67, Direct Operating: \$1.93 weekdays (for Bx14) Total: \$6.42, Direct Operating: \$3.38 weekends (for Bx14)
<b>Net Annual Savings:</b>	\$1.5 million

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

## 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

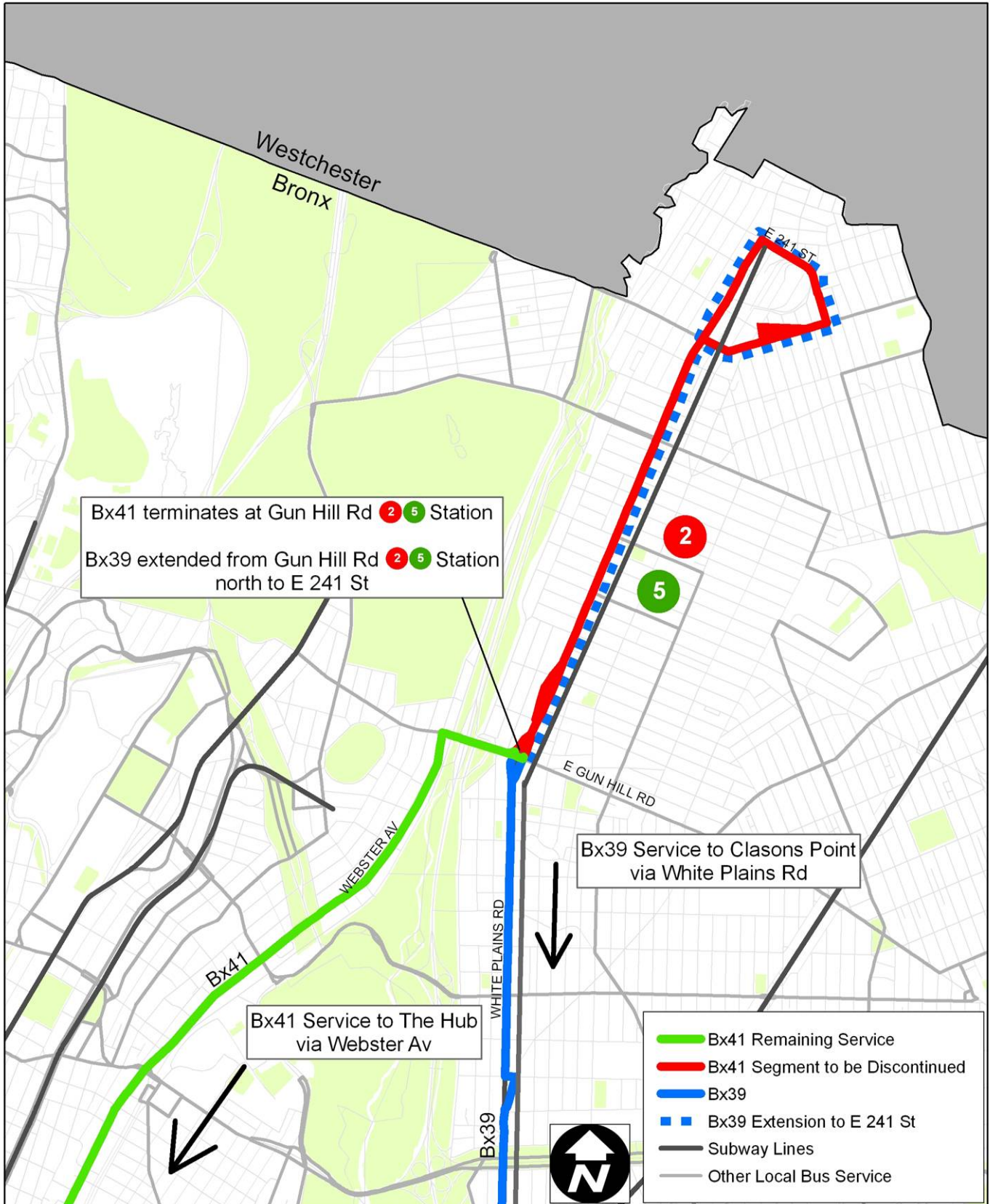
**Bx39 and Bx41 Headways**

		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

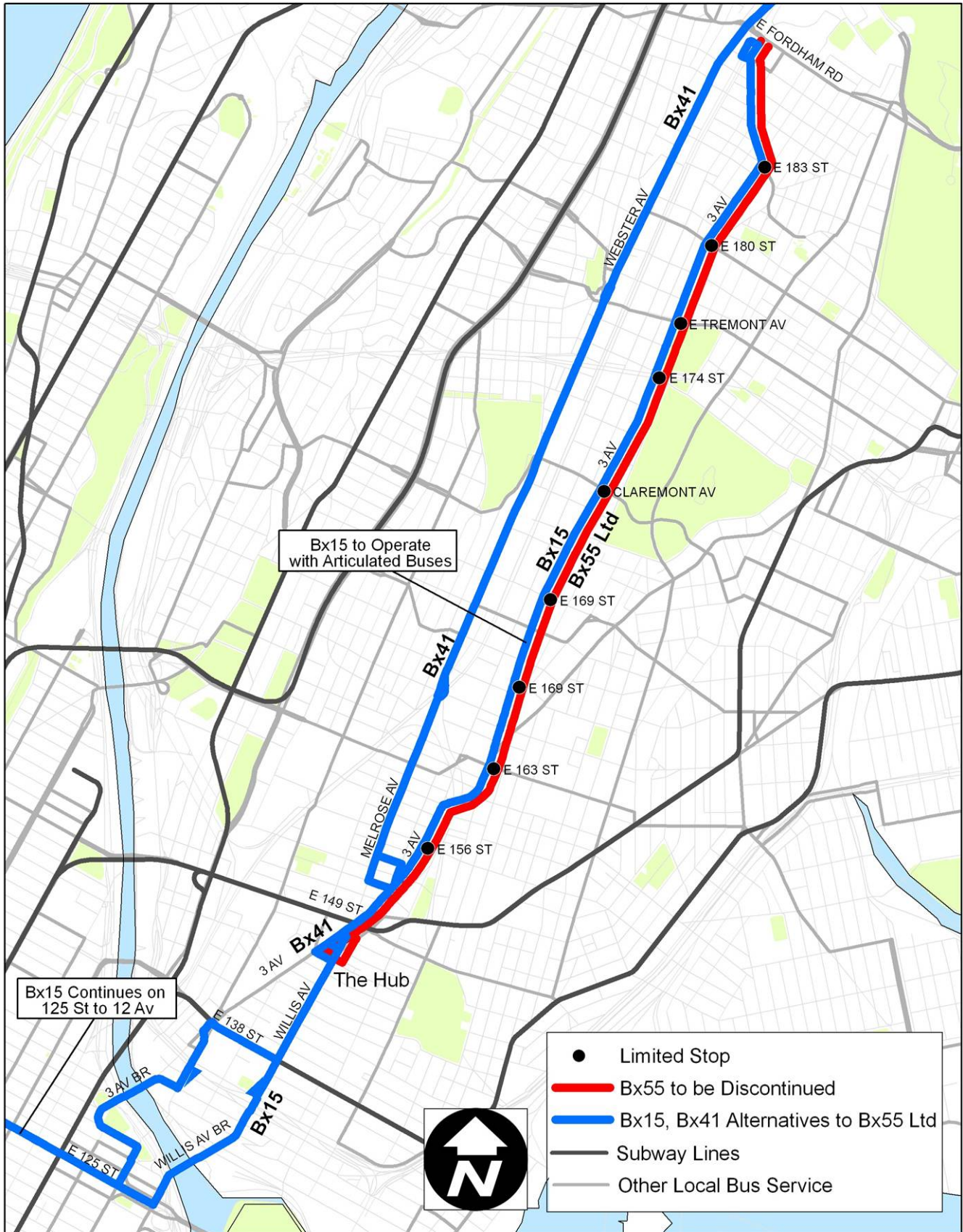
Replace Bx41 Service on White Plains Road North of Gun Hill Road with a Bx39 Extension



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

<b>Description of Action:</b>	The Bx15 local currently operates at all times between 125 <sup>th</sup> Street/12 <sup>th</sup> Avenue in Harlem and Fordham Plaza, and the Bx55 limited operates all times except late nights between 3 <sup>rd</sup> Avenue/149 <sup>th</sup> 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).
<b>Neighborhoods Affected:</b>	Fordham, Tremont, Morrisania, Melrose, “The Hub.”
<b>Customer Impact:</b>	Approximately 1,400 weekday evening customers and 11,000 weekend customers would have to use the Bx15 local instead of the Bx55 limited.
<b>Cost per Rider:</b>	n/a
<b>Net Annual Savings:</b>	\$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 All Bx18 Service

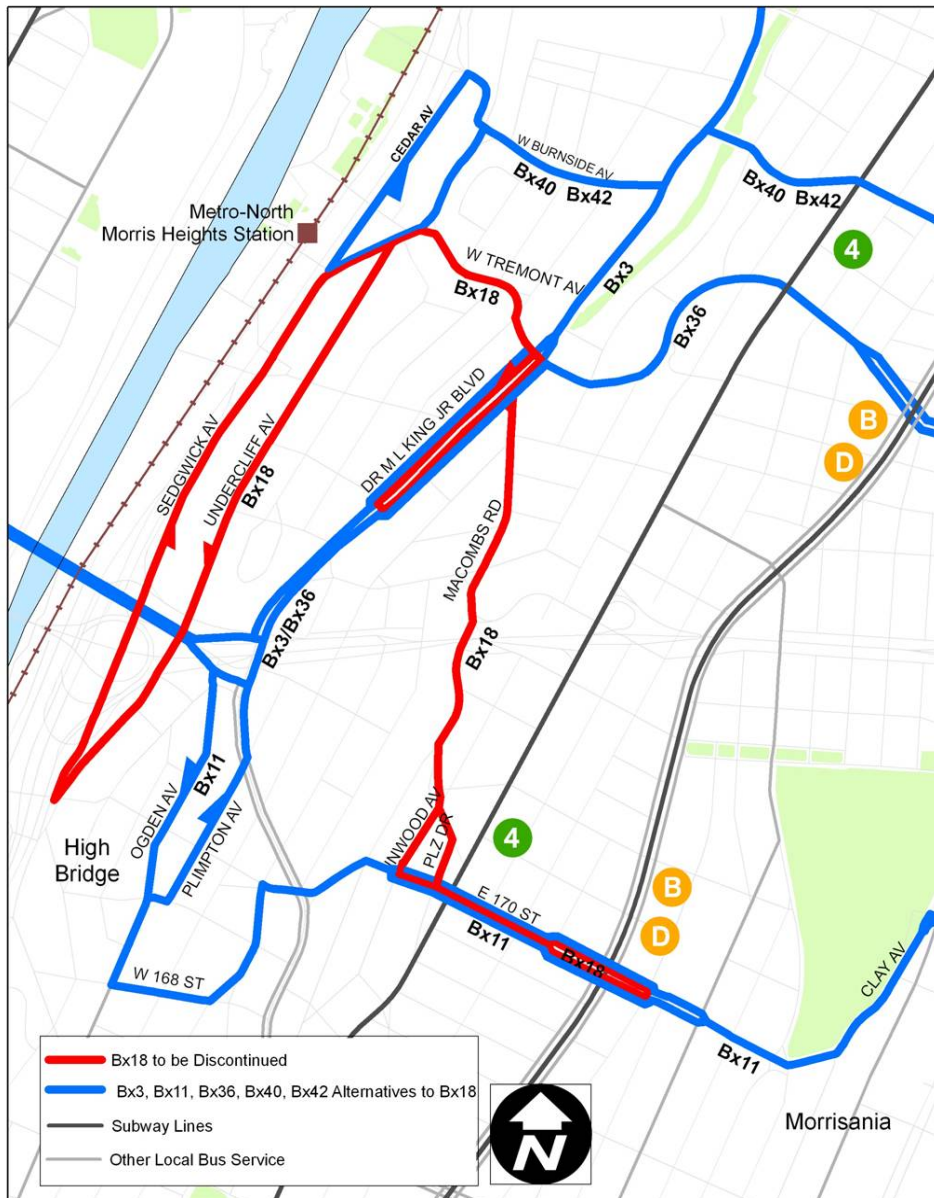
**Description of Action:** Discontinue all service on the Bx18.

**Neighborhoods Affected:** Morris Heights.

**Customer Impact:** Approximately 1,780 weekday customers and 1,130 weekend customers would be required to use the Bx3, Bx11, Bx36, Bx40/42, or walk, increasing the typical customer's trip by up to 20 minutes. Some customers could use Metro-North's Morris Heights station.

**Cost per Rider:** Total: \$4.71, Direct Operating: \$2.48 weekdays, Total: \$5.81, Direct Operating: \$3.06 weekends

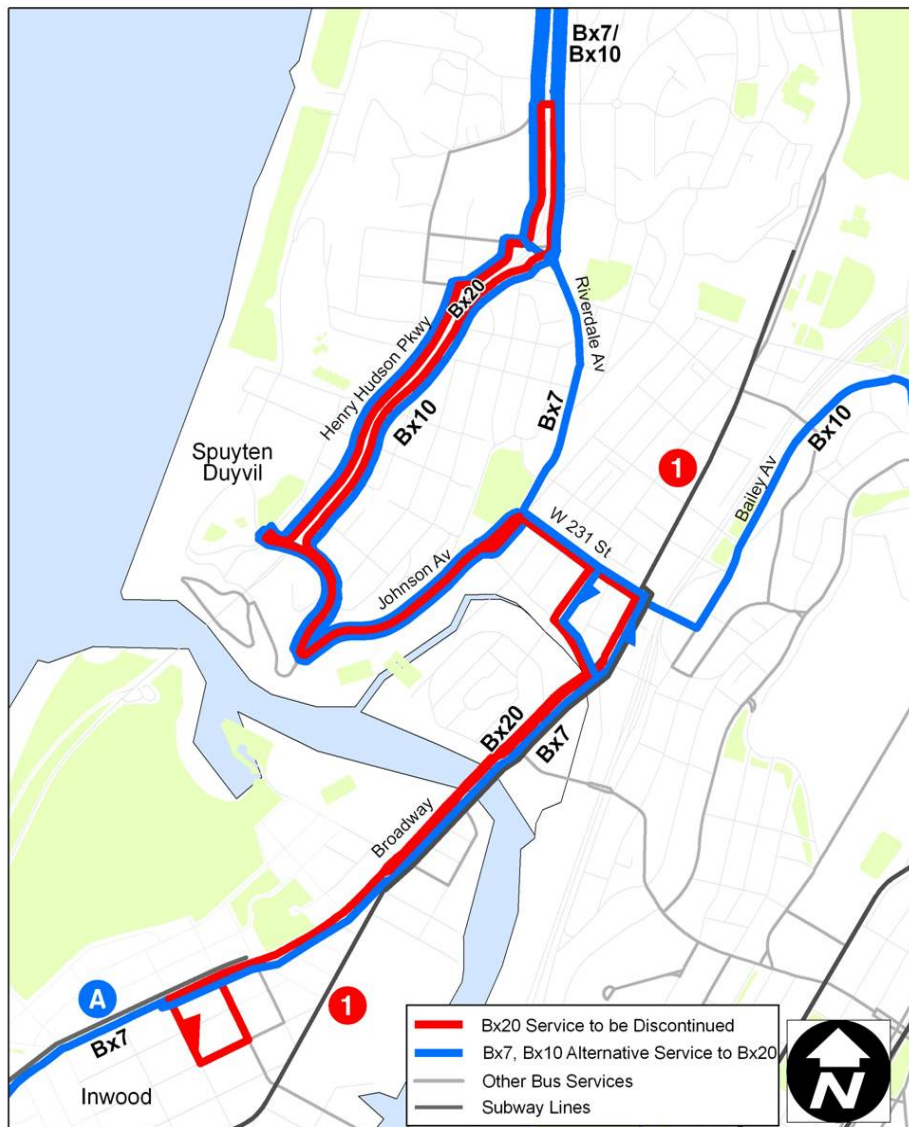
**Net Annual Savings:** \$1.2 million



# 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 Bx33 Service**

**Description of Action:** Discontinue weekend service on the Bx33.

**Neighborhoods Affected:** Harlem, Mott Haven, Port Morris.

**Customer Impact:** Approximately 3,220 weekend customers would be required to use the Bx15, Bx19, or the 6 for their trip; travel times for a typical customer trip would increase 5 to 20 minutes.

**Cost per Rider:** Total: \$4.44, Direct Operating: \$2.34

**Net Annual Savings:** \$0.4 million



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

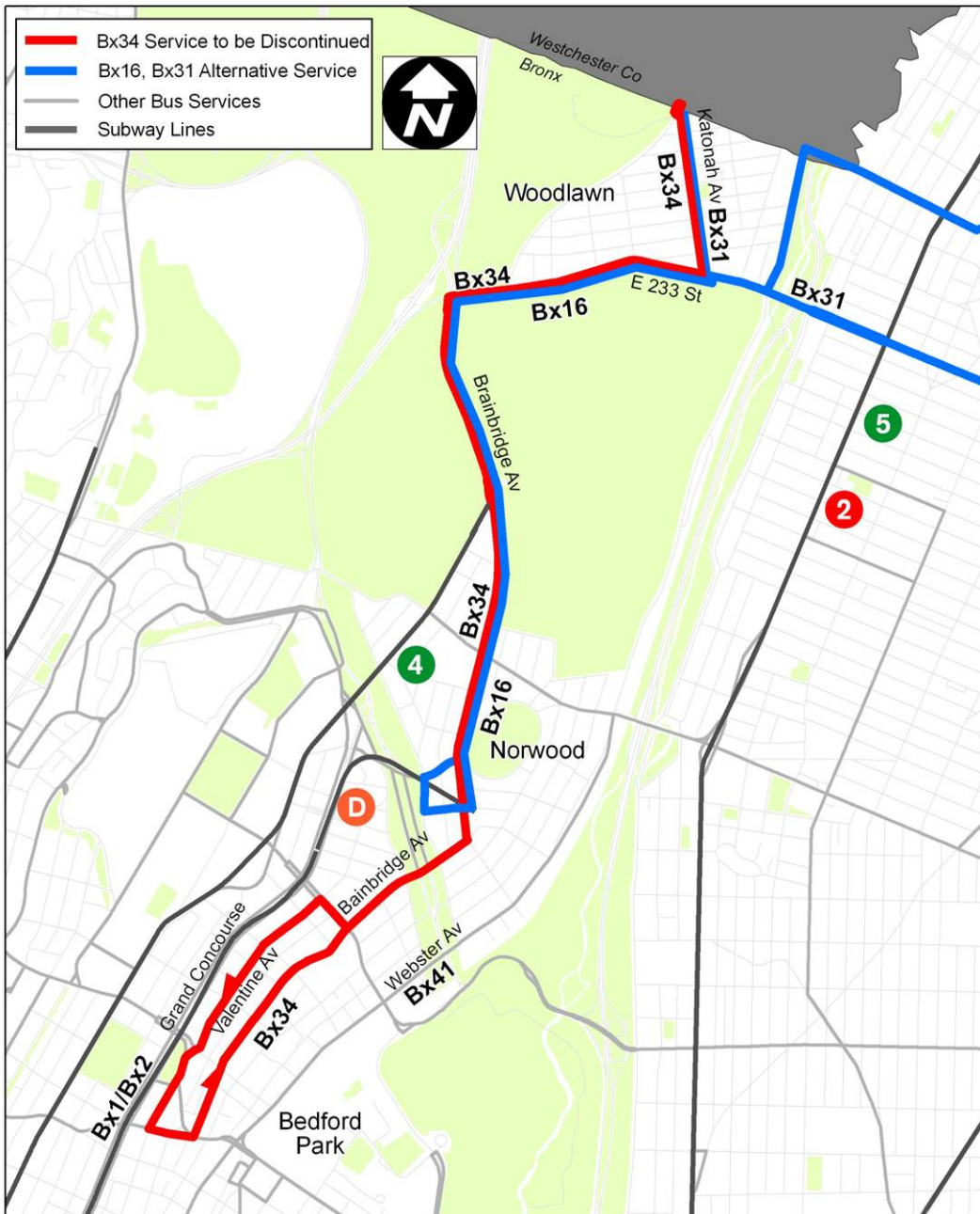
**Description of Action:** Discontinue weekend service on the Bx34.

