Free Parking, Congested Streets

The Skewed Economic Incentives to Drive in Manhattan

Prepared for
Transportation Alternatives

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Summary

The role of free parking in encouraging driving into Manhattan has recently received attention with renewed focus on the economic costs of traffic congestion and with release of Census data showing that government workers are twice as likely to drive to work in the Manhattan Central Business District (CBD) as private sector workers.

This report shows that the role of free parking as a financial incentive to drive to the CBD goes beyond government workers. A survey of over 1,600 motorists in the Manhattan CBD shows that fewer than one-half of those parking in the CBD personally pay for parking. The majority of CBD parkers have employer-provided parking, are reimbursed by their employer or park at unmetered curbside spaces.

Key findings from the survey are:

- 38% of motorists parking in the CBD parked in a garage or parking lot and personally paid the parking fee.
- 5% parked on-street and paid the metered fee.
- 38% had parking provided to them or were reimbursed the cost. This group includes private sector workers with employer-provided parking, government employees using parking permits, construction workers parking at job sites and self-employed persons for whom parking is a business expense.
- 19% parked at unmetered on-street spaces.

Previous studies have shown that the cost and availability of parking is the biggest factor influencing potential motorists' choice between driving and taking public transportation. The results of this large survey of Manhattan drivers shows that free or reimbursed parking is an inducement for the majority of motorists who choose to drive to the CBD rather than use public transportation or other means of travel.

The study also shows that parking cost is not a factor for an even larger proportion of all motorists in the CBD. Of drivers who were surveyed as they approached river crossings leading out of the CBD, only one-quarter had paid to park in the CBD:

- 39% were passing through the CBD without stopping or parking.
- 4% had made stops in the CBD but not parked (includes picking up and dropping off of people and packages).
- 33% had parked but either did not pay or were reimbursed the cost.
- 25% parked and personally paid the cost (22% off-street and 3% on-street).

The report also found that:

- 71% of motorists interviewed parked in a garage while 29% parked on the street.

- Off-street parking cost 14 times more than on-street parking, $24.42 versus $1.73.
- One-half of those parking in the CBD live in New York City.
- At the time the interviewing was conducted (midday through the evening rush hour), over 80% of the through traffic originated in New York City.

Since the 1970s, off-street parking restrictions have been the City's primary policy tool to discourage people from driving into the Manhattan CBD. Partially as a result of these policies, Manhattan has the highest off-street parking costs in the United States. This study shows that this policy has failed to stem traffic into the Manhattan CBD because the large majority of people driving in the CBD do not pay for parking.

The central implication of this finding is that other economic incentives need to be implemented to discourage driving in the CBD. Incentives should include:

- Restrict the availability and use of government-issued parking placards, used by many government workers to park for free.
- Increase the price of on-street parking and expand the number of metered spaces, with the goal of creating a sufficient vacancy rate to sharply reduce the number of drivers searching for parking.
- Encourage private companies to restrict the provision of employer-provided parking.
- Provide incentives for employers to establish parking "cash-out" for any employees to whom they currently provide subsidized parking. In cash-out programs, employers who provide subsidized or free parking also offer to these employees, as an alternative, a payment equal to the cost to the employer for the parking space. Thus, an employer who pays $300 a month for certain employees' parking would offer the employees $300 in cash if they stop driving to work.
- Institute congestion pricing in the Manhattan CBD. Pricing should be applied in a targeted fashion to discourage those motorists who by driving at the busiest times and places most contribute to traffic congestion.

Current economic incentives are skewed in favor of driving since motorists do not incur the cost of delay they create for others, nor, as this study finds, do most of them pay for the value of the real estate they park on. While avoiding these costs, they create real costs for the city's economy and quality of life. Fixing the economic incentives is thus simply a matter of requiring drivers to pay the costs of the space that they use.

This package would have a multitude of benefits for the city:

- Less traffic from drivers searching for a free or inexpensive parking space.
- Less traffic congestion from drivers double-parking because they cannot find a curbside space.

- Faster and more reliable bus service.
- Less noise, pollution and danger from traffic.
- Reduced traffic delay.

The on-street parking fees and, most importantly, congestion pricing would also create a new source of revenue that could be used for improving the public streetscape and for public transportation improvements. Expanded and more reliable transit service will be vital in light of the increase in transit trips that will be generated by a rationalized set of economic incentives for drivers.

