



Fall 2025 Proposed Subway Schedule Changes

Sarah Wyss, Acting Chief, Operations Planning, NYCT

Service Issue

Subway schedules are regularly reviewed, evaluated, and revised in order to provide passengers with efficient and effective service. Changes are recommended on the weekday **A** and **L** line timetables, as well as the Saturday & Sunday **L** line timetables, to improve operating efficiencies, enhance service, and better align with current ridership.

Recommendation

Modify the schedules of weekday trips on the **A** and **L** lines, as well as weekend trips on the **L** line, to accommodate changes in ridership trends and improve operations.


Budget Impact

The weekday adjustments have an estimated annual cost of \$600,000. The weekend schedule adjustments are cost neutral.

Proposed Implementation Date

These proposed minor subway schedule changes would be implemented in November 2025.

Staff Summary

Subject	Fall 2025 Proposed Subway Schedule Changes
Department	Operations Planning
Department Head Name	Sarah Wyss
Department Head Signature	
Project Manager Name	Allyson Bechtel

Date	June 13, 2025
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Comm.			X	
3	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Cust. Officer
7	President	3	General Counsel
6	Co-CFO	2	Sr.Dir, GCR
5	SVP Subways	1	Acting Chief, OP

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of weekday and weekend schedule adjustments on the **A** **L**, addressing shifts in demand and providing improved service to customers.

Discussion

NYCT routinely reviews and revises schedules in order to provide passengers with efficient and effective service. We are proposing minor schedule changes to improve operating efficiencies and enhance service on the **A** line weekdays and **L** line weekdays and weekends. Basic information about these proposed adjustments is outlined below, and additional details are shown in Attachment 1.

On the **A** line, we are proposing to keep additional trainsets in service through the midday by adding one roundtrip each to Lefferts Blvd and Far Rockaway, which would extend the span of midday 8-minute average headways between Inwood-207 St and Rockaway Blvd. This change would reduce wait times for customers and reduce delays associated with moving trains in and out of storage, which currently occurs in short succession during middays due to the **A** line's length. The number of crews required for **A** service would be unchanged.

On the **L** line, weekday and weekend schedules would be revised to better align service frequency with ridership.

- Weekday AM peak period service would be increased by four additional round trips total, with two additional trains at the height of the AM peak to increase service from 20 to 22 trains between

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approximately 8 a.m. and 9 a.m. This increase in capacity is enabled by recent upgrades to the line's traction power system, including three new substations.

- In the weekday PM peak period, we are proposing to shift the span of 4-minute headways approximately 30 minutes earlier.
- On Saturdays, we are proposing to shift four trips from the early morning to late evening hours. This would extend the span of 8-minute headways through the 11 p.m. hour, while maintaining headways of 8 minutes or less through the affected morning hours.
- On Sundays, we are proposing to shift the span of peak 4-minute service two hours earlier, with service reaching the 4-minute headway in the 11 a.m. hour.

Weekday service on the **L** would be increased by a total of four round trips, and one additional crew would be required. There is no net change in the total number of daily trips on either the Saturday or Sunday **L** timetables.

Recommendation

Modify the schedules of weekday trips on the **A** and **L** lines, as well as weekend trips on the **L** line, to accommodate changes in ridership trends and improve operations.

Alternative to the Proposed Service Changes

Do nothing. NYCT would not make these minor service adjustments.

Budget Impact

The weekday adjustments have an estimated annual cost of \$600,000. The weekend schedule adjustments are cost neutral.

Proposed Implementation Date

The proposed minor subway schedule changes would be implemented in November 2025.

Staff Summary

Attachment 1

Summary of Proposed **A** and **L** Weekday Scheduled Trip Changes as of November 2025

Line	Direction	Hour beginning	Current average headway (minutes)	Proposed average headway (minutes)	Proposed change (trips)	Current % of guideline load	Proposed % of guideline load
A	Northbound Jay St-MetroTech	12:00 PM	10	7.5	2	60%	45%
	Southbound Fulton St	11:00 AM	8	7.5	1	47%	41%
		12:00 PM	10	8	1	67%	57%
L	Northbound Bedford Av	8:00 AM	3	2.75	2	93%	84%
		AM Peak*	3.75	3.5	4*	76%	71%
	Southbound 1 Av	4:00 PM	5	4.3	2	81%	70%
		5:00 PM	3.75	3.5	1	98%	93%
		8:00 PM	3.5	3.75	-1	88%	94%
		10:00 PM	4.6	5	-1	84%	92%
		11:00 PM	7.5	8	-1	82%	94%

*AM Peak defined as 6:30AM-10:30AM. Additional train count includes +2 trains in the 8AM hour shown above.

Note: Peak period guideline load is 145 passengers/car. Off-peak guideline load is 53 passengers/car.

Summary of **L** Saturday Scheduled Trip Changes as of November 2025

Line	Direction	Hour beginning	Current average headway (minutes)	Proposed average headway (minutes)	Proposed change (trips)	Current % of guideline load	Proposed % of guideline load
L	Northbound Bedford Av	7:00 AM	6	7.5	-2	57%	72%
		8:00 AM	5	6	-2	65%	78%
		10:00 PM	6	5.5	1	85%	78%
		11:00 PM	12	7.5	3	128%	80%

Note: Off-peak guideline load is 53 passengers/car.

Summary of **L** Sunday Scheduled Trip Changes as of November 2025

Line	Direction	Hour beginning	Current average headway (minutes)	Proposed average headway (minutes)	Proposed change (trips)	Current % of guideline load	Proposed % of guideline load
L	Northbound Bedford Av	11:00 AM	5	4.6	1	107%	98%
		12:00 PM	4.6	4	2	108%	95%
		6:00 PM	4	4.3	-1	75%	80%
		7:00 PM	4.6	5	-1	68%	74%
		10:00 PM	5.5	6	-1	48%	54%

Note: Off-peak guideline load is 53 passengers/car.