

# 2014 Investment Proposals

July 2013



# Recent, Current and Proposed Investments

- 2012/2013 - \$17.8 million of service investments implemented. Many of these investments restored service cuts made in 2010.
- 2013 - \$5.4 million budgeted to increase bus and subway service frequencies per our service guidelines, and \$5.1 million budgeted for Select Bus Service.
- Starting in 2014, more than \$13 million annually budgeted for the 7 extension to 34 St-Hudson Yards
- An additional \$4 million budgeted to increase subway service frequencies per our service guidelines
- Now MTA has identified \$13.8 million for additional NYCT investments:
  - \$7.9 million in additional service
  - \$5.9 million to improve service quality
  - \$2.5 million in 2014 for a one-time investment in service quality



# NYCT Service Investments

## Process for Selection of Service Investments

- Reviewed evaluation of 2010 Service Reductions
- Reviewed updated ridership and cost per rider data
- Looked for opportunities to efficiently serve new and growing markets

## Results of Review

- Weekend service restorations/additions
- Service to growing/underserved neighborhoods
- Service to new employment/education centers
- Continue rollout of Select Bus Service
- Eltingville area super express bus restructuring



# Weekend New/Restored Service

## M8 Weekend Restoration 6 am to 11 pm:

- Relative to other 2010 service reductions, ridership was high
- Serves commercial areas and educational centers

## Customers Benefitted:

- 1,400 per avg. Saturday
- 950 per avg. Sunday

## Implementation Date:

- April 2014



# Weekend New/Restored Service

## Q31 Weekend Restoration:

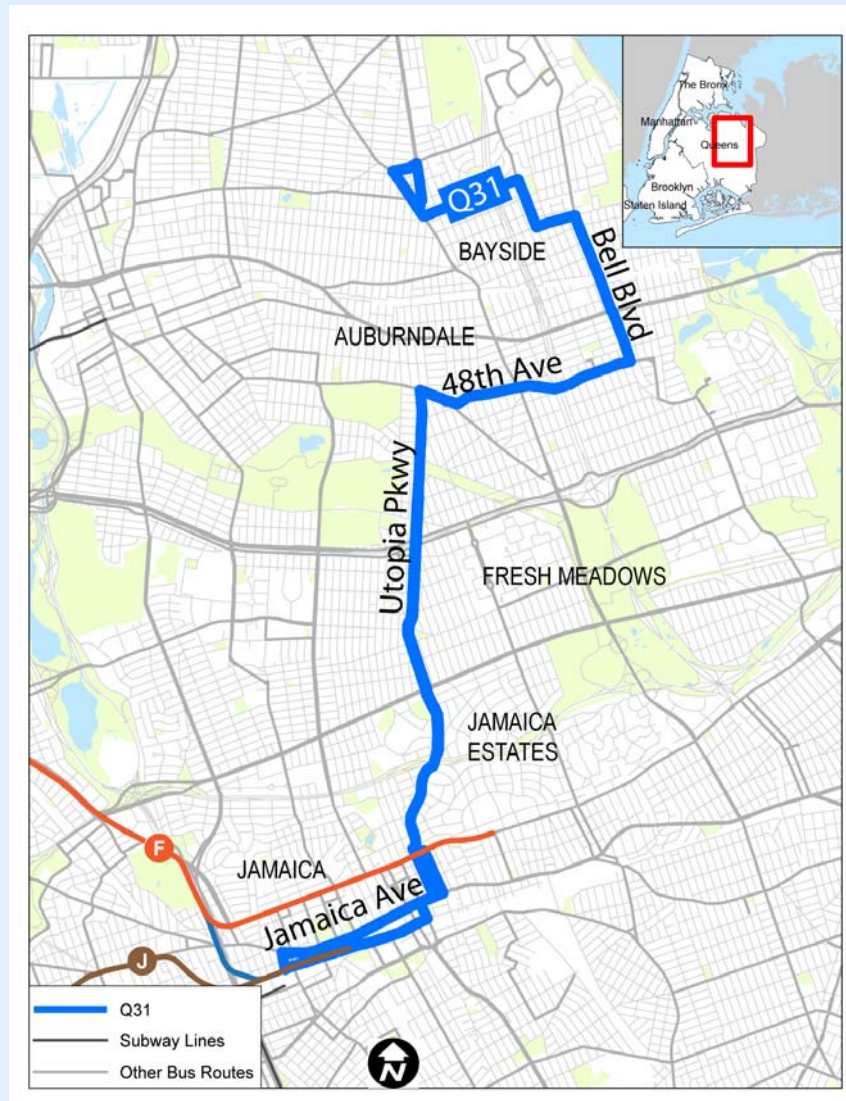
- Relative to other 2010 service reductions, ridership was high
- Serves commercial areas along Bell Boulevard and in Downtown Jamaica
- Provides connection to LIRR in Bayside