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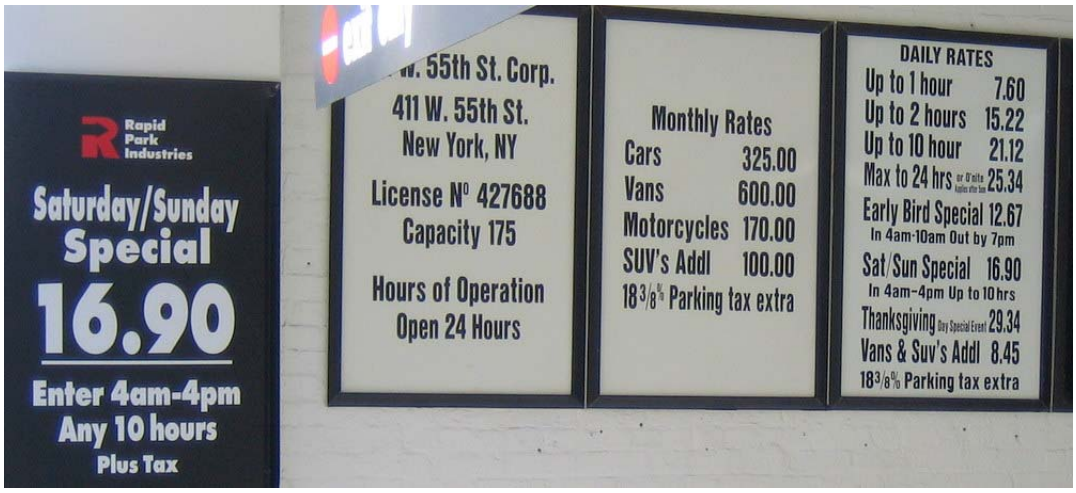

Purpose and Methodology

Traffic congestion imposes a wide range of costs on New York City residents, workers, businesses and the city economy. Data compiled by the metropolitan planning agency indicate that the value of time lost to travel delay is over $10 billion annually in New York City.[1] A recent study for the Partnership for New York City found that traffic congestion has over $13 billion in economic costs to businesses and consumers and results in the loss of over 38,000 jobs in the New York region, including at least 15,000 in the Manhattan CBD.[2] Beyond these economic costs are a range of human costs: injuries and deaths from motor vehicle accidents, diminished quality of life from excessive traffic, and the health effects of motor vehicle emissions.

Traffic congestion is sometimes seen as a sign of the city's economic and social health and vitality. Mayor Michael Bloomberg has commented, "We like traffic, it means economic activity, it means people coming here."[3] Economists have long recognized, however, that congestion tends to exceed economically efficient levels because motorists do not bear the full cost of their use of the roads. In heavily trafficked areas, each additional motor vehicle causes additional traffic delay on all the other motorists behind it. Yet no motorist is charged for this "negative externality." The result is that traffic delay slows economic activity and causes job losses, as shown in the Partnership study.

Although not necessarily articulating the economic theory discussed here, New Yorkers want to discourage auto trips that could easily be taken using the subway, bus or other means.[4] Discouraging unnecessary trips provides traffic relief to economically important trips and to uses of the streets that truly have no alternative such as buses and delivery vehicles.

Given the tendency of people to overuse congested streets and roads, government has an important role in providing financial disincentives to clog the streets. In New York City, the primary policy lever has been zoning regulation. As a result of environmental litigation in the 1970s, the New York City zoning code caps the amount of off-street parking that may be built in most of Manhattan[5] and requires a special permit for the construction of public parking facilities below 60 Street.[6] The result has been severely

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[1] New York Metropolitan Transportation Council, "Congestion Management System 2005 Status Report," August 2005, p. 129. Based on 605,000 vehicle hours of delay per day and $23 per hour value of time for recurring congestion and adjustment to include non-recurring delay from traffic accidents, adverse weather and other incidents.

[2] Partnership for New York City, "Growth or Gridlock? The Economic Case for Traffic Relief and Transit Improvement for a Greater New York," December 2006. www.pfnyc.org/publications/Growth%20or%20Gridlock.pdf

[3] "In shift, New York City seeks to reduce traffic," Crain's Insider, September 12, 2006

[4] See Bruce Schaller, "Battling Traffic: What New Yorkers Think About Road Pricing," Manhattan Institute for Policy Research, December 2006. www.schallerconsult.com/pub/roadpricing.htm

[5] Special zoning rules apply in the CBD (below 60 Street) with similar rules extending to 110 Street on the West Side and 96 Street on the East Side.

[6] City Planning Commission, "Zoning Resolution, Article I: General Provisions, Chapter 3 – Comprehensive Off-Street Parking Regulations in Community Districts 1, 2, 3, 4, 5, 6, 7 & 8 in the Borough of Manhattan and a Portion of

restricted parking supply and the highest off-street parking costs in the United States.[7] The Manhattan CBD has 109,222 off-street public parking spaces,[8] for a ratio of approximately one off-street public space for every 16 CBD workers. There are also 29,000 curb spaces in the CBD, of which 6,900 are metered.[9]

The seeming dearth of parking in the Manhattan CBD strongly discourages people from driving into the city's core. The lack of parking is the most frequent reason that New York City residents take the subway instead of driving when both modes are under consideration for a trip.[10] In recent focus group discussions with people who regularly drive into the Manhattan CBD, lack of parking was often named as a more important problem than traffic congestion.[11]

How well has parking policy served to bring some rationality to traffic in the CBD? One obvious fact is that despite zoning restrictions and the highest parking fees in the nation, the number of vehicles entering the Manhattan CBD by early afternoon increased by 15% over the past quarter century.[12] Furthermore, traffic delays act as a substantial drag on the city's economy with deleterious impacts on New Yorkers' quality of life.

