

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

Swiped 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.

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.

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

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%