Central Business District Tolling Program

Parking Study

NEW YORK CITY DOT

July 2026

Letter from the Commissioner

Dear Fellow New Yorkers,

After decades of false starts, congestion pricing in New York City is no longer an abstract concept but rather a resounding success. The positive results across a range of metrics are the result of years of hard work by advocates, academics, government staff, and technical partners. The benefits of the MTA's tolling in the Manhattan congestion relief zone (CRZ) are now well-established: less traffic, faster crossing speeds, and increased mass transit ridership, among other improvements.

As someone who has long studied and championed congestion pricing as an equitable transportation policy, it was a moment of great pride for me and my team at the New York City Department of Transportation (NYC DOT) earlier this year as we celebrated the program's first anniversary alongside our City and State colleagues. Congestion pricing has been a win-win: saving time for critical car and truck trips while funding the modernization and expansion of the transit system — subways, buses, and commuter railroads — on which most New Yorkers rely. At the same time, NYC DOT continues to invest in affordable, efficient, and sustainable travel options for accessing the CRZ through projects like bus priority corridors, a safer and more connected bike lane network, and pedestrian and public space improvements.

One of the foremost concerns about congestion pricing was that it would radically affect parking availability by incentivizing more "park and ride" behavior, making it more difficult to park in certain New York City neighborhoods. In response to that concern, the congestion pricing law passed by the state legislature in 2019 required that NYC DOT analyze the impact of the new tolling system on street parking.

This resulting study, one of the most complex and detailed analyses of its kind ever prepared by DOT, combines rigorous data collection and comprehensive analysis. After processing reams of data, the team's main conclusion is clear: the worst fears about the impact on parking in New York City over the last 18 months have not come to pass. That is, in key areas outside the CRZ – in northwest Brooklyn, western Queens and on Manhattan's Upper West and Upper East Sides – the study did not see disproportionate increases in parking demand during congestion pricing's peak toll hours.

However, this study does confirm and reinforce a more fundamental challenge with on-street parking in New York City: in those neighborhoods and others, demand for street parking has dramatically and perennially outstripped supply in the seven decades since New York City legalized overnight street parking in 1952. Over 96% of on-street parking in our city remains ostensibly "free" but those searching for spaces


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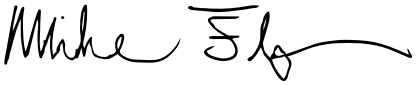
in most neighborhoods know too well the social, economic, and opportunity costs of not being able to find a parking or delivery spot when you need it. Like the Manhattan congestion that motivated the tolling program, those hidden costs are not immutable but rather a policy failure.

The highest-level takeaway of this new report is that the preponderance of free parking across New York City is, by far, the prime driver of limited parking availability and drives the endless battle for curb space.

Earlier this year, NYC DOT announced its new Office of Curb Management to help counteract the reality that our city's curbs, with nearly three million free parking spaces, must be more efficiently managed. This new office, using the facts validated by this report, will be looking ahead in a clear-eyed way at the topic of parking reform, which – though challenging politically – is the right thing to do to reduce traffic injuries and fatalities, to make it easier to do business in the city, and to save New Yorkers a whole lot of time and frustration.

I look forward to working with our partners in government to pursue meaningful reform in the months and years ahead. Our effort will recognize how the major benefits to overhauling how we regulate our curbs – less double parking, less congestion, fewer hours wasted by drivers, and cleaner air – may be as valuable to New York City's transportation future as congestion pricing.



Mike Flynn
Commissioner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Contents


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Executive Summary

On January 5, 2025, the Metropolitan Transportation Authority (MTA) initiated Congestion Relief Zone (CRZ) tolling, commonly known as congestion pricing, in Manhattan south of 60th Street. The 2019 Traffic Mobility Act[1] required New York City to study the impact of the program on parking conditions within and around the CRZ.

DOT collected and analyzed parking activity data before and after CRZ tolling, across multiple times of day, in six neighborhoods inside the zone and at commercial and residential block faces surrounding 18 transit stations at the CRZ border and outside the CRZ in Manhattan, the Bronx, Brooklyn, and Queens. The study finds that parking was difficult to find in the study areas before congestion pricing and remained difficult afterward, and that the changes observed after tolling were generally small and not clearly attributable to the program:

- Citywide there was **high parking occupancy and low parking availability before and after congestion pricing. Inside the CRZ, parking occupancy was largely stable following congestion pricing.** Outside the CRZ, occupancy increased modestly across all time periods, but increases were generally under five percentage points or did not impact parking availability.
- **Parking availability is lowest at free parking spaces.** Before and after congestion pricing, occupancy at free parking spaces, typically on residential blocks with only street cleaning regulations ("ASP-Only"), was almost universally above DOT's 85% threshold for low availability and frequently near 100%. **Metered spaces by contrast had lower occupancies**, often below 70%, and greater parking availability.
- **The study did not find a discernible surge in "park and ride" activity.** Changes in occupancy were spread across all time periods, rather than concentrating in the peak tolling period (i.e., morning and afternoon) when commuters could theoretically seek to avoid the $9 congestion pricing toll by parking outside the CRZ and then taking transit to their final destination**.**

1The Central Business District Tolling Program (CBDTP) was established under the New York State Vehicle and Traffic Law Article 44-C section VTL § 1704, enacted as part of the 2019-2020 State Budget via the Traffic Mobility Act.

Methodology

DOT collected parking activity data at 4,319 block faces (defined as one side of a city street) to assess changes in parking demand and duration that could be expected to be affected by CBDTP. Data was collected before implementation of congestion pricing in the winter and spring of 2024 and after implementation in the fall of 2025. The parking study is one of the most complex and detailed analyses of its kind ever prepared by DOT.

1. **Inside the CRZ** (six lower Manhattan neighborhoods): DOT used timelapse cameras to measure occupancy, parking duration, double parking, illegal vehicles and unique vehicles.
2. **Outside the CRZ** (all block faces 1/3 of a mile from 16 transit nodes across the city): DOT counted vehicles using car-mounted cameras and manual surveyors to assess changes to occupancy.
3. **CRZ Border Area** (between 60th and 84th streets on the Upper East and Upper West Sides): DOT applied both methodologies.

Three factors add variation to the data; they are discussed in more detail in the Methodology section of this report. The before-and-after data were collected roughly 18 months apart and in different seasons, and each location was surveyed on a single day before and after, therefore capturing ordinary day-to-day variation. For these reasons, DOT treats changes of less than five percentage points as within likely normal variation and aggregates findings to the borough level. Additionally, the study does not compare against an area unaffected by congestion pricing, so it observes correlation to the implementation of the program, rather than confirming a causal link.

Key Findings

1. **Inside the CRZ, parking conditions remained largely stable, with a modest decline in double parking.** Parking conditions did not change dramatically, with parking availability in the morning and evening periods and low parking availability in the midday and afternoon time periods. Double parking decreased 10% and there was a slight uptick in short duration stays (three percentage points). These factors contributed to occupancy decreases at commercial metered block faces during the midday and afternoon time periods (ten and nine percentage points). However, occupancy during these periods still exceeded 100%. These small improvements suggest a slight improvement in curb efficiency due to higher turnover.

2. **Outside the CRZ and at the CRZ border area, parking availability across all spaces was low both before and after congestion pricing.** Occupancy did not increase by more than five percentage points in 17 of 20 time periods analyzed (four time periods each for the four boroughs and the CRZ border area). The exceptions are Manhattan outside the CRZ in the afternoon (+6.5 percentage points) and in the Bronx in the evening and overnight (+8.5 and +9.3 percentage points). However, because the congestion pricing toll is 75% lower overnight, overnight changes are likely not related to congestion pricing.

3. **Outside the CRZ and at the CRZ border area, high occupancy of free parking drove low overall parking availability.** Block faces with only alternate side parking ("ASP-Only") regulations (i.e. block faces where the only parking regulation is Alternate Side Parking) outside the CRZ had low parking availability in nearly all time periods before and after congestion pricing. Before and after congestion pricing, ASP-Only block faces had low parking availability in all or nearly all time periods, with average occupancy at or greater than 85% across the board.

4. **Outside the CRZ and at the CRZ border area, metered block faces generally had parking availability before and after congestion pricing.**

After congestion pricing, averaged by borough, occupancy at metered block faces remained below 70% in 15 of the 20 time periods outside the CRZ and at the CRZ border.

5. **There was increased parking demand after congestion pricing at the metered block faces immediately north of the CRZ border.** Metered block faces immediately north of the 60th Street border saw more significant increases, ranging from 7 to 28 percentage points, most notably in the midday period.

6. **Outside the CRZ and at the CRZ border area, small occupancy increases occurred across time periods, not just during the peak tolling periods, suggesting that a surge in park and ride behavior was not the primary factor increasing occupancy.** In areas where occupancy increased on unmetered blocks, where regulations allow the long parking durations necessary for park and ride behavior, these increases occurred across all time periods, including the evening and overnight. Because occupancy increases were not concentrated in the time periods associated with the peak congestion pricing toll (i.e., morning and afternoon), this trend does not suggest increased occupancy was the result of toll avoidance.

This study highlights a consistently high parking occupancy across study areas, reflecting conditions that largely predate the program. These occupancy levels continue to be driven by the mismatch between demand for curb space and its supply, most acutely on unmetered ASP-Only block faces. Occupancy levels show some variation across study areas, with modest shifts observed in certain locations and no measurable change in others. This variability is consistent with the dynamic nature of parking conditions, which fluctuate independent of broader policy changes, for example based on weather, construction, or school schedules. Moreover, in the 18 months between the pre- and post-implementation data collections, other longer-term citywide trends, like increasing tourism, employment, and return to office rates, also impacted parking activity and observed occupancy rates.


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Background

Study Purpose

On January 5, 2025, the Metropolitan Transportation Authority (MTA) implemented the Central Business District Tolling Program (CBDTP), commonly known as congestion pricing. The program was enacted pursuant to the Traffic Mobility Act, passed by the New York State Legislature in 2019. As part of this legislation, the City of New York was required to "study the impact of congestion pricing on parking within and around the central business district" and to issue the study within 18 months of the beginning of tolling. The New York City Department of Transportation (DOT) is a co-sponsor of the program. The Final Environmental Assessment for the Central Business District Tolling Program, for which the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact refers to this Parking Study requirement in Subchapter 4D (page 4D-1, 4D-10, and 4D-11) and Chapter 16 (page 16-13). As the agency responsible for managing New York City's streets, DOT conducted the study. The agency compared parking activity data before and after congestion pricing's implementation to investigate:

1. **Whether parking conditions changed on commercial corridors inside the Congestion Relief Zone (CRZ) and just over the border as fewer vehicles entered the zone, and**
2. **Whether conditions changed at areas around transit nodes outside the CRZ and at the CRZ border area, including more residential locations, possibly due to increased visitor demand.**

DOT collected data on parking conditions prior to congestion pricing in the winter and spring of 2024, and after the implementation of congestion pricing in the fall of 2025.

Details of the Tolling Program

The CBDTP charges passenger vehicles once daily to enter the CRZ, which includes streets at or below 60th Street. Certain roadways are excluded from the CRZ including Franklin D. Roosevelt (FDR) Drive, the West Side Highway/Route 9A, the Battery Park Underpass, and surface roads connecting the Hugh L. Carey Tunnel to West Street. The toll is in effect 24 hours a day, 7 days a week, with peak pricing applied on weekdays 5am to 9pm and weekends 9am to 9pm. During the peak period, passenger and small commercial vehicles (sedans, SUVs, pick-up-trucks, and small vans) using an E-ZPass pay $9 and during the overnight period, they pay $2.25. Buses and trucks pay higher tolls.[2]

In January 2026, the MTA released the First Evaluation Report for CBDTP, which found that 11% fewer vehicles entered the CRZ between January and October 2025, representing over 21 million fewer vehicles. Within the CRZ, there were approximately 7.1% fewer vehicle miles traveled between January and September 2025.

2 For more information about the program, visit https://congestionreliefzone.mta.info/.


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Focus Areas

DOT analyzed parking conditions in a range of geographic areas to determine whether the impacts of congestion pricing varied across the City. This study examines parking changes in three focus areas: (1) within the CRZ, (2) at 16 transit nodes across New York City, and (3) at the border area along 60th Street in Manhattan.

Focus Area 1: **Inside the CRZ**

DOT collected data at All Vehicle, Commercial and Dual metered block faces[3] to analyze changes to occupancy and additional parking activity metrics. The agency analyzed parking conditions at metered block faces only to determine whether decreased traffic into the CRZ improved parking conditions at commercial and retail corridors.