Several studies have suggested that parking costs have failed to act as a disincentive to driving because many drivers do not bear the parking cost. A 1995 study found that 45% of those parking off-street in three areas of the CBD are partly or fully reimbursed for the cost of parking.[13] A 2004 telephone survey of trans-Hudson drivers found that only 40% of New Jersey residents who parked in the CBD paid for parking themselves.

Community Districts 1 and 2 in the Borough of Queens," amended January 19, 2005. http://www.nyc.gov/html/dcp/pdf/zone/art01c03.pdf

[7] The median daily parking rate was $40 in Midtown Manhattan and $32 in Downtown Manhattan, compared with downtown rates of $31 in Boston, $30 in Honolulu, $25 in Chicago and $24 in Los Angeles, San Francisco and Seattle in 2006. Colliers International, "North America CBD Parking Rate Survey Highlights, 2006," July 2006.

[8] Figure provided by the New York City Department of City Planning, as of August/September 2006. This figure includes 108,754 spaces in public parking garages licensed by the Department of Consumer Affairs and 468 spaces in City-owned lots. These figures do not include accessory parking such as parking that is part of a residential tower and available only to residents of the building.

[9] Donald C. Shoup, *The High Cost of Free Parking*, American Planning Association, 2005, p. 514.

[10] Among New York City residents who generally use the subway but sometimes use or consider using a car, 38% said "availability of parking" was the main reason to take the subway; 20% said "not able to get there by auto" and 17% said "how long the trip will take." Among respondents who generally use their car but sometimes take the subway, "availability of parking" was cited by 57% as the main reason to take the subway instead of driving, 17% said "not able to get there by auto" and 14% said "how long the trip will take." See Bruce Schaller, "Enhancing Transit's Competitiveness: A Survey Approach to Identifying Priorities," *Transportation Research Record 1669*, 2000. www.schallerconsult.com/pub/enhancef.htm

[11] Focus groups conducted for the report, "Battling Traffic: What New Yorkers Think About Road Pricing."

[12] Source: Data on CBD vehicle entries provided by the New York City Department of Transportation. The 15% figure is based on vehicle entries between 4 a.m. and 2 p.m., when vehicle accumulation in the CBD peaks. After 2 p.m., the number of vehicles leaving the CBD exceeds the number entering.

[13] John C. Falcocchio, Jose Darsin and Elena Prassas, "An Inquiry on the Traffic Congestion Impacts of Parking and Pricing Policies in the Manhattan CBD," Polytechnic University Transportation Training and Research Center, February 1995.

The study found that 15% of parking was employer paid, 5% was "other paid," and 33% was "free."[14]

Although suggestive that many CBD drivers do not pay for parking, these studies were not comprehensive and did not fully explain how non-payers' parking is provided. Would the results from these studies be found for all drivers entering the CBD? Was the "free" parking in the New Jersey survey subsidized by employers, or did commuters park on the street or make some other arrangements?

This study was undertaken to provide a comprehensive picture of parking for all CBD auto drivers. The study investigated the following questions:

- How many CBD motorists park in the CBD?
- How many use off-street facilities versus on-street spaces?
- How many pay for their parking?
- What other arrangements are made to pay the parking cost?
- How much does parking cost?

The study focused on auto drivers, who account for 60% of motor vehicle trips with CBD destinations.[15] Trucks, commercial vehicles, taxis and liveries were not surveyed.

The study methodology consisted of intercept interviews with motorists in the Manhattan CBD. Interviews were conducted principally on streets that lead toward six river crossings: the Brooklyn, Williamsburg and Manhattan bridges and the Holland, Lincoln and Midtown tunnels. Outbound locations were chosen so that motorists could be asked about their actual parking behavior and cost on the day of the interview.

Interviewing was conducted on weekdays between 1 p.m. and 6:30 p.m. as motorists waited for their traffic signal to turn green. Interviewing was conducted on one-way streets such as East 36 Street, East 59 Street, Watts Street, Beekman Street and Norfolk Street where drivers could readily and safely be approached from the curb. Interviewers asked a short series of questions that could be answered in the 30 to 50 seconds available while drivers waited at a red light. Motorists were generally cooperative and a high percentage of those approached answered the survey questions. (See Appendix A for the questionnaires used in the study.)

For logistical and safety reasons it was not possible to interview motorists traveling north across 60 Street or approaching the Brooklyn Battery Tunnel. To compensate for this, interviews were also conducted at Midtown and Downtown parking garages.

[14] University Transportation Research Center, "Evaluation Study of Port Authority of New York and New Jersey's Time of Day Pricing Initiative," Final Report, March 2005. www.utrc2.org/research/assets/73/valuepricing1.pdf Data for CBD parkers was provided by the authors, whose cooperation is gratefully acknowledged.

