

Once a certain traffic density is surpassed, every driver contributes involuntarily to a slowing of traffic. The time that the individual driver steals from all the others by slowing them down is greater many times over than the time he or she might have hoped to gain by taking the car.

Wolfgang Sachs, *For Love of the Automobile*

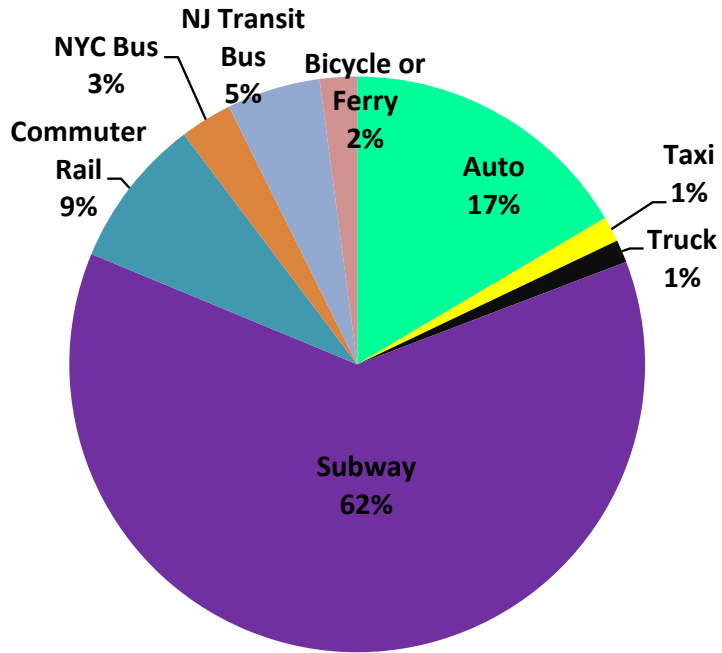


Photo by Jonathan Barkey

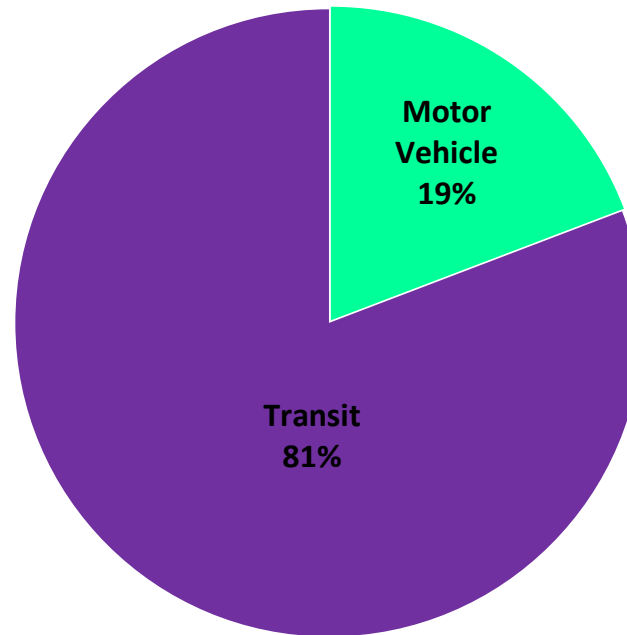
A detailed map of Lower Manhattan, New York City, with the Central Business District (CBD) area highlighted by a thick purple border. The map shows a grid of streets, including major thoroughfares like Broadway, Wall Street, and the FDR Drive. Key landmarks such as Central Park, the Hudson River, and the East River are labeled. Surrounding areas like New Jersey, Queens, and Brooklyn are also indicated. The CBD area is roughly bounded by the Hudson River to the west, the East River to the east, and the FDR Drive to the south. The letters 'C B D' are prominently displayed in the center of the outlined area.

