

**STATEMENT BY
MTA NEW YORK CITY TRANSIT
BEFORE THE COUNCIL OF THE CITY OF NEW YORK'S
COMMITTEE ON TRANSPORTATION
APRIL 8, 2008**

Good afternoon, Chairman Liu and members of the City Council. I am Peter Cafiero, Chief of Operations Planning for MTA New York City Transit. I'm accompanied by John Johnson, Chief Transportation Officer for NYC Transit's Department of Subways, to discuss City Council Resolution 1262, introduced by Council Members James, Liu and Mendez. This resolution calls upon MTA New York City Transit to "immediately improve service on the **G** line and to not implement any additional service cuts."

As stated in the resolution, the **G** line currently operates between the Smith-9th Street Station in Carroll Gardens, Brooklyn and the Court Square Station in Long Island City, Queens, except during evenings, overnights and weekends, when service is scheduled to operate to 71st Avenue in Forest Hills, Queens. The resolution goes on to characterize the **G** as being the only line in the New York City subway system that does not travel through Manhattan. From there, it cites changes that NYC Transit has made in **G** service over the past few years, as well as some plans proposed for **G** service in the future.

My goal today is to share with you the operating context in which NYC Transit has made decisions about the **G** line. My *hope* is to dispel any notion that the **G** line is the stepchild of the subway system (or that we are secretly trying to get rid of it) by providing you with both an historical perspective and a look at the constraints that govern NYC Transit in its efforts to design the best possible subway service for the vast majority of the City's subway ridership—constraints such as limited track and terminal capacity, a limited number of subway cars and, of course, the overall limitations of the system's configuration and infrastructure.

As the Council's resolution indicates, the **G** line is the only subway line in the system that does not travel to Manhattan. The line was, in fact, purposely designed and built that way more than 70 years ago. We do not hold the fact that the **G** does not serve Manhattan against the line or its riders, as has so often been implied by some **G** line advocates. We view this service as an extremely valuable link in the subway system that connects Queens and many communities in Brooklyn with each other, as well as bringing riders from neighborhoods like Greenpoint, Clinton, Hill and Fort Greene to Manhattan. In the morning peak hours nearly half of all **G** riders are traveling to destinations solely within Brooklyn, 37 percent are going to Manhattan and 16 percent are headed to Queens.

With respect to the changes in **G** service implemented in recent years that the resolution references, let's go back a decade or more when NYC Transit first shortened **G** service to Court Square during weekends and nights. This change was made at that time for a very necessary purpose: to allow for the construction of the 63rd Street Connector in Long Island City, a project connecting the Queens Boulevard and 63rd Street subway lines to provide additional access and much needed capacity between Queens and Manhattan.

The 63rd Street Connector was built to deal with one of the most difficult challenges that NYC Transit faces – reducing the overcrowding on the Queens Boulevard line, one of the most heavily traveled lines in the subway system. Our task when the connector was first conceived was to develop a service plan that would have the most significant impact on reducing overcrowding on the Queens Boulevard line and provide the maximum level of service to our customers along the corridor. Remember, a number of these riders were and are, in fact, **G** train riders from Greenpoint heading to Manhattan who need to get on the Queens Boulevard trains at its most crowded point. Shifting the north terminal of **G** service to Court Square was an integral part of the service plan for 63rd Street Connector service since it was first proposed more than 20 years ago, and NYC Transit has been very clear and consistent in making this known to the communities served by the **G**.

The 63rd Street Connector relieved overcrowding on the express **E** and **F** trains by adding a new local service to Manhattan – the **V** line. Although the **V** is not as heavily used as the **E** and **F**, every **V** train rider – including, as I mentioned, customers transferring from the **G** to go to Manhattan – would be squeezing on the **E** or **F** if the **V** didn't exist. This capacity is all the more critical as Greenpoint, Williamsburg and Long Island City continue to develop.

V trains, together with **R** trains, use up all of the track capacity, and especially the terminal capacity at Forest Hills, that we formerly could use for the **G**. While not everyone was happy when the **G** was terminated at Court Square to accommodate the new **V** service, that change made way for improvements to **G** service that would not have otherwise been possible. For one, the potential for delays along Queens Boulevard was reduced since **G** trains no longer shared tracks with the other trains on Queens Boulevard; reliability has improved as a result. Additionally, terminating the route at Court Square provided NYC Transit with the ability to provide increased service on the **G** during peak periods.

With the opening of the 63rd Street Connector in 2001, we were able to increase **G** service frequency during rush hours by 50 percent, from six trains an hour to nine trains an hour (or from 10 minutes between trains to 6 ½ minutes between trains). We were able to do this by shortening **G** trains from six to four cars and reinvesting all of these cars in this additional service. Let me underscore that – *no* cars were moved from the **G** to the **V**—*all* **G** cars were reinvested in this unprecedented increase in **G** service. In addition, we increased Saturday service frequency from 10 to 8 minutes. Subsequently, we expanded **G** service on Saturdays, extending the period of 8-minute **G** service by two hours and increasing Sunday **G** service from every 10 to every 8 minutes.

Also, as part of the 63rd Street service change, we made improvements to the transfer at Court Square, including a free walking-transfer to the **7** at Court House Square and a moving walkway between the **G** and the **E V** service at the 23 St-Ely Av. Station. Finally, in response to community requests for continued operation of **G** service on Queens Boulevard, NYC Transit agreed to operate **G** service to Forest Hills/71st Avenue on evenings, overnights and weekends, when **R** and **V** service was less frequent. This was despite our concerns about the difficulties of operating such a service.

We were very clear, however, that **G** service in Queens on nights and weekends would be frequently restricted by construction-related service diversions along the Queens Boulevard line and would, therefore, be consistently inconsistent. *And*, it has been so. More often than not, construction activity has resulted in the cancellation of the overnight and weekend **G** service to Forest Hills/71st Avenue, so that trains terminate at Court Square, the terminus at all other times. In 2005, construction work necessitated the termination of **G** service at Court Square for 22 weekends, and at least 40 weekends in 2006 and 2007. NYC Transit's capital construction program continues to include many projects that affect service along the Queens Boulevard line, and that will, in fact, be the case for the foreseeable future. Ongoing work this year will again require the **G** to terminate at Court Square almost every weekend. One of our key concerns about continuing to provide this sporadic **G** service during nights and weekends is the needless expense of scheduling a service that more often than not does not operate. Another major concern is that this unpredictable pattern of service causes our riders confusion and inconvenience. Most troubling though, is that by continuing to schedule service to Forest Hills that doesn't run, we are unable to provide the level of service we would like to provide and should provide to the majority of **G** riders between Court Square and Smith-9th Street.

Our goal is to expend available resources for this line in such a way as to improve **G** line service for the growing ridership that it serves. Overall, **G** ridership on both weekdays and weekends has outpaced systemwide growth since 2001, and ridership is projected to continue growing due to the recent rezoning of some **G** line communities in Brooklyn. In contrast, however, ridership on the **G** segment along Queens Boulevard continues to be very low. Follow-up studies conducted after the opening of the 63rd Street Connector revealed **G** trains on average carried much less than a seated load per train on weekends beyond Court Square, approximately 40 riders per train during evening hours, and 15 riders per train during overnight periods.

To improve **G** line reliability, we are planning for a significant improvement in **G** service by extending the line to Church Avenue to accommodate the Culver Viaduct Rehabilitation project, which is scheduled to begin in late 2008 or early 2009. After this project is completed, NYC Transit has committed to make the extension permanent. The **G** will operate on the local tracks south of the Smith-9 Street station to the Church Avenue station in Brooklyn at all times, serving five new stations: 4 Avenue-9 Street, 7 Avenue, 15 Street-Prospect Park, Fort Hamilton Parkway and Church Avenue. This will provide additional transfer options for **G** customers who can make connections to the **M** and **R** lines at 4 Avenue-9 Street, or travel directly to destinations between destinations between 4 Avenue and Church Avenue without transferring. In addition, current **F** line riders who board between Church Ave and 4 Av. who currently transfer to the **A** or **C** trains at Jay St-Borough Hall or to the **R** or **M** at 4 Avenue-9 Street may also utilize the **G** to make these connections. These benefits would result in reduced travel times for many **G** line customers.

This extension will provide even greater benefits for **G** line riders overall. For the first time in more than 30 years, the **G** will have a proper southern terminal at Church Avenue, rather than an improvised turnaround blocking the express tracks south of Smith-9th Street. Reliability and train cleanliness should improve, and the remaining significant constraint on **G** frequency will be lifted. Without shifting the **G** terminal from Forest Hills to Court Square on the north, and from Smith-9 Street to Church Avenue on the south, these significant service increases would not be possible.

I should also note that the **G** line will benefit from the Citicorp project in Long Island City which requires that the developer construct an enclosed subway transfer facility that connects the **G** line Court Square station to the **7** line's 45th Rd-Court House Square station.

Finally, as many of you might be aware, we have proposed, as part of a service enhancement program, a substantial increase in **G** service which would require that the line be terminated at Court Square at all times. This proposal, by decreasing waiting times for **G** service, would address the top complaint of **G** riders as measured by our Rider Report Card. While we would very much like to implement the proposed increase in **G** line service contemplated by our proposal, the current fiscal climate has not allowed us to proceed with this enhancement at this time.

NYC Transit is committed to improving **G** line services for its riders, and our prescription for this line reflects a thoughtful analysis of its operating problems and a plan to address them which entails investing in the service – not disinvesting. On behalf of NYC Transit, thank you for providing a forum for discussing the **G** line and for your ongoing interest in our public transit system. Mr. Johnson and I are now happy to answer any questions that you may have.

FOR THE RECORD

**Testimony of Carl Hum,
President of the Brooklyn Chamber of Commerce,
before the Committee on Transportation**

April 8, 2008

Good afternoon Chairman Liu and members of the Committee on Transportation.

My name is Carl Hum and I am the President of the Brooklyn Chamber of Commerce. The Chamber is the borough's leading business assistance and economic development organization with over 1500 Members representing virtually every business sector throughout the borough.

The Brooklyn Chamber of Commerce supports Resolution 1262 calling upon the Metropolitan Transportation Authority (MTA) to immediately improve service on the G-line subway and to avoid implementation of any additional service cuts.

The Chamber regards transportation as an economic development issue. For a city as dense and economically diverse as New York, it is particularly of crucial importance. Public transportation in most parts of Brooklyn is simply an afterthought. Yet it is in that way that hundreds of thousands of our residents get to and from work.

The proposed cuts for the G-line subway service will undoubtedly be a hardship upon the employees of some of the Chamber's largest employer-members. From Greenpoint to Red Hook, over 125 Chamber member businesses are located within the service area of the "G" line throughout Brooklyn. Major employers such as Woodhull Hospital, Pratt Institute, St. Joseph's College and Sweet-n-Low – not to mention the companies housed within the Brooklyn Navy Yard - will be severely affected by any proposed service cuts. Many employees of these institutions

It is already a challenge to commute on the G train with its length of only four cars and abbreviated service into Queens. The proposed service cuts will only exacerbate the overcrowding during rush hours and add to the commute time.

In Brooklyn, many of the G-line service stations are the only ones available in the immediate vicinity; particularly Clinton-Washington Avenues, Classon Avenue and Myrtle-Willoughby Avenues – train stations that some of the aforementioned companies rely on for commuting. It is time to increase the availability of service to our residents and businesses alike, not reduce service.

We feel strongly that it is time to support our workers and residents with improved service. We cannot function as a major economic vehicle to our borough and beyond when commuting to work or home becomes a major burden. We urge the Transportation Committee to adopt this resolution. Thank you for your time and consideration.

TRI-STATE TRANSPORTATION CAMPAIGN



Testimony of Ryan Lynch, Senior Planner
New York City Council, Committee on Transportation
April 8, 2008

Thank you for the opportunity to testify today. My name is Ryan Lynch, and I am the Senior Planner for Tri-State Transportation Campaign, a non-profit advocacy group working for a more equitable and environmentally-sound transportation system in New York, New Jersey, and Connecticut. More importantly, I am a Crown Heights resident and a frequent rider of subways and buses, including the G train.

I would like to begin by commending Councilmember's James, Liu and Mendez for introducing Resolution number 1262. The G line, long known to be underfunded, can ill afford any further cuts in service. Instead of cutting service, the MTA should move in the opposite direction and immediately improve service to better serve Brooklyn and Queens' residents.

To do so, the MTA should move to implement both a near term and long term agenda.

In the near term, in addition to immediately ramping up G line service on days, nights and weekends, the MTA should incorporate free street transfers for those stations that are proximate to one another but lack physical connections.

Free street transfers are not unprecedented. They are currently offered at Court Square in Long Island City from the G to the 7 train, and from the F line at 63rd Street in Manhattan to the E, V, and 6 lines at 53rd Street and Lexington Avenue. Offering this connection service for G riders in Brooklyn would greatly improve ridership options for all New Yorkers.

The MTA should also assure that the G train continues to Queens Plaza in order to ensure that riders do not have to make an additional transfer to access Queens Boulevard and Forest Hills.

Longer trains would also increase the quality of service for G train riders. The G train, the only train in New York that runs 4 car trains, should have a minimum of 6 cars per train. This solution would greatly increase ridership, and make for a much more comfortable ride.

Over the longer term, the MTA should develop a plan to physically connect the G line with other lines in Downtown Brooklyn at Atlantic Terminal. Physically connecting these terminals would prevent any backsliding on the MTA's part from discontinuing free street transfers at any point in the future.

Testimony of Teresa Toro
NYC Council Oversight Hearing on G Line Service
April 8, 2008

My name is Teresa Toro. I am a Save The G member, as well as the transportation committee chair for Brooklyn Community Board #1, serving Greenpoint and Williamsburg. First, I want to sincerely thank the New York City Council Transportation Committee for organizing this important hearing on G line service.

“G” must stop being the MTA’s shorthand for “Go-To” line every time it needs to meet its budget. The MTA must stop these nearly-annual raids on G line service to make up for its own mismanagement elsewhere in the system. The MTA treats the G line as a shuttle, simply because it doesn’t travel into Manhattan. Save The G firmly believes that fact should be exploited, not punished. The G has tremendous potential to provide important transfer points in Brooklyn and Queens, lightening the load on maxed-out Manhattan transfer hubs. It can open up entirely new transit trips within Queens and Brooklyn – this would particularly be so if the MTA would implement street transfers to give Pay Per Ride MetroCard customers the same options enjoyed by Unlimited MetroCard users.

During morning rush hours, the G train is overcrowded to the point where riders can not board the 4-car trains. Throngs of riders fill the 500-foot long tunnel between Court Square – the G’s final stop at its northern end – and 23rd Street/Ely Avenue, to transfer to the E or V. The power mover, installed in 2001 to speed passengers through the tunnel, is usually broken, forcing time-conscious commuters to trot through the tunnel to make up in time what they lose in distance. At a recent meeting with Save The G members, MTA-NYC Transit representatives heard about the difficulties of the usually-broken power mover. The MTA’s response? They said we “could use the exercise.” And that’s it in a nutshell – though the exercise is one of broken promises, inconsistent service, and endless frustration for G train riders.

I urge the Council to persuade the MTA to reallocate some subway cars back to the G line from the V line, since overcrowding is clearly an issue on the G, while it is never so crowded on the V line that one cannot board – not even during rush hour. I also urge the Council to please vote in favor of Resolution 1262, for a moratorium on further cuts.

Please support G riders in our efforts.

Thank you again for the opportunity to speak today.

Senator Martin Connor

25th District

COMMITTEES

Banks (Ranking Minority Member)

Rules

Finance

Judiciary

Codes

Labor

Insurance



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Testimony From New York State Senator Martin Connor
Regarding New York City Council Resolution No. 1262
Tuesday, April 8, 2008

I represent the 25th State Senate District, that includes pieces of Manhattan and Brooklyn. The G-Train serves residents Williamsburg, Greenpoint and Carroll Gardens in the Brooklyn portion of my district.

The G-Train is a unique line in the New York City Transit system. This is the only train that connects Brooklyn and Queens without traveling through Manhattan. The G route stretches from Carroll Gardens north through Downtown Brooklyn north into Green Point and Williamsburg and it ends in Forest Hills, Queens. For those who reside in Williamsburg and Greenpoint this train is a lifeline connecting them to Downtown Brooklyn, Queens, and transfer opportunities to Manhattan.

Over the past 10 years the communities of Williamsburg, Greenpoint and Carroll Gardens have grown in population by significant numbers. However, there has been little investment in the G line, in fact, steps were taken to limit the service and there was even talk of discontinuing G service altogether. The limited frequency of service, aging stations, and the overall unpredictability of this subway line, has created much stress and frustration for those who ride as part of their daily commutes. It should also be noted that the train itself has shrunk down to a length of four cars. This fact adds stress and confusion to riding this train when people are not standing at the correct part of the platform and have to sprint to catch a train far from their part of the platform.

The G-Train is an important asset to the boroughs of Brooklyn and Queens and is a part of life for the resident of Williamsburg and Greenpoint who have no other subway options. The residents of these communities deserve quicker, more reliable service to make commuting easier.

I join Council Members James, Liu, Mendez and Yassky in calling on the MTA to immediately improve the service to the G line.

Testimony of Kenneth J. Baer, 91 6th Avenue, Brooklyn, NY 11217

Good afternoon. My name is Ken Baer.

Resolution No. 1262 is a very modest nonbinding resolution. Nevertheless, I am speaking in favor of it, in hope that the MTA will get its act together.

Ridership on the G line has increased from 8.6 million customers in 1995 to 12.6 million in 2006. The people who ride the G train should be commended for their commitment to public transportation, and their tolerance of an inefficient agency. Those who ride our subways and buses are doing their part to reduce their carbon footprint, and are at the forefront of the environmental movement.

The MTA on the other hand should be held in contempt for squandering the funds at its disposal, engaging in ridiculous real estate projects, and not doing everything conceivable to provide adequate service to the residents of New York City.

The MTA must take immediate steps to improve service on the G line including:

1. Establish more frequent service during the day, at nights, and on weekends
2. Extend service to Continental Avenue in Forest Hills
3. Ensure that there are at least 6 cars on every train, and mark platforms appropriately
4. Allow free transfers to and from the G line to other lines
5. Post G line schedules prominently in all stations and platforms

I think that New York City should take a hard look at taking control once more over its subway and bus systems. The residents of this great city can no longer afford to tolerate an inefficient public transportation system. Public authorities are unaccountable and irresponsible, with the MTA being a prime example.

My name is Ken Baer and I am a candidate for the New York City Council in the 33rd Council District, which includes Park Slope, Carroll Gardens, Brooklyn Heights, Boerum Hill, DUMBO, Williamsburg, and Greenpoint. The G line serves a significant portion of this district. If elected I hope to follow in the footsteps of Councilmember John Liu, who has been a dogged advocate of mass transit on the City Council.

You can believe your bottom \$2 fare, that I will be lambasting the MTA until they either improve subway and bus service, or they no longer control the city's transit system.

Thank you.

North Brooklyn Greens
P.O. Box 220250 Brooklyn, NY 11222-0250

April 8, 2008

Dear City Council,

Thank you to the council and especially to Council Member Liu for calling this hearing for the G train, our train.

North Brooklyn Greens is a community group comprised of registered Green Party members and concerned neighbors in Greenpoint, Williamsburg and Bushwick. We are a member organization of the Save the G Coalition, Greenpoint Waterfront Association for Parks & Planning as well as the North Brooklyn Alliance.

Greenpoint, SE Williamsburg and Bed-Stuy are neighborhoods served only by the G train. Reduced service by the MTA on the G has translated into direct hardships for families in these areas. G train service has continually been cut, while ridership has increased two and possibly three-fold.

The G, as you know, is the only train that does not enter Manhattan. It is a vital link between Brooklyn and Queens. The G train takes North Brooklynites downtown to the municipal buildings of Kings County and Borough Hall. The G train takes commuters north to Long Island City where the 7 train whisks workers into Midtown.

We are certain that many commuters will testify to the dangerous conditions that running a four-train car on a ~~eight~~ ^{two}-train platform creates. The not so affectionately titled "G train dash," where riders must sprint to the front of the train to get into one of the four cars is simply dreadful. It is unfair to the alter-abled and elderly, those with small children or bulky parcels and tourists who simply don't know where the train might stop. With the G train running so infrequently, who can blame people for making the G train dash instead of waiting for twenty, forty or even an hour for the next G. Our members report wait times exceeding an hour and a half for the G during late night hours.

Considering the magnitude of the above, we seek a few practical solutions to the problems facing our communities. First, please restore the G to a ~~eight~~ ^{two}-car train and increase the frequency of service. The V train seems to have siphoned off the G train cars and only duplicates service on existing train lines. V ridership is not at peak, whereas the G is packed at rush hour and serves unique neighborhoods with no other train. Cars from the V should be rededicated back to the G train.

Second, please extend G service to appropriate stations. On the Brooklyn end, the G ends at Smith and 9th. If it were to go one stop further, it would connect with the N and M trains and 4th and 9th. Why should commuters transfer from the G to the F to go one stop to get to the N or M? On the Queens end, it stops at Court Square, often on the days it is supposed to go through to Forest Hills but for some mystical reason does not. Again, if

North Brooklyn Greens
P.O. Box 220250 Brooklyn, NY 11222-0250

the G were to travel just one more stop to Queens Plaza, G commuters could transfer to the R in addition to the E & V offered at Court Square. The V doesn't run late at night or on the weekends. Queens riders on the G, R, V lines have to take the R to the 7 to Court Square to get a G train going to Brooklyn.

This is outrageous considering that the G train is supposed to serve Queens and that G train cars have been co-opted for the V, which doesn't run on nights and weekends.

Third, increase overall G service. One of the "tradeoffs" of increased G train service being offered by the MTA is a permanent discontinuation of G train service past Court Square in Queens. The excuse given is that G trains cannot be run more frequently between Court Square and Forest Hills due to track congestion with the other train lines running to Forest Hills. The answer is simple. Run the G train more frequently between Brooklyn and Queens Plaza and as frequently as possible between Queens Plaza and Forest Hills.

Finally, Council Member Letitia James has been promised by the MTA that a study will be done to research the feasibility of connecting the G train at Fulton Street to the Atlantic terminal. Thank you to Council Member James for the work and intrepid thinking to secure this promise. A connection between Fulton and Atlantic would add transfers to the N, D, M, R, B, Q, 2, 3, 4 & 5 trains and connection to the Long Island Railroad. Such a transfer could alleviate much of the L train congestion as G train commuters could take the G to express trains into Lower Manhattan. Also, many of the crown jewels of Brooklyn are accessible one or two stops off of the Atlantic terminal such as the main branch of the Brooklyn Library, Prospect Park, the Brooklyn Botanical Garden, BAM and more. Currently residents of North Brooklyn have no good way to get to Central Brooklyn. The buses take so long that one is better off taking a train into Manhattan, transferring and taking another train into Central Brooklyn. This transfer between Fulton and Atlantic would connect the isolated neighborhoods of the G train with amazing possibilities for commuting thus a greater choice in employment, access to a wider choice in health care providers and it would enable more Brooklynites to reach our cultural and social service institutions and alleviate congestion on already overburdened train lines.

The inability of Brooklyn and Queens residents to easily navigate their own neighborhoods by efficient, reliable transit hurts local businesses, restricts choice for residents and create undue barriers for those in-n need to seek services. The G is a lifeline for many. North Brooklyn Greens strongly encourages City Council to support any and all improvements in service to the G train.

Thank you for your time.

Rebecca White
Rebecca White
North Brooklyn Greens

*PS - why is
8:30pm an OK
time to reduce/stop
service?*

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City Council Hearing----April 8, 2008

There is no need to permanently terminate the G at Court Square.

The maximum number of trains/hour that the TA can run on the Queens Blvd. local at this time is 22. The number of trains on each line: G, R and V are variable as long as the total number of trains/hour does not exceed 22. Instead of trying to add the G trains to the R trains, it's important to question the number of R trains.

The TA divides service schedules into rush-hours, mid-day, evening, late nights and weekends. The first two are not an issue at this time. Adding the R to the G late nights is no problem since all trains run at twenty minute headways (3 trains/hour) and there is no capacity problem. Indeed, the E could be restored to its normal express routing. During the evenings, the TA plans to reduce headways from 12 to 8 min. which would raise G trains from 5 to 7 trains/hour. There are no announced changes to the R and V which run at 10 min. headways for a total of 12 trains/hour. Thus, $6 R + 6 V + 7 G = 19$ trains/hour which is within capacity.

The problem emerges on weekends. The TA's Enhancement program states that the R will replace the G train on the Queens Blvd. line (which implies as many R trains as both the G and R have running today) and that will allow the N train to go over the Manhattan Bridge at all times. The enhancement program does not say whether the N would continue running local in Manhattan during weekends and then cross over to the Manhattan Bridge as is the case today or if it would go express in Manhattan. The fact that the R would replace the G on the Queens Blvd. line suggests the latter.

