

370 Jay Street  
Brooklyn, NY 11201  
718-243-3247

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**Contact** Paul J. Fleuranges  
Charles F. Seaton  
(718) 243-3247

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## MTA NYC TRANSIT PROPOSES RESTORATION OF **1** ALL-STOP SERVICE NORTH OF 137<sup>TH</sup> STREET

In response to changing travel patterns along the **1** /**9** line that have over the years considerably lessened the benefits of skip-stop service north of 137<sup>th</sup> Street, and community requests to review its effectiveness, MTA New York City Transit has developed a service modification proposal that would re-instate all-stop **1** local service through Upper Manhattan and the Bronx. This proposed change would improve customer satisfaction by reducing overall travel time and improving service reliability.

During weekday rush hours, **1** and **9** trains currently skip three to four stations between 137<sup>th</sup> Street and 242<sup>nd</sup> Street – Van Cortlandt Park. Skip-stop service was introduced back in 1989 in response to **1** line customer requests for more frequent and faster service north of 137<sup>th</sup> Street. But when the 125<sup>th</sup> Street, 181<sup>st</sup> Street and 191<sup>st</sup> Street stations were added as all-stop and midday skip-stop service was discontinued in 1994, the amount of travel time customers saved was decreased.

“Skip-stop service on the **1** line is an idea which today doesn’t make sense for our operations or our customers,” said MTA NYC Transit President Lawrence G. Reuter. Under ideal conditions, the most travel time riders currently save with skip-stop service is just over two-minutes at the northernmost stations. However that savings is more

than offset by the significant reduction in wait times at the seven stations that are currently skipped. “By eliminating skip-stop service, the majority of riders along the 1 line will benefit from shorter travel times and will no longer have to stand on platforms as trains pass them by during rush hour,” added Reuter.

The proposal to restore all-stop service on the 1 line is being recommended after studying ridership growth and observing operating conditions at several skip-stop stations. That survey determined that ridership has increased 44-percent between 1990 and 2002, with more than two-thirds of that growth occurring at stations along the southern half of the skip-stop segment, where skip-stop service results in longer overall travel time for rush hour customers.

Under the all-stop service proposal, 12,000 peak period passengers will have double the amount of service, and the majority of riders will have no more than one extra stop added to their commute while benefiting from an overall reduction in travel time. In addition, customer surveys showed that customers at skipped stations are much less satisfied with their service than customers at all-stop stations, because of their longer wait time for trains.

Operationally, managers will have more flexibility to respond to delays and customers should experience more reliable service because of simpler terminal operations.

The restoration of all-stop service will not result in additional operating costs and would begin in May 2005.

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