[15] Schaller Consulting, "Necessity or Choice? Why People Drive in Manhattan," prepared for Transportation Alternatives, February 2006. www.transalt.org/campaigns/reclaiming/schaller_Feb2006.pdf

Garage interviewing was conducted between 7:30 a.m. and 1:30 p.m. The garage interviews thus included drivers who entered via 60 Street and drivers who left the CBD before interviewing at the portals commenced.

The survey was conducted on weekdays from January 12 to February 1, 2007. A total of 1,375 usable surveys were completed at bridges and tunnels and 237 surveys were completed at parking garages, for a total sample size of 1,612. The margin of error is 2.5 percentage points for the bridge and tunnel surveys and 6 percentage points for the garage surveys at a 95% confidence level.

Analysis of results showed no significant differences between garage parkers in the bridge and tunnel survey and the garage survey, except that a larger proportion of drivers from the Bronx and Westchester County were in the garage survey than in the bridge/tunnel survey. This report thus focuses primarily on results from the bridge/tunnel survey, which includes motorists who parked on-street and those not parking in the CBD. The garage survey is used to supplement bridge/tunnel survey results for the cost and duration of garage parking and to correct for the underrepresentation of Bronx and Westchester in place of residence data.

It should be noted that the survey does not include drivers who never entered the street grid, e.g., traveling down the FDR drive and exiting Manhattan at the Brooklyn Bridge. With this caveat, survey results appear to be representative of auto users in the Manhattan CBD.

Parking in the Manhattan CBD

This section reports survey results for motorists who parked in the Manhattan CBD, based on motorists interviewed at bridge and tunnel approaches (except as noted).

Over two-thirds park in a garage or lot

Over two-thirds of motorists parked off-street in a garage or lot:

- 71% parked in a garage or parking lot.
- 29% parked on the street, primarily at non-metered spots.

Off-street parking was most frequent among motorists interviewed near the Midtown Tunnel (84% parked off-street) and Brooklyn Bridge (83% parked off-street). Note that Brooklyn Bridge interviews were conducted on Beekman Street and appeared to consist primarily of drivers who worked in the Wall Street area.

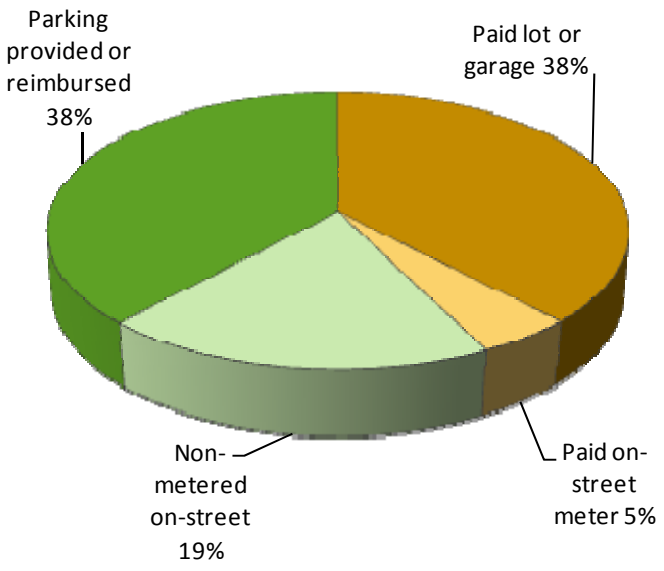
The highest frequency of on-street parking was among motorists interviewed near the Williamsburg Bridge (48% parked on-street) and Queensboro Bridge (41%).

About 2 in 5 paid for parking

The central purpose of the survey was to understand the cost of parking in the CBD. As Figure 1 shows, fewer than one-half of motorists personally paid for parking:

- 43% personally paid for parking. This includes 38% who parked in an off-street garage or lot and 5% who parked at an on-street meter.
- 38% had parking provided to them or were reimbursed the cost. This group includes 24% who were reimbursed for parking expense by an employer or others, 10% for whom employers or others provided a parking space; and 4% who can deduct parking cost as a business expense.
- 19% parked at unmetered on-street spaces.

Figure 1. Payment for parking



Base: 782 motorists interviewed near bridges and tunnels who parked in the CBD.

Off-street parking costs 14 times more than on-street meters

As expected, the cost of off-street parking was far higher than on-street parking:

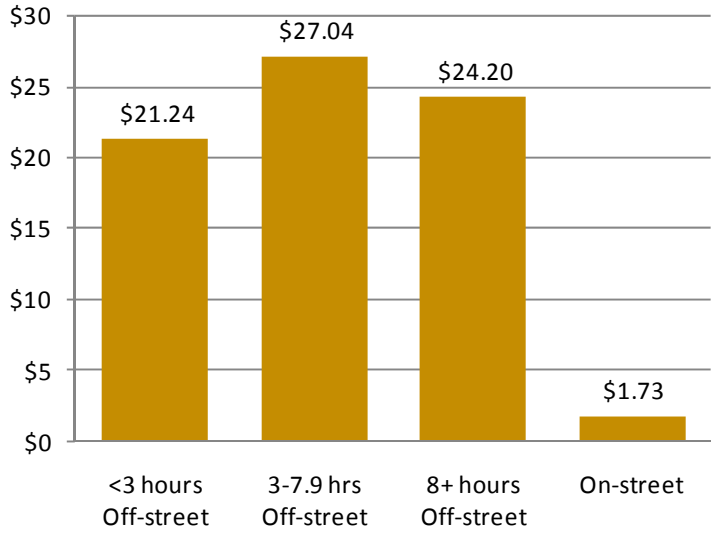
- Motorists who parked in a garage or lot paid an average of $24.42.
- Those paying on-street meter fees paid an average of $1.73, or one-fourteenth the cost of parking in a garage or lot.