According to TA subway schedules, the shortest weekend headway on the BMT Broadway line local stations i.e. the time between 2 trains arriving at a station is 8 minutes for the R and 8 minutes for the N on weekends equaling a wait time of 4 minutes. It's clear that if the N goes express, service to local stations in Manhattan would be cut in half with waiting times extended from 4 to 8 minutes. To fill this gap, it's necessary for the TA to double the number of R trains. This translates to about 14-15 trains/hour on the R.

On weekends, the TA wants to cut headways on the G from 7 to 6 minutes, which raises the # of G's from 8 to 10 G trains/hour. Thus, $15 R \text{ trains} + 10 G \text{ trains} = 25$ which exceeds the capacity of the Queens Blvd. local.

There is a solution, however, fill the void on Manhattan local stations by running the W trains from Astoria on weekends! While this solution is probably more expensive, it's fair to

everyone and a good investment of taxpayers' money. This would be a real service enhancement which would be applauded by everyone and would spare G riders from further persecution!

Note this subterfuge: With the route shortened to Court Square, fewer G trains are needed to support the proposed 6 minute headway so that some G trains will be undoubtedly converted into R trains actually taking away trains from the G. The TA is playing a game of musical trains to save money at the expense of G riders.

A service increase to some riders at the expense of other riders is not a service increase but a variant of robbing Peter to pay Paul. And this is not the first time:

A decade ago the TA made a big deal of cutting waiting time in half in Manhattan stations of the IRT. They ended all express service and run all trains local. While it's a service increase for Manhattan, it is anything but for the poor people of the Bronx and Brooklyn. And of course, they did they converted some G trains into V trains in 2001 uprooting a well-established riding pattern. This is a policy which is unfair, which is wrong. It must be opposed and it must be stopped.

The proposed route cuts to the G also highlight another very poor and self-defeating TA policy: an excessive reliance on transfers. Since G riders can transfer to E and V trains at 23rd St./Ely Ave., the TA sees no problem. There is, however, a big problem: Not only do riders hate transfers but the shifting of people from train to train increases train "dwell time" at stations and causes delays. A number of lines in the Bronx and Brooklyn would benefit from service diversification i.e. more trains running to more destinations to offer a one-seat ride. If the TA adopted this and other real reforms such as more express service, they would be rewarded with both ridership and revenue increase.

It must also be noted that the TA must stop irresponsibly throwing out old but still very useful subway cars and then contending that it doesn't have enough "rolling stock" for service enhancements. An unwritten but probable reason why the TA is so anxious to get rid of the old cars is that they can't be used for OPTO (one person train control) because they have ½ width cabs.

New York City has almost no control over its own subway system. With the resolution that you are proposing today, you are taking the first steps to change policies which are unfair and against the interests and preferences of NYC subway riders.

CARROLL GARDENS NEIGHBORHOOD
ASSOCIATION

The Honorable John Liu, Chairman
New York City Council Transportation Committee
250 Broadway
New York, New York 10007
via hand delivery

April 8, 2008

RE: Improving G Service

To the Honorable Committee Members:

My name is Gary Reilly and I am the Transportation Chair of the Carroll Gardens Neighborhood Association. Our neighborhood is served by the G line at the Carroll Street and Bergen Street stations, and would benefit from improvements to this underserved line. The most common complaints from area residents about the G train are (1) frequency of service, (2) length of trains, and (3) extent of the line.

Communities all along the G line throughout Brooklyn and Queens have seen tremendous growth in both population and transit ridership. Improving G train service would encourage more of these residents to opt for mass transit. To be brief, I will let others address broader issues of service on the G line and focus more narrowly on South Brooklyn. I also incorporate entirely the testimony of Michael Cairl of the Park Slope Civic Council here by reference.

REQUESTS

First, the proposed extension of the G to Church Ave during should be made permanent. Direct G train service to Church Ave would not only provide a one seat ride to intra-borough commuters, but would provide an alternative to the overcrowded F train for those switching to the A train.

Second, the G train should be running with a 6 or 8 car configuration. I am told that the existing four car configuration becomes very crowded between Hoyt-Schermerhorn and Metropolitan Avenue. In addition, for infrequent riders the short car configuration results in confusion and often a mad dash to reach the center of the platform before a train departs.

Third, service should run more frequently, particularly at rush hour, and full service should be initiated on weekends. Eliminating certain service patterns (e.g., the G in Queens) on weekends reduces the reliability of transit and encourages the use of automobiles. Anecdotally, we had a dinner guest recently who would have gladly taken the G train back to Queens, but due to the curtailment of G service on weekends, took a cab instead.

THE CULVER LINE

We recognize that our neighborhoods will undergo significant service disruptions to the F & G along the Culver Line during the upcoming reconstruction work. For the long term, planning must take place immediately to ensure that enhanced express and local service will be implemented on the Culver Line as soon as the Viaduct Rehabilitation is complete. This would involve some combination of F and V service on the line (for example, an F express and a V local) as well as enhancements to the G line (longer cars, permanent extension to Church Ave and/or Kings Highway). It is no coincidence that Kensington, Brooklyn (which would be serviced by the G and a potential F express at Church Avenue) has been identified by the Office of Sustainability as a "hot spot" with an inordinate percentage of auto commuters. Significant enhancements to service along the Culver Line are long overdue.

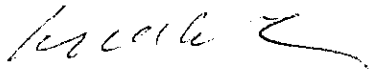
Thank you Chairman Liu and Honorable Committee Members for the opportunity to speak. We recognize also that the service improvements that we have requested here today

April 8, 2008

will require funding, and encourage the City Council, as well as the MTA and our state and federal lawmakers to work together to find new sources of funding for improving our transit infrastructure. *

If you have any questions, I may best be reached by cell phone at 718-290-6424 or by email at ggreilly@gmail.com. Thank you.

Sincerely,



GARY G. KELLY, ESQ.
Transportation Chair, CGNA
85 1st PLACE, 1st FLOOR
Brooklyn, NY 11231

* With the apparent death of congestion pricing we'd like to see the MTA aggressively pursue alternate means of funding before increasing fares.

Testimony of Rolf Carle
NYC Council Oversight Hearing on G Line Service
April 8, 2008

My name is Rolf Carle. I am a resident of Greenpoint, Brooklyn, and I am a frequent G train rider. I am here today to urge the New York City Council to add your voices to those of G train riders, and demand service enhancements, not service cuts – please vote in favor of Resolution 1262. The G train simply can not take any more cutbacks in service, and the MTA has no good case for proposing to do so.

I recently read a news article about a meeting that the MTA had with Save The G members. I was shocked that the MTA is lying about how it created the V line in 2001. The MTA should acknowledge the truth: that it cannibalized the G line to create V trains. In 2001, for the first month or so of the V train's existence, only the first one or two cars had the orange "V" logo on it – the rest of the cars on the trains still bore the green "G" logo. That got changed pretty quickly, but it's clear where the V train came from.

If I'd known that the MTA would deny this now, I would have taken photos at the time.

Now, the G train has outstripped the V train in terms of overcrowding, and it makes sense to re-allocate some of those subway cars back to the G line. It is also common sense for the MTA to explore connecting the G line to other lines in Downtown Brooklyn via underground tunnels – and in the meantime, provide free street transfers for G riders to make those transfers right now.

I urge the New York City Council to help the MTA exercise some common sense solutions to G line problems, and provide the service that is clearly needed by its customers.

Thank you for holding this important hearing today.

Rolf Carle
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NYPIRG

Straphangers Campaign

A project of the New York Public Interest Research Group Fund

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**Testimony
of
NYPIRG Straphangers Campaign
before the
City Council Transportation Committee
oversight hearing on
G Train Service
City Hall
April 8, 2008**

The NYPIRG Straphangers Campaign is very concerned about the level and frequency of service currently provided to G train riders. We have several short and long-term suggestions we believe will benefit riders who utilize the line:

- Appoint a General Line Manager to run the G, as MTA New York City Transit has done for the L and the 7 lines;
- Allow free street transfers to passengers at several key points where passage ways to not currently exist;
- In the long term, construct passageways linking G train stations with other nearby stops, such as Fulton Street to Atlantic Ave/Pacific Street in Brooklyn, Broadway St to Hewes Street, and Hoyt-Schermerhorn to Nevins Street station, just to name a few;
- Run longer trains, with a minimum of 6 cars per train, to account for steep increases in ridership in communities served by the G train;
- Run the G train to Queens Plaza 24/7, if not through to Forest Hills;
- Create better markings on platforms to indicate where the trains stop; and
- In the longer-term, provide service from Forest Hills to Stillwell Avenue 24 hours a day, seven days a week.

For more information, contact:
Cate Contino, (212-349-6460)



Jo Anne Simon

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TESTIMONY

NEW YORK CITY COUNCIL TRANSPORTATION COMMITTEE OVERSIGHT HEARING REGARDING IMPROVEMENTS TO G TRAIN SERVICE

April 8, 2008

Good afternoon, Chairman Liu and members of the City Council. In addition to being Democratic District Leader for the 52nd Assembly District, I am a former president and former Transportation Committee chair of the Boerum Hill Association. Thank you for holding this hearing to review subway service on the G line.

Last week, I sent a message informing neighbors of this hearing on G train service (we are near the Bergen and Hoyt-Schermerhorn stations). One neighbor emailed a concise, but telling response, "G train service -- that's an oxymoron." And sadly, for the increasing number of riders, it is.

The G is the only subway route that directly links Brooklyn and Queens, New York City's most populous and most diverse boroughs. Depending on where one lives, the G train presents different problems, whether in western Queens or North Brooklyn or the neighborhoods between Gowanus and Kensington -- all of which are growing rapidly and the demand for G train service has grown accordingly. Rider consensus is that the route serves too few stations and that the stations have suffered from significant neglect, and that service is inadequate. As the City seeks to expand centers of business to be more evenly distributed around the City, the G train serves an increasingly important commuter route; it could effectively link the City's third largest business district--Downtown Brooklyn--with growing neighborhoods in North Brooklyn and Queens and south to Kings Highway.

Unfortunately, the G train is has been the victim of severe service cuts, including the it's-not-a-cut-but-just-an-indefinite-suspension between Court Square and 71st Street-Continental Ave. Remarkably, by stopping at Court Square as it does now, the G train ends one stop before the easiest and most efficient transfer point to Manhattan and other Queens-bound lines. New York City Transit has no plans to resume this service. On the other end, it terminates at Smith-9th Street in Brooklyn, another curious choice for a terminus as the track layout at Church Avenue is configured as a terminal station, whereas Smith-9 th is not.

There are actions which New York City Transit (NYCT) can take, some with immediate beneficial effect:

Because the F and G operate on the same local tracks between Smith-9th Streets and Bergen Street, in anticipation of its tack and structural work on the Culver Viaduct, G service will soon terminate at Church Avenue instead of Smith-9th Streets. This improvement is long overdue. It must be made immediately and permanently. This will allow passengers on the Culver Line between Church Avenue and Smith-9th Streets to supplement the F trains that are already overcrowded by the time they arrive at Church Avenue. Passengers will also have the option to transfer to Manhattan-bound A and C trains at Hoyt-Schermerhorn. It will permit the restoration of the F Express service, which ran 30 years ago quite effectively. The need for this service has grown, but service has contracted. The Culver Line will continue to be under pressure as a

consequence of congestion, population, and ridership along its entire route, from Coney Island to Downtown Brooklyn. The City Council should demand peak-hour, peak-direction F express service, between Kings Highway and Jay Street, as soon as the Culver Viaduct rehabilitation is completed. An essential element of this is to extend G service from Church Avenue to Kings Highway during peak periods. This will improve service and increase transit options for all riders

With a few finishing touches, Bergen Street could serve as a transfer point on the F Express by use of the lower level track which have recently seen switch and signal improvements.

As a four-car train, the G line discourages ridership. Six-car trains were the norm prior to the start of V service in 2001. I urge that NYCT operate eight-car trains during peak hours and minimum six-car trains at all other times. The MTA's most recent capital plans included new subway cars intended for service growth. Some of these cars must be directed to the G line.

Improvements at the southern end of the G line would have a salutary effect in the other communities served by the G: Fort Greene, Clinton Hill, Bedford Stuyvesant, Williamsburg, Greenpoint, Long Island City, better connecting these communities.

Other improvements include extending service in Queens to Continental Ave, increasing off peak service between Queens Plaza and Continental Ave, and allowing a Queens Plaza transfer to and from the G - a lot more efficient than the contrived path of travel at Court Square.

Serious attention to the Broadway station is needed because of water damage, resulting in chemical formations normally found in mountain caves. We must do better.

ADA access is a problem throughout the system and how NYCT determines which stations will next be made accessible seems unrelated to usage and population growth patterns. The Greenpoint Avenue Station is among those that could and should be made accessible. Its ridership is in need and the station physically lends itself to such renovations.

Some of the above improvements will take some time.

In the meantime, G trains simply must be longer and more frequent. That can be done today.

Improving service on the G line is critical to address existing growth in Brooklyn and Queens and to accommodate future growth without increasing congestion.

I thank you for your commitment to better transportation in New York City and for this opportunity to address the committee.



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**Statement of President Thomas F. Schutte, Pratt Institute
NYC Council Transportation Committee Hearing on G Train Service
April 8, 2008**

Chairman Liu, Councilmember James, thank you very much for your attention to the critical issue of improved G train service. The G is the transit lifeline of Pratt Institute, Clinton Hill, and other Brooklyn and Queens neighborhoods. Unfortunately, poor service and security cause problems for our 4,700 students, as well as our faculty, staff, visitors, and neighbors. I hope that the City Council and the MTA will be able to work together to improve service.

I have been involved with the G train for the past decade in my role as President of Pratt Institute. I struggled and appealed many years ago regarding the dangers of the subway and the numerous students who have been robbed and assaulted. I have had the subway police in my office on a number of occasions. They are always gracious, but the issues continue. We also worked with a group Clinton Hill stakeholders, our legislators, and the MTA to rid the Clinton-Washington station of dirt and graffiti, and to have art installed. I am pleased to report that we have seen some improvement yet many problems remain.

Over the past few years, the neighborhoods around Pratt have seen enormous growth. We believe that this contributes to the growth in G train ridership, from 9.3 million fares in 1998 to 12.6 million today. But we have not seen expanded service to match this growth. In light of this need, I hope that you will consider:

- Increasing the frequency and volume of service, including on nights and weekends. Our students do not have typical 9-to-5 schedules, and they need safe and reliable service not only during the days, but nights and weekends as well.
- Offering free street transfers at key stations. Of particular interest to our students, faculty, staff, and neighbors would be free street transfers between:
 - Hoyt-Schermerhorn (A,C,G) and Atlantic Avenue/Pacific Street (2,3,4,5,M,N,R,W,D,Q)
 - Fulton Street (G line) and Lafayette Avenue (A, C lines).
 - Broadway (G line) and Hewes Street (J/M line)
- Running the G train to Queens Plaza, rather than only Court Square, in Long Island City. This would afford our students, faculty, staff, and neighbors a much better series of connections to the E, V, and 6 lines.
- Continue to improve security and conditions at the G train stations.

Finally, I am encouraged by the fact that G service will be extended to Church Avenue during the Culver Line renovation project. This will open up more convenient transit access to Pratt Institute and the rest of northern Brooklyn for many who live in Park Slope, Windsor Terrace, Kensington, and beyond. We urge that this connection be continued after the renovation is completed, and that this service then be augmented with F express service, which would go a long way to linking Pratt and our community with more of central and southern Brooklyn.

Thank you very much for the opportunity to submit this statement.

**Downtown Brooklyn Partnership
Testimony to the City Council
Urging Investment In G Train**

April 8, 2008

The G Train receives the least investment of any line in the MTA's system, resulting in the system's shortest trains and the least frequent service. However, the G serves some of the region's fastest growing areas and is vital to the City's economic development plans.

The communities that are served by the G train have a total population of almost 1 million residents. Among these are some of the most rapidly growing neighborhoods in the City, including Bedford-Stuyvesant, Long Island City, Williamsburg and Downtown Brooklyn.

Downtown Brooklyn alone, which is the location of three G-train stations, is projecting to see \$9 billion in development over the next five years, attracting nearly 35,000 new residents and thousands of new workers and visitors. To support this growth and to ensure successful economic development, the MTA must invest in the transportation infrastructure that supports these neighborhoods and business centers.

Additionally, it is important for the MTA to plan for commutes that are not strictly from outer boroughs into Manhattan. In fact, most Brooklyn and Queens residents do not work in Manhattan at all. Between Downtown Brooklyn and Long Island City alone there are almost 160,000 jobs on this valuable line. These workers must be given adequate, reliable transit options to their places of work.

To foster the growth occurring around this line and to better serve its ridership, the MTA should consider the following critical actions:

Increase Frequency of Service on the G line

Frequency of service for the G train has remained the lowest in the system despite large increases in ridership. Peak-time trains are supposed to arrive every 8 minutes as opposed to the average 5 minute peak headways operating on all other lines. Off-peak G trains are scheduled to arrive every 10 minutes, however, regular G train riders (including myself) will tell you that off-peak service frequently, especially on Sundays, stretches to 20 minutes. This infrequent service frustrates riders and discourages ridership. The MTA must increase frequency on this line so that it serves riders' needs seven days a week.

Free Street Transfers

The G line already provides valuable transfer service to four other subway lines. However the MTA could expand the utility of the G train by simply providing free street transfers between the G's many proximate train lines. Free street transfers will rationalize trips by giving Brooklyn commuters the opportunity to transfer directly to their most appropriate line. For example, the G line crosses 12 lines in Brooklyn but only provides direct connections with four-- the L, A/C and F. Free street transfers would allow residents of G-train-only neighborhoods to transfer to one of the 10 lines at the Atlantic Avenue Terminal.

Free street transfers on the G line provide an opportunity to create vastly improved service with very little capital expenditure. The MTA already provides this temporary service at its Court Square station so there is no reasonable rationale to deny this service to other adjacent lines.

Bring G train stations to a state of good repair

Due to extraordinary private investment, partly resulting from the City's rezoning of Downtown Brooklyn, the Hoyt-Schermerhorn G station is projected to see an astounding average weekday ridership increase of 165% in five years. The area around this station will see the addition of over 2,500 residential units, many of which are seeing occupancy this year. Unfortunately for these new residents, the station's dark, dingy condition is magnified due to the unused tracks that lie ominously unused. Furthermore, lack of investment in stations such as Hoyt-Schermerhorn conveys a detrimental image of the area and deters potential new residents.

The MTA must bring stations in high growth areas to a state of good repair. At the very least, this and other stations should be painted and cleaned and the unused tracks at Hoyt-Schermerhorn should be hidden. This gateway should reflect the economic investment and positive changes that are occurring above ground and should encourage, not discourage, use of this underground artery.

Transit is a critical factor in New York City's economic development. The MTA must work in partnership with the City's economic development plans and invest in high-growth, high-priority areas. It would a great mistake if the MTA did not learn from its miscalculations in dealing with the growing ridership on the L line. The MTA must invest in the G train now to avoid an overcrowded and exasperated line five years from now. Improvements to frequency, free street transfers and returning stations to a state of good-repair are cost effective ways to foster economic development and provide valuable transit service to G train riders.

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 BAYSIDE CLEAR SPRING COUNCIL
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CITY COUNCIL HEARING ON G TRAIN SERVICE

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 179th 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 Street to justify this additional service, but running trains to 179 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

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 Street to Forest Hills, and bypasses the important stations of Queens Plaza, Ely Avenue, and 53rd Street. We recommend that the V be sent to 63rd Street, the F be restored to 53rd 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 53rd 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 63rd 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 53rd Street.

Thank you.

New York City Transit Riders Council

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Statement of the New York City Transit Riders Council to the Transportation Committee of the New York City Council on Examining what the MTA is Doing to Improve Service on the G Line

April 8, 2008

My name is William Guild. I am the Chair of the Permanent Citizen's Advisory Committee (PCAC) to the MTA and a member of the New York City Transit Riders Council (NYCTRC). The Council was created by the Legislature in 1981 to represent the users of the New York City Transit system and consists of 15 volunteer members appointed by the Governor upon the recommendation of the Mayor, the Public Advocate, and the five Borough Presidents. The PCAC is the coordinating body for the NYCTRC as well as two similar commuter rail riders' councils which advise LIRR and Metro-North.

The PCAC and NYCTRC welcome the opportunity to discuss improvements to service on the G line. Over the past few years, the Council has heard from countless riders regarding their frustrations with service on the G line. Much of this frustration stems from the lack of consistent and reliable service on the line. Passengers complain about having to endure long waits for service, and often discover that, due to work being done on the line, service is not available when and where it is scheduled to run.

With regard to the G line, the Council believes that NYC Transit needs to make reliability its top priority and, at the same time, increase the frequency of service. The Council agrees with NYC Transit that the best way to improve reliability and service frequency on the line **at this time** is to establish Court Square as the line's northern terminus; and to extend service southward in Brooklyn to the Church Avenue station.

From the opening of the Queens Boulevard IND in the 1930s, the GG train (as it was formerly called) provided local service from Queens Plaza to Continental Avenue, even running to the World's Fair in Flushing Meadow during 1939-40. In 1955 a connection to the 53rd Street tunnel enabled a second Queens Boulevard local service to Manhattan (currently the R train), with the G (or GG) running south on the "crosstown" line to Brooklyn. Since introduction of the part-time V train following completion of the 63rd Street Connector in 2001, the northern terminal of the G line has been cut back to Court Square when the V is operating on week days, with a transfer available to the E and V through the CitiCorp passage. NYC Transit now proposes to terminate G line service at Court Square at all times.

While the local tracks *should* be able to accommodate at least two services, for some time frequent General Orders have seriously limited capacity on the Queens Boulevard lines nights and weekends, the very times G service is scheduled to run along this portion of the route. We are told that, on 44 weekends in the past year, G line riders were forced to transfer to or from the E train at Court Square; and that this situation is expected to continue for years, with switch replacement, track maintenance and CBTC installation as far as the eye can see. Reliability is preferable to uncertainty; turning the G train at Court Square at all times should provide certainty and improve reliability. On balance, then, our Council supports making Court Square the full time terminal, at least until the GO situation on the Queens Boulevard line changes for the better.

Our Council welcomes the extension of the southern end of the G train route from Smith-9th Streets to Church Avenue, which should have been the terminal for the past seventy years. Church Avenue was built as a terminal, complete with a yard. Smith-9th was *not* designed as a terminal and turning the G train on the Gowanus viaduct has precluded the express service through downtown Brooklyn for which that section of the IND was designed and built. Extending the G line to Church Avenue now is a necessity, to permit reconstruction of the crumbling viaduct, but we hope it will be made permanent and that express service will be instituted once the viaduct has been rebuilt. The V train should also be extended as a local to Church Avenue – Kings Highway during peak hours -- increasing capacity through the under-utilized Rutgers Street tunnel and allowing the F train to run express on the center track.

Some riders and transit advocates have called for terminating G line service at Queens Plaza rather than Court Square to facilitate transfer to R service. Because this would require extended single track, reverse rail operation on the northern end of the line as well as a merge with the R line between Court Square and Queens Plaza, our Council believes both service frequency and reliability would be severely impacted and does not favor this approach. Some have also objected to the use of shortened trains (four 75' cars) on the G line, but with cars in short supply, we prefer increased service frequency to full-length 600' trains.

In summary, PCAC and the NYC Transit Riders Council recommend the following:

- Establishing Court Square as the northern terminal of G line service at all hours, at least until major work on the Queens Boulevard subway is completed;
- Extending G line service to Church Avenue as soon as possible to dispatch trains more efficiently and improve frequency of service on the line.
- Decreasing G line peak hour headways to provide for a train every 5 minutes.
- Monitoring the G line closely to insure that, as ridership increases and approaches loading guidelines, trains are lengthened to provide sufficient passenger capacity.
- Easing passenger stress by indicating on G line station platforms where 4-car consists will stop so that passengers will know where to wait for their trains.

Thank you for this opportunity to present our comments and recommendations.

**TESTIMONY BY THE PARK SLOPE CIVIC COUNCIL
CONCERNING IMPROVEMENTS TO G TRAIN SERVICE**

Good afternoon, Chairman Liu, distinguished Council Members. My name is Michael Cairl. I am a Trustee of the Park Slope Civic Council and Chair of its Livable Streets Committee. Thank you for holding this hearing to review subway service on the Crosstown, or G, line.

The G is the only subway route, other than the Rockaway Park and Franklin Avenue shuttles, that does not serve Manhattan directly, but it is an important feeder to trains to Manhattan, with much unrealized potential. The problems with the G line depend to a great extent on where one lives, be it in western Queens or northern Brooklyn or communities between Gowanus and Kensington. But all would agree that the route is not as long as it should be, stations have suffered from neglect, and service is inadequate. Every single neighborhood along the G line has experienced significant revitalization in the last twenty years, and the demand for service on this line has never been greater.