**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





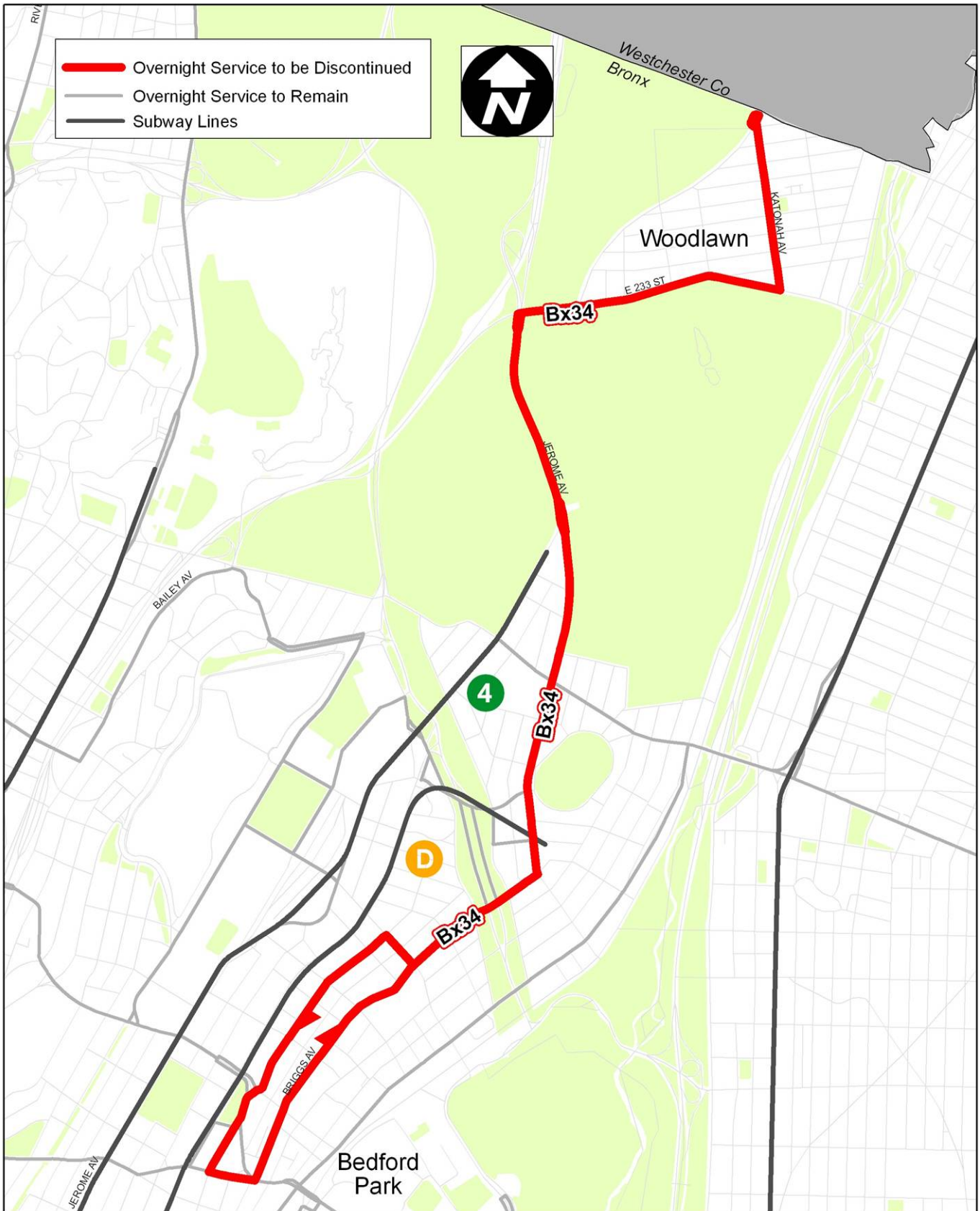
**NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Bronx Local Bus  
Reduce Spans of Service on Bronx Local Bus Routes**

- 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, and start Sunday service later on the Bx17
- 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:** \$0.2 million

<b>Bronx Span Changes</b>			
<b>Overnights</b>			
Route	Original Span	New Span	Affected Riders
Bx34	24 hours	<b>5:00 AM - 1:00 AM</b>	30
<b>Weekdays</b>			
Route	Original Span	New Span	Affected Riders
Bx32	5:30 AM - 12:00 AM	<b>6:30 AM</b> - 12:00 AM	70
Bx33	5:00 AM - 1:00 AM	5:00 AM - <b>12:00 AM</b>	15
<b>Sundays</b>			
Route	Original Span	New Span	Affected Riders
Bx17	5:00 AM - 12:00 AM	<b>6:00 AM</b> - 12:00 AM	30

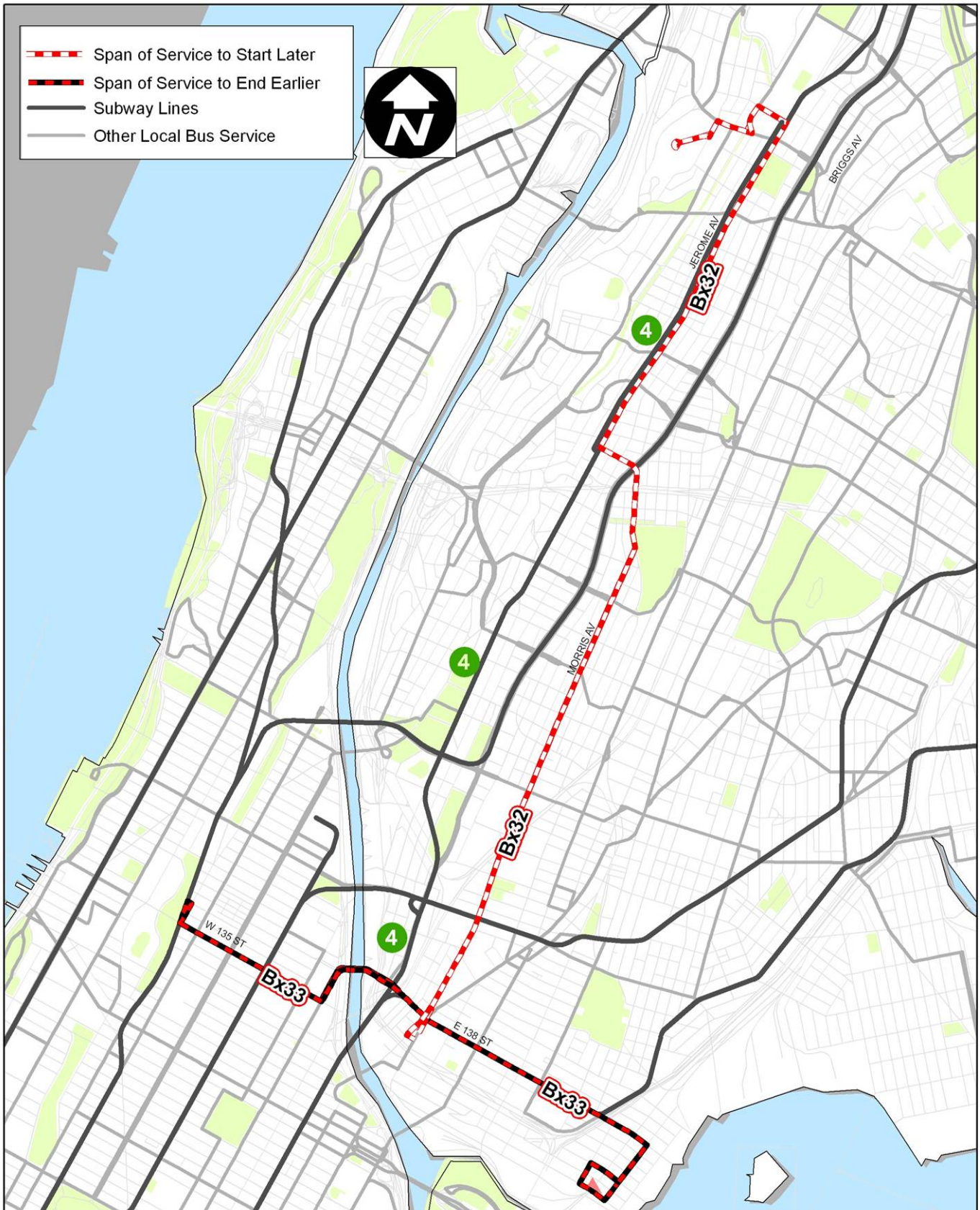
NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Bronx Local Bus

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



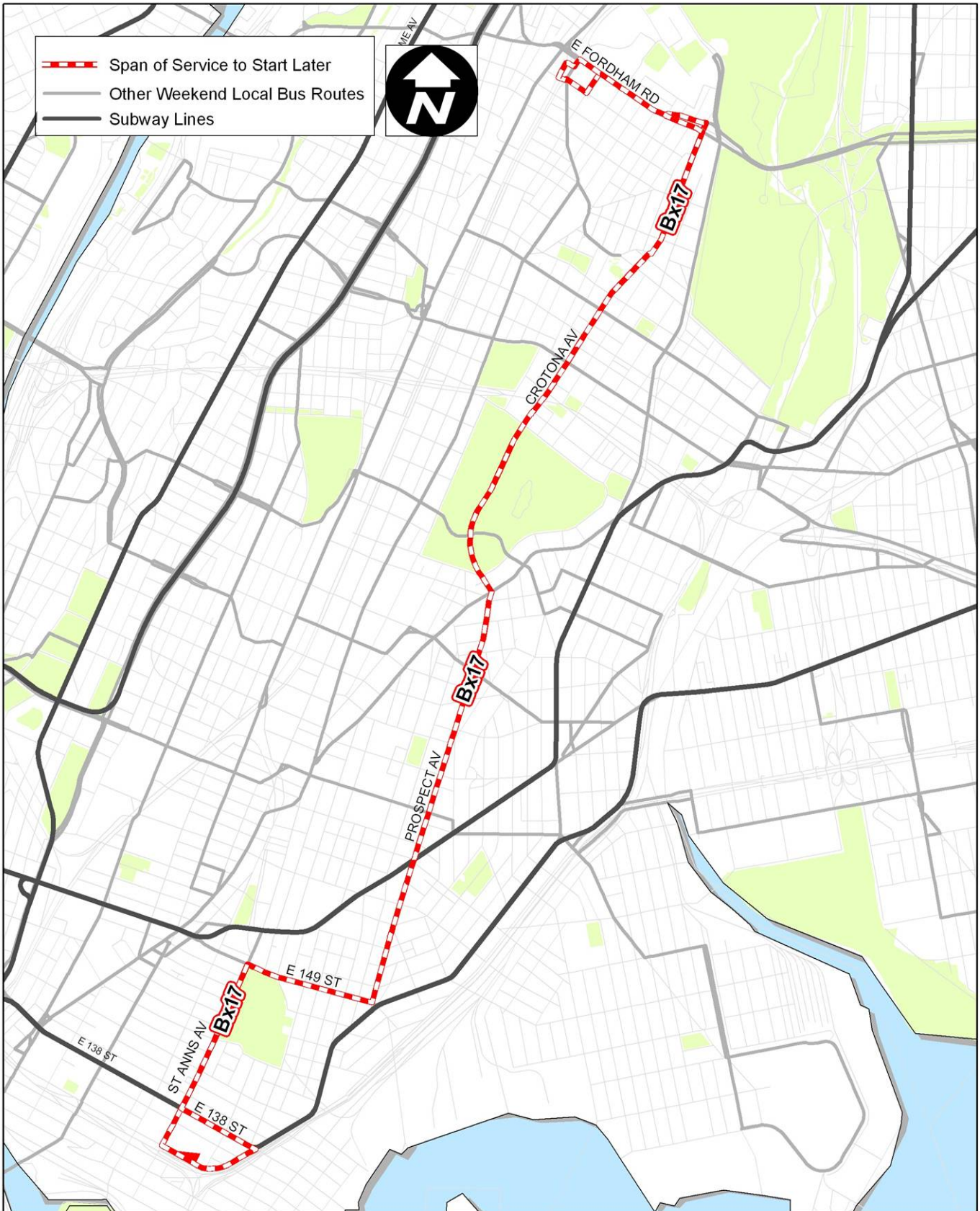
# NYC Transit 2010 Service Reduction Proposals Profile of Elements – Bronx Local Bus

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



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

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/71<sup>st</sup> Street
- Discontinue B4 service east of Coney Island Avenue
- Discontinue B12 service east of Alabama Avenue
- Discontinue B13 service north of Myrtle/Wyckoff station
- Discontinue B48 service south of Fulton Street
- Discontinue B64 service south of 25<sup>th</sup> 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 3<sup>rd</sup> 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-9<sup>th</sup> Streets station with an extension of the B57 (all times except overnights); replace the segment of the B75 between the Smith-9<sup>th</sup> Streets station and 20<sup>th</sup> Street/Prospect Park West with the combined B61/B77 described above (all times).
  - Reroute the B69 south of Flatbush Avenue from 8<sup>th</sup> Avenue/Prospect Park West to 7<sup>th</sup> Avenue, following the B67 route path to Cortelyou Road. Reduce the frequency of B67 and B69 service such that with both routes on 7<sup>th</sup> Avenue, customer traveling to the 7<sup>th</sup> 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:

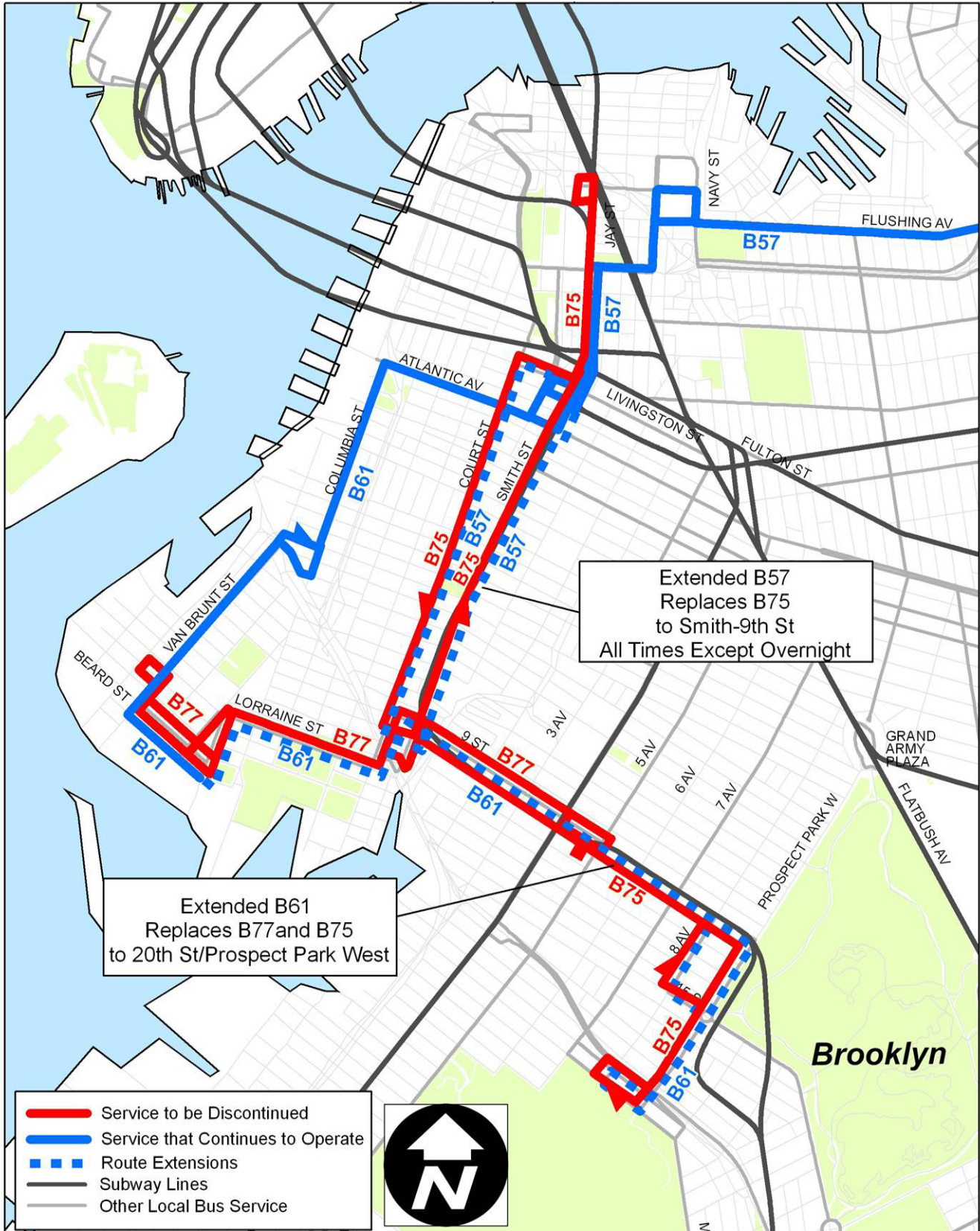
- B75: Approximately 550 weekday and 550 weekend customers who travel on the B75 past the Smith-9<sup>th</sup> Streets station would be required to transfer to complete their trip, or they could take the .
- B69: Approximately 1,200 weekday customers along 8<sup>th</sup> Avenue and Prospect Park West 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**





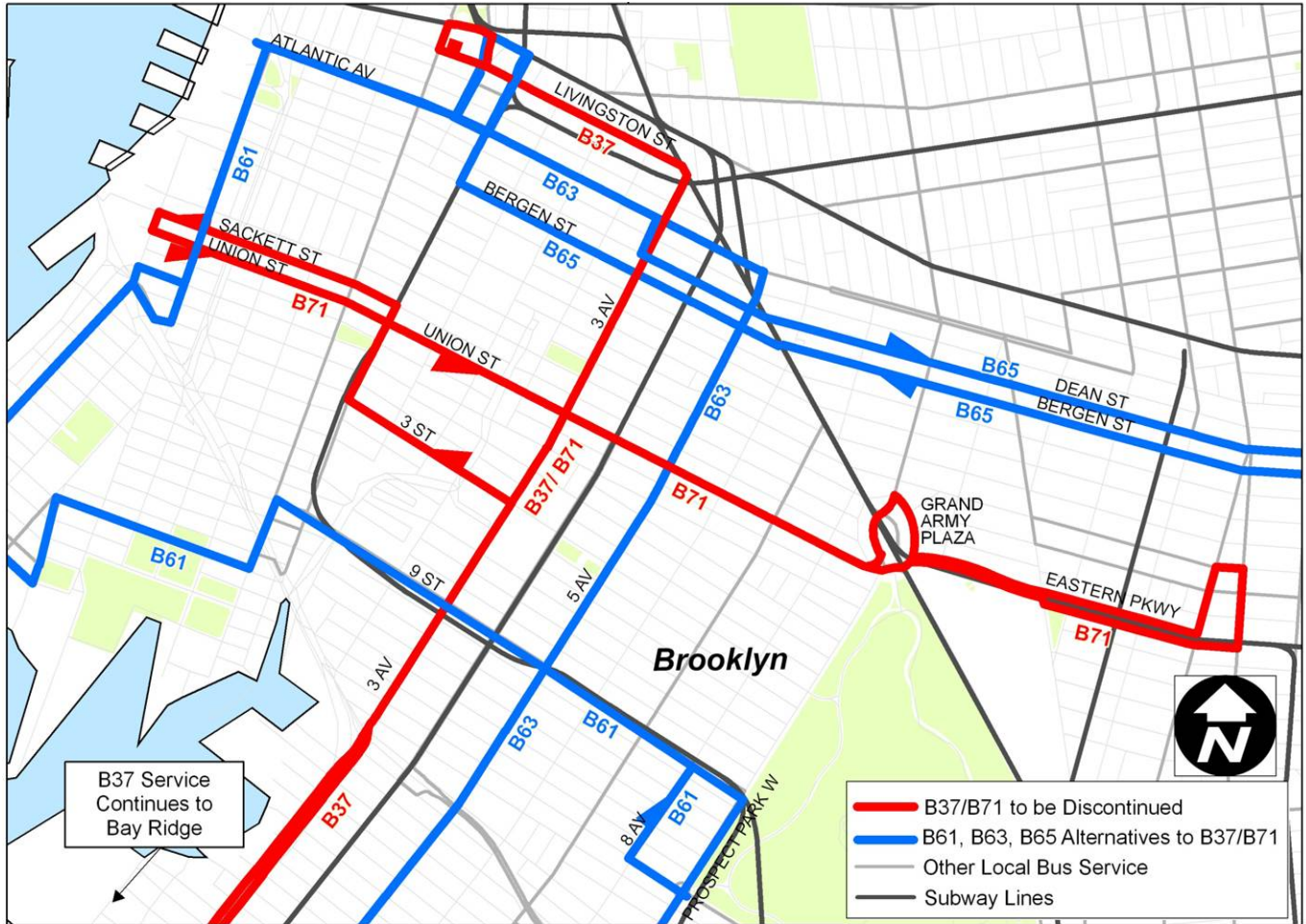
**NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Brooklyn Local Bus**

**Restructure Bus Service in Brownstone Brooklyn – B67, B69 Routes**



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

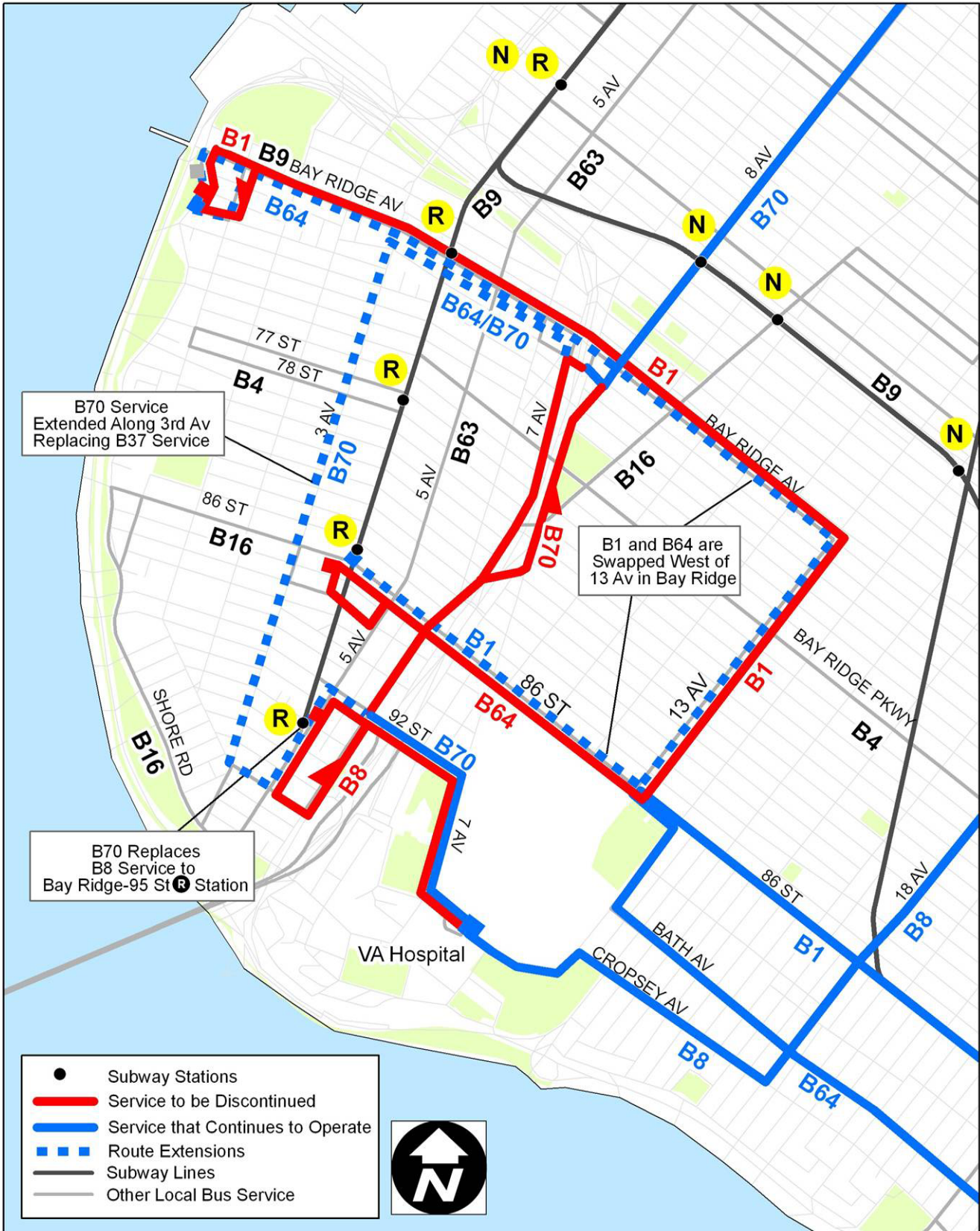
Restructure Bus Service in Brownstone Brooklyn – B37, B71 Routes



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

<b>Description of Action:</b>	<p>Restructure bus service in Bay Ridge as follows:</p> <ul style="list-style-type: none"><li>▪ Swap the B1 and B64 routes west of 13<sup>th</sup> Avenue, so that the B1 would become a continuous 86<sup>th</sup> Street crosstown service and the less-frequent B64 would operate the longer routing via 13<sup>th</sup> 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.</li><li>▪ Discontinue all B37 service; replace the segment south of Bay Ridge Avenue with the rerouted B70 (discussed below).</li><li>▪ Discontinue B8 service between the VA Hospital and the 95<sup>th</sup> Street <b>R</b> station at all times except late nights and replace it with the rerouted B70 (discussed below).</li><li>▪ Reroute the B70 to operate between 8<sup>th</sup> Avenue/Bay Ridge Avenue and the VA Hospital via Bay Ridge Avenue, 3<sup>rd</sup> Avenue (replacing the B37), and the 95<sup>th</sup> Street <b>R</b> station (replacing the B8). The segment of the B70 between Bay Ridge Avenue and 92<sup>nd</sup> Street on 7<sup>th</sup> Avenue and Fort Hamilton Parkway is parallel to the Gowanus Expressway and closely paralleled by the B16.</li></ul>
<b>Neighborhoods Affected:</b>	Primarily Bay Ridge, but other Brooklyn neighborhoods are also affected (see attached map).
<b>Customer Impact:</b>	Service would be maintained on key corridors. B70 customers along 8 <sup>th</sup> 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.
<b>Cost per Rider:</b>	Total: \$5.29, Direct Operating: \$2.79 weekdays, Total: \$7.51, Direct Operating: \$3.95 weekends (for the B37)
<b>Net Annual Savings:</b>	\$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/71<sup>st</sup> Street**