For off-street parkers, the cost of parking varied little between short-term and long-term parkers, reflecting the high parking fees for short periods and the benefits of early-bird specials. See Figure 2.

The large majority (82%) of motorists parking in a garage or lot paid a daily fee as opposed to a weekly or monthly fee. Most of those paying other than daily paid by the month and also parked for 8 or more hours. The cost of parking for this group averaged $334 per month. Monthly parkers thus paid 14 times as much as daily parkers. This ratio is substantially less than the average number of work days in a month (roughly 20), suggesting that a substantial number of parkers do not drive into the CBD every weekday.

Taking into account all motorists who parked in the CBD – including those who parked for free – the amount that motorists personally paid for parking averaged $8.89.

Figure 2. Average parking costs



Base: 544 motorists who paid to park in garages or lots (from both bridge/tunnel and garage interviews) and 62 motorists (from bridge/tunnel interviews) who paid on-street meters.

Fewer than one-half park for the whole day

About one-half of those parking in a garage or lot and one-quarter of those parking on the street parked for 8 or more hours. The average parking duration was thus well under 8 hours:

- 3.6 hours for on-street parkers.
- 6.0 hours for off-street parkers.

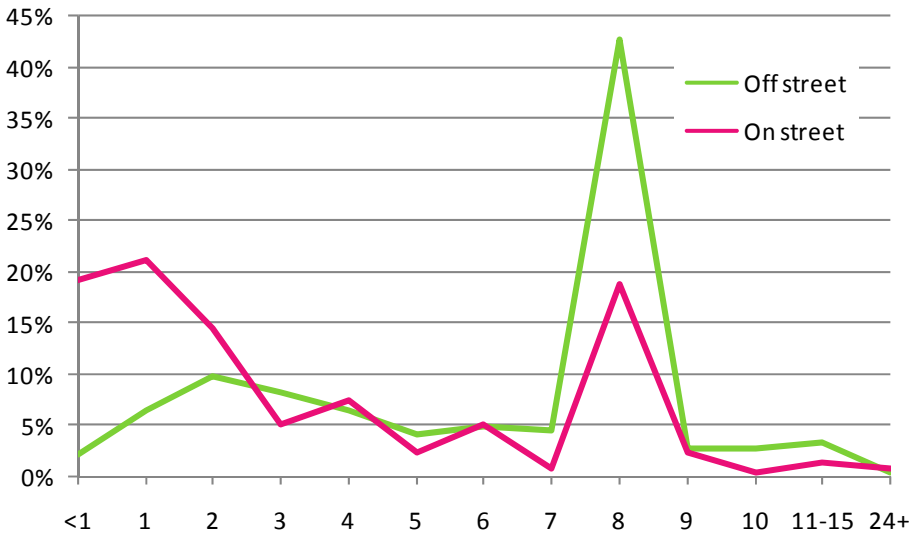
Even though parking garage rate structures discourage short-term parking, 19% of those parking in a garage or lot parked for less than 3 hours. See Figure 3.

Work-related trips predominate

A large majority of people parking in the CBD are in the CBD for work or work-related reasons:

- 81% of CBD parkers are on a work-related trip (this includes commuting and business-related travel).
- 19% are not work-related.

Figure 3. Duration of parking



Base: 769 motorists who parked in garages or lots (from both bridge/tunnel and garage interviews) and 213 motorists (from bridge/tunnel interviews) who parked at the curb.

One-half live in New York City

City residents comprise about one-half of the motorists who park in the CBD. Suburban drivers are evenly split between New York and New Jersey residents:

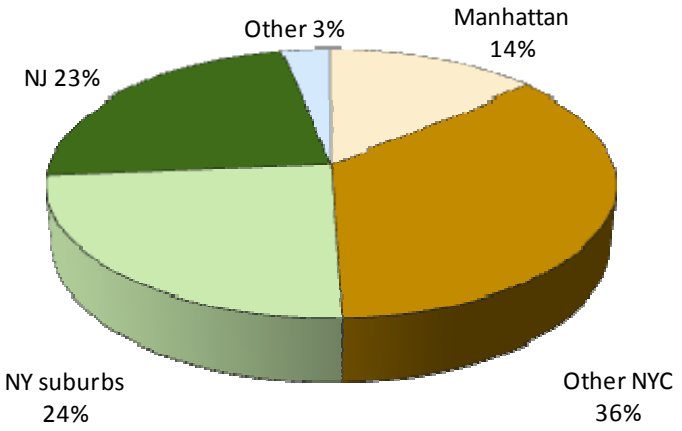
- 49% of motorists live in New York City, primarily in Manhattan, Queens and Brooklyn.
- 24% live in the New York suburbs.
- 23% live in New Jersey.
- 3% live elsewhere.