My testimony today addresses primarily the southern end of the G line, where the issues of service are intertwined with the need to improve service on the F line. Today, the F and G operate on the same local tracks between Smith-9th Streets and Bergen Street. Starting in the fall of 2008, and continuing until mid-2012, NYCT will rehabilitate the structure, track, and signals on the Culver Line between 4th Avenue and Carroll Street. NYCT has advised the Park Slope Civic Council that during this time G service will terminate at Church Avenue instead of Smith-9th Streets. Although this is being done as a consequence of the Culver Viaduct work, this is a long overdue service improvement that must be immediate, permanent, in effect at all times. The principal reasons for this are as follows:

- (a) Passenger Loading. Passengers boarding the Culver Line between Church Avenue and Smith-9th Streets will have service to augment the F trains that are already overcrowded by the time they arrive at Church Avenue, and they will have the option to transfer to Manhattan-bound A and C trains at Hoyt-Schermerhorn.

Passenger counts at the stations from Bergen Street south are at historic high levels, and existing service patterns are inadequate.

- (b) Operations. The track layout at Church Avenue is configured as an efficient terminal station, whereas the layout at Smith-9th Streets is not. This change is an operational gain for NYCT, leading to quicker turnarounds and improved service.
- (c) The Bigger Picture. In the 1970s, the F line had peak-hour, peak-direction express service between Kings Highway and 18th Avenue, both of which are configured as express stations. Today, the needs are much greater. Regardless of how congestion pricing fares now or in the future, congestion mitigation is an urgent need, and the obvious remedy is to accommodate people on mass transit instead of private vehicles. The Culver Line will continue to be under pressure due to increasing congestion, population, and ridership along its whole route, from Coney Island to Downtown Brooklyn and including the communities of Gravesend, Parkville, Borough Park, Kensington, Windsor Terrace, Park Slope, Gowanus, Carroll Gardens, and Cobble Hill. We urge the City Council to demand peak-hour, peak-direction F express service, between Kings Highway and Jay Street, as soon as the Culver Viaduct rehabilitation is completed. An essential element of this is to extend G service from Church Avenue to Kings Highway during peak periods. This will have a very great impact on these communities, improving service and increasing transit options for everybody.
- (d) Train Capacity. The four-car trains now in service on the G line are completely inadequate and discourage ridership. Six-car trains were the norm prior to the start of V service in 2001. We urge that NYCT operate eight-car trains during peak hours and minimum six-car trains at all other times. The MTA's amended 2005-2009 Capital Plan included 47 new subway cars, above and beyond those replacing old cars, for service growth. The 2008-2013 Capital Plan includes 90 cars for this purpose. Some of this growth must be directed to the G line.

Mr. Chairman, making these improvements at the southern end of the G line would have a cascading effect in the other communities served by the G: Fort Greene, Clinton Hill, Bedford-

Stuyvesant, Williamsburg, Greenpoint, Long Island City. They would knit together these communities far better than is now the case. We are well aware that some of these improvements could be made today, while others will take some time. We would like to see trains that are longer and more frequent. We understand that there is not enough rolling stock today to create as many trains as everybody would want, and even if there were, there is not enough signal capacity today to operate all of them safely.

In summary, the G needs help – your help. The City needs these improvements to start today.

Improving service on the G line is critical for many communities in Brooklyn and Queens, to address existing growth and to accommodate future growth without increasing congestion. Thank you for your time and for your commitment to better transportation in New York City.

4-8-2008

Dear Committee members,

On February 27, 2008, I started a petition in support of connecting the G train to Atlantic Terminal. To date this petition has been signed by 1,142 people.

In my opinion the G train is not currently living up to current mass transit demands in New York City. Among common complaints are the fact that the G does not run as frequently as other trains, it has only 4 cars while other trains in the city have a minimum of 6 trains, the MTA has decreased the areas serviced by the G train in Queens, and the G train lacks easy transfers that would make it instantly more effective and on par with the rest of our subway system. There should be no question that the New York City residents who live on the G train are entitled to the same quality mass transit and services afforded to the rest of the city. But judging from the G train record, the MTA, sadly, has decided that these taxpaying New York City residents deserve less.

The neighborhoods served by the G train are growing very quickly and have seen lots of development in recent years. As these neighborhoods change they are increasingly demanding suitable public transportation. Housing development to accommodate the projected growing population of New York City is a major current issue, and it would benefit dramatically from a competent G line that promised real transfers to other lines and downtown shopping. With large areas of potential building sites along the G line, this issue alone should be enough to highlight the need for improvement.

The "Connect the G Train" petition has an option for comments and I have found these comments to be a very valuable aspect of the petition. Comments left by signers address not only the need to get the G train properly hooked up to the rest of the system, but they also raise other important issues relating to the G train. I would like to read a few of the comments now:

Thank you for your attention on this issue.

Peter Eide
98 Ryerson Street
Brooklyn, NY 11205

The Metropolitan Transportation Authority (MTA)

We the undersigned ask you to please help improve the lives of thousands of commuters in Brooklyn and Queens by linking up the G train to Atlantic Terminal. Thank you for your attention on this issue. ♦

	Name	From	Comments
2.	Peter Counsell	New York, NY	
721.	Yanira Castro	Brooklyn, NY	Do It! We live in Clinton Hill and this would so greatly benefit the community. Making it easier to get to work, to make it into Manhattan, connecting this area of Brooklyn to other areas of the borough in a much more efficient manner. Yes! Yes! Yes!
590.	mona chopra	brooklyn, NY	this would make life SO much easier! plus, then people can take the G to connect with the LIRR at Flatbush Ave.
1,125.	Ezekiel Carder	Brooklyn, NY	
501.	Vlada Smorgunov	Brooklyn, NY	This one is really a 'no-brainer'. The cost of this could be relatively minimal, and the benefit would be tremendous.
275.	ROBERT STREBECK	Euless, TX	
286.	Patricia Bernstein	Brooklyn, NY	If you're looking to create a more user-friendly transportation system, here's a good place to make a difference for many riders.
309.	Margaret Benton	Brooklyn, NY	
316.	Sara Huber	Brooklyn, NY	
787.	John Baldwin	New York, NY	
85.	Enid Braun	Brooklyn, NY	The easier it is to transfer from one subway line to another, the more people will be encouraged to use public transportation within Brooklyn and Queens, where it is so often difficult to get from one neighborhood to another.
523.	Jennifer Kryska	Brooklyn, NY	
803.	Ann Link	Brooklyn, NY	I use the G train a lot to get to Queens and back (I live near the Bergen Street stop). If the train connected with the Atlantic terminal that would really make it easy for everyone in Queens and Brooklyn to shop and do business along Flatbush. Please make the connection!
1,120.	Marta Peimer	Astoria, NY	Please, please, please enhance (don't cut!) the G train service.
790.	J willebrand	New York, NY	Get going on the G. Give New Yorkers decent service.

	Name	From	Comments
5.	Olga Akselrod	brooklyn, NY	I live very close to the G train, yet very rarely use it because of not being able to connect to the Q train that takes me to work. Many who live in my neighborhood likewise cannot make use of the G train because it simply doesn't connect to the trains they need. A useable G train would radically improve life for my community and the many others who live on the G line.
589.	Kerry O'Neill	Brooklyn, NY	This is a great idea. In addition why not attached the C train to Atlantic Terminal as well?
73.	Mike Dimpfl	Brooklyn, NY	This is a great idea.
819.	Scott Turner	Brooklyn, NY	
564.	Vanessa Hradsky	Brooklyn, NY	Connecting the G train to Atlantic Terminal is a great idea which will allow Brooklynites more flexibility in their subway travel.
188.	Glenn Byrnes	Sylmar, CA	
943.	Melissa Dubbin	Brooklyn, NY	
343.	josh lieberman	upper saddle river, NJ	
453.	jessica starbuck	brooklyn, NY	Um, hello? Please connect the G train to the Atlantic train station. Since, it is likely, none of you MTA folk live in Brooklyn -- you have NO IDEA how difficult it is to get around brooklyn on public transport. My sister lives in Carroll Gardens (F train), my other sister lives in fort greene (C train), and I live in Williamsburg.... What ends up happening -- we drive most of the time; now we all know that is bad for the environment, shamefully contributes to green house gases, and is, simply put, bad policy. If you're not interested in helping the residents of Brooklyn move around more fluidly -- then do it to protect the environment!! Cheers, J. Starbuck
146.	Satya Patel	Brooklyn, NY	The G Train is the only subway train near our home and since we have a young baby, it would be very helpful to have direct access to the Atlantic Terminal.
223.	Todd N	Brooklyn, NY	Seems like a no brainer to me to connect the G train stop a Lafayette with the Atlantic Ave-Pacific terminal. Also I think an easy transfer could be made btwn the G train stop at Broadway and the Hewes J & M stop.
570.	Doug Beube	Brooklyn, NY	A great idea
645.	Audrey Doyle	Brooklyn, NY	
688.	abby kelly	Brooklyn, NY	I've been taking (and complaining about) the G train for ten years. Connecting it to Atlantic Terminal would make such a big difference for so many people!
38.	Christopher Saldin	brooklyn, NY	Now this is an idea thats makes sense for the MTA to do

	Name	From	Comments
822.	christine datz-romero	New York, NY	I travel quiet a bit in Brooklyn and better connections like a transfer to the G at Atlantic Terminal would make my commute hugely more efficient
959.	Christina Megill	brooklyn, NY	Connecting the G with the Atlantic-Pacific station would be a progressive plan and especially forward-thinking in light of the new residents and development appearing and planned for in Brooklyn.
268.	Rachael Zinman	brooklyn, NY	the G train is unreliable and from brooklyn its a hassle and is difficult to get to the city. we live so close but with all the transfers it takes forever to get to manhattan
917.	Suzanne Pelletier	Brooklyn, NY	
910.	Hilda Cohen	Brooklyn, NY	I use the G train alot, and the changes made recently, opening up the gates at S. Portland is the reason. If it were more accessible, I would use it even more.
508.	Ria D'Aversa	Brooklyn, NY	
729.	* Zentura	Casper, WY	
387.	Patty Trujillo	Brooklyn/Clinton Hill, NY	Our choices are limited and/or dysfunctional in this aea for public transportation, please try to make this a reality. The population in the FORT GREENE & CLINTON HILL areas are increasing exponentially every year!
1,102.	Richard Mintz	BROOKLYN, NY	
629.	nicole devincentis	brooklyn, NY	
156.	Meredith Deliso	Brooklyn, NY	
961.	david sanderson	brooklyn, NY	
505.	Wilson Lorenzo	Brooklyn, NY	I agree that extending the "G" train to the Atlantic Ave terminal is good for Brooklyn and is great for Bed Stuy.
1,141.	Karla Held	Brooklyn, NY	YES!!! It is very difficult for people on the F/G lines to connect to the 2,3,4,5 trains. It would relieve some of the crowding on the F train. It would be a fantastic service improvement.
354.	Gabrielle Bertrand	Paris, France	
484.	Sarah Murphy	Brooklyn, NY	This would be a great step in improving G service!
1,027.	Lidia Bonilla	Brooklyn, NY	Please connect the G Train to Altantic Terminal. It would make it so much easier to get to work. It would help property values in Bed Stuy and Clinton immensely since the biggest drawback to living there is the limited service of the G train.
1,025.	Tara O'Rourke	Brooklyn, NY	Please, connect the G to Atlantic Terminal. This makes a lot of sense for those of us who live and work in Brooklyn. Commuting within Brooklyn or from Brooklyn to Queens is a nightmare. Let's take some of the congestion pricing that the city wants to charge these very same bororoughs and improve transit within the bororough themselves!!!
16.	Hunter Armstrong	NY, NY	

	Name	From	Comments
27.	Elana Hershman	Brooklyn, NY	It just makes good sense.
825.	Katja Raak	Brooklyn, NY	
1,116.	Christopher Eliot	Brooklyn, NY	
585.	linda quigley	brooklyn, NY	It is currently difficult for me to reach the Williamsburg commercial area without a taxi, and connecting the G to Atlantic/Pacific would really help.
260.	Dayna Hollins	Brooklyn, NY	
35.	michael galinsky	brooklyn, NY	Make the G better for riders, there are so many people on the G train these days and we need better connections!
905.	Doug DeFalco	Brooklyn, NY	
885.	Javier Garcia	Brooklyn, NY	This train link is essential for Brooklyn and Queens.
1,135.	Louis Gruber	Brooklyn, NY	
682.	Tommy McDonald	Brooklyn, NY	The disrepair of the G train borders on racism.
872.	William Glasspiegel	Brooklyn, NY	Please make the G line more useful and a more effective commuter option for the thousands who live along this line.
172.	Patrick Sullivan	Brooklyn, NY	This would be amazing
329.	Amy Ezrin	Brooklyn, NY	
605.	c cha	brooklyn, NY	hurrah for interconnectivity!!
691.	Alexander Tilney	Brooklyn, NY	Atlantic Terminal is a fantastic hub, and this move would allow much greater access to Brooklyn and Queens.
1,018.	Michael Garland	Brooklyn, NY	The neighborhood is full of students and hard working people who need and deserve more efficient transportation to manhattan
1,107.	Angela Lee	Brooklyn, NY	
936.	Johanna Andino	brooklyn, NY	
373.	Diane Tarver	San Leandro, CA	Creating more transfer options from the G train increases it's usability and accessibility, and will provide an economic boost to businesses and neighborhoods along it's route. Not to mention less of a headache for my commute in the morning. ;)
1,010.	Heather Linnell	Brooklyn, NY	
1,127.	Amit Mantri	Brooklyn, NY	This would be very helpful to people in Brooklyn and Queens. please do it!
994.	Ava Barzvi	Rego Park, NY	As founder of the local community group (Rego Park Group) I can tell you for sure that there are a lot of complaints about the G line.. schedule, cleanliness, connections in Bklyn.. and it need to continue through Queens- Rego Park and Forest Hills!
915.	Nicole Hegeman	Brooklyn, NY	Please help improve the G line! I think this is an idea whose time has come!
62.	Lauran Rothstein	Brooklyn, NY	
592.	Angela QUILES	Brooklyn, NY	

	Name	From	Comments
1,028.	Justine Slattery	Brooklyn, NY	
792.	Michael Emperor	Brooklyn, NY	<p>This is a no-brainer. Connecting the "G" Fulton Street stop with the major hub of Atlantic Ave-Pacific Street will allow more people to come to the new stadium, and downtown in general, without using cars, which is a goal of PlaNYC, no? If not, it should be.</p> <p>I would go one step further, and extend the "G" service to 7th Ave in Brooklyn, so it could connect with folks in Bay Ridge, Dyker Heights, and Southern Brooklyn via the 4th Ave-9th Street stop on the "R" line. This would certainly increase ridership on the "G" line, and only extends service one more station, as the "G" "lays up," or switches track, at 4th Ave.</p>
666.	Phillip Olarte	Brooklyn, NY	<p>This connection, with ultra fast service would bring more people to the neighborhood thus more money comes into the economy in this forgotten pocket of brooklyn</p>
358.	Carmen Muhammad	Brooklyn, NY	PLEASE!!!
866.	Amber Weintraub	BROOKLYN, NY	
20.	Adam Simon	Brooklyn, NY	<p>as much as we need this, we also need more buses on the 54 and 57 lines and on whatever the bus is that runs on De Kalb avenue</p>
77.	Amanda Atlas	Brooklyn, NY	
24.	Elizabeth Miller	Brooklyn, NY	<p>I recently moved to Clinton Hill and I absolutely love it here. But it is virtually impossible to get visitors to come to me because of their fear of the G train. It is perceived by so many as useless but for me, so far it has proven reliable. I take the G train every day to Queens, transfer to the E or V and I am 2 blocks from my office when I get out at 5th avenue. However, it is quite a long haul to get to any other part of Manhattan, particularly the West Side. This is not only an inconvenience to me and others like me. It negatively affects property values and slows the growth of what should be one of the most flourishing parts of Brooklyn. For years people who lived here were virtually cut off from Manhattan and it seems at times like the "mainland" is another state altogether. This should not be. The people who live along the G line are an integral part of what makes New York City generally and Manhattan specifically the greatest city on earth. It is time that the MTA stops treating us like unwanted step children and connects us to all of Manhattan. Brooklyn is flourishing and the MTA needs to accommodate that growth. PLEASE EXPAND THE G TRAIN!!</p>
287.	Laura Fisher	Brooklyn, NY	<p>Please open up New York City by connecting G train to other important subway lines!</p>
413.	Jennifer Aull	Brooklyn, NY	

	Name	From	Comments
396.	Kate Watts	Brooklyn, NY	
361.	Vidya Sims	Orick, CA	
528.	George Tsivikas	brooklyn, NY	
128.	Felix Gottdiener	Brooklyn, NY	Linking these trains, and increasing G service, would be a boon to redevelopment in the entire area.
1,132.	Amanda Platner	Brooklyn, NY	Due to the dramatic changes in my neighborhood, driving a car is becoming a burden; especially since Bloomberg announced his intentions on charging any vehicle that enters the city below 59th st. That is something I do almost every day. If the G train was connect to the to Atlantic avenue stop then my transportation needs would be solved and I would no longer rely on my car to get my around.
945.	jenny taylor	brooklyn, NY	
196.	Michael Gabry	Brooklyn, NY	
276.	Wes Keith	Auxvasse, MO	
966.	Lily Morgan	Brooklyn, NY	What a difference it would make to be able to transfer from the G to all of the trains in Atlantic Terminal!
770.	Glen Ganaway	BROOKLYN, NY	Please, Please,Please connect the trains. Its obvious!
54.	Ilana Rauch	Brooklyn, NY	
933.	Elana Levin	Brooklyn, NY	
750.	Amy Helin	Brooklyn, NY	
1,075.	Andy Pressman	Brooklyn, NY	
169.	Katherine Good	Brooklyn, NY	More transfers are always welcome! DO IT! :)
992.	Damian Busch	Brooklyn, NY	
403.	ian mactaggart	brooklyn, NY	
1,109.	Noreen Henson	Brooklyn, NY	I live a block from the G line Nassau stop, yet very rarely make use of this line as it doesn't get me where I need to go. This would be great, then you could add more cars to the line!
657.	Suzanne DeBrango	Brooklyn, NY	Having the G train stop at Atlantic Ave would be a tremendous advantage to all of us living in the neighborhood. Yes please consider this proposal
56.	Gabriel Saffioti	Brooklyn, NY	G train serves commuters well at Court Square connection to the E and V trains. The same needs to occur at the Atlantic Terminal.
743.	Wayne Burkey	Brooklyn, NY	Please restore the entire G route, restore train length to six cars, and increase frequency of service on this important yet tragically neglected line.
379.	Steve Wacksman	Brooklyn, NY	
436.	craig barowsky	Brooklyn, NY	Living in williamsbrug,the G train is my connection to the rest of brooklyn. If I was able to connect to other trains it would make my commuting much better.

	Name	From	Comments
443.	Craig Dobie	Brooklyn, NY	Joining the G train to Atlantic Terminal will improve the lives of thousands of people and businesses. The increase in Subway fares should be used to make system improvements - not just maintain the current system.
662.	Andrea Jeyaveeran	Brooklyn, NY	
547.	Abby Hannan	Brooklyn, NY	I live off of the clinton/washington G stop. This change would make my commute so much easier! I have always wanted this, and it would be a great improvement to Brooklyn residents along the G. Thanks.
635.	Ken Cooper	Brooklyn, NY	I support the proposal that would connect the G Train to Atlantic Terminal. I would also like to support the idea that the G Train could be connected to the J line as well making travel between Brooklyn neighborhoods more fluid.
1,113.	K T	Brooklyn,, NY	Greenpoint is a working class neighborhood, always has been, always will be...yuppy puppies notwithstanding. Help Greenpoint to help itself!!!
780.	Jeanne Messing	brooklyn, NY	come on, do it!
1,060.	Fran Krause	Brooklyn, NY	The C and G should be part of the Atlantic / Pacific connection. It would make Brooklyn much more efficient.
651.	Craig Escalante	Brooklyn, NY	
108.	Susan Albrecht	Brooklyn, NY	
656.	Elizabeth Dickinson	Brooklyn, NY	
194.	rich fell	brooklyn, NY	best idea of 21 st century
951.	Michael Palms	Brooklyn, NY	i am a business owner (southpaw music & entertainment, 125 5th Ave, Brooklyn), just blocks from Atlantic yards. having the G stopping on this side of the ever expanding Park Slope would be blessing...very often the live music featured @ southpaw directly responds to the new, gentrified WilliamsBurg / Grennpont demographic. Let's do This!
827.	joanne belonsky	brooklyn, NY	please! start treating us like people who matter here in brooklyn! it would make a tremendous difference in our lives.
846.	Paul Dreher	Long Island City, NY	I feel that the subway service right now between Queens and Brooklyn is sorely lacking. Connecting the G train would go leaps and bounds in improving this.
841.	Charlotte Balibar	Brooklyn, NY	Please consider our request when making plans for the new Atlantic Terminal, and help thousands of G train commuters by connecting the G train to the new terminal. Thank you!
450.	Chloe Kaplan	Brooklyn, NY	

Name	From	Comments
1,039. Hernan Guerrero	Brooklyn, NY	The connection to Atlantic Terminal would be a plus, but service irregularity during off-peak hours is a big issue. Perhaps expanding the L train's digital time tracking pilot to the G train would be worthwhile.
835. Angela Villegas	Brooklyn, NY	
1,093. Amy Huggans	Brooklyn, NY	
971. Sam Ballew	Brooklyn, NY	
244. Kat Ferrara	Ridgefield Park, NJ	
1,140. Mariangel Gonzales	Brooklyn, NY	
1,006. Karen Shelley	Brooklyn, NY	PLEASE make it happen! Alleviate the F train.
186. Elizabeth Boyd	Brooklyn, NY	
684. William Holton	New York, NY	This makes a lot of obvious sense!
331. Colin Gilroy	Brooklyn, NY	This would be vital in connecting Brooklyn and Queens, and this new accessibility can only help the local economy thrive. Something like this could make everyone's life better.
336. rachel budde	brooklyn, NY	The G needs to evolve. the neighborhoods which it services depend on it!
850. Brice Rosenbloom	Brooklyn, NY	
977. M Tonkins	Brooklyn, NY	
683. Alia Rose Connor	Brooklyn, NY	
141. Scott Stedman	Brooklyn, NY	Keeping this vital community accessible is an urgent responsibility of our community, and our government!
556. Steve Klein	Montreal, Canada	
993. Jennifer Wright	Garland, TX	
1,042. Annie Seaton	Brooklyn, NY	The G Train service is really a disgrace--there are large areas of Clinton Hill that are cut off from the vital Downtown Brooklyn/Manhattan axis as a result, and the cross-borough service is an utter joke. Make it possible, please, to go from BK to BK, from BK to Queens, and from BK to MHTN.
1,064. Maria Salazar	Brooklyn, NY	One of the main reasons I moved out of the Clinton Hill area was because of the G train. Better service would definitely be an incentive to move back. I miss Clinton Hill.
285. Florence Weidberg	Brooklyn, NY	I travel the G train every day. I don't find it difficult, the G is a good line. Every line has it's ups and down. I would love to be able to connect to the G train from Manhattan,(Lexington Avenue Station) and take it home (Broadway station). Florence

	Name	From	Comments
557.	Fay Victor	Brooklyn, NY	I've lived in the neighborhood since the late 80's and it would be a MAJOR welcome change to commuters on the G line and it will make getting to work and navigating the city tremendously better. let's get this to happen!!
661.	Raphael Parker	Brooklyn, NY	I just showed empty rooms in my apartment building to prospective tenants last night. People don't like the idea of moving to the neighborhood because the G, our nearest train, is a total joke. Please make the G relevant by connecting it to Atlantic.
725.	Janna Spektor	Campbell, CA	
493.	Leslie Vega	brooklyn, NY	The G train, being the ONLY north-south crosstown subway line in Brooklyn, should transgress its poor reputation and behave like all the other trains-connect with Atlantic Avenue! Next stop-one train connecting Queens and Brooklyn. Can the G train handle this? Can NYC do something revolutionary?
830.	N Sahi-Thorpe	Brooklyn, NY	Please improve the G train service.
816.	Erin McDonald	New York, NY	
702.	charles wilson	brooklyn, NY	
955.	Andrew Bulger	Brooklyn, NY	Improve the G train MTA !!!!!!!!!!!!!!!!!!!!! Connect to Atlantic terminal and make it more frequent. Do the right thing.
421.	Kevin Ley	Brooklyn, NY	Long overdue!
217.	Scott Weber	Brooklyn, NY	There are many many good, hard working people in Brooklyn. Help them to get to where they need to go easier and quicker. Do the right thing. Do it now.
388.	Burnley Duke Dame	Brooklyn, NY	As a regular user of the "G" to visit my granddaughters the proposed connection would be fabulous!
123.	Dalton Rooney	Brooklyn, NY	I believe that the G train linking to Atlantic Avenue (and possibly going further into South Brooklyn, like Church Avenue) could drastically improve the public transportation in Brooklyn and suppor this petition.
989.	Michael Miranda	Brooklyn, NY	This would connect the G-train with the rest of civilization. It is a great idea. Would stop me from moving from the area.
901.	Ben Robbins	Brooklyn, NY	
791.	Maureen Bailey	Briarcliff Manor, NY	
238.	Rebecca White	Brooklyn, NY	
664.	Michelle Lynn-Sachs	Brooklyn, NY	
842.	Maria Spencer	Brooklyn, NY	
262.	Brekke Guerringue	Brooklyn, NY	This subway connection would greatly improve my access to Manhattan. It would help cut down on my travel time immensely and make my life a lot easier.

