



# Queens Civic Congress

P.O. Box 238, Flushing, NY 11363 (718) 343-6779 fax: (718) 225-3366  
www.queensciviccongress.org queensciviccongr@aol.com

**President:**  
Corey Bearak

**Executive Vice President:**  
Patricia Dolan

**Secretary:**  
Seymour Schwartz

**Treasurer:**  
James Trent

**Vice Presidents:**

Tyler Cassell Richard Hellenbrecht Paul Kerzner David Kulick  
Barbara Larkin Audrey Lucas Kathy Masi Nagassar Ramgarib  
Harbachan Singh Edwin Westley Dorothy Woo

**Founders:**

President *Emeritus* Sean Walsh  
Albert Greenblatt  
Robert Harris

FOR IMMEDIATE RELEASE:  
TUESDAY, April 8, 2008

Contact:  
Corey Bearak (718) 343-6779

## CITY COUNCIL HEARING ON G TRAIN SERVICE

### Testimony by James Trent, Transportation Chair

April 8, 2008

Good afternoon. My name is James Trent and I am the transportation chair for the Queens Civic Congress. Our organization comprises 105 civic associations throughout the entire borough of Queens. We appreciate the City Council's offering us an opportunity to weigh in on the proposed G line changes.

We are concerned about the lack of service that is proposed for Queens by terminating the G at Court Square. The one seat ride from Greenpoint and Williamsburg to Queens Center Mall brings retail business into Queens. Once such a trip becomes an ordeal involving changing trains and climbing up and downstairs and a 400-foot walk through a tunnel, those retail dollars are more likely to end up in Manhattan.

We are told that it is physically impossible to continue G service into Forest Hills because there is not enough time to turn the trains around at either Queens Plaza or Forest Hills given the amount of traffic on the local track which is shared with the V and R trains.

We recommend that R trains be continued to 179<sup>th</sup> Street thus reducing the amount of dwell time in the Forest Hills Station. We've already been told that there is not sufficient traffic at 179<sup>th</sup> Street to justify this additional service, but running trains to 179<sup>th</sup> Street merely restores options to the people of Eastern Queens that were unfairly denied them when the E trains were diverted to Archer Avenue. As everyone knows, the Archer Avenue Line was only supposed to replace the elevated J to allow the redevelopment of downtown Jamaica to proceed. There was no justification for moving Es to downtown Jamaica and rerouting buses away from Hillside Avenue. All these billions of dollars on subway construction have only worsened service and options for Eastern and Southern Queens riders. The extension of the R to 179<sup>th</sup> Street would go a long way to mitigating that damage.

We were also told at a recent meeting with the staff at the Division of Operations Planning last month that rail cars used to create the V were not taken from the G. It was always the understanding of all of us that remember the new routing systems that were initiated in 2001 that taking cars from the G was necessary to create the V, one of the worst decisions ever made since the creation, and ultimately abandonment of the ill-fated K train.

We shouldn't create new subway lines unless the people want to actually ride them. The V is a local and New Yorkers shun locals except where necessary to ride them until they can transfer to an express. But now the F runs local from 179<sup>th</sup> Street to Forest Hills, and bypasses the important stations of Queens Plaza, Ely Avenue, and 53<sup>rd</sup> Street.

We recommend that the V be sent to 63<sup>rd</sup> Street, the F be restored to 53<sup>rd</sup> Street, and the G be restored to Forest Hills. If the G continues to Forest Hills, we won't have to hear the argument that the F can't be restored to 53<sup>rd</sup> Street because there is insufficient room on Es and Fs to accommodate all the G riders transferring at Ely Avenue from Court Square. In a nutshell, the pre-2001 route configurations were better for Queens and Brooklyn transit riders than what came after.

We suggest that a verbal poll of riders be conducted to determine the viability of restoring the old routes. MTA says turnstile counts show that the V is a popular innovation. That survey is based on numbers of people riding trains. It does not gauge the satisfaction of those riders. Many riding the F to 63<sup>rd</sup> Street do so only so as not to give up their seat and then stand on an E. But my gut is that most of them would prefer to be changing to the IRT at 53<sup>rd</sup> Street.

Thank you.

