

# Memorandum



## New York City Transit

**Date:** March 19, 2010

**To:** MTA NYC Transit Committee Members

**From:** Thomas F. Prendergast, President, NYC Transit

**Re:** Modifications to 2010 NYC Transit Service Reductions

This is to inform you that NYC Transit is proposing a series of modifications to the 2010 Service Reductions. These modifications are the result of frequently expressed concerns from the public hearings and further analysis. In total these restorations would reduce the annualized savings from the 2010 Service Reduction Proposals by \$5,900,000.

### Proposed Bus Modifications

#### **Bronx**

**Country Club Restructuring - Modification** **\$500,000 Decreased Savings**  
**Riders No Longer Impacted: 1,950 Weekday (WD)/ 965 Weekend (WE)**

*Original Proposal:*

- Route the Bx8 through Country Club and then via Middletown Road to the Middletown Road Subway Station ⑥ to replace the Bx14 which would have been discontinued.

*Revised Proposal:*

- Route the new Bx8 via the former Bx14 path to the Pelham Bay Park subway station ⑥ which has elevators and escalators (Middletown Road does not). This routing retains continuity of service for Country Club riders who now transfer at Pelham Bay Park to buses to Co-Op City, Fordham Road, New Rochelle, as well as Orchard Beach. Bx8 riders who travel through Pelham Bay Park would have approximately five additional minutes of travel time, but would benefit from the added connection to the Pelham Bay Park station, which is a wheelchair accessible station.

**Bx18 Discontinuation – Withdrawal** **\$1,200,000 Decreased Savings**  
**Riders No Longer Impacted: 1,780 WD/1,130 WE**

*Original Proposal:*

- Total discontinuation of the Bx18.

*Revised Proposal:*

- Withdrawal of this proposal. The Bx18 has the fourth highest ridership of the total route eliminations and is a route that serves neighborhoods that are separated from adjacent bus routes by steep terrain. A reduced cost alternative that would retain service to these neighborhoods is infeasible.

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### **Bx33 Weekend Discontinuation – Withdrawal** **\$300,000 Decreased Savings** **Riders No Longer Impacted: N/A WD/2,860 WE**

*Original Proposal:*

- Weekend discontinuation of the Bx33.

*Revised Proposal:*

- Withdrawal of this proposal. The Bx33 provides an essential link between the South Bronx and Harlem and traveling between the two areas without it would require a particularly circuitous route (nearly doubling the travel time). The Bx33 has the third highest weekend ridership of all weekend routes proposed for elimination. Given all of these reasons and the fact that the savings is particularly small, it is recommended that this proposal be withdrawn. To more closely match demand, the span of service on weekends would be reduced. On Saturday the bus would operate from 7:00AM to 9:30PM instead of 5:00AM to 1:00AM, and, on Sunday, the bus would operate from 8:00AM to 9:00PM instead of 5:00AM to 1:00AM.

## Brooklyn

### **B4 Restructuring – Modification** **\$800,000 Decreased Savings** **Riders No Longer Impacted: 500 WD/N/A WE**

*Original Proposal:*

- Eliminate the B4 east of Coney Island Hospital.

*Revised Proposal:*

- Modification to the original proposal. During rush hours, the B4 would operate straight across Avenue Z, continuing on its current path along Shore Parkway and Emmons Avenue to provide a connection between the neighborhood of Sheepshead Bay and the Sheepshead Bay Station **B** **Q** and Coney Island Hospital. The hours of service to Sheepshead Bay would be from 6:00AM to 9:00AM and 2:00PM to 7:00PM instead of 4:30AM to 3:00AM. This would retain service to many of the affected riders while still achieving a savings.

### **B13 Restructuring - Modification** **\$500,000 Decreased Savings** **Riders No Longer Impacted: 350 WD/100 WE**

*Original Proposal:*

- Discontinue the B13 west of the Myrtle-Wyckoff subway station **L** **M**

*Revised Proposal:*

- Modification to the original proposal. The B13 provides the only ADA-accessible link between the Wyckoff Hospital and the nearest accessible subway station (Myrtle-Wyckoff - **L** **M**). NYCT proposes to retain B13 service along Wyckoff Avenue to the Wyckoff Hospital. Service west of Wyckoff Hospital would continue to be discontinued.

## Manhattan

### **M22 Restructuring/Weekend Discontinuation** **\$1,000,000 Decreased Savings** **Withdrawal**

**Riders No Longer Impacted: 1,900 WD/3,040 WE**

*Original Proposal:*

- Discontinue the M22 west of City Hall on weekdays and discontinue weekend service entirely.