	Name	From	Comments
726.	Emily Tsiang	Brooklyn, NY	
497.	Steven Hebert	Brooklyn, NY	As the population of Brooklyn and Queens continues to climb, so do the number of taxpaying straphangers that need quality access between the boroughs. Please help connect our city by bringing the G to Atlantic terminal.
381.	Carrie Goldberg	Brooklyn, NY	
131.	Teri Muroff-Meyer	Ridgewood, NY	
1,017.	Kathlene McDonald	Brooklyn, NY	
1,030.	Alexander Ely	Brooklyn, NY	This would be a wonderful connection to have - at present it is VERY difficult to get from one part of Brooklyn to another with no link to the G train.
1,070.	Todd French	Brooklyn, NY	
273.	Geoff Cook	Brooklyn, NY	Please please please do this.
177.	Pilar Gallego	Brooklyn, NY	I would no longer be late to work everyday!
51.	Daniel Dykema	Brooklyn, NY	
958.	Karin Reed	Brooklyn, NY	Since the G train is the only line that doesn't connect to Manhattan, it has limited the development of a large section of Brooklyn. Additional connection possibilities would lessen this handicap and improve the commute of thousands of residents.
710.	Emily W. Newman	New York, NY	
1,054.	Tiffany Kimmel	Brooklyn, NY	So close, yet so far away.
48.	John Smith	Ellenburg Dep, NY	
756.	Chadwick Augustine	brooklyn, NY	I would love to think that the city is making progressive steps in the effort to make NYC (this includes all boroughs!) less stressful and easier for its residents to keep positive about being here. This would be one of those steps....incredibly helpful.
235.	Adam Esrig	Brooklyn, NY	This has always been necessary.
294.	Demetrios Yatrakis	brooklyn, NY	
805.	chris fabryk	brooklyn, NY	This would be a huge service to the community in an area that needs more public transportation.
119.	Esteban Duran	Brooklyn, NY	This G Line connection would be great! The G train is known as the Ghost train and adding this connection might help change that to the Go-Train because it can actually get you to GO places!
578.	Munira Lokhandwala	Brooklyn, NY	Please make this happen.

	Name	From	Comments
620.	Daniel Thompson	Brooklyn, NY	Connecting the G train to the rest of the system would make it much more useable for Brooklyn riders. It would also reduce congestion in Manhattan, by connecting to Williamsburg and Queens without travelling through Manhattan. I would use the subway more often if it did.
76.	Scott Trudeau	Brooklyn, NY	
596.	Ludlow Beckett	Brooklyn, NY	As a resident & business owner, who goes to Manhattan & parts of Brooklyn served by the G line this would be a major convenience. In addition, traveling from home to the city, then to Clinton Hill /williamsburg and then back home to Fort Greene I usually take my car. This connection would eliminate the need to drive.
52.	Ginger Geronimo	Birmingham, AL	
399.	lilie chang	brooklyn, NY	thank you.
681.	Olivia James	Bemus Point, NY	
1,094.	William Tong	Brooklyn, NY	I have been a resident of Clinton Hill for almost 5 years and if this were to happen, I would stay for a lifetime!
296.	Caroline Bevan	Brooklyn, NY	PLEASE!!!! Make life in Brooklyn that much better!
1,111.	Leah Winn-Ritzenberg	Brooklyn, NY	Support public transportation!
751.	Clara Freeman	Brooklyn, NY	The G train is a major link with parts of our community that have been traditionally underserved. As more and more living units are being constructed in our community, we need more and more access to public transit.
161.	Daisy Fermin	Brooklyn, NY	Any improvement on the G train would be greatly appreciated by us Brooklyn Resident!!!!
116.	Crysta Tenni'elle	Brooklyn, NY	Housing in the area the G line services are greatly affected by lack of transfer points.
112.	Luis Soto	Brooklyn, NY	
549.	Daniel Birkett	Brooklyn, NY	
366.	Naomi Pettaway	New York, NY	
857.	Eric Demby	Brooklyn, NY	As the G goes, so goes Brooklyn.
581.	R Ravisankar	brooklyn, NY	
1,096.	Gabe Yarra	New York, NY	
220.	Sarah Durand	BROOKLYN, NY	
829.	April Goldman	Brooklyn, NY	Expanding the G trains reach into the Atlantic Terminal will make transfers so much easier. I'm constantly giving people directions on the street when they come up, confused and looking for the G or C train.
844.	erik moskowitz	bROOKLYN, NY	DO IT

	Name	From	Comments
420.	Dan Vila	Brooklyn, NY	I've lived in Clinton Hill for 12 years. I've always felt that we should be congratulated or at the very least recognized for putting up with the lousy G train service on a daily basis. Please link the G to Atlantic Terminal!
10.	Justine torch	Brooklyn, NY	
500.	Lauren George	Brooklyn, NY	This would improve my commute SO much, I now have to get out and walk the blocks between and get back in the system at Fulton near BAM. Let's make this happen!
1,085.	Randy Taylor	New York, NY	
120.	Jasmine Faustino	Brooklyn, NY	This is a great idea. Connecting the G to Atlantic Terminal would give commuters many more travel options. Overall though, the G line could use many more improvements, including more service and cars, to increase its efficacy for commuters.
588.	Nicola Jacobs	Brooklyn, NY	I love the G train and am excited by all possible expansions of its service. If it is possible it should be done!
608.	Cem Kurosman	Brooklyn, NY	
208.	Dawn Foster	Roswell, GA	
272.	Timothy Meyers	Brooklyn, NY	
720.	Daniel Carbone	Brooklyn, NY	Let my people go! to Atlantic Terminal...
79.	Lauren Mayer	Brooklyn, NY	
310.	Peggy Singh	Santa Maria, CA	
466.	Ali Raimondi	astoria, NY	
404.	Adelle Marcero	Brooklyn, NY	Relying on the B54 on Myrtle has been a nightmare for the past 5 years. This would be amazing.
767.	Nicole Hazaz	brooklyn, NY	
447.	Melissa LoPorto	Brooklyn, NY	
623.	Philip Pervil	Brooklyn, NY	
663.	sonja jackson	brooklyn, United States Minor Outlying Islands	
368.	Sarah Bleviss	Brooklyn, NY	This would be an excellent way to reduce commuter transportation time and increase the overall flow of commuter traffic!
654.	Luc Georges	Brooklyn, NY	THE BROOKLYN SUBWAY CONNECTIONS NEED SERIOUS IMPROVEMENT AS BROOKLYN HAS BECOME AS CROWDED AS MANHATTAN AND WILL MOST LIKELY BECOME EVEN MORE CONGESTED.
499.	Kathleen Hansen	Brooklyn, NY	
757.	Frederick Lasker	Brooklyn, NY	I am very much in favor of such a train connection tunnel!!!
828.	Terry Knickerbocker	Brooklyn, NY	

	Name	From	Comments
292.	Karen Goodwin	Brooklyn, NY	
808.	Jennifer Walty	Brooklyn, NY	Brooklyn is growing and needs its transportation options to grow with it. Connecting the G to the Atlantic transit hub just makes sense and gives Brooklynites the service they need. I ride the G train every day and it is as crowded at the NR or the A train. There are a lot of people who would benefit from increased service on the G.
15.	Frank Ruchala	brooklyn, NY	
924.	Eric Cherry	Brooklyn, NY	I do whatever Rebecca tells me.
380.	Alysha Cassis	Brooklyn, NY	Please connect the G train with the rest of the free world! That the existng connections are the A, C and F trains, trains rife with so many service interruptions on weekends, G train riders are really left out in the cold, literally. The neighborhoods serviced by the G line really deserve connections to the other city lines, particularly with the population explosions along these lines and service transit can not be the only poor remedy.
659.	Jackie MacLeod	Brooklyn, NY	
758.	Katrina Williams	Brooklyn, NY	It would be great to contact the "G" train to more than the A and C trains. I'd get where I need to go much faster.
328.	Ashley Josleyn French	Brooklyn, NY	
291.	Tina Florell	Stockholm, Sweden	
889.	Katie Mangano	Brooklyn, NY	Also, why doesn't it run to LIC during the day?!?
875.	Jessica Heyman	Brooklyn, NY	Please improve the G train to meet the growing needs of Brooklyn! Its current configuration is outdated and illogical, and leaves many Brooklynites without access to huge sections of the city. Connecting the G to the trains at the Atlantic Terminal would be a huge improvement to the daily lives of many New Yorkers.
479.	Erica Saunders	Brooklyn, NY	
626.	Keith Gemerek	Brooklyn, NY	I think making this connection is really smart. I would add one more change that I think would complete the idea, and that is to connect the G train with the J train. the J crosses right over the G. I currently live in the Bed/Stuy and Bushwick area and use the J train to get around, but going to Park Slope is nearly impossible and a very long trip, but if I could connect with the G from the J train it would simplify my life tremendously. But connecting the G with Atlantic Avenue is a brilliant idea as well. So close but yet so far.
113.	Brett Goldberg	Brooklyn, NY	
674.	Joshua Cotton	Brooklyn, NY	
798.	Amy Beacom	Brooklyn, NY	Please! This would be wonderful!!!!!!!!!!!!

	Name	From	Comments
476.	Marie Warsh	Brooklyn, NY	Connecting the G train to the Atlantic Terminal will greatly improve the lives of G train commuters, as the connection to the 7 train at Court Square in Queens has already done.
137.	Amanda Posch	Brooklyn, NY	Such a simple connection would do so much to lessen the G train stigma & would increase the efficiency of the line dramatically. It's a shame that Brooklyn's central line is categorically avoided due to its inconvenience & lack of transfer points. Also, like many others, I don't feel entirely safe walking from the Fulton stop after dark.
333.	Chris Ronis	New York, NY	
118.	chris schilling	brooklyn, NY	Please connect Northern Brooklyn with the largest subway hub in the borough. It will make everyone's commute easier and will increase ridership our one of our greatest assets, the world class subway.
427.	S Chang	Brooklyn, NY	Please improve our neighborhood's transportation options!
708.	Jennie Bell	Brooklyn, NY	
509.	Roger Broome	Brooklyn, NY	This would make my life a lot easier!
289.	Emily Landry	Brooklyn, NY	
762.	matt home	brooklyn, NY	
856.	Marc Levitt	Long Island City, NY	Public trans will save the planet.
277.	zanghi claudia	Bosconero, Italy	
871.	noah vадnai	brooklyn, NY	
962.	Chris Owens	Brooklyn, NY	
50.	Artis Wright	New York City, NY	
33.	Vera Zolotaryova	Brooklyn, NY	This train is a great solution, right now it takes at least an hour to get to Williamsburg from Park Slope. I could get to Harlem in less time!
575.	Alka Dev	Brooklyn, NY	This will be almost unavoidable given the growth and development in the area.
649.	Patricia cabbagestalk	brooklyn, NY	
314.	Cristin Burton	brooklyn, NY	when i think of the G train, I vomit in my mouth a little. Sometimes I fully vomit. If the G train connected at Atlantic, I think that would happen a little less.
1,117.	Scott Hubbard	Brooklyn, NY	PLEEEAAAASSEE!!!
507.	Amanda Thieroff	Brooklyn, NY	It would be great to not have to leave the station to connect to the Q at Atlantic, a trip I make pretty often. Thanks!
619.	Benjamin Wheeler	Brooklyn, NY	Very necessary!
740.	Adrienne Yurick	Brooklyn, NY	The route to and from Brooklyn and Queens is a time consuming one that requires a trip through Manhattan. Our two boroughs have been neglected by the MTA for too <i>(continues on next page)</i>

	Name	From	Comments
740.	Adrienne Yurick	Brooklyn, NY	<i>(continued from previous page)</i> long. Now that the populations of the "outer" boroughs have increased it's even more important to serve us.
323.	Kyle Werner	Brooklyn, NY	
411.	Kevin Drost	Brooklyn, NY	please do this
55.	Paul Combs	Putnam, CT	
1,068.	Joseph Waldman	Brooklyn, NY	There are a lot of great communities in Brooklyn but the one thing holding them is the G train!
481.	louis hirsch	brooklyn, NY	This move would simply be common sense. Many of us take extra buses for no reason other than no connection.
714.	Michael Gross	Brooklyn, NY	
23.	Ryan Reynolds	Brooklyn, NY	For the exponential impact of traffic that will be negatively affecting Brooklyn as a consequence of the Atlantic Yards project, this is one positive thing we can do to offset that burden. By connecting neighborhoods on the fringe of MTA ridership to main transportation arteries, we ensure the viability of living and working in two of New York's most diverse boroughs.
755.	Eve Siegel	Brooklyn, NY	Excellent idea. Any restoration or enhancement of the line would be very welcome. The G is still stuck in a Brooklyn/Queens that hasn't existed for years.
397.	Elizabeth Bernstein	Astoria, NY	
192.	Pete Wefers	Brooklyn, NY	This is good public policy. Let's get this done!
631.	Mary Priebe	Brooklyn, NY	All ideas for expoanding the possibilities for increased outer borough service should be examined!
1,038.	April Herms	Brooklyn, NY	
36.	todd gilmour	new york, NY	
865.	Sadie Ishee	Brooklyn, NY	
715.	Pam Boland	Grovetown, GA	
981.	joanne lee	new york, NY	
973.	Laurel Wells	Brooklyn, NY	The G train's shortcomings have always made me feel like the MTA has written off Brooklynites as second class citizens. Please MTA, give us some respect! Make the G train worth it.
836.	Ann Eagan	Sunnyside, NY	
644.	Amy Van Vesse	Brooklyn, NY	
445.	Alyce Waxman	Brooklyn, NY	
308.	zovig garboushian	new york, NY	
255.	Amy Dawson	Brooklyn, NY	
332.	Eric Hunter	Brooklyn, NY	

Name	From	Comments
1,050. Juliette Acker	Brooklyn, NY	The neighborhoods around the G line have grown tremendously and will continue to grow, however, the transportation options in these neighborhoods have not kept pace with demand. Please rectify this problem by linking the G line with the Atlantic-Pacific station and increase train service on the G line.
976. John Comito	Brooklyn, NY	
1,121. Elizabeth Bernbach	Brooklyn, NY	I live near the Washington/Clinton stop on the G, but at least a 15 minute walk to any other subway. It would make such a huge difference in my ability to get around Brooklyn and the other boroughs if the G connected to the Atlantic subway terminal. PLEASE, PLEASE, PLEASE connect the G train to the Atlantic terminal!!
815. Christopher Grunke	Brooklyn, NY	I utilize public transportation exclusively and the idea of being able to take the G train to the Atlantic Center would greatly improve my ability to shop there. As of now I find myself making trips all the way yo Manhattan to shop simply because the proximity of stores to train lines is better for me.
1,005. Hava Dennenberg	Brooklyn, NY	I live near the G train in Brooklyn, but I infrequently use this line because it does not connect easily to Manhattan...and seems to run infrequently as it is. This would positively open up train connections for me and for my Manhattan friends who come to visit me! Please make this addition....
724. David Allen	Brooklyn, NY	
362. Marina Robinson	Brooklyn, NY	
468. Jenna Adams	Brooklyn, NY	
897. Yueh-ru Chu	Brooklyn, NY	Linking the G train to the major hub of Atlantic Avenue would vastly improve commuting/quality of life for people who live along the G line. Unless you have an unlimited card, you have to pay again to come out at Lafayette Ave and re-enter at Atlantic Ave. Also, if you have a stroller, a few young children, or are disabled in any way, leaving one station to re-enter another, with the multiple sets of stairs, is either very difficult or impossible. Not to mention that inclement weather makes it more difficult for everyone. Atlantic Ave, with various elevators, makes this much easier. LINK THESE TRAINS AND MAKE THE MTA MORE USER-FRIENDLY!!
178. Matthew Pintar	Canonsburg, PA	
802. Felicia Moeis	Long Island City, NY	
313. Maren Meacham	Mesa, AZ	
783. Colin Young	Brooklyn, NY	Please make the G train more accessible!
997. JOCELYNE ANNIE	Saint-augustin De Desmaures-, Canada	

	Name	From	Comments
306.	Reid Uhrich	Brooklyn, NY	Please make this connection, come to fruition. The G train is tough enough to deal with, any improvement to make it a more functional train is greatly needed. For the sake of commuter management, convenience, and community.
248.	brent brooks	brooklyn, NY	G train is now the core of the emerging areas of brooklyn...we think that this is extension would be amazing.
195.	Juliette Avila	Brooklyn, NY	Thousands of people use the G train, yet it seems to be the most neglected of MTA transit. Please start making our train more convenient.
1,029.	anat moscona-ishai	brooklyn, NY	there are such great neighborhoods along the g line. we love brooklyn and we want to stay. please help us make our commute easier. this will benefit brooklyn and the city in general-thank you
707.	leon Golomb	Brooklyn, NY, NY	
848.	Kenneth Bromberg	Brooklyn, NY	I would make the subway even more useful to allow the g to connect directly with the Atlantic transportation complex
1,057.	Nancy Kromah	Brooklyn, NY	I think connecting the G train to Atlantic Terminal will be a great idea because it will cut back on the amount of transfers I have to make to get to and from work. Also with all the gentrification going on in BedStuy this will motivate people who had doubts because of transportation concerns to maybe reconsider.
205.	Ed Janoff	Brooklyn, NY	The capacity of the G train, its platforms and its stations is vastly under utilized. But as a crosstown line, its utility is largely dependent on its connectivity. By connecting the G train to 10 other subway lines, not only will convenience be introduced and development spurred in under-serviced neighborhoods like Red Hook, Greenpoint, and Stuyvesant Heights/South Williamsburg, but never-before-seen crosstown connections will develop, like Borough Park and Sunset Park to Williamsburg, Bay Ridge to Greenpoint, or Flatbush to Stuyvesant Heights. This sort of connectivity is what successful mass transit is all about. Please connect the G train to Atlantic terminal (but don't forget to add more service too).
561.	Kathryn McGrath	Brooklyn, NY	The G should connect to other trains in Brooklyn or the MTA should offer free transfers.
639.	Carolyn Nisinson	Brooklyn, NY	This proposed connection would increase ridership to Atlantic Terminal and beyond, thus decreasing travel by automobile to the already congested downtown areas of northern brooklyn and lower Manhattan. This is extremely important to reduce air pollution, decrease use of fossil fuels for automobiles, and improve the quality of life in general of commuters and also that of the residents of northern Brooklyn.
873.	ellie miller	Brooklyn, NY	

	Name	From	Comments
709.	Michael Wolfe	Brooklyn, NY	
594.	Brad Harris	Brooklyn, NY	
752.	Marlenys Reyes	Brooklyn, NY	This train takes too long to come. How about try to get more trains to run at least five minutes from each other because it's ridiculous how I have to wake up an hour earlier thanks to the G train.
338.	Leslie Stein	Brooklyn, NY	This would be great! I may be moving to Park Slope and I work in Greenpoint--right now I'm very worried about the commute!
359.	Tamara Gubernat	Brooklyn, NY	Please connect the G to Atlantic Terminal!
731.	Laura Hicks	Brooklyn, NY	Please make transportations fair to ALL New Yorkers!
800.	Carl Arnold	Brooklyn, NY	
525.	kristin plater	brooklyn, NY	I would love to have the G link to Atlantic Terminal. I would use this connection multiple times everyday!
193.	Jennifer Gilroy	Brooklyn, NY	This would save hours from my life and commute!
633.	Saskia Scheffer	Brooklyn, NY	
521.	jamie frasca	brooklyn, NY	
878.	Ursel Schlicht	Brooklyn, NY	It would be a HUGE improvement if the G train would connect to the Atlantic terminal!
360.	E Borsuk	Brooklyn,, NY	
26.	Bryan Stuart	Brooklyn, NY	We need this connection. Everybody knows it.
100.	Nathan Eddy	Brooklyn, NY	
1,078.	Anna Gold	Brooklyn, NY	I live in Brooklyn but many neighborhoods in Brooklyn are inaccessible to me without taking the subway to manhattan or taking a long bus ride. A G-train transfer at Atlantic would make it much better for me, my friends, the businesses in the neighborhoods served by the G train, and the environment.
53.	Heather Dunsmoor	Brooklyn, NY	
162.	John Frost	Astoria, NY	Every neighborhood the G train passes through is highly gentrified with much new residential construction. The level of service on the G should be upgraded to reflect the increasing numbers of passengers and potential passengers along its route.
312.	Rebecca Sosa	Brooklyn, NY	
327.	David Jo	Brooklyn, NY	
1,090.	Holly Gressley	brooklyn, NY	
908.	Jonathan Stern	Brooklyn, NY	As subway traffic quickly reaches peak capacity, we need to look ahead, knowing that the construction of the G-train link will not be instantaneous. Also, the building of the Atlantic Yards development at that very spot demands that <i>(continues on next page)</i>

	Name	From	Comments
908.	Jonathan Stern	BrooklyIn, NY	<i>(continued from previous page)</i> we use every trick in the book to try and make subway riding at this interchange as smooth as possible. In fact, I suggest that The Atlantic Yards pays for it themselves!
224.	Daniel Crissman	Brooklyn, NY	This is the best idea I've heard in years.
75.	Danny Pearlstein	Brooklyn, NY	
101.	Karen VDay	Indianapolis, IN	
448.	Brian Kaplan	Brooklyn, NY	The G train has been neglected long enough!
127.	chris McCollum	brooklyn, NY	
686.	d rajendra	brooklyn, NY	
510.	Tucker Christon	Brooklyn, NY	this would be an incredible tunnel! please make this happen!
1,106.	Michelle Kielb	Brooklyn, NY	The area is changing and growing!!! We need more trains in Brooklyn PERIOD! Many people are moving out of Manhattan because of the price of rents and housing. Soon the only people in the city who take the subways will be living in the boroughs commuting for work. Manhattan will be for car service and escalades. The wealthy will never appreciate or utilize subways such as the new 2nd Avenue line, which I agree is long over due. However...a little late...
840.	Gwen Silver	Brooklyn, NY	
967.	Katherine Fields	Brooklyn, NY	
522.	Marta Grochowska	Brooklyn, NY	
1,074.	Joseph Graci	Jersey City, NJ	Live in Jersey city and looking to move to Brooklyn. The only thing that keeps from making the decision to move to northern part of Brooklyn is the lack of G service to the rest of Brooklyn. It seems ridiculous to have to go into Manhattan to get to and fro different points in Brooklyn
22.	Anthony Nicolau	Brooklyn, NY	please this would be great for the area and make our commute so much easier
135.	Nick Buess	Brooklyn, NY	
274.	Victoria Mary Stong / Community Activist	Long Island City, NY	This is a great idea and would make us New York City slickers lives so much easier!
1,122.	Samuel Sherman	Brooklyn, NY	I frequently wait for up 30 minutes for service on the G. Please add more trains to this line!
900.	Bruno Strasser	BrooklyIn, NY	Brooklyn is the future of New York, yet its subways mirror the city's past.
553.	Amy Leibrock	Brooklyn, NY	This would be money well spent for riders!
1,136.	Michael Gugliotti	Bellport, NY	Being able to get from Flatbush Ave LIRR to the G would be tremendous!