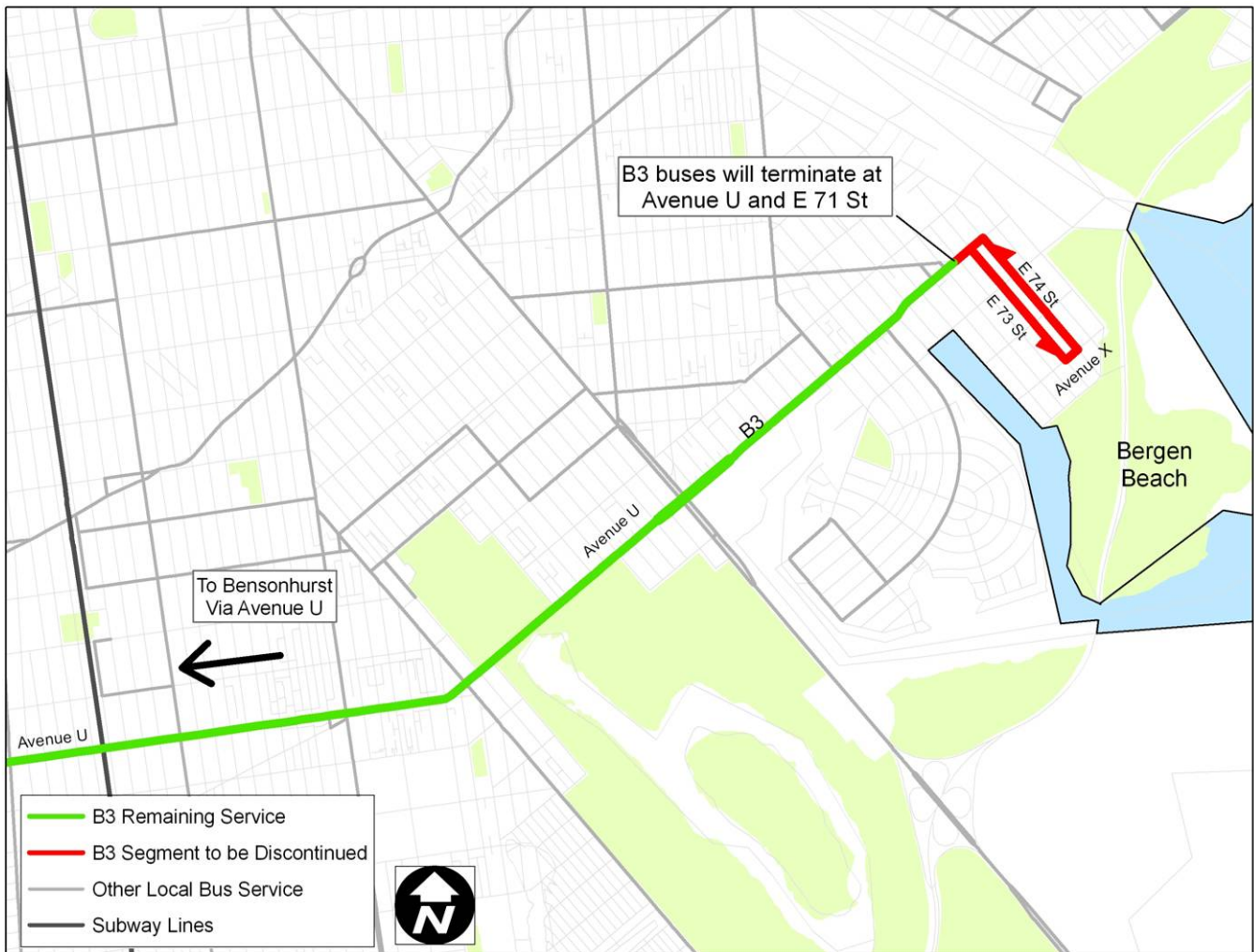
**Description of Action:** Discontinue B3 service on the low ridership segment south of Avenue U/71<sup>st</sup> Street. B3 service on the remaining portions of the route would be unaffected.

**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



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

**Discontinue B4 Service East of Coney Island Avenue**

**Description of Action:** Discontinue the duplicative segment of the B4 east of Coney Island Avenue. B4 service on the remaining portions of the route would be unaffected.

**Neighborhoods Affected:** Brighton Beach, Sheepshead Bay.

**Customer Impact:** Approximately 2,100 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

**Net Annual Savings:** \$1.6 million



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

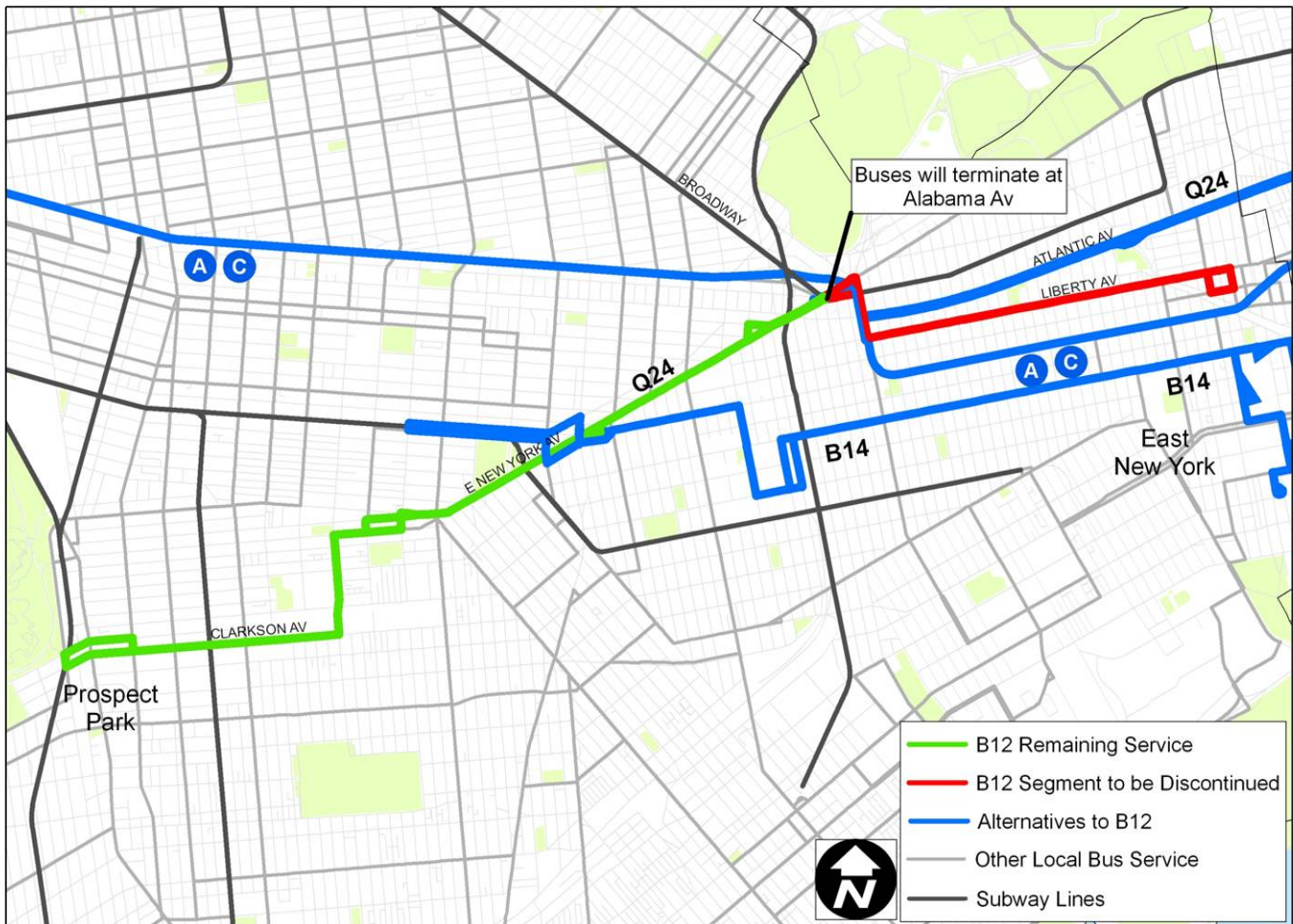
**Description of Action:** Discontinue B12 service on the duplicative segment east of Alabama Avenue. B12 service on the remaining portions of the route would be unaffected.

**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

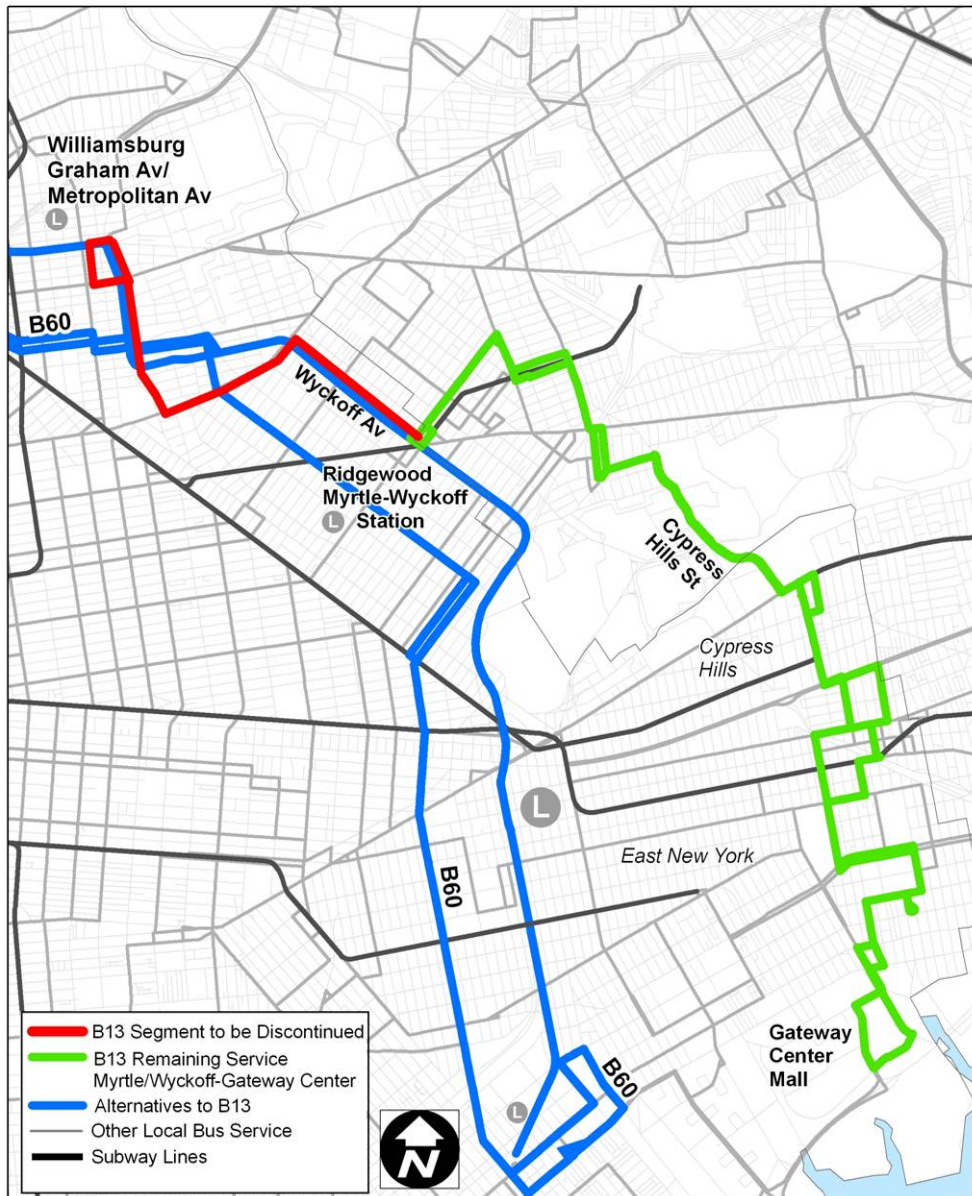
**Net Annual Savings:** \$1.5 million



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

Discontinue B13 Service North of Myrtle/Wyckoff Station

<b>Description of Action:</b>	Discontinue the underutilized and duplicative segment of the B13 north of Myrtle/Wyckoff station. B13 service on the remaining portions of the route would be unaffected.
<b>Neighborhoods Affected:</b>	Williamsburg, Bushwick, Ridgewood.
<b>Customer Impact:</b>	Approximately 1,250 weekday customers and 1,200 weekend customers would have to use the  ; a typical customer's trip would increase by five minutes. Customers could also use the B60.
<b>Cost per Rider:</b>	n/a
<b>Net Annual Savings:</b>	\$1.0 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 25<sup>th</sup> Avenue**

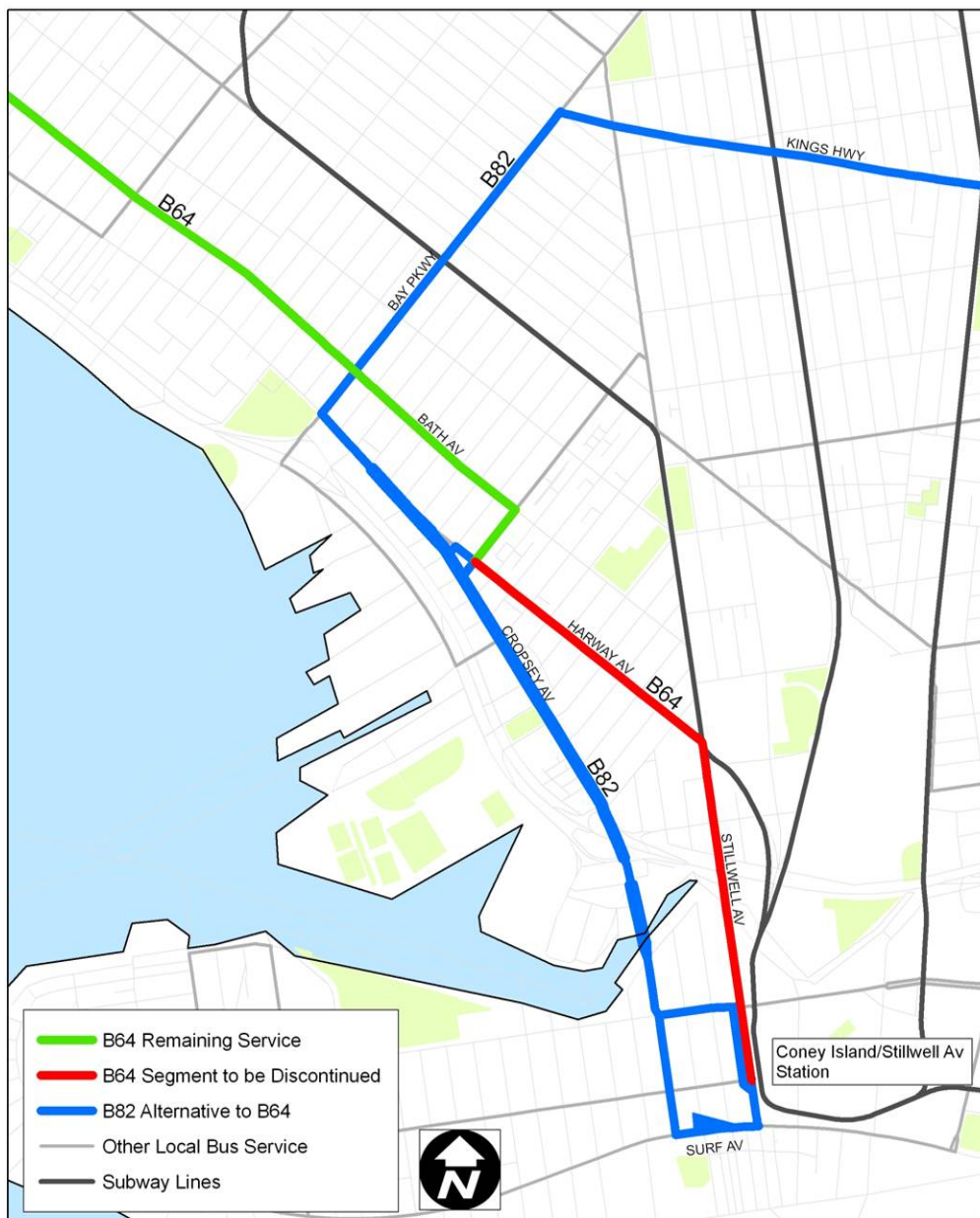
**Description of Action:** Discontinue the duplicative segment of the B64 south of Cropsey Avenue/25<sup>th</sup> Avenue. B64 service on the remaining portions of the route would be unaffected.

**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

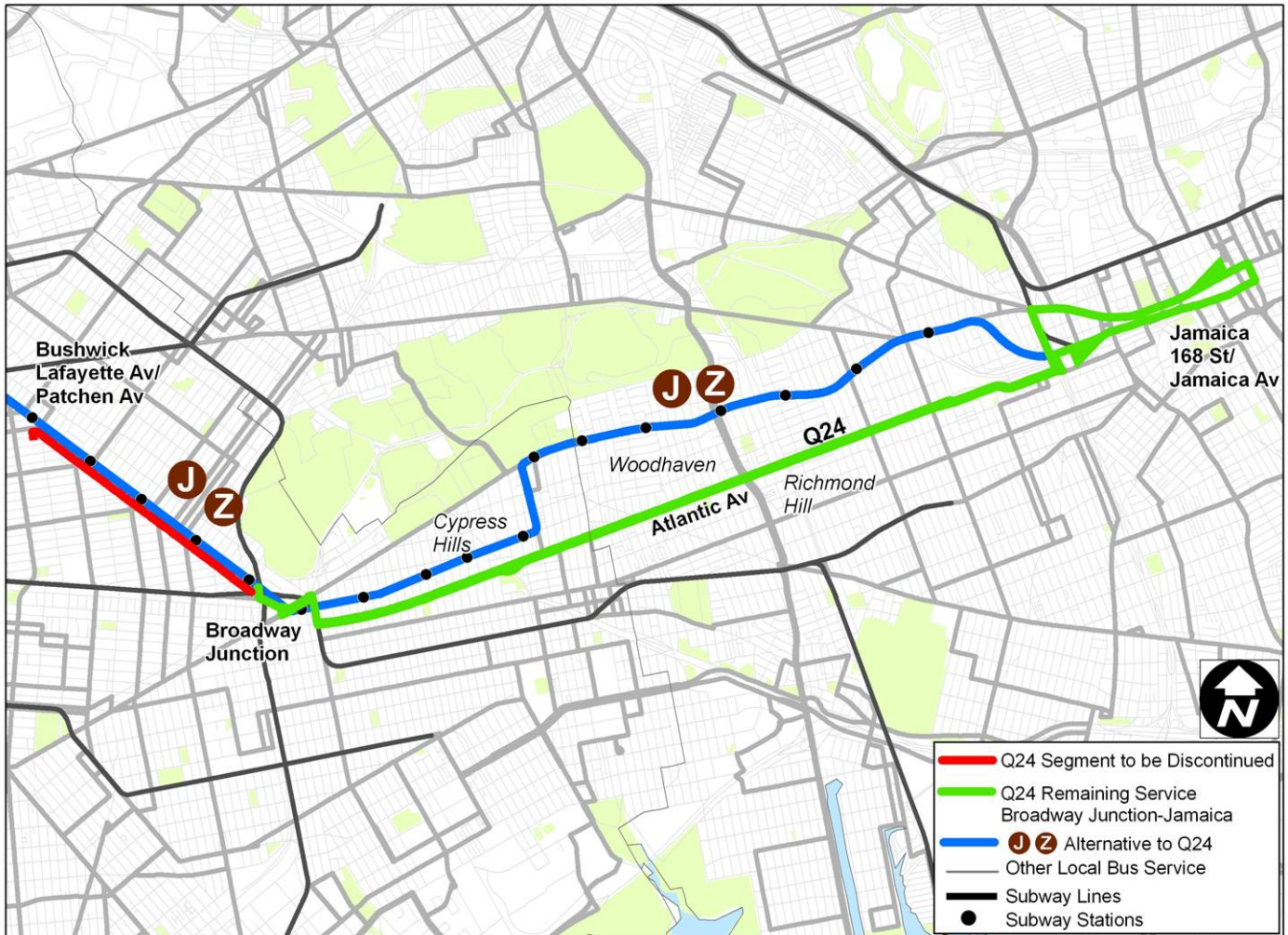
**Net Annual Savings:** \$0.9 million



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

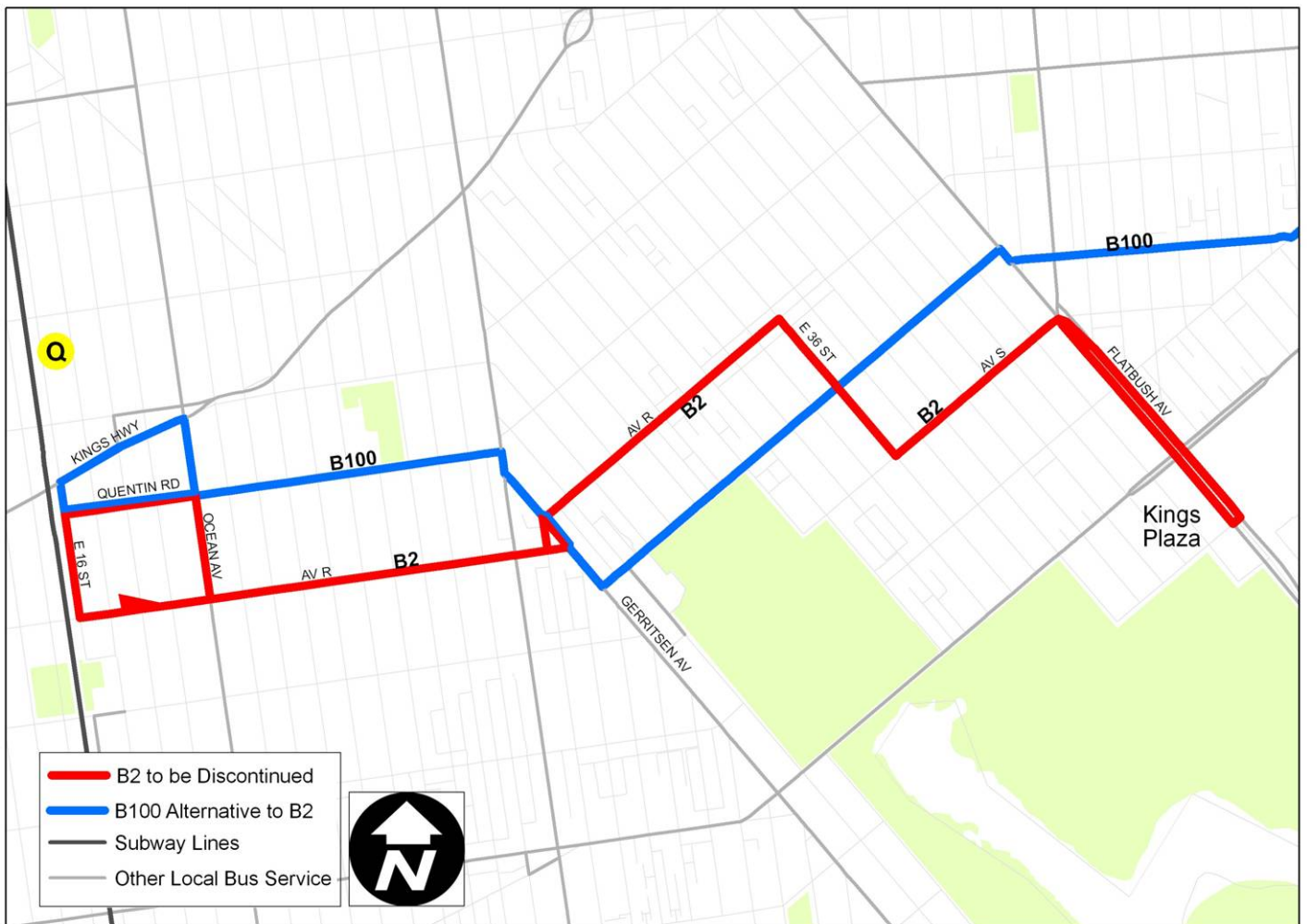
Discontinue Q24 Service West of Broadway Junction

