

**2010**  
**Long Island Bus Service Reductions**

*Includes Changes to Local Bus Service*

***REVISED***

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\* - Based on public comments, proposed discontinuation of N26 has been replaced by a revision (streamlining) of current N26 and adjacent N25 route paths.

\*\* - Based on public comments, proposed full discontinuation of N88 has been replaced by a discontinuation only of night service and application of frequency modifications, daytime service would be retained.

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## **Description of Service Reduction Proposals**

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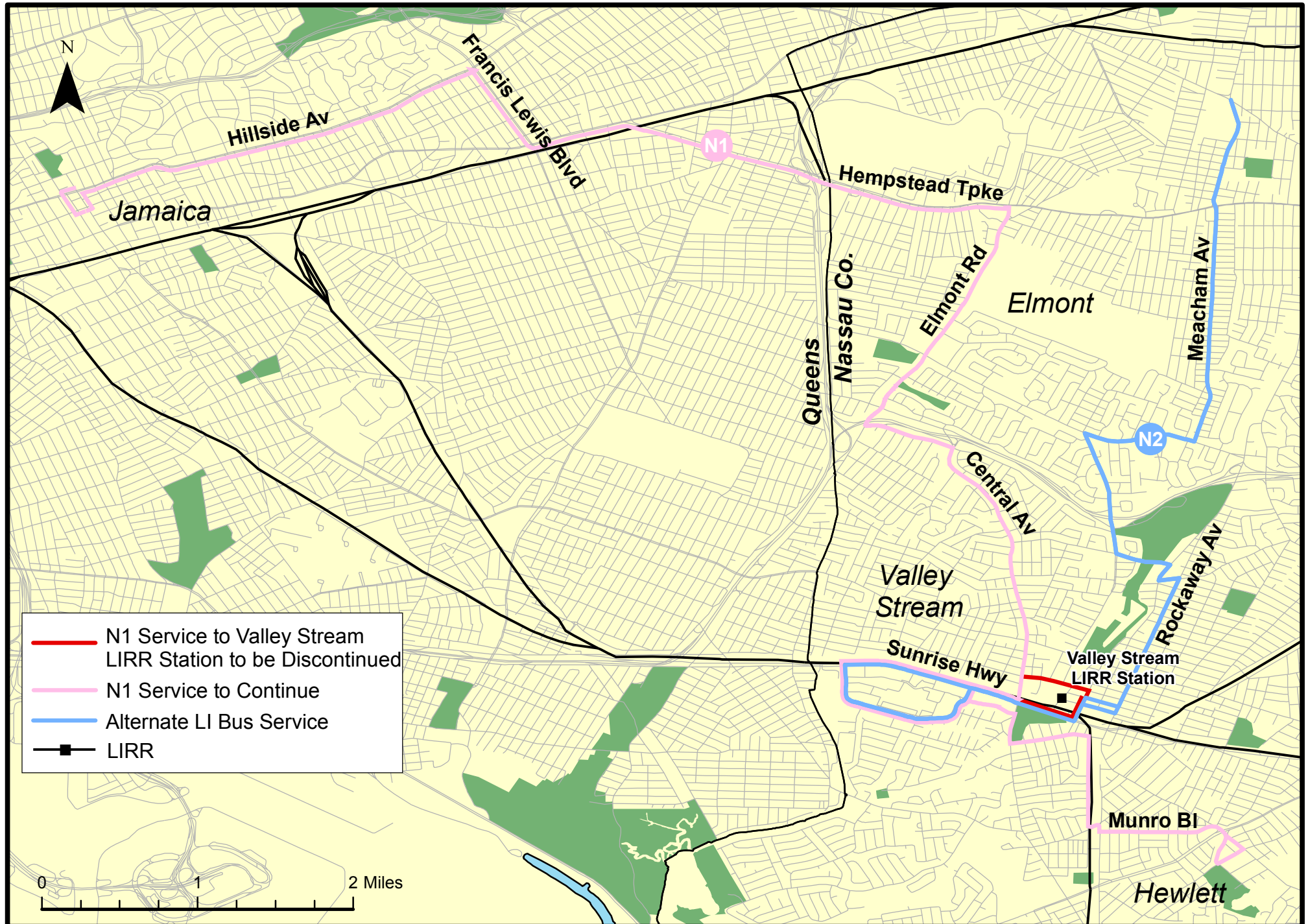
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Streamline the N1 Travel Path in Valley Stream**

<b>Description of Action:</b>	Discontinue service on the diversion to the Valley Stream LIRR station, which currently operates on this path only during the weekday peak periods (in both directions). All N1 service would operate via Central Avenue in Valley Stream.
<b>Neighborhoods Affected:</b>	Valley Stream
<b>Customer Impact*:</b>	An average of 30 weekday customers on this peak period only branch would be required to walk to their destination up to one-third of a mile, or use the N2 as an alternate, adding approximately 10 minutes of travel time. Service would be improved on the full time N1 path.
<b>Cost per Passenger*:</b>	Total: \$8.23, Direct Operating: \$5.31
<b>Passengers per Trip*:</b>	1
<b>Net Annual Savings:</b>	\$30,000

\* - Accounts only for service on the N1 Valley Stream LIRR diversion.

# N1 Long Island Bus Service Streamline





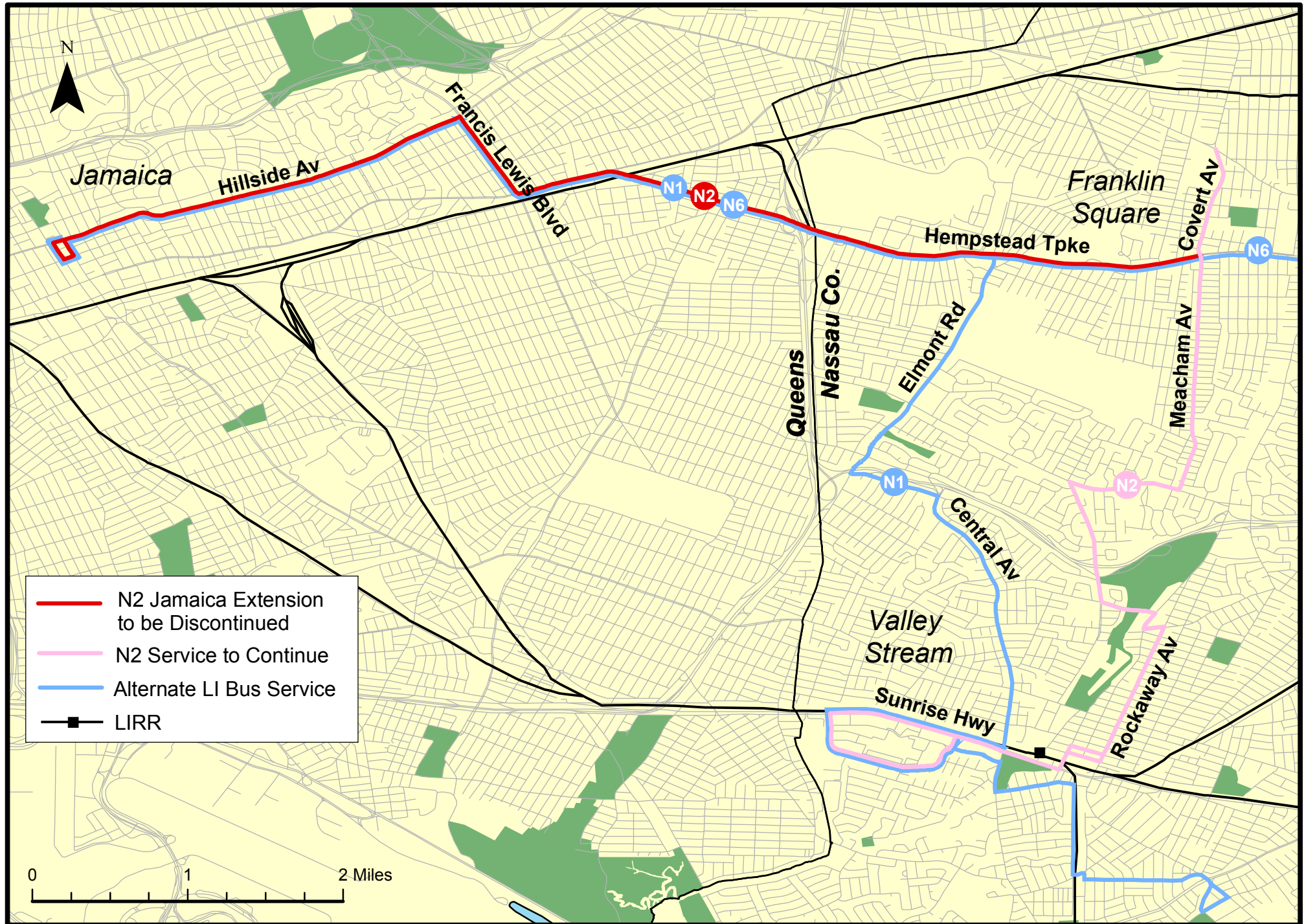
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue N2 service on the  
Weekday Peak Period Extension to Jamaica, Queens**

<b>Description of Action:</b>	Discontinue service on the N2 weekday peak period extension to Jamaica. Service would remain between Floral Park and the Green Acres Mall
<b>Neighborhoods Affected:</b>	Green Acres Mall, Valley Stream, Elmont, Floral Park, Queens Village, Jamaica
<b>Customer Impact*:</b>	An average of 75 passengers to/from Jamaica would be impacted, and would be required to transfer from the N2 to the N1 or N6 as an alternate. Travel time would be increased by approximately 7 minutes.
<b>Cost per Passenger*:</b>	Total: \$16.87, Direct Operating: \$10.89
<b>Passengers per Trip*:</b>	7
<b>Net Annual Savings:</b>	\$181,000

\* - Accounts only for the Jamaica-Franklin Square extension.