How People Reach the CBD on Typical Weekday

Detailed

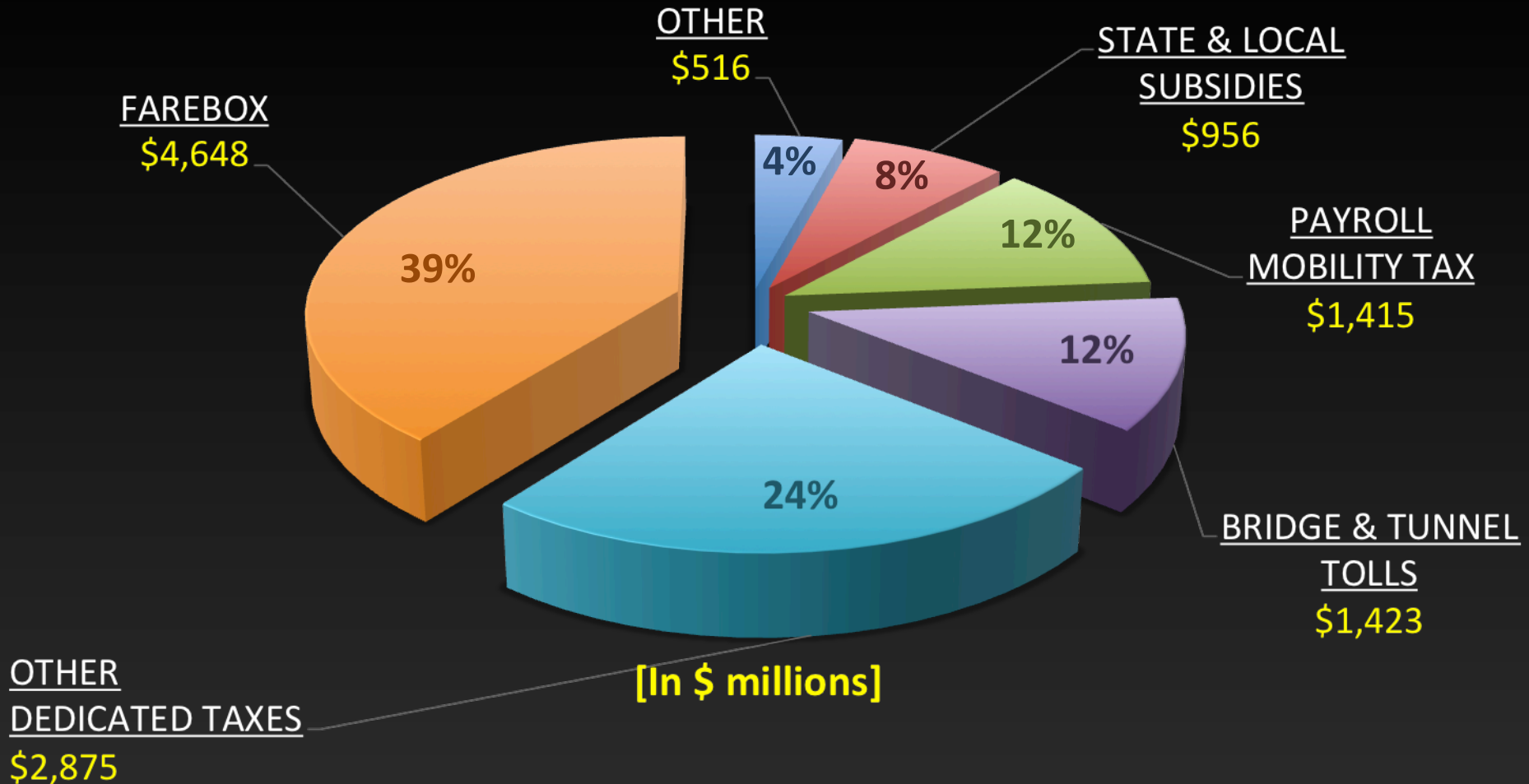


Coarse



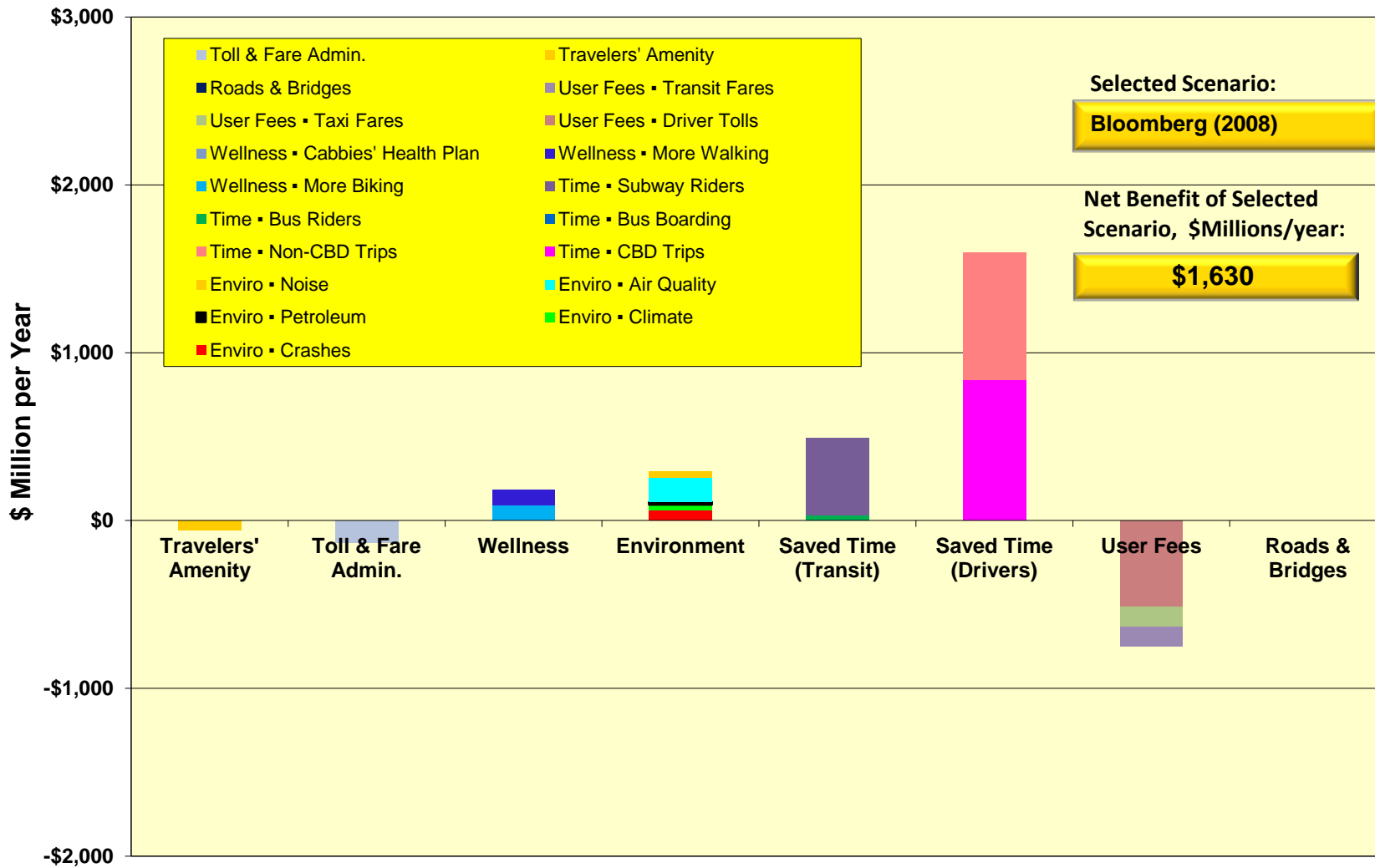
MTA Revenue Sources

2011, projected to be \$11,833,000,000



- Metropolitan Mass Transit Operating Assistance dedicated portions of several taxes collected principally in the MTA region): \$1,481,000,000 (13%)
- Petroleum Business Tax: \$613,000,000 (5%)
- Mortgage Recording Tax (region-wide) + Real Property Transfer Tax (collected only in NYC): \$491,000,000 (4%)
- MTA Aid: \$290,000,000 (2%)