Most NYC residents have subway access and a disproportionate number pay neither parking fees nor tunnel tolls

The survey showed that New York City residents who park in the CBD generally have access to the subway and disproportionately pay neither parking fees nor tolls for their CBD trip:

- 76% of New York City residents interviewed live close to a subway station.
- 41% of New York City residents neither paid for parking nor paid a toll (based on their being interviewed heading toward a free bridge when interviewed).
- In contrast, only 21% of suburban residents paid for neither parking nor tolls.

Figure 4. Residence of motorists parking in the CBD



Base: 782 motorists interviewed near bridges and tunnels who parked in the CBD, with an adjustment for the undercount of Bronx and Westchester residents based on the garage survey.

Parking by government employees

The survey attempted to identify drivers who used government-issued placards or otherwise used government-provided parking. Drivers who had not paid for parking were asked who provides the parking, with one choice being "government agency."

Of drivers who parked on-street for free, the survey identified 6% who used a government-issued placard. Of those parking off-street for free, 26% had parking provided by a government agency; about one-half of these mentioned the police department.

The survey is likely to understate the role of government placards in CBD parking due to the locations at which interviewing could be conducted. Census data show that most government auto commuters work in the City Hall/Federal Courthouse area located just north of the Brooklyn Bridge. For logistical reasons, all interviewing in the Brooklyn Bridge area took place on Beekman Street, south City Hall. Government workers are likely to approach the bridge from the north and thus relatively unlikely to have been interviewed.

Driving in the CBD

This section reports survey results for all motorists who were interviewed at bridge and tunnel approaches, whether or not they parked in the CBD. These results show that motorists passing through Manhattan on the way to destinations outside the CBD are a substantial portion of CBD traffic.

2 in 5 motorists are just passing through

Through traffic (motorists not parking or stopping in the CBD) account for about 2 in 5 cars on streets approaching bridges and tunnels in the CBD:

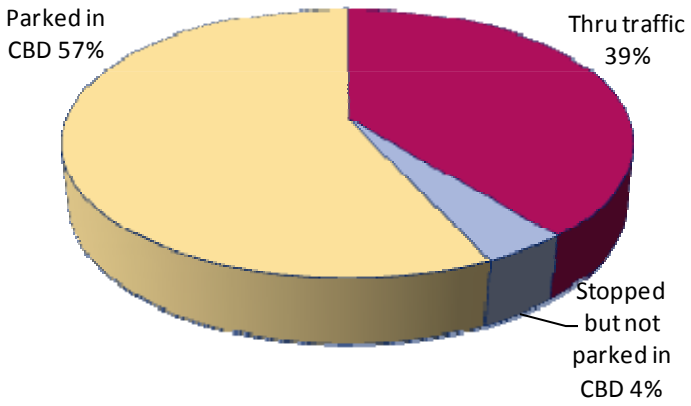
- 39% of drivers were making through trips.
- 4% had made a stop in the CBD but not parked (e.g., dropping off or picking up people or packages).
- 57% had parked in the CBD. See Figure 5.

Through trips less likely to be work-related

Motorists making through trips were less likely than those parking in the CBD to be traveling for work or work-related purposes:

- 67% of through travelers were making work-related trips compared with 81% of those who had parked in the CBD.
- Overall, 74% of motorists interviewed were on work-related trips while 26% were not work-related.
- Work-related travel is only slightly lower in the early afternoon (65%) than during the evening rush hour (75%).

Figure 5. Local and thru traffic in the Manhattan CBD



Base: 1,375 motorists interviewed at bridges and tunnels.

As with CBD parkers, one-half of through travelers are New York City residents

The place of residence of motorists making through trips is nearly identical to that of motorists who parked in the CBD:

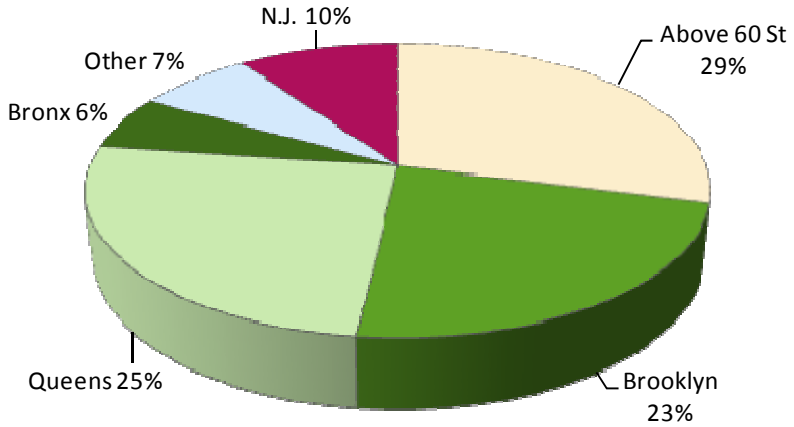
- 48% live in New York City, not statistically different from the 49% of CBD parkers.
- 20% live in the New York suburbs compared with 24% of motorists who parked in the CBD.
- 27% live in New Jersey, not statistically different from the 23% of CBD parkers.
- 5% live elsewhere.

