

CONGESTION PRICING NYC

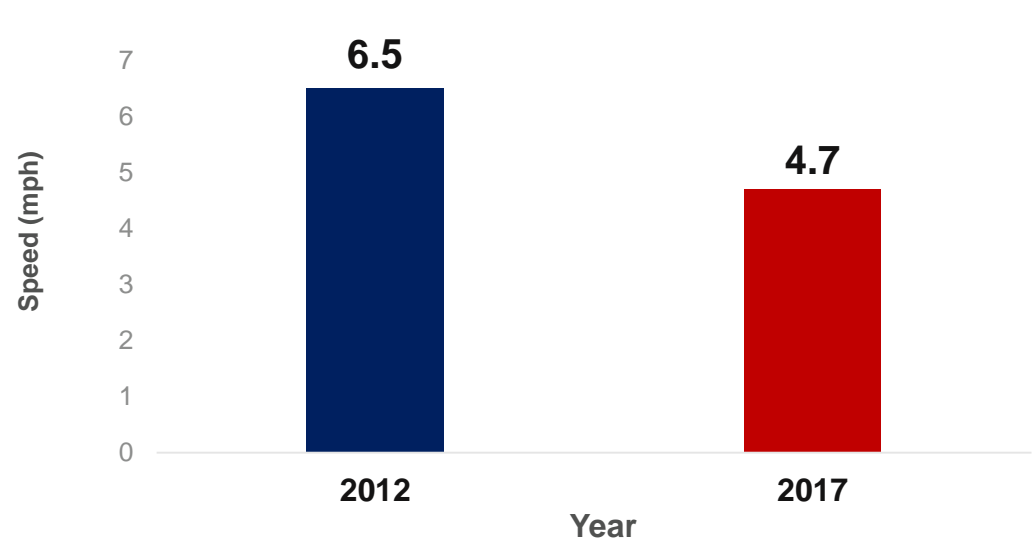


Sam Schwartz
Westchester Municipal Planning Federation
April 18, 2019

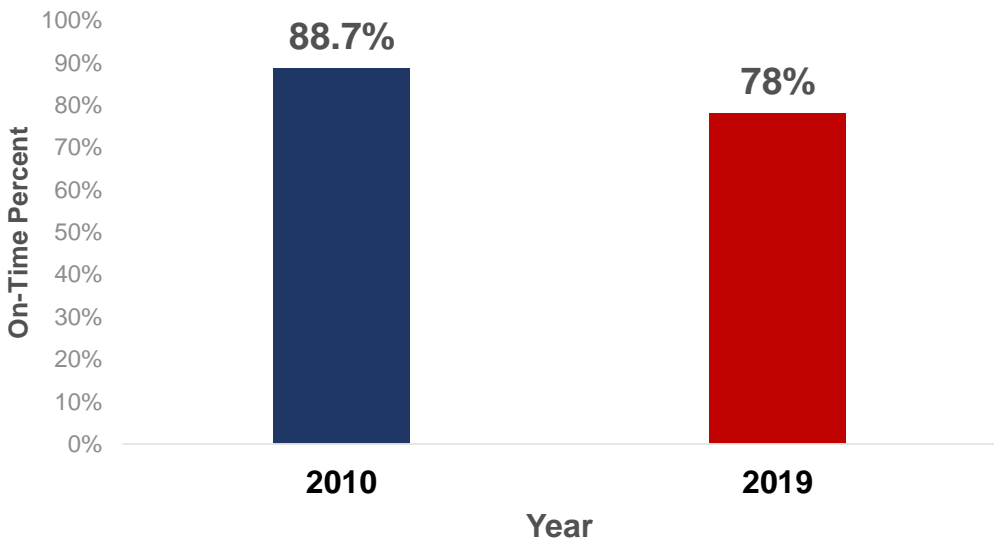
NYC IN CRISIS 2018



Average Speed in Midtown Manhattan



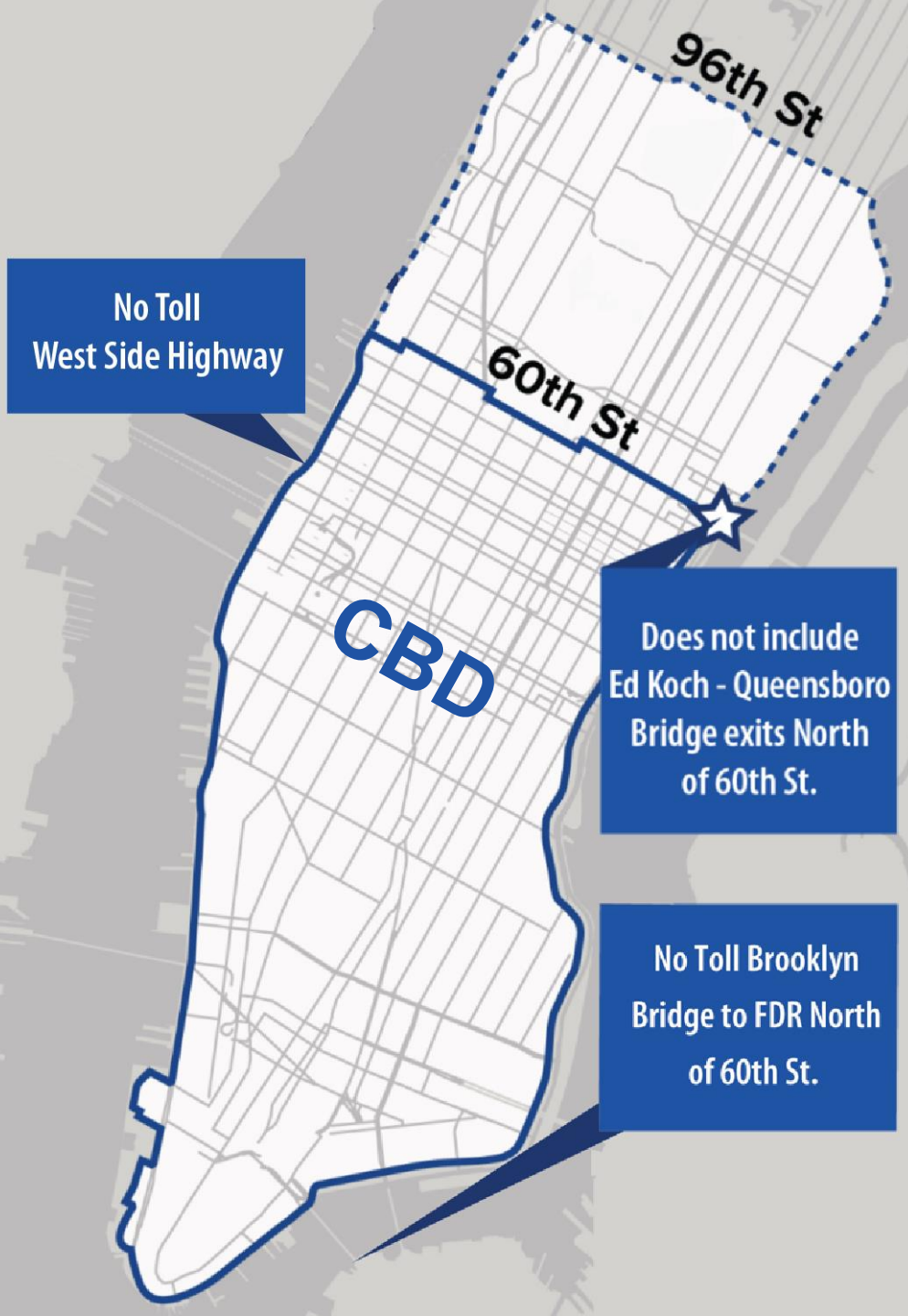
NYC Subway On-Time Performance



Source: Subway Performance Dashboard

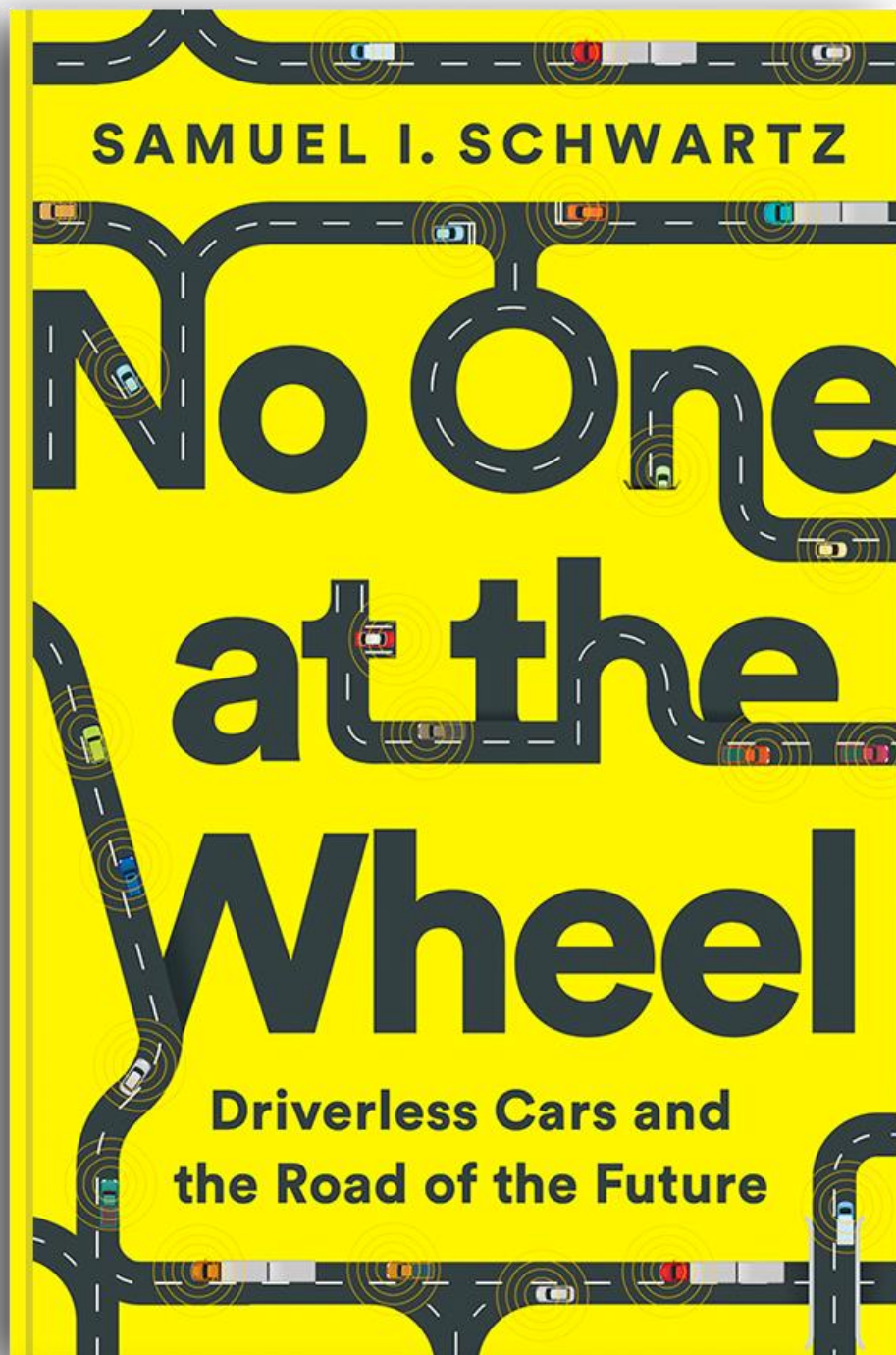
CONGESTION PRICING

- FHV charge began Feb. 2019 So. of 96th
 - \$2.75 Uber/Lyft | \$2.50 Taxi | 75¢ Shared Rides
- Traffic Mobility Act – Passed 4/1/19
 - CP all vehicles So. of 60th
 - Revenue goal = \$15B bonds
- Traffic Mobility Board report due Nov. 2020 (after elections)
- Exemptions:
 - Vehicles transporting disabled
 - CBD residents income < \$60K
- Earliest date Jan. 2021



