



On Track?

Ensuring Clean Subway Stations Citywide



A STAFF REPORT TO

**THE COUNCIL OF
THE CITY OF NEW YORK**

**Hon. Gifford Miller
Speaker**



**THE COMMITTEE ON OVERSIGHT
AND INVESTIGATIONS
Hon. Eric Gioia, Chair**

**THE COMMITTEE ON
TRANSPORTATION
Hon. John Liu, Chair**

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THE CITY OF NEW YORK**

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This report can be found on the Council’s website at

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On the cover:

<p>Track Beds at 88 St. (Queens; A)</p>	<p>Train Platform at Marcy Ave. (Brooklyn; J,M,Z)</p>	<p>Indoor Heaters at Beach 98 St. (Queens; A)</p>
<p>Train Platform and Track Bed at 88 St. (Queens; A)</p>	<p>Floor of Station Mezzanine at E149 St. (Bronx; 6)</p>	<p>Garbage Cans at Wall Street (2,3)</p>
<p>Mezzanine at West 4 – Washington Sq. Pk. (Manhattan; A,B,C,D,E,F,V)</p>	<p>Platform and Mezzanine at 5 Ave. (Manhattan; 7)</p>	<p>Leaks at West 4 – Washington Sq. Pk. (Manhattan; A,B,C,D,E,F,V)</p>

EXECUTIVE SUMMARY

New York City has seen that a focus on the simple things—keeping streets clean, arresting petty criminals, providing reliable public transportation—can go a long way toward improving quality of life and restoring public confidence in our government. Yet in recent years, while subway fares have increased 33%,ⁱ New Yorkers have witnessed a decline in subway car cleanlinessⁱⁱ and service disruptions increasing to the point where they seem almost commonplace.ⁱⁱⁱ An investigation by the New York City Council Committee on Oversight and Investigations finds that most subway stations surveyed contained an unsatisfactory level of filth. If left to accumulate, minor dirt can lead to major problems later, ultimately increasing the cost of repairs, the risk of rider injury and even crime. “When you have subway cars that are filthy—the ones I was riding were a mess—and it looks like there’s no one in charge, the temptation to commit crime is significant,” said former New York City Police Commissioner William Bratton after a trip here in April.^{iv}

Key Findings

- 49 of 94 subway stations surveyed (52%) rated as dirty.^v
- East 149th Street on the #6 line in the Bronx was the filthiest station surveyed.
- Stations in the Bronx were significantly dirtier than those surveyed in any of the other boroughs.^{vi}

ⁱ Donohue, Pete. “Study: Fair Fare \$1.75 But Bus & Subway Riders Face Return to \$2 Next Year.” *New York Daily News*. June 6, 2003.

ⁱⁱ New York Public Interest Research Group (hereinafter NYPIRG) Straphangers Campaign. *Subway Shmutz VII: Cleanliness in New York City Subway Cars*. April 2005. <http://www.straphangers.org/shmutz05/index.html>. (Last accessed June 12, 2005).

ⁱⁱⁱ Sanchez, Ray. “In the Subways: Riders’ View of Trains Runs the Gamut.” *Newsday*. June 10, 2005.

^{iv} Chan, Sewell. “Ears Plugged? Keep Eyes Open, Subway’s iPod Users Are Told.” *The New York Times*. April 28, 2005.

^v On a scale of one (no litter) to four (heavily soiled), they received an overall rating higher than a two (lightly littered).

- The 10 worst subway stations surveyed were located in some of the poorest neighborhoods, where more than 30% of families live below the poverty line.

Between May 18 and June 2, 2005, investigators inspected 94 subway stations to document the conditions the 4.5 million people who rely on New York City's subways confront each day. On an average day, subway riders may encounter papers and bottles obstructing stairways, platforms littered with food, pungent odors and track beds cluttered with sludge and debris. In one case, investigators even found human waste. Two investigators independently rated each station using a ranking system to evaluate station features like stairways and platforms. Consistently, the dirtiest aspect of the stations surveyed was track beds, where investigators noted a panoply of litter, from batteries to liquor bottles, tennis balls to umbrellas. Such conditions combine to breed track fires, derailments and delays.

These findings come at a time when the Metropolitan Transportation Authority (MTA) has decided to trim its budget by cutting cleaning staff, and when news stories and reports by watchdog transportation advocates find New York City's 468 subway stations in a deteriorating state. In addition, while the MTA-New York City Transit conducts a semi-annual Passenger Environment Study (PES) to assess station cleanliness, it fails to make the results readily available to the public or to list conditions and cleanliness among the performance indicators listed online. To address these problems, the New York City Council demands greater accountability, better management and increased fiscal responsibility.

^{vi} A one-tailed t-test produced a p-value of 0.0018, that is, we can state with 98.82% certainty that the results in the Bronx are dirtier than subway stations overall. Most scientific surveys require a p-value of 0.05, or 95% confidence, to establish statistical significance.

- **The MTA must look for sources of revenue to maintain and improve station upkeep without raising fares.**

Subway fares have risen twice in the past two years and already account for a significant portion of the MTA's budget. The MTA must now seek to raise revenue without increasing fares, by, for example, employing an open, competitive bidding process that ensures it a fair value for the sales or leases of its assets, which include valuable New York City property.

- **The MTA should institute SubwayStat.**

The MTA evaluates station cleanliness semi-annually in its PES, but does not make the results readily available. The public should be made aware of PES results the same way they are service advisories, schedule and route changes. Furthermore, the MTA should keep cleanliness indicators online with other performance indicators, like on-time statistics and service disruptions. These indices should be posted online in an easily accessible format for the public, and updated regularly.

- **The MTA must allocate its resources more equitably and effectively.**

The MTA should deploy its maintenance staff to stations in such a way as to achieve equitable levels of cleanliness. This investigation's finding that Bronx subway stations were significantly dirtier than stations surveyed citywide—and that many of those stations are located in neighborhoods with a high incidence of poverty—is troubling. Whether these patterns have arisen by accident or by choice, the MTA must be able to quickly identify and rectify such problems.

The table on the next page, which lists the five cleanest and dirtiest subway stations surveyed, shows that, more often than not, the worst stations tended to be in neighborhoods with higher rates of poverty than

the cleanest. Cleanliness scores are on a scale from one to four, where a score of one represents no litter, and a score of four indicates heavily soiled conditions.

Top 5 Cleanest and Dirtiest Stations Surveyed

#	Station	Borough	Line	Score	% of Families Living in Poverty ^{vii}	Median Household Income ^{viii}
1	St. George	Staten Island	SIR	1.08	10.7	\$45,620
2	Marcy Ave.	Brooklyn	J, M, Z	1.12	37.2 ^{ix}	\$23,567
3	238 th St.	Bronx	1	1.21	15.6	\$40,497
4	7 th Ave.	Brooklyn	B, Q	1.28	14.5	\$49,567
5	40 th St. - Lowery St.	Queens	7	1.31	12.8	\$37,962
90	Gun Hill Road	Bronx	2, 5	2.79	25.0	\$29,044
91	Atlantic Ave.	Brooklyn	L	2.83	34.3	\$24,163
92	Cypress Ave.	Bronx	6	2.86	46.1	\$14,271
93	Bronx Park East	Bronx	2, 5	2.89	17.5	\$33,735
94	E. 149 th Street	Bronx	6	2.99	37.1	\$19,389

Straphangers deserve a better bang for their two bucks. New Yorkers need a safe, clean and dependable subway system. Saddled with debt and overwhelmed by much-needed projects, the MTA must be more fiscally prudent, but cutting corners on cleaning is simply shortsighted.

^{vii} U.S. Census 2000. “American Factfinder.” <http://factfinder/census.gov>. (Last accessed June 16, 2005.) The data represents figures at the ZIP code level. The federal poverty threshold for a family of four in 2000 was \$17,463 (<http://www.census.gov/hhes/www/poverty/threshld/thresh00.html> (accessed June 16, 2005)). The 2004 threshold for the same family is \$19,157. (<http://www.census.gov/hhes/www/poverty/threshld/thresh04.html>, accessed June 16, 2005).