# N2 Long Island Bus Jamaica Extension Discontinuation



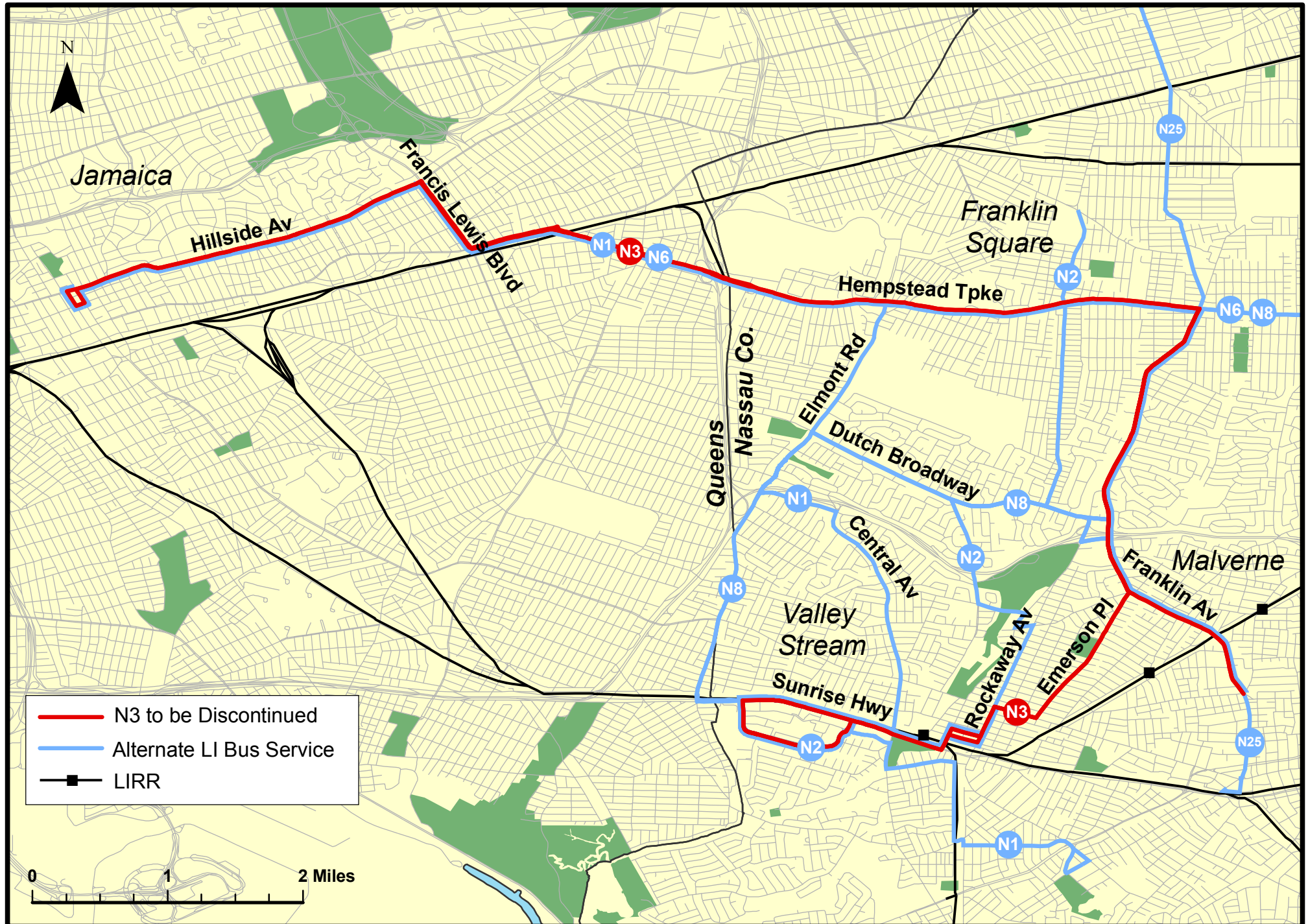
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N3 Service  
Green Acres Mall – Franklin Square – Jamaica**

<b>Description of Action:</b>	Discontinue all N3 local bus service between Green Acres Mall, Franklin Square and Jamaica, which currently operates on weekdays only.
<b>Neighborhoods Affected:</b>	Green Acres Mall, Valley Stream, Malverne, Franklin Square, Elmont, Queens Village, Jamaica
<b>Customer Impact:</b>	An average of 240 weekday customers would be required to use alternate routes N1 or N6, or use the N2, N8 or N25 to the N1 or N6. Travel time would be increased by approximately 11 minutes.
<b>Cost per Passenger:</b>	Total: \$7.88, Direct Operating: \$5.08
<b>Passengers per Trip:</b>	14
<b>Net Annual Savings:</b>	\$224,000



# N3 Long Island Bus Service Discontinuation



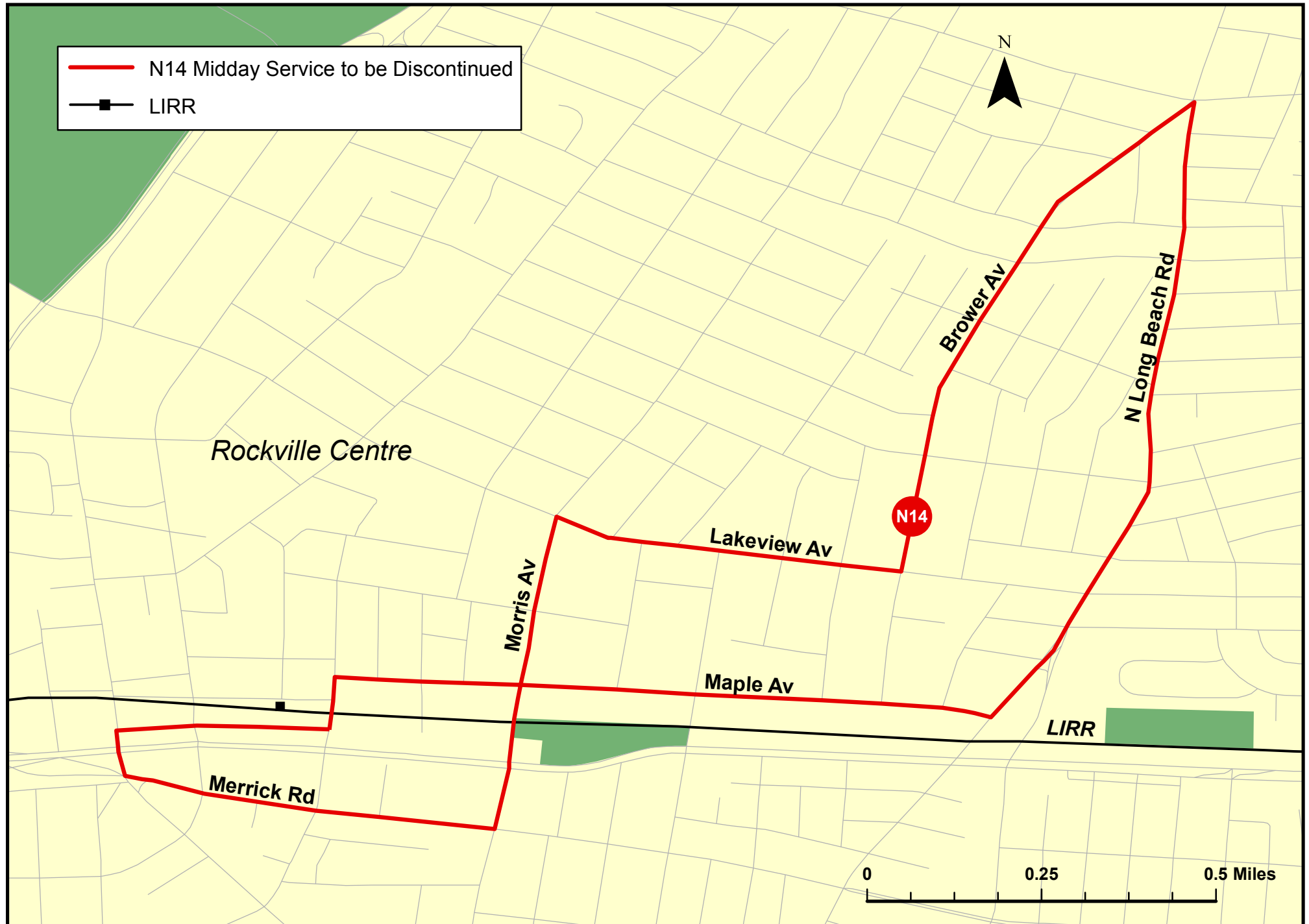
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue N14 Midday Service  
North Rockville Centre Loop**

<b>Description of Action:</b>	Discontinue N14 midday local bus service in North Rockville Centre, which currently operates on weekdays only. Discontinue midday service between 10:00 am and 3:00 pm; retain peak period service.
<b>Neighborhoods Affected:</b>	North Rockville Centre
<b>Customer Impact*:</b>	An average of 55 weekday customers would be impacted. During these midday periods, there would be no proximate alternative.
<b>Cost per Passenger*:</b>	Total: \$12.75, Direct Operating: \$8.23
<b>Passengers per Trip*:</b>	4
<b>Net Annual Savings:</b>	\$99,000

\* - Accounts only for service operated during the midday.