OTHER INFRASTRUCTURE FUNDING PLANS

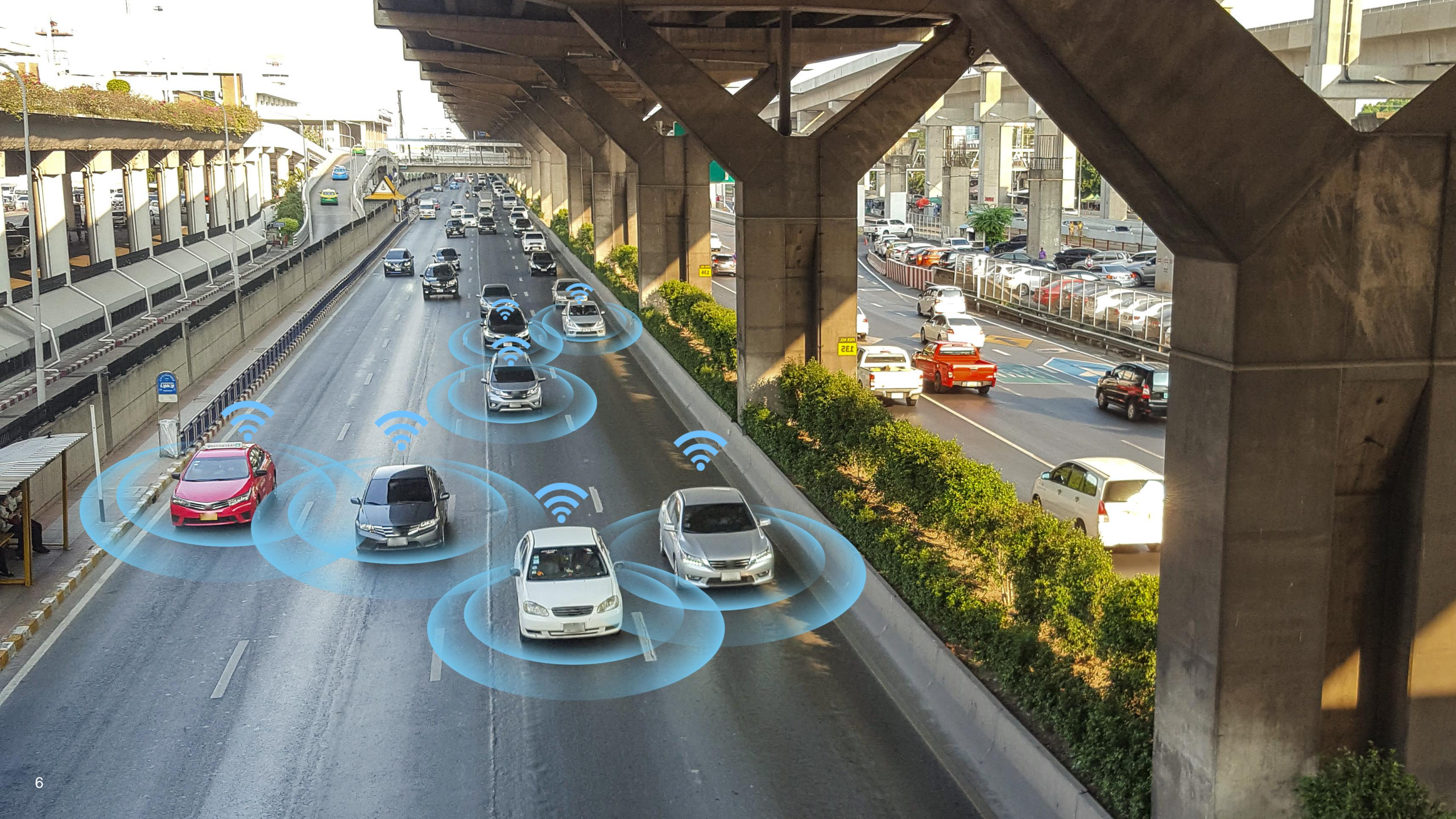
- Progressive Mansion Tax - up to \$5B in bonds
- Eliminate internet tax advantage - up to \$5B to MTA
- Cost cutting + MTA reorganization
- \$150B infrastructure plan statewide over 5 years



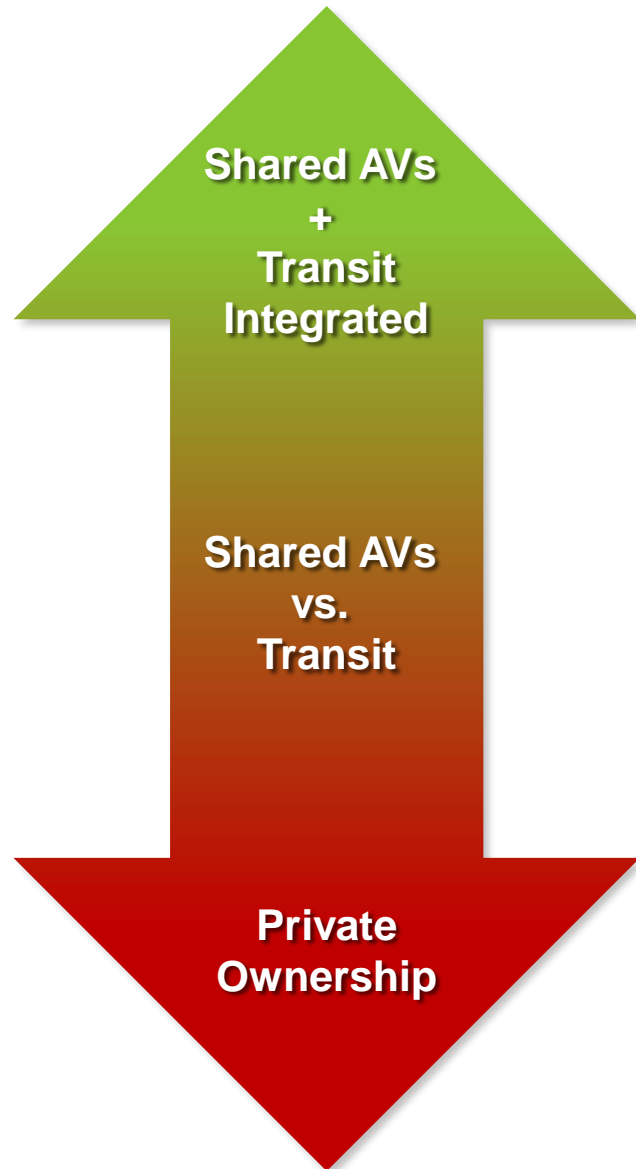
Samuel I. Schwartz, P.E.

Westchester Municipal Planning Federation

April 18, 2019



THE GOOD, THE BAD AND THE UGLY (POSSIBILITIES)



GOOD

- Congestion diminishes
- Crashes, injuries, and deaths plummet
- Disabled and low-income well-served
- Shared AVs with transit integration
- Last mile solved
- Parking demand goes way down

BAD

- VMT soars & congestion increases
- Many jobs disappear
- Pedestrians, bikes squeezed out
- Unaffordable for poor and rural dwellers
- Reverses millennial trend eschewing driving
- Competes with and undermines existing transit

UGLY

- Widespread gridlock
- Public transportation decimated
- Heart disease/stroke/diabetes skyrocket
- Everybody gets a license (even your dog)
- A new “modernist” view of cities
- Encourages sprawl

Truth vs. Hype

U.S.:

Humans responsible

94% of fatalities

Sweden:

Humans fallible

Vision Zero

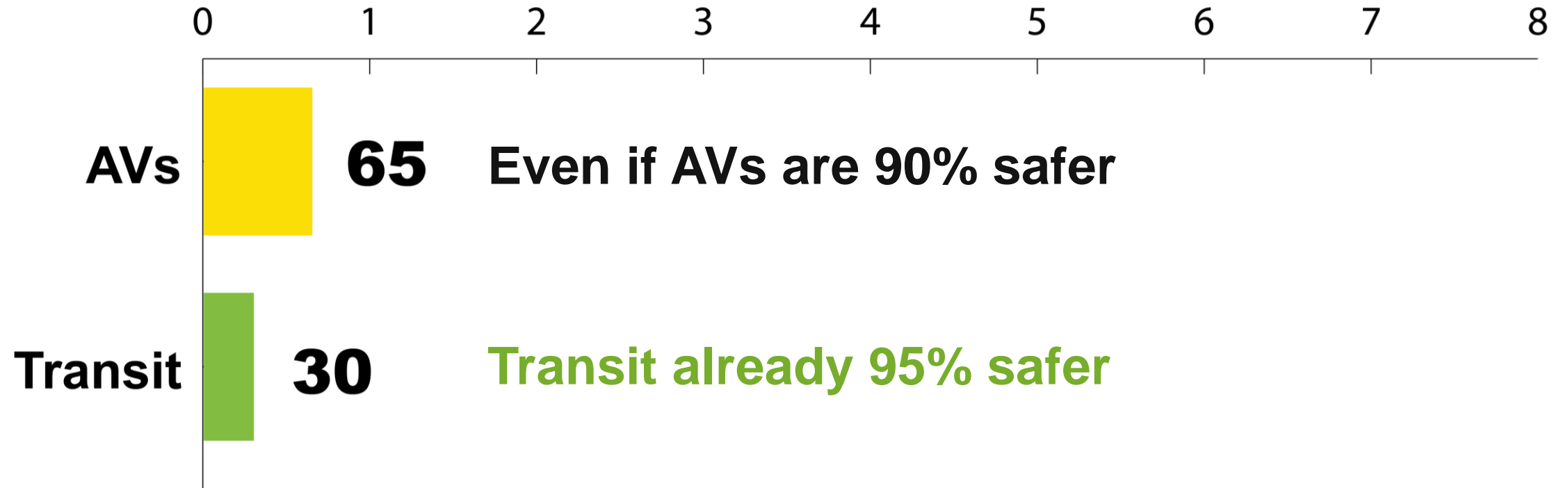
Sweden fatality rate **plummeted 62%**
U.S. rate 4 X Sweden

Cut fatality rate in half
but double the amount of driving
same number of people die