Most of the through traffic in the afternoon originates in Manhattan, Brooklyn or Queens

Thru traffic originated primarily in Manhattan, Brooklyn and Queens:

- 29% of drivers passing through the CBD started their trips in Manhattan above 60 Street.
- 25% originated in Queens.
- 23% started in Brooklyn.
- 6% originated in the Bronx.
- 10% originated in New Jersey. See Figure 6.

Figure 6. Origins of through trips



Base: 1,375 motorists interviewed at bridges and tunnels.

Thru traffic is most prevalent at the Holland Tunnel

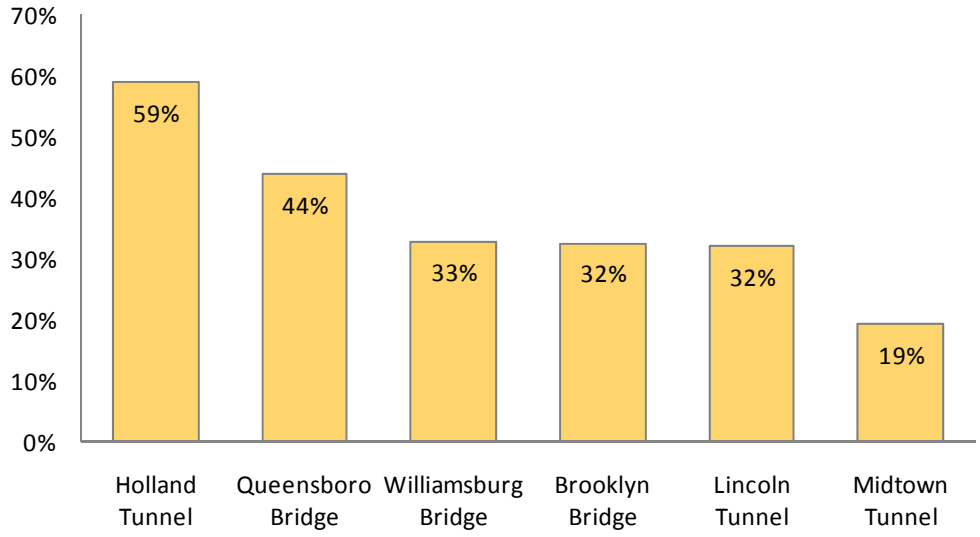
Thru traffic was highest at the Holland Tunnel, where 59% of drivers interviewed were passing through the CBD without stopping.

- Most of the through trips at the Holland Tunnel originated in Brooklyn and Queens.
- The Queensboro Bridge had the second highest incidence of through traffic, 44%. Most through trips originated in Manhattan north of 60 Street.
- Through traffic comprised about one-third of vehicles headed toward the Williamsburg and Brooklyn Bridges and Lincoln Tunnel. These vehicles primarily originated above 60 Street or in Queens or Brooklyn.
- At the Midtown Tunnel, 19% of drivers were making through trips, primarily originating in New Jersey. See Figure 7.

The high rate of through traffic at the Holland Tunnel is partly explainable by the relatively direct route to it from the Williamsburg and Manhattan Bridges. The one-way westbound Verrazano Bridge toll may also be a factor.

Through traffic was about as prevalent midday (37% of motorists) as in the early afternoon (42%) and evening rush period (37%).

Figure 7. Rate of through traffic



Base: 1,375 motorists interviewed at bridges and tunnels.

Most vehicles carry only the driver

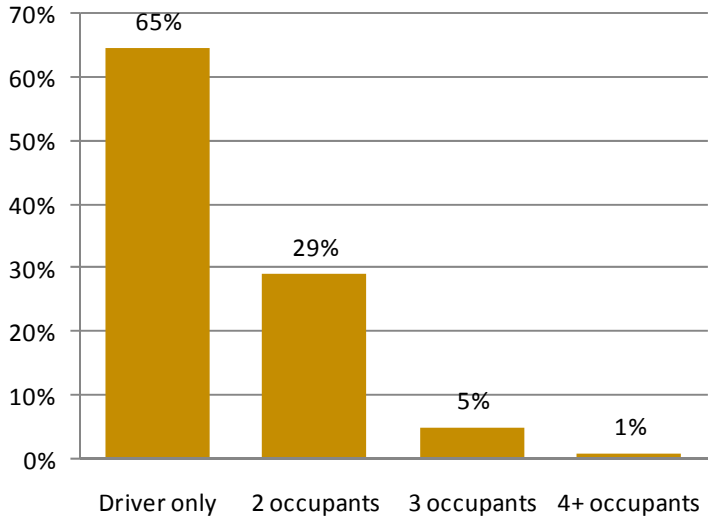
Two-thirds of vehicles had a single occupant (the driver):

- 65% had only the driver
- 29% had one passenger
- 6% had two or more passengers. See Figure 8.

