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**QUEENS CIVIC CONGRESS FIGHTS FOR G & F**  
Testimony to MTA Transit Committee, May 24, 2001

The Queens Civic Congress, representing 99 civic associations throughout the Borough of Queens, protests the continued intransigence of NYC Transit in re-routing of the F and G trains as parts of its plans to for the new V train routing. We documented our rationale and offered sound alternatives in letters, presentations and meetings.

We stand firm that the MTA adopt these Basic Mass Transportation Premises of the Queens Civic Congress:

- ◆ A plan to improve service to one community should not result in the diminishment of services to another community.
- ◆ A new train line should enhance, but not curtail services to existing train lines.
- ◆ A plan should encourage people to use mass transit and not create obstacles that would instead encourage existing riders to take their cars. The MTA must rescind Court Square Termination Plan for the G Train. People Movers do not alleviate the harshness of this severe service setback..

The G train, which serves northern Brooklyn and central Queens, experienced a 33% increase in ridership. The plan to terminate the G train at Court Square adds travel time for riders and thus encourages them to abandon the line in favor of autos. A further inconvenience to riders making the connection to the E and F trains at Court Square requires climbing a full set of stairs, walking a city block underground and descending another set of stairs. During rush hour, the overcrowding of the platforms by these transfers will become very dangerous.

The negative consequences of the F train rerouting affect many riders from a variety of Queens neighborhoods who would be inconvenienced and disenfranchised by re-routing the F train to 63rd Street. Many passengers are destined to Queens Plaza and 23rd Street/Ely Avenue because of three important and growing facilities in that neighborhood: the Queens Atrium Corporate Center, LaGuardia Community College and the Citibank Building. Thousands of other F train passengers need to go to Manhattan's revitalized east side via the 6 train on Lexington Avenue. Thousands of other F train riders access the 8th Avenue E train for the west side and World Trade Center via the 5th Avenue/53rd Station. Routing these F train riders via 63rd Street forces them to transfer at the Roosevelt Avenue Station for V or E trains to continue their journey. The Roosevelt Avenue Station is already overcrowded and dangerous due to the transfer with the 7 train. Additional transfers of V and E trains will cause life-threatening conditions there. As a further inconvenience, F train riders east of Van Wyck Boulevard will end up with no express service between Jamaica and Forest Hills and will lose a single seat ride to Long Island City and the eastside of Manhattan. We believe that the free transfer at 63rd Street to the Lexington Avenue line will be used by very few riders because it involves a four-block outdoor walk to 59th Street.

These changes would clearly diminish service to many and discourage subway ridership. We are puzzled why such a plan would be brought forward.

We Recommend MTA Run V as Express from Queens to Manhattan via 63 Street Tunnel to Brooklyn. Operate the new V train as 179 Street to Union Turnpike / 71st Ave / Roosevelt Ave and then to / 21st Street-Queensbridge, then travel through the 63rd Street Tunnel, with a stop at the Roosevelt Island. Once in Manhattan, it can provide additional express service.

The 63rd Street Tunnel connection is supposed to provide a 20% increase in subway service between Queens and Manhattan along the Queens Boulevard line and allow more E and F trains to run. V trains along with E and F trains should yield a similar increase in capacity, reduce congestion and improve ridership. We submit that the plan to run both V and F trains together along 6th Avenue does not serve any purpose.

We would like to emphasize the importance of maintaining all existing services to E, F, G & R trains while introducing a new V trains that will reduce overcrowding on the Queens Boulevard Lines and provide new alternatives to Queens riders from a wide variety of neighborhoods.

Rather than persist with he NYC Transit misguided and hurtful plan, the Queens Civic Congress urges the MTA Transit Committee to send the NYC Transit planners back to the drawing board to work out a plan that implements the community proposal devised by the civic congress, Noble Street Block Association of Brooklyn, the Straphangers Campaign and the Regional Plan Association.