

# For far too long, the transit needs of Brooklynites have gone unanswered.

**I** am 77 years old and need more accessible subways, particularly at the cultural center of Brooklyn, the Brooklyn Museum, which has been on the list to be made accessible for many years. Additionally, the system is far too expensive for low-income families and young people. This is supposed to be a city with transportation for all. I spent a good part of my life advocating for renovation of the Franklin Avenue Shuttle. Now let's find a way for everyone to be able to use the system. Constance L., Brooklyn

Subway Horror Stories, Vol.1.,  
Spring 2015, Riders Alliance

## Unfortunately, Constance's Brooklyn story is not unique.

152 of 170 BK subway stations are NOT wheelchair accessible

As our city's population continues to age, accessibility will become vital.

21 BK bus routes cut in 2010 - the most reliable way for people with disabilities to get around

BK population jumped 4.7% in four years; predicted to increase 11.3% by 2040.

Q, R, L lines ranked among most overcrowded in 2014

## But things are about to get moving.

For the first time in history, transit decisions are coming to a neighborhood near you ...

**Move** NY's \$4.5 billion Transit Gap Investment Fund will enable elected officials to work with agencies to improve and/or expand service where needed most.

Local Decisions in hands of BK Community Districts

With \$15-20 million going to each Community District, **everybody gets something** under the **Move** NY Fair Plan. That means your elevators will be fixed, bike lanes improved, and bus shelters erected.

New Service Brooklynites can expect

- New ferries between BK & MH
- New Triboro RX subway line connecting BK, BX & QU
- LIRR subway conversion between BK & QU
- G Train capital investments
- Expanding the BK Bridge bike & pedestrian lanes
- Bike & pedestrian access on Verrazano Bridge

Freedom Ticket  
LIRR CityTicket 24/7  
\$6/peak; \$4/off-peak  
Express Buses reduced \$1

# Move BK

For far too long, the transit needs of Queens have gone unanswered.

**S**wiped on the Manhattan-bound train at 40th St., only to find they shut down service so I had to take the Queens-bound train to 61st to get on the express back to Manhattan, which then got stuck between 52nd and 46th St. (for 3 hours)! That train then decided it was going to turn around and go back to 74th St. After a total of nearly four hours and missing a doctor's appointment, I walked home to 42nd St from 74th St., because the buses were so full it was impossible to get ...  
~ Angela A., Queens

Subway Horror Stories, Vol.1.,  
Spring 2015, Riders Alliance

**Unfortunately, Angela's Queens story is not unique.**

**37% of 7 line's** structural components FAILED to meet MTA safety/performance standards

Our system will continue to fall apart without new, sustainable revenue.

**12 QU bus routes cut in 2010**

QU population jumped 4.1% in four years; predicted to increase 7.2% by 2040.

**7 line saw 1,500** more week-day customers in Long Island City in 2014

**But things are about to get moving.**

**For the first time in history, transit decisions are coming to a neighborhood near you ...**

**Move** NY's \$4.5 billion Transit Gap Investment Fund will enable elected officials to work with agencies to improve and/or expand service where needed most.

Local Decisions in hands of QU Community Districts

With \$15-20 million going to each Community District, **everybody gets something** under the **Move** NY Fair Plan. That means your elevators will be fixed, bike lanes improved, and bus shelters erected.

**Move QU**

New Service QU can expect

- New ferries between BX, QU & MH
- New Triboro RX subway line connecting BK, BX & QU
- New Select Bus routes
- LIRR subway conversion between BK & QU
- G Train capital investments
- Feasibility study for Rockaway Beach subway line
- Newtown Creek bike & pedestrian lanes

Freedom Ticket  
LIRR CityTicket 24/7  
\$6/peak; \$4/off-peak  
Express Buses reduced \$1

**5 of 6 QU bridges slashed by up to 48%**



For far too long, the transit needs of the Bronx have gone unanswered.

**A** normal commute from the Bronx to Brooklyn used to take me a maximum of an hour and 15 minutes. Now I'm spending more than two hours underground. I've been leaving home half an hour earlier but still manage to get to class late. Dorming is not within the range of my income so the only thing I can do is get out of the house an hour earlier and hope for a miracle to happen. ~ Yamilettes V., Bronx

Subway Horror Stories, Vol.1.,  
Spring 2015, Riders Alliance

**Unfortunately, Yamilettes's Bronx story is not unique.**

**5 subway line** operated ONLY 67% of the time ON TIME in 2014

BX second highest in the nation, averaging 43.1 minutes commute time.

**6 BX bus routes cut in 2010**

**1 in 3 poor NYers** often unable to afford a MetroCard; will get worse if sustainable funding not secured

Fares & tolls increase 4% every 2 years. New debt could drive increases up an additional 12%.

BX population jumped 3.8% in four years; predicted to increase 14% by 2040.

**BX 6 subway line** ranked 3rd worst for "chance of getting a seat" in 2014

**But things are about to get moving.**

For the first time in history, transit decisions are coming to a neighborhood near you ...