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



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

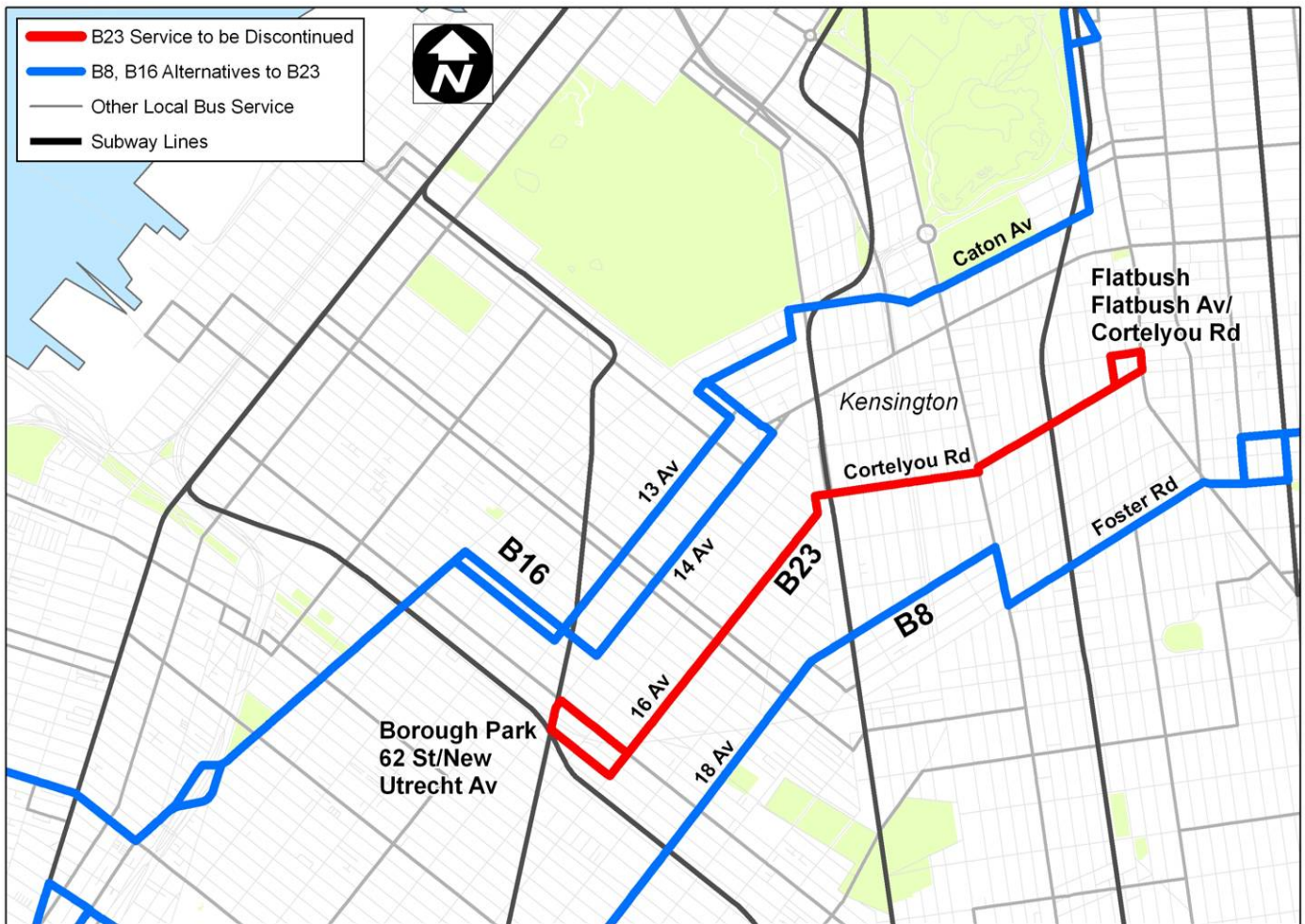
**Description of Action:** Discontinue weekend service on the B2.  
**Neighborhoods Affected:** Gravesend, Marine Park.  
**Customer Impact:** Approximately 2,460 weekend customers would be required to use the B100; a typical customer's trip would increase by five minutes.  
**Cost per Rider:** Total: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

<b>Description of Action:</b>	Discontinue all service on the B23.
<b>Neighborhoods Affected:</b>	Borough Park, Kensington, Flatbush.
<b>Customer Impact:</b>	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.
<b>Cost per Rider:</b>	Total: \$4.30, Direct Operating: \$2.26 weekdays, Total: \$7.83, Direct Operating: \$4.12 weekends
<b>Net Annual Savings:</b>	\$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**

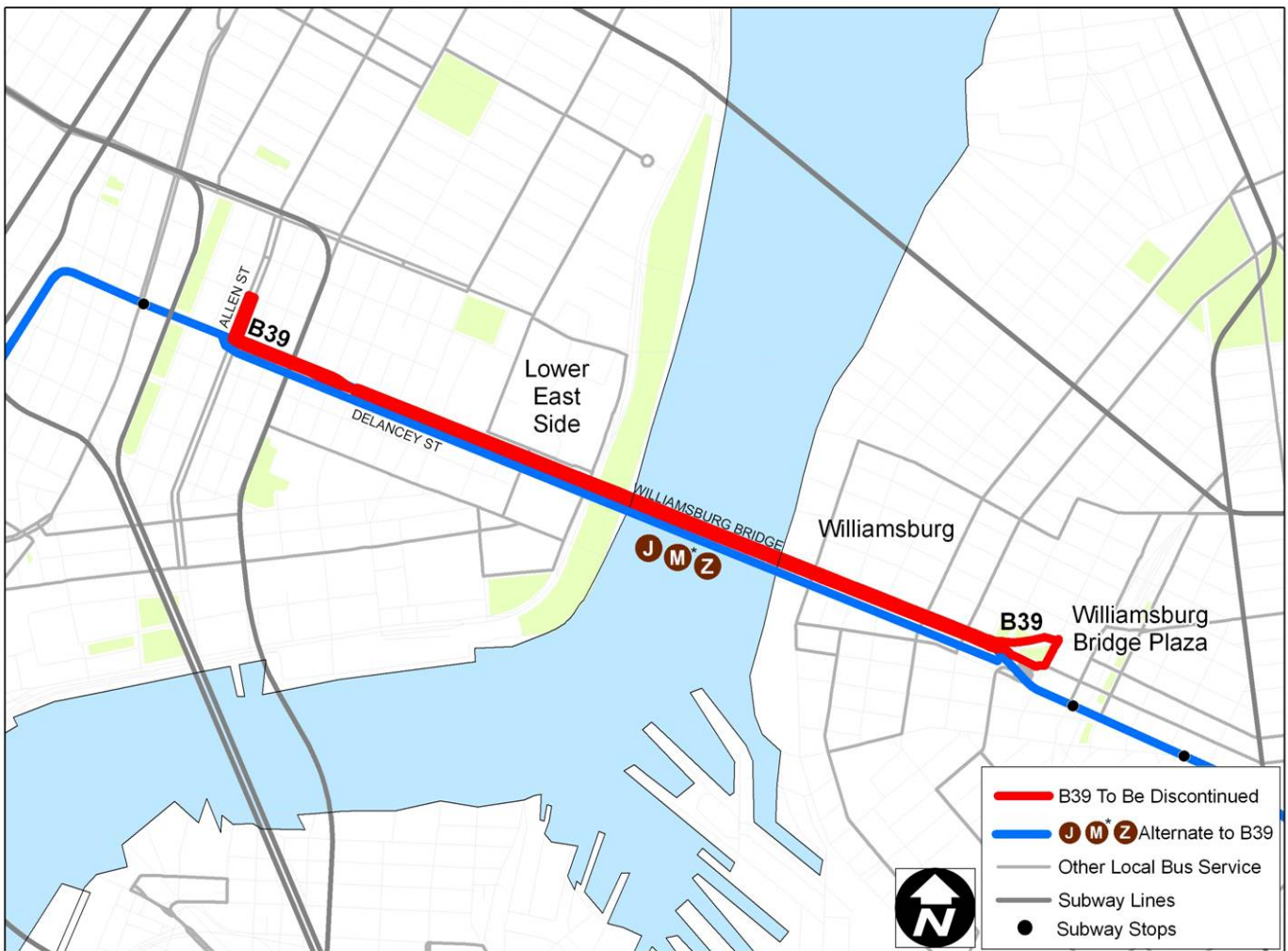
**Description of Action:** Discontinue all service on the B39.

**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 M Z**; 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

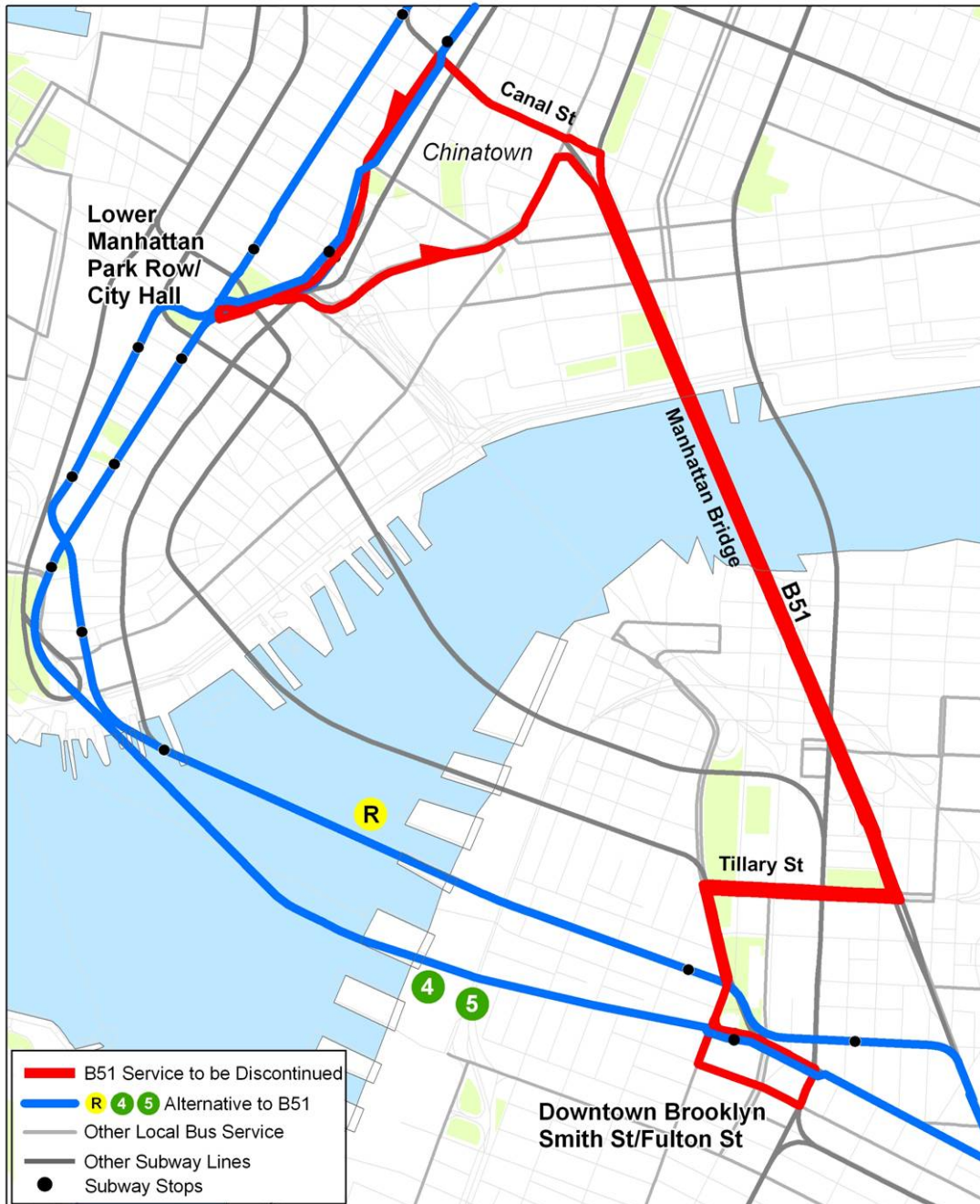


\* **M** to be replaced by **V**

**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**

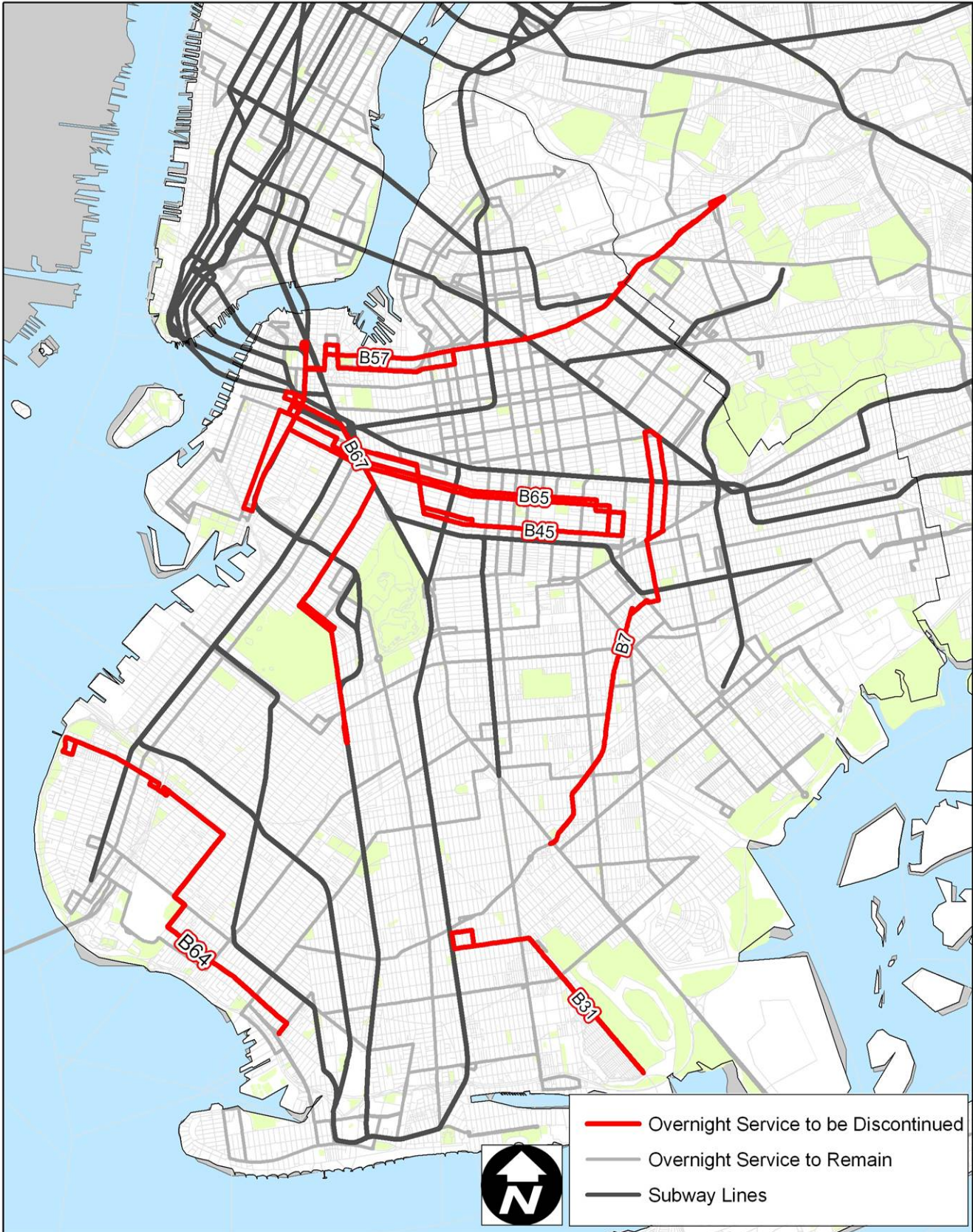
**Reduce Spans of Service on Brooklyn Local Bus Routes**

- 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

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

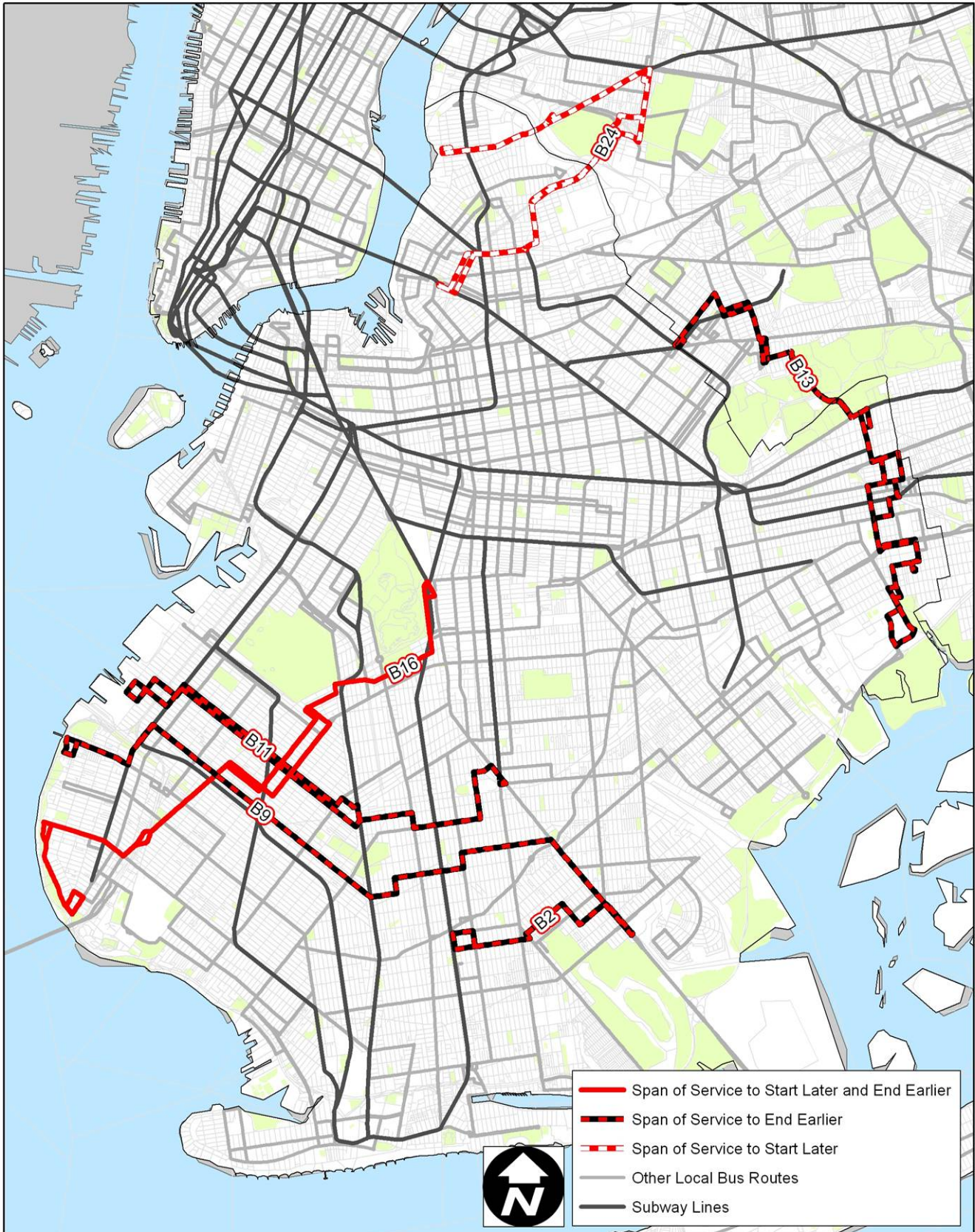
NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Brooklyn Local Bus