# N14 Long Island Bus Midday Service Discontinuation

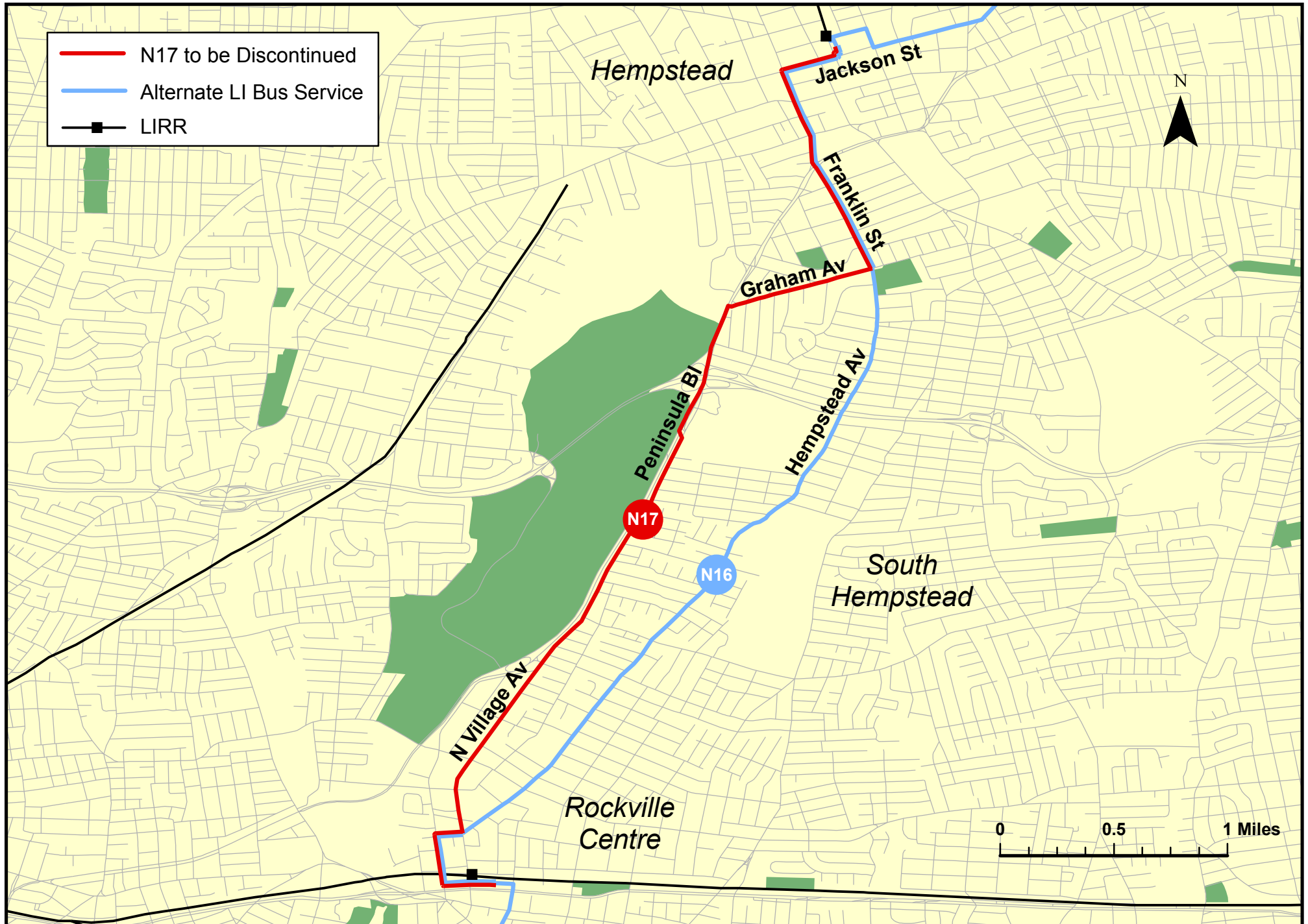


**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N17 Service  
Rockville Centre – Hempstead**

<b>Description of Action:</b>	Discontinue all N17 local bus service between Rockville Centre and Hempstead, which currently operates on weekdays only.
<b>Neighborhoods Affected:</b>	Rockville Centre, South Hempstead, Hempstead
<b>Customer Impact:</b>	An average of 210 weekday customers would be impacted. An alternative would be to use the N16, which operates approximately ¼ -½ mile east from the current N17. Travel time would be increased by approximately 15 minutes.
<b>Cost per Passenger:</b>	Total: \$7.63, Direct Operating: \$4.92
<b>Passengers per Trip:</b>	8
<b>Net Annual Savings:</b>	\$187,000

# N17 Long Island Bus Service Discontinuation





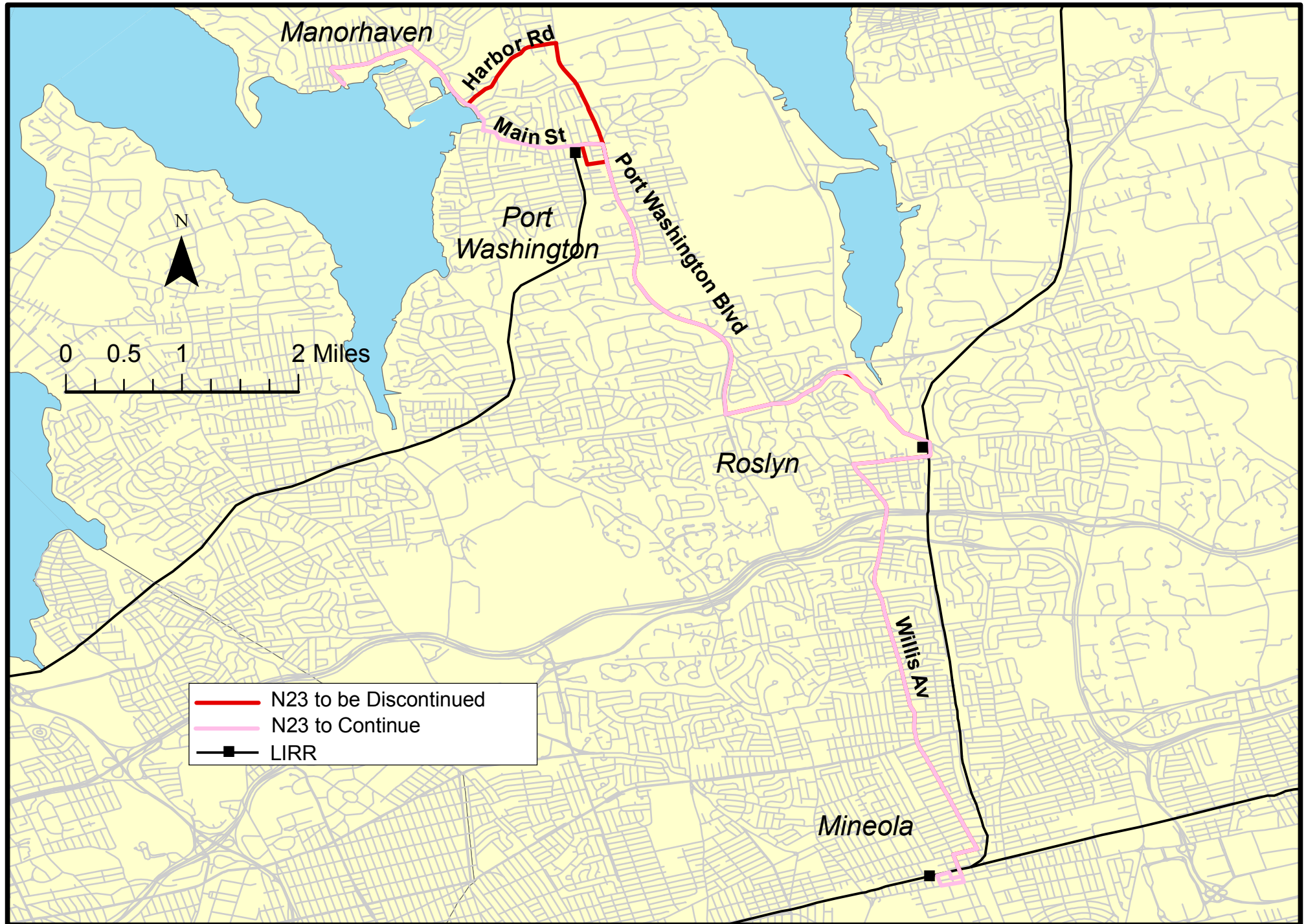
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Streamline the N23 Travel Path in Port Washington**

<b>Description of Action:</b>	Discontinue service on the N23 Harbor Road branch, which currently operates two weekday peak period, peak direction trips (4 trips per day). All N23 service would operate via Main Street in Port Washington on the main corridor.
<b>Neighborhoods Affected:</b>	Port Washington
<b>Customer Impact*:</b>	Less than 10 weekday customers on this peak period only branch would be required to walk to their destination from the N23 full-time up to $\frac{3}{4}$ mile, approximately 10-15 minutes. Service would be improved on the full time N23, where ridership would be generated, off-setting ridership loss.
<b>Cost per Passenger*:</b>	Total: \$6.10, Direct Operating: \$3.94
<b>Passengers per Trip*:</b>	3
<b>Net Annual Savings:</b>	\$10,000

\* - Accounts only for service on the N23 Harbor Road diversion.