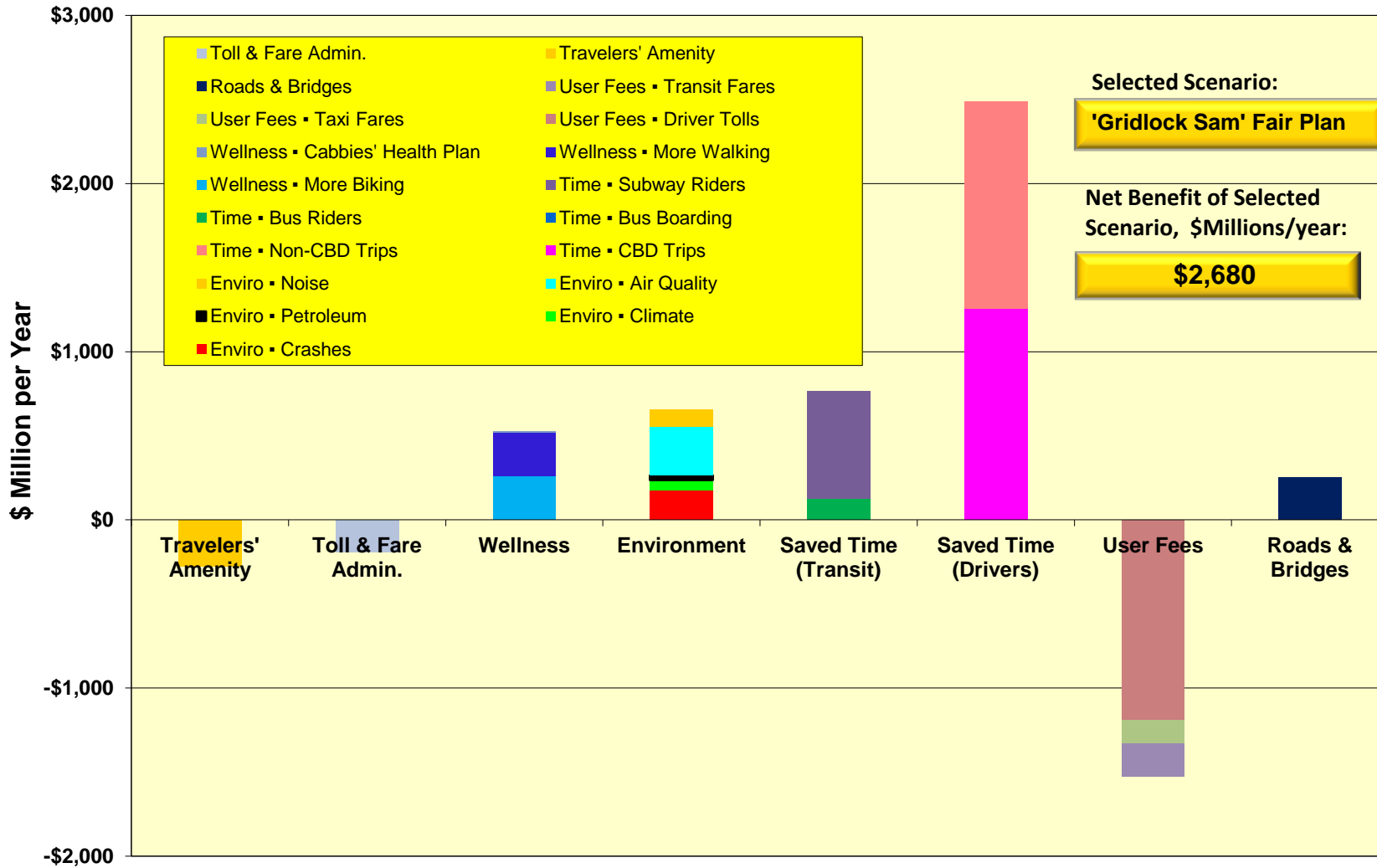
Traffic Pricing Benefits and Costs