The average vehicle occupancy was 1.43. Vehicle occupancy did not vary significantly between through traffic and those parking in the CBD, or by time of day or whether drivers parked on the street or off-street. There was, however, some difference related to trip purpose:

- Single-occupant vehicles comprised 73% of work-related trips; vehicle occupancy averaged 1.31.
- Single-occupant vehicles comprised 41% of non-work trips; vehicle occupancy averaged 1.76.

Figure 8. Vehicle occupancy



Base: 1,375 motorists interviewed near bridges and tunnels.

Appendix: Survey Forms

Manhattan Driver Survey – *driver intercept*

Hi! I'm _____ and we are conducting a short survey about traffic in this area for Transportation Alternatives.

1. Did this trip start in Manhattan below 60 St?
   - ☐ [1] Yes
   - ☐ [2] No → 1a Did this trip start…
     - ☐ [1] In Manhattan above 60 St.
     - ☐ [2] Bronx
     - ☐ [3] Brooklyn
     - ☐ [4] Queens
     - ☐ [5] Staten Island
     - ☐ [6] New Jersey
     - ☐ [7] Long Island
     - ☐ [8] Westchester/Conn/north of NYC

2. Are you coming from work?
   - ☐ [1] Yes (work or a work-related appointment)
   - ☐ [2] No

3. Did you park on the street or in a lot?
   - ☐ [1] On the street → 3a. Did you park at a meter?
     - ☐ [1] Yes As*k Qs 4 through 6*
     - ☐ [2] No *Ask Qs 4a & 6 only*
     - ☐ [3] No, waited in car *Ask Qs 4a & 6 only*
   - ☐ [2] Lot (outdoor or garage)

4. How long were you parked there and how much did it cost?

   A. [How long:]
   - ☐ [1] _____hours
   - ☐ [2] [Do not read:] Parked overnight

   B. [Cost:]
   - ☐ [1] $_____ → 4b1. Is that cost for …
     - ☐ [1] Today only
     - ☐ [2] Per week
     - ☐ [3] Per month
     - ☐ [4] Other: _____
   - ☐ [2] [Do not read:] No cost: → 4b2. Who provides the parking?
     - ☐ [1] Gov't agency: _____
     - ☐ [2] Other employer
     - ☐ [3] Other: _____

   Go to Q. 6

5. Will the cost of parking be reimbursed by your employer?
   - ☐ [1] Yes (reimbursed by your employer)
   - ☐ [2] No (not reimbursed)
   - ☐ [3] [Do not read:] Self-employed

6. What is your home zip code?

   _____

Thank you for participating in this survey!

7. Number persons in car including driver:
   __1
   __2
   __3
   __4+

For each group of surveys:

Date: Jan. ____, 2007

Street: _____

Cross-street:_____

Time began this group: ___:___ am/pm

Time ended this group: ___:___ am/pm

Your initials: _____

Manhattan Driver Survey – *intercept at garages*

Hi! I'm _____ and we are conducting a short survey about parking in this area for Transportation Alternatives.

1. In driving here today, did you …
   - ☐ [1] Cross 60 Street
   - ☐ [2] Use a bridge (Queensboro, Manhattan, Brooklyn, Williamsburg)
   - ☐ [3] Use a tunnel (Midtown, Lincoln, Holland, Battery)
   - ☐ [4] Began trip below 60 Street

2. Are you here for work?
   - ☐ [1] Yes (work or a work-related appointment)
   - ☐ [2] No

4. How long will you be [*or* were you] parked here and how much will [*or* did] it cost?

   A. [How long:]
   - ☐ [1]_____hours
   - ☐ [2] [Do not read:] Parked overnight

   B. [Cost:]
   - ☐ [1] $_____ → 4b1. Is that cost for …
     - ☐ [1] Today only
     - ☐ [2] Per week
     - ☐ [3] Per month
     - ☐ [4] Other: _____
   - ☐ [2] [Do not read:] No cost: → 4b2. Who provides the parking?
     - ☐ [1] Gov't agency: _____
     - ☐ [2] Other employer
     - ☐ [3] Other: _____

   Go to Q. 6

5. Will the cost of parking be reimbursed by your employer?
   - ☐ [1] Yes (reimbursed by your employer)
   - ☐ [2] No (not reimbursed)
   - ☐ [3] [Do not read:] Self-employed

6. What is your home zip code?

   _____

Thank you for participating in this survey!

7. Number persons in group including driver:
   __1
   __2
   __3
   __4+

For each group of surveys:

Date: Jan. ____, 2007

Street: _____

Cross-street:_____

Time began this group: ___:___ am/pm

Time ended this group: ___:___ am/pm

Your initials: _____