Focus Area 2: **Outside the CRZ**

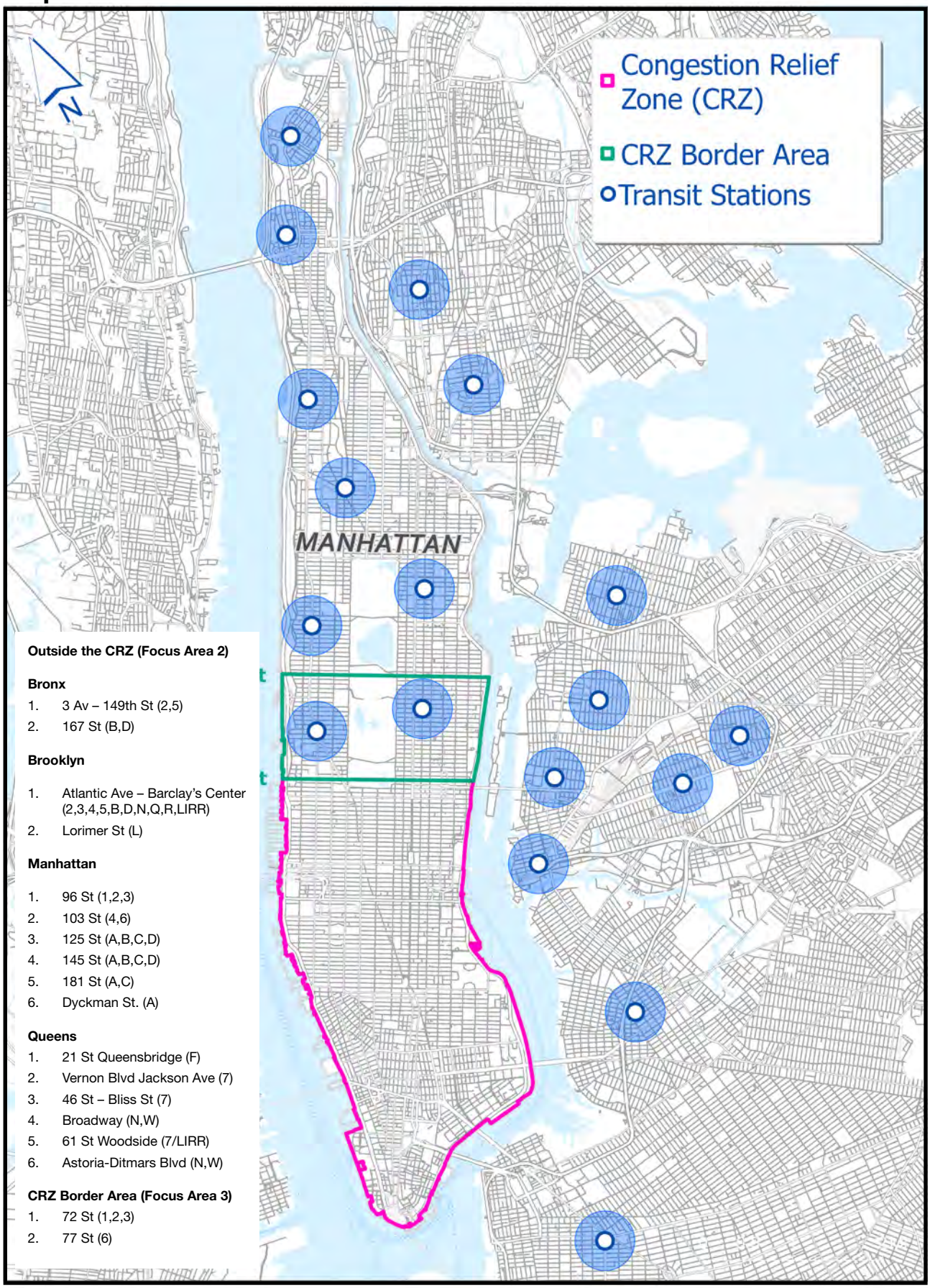
DOT collected data at all metered and unmetered block faces around 16 transit stations to analyze changes to occupancy. The agency assessed how metered and unmetered parking occupancy changed, including whether occupancy on unmetered block faces increased during times of day that would correspond to commuter park and ride activity.

Focus Area 3: **CRZ Border Area**

DOT collected data at metered and unmetered block faces between 60th and 84th Streets on the east and west sides of Manhattan to analyze changes to occupancy and additional parking activity metrics. The agency assessed whether parking activity just north of the CRZ border increased, which could be impacted by motorists or trucks seeking to avoid the toll.

[3] "Commercial metered block faces" are metered block faces restricted to commercial vehicles only. "All Vehicle metered block faces" are open to all vehicles. "Dual metered block faces begin the day as commercial and later convert to all vehicle parking.

Map 1: Focus Areas

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Methodology

To analyze changes to parking conditions in each of the focus areas, data surveyors recorded parking activity data at 4,319 block faces. A block face is defined as one side of a city street located between two consecutive intersections. DOT collected data using pole-mounted timelapse cameras, car-mounted video cameras and manual observations collected by surveyors, as well as conducting parking inventory surveys. No prior parking activity data collection of this kind and scale has been conducted in New York City.

1. Inside the Manhattan CRZ

Timelapse Image Collection

Inside the CRZ, DOT studied changes to parking activity at 52 metered block faces in six neighborhoods (see Map 2). Timelapse cameras were attached to streetlights over a period of several weeks to capture activity in the parking lane at five-minute intervals for one weekday and one Saturday. This produced timestamped images for 20,929 vehicles. DOT coded each vehicle on their first and last photo to note vehicle arrival and departure times. An in-house Timelapse Tool then automatically calculated the following evaluation metrics:

A. **Occupancy:** This is a measure of parking availability and is calculated by dividing the number of vehicles observed on a block face by the number of legal parking spaces on that block face. This study calculated average occupancy by time period (12am-6am, 6am-10am, 10am-2pm, 2pm-6pm, 6pm-12am). Block faces below 85% occupancy were classified as having parking availability, while those at or above 85% were classified as having low parking availability.

B. **Duration:** This is a measure of how long vehicles typically park on a block face. This

study calculated the length of stay for every vehicle on a block face and then determined the share of short parking sessions (defined as under 30 minutes) and longer parking sessions (e.g. 31 – 60 minutes, 1 – 3 hours, 3 – 6+ hours).

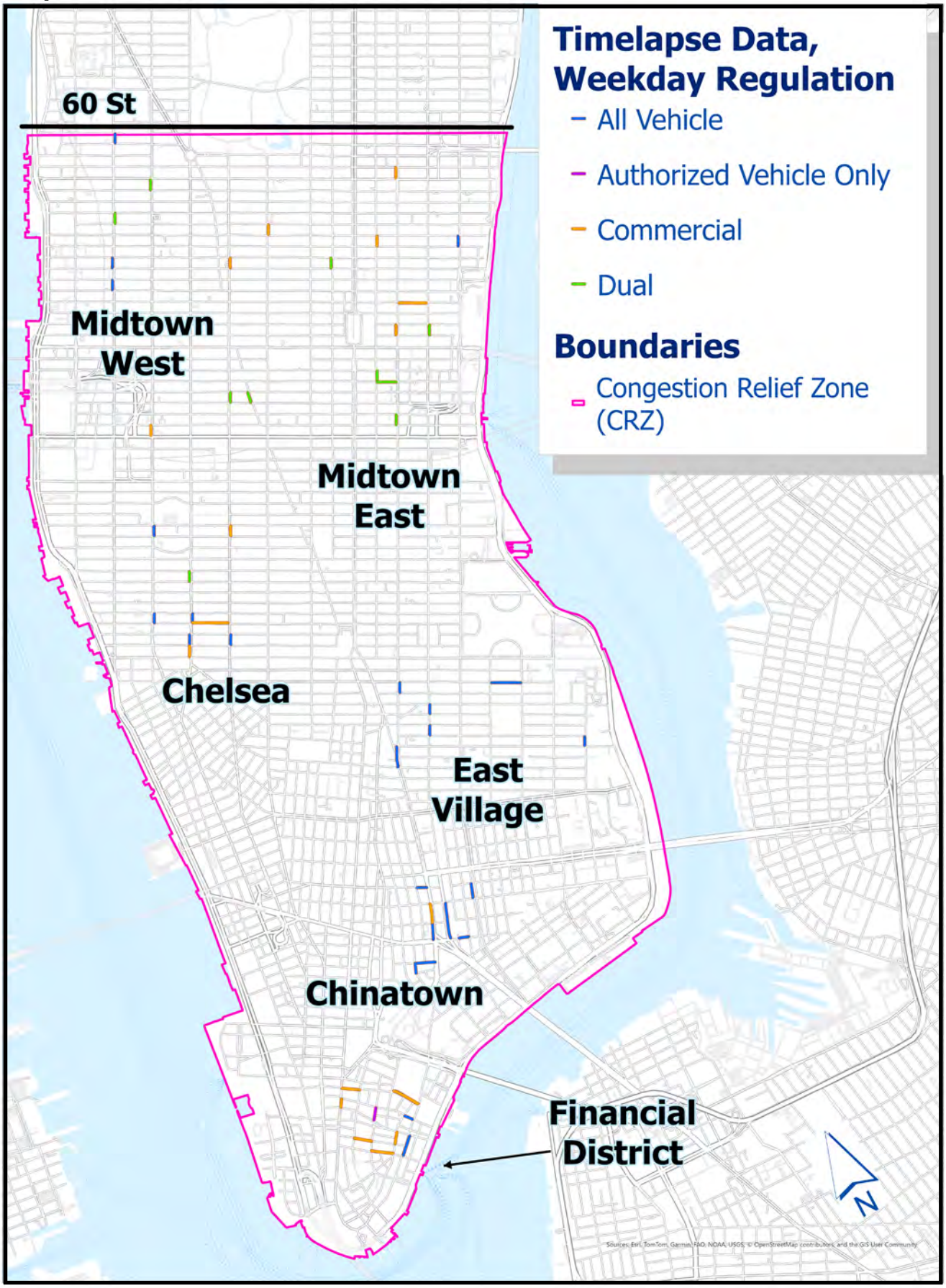
C. **Illegal Vehicles:** This measure is defined as the percentage of vehicles on a block face parked illegally, e.g. at a fire hydrant, in a no standing zone, or blocking a crosswalk, or a non-commercial vehicle in a commercial only space.

D. **Double Parking:** This measure is the total number of vehicles observed double-parked on a block face in each time period.

E. **Unique Vehicles:** This measure is the total number of vehicles using a block face to park in a given time period. Along with duration, this metric shows the relative amount of turn-over on a given block face.

Once calculated at the block face level, DOT then aggregated these metrics by 1) Metered space type (Commercial Only, All Vehicle, or Dual, which start as Commercial Only and then transition to All Vehicle) and 2) Neighborhood (Midtown West, Midtown East, Chelsea, East Village, Chinatown, and Financial District).

Map 2: Inside the CRZ



2. Outside the CRZ

Vehicle Observations

Outside the CRZ, DOT counted vehicles to analyze changes to occupancy following the implementation of congestion pricing. A total of 384,659 vehicle observations were recorded across 3,696 block faces within one-third of a mile of 16 transit stations (see Map 3). Block faces around transit stations were selected to assess whether parking activity changed in the areas most likely to see occupancy surges associated with park and ride behavior.

Surveyors collected data during four time periods: 1) Morning (8am – 12pm), 2) Afternoon (1pm – 5pm), 3) Evening (6pm – 10pm), and 4) Overnight (11pm – 3am). Following data collection, observed vehicles were entered into Microsoft Excel.

DOT analyzed occupancy outside the CRZ in two ways:

- Area-Wide Occupancy: DOT calculated occupancy for entire areas and boroughs by dividing the total vehicles observed per period per area by total legal parking spaces per period. DOT then analyzed occupancy to evaluate changes to conditions and rates of parking availability. This metric includes all block faces, including metered block faces and ASP-Only block faces[4] and provides an overall picture of parking demand in a study area.
- Alternate Side Parking-Only (ASP-Only)/Unregulated vs. Metered Occupancy: DOT also calculated distinct occupancy rates by area and borough for (1) block faces that are predominantly ASP-Only or unregulated and (2) block faces that are predominantly metered. These two metrics allow for separate analysis of occupancy on ASP-Only/unregulated block faces, which tend to be oriented to residential use and used for car storage, and metered block faces, which tend to be oriented for commercial retail use for short-term parking and deliveries. Meters are DOT's primary tool for promoting vehicle turnover and space availability at high demand curb lanes, so understanding how occupancy differs across these block face types provides additional context for assessing parking availability.

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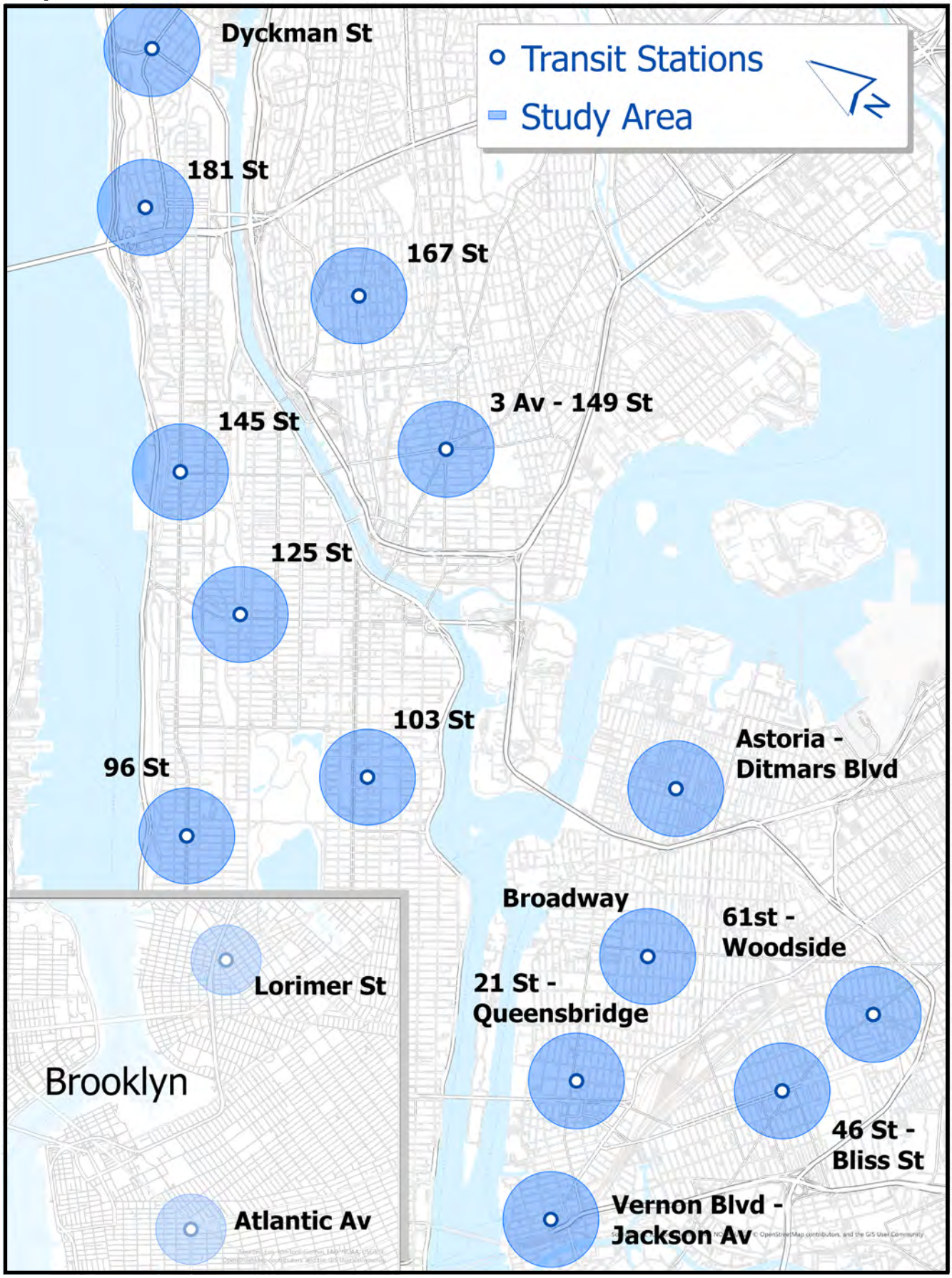
[4] ASP-Only block faces are those where the only parking restriction is Department of Sanitation alternate side parking at least one day of the week. These block faces accommodate vehicle storage because vehicles may otherwise park here continuously, aside from limited hours throughout the week.