^{viii} *Ibid.* U.S. Census 2000.

^{ix} These figures obviously do not reflect changes in demographics over the past five years. Certain neighborhoods have undergone significant change, especially in Williamsburg, Brooklyn. See, for example, Bahney, Anna. “Williamsburg Reinvented.” *The New York Times*. March 20, 2005: “In the last decade, Williamsburg in Brooklyn has been a first stop for young people... Most of these Williamsburg devotees are now young professionals... in their 20’s and 30’s and earning \$60,000 to \$150,000 a year...”

BACKGROUND

Each day, nearly 4.5 million people stream into New York City subway stations.¹ They are residents, commuters and tourists who rely on the Metropolitan Transportation Authority's (MTA) 27 subway lines² to take them to work, home or any of New York City's thousands of destinations.

Without a doubt, the subway is the primary mode of travel for most New Yorkers. In recent years, ridership has increased, showing the turnaround of a system that only 25 years ago was almost completely off track.

In the late 1970s and early 1980s, outdated cars with constant mechanical problems, stations in shambles, and high crime cursed the subway system. The cash-strapped subway struggled to offer reliable service and keep ridership up. Finally, with the help of state, federal and local tax-levied bail-outs, in 1982 the MTA developed its first comprehensive Capital Improvement Plan since the agency's 1965 inception,³ salvaging the most extensive public transportation system in the country.

The introduction of the Automated Fare Collection system in 1997 generated annual boosts in subway ridership.⁴ MetroCards and unlimited ride packages were more cost-effective for both the agency and

¹ MTA New York City Transit. "About New York City Transit: Fast Facts."
<http://www.mta.nyc.ny.us/nyct/facts/ffsubway.htm>. (Last accessed June 12, 2005.)

² MTA New York City Transit. <http://www.mta.info/nyct/facts/ffsubway.htm> (last accessed June 20, 2005). This figure includes the three shuttles (Grand Central-Times Square, Franklin Ave. in Brooklyn and Rockaway Park) and the Staten Island Rail Road. The Bronx-Manhattan 9 train was discontinued on May 31, 2005.

³ MTA New York City Transit, *2000-2004 Capital Improvement Plan*.
<http://www.mta.nyc.ny.us/mta/capital/cap-nyct.htm>. (Last accessed June 12, 2005.) The MTA was created in 1965 through State legislative action. Prior to 1965, private companies controlled certain subway lines.

⁴ *Ibid.*

the public, increasing the number of free transfers between lines, trains and buses, while eliminating the costly and outdated token system. In addition, the computerized fare collection system gave the MTA real-time results for ridership counts and station demands.

With these investments in infrastructure, public reliance on the subways rebounded. Between 1999 and 2002, annual ridership, defined by the MTA as the number of individual rides for which the agency collects a fare,⁵ increased by 130 million, or more than 10 percent.⁶ The number of passengers reported by the MTA dipped slightly in 2003, but monthly reports between January and March 2005 show more riders than the corresponding period of 2004.⁷

The influx of passengers brought improvements in overall conditions and cleanliness. Between 1999 and 2004, the subway system became consistently cleaner, according to the subway watchdog Straphangers Campaign, a division of the New York Public Interest Group (NYPIRG). The group's annual "Subway Shmutz" report details the dirt in subway cars, ranking each line and the system overall. While the "dirtiest" lines have changed from year to year, the overall trend had been a cleaner system. In 1998, a Straphanger survey of 2,066 cars found 73% to be "dirty or heavily dirty"; in 2004, the campaign announced 66% of the 2,200 subway cars surveyed that year were "clean."

⁵ This number represents individual trips paid for with cash, a pay-per-ride MetroCard, or unlimited pass, or fare reimbursement, such as those collected for senior citizens, school children, and the disabled. The number also double-counts transfers. For example, a passenger who switches from a bus to a train using a free transfer would be counted twice, according to MTA methods.

⁶ MTA New York City Transit. Performance Indicators: NYCT Subway Annual Ridership. <http://www.mta.nyc.ny.us/mta/ind-perform/annual/nyct-s-ridership.htm>. (Last accessed June 12, 2005.)

⁷ MTA New York City Transit. Performance Indicators: NYCT Subway Monthly Ridership. <http://www.mta.nyc.ny.us/mta/ind-perform/month/nyct-s-ridership.htm>. (Last accessed June 12, 2005.)

The Straphangers Campaign credited improved conditions to the MTA's investment in cleaning crews. Between 1998 and August 1999, the MTA had added 154 "subway car cleaners" and 29 supervisors, an increase of 16 and 32 percent, respectively.⁸

Despite fare increases, however, the MTA faced a burgeoning deficit,⁹ and as part of its 2003-2004 Program to Eliminate the Gap (PEG) in its budget, New York City Transit planned to leave vacant positions of cleaning staff who had left, thereby trimming the 2004 subway cleaning budget by \$3.7 million.¹⁰

The cuts coincided with a spate of newspaper articles documenting deteriorating conditions and, among riders, growing discontent. Delays rose by 12 percent, according to the New York City Transit Riders Council,¹¹ while between 2004 and 2005 there were six percent more track fires.¹²

Fires cripple the subway system. In January 2005, a fire at Chambers Street completely halted service on the C train. Initially, the MTA said the line would be out of service for five years, although it was later able to get limited service running within a few days. In March, smoke halted the 7 train twice in one week, and power problems pulled the plug on 4, 5 and 6 trains along Lexington Avenue for nearly a day. Another fire in

⁸ New York Public Interest Research Group (hereinafter NYPIRG) Straphangers Campaign. *Subway Shmutz III: Cleanliness in New York City Subway Cars*. January 2000. <http://www.straphangers.org/shmutz00/shmutz00.html>. (Last accessed June 12, 2005).

⁹ Dolnick, Sam. "MTA Board Voted to Increase Subway, Bus Fares." *Associated Press*. Dec. 16, 2004.

¹⁰ MTA, New York City Transit. *July MTA-Wide Financial Plan for 2003-2004*. July 2004. <http://www.mta.nyc.ny.us/mta/budget/pdf/0307nyct.pdf>. (Last accessed June 12, 2005.)

¹¹ Sanchez, Ray. "In the Subways: Riders' View of Trains Runs the Gamut." *Newsday*. June 10, 2005.

¹² Lisi, Clemente. "Sorry State Over Subways." *New York Post*. April 15, 2005. Many track fires are caused by litter on the track bed.

Harlem meant 600 passengers were stuck underground for an hour in April.¹³ Passenger complaints continued. “It’s gotten progressively worse in the last three years,” one F train passenger told a reporter from the *New York Post* in April.¹⁴ “We’re doing more with less,” Transit Authority spokesman Charles Seaton said.¹⁵ Straphangers said it wasn’t enough. Customers complained of rats in their stations, overflowing trash bins, and overall grime. Even former Police Commissioner William J. Bratton, once chief of the transit police, desecrated the conditions after a trip to New York in April. “When you have subway cars that are filthy—the ones I was riding were a mess—and it looks like there’s no one in charge, the temptation to commit crime is significant,” Bratton said.¹⁶

In April, the 2005 Straphangers “Subway Shmutz” survey corroborated the complaints documented by the press, showing, for the first time in four years, that conditions in the subways had begun to revert, with a five percent drop in the number of clean cars. Straphangers cited the cutback in cleaners.¹⁷

If the relationship is, in fact, a direct one, prospects for the future are no better. The MTA continues to sweep cleaning staff positions from the budget, according to the 2005 Adopted Budget for 2005-2008. According to the published plan, the MTA plans to save \$5 million by 2008 by eliminating positions currently budgeted for cleaners. The MTA also anticipates cutting other “Customer Convenience Staff” who contribute to cleanliness, including nine Work Experience Program participants, 20

¹³ Sanchez. See note 10.