# N23 Long Island Bus Service Streamline



**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

THIS HAS BEEN MODIFIED IN RESPONSE TO PUBLIC COMMENTS

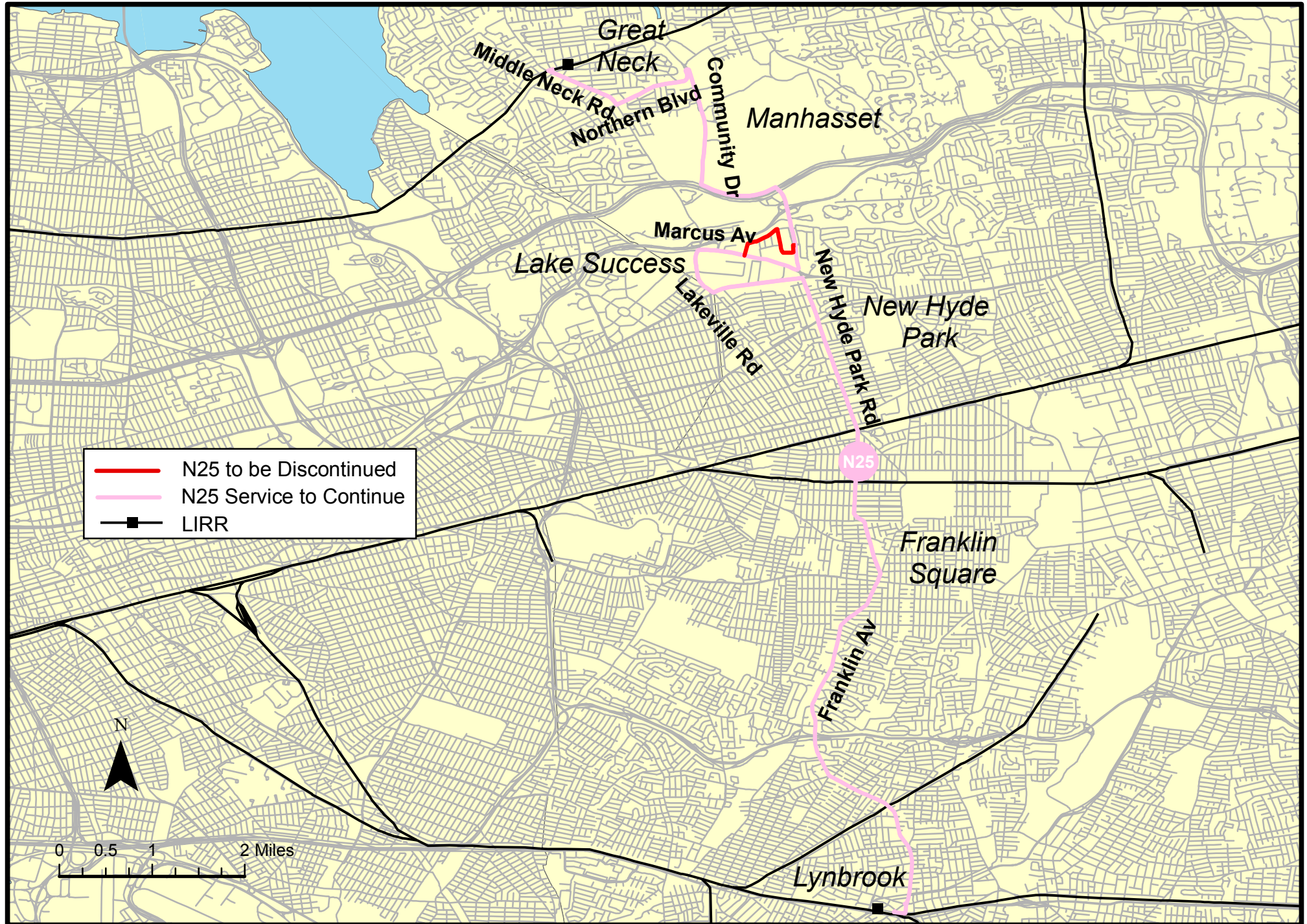
**Streamline N25 and N26 Service  
in the Lake Success  
(Previously Discontinue All N26 Service)**

<b>Description of Action:</b>	Based on the usage level, it is recommended that instead of discontinuing all N26 service, streamline 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. (The N26 only operates during peak periods. The N25 currently enters the Quad only during weekday peak periods; at all other times it remains outside of this area and it is now planned to employ this faster path on a full time basis). In addition, the current N26 AM only travel path, which diverts to Hillside Avenue and New Hyde Park Road would be discontinued, and would be revised to be symmetrical with the PM travel path via Lakeville Road between Union Turnpike and Hillside Avenue.
<b>Neighborhoods Affected:</b>	Lake Success
<b>Customer Impact*:</b>	A total of approximately 310 weekday peak period N25 and N26 customers would be affected. Customers in the Lake Success Quad could continue to access the routes 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. N26 customers in the AM accessing bus stops along Union Turnpike and New Hyde Park Road could transfer to the N25 (increasing travel time by approximately 12 minutes) or use the N22 directly from Jamaica.
<b>Cost per Passenger*:</b>	Total: \$0.66, Direct Operating: \$0.43
<b>Passengers per Trip*:</b>	8
<b>Net Annual Savings:</b>	\$34,000

\* - Accounts only for service in the Lake Success Industrial Quad and the AM-only N26 diversion at Hillside Avenue and New Hyde Park Road.

