



## New York City Transit

May 15, 2015

Honorable Joseph R. Lentol  
New York State Assembly  
619 Lorimer Street  
Brooklyn, New York 11211

**Re: ⑥ Line Service Increase Request**

Dear Assemblymember Lentol:

This is in response to your letter of April 1, 2015 to Metropolitan Transportation Authority Chairman and Chief Executive Officer Thomas F. Prendergast, in which you requested an increase in service along the ⑥ line and an increase to the number of cars on trains along the line.

MTA NYC Transit provides subway service based on actual customer usage. Our Division of Operations Planning regularly conducts passenger counts along each subway line at key subway station locations which are called peak load points. We then calculate the operating frequency needed to meet rider demand and adjust schedules accordingly. At its most crowded peak load points, the ⑥ train ridership is, on average, within our MTA guideline capacities. There are currently 9 trains per hour scheduled in the morning peak hour in both directions, which provides an hourly maximum guideline capacity of 6,300 passengers in each direction. Our latest data shows that ridership is well within this guideline threshold, with hourly peak volumes approximately 4,000 northbound passengers at Greenpoint Avenue and 3,800 southbound at Clinton-Washington Avenues. Peak hourly ridership volumes in the evening are a little bit lower, with approximately 3,200 passengers heading southbound at 21<sup>st</sup> Street-Van Alst and 2,800 passengers northbound at Fulton Street. There are currently 7 trains per hour scheduled for the evening peak period, which provide a maximum guideline capacity of approximately 4,800.

It is important to note that these are hourly average volumes, so some individual trains or cars may experience loads above capacity. This was demonstrated in the ⑥ line review which we provided to all ⑥ line elected officials and community boards, where it was shown that during the morning, northbound trains experienced heavier loading in the front cars than in the back. Despite this, hourly average loads were still well within capacity. For the ⑥ line, morning hourly ridership volume would need to reach 5,000 in order for us to explore options to provide additional capacity, and in the evening ridership would need to reach 3,700.

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Please note that MTA NYC Transit recently published a full line review of the Ⓞ train, which has been instrumental in the development of finding new ways to provide more efficient and effective service. For example, to remedy Ⓞ service irregularities resulting from the merge with the ⓕ, we increased weekday evening peak Ⓞ service in June 2014 from 6 trains per hour to 7.5 trains per hour between the hours of 3:00 p.m. and 9:00 p.m. Increasing p.m. peak service from a 10-minute headway to an 8-minute headway has led to significantly improved service regularity by improving schedule compatibility with the ⓕ line, which operates on a 4-minute headway during much of this period. For more information on this, please visit

[http://web.mta.info/nyct/service/G\\_LineReview\\_7\\_10\\_13.pdf](http://web.mta.info/nyct/service/G_LineReview_7_10_13.pdf)

Although more capacity could be achieved with longer trains, we currently do not have sufficient train cars to operate 8-car trains. The R68 cars utilized on the line are linked into 4-car units, so operation of 5, 6 or 7-train cars is not possible. The expansion to six-hundred foot trains would require the acquisition of new cars at an approximate cost of \$10 million per train, and cars for longer Ⓞ trains are not included in the 2015-19 capital program. Additionally, it is important to note that longer trains would trigger increased guideline capacity levels, which would result in less frequent service along the Ⓞ line.

We will continue to update you on the Ⓞ line when operational changes occur. In the meantime, please feel free to contact us if you have any further questions or concerns.

Sincerely,

  
Carmen Bianco  
President

cc: Thomas F. Prendergast (CH# 2015-000164)  
Stephen Morello  
Lois H. Tandler  
Peter Cafiero