¹⁴ Montero, Douglas and Clemente Lisi. “Sloppy Subways: Cutbacks Lead to More Trash and Grime.” *New York Post*. April 4, 2005.

¹⁵ *Ibid.*

¹⁶ Quoted in Chan, Sewell. “Ears Plugged? Keep Eyes Open, Subway’s iPod Users Are Told.” *The New York Times*. April 28, 2005.

¹⁷ NYPIRG Straphangers Campaign. *Subway Shmutz VII: Cleanliness in New York City Subway Cars*. April 2005. <http://www.straphangers.org/shmutz05/index.html>. (Last accessed June 12, 2005).

depot cleaners, and two “station operations support staff,” according to the budget. Furthermore, rather than simply leaving the cleaner positions unfilled, as it has in the past, the agency will eliminate them altogether, making it more difficult to respond to any resulting spike in squalor.

Chances that the MTA will identify such spikes quickly may be diminishing, too. Since 1983, New York City Transit has conducted its own survey of the conditions and cleanliness of buses and trains, and began evaluating stations in 1992. The Passenger Environment Survey (PES) started as a quarterly assessment conducted by Transit employees, at the request of the New York City Transit Riders Council (TRC).¹⁸ However, in 2003, citing budgetary concerns, the MTA cut the frequency of PES reports in half, to twice each year.

In August 2004, the TRC published a report criticizing the MTA for failing to use the PES as a management tool. “The strength of the PES is in its ability to be used as a measurement standard to which the Division of Station Operations should be held accountable.”¹⁹ The TRC also criticized the way the MTA ignores certain factors when determining overall scores, and uses averages to skew results. While acknowledging that the PES methodology has improved since 1994, when nearly 98% or more of all stations received “acceptable” ratings for 27 of the 49 PES indicators, the TRC report raised questions about the PES, noting, “where indicators assessed by the (Transit Riders) Council are the same, the results should be similar, but this is not the case.”

¹⁸ The methodology and indicators used in this investigation were adapted from the PES and the Straphangers Campaign *Subway Shmutz* reports.

¹⁹ New York City Transit Riders Council. *Hit or Miss: A Survey of New York City Subway Stations.* August 2004. <http://www.pcac.org/reports/pdf/2004%20station%cond%20report.pdf>. (Last accessed June 12, 2005.)

The PES, the report stated, “continues to fall short of its goal of evaluating the transit environment from the customer’s perspective. ... Accountability must come from the NYC Transit President’s office,” the report said. “The PES is not achieving its full potential.”²⁰

In the absence of regular, public reporting by the MTA, this investigation offers a snapshot of station cleanliness in the New York City subway system.

²⁰ *Ibid.*

METHODOLOGY

To assess the cleanliness of the New York City subway system, teams of investigators from the staff of New York City Council Committee on Oversight and Investigations visited 94 stations between May 18 and June 2, 2005.

The randomly selected survey sample represents 20% of the 468 stations within the five boroughs, including the Staten Island Rail Road.²¹ For example, in Brooklyn, where there are 165 stations, investigators visited 33. Investigators surveyed 26 of the 129 stations in Manhattan, 16 of the 81 stations in Queens, 14 of the 70 stations in the Bronx and five of the 23 stations along the Staten Island Rail Road.

Once at the stations, each of the two investigators independently evaluated the following features:

- stairs and passageways leading from the street to the station;
- mezzanines (typically the areas housing agent booths and/or MetroCard machines);
- “interior stairways,” that is, those between the mezzanine and the platforms, or between platforms within a station;
- train platforms;
- track beds;
- benches and trash cans; and
- any elevators and escalators

Investigators also assessed the amount and nature of graffiti and severity of leaks. Each investigator inspected the station individually, rated each feature, and recorded their ratings on a standardized form.²² That form, modeled after the one developed by the MTA in 1997 for the PES,

²¹ MTA, New York City Transit. *July MTA-Wide Financial Plan for 2003-2004*. July 2004. <http://www.mta.nyc.ny.us/mta/budget/pdf/0307nyct.pdf>. (Last accessed June 12, 2005.)

²² See Appendix A.

prompted investigators to rank conditions on a scale of one (clean) to four (severely soiled).²³ Those criteria appeared on each form as follows:

KEY
1) None (<i>Basically litter free</i>)
2) Light (<i>Lightly scattered dry litter; no opened or spilled food, malodorous, or hazardous conditions</i>)
3) Moderate (<i>Moderately scattered dry litter; no opened or spilled food, malodorous, or hazardous conditions</i>)
4) Heavy (<i>Heavy litter; any opened or spilled food, malodorous or hazardous conditions, for example,</i>

Trash cans were rated according to how full they were, with a “1” representing empty and a “4” indicating a can that was spilling over. Investigators also noted whether elevators and escalators were operable, and documented the conditions they encountered with digital photographs. Investigators did not discuss or collaborate on their rankings.

The result is a snapshot of what commuters in New York City may face on any average weekday. The two rankings for each feature of each station were then entered into a computer spreadsheet, and averaged. The overall station ranking was determined as the average scores for all features within a station.

Results for individual stations helped investigators discern borough and system-wide trends.

²³ MTA New York City Transit, *Passenger Environment Survey*, Third Quarter, 1998, p. 26. This is a model also adopted by the New York Public Interest Group (NYPIRG) Straphangers Campaign, which produces annual assessments of subway car cleanliness. To view the methodology of the most recent Straphangers report, see <http://www.straphangers.org/shmutz05/shmutzmeth.html> (Last accessed June 12, 2005).

FINDINGS

The following results are based on data collected by investigators in the 94 subway stations surveyed.

Citywide

The table below ranks the cleanest and dirtiest subway stations surveyed, and shows each station’s borough, the subway lines it serves and its overall score. High numbers (on a scale of one to four) represent dirtier stations and low numbers denote cleaner ones.

Top 10 Cleanest & Dirtiest Stations Surveyed

#	Station	Borough	Line	Score
1	St. George	Staten Island	SIR	1.08
2	Marcy Ave.	Brooklyn	J, M, Z	1.12
3	238 St.	Bronx	1	1.21
4	7th Ave.	Brooklyn	B, Q	1.28
5	40 St.- Lowery St.	Queens	7	1.31
6	Flushing - Main St.	Queens	7	1.32
7	215 St.	Manhattan	1	1.33
8	18 Ave.	Brooklyn	F	1.37
9	Kingston Ave.	Brooklyn	3	1.39
	Willets Point – Shea Stadium	Queens	7	1.39
85	Beach 44 St.	Queens	A	2.61
	Newkirk Ave.	Brooklyn	2, 5	2.61
87	Prospect Ave.	Bronx	2, 5	2.69
88	135 St.	Manhattan	B, C	2.70
89	Bedford Park Blvd.	Bronx	B, D	2.75
90	Gun Hill Road	Bronx	2, 5	2.79
91	Atlantic Ave.	Brooklyn	L	2.83
92	Cypress Ave.	Bronx	6	2.86
93	Bronx Park East	Bronx	2, 5	2.89
94	East 149 St.	Bronx	6	2.99

A station's overall score is the mean of the cleanliness ratings of its various features. The average station rating was 2.03. The table below lists the median value for each feature surveyed.