-30-

[Note: The entire Queens Civic Congress [CIVIC 2030](http://queensciviccongress.org/platform/CIVIC2030.pdf) Platform may be viewed on the internet at: <http://queensciviccongress.org/platform/CIVIC2030.pdf>]

(Queens Civic Congress [Membership](#) follows below)

#### **Queens Civic Congress Members**

Association of Old Forest Hills ♦ Auburndale Improvement Association ♦ Bayside Civic Database ♦ Bayside Clear-Spring Council ♦ Bayside Hills Civic Association ♦ Bayswater Civic Association ♦ Bay Terrace Community Alliance, Inc. ♦ Bellaire-BellVill Civic Association ♦ Belle Harbor Property Owners Association ♦ Bellerose Commonwealth Civic Association ♦ Bellerose Hillside Civic Association ♦ Bell Park Manor Terrace Community Council ♦ Bowne Park Civic Association ♦ Briarwood Community Association ♦ Cambria Heights Civic Association ♦ Civic Association of Utopia Estates ♦ C.O.M.E.T. (Communities of Maspeth-Elmhurst Together) ♦ Concerned Citizens of Laurelton ♦ Cornucopia Society ♦ Creedmoor Civic Association ♦ Deerfield Area Association ♦ Doug-Bay Manor Civic Association ♦ Douglas Manor Association ♦ Douglaston Civic Association ♦ Dutch Kills Civic Assn. of Long Island City ♦ East Flushing Civic Association ♦ Federated Block Associations of Laurelton ♦ Federation of Civic Associations of Southeast Queens ♦ Floral Park Community Council ♦ Flushing Heights Civic Association ♦ Flushing on the Hill Taxpayers Association ♦ Forest Hills Chamber of Commerce ♦ Forest Hills Crescents Association ♦ Forest Hills-Van Court Association ♦ Fresh Meadows Homeowners Association ♦ Georgetown Mews ♦ Glendale Civic Association of Queens ♦ Glen Oaks Village Owners, Inc. ♦ Greater Astoria Historical Society ♦ Greater Whitestone Taxpayers Civic Association ♦ Harding Heights Civic Association ♦ Hillcrest Estates Civic Association ♦ Hilltop Village Co-Op #1 ♦ Hilltop Village Co-Op #2 ♦ Hilltop Village Co-Op #3 ♦ Hilltop Village Co-Op #4 ♦ Hollis 11423 Block Association ♦ Hollis Hills Civic Association ♦ Holliswood Civic Association ♦ Hollis Park Gardens Civic Association ♦ Holly Civic Association ♦ Hyde Park Gardens Cooperative ♦ Jackson Heights Beautification Group ♦ Jamaica Estates Association ♦ Jamaica Hill Community Association ♦ Juniper Park Civic Association ♦ Kew Gardens Civic Association ♦ Kew Gardens Hills Homeowners Association ♦ Kew Gardens Improvement Association ♦ Kissena Park Civic Association ♦ Little Neck Bay Civic Association ♦ Little Neck Pines ♦ Long Island City Alliance ♦ Malba Civic Association ♦ Meadowlark Gardens Owners ♦ Middle Village Property Owners Association ♦ Mitchell Linden Civic Association ♦ Neponsit Property Owners Association ♦ Newtown Civic Association ♦ North Bellerose Civic Association ♦ North Flushing Civic Association ♦ North Hills Estates Civic Association ♦ Northwest Clearview Homeowners Association ♦ Norwood Civic Association ♦ Oakland Terrace/ Gardens Community Council ♦ Off Broadway Homeowners Association ♦ Our Neighborhood Improvement Association ♦ Our Neighbors Association of Ozone Park, Inc. ♦ Parkway Village Historical Society ♦ Queensboro Hill Neighborhood Association ♦ Queens Colony Civic Association ♦ Queens Community Civic Corp. ♦ Queens Village Civic Association ♦ Ramblersville-Hawtree Civic Association ♦ Richmond Hill Historical Society ♦ Ridgewood Property Owners and Civic Association ♦ Rockaway Park Homeowners/ Residents ♦ Rocky Hill Civic Association ♦ Rosedale Civic Association ♦ Royal Ranch Association. ♦ Southeast Queens Concerned Neighbors ♦ South Ozone Park West Civic Association ♦ Springfield/Rosedale Community Action Association ♦ Station Road Civic Assoc. of Auburndale ♦ Sunnyside Gardens/Harrison Place Homeowners ♦ Surrey Estates Civic Association ♦ Union Turnpike Merchants Association ♦ United Forties Civic Association ♦ United Neighbors Civic Association ♦ Waldheim Neighborhood Association ♦ Wayanda Civic Association ♦ West Cunningham Park Civic Association ♦ Westmoreland Association ♦ Woodside Community Council