



NYPIRG's

## **Straphangers Campaign**

# Impact of Subway Service Cuts in 2010

## the facts

The MTA has proposed eliminating or restructuring five subway lines and reducing service on a dozen more. It says these cuts are needed to help meet a growing operating deficit for 2010. The deficit was originally pegged at \$383 million. In February, the State told the MTA that its deficit may have grown by another \$400 million.

These changes are often complicated. They are contained in a 148-page booklet, which can be found at [www.mta.info](http://www.mta.info) or <http://bit.ly/2010servicecuts>. The proposed cuts in subway service would save \$17.6 million<sup>1</sup>. Riders and neighborhood leaders are in the best position to analyze the impact of these changes on such aspects of service as longer waiting times; greater crowding; more time for trips; and extra transfers. We urge those affected to study the impact of the changes and testify at the MTA's hearing in their borough during the first week of March. More information about the hearings is at <http://bit.ly/MTAhearinginfo>.

Below is a listing of subway service changes proposed by the MTA:

**Eliminate W**, which now runs from Astoria, Queens to Lower Manhattan on weekdays. Operate N – which currently runs express – as local in Manhattan. Extend Q from 57th Street/7th Avenue to Astoria during weekdays<sup>2</sup>.

### ***MTA admits that impacts include:***

- 77,000 weekday riders will experience longer travel times because the N express would become a local in Manhattan under this proposal;
- 56,000 weekday riders will have longer waits, especially in Lower Manhattan;
- 5,600 weekday riders would have extra transfers between Astoria and Lower Manhattan; and
- N, Q and R riders “will experience more riders per train.”

**Eliminate M**, which would stop serving 24 stations between downtown Manhattan and the Bay Parkway station in southern Brooklyn. In addition, the V line would replace the M line in northern Brooklyn (Williamsburg and Bushwick) and southern Queens (Ridgewood and Middle Village.) The V would continue to run on its regular route between midtown Manhattan and Forest Hills, Queens<sup>3</sup>.

### ***MTA admits that impacts include:***

- 10,000 weekday riders from South Brooklyn to Lower Manhattan M stations would require an extra transfer to the R, 2, 3, 4, and 5 at nearby stations and/or a longer walk;
- 16,000 weekday riders traveling between the West End line (D) and 4th Avenue local stations/Downtown Brooklyn (R) stations would have an extra transfer;
- 22,000 weekday riders would wait longer for local trips along the West End/4th Avenue line (D, R) as well as 19,000 northbound riders at 2nd Avenue and 17,000 riders between Essex and Broad Street;

- 17,000 weekday riders between the Myrtle corridor and lower Manhattan would require a cross-platform transfer. (The MTA also says that “22,000 weekday from the Myrtle Corridor to Midtown Manhattan would benefit with more direct service”); and
- Queens V riders would experience more riders per car due to shorter trains. V trains would have to be shortened from 600 feet to 480 feet to accommodate shorter platforms on the M route, although the MTA does not say how much crowding would increase, just that the V can handle it.

**Shorten G**, which would run between Church Avenue, Brooklyn and Court Square, Queens at all times. G train now is scheduled to go from Church Avenue to Forest Hills, Queens on evenings and weekends. But transit officials say they cannot provide this service due to construction on the Queens Boulevard lines<sup>4</sup>.

***MTA admits that impacts include:***

- 20,000 G weekend and night riders will have extra transfers
- 201,000 Queens Boulevard local weekend and night riders will have longer waits and the trains will be more crowded

**Increase crowding on 1, 7, A, F, J and L off-peak, middays, evenings and weekends.** Currently, the MTA has “loading guidelines” which claims that off-peak trains are scheduled “so that, on average, there are seats available for all customers (100% seated load).” The MTA is proposing to revise the guideline “to allow 10-18 standees per car” (125% seated load)<sup>5</sup>.

***MTA admits that impacts include:***

- 160,000 weekday passengers and 285,000 Saturday and Sunday passengers would have longer waits.

**Reduce frequency of weekend service on most “lettered” lines and the 1.** The MTA says that construction work often now reduces weekend service: “This proposal would adjust scheduled train frequencies to match those typically required by construction work.” Reduction on Saturdays: 1, D, F, G, J, N, Q, R and V. Reductions on Sundays: 1, A, D, E, F, G, N, Q and R<sup>6</sup>.

***MTA admits that impacts include:***

- 1.6 million Saturday passengers Saturdays and 1.2 million Sunday passengers will have longer waits

<sup>1</sup> MTA New York City Transit *2010 Service Reductions Book*, January 21, 2010, p. iii.

<sup>2</sup> MTA New York City Transit *2010 Service Reductions Book*, January 21, 2010, p. 7.

<sup>3</sup> MTA New York City Transit *2010 Service Reductions Book*, January 21, 2010, p. 9.

<sup>4</sup> MTA New York City Transit *2010 Service Reductions Book*, January 21, 2010, p. 5.

<sup>5</sup> MTA New York City Transit *2010 Service Reductions Book*, January 21, 2010, p. 4.

<sup>6</sup> MTA New York City Transit *2010 Service Reductions Book*, January 21, 2010, p. 3.