## Customers Benefitted:

- 1,560 per avg. Saturday
- 1,040 per avg. Sunday

## Implementation Date:

- April 2014



# Weekend New/Restored Service

## New Q77 Sunday Service:

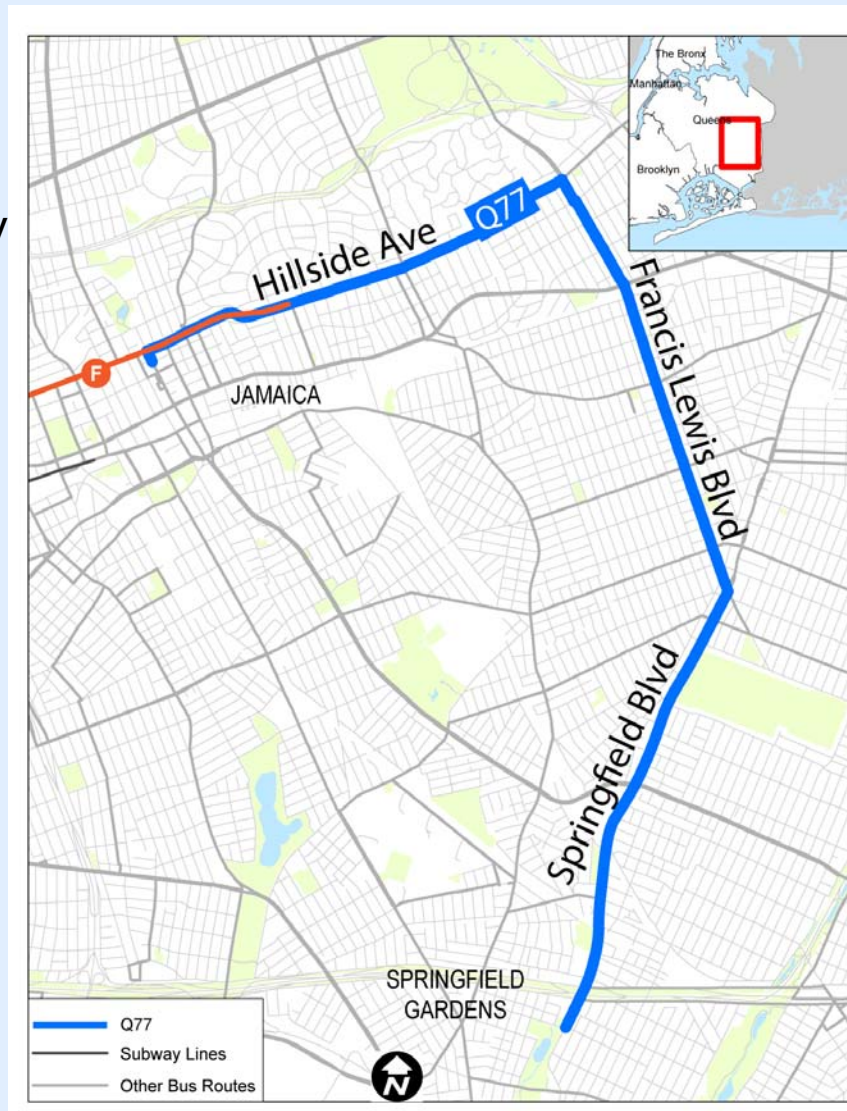
- Generally, demand for Sunday service has steadily increased
- This is the only 6-day a week NYCT bus route

## Customers Benefitted:

- 1,675 per avg. Sunday

## Implementation Date:

- April 2014



# Service to Growing/Underserved Neighborhoods

Increase **G** service from 10 to 8-minute headways 3-9 pm

- Recommendation in our recent **G** Report
- Provides better merges with the **F**, resulting in more even headways and loads
- Reduces wait times for trains on a line where most of the riders transfer to another subway line