	Name	From	Comments
1,015.	Katie Schmidt	Brooklyn, NY	
325.	Ann Hoffman	Brooklyn, NY	I think this would be a great help to Brooklyn commuters.
351.	Miriam Basilio	Brooklyn, NY	
87.	Frank Aprilano	Brooklyn, NY	This is a great idea only if it is combined with the MTA increasing frequency of service and restoring the trains to full length on the G line in general. Having a lame, short, infrequently running line connect to more lines will accomplish nothing.
542.	Mollie Michel	Brooklyn, NY	
295.	Cassidy Parker	brooklyn, NY	now here's a GREAT idea!!
1,108.	john mason	brooklyn, NY	
283.	Jared Rosenberg	brooklyn, NY	This would really improve service!
713.	Eileen Ragsdale	Brooklyn, NY	
282.	Crystal Davenport	Brooklyn, NY	
843.	Georgia Elrod	Brooklyn, NY	This would make my life so much easier. With the price of subway fares going up, it would be so wonderful to get something positive from the MTA that actually affects my life. Thanks
143.	Dave 'Paco' Abraham	brooklyn, NY	With the million of new Ny'ers expected to join our boroughs over the next few years, increasing connectivity of the G train will become more and more of a priority. So i fully support it and think the MTA should as well, but also be realistic with the quotes of costs for completion and timeframe. At least in politician eyes, the 2nd ave subway, east side access, and 7 train extension are more forefront issues.
461.	Elizabeth Jones	Brooklyn, NY	
1,033.	J Lateiner	Brooklyn, NY	
864.	carol vadnai	Brooklyn, NY	
541.	Nicky Elizabeth	Mattawamkeag, ME	
97.	Michael Berry	Portland, OR	
311.	Jason Ojeda	Brooklyn, NY	
526.	Claire Fontaine	Brooklyn, NY	Neighborhoods along the G line have suffered long enough from the relative lack of business and commerce. Well, that's the market, as they say. But public transportation is supposed to be just that - public - which is to say, the poor deserve decent service as much as (if not more than) the affluent.
250.	Kory Dayani	Brooklyn, NY	Hi, please do bring the G to Atlantic Terminal. thanks, kory

	Name	From	Comments
382.	Diane Haines	Brooklyn; NY	
735.	Emerson Atkins	Brooklyn, NY	It's about time attention was paid to G line passengers to bring us to the 20th century in travel when a minor installation could have such a tremendous impact
516.	Emily Epstein	Brooklyn, NY	Please make this happen! If we have to ride the short bus to work, at least the MTA could make our lives a little easier and give us more options to get to said short bus.
435.	Olivia Prud'homme	Brooklyn, NY	If you're planning to increase fares, you should also plan to increase service, accessibility, and availability of subways. Connecting the G to the Atlantic Ave stop would be a huge benefit to many many citizens who dutifully pay their fares. And while you're at it, please increase service and replace the missing cars on the G, I can't tell you how many times I have had to run to the middle of the platform only to have the doors close in my face. It's bad enough that the G service is so infrequent, but the shorty trains add insult to injury. Thanks.
321.	Ann-Lee Chou	Brooklyn, NY	we badly need more intra-brooklyn subway lines
804.	Jonita Saint-Leger	Brooklyn, NY	It would be a great improvement to the quality of life of me and my family to have the G train meet atlantic center. Quicker/safer connection to the LIR and other lines would mean more outings and exploration of our great city.
745.	Jenifer Rosenberg	Brooklyn, NY	The G train is the only train that runs north -south in Brooklyn. I live in Greenpoint and it is a nearly impossible to get to South Brooklyn or even Prospect Park with out either having to go through Manhattan or connect transfer by having to walk several blocks. Where else in the system do people have to do this? You can actually hear the trains at Atlantic at the Fulton Station. I dream of one day where Northern Brooklynites will have the access to the rest of the borough. Please extend the G train
670.	Peter Smith	Brooklyn, NY, NY	Please get the trains connected. It would increase mobility to and from Clinton Hill immeasurably, and improve the economic linkages of our nabe to the rest of the City.
697.	Frank Paiva	Brooklyn, NY	It would be amazingly helpful if the two were connected. Please consider it.
506.	Tara McManus	Brooklyn, NY	Yes, the G needs more connections! Fight childhood asthma, improve public transportation.
280.	Donna Marshall	Duluth, GA	
259.	Sonia Farmer	Brooklyn, NY	
632.	Margaret Schnipper	Brooklyn, NY	As a long-time G train rider I have often longed for connections to more lines than just the A/C train. It really would help to unify the borough, as well as to more easily bring Brooklynites into Manhattan. Please give this proposal serious consideration!!

	Name	From	Comments
353.	Paulo Garcia	Brooklyn, NY	
486.	rachel lipson	brooklyn, NY	this would make life so much easier for people living off the G train who need to commute to other parts of brooklyn!
1,123.	Amit Singh	Brooklyn, NY	I came to Pratt Institute in 1999 and have been suffering with the G Train since. After 9pm, it usually takes a full half hour to get the G train. I know for most people they look for housing away from the G train, closer to ANY other train but the G train. Please: you have to not only increase the frequency but also it would be truly wonderful to connect to Atlantic Ave.
344.	James Rausse	Brooklyn, NY	There really is no reason that both the G and C cannot be connected to Atlantic Terminal. I take the L to the G to Fort Greene all the time, and when I am visiting friends out in LI or along the 2 train, I make the walk, as does many others. It would be a very worthy investment.
74.	David Harper	Brooklyn, NY	
741.	Simone Pratt	Brooklyn, NY	
216.	Greg Horowitz	Brooklyn, NY	
591.	Andrea Dibner	Brooklyn, NY	THE G TRAIN SERVICE MUST BE UPGRADED / CONNECTED TO OTHER LINES AS WELL AS ADDITIONAL CARS NEED TO BE ADDED TO THE TRAIN. THE MASS TRANSIT RIDING POPULATION HAS INCREASED GREATLY AND THE TRAINS ARE ALWAYS PACKED DURING RUSH HOUR.
616.	Beth Novitsky	Brooklyn, NY	
799.	Daniel Glasner	Rego Park, NY	Please don't stop the 'G' service at 23rd Ely ave station. Thanks
777.	Martina Clark	Brooklyn, NY	this is my train - please please please help us connect better! thanks, MC
929.	Daniella Liebling	Brooklyn, NY	Help improve life in Brooklyn and Queens, connect the G train to Atlantic Terminal!
880.	Nathan Kennedy	Brooklyn, NY	I have lived in both Brooklyn and Queens and commuted between the two over the past three years. The connections between these two contiguous boroughs are shameful. Most of the time I end up going through Manhattan. Improving the G train connections would go a long way to improving commuting between the outer boroughs.
995.	Amaranta Viera	Brooklyn, NY	
482.	Jeff Robbins	Brooklyn, NY	
462.	Romona Hanes-Troxell	Langhorne, PA	
90.	terry l. west	Morgantown, WV	
940.	Ufasaha Yarish	Brooklyn, NY	I think this is a terrific effort, and I hope it happens!

	Name	From	Comments
988.	Ursula Jaro	brooklyn, NY	<p>As a very frequent rider of both the G line, and the A/C (I live here), along with majority of the lines that pass through the Atlantic Ave station, I'm urging you to connect the G line to the Atlantic Avenue lines. It's something that seems to be so logical to connect the subway lines together, especially because they are located in such close proximity to one another. It only makes sense. And thousands of MTA subway riders using these lines would benefit.</p> <p>So please count this as my support for connection of the G train to the Atlantic Terminal, and I'm urging you to support it and make it happen as well.</p>
406.	Anne Kornfeld	Brooklyn, NY	<p>I live in Park Slope and work at Queens Plaza, Long Island City. Due to the long haul of the commute through Bklyn, Manhattan, Queens, I end up driving because this saves so much time than going on train through Manhattan. In turn, this brings more cars, traffic, pollution, oil consumption etc. that could easily be avoided if public transportation. Anyway, when I do take the Q and transfer, getting aboard at Seventh Avenue in rush hour is like being in a sardine can--IF you can even get in a car! Often the trains are SO crowded that you can't get it and you have to wait and wait for the next train, making me late for work!</p> <p>some folks don't believe the "G"host train really exists.</p>
560.	Joe X	New York, NY	
245.	Kevin McEvoy	brooklyn, NY	
252.	Indigo Darrel	Brooklyn, NY	I like this. It's a smart idea.
926.	Melisa Christensen	Brooklyn, NY	<p>Brooklyn is one of the fastest growing areas in the country. We need better, more efficient public transportation. Connecting the G with to the Atlantic Terminal would be a great step.</p>
1,032.	Jason Jerutis	Brooklyn, NY	<p>you should also extend a line down columbia street to revive red hook</p>
40.	Colin Crowley	Brooklyn, NY	
451.	Matisse Bustos	Brooklyn, NY	<p>Dear MTA,</p> <p>I have been a Greenpoint resident for over 9 years and have come to love my G train. However, it would be tremendously useful for the impact study on connecting the G at Fulton to the rest of the Atlantic Pacific station as it would make commuting incredibly more efficient.</p> <p>The G train will have increased ridership over the next 5 years with neighborhoods all along the line growing and demand will grow for a more connected system.</p> <p>Please help better connect Queens and Brooklyn neighborhoods to each other and to points in lower Manhattan and beyond.</p> <p>Sincerely, Matisse Bustos</p>

	Name	From	Comments
809.	Daniel Selzer	Woodside, NY	I lived in brooklyn near the Bergen stop for 8 years during a time that saw tons of development in the communities along the train. Now I'm seeing more and more people move to Queens. As great as a connection to the Atlantic stops would be, it would be great if the G actually ran to Jackson Heights on a regular basis.
572.	Bawi Kebede	Brooklyn, NY	In my opinion, it only makes sense to finally connect the only train line in the system THAT DOES NOT GO TO MANHATTAN to the rest of the network. This simple solution won't involve laying/moving tracks and should not disrupt service on any line. thank you
950.	David Bone	Brooklyn, NY	This is a very exciting possibility for me as I travel (bags in tow) with the LIRR and prefer the Flatbush station. Would make the transfer easier and I believe safer.
114.	Niki Lahtinen	Helsinki, Finland	
469.	Emilie Padua	Brooklyn, NY	
625.	Erinn Danos	Brooklyn, NY	Help us! We G riders need all the connections we can get!
965.	Meghan O'Connell	Brooklyn, NY	
405.	Diane Bullock	Brooklyn, NY	
317.	richard morell	brooklyn, NY	we need to keep the atlantic yards area traffic free...the more public transportation that stops there the better off the environment.
1,077.	Nicholas Rodriguez	BROOKLYN, NY	
395.	David Watts	New York, NY	
838.	Farras Abdelnour	Arlington, VA	
834.	COURTNEY VISHAWADIA	BROOKLYN, NY	
719.	Anne Taylor Adams	Brooklyn, NY	
749.	Heidi Prieur	Brooklyn, NY	
227.	Ken Marriner	Brooklyn, NY	
527.	DUSTIN PIPER	BROOKLYN, NY	this would open up so many possibilities and shorten my commute every day.
372.	James Walton	Brooklyn, NY	
12.	Jesse Lopez	Brooklyn, NY	I regularly ride the Q train to Atlantic, walk out of the system, head down to Fulton, and hop on the Queens bound G train.
106.	Teresa Toro	Brooklyn, NY	The G line is the most underutilized in the system - improve G train service and watch its positive impact on Brooklyn!

	Name	From	Comments
349.	becky mode	brooklyn, NY	
1,052.	Marcia Johnson	Brooklyn, NY	Just purchased a home near the G line and have heard many complaints re: scheduling and service on the G train. It really is a if you build it they will come. People have found alternatives because of the lousy service and then the MTA says services is not a priority on the G train because ridership is low.
70.	Catherine Magesis	Brooklyn, NY	
78.	Cristina Velez	Brooklyn, NY	Would love to see this happen.
868.	Theodora Kunicki	Brooklyn, NY	This would be a huge simplification in my commute. There is no logical reason why this hasn't already been done.
996.	Madeline Lopez	Bayside, NY	
1,076.	Joshua Wynn	Brooklyn, NY	The expansion of the G train would be very beneficial to the hard working class neighborhoods within Brooklyn. In lieu of the subway fare increase there should be an expansion of the G train, I would go as far as to say into the city!
365.	Lauren Connelly	Brooklyn, NY	
300.	Danne Woo	Brooklyn, NY	The G needs some help this is a great idea and would be better if the G was the same size as a normal train and came more consistently.
298.	Karen Schwartz	Brooklyn, NY	
921.	Wade Owen	Brooklyn, NY	The growth of Brooklyn over the last 4 years, especially now in underserved areas by the MTA including northern Ft. Greene/Clinton Hill and Greenpoint demands an improvement to the G train service.
678.	Lisa Whiteman	Brooklyn, NY	
1,061.	Stacey Carder	Brooklyn, NY	
428.	Emily Mahon	brooklyn, NY	For more impact, add a personal comment here
646.	Steven Sachs	Brooklyn, NY	This is a great idea. Subway riders would definitely use the connection.
502.	Robert michael Andrews	Fort Lauderdale, FL	Federal, stste and local governments are always asking people to take public transit. They need to put their 'money where their mouth is'. improve public transportation!
584.	Dana Outten	Brooklyn, NY	
975.	Luke O'Connell	Brooklyn, NY	Bring on the G, Return of the G, The O G
204.	Emily Compton	Astoria, NY	I would go to Brooklyn more for shopping, theatre, and events, if I could get there on the G train from Astoria. It's fast, compared to the N-R all the way thru Manhattan.
1,055.	Pamela Remick	brooklyn, NY	My husband and I have long considered a move to Clinton Hill, but always hesitate when we consider that the G train is the primary train service. If it were connected to Atlantic, our fears would be erased!

	Name	From	Comments
543.	Mona Arriola	Brooklyn, NY	
742.	Jamarl Bissainthe	brooklyn, NY	
424.	Natalia Arango	Brooklyn, NY	Let's bring some needed change to the G train...it's just as good as any other line and since I've lived here in 96 I've seen a growth of commuters on this line. Why do we have to take a back seat in improvements...And I am tired of the G line's bad rap. It's the ONLY line that EVERYONE knows as the one NOT to take :-)
685.	jennifer fowler	brooklyn, NY	
39.	Scott Hobbs	Brooklyn, NY	I would love to see more service on the G!
13.	David Parsons	Brooklyn, NY	
334.	Brian Betancourt	Brooklyn, NY	
1,091.	Aaron Stelson	Brooklyn, NY	The frustration of commuting on the G line to Manhattan is a primary reason for me to consider moving from my current home in Clinton Hill. Making the connection to Atlantic Pacific would make that commute much easier and benefit many communities along the G line.
265.	Hina Arif	Wah Cantt, Pakistan	to remove the pictures
433.	Lauren Nowierski	Brooklyn, NY	
520.	Derek Treatman	Brooklyn, NY	
538.	Julia Kolva	Sunnyside, NY	
86.	David Schleifer	Brooklyn, NY	
782.	Christopher Bailey	New York, NY	
567.	Barbara Plimpton	Brooklyn, NY	This connection would have made a huge difference for my adult daughter, living in Williamsburg, who used to drive to Fort Greene and back to have dinner with us because the train was impossibly long. It would also have saved a huge chunk of time in the commute of an older babysitter we had years ago.
29.	Dan Shea	Brooklyn, NY	
765.	Candace Pinson	Brooklyn, NY	
621.	Andrew Lee	Brooklyn, NY	Please connect the G with other lines.
788.	Brian Weeks	New York, NY	I lived in Brooklyn for 8 years, and transit was always frustrating and slow. Connecting the G to other Brooklyn train lines should be a priority- at the very least it would make using the G more practical and ridership would go up.
104.	Dewey Thompson	Brooklyn, NY	The future of the city depends on our ability to move people around the city without cars. This proposed extension of the G line will amplify its effectiveness for millions of New Yorkers. Do it!

	Name	From	Comments
515.	Edward Kim	Brooklyn, NY	With the buses on Dekalb and Lafayette routinely packed to capacity and with the massive traffic jams towards Flatbush, this proposed G train connection to Atlantic Terminal would simplify the daily commute of countless folks in Clinton Hill, Bed-stuy and Greenpoint. It would also greatly increase access to Manhattan on the weekends and end years of our neighborhoods' isolation from the rest of the city. In short, it would be a huge quality of life benefit to many hard working people in Brooklyn and Queens.
539.	Anonymous Anonymous	Brooklyn, NY	
979.	Kusi Merello	Brooklyn, NY	The G train is crucial for those of us who do not find in necessary to go into the city to go south or north in Brooklyn. Please do what you can to make it a better and easier ride for those of us who's lives are in Brooklyn, and still part of the MTA commuters.
919.	Wendy Remington	Brooklyn, NY	
200.	Stephanie Salvatierra	Mexico, Mexico	hello
680.	David Pereplyotchik	Brooklyn, NY	The proposal in question, if realized, would make my commute to work much simpler. Because I am sure that this is the case for many others living in Ft. Greene, I urge the MTA to strongly consider the proposal.
851.	Amre Klimchak	Brooklyn, NY	Connecting the G Train to the Atlantic terminal would dramatically increase the transfer opportunities for G Train riders. I live in North Brooklyn and want to see G Train service expanded, since it is the only train that will take me directly to Queens or South Brooklyn without going into Manhattan. I take the absurd detour of going from North Brooklyn to Manhattan to get to South Brooklyn because the G Train doesn't connect with several lines. Please do what it takes to find out how the MTA can connect the G Train to Atlantic Terminal, a move that would benefit all New Yorkers. Thank you very much for your time.
261.	Ellen Reznick	n.Y.C., NY	
1,012.	David F	Brooklyn, NY	I ride the G train everyday, transferring to the L train at Metropolitan Ave to get to work. The transfer of people from one train to the other creates an incredible, and dangerous, crush. If there were to be any panic, I'm sure that a stampede would quickly arise. Even beyond simple safety, the city stands to benefit from increased access to G-train stops. It represents the main artery between Brooklyn and Queens, both of which communities are growing in prosperity and prominence within the city. If New York City itself stands to benefit from the wealth and <i>(continues on next page)</i>

Name	From	Comments
1,012. David F	Brooklyn, NY	<p><i>(continued from previous page)</i> opportunities presented by increased access to the two largest boroughs, it should be doing everything in its power to support that access. As it stands now, the MTA is viewed by G-train customers (and we ARE paying customers) as either incompetent to address these problems, or entirely ignorant of them. These concerns should not be brushed aside by anybody in authority, as the MTA faces difficult months ahead (fare hikes but a cancellation of improved service?), and desperately needs the support of the public. The G-train is a good place to start. Make it work.</p>
595. beth keaveny	Brooklyn, NY	
266. Jennifer Carrow	Brooklyn, NY	
601. Michelle Kovacs	Brooklyn, NY	<p>I am a mother of a 2-yr-old and expecting my second child in June 2008. We live a block away from the G train, but because there is no elevator, I must either carry my 30 lbs. son or make him walk up 3 flights of stairs. A connection to an elevator station (or better yet, an elevator at Clinton/Washington) would be wonderful.</p>
422. Wesley Peterson	Brooklyn, NY	<p>Please make my commute easier & link the G train!</p>
34. Brette Meyers	Brooklyn, NY	
439. Susan Handwerker	Brooklyn, NY	<p>While we're at it, what about the F train?</p>
870. Ripley Young	New York, NY	<p>Brooklyn's subways need to be connected and not leave nyc commuters stranded!</p>
1,049. janelle gunther	brooklyn, NY	<p>as a G-line resident, i think this is a great idea, in addition to extending the G further into south brooklyn.</p>
766. Maritza Norr	Brooklyn, NY	
190. Michael Wheelwright	Brooklyn, NY	<p>This essential upgrade to the G line will not only improve the quality of life for individual members of these communities, but that of all New Yorkers. More riders = fewer cars = better air quality, and so on. A better G also means more access to businesses in these areas, not to mention easing the frustration of existing commuters (throughout the entire system, in fact). Use common sense. Connect the G.</p>
746. josh Blackwell	Brooklyn, NY	
717. Alice Mazorra	Brooklyn, NY	<p>THE G to Atlantic would be make a terrific impact on my commute time, which means more time with my family!</p>
1,041. Michael Benwitt	Brooklyn, NY	
679. Rebekah cotton	BROOKLYN, NY	
1,118. Robin Williams	brooklyn, NY	<p>This is very much needed.</p>
1,024. Lauren Hall	Brooklyn, NY	

	Name	From	Comments
363.	Blanca Ramirez	North Babylon, NY	
440.	chelsea altman	Brooklyn, NY	
824.	McKendree Key	Brooklyn, NY	It's ridiculous that it doesn't connect to atlantic terminal yet
551.	Arthur Retiz	Brooklyn, NY	
61.	Stacy Osborne	Brooklyn, NY	This is the most inconvenient train in brooklyn! A commute that involves the G line is frustration inducing and has deterred me from moving into an apartment that would require me using it.
881.	Luke Gray	Brooklyn, NY	
385.	Ryan Roberts	Brooklyn, NY	
1,065.	laura Petraglia	brooklyn, NY	i always contemplate moving to this cool area, but never do b/c of its inaccessability. need to better the G line so these great areas can thrive.
302.	May Luk	Brooklyn, NY	
345.	Safy Nurhussein	brooklyn, NY	
160.	Richard Mazur	Brooklyn, NY	I've been riding the G (GG) train for over 50 years. It's about time this became a true Crosstown link between Brooklyn and Queens. The Atlantic Yards connection will dramatically improve links to Manhattan and the outer boroughs.
860.	John Michael Reefer	Hempstead, NY	
348.	Margaret Bezruczyk	brooklyn, NY	There are so many adjacent neighborhoods in Brooklyn that are worlds apart. Connecting the G (and maybe the A/C while you're at it...) would definitely help fix that.
237.	Deirdre OKeefe	Brooklyn, NY	
41.	Patti Hagan	Brooklyn, NY	It's an MTA-public transit no-brainer to finally link up the G train to the Atlantic Terminal -- should have happened years ago. Certainly if the City & State so generously gift billions in subsidies to big developer-corporate welfare types like Bruce Ratner -- the City & State can certainly afford to connect the G train to Atlantic Terminal & do something needed by NYC commuters. YES! The time has come to make this mass transit connection.
168.	Morgan Porzio	Brooklyn, NY	
600.	Ariella Ben-Dov	Brooklyn, NY	I live near the Fulton stop on the G strain and near the Atlantic hub. It would help my daily travels tremendously to have access to the Atlantic hub from the G stop! Please help us make this happen,
511.	Meredith Modzelewski	Brooklyn, NY	
598.	Amy Barta	Brooklyn, NY	

	Name	From	Comments
667.	Allan Ross	Brooklyn, NY	This would improve neighborhood safety and economy 150%
1,087.	Jennifer Bolstad	Brooklyn, NY	
473.	carolyn vega	brooklyn, NY	
42.	David Dunkleberger	Doylestown, PA	For more impact, add a personal comment here
895.	Bruce Zenel	Brooklyn, NY	
318.	John Bega	brooklyn, NY	Yes all i can say is yes... and I drink your milkshake up.
949.	Bridgett Lindsey	Brooklyn, NY	YES - please . . . this would be highly useful in reducing commutes for those who only have access to the G Train. I am on the Myrtle/Willoughby stop of the G train and have no access to any other train lines. Having this connection would be invaluable! For whatever transit increase that will be made, this would be something worth putting that money towards!
1,053.	Paige Cowett	BROOKLYN, NY	
95.	Marin Nelson	Brooklyn, NY	Please! We need more G in Brooklyn.
254.	Stephanie Parker	Brooklyn, NY	This would be excellent!!!
152.	cara gubrud	milaca, MN	
394.	Gillian Raskin	Brooklyn, NY	
1,110.	Jonah Spear	Brooklyn, NY	For more impact, add a personal comment here
925.	Melissa Cascio	Brooklyn, NY	It would be great if they can add more G trains to the line and possibly make the G a longer train.
718.	Rachel Fine	Brooklyn, NY	
984.	Lucy Gilmour	Brooklyn, NY	It is time to connect the G train with an important transportation hub. This will improve quality of commute, work-day and family time for huge numbers of Brooklyn and Queens residents. I urge you to try and make it happen.
102.	Caleb Wisdorf	Brooklyn, NY	This would really help a lot of people throughout many Brooklyn neighborhoods.
485.	Seth Ullman	Brooklyn, NY	As of now, it is easier to get to most of Manhattan than to your neighbors in Brooklyn. What's the logic in that? This would help. Vital for any sort of real development not tied to Manhattan. Cheers.
303.	Anne Pope	Brooklyn, NY	this would be a VERY useful transportation improvement for Brooklyn
458.	Jacqueline Dessert	Brooklyn, NY	
899.	Carey Pulverman	Brooklyn, NY	Please connect the G train to the Atlantic Terminal to encourage growth and connection in Brooklyn.