DEATHS PER 100 BILLION PASSENGER MILES



DEATHS PER 100 BILLION PASSENGER MILES

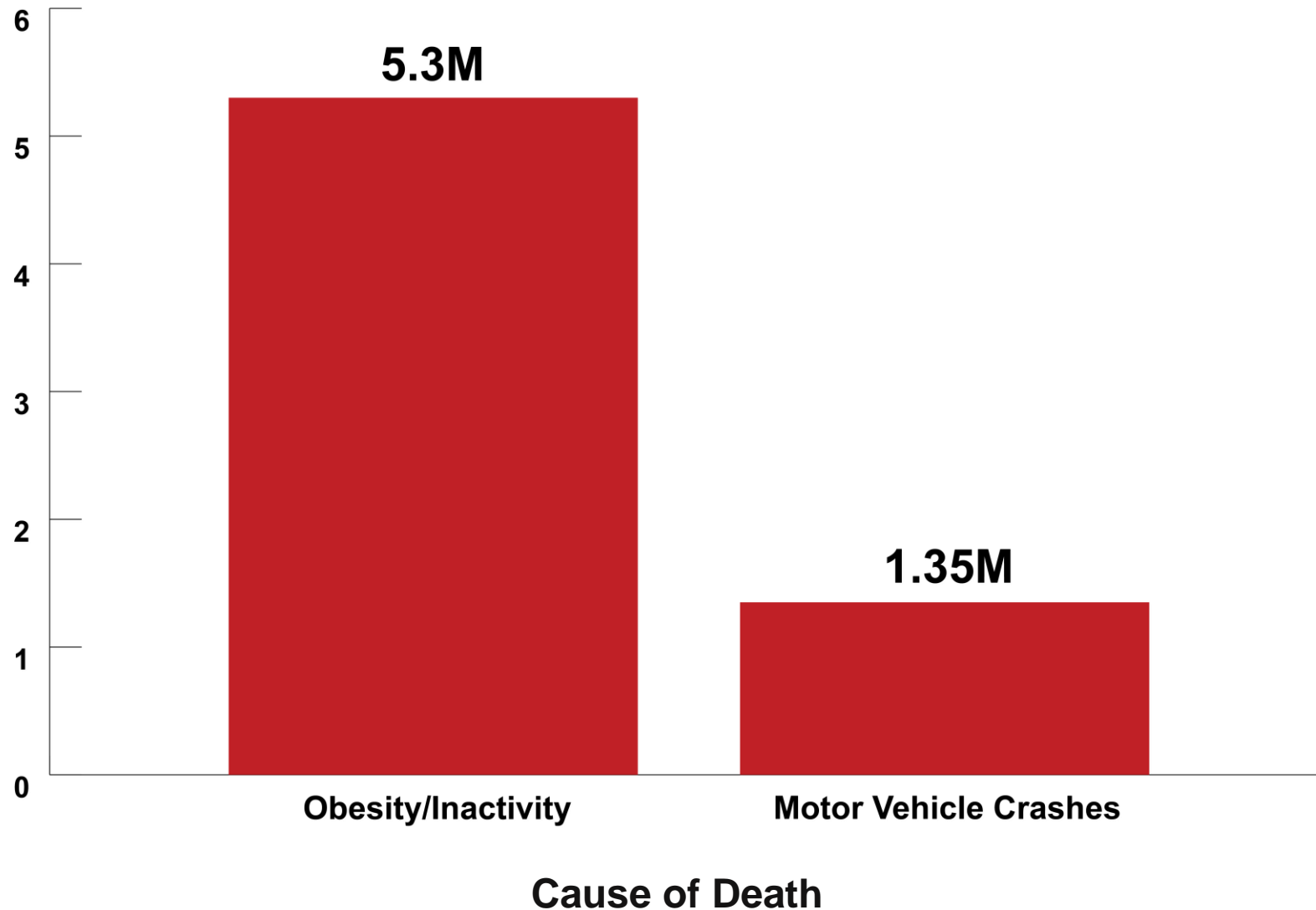


If we spend more time in cars,
we increase our mortality rate



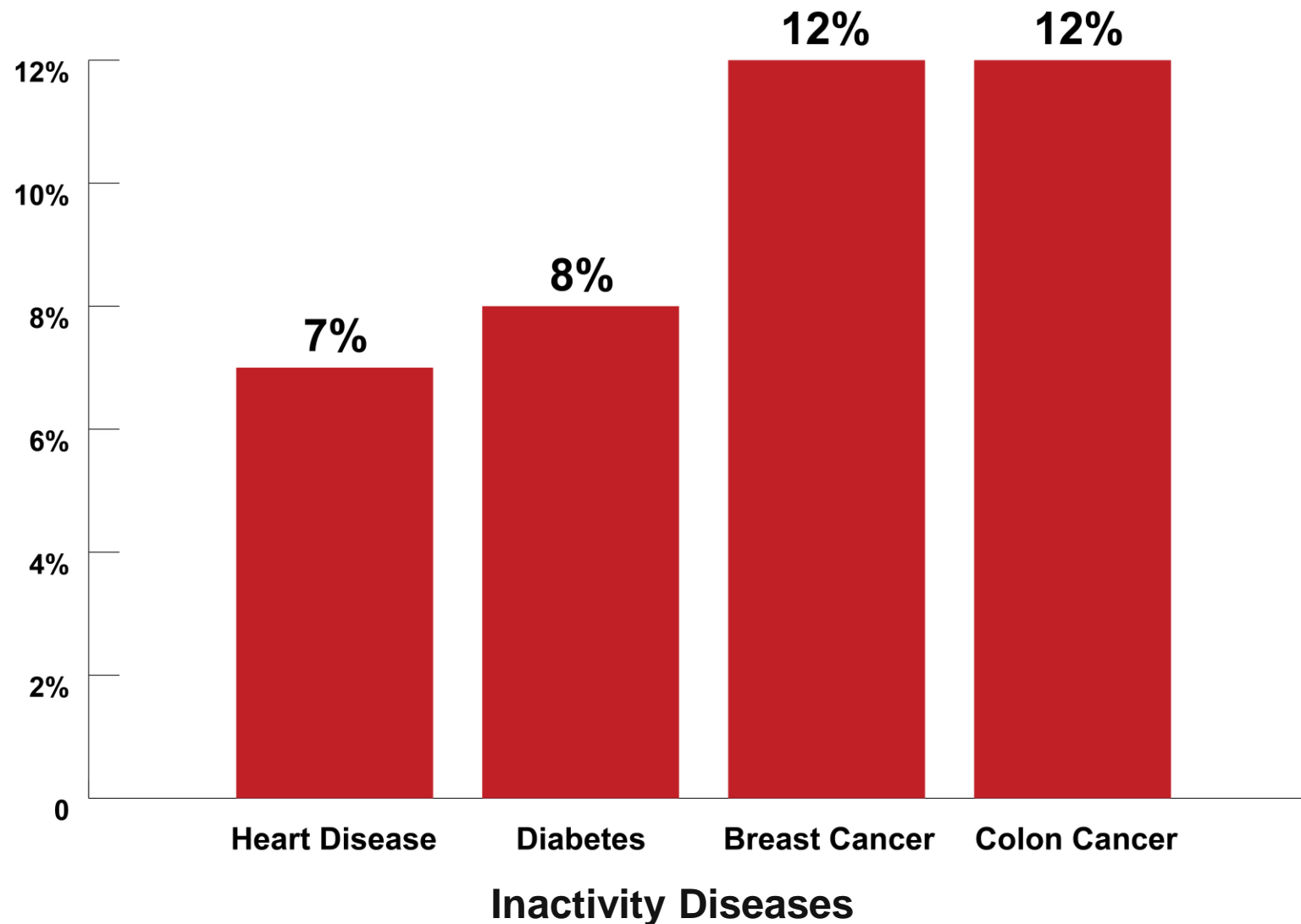
Courtesy of Pixar/Disney

WORLD DEATHS (INACTIVITY VS. CRASHES)



