

# Keep NYC Free

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## ***“the Rideshare Bubble Bursts”*** ***New York Times Editorial Board member reports***

***a new Carnegie Mellon study punched a hole in another of Uber and Lyft’s  
promised benefits: curtailing pollution***

A Sunday, October 17, 2021 [New York Times piece](#) by editorial board member Greg Bensinger highlights how Uber and Lyft app-based For Higher Vehicles indeed met none of its claims:

- ≤ self driving cars this year
- ≤ end of private car ownership
- ≤ reduced vehicle congestion
- ≤ affordable rides
- ≤ boost in public transit
- ≤ Profitable business models
- ≤ well-paying jobs
- ≤ flying cars (really); and
- ≤ curtailing pollution.

This New York Times commentary cites and links to a Carnegie Mellon [study](#) that “punches a hole in another of Uber and Lyft’s promised benefits: curtailing pollution.”

Bensinger writes, “It turns out that Uber rides do spare the air from the high amount of pollutants emitted from starting up a cold vehicle, when it is operating less efficiently, researchers from Carnegie Mellon University found. But that gain is wiped out by the need for drivers to circle around waiting for or fetching their next passenger, known as deadheading.”

On urban congestion, he notes, “Take urban congestion. Uber and Lyft envisioned a future in which software algorithms would push each car to host three or more passengers, easing traffic and providing a complement to public transit options. Instead, passengers have largely eschewed pooled rides and public transit in favor of private trips, leading to downtown bottlenecks in cities like San Francisco. The duration of traffic jams

increased by nearly 5 percent in urban areas since Uber and Lyft moved in.”

Both Uber and Lyft sold off its autonomous car divisions.

He links to a [\*report\*](#) of another Carnegie Mellon study that the app-based for hail schemers actually BOOST private car ownership.

Further, “Public-transit use in some areas, despite the companies’ claims, has been waning, according to [\*several studies\*](#), as more consumers opt to jump in Ubers and Lyfts that drive them door to door. That was before the Covid pandemic spooked users into staying away from crowded subway cars and buses.”

Read the full [\*article\*](#), which appears in the Monday, October 18 print edition of the New York Times.

View the better ways that make sense to truly address congestion in the central business district and raise the dollars needed to resource the MTA to not only pay for needed repairs but also increase access and make the entire system more accessible and equitable for the entire city.