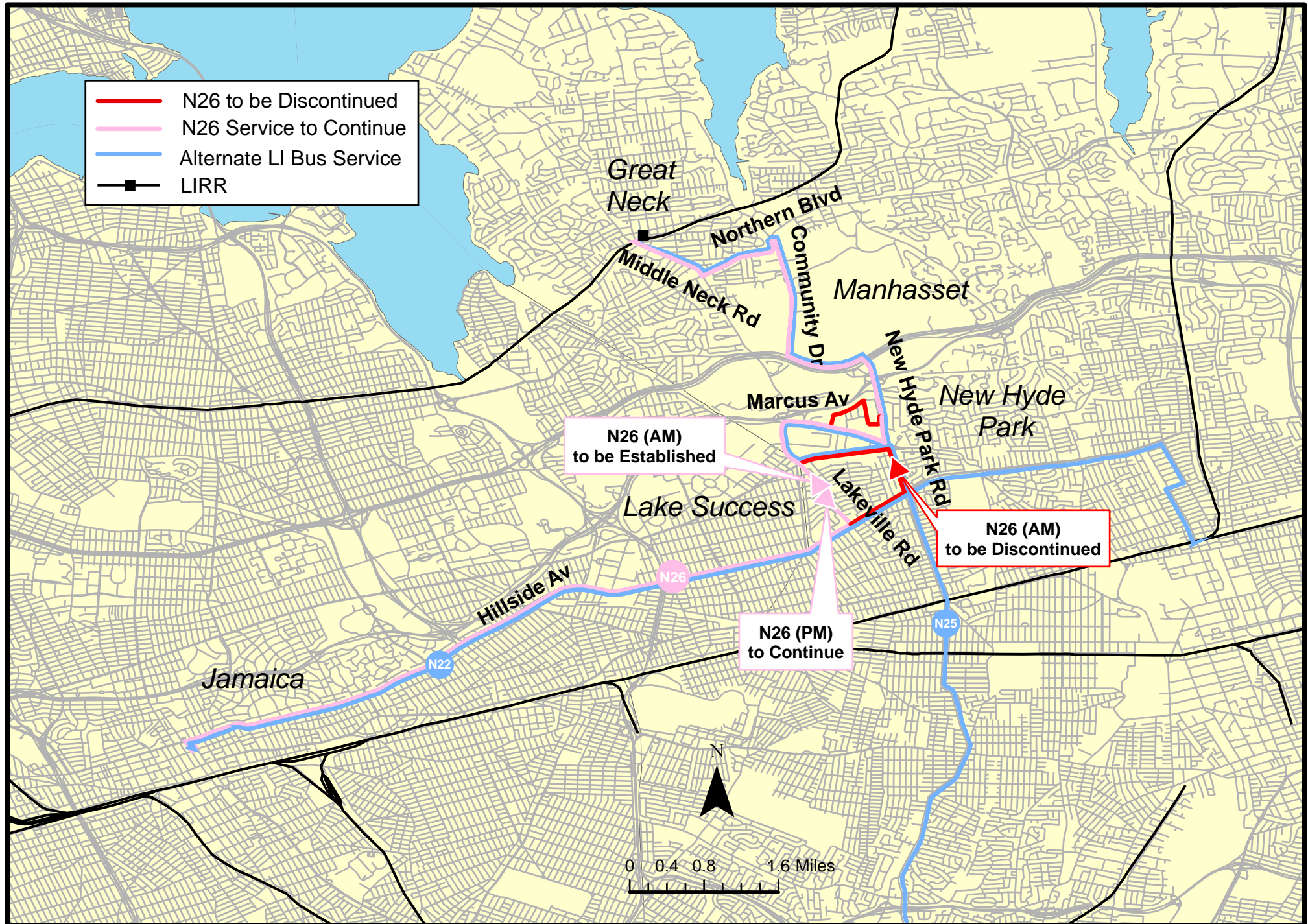


# N25 Long Island Bus Service Streamline





# N26 Long Island Bus Service Streamline



**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

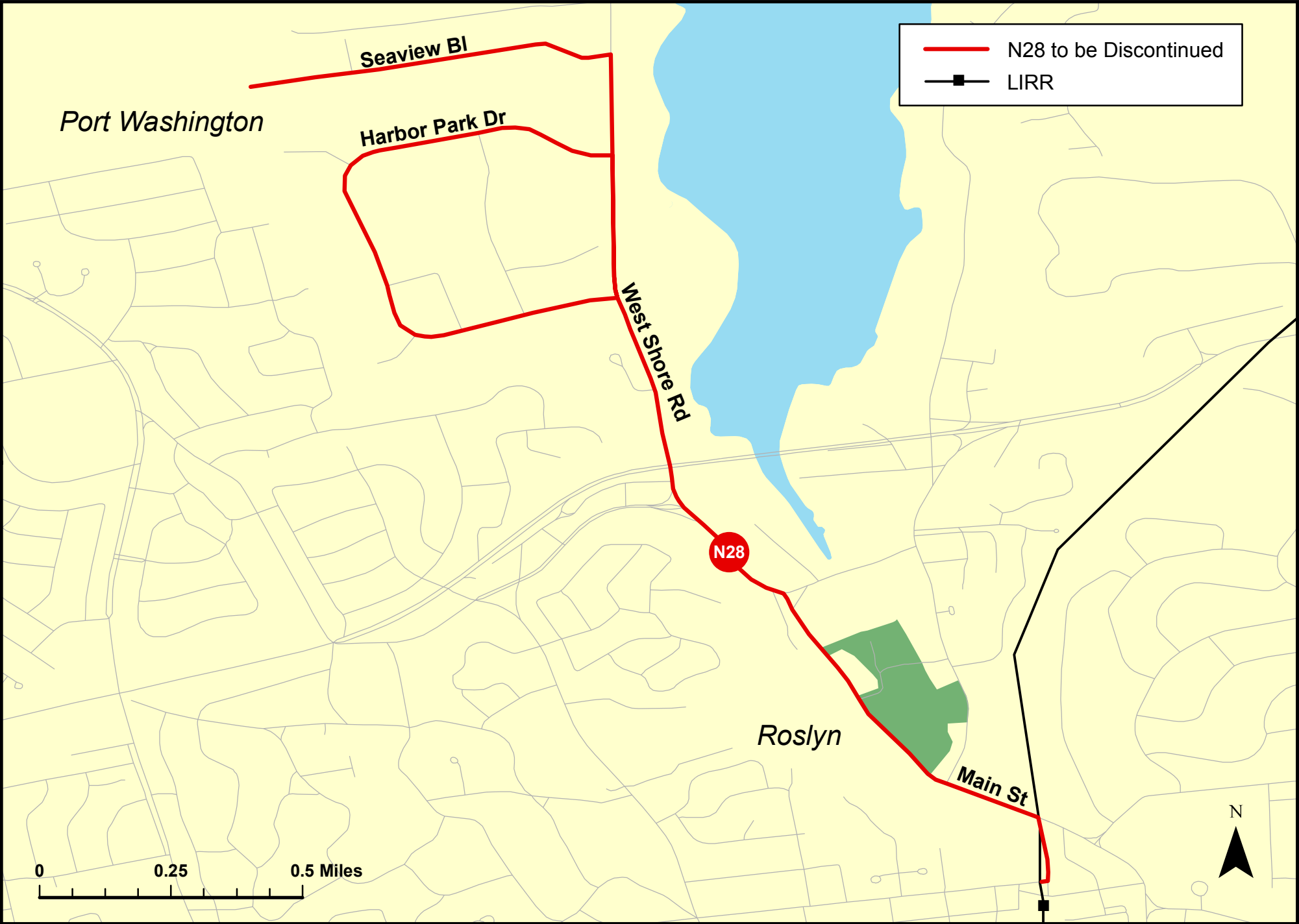
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**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N28 Service  
Roslyn North Industrial Park**

<b>Description of Action:</b>	Discontinue all N28 local bus service between Roslyn and Roslyn North Industrial Park, which currently operates on weekday peak periods only.
<b>Neighborhoods Affected:</b>	Roslyn
<b>Customer Impact:</b>	An average of 150 weekday customers would be impacted. There is no alternative service.
<b>Cost per Passenger:</b>	Total: \$6.24, Direct Operating: \$4.03
<b>Passengers per Trip:</b>	7
<b>Net Annual Savings:</b>	\$101,000

# N28 Long Island Bus Service Discontinuation



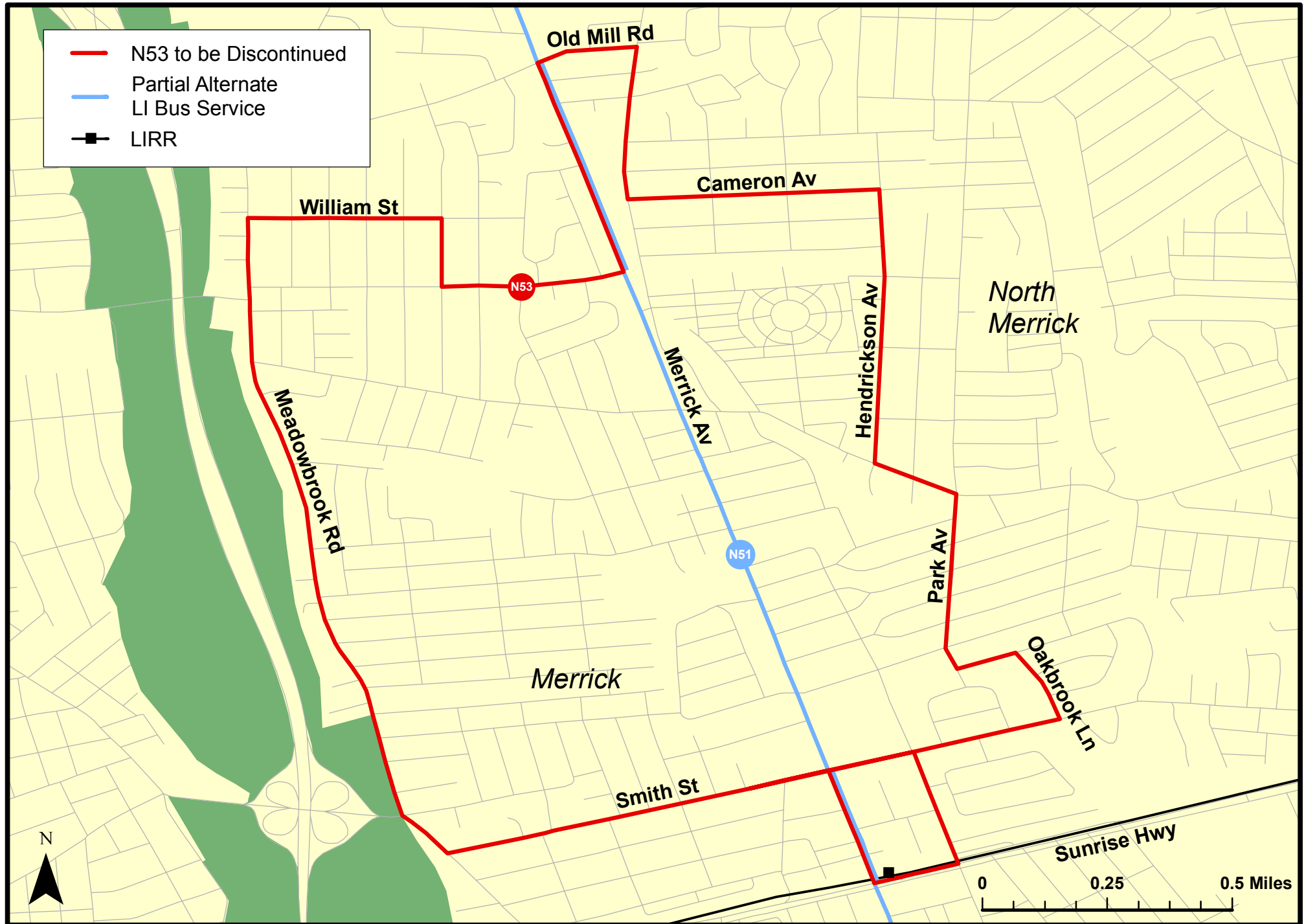


**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N53 Service  
Merrick Shuttle**

<b>Description of Action:</b>	Discontinue all N53 Merrick Shuttle service, which currently operates on weekdays only.
<b>Neighborhoods Affected:</b>	Merrick
<b>Customer Impact:</b>	An average of 45 weekday customers to/from Merrick would be required to walk approximately $\frac{1}{4}$ - $\frac{3}{4}$ mile to a N51 bus stop as an alternate. Travel time would be increased by approximately 10-15 minutes as a result of the increased walking distance.
<b>Cost per Passenger:</b>	Total: \$19.44, Direct Operating: \$12.54
<b>Passengers per Trip:</b>	5
<b>Net Annual Savings:</b>	\$130,000