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### *Revised Proposal:*

- Withdrawal of the majority of this proposal (with service unchanged weekdays, slightly reduced on the weekend and discontinued overnight). The M22 provides an important east-west link between Battery Park City and Manhattan. Under the 2010 Service Reduction Proposals, Battery Park City residents would only be able to connect with the subway at Chambers Street **1 2 3**, Bowling Green **4 5**, and Whitehall Street-South Ferry **1 R** using the M20. The second highest bus-to-subway transfer point on the M22 is at Brooklyn Bridge-City Hall **4 5 6 J Z**, and the third and fourth highest are at Chambers Street-Park Place **2 3 A C E** and City Hall **R**. With the truncation at City Hall, these trips would become more difficult, so it is proposed to retain the full route-path. Overnight service would still be discontinued. In addition, the 24-hour span of service on weekends would be reduced to more closely match demand. Its new span of service would be from 7:00AM to 9:00PM on Saturdays and Sundays.

### **Queens**

#### **Q14 Discontinuation – Partially Replace with Restructuring**

**\$50,000 Decreased Savings**

**Riders No Longer Impacted: 800 WD/700 WE**

#### *Original Proposal:*

- Discontinuation of the Q14.

#### *Revised Proposal:*

- Partially retain service on the Q14 for the segment north of the Cross Island Parkway by establishing a two-branch service on the Q15. Every other Q15 trip would operate over part of the Q14 route (via 7<sup>th</sup> Avenue, Powell's Cove Blvd, 151<sup>st</sup> Place, 10<sup>th</sup> Avenue and 154<sup>th</sup> Street) and then rejoin the regular Q15 route-path to Beechhurst. This would reduce service frequency for existing Q15 customers on the Cross Island Parkway and 154<sup>th</sup> Street, but the effect is expected to be negligible.

#### **Q42 Discontinuation - Modification**

**\$800,000 Decreased Savings**

**Riders No Longer Impacted: 1,100 WD/N/A WE**

#### *Original Proposal:*

- Total discontinuation of the Q42.

#### *Revised Proposal:*

- Retain the Q42 during peak-hours only. This would restore service to a community which is isolated by the Long Island Rail Road tracks.

### **Staten Island**

#### **S42/S52 Restructuring – Modification**

**\$200,000 Decreased Savings**

**Riders No Longer Impacted: 350 WD/N/A WE**

#### *Original Proposal:*

- Discontinue the S42 entirely and reroute the S52 via Westervelt Avenue, St. Marks Place and Central Avenue to cover the majority of the route.

#### *Revised Proposal:*

- The original proposal, which provided S52 Service for most of the S42 route, would be maintained, but, in addition, rush hour and evening S52 branch service would be

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operated along the current S42 Clyde Place Branch from 5:00AM to 8:45 AM and 3:00 PM to 12:00AM. This change would retain rush hour and evening service to Brighton Avenue, Lafayette Avenue, Prospect Avenue and Clyde Place. These riders are the farthest from St. George Ferry Terminal (the primary destination for Staten Island riders) and bus service is an important link in their commute. This will slightly decrease the savings but maintain connectivity for these riders.

### **S60 Elimination - Replaced with Restructuring Riders No Longer Impacted: 210 WD/N/A WE**

**\$150,000 Decreased Savings**

#### *Original Proposal:*

- Total discontinuation of the S60.

#### *Revised Proposal:*

- Retain service on Grymes Hill on weekdays by rerouting the S66 along Clove Road, Howard Street, Arlo Road and Highland Avenue. Weekend service would still be discontinued. S66 riders who travel through to the ferry would face an additional six minutes travel time, and S66 riders who board on the segment of Victory Boulevard that would no longer be served by the S66 would have to use one of the many alternate routes along Victory Boulevard. This would maintain service to riders who are isolated by steep terrain at a minimal cost and provide direct service to the Staten Island Ferry and other points, which should improve ridership on the route.

### **X1-X9 Restructuring - Modification Riders No Longer Impacted: 3,500 WD/N/A WE**

**\$400,000 Decreased Savings**

#### *Original Proposal:*

- 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)
- Discontinue all service on the X6 and X9
- Add offsetting peak hour service to the X2, X3, X4, X5, X7, and X8

#### *Revised Proposal:*




- Peak-hour X1 service would be retained but at reduced levels. All peak hour X1 service would terminate at 23<sup>rd</sup> Street. Peak-hour X3 service would be enhanced and scheduled in coordination with the X1 to serve Lower Manhattan.
- X9 service would be retained to maintain West Midtown service during peak periods from the Hylan Boulevard/New Dorp east corridor that would not otherwise be served.
- X6 service would be discontinued.
- Service on other routes would be revised to accommodate former X1 and X6 riders.

### **Proposed Subway Modification**

#### **Extend to Replace Discontinued - Modification**

**No Change in Savings**

#### *Original Proposal:*

- Extend the  to replace the  between Essex Street and Metropolitan Avenue, and discontinue the  between Essex Street and Bay Parkway.

#### *Revised Proposal:*

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- Rather than using the **V** designation for the revised service between Forest Hills-71st Avenue to Metropolitan Avenue, the service would be designated the **M**. To conform to NYCT's standard route designation system, which assigns the color of the route based on its Manhattan trunk line, the **M** would be orange rather than brown, since it would be a 6th Avenue route in Manhattan. While some members of the community were supportive of the service pattern change, many people expressed objection to the elimination of the **M** designation.