Median Ratings of Subway Station Features

Features	Median Rating
Exterior Stairways	1.81
Mezzanines	2.00
Interior Stairways	2.00
Train Platforms	2.04
Track Beds	2.25
Benches	2.13
Trash Cans	1.50
Graffiti	2.00
Leaks	2.00
Escalators	1.50
Elevators	2.00
Features Overall	2.02

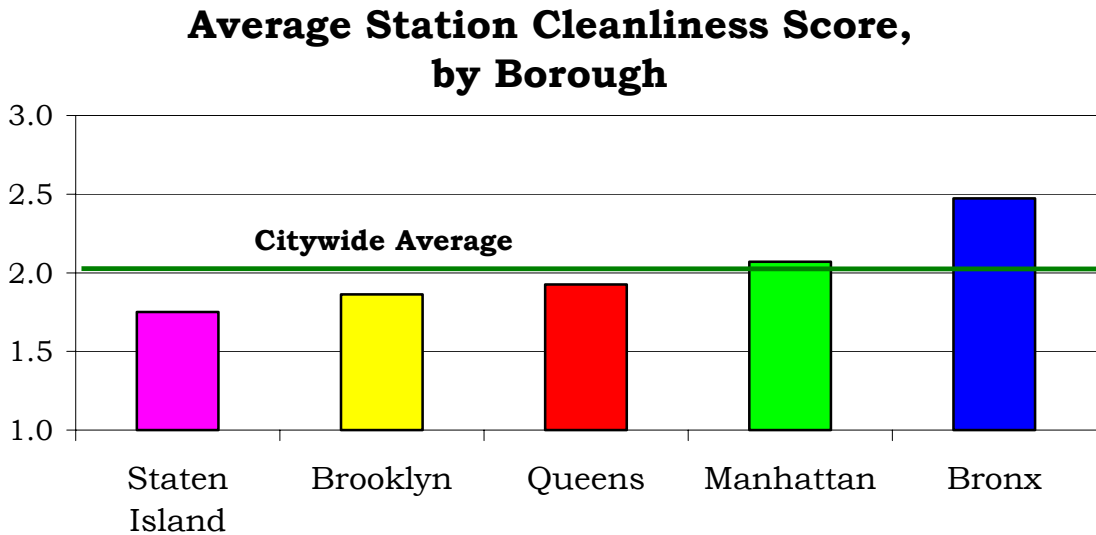
The cleanest subway stations were located in wealthier areas than the dirtiest stations.²⁴ The average median household income for the areas where the cleanest subway stations were located was \$36,139 with an average of 19.9% families living under the poverty level. The average median household income for the areas with the dirtiest stations was \$24,222, with an average of 31.9% of people living under the poverty line.²⁵

²⁴ See Appendix B for the overall ranking of each station, including the median household income and percentage of families living below poverty in the surrounding ZIP codes.

²⁵ U.S. Census 2000. "American Factfinder." <http://factfinder/census.gov>. (Last accessed June 16, 2005.) The data represents figures at the ZIP code level, from 2000.

By Borough

Stations in the Bronx were significantly dirtier than those surveyed in any of the other boroughs.²⁶ The chart below shows the average score of stations in each borough and compares it to the citywide average.



Individual stations in each borough, however, exhibited a wide range of scores. The table on the next page lists the scores of the cleanest and dirtiest stations surveyed in each borough.

²⁶ A one-tailed t-test produced a p-value of 0.0018, that is, we can state with 98.82% certainty that the overall ratings for stations in the Bronx are dirtier than subway stations overall. Most scientific surveys require a p-value of 0.05, or 95% confidence, to establish statistical significance.

Cleanest & Dirtiest Subway Stations Surveyed, By Borough

Borough		Station	Score	Ranking	Line
Bronx	Best	238 St.	1.21	3	1
	Worst	E 149 St.	2.99	94	6
Brooklyn	Best	Marcy Ave.	1.12	2	J, M, Z
	Worst	Atlantic Ave.	2.83	91	L
Manhattan	Best	215 St.	1.33	7	1
	Worst	135 St.	2.70	88	B, C
Staten Island	Best	St. George	1.08	1	SIR
	Worst	Great Kills	2.29	65	SIR
Queens	Best	40 St.–Lowery St.	1.31	5	7
	Worst	Beach 44 St.	2.61	85	A

Individual Stations

Since station ratings are simply an average of their features, some ratings may obscure unacceptable levels of filth and grime. Some seemingly clean stations had dirty features. For this reason, an overall station score greater than 2.00, which describes “light litter” conditions, was nevertheless considered “dirty.” In this survey, 52% of the stations (49 of 94) fall into this category. Nine stations which received an overall score of 2.00 or lower contained features that received ratings of 3.00 or higher, including mezzanines, train platforms, benches, graffiti and leaks.²⁷

- The Willets Point – Shea Stadium station on the 7 line, which scored 1.39 overall (and ranked ninth cleanest in this survey), had substantially dirtier interior stairways (a rating of 2.33) than the overall station score would suggest.

²⁷ For a full listing of detailed findings on all station features, see Appendix C.

- The Myrtle Avenue-Wyckoff Avenue stop on the L and M lines scored 1.92 overall, but its platforms were so heavily littered they uniformly rated a 4, the highest rating on the scale.
- The Bedford Park-Lehman College station on the 4 line in the Bronx rated 1.96 overall, yet its track beds and benches both received a score of 3.5.

CONCLUSION

Straphangers deserve a better bang for their two bucks. Already, the swipe of a MetroCard offers access to more than just the train. Too often, commuters and visitors are faced with stations strewn with trash, filled with pungent odors, pools of water and dripping ceilings. As this investigation finds, a fine layer of filth permeates New York City's subway system.

Debris from platforms often falls into trackbeds, increasing the chances of track fires, derailments and delays, and compromising the safety of the system. Leaks and puddles compromise the construction leading to cracks in the platform, warping of ceilings, and unsafe stairwells. All of these elements increase the risk of injuries to passengers, and decrease confidence in the transit system.

Beyond confidence in the transit system, poor presentation in the most visible of public works—subway stations—compromises the public's confidence in the government that represents them. Such is the concern voiced by former Police Commissioner William J. Bratton only a few months ago. His observation that the subways are dirtier today than he recalls is an ominous warning. The MTA cannot let the condition of trains and train stations deteriorate further.

Riders' opinions of the subway may depend on where they catch the train. The MTA does not appear to deploy its resources uniformly. Whether it is deliberate or merely coincidental, the worst stations surveyed tended to be in the least affluent neighborhoods. While a certain level of grime permeates the subway system, stations surveyed in the Bronx fared worse than those of any other borough. Even within the

Bronx, the dirtier stations among those surveyed were in neighborhoods with a higher incidence of poverty.²⁸ This sends wrong message to residents. The MTA ought to be a better neighbor and contribute to, not diminish, a neighborhood's quality of life.

Saddled with debt and overwhelmed by much-needed projects, the MTA must also be more fiscally prudent. Cutting corners on cleaning, however, is shortsighted. Dirty, poorly maintained stations deteriorate more quickly, ultimately demanding greater attention and costly repairs. With two fare-hikes in two years, however, subway riders have already paid the price. The MTA must raise revenue through other means, without compromising the quality and service it offers to its customers.

The MTA must also be more forthright. Although it conducts semi-annual self-evaluations, the PES is not easily available to the public. The reports are not posted on the MTA's web site. Furthermore, no data on cleanliness or station conditions are listed anywhere among the performance indicators the agency does post online.²⁹ In order to understand the relationship between the budget and deteriorating conditions, one must sift through hundreds of pages of capital improvement project plans and operational budget documents. The MTA's failure to make accessible to the public its PES data shows a lack of transparency and a disinclination towards public accountability. Unlike other reports and indices, which the MTA readily makes available on its website, those interested in the PES must specifically request the document. In order to do that, one must first be aware it exists. The MTA

²⁸ The federal poverty threshold for a family of four including two children in 2000 was \$17,463, according to the US Census definitions at <http://www.census.gov/hhes/www/poverty/threshld/thresh00.html>. (Last accessed June 16, 2005.) The 2004 threshold for the same family is \$19,157 (<http://www.census.gov/hhes/www/poverty/threshld/thresh04.html>. Last accessed June 16, 2005).