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



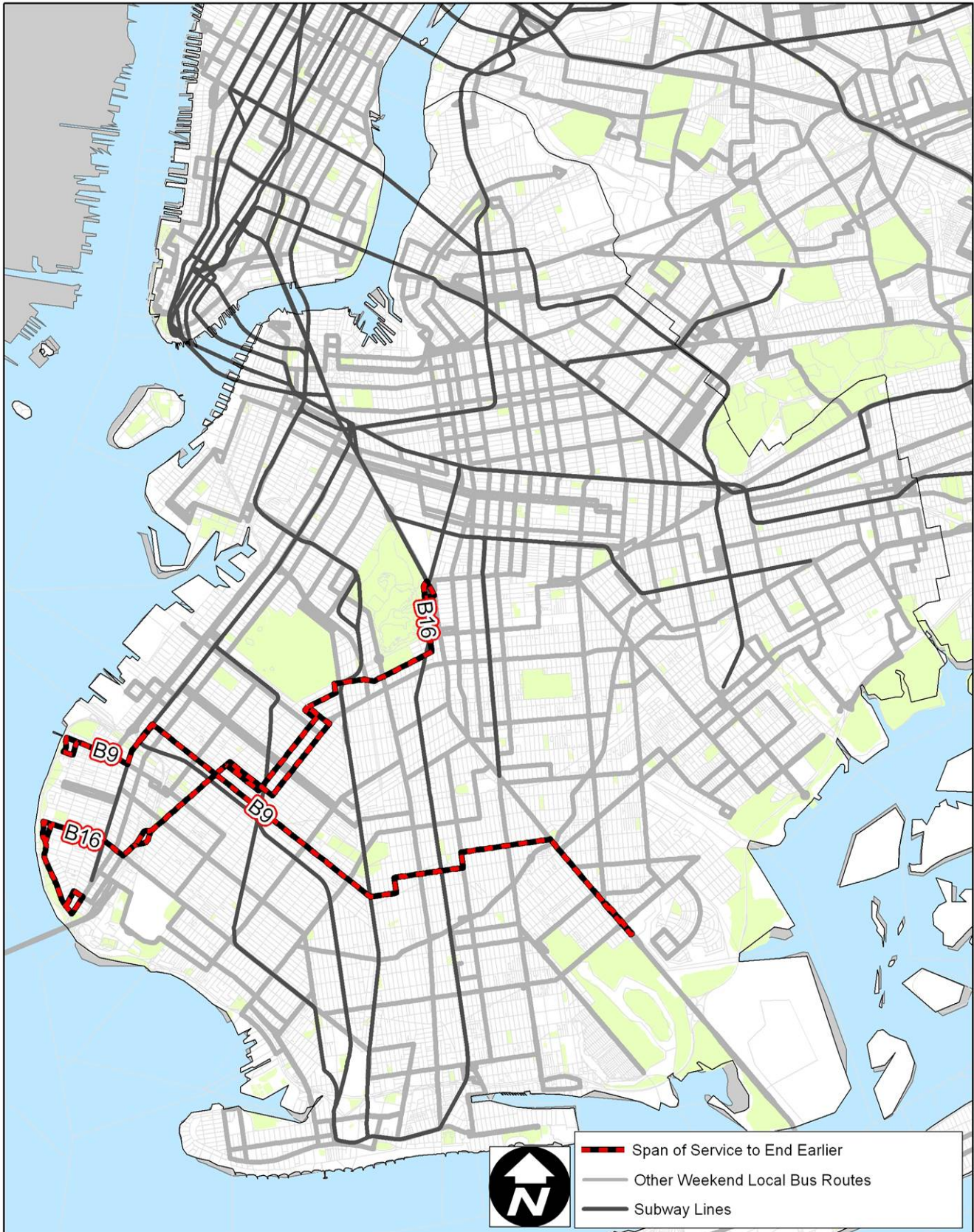
NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Brooklyn Local Bus

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 weekday M22 service west of City Hall (weekend service is proposed to be discontinued entirely and is discussed below)
- Discontinue M42 service south of 42<sup>nd</sup> Street to the Javits Center
- Restructure M98 service
- Discontinue M104 service along 42<sup>nd</sup> Street

#### Discontinue Service on Low-Performing Local Bus Routes

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

- Discontinue weekend M8 service
- Discontinue all M18 service
- Discontinue weekend M22 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; and start Saturday service later on the M20, M100, and M116

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

<b>Description of Action:</b>	Restructure bus service in the Lower East Side as follows: <ul style="list-style-type: none"><li>▪ Reroute the M9 to operate between City Hall/Park Row and 1<sup>st</sup> Avenue/23<sup>rd</sup> Street via Avenue C, replacing M21 service along Avenue C and the Park Row branch of the M15</li><li>▪ Extend the M20 from Battery Park City to South Ferry to replace the M9 in Battery Park City</li><li>▪ Reroute the M21 on weekdays to operate as a river-to-river crosstown service on Houston Street, terminating at Grand Street/ FDR Drive</li><li>▪ Discontinue the M21 on weekends</li></ul>
<b>Neighborhoods Affected:</b>	Lower East Side, Lower Manhattan, Battery Park City.
<b>Customer Impact:</b>	<p><u>M15</u>: Approximately 2,400 average weekday customers on East Broadway and Park Row would use the M9 or M103 instead.</p> <p><u>M9</u>: 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.</p> <p><u>M21</u>: 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.</p>
<b>Cost per Rider:</b>	Total: \$10.11, Direct Operating \$5.32 (for weekend M21)
<b>Net Annual Savings:</b>	\$0.8 million

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



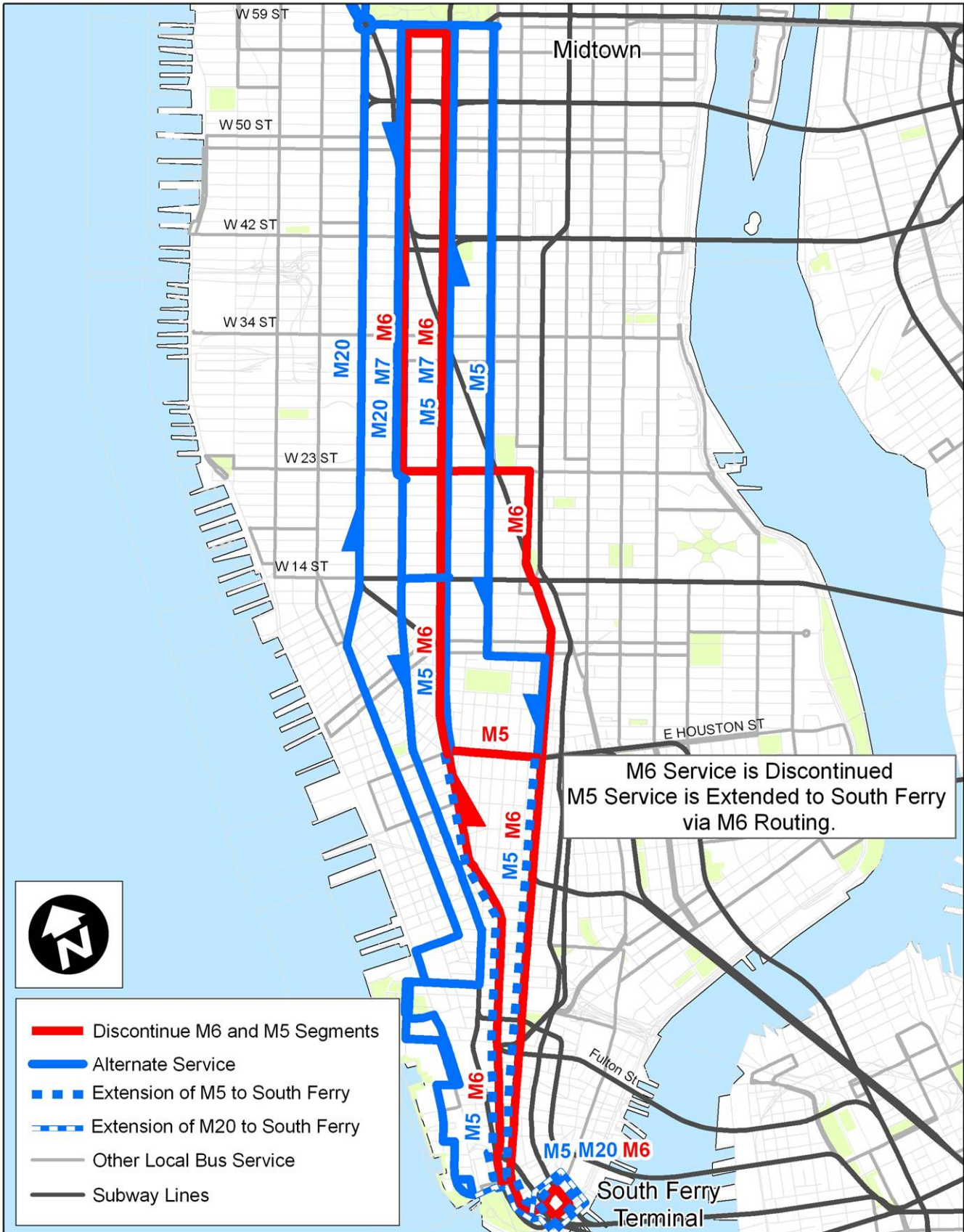


**NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Manhattan Local Bus  
Restructure North-South Bus Service in Manhattan**

<b>Description of Action:</b>	<p>Restructure north-south bus service in Manhattan as follows:</p> <ul style="list-style-type: none"> <li>▪ Replace the M6 and weekday part-time M1 service south of 8<sup>th</sup> Street to South Ferry with an extended M5 service operating seven days a week between Midtown and Downtown via 5<sup>th</sup> Avenue/Broadway southbound and Church Street/6<sup>th</sup> Avenue northbound. The M5 would no longer serve Houston Street.</li> <li>▪ 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 5<sup>th</sup>/Madison corridor and more efficient scheduling. The route path would be southbound via 5<sup>th</sup> Avenue to 8<sup>th</sup> Street and northbound via 4<sup>th</sup> Avenue, Park Avenue South, 25<sup>th</sup> Street, and Madison Avenue. M1 service would no longer operate on Park Avenue between 25<sup>th</sup> Street and 40<sup>th</sup> Street, and northbound M3 service would no longer operate on 9<sup>th</sup> Street and University Place.</li> <li>▪ Discontinue weekend M1 service south of 106<sup>th</sup> Street to better match capacity with demand in the corridor (service is often disrupted for parades and street fairs).</li> </ul>
<b>Neighborhoods Affected:</b>	Upper East Side, Midtown, Madison Square, Greenwich Village, Soho, Lower Manhattan.
<b>Customer Impact:</b>	<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 106<sup>th</sup> 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 106<sup>th</sup> Street would use the M2, M3, or M4 instead.</p> <p><u>M1 Move from Park to 5<sup>th</sup>/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>
<b>Cost per Rider:</b>	<p>Total: \$5.10, Direct Operating: \$2.68 weekdays, Total: \$5.69, Direct Operating: \$3.00 weekends (for the M6)</p>
<b>Net Annual Savings:</b>	\$3.4 million

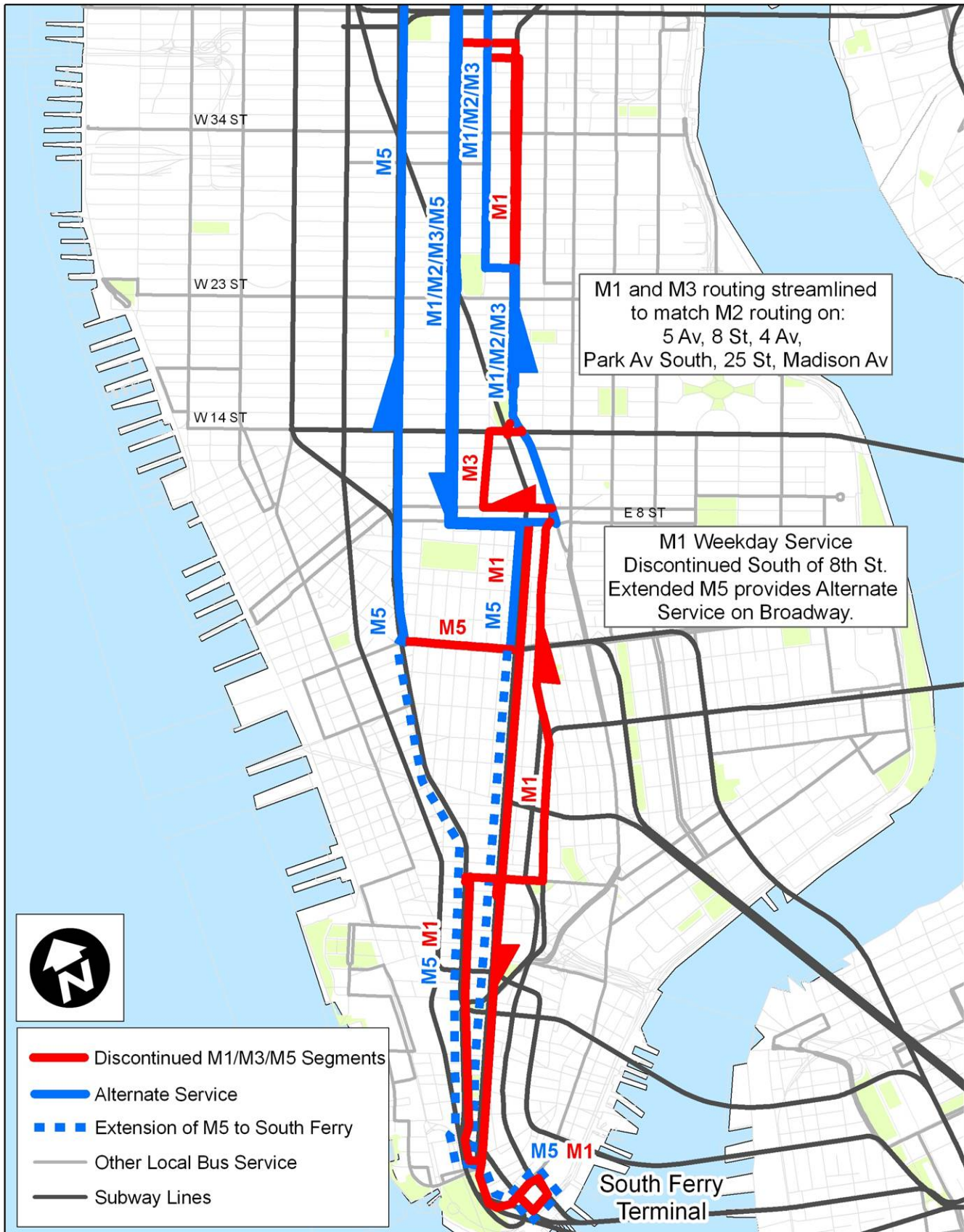
**NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Manhattan Local Bus**

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



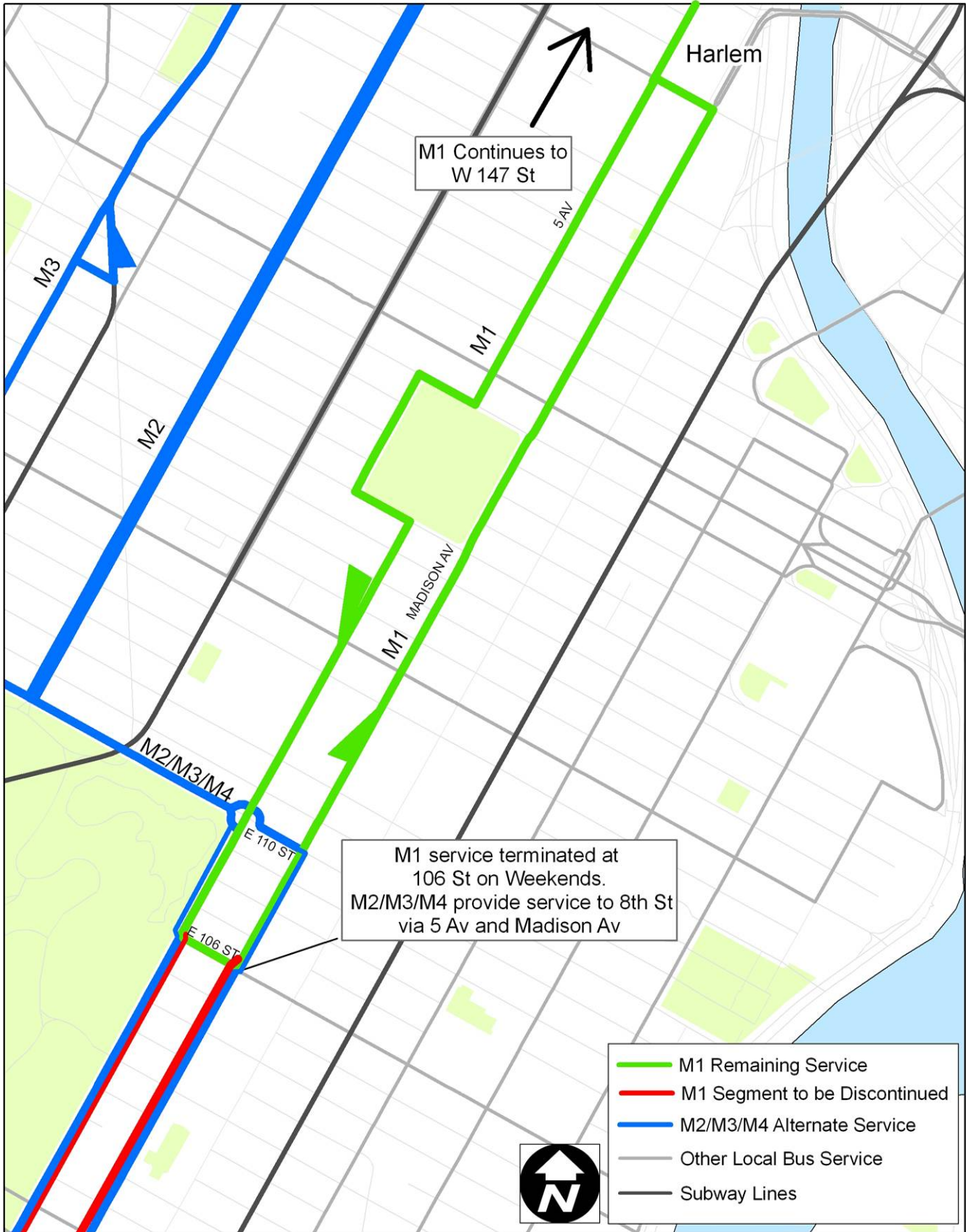
NYC Transit 2010 Service Reduction Proposals  
 Profile of Elements – Manhattan Local Bus

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 Weekday M22 Service West of City Hall**

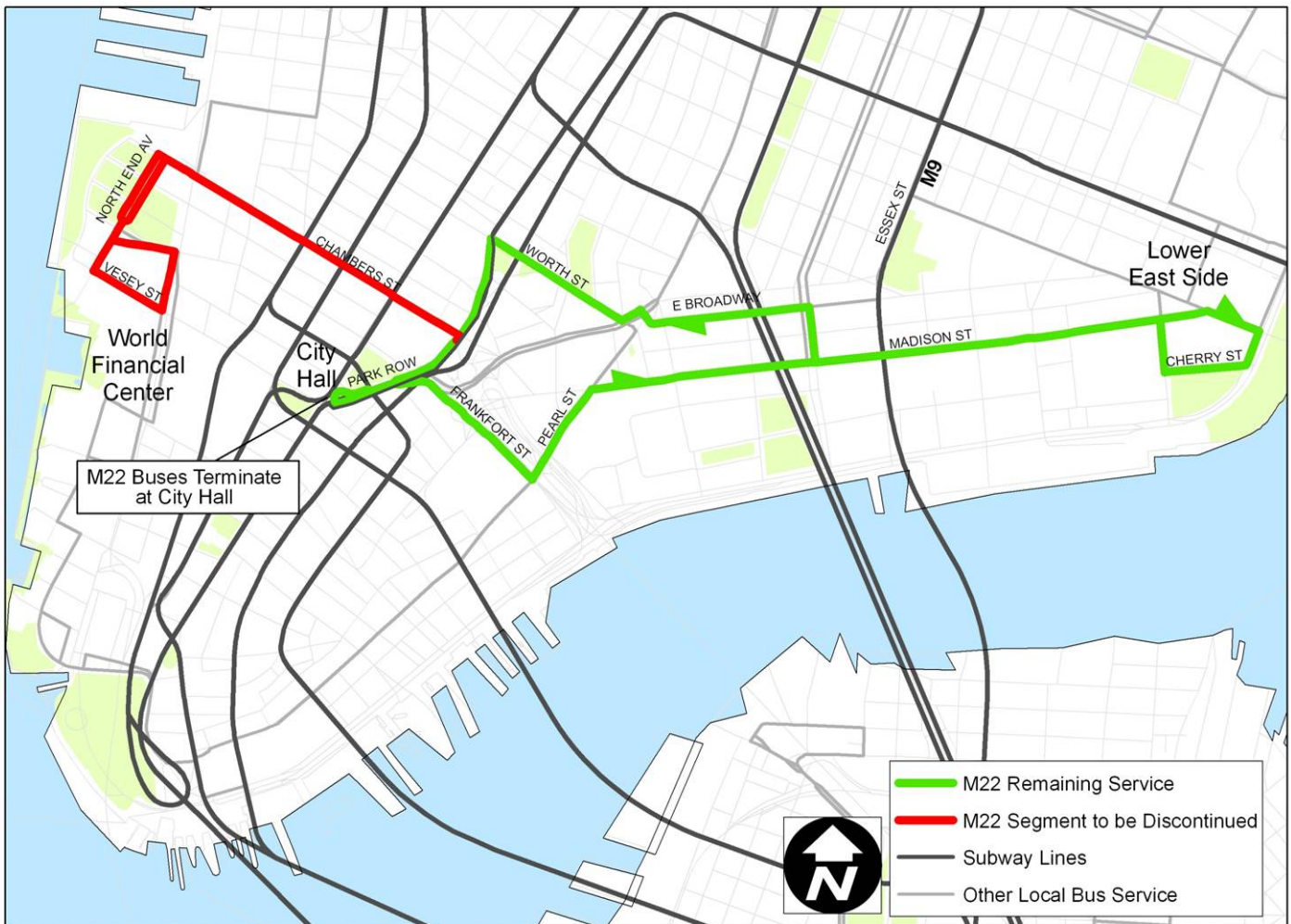
**Description of Action:** Discontinue weekday M22 service west of City Hall (weekend M22 service is proposed to be discontinued entirely, and is discussed separately).

**Neighborhoods Affected:** Lower Manhattan, Battery Park City.

**Customer Impact:** Approximately 1,900 weekday customers and 1,500 weekend customers would be required to walk approximately eight minutes.

**Cost per Rider:** n/a

**Net Annual Savings:** \$0.5 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 42<sup>nd</sup> 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 42<sup>nd</sup> Street or use the M34 instead.