To be included in the sample, a block face had to meet one of the following criteria: 1) it was entirely ASP-Only, unregulated or metered or 2) it contained one segment of either ASP-Only/unregulated or metered plus one restrictive regulation (e.g. No Standing, No Parking, bus stop). Block faces with more than one restrictive regulation or a combination of metered/ASP or unregulated block faces were excluded.

Map 3: Outside the CRZ



For both occupancy calculations, DOT included vehicles parked in non-legal spaces (e.g. No Standing, bus stop, hydrants, etc.) to account for illegal parking. As a result, occupancy sometimes exceeds 100%. Block faces with occupancy rates below 85% are categorized as having parking availability, while block faces at or above 85% are categorized as having low parking availability. 85% is a commonly accepted threshold indicating there is space available on a typical block.

Occupancy is calculated on an area-wide and borough-wide basis using an average of 86% of all block faces per area per period.

DOT also sought to assess whether observed occupancy increases could indicate an increase in park and ride activity. Because park and ride activity responding to congestion pricing would be driven by commuters seeking to avoid the peak toll, park and ride activity would be present as increased occupancy on ASP-Only/unregulated (free) block faces, which do not have the duration limits of metered parking, in both the morning and afternoon periods (8am-5pm).

3. CRZ Border Area

The full suite of data collection methodologies and analysis were applied to the Upper East and West Sides (see Map 4). These methodologies include:

1. Conducting timelapse image collection for 5,654 vehicles at 17 block faces between 60th and 72nd Streets to review:
    a. **Occupancy**
    b. **Duration**
    c. **Illegal Vehicles**
    d. **Double Parking**
    e. **Unique Vehicles**
2. Observing vehicles at 485 block faces around two transit stations (72nd St, 1,2,3 train station and 77th St, 6-train station) between 65th St and 84th St to analyze occupancy.

Curb Parking Inventory

Prior to analyzing parking metrics, DOT determined the total number of legal parking spaces per block face through the development of a Curb Parking Inventory. This inventory compiled parking regulations by curb segment for all 4,319 study block faces. For data collection in the study areas around transit stations, DOT classified curb space as legal or illegal to calculate occupancy. For timelapse data, DOT developed a more detailed Parking Inventory to calculate occupancy, vehicle durations, rates of legal vs. illegal vehicles, double parking and unique vehicles. DOT assumed that the average vehicle occupied 20 feet of the curb and calculated total legal parking spaces per area accordingly. Several methodological decisions affected how DOT calculated occupancy. The following should be kept in mind when interpreting results:

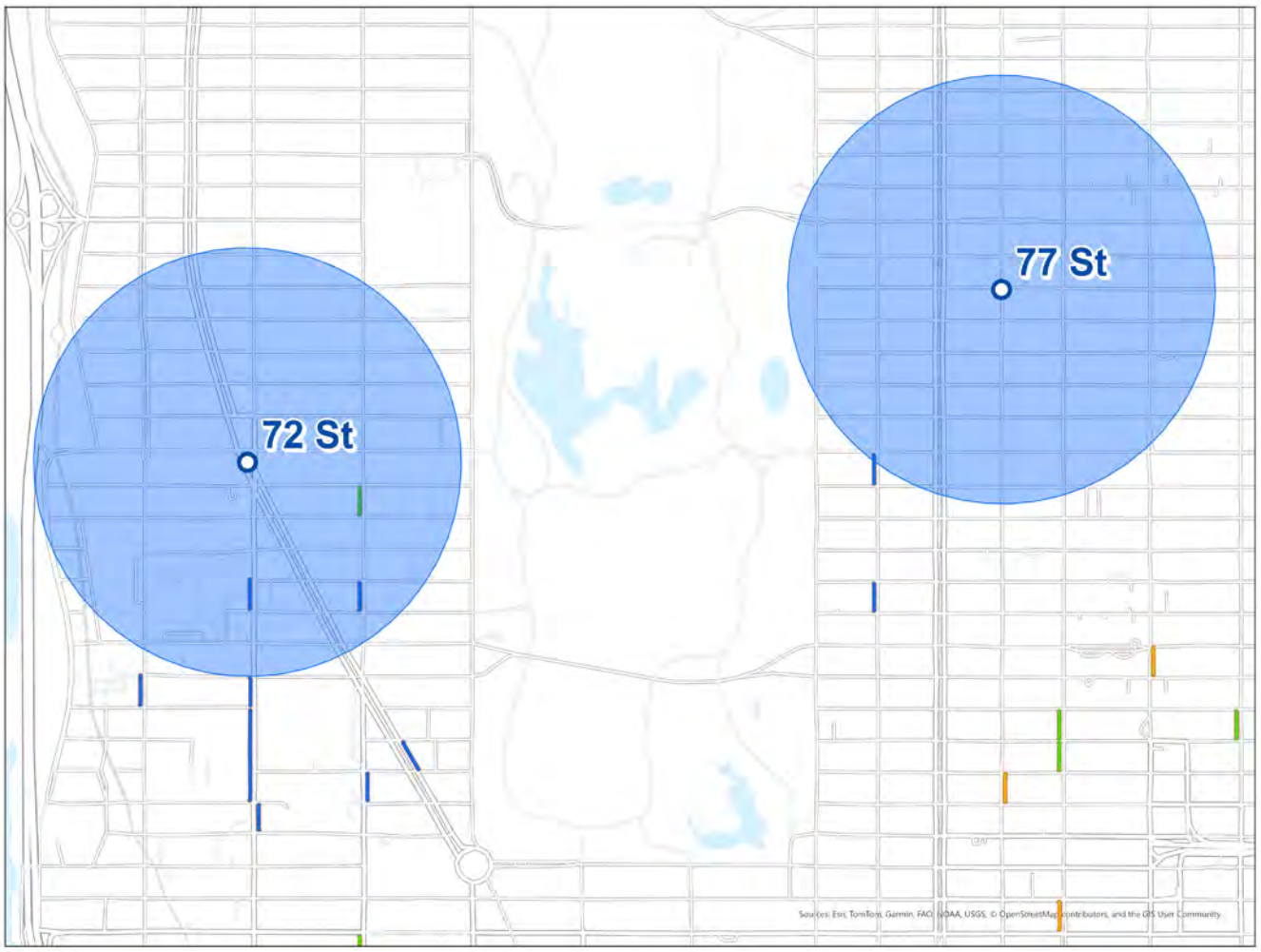
No Stopping near hydrants: DOT removed 30 feet of curb length around fire hydrants (15 feet in each direction) to align with New York City Traffic Rule regulations. This may skew occupancy rates higher as the regulation is not uniformly practiced or enforced.

No adjustments for illegal angled/perpendicularly parked vehicles: At block faces where vehicles illegally park at an angle or perpendicularly, DOT did not adjust total legal spaces to reflect actual use. This skews occupancy results higher than if DOT had calculated based on observed use.

Standardized spacing: Occupancy was calculated assuming a 20-foot distance between vehicles, however actual spacing can range from 12 to 30 feet due to a variety of factors including parking demand, vehicle size, and bumper to bumper parking.

Double parking: Double parked vehicles were only included in occupancy calculations for timelapse cameras.

Map 4: CRZ Border Area



Analysis Limitations

Four factors add noise to the data, requiring mitigation through aggregation and adding uncertainty to the connection between observed changes and a specific policy, like congestion pricing.

The first is the data collection duration: due to the large geographic scope and intensive data collection on approximately 86% of block faces within each study area, the study required a substantial and continuous mobilization of data collectors over months in the pre- and post-implementation periods. Study area data could only be collected during one day at each location before and after congestion pricing, and timelapse data only captured one weekday and one weekend day. While weekday data collection was limited wherever possible to Tuesday-Thursday, and the same location was collected on the same weekday before and after, the single day of data on either side limits DOT's ability to separate daily variation (for example, the impacts of weather) from consistent trends.

The second is seasonality: Pre-implementation data collection was collected in spring 2024. DOT originally planned to collect post-implementation data in spring 2025, nearly a year after the planned launch of congestion pricing in June 2024. The rescheduling of the program implementation to January 2025 did not leave sufficient time to mobilize a spring 2025 data collection, and data from that period, immediately after implementation, would have captured temporary behavior as people adjusted to the program and experimented, rather than a more settled response to the program. Because the Traffic Mobility Act required DOT to complete this study 18 months after congestion pricing's implementation, DOT instead collected the post-implementation data in fall 2025. Some of the changes in parking occupancy the study observes therefore reflect normal seasonal changes in driving, parking, and other curb activity.

The third is year-over-year changes: Eighteen months elapsed between the pre- and post-implementation data collections. Data was collected 9-10 months before congestion pricing began, and again 9-10 months afterward. During this time, New York City continued to change in ways unrelated to congestion pricing, such as the year-over-year recovery from the COVID-19 pandemic, increasing return-to-office requirements, and changes to global supply chains and tourism.

Finally, the study did not identify a control area, where congestion pricing would not have caused changes to parking behavior, to compare against. This means the results are observational: they correlate to the implementation of congestion pricing, rather than establish a causal relationship.

DOT's analysis responds to these considerations in part by aggregating the results to look for larger-scale trends and by using the five percentage-point increase threshold to help differentiate clearer signal from unrelated variation.

IV

Key Findings

This section describes the study's key takeaways; for additional details, refer to the Appendix. For this study, DOT categorized changes to parking metrics of more than five percentage points as potentially indicative of a change in underlying parking demand where congestion pricing may be a factor. Because of scheduling factors affecting data collection (data collection had to occur in different seasons, 18 months apart, and vehicle observation data was limited to one day before congestion pricing and one day after at each location), DOT reports findings at the borough level and categorized changes of less than five percentage points as more likely the product of daily, seasonal, or year-over-year variation where congestion pricing is unlikely to be a factor. These categories were developed to distinguish smaller changes potentially caused by noise in the data from real signals that could more likely be associated with the implementation of congestion pricing.

DOT highlights results where occupancy increased by more than five percentage points and either (1) remained above 85%, the threshold for low parking availability, or (2) changed from below 85% to at or above that threshold.

1. Inside the CRZ: Parking conditions were largely stable, with a modest decline in double parking.

Weekday

Occupancy: Before congestion pricing, there was low parking availability in the midday and afternoon periods at most metered block faces. This remained consistent after congestion pricing implementation. Similarly, most metered block faces had parking availability in the morning and evening periods before and after congestion pricing (Table 1).

Average parking occupancy increased in some periods and decreased in others, mostly by small percentages. Two notable changes occurred in the midday and afternoon periods, where occupancy decreased by ten and nine percentage points respectively. However, both periods continued to have low parking availability, with the midday period experiencing over 100% occupancy before and after congestion pricing.

Double Parking: All day, weekday double parking decreased by 10% (291 total before, 262 total after), driven by decreased passenger vehicle double parking (Appendix Table 11).

Short-Duration Stays: Additionally, the percentage of short duration stays increased slightly (three percentage points, Table 3) at commercial block faces, facilitating additional turnover, though this change is smaller than the five percent threshold for a meaningful change.

Saturday

Occupancy: Most periods did not experience occupancy increases greater than five percentage points and there was generally parking availability, except in the evening. Low parking availability in the evening occurred at commercial block faces before and after congestion pricing (after meter regulations had ended). After congestion pricing, block faces with all vehicle meter regulations in the evening shifted from experiencing parking availability to experiencing low parking availability, due to an occupancy increase of four percentage points (Table 2). High parking demand during weekend evenings likely reflects an increase in recreational and nightlife trips to the CRZ.

Short Duration Parking: The proportion of vehicles parked for short durations (under 30 minutes) during the day at metered block faces increased marginally on weekends (See Appendix Table 4, three percentage points for commercial, two points for all vehicle). Similarly, the number of unique vehicles per legal space increased at block faces with commercial meter regulations (See Appendix, Table 13; +1.5 vehicles on

weekdays, +1 vehicle on Saturday).

Double Parking: Double parking decreased by 11% after congestion pricing, from 156 before to 139 after (Appendix Table 12).

Analysis

These findings indicate that congestion pricing did not significantly impact occupancy inside the CRZ; however there were improvements in double parking.

Weekday parking conditions at commercial metered block faces improved slightly, with decreased occupancies during the key midday and afternoon periods and increases in short duration stays. These changes will facilitate improved conditions for delivery and service vehicles. But overall, parking demand at commercial metered block faces continues to be very high, with occupancy remaining above 100% in the midday period. Small changes to double parking on Weekdays and Saturday should also have a beneficial effect on congestion and travel speeds.

Key for all Tables in this report

◊ >= **85% Occupancy, Low Parking Availability (*Red Text*)**	↑ Occupancy increased > 5 percentage points	↓ Occupancy decreased	• Occupancy increased 0 to 5 percentage points

[5] Percentage point changes are calculated using unrounded values and therefore may not equal the exact difference between the displayed Pre and Post percentages due to rounding. Cells displayed as 85% that do not indicate low parking availability are rounded values where the result is between 84.5% to 84.99%.

Table 1 - Average Occupancy, Weekday[5]

Meter Regulation Type	Total Block Faces	Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	18	47%	50%	3	◊86%	80%	-6	◊132%	◊122%	-10	◊102%	◊93%	-9	77%	81%	3
All Vehicle	23	64%	58%	-7	67%	69%	2	◊95%	◊100%	5	◊88%	◊86%	-2	83%	83%	0
Dual	10	22%	25%	3	40%	46%	6	84%	72%	-11	56%	50%	-6	37%	39%	2

Table 2 - Average Occupancy, Weekend

Meter Regulation Type	Total Block Faces	Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	
Commercial	15	57%	50%	-8	55%	57%	2	81%	78%	-3	83%	71%	-13	◊85%	◊87%	2
All Vehicle	32	53%	54%	1	51%	50%	-2	75%	78%	3	76%	85%	9	82%	◊86%	3

Table 3 - Parking Durations, Weekday

Meter Regulation Type	Total Block Faces	Weekday (7am to 7pm)														
		<= 5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 Hrs			3:01 Hrs - 6 Hrs+			Total Vehicles in Curb Lane		
	Pre	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	18	60%	63%	3	14%	14%	0	16%	13%	-3	10%	10%	0	1459	1355	-104
All Vehicle	23	55%	57%	2	15%	12%	-3	18%	18%	0	12%	12%	1	1397	1364	-33
Dual	10	66%	65%	0	15%	17%	2	13%	12%	-1	6%	5%	-1	607	679	72

Data sources: timelapse data from 52 block faces inside the CRZ

2. Outside the CRZ + Border Area, All Block Faces: Parking availability was low both before and after congestion pricing.