## Customers Benefitted:

- 51,600 per avg. weekday

## Implementation Date:

- Mid 2014



# Service to Growing/Underserved Neighborhoods

## Extend **M** from Myrtle Av to Delancey St-Essex St weekends

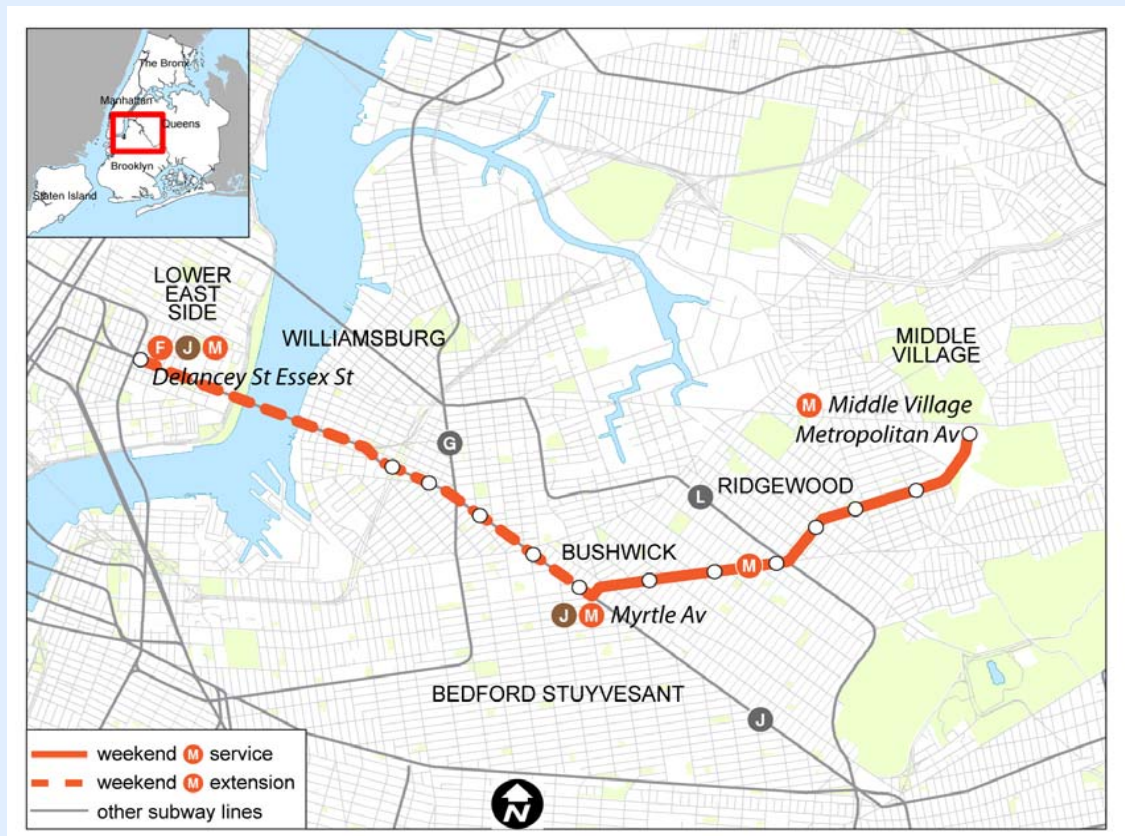
- Serves growing Brooklyn-Queens market
- Reduces transfers and shortens waits for trains

### Customers Benefitted:

- 15,000 per avg. Saturday
- 12,000 per avg. Sunday

### Implementation Date:

- Mid 2014



# Service to Growing/Underserved Neighborhoods

**Restore service (B37) along 3<sup>rd</sup> Av between Bay Ridge and Atlantic Av-Barclays Ctr Station 6 am to 11 pm**

- Serves growing commercial corridor
- Restores service to a relatively high ridership route
- Restores B70 to 7<sup>th</sup> Av
- Restores B8 to Bay Ridge-95 St **R** Station at all times to provide connection to Brooklyn VA Hospital

