



New York City Transit

July 12, 2013

Honorable Daniel L. Squadron
New York State Senate
209 Joralemon Street, Room 310
Brooklyn, NY 11201

Honorable Martin Malave Dilan
New York State Senate
786 Knickerbocker Avenue
Brooklyn, NY 11207

Re: **G** Line Review

Dear Senators Squadron and Dilan:

I am following up on the promise former New York City Transit President and now MTA Chairman and CEO Thomas F. Prendergast made in his letter to you in February and sending to you Transit's complete review of the **G** line, including appendices. You will find that, as with previous reports on the **F** and **L** lines, the enclosed report addresses operational and capital investment issues and makes several recommendations for improvements.

Among the key findings of the review are the following:

- While **G** ridership has grown significantly in recent years, it still remains relatively low compared to the rest of the system, with average passenger loads on the **G** within MTA Board-approved service guidelines during both peak and off-peak hours.
- Scheduling the **G** train around the busier and more frequent **F** train causes uneven headways and passenger loads on the **G**, most significantly during the afternoon peak period, when **G** service is currently scheduled at the minimum guideline frequency of 6 trains per hour (an average 10-minute headway).
- **G** riders make twice as many transfers as the average subway rider; this high transfer rate is inconvenient for customers who must wait for multiple trains.
- Trains shorter than the platform length cause uncertainty about where the **G** train stops, contributing to uneven passenger loads.

Among the key recommendations are the following:

- By mid-2014, increase the frequency of **G** service during the afternoon peak period from 6 to 7½ trains per hour between approximately 3:00 p.m. and 9:00 p.m., contingent on funding. This will reduce the average headways from 10 minutes to 8 minutes, allowing the **G** timetable to mesh more effectively with the **F** timetable, evening out wait times and passenger loads.

Honorable Daniel Squadron and Martin Malave Dilan
July 12, 2013
Page 2

- By mid-2014, revise the **G** timetable to provide more even headways between Hoyt-Schermerhorn Sts. and Court Square, and implement more effective mid-route supervision. This will provide for more consistent wait times and more even passenger loads.
- By the end of 2013, reposition some train stopping locations to accommodate the short **G** trains, making weekday and weekend stopping locations uniform and encouraging more even passenger loads throughout the trains. By mid-2014, adjust additional stopping positions that require infrastructure changes.
- By the end of 2013, install signs on **G** platforms to better communicate train stopping positions to customers.

We welcome your continued interest in and support for our transit system and are glad to work with you to continue our efforts to improve **G** line service. If you have any questions, please contact Lois H. Tandler, NYC Transit's Vice President of Government and Community Relations, at 646-252-2660.

Sincerely,



Carmen Bianco
Acting President

Enclosure

cc: Thomas Prendergast
Robert Bergen
Joseph Leader
Lois H. Tandler
Peter Cafiero
Steven Morello

Honorable Daniel Squadron and Martin Malave Dilan
July 12, 2013
Page 3

Bcc: Robert Marino
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C: Dubbs/Bianco/CB to Squadron transmitting © line review.doc