Outside the CRZ

Averaged by borough, results show there was low parking availability at most periods of the day outside the CRZ before and after congestion pricing, with most changes falling below the five percentage point threshold. During the peak tolling period in the morning, afternoon and evening periods, 10 of 12 periods (the three time periods in each of the four boroughs studied) experienced low parking availability before congestion pricing and 11 of 12 periods did so after.

Parking occupancy in Queens and Brooklyn was largely unchanged after congestion pricing. In Brooklyn, the percentage and total number of vehicles decreased in the morning and afternoon by less than four points and increased in the evening and overnight by about one point. In Queens, occupancy increased marginally between less than one point and four percentage points across all time periods. The study revealed changes in occupancy exceeding the five-percentage-point threshold in the Bronx and Upper Manhattan.

In the Bronx, occupancy increased by 8.5 percentage points in the evening and by approximately nine points overnight after the peak congestion pricing tolling period. This pattern of rising parking demand in the evening and overnight—when the congestion toll is discounted by 75% to $2.25 for passenger vehicles—suggests that this increase may not be related to park and ride activity and congestion pricing.

The six study areas outside the CRZ in Manhattan experienced an occupancy increase of 6.5 percentage points in the afternoon and of one to four points in the other time periods. On average, there were 154 additional vehicles in each area in the afternoon period.

In Manhattan outside the CRZ, the total number of parking spaces decreased following congestion pricing, which contributed to increased occupancy rates. The City's curb regulations are dynamic, so in addition to annual and seasonal changes in parking demand, the number of available parking spaces can change day to day, month to month, and year to year due to regulation changes, temporary construction, and other events. The number of parking spaces in Manhattan outside the CRZ decreased by 164 to 234 by period, mostly at the 145th St, 96th St and 125th St areas (Appendix Table 17). In these locations, the decline in parking supply contributed to occupancy percentage increases in at least two periods of the day per area.

CRZ Border Area

Before and after congestion pricing, there was low parking availability in the morning and afternoon periods and there was parking availability in the evening and overnight (Table 5). During the peak tolling period, overall occupancy only increased 0.2 percentage points, 1.3 points and 1.2 points in the morning, afternoon and evening periods respectively, which equated to increases of 60, 133, and 125 vehicles. An occupancy increase of 4.6 points occurred overnight outside the peak congestion pricing tolling period, but there was still parking availability as occupancy only rose to 76.8%.

Analysis: Outside the CRZ and at the CRZ border area, parking availability was low before and after congestion pricing, particularly in the morning and afternoon periods but often in the evening and overnight periods as well (Tables 4 and 5). Where occupancy increased by more than 5 percentage points, increases often occurred outside of peak toll periods, suggesting changes result from factors other than toll avoidance. Overnight parking occupancy increased more than five percentage points in the study areas in the Bronx. This change is likely unrelated to congestion pricing, given that the toll is lowest during this period. DOT observed an increase in parking occupancy of more than five percentage points in Manhattan neighborhoods north of 96th St during the afternoon period, but the morning period was roughly flat. Manhattan study areas outside the CRZ also had fewer total legal parking spaces in 2025, which contributed to observed occupancy increases.

Table 4 - Occupancy, Outside the CRZ

		Pre			Post			Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
Bronx (2 Areas)	Morning	3,115	3,289	◊ 94.7%	3,030	3,265	◊ 92.8%	-85	-24	↓-1.9
	Afternoon	5,513	6,143	◊ 89.7%	5,696	6,129	◊ 92.9%	183	-14	• 3.2
	Evening	5,620	7,128	78.8%	6,221	7,123	◊ 87.3%	601	-5	↑8.5
	Overnight	5,733	7,033	81.5%	6,385	7,028	◊ 90.9%	652	-5	↑9.3
Brooklyn (2 Areas)	Morning	4,638	5,055	◊ 91.8%	4,472	5,089	◊ 87.9%	-166	34	↓-3.9
	Afternoon	5,995	6,405	◊ 93.6%	5,906	6,456	◊ 91.5%	-89	51	↓-2.1
	Evening	6,220	7,296	◊ 85.3%	6,330	7,341	◊ 86.2%	110	45	• 1.0
	Overnight	5,789	7,210	80.3%	5,911	7,253	81.5%	122	43	• 1.2
Manhattan (6 Areas)	Morning	11,496	12,773	◊ 90.0%	11,502	12,609	◊ 91.2%	6	-164	• 1.2
	Afternoon	15,190	16,772	◊ 90.6%	16,114	16,595	◊ 97.1%	924	-177	↑6.5
	Evening	16,192	18,505	◊ 87.5%	16,539	18,271	◊ 90.5%	347	-234	• 3.0
	Overnight	16,661	18,747	◊ 88.9%	17,293	18,582	◊ 93.1%	632	-165	• 4.2
Queens (6 Areas)	Morning	14,971	17,500	◊ 85.5%	15,498	18,074	◊ 85.7%	527	574	• 0.2
	Afternoon	16,999	19,906	◊ 85.4%	17,550	19,836	◊ 88.5%	551	-70	• 3.1
	Evening	17,024	20,770	82.0%	17,393	20,686	84.1%	369	-84	• 2.1
	Overnight	17,322	21,023	82.4%	17,984	20,912	◊ 86.0%	662	-111	• 3.6

Occupancy calculated by period for all block faces collected in the period. On average, 88% of area block faces were collected in a period.

Table 5 - Occupancy, CRZ Border Area

		Pre			Post			Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
Manhattan (2 Areas)	Morning	5,209	5,635	◊ 92.4%	5,269	5,686	◊ 92.7%	60	51	0.2
	Afternoon	5,740	6,136	◊ 93.5%	5,873	6,191	◊ 94.9%	133	55	1.3
	Evening	5,384	6,565	82.0%	5,509	6,617	83.3%	125	52	1.2
	Overnight	4,519	6,259	72.2%	4,842	6,306	76.8%	323	47	4.6

* Occupancy calculated by period for all parkable block faces collected in the period. On average, 88% of area block faces were collected in a period.

Data sources: 1) outside the CRZ vehicle observation data, 3,696 block faces within 1/3 mile of 16 transit stations, 2) CRZ border area vehicle observation data, 485 block faces within 1/3 mile of the 72nd St and 77th St stations.

3. Outside the CRZ + Border Area, ASP-Only/Unregulated:

High occupancy of free parking drove low parking availability before and after congestion pricing.

DOT analyzed the occupancy differences between block faces dominated by free parking (i.e. ASP-Only and unregulated block faces) and those with metered parking, which are not conducive to residential storage due to pricing and time limits.

Averaged by borough, ASP-Only/unregulated block faces experienced low parking availability during all time periods before and after congestion pricing (Tables 6 and 7). Occupancy on these block faces ranged from 84.4% to 101.3% before congestion pricing and 89.2% to 104.3% after congestion pricing. Averaged by borough, 19 of 20 total periods had low parking availability before congestion pricing and all 20 periods had low parking availability after congestion pricing.

Occupancy increases at ASP-Only block faces in most periods ranged from 0 to 5 percentage points. Most periods were already experiencing low parking availability, meaning parking was already challenging and opportunities to further increase occupancy were limited. In a few periods, increases resulted in occupancy rates exceeding 100%. Only one increase greater than five percentage points shifted a period to have low parking availability (Bronx, Evening: +9.2 points).

Analysis

ASP-Only block faces had low parking availability before and after congestion pricing. High occupancy at these block faces appears to be driving occupancy rates outside the CRZ and at the CRZ border area. After congestion pricing, most areas experienced marginal occupancy increases similar to overall occupancy results found in Finding 2. Parking conditions at these block faces were already challenging, often with little room for meaningful additional increases.

4. Outside the CRZ + Border Area, Metered:

Metered block faces maintained parking availability before and after congestion pricing.

Metered block faces outside the CRZ and at the border area largely sustained parking availability before and after congestion pricing. After congestion pricing, averaged by borough, zero periods experienced low parking availability and occupancy was below 70% in 11 of 16 periods outside the CRZ. At the CRZ border, all four time periods were below 70%.

Analysis

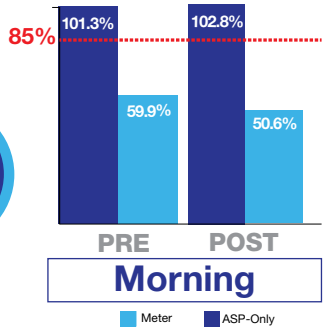
Findings for metered block faces outside the CRZ suggest that, unlike ASP-Only and unregulated block faces (as seen in Finding 3), drivers seeking parking at metered spaces generally continue to find available parking.

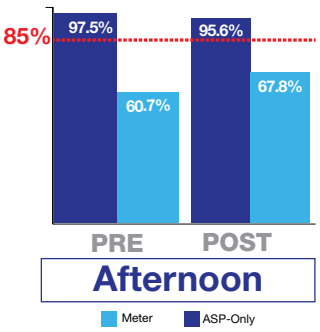
Table 6 – Occupancy, ASP-Only/Unregulated vs. Meter, Outside the CRZ

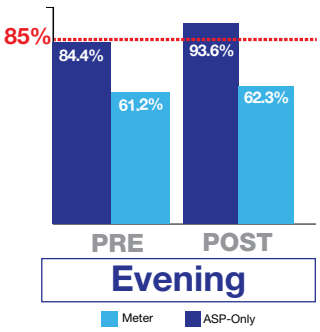
		Pre			Post			Percentage Point Change		
		ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All
Bronx (2 Areas)	Morning	◊ 101.3%	59.9%	95.6%	◊ 102.8%	50.6%	93.6%	• 1.6	↓-9.3	-2.1
	Afternoon	◊ 97.5%	60.7%	91.7%	◊ 95.6%	67.8%	93.7%	↓-1.9	↑ 7.1	2.0
	Evening	84.4%	61.2%	80.0%	◊ 93.6%	62.3%	88.2%	↑ 9.2	• 1.1	8.1
	Overnight	◊ 86.8%	73.5%	83.5%	◊ 98.3%	71.4%	93.0%	↑ 11.6	↓-2.1	9.5
Brooklyn (2 Areas)	Morning	◊ 100.7%	90.4%	93.9%	◊ 100.3%	84.8%	90.5%	↓-0.4	↓-5.6	-3.3
	Afternoon	◊ 96.5%	72.7%	94.1%	◊ 96.4%	84.9%	91.9%	↓-0.2	↑12.2	-2.2
	Evening	◊ 91.7%	48.3%	86.2%	◊ 93.4%	65.6%	87.5%	• 1.6	↑17.3	1.3
	Overnight	◊ 89.8%	50.0%	81.5%	◊ 91.0%	58.5%	82.6%	• 1.2	↑ 8.5	1.1
Manhattan (6 Areas)	Morning	◊ 96.6%	61.2%	91.6%	◊ 100.1%	55.1%	92.4%	• 3.5	↓-6.1	0.8
	Afternoon	◊ 95.0%	71.1%	91.8%	◊ 100.2%	75.2%	97.4%	↑ 5.2	• 4.0	5.6
	Evening	◊ 91.9%	63.3%	87.7%	◊ 96.5%	72.3%	91.3%	• 4.7	↑ 9.0	3.5
	Overnight	◊ 94.9%	70.2%	89.6%	◊ 98.4%	76.7%	94.0%	• 3.5	↑ 6.4	4.4
Queens (6 Areas)	Morning	◊ 93.3%	63.7%	86.5%	◊ 94.1%	52.7%	87.3%	• 0.8	↓-11.0	0.8
	Afternoon	◊ 88.3%	55.1%	85.6%	◊ 89.9%	59.4%	88.9%	• 1.6	• 4.4	3.3
	Evening	◊ 87.8%	60.1%	82.1%	◊ 89.2%	57.1%	84.8%	• 1.4	↓-3.0	2.7
	Overnight	◊ 88.3%	61.5%	82.8%	◊ 92.4%	57.8%	87.1%	• 4.1	↓-3.6	4.3

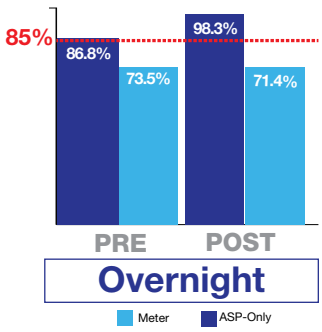
Occupancy, ASP-Only/Unregulated vs. Metered
Outside the CRZ