## **Customers Benefitted:**

- 3,300 per avg. weekday
- 1,860 per avg. Saturday
- 1,240 per avg. Sunday

## **Implementation Date:**

- Mid 2014



# Service to Growing/Underserved Neighborhoods

## Reroute M100 in Northern Manhattan

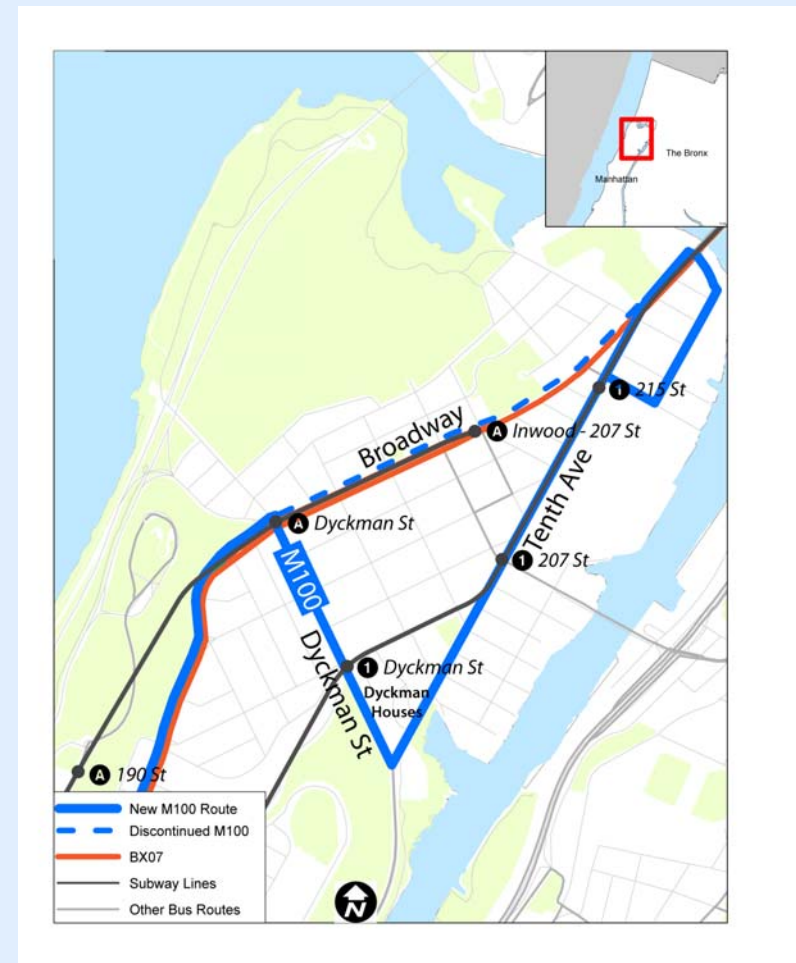
- Provides bus service across Dyckman St, a busy commercial corridor
- Provides connection between Broadway (A train) and the Sherman Creek neighborhood, which includes Dyckman Houses and a school, and is currently is not served by a bus route

