



Long Island Bus

Date March 19, 2010

To Long Island Committee Members

From Joseph J. Smith, President

Re **Modifications to Proposed Long Island Bus 2010 Service Reductions in Response to Public Hearings**

The following presents our recommended modifications to the MTA Long Island Bus (LI Bus) 2010 Service Reductions, based on comments received at the public hearings. The modifications affect the N88, N26 and N62 (South Freeport Loop) routes. These modifications, discussed below, would reduce the net service-related cost savings for LI Bus from \$1.89 million to approximately \$1.64 million annually. We plan to close this gap by reducing the Bus Operator relief list to 8.5% and instituting tighter management control, for a \$0.25 million reduction in payhour expenses.

1. **Current Change:** **Discontinue the N88 Jones Beach route**
Modification: **Reinstate the N88 route and adjust the schedule to achieve partial cost savings**

This modification would reinstate a summer transit option to Jones Beach by replacing the discontinuation of the seasonal, summer-only N88 (Freeport-Jones Beach) route with a service adjustment. Headways would be adjusted from the current 20- to 30-minute frequency to 30- to 60-minute headways, and service would end at 8 PM rather than 11 PM. This would enable the N88 to serve its core ridership of daytime beachgoers; the loss of nighttime service primarily affects patrons of Jones Beach Theater. Net annual cost savings of the N88 service reduction would be reduced from approximately \$72,000 to \$27,000.

2. **Current Change:** **Discontinue the N26 route**
Modification: **Reinstate the N26 and adjust the travel paths of the N26 and N25 routes to achieve partial savings**

The N26 is a weekday peak-period service with ridership of approximately 220 weekday customers on five daily trips, or approximately 44 customers per trip. Based on the usage level, we recommend reinstating the N26 route and instead streamlining the travel path of both the N26 and the parallel N25 route. With this modification, the N25 and N26 routes would no longer enter the Lake Success Industrial Quad, but would instead

travel on the adjacent streets, Marcus Avenue and New Hyde Park Road, thereby reducing travel times. (Note that the N25 currently enters the Quad only during peak periods; at all other times it already follows the faster path.) In addition, the current N26 path used only in the AM period, which diverts to Hillside Avenue and New Hyde Park Road, would be discontinued, and would instead be revised to be symmetrical with the PM travel path (via Lakeville Road between Union Turnpike and Hillside Avenue).

A total of approximately 310 weekday N25 and N26 customers would be affected. Customers in the Quad could continue to access the service by walking to the nearest stop. In most cases, this added walk would be less than 300 feet, although some may have a walk of up to 1,000 feet. Customers in the AM who access bus stops along Union Turnpike and New Hyde Park Road could transfer to the N25 or use the N22 directly from Jamaica. The route adjustments would reduce the net annual cost savings from the N26 service reduction from approximately \$177,000 to \$34,000.

Please note that as modified, the change to the N26 route will not require a vote of the Board. Similarly, although the modification of the N25 route was not included in the original package of proposed service reductions, the change is minor and does not require either public hearing or a vote of the Board. It is presented here for information only, but needs to be referenced in the list of discontinuations as a mitigation.

3. Current Change: Discontinue N62 South Freeport Loop weekday midday service

Modification: Reinstate the N62 South Freeport Loop to its current span

This modification would reinstate weekday midday service on the N62 South Freeport Loop, which is a weekday-only shuttle service between the Freeport Long Island Rail Road station and the South Freeport community. The previously proposed recommendation would have discontinued midday service (9 AM-4 PM) while maintaining peak period service, affecting approximately 40 weekday customers. It is proposed to reinstate the N62 South Freeport Loop to its current hours of service because of the lengthy walk to alternative transit services. Reinstating the N62 South Freeport Loop would reduce the net annual cost savings by approximately \$55,000.

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