

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

On 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

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

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