²⁹ The MTA posts its performance indicators at <http://www.mta.info/mta/ind-perform/per-nyct.htm>. (Last accessed June 20, 2005).

should not only make the public aware of its regular self-evaluations, but also share its results.

In the absence of such transparency, teasing out the relationships between the MTA's cost-saving choices and the conditions of the stations is left to outside watchdog groups, like the Straphangers, and advisory boards, such as the Transit Riders Council.

RECOMMENDATIONS

- **The MTA must look for sources of revenue to maintain and improve station upkeep without raising fares.**

In stations that are not well-maintained, unattended maintenance issues can quickly deteriorate and ultimately cost more to rehabilitate. Subway fares, which have risen twice in the past two years, already account for a significant portion of the MTA's operating budget. The MTA has taxed riders enough. It must now seek to raise revenue without increasing fares—by, for example, employing an open, competitive bidding process that ensures it a fair value for the sales or leases of its assets. For example, under a transparent, competitive bidding process, the MTA could not have offered to sell the Hudson Yards on the far West Side of Manhattan for only \$100 million. When bidding for that site was opened even in a very limited way, prospective buyers bid the project up to \$720 million. Meanwhile, an appraisal commissioned by the MTA itself pegged the price at \$900 million—nine times the price for which the authority nearly settled.³⁰

- **The MTA should institute SubwayStat.**

Between 1992 and 2003, the MTA evaluated station cleanliness quarterly in their PES; however, budgetary concerns caused the MTA to cut the frequency of the survey to twice a year. The MTA should not only resume quarterly reporting, but also post the results online in an easily accessible format that will allow the public to see detailed ratings for individual stations.

The public should be made aware of PES results the same way they are service advisories, schedule and route changes. Furthermore, the MTA

³⁰ Bagli, Charles V. "Top Price for Stadium Trumps the Olympics, M.T.A. Chief Says." *The New York Times*. Feb. 8, 2005.

should keep cleanliness indicators online with other performance indicators, just as the Police Department has used CompStat to apprise the public of its performance. These indices should be posted in an easily accessible format for the public, and updated regularly.

In order to engender faith in the system, the MTA owes its riders greater accountability; greater transparency would be a good first step.

- **The MTA must allocate its resources more equitably and effectively.**

Notwithstanding budget cuts to maintenance and upkeep, the MTA should deploy cleaning staff to stations throughout the five boroughs in such a way as to achieve equitable levels of cleanliness. To that end, the MTA should use its PES as a performance measurement and management tool, and use its results to match resources to needs. This investigation's finding that Bronx subway stations surveyed were significantly dirtier than stations citywide—and that many of those stations are located in neighborhoods with a high incidence of poverty—is troubling, and whether these patterns have arisen by choice or by accident, the MTA must be able to identify and address such problems as they arise.

APPENDIX A:
Station Evaluation Form

NAME: _____ DATE: _____ STATION: _____ TIME: _____

FORM B

Exterior Stairways (stairs leading to entry)

1)		2)		<p style="text-align: center;">KEY</p> <p>1) None (Basically litter free) 2) Light (Lightly scattered dry litter; no opened or spilled food, malodorous, or hazardous conditions) 3) Moderate (Moderately scattered dry litter; no opened or spilled food, malodorous, or hazardous conditions) 4) Heavy (Heavy litter; any opened or spilled food, malodorous or hazardous conditions, for example, rolling bottles)</p>					
1		1							
2		2							
3		3							
4		4							
3)		4)							
1		1							
2		2							
3		3							
4		4							
5)		6)				7)		8)	
1		1				1		1	
2		2				2		2	
3		3				3		3	
4		4				4		4	

Mezzanine/ Entry Area (area around Metro Card machines and/or booths)	1)		2)		3)		4)	
	1		1		1		1	
	2		2		2		2	
	3		3		3		3	
	4		4		4		4	

Interior Stairs (stairs connecting turnstiles to actual platform)	1)		2)		3)		4)	
	1		1		1		1	
	2		2		2		2	
	3		3		3		3	
	4		4		4		4	
5)	6)		7)		8)		9)	
1	1		1		1		1	
2	2		2		2		2	
3	3		3		3		3	
4	4		4		4		4	

Train Platforms	1)		2)		3)		4)		5)		6)	
	1		1		1		1		1		1	
	2		2		2		2		2		2	
	3		3		3		3		3		3	
	4		4		4		4		4		4	

Track Beds

1)	2)	3)	4)	5)	6)
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4

Benches/Seats in Station

1)	2)	3)	4)
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5)	6)	7)	8)
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4

KEY

1) None (Basically dirt free)
2) Light (Occasional ground-in spots throughout the areas, but generally clean)
3) Moderate (Overall dingy seat, widely scattered, but generally dried sticky spots)
4) Heavy (Heavy dirt, any opened or spilled food or hazardous conditions, sticky wet spots, any seats unusable due to unclean conditions)

Trash Cans

1)	2)	3)
1 Empty	1 Empty	1 Empty
2 ½ Full	2 ½ Full	2 ½ Full
3 Full	3 Full	3 Full
4 Spilling Over	4 Spilling Over	4 Spilling Over
4)	5)	6)
1 Empty	1 Empty	1 Empty
2 ½ Full	2 ½ Full	2 ½ Full
3 Full	3 Full	3 Full
4 Spilling Over	4 Spilling Over	4 Spilling Over

Graffiti	Leaks
1 None (Graffiti free)	1 None (No leaks are present)
2 Light (Lightly scattered graffiti, traces of removed graffiti, no vulgarity or obstructed signage)	2 Light (An occasional drip)
3 Moderate (Moderate graffiti, no vulgarity or obstructed signage)	3 Moderate (Puddles present)
4 Heavy (Heavy graffiti, <u>any</u> vulgarity or obstructed signage)	4 Heavy (A steady stream of water)

NOTES	
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FORM B (use if station has elevators and/or escalators or if you need more space)

NAME:

DATE:

STATION:

TIME:

--	--	--	--

Escalators	1)	2)	3)	4)	5)
	1	1	1	1	1
	2	2	2	2	2
	3	3	3	3	3
	4	4	4	4	4
	<i>Inoperable / Operable</i>	<i>Inoperable / Operable</i>	Inoperable/ Operable	<i>Inoperable / Operable</i>	<i>Inoperable/ Operable</i>
	6)	7)	8)	9)	10)
	1	1	1	1	1
	2	2	2	2	2
	3	3	3	3	3
	4	4	4	4	4
	<i>Inoperable / Operable</i>	<i>Inoperable / Operable</i>	Inoperable/ Operable	<i>Inoperable / Operable</i>	<i>Inoperable/ Operable</i>

Elevators	1)	2)	3)	4)	5)
	1	1	1	1	1
	2	2	2	2	2
	3	3	3	3	3
	4	4	4	4	4
	<i>Inoperable / Operable</i>	<i>Inoperable / Operable</i>	Inoperable/ Operable	<i>Inoperable / Operable</i>	<i>Inoperable/ Operable</i>
	6)	7)	8)	9)	10)
	1	1	1	1	1
	2	2	2	2	2
	3	3	3	3	3
	4	4	4	4	4
	<i>Inoperable / Operable</i>	<i>Inoperable / Operable</i>	Inoperable/ Operable	<i>Inoperable / Operable</i>	<i>Inoperable/ Operable</i>

Extra Space <small>(Be sure to label each extra item)</small>	1)	2)	3)	4)	5)
	1	1	1	1	1
	2	2	2	2	2
	3	3	3	3	3
	4	4	4	4	4
	6)	7)	8)	9)	10)
	1	1	1	1	1
	2	2	2	2	2
	3	3	3	3	3
	4	4	4	4	4

APPENDIX B:

Income & Poverty Indicators for
Each Station Surveyed
(Ranked by Cleanliness Score)