	Name	From	Comments
389.	Rachelle Mendez	Brooklyn, NY	
225.	Maryanna Magnoli	Brooklyn, NY	
342.	Alissa Johnson	Brooklyn, NY	The G train is the laughing stock of the metro system. The inability to easily get to Manhattan makes life for those on the G difficult and getting to work tedious. The neighborhoods surrounding the G are great! if only we could say the same about our train system!
203.	Barbara Kenner	Brooklyn, NY	connect that mother-sucker already - jeez
207.	Felicity Loughrey	Brooklyn, NY	
887.	Amanda Goad	Brooklyn, NY	I live on the G line and would find this tremendously valuable.
305.	Anne Buser	astoria, NY	
166.	Adam Dumey	NY, NY	We need support in improving this line. It takes me 30 minutes extra time to get to work each day.
983.	Evan Silverstein	brooklyn, NY	
939.	Christine Kucinskis	New York, NY	
1,022.	hugh ryan	brooklyn, NY	Please change this!
210.	Kelly Pajek	Brooklyn, NY	
769.	Molly Flomer	Brooklyn, NY	
536.	Calvin Brown	Brooklyn, NY	
911.	Diane Porter	Brooklyn, NY	The G train is an important to the revitalization of this area of Brooklyn. It deserves your attention.
876.	REBECCA ASBURY	BRooklyn, NY	
1,072.	ryan-daniel healy	Brooklyn, NY	
434.	Jul Brown	Brooklyn, NY	
1,045.	James Surowiecki	Brooklyn, NY	Better G train service is something we've needed in this neighborhood for a long time. But now, with more and more people living in Clinton Hill who commute regularly to Manhattan, it's vital that we improve this service, both in terms of the frequency of service and the extension of the line to Atlantic Terminal.
546.	Melanie Skrzek	Brooklyn, NY	
1,138.	helene silverman	Brooklyn, NY	
229.	Warren Berger	New York, NY	
577.	Hali Lee	Brooklyn, NY	Please consider this simple solution to connect thousands of Brooklyn residents to the subway grid. Thank you!
60.	charles stewart mclachlan	None, United Kingdom	
916.	Kira Kingren	Brooklyn, NY	

	Name	From	Comments
813.	Rebekah Azzarelli	Brooklyn, NY	
290.	Sanaya Kaufman	brooklyn, NY	
622.	Tamara Thomsen	Brooklyn, NY	
807.	Chip Phillips	Sunnyside, NY	less service, higher prices. Not a good combination
722.	Roman Bach	Brooklyn, NY	The G is the most neglected train line and its ridership is at an all time high. Something must be done to accommodate the growing ridership and dire repair of the line.
586.	Kathleen Hayek	Brooklyn, NY	A great idea, long time coming! I wholeheartedly support it.
587.	J D	Brooklyn', NY	A "G" train connection to Atlantic terminal would prove to be incredibly helpful to thousands of New Yorkers who regularly travel Between Brooklyn and Queens. Even More so with the addition of the Atlantic yards project. "Make it So" -Jean Luc
954.	Elisabeth Leto	Brooklyn, NY	
687.	Mary Wood	Brooklyn, NY	This would be great because you can connect the riders from the G and F lines to the IRT, and also would give a subway connection to Atlantic Center and Atlantic Yards without doing all those steps to the R train!
545.	Sundrop Carter	Brooklyn, NY	
455.	Elisabeth Wilhelm	Brooklyn, NY	
491.	Samuel Tran	Brooklyn, NY	This is a great idea to improve the commute on the G line! The Clinton Hill - Bed Stuy - Williamsburg area is booming! Please make it easier for the commuters!!!!!!
624.	alex sinclair	brooklyn, NY	
107.	James Trent	Bellerose Manor, NY	
408.	Jordan May	Brooklyn, NY	please connect the g train at atlantic! and maybe the a and c. perhaps a shuttle would solve this problem?
449.	nicholas hall	brooklyn, NY	
957.	Chelsea Williams	Brooklyn, NY	
852.	John Palczewski	Brooklyn, NY	
1,013.	Elizabeth Larison	Sunnyside, NY	
927.	Kathryn Gray	Brooklyn, NY	Connecting the G to the Atlantic Terminal would shorten and simplify thousands of commutes a day!
763.	Susan Wilcox	Brooklyn, NY	Connecting the G to Atlantic would greatly improve the quality of public transportation in this area of Brooklyn!!!!
566.	Allen Moyer	Brooklyn,, NY	
226.	Doug Fallis	Kalispell, MT	
1,137.	Charlotte Yost	Brooklyn, NY	
969.	Bianca Maria Orlando	Brooklyn, NY	

	Name	From	Comments
1,051.	Seth Frader-Thompson	Brooklyn, NY	As the owner of a growing high-tech business located near the G train, this would significantly improve my ability to bring more jobs to Brooklyn.
126.	Paul Christman	Brooklyn, NY	The connection would serve not only subway passengers, but also LIRR riders who use the Flatbush Ave. station. Anyone transferring from the Atlantic Ave. stations now have to exit the station, walk a long block north past BAM, and find the not-very-obvious Fulton St. G station (being careful not to enter the nearby Lafayette Ave. A station instead). All in a neighborhood that's improving, but I still don't feel entirely safe in at night.
1,112.	charley friedman	Brooklyn, NY	make brooklyn transportation real. we are nyc but the G does not reflect this.
257.	Kirk Peterson	Brooklyn, NY	
773.	Kate Ghezzi	Brooklyn, NY	
14.	g shukwit	brooklyn, NY	I love the G and would love more convenience as well!
839.	Sharon Goldberg	Brooklyn, NY	
1,134.	Lauren Strobe	Brooklyn, NY	
1,019.	Eric Stuart	Brooklyn, NY	This train goes nowhere. Expand it's route so that people can switch to more trains.
1,021.	Alexis Adams	Brooklyn, NY	There needs to be a better connection between north and south Brooklyn. Folks in Park Slope on the R line (like me) would especially benefit from a way connect to the G.
690.	Christopher Davies	New York, NY	Please make transportation more convenient in the Brooklyn. In planning the G train connection to the Atlantic Terminal, please consider a connection with the J train.
582.	Jolly S	brooklyn, NY	
432.	Stephanie Doire	Brooklyn, NY	
932.	Joshua Banton	Brooklyn, NY	Connecting the G train to Atlantic Ave. would be of great value to Brooklyn straphangers and Brooklyn businesses. It is already so close, just close the gap.
947.	Todd Stowe	brooklyn, NY	
903.	Susanna Einstein	Brooklyn, NY	
826.	Georgi Vladimirov	Brooklyn, NY	
909.	Matthew Roff	Brooklyn, NY	this will improve travel between a handful of neighborhoods and eliminate expensive cab rides for those that can't afford them a few times a week. This will tie some areas together that will benefit everyone from friends, family, business owners and patrons. I say LET'S DO THIS!
964.	monika hanke	wolfsburg, Germany	
352.	Joan Kim	Brooklyn, NY	
554.	Shannon Moyer	Brooklyn, NY	

	Name	From	Comments
696.	Clarissa Hitchon	Brooklyn, NY	The G train can be such a more effective means of transportation with very little additional effort. Continuing it along the F line into park slope would also be an easy and effect update!
1,007.	priya Varadachary	Brooklyn, NY	I've lived in Greenpoint for over 10 years. I used to be able to go to the Queens Plaza and have access to more trains. Now it's just the V and on weekends, just the E/F. And going downtown takes ages and the L is overcrowded. Right now I have to take 3 trains to work because the G doesn't really connect to anything but the L or E in a reasonable timeframe. Being able to connect at Atlantic would definitely make things better!
652.	Peter von Ziegesar	Brooklyn, NY	A tunnel to the Atlantic Avenue stations would greatly help MTA coverage for Brooklyn
263.	Alexander Noyes	Brooklyn, NY	It's important to make the G train accessible to more subway lines!
1,081.	Aadika Singh	Brooklyn, NY	Poor subway connections from my neighborhood and most of Brooklyn and Greenpoint and Williamsburg seriously impact my willingness to travel up there. It's a serious commitment and I only do it when absolutely necessary. Better subway access would create a more unified Brooklyn instead of having two island nations that don't interact much - would impact business too - positively!
607.	Matthew Blumberg	Brooklyn, NY	Seems a simple thing, makes the G train so much more useful for so many people.
636.	Heidi Botnick	Brooklyn, NY	
906.	Chloe Brown	Brooklyn, NY	
279.	Edwin Diaz	Brooklyn, NY	
59.	Nicholas Dennany	Brooklyn, NY	
139.	Thomas Burrows	Brooklyn, NY	The G train needs improved connections and access. Interborough commuting is growing and this would be a great help.
346.	Ryan Fitz Gibbon	Brooklyn, NY	Please!
1,026.	Elsa Marvel	Brooklyn, NY	
700.	Sean McMahill	Brooklyn, NY	I must say that it is incredible frustrating to have to take a train from my Brooklyn neighborhood (Park Slope/Prospect Heights) into Manhattan and then switch to another line to come back out to the Greenpoint/Williamsburg area. It adds so much time to the commute, and the only other option is to take an expensive car service. Expanding the G line to connect these areas of the borough would be a most welcome development.
105.	Frederick Gilmore	Brooklyn, NY	

	Name	From	Comments
953.	Karen Browning	Brooklyn, NY	The neighborhoods served by the G train are increasingly crowded, and G trains are always crowded. Improvements need to be made on this line to accommodate all of the new riders who are moving into the area. More connections, trains running more often, and even more train cars would be great.
111.	Bretton Berman	Brooklyn, NY	It's time the only crosstown Brooklyn/Queens train get some attention!
423.	Carin Peller	Brooklyn, NY	Please connect the G train to the other subway lines at Atlantic Avenue. I love my neighborhood but detest how cut off it is and what a pain it is to commute to my midtown job everyday. There is no reason it should take over an hour and a half to get to 42nd street.
1,095.	Lisa Smith Trollback	Brooklyn, NY	I live on Tiffany Place, near the Columbia Waterfront (the other side of the BQE from Cobble Hill). Life and business in the neighborhood along the G line would be greatly improved by connecting the G line to the Atlantic Avenue transportation hub! In general, the areas served by the G and F lines are notoriously under-served by public transportation. We need more trains, express stops along the F line, and better transportation connections. Thank you.
912.	William Livingston	Brooklyn, NY	
867.	Catherine Kunicki	Brooklyn, NY	Connectivity from the G to other available Atlantic Center trains would be a boon for this area.
179.	Qlana Hooker	Brooklyn, NY	Connect the G for straphangers in Brooklyn and Queens. This line serves one of the fastest growing populations in NYC. It's time transit reflected the vibrancy of G dependent communities. Why not add a few more cars while we're at it? If you build it, the riders will come. Every neighborhood the G train passes through is highly gentrified with much new residential construction. The level of service on the G should be upgraded to reflect the increasing numbers of passengers and potential passengers along its route.
89.	Aaron Brashear	Brooklyn, NY	Having just moved from Ft. Greene/Clinton Hill only a few years ago, after almost 20 years in the neighborhood, anything that can be done to improve the G trains limited access to major transportation hubs is a must!
704.	Stephen Harris	BROOKLYN, NY	
206.	Jackie Poplaski	Brooklyn, NY	this would really help utilize the G train!
571.	van gordon	brooklyn, NY	Finally respect for the ol' GG.
474.	lori key	brooklyn, NY	If the G train connected with atlantic ave it would improve the quality of life here in clinton hill immeasurably. I have been wondering why this wasn't thought about sooner!! The G train is sort of like a train that doesnt really go anywhere. The MTA really needs to make this connection <i>(continues on next page)</i>

	Name	From	Comments
474.	lori key	brooklyn, NY	<i>(continued from previous page)</i> between the G and atlantic terminal happen and soon! EVERY peron that lives near the G has been praying for this moment for years!!! PLEASE PLEASE PLEASE!! Us Clinton Hillers who live so "close" to the city could actually get there now!!
219.	Peter Shervanick	Brooklyn, NY	
145.	Jason Bowman	Placerville, CA	
307.	Robert Johnson	Brooklyn, NY	I rely on the G everyday and it could use more consistent service and a direct line to a major train hub.
212.	Grace Tappin	Brooklyn, NY	Please stop with the skepticism. Things only happen when people unite and MAKE it work! If this will improve your life, encourage friends and family to sign this petition. This is great practice for using action behind our words! Thanks Leticia!
612.	Jacqueline O'Neill	Brooklyn, NY	This would make things so much more convenient!
91.	Rebecca Green	Brooklyn, NY	link the G train to Atlantic station!
877.	julie finton	Brooklyn, NY	With an Atlantic Terminal Connection, which means a connection to the Q and other subway lines, along with more frequent service on the G line, the beautiful Clinton Hill area will become more accessible from many parts of Manhattan that are difficult to get to now. This will also help reduce the number of cars in this area in the future, just as it will help once people are unable able to drive into parts of Manhattan under the congestion control plan.
129.	John Paulson	Brooklyn, NY	
419.	Ellen Warner	Brooklyn, NY	Please, please MTA, make it possible to get from Park Slope to Williamsburgh!
1,043.	Anonymous Anonymous	Brooklyn, NY	I would like to see the MTA make good on its promise before it hiked fares earlier this year to run more frequent service on the G!
214.	Mello Creighton	Pittsburgh, PA	
110.	Mark Bajuk	brooklyn, NY	This would integrate the G into the major lines in brooklyn in one 'simple' step.
490.	diana puntar	brooklyn, NY	
175.	Michael Freedman-Schnapp	Brooklyn, NY	
1,036.	Scott Walker	Brooklyn, NY	
189.	Nina Dinoff	Brooklyn, NY	
1,003.	Marisa Walker	Brooklyn, NY	It's no secret that the G train is one of the least convenient lines in the MTA. Please consider expanding this often forgotten line.
732.	Diana Grabon	Brooklyn, NY	CONNECT THE G!!! NO MORE LATE NIGHT WALKS BETWEEN FULTON AND ATLANTIC AVENUE!!!!!!

	Name	From	Comments
778.	Ricardo Lazo	Brooklyn, NY	In a time of heightened environmental consciousness, the MTA needs to get on board and incentivize people to take public transportation. Connecting the G train to the biggest train station in the outer boroughs will increase ridership and decrease peoples' desire to drive.
786.	Julian Monroy	New York, NY	What about the G train at the Broadway Station connecting with the J and M at the Lorimer Station...?
806.	Troi Swithers	Brooklyn, NY	This would make my travel much easier.
1,133.	Jessica Jacobson	Brooklyn, NY	so very necessary.
776.	Nina Kiernan	Brooklyn, NY	
400.	Eliza Brown	Brooklyn, NY	
230.	fahd al ali	Skaka, Saudi Arabia	fuck all america
392.	Jacqueline Stallings	Brooklyn, NY	
418.	Jennifer DuHamel	Brooklyn, NY	please link the G at Atlantic Ave. It would greatly increase my use of the train as well as make my commute significantly faster each morning from Ft Greene - currently I walk from Clinton Ave/Myrtle to the Dekalb Q/B station every morning!
125.	Kristine Ganancial	Astoria, NY	My entire NY life, I've based my living situation entirely on how far and how much I can avoid the G Train. It's a shame that this line offers so much to those that live along it and the only connection btw Queens and Brooklyn but is often avoided due to its poor service.
130.	Edward Huml	Brooklyn, NY	As a long time subway rider please connect the G train at Atlantic. When I worked in Greenpoint it was a mess getting there on the subway. After a while I realised that my car was a much quicker trip. I wish you had the connection then. Soon would be good also>
503.	Alex Kane	Brooklyn, NY	
748.	Erin O'Donnell	Brooklyn, NY	This would be a HUGE help to thousands! We need this important link between north brooklyn, queens and Brooklyn at large! And the G is so close! at least make a transfer free as it is with the G and the 7 at the court st stop in Queens. Thanks!
935.	kevin mcelroy	brooklyn, NY	Hello, Living Fort Greene, the only way to get to Manhattan is to take the G train to Hoyt-Schemerhorn to the C or A train, then take go through lower manhattan, taking more than 30 minutes to even get to West 4th St stop to switch to more useful trains in the city. Switching to the many trains at atlantic terminal would increase routes into manhattan immensely and allow for easier returns from the city at night when less trains are running. thank you.

	Name	From	Comments
811.	HANNA VANDENBULCKE.	BROOKLYN, NY	Dear MTA, Connecting the G line Fulton Stop with the Atlantic-Pacific Station would make a lot of your customers very very happy. Talking about customer service! Sincerely,
356.	Shannon Stalter	Brooklyn, NY	
603.	Hillary Frileck	Brooklyn, NY	
650.	Jean Claude Cancedda	Brooklyn, NY	Let's just pray...
847.	Sarah Hill	Brooklyn, NY	What a coup this would be for our neighborhood & commuters!! We need this! :)
330.	Tasha Amezcua	Brooklyn, NY	
171.	Robin Lester	Brooklyn, NY	This will save so much time, and make life on this line so much easier! The population using this line is increasing exponentially!
552.	Mariko Nakatani	Brooklyn, NY	The G only connects to the A,C and the F downtown. What is up with that? This connection will make everyone's life (especially those in the Williamsburg/Greenpoint realm) so much better and might actually go to Prospect Heights, Crown Heights, etc.
563.	Ron Worthy	Brooklyn, NY	This would be a major improvement to the transportation infrastructure and enrich the lives of Brooklyn residents.
716.	Laura Vogel	Brooklyn, NY	
775.	Jana Singer	Brooklyn, NY	What's the reason the G doesn't connect? It doesn't make sense and causes congestion at many other stations.
221.	laura zanoli	Clusone/bergamo, Italy	
931.	Adalina Merello	Brooklyn, NY	
891.	courtney aison-brooks	Brooklyn, NY	We don't own a car and rely on the G train increased service would have a very positive impact on enlarging our community.
211.	Matthew Smith	Brooklyn, NY	
513.	Andrea Vaughn	Brooklyn, NY	Access to Atlantic Terminal would increase the G's ridership and alleviate some of the crowding on the F.
470.	Lynda Nardelli	Brooklyn, NY	
18.	Gabriel Berlin	Brooklyn, NY	The G Train is the most convenient connection between two of NYC's iconic boroughs: Queens and Brooklyn. The whole city would benefit from this connection.
46.	ALPHA WI	Ww, Germany	
378.	Timothy Pratt	Brooklyn, NY	Regularly, the G train gets low marks from commuters. But obviously, it is the only option for a vast many riders. This move to increase the sensibility and usability of the G train is a no brainer. This would eliminate 1 of 2 necessary <i>(continues on next page)</i>

	Name	From	Comments
378.	Timothy Pratt	Brooklyn, NY	<i>(continued from previous page)</i> transfers it currently takes for a Bed-Stuy strap hanger to get to down Union Square, or Midtown Manhattan, or Park Ave. Make this happen!
660.	Olya Volkova	brooklyn, NY	
797.	Matthew Sheahan	New York, NY	Please do all that you can to increase service on the G train. The commuters of New York City are woefully underserved.
849.	Philippa Rizopoulos	Brooklyn, NY	
1,063.	Laura Mignery	Brooklyn, NY	This is a badly needed improvement for transportation in Brooklyn. I live on both the G and L lines, and both are in a sorry state, overcrowded, long waits, etc. I live near the water, very close to Manhattan - getting there shouldn't be so difficult and inconvenient! This measure is an important first step in improving transportation in the borough.
398.	Gina Grinstead	Brooklyn, NY	
1,062.	Andrei Boutyline	Brooklyn, NY	A better G line will make it easier for business districts in Brooklyn to operate in greater independence of Manhattan
30.	Anne Cirincione	Brooklyn, NY	
63.	Robert Witherwax	Brooklyn, NY	In the words of EM Forster, Only connect!
17.	Elizabeth Stapp	Brooklyn, NY	Please extend the G line to the Atlantic Terminal. Our area is already very overcrowded. Having a choice of lines to connect to would greatly relieve the congestion. Also, in a short time the Atlantic Yards will be bringing tens of thousands of residents and visitors daily to the area. Extending the line now will eliminate problems later.
888.	Bill Bragin	Brooklyn, NY	The G train's current limit isolates people who live in Clinton Hill to Greenpoint north. Connecting it to Atlantic Terminal will really help bring the boroughs together and help connect the residentst to Manhattan and Long Island
337.	Kelly Connelly	Brooklyn, NY	
884.	nicole ross	brooklyn, NY	
737.	Forrest Hanson	Brooklyn, NY	Fo sho.
529.	patricia hicks	brooklyn, NY	this would mean so much to me and the whole community
733.	Jack Roberts	Astoria, NY	
831.	Jonathan Podwil	brooklyn, NY	This would help ease crowding improve the quality of life of thousands of commuters.
483.	Madeline Joyce	Brooklyn, NY	
956.	LAURA MINOR	BROOKLYN, NY	LET'S UPDATE OUR MASS TRANSIT SYSTEM! KEEP IT HEALTHY, SAFE AND AN EXAMPLE OF SUCCESSFUL URBAN PLANNING.

	Name	From	Comments
407.	Susan Schwarz	Brooklyn, NY	I've asked myself about a million times why this wasn't done in the first place. It just makes so much sense!
249.	Tom Butter	Brooklyn, NY	This is such a great idea. The G train and the Brooklyn and Queens commuters who use it have been waiting for this since the raised train on Myrtle Avenue was taken down. MTA, if you're listening out there, do the right thing and make this happen!
1,067.	Kyle Pearson	Brooklyn, NY	
759.	Kenya Lucas	Brooklyn, NY	Please connect the G line at Fulton to the Atlantic-Pacific station. This would serve tens of thousands of hard working, professional Brooklynites-- like myself!
764.	TAYLOR WEIDNER	Lakewood, CO	
92.	Nathan Saete	Brooklyn, NY	Connecting the G train to a major transportation hub is long overdue.
991.	Kay Moffett	Brooklyn, NY	
944.	Joan Shemit	Brooklyn, NY	I am a home-owner along the G-train. I feel there are huge limitations with the G-train and B-54 as our only access to downtown Brooklyn -- where there is a natural transportation hub. Both the B-54 and G-train require significant outdoor walks, or transfers to connect to the Atlantic Terminal, which is relatively a short distance away from Myrtle/Bedford Aves. The connection would facilitate travel in all directions through the city MTA and LIRR systems.
974.	Jinhee Joe	Brooklyn, NY	It is baffling why the major Atlantic-Pacific stop does not already connect to Fulton St. Frankly, it's embarrassing when visitors come because the G train doesn't go anywhere.
6.	Ron Egozi	Brooklyn, NY	The G needs more convenient stops for Brooklyn's residents. The Atlantic Terminal Hub is key. G to the AT!
692.	Christine Burnett	Brooklyn, NY	
209.	Melinda Fought	Brooklyn, NY	Please make commuting easier for those living on the G!
1,031.	Nicholas Barry	Brooklyn, NY	This is the best idea ever.
963.	peter vadnai	Brooklyn, NY	
82.	Matthew Robison	Brooklyn, NY	
256.	Diane Cohen	brooklyn, NY	help connect south brooklyn and the ft. greene/clinton hill area!
1,104.	Mark Gutheil	Brooklyn, NY	
637.	Erin Lee Mock	Brooklyn, NY	
1,071.	Ludmilla meltser	brooklyn, NY	i often make the transfer between fulton and atlantic pacific in order to go to park slope. frequently i make the transfer at night and feel less than safe on the poorly lit streets surrounding BAM that connect the 2 stations.

	Name	From	Comments
267.	Victoria Thomas	Jackson, WY	
232.	Kenneth A Rodriguez	Glendale, NY	
68.	Jennifer Lane	New York, NY	I used to be a resident of Fort Greene, but moved after I got a job in the city due to the long commute caused by living off the G train.
1,059.	anonymous anonymous	brooklyn, NY	Please simplify my commute by connecting the G Fulton Street with Atlantic-Pacific!
948.	John Gordon	Brooklyn, NY	
531.	Maria Gigante	brooklyn, NY	i'm new to new york (from chicago) and am horrified by how poor the transit system is from my house. i currently have to leave my house 1.5-2 hours to ensure i get where i need to go in manhattan. if it isn't a delayed G train, it's forced train changes mid-ride, service interruptions, etc. come on nyc, make me want to stay here!
923.	Samantha Murphy	Brooklyn, NY	We heavily rely on the G-train to connect us to other trains, however, G service is often delayed or 'shuttle' service especially on weekends. Nights are even more difficult. Also - we would love for the G to connect us to Atlantic Terminal - because we use it all the time!
928.	Lindsay Hoffman	Brooklyn, NY	I really think there should be a more convenient way to get to Park Slope. Maybe we could add a couple more trains to G track or even some of those little lcd signs that say when the next trains will approx. arrive? That would rock. Hard.
524.	Joseph Baker	Brooklyn, NY	
7.	Ragnar Naess	Brooklyn, NY	We have remained a transportation backwater in this North Brooklyn area. Please see that this very reasonable improvement is made which will have a tremendous impact for all living in the northern part of the borough.
1,002.	Michelle Howry	Brooklyn, NY	
64.	Franziska Eber	Oldenburg, Germany	
930.	Nicholas Warren-Gray	Brooklyn, NY	
673.	Robin Suzukawa	Brooklyn, NY	
753.	Mark Joy	Brooklyn, NY	Connect the stops!!!
934.	Erica Hutchinson	Brooklyn, NY	
425.	Kimberly Harvey	brooklyn, NY	
823.	J. Pozner	brooklyn, NY	Anything that can improve service on Brooklyn subway lines, I'm all for it.
611.	Clifford Fee	Brooklyn, NY	
350.	Kristin Petuck	Brooklyn, NY	As a daily commuter on the G train for the past eight years I cannot stress enough how this proposal would increase the quality of life for all of us in Brooklyn.