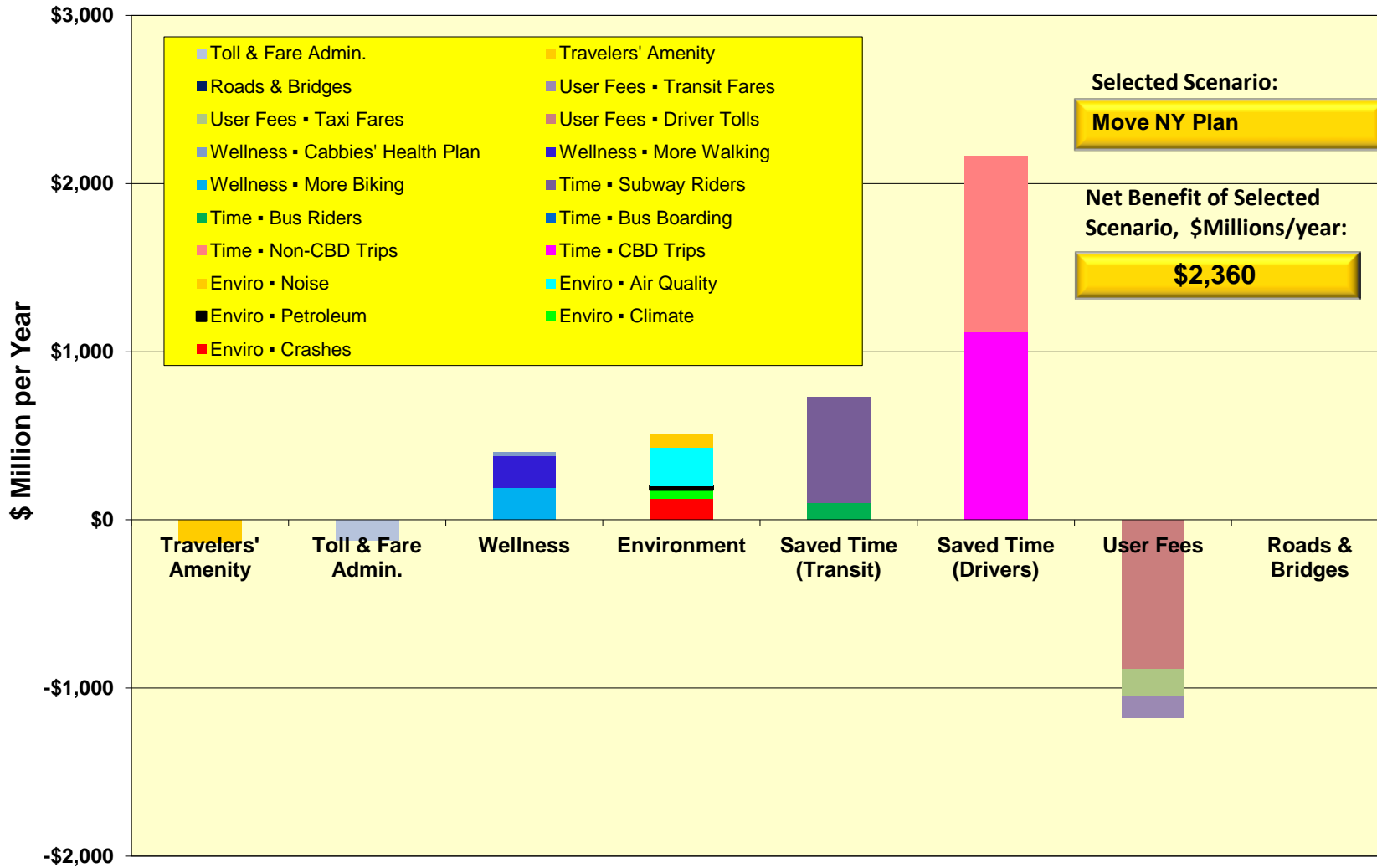
Three Congestion Pricing Plans Compared • Komanoff • March 7, 2012

