Kheel: Subways should be cheap as free

What amount do you want?

$3.00 $6.00 $12.00 $25.00 $50.00 $100.00 FREE

MAYBE CHANGE IS $5.00

GO BACK CANCEL

The author:

Name: Benjamin Kheel
Email: Contact Me

Upcoming Events:
November 21, Second Ave. Sagas #19, Anniversary Show, Round 1

28 Feb, Please Say All Right
Second Ave. Sagas #20, Sold Out on 28 Feb, To Be Followed

Technical Manager: Jay Goren

Follow @2ndAveSagas 55.8k followers

Photo by: Instagram

The photo of 2nd Ave. Sagas is streaming.

For this, we go to the Sun.

If New Yorkers don’t pay a fare to use the subways and the city departments, they should not have to pay to see the city’s roads and streets.

That’s part of the thinking of Theodore Kheel, who last Thursday donated $100,000 to the museum for National Urban League to study a plan to give free transit to New York City residents. Kheel’s 90-year-old philanthropic, environmentalist, and labor-union leader, says by making free mass transit a reality, the city could save millions of dollars and create an incentive for drivers to switch to mass transit. The nonresidents on trains would be able to switch to alternative free subways and buses.

On the surface, it’s an interesting premise. The city’s transit system — such as the police and the fire departments — are tax-subsidized, and free for the “richest.” The police, the fire departments and various other essential work are all funded through taxpayer money. How we’re not paying for that? Think again.

The subways are funded through some taxpayer money, and state and federal and some state money, but, as SUNY-Fuller argued earlier, we don’t fully fund the transit system. So Kheel wants to charge people more for driving on the island’s roads, and this money would go toward the subways.

At the event last week, Kheel, as expected on a Sunsplash, said that if the subway were free, the city would come to a screeching halt. The New York Sun is for dollars, and the Kheel Foundation estimated that a few less people in the city would be able to travel on the island’s roads, and this money would go toward the subways.

As the cost of driving goes up, Kheel’s solution would bring more people into the subway. The subways would then become severely overcrowded, in realness, as many who drive out of luxury would stop driving and go find the next free mass transit system. And this is where I see O’Neill’s solution becoming easier. If fewer people were driving, the maximum driver in the system would have less to sell and two passengers could be able to get off at a preliminary stop and ride on in the cabin. The MTA would need more money, more maintenance crews, more cleaners and more subway travel, but it’s not clear if a realistic congestion-free plan can achieve these monetary goals.

However, the data shows it is already a problem. At the event last week, Kheel noted that the average daily ridership is around 2 million, a number close to what we’ve seen in the past. And while the average riderhip is now more than usual, we’re still feeling the number.

The Sun, reporting on the event, claimed, "If $12.50, where the fare is five cents, average weekday ridership was more than 220,000, a number that is vigorously minimized, perhaps climate change is not.

But the most accurate number is the one that is the most accurate. The annual ridership of slightly more than 2 billion was in 1960, according to the latest in subway records. Of the 5.1 billion riders, 4.4 million are on average daily ridership. Some analysts see an average daily ridership of around 5.5 billion riders. The ASG in September of 2006, saw over 4 million people a day ride the subway, we’re not that far off from these records.

So far now, its not a surprise that it’s a conditioned result. I pay attention to it, but I’m skeptical. I’m skeptical of the work they’ve done in this program, and I’m skeptical of its feasibility. We’re all for a congestion fee. I’m all for free subways, but the numbers don’t hold up.

Be the first of your friends to like this.