

TLC DEIS Public Hearing Taxi Medallion Increase EIS

October 3, 2013



Panel

- **Richard Johns - Moderator**
 - Executive Director of Special Projects
- **Justine Johnson**
 - External Affairs Analyst
- **Conan Freud**
 - Deputy Commissioner for Finance and Administration
- **Meera Joshi**
 - General Counsel
- **Keith Walsh**
 - Assistant General Counsel



Environmental Review Process

- DEIS Draft Scope of Work Issued March 19, 2012
- April 19, 2012 DEIS Public Meeting on DEIS Draft Scope Of Work
- DEIS Final Scope of Work Issued May 22, 2012
- DEIS Issued September 13, 2013:
www.nyc.gov/tlc



Environmental Review Process

- Comments Accepted Until Close of Business October 15, 2013
- Final Environmental Impact Statement (FEIS) to be Prepared after Consideration of Public Comments



Tonight's Hearing Process

- Copies of DEIS Available for Review
- Register to Speak at Entrance to Hearing Room
- Registration to Speak Closes at 7:30 pm
- Verbal Comments Accepted Until 8:00 pm
- Hearing Transcript to be Provided To TLC & Public
- Written Comments Also Accepted Until COB October 15, 2013
- Verbal & Written Comments Considered Equally



Need for Proposed Action

- Low Vehicle Ownership Rate, Particularly in Manhattan
- Fewer Taxicabs per Resident than Other Major Cities
- Long Wait Times for Unoccupied Taxicab
- Increased Need Due to Projected Increases in Population, Employment & Visitation



Proposed Action

- Issue up to 2,000 New Taxicab Medallions for Wheelchair Accessible Vehicles
- Medallions Must be Fully Transferable
- No More than 400 Medallions can be Issued Until Approval of the Disability Access Plan by NYSDOT



Summary of Findings of DEIS

- Elena Barnett, VP: Henningson Durham & Richardson Architecture & Engineering, PC
- Comprehensive Assessment of Impacts
- Completed In Conformance with CEQR Technical Manual



Assessment Categories

- Land Use, Zoning and Public Policy
- Socioeconomic Conditions
- Community Facilities and Services
- Open Space
- Shadows
- Historic Resources
- Urban Design and Visual Resources
- Neighborhood Character
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Solid Waste and Sanitation Services
- Energy
- Transportation
- Air Quality & Greenhouse Gas Emissions
- Noise
- Public Health

DEIS Identifies

- Unavoidable Significant Adverse Impacts
- Growth Inducing Aspects
- Irreversible Commitment of Resources
- Measures to Mitigate Impacts
- Cumulative Effects of Proposed Action & Other Independent Projects that would be Completed Prior to 2017



Impact Assessment

- Incremental Change in Conditions Without the Proposed Action (“No Action” Condition), With Proposed Action and 400 Medallion Alternative
- Incorporates Effects Of Generalized Growth & Other Independent Actions
- Other Independent Actions Identified in Coordination with NYCDCP & NYCDOT

Screening Level Assessments Completed For

- Land Use, Zoning and Public Policy
- Community Facilities and Services
- Open Space
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Solid Waste and Sanitation Services
- Energy
- Noise

Detailed Impact Assessments Completed For

- Socioeconomic Conditions
- Transportation
 - Traffic
 - Transit
 - Pedestrians
 - Safety
- Air Quality
- Greenhouse Gas Emissions
- Public Health
- Neighborhood Character

Socioeconomic Conditions

- Values Of Independent & Corporate Medallions
- Taxicab Driver Income
- Livery Car Industry
- New York City Economy

Summary of Findings

Socioeconomic Impact Assessment

- Medallion Value
 - Individual Medallion: 0.5% To 3.6% Reduction, with a most likely reduction of 2.0%
 - Corporate Medallion: 0.4% To 2.7% Reduction, with a most likely reduction of 1.5%
- Taxicab Driver Income: 0.5% To a 3.7% Reduction, with a most likely reduction of 2.1%
- Livery Car Industry: Minimal Impact
- New York City Economy:
 - Additional \$226.4 Million Taxicab Driver Income
 - Additional 5,077 Taxicab Drivers
 - City-wide Increase In Employment Of 6,200 Additional Jobs