# N53 Long Island Bus Service Discontinuation

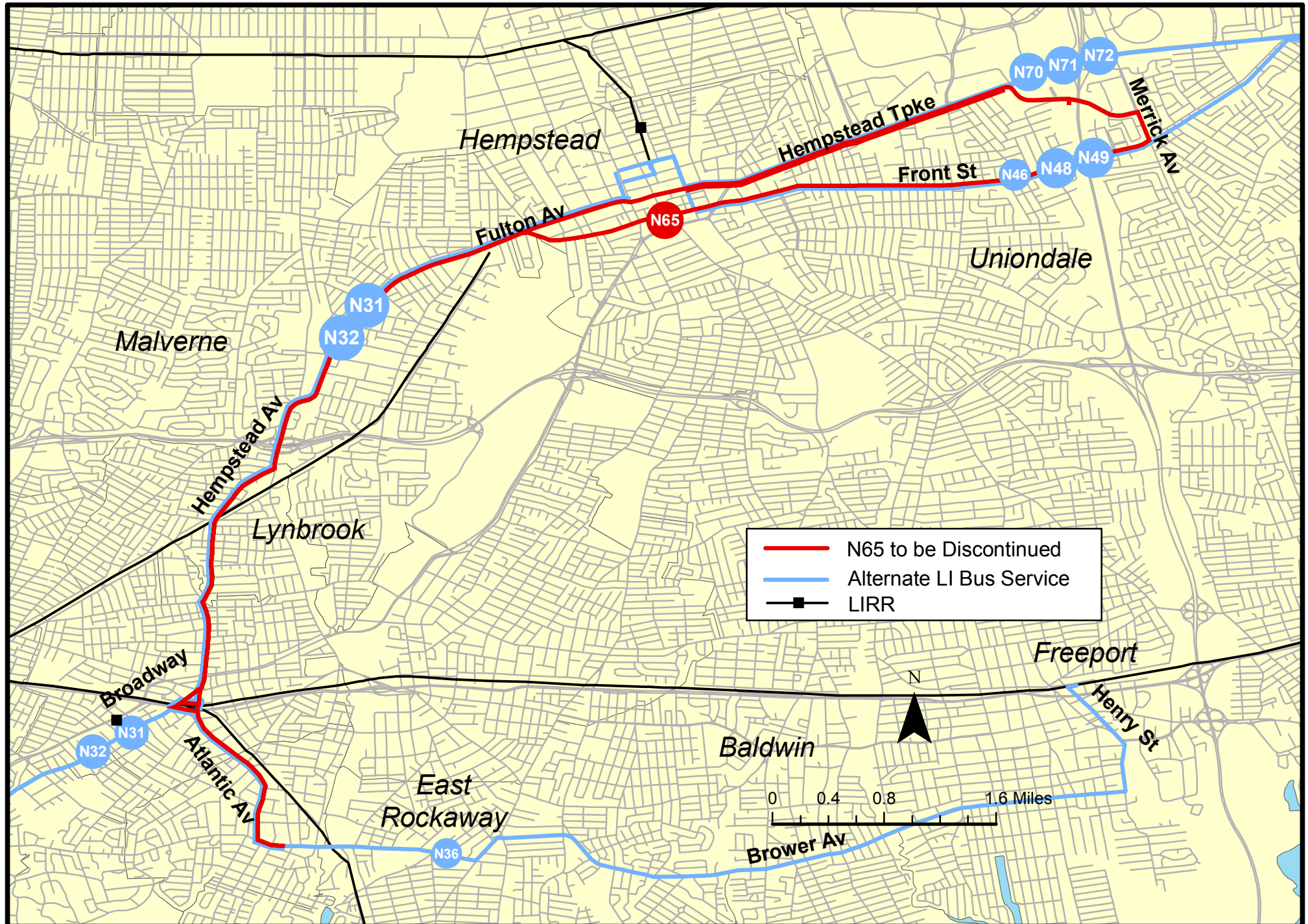


**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N65 Service  
East Rockaway – Uniondale**

<b>Description of Action:</b>	Discontinue all N65 service between East Rockaway and Uniondale, which currently operates only on school days.
<b>Neighborhoods Affected:</b>	East Rockaway, Lynbrook, Malverne, West Hempstead, Hempstead, and Uniondale
<b>Customer Impact:</b>	An average of 180 weekday (school day) customers would be impacted. An alternative would be to use the N36 to the N31/N32 to the N70/N71/N72 or N46/N48/N49, and then walk approximately ¼ mile. Travel time would be increased by approximately 25 minutes.
<b>Cost per Passenger:</b>	Total: \$7.76, Direct Operating: \$5.00
<b>Passengers per Trip:</b>	26
<b>Net Annual Savings:</b>	\$134,000

# N65 Long Island Bus Service Discontinuation



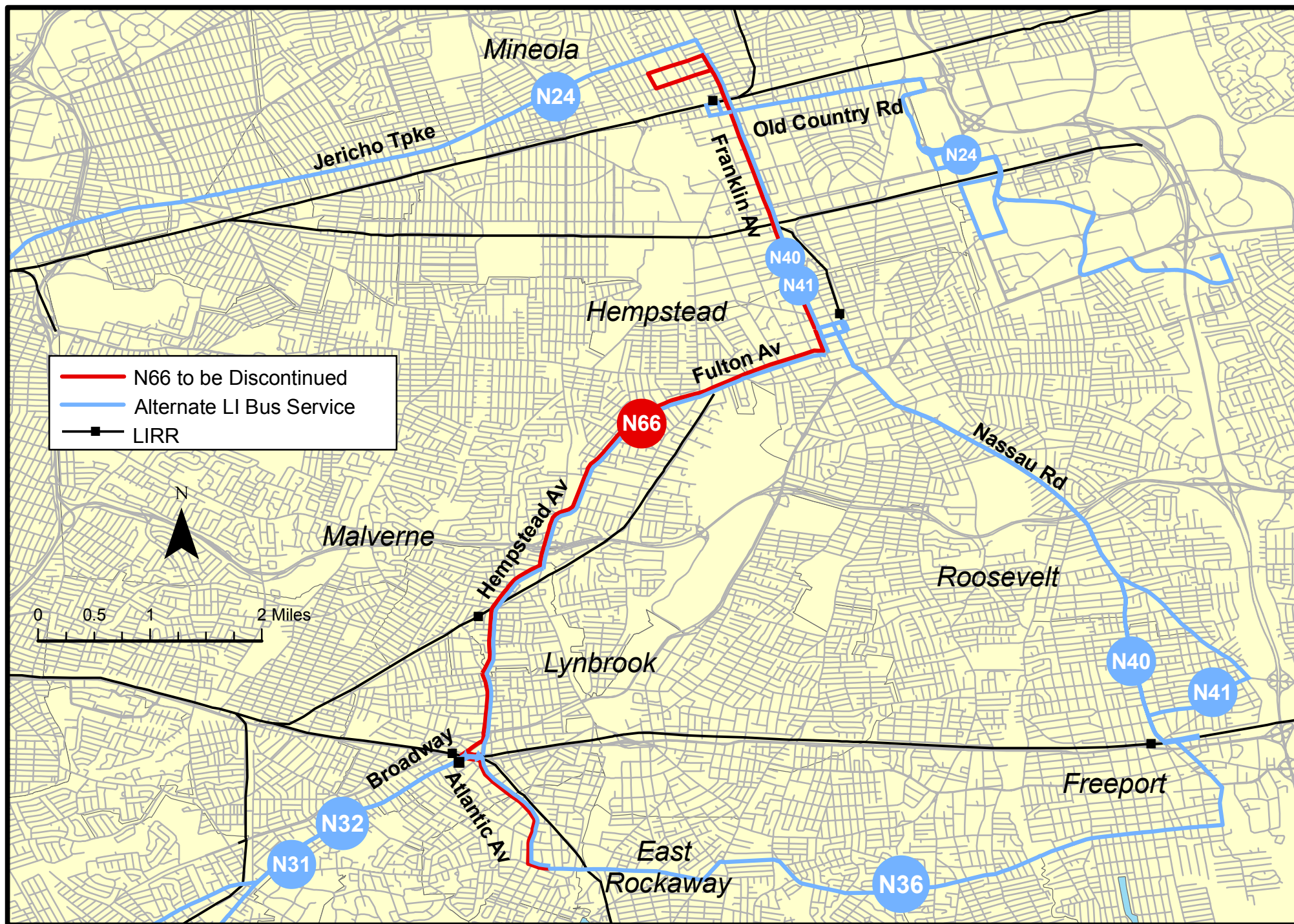
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N66 Service  
East Rockaway – Mineola**

<b>Description of Action:</b>	Discontinue all N66 service between East Rockaway and Mineola, which currently operates only on school days.
<b>Neighborhoods Affected:</b>	East Rockaway, Lynbrook, Malverne, West Hempstead, and Mineola
<b>Customer Impact:</b>	An average of 50 weekday (school day) customers would be impacted. An alternative would be to use the N36 to the N31/N32 to N40/N41 to N24. Travel time would be increased by approximately 15 minutes.
<b>Cost per Passenger:</b>	Total: \$9.66, Direct Operating: \$6.23
<b>Passengers per Trip:</b>	24
<b>Net Annual Savings:</b>	\$48,000