**Cost per Rider:** n/a

**Net Annual Savings:** \$0.2 million

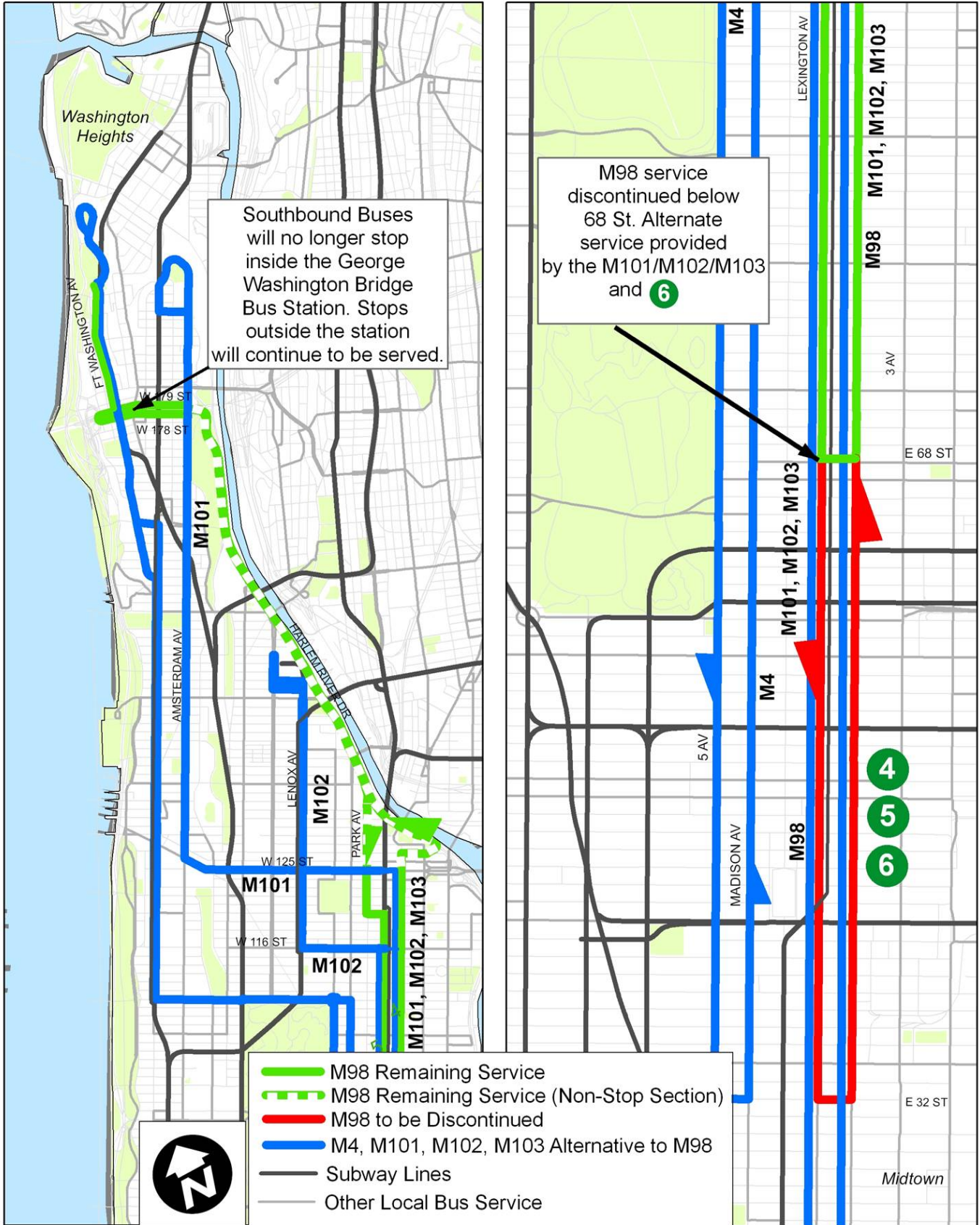


**NYC Transit 2010 Service Reduction Proposals**  
**Profile of Elements – Manhattan Local Bus**  
**Restructure M98 Service**

<b>Description of Action:</b>	Restructure M98 service in Manhattan as follows: <ul style="list-style-type: none"><li>▪ Discontinue service south of 68<sup>th</sup> Street to reduce duplication while maintaining service from northern Manhattan to major Upper East Side destinations</li><li>▪ Reduce the span of service to improve efficiency</li><li>▪ Discontinue southbound service operating into George Washington Bridge Bus Station to improve operations (buses in both directions will continue to stop outside the station)</li></ul>
<b>Neighborhoods Affected:</b>	Fort Washington, Washington Heights, East Harlem, Upper East Side, Midtown, Murray Hill.
<b>Customer Impact:</b>	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.
<b>Cost per Rider:</b>	n/a
<b>Net Annual Savings:</b>	\$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 42<sup>nd</sup> 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**

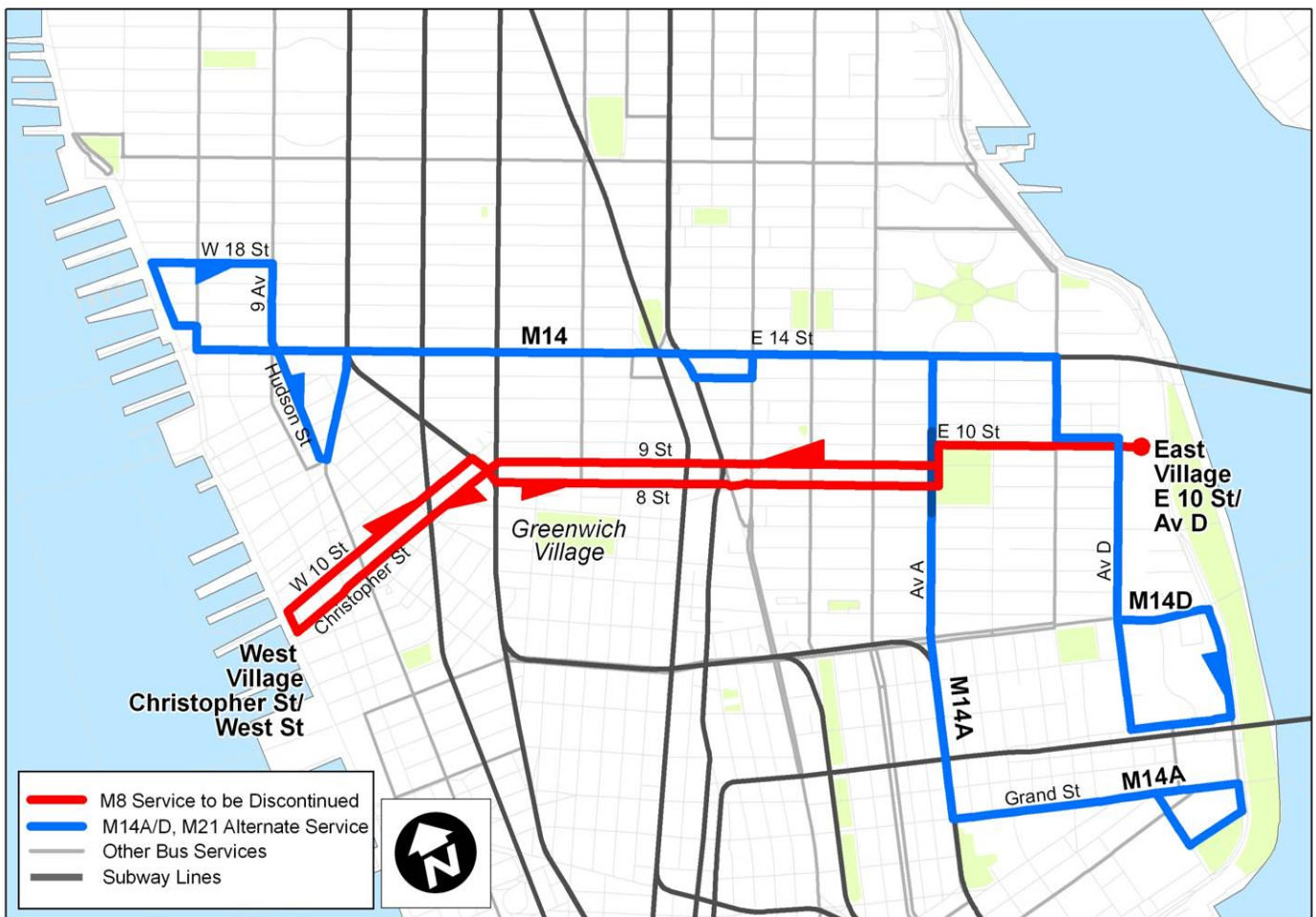
**Description of Action:** Discontinue weekend service on the M8.

**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.

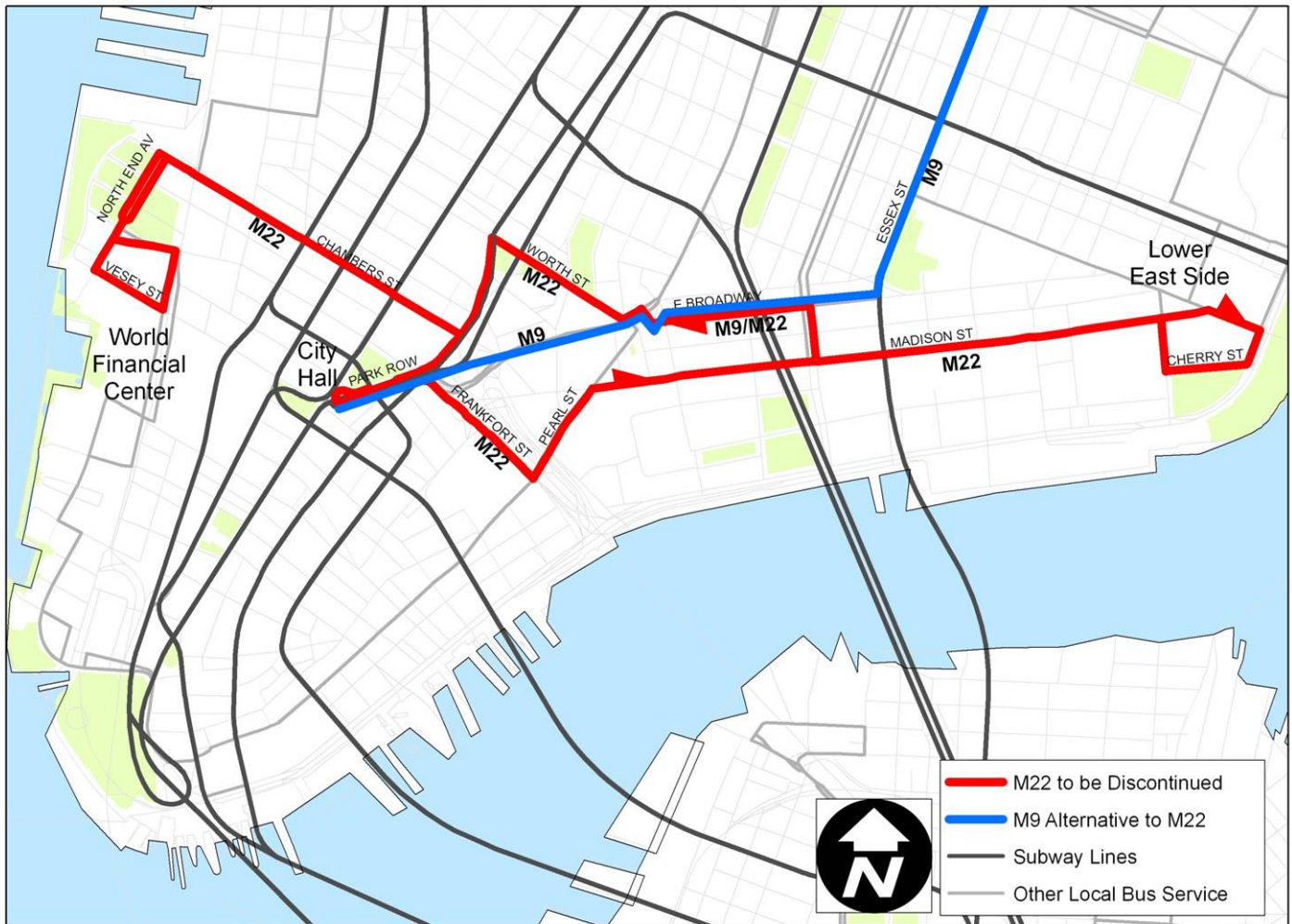
**Cost per Rider:** Total: \$6.04, Direct Operating: \$3.18 weekdays,  
Total: \$8.90, Direct Operating: \$4.68 weekends

**Net Annual Savings:** \$1.1 million



**NYC Transit 2010 Service Reduction Proposals  
 Profile of Elements – Manhattan Local Bus  
 Discontinue Weekend M22 Service**

<b>Description of Action:</b>	Discontinue weekend service on the M22 (weekday service west of City Hall is also proposed to be discontinued, and is discussed separately).
<b>Neighborhoods Affected:</b>	Lower East Side, Chinatown, Lower Manhattan, Battery Park City.
<b>Customer Impact:</b>	Approximately 3,250 weekend customers would be required to walk approximately 10 to 15 minutes to the M9.
<b>Cost per Rider:</b>	Total: \$6.45, Direct Operating: \$3.39
<b>Net Annual Savings:</b>	\$0.6 million



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

**Discontinue All M27 Service**

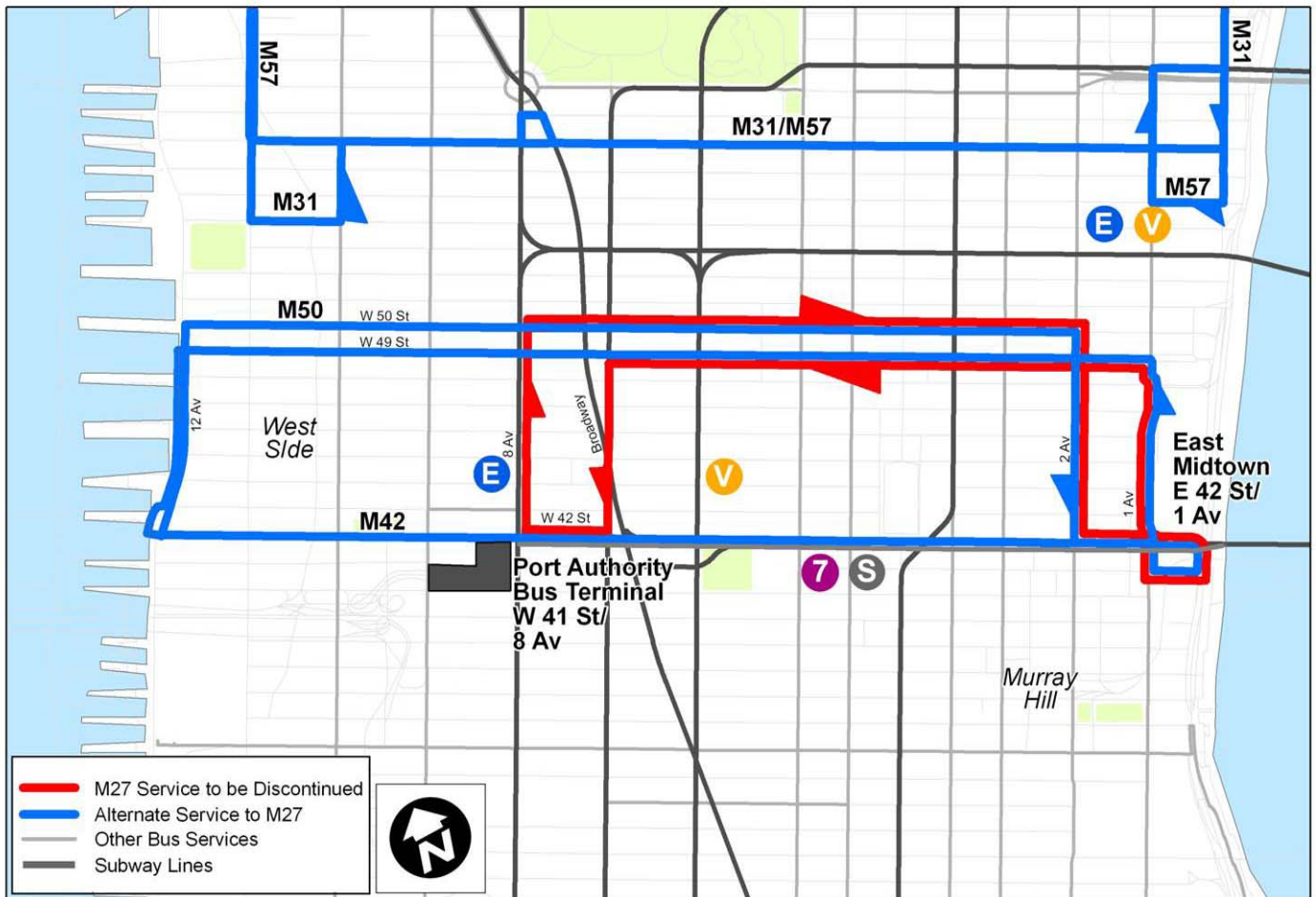
**Description of Action:** Discontinue all service on the M27.

**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**, **V**, **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**

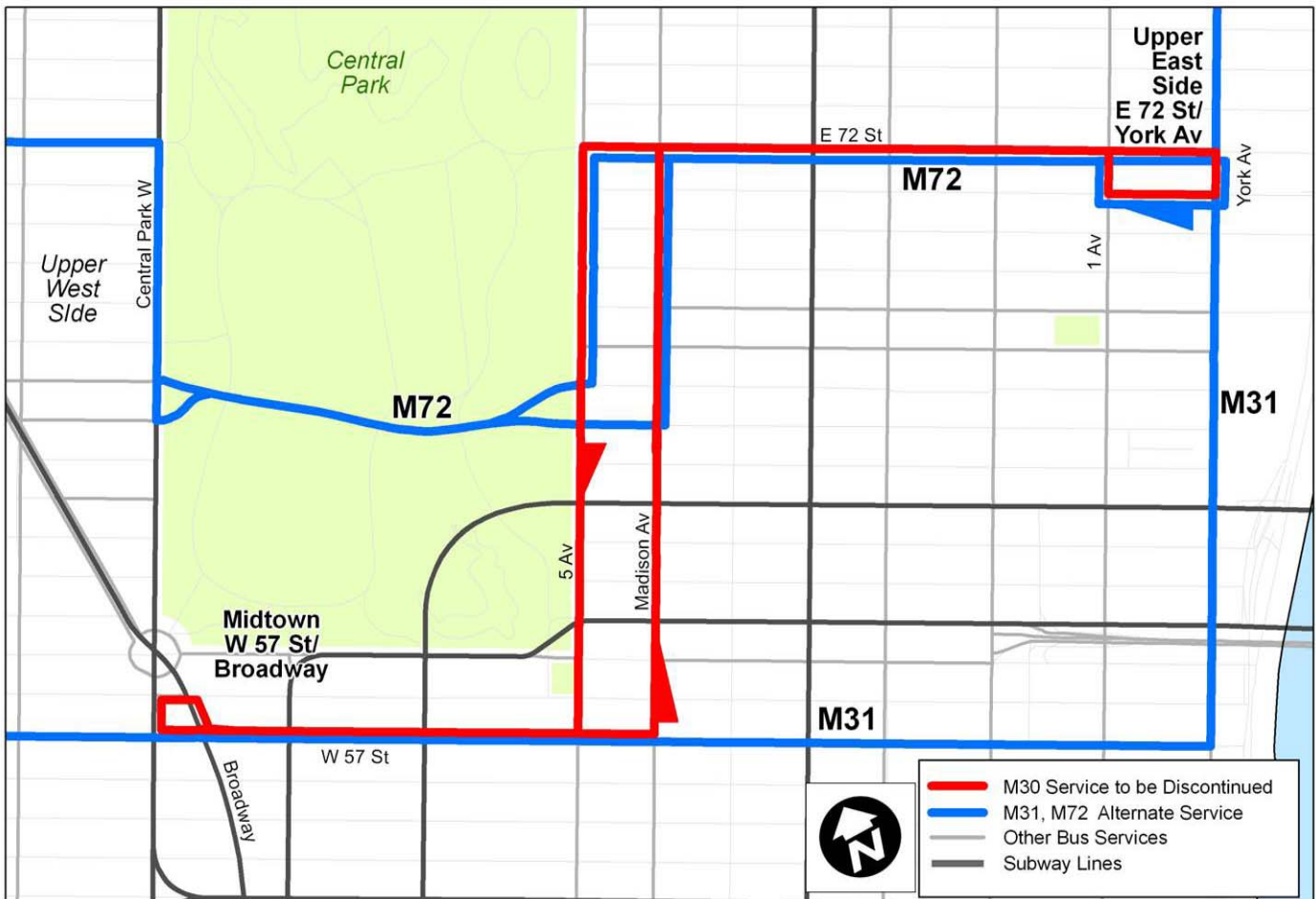
**Description of Action:** Discontinue all service on the M30 (operates weekday peak hours only).

**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**

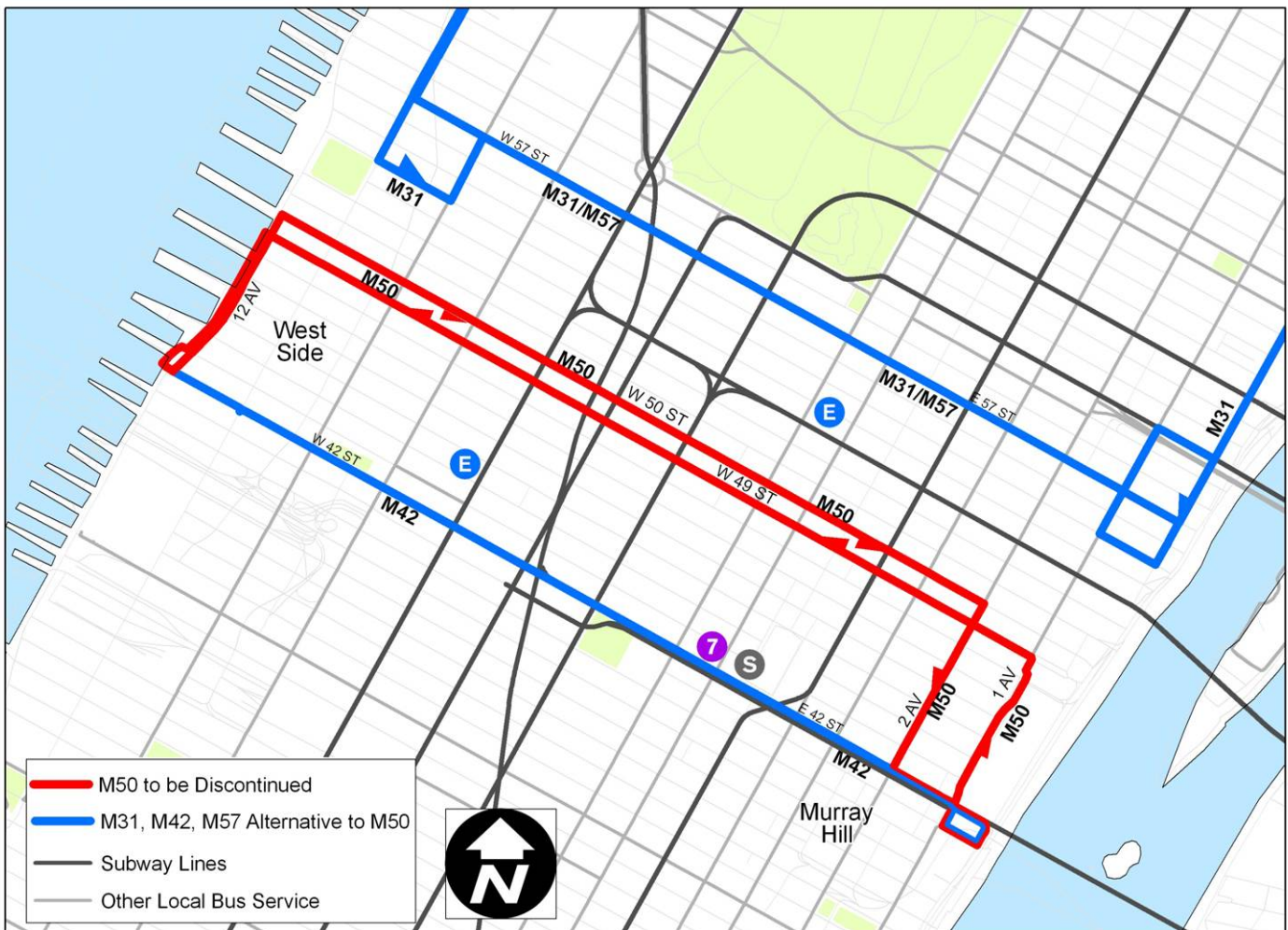
**Description of Action:** Discontinue weekend service on the M50.