Summary of Findings

Transportation Impact Assessment: Traffic

- Total number of intersections with one or more significant impacts (out of 54 intersections)

	Number of Intersections with One or More Impacts		
Year	AM	Midday	PM
2014	21	15	12
2015	29	24	26
2016	35	34	33
2017	37	37	37

- Impact if One or More Movements at Intersection Exceeds CEQR Impact Thresholds
- Signal Timing Changes Evaluated To Mitigate Impacts

Summary of Findings

Transportation Impact Assessment: Traffic

- With Signal Timing Changes in 2017:
 - AM Peak Travel Period: 14% of Total Lane Groups Remain Unmitigated and 6% Cannot Be Fully Mitigated
 - Midday Peak Travel Period: 16% of Total Lane Groups Remain Unmitigated and 4% Cannot Be Fully Mitigated
 - PM Peak Travel Period: 18% of Total Lane Groups Remain Unmitigated and 1% Cannot Be Fully Mitigated



Summary of Findings

Transportation Impact Assessment: Parking, Pedestrian, Transit & Safety

- Parking: No Anticipated Impacts
- Pedestrians: No Anticipated Impacts
- Bicycles: No Anticipated Impacts
- Transit: No Anticipated Impacts
- Safety: Increased Traffic Volumes At 25 Intersections That Experienced Five Or More Pedestrian and/or Bicycle Accidents During One Year in the Most Recent Three Year Period



Summary of Findings: Air Quality

- A detailed microscale analysis of potential air quality impacts was conducted at four (4) representative intersections at which the maximum potential impacts of the Proposed Action would be expected to occur
- Results of the analyses were below CEQR thresholds for PM₁₀, 24-hour PM_{2.5} and CO
- The Proposed Action is not expected to significantly impact NO_x concentrations in the New York City



Summary of Findings:

Air Quality

- Results were above CEQR thresholds for annual neighborhood PM_{2.5}

	PM _{2.5}	
Air Quality Receptor Site	24-hr PM _{2.5} Pollutant Concentrations ^{(1),(2)} µg/m ³ (STV: 4.5 µg/m ³)	Annual Neighborhood PM _{2.5} Pollutant Concentrations ^{(1),(3)} µg/m ³ (STV: 0.1 µg/m ³)
3rd Avenue and 57th Street		
Increment due to the Proposed Action ⁽⁶⁾	1.97	0.38
5th Avenue and 42nd Street		
Increment due to the Proposed Action ⁽⁷⁾	3.88	0.30
6th Avenue and 23rd Street		
Increment due to the Proposed Action ⁽⁸⁾	2.85	0.32
7th Avenue & 34th Street		
Increment due to the Proposed Action ⁽⁹⁾	2.96	0.17

- Mitigation for traffic would bring the results down below significant thresholds
- Additional analyses being conducted and will be presented in the FEIS

Summary of Findings: GHG Emissions

- Greenhouse Gas Emissions:
 - 1% Increase In GHG Emissions Generated From On-road Vehicles
 - 0.2% Increase In Total City-wide GHG Emissions



Summary of Findings: Public Health

- Based On Results Of Air Quality, Water Quality, Hazardous Materials, And Noise Impact Assessments
- No Anticipated Public Health Impacts



Summary of Findings: Neighborhood Character

- Base On Results Of Land Use, Zoning, Public Policy, Socioeconomics, Open Space, Historic & Cultural Resources, Urban Design & Visual Resources, Shadows, Transportation, And Noise Impact Assessments
- No Anticipated Neighborhood Character Impacts



For Further Information

- Justine Johnson, NYC TLC
- www.nyc.gov/TLC
- Comments can be emailed to:
 - Medallioneis@tlc.nyc.gov