Sources: Lancet, 2013 + World Health Organization, 2018

U.S. % OF DEATHS ATTRIBUTABLE TO INACTIVITY

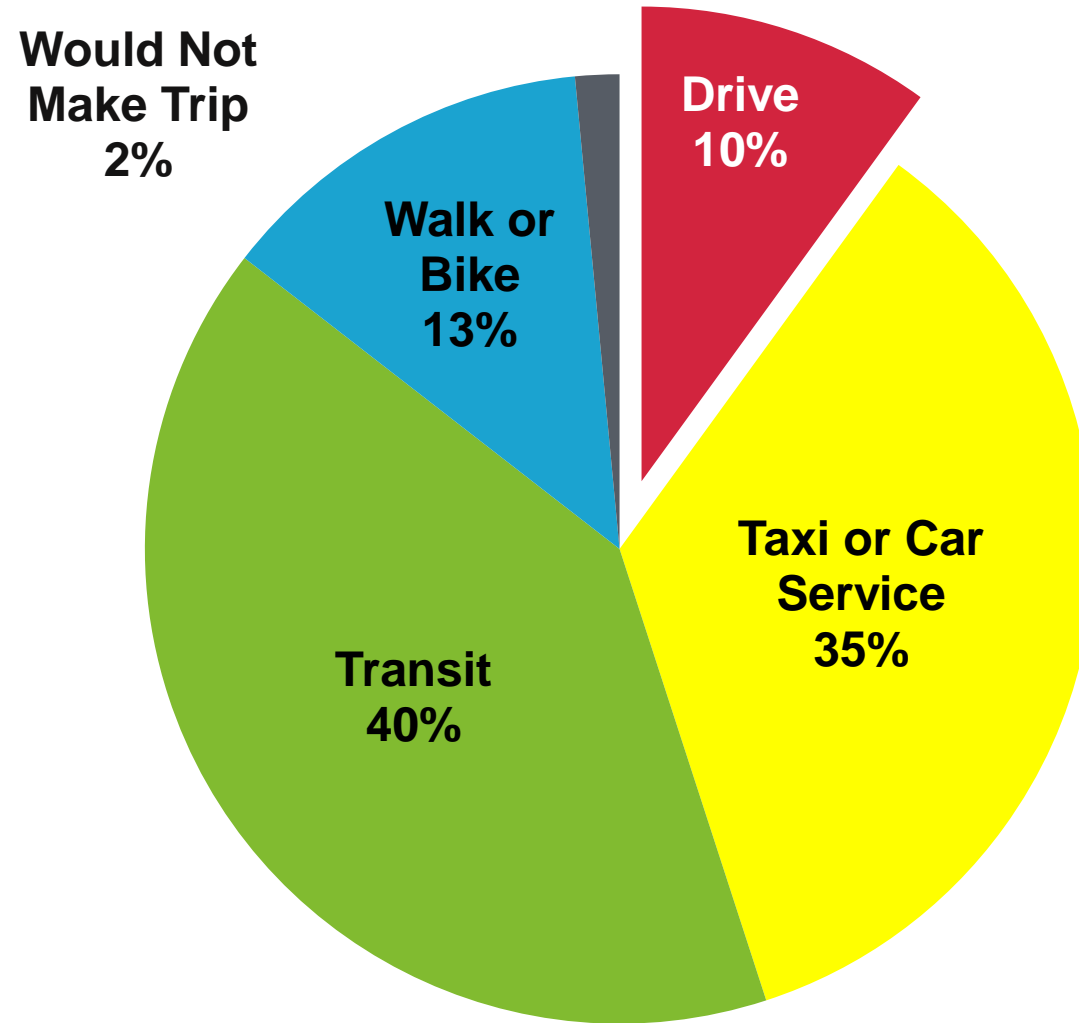


Source: CDC, 2014

Traffic will improve
Not supported by
independent analysis

GLIMPSE INTO FUTURE: APP-BASED RIDERS 2ND CHOICE

New York



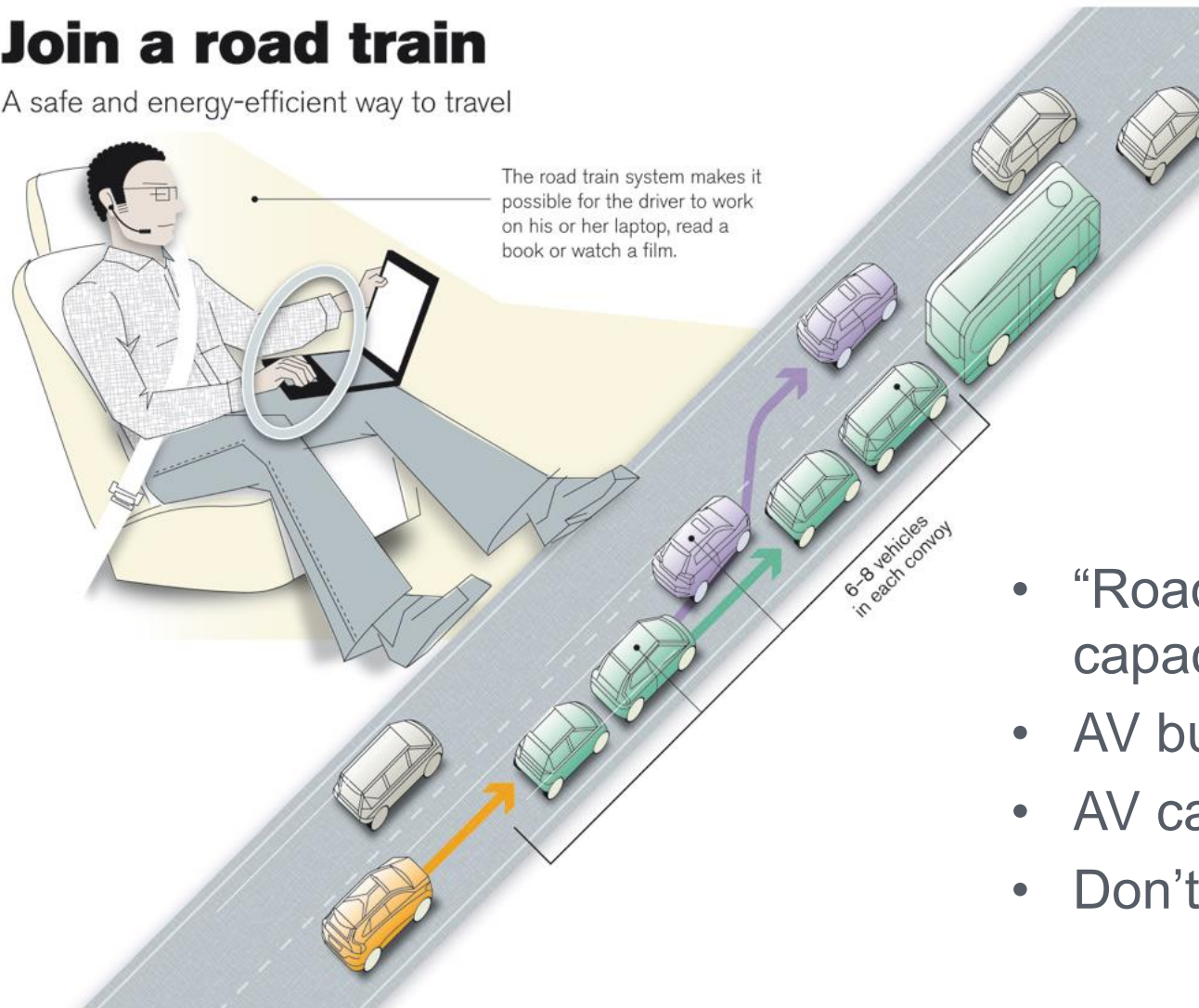
App-based cars travel 1.58m for each passenger mile

Source: NYC DOT Mobility Report 2018, 616 respondents; normalized to equal 100% by Sam Schwartz

DON'T BELIEVE THE HYPE ON “ROAD TRAINS”

Join a road train

A safe and energy-efficient way to travel



- “Road Trains” - a fraction of transit capacity
- AV bus platoons much better
- AV cars for last mile transport
- Don’t abandon good transit