Bronx

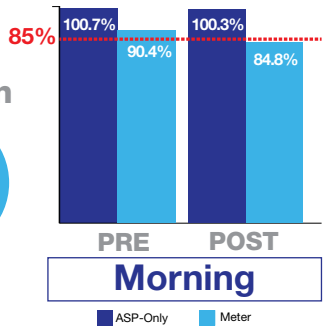


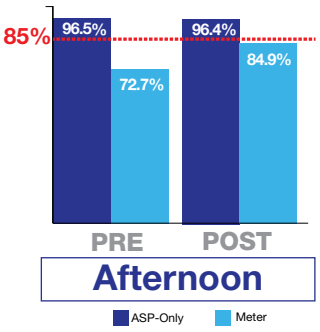


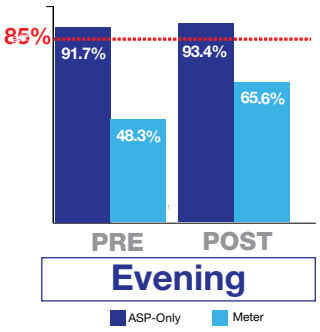


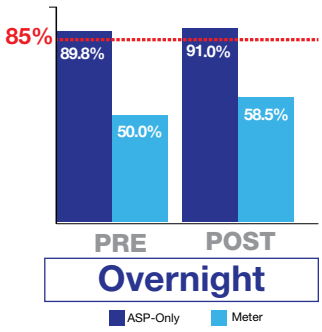


Brooklyn

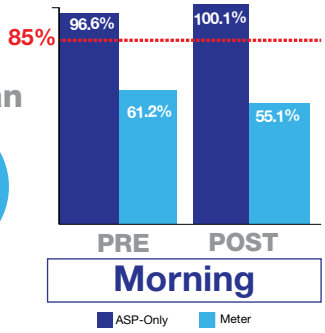


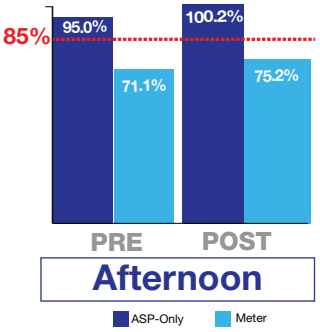


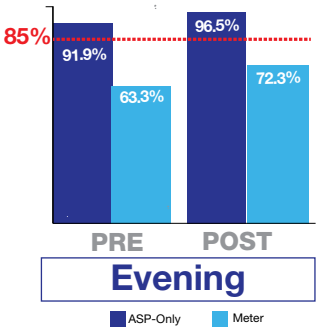


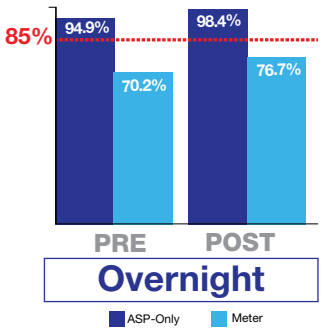


Manhattan

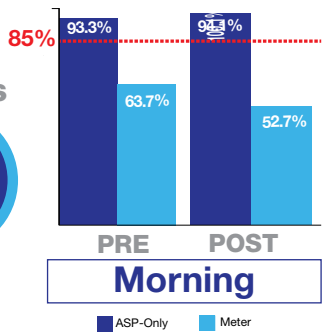


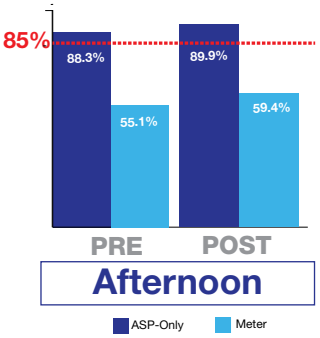


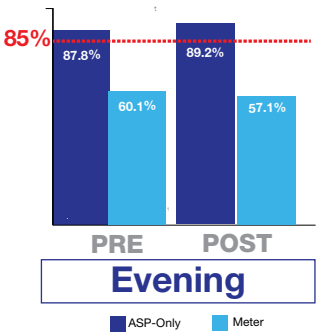




Queens







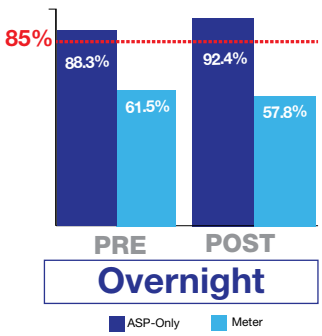


Table 7 - Occupancy, ASP-Only/Unregulated vs. Meter, CRZ Border

		Pre-			Post-			% Point Change		
		ASP-Only/ Unregulated*	Meter*	All**	ASP-Only/ Unregulated*	Meter*	All**	ASP-Only/ Unregulated*	Meter*	All**
Manhattan (2 Areas)	Morning	◊ 99.3%	68.4%	93.1%	◊ 104.3%	67.7%	93.8%	↑ 5.0	↓ -0.7	0.7
	Afternoon	◊ 98.2%	68.9%	94.3%	◊ 102.8%	67.8%	95.4%	• 4.6	↓ 1.1	1.2
	Evening	◊ 94.1%	51.3%	83.2%	◊ 99.6%	53.4%	86.0%	↑ 5.4	• 2.1	2.8
	Overnight	◊ 88.6%	33.2%	72.8%	◊ 95.0%	41.8%	78.5%	↑ 6.4	↑ 8.6	5.7

ASP-Only/Unregulated and metered block faces were calculated only for parkable block faces that were uniformly ASP-Only/ unregulated or metered. The "All" column displays occupancy across all block faces in the study area.

Data sources: 1) outside the CRZ vehicle observations at 3,696 block faces within 1/3 mile of 16 transit stations, 2) border area vehicle observation data, 485 block faces within 1/3 mile of 2 transit stations

5. CRZ Border Area, Metered:

There was increased parking demand after congestion pricing at the metered block faces immediately north of the CRZ border.

60th to 72nd St (Timelapse Data)

Most metered block faces studied were located immediately north of the CRZ border, between 61st and 68th St on the west side and 61st and 72nd St on the east side. Only 5 of the 16 timelapse block faces overlap with block faces in the study areas around the two transit stations. Results indicate marginal occupancy increases during some periods, but all increases were below the five percentage point threshold.

Occupancy

On weekdays, both before and after congestion pricing, there was low parking availability in the midday, afternoon and evening (Table 8). Occupancy increases at block faces with all vehicle and dual meter regulations in the midday period resulted in occupancies around 110%, likely due to increases in double and/or illegal parking. While occupancies were exceedingly high during the midday, high occupancy in the afternoon and evening periods was driven by high occupancies in the Upper West Side near border area (Appendix Tables 24 and 28). On weekends, occupancies were lower than on weekdays, but occupancy increases after congestion pricing at block faces with all vehicle meter regulations in the midday, afternoon and evening shifted those time periods from experiencing parking availability to experiencing low parking availability.

Short Parking Durations

At block faces with all vehicle meter regulations (the largest sample of block faces), short duration stays increased by five percentage points on weekdays and one point on Saturday (Appendix Tables 30 and 31).

Analysis

Results at the border area show that congestion pricing may have impacted metered occupancy just north of the CRZ border; this change did not extend to block faces eight or more blocks north of the border as demonstrated in Finding 2. Similar to other findings, there was low parking availability at metered spaces at the border area both before and after congestion pricing. Block faces immediately north of the border experienced low parking availability on weekdays in the midday, afternoon and evening. After congestion pricing, parking demand at block faces immediately north of the border increased slightly.

Table 8 - Timelapse Data, Occupancy, CRZ Border Area (Weekday)

Meter Regulation Type	Total Block Faces		Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	2	2	17%	24%	↑ 8	26%	38%	↑ 12	64%	◊91%	↑ 28	19%	26%	↑ 7	25%	37%	↑ 12
All Vehicle	11	10	64%	59%	↓ -4	63%	68%	↑ 5	◊101%	◊109%	↑ 8	◊88%	◊85%	↓ -3	◊85%	◊85%	• 0
Dual	4	5	56%	44%	↓ -12	68%	69%	• 1	◊103%	◊110%	↑ 7	◊95%	◊91%	↓ -4	71%	79%	↑ 8

Table 9 - Timelapse Data, Occupancy, CRZ Border Area (Saturday)

Meter Regulation Type	Total Block Faces		Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Chang	Pre	Post	Percentage Point Change
Commercial	2	2	16%	33%	↑ 17	27%	24%	↓ -4	45%	35%	↓ -10	10%	18%	↑ 8	24%	19%	↓ -5
All Vehicle	14	14	50%	53%	• 3	49%	54%	↑ 5	81%	◊90%	↑ 9	75%	◊88%	↑ 14	81%	◊89%	↑ 9

Data Source: 1) timelapse data at 17 block faces


THE FOX
2224
2
hour
metered
parking
9am - 7pm
Except Sunday

6.

Outside the CRZ + Border Area, ASP-Only/Unregulated: Small occupancy increases were spread across time periods, rather than concentrated in the time periods associated with park and ride activity.

Because park and ride activity driven by congestion pricing would seek to avoid the peak toll, the park and ride activity would be present in the occupancy data of both the morning and afternoon periods (8am-5pm). In aggregate, the small occupancy increases on unmetered/ASP-Only and unregulated block faces, where parking regulations allow the long durations necessary for park and ride activity, were distributed across all time periods, including the evening and overnight, rather than concentrating in the morning and afternoon (Tables 6 and 7). This pattern does not discernably connect observed occupancy increases to congestion pricing toll avoidance or park and ride activity.

Outside the CRZ

Small occupancy increases on ASP-Only/Unregulated block faces, where regulations allow the longer parking durations associated with park and ride activity, were not concentrated in the peak congestion pricing tolling periods (Table 6). In the Bronx, occupancy did not change meaningfully in the morning and declined in the afternoon, while the largest increases occurred in the evening and overnight (9.2 and 11.6 percentage points respectively). In Manhattan, occupancy increases were spread across all four time periods, ranging from 3.5 to 5.2 percentage points, with the afternoon highest but evening close behind. Queens saw small increases across all time periods, with the largest, 4.1 points, occurring overnight. Brooklyn was essentially flat to slightly negative in the morning and afternoon, with only marginal increases in the evening and overnight. While in some cases individual study locations saw larger changes, the analysis limitations detailed in the Methodology section add meaningful uncertainty to the disaggregated findings.

CRZ Border Area

Border area occupancy increases on ASP-Only/unregulated block faces were also not concentrated in the peak congestion pricing tolling time periods. Increases ranged from 4.6 to 6.4 percentage points, with the smallest increase occurring in the afternoon and the largest occurring overnight (Table 7).

Analysis

On the unmetered ASP-Only/unregulated block faces where regulations that allow for long parking durations could allow for park and ride behavior, occupancy increases occurred across both peak and off-peak congestion pricing tolling time periods, including the evening and overnight. In several cases the largest increase occurred during the off-peak windows (i.e., evening and overnight), rather than during the peak tolling window. This pattern does not suggest that increased occupancy was the result of toll avoidance, and more likely reflects the effects of seasonal change and broader long-term citywide trends.

V


WINES
LIQUORS
3 hour metered parking
COMMERCIAL VEHICLES ONLY
Monday - Friday
7am - 7pm
Zone# 100720
100720
P
Teddy Grams
PARKNYC
Pilot
MURANO

Meter Transactions

In addition to the parking activity metrics reported in the previous section (Section IV), DOT analyzed changes to meter transactions to provide additional insight into parking activity changes following congestion pricing.

Methodology

Impacts to metered transactions were measured by comparing "paid parking durations" between 2024 and 2025 (January 1 – December 31 for each year). Paid parking durations control for factors such as increased meter rates and multiple transactions when motorists add time.

Focus Areas

The three focus areas largely mirrored those from parking activity data in Section IV (Inside the CRZ, Outside the CRZ, CRZ Border Area). However, outside the CRZ, this analysis includes all metered block faces in the Bronx, Brooklyn, Queens, Staten Island and Manhattan north of 84th St., while parking activity data was collected for the block faces near 16 transit stations.

Results

Table 10 - Paid Parking Durations, Citywide, 2024 vs. 2025

	2024	2025	Change (Numbers)	Percent Change
Inside the CRZ	15,039,502	14,478,956	(560,546)	-3.7%
CRZ Border Area	3,232,298	3,262,306	30,008	0.9%
Outside the CRZ	66,441,712	64,720,987	(1,720,725)	-2.6%
Citywide	84,713,512	82,462,249	(2,251,263)	-2.7%

Changes to paid parking durations were marginal. The largest change occurred inside the CRZ, where the number of paid parking durations decreased by 3.7%. There was also a marginal increase in paid durations at the CRZ border area (+0.9) and a marginal decrease outside the CRZ (-2.6%).

Analysis

Changes in paid parking durations align with at least two findings from Section IV:

1. Inside the CRZ, paid parking durations were largely stable before and after congestion pricing, which correlates to largely stable occupancy at metered block faces inside the CRZ, and
2. At the CRZ border area, there was a small increase in paid parking durations. This aligns with the parking activity findings that occupancy increases at these block faces were mostly marginal.

VI


Zone#
107011
P
Zone#
107011
Pay by App
PARKNYC
Pay by Web
parknyc.org
Pay by Phone
1.877.727.5307

Conclusion

DOT conducted extensive data collection inside and surrounding the Manhattan Central Business District to assess the changes to parking supply and activity after the implementation of Congestion Relief Zone tolling. Determining the precise impact of CRZ tolling on parking availability is challenging, as other factors like season, weather, and economic activity all have an impact on observed parking behavior. This study finds that congestion pricing likely had little impact on parking patterns in the areas within and around the CRZ, with the exception of the increase in occupancy at metered spaces just north of the CRZ border.

In study areas outside the CRZ where occupancy increased, background economic growth likely played a role in driving these increases. In the over 18 months between the pre- and post-congestion pricing data collection periods, citywide employment grew 3%, daily office visitation rose from 67% to 76% of pre-pandemic levels, a nine percentage point increase, and tourism activity increased by 1%, generating $84.7 billion in economic activity, a 4% increase from the prior year.[7] Greater economic activity likely drives more demand for curb space, not just in the CRZ but across the city.

These trends may explain some or all of the increase in occupancy in study areas outside the CRZ.

Overall, the data collected for this report confirms what most New Yorkers already know: that on-street parking availability is low across the dense areas of New York City surrounding the CRZ and that free curbside parking is particularly hard to find. This is a reality that predates congestion pricing and persists independent of it. This mismatch between parking demand and supply leads to double parking and circling by drivers, contributing to increased congestion, traffic crashes, and air pollution, as well as wasted time, financial costs, and frustration for drivers.

Metering as a Tool to Improve Curb Performance

While unmetered blocks in the study areas consistently saw very low parking availability, metered blocks saw much greater availability. This contrast indicates that metering can be effective in maintaining parking availability. Where metering applied pricing and turnover requirements, block faces generally had parking availability before and after congestion pricing even in the City's densest neighborhoods.

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7 Employment Data: April 2024 compared to October 2025. NYC Economic Development Corporation (EDC) monthly Economic Snapshots; Office Occupancy, September 2024 compared to September 2025; Tourism: NYC Tourism + Conventions' 2025 Annual Report, 2024 compared to 2025.

Metered block faces outside the CRZ remained below 70% occupancy in most time periods studied, while ASP-Only block faces in the same areas were at or above 85% in nearly every time period.