# N66 Long Island Bus Service Discontinuation

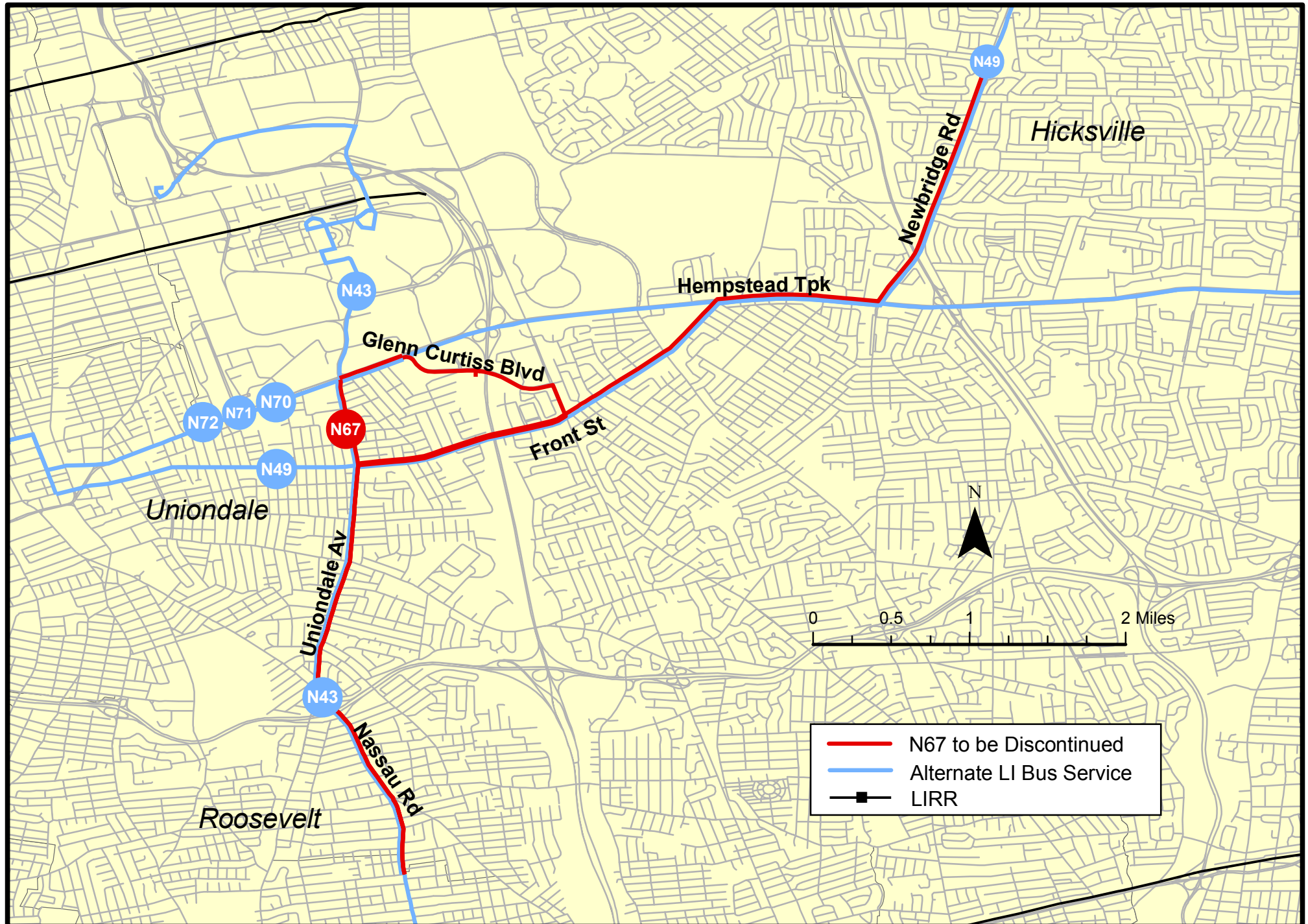


**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N67 Service  
Roosevelt – Hicksville**

<b>Description of Action:</b>	Discontinue all N67 service between Roosevelt and Hickville, which currently operates only on school days.
<b>Neighborhoods Affected:</b>	Roosevelt, Uniondale, and Hicksville
<b>Customer Impact:</b>	An average of 45 weekday (school day) customers would be impacted. They would be required to use the N49 to the N70/N71/N72 to the N43 as an alternate. Travel time would be increased by approximately 15 minutes.
<b>Cost per Passenger:</b>	Total: \$11.26, Direct Operating: \$7.26
<b>Passengers per Trip:</b>	22
<b>Net Annual Savings:</b>	\$53,000

# N67 Long Island Bus Service Discontinuation





**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N87 Service  
Hicksville – Jones Beach**

<b>Description of Action:</b>	Discontinue all N87 local bus service between Hicksville and Jones Beach, which currently operates only during the summer season.
<b>Neighborhoods Affected:</b>	Hicksville, Westbury, Levittown, Wantagh and Jones Beach
<b>Customer Impact*:</b>	An average of 120 weekday customers, 125 Saturday customers, and 95 Sunday customers in the summer would be impacted. The N88 would be available as an alternate to Jones Beach from Freeport seven days a week. Along the current N88 route, there would be limited weekday and Saturday alternatives available. Customers may use the N50 on weekdays only from Hicksville or N73/N74 (weekdays and Saturdays) from Wantagh to the N19 to the N88. Travel time would be increased by approximately 20 minutes.
<b>Cost per Passenger:</b>	Weekdays: Total: \$12.46, Direct Operating: \$8.04 Saturdays: Total: \$11.44, Direct Operating: \$7.38 Sundays: Total: \$15.09, Direct Operating: \$9.73
<b>Passengers per Trip:</b>	13 on weekdays, 14 on Saturdays, 11 on Sundays
<b>Net Annual Savings**:</b>	\$45,000

\* - Alternatives modified from the pre-public hearing proposals to include the N88.

\*\* - Includes revenue loss due to loss of LIRR subsidy.

# N87 Long Island Bus Service Discontinuation



**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

THIS HAS BEEN MODIFIED IN RESPONSE TO PUBLIC COMMENTS

**Discontinue Night N88 Service and Modify Frequencies  
Freeport – Jones Beach  
(Previously Discontinue All N88 Service)**

<b>Description of Action:</b>	To maintain service for the core ridership, daytime beachgoers, it is recommended that instead of fully discontinuing the N88 (and all transit service to Jones Beach with the N87 discontinuation), to discontinue nighttime N88 service and modify frequencies. N88 service would end at 8 PM nightly rather than 11 PM, and frequencies would be modified from the current 20- to 30-minute frequency to 30- to 60-minute frequency. The N87 currently operates from Freeport to Jones Beach only during the summer season.
<b>Neighborhoods Affected:</b>	Freeport and Jones Beach
<b>Customer Impact*:</b>	An average of 120 weekday customers, 275 Saturday customers, and 275 Sunday customers in the summer after 8 PM would be impacted. During these nighttime periods, there would be no proximate alternative.
<b>Cost per Passenger*:</b>	Weekdays: Total: \$4.17, Direct Operating: \$2.69 Saturdays: Total: \$1.78, Direct Operating: \$1.15 Sundays: Total: \$1.78, Direct Operating: \$1.15
<b>Passengers per Trip*:</b>	15 on weekdays, 35 on Saturdays, 34 on Sundays
<b>Net Annual Savings**:</b>	\$72,000

\* - Accounts only for service operated at night, after 8 PM.

\*\* - Includes revenue loss due to loss of LIRR subsidy.

# N88 Discontinuation of Night Service and Frequency Modification

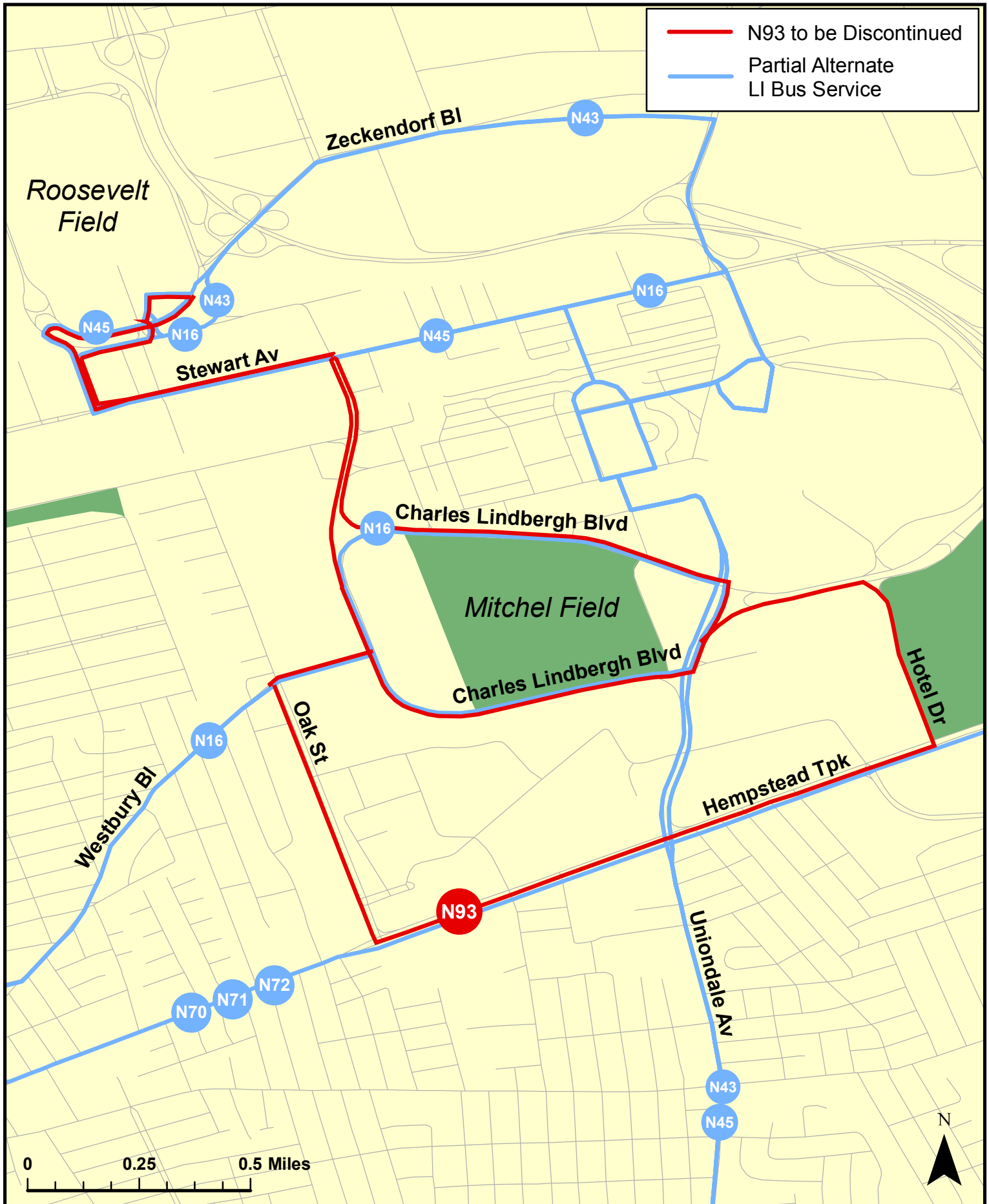


**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N93 Service  
Nassau Hub Shuttle**

<b>Description of Action:</b>	Discontinue all N93 Nassau Hub Shuttle service, which currently operates on weekdays and Saturdays.
<b>Neighborhoods Affected:</b>	Uniondale, Hempstead, and Garden City
<b>Customer Impact:</b>	Less than 5 weekday customers and less than 5 Saturday customers would be required to use alternate routes N16, N43, and N45. These routes provide a comparable travel time as the N93 between the Roosevelt Field Mall and the common portions of their routes. Some customers would also be required to transfer to the N70/N71/N72 to access bus stops on Hempstead Turnpike, adding approximately 10 minutes of travel time.
<b>Cost per Passenger:</b>	Weekdays Total: \$130.15, Direct Operating: \$83.97 Saturdays Total: \$69.66, Direct Operating: \$44.94
<b>Passengers per Trip:</b>	1 on weekdays, 2 on Saturdays
<b>Net Annual Savings:</b>	\$49,000