Life without driverless cars



Life with driverless cars

**COPEN
HAGEN
IZE
EU**
Design Co.

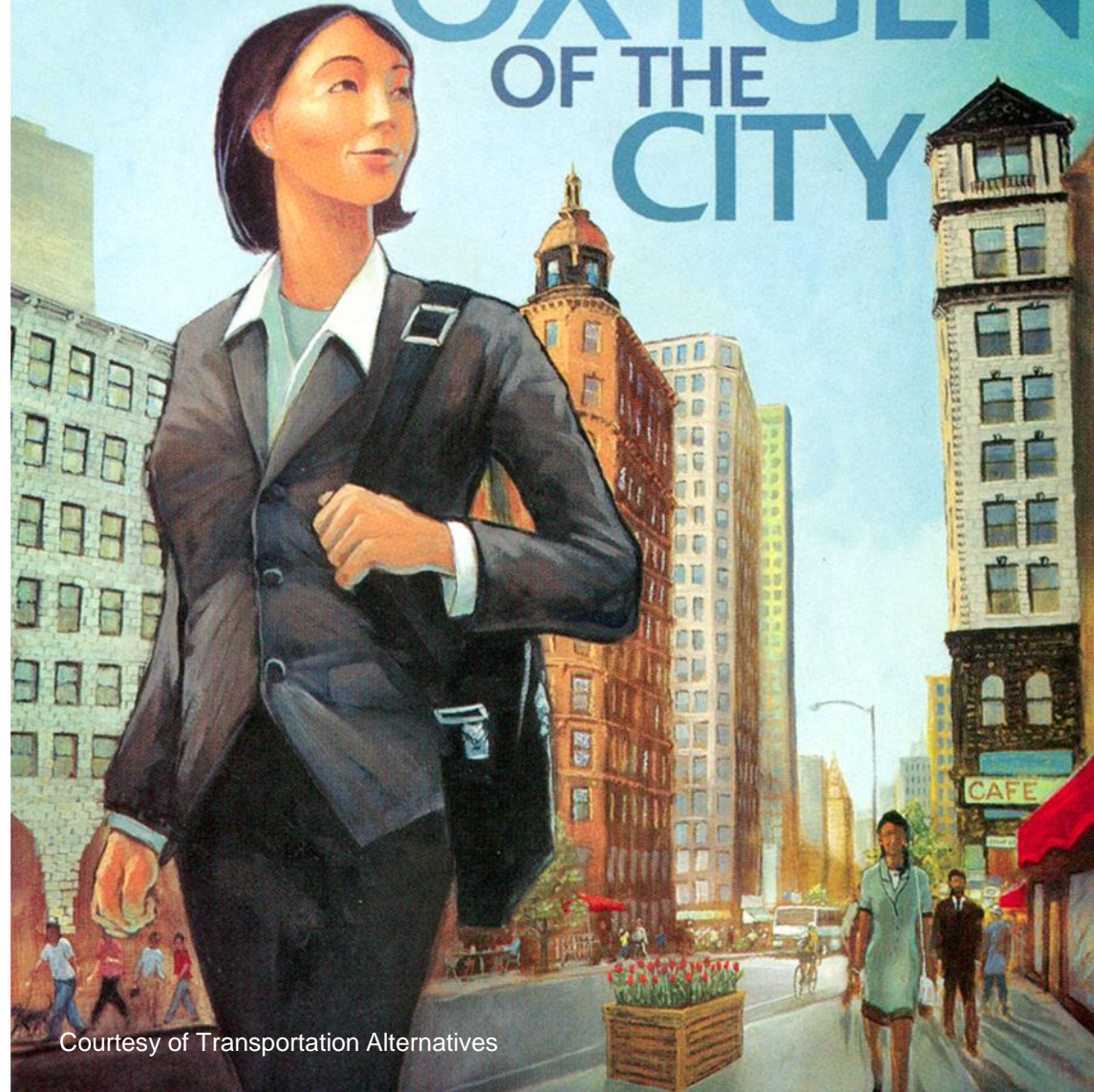
All HAIL the revolution!

Cities and towns will thrive

Not if we repeat

20th-century mistakes

WALKERS ARE THE OXYGEN OF THE CITY



If we don't walk we
lose the vibrancy of
cities and towns.

THE FOLLOWING PEDESTRIANS MAY NOT BE DETECTED:

- shorter than 3.2 ft. or taller than 6.5 ft.
- wearing oversized clothing
- carrying large baggage, holding an umbrella, etc.,
- bending forward or squatting
- pushing a stroller, wheelchair, or bicycle
- walking closely in groups
- wearing white and look extremely bright
- in the dark, such as at night or while in a tunnel
- whose clothing nearly the same color as surroundings
- near walls, fences, guardrails, or large objects

A visitor from 2100 warns:

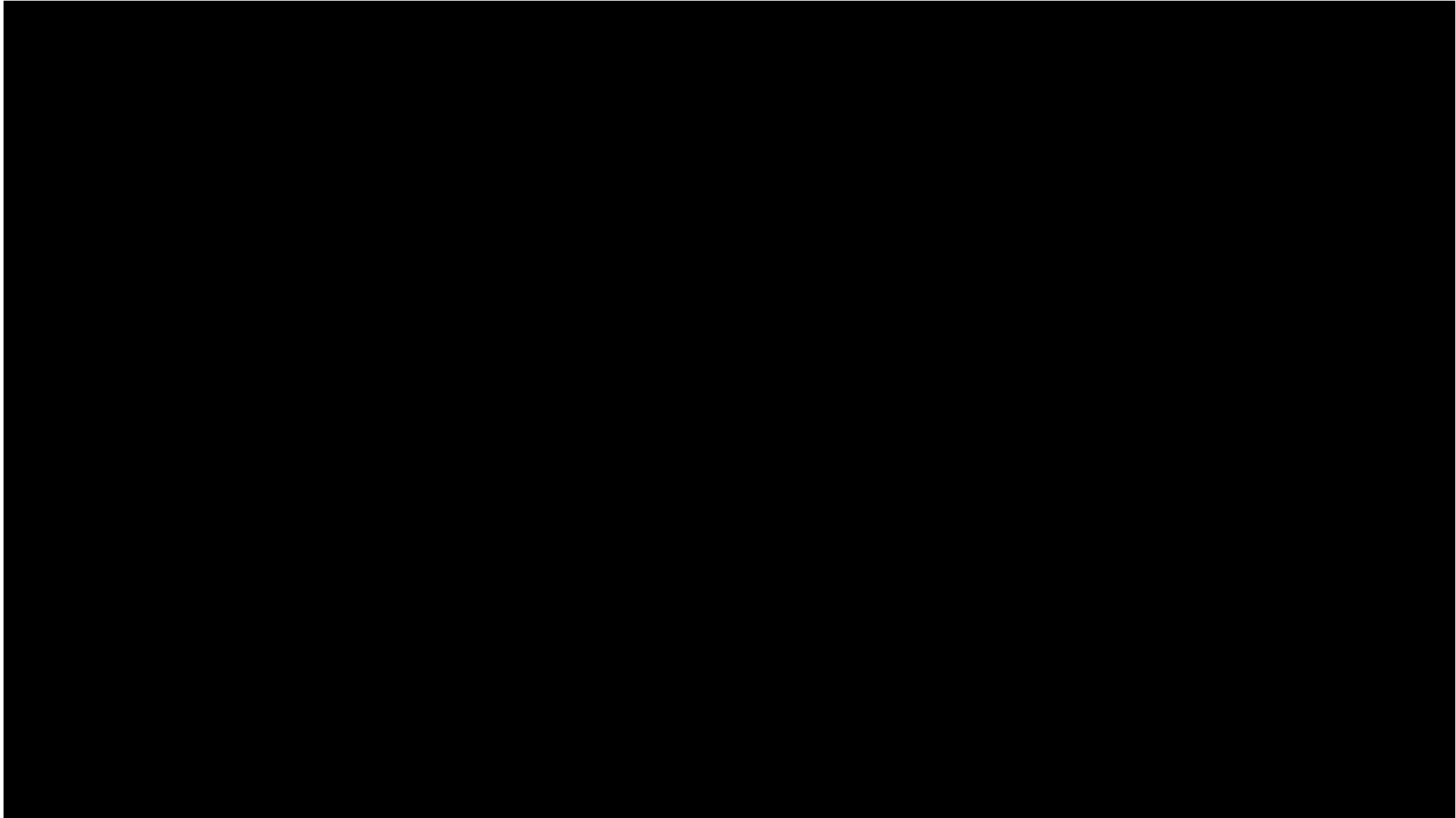
Climate change devastating, cities
collapse, transport major factor.



