



Service Changes: Spring 2024 Bus Schedules and Terminal Stop Changes

Sarah Wyss, Interim Chief, Operations Planning

Service Issue

To ensure that customers are provided with efficient bus service and that resources are effectively allocated, bus schedules and stops are regularly reviewed, evaluated based on current rider demand, operating and traffic conditions, other relevant issues, and MTA Board-adopted loading guidelines.

The changes being proposed at this time are modifications to the weekday schedules of the B82, Bx19, Q3 and Q29, as shown in Attachment 1.

Recommendation

Implement the proposed changes to the weekday schedules of the B82, Bx19, Q3 and Q29 as shown in Attachment 1.

Budget Impact

For the B82, Bx19, and Q3, which are operated by New York City Transit, the total cost impact of the proposed changes is \$89,400. For the Q29, which is operated by MTA Bus, the cost impact of the proposed changes is \$167,600.

Proposed Implementation Date

April 2024

Staff Summary



| | |
|--|---------------------|
| Subject Spring 2024 Bus Schedule and Terminal Stop Changes | |
| Department | Operations Planning |
| Department Head Name | Sarah Wyss |
| Department Head Signature | |
| Project Manager Name | Andrew Grahl |

| | |
|--------------------------------|-------------------|
| Date | February 14, 2024 |
| Vendor Name | N/A |
| Contract Number | N/A |
| Contract Manager Name | N/A |
| Table of Contents Ref # | N/A |

| Board Action | | | | | |
|--------------|---------------|------|----------|------|-------|
| Order | To | Date | Approval | Info | Other |
| 1 | President | | X | | |
| 2 | NYCT/MTA Comm | | | X | |
| 3 | Board | | | X | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|------------|-------|------------------------------|
| Order | Approval | Order | Approval |
| | | 4 | Chief Cust. Officer |
| 7 | President | 3 | General Counsel |
| 6 | Deputy CFO | 2 | Sr. Dir., External Relations |
| 5 | SVP, Buses | 1 | Interim Chief, OP |

Purpose

To obtain the President’s approval for and to inform the New York City Transit and MTA Bus Committee of proposed schedule changes to the B82, Bx19, Q3 and Q29.

Discussion

To ensure that customers are provided with efficient bus service and that resources are effectively allocated, bus schedules and stops are regularly reviewed, evaluated based on current rider demand, operating and traffic conditions, other relevant issues, and MTA Board-adopted loading guidelines.

The proposed schedule changes are modifications to the weekday schedules of the B82, Bx19, Q3 and Q29, as shown in Attachment 1. The frequency of service will increase on the Bx19 and decrease on the B82 and Q3. Running time will increase on the B82, Q3 and Q29.

Recommendation

Implement the proposed changes to the weekday schedules of the B82, Bx19, Q3 and Q29, as shown in Attachment 1.

Alternatives

Do not make the proposed changes.

Staff Summary



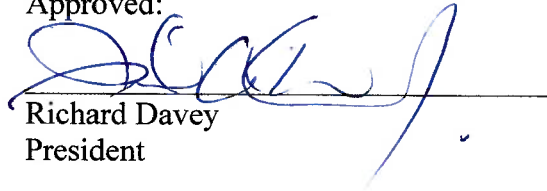
Budget Impact

For the B82, Bx19, and Q3, which are operated by New York City Transit, the total cost impact of the proposed changes is \$89,400. For the Q29, which is operated by MTA Bus, the cost impact of the proposed changes is \$167,600.

Implementation Date

April 2024

Approved:

A handwritten signature in blue ink, appearing to read "Richard Davey", written over a horizontal line.

Richard Davey
President

Attachment 1
Spring 2024 - Page 1 of 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 | |
|---------|-----------------------------|----------|-------------------------------|-----------------------------|----------|-------------------------------|-----------------------------|----------|-------------------------------|-----------------------------|----------|-------------------------------|-----------|---------|
| | Schedule Headway in Minutes | | Percent of Guideline Capacity | Schedule Headway in Minutes | | Percent of Guideline Capacity | Schedule Headway in Minutes | | Percent of Guideline Capacity | Schedule Headway in Minutes | | Percent of Guideline Capacity | | |
| | Current | Proposed | | Current | Proposed | | Current | Proposed | | Current | Proposed | | | Current |
| B82 | 10 | 10 | 90% | 12 | 12 | 62% | 10 | 12 | 73% | 10 | 15 | 47% | 70% | -3.6% |
| BX19 | 7 | 6 | 83% | 9 | 9 | 93% | 7 | 6 | 81% | 9 | 10 | 67% | 78% | +1.4% |
| Q03 | 8 | 7 | 75% | 15 | 15 | 73% | 10 | 10 | 60% | 15 | 15 | 55% | 55% | -4.6% |
| Q29* | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

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 - Q29

(**) Trip adjustment may occur during time periods not shown above