



Manhattan Borough President's Office **PLAN FOR CONGESTION PRICING**

The launch of Congestion Pricing will transform New York City, helping to reduce congestion and greenhouse gas emissions while improving street safety and our transit system. Success will depend on ensuring that the details of program design and implementation, as well as coordinated and proactive transit investments from the City and State, are thoughtfully deployed.

The Manhattan Borough President's Office is making the following recommendations to the City, State and Traffic Mobility Review Board.



IMPLEMENT TWO-WAY TOLLING AND MAKE TOLLS VARIABLE

Rather than taking a one size fits all approach to tolling, capturing both sides of the trip could allow for flexibility to appropriately toll different types and sizes of vehicles, as well as encourage travel during off-peak hours.



OFFER IMMEDIATE REBATES TO THOSE WHO ARE ELIGIBLE

In the current plan, individuals who earn under \$60,000 will receive a tax credit at the end of the year. Those who qualify should instead receive an immediate rebate so that families who earn the least aren't forced to wait to get their money back.



DOT MUST PRODUCE A 2023 STREETS MASTER PLAN FOCUSED ON READYING OUR STREETS CAPES FOR CONGESTION PRICING

Successful implementation of congestion pricing will require a comprehensive transit infrastructure plan. DOT must produce a 2023 streets plan focused on bus, bike, and pedestrian improvements in and around the congestion zone, with particular focus on improvements that will better support and encourage public transit and safety and ensure the success of the congestion pricing program.



IMPLEMENT ALL-DOOR BOARDING ON BUSES CITYWIDE

All-door boarding, which generally reduces the time buses spend at stops by around 20%, must be in place prior to congestion pricing in order to ensure we have the best bus system possible to carry additional riders.



RAISE THE PEDAL-ASSIST CITI BIKE CAP

DOT should raise the cap (20%) on the number of pedal-assist bikes allowed to comprise the Citi Bike system. E-bikes are an increasingly popular and important transit mode for New Yorkers, particularly those who travel long distances to and from uptown as well as Brooklyn, the Bronx and Queens.



REFORM E-COMMERCE AND DELIVERIES

E-commerce delivery trucks too often illegally parked in bus lanes, bike lanes and travel lanes, and frequently use sidewalk space to sort and distribute packages. This contributes greatly to congestion, and we must move more deliveries to smaller vehicles, further expanding loading zones, and strengthen enforcement against the business practices of e-commerce companies that encourage parking and unloading in the public right-of-way.



APPOINT A MANHATTANITE TO THE TRAFFIC MOBILITY REVIEW BOARD

Though Manhattanites will be greatly impacted by Congestion Pricing, there is no requirement for there to be a resident from the area in which this program will be implemented. This is a highly complex program that must be designed with voices from Manhattan at the table.



**CAMPAIGN TO
CURB CONGESTION**



MARK LEVINE
Manhattan Borough President