# N93 Long Island Bus Service Discontinuation



**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

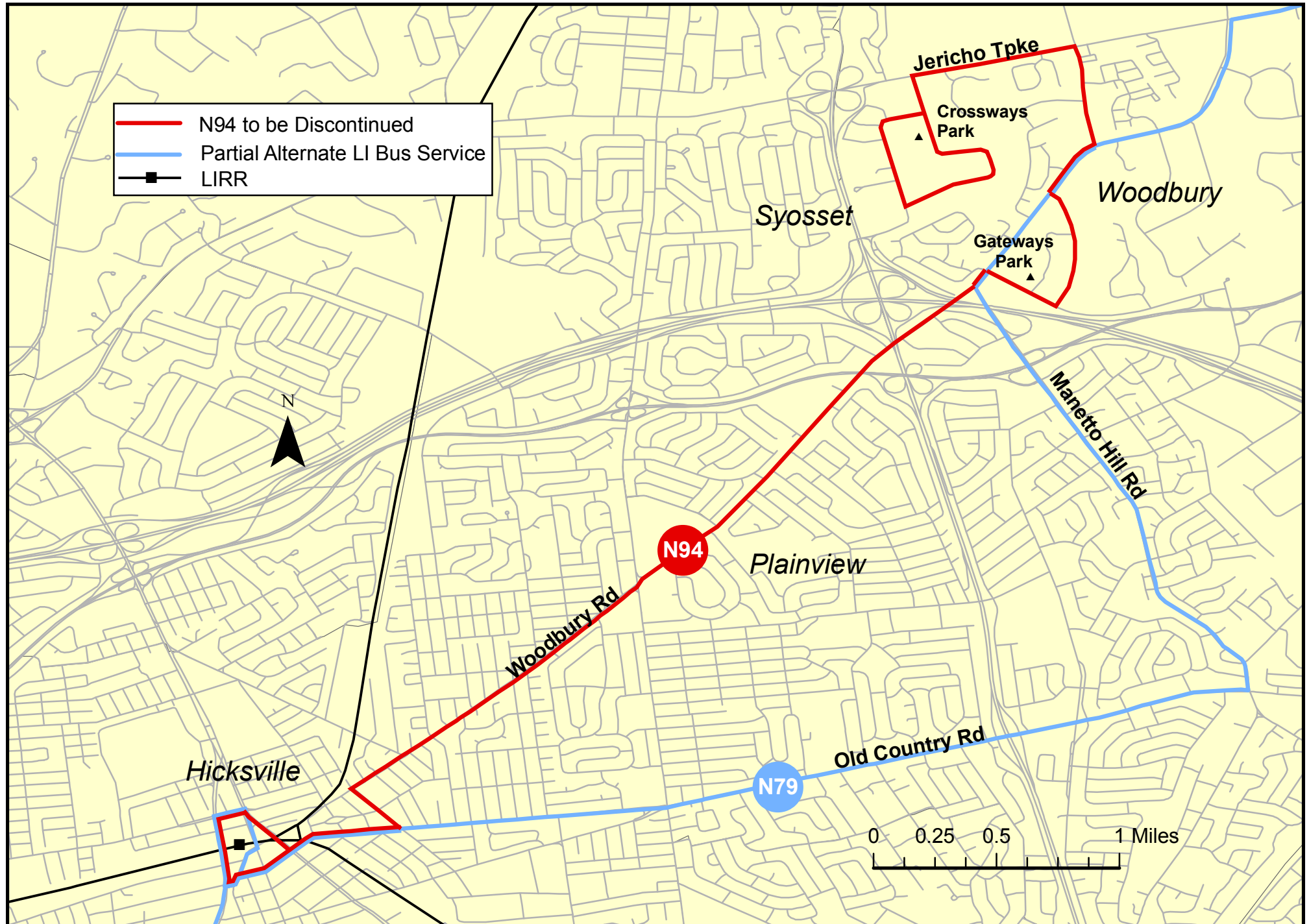
**Discontinue All N94 Service  
Woodbury Shuttle**

<b>Description of Action:</b>	Discontinue all N94 Woodbury Shuttle service, which currently operates on weekday peak periods only between the Hicksville LIRR station and the Gateways and Crossways Corporate Parks in Plainview and Woodbury.
<b>Neighborhoods Affected:</b>	Hicksville, Plainview, and Woodbury
<b>Customer Impact:</b>	An average of 115 weekday customers would be impacted. There is no alternate service to the majority of the route. The N79 provides alternate service between Hicksville and the Gateways Corporate Park, and has a travel time that is comparable to the N94.
<b>Cost per Passenger:</b>	Total: \$8.15, Direct Operating: \$5.26
<b>Passengers per Trip:</b>	10
<b>Net Annual Savings*:</b>	\$68,000

\* - Includes revenue loss due to loss of LIRR subsidy.



# N94 Long Island Bus Service Discontinuation





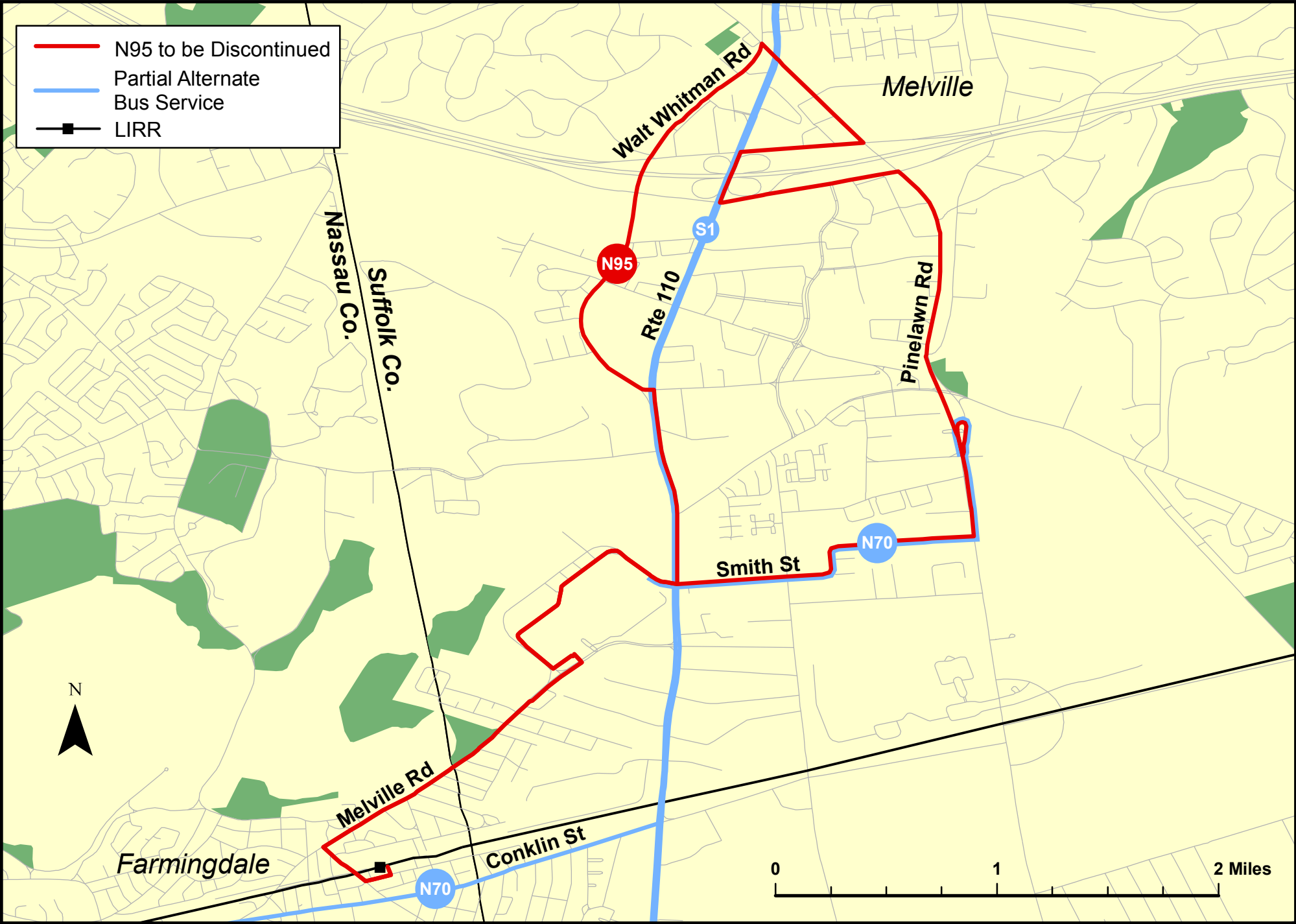
**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

**Discontinue All N95 Service  
Farmingdale Shuttle**

<b>Description of Action:</b>	Discontinue all N95 Farmingdale Shuttle service, which currently operates on weekdays only.
<b>Neighborhoods Affected:</b>	Farmingdale and Melville
<b>Customer Impact:</b>	An average of 210 weekday customers would be impacted. There is no alternate service to the majority of the route. The N70 and S1 (Suffolk County Transit) provide alternate service to limited areas of the route. The N70 has a travel time that is comparable with the N95 between the common portions of the routes.
<b>Cost per Passenger:</b>	Total: \$11.16, Direct Operating: \$7.20
<b>Passengers per Trip:</b>	7
<b>Net Annual Savings*:</b>	\$227,000

\* - Includes revenue loss due to loss of LIRR subsidy.

# N95 Long Island Bus Service Discontinuation



**2010 Long Island Bus Service Reduction Proposals  
Profile of Elements**

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