Residential Parking Permits and Parking Availability

This study does not find evidence of a significant increase in park and ride activity in neighborhoods around the CRZ. If park and ride activity had markedly increased, DOT would have expected to observe a spike in parking occupancy during the morning and afternoon, the periods when peak CRZ tolls are in effect. However, the data reveal modest increases in parking demand spread evenly throughout the day, including the evening and overnight periods (see Finding 6). This trend suggests an overall increase in curb demand likely driven primarily by background economic growth across the city, rather than an influx of drivers seeking to avoid the CRZ toll.

The parking impact of congestion pricing on its own, therefore, does not present a compelling case for the implementation of a Residential Parking Permit (RPP) program in neighborhoods outside the CRZ. Under RPP programs, free neighborhood parking is restricted to permit-holders, and permits are generally issued to all area residents who request them for both car storage and for visitors. Pursuing such a program in New York City would require passage of state legislation in Albany.

Reviewing the experiences of other cities with RPP suggests that this policy option should be considered with caution: many cities with RPP report that residents continue to have difficulty finding space in their neighborhood.[8] This would likely be the case in New York, as parking availability is already low (see Finding 2). Because the number of permits issued typically do not match actual curbside parking supply and permit holders pay a comparatively small annual fee, these programs often result in little to no impact on actual parking availability.[9] RPP programs can be effective in limited contexts, such as municipalities that experience a seasonal surge in parking demand from visitors. They are less so when most parking demand is generated by the community itself. These programs also come with substantial administrative costs, requiring regular patrols by enforcement personnel to ensure compliance.

8 Cities such as London, Chicago and San Francisco, which have implemented RPP, found that parking demand increased, not decreased, after the program given the high demand for permits. Given there was generally more demand than available spots in these cities, residents still spent significant time cruising to search for parking and did not meaningfully improve parking conditions for residents. Philadelphia evaluated RPP and came to a similar conclusion. Additionally, cities such as Boston and Washington DC, faced implementation challenges and uneven regulation with the block-by-block structure of the system.

RPP also reinforces the notion that vehicle owners have a primary claim to the curb space in their neighborhood. However, the curb is a shared public resource for multiple users beyond drivers, including local businesses, bus riders, pedestrians, community groups, and cyclists. Curb space will also be needed to advance other critical City goals (for example, citywide waste containerization). Implementing RPP could make repurposing curb parking for other uses more difficult and would raise questions about fairness and equity for those without cars.

RPP approaches that go beyond those more commonly implemented elsewhere in the United States could have a more material impact on parking demand. These could include strictly limiting the number of permits issued to match actual parking supply, or pricing permits at a level high enough to reduce long-term vehicle storage. However, these involve significant policy, equity, and affordability trade-offs that require further public discussion.

As the most extensive on-street parking data collection DOT has undertaken, this dataset can continue to serve as a baseline against which future curb management decisions are measured and can provide a data-driven foundation for future conversations around parking strategies and interventions.

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9 For example, Boston has no fee; Chicago charges $30; Los Angeles charges $34; and Washington DC charges $55 annually.

Appendix

This Appendix presents all data tables from the NYC Department of Transportation's CBDTP Parking Study, as well as additional findings not included in the Key Findings.

Key for all Tables in this report

◊ >= **85% Occupancy, Low Parking Availability (*Red Text*)**

↑ Occupancy increased > 5 percentage points

↓ Occupancy decreased

• Occupancy increased 0 to 5 percentage points

Focus Area 1: Inside the CRZ

Occupancy, Parking Durations, Legal vs. Illegal Vehicles, Double Parking, Unique Vehicles

Table 1 – Inside the CRZ: Average Occupancy, Weekday, by Meter Regulation Type[1] [2]

Meter Regulation Type	Total Block Faces		Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Chang	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	18	16	47%	50%	3	◊86%	80%	-6	◊132%	◊122%	-10	◊102%	◊93%	-9	77%	81%	3
All Vehicle	23	23	64%	58%	-7	67%	69%	2	◊95%	◊100%	5	◊88%	◊86%	-2	83%	83%	0
Dual	10	11	22%	25%	3	40%	46%	6	84%	72%	-11	56%	50%	-6	37%	39%	2

Table 2 – Inside the CRZ: Average Occupancy, Saturday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Chang	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	15	14	57%	50%	-8	55%	57%	2	81%	78%	-3	83%	71%	-13	◊85%	◊87%	2
All Vehicle	32	33	53%	54%	1	51%	50%	-2	75%	78%	3	76%	◊85%	9	82%	◊86%	3

Table 3 – Inside the CRZ: Parking Durations, Weekday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Weekday (7 AM - 7 PM)														
			<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +			Total Vehicles in Curb Lane		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Chang	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	18	16	60%	63%	3	14%	14%	0	16%	13%	-3	10%	10%	0	1459	1355	-104
All Vehicle	23	23	55%	57%	2	15%	12%	-3	18%	18%	0	12%	12%	1	1397	1364	-33
Dual	10	11	66%	65%	0	15%	17%	2	13%	12%	-1	6%	5%	-1	607	679	72

[1] DOT initially selected timelapse data at 52 metered block faces. However, after initial surveys, one block face was found to be regulated as Authorized Vehicle Only. Another block face's curb regulations changed from metered before congestion pricing to No Standing after congestion pricing. As a result, the sample of timelapse block faces includes 51 metered block faces in the before period and 50 in the after period.

[2] Percentage point change is calculated using unrounded values and therefore may not equal the exact difference between the displayed Pre and Post percentages due to rounding

Table 4 – Inside the CRZ: Parking Durations, Saturday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Saturday (7 AM - 7 PM)														
			<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +			Total Vehicles in Curb Lane		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	15	14	73%	71%	-3	9%	10%	1	11%	11%	0	7%	8%	1	1154	1048	-106
All Vehicle	32	33	58%	55%	-2	13%	13%	0	19%	19%	1	10%	12%	2	1922	1873	45

Table 5 - Inside the CRZ: Average Occupancy, Weekday, by Neighborhood

Neighborhood	Total Block Faces		Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Chelsea	9	9	53%	54%	1	65%	63%	-2	◊99%	◊109%	10	◊89%	◊87%	-2	70%	73%	3
Chinatown	8	8	32%	28%	-4	53%	47%	-6	◊102%	83%	-19	◊89%	82%	-8	70%	66%	-4
East Village	7	7	66%	60%	-6	52%	63%	11	77%	◊98%	21	74%	71%	-3	83%	◊93%	9
FiDi	9	9	82%	69%	-13	◊133%	◊148%	15	◊169%	◊177%	8	◊144%	◊144%	0	◊111%	◊120%	9
Midtown East	10	10	41%	41%	0	65%	74%	9	◊103%	◊104%	1	74%	73%	-2	60%	55%	-5
Midtown West	9	8	45%	45%	0	54%	44%	-10	◊90%	66%	-24	61%	50%	-11	55%	56%	0

Table 6 – Inside the CRZ: Average Occupancy, Saturday, by Neighborhood

Neighborhood	Total Block Faces		Overnight (12am to 6am)			Morning (6am to 10am)			Midday (10am to 2pm)			Afternoon (2pm to 6pm)			Evening (6pm to 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Chelsea	9	9	56%	57%	1	40%	42%	3	72%	71%	-1	80%	70%	-10	78%	84%	6
Chinatown	8	8	48%	39%	-9	53%	41%	-12	◊95%	◊92%	-3	◊90%	◊87%	3	74%	85%	11
East Village	7	7	66%	58%	-8	44%	42%	-2	59%	82%	22	67%	◊90%	23	◊92%	◊92%	0
FiDi	8	9	◊96%	◊88%	-8	◊107%	◊120%	13	◊124%	◊128%	4	◊134%	◊126%	-8	◊137%	◊123%	-14
Midtown East	10	10	33%	34%	1	47%	51%	5	65%	60%	-5	61%	58%	-3	68%	63%	-5
Midtown West	9	9	49%	56%	7	46%	45%	-1	62%	68%	6	56%	70%	14	73%	76%	3

Table 7 – Inside the CRZ: Parking Durations, Weekday, by Neighborhood

Neighborhood	Weekday (7 AM - 7 PM)											
	<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +		
	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Chelsea	58%	59%	1	15%	16%	2	18%	15%	-3	9%	10%	0
Chinatown	63%	67%	4	14%	14%	-1	14%	12%	-2	9%	7%	-1
East Village	59%	65%	6	15%	10%	-6	15%	17%	2	11%	9%	-2
FiDi	57%	54%	-3	14%	13%	0	15%	15%	-1	14%	18%	3
Midtown East	56%	58%	2	16%	16%	0	17%	17%	0	10%	9%	-1
Midtown West	63%	64%	1	12%	13%	1	14%	14%	0	11%	9%	-2

Table 8 – Inside the CRZ: Parking Durations, Saturday, by Neighborhood

Neighborhood	Saturday (7 AM - 7 PM)											
	<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +		
	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Chelsea	57%	63%	6	9%	11%	2	18%	13%	-5	15%	13%	-3
Chinatown	65%	59%	-6	14%	15%	1	13%	18%	5	8%	8%	0
East Village	61%	59%	-3	13%	11%	-2	16%	17%	1	10%	13%	3
FiDi	63%	54%	-9	9%	11%	2	16%	18%	2	13%	18%	5
Midtown East	68%	69%	1	12%	12%	-1	13%	13%	-1	7%	7%	0
Midtown West	53%	54%	1	12%	13%	1	22%	17%	-5	12%	15%	3

Table 9 – Inside the CRZ: Legal vs. Illegal Vehicles, Weekday, by Neighborhood

Neighborhood	Total Block Faces		Legal Vehicles			Illegal Vehicles		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Chelsea	9	9	63%	58%	-4	37%	42%	4
Chinatown	8	8	65%	61%	-4	35%	39%	4
East Village	7	7	73%	71%	-3	27%	29%	3
FiDi	9	9	39%	44%	4	61%	56%	-4
Midtown East	10	10	53%	56%	3	47%	44%	-3
Midtown West	9	8	48%	48%	0	52%	52%	0

Table 10 – Inside the CRZ: Legal vs. Illegal Vehicles, Saturday, by Neighborhood

Neighborhood	Total Block Faces		Legal Vehicles			Illegal Vehicles		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Chelsea	9	9	64%	62%	-1	36%	38%	1
Chinatown	8	8	61%	59%	-2	39%	41%	2
East Village	7	7	75%	73%	-2	25%	27%	2
FiDi	8	9	37%	42%	5	63%	58%	-5
Midtown East	10	10	62%	62%	0	38%	38%	0
Midtown West	9	9	66%	63%	-3	34%	37%	3

Table 11 – Inside the CRZ: Double Parking, Weekday, by Neighborhood

Neighborhood	Total Block Faces		Total Vehicles			Commercial			Passenger			Other		
	Pre	Post	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change
Chelsea	9	9	21	20	-1	10	12	2	11	7	-4	0	1	1
Chinatown	8	8	23	16	-7	2	7	5	17	5	-12	4	4	0
East Village	7	7	43	18	-25	23	10	-13	19	7	-12	1	1	0
FiDi	9	9	103	132	29	52	70	18	45	55	10	6	7	1
Midtown East	10	10	75	65	-10	56	44	-12	16	14	-2	3	7	4
Midtown West	9	8	26	11	-15	21		-21	3	4	1	2	0	-2
Total	52	51	291	262	-29	164	143	-21	111	92	-19	16	20	4
Percent Change	-10%													

Table 12 – Inside the CRZ: Double Parking, Saturday, by Neighborhood

Neighborhood	Total Block Faces		Total Vehicles			Commercial			Passenger			Other		
	Pre	Post	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change
Chelsea	9	9	12	16	4	5	8	3	6	9	0	1	2	1
Chinatown	8	8	27	26	-1	5	6	1	19	16	-3	3	4	1
East Village	7	7	29	13	-16	7	4	-3	22	9	-13	0	0	0
FiDi	8	9	61	47	-14	17	22	5	42	25	-17	2	0	-2
Midtown East	10	10	17	19	2	12	9	-3	5	4	-1	0	6	6
Midtown West	9	9	10	18	8	2	6	4	6	9	3	2	3	1
Total	51	52	156	139	-17	48	55	7	100	69	-31	8	15	7
Percent Change	-11%													

Table 13 – Inside the CRZ: Average Unique Vehicle

Neighborhood	Weekday Avg Vehicles and Double Parking Vehicles per Legal Space			Saturday Avg Vehicles and Double Parking Vehicles per Legal Space		
	Pre	Post	Change	Pre	Post	Change
By Neighborhood						
Chelsea	11.75	13.50	1.75	11.00	14.25	3.25
Chinatown	12.00	12.75	0.75	14.25	14.00	-0.25
East Village	15.25	16.25	1.00	15.50	15.50	0.00
FiDi	14.00	15.75	1.75	14.00	13.25	-0.75
Midtown East	13.00	12.75	-0.25	11.75	11.25	-0.50
Midtown West	10.00	12.25	2.25	9.00	10.00	1.00
By Meter Regulation						
Commercial	13.25	14.75	1.5	13.75	14.75	1.00
All Vehicle	12.50	12.75	0.25	12.25	12.50	0.25
Dual	11.25	12.00	0.75			

Additional Findings

- **Average Occupancy, by Neighborhood (Tables 2, 5 + 6):**
  - ◊ Weekday:
    - Average occupancy in the Financial District is extremely high during most time periods before and after congestion pricing. After congestion pricing, increases in the morning, midday and evening period ranged from 9 to 15 percentage points.
    - In addition, extremely high occupancy in the midday in the Financial District resulted in occupancy rates of 132% and 122% in this period. These results drove high overall occupancies inside the CRZ in this period, as observed in Table 1.
  - ◊ Saturday, Evening: High evening occupancy for all metered block face types (Table 2), are driven by high occupancies in the Financial District and East Village (Table 6). All other neighborhoods have parking availability during this period.
- **Illegal Vehicles, Weekday + Saturday (Tables 9 + 10):** 25% to 63% of vehicles across all neighborhoods before and after congestion pricing were observed to be "illegal," i.e. they were parked at a hydrant, bus stop, No Standing, or noncommercial in commercial space.
- **Double Parking, Weekday (Table 11):** Weekday double parking increased in the Financial District by 29 (+28% for the neighborhood) after congestion pricing. However, results across all neighborhood show that double parking decreased by 29 (-10%).
- **Unique Vehicles (Table 13):** Unique vehicles increased in Chelsea during the weekday (+1.75) and Saturday (+3.25), Midtown West on weekday (+2.25), and at block faces with commercial meter regulations on weekdays (+1.50).