#	Station	Train Line	Borough	Score	Median Hshld Income (\$)	Families in Poverty (%)
1	St. George	SIR	Staten Is.	1.08	45,620	10.7
2	Marcy Ave.	J, M, Z	Brooklyn	1.12	23,567	37.2
3	238 St.	1	Manhattan	1.21	40,497	15.6
4	7 Ave.	B, Q	Brooklyn	1.28	49,567	14.5
5	40 St.	7	Queens	1.31	37,962	12.8
6	Flushing- Main St.	7	Queens	1.32	37,155	13.2
7	215 St	1	Manhattan	1.33	29,479	27.8
8	18 Av.	F	Brooklyn	1.37	36,432	20.5
9	Kingston Ave.	3	Brooklyn	1.39	26,366	26.8
10	Willets Point	7	Queens	1.39	34,746	19.7
11	Nostrand Ave.	3	Brooklyn	1.47	30,485	26.3
12	Hewes St.	J, Z	Brooklyn	1.49	23,567	37.2
13	74 & Roosevelt	7	Queens	1.53	39,084	15.3
14	Fulton/Utica	A, C	Brooklyn	1.53	22,754	34.8
15	Prince St.	N, R, W	Manhattan	1.53	58,313	8.9
16	111 St.	7	Queens	1.53	34,746	19.7
17	Ave. P & MacDonald	F	Brooklyn	1.56	22,754	34.8
18	Carroll St.	F	Brooklyn	1.56	45,154	18.7
19	79 St.	1	Manhattan	1.57	78,066	4.8
20	Ave. U	F	Brooklyn	1.58	22,754	34.8
21	Seneca Ave.	M	Brooklyn	1.58	36,434	14.8
22	Junius St..	3	Brooklyn	1.61	23,106	35.3
23	Annandale	SIR	Staten Is.	1.61	67,728	3.1
24	Bowling Green	4,5	Manhattan	1.62	101,868	0.0
25	Richmond Valley	SIR	Staten Is.	1.63	45,620	10.7
26	East Tremont Ave.	2, 5	Bronx	1.67	19,517	36.9
27	Grand Army Plaza	2, 3	Brooklyn	1.73	39,917	15.1
28	110 St.	6	Manhattan	1.80	22,232	32.6
29	Lorimer St.	L	Brooklyn	1.81	23,567	37.2
30	Broadway Junction	A, C, J, L, Z	Brooklyn	1.81	21,282	37.5
31	167 St.	4	Bronx	1.82	20,606	40.3
32	Canal St..	A,C,E	Manhattan	1.83	38,304	17.7
33	4 Ave – 9 St.	F	Brooklyn	1.85	53,318	9.6
34	Parson Blvd.	F	Queens	1.86	42,414	11.8
35	Bedford Ave.	4	Brooklyn	1.87	23,567	37.2

#	Station	Train Line	Borough	Score	Median Hshld Income (\$)	Families in Poverty (%)
36	Clark St.	2, 3	Brooklyn	1.87	83,493	13.7
37	111 St.	A	Queens	1.89	45,189	14.1
38	Liberty Ave.	C	Brooklyn	1.89	25,688	34.3
39	Myrtle – Wycoff Aves.	L, M	Brooklyn	1.92	23,104	36.1
40	Ft. Hamilton Pkwy	D, M	Brooklyn	1.92	29,942	27.9
41	Winthrop St.	2, 5	Brooklyn	1.94	39,228	19.8
42	86 St.	1	Manhattan	1.96	78,066	12.2
43	Bedford Pk.- Lehman College	4	Bronx	1.96	26,518	33.6
44	25 Ave.	D	Brooklyn	1.97	33,765	16.8
45	Central Park North (110 St.)	2, 3	Manhattan	2.00	22,491	32.0
46	103 St.	1	Manhattan	2.01	49,733	12.2
47	49 St.	N, R, W	Manhattan	2.02	55,869	10.2
48	30 Ave.	N, W	Queens	2.03	35,078	17.1
49	190 St.	A	Manhattan	2.05	27,905	28.1
50	West 4- Washington Square Pk.	A, B, C, D, E, F, V	Manhattan	2.05	66,601	2.3
51	Avenue H	Q	Brooklyn	2.06	32,327	18.0
52	34 St - Herald Square	B, D, F, N, Q, R, V, W	Manhattan	2.08	40,932	18.8
53	183 St.	4	Bronx	2.10	21,109	38.1
54	Smith – 9 Sts.	G	Brooklyn	2.11	45,154	18.7
55	Ocean Pkwy.	Q	Brooklyn	2.12	31,013	15.0
56	Grant City	SIR	Staten Is.	2.14	55,413	5.7
57	5 Ave.	7	Manhattan	2.15	41,002	10.7
58	Ave. U	Q	Brooklyn	2.16	37,812	14.3
59	High St.	A,C	Brooklyn	2.22	56,293	13.7
60	191 St.	1	Manhattan	2.24	27,905	28.1
61	Rector St.	1	Manhattan	2.24	81,334	10.4
62	Beach 98 St.	A	Queens	2.26	48,604	8.6
63	Christopher St	1	Manhattan	2.27	66,601	2.3
64	116 St.	6	Manhattan	2.28	22,232	32.6
65	Great Kills	SIR	Staten Is.	2.29	61,868	4.1
66	59 St.	4, 5, 6	Manhattan	2.29	80,406	1.6
67	Woodhaven Blvd.	G, R, V	Queens	2.34	39,520	14.3
68	72 St.	B, C	Manhattan	2.36	72,424	7.5
69	Cortelyou Rd.	Q	Brooklyn	2.36	30,935	23.2

On Track?

Ensuring Clean Subway Stations Citywide

#	Station	Train Line	Borough	Score	Median Hshld Income (\$)	Families in Poverty (%)
71	88 St.	A	Queens	2.38	49,016	10.9
72	Newkirk Ave.	Q	Brooklyn	2.41	30,935	23.2
73	Brooklyn Bridge – City Hall	4, 5, 6	Manhattan	2.42	31,316	21.6
74	Cathedral Pkwy (110 St)	B, C	Manhattan	2.42	49,733	12.2
75	21 St - Queensbridge	F	Queens	2.43	29,664	27.1
76	23 St.	F, V	Manhattan	2.44	62,467	5.0
77	80 St.	A	Queens	2.46	49,016	10.9
78	51 St.	6	Manhattan	2.47	80,406	1.6
79	Canarsie – Rockaway Pkwy.	L	Queens	2.48	42,370	14.1
80	Whitlock Ave.	6	Bronx	2.49	19,811	42.1
81	170 St.	B, D	Bronx	2.49	20,606	40.3
82	96 St.	6	Manhattan	2.54	70,031	6.4
83	Franklin Ave.	S	Brooklyn	2.55	39,917	15.1
84	Newkirk Ave.	2, 5	Brooklyn	2.60	29,498	23.2
85	Beach 44 St.	A	Queens	2.61	27,820	22.6
86	Prospect Ave.	2, 5	Bronx	2.61	19,811	42.1
87	167 St.	B, D	Bronx	2.69	20,606	40.3
88	135 St.	B, C	Manhattan	2.70	17,970	37.0
89	Bedford Pk. Blvd.	B, D	Bronx	2.75	26,852	33.6
90	Gun Hill Rd.	2, 5	Bronx	2.79	29,044	25.0
91	Atlantic Ave.	L	Brooklyn	2.83	22,754	34.8
92	Cypress Ave.	6	Bronx	2.88	14,271	46.1
93	Bronx Park East	2, 5	Bronx	2.89	33,735	17.5
94	E149 St.	6	Bronx	2.99	19,389	37.1

APPENDIX C:

Detailed Findings

Detailed Findings

Rank	Station	Line(s)	Borough	Overall Station Rating	Exterior Stairways	Mezzanines	Interior Stairways	Train Platforms	Track Beds	Benches	Trash Cans	Graffiti	Leaks	Escalators	Elevators
1	St. George	SIR	SI	1.08	N/A	1.00	1.00	1.00	N/A	N/A	1.50	1.00	1.00	N/A	N/A
2	Marcy Ave.	J,M,Z	Bk	1.12	1.17	1.25	N/A	1.00	1.33	1.33	1.09	1.00	1.00	1.00	1.00
3	238 St.	1	Bx	1.21	1.33	1.50	N/A	1.00	1.00	1.00	1.38	1.50	1.00	N/A	N/A
4	7th Ave.	B,Q	Bk	1.28	1.00	1.50	1.00	1.25	1.25	1.25	1.25	1.50	1.50	N/A	N/A
5	40 St	7	Qns	1.31	1.00	1.00	1.13	1.25	1.60	1.60	2.25	1.00	1.00	N/A	N/A
6	Flushing - Main St.	7	Qns	1.32	1.58	1.33	1.25	1.00	1.33	1.33	1.15	1.50	N/A	1.00	1.00
7	215th St.	1	Mn	1.33	1.00	2.00	N/A	1.00	1.00	1.00	1.60	2.00	1.00	N/A	N/A
8	18 Ave.	F	Bk	1.37	1.00	2.00	1.13	1.50	1.33	1.33	1.00	1.50	1.50	N/A	N/A
9	Kingston Ave	3	Bk	1.39	1.00	1.50	1.00	1.50	2.00	2.00	1.00	1.00	1.50	N/A	N/A
10	Willets Point	7	Qns	1.39	1.00	1.00	2.33	1.00	1.00	1.00	1.20	2.00	2.00	N/A	N/A
11	Nostrand Ave.	3	Bk	1.47	1.00	1.00	1.75	2.00	2.00	2.00	1.50	1.00	1.00	N/A	N/A
12	Hewes St.	J,Z	Bk	1.49	1.00	2.00	1.50	1.25	1.33	1.33	1.00	3.50	1.00	N/A	1.00
13	74 & Roosevelt	7	Qns	1.53	N/A	3.00	1.17	2.00	1.00	1.00	1.05	1.00	2.00	N/A	N/A
14	Utica Ave.	A,C	Bk	1.53	2.00	1.75	1.00	2.00	1.25	1.25	1.50	1.00	2.00	N/A	N/A
15	Prince St.	N,R,W	Mn	1.53	1.38	1.25	N/A	1.50	1.50	1.50	2.00	1.50	2.00	1.40	N/A
16	111 St.	7	Qns	1.53	1.00	1.00	1.88	2.50	1.33	1.33	1.25	1.50	2.00	N/A	N/A
17	Ave. P & MacDonald	F	Bk	1.56	1.00	2.50	1.00	2.00	1.50	1.50	1.50	2.00	1.00	N/A	N/A
18	Carroll St.	F	Bk	1.56	1.25	1.00	1.50	2.00	2.00	2.00	1.33	2.00	1.00	N/A	N/A
19	79 St.	1	Mn	1.57	1.88	1.25	N/A	2.00	1.50	1.50	1.42	1.50	1.50	N/A	N/A
20	Ave. U	F	Bk	1.58	1.50	2.50	2.00	2.00	1.25	1.25	1.20	1.50	1.00	N/A	N/A
21	Seneca Ave.	M	Bk	1.58	1.75	1.50	1.00	1.00	2.50	2.50	1.00	2.00	1.00	N/A	N/A
22	Junius St	3	Bk	1.61	2.00	2.00	1.88	2.00	1.00	1.00	1.09	2.50	1.00	N/A	N/A

On Track?

Ensuring Clean Subway Stations Citywide

New York City Council Investigation Division

Rank	Station	Line(s)	Borough	Overall Station Rating	Exterior Stairways	Mezzanines	Interior Stairways	Train Platforms	Track Beds	Benches	Trash Cans	Graffiti	Leaks	Escalators	Elevators
23	Annandale	SIR	SI	1.61	N/A	2.00	1.13	1.50	1.50	1.50	2.25	2.00	1.00	N/A	N/A
24	Bowling Green	4,5	Mn	1.62	1.33	1.67	1.50	2.00	1.75	1.75	1.00	1.00	3.00	1.19	N/A
25	Richmond Valley	SIR	SI	1.63	N/A	2.50	2.33	1.50	1.33	1.33	2.25	1.33	1.33	N/A	N/A
26	East Tremont Ave.	2,5	Bx	1.67	1.63	1.75	2.08	2.00	1.50	1.50	1.75	1.50	1.00	2.00	N/A
28	110 St.	6	Mn	1.80	2.25	2.50	N/A	1.50	2.00	2.00	1.67	1.00	1.50	N/A	N/A
29	Lorimer St.	L	Bk	1.81	1.75	2.00	1.75	2.00	1.75	1.75	1.25	2.00	2.00	N/A	N/A
30	Broadway Junction	A,C,J,L,Z	Bk	1.81	N/A	2.00	1.29	1.75	1.33	1.33	2.05	3.50	2.00	1.00	N/A
31	167 St.	4	Bx	1.82	2.75	2.50	2.00	2.00	1.50	1.50	2.14	1.00	1.00	N/A	N/A
32	Canal St.	A,C,E	Mn	1.83	2.33	1.50	1.31	2.00	2.13	2.13	1.58	2.00	1.50	N/A	N/A
33	4 Ave - 9 St.	F	Bk	1.85	N/A	1.50	2.50	2.50	1.50	1.50	1.33	2.00	2.00	N/A	N/A
34	Parsons Blvd.	F	Qns	1.86	2.33	1.63	1.05	2.00	2.00	2.00	1.71	2.00	2.00	N/A	N/A
35	Bedford Ave.	4	Bk	1.87	2.00	2.67	1.67	1.50	2.50	2.50	1.00	2.00	1.00	N/A	N/A
36	Clark St.	2,3	Bk	1.87	N/A	1.83	1.75	2.50	2.25	2.25	1.25	1.50	2.00	N/A	1.50
37	111 St.	A	Qns	1.89	1.63	2.50	2.63	1.75	1.50	1.50	1.50	2.50	1.50	N/A	N/A
38	Liberty Ave.	A	Qns	1.89	2.63	2.50	1.63	1.75	2.00	2.00	1.00	2.00	1.50	N/A	N/A
39	Myrtle - Wycoff Aves.	L,M	Bk	1.92	2.00	1.00	2.75	4.00	1.50	1.50	1.50	1.50	1.50	N/A	N/A
40	Ft. Hamilton Pkwy	L,M	Bk	1.92	1.50	1.50	1.00	2.00	2.00	2.00	1.25	3.50	2.50	N/A	N/A
41	Winthrop St.	2,5	Bk	1.94	1.33	2.00	1.50	2.00	2.33	2.33	2.00	1.00	3.00	N/A	N/A
42	86 St.	1	Mn	1.96	1.75	2.25	N/A	1.25	2.50	2.50	1.42	1.00	3.00	N/A	N/A
43	Bedford Pk. - Lehman College	4	Bx	1.96	2.00	1.50	1.25	2.50	3.50	3.50	1.42	1.00	1.00	N/A	N/A
44	25 Ave.	D	Bk	1.97	1.00	2.00	2.25	3.50	2.00	2.00	2.00	2.00	1.00	N/A	N/A
45	Central Park North (110 St.)	2,3	Mn	2.00	1.00	1.50	N/A	2.00	3.25	3.25	1.00	1.00	3.00	N/A	N/A
46	103 St.	1,9	Mn	2.01	1.13	1.50	1.25	1.50	3.00	3.00	2.25	1.50	3.00	N/A	N/A

On Track?

