

Morning Malaise: How Much Extra Time Is Spent Waiting for the Subway on Your Line?

As part of our recent [report](#) on the cost of subway disruptions to riders and the city, which IBO produced at the request of Brooklyn Borough President Eric Adams, we needed to estimate how much time subway commuters lose to delays. One of the steps in doing this included using Metropolitan Transportation Authority data to measure gaps in service: the length of time that riders spend waiting on a station platform for longer than the scheduled intervals between trains during the typical weekday morning rush (roughly 7 a.m.–10 a.m.). We did this for each of the subway lines except for the shuttles.

- The average number of passenger hours lost to delays systemwide during the weekday morning rush grew by 45 percent from 2012 through the 12-month period ending in May 2017, an increase from just over 24,000 hours to nearly 35,000 hours.
- Passenger hours lost to delays during the morning rush have increased on every subway line by at least 25 percent from the average in 2012 through the 12-month period ending in May 2017.
- Hours of delay have increased most on the J/Z (up 71 percent), the C (69 percent), and the 7 (62 percent).
- Hours of delay have increased the least on the 3 (up 25 percent), the G (26 percent), and the 4 (31 percent).
- The lines with the greatest number of average hours lost on a typical weekday morning during the 12-month period that ended in May were the 5 (2,809), the A (2,775), and the F (2,524).

Estimate of Passenger Hours of Delay by Subway Line							
<i>Morning Rush During a Typical Weekday</i>							
Line	Hours of Delay in the Morning Rush						Increase From 2012 Through May 2017
	2012	2013	2014	2015	2016	May 2017	
1	773	858	1,050	1,106	1,161	1,218	57.5%
2	1,493	1,600	1,827	1,807	2,033	2,234	49.6%
3	1,389	1,224	1,327	1,308	1,565	1,732	24.7%
4	1,867	1,734	2,038	2,127	2,279	2,439	30.6%
5	2,040	1,964	2,349	2,463	2,580	2,809	37.7%
6	1,429	1,263	1,880	1,993	2,037	2,078	45.4%
7	696	735	1,041	1,010	1,031	1,125	61.6%
A	2,011	1,890	2,665	2,915	2,469	2,775	38.0%
C	918	733	1,059	1,224	1,305	1,548	68.6%
E	1,214	1,259	1,566	1,507	1,730	1,816	49.6%
B	1,017	1,075	1,274	1,335	1,268	1,633	60.7%
D	1,355	1,214	1,325	1,607	1,292	1,833	35.3%
F	1,708	1,728	2,621	2,310	1,965	2,524	47.8%
M	1,170	1,125	1,372	1,537	1,363	1,799	53.7%
G	218	252	305	290	230	274	25.9%
J/Z	560	638	694	954	808	960	71.4%
L	822	767	917	1,137	1,204	1,172	42.6%
N	1,223	1,196	1,335	1,489	1,680	1,787	46.1%
Q	1,095	1,142	1,361	1,409	1,407	1,715	56.7%
R	1,024	830	976	1,526	1,352	1,431	39.7%
TOTAL	24,023	23,227	28,982	31,054	30,757	34,900	45.3%

SOURCES: IBO calculations using data from the Metropolitan Transportation Authority and the Hub Travel Survey
 NOTE: Figures for 2012 through 2016 show average hours of delay for the morning rush for each year. Figures for May 2017 are the average hours of delay for the 12-month period ending in May.

New York City Independent Budget Office