	Name	From	Comments
28.	Petra Symister	Brooklyn, NY	This is one MTA improvement that is long overdue. Connect the G to the Atlantic Center Terminal and upgrade G train riders from their second class status!
744.	Imani Q'ryn	Brooklyn, NY	I think it's a really good idea that the G train be connected to the Atlantic Avenue lines. It would make a real difference to Clinton Hill Community. As a real estate broker in the area it is one of the biggest complaints clients have about renting in Clinton Hill. Thank you for looking into this.
412.	Michael Silver	Brooklyn, NY	
1,131.	Rodger Hicks	Brooklyn, NY	
970.	Holly Evans	Brooklyn, NY	I know that this would improve transportation for most Brooklynites, but it would save me 10+ cab rides a week. That is a lot of petroleum, and a lot of money that could be spent on something better for this city.
739.	Emile Chung	Brooklyn, NY	Please connect the G train to Atlantic Ave!
234.	Tristan Fallis	Kalispell, MT	
862.	Pete Ho	Brooklyn, NY	
201.	Meredith Whittaker	Brooklyn, NY	
386.	Jesel Roosevelt	Brooklyn, NY	It's a logical idea that worked in Queens with the 7 line and Court House Sq./23rd Ely station years ago. Let's do the same for Brooklyn.
410.	Karl Sturk	Brooklyn, NY	
1,056.	David Shack	Brooklyn, NY	Connect the G to SOMEWHERE !!!
1,079.	eve chan	brooklyn, NY	
628.	lucy koteen	brooklyn, NY	
88.	Emily Levy	Brooklyn, NY	
136.	Michael Fives	Brooklyn, NY	
676.	Michael Fitzgerald	brooklyn, NY	
1,023.	Anne Arbuckle	Brooklyn, NY	
264.	Alexander Driscoll	Brooklyn, NY	The more options that the G offers the better. Either connect it to more trains, those that are efficient, or make the G run more often
478.	Alyssa Kabel	Brooklyn, NY	This would greatly benefit a vast number of people.
213.	Jennifer Kaufman	Brooklyn, NY	This connection would definitely make our life easier!
288.	Anna Alfredson	Brooklyn, NY	
1,101.	Mariano Desmaras	Brooklyn, NY	This is a very common complaint of Brooklyn commuters. Very easy in comparison to the second avenue line. It would also increase revenue for the MTA.
1,014.	Jessica Becker	Brooklyn, NY	
789.	Gregg Zukowski	new York, NY	Go, G, Go

	Name	From	Comments
430.	Alex Lombardo	brooklyn, NY	
907.	Katherine Deedy Robison	BROOKLYN, NY	
728.	Darcy Woodall	Brooklyn, NY	
393.	Monica von Halle	Brooklyn, NY	
1,016.	Greg Wasserstrom	Brooklyn, NY	Connecting these two stops would simplify my commute immeasurably. Please consider and act upon this proposal.
559.	Paul Palazzo	Brooklyn, NY	This is a great idea and will provide the needed infrastructure to a growing area.
853.	Alexis Quy	Brooklyn, NY	
167.	michael shea	brooklyn, NY	
184.	Jeffrey Longhenry	Brooklyn, NY	
518.	Jennifer Anderson	Brooklyn, NY	
149.	Patrick Richardson	Brooklyn, NY	New York has one of the most incredible public transportation systems in the world, yet residents of Brooklyn can't easily navigate their own borough via subway. Please connect the G train!
446.	Kelly Kenth	Brooklyn, NY	I take the G to work everyday would be nice if i could stop at target on my way home on Fridays...actually it would be extremely appreciated
477.	Ryan Hobbs	Brooklyn, NY	This would make life much easier for me and the rest of G train commuters
159.	Lisa Flythe	Brooklyn, NY	Great idea! This connection would encourage use of the subway. In the meantime, the MTA should institute and promote free above-ground transfer, if they don't already.
402.	Sia Ea	Brooklyn, NY	
124.	Norman Jemmott	Brooklyn,, NY	I am a Bed-Stuy resident who has come to rely on the G train in the last 3 years. The idea of a connection to the Atlantic Terminal would be great, since I visit the Atlantic Mall a bit more these days for shopping and meeting with friends.
239.	Jenni Schalk	Brooklyn, NY	
270.	James Rudy	Hilton, NY	
854.	Dina Rosenbloom	Brooklyn, NY	
304.	Jillyanne Michelle Cape	Independence, MO	
144.	Pamela Reed	Brooklyn, NY	
69.	Andrew Elliott	Brooklyn, NY	
1,082.	Shane G	Brooklyn, NY	Connecting the G to Atlantic Terminal is a great idea. Would be beneficial to so many people.
293.	Jeremy Buchalski	Brooklyn, NY	I already love the G train. I would love it even more if it connected to more trains.

	Name	From	Comments
641.	shweta advani	brooklyn, NY	
540.	Nadia Brittingham	Brooklyn, NY	This would make my commuting life 500 times better.
703.	Claire D'Aoust	Brooklyn, NY	
638.	Arthur Cohen	Brooklyn, NY	The connection of all the lines would be a big plus for the ridership. Even more people would use public transportation with a connection to all the other lines.
19.	Tom Abraham	Brooklyn, NY	
215.	Joel Velazquez	Brooklyn, NY, NY	
530.	Tomasz Bielecki	Middle Village, NY	Not oly that extend g train to the bronx
544.	Alba Morales	Brooklyn, NY	
671.	Kyla Fullenwider	Brooklyn, NY	Those of us who live in Clinton Hill have to suffer with the slow train service from the C and G trains.... passing this measure would add enormous value to the area and make everyone's commutes much more tolerable. Thank You, Kyla Fullenwider
593.	Heidi Treichel	Brooklyn, NY	For a better tomorrow!
138.	Nic Williams	Brooklyn, NY	
1,073.	ken crichlow	brooklyn, NY	Lots of people in Brooklyn would want easier access to Williamsburg. its restaurants and bars, art galleries, etc. Also, if the Atlantic Yards coliseum is ever built the G Atlantic/Pacific connection would make it much easier for the people of Williamsburg, Greenpoint, LIC to get there.
706.	Jaime Fallon	Brooklyn, NY	
855.	Alex Porter	Brooklyn, NY	
374.	Brian Rausse	Bronx, NY	
1,047.	Christine Hegel	Brooklyn, NY	Create easier access for Brooklyn families! My daughter has to walk a long way to the C train, or we wait a long time for a bus. If the G train connected to other lines at Atlantic, our lives would be exponentially better!!
1,004.	Sue Ostfield	Brooklyn, NY	I live on the G train in brooklyn but hardly use it because it doesn't connect easily to manhattan. this would open myriads of possible train connections for me. plus i have friends on the G line who would also benefit.
772.	marwa amer	queens, NY	I have strong ties to Brooklyn though I live in Queens, but it is such a hassle to get out there sometimes I often opt out of hanging with my friends because the commute can take anywhere from 1 and a half to 2 hours. If G train service was increased and extended to run to Forest Hills and then connected to the Atlantic Avenue terminal my commute to Brooklyn could be as short as an hour. I support the expansion of G train service.

	Name	From	Comments
1,009.	Norman Hathaway	Brooklyn, NY	Please alleviate congestion, and help connect Brooklyn by extending the G train to Atlantic.
781.	Annette Apitz	Brooklyn, NY	Please connect the G train! It would be wonderful for the Brooklynites living on that line. I often have to take 3 trains to get to places in Manhattan. It takes me an hour and 15 minutes to get to Grand Central - which I can almost see from my building. Better train service would really help our neighborhood!
537.	Emily Nichols	Brooklyn, NY	I make this transfer every day! It would help a lot.
558.	Matthew Azen	Brooklyn, NY	
158.	Richard Woods	Brooklyn, NY	
452.	Karin Taylor	Brooklyn, NY	To connect the g to the trains at atlantic would be so useful
913.	Dana Gallagher	Brooklyn, NY	
117.	gary b	San Francisco, CA	
390.	Alyson Sinclair	Brooklyn, NY	I love the Clinton Hill/Bed-sty neighborhood. However, my main complaint is its general inconvenience to my workplace in Manhattan. I currently take the G to the very crowded L, but I would definitely change routes if this new connection were made.
429.	Tracy McDonagh	Brooklyn, NY	This will help residents living in all the neighborhoods the G travels through to get into the City for work, school, etc. with more ease and less travel time.
81.	Julia Meuse	Brooklyn, NY	Fix the G train, please!
922.	Elizabeth Weaver	Brooklyn, NY	For residents of so many parts of Brooklyn and Queens, the G train makes all the difference -- but no one would deny that G service, as it stands now, is inadequate. It SOMETIMES connects Forest Hills with Brooklyn. It ALMOST connects to the major hub in Queens on weekdays. It ALMOST links to the Atlantic Terminal. This is not good enough. With today's steep real estate prices, Brooklyn and Queens residents are the face of New York City; these "outer boroughs" are NOT marginal, and their residents refuse to be marginalized! Keep New York a first-rate city with first-rate public transportation. Improved G train service should NOT be an afterthought; rather, it should be a priority.
761.	Kelsey Turk	Paris, TX	"Only through our efforts, can we truly make a difference." -Kelsey Turk [www.myspace.com/kelseyturk]
471.	Steven Mackensen	Sun Valley, CA	

	Name	From	Comments
242.	molleen theodore	brooklyn, NY	connecting the g to atlantic ave is essential. so is extending the g line and making the f an express train. the city and the subway system are failing the areas of brooklyn, especially those neighborhoods along the f line, that have experienced major population increases in the last years.
946.	Fuaud Yasin	Brooklyn, NY	Connecting the G to Atlantic Center Terminal would be one of the smartest things the MTA does, considering that the G train has been constantly ignored with declining service and more riders than ever before.
617.	Carolyn Mayers-Williams	Brooklyn, NY	Our streets are aleready very congested. Having a direct connection to the trains running out of the Atlantic Av station would help to ease both foot and traffic congestion
1,069.	victoria hagman	brooklyn, NY	
569.	James Vogel	Brooklyn, NY	Councilwoman James is voicing the community's strong desire for this common sense connection to a major transit hub. This relatively simple connection would forge new travel routes from all of Brooklyn to rapidly growing (and underserved) Williamsburg/Greenpoint, and link two rapidly growing communities. It just makes sense. Please find a way to make this happen!
96.	Janina King	Brooklyn, NY	
347.	Wayne Whittaker	Los Angeles, CA	
241.	Gineen Finch	Brooklyn, NY	
689.	Krista Hughes	Brooklyn, NY	As a commuter who uses the G train frequently for my work, it would be a great service to our community to link the Fulton stop to the Atlantic/Pacific street station.
1,080.	victor moran	brooklyn, NY	I live in Bed-Stuy, right next to the Myrtle-Willoughby station. The neighborhood has gotten a lot nicer then it was just a few years back, but the limited train service is holding it back. Most people just won't take three trains to work, everyday. Even though during rush hour I do take the trains to work (G to A to J or Z) I avoid taking the train at night because I'll have to wait for two connections which can make a short trip into an hour expedition.
985.	Hannah Jane Malicki	Brooklyn, NY	This would make it much easier for me to commute to my college (Brooklyn College) and improving the G train in general would make many neighborhoods in Brooklyn more desirable to live in.
132.	Alyson Smith	Brooklyn, NY	
246.	John-Peter Lee	Brooklyn, NY	Connect the G!
863.	Chris Bahara	Brooklyn, NY	

	Name	From	Comments
980.	Erin Sheehan	Brooklyn, NY	<p>To the MTA: Please make the changes necessary to connect the Fulton Street stop on the G Line with the Atlantic-Pacific station. While residents of Fort Greene and Clinton Hill would be the most obvious beneficiaries of such an improvement, it would, in fact, vastly improve transportation options for residents of and workers across Manhattan, Brooklyn and Queens.</p> <p>Queens and the northern neighbourhoods of Brooklyn are growing rapidly. Planned residential development will speed this growth further, increasing demand for trips to and from lower Manhattan. A transfer from the G Fulton to Atlantic-Pacific station, either by means of a physical connection between the stations or a MetroCard transfer, would greatly ease travel for residents of Brooklyn and Queens along the G line.</p> <p>Thank you for your attention, Erin Sheehan</p>
1,128.	Salik Karim	Brooklyn, NY	this is greatly needed
1,008.	Julia Belozersky	Brooklyn, NY	I travel from Greenpoint to Bensonhurst every weekend to visit my family. Having a direct connection from the G to the N would be extremely convenient and helpful!
568.	d cohn	brooklyn, NY	
693.	dan connelly	brooklyn, NY	
615.	Lauren Feinman	brooklyn, NY	
893.	Sandy Boyer	Brooklyn, NY	
579.	Kevin Powell	Brooklyn, NY	We residents of Brooklyn, particularly those of us living in Fort Greene, Clinton Hill, Prospect Heights, and Boerum Hill, really DO need the G line to have more options. For far too many years I've experienced the long waits for the G line, the inability to connect to other lines at main hubs, etc. Given the huge influx of residents in Brooklyn this decade, it only makes sense that the MTA seriously considering improving our transportation services.
1,037.	Nicholas Venduras	Brooklyn, NY	
32.	Laurel Bestock	Brooklyn, NY	This would be something of a godsend. I work at the Met and have a young child - taking three subways per day and trying to get home in time for daycare is a constant struggle. Atlantic is so close to being close; having the G connect would immensely improve our quality of life.
845.	Kim Mingo	Brooklyn, NY	I use the G train daily (from Classon Avenue) to connect to the A train (at Hoyt Schemerhorn) the limited connections to other lines means that I often walk to the Atlantic terminal to pick up other lines. Although I know this is good for my health, it's not so great for my commute time into <i>(continues on next page)</i>

	Name	From	Comments
845.	Kim Mingo	Brooklyn, NY	<i>(continued from previous page)</i> Manhattan. I appreciate your attention to this letter and look forward to improved G train service. Best, Kim Mingo
1,114.	Elaina Fejes	Woodside, NY	If there is improved service on inter-boro travel, people will use it! Buses are complicated and often do not always get you where you need to go. This would improve travel between Brooklyn and Queens immensely!
315.	D Lilien	Brooklyn, NY	Hi, please connect the G to atlantic terminal! Thanks!
197.	Eric McGill	Brooklyn, NY	
874.	Jill Malek	brooklyn, NY	
795.	Megan Davidson	Brooklyn, NY	This would make a huge difference in our quality of life -since the G train is the only one within walking distance of our house.
281.	June Deuell	Brooklyn, NY	I live off the g train and the service really needs to be improved. It's very unreliable and usually runs late and infrequently.
65.	Steve Kastenbaum	Brooklyn, NY	
705.	derek steele	brooklyn, NY	This would make a huge difference for thousands of people... thanks
879.	Robert Dick	brooklyn, NY	
463.	Rowan Bordewieck	brooklyn, NY	wonderful idea! please do it. or allow transfers. the G only has a bad reputation because the MTA will not push it to its full potential. there are a lot of people living in the neighborhoods serviced by the G, those areas are growing. it would be foolish to not keep up.
165.	john dumey	brooklyn, NY	I love living in Clinton Hill, and have always wondered why the G train wasn't connected to the Atlantic-Pacific hub. It is just two blocks away! It would further connect Clinton Hill and Bed Stuy to Manhattan. Please make it so!
83.	Kiku Nitta	San Francisco, CA	
258.	Megan Brenn-White	Brooklyn, NY	This would totally change the G train and open up all kinds of new opportunities for people to commute easily and quickly. Please consider the change carefully! Thank you!!
794.	Paul "zool" Zulkowitz	Woodmere, NY	
183.	gabriele napolitano-swft	brooklyn, NY	Please add the G line to the amazing hub of trains in the Fort Greene/Clinton Hill reformation of the Atlantic Yards project. It would save so many people time.

	Name	From	Comments
93.	andrew brittain	brooklyn, NY	Transportation particularly on the G line has been an enormous contributing factor the surrounding neighborhoods difficulty into bringing commerce to those areas. The community is suffering and everyone knows the G train sucks. So fix it or at least try to improve it.
1,130.	Marc Ackerson	Brooklyn, NY	New York City is growing less and less Manhattan centric...as it grows and it population continues to densify the boroughs, more focus needs to be placed on this transition with the proper infrastructure. If action is taken now, the city will not have to play catch up later, when it will be more costly and inconvenience more citizens.
496.	Israel Rosario	Brooklyn, NY	This would be an excellent use of Brooklyn/Queen residents' tax dollars.
357.	Audrey Ference	Brooklyn, NY	
472.	maria falgoust	brooklyn, NY	This improvement will make Greenpoint more accessible!
164.	Morgan Levine	Brooklyn, NY	
658.	Laura Piquado	Brooklyn, NY	
548.	james loprest	brooklyn, NY	Join the trains already. Why not make some old guy's life a little easier for a change?
391.	Maridel Reyes	Brooklyn, NY	
986.	Mardel Nesby	Brooklyn, NY	Please connect the G train. That would reduce my commute significantly to midtown.
222.	Markus Jackson	Brooklyn, NY	
892.	Karma Johnson	Brooklyn, NY	
774.	Kevin Deckert	Brooklyn, NY	Please do this to make the G train a more relevant and useful option for commuters.
115.	Amanda Musson	Brooklyn, NY	
613.	Barbara Anglisz	Brooklyn, NY	
153.	Thomas Pirovano	Bern, Switzerland	Hopp!
634.	Judith Dean	Brooklyn, NY	As a longtime resident of Fort Greene I would greatly appreciate this connection of the G train to the Atlantic Center. If we are going to keep this a livable brownstone community in spite of new skyscrapers and stadium we need to make mass transit more accessible. Our streets and air quality cannot take the street traffic we have now.
57.	Thomas Giebel	Brooklyn, NY	Thank you!
818.	Ida Sofia Vaa	brooklyn, NY	
228.	Mark Spano	Brooklyn, NY	I still encourage people to walk about the outdoors of our wonderful neighborhood, but totally support a free transfer between nearby subway stations (Fulton G and Atlantic-Pacific, Clinton-Washington on C and G)...
47.	Jason Turgeon	South Portland, ME	
181.	John Ardolino	Brooklyn, NY	

	Name	From	Comments
695.	Estephany Jimenez	Brooklyn, NY	
1,103.	James Sampson	Brooklyn, NY	good idea
987.	marc ramsey	brooklyn, NY	Also the G should connect to the JMZ at Broadway to relieve L congestion.
401.	Matthew Rader	Brooklyn, NY	Connection @ Atlantic to the 4/5 would be fantastic. At least allow free transfers.
284.	Luis Espinoza	brooklyn, NY	For years, the G train amongst my friends and I, has been considered one of the worst trains in the MTA. This may actually may make it a regular old train you dont have to dread catching.
833.	Ashka Dymel	Brooklyn, NY	Brilliant Idea!
504.	Megan Graf	brooklyn, NY	Aside from the G not running on any sort of normal schedule, it would be nice for it to at least go somewhere important. It would make the G train less dreadful, and more useful. Thanks.
890.	Karen Maria Schleifer	Brooklyn, NY	
937.	Renzo Pecoraro	Brooklyn, NY	
784.	Druanne Dillon	Staten Island, NY	Please push through a study of the feasibility to extending the G line from Fulton Street to an A-P station. Many people will benefit from making this move a reality, and a study is step #1. Thanks so much! Druanne Dillon
565.	Schjanna Rydenour	brooklyn, NY	Wonderful idea! This would really benefit all of Brooklyn.
185.	Blake Courlang	Brooklyn, NY	Connecting the G train to the Atlantic terminal would make commuting incredibly more efficient and convenient for people living in Brooklyn. As Brooklyn is growing at an enormous clip, we need to make the necessary improvements to public transportation to satisfy the needs of residents as well as visitors. Public transportation is vital to New York City.
1,099.	Mariusz Jaskowski	Williston Park, NY	I have offices in Greenpoint Brooklyn and utilize the G train for commuting as well as regular visits to clients in lower Brooklyn and Manhattan. Also clients and employees come to my offices via the G Train. Connecting the G Train to Atlantic Terminal would be of immense benefit to me and my fellow New Yorkers.
801.	Michael Richardson	Brooklyn, NY	Connet Brooklyn

	Name	From	Comments
832.	Zoe Sullivan	Long Island City, NY	Bringing the G into Atlantic Terminal would make commuting between Brooklyn and Queens easier. Please make this change.
1,115.	Lauren Englisbe	Brooklyn, NY	
796.	Shawn Onsgard	Brooklyn, NY	This would be a wonderful change for Brooklyn!
454.	Christina Lachman	Brooklyn, NY	Let the G Train connect already!
1,088.	jeff simon	brooklyn, NY	
1,011.	Jennifer Tripp	Brooklyn, NY	The G Train easily has the worst service in the entire MTA system. For those of us who work in the city, it is a frustrating and difficult way to begin every day... Long waits for a short train that is crammed packed throughout rush hours are no way to begin one's morning. And weekend service is a joke! I usually just drive from Greenpoint into the city for the weekends (or mostly stay in Brooklyn!!) because it's too much trouble and frustration to deal with the unreliable, slow and short G Train. Any improvements on this line would be welcomed!
712.	Joan Cuenco	Brooklyn, NY	Please connect the G! I've lived on it my whole life in NYC.
487.	green llewellin	brooklyn, NY	
550.	John McCullough	Brooklyn, NY	
609.	Maria Ferrari	Brooklyn, NY	
972.	Ehren Gresehover	Brooklyn, NY	
576.	Yetsuh Frank	Brooklyn, NY	It makes great sense to connect the G train to the extensive list of trains at Atlantic Station. The MTA should make this simple improvement a priority.
467.	Christine Onorati	Brooklyn, NY	The Greenpoint neighborhood is expanding and we need more access from the G train. Please extend service!
1,119.	John Lombard	Ozone Park, NY	This would make my commute SO much easier! Please connect the G to Atlantic Ave!
71.	Mara Loschiavo	Brooklyn, NY	As a resident of Brooklyn who relies on the G train for my daily commute to midtown Manhattan, having the G train connect with Atlantic Terminal would be of great benefit to both myself and the community.
668.	dino papadopoulos	brooklyn, NY	
409.	E. Donlin	Brooklyn, NY	For more impact, add a personal comment here
67.	Hantz Serrao	Brooklyn, NY	As a resident of Clinton Hill who does not own a car, I believe this will provide a vital link without requiring subway and bus connection.
837.	William Champion	Brooklyn, NY	Wow, this is something I have long wished would happen! As a long time resident of Williamsburg, I have always dreaded the fact that I have to go all the way in and (continues on next page)

	Name	From	Comments
837.	William Campion	Brooklyn, NY	<i>(continued from previous page)</i> through Manhattan just to travel a little bit South of where I live in Brooklyn. This would be very useful to tens of thousands of people!
642.	Christopher Benfante	Brooklyn, NY	This is one of the best of the many community-impact ideas my girl Leticia has had. Leticia, you rock! Oh yea, I vote, too!
1,083.	Mark Katz	Brooklyn, NY	What's good enough for 2nd Avenue is good enough for the other boroughs.
583.	Kathryn Lilly	Brooklyn, NY	It would also connect all of Brooklyn to all of Brooklyn, one cannot get from the northern reaches of Brooklyn (Greenpoint/Williamsburg) to the rest of Brooklyn on the subway without going through Manhattan.
278.	Matthew Townsend	Brooklyn, NY	This would be a fantastic idea in order to increase the number of riders on the "G" and to better connect the people of western Brooklyn to the Metropolitan area.
11.	David DuBois	brooklyn, NY	while you are at it.. why not add more cars back to the g train also
941.	Kristine Nortner	Brooklyn, NY	
894.	Eric Coles	Brooklyn, NY	While connecting the train to the Atlantic Terminal is a fantastic idea that would service thousands of commuters, a more immediate and cheaper improvement would be to also increase the number of trains which run per hour. One must often wait twenty minutes for a G train, which is absurd.
176.	John Stanch	Brooklyn, NY	
898.	Muriel Soenens	Brooklyn, NY	
441.	Raymi Ramseur	Brooklyn, NY	
37.	Algis Kalvaitis	Brooklyn, NY	
147.	Candy LeBlanc	Placerville, CA	I have relatives in Brooklyn & Queens, make it easier for them to connect.
414.	Scott Sommer	Brooklyn, NY	This is a much needed and critical mass transit improvement, especially if we are going to make real efforts to reduce car traffic, not just impose fees and tolls
324.	Adrian Davis	Brooklyn, NY	I would greatly appreciate quicker access to manhattan from Williamsburg when L is down
377.	Amy Morgenstern	Brooklyn, NY	
990.	Jennifer Yao	Brooklyn, NY	This would improve the economic vitality of all communities along the G line and contribute to a better Brooklyn and NYC.
383.	Steven Hasty	Brooklyn, NY	I regularly exit from Fulton St stop to change to the B/Q, and not only is it an unneeded hassle, but in cold weather, the sidewalks surrounding the traffic island where the <i>(continues on next page)</i>