Ensuring Clean Subway Stations Citywide

New York City Council Investigation Division

Rank	Station	Line(s)	Borough	Overall Station Rating	Exterior Stairways	Mezzanines	Interior Stairways	Train Platforms	Track Beds	Benches	Trash Cans	Graffiti	Leaks	Escalators	Elevators
47	49 St.	N,R,W	Mn	2.02	1.64	2.00	1.75	2.75	2.33	2.33	1.42	2.00	3.00	N/A	1.00
48	30 Ave.	N,W	Qns	2.03	3.25	3.00	1.63	2.50	1.67	1.67	1.88	1.67	1.00	N/A	N/A
49	190 St.	A	Mn	2.05	1.00	1.67	1.75	2.00	4.00	4.00	1.00	2.00	4.00	N/A	1.00
50	West 4-Washington Sq. Pk.	A,B,C,D,E,F,V	Mn	2.05	2.44	3.00	1.80	2.25	2.17	1.17	2.23	2.00	2.00	2.00	1.50
51	Avenue H	Q	Bk	2.06	N/A	3.00	2.00	2.00	2.50	2.50	1.50	2.00	1.00	N/A	N/A
53	183 St.	4	Bx	2.10	2.17	2.50	1.75	3.25	3.00	3.00	1.25	1.00	1.00	N/A	N/A
54	Smith - 9 Sts.	G	Bk	2.11	N/A	1.50	2.00	3.50	2.50	2.50	1.50	1.50	2.50	1.50	N/A
55	Ocean Pkwy.	Q	Bk	2.12	1.63	3.50	2.75	1.00	1.00	1.00	1.71	2.50	4.00	N/A	N/A
56	Grant City	SIR	SI	2.14	N/A	2.00	2.63	2.50	1.50	1.50	3.00	3.00	1.00	N/A	N/A
57	5 Ave.	7	Mn	2.15	1.00	1.50	1.00	N/A	3.75	3.75	2.20	2.00	2.00	N/A	N/A
58	Ave. U	Q	Bk	2.16	N/A	2.50	2.75	2.75	2.00	2.00	1.25	3.00	1.00	N/A	N/A
59	High St.	2,3	Bk	2.22	1.67	1.83	1.88	2.50	3.00	3.00	2.38	2.50	2.00	1.40	N/A
60	191 St.	1	Mn	2.24	2.50	1.00	1.14	2.00	3.00	3.00	2.31	3.00	3.00	N/A	2.17
61	Rector St.	1	Mn	2.24	1.50	2.50	1.50	1.67	2.50	2.50	2.00	3.00	3.00	N/A	N/A
62	Beach 98 St.	A	Qns	2.26	1.75	3.00	2.33	2.50	2.75	2.75	1.25	3.00	1.00	N/A	N/A
63	Christopher St.	1	Mn	2.27	2.30	2.75	N/A	2.25	2.25	2.25	1.38	2.00	3.00	N/A	N/A
64	116 St.	6	Mn	2.28	3.13	2.25	N/A	2.50	2.75	2.75	1.83	1.00	2.00	N/A	N/A
65	Great Kills	SIR	SI	2.29	N/A	3.00	2.89	3.25	1.25	1.25	2.67	2.00	2.00	N/A	N/A
66	59 St.	4,5,6	Mn	2.29	1.67	2.00	1.94	2.00	3.63	3.63	2.25	1.50	3.50	1.38	1.75
67	Woodhaven Blvd.	G,R,V	Qns	2.34	3.50	N/A	1.44	3.25	3.50	3.50	1.50	1.00	1.00	N/A	N/A
68	72 St.	B,C	Mn	2.36	1.50	2.75	1.40	2.75	3.25	3.25	1.33	3.00	2.00	N/A	N/A
69	Cortelyou Rd.	Q	Bk	2.36	N/A	3.00	2.25	2.25	2.50	2.50	1.42	2.00	3.00	N/A	N/A
70	Rockaway Blvd.	A	Qns	2.38	1.75	3.50	2.38	3.25	2.25	2.25	2.00	3.00	1.00	N/A	N/A
71	88 St.	A	Qns	2.38	1.75	2.00	2.00	2.75	3.00	3.00	1.92	3.00	2.00	N/A	N/A

On Track?

Ensuring Clean Subway Stations Citywide

New York City Council Investigation Division

Rank	Station	Line(s)	Borough	Overall Station Rating	Exterior Stairways	Mezzanines	Interior Stairways	Train Platforms	Track Beds	Benches	Trash Cans	Graffiti	Leaks	Escalators	Elevators
72	Newkirk Ave.	Q	Bk	2.41	N/A	3.00	1.75	2.50	2.75	2.75	1.50	3.00	2.00	N/A	N/A
73	Brooklyn Bridge-City Hall	4,5,6	Mn	2.42	2.79	2.50	2.13	2.75	2.13	2.13	2.06	1.50	3.00	N/A	3.20
74	Cathedral Pkwy. (110 St.)	B,C	Mn	2.42	2.17	1.00	1.00	2.75	4.00	4.00	1.40	1.50	4.00	N/A	N/A
75	21 St. - Queensbridge	F	Qns	2.43	2.50	2.25	2.00	3.00	1.50	1.50	1.60	3.00	3.00	2.33	4.00
76	23 St.	F,V	Mn	2.44	1.75	2.25	N/A	N/A	4.00	4.00	1.58	2.50	1.00	N/A	N/A
77	80 St.	A	Qns	2.46	2.38	2.75	2.13	3.00	2.75	2.75	1.40	4.00	1.00	N/A	N/A
79	Canarsie-Rockaway Pkwy.	A	Qns	2.48	N/A	3.00	N/A	1.67	3.00	3.00	1.17	2.00	3.50	N/A	N/A
80	Whitlock Ave.	6	Bx	2.49	2.75	3.00	3.25	2.75	2.00	2.00	1.10	3.00	2.00	N/A	N/A
81	170 St.	B,D	Bx	2.49	2.70	2.67	2.13	2.50	2.25	2.25	1.90	3.00	3.00	N/A	N/A
82	96 St.	6	Mn	2.54	2.38	1.50	2.14	2.75	3.50	3.50	2.10	2.00	3.00	N/A	N/A
83	Franklin Ave.	S	Bk	2.55	N/A	2.00	2.00	2.50	3.00	3.00	2.00	2.00	1.50	4.00	3.50
84	Newkirk Ave.	2,5	Bk	2.60	1.83	2.50	N/A	2.00	4.00	4.00	1.50	1.00	4.00	N/A	N/A
85	Beach 44 St.	A	Qns	2.61	2.25	3.50	2.38	3.00	2.75	2.75	1.86	4.00	1.00	N/A	N/A
86	Prospect Ave.	2,5	Bx	2.61	3.17	3.25	N/A	3.50	2.25	2.25	2.50	3.00	1.00	N/A	N/A
87	167 St.	B, D	Bx	2.69	3.33	2.50	2.00	2.50	3.25	3.25	1.69	N/A	3.00	N/A	N/A
88	135 St.	B, C	Mn	2.70	2.20	1.88	3.50	3.25	3.00	3.00	2.00	2.00	3.50	N/A	N/A
89	Bedford Pk. Blvd.	B, D	Bx	2.75	2.44	1.75	1.19	3.00	3.33	3.33	1.75	1.50	4.00	N/A	N/A
90	Gun Hill Rd.	2, 5	Bx	2.79	2.50	3.00	3.50	2.50	3.00	3.00	2.13	4.00	1.50	N/A	N/A
91	Atlantic Ave.	L	Bk	2.83	2.33	4.00	2.50	2.33	2.50	2.50	N/A	2.50	4.00	N/A	N/A
92	Cypress Ave.	6	Bx	2.88	3.50	2.75	N/A	3.25	3.25	3.25	1.50	2.50	3.00	N/A	N/A
93	Bronx Park East	2, 5	Bx	2.89	2.75	3.00	2.75	3.25	3.00	3.00	1.80	4.00	2.50	N/A	N/A
94	E149 St.	6	Bx	2.99	3.13	2.00	N/A	3.00	3.75	3.75	2.30	3.00	3.00	N/A	N/A

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