	Bloomberg (2008)	Move NY	Sam Schwartz “Fair Plan”
RESULTS			
Net Benefits (annual)	\$1.6 billion	\$2.4 billion	\$2.7 billion
CBD Speed Gain (6am-6pm)	16.7%	18.3%	21.0%
Citywide VMT (veh miles traveled)	– 1.6%	– 3.3%	– 4.5%
FEATURES			
Cordon Toll, weekdays	\$8.00 (6am-6pm only)	\$3.00-\$9.50 (24h)	\$5.00 each way (24h)
Cordon Toll, weekend/holidays	None	\$5.00 (24h)	\$5.00 each way (24h)
Surcharge if pay cash	None	\$2.50	\$2.50
% Vehicles exempted	2.5%	2.5%	1.0%
Outer-Borough Toll Relief	None	15%	39%
Free pass for 1st trip each month?	No	Yes	No
Truck toll, vis-à-vis autos	2.6x	1.6x	2.2x
Exempt trucks’ 2nd trip each day?	No	Yes	No
Medallion Taxis	No toll. Add \$1.00 to “drop” for CBD trips (80%)	No toll. Add \$0.25 “drop” Add 12% to miles chg Add 20% to wait time	No toll. Add \$1.00 to “drop” for all trips
Other Features	None	Intra-city rail: \$2.25. Express bus: 10% off	Build 3 bike-ped bridges to CBD. Metro-area highway upgrades.

Traffic Pricing Benefits and Costs

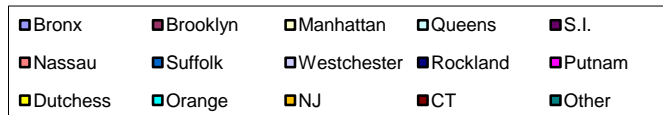
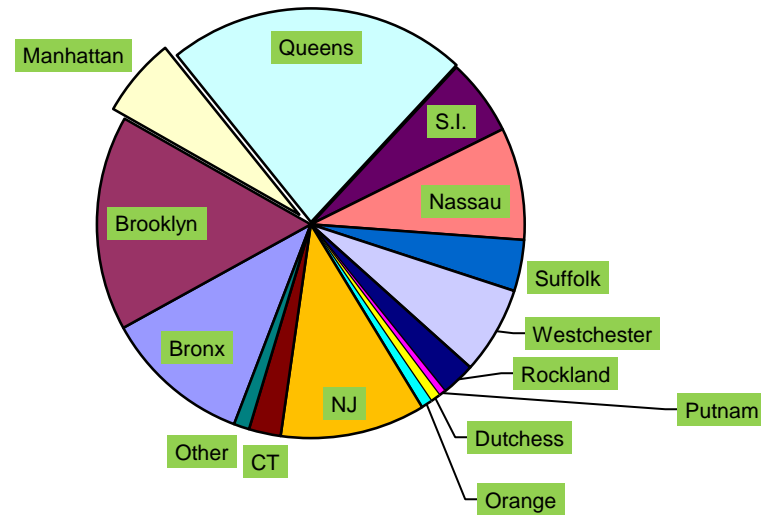