	Name	From	Comments
383.	Steven Hasty	Brooklyn, NY	<i>(continued from previous page)</i> Fulton St exits are located are often covered with slippery ice, making the transfer not only inconvenient, but sometimes hazardous.
21.	joel griffin	Brooklyn, NY	
869.	Matthew Donham	Brooklyn, NY	What an excellent idea--I'll be eager to learn the results of the study.
627.	Rebecca Cross	Brooklyn, NY	
1,129.	Robert Malchman	Brooklyn, NY	This would be infrastructure dollars well spent.
218.	Rita Cameron	Brooklyn, NY	
72.	Patrick Martin	Ridgewood, NY	
140.	Michael Hirsch	new york, NY	I attended Pratt Institute and lived in Clinton Hill for seven years. Having the G connect to Atlantic Terminal would make the lives of many residents equitable.
9.	norma sosa	miami, FL	time for change
495.	carla music	brooklyn, NY	
669.	frances rodriguez	brooklyn, NY	this connection should have always been a part of the g line. it would be an enormous benefit to so many people!!!
320.	Drew Smith	Beverly Hills, CA	Hey... do it.
573.	Pierre Estivals	Brooklyn, NY	
25.	joshua huk	brooklyn, NY	
3.	shannon macgregor	brooklyn, NY	
45.	RALPH Xox	Stuttgart, Germany	
326.	Sarah Wilkins	Brooklyn, NY	Please give the G a chance to become a real commuting choice for people--this would really open up the map of brooklyn and queens
640.	Danielle White	brooklyn, NY	
514.	Tara Foster	Brooklyn, NY	
754.	Danny Morales	Brooklyn, NY	What a great way to make the lonely G train more usefull!
698.	nelson jimenez	brooklyn, NY	
488.	Mike Saffert	Brooklyn, NY	Connecting the G to Atlantic Terminal would open up so many more transportation options for everyone living off the line and anyone who's be going somewhere off the line. It'll be increase ridership of the G if people know it'll do more than just be an alternative to the bus.
465.	Julienne Obadia	Brooklyn, NY	
4.	Marco Pezzati	New York, NY	I fully support the MTA study to connect the G line between Lafayette Avenue with the Atlanic Pacific stop.
494.	kimberly asa	brooklyn, NY	

	Name	From	Comments
655.	Linda Harris	Brooklyn, NY	Connection between the G and Atlantic Avenue would be an enormous help in commuting.
489.	erik joerss	brooklyn, NY	
785.	Brian Mackey	Rocky Hill, CT	I travel to Red Hook often, transferring at Atlantic would make the trip so much easier.
1,020.	Dorota kolodziejczyk	Brooklyn, NY	It's no secret that the G train is one of the least convenient lines in the MTA. Please consider expanding this always forgotten line. This would cut my commute by 40 minutes. IT takes me 1.5 hours now to take the bus to to the F to the G. It's a nightmare.
444.	miho nishimaniwa	brooklyn, NY	People have been asking for this for a long time. It is time brooklyn's fare paying passengers have some of their needs met.
240.	Fayna Sanchez	Brooklyn, NY	
1,105.	David Spelbrink	Brooklyn, NY	
319.	Benjamin Tortolani	Brooklyn, NY	
133.	Ehrlic Lo	Green Brook, NJ	
599.	Selma Jackson	Brooklyn, NY	I would welcome the connection because now I have to take a bus to Hoyt-Schermerhorn or walk to Clinton-Washington and change at Hoyt-Schermerhorn. If the connection were made I can take the 2 or 3 to Atlantic Ave and transfer.
341.	Anne Godlewski	Brooklyn, NY	
747.	Tracy Shar	Brooklyn, NY	
630.	Fred Cohen	Brooklyn, NY	This connection would increase the usefulness of the G train enormously.
251.	Kris Firth	Brooklyn, NY	More and more people are moving to Greenpoint and commuting to the city; this would make so much sense.
431.	Kate Rothermel	Brooklyn, NY	
475.	W. Bryant Miles	Brooklyn, NY	The G train is in major need of revitalization, especially as the communities along the line continue to flourish. Please relieve the stress of having to transfer 3 or more times by connecting this train at the Atlantic Avenue terminal.
534.	Rebekah Cook-Mack	Brooklyn, NY	I have often thought this would make sense. The G goes to so many vibrant neighborhoods and, by connecting it to the terminal, it would enable those people to speed their commutes and make our system more interconnected. What a tremendous boon this would be to many living in Brooklyn and Queens. Connect connect connect! then I'd happily pay the recently increased fares.
121.	johnna woods	brooklyn, NY	
150.	Leila Saba	Brooklyn, NY	
1,089.	Michelle Erfer	Brooklyn, NY	For more impact, add a personal comment here

	Name	From	Comments
960.	Jenifer Kaminsky	brooklyn, NY	Connecting the G to the lines at Atlantic Terminal would be a phenomenal improvement for all of us who live along the G. Please, please, please make it happen!!!
339.	Neile King	Brooklyn, NY	Please link the G train with Atlantic/ Pacific station! I have often wished for this train connection. It would make commuting easier for me and for many other Brooklynites.
1,097.	david levinson	brooklyn, NY	and after it's linked to the terminal, maybe they could throw an extra train or two on the tracks so that you don't have to wait an hour on nights and weekends.
142.	Christina Gutt	Brooklyn, NY	
535.	Jennifer Sloan	Briarwood, NY	
155.	Matthew Coogan	Brooklyn, NY	
810.	kate sutherland	brooklyn, NY	ahhhh.... the fantasy of a g train that actually went somewhere!!!! folly???? oh please say it ain't so and make it a reality!!!!
269.	Meredith Flood Rust	Brooklyn, NY	We need more G train connections!
768.	Serena Norr	Brooklyn, NY	
247.	Joshua Thomases	Brooklyn, NY	The G train stops a mere two blocks away. When we are considering spending billions to build another rail line for the upper east side, it seems logical to spend the dollars for this much easier project: more bang for the buck!
1,139.	alexandra zobel	brooklyn, NY	
31.	Thomas Hughes	New York, NY	I'm not a rider of the G and it's obvious even to me that this needs doing and would improve both Brooklyn and Queens.
84.	Emina Bozek	La Porte, TX	
675.	Eviana Hartman	Brooklyn, NY	
738.	Brett Shores	Brooklyn, NY	
384.	Joshua Frankel	Long Island City, NY	Improving service on the G train will raise the values and spur dramatic growth in the many neighborhoods along the line, as well as along the connecting F and C lines.
727.	john bigolski	brooklyn, NY	
233.	Nelly Mikhaiel	Brooklyn, NY	
457.	Brett Crocitto	Brooklyn, NY	
701.	James Bolas	Brooklyn, NY	
942.	sarah longwell-stevens	Brooklyn, NY	Clinton Hill and Fort Greene are great communities, unfortunately they have limited potential for growth because of the limited stops the g train makes. Life would be drastically improved if we had access to more subway lines!

	Name	From	Comments
779.	Andrea Miranda	Brooklyn, NY	There are countless working class citizens schlepping to and from work by way of the g train. I myself have witnessed the influx of passengers in the five years of living in my neighborhood. More people = More Service And let's face it : The Lil' G train needs all the help it can get!
978.	erin weckerle	Brooklyn, NY	
734.	Michael Coughlan	Brooklyn NY, NY	Please make this G train extension happen. It will help me tremendously on my commute.
562.	Elizabeth Stile	Brooklyn, NY	
736.	janice ostendorf	brooklyn, NY	Please improve the system and connect the G!!!
793.	Erica Fox	Brooklyn, NY	Let's stop making thousands of Brooklyn and Queens commuters live as second class citizens. Let's show respect to all hardworking, taxpaying, and, don't forget, voting, New Yorkers, by giving them decent transit. It is not much to ask for.
532.	Lindsay Lehman	Brooklyn, NY	
99.	Edward Morrison	Gunnison, CO	Anything that stops people from freakin' driving is good to me!
231.	Erin Sircy	Brooklyn, NY	
820.	Sabina Hahn	brooklyn, NY	
653.	Timothy Ree	Brooklyn, NY	
43.	Susan Walker	Downey, CA	
982.	Toni Hacker	Brooklyn, NY	
151.	John Katsos	Brooklyn, NY	
335.	Justine Carroll	Brooklyn, NY	
1,034.	Aja Robinson	Brooklyn, NY	
236.	Gabriel Hertzberg	Brooklyn, NY	Invest in the G!
760.	Andrea Boffa	Brooklyn, NY	
1,066.	Warren Cohen	Brooklyn, NY	
253.	Megan Toth	Brooklyn, NY	
163.	Serra Hirsch	Brooklyn, NY	It certainly would have an incredible impact on my commute to have a connection to the Atlantic Terminal. Thanks! Serra
1.	Peter Eide	Brooklyn, NY	
148.	BACHKHAZNADJI Ilyes	Constantine, Algeria	No for the illusrations of our prophete Muhammed
902.	Zachary Ross	Brooklyn, NY	
299.	Jolanta Kulpa	Brooklyn, NY	Brooklyn needs this coordinated service.

	Name	From	Comments
376.	Alice Sandgrund	Brooklyn, NY	
182.	Charla Myers	Brooklyn, NY	Wow, this would be super on days when the F isn't running, or it's pouring rain or icy--it's late and I'm coming from the West side back to Carroll Gardens/Cobble Hill/Boerum Hill. It would mean that I have a safe way to get back to the hood without going out of my way in less safe areas. thanks, charla
98.	Janusz Welin	brooklyn, NY	The largest quality of life issue I see facing citezens of New York City is the cost of housing. Ineffective transit infrastructure in the outer boroughs of NYC is a major impediment to making affordable housing part of the lives of middle and lower income New Yorkers. It is also well known that a better connected public transportation system means a more furtive local economy. this would really help a lot of people.
364.	brian barnhart	brooklyn, NY	
480.	vanessa alejandra bailey	brooklyn, NY	
920.	Mark Chung	Brooklyn, NY	
1,058.	Simon Braeutigam	Brooklyn, NY	The G just can't be relied on like all the other MTA lines. I often walk 30 Min to the L train just because the G frequency is terrible on weekday afternoons/nights and weekends. Why is it so difficult to build regular service on that line?
1,046.	Betty Ladas	Hendersonville, TN	i'M MOVING TO BROOKLYN IN A YEAR OR SO, AND THIS WILL OPEN UP ALOT OF AREAS FOR ME TO CONSIDER. THANKS TO SOMEONE FOR STARTING THE PUSH.
882.	Robin Factor	Brooklyn, NY	
460.	Maxwell Tielman	Brooklyn, NY	
415.	Alice Marshall	Brooklyn, NY	This would be so helpful for my commute to Manhattan!
999.	Doug Green	Brooklyn, NY	Make the G Train worth the wait!
202.	Daria Siegel	Brooklyn, NY	
533.	Juliana Farah	Beirut, Lebanon	
191.	Cari Kilbride	Brooklyn, NY	The G Train has long been lacking in utility. With the neighborhoods that it serves on the rise, the quality of transportation provided needs to rise with it.
103.	Julie Stein	New York, NY	The MTA is currently ill-equipped to handle the amount of passengers on a daily basis. This needs to change now.
1,001.	h janneck	brk, NY	
1,044.	Tobias Carroll	Brooklyn, NY	

	Name	From	Comments
375.	Amanda Wallwin	Brooklyn, NY	Connecting the G train to the Atlantic Terminal would dramatically simplify many Brooklynites' commutes and reduce pressure on over-crowded lines like the L, N, W and the B61 bus route.
322.	David Robinson	Brooklyn, NY	I have moved to Brooklyn only 2 years ago and have been dependant - and constantly disappointed - by the G train. With such limited direct connections, I avoid other parts of Brooklyn for those places I can get to easily. This expansion would change the quality of life and living in Brooklyn a thousand-fold. Please consider this change!!!
170.	Eric Peterson	Brooklyn, NY	This would be very helpful to many of us who live on the G-line corridor. I would imagine that if these improvements were made, and the line extended, ridership would really increase.
369.	Amy Smith	Brooklyn, NY	I would be able to visit my friends in Queens and vice versa!
998.	Loren Daye	Brooklyn, NY	This is an incredible idea - it would bring so many more people into the neighborhood - increasing access to manhattan, etc. It would greatly improve our lives !
1,092.	Sam Frommer	New York, NY	
821.	William Frackelton	brooklyn, NY	Thank you for honoring our community by supporting this strengthening of the G line service and connections!
243.	James Izurieta	brooklyn, NY	This idea is so obviously brilliant, it shows poor customer focus from an entrenched and bureaucratic MTA who should have thought of this years ago.
859.	michelle patton	brooklyn, NY	Please, please, fares go up, please improve service! many thanks!
442.	Benjamin Martinson	Brooklyn, NY	
459.	David Kusy	Brooklyn, NY	
340.	Sandra Duque	Brooklyn, NY	MTA, The plan to expand the G line into the Atlantic Ave station is not only more convenient for commuters but safer for individuals that have to walk through side streets (ft greene place) or along the construction next the BAM to transfer to the G line at Fulton. I announce my support for this effort and urge the MTA to consider our suggestions and concerns of Brooklyn commuters. Thank you.
597.	Steven Soblick	Brooklyn, NY	Integrating the G line more completely into the rest of the subway system would increase ridership for the line due to the increased convenience for commuters. This idea at the very least should be investigated for feasibility.
438.	Sarah Maher	Brooklyn, NY	

	Name	From	Comments
672.	jeffrey stern	brooklyn, NY	whenever i have to figure out a new subway route to a new place, and even though i have done this for years, i continue to be shocked by the lack of connection of the g train to atlantic ave - inexcusable! a lack of connection keeps a substantial community in the city scrambling for unreasonable options.
426.	Michelle Caves	brooklyn, NY	
555.	Abraham Sun	Brooklyn, NY	
723.	Candace Broach	BROOKLYN, NY	
49.	Mike Downs	Auxvasse, MO	
677.	Gabriela Trigo-McIntyre	Brooklyn, NY	Connecting the G to the Atlantic/Pacific Station would be a very important step in making inter-Brooklyn travel easier and more accessible.
1,048.	Michael First	Brooklyn, NY	
904.	Mary O'Connell	Brooklyn, NY	
643.	Rebecca Alvarez	brooklyn, NY	For more impact, add a personal comment here
355.	Adam Quirk	brooklyn, NY	This move, plus making the G a full six-car train, could turn the G from one of the most hated lines in NYC to one of the most loved.
896.	Omar Villegas	Brooklyn, NY	Why not stretch out a little bit.
699.	Annmarie Rizzi	Brooklyn, NY	
198.	Victoria Boardman	Brooklyn, NY	Connecting the G would make commutes and travel vastly more manageable and efficient for this community. This is a long overdue change, and I really hope you take this proposal into serious consideration!
918.	Adda Birnir	Brooklyn, NY	I have at times gotten out of the G and walked to Atlantic Terminal in order to make that transfer. It makes no sense that the G does not transfer to the many many trains that go through the Atlantic Terminal!
606.	Kathryn Zarczynski	Brooklyn, NY	We need the service this line brings to the neighborhood-please expand, clean up and help us get to our jobs!
1,040.	Christina Anjesky	Brooklyn, NY	I've lived in Clinton Hill for over 10 years, and the population growth along the G Line, and increased G ridership, is clear to anyone who uses the area subways. I don't think this is something that's going to go away anytime soon. The connection would be extremely helpful to the thousands of residents in neighborhoods like mine along the G Line.
694.	Megan Kenny	Brooklyn, NY	This would help the community tremendously!
498.	Douglas Snyder	Brooklyn, NY	If the G would link to Atlantic Terminal I would stay in Brooklyn for a long, long time. As of right now, it takes too long for me to get to work, often having to transfer 3-4 times. I'm seriously thinking of moving to Astoria.
1,100.	john mcknight	Brooklyn, NY	

	Name	From	Comments
371.	Chandra Moore	Brooklyn, NY	What a great idea and an asset to the G line.
861.	Tanya Radford	NYC, NY	Our city needs to expand its public transportation and reduce the number of cars on the road. This expansion would serve both those purposes. It would also connect city commuters to parts of Brooklyn which are not currently serviced well at all, with benefits for both residents, visitors, and business.
512.	Alicia Ruiz Cant♦	Monterrey, Mexico	
648.	Hugh English	Brooklyn, NY	
301.	Maria Braeckel	brooklyn, NY	
367.	Sean Kravit	Brooklyn, NY	Holla
174.	Roman Soiko	Plainsboro, NJ	I go to New York often and this is one of the most profound weaknesses of the subway system.
44.	Greg Chiaramonte	Brooklyn, NY	As it is, the G train is infrequent, and the number of lines it intersects in minimal, leaving commuters with fewer options for train lines, and thus stressing those that do connect with the G train.
647.	Liz Jones	Brooklyn, NY	
771.	Joe Brannan	brooklyn, NY	every time i go to get the F train, the g is there. if I could simply hop on the G to Atlantic it would make my life a lot easier - but i am sure everyone is saying the same thing.
1,086.	Andrew Cox	Brooklyn, NY	I find it amazing that intra-borough transit by subway always has to go through Manhattan. New York is a vibrant city with mutually supporting parts - let's see what growth could come with better Gtrain service
173.	Cate Contino	Brooklyn, NY	Connect the G for straphangers in Brooklyn and Queens. This line serves one of the fastest growing populations in NYC. It's time transit reflected the vibrancy of G dependent communities. Why not add a few more cars while we're at it? If you build it, the riders will come.
109.	Elihu Rubin	Brooklyn, NY	This is a vital connection, and am important step toward improving the efficiency and comfort of not only the G but the system as a whole.
122.	Yenfri Gomez	Brooklyn, NY	
610.	William Amory	Brooklyn, NY	This is such a fantastic idea for enhancing public transit in our city, and it is not a mega-project, but it would have fairly mega-positive effects.
94.	Viva Bader -Baker	Seattle, WA	
1,098.	Mark Rasso	Brooklyn, NY	
199.	rebecca caban	brooklyn, NY	
914.	Alissa Shipp	Brooklyn, NY	
437.	randi fowler	Brooklyn, NY	The G is the saddest most isolated train in the MTA. Please help it, and it's community by connecting it

	Name	From	Comments
187.	Gretchen Van Lente	Brooklyn, NY	This is long overdue!
938.	Doreen Bucher	Brooklyn, NY	
604.	Jodie Hayford	Brooklyn, NY	
157.	Bruce Brown	NY, NY	Please connect the G line to the Atlantic-Pacific station!
1,126.	Jon Gingerich	Brooklyn, NY	The G train is a commuter's nightmare. For an area that is experiencing an unprecedented population boom, it's inconceivable that the MTA would continue such poor service.
417.	Twyla Huang-DiSimone	Brooklyn, NY	
1,124.	Jazmin Idakaar	brooklyn, NY	I use the G train and a bus or two to get from home to Queens College for school. However, there are so many service changes and issues with the train that it can be very frustrating. Who likes to almost catch a train but end up missing it because the train is only a few cars long and doesn't stretch the length of the whole platform? It would be great to take the G right down to the mall/Target without having to take a bunch of busses, too.
1,084.	Gary Brubaker	Brooklyn, NY	This would be a great thing-also ADD MORE CARS TO EACH TRAIN!
580.	Daniel Cogan	Brooklyn, NY	
812.	Diana Schlesinger	Brooklyn, NY	It would make the G train service much more accessible.
883.	Andrew Kilgore	Brooklyn, NY	
968.	Craig Bernardini	New York, NY	
814.	noreen O'Donnell	Brooklyn, NY	The effectiveness of the G line was greatly hampered when the connection to the E in Queens was taken away. Additionally, the G line is the sole lifeline for many Brooklyn neighborhoods, so the simplicity of making this connection to the Atlantic-Pacific stop would exponentially help tens of thousands of New Yorkers improve their commute and perhaps answer one question all commuters have regarding the recent fare hike!
519.	Eleni Glekas	Brooklyn, NY	This is LONG overdue!
574.	Rachel Main	Brooklyn, NY	
1,035.	Aaron Blazey	Brooklyn, NY	
154.	Ken Baer	Brooklyn, NY	Expanding the service on the G line will benefit those already using the line, and will result in an increase in economic activity.
618.	dorothy peters	brooklyn, NY	
8.	Anurima Bhargava	Brooklyn, NY	
180.	Brian Vecci	Brooklyn, NY	This would be a significant and welcome change to Clinton Hill and Fort Greene.

	Name	From	Comments
492.	valerie opielski	brooklyn, NY	
58.	Alicia Smith	Griggsville, IL	
456.	Amanda Bodner	Brooklyn, NY	Adding a stop at the Atlantic Terminal from the G train would be awesome. Besides all the other trains you could transfer to, having a direct connection to Target would be a dream come true. I think the G train needs many improvements, and although stopping at the Atlantic terminal would be great, it has to actually run first. I have never had a worse experience trying to get home then when I was victim to the G-train service change. I had to take a shuttle bus from the smith and 9th street station, that doesn't even drop you off at the next station, Hoyt Schermerhorn, then follow signs to a different track then what the Queens bound train is actually supposed to arrive at, wait 30 minutes, then stop at another station, transfer to a different train, wait another 30 minutes, then finally get to my destination 1 1/2 hours later. It was a nightmare. The G train, which is really the only trans-Brooklyn train, is the worst train in the whole MTA system. For as many people that rely on it, I think the city can put a little money into improving this excuse of a public transportation option. On an end note, I am really happy that people are trying to do something about the faults of the G-train. Please help a Brooklynite out, and fix this train!
730.	Brian Seaver	New York, NY	The current service on the G train needs to be improved, it is simply terrible as it is now
952.	Joe Cohen	Brooklyn, NY	
517.	Phoebe Stein	Brooklyn, NY	I frequently ride the 2 or Q trains up to the Atlantic terminal and get out to walk to the G at Fulton. This is a particular hassle in bad weather, especially since those 2 stations are so close together. I would really really appreciate a connection tunnel so I don't have to swipe my metroc card twice for one trip.
711.	Susan Price	Brooklyn, NY	And please bring back 24-hour, permanent Forest Hills service on the G!
1,000.	Eugenia Pugach	Brooklyn, NY	As someone who takes the G train every day, I strongly believe that establishing the proposed connection at Atlantic Avenue terminal will bring a breeze into millions of New York commuters' lives. Please take out stress and pain out of people's daily commutes! Thank you.
271.	attaullah KHAN	Karachi., Pakistan	this is not bearable for all muslims.
464.	Stephanie Kelley	Brooklyn, NY	I travel to Manhattan a lot and often need to be on the east side or on Broadway. Living where I do, I am very close to the G and the C is about 5 blocks. It would be great to be able to transfer to the 2/3, N/R and 4/5 with one transfer instead of a very long walk at Broadway/Nassau to the 2/3 <i>(continues on next page)</i>

	Name	From	Comments
464.	Stephanie Kelley	Brooklyn, NY	<i>(continued from previous page)</i> or 4/5, or having to take the G to the L to Union Square to get the N/R. On a nice day, I can walk to Atlantic, but when it's cold, it's too far. An easy transfer at Atlantic would save me probably close to a half hour each trip. Thanks.
665.	Paulina do Amaral	Brooklyn, NY	The G is a crucial artery for Brooklyn travel and these connections will certainly encourage more people to eat, drink, live and learn in the areas along the G. Please make these connections happen as soon as possible! Thank you!
416.	Jessica Murphy	Brooklyn, NY	future fort greene home owner!!
602.	Perry Greenfield	Brooklyn, NY	Pls help...proposed G service expansion would greatly help me and my family. good luck!
817.	Jodi White	Sunnyside, NY	
134.	Steve Chesler	Brooklyn, NY	
858.	Ariel Prince	Brooklyn, NY	
614.	Nick Cordua	Brooklyn, NY	
297.	michelle boule	brooklyn, NY	
886.	nicolle comeforo	brooklyn, NY	Please extend service on the G Train! The limitations that this train has in connect to alternate transit to Manhattan and other boros is detrimental to the ever increasing population. We desperately need your assistance in helping to make Brooklyn a better and more convenient place to live.
80.	Angela Jasper	Arlington, TX	
370.	Lashon Allen	Brooklyn, NY	Yes it's slow, has only 4 cars and tends to do confusing things on the weekend. But the train connects to Queens easily. You can get to the L,E, F,#7 and the A and C trains. This connection to the Atlantic Terminal will increase the commuter transfer options even more for getting around the 5 boroughs.
66.	Matt grady	Brooklyn, NY	