Focus Area 2: Outside the CRZ

Occupancy, Metered vs. Vehicle Storage Occupancy

Occupancy

Occupancy is calculated by period for all block faces that were collected in the period. On average, 86% of area block faces were collected in a period.

Table 14 – Outside the CRZ: Occupancy, by Borough

		Pre			Post			Percentage Point Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
Bronx (2 Areas)	Morning	3,115	3,289	◊94.7%	3,030	3,265	◊92.8%	-85	-24	↓-1.9
	Afternoon	5,513	6,143	◊89.7%	5,696	6,129	◊92.9%	183	-14	• 3.2
	Evening	5,620	7,128	78.8%	6,221	7,123	◊87.3%	601	-5	↑ 8.5
	Overnight	5,733	7,033	81.5%	6,385	7,028	◊90.9%	652	-5	↑ 9.3
Brooklyn (2 Areas)	Morning	4,638	5,055	◊91.8%	4,472	5,089	◊87.9%	-166	34	↓-3.9
	Afternoon	5,995	6,405	◊93.6%	5,906	6,456	◊91.5%	-89	51	↓-2.1
	Evening	6,220	7,296	◊85.3%	6,330	7,341	◊86.2%	110	45	• 1.0
	Overnight	5,789	7,210	80.3%	5,911	7,253	81.5%	122	43	• 1.2
Manhattan (6 Areas)	Morning	11,496	12,773	◊90.0%	11,502	12,609	◊91.2%	6	-164	• 1.2
	Afternoon	15,190	16,772	◊90.6%	16,114	16,595	◊97.1%	924	-177	↑ 6.5
	Evening	16,192	18,505	◊87.5%	16,539	18,271	◊90.5%	347	-234	• 3.0
	Overnight	16,661	18,747	◊88.9%	17,293	18,582	◊93.1%	632	-165	↑ 4.2
Queens (6 Areas)	Morning	14,971	17,500	◊ 85.5%	15,498	18,074	◊85.7%	527	574	• 0.2
	Afternoon	16,999	19,906	◊ 85.4%	17,550	19,836	◊88.5%	551	-70	• 3.1
	Evening	17,024	20,770	82.0%	17,393	20,686	84.1%	369	-84	• 2.1
	Overnight	17,322	21,023	82.4%	17,984	20,912	◊86.0%	662	-111	• 3.6

* The 574 space increase in Queens in the morning is partially due to one area being collected on different weekdays before and after congestion pricing: in the pre period, many block faces had morning ASP regulations, while in the post period, they did not.

Table 15 – Outside the CRZ: Occupancy, Bronx

		Pre			Post			Percentage Point Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
3 Ave-149th St (2,5)	Morning	1477	1534	◊ 96.3%	1385	1507	◊ 91.9%	-92	-27	↓-4.4
	Afternoon	2385	2743	◊ 87.4%	2546	2726	◊ 94.0%	161	-17	↑ 6.6
	Evening	2083	3076	68.4%	2282	3068	74.8%	199	-8	↑ 6.4
	Overnight	2203	3061	72.9%	2308	3053	76.1%	105	-8	• 3.2
167 St (B,D)	Morning	1638	1755	◊ 93.3%	1645	1758	◊ 93.6%	7	3	• 0.3
	Afternoon	3128	3400	◊ 92.0%	3150	3403	◊ 92.6%	22	3	• 0.6
	Evening	3537	4052	◊ 88.1%	3939	4055	◊ 97.1%	402	3	↑ 9.0
	Overnight	3530	3972	◊ 88.9%	4077	3975	◊ 102.6%	547	3	↑ 13.7

Table 16 – Outside the CRZ: Occupancy, Brooklyn

		Pre			Post			Percentage Point Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
Atlantic Av – Barclays Ctr (B,D,N,Q,R, 2,3,4,5,LIRR)	Morning	2572	2613	◊ 98.7%	2261	2604	◊ 91.0%	-311	-9	↓-7.7
	Afternoon	2956	2954	◊ 101.4%	2809	2990	◊ 98.6%	-147	36	↓-2.8
	Evening	2809	3417	82.9%	2827	3394	83.6%	18	-23	• 0.7
	Overnight	2566	3316	77.4%	2553	3293	77.5%	-13	-23	• 0.1
Lorimer St (L)	Morning	2066	2442	◊ 85.5%	2211	2485	◊ 89.0%	145	43	• 3.5
	Afternoon	3039	3451	◊ 88.1%	3097	3466	◊ 89.4%	58	15	• 1.3
	Evening	3411	3879	◊ 88.1%	3503	3947	◊ 88.8%	92	68	• 0.7
	Overnight	3223	3894	◊ 83.0%	3358	3960	◊ 84.8%	135	66	• 1.8

Table 17 – Outside the CRZ: Occupancy, Manhattan

		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
96 St (1,2,3)	Morning	2126	2545	83.5%	2148	2452	◊ 87.6%	22	-93	• 4.1
	Afternoon	2588	3052	84.8%	2736	2965	◊ 92.3%	148	-87	↑ 7.5
	Evening	2842	3198	◊ 88.9%	2640	3099	◊ 85.2%	-202	-99	↑ -3.7
	Overnight	2895	3442	84.1%	2734	3360	81.4%	-161	-82	↓ -2.7
103 St (6)	Morning	1772	1841	◊ 96.3%	1755	1834	◊ 95.7%	-17	-7	↓ -0.6
	Afternoon	2368	2595	◊ 91.3%	2635	2583	◊ 102.0%	267	-12	↑ 10.8
	Evening	2799	3420	81.8%	2946	3405	◊ 86.5%	147	-15	• 4.7
	Overnight	2866	3445	83.2%	3061	3430	◊ 89.2%	195	-15	↑ 6.0
125 St (A,B,C,D)	Morning	2053	2278	◊ 90.1%	2034	2267	◊ 89.7%	-19	-11	↓ -0.4
	Afternoon	3035	3343	◊ 90.8%	3250	3322	◊ 97.8%	215	-21	↑ 7.0
	Evening	3114	3709	84.0%	3195	3677	◊ 86.9%	81	-32	• 2.9
	Overnight	3158	3780	83.5%	3348	3737	◊ 89.6%	190	-43	↑ 6.0
145 St (1)	Morning	1739	2159	80.5%	1800	2097	◊ 85.8%	61	-62	↑ 5.3
	Afternoon	2325	2661	◊ 87.4%	2514	2587	◊ 97.2%	189	-74	↑ 9.8
	Evening	2433	2779	◊ 87.5%	2521	2701	◊ 93.3%	88	-78	↑ 5.8
	Overnight	2532	2769	◊ 91.4%	2627	2691	◊ 97.6%	95	-78	↑ 6.2
181 St (A)	Morning	2121	2156	◊ 98.4%	2073	2146	◊ 96.6%	-48	-10	↓ -1.8
	Afternoon	2274	2329	◊ 97.6%	2293	2327	◊ 98.5%	19	-2	• 0.9
	Evening	2604	2741	◊ 95.0%	2681	2740	◊ 97.8%	77	-1	• 2.8
	Overnight	2812	2837	◊ 99.1%	2899	2821	◊ 102.8%	87	-16	• 3.6
Dyckman St (A)	Morning	1685	1794	◊ 93.9%	1692	1813	◊ 93.3%	7	19	↓ -0.6
	Afternoon	2600	2792	◊ 93.1%	2686	2811	◊ 95.6%	86	19	• 2.4
	Evening	2400	2658	◊ 90.3%	2556	2649	◊ 96.5%	156	-9	↑ 6.2
	Overnight	2398	2474	◊ 96.9%	2624	2543	◊ 103.2%	226	69	↑ 6.3

Table 18 – Outside the CRZ: Occupancy, Queens

		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
21 St Queens-bridge (F)	Morning	1972	2278	◊ 86.6%	2466	2798	◊ 88.5%	494	520	• 1.9
	Afternoon	2553	2962	◊ 86.2%	2617	2852	◊ 91.8%	64	-110	↑ 5.6
	Evening	2383	3433	69.4%	2484	3325	74.6%	101	-108	↑ 5.2
	Overnight	2463	3420	72.3%	2551	3321	76.8%	88	-99	• 4.5
Vernon Blvd Jackson Ave (7)	Morning	1890	1956	◊ 96.6%	1918	1958	◊ 98.0%	28	2	• 1.4
	Afternoon	1833	1879	◊ 97.6%	1938	1881	◊ 103.0%	105	2	↑ 5.4
	Evening	1889	2147	◊ 88.0%	1946	2147	◊ 90.6%	57	0	• 2.6
	Overnight	1750	2158	81.1%	1884	2158	◊ 87.3%	134	0	• 6.2
46 St- Bliss St (7)	Morning	2883	3418	84.6%	2852	3356	◊ 85.1%	-31	-62	• 0.5
	Afternoon	3490	4082	◊ 85.7%	3621	4013	◊ 91.6%	131	-69	↑ 5.9
	Evening	3152	3702	◊ 85.3%	3234	3628	◊ 89.1%	82	-74	• 3.8
	Overnight	3061	3548	◊ 86.3%	3311	3503	◊ 94.5%	250	-45	↑ 8.2
Broadway (N,W)	Morning	2558	3229	79.2%	2560	3275	78.2%	2	46	↓ -1.0
	Afternoon	3270	3995	81.9%	3292	4036	81.6%	22	41	↓ -0.3
	Evening	3449	4290	80.4%	3608	4331	83.3%	159	41	• 2.9
	Overnight	3528	4301	82.0%	3666	4262	◊ 86.0%	138	-39	• 4.0
61 St Woodside (7, LIRR)	Morning	2927	3440	◊ 85.5%	2940	3469	◊ 86.0%	13	29	• 0.5
	Afternoon	3141	3539	◊ 88.8%	3214	3571	◊ 90.0%	73	32	• 1.2
	Evening	3005	3624	83.1%	3130	3645	◊ 86.0%	125	21	• 2.9
	Overnight	3229	3620	◊ 89.2%	3313	3650	◊ 90.8%	84	30	• 1.6
Astoria-Ditmars Blvd (N,W)	Morning	2741	3179	71.4%	2762	3218	◊ 85.8%	21	39	↑ 14.4
	Afternoon	2712	3449	68.4%	2868	3483	82.3%	156	34	↑ 13.9
	Evening	3146	3574	72.6%	2991	3610	83.4%	-155	36	↑ 10.8
	Overnight	3291	3976	82.9%	3259	4018	81.1%	-32	42	↓ -1.8

* The 520 space increase at 21st St reflects data being collected on different weekdays before and after congestion pricing: in the pre period, many block faces had morning ASP regulations, while in the post period, they did not.

Additional Findings, Occupancy

- **Brooklyn (Tables 14 + 16):** The decrease in Brooklyn occupancy in the morning, by 3.9 percentage points (as seen in Table 14), is driven by results at Atlantic Av – Barclays Ctr. At this location, occupancy decreased by 7.7 percentage points (Table 16).

- **Manhattan (Table 17)**

  - ◊ Across all areas, there were 18 periods of morning, afternoon, and evening, when the peak toll was in effect. The number of these periods that had low parking availability increased from 13 to all 18 periods after congestion pricing.

  - ◊ At all periods at 145th St, there were large occupancy increases between 5.3 percentage points and 9.8 points. These increases were partially influenced by decreases in the number of legal parking spaces.

Occupancy, Metered vs. Vehicle Storage

ASP-Only/unregulated and metered block faces were calculated only for parkable block faces that were uniformly ASP-Only/unregulated or metered. The "All" column displays occupancy across all block faces in the study area.

Table 19 – Outside the CRZ: Occupancy, Metered vs. Vehicle Storage, by Borough

		Pre			Post			Percentage Point Change		
		ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All
Bronx (2 Areas)	Morning	◊ 101.3%	59.9%	95.6%	◊ 102.8%	50.6%	93.6%	• 1.6	↓-9.3	-2.1
	Afternoon	◊ 97.5%	60.7%	91.7%	◊ 95.6%	67.8%	93.7%	↓-1.9	↑ 7.1	2.0
	Evening	84.4%	61.2%	80.0%	◊ 93.6%	62.3%	88.2%	↑ 9.2	• 1.1	8.1
	Overnight	◊ 86.8%	73.5%	83.5%	◊ 98.3%	71.4%	93.0%	↑ 11.6	↓-2.1	9.5
Brooklyn (2 Areas)	Morning	◊ 100.7%	90.4%	93.9%	◊ 100.3%	84.8%	90.5%	↓-0.4	↓-5.6	-3.3
	Afternoon	◊ 96.5%	72.7%	94.1%	◊ 96.4%	84.9%	91.9%	↓-0.2	↑12.2	-2.2
	Evening	◊ 91.7%	48.3%	86.2%	◊ 93.4%	65.6%	87.5%	• 1.6	↑17.3	1.3
	Overnight	◊ 89.8%	50.0%	81.5%	◊ 91.0%	58.5%	82.6%	• 1.2	↑ 8.5	1.1
Manhattan (6 Areas)	Morning	◊ 96.6%	61.2%	91.6%	◊ 100.1%	55.1%	92.4%	• 3.5	↓-6.1	0.8
	Afternoon	◊ 95.0%	71.1%	91.8%	◊ 100.2%	75.2%	97.4%	↑ 5.2	• 4.0	5.6
	Evening	◊ 91.9%	63.3%	87.7%	◊ 96.5%	72.3%	91.3%	• 4.7	↑ 9.0	3.5
	Overnight	◊ 94.9%	70.2%	89.6%	◊ 98.4%	76.7%	94.0%	• 3.5	↑ 6.4	4.4
Queens (6 Areas)	Morning	◊ 93.3%	63.7%	86.5%	◊ 94.1%	52.7%	87.3%	• 0.8	↓-11.0	0.8
	Afternoon	◊ 88.3%	55.1%	85.6%	◊ 89.9%	59.4%	88.9%	• 1.6	• 4.4	3.3
	Evening	◊ 87.8%	60.1%	82.1%	◊ 89.2%	57.1%	84.8%	• 1.4	↓-3.0	2.7
	Overnight	◊ 88.3%	61.5%	82.8%	◊ 92.4%	57.8%	87.1%	• 4.1	↓-3.6	4.3