## Customers Benefitted:

- 200 per avg. weekday
- 100 per avg. Saturday
- 70 per avg. Sunday

## Implementation Date:

- Mid 2014



# Service to Employment/Educational Centers

## Extend Bx24 to Hutchinson Metro Center from Westchester Square

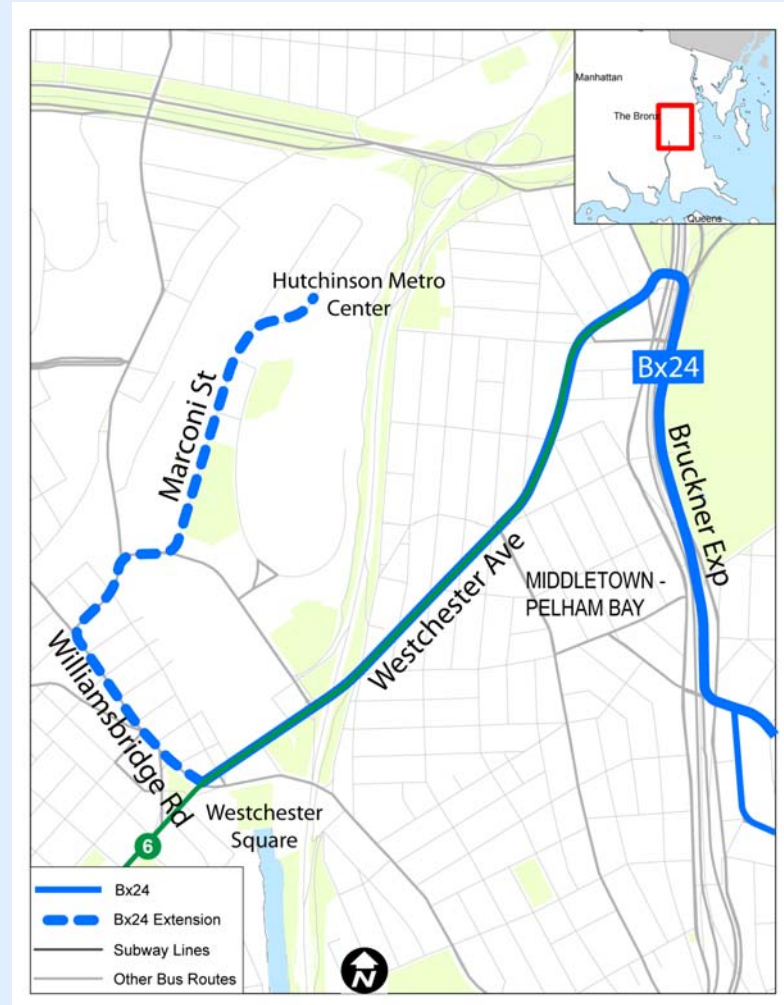
- Serves growing campus of medical and government offices and a local college. Over the next two years, a 911 call center, a major hotel with conference center and additional office space will be completed

### Customers Benefitted:

- 800 per avg. weekday
- 300 per avg. Saturday
- 200 per avg. Sunday

### Implementation Date:

- Mid 2014



# Service to Employment/Educational Centers

## Add S93 Service Middays and Evenings until 10 pm, Supplementing Peak Period Service

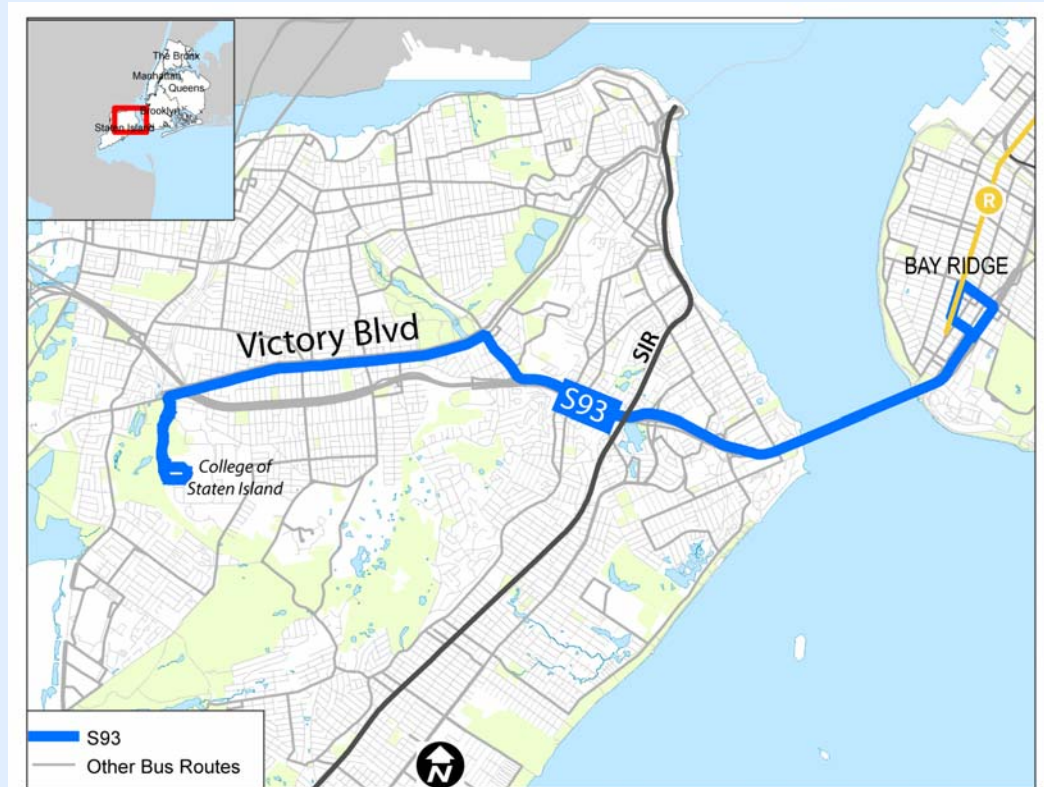
- Provides more comprehensive service between Bay Ridge and the College of Staten Island along the Victory Blvd corridor
- Ridership on the S93 has increased 4.4% since it was extended to the campus in January 2013