**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**

**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
- 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:** \$0.7 million

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

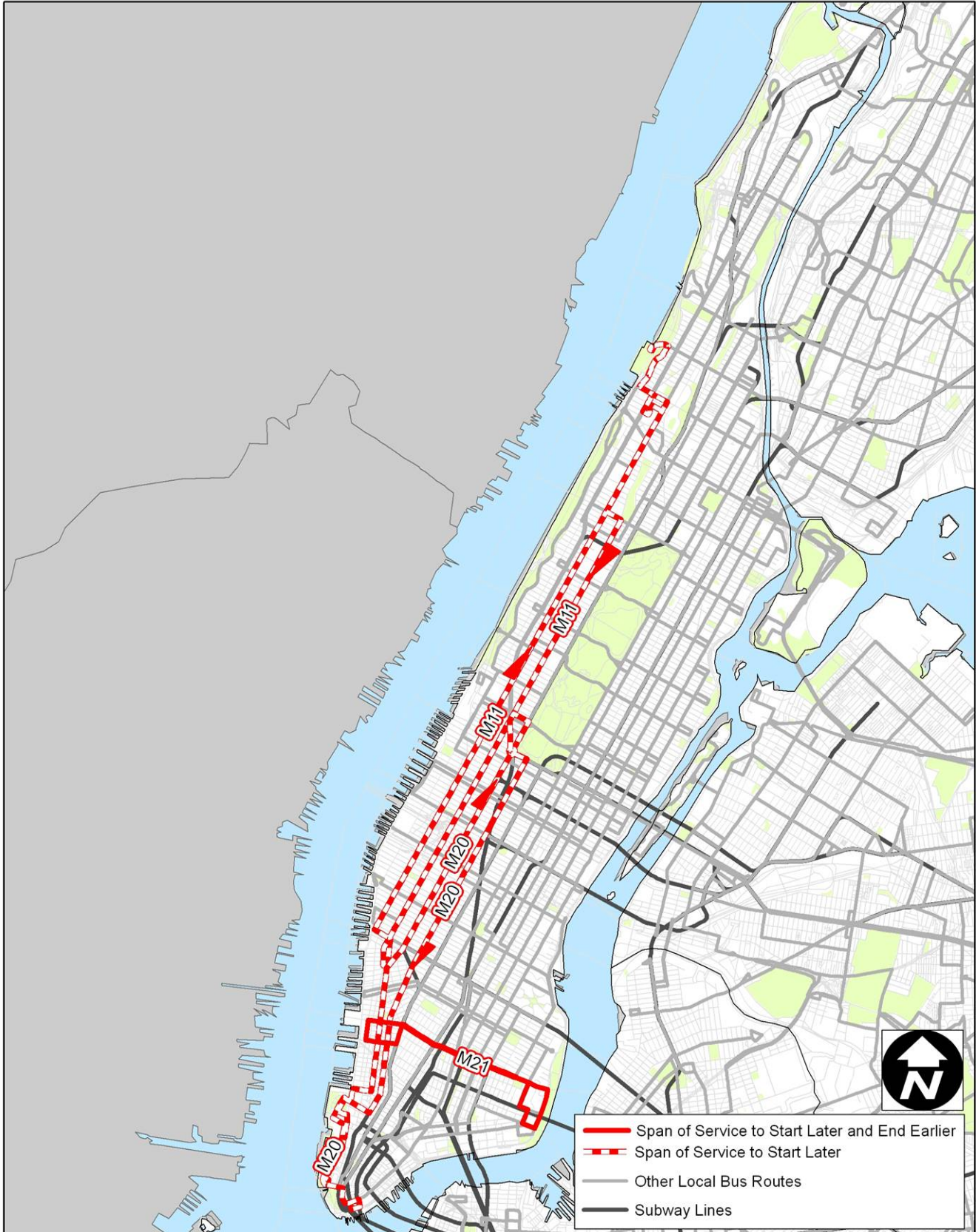
NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Manhattan Local Bus

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



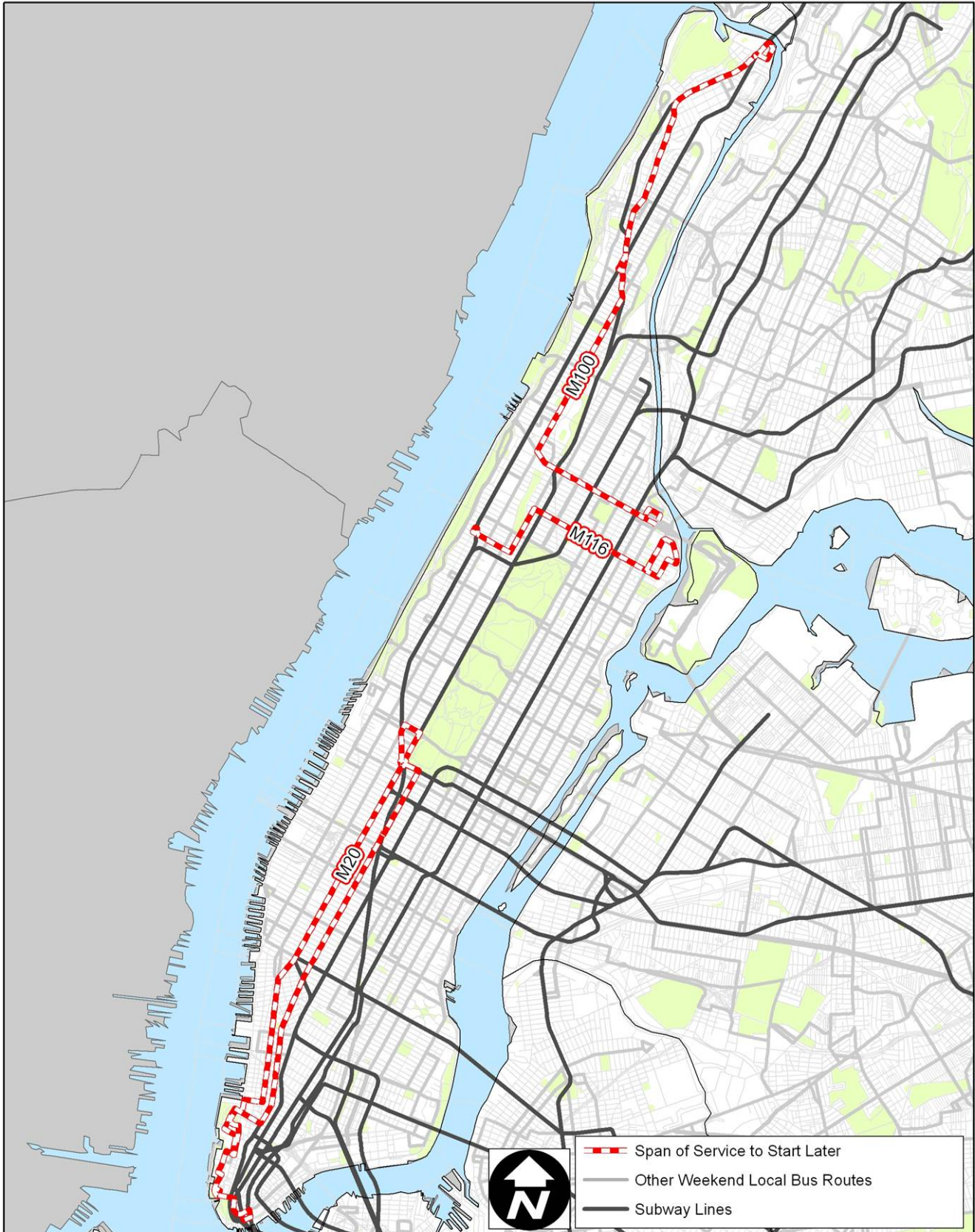
NYC Transit 2010 Service Reduction Proposals  
Profile of Elements – Manhattan Local Bus

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



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

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

There are no restructuring proposals in Queens. The discontinuation of the Q24 west of Broadway Junction station is listed under Brooklyn.

#### Discontinue Service on Low-Performing Local Bus Routes

There are five routes proposed for complete discontinuation, one route proposed for off-peak discontinuation, and three routes proposed for weekend discontinuation.

- Discontinue all Q14 service
- Discontinue off-peak Q26 service (operates weekdays only)
- Discontinue weekend Q31 service
- Discontinue all Q42 service
- Discontinue all Q74 service
- Discontinue all Q75 service
- Discontinue Saturday Q76 service (does not operate on Sundays)
- Discontinue all Q79 service

#### 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**

**Discontinue All Q14 Service**

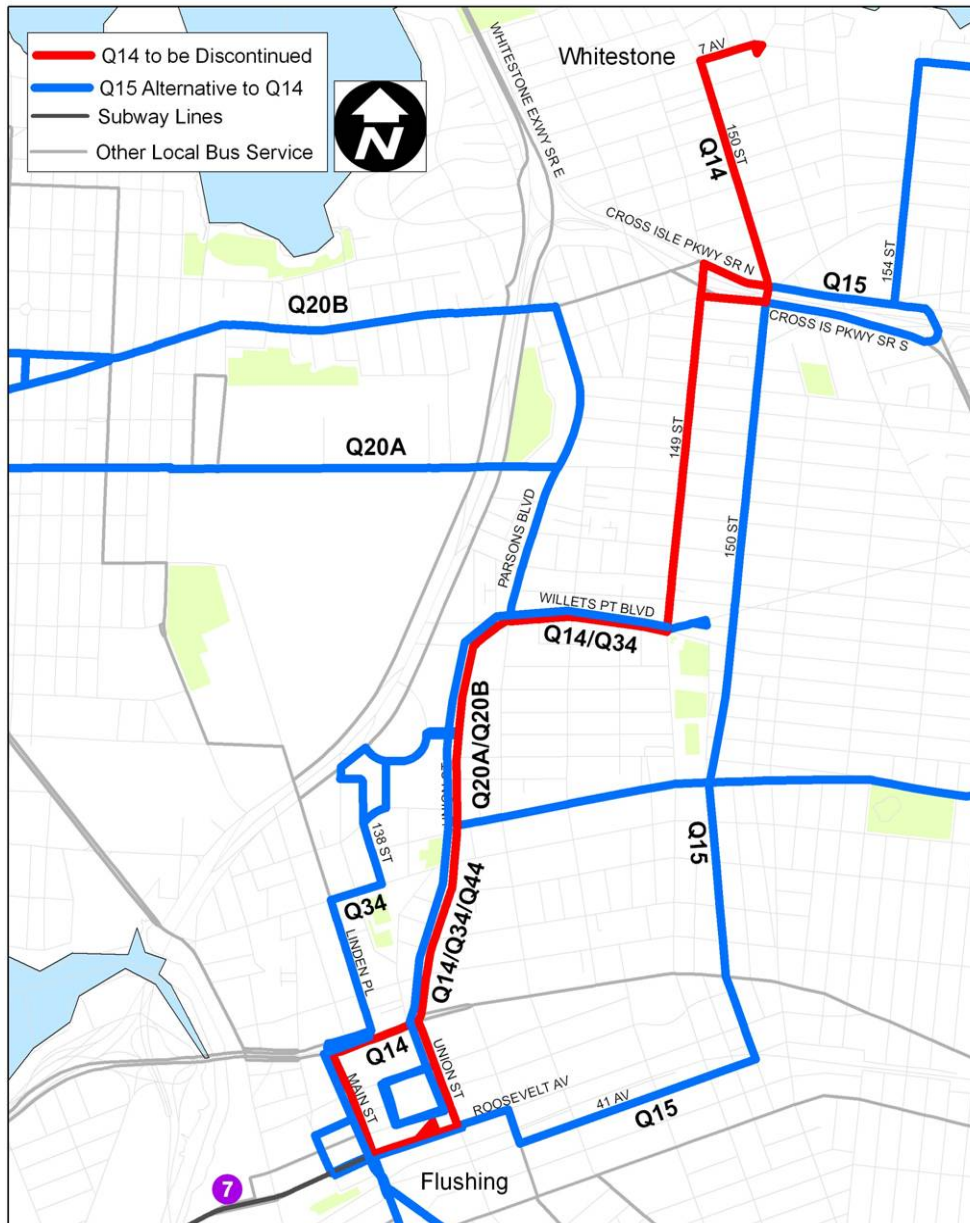
**Description of Action:** Discontinue all service on the Q14.

**Neighborhoods Affected:** Flushing, Whitestone.

**Customer Impact:** Approximately 2,080 weekday customers and 1,730 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.

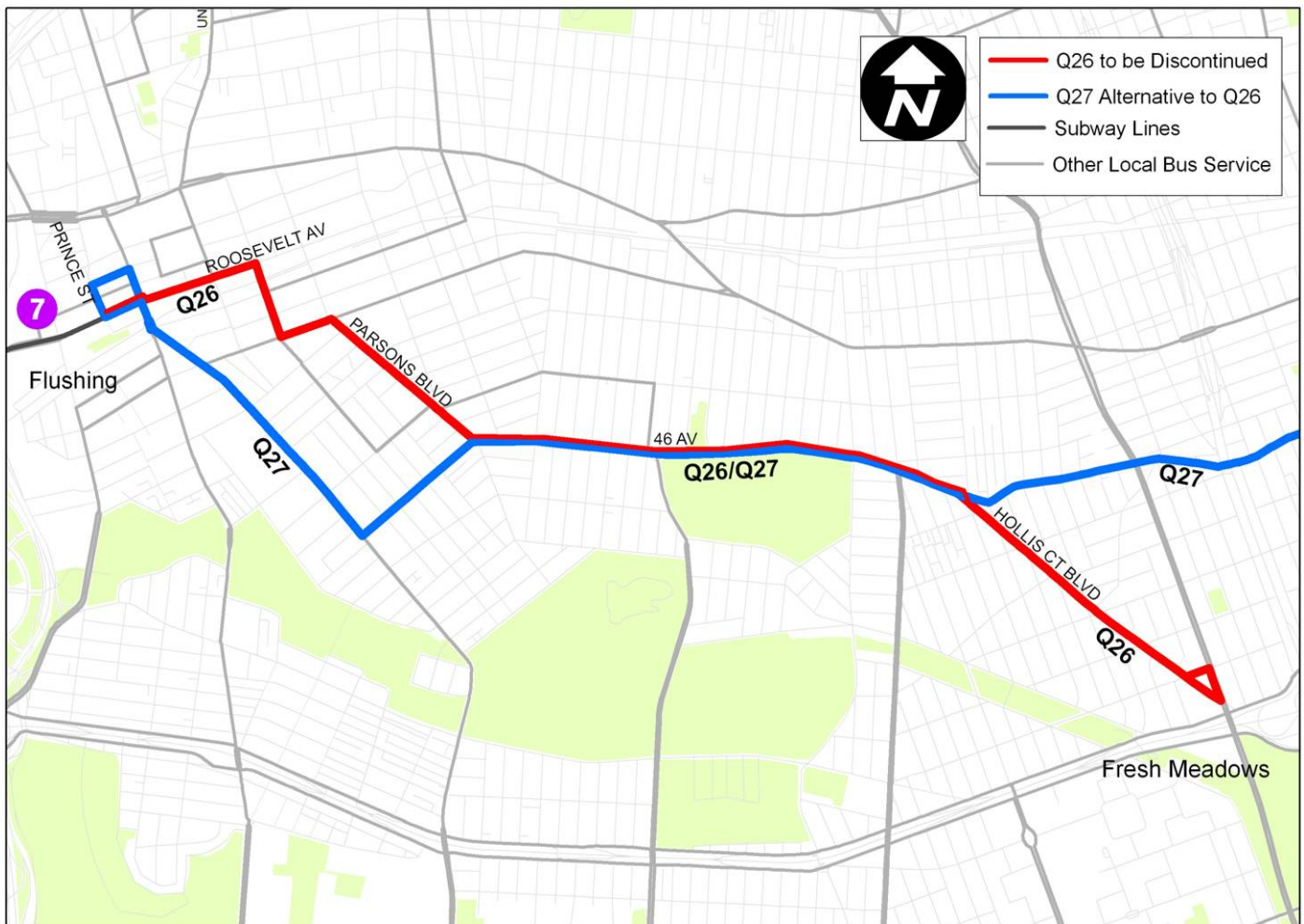
**Cost per Rider:** Total: \$4.05, Direct Operating: \$2.13 weekdays,  
Total: \$5.63, Direct Operating: \$2.96 weekends

**Net Annual Savings:** \$1.4 million



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

<b>Description of Action:</b>	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.
<b>Neighborhoods Affected:</b>	Flushing, Auburndale, Fresh Meadows.
<b>Customer Impact:</b>	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.
<b>Cost per Rider:</b>	Total: \$4.44, Direct Operating: \$2.33
<b>Net Annual Savings:</b>	\$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

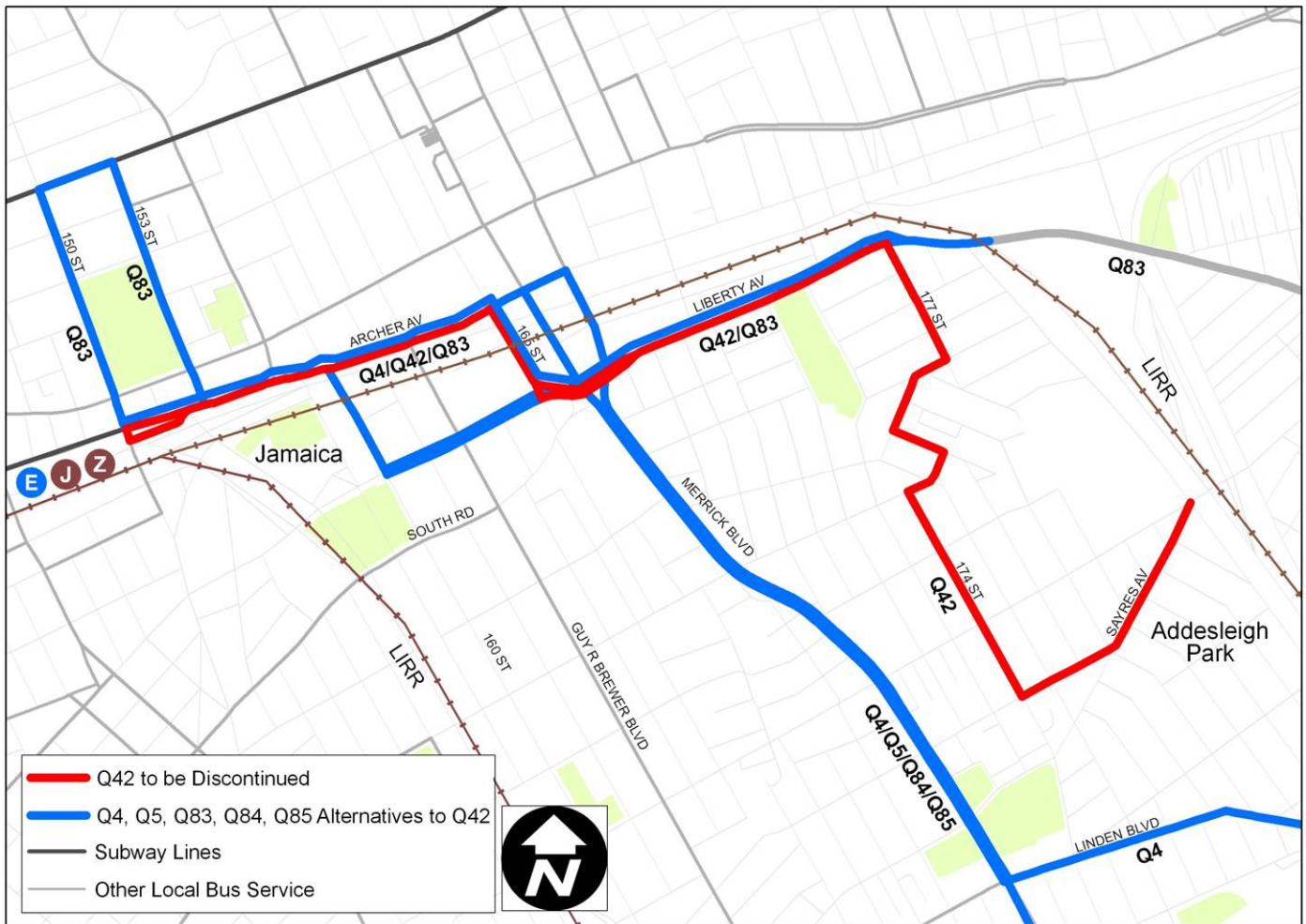
**Net Annual Savings:** \$0.4 million



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

**Discontinue All Q42 Service**

**Description of Action:** Discontinue all service on the Q42 (operates weekdays only).  
**Neighborhoods Affected:** Jamaica, Addesleigh Park.  
**Customer Impact:** Approximately 1,380 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  
**Net Annual Savings:** \$1.0 million