BY 2030 WALKERS IN CITIES SLOWED AV TRAFFIC TO A CRAWL



BY 2035, WE FENCED IN PEDESTRIANS LIKE CATTLE



DOING IT RIGHT

Government, Society, and Industry Should:

- Sell rides, not cars; integrate with transit
- Get AV \$upport for roads
- Utilize pricing to maintain adequate mobility
- Maintain and support good mass transit
- Emphasize last mile
- Ensure equity for low income, disabled, and elderly

DOING IT RIGHT (CONT'D)

Government, Society, and Industry Should:

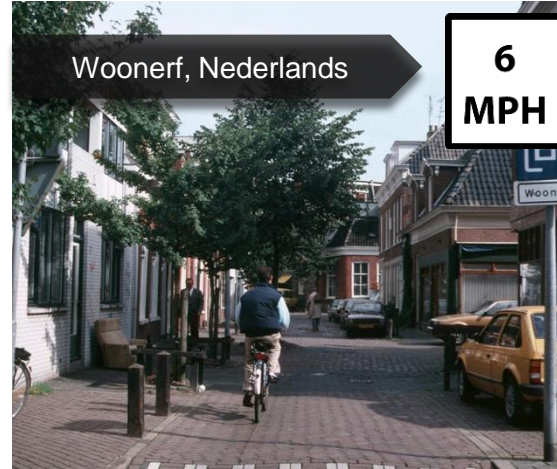
- Don't mess with bike/ped growth
- Reallocate parking for better use
- Enact legislation and enforcement policies preemptively
- Develop a counter-terrorism strategy
- Humanize street design: narrow lanes, widen sidewalks, don't add lanes
- Establish AV street typology plan

STREET TYPOLOGIES FOR AVs

Compliance Through Public - Private Agreements



Car Free



Pedestrians Rule, Car is Intruder



Slow Streets



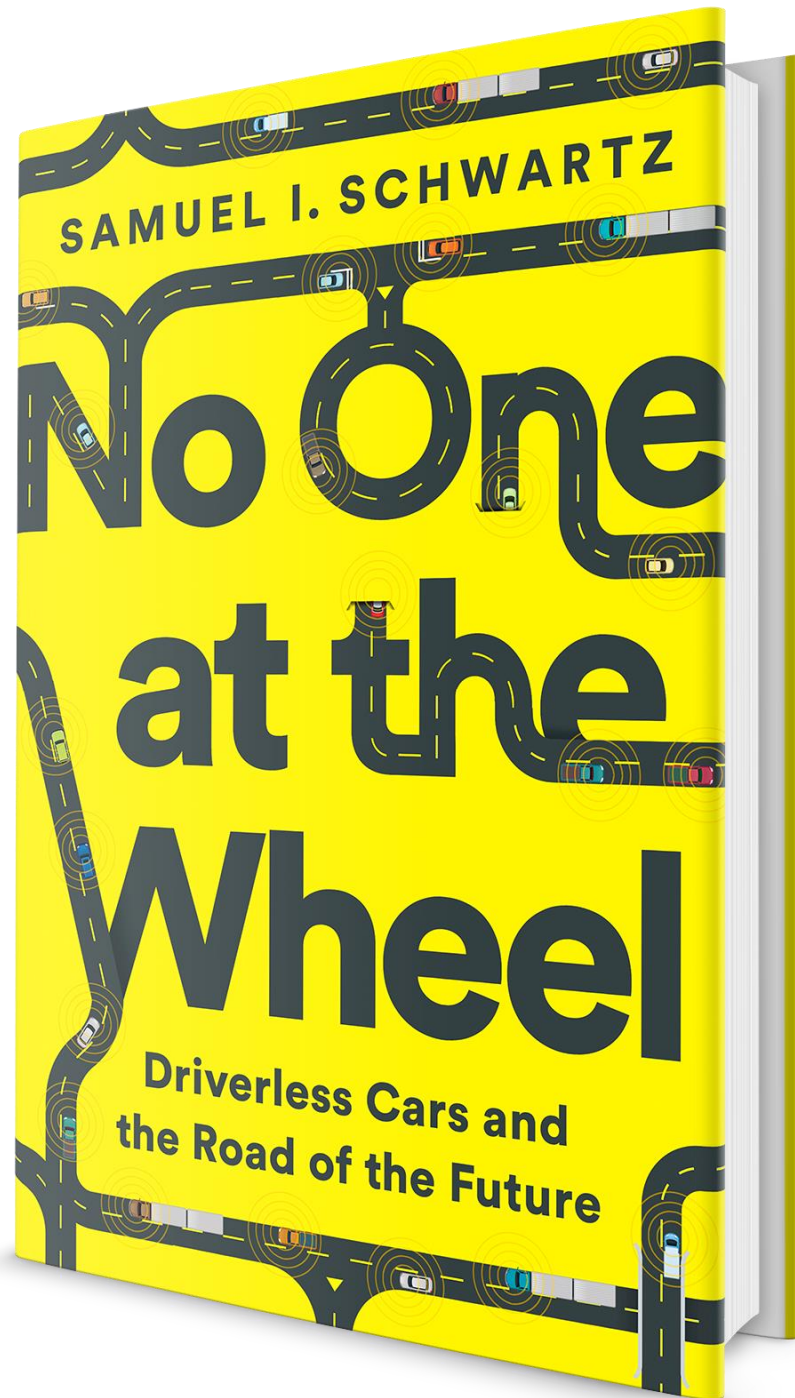
Moderate



Urban Arterial



Freeway/Highway



Available at Amazon, Barnes & Noble,
IndieBound, Google Play, Kobo, and eBooks.

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