### Customers Benefitted:

- 1,070 per avg. weekday

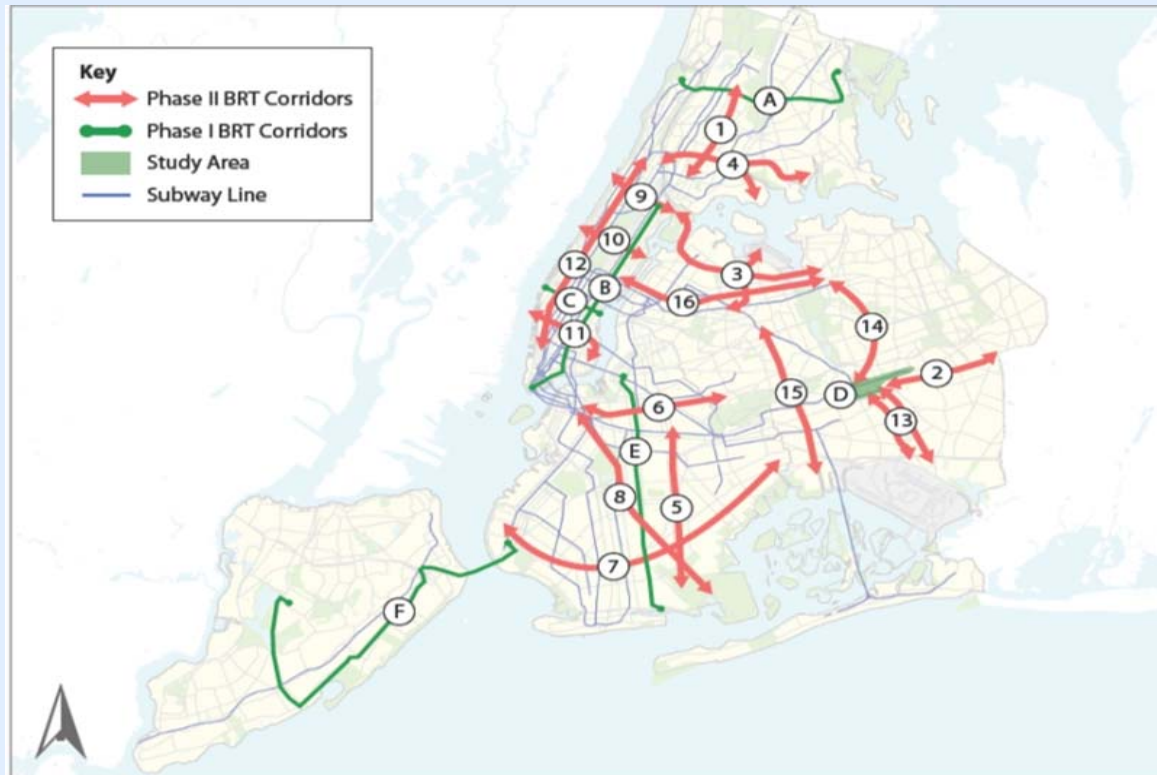
### Implementation Date:

- Sept. 2014



# Continue Rollout of Select Bus Service

- Select Bus Service has successfully increased ridership by 10% per corridor and improved travel times by 20%
- One selected route would be implemented in conjunction with NYCDOT in 2014
- Several routes are being studied as part of the Phase II Study