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

**Discontinue All Q74 Service**

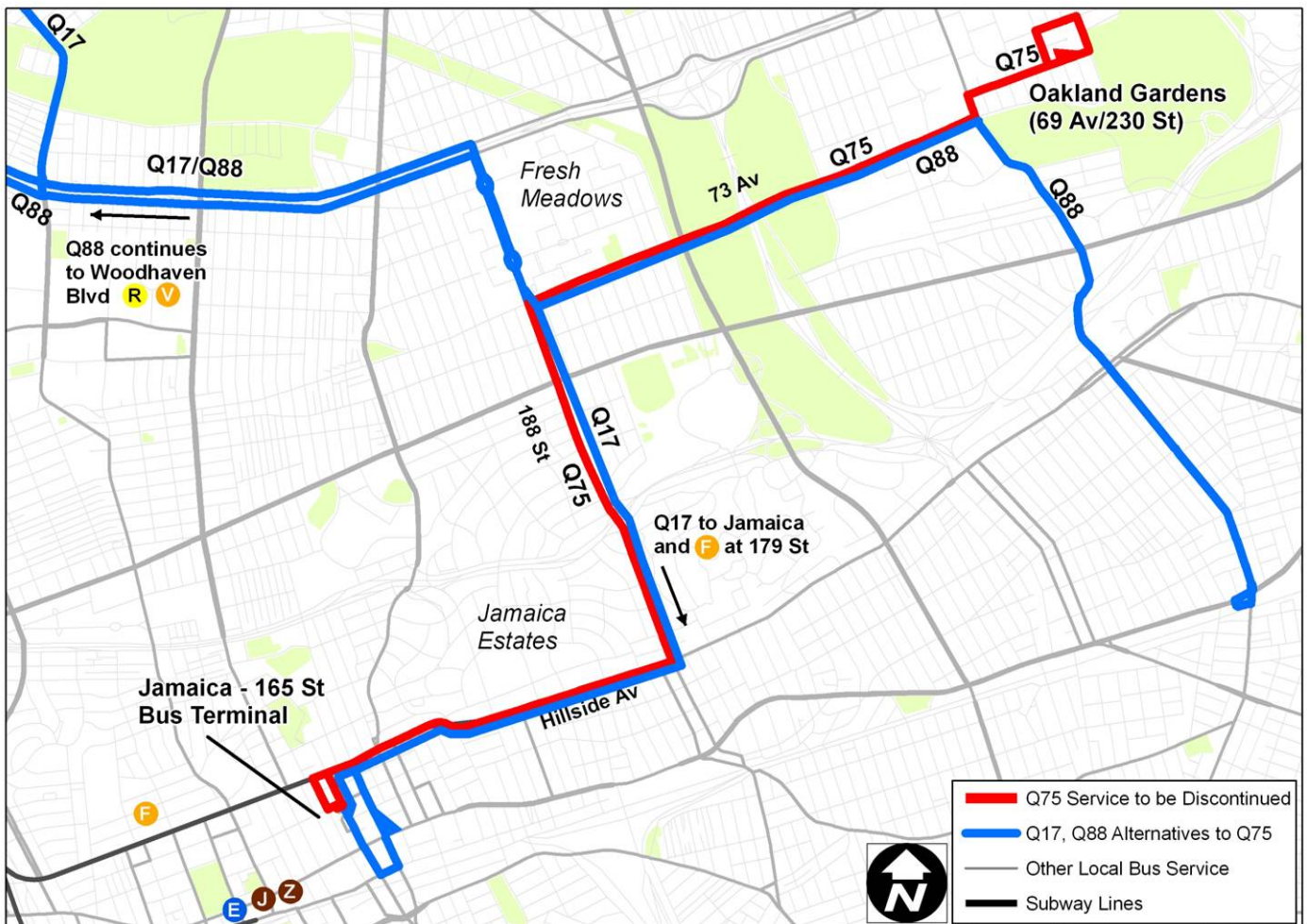
**Description of Action:** Discontinue all service on the Q74 (operates weekdays only).  
**Neighborhoods Affected:** Kew Gardens, Kew Gardens Hills, Queens College.  
**Customer Impact:** Approximately 2,100 weekday customers would be required to use the Q44/20 or Q46; a typical customer's trip would 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**

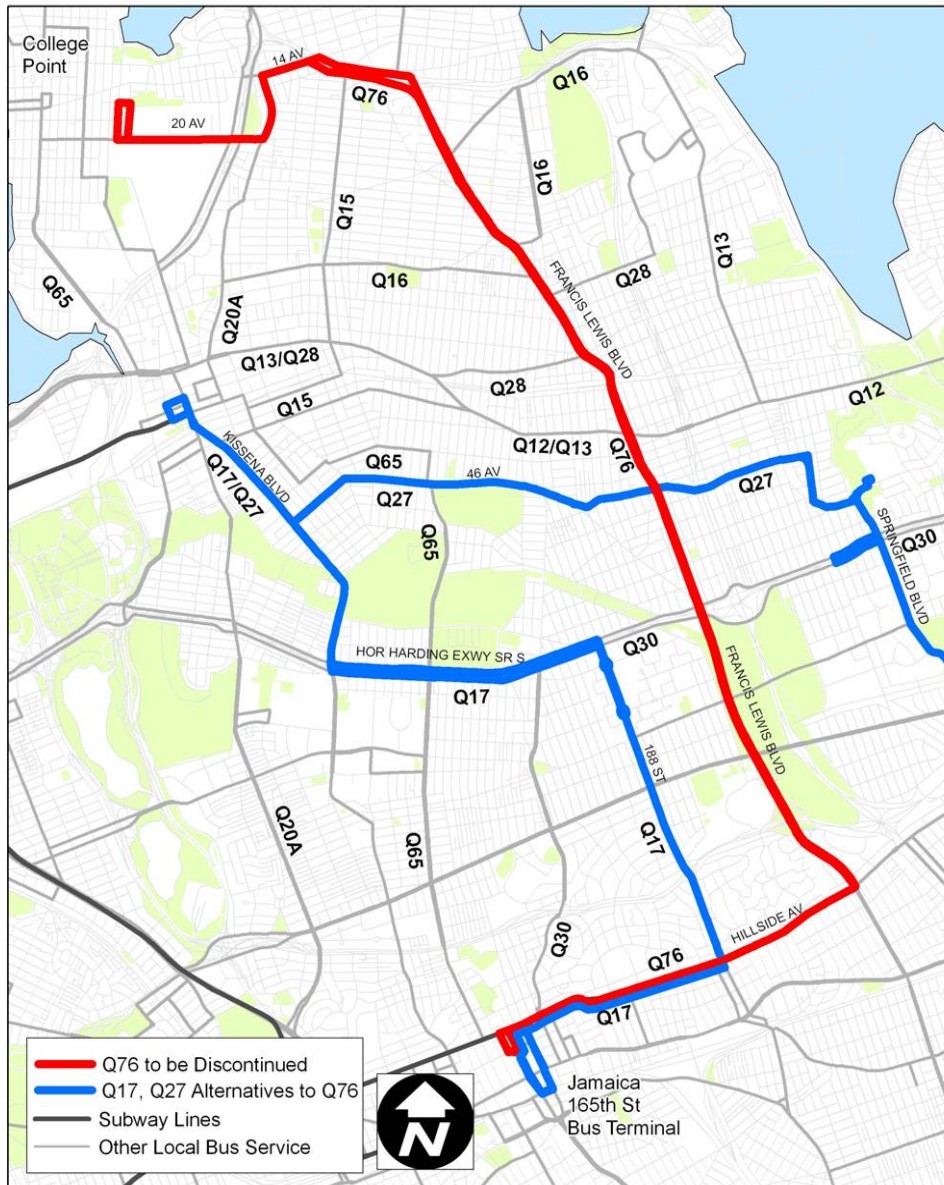
**Description of Action:** Discontinue Saturday service on the Q76 (does not operate Sundays).

**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

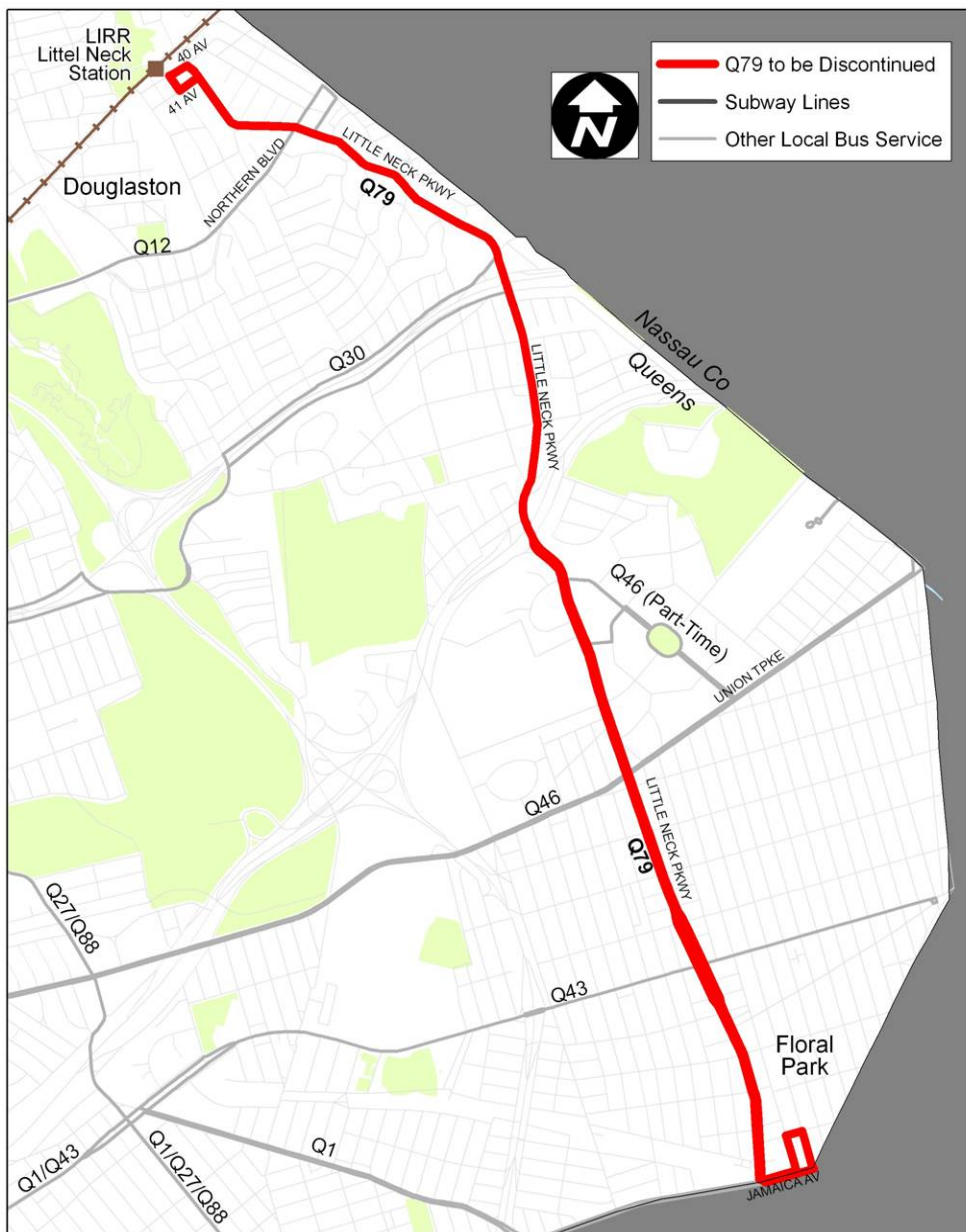
**Net Annual Savings:** \$0.3 million



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

### Discontinue All Q79 Service

<b>Description of Action:</b>	Discontinue all service on the Q79 (operates weekdays and Saturdays only).
<b>Neighborhoods Affected:</b>	Little Neck, Glen Oaks, Floral Park.
<b>Customer Impact:</b>	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.
<b>Cost per Rider:</b>	Total: \$8.08, Direct Operating: \$4.25 weekdays, Total: \$14.97, Direct Operating: \$7.88 weekends
<b>Net Annual Savings:</b>	\$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

<b>Queens Span Changes</b>			
<b>Overnights</b>			
Route	Original Span	New Span	Affected Riders
Q30	24 hours	<b>5:00 AM - 1:00 AM</b>	30
<b>Sundays</b>			
Route	Original Span	New Span	Affected Riders
Q48	5:00 AM - 1:15 AM	5:00 AM - <b>12:00 AM</b>	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
- Discontinue S40/90 Service to Howland Hook

#### Discontinue Service on Low-Performing Local Bus Routes

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

- Discontinue weekend S54 service
- Discontinue all S60 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 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), 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**

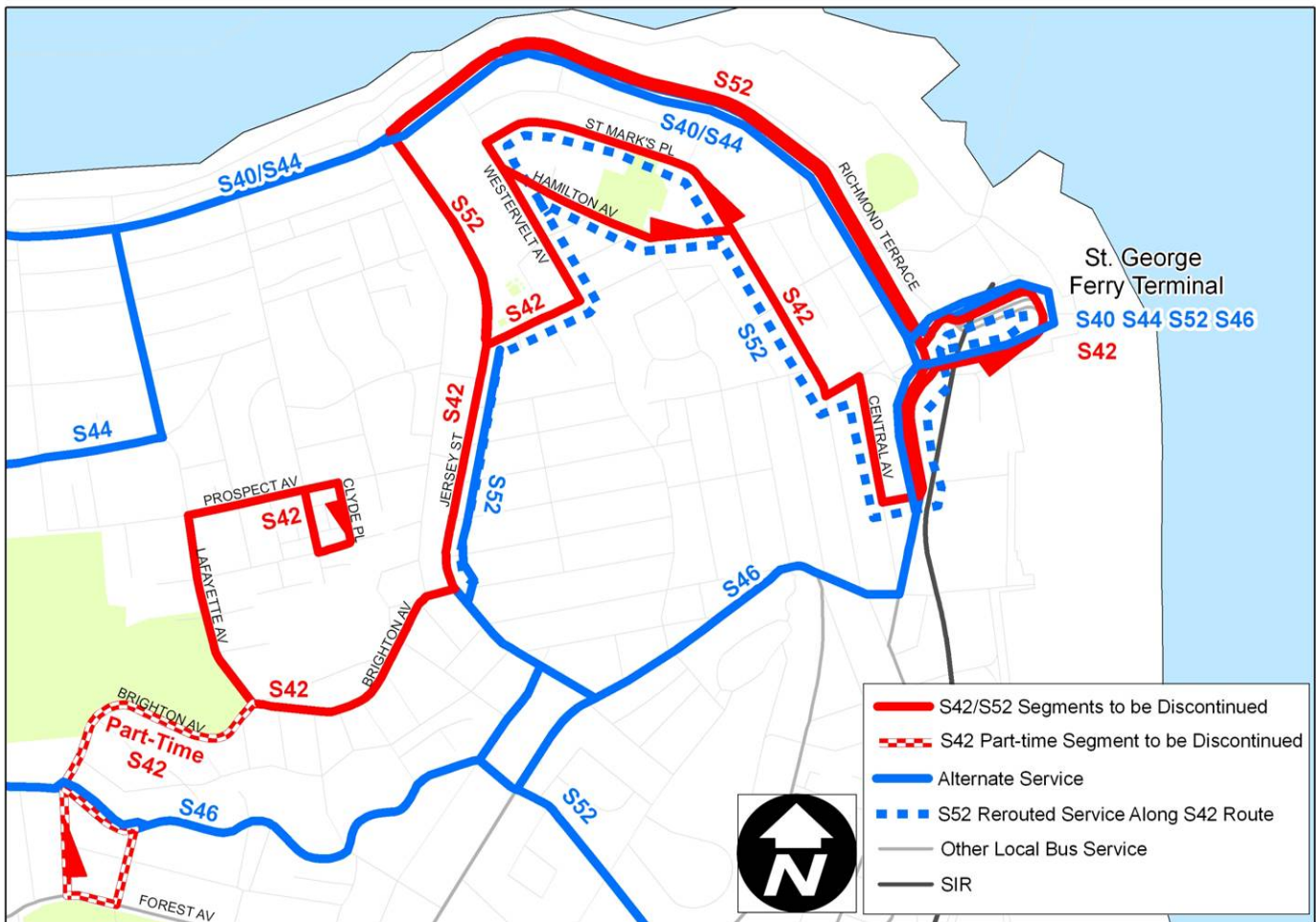
**Description of Action:** This proposal would discontinue the S42 entirely and reroute the S52 to operate via the S42 routing on St. Mark's Place/Hamilton Avenue and Westervelt Avenue to Jersey Street in order to maintain service in New Brighton.

**Neighborhoods Affected:** St. George, New Brighton.

**Customer Impact:** Approximately 550 weekday 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)

**Net Annual Savings:** \$0.8 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**

**Discontinue All S60 Service**

**Description of Action:** Discontinue all service on the S60.  
**Neighborhoods Affected:** Grymes Hill, Sunnyside.  
**Customer Impact:** Approximately 210 weekday customers and 90 weekend customers would be required to walk 12 to 20 minutes to either Clove Road (S53) or Victory Boulevard (S61, S62) for other buses.  
**Cost per Rider:** Total: \$12.98, Direct Operating: \$6.83 weekdays,  
Total: \$25.69, Direct Operating: \$13.52 weekends  
**Net Annual Savings:** \$0.4 million



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

## Discontinue All S67 Service

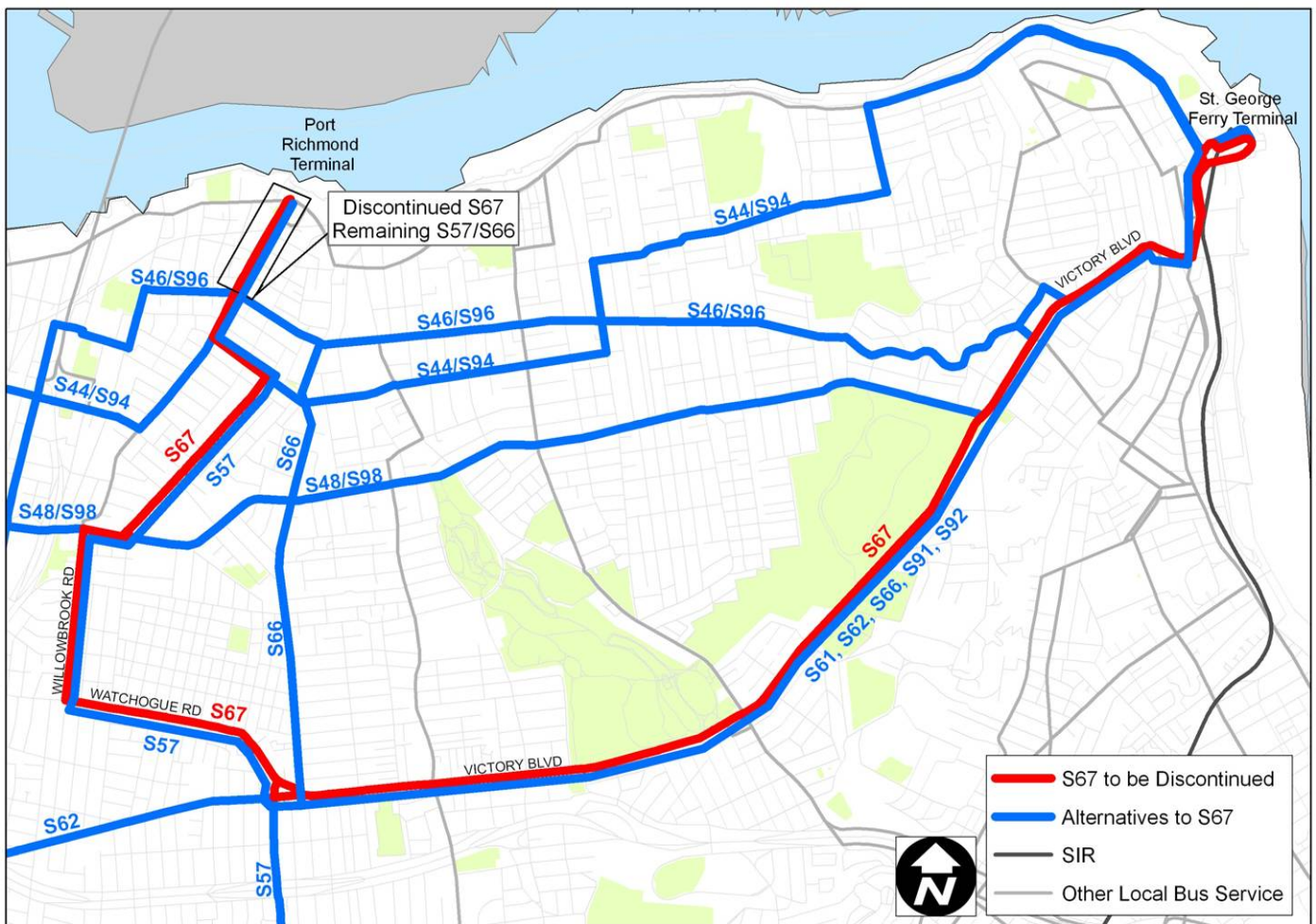
**Description of Action:** Discontinue all service on the S67 (operates weekday peak-hours only).

**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





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 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



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**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

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

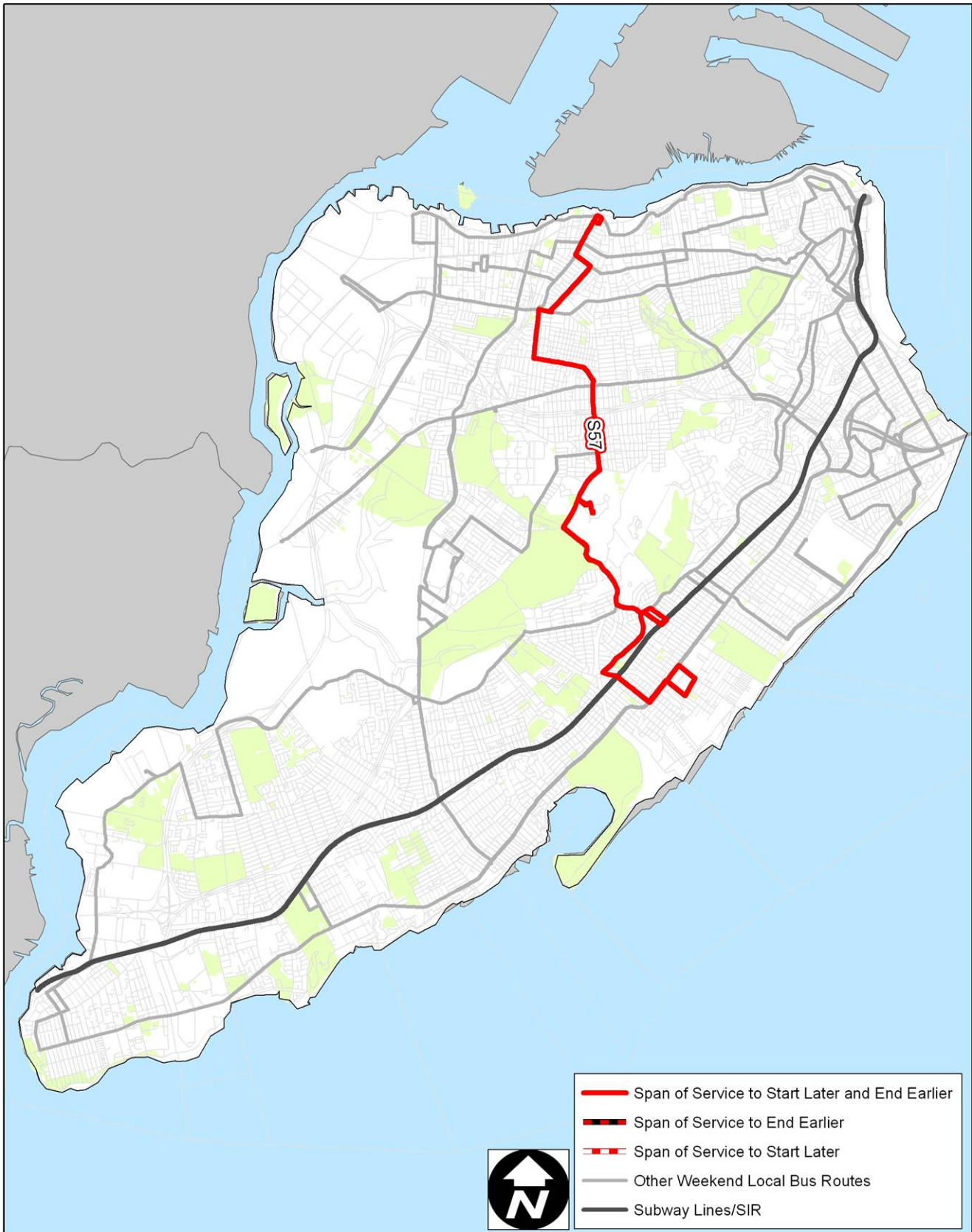
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Reduce Spans of Service on Staten Island Local Bus Routes – Weekday Spans



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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.