**Move** NY's \$4.5 billion Transit Gap Investment Fund will enable elected officials to work with agencies to improve and/or expand service where needed most.

**Local Decisions** in hands of BX Community Districts

With \$15-20 million going to each Community District, **everybody gets something** under the **Move** NY Fair Plan. That means your elevators will be fixed, bike lanes improved, and bus shelters erected.

**Move BX** 

**New Service**  
The BX can expect

- New ferries between BX, QU, & MH
- New Triboro RX subway line connecting BK, BX & QU
- Sheridan Expressway conversion
- New Select Bus routes
- Penn Access: 4 new Metro North stations

**Freedom Ticket**  
Metro North CityTicket 24/7  
\$6/peak; \$4/off-peak  
Express Buses reduced \$1

For far too long, the transit needs of the Manhattanites have gone unanswered.

**O**n an overcrowded 4/5 train which was impossible to get on in the first place, I tried to transfer to the 6 train across the platform and no one would move or get out to let me off – if you move to let someone off, you might not get back on. I pushed my way through and then someone shoved me off the train onto the platform. I fell and broke my fibula. ~ Sandra Y. Manhattan

Subway Horror Stories, Vol.1.,  
Spring 2015, Riders Alliance

**Unfortunately, Sandra's Manhattan story is not unique.**

**M6 buses averaged 3.1 mph**  
in 2015 due to heavy congestion

Average travel  
speeds in MH  
slowed by 9%  
from 2010-2014.

**M101/102/103 & M1**  
arrived LATE 37% of the time

MH population  
jumped 3.2% in four  
years; predicted to  
increase 6.7% by  
2040.

**6 subway line** ranked 3rd  
worst for "chance of getting a seat" in  
2014

**But things are about to  
get moving.**

For the first time in history,  
transit decisions are coming to  
a neighborhood near you ...

**Move** NY's \$4.5 billion Transit Gap Investment Fund will  
enable elected officials to work with agencies to improve  
and/or expand service where needed most.

Local Decisions  
in hands of MH  
Community  
Districts

With \$15-20 million going to each  
Community District, **everybody gets  
something** under the **Move** NY Fair  
Plan. That means your elevators will  
be fixed, bike lanes improved, and  
bus shelters erected.

**Move MH**

New Service  
MH can expect

- New ferries between MH, BX & QU
- Funding for Phase II of 2nd Avenue Subway
- Expanding the BK Bridge bike & pedestrian lanes
- New Crosstown & N/S Select Bus routes

15-20% improvement in  
travel speeds south of  
Central Park; 6%  
improvement on approaches

Avg. 14% increase in  
cab availability south of  
96th Street



For far too long, the transit needs of Staten Islanders have gone unanswered.

**S**taten Island needs more rail expansion projects to help with its growing population and future economic development that is coming. The current system in place now is a joke and a mere shadow of its former self. Let's get these projects done so everyone will be able to utilize the new system for their own benefit of not having to sit on congested roadways.

~ Mark L., Staten Island

**Unfortunately, Mark's Staten Island story is not unique.**

SI population jumped 1% in four years; predicted to increase 6.9% by 2040.

**3 SI Express Bus routes** cut in 2010

**1892** - the last time SI had major transit expansion

**But things are about to get moving.**

For the first time in history, transit decisions are coming to a neighborhood near you ...

**Move** NY's \$4.5 billion Transit Gap Investment Fund will enable elected officials to work with agencies to improve and/or expand service where needed most.

**Local Decisions in hands of SI Community Districts**

With \$15-20 million going to each Community District, **everybody gets something** under the **Move** NY Fair Plan. That means your elevators will be fixed, bike lanes improved, and bus shelters erected.

**New Service SI can expect**

- North Shore Bus Rapid Transit
- New Express Bus Service
- Bike & pedestrian access on Verrazano Bridge
- Feasibility study for West Shore Light Rail

**Move SI** 

# For far too long, the transit needs of the Hudson Valley have gone unanswered.

Our suburban transit system is facing unprecedented growth

**3,000** more people took Metro North trains each day in 2015

**84.7** million people rode Metro North in 2015, ranking it the second highest commuter railroad in the U.S.

**But things are about to get moving again.**

For the first time in history, transit decisions are coming to your county...

**Move HV** 

Regional transit decisions in hands of elected officials

**\$700 million** dedicated to suburban transit needs

**4 New** Metro North Bronx stations with service directly to Penn Station

**Increased County bus service**

**Increased** parking capacity at Metro North stations

**Bus Rapid Transit** on the Tappan Zee Bridge

Key

Rail Station  
Wheelchair or ADA

For far too long, the transit needs of the Long Island have gone unanswered.

Our suburban transit system is slowing down.

2015 saw record LIRR ridership

Increasing number of structural problems on LIRR create delays, stranded commuters

But things are about to get moving again.

For the first time in history, transit decisions are coming to your county...

Regional transit decisions in hands of elected officials

Move LI

\$700 million dedicated to suburban transit needs

Increased parking capacity at LIRR stations

Increased County bus service

Additional LIRR service

Transit-oriented development (i.e., Last-mile strategies)