# Eltingville Area Super Express Bus Restructuring

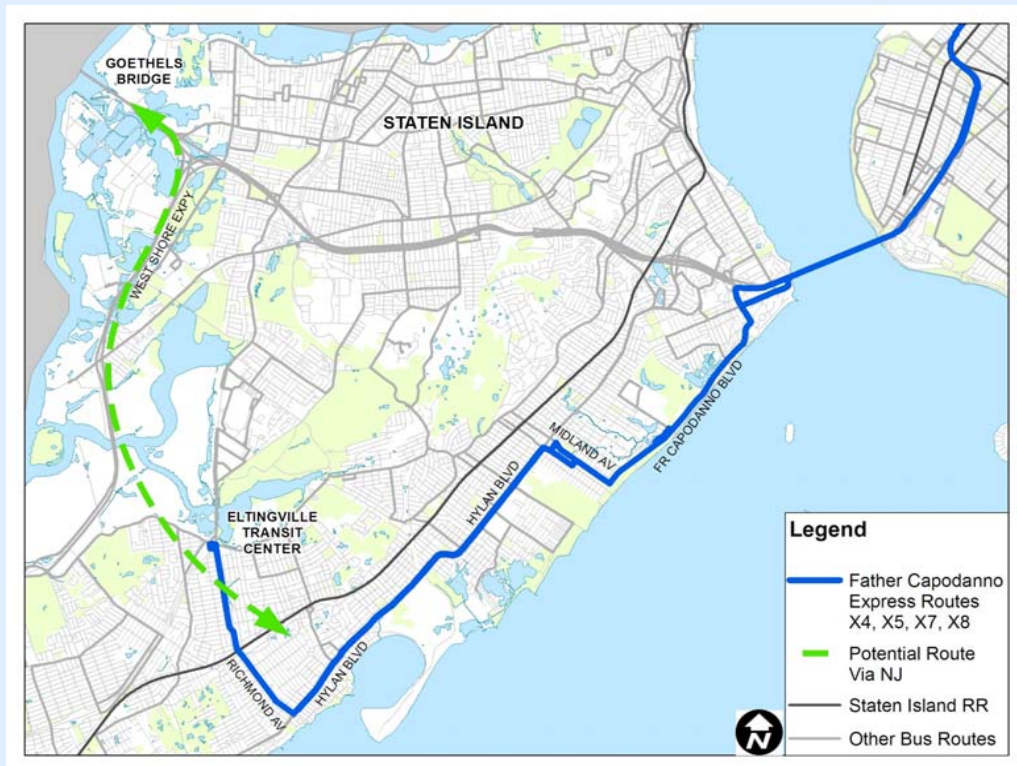
Some express routes serving Hylan Blvd/Richmond Avenue Corridor and Eltingville would have additional trips operate via Lincoln Tunnel instead of Verrazano-Narrows Bridge to speed service to midtown

## Customers Benefitted:

- 500 per avg. weekday

## Implementation Date:

- Sept. 2014



# Co-Op City Bus Service Study

- Continued public concerns expressed about bus service
- Community Board 10, (which includes Co-op City) requested a comprehensive Co-op City transportation study
- NYCT and MTA Bus are proposing to begin with a joint study of existing bus service. The 5-month study will use BusTime and MetroCard data to analyze operations performance and ridership patterns to identify service gaps and possible solutions.



# Subways Service Quality Initiatives

- **Add track cleaning crews** to reverse the trend of increasing track fire delays (outside of Fastrack areas). Increase track cleaning capacity by 15%.

**Benefit: Customers System-wide**

- **Add 10 Stations to the Enhanced Stations Cleaning Program**, bringing the total to 70. The program provides increased cleaning and maintenance at heavily used stations/complexes which have been recently renewed.

**Benefit: 479K Customers (per average weekday)**

- **Enhance centralized control at the Rail Control Center**, (A Division), to improve service management and proactively address potential delays to service, resulting in more evenly spaced headways.

**Benefit: Customers on the 1- 6 Lines (2.1M per average weekday)**

- **Modify fare control areas to reduce heavy queuing**, beginning with a number of high priority areas, and bring remote gate control to 54 stations with a staffed booth on one side and no crossover capability for passengers.

**Benefit: 176K Customers (per average weekday) in year one (# will grow as stations are added)**

- **Increase the availability of MVM machines by installing cameras** at 10 key fare control areas to assist the NYPD in arresting MVM vandals. (one-time investment)

**Benefit: 76K Customers (per average weekday)**