



NEW YORK STATE SENATOR

Daniel L. Squadron

Senators Squadron & Dilan: Mta to Conduct Full Line Review of G Train

DANIEL L. SQUADRON February 22, 2013

| ISSUE: **MTA (METROPOLITAN TRANSPORTATION AUTHORITY), CONSTITUENTS CORNER**

Squadron, Dilan, Riders Urged Agency to Review G Train Last Month

BROOKLYN – State Senators Daniel Squadron and Martin Malavé Dilan announced today that the Metropolitan Transportation Authority (MTA) will undertake a Full Line Review of the G train at the Senators' urging. The review will be completed by the end of June 2013.

In a [letter](#) to the MTA sent on January 27th, Senators Dilan and Squadron urged the agency to conduct a Full Line Review of the G line's performance – as the MTA has done with the F and the L lines in the past at Senator Squadron's urging. On the same day, Senators Dilan and Squadron and the Riders Alliance hosted a Rally For A Better G Train with elected officials, transit advocates, and riders in Williamsburg.

The G train is a vital lifeline for residents and businesses throughout Brooklyn and Queens, and ridership has significantly increased in recent years. G train riders face a number of challenges regarding the frequency of trains, communication with riders on issues like service changes and disruptions, and the lack of free out-of-system transfers.

In recent years, Senator Squadron worked with the MTA to create the first-of-their-kind Full Line Reviews. Those reviews resulted in [more frequent and on-time trains and newer and cleaner subway cars along the F line beginning in 2009](#), and [increased service along the L line beginning in the summer of 2012](#).

Senator Dilan is the ranking member of the Senate Transportation Committee. In his role as ranker he has strongly advocated for funding parity to New York City Transit and the continued investment in transit infrastructure. He has also supported efforts to mitigate

service cuts and fare increases.

"G train riders spoke. Now, this Full Line Review will give us real answers to lead to real changes," said **Senator Daniel Squadron**. "Working together in the past, we've made dramatic improvements throughout the system -- including first-of-their-kind Full Line Reviews that led to better F and L train service. The MTA deserves great credit for its willingness to continue working together toward the reliable service G train riders deserve. Thank you to Senator Dilan, our colleagues, and the Riders Alliance for their continued advocacy."

"I commend the MTA for recognizing that the G Line's time for a thorough review of increased ridership and what improvements can be made to accommodate the service area, has come. Advocates and riders of the G Line are also to be commended for playing a critical role in this recent development, and have proved that they are a viable resource in the MTA's continued effort to improve transit services throughout the city," said **Senator Martin Malavé Dilan**. "I hope this working relationship will grow and continue to see successes like increased L services in Williamsburg and future improvements for G Line riders."

"The G train is often maligned, but it's vitally important for the residents of North Brooklyn. That's why it's so valuable that the MTA has agreed to undertake a full-line review and study how to improve operations," said **John Raskin, Executive Director of the Riders Alliance**. "Riders Alliance members have already made some suggestions for better service, and we're happy to work with the MTA and our local elected officials to identify more solutions and implement them quickly. We appreciate the leadership of Senator Squadron and Senator Dilan in bringing together the MTA, the community and riders to improve service on the G train."

Greg Richane, a Riders Alliance member who lives near the Nassau stop, said, "The G train is my lifeline, but it needs help. Sometimes the platform is so crowded I just decide to walk twenty minutes to the L train. We've had a lot of growth along the G train, but subway service hasn't kept up. The G train is not dependable, and it's not predictable. I never know how long I'm going to be waiting for a train. The full-line review will be an important step toward improving service. We're glad Senator Squadron and Senator Dilan requested the review, and glad the MTA is going to perform it."

Senator Michael Gianaris said, "I am pleased our efforts to push the MTA to improve G train service prompted the agency into action, resulting in today's announcement of a full-line review to be completed by this June. The G train is a lifeline for New Yorkers traveling between Queens and Brooklyn, and I am hopeful the MTA will expeditiously implement much needed improvements so this line can better serve our commuters."

Senator Eric Adams states, "Brooklynites depend more and more on the G train, yet the service seems to become worse every year. I'm encouraged that the MTA will conduct a full review, and I ask that they do so as expeditiously as possible. It's essential for our growth and sustainability that the G train operate at the highest level so that Brooklyn can."

"I'm delighted to see the MTA has taken note of our rally to improve G train service. By agreeing to conduct a full line review of the G train, the MTA has taken the first step towards improving this vital crosstown service. I look forward to the report and hope we can work with the MTA to implement changes that make the G train more reliable for the people of Brooklyn," said **Assemblywoman Joan Millman**.

"The MTA's decision to fully review the G train is the first 'stop' on a much needed overhaul of this vital cross-town route. The G train is the only line serving some of the fastest growing neighborhoods in New York City without having to pass through the 'outer borough' of Manhattan, but it runs with only half the number of cars and seats. This means more standing, more running on the platform to catch the train, and more inconvenience. The G also needs more ADA compliance; one can board an elevator at Church Avenue but nowhere else along the route. And we need the MTA to permit free above-ground transfers between the G at Broadway and the J/M line just steps away at Lorimer or Hewes Streets, as well as between the G at Fulton Street and the 2, 3, 4, 5, B, Q, R, N and D trains two blocks away at Barclays Center. Bravo to Senators Squadron and Dilan for their leadership on this issue, and I look forward to seeing real, necessary improvements from the MTA in the near future," said **Borough President Marty Markowitz**.

"We need to make sure the 'G' stands for 'Great' and not 'G-dforsaken'! The permanent five-stop extension from earlier this year is a first step towards making the G train more than a minor footnote in the city's transit system, and I'm looking forward to the MTA's recommendations to improve the line," said **Councilman Brad Lander**.

"I applaud the MTA for heeding the community's calls for a full review of the G Train. As the only subway line that connects the Northern Brooklyn to the rest of the borough, it is essential that it functions efficiently and effectively. I look forward to seeing the results of the MTA's review this summer and improvements to the G Train soon thereafter," said **Councilman Stephen Levin**.

"This is great news. The G train is instrumental and the main artery that connects commuters from Brooklyn and Queens to Manhattan. The G train must not be over looked we need more and frequent trains to accommodate the growing G train ridership. I want to thank advocates and my colleagues for their collaboration on this important issue," said **Councilmember Letitia James**.

"The G Train is a key connection for the growing number of workers commuting between Brooklyn and Queens. Residents and businesses throughout Brooklyn will applaud the news of this review and recognize their elected representatives for championing more transportation choices, as this important subway line must keep pace with the thriving communities it serves," said **Paul Steely White, Executive Director of Transportation Alternatives.**

Last month's Rally for a Better G Train was sponsored by Senators Daniel Squadron and Martin Malavé Dilan and the Riders Alliance, and co-sponsored by Congresswoman Carolyn Maloney, Comptroller John Liu, Borough President Marty Markowitz, Senator Eric Adams, Senator Michael Gianaris, Senator Velmanette Montgomery, Assemblyman Joe Lentol, Assemblywoman Joan Millman, Councilmember Letitia James, Councilmember Brad Lander, Councilmember Stephen Levin, Councilmember Diana Reyna, Councilmember Jimmy Van Bramer, NYC Transit Riders Council, Regional Plan Association, Straphangers Campaign, Transportation Alternatives, Tri-State Transportation Campaign, Neighbors Allied for Good Growth, North Brooklyn Development Corporation, and St. Nicks Alliance, in cooperation with Congresswoman Nydia Velázquez.

###