



June 16, 2017

TO: ELECTED OFFICIALS AND COMMUNITY BOARDS

**Re: Bus Schedule Revisions Effective September 2017**

MTA New York City Transit reviews and evaluates bus schedules on a regular basis to ensure that they accurately match current rider demand and operating conditions, as well as to ensure that there are resources available where needed to provide customers with the most efficient and effective bus service possible. Schedule revisions also address the need to more accurately reflect changing traffic conditions – traffic speeds, including bus speeds, have generally slowed in recent years and scheduled bus service must reflect the changing conditions.

Under the bus schedule review program for NYC Transit, all of the weekday express bus route schedules – approximately 50 percent of the weekday local bus route schedules – and approximately 25 percent of the weekend local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time that has elapsed since the previous review. In addition, we review schedules for routes on which destinations have changed or route paths have been significantly modified, as soon as practicable after implementing the change, in order to determine whether any follow-up adjustments are warranted.

In September 2017, we are proposing to implement a total of 42 changes in service levels and/or running times on 37 bus routes. Within this package of revisions are 16 that represent increases in service frequencies to meet MTA loading guidelines for bus operation and 21 that reflect reductions in service frequencies to more closely align service with customer demand and meet established bus loading guidelines. In response to slower traffic speeds, the remaining five schedules contain modifications in running time to improve reliability, utilizing information on the latest available traffic conditions.

Enclosed for your review is a table of proposed bus schedule changes for select one-hour time periods during the day.

**Bus Schedule Revisions Effective September 2017**

June 16, 2017


Page 2

The five schedules proposed for increased running time align with the observed travel times on the routes. Each of these routes travels through a commercial corridor that has experienced increased congestion and decreased traffic speeds. The running time changes are necessary to maintain reliability without reducing frequency, which would result in overcrowding. In addition, a number of routes require additional peak hour service to remain within the MTA Board adopted bus loading guidelines. Buses and resources from routes where ridership has declined will be reallocated to provide additional service on these routes.

The plan for September 2017 bus schedule revisions will be presented to the NYC Transit and Bus Committee of the MTA Board for informational purposes on Monday, June 19, 2017 at 10:00 a.m. in the 20<sup>th</sup> floor boardroom at 2 Broadway. Speaker registration will be conducted during the 15-minute period prior to the meeting.

If you have questions, require any additional information, or if you would like to confirm the date of the meeting at which these matters will be reviewed, please have a member of your staff contact Robert Marino, NYC Transit's Acting Vice President for Government and Community Relations, at 646-252-2660.

Sincerely,



Darryl C. Inck  
Acting President

Enclosure

cc: Tim Ellis  
Tim Mulligan  
Craig Cipriano  
Steve Vidal  
Paul Fleuranges  
Peter G. Cafiero  
Robert Marino

**Attachment 1  
September 2017 - Page 1**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B07**	12	10	109%	84%	20	20	58%	58%	15	15	78%	78%	20	15	114%	86%	0.0%
B09**	8	6	121%	97%	12	12	91%	91%	10	10	97%	97%	15	15	69%	69%	0.0%
B25	9	10	68%	83%	9	10	81%	94%	8	8	99%	99%	12	12	86%	86%	-3.6%
B36	4	4.5	86%	93%	10	9	107%	92%	7	7	78%	78%	9	9	75%	75%	-1.4%
B52	4	5	77%	89%	9	9	76%	76%	7	8	78%	88%	7	7	78%	78%	-3.6%
B61	8	9	70%	80%	12	12	72%	72%	9	10	72%	88%	12	15	55%	69%	-7.5%
B63	9	8	103%	90%	12	12	87%	87%	12	10	105%	81%	20	20	92%	92%	0.0%
B70	10	10	89%	89%	30	30	79%	79%	12	12	55%	55%	20	30	44%	67%	-1.6%
B83**	6	5.5	109%	99%	12	12	79%	79%	8	8	69%	69%	10	10	76%	76%	0.0%
M10	10	10	88%	88%	12	15	61%	76%	10	10	90%	90%	15	15	82%	82%	-7.3%
M22	8	9	65%	74%	20	20	40%	26%	12	15	43%	58%	20	30	56%	83%	-9.8%
M31	6	6	85%	85%	12	12	87%	87%	8	9	69%	79%	12	12	63%	63%	-6.2%
M42	3	3.5	69%	74%	9	9	89%	89%	5.5	7	68%	84%	15	15	75%	75%	-6.7%
M57	10	12	69%	90%	15	15	58%	58%	8	8	56%	78%	12	15	53%	67%	-13.8%
M66	4	4.5	75%	81%	10	10	82%	82%	3.5	4	76%	81%	10	10	90%	90%	-6.3%
M72	9	10	74%	89%	12	12	74%	74%	8	9	65%	75%	15	20	66%	88%	-5.7%
M98	10	12	63%	82%	-	-	-	-	12	15	69%	92%	12	15	56%	70%	-15.1%
M100	7	7	98%	98%	8	8	91%	91%	8	9	83%	95%	10	12	69%	83%	-3.4%
Q4 Local	9	9	83%	83%	12	12	85%	85%	10	10	73%	73%	9	10	70%	83%	-1.3%
Q4 Ltd	7	6	103%	93%	-	-	-	-	6	7	68%	75%	-	-	-	-	0.0%
Q31	8	8	97%	97%	20	20	64%	64%	9	9	69%	69%	20	20	64%	64%	+1.4%
Q43	3	2.5	119%	93%	9	9	91%	91%	3.5	4	73%	83%	6	6	81%	81%	-1.5%
Q84	6	5	117%	98%	15	15	78%	78%	10	10	69%	69%	10	12	57%	51%	-0.9%
Q85	8	8	87%	87%	9	9	90%	90%	9	9	77%	77%	10	10	92%	92%	+0.5%
Q85 Ltd	4	4.5	93%	100%	-	-	-	-	5.5	5.5	74%	74%	12	10	108%	58%	0.0%
S4090	10	10	89%	89%	15	15	92%	92%	15	12	111%	80%	20	15	133%	99%	+1.3%
S4696	12	10	111%	89%	15	12	114%	86%	12	10	79%	64%	12	10	105%	79%	+6.3%
S6191	30	20	161%	92%	15	15	68%	68%	30	30	136%	68%	30	15	165%	83%	+3.6%
SBS79	5.5	4.5	118%	100%	12	12	95%	95%	6	6	86%	86%	9	10	68%	81%	+1.6%
X12																	

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B65, Q5, S55

(\*\*) Trip adjustment

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Bx3**	12	9	136%	97%	7	7	73%	73%	7	7	74%	74%	7	8	64%	77%	0.0%
Bx12	12	12	43%	43%	12	12	54%	54%	12	12	53%	53%	10	12	34%	41%	-4.7%
Bx40/42**	12	12	69%	69%	12	12	68%	68%	10	12	59%	71%	12	12	54%	54%	0.0%
Q54	20	20	83%	83%	15	20	73%	97%	12	15	74%	93%	20	20	67%	67%	-7.4%
SBS79**	12	10	124%	93%	10	10	74%	74%	10	10	95%	95%	10	12	63%	84%	0.0%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B46

(\*\*) Trip adjustment

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B12	12	15	78%	97%	10	12	66%	79%	9	10	68%	80%	10	12	58%	69%	-15.9%
S48	30	30	83%	83%	30	20	115%	101%	15	15	77%	77%	30	30	97%	97%	0.0%
SBS79	12	15	75%	99%	12	12	69%	69%	9	10	49%	61%	15	15	93%	93%	-3.3%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B46

(\*\*) Trip adjustment