Traffic Pricing Benefits and Costs

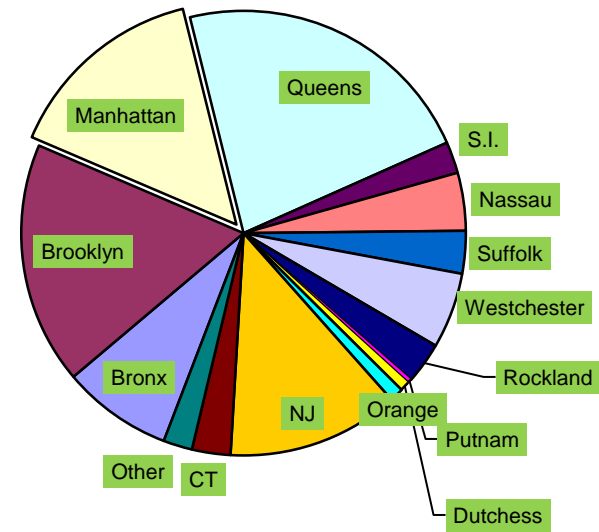


Share of Traffic Pricing's Toll Burden, by County

**No Taxi Surcharge,
No Outer-Borough Toll Relief**



**With Taxi Surcharge &
Outer-Borough Toll Relief**



For BTA Spreadsheet:

- **Google: BTA 1.1**

For today's slides:

- **Go to: www.komanoff.net**
- **Go to “Cars II” page**

DOWNTOWN

Politics, Poetry, Philosophy, Art, The Film, Media, Music And Hidden Agendas



(l-r): Charles Komanoff, John Orcutt and Cindy Arlinsky.

"If there's one thing that we have done...it's that we have conveyed to people as soon as you get on your bike you are part of a community of cyclists, of people who are like you despite all differences...there is something linking you there. Which you can call upon emotionally when things are hard out there and can give you strength to get on your bike again and again. By doing that we are trying to enlarge the community of cyclists and make that community more politically effective so we can get the leverage we need to continue and accelerate the rate at which we're changing the transportation system and the overall priorities of the City."

Transportation Alternatives

See pg. 16

(article starts on next page)

a policy statement of everything that needs to be done, everything that can be done, why it should be done and who should do it and how. To change New York City from a city that is, at best indifferent to bicycling and for the most part hostile to bicycling, to a city that recognizes bicycling as one of the most desirable means of transportation and actively encourages it.

What is the attitude of the City in general?

I'll bring in an analogy from energy. Many of the major forms of solar energy don't enter into the national energy accounting because it's free and doesn't get exchanged through a commercial medium. Like clothes drying on the line. Similarly, cycling and walking—nobody is there to count them. They have no official place in the city plan. No statistics and no genuine advocate in the DOT or city planning. There's a councilman from the Upper Eastside named Robert Dreyfuss who's been decrying the Calcu-

taization of New York City. He's been trying to sweep peddlers off the streets. He won't support us on things because I guess to him bikes are also an Asian phenomenon. A Third World image.

Have you pointed out the quality of the air and things that bikes...

I don't think he goes outside.

You do have one member of the DOT concerned with bikes.

John Benfatti is a former board member of T.A. He had trouble within the bureaucracy. He calls up the engineering department and says this is John Benfatti, the bicycle advocate, and they hang up on him. We meet with the department every six weeks. They say they favor bikes and car reduction. But the Dinkins administration has the attitude that it's been a political victim since it took office. It's not going to take on folks who drive cars in the City.

How does T.A. try to fill the gap?

By pressure on DOT. They receive more letters about bicycling, all positive,

than from any other group. Also Ruth Messenger told them to do the study on Auto-Free Central Park because we helped her become aware of it and she favors it. Also we'll build a culture of alternative transportation and build debate about it by getting more people involved. Imagine trying to build a house within a larger house that's falling apart.

The larger house is the City and the city's transportation system...If there's one thing that we have done...it's that we have conveyed to people as soon as you get on your bike you are part of a community of cyclists, of people who are like you despite all differences...there is something linking you there. Which you can call upon emotionally when things are hard out there and can give you strength to get on your bike again and again. By doing that we are trying to enlarge the community of cyclists and make that community more politically effective so we can get the leverage we need to continue and accelerate the rate at which we're changing the transportation system and the overall priorities of the City.