Table 20 – Outside the CRZ: Occupancy, Metered vs. Vehicle Storage, Bronx

		Pre			Post			Percentage Point Change		
		ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All
3 Ave-149th St (2,5)	Morning	◊ 98.8%	57.0%	97.3%	◊ 102.0%	54.4%	92.8%	• 3.2	↓-2.6	-4.5
	Afternoon	◊ 92.1%	54.2%	89.1%	◊ 95.9%	76.3%	94.4%	• 3.8	↑ 22.1	5.3
	Evening	71.2%	40.0%	69.3%	81.8%	50.4%	76.1%	↑ 10.6	↑ 10.4	6.7
	Overnight	79.2%	47.4%	76.2%	◊ 87.1%	49.4%	79.8%	↑ 7.9	• 2.1	3.6
167 St (B,D)	Morning	◊ 102.7%	66.7%	94.2%	◊ 103.3%	43.9%	94.3%	• 0.6	↓-22.8	0.1
	Afternoon	◊ 100.3%	75.0%	93.7%	◊ 95.5%	51.7%	93.1%	↓-4.8	↓-23.3	-0.7
	Evening	◊ 90.3%	◊ 98.3%	88.1%	◊ 98.7%	◊ 88.3%	97.1%	↑ 8.5	↓-10.0	9.1
	Overnight	◊ 90.0%	◊ 106.7%	88.8%	◊ 103.1%	◊ 103.3%	102.6%	↑ 13.0	↓-3.3	13.8

Table 21 – Outside the CRZ: Occupancy, Metered vs. Vehicle Storage, Brooklyn

		Pre			Post			Percentage Point Change		
		ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All
Atlantic Av – Barclays Ctr (B,D,N,Q,R, 2,3,4,5,LIRR)	Morning	◊ 102.5%	◊ 90.4%	100.8%	◊ 96.7%	84.8%	92.4%	↓ -5.8	↓ -5.6	-8.4
	Afternoon	◊ 102.5%	72.7%	100.8%	◊ 98.1%	84.9%	94.6%	↓ -4.5	↑ 12.2	-6.2
	Evening	◊ 91.6%	48.3%	82.7%	◊ 96.1%	65.6%	86.0%	• 4.6	↑ 17.3	3.3
	Overnight	◊ 90.8%	50.0%	79.1%	◊ 92.9%	58.5%	79.9%	• 2.1	↑ 8.5	0.7
Lorimer St* (L)	Morning	◊ 99.4%		86.6%	◊ 102.9%		88.7%	• 3.6		2.0
	Afternoon	◊ 93.3%		88.3%	◊ 95.4%		89.5%	• 2.1		1.1
	Evening	◊ 91.8%		89.3%	◊ 91.9%		88.8%	• 0.0		-0.5
	Overnight	◊ 89.3%		83.4%	◊ 90.1%		84.8%	• 0.8		1.4

* Occupancy not calculated for meter block faces at Lorimer St due to low sample size compared to other areas.

Table 22 – Outside the CRZ: Occupancy, Metered vs. Vehicle Storage, Brooklyn

		Pre			Post			Percentage Point Change		
		ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All
96 St (1,2,3)	Morning	◊ 93.5%	60.9%	90.0%	◊ 93.0%	54.4%	88.4%	↓ -0.5	↓ -6.5	-1.7
	Afternoon	◊ 95.0%	59.9%	88.8%	◊ 91.6%	59.1%	92.7%	↓ -3.4	↓ -0.7	3.9
	Evening	◊ 96.4%	49.0%	88.9%	◊ 91.3%	46.2%	87.0%	↓ -5.1	↓ -2.9	-1.8
	Overnight	◊ 94.0%	42.6%	84.1%	◊ 93.3%	45.8%	83.9%	• -0.7	• 3.2	-0.2
103 St (6)	Morning	◊ 100.4%	80.0%	96.3%	◊ 103.9%	71.1%	97.2%	• 3.5	↓ -8.9	0.9
	Afternoon	◊ 92.3%	82.2%	91.3%	◊ 100.4%	◊ 93.5%	103.3%	↑ 8.1	↑ 11.2	12.1
	Evening	◊ 89.7%	64.8%	81.8%	◊ 97.5%	76.8%	88.4%	↑ 7.8	↑ 12.0	6.5
	Overnight	◊ 90.8%	68.8%	83.6%	◊ 99.0%	84.0%	90.5%	↑ 8.2	↑ 15.2	6.9
125 St (A,B,C,D)	Morning	◊ 94.5%	66.7%	90.9%	◊ 100.6%	68.2%	90.0%	↑ 6.0	• 1.5	-1.0
	Afternoon	◊ 93.6%	73.9%	92.1%	◊ 98.6%	79.5%	97.9%	• 5.0	↑ 5.6	5.8
	Evening	◊ 86.9%	43.5%	84.0%	◊ 92.6%	63.6%	87.2%	• 5.8	↑ 20.2	3.1
	Overnight	◊ 90.0%	56.8%	83.7%	◊ 93.6%	68.2%	89.9%	• 3.6	↑ 11.4	6.1
145 St (1)	Morning	◊ 90.0%	35.2%	81.1%	◊ 94.8%	35.4%	87.5%	• 4.8	• 0.2	6.4
	Afternoon	◊ 93.5%	61.4%	88.2%	◊ 100.1%	69.0%	97.2%	↑ 6.6	↑ 7.6	8.9
	Evening	◊ 94.1%	59.1%	88.6%	◊ 96.8%	77.0%	93.3%	• 2.7	↑ 17.9	4.7
	Overnight	◊ 99.0%	80.8%	95.6%	◊ 98.7%	79.2%	97.6%	↓ -0.3	↓ -1.5	2.0
181 St (A)	Morning	◊ 102.5%	75.0%	98.7%	◊ 105.5%	57.1%	98.5%	• 3.0	↓-17.9	-0.1
	Afternoon	◊ 99.2%	82.0%	97.6%	◊ 106.5%	85.0%	98.8%	↑ 7.3	• 3.0	1.2
	Evening	◊ 96.9%	75.0%	95.4%	◊ 100.0%	84.0%	98.0%	• 3.1	↑ 9.0	2.6
	Overnight	◊ 100.8%	87.0%	99.5%	◊ 104.0%	97.0%	103.8%	• 3.2	↑ 10.0	4.3
Dyckman St (A)	Morning	◊ 101.6%	53.6%	93.9%	◊ 104.5%	49.5%	94.7%	• 2.9	↓ -4.1	0.8
	Afternoon	◊ 97.9%	71.1%	93.7%	◊ 104.0%	71.1%	95.6%	↑ 6.1	• 0.0	1.8
	Evening	◊ 90.1%	85.7%	90.3%	◊ 103.0%	87.3%	96.5%	↑ 12.9	• 1.6	6.2
	Overnight	◊ 99.7%	106.3%	97.4%	◊ 104.9%	96.8%	103.2%	↑ 5.2	↓ -9.5	5.8

Table 23 – Outside the CRZ: Occupancy, Metered vs. Vehicle Storage, Queens

		Pre			Post			Percentage Point Change		
		ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All	ASP-Only/ Unregulated	Metered	All
21St Queensbridge (F)	Morning	◊ 96.0%	61.5%	86.6%	◊ 90.5%	82.1%	88.7%	↓-5.5	↑20.5	2.1
	Afternoon	◊ 89.0%	67.3%	86.2%	◊ 93.0%	◊ 105.8%	91.8%	• 4.0	↑38.5	5.6
	Evening	73.6%	44.2%	69.4%	78.3%	82.7%	75.9%	• 4.8	↑38.5	6.5
	Overnight	74.6%	48.3%	72.9%	81.3%	76.2%	77.5%	↑ 6.7	↑27.9	4.6
Vernon Blvd Jackson Ave (7)	Morning	◊ 99.4%	◊ 92.9%	96.6%	◊ 100.0%	67.3%	98.0%	• 0.6	↓-25.5	1.3
	Afternoon	◊ 100.0%	◊ 92.9%	97.6%	◊ 102.2%	78.6%	103.0%	• 2.2	↓-14.3	5.5
	Evening	◊ 91.3%	81.2%	88.0%	◊ 90.1%	◊ 91.8%	90.7%	↓ -1.2	↑10.6	2.7
	Overnight	◊ 87.8%	75.3%	81.2%	◊ 92.9%	◊ 89.4%	87.9%	↑ 5.1	↑14.1	6.7
46 St-Bliss St (7)	Morning	◊ 97.2%	67.0%	85.1%	◊ 101.7%	51.8%	87.1%	↑ 4.5	↓-15.2	2.0
	Afternoon	◊ 97.7%	42.5%	85.6%	◊ 100.1%	52.9%	91.1%	• 2.4	↑10.4	5.5
	Evening	◊ 96.2%	50.9%	85.3%	◊ 99.9%	45.8%	90.1%	• 3.7	↓-5.1	4.8
	Overnight	◊ 88.9%	64.0%	86.3%	◊ 103.6%	61.1%	96.4%	↑ 14.7	↓-2.9	10.2
Broadway (N,W)	Morning	82.5%	42.5%	80.6%	83.8%	45.8%	79.3%	• 1.3	• 3.3	-1.3
	Afternoon	84.6%	54.2%	82.4%	82.8%	35.5%	82.3%	↓-1.8	↓-18.6	-0.1
	Evening	84.2%	64.6%	80.6%	◊ 85.4%	47.4%	84.4%	• 1.3	↓-17.1	3.9
	Overnight	◊ 91.1%	55.2%	82.2%	◊ 90.2%	40.9%	87.2%	↓-0.9	↓-14.3	5.0
61 St Woodside (7, LIRR)	Morning	◊ 93.5%	42.9%	87.1%	◊ 94.6%	44.3%	88.6%	• 1.1	• 1.4	1.5
	Afternoon	◊ 92.2%	59.8%	89.2%	◊ 93.7%	67.0%	90.6%	• 1.5	↑7.2	1.4
	Evening	◊ 88.6%	55.4%	83.2%	◊ 92.5%	51.0%	86.2%	• 3.9	↓-4.4	3.0
	Overnight	◊ 93.1%	69.9%	89.6%	◊ 95.5%	63.4%	91.8%	• 2.5	↓-6.5	2.2
Astoria-Ditmars Blvd (N,W)	Morning	◊ 94.4%	60.3%	86.8%	◊ 95.7%	45.6%	86.6%	• 1.3	↓-14.6	-0.2
	Afternoon	80.1%	65.6%	78.7%	82.3%	57.9%	82.3%	• 2.2	↓-7.6	3.6
	Evening	◊ 91.2%	72.0%	88.1%	◊ 87.8%	55.6%	83.1%	↓ -3.4	↓-16.4	-5.0
	Overnight	◊ 89.2%	46.4%	83.4%	◊ 91.2%	35.8%	82.1%	• 2.0	↓-10.6	-1.3

Additional Findings, Occupancy, Metered vs. Vehicle Storage

- **Bronx (Table 20):** While larger occupancy increases of 7.9 percentage points to 22.1 points occurred during some periods at block faces with ASP-Only and metered regulations, this did not impact parking availability during peak congestion pricing tolling period.
- **Manhattan (Table 22)**
  - ◊ Occupancy increases exceeded five percentage points at both metered and ASP-Only block faces in several periods:
    - 103rd St, Afternoon: Metered block faces in the afternoon shifted to low parking availability following a 11.5 percentage point occupancy increase.
    - At 6 periods across different Manhattan locations, occupancy increases of 6.0 to 8.1 percentage points resulted in occupancy exceeding 100%.
- **Queens (Table 23)**
  - ◊ Large occupancy increases of 20.5 percentage points to 38.5 points occurred at metered block faces at 21st St–Queensbridge. However, in most periods there was still parking availability.
  - ◊ Large occupancy decreases between 7.6 percentage points and 16.4 points occurred at metered block faces all day at Astoria-Ditmars Blvd. Large decreases between 14.3 percentage points and 18.6 points also occurred in the afternoon, evening and overnight at Broadway.

Focus Area 3: CRZ Border Area

Vehicle Observation Data: Occupancy, Metered vs. Vehicle Storage Occupancy

Timelapse Data: Occupancy, Parking Durations, Legal vs. Illegal Vehicles, Double Parking, Unique Vehicles

Table 24 – CRZ Border Area: Average Occupancy, Weekday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Overnight (12am to 6am)			Morning (6am - 10am)			Midday (10am - 2 pm)			Afternoon (2pm - 6pm			Evening (6pm - 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	2	2	17%	24%	8	26%	38%	12	64%	◊91%	28	19%	26%	7	25%	37%	12
All Vehicle	11	10	64%	59%	-4	63%	68%	5	◊101%	◊109%	8	◊88%	◊85%	-3	◊85%	◊85%	0
Dual	4	5	56%	44%	-12	68%	69%	1	◊103%	◊110%	7	95%	◊91%	-4	71%	79%	8

Table 25 – CRZ Border Area: Average Occupancy, Saturday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Overnight (12am to 6am)			Morning (6am - 10am)			Midday (10am - 2 pm)			Afternoon (2pm - 6pm			Evening (6pm - 12am)		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	2	2	16%	33%	17	27%	24%	-4	45%	35%	-10	10%	18%	8	24%	19%	-5
All Vehicle	14	14	50%	53%	3	49%	54%	5	81%	◊90%	9	75%	◊88%	14	81%	◊89%	9

Table 26 – CRZ Border Area: Parking Durations, Weekday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Weekday (7 AM - 7 PM														
			<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +			Total Vehicles in Curb Lane		
	Pre	Post	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	2	2	74%	74%	0	16%	11%	-5	9%	13%	4	1%	2%	1	123	168	45
All Vehicle	11	10	44%	49%	5	14%	14%	0	29%	24%	-5	13%	13%	0	639	574	-65
Dual	4	5	60%	57%	-2	12%	14%	2	22%	20%	-2	6%	9%	3	267	299	32

Table 27 – CRZ Border Area: Parking Durations, Saturday, by Meter Regulation Type

Meter Regulation Type	Total Block Faces		Saturday (7 AM - 7 PM)														
			<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +			Total Vehicles in Curb Lane		
	Pre		Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change	Pre	Post	Percentage Point Change
Commercial	2	2	◊87%	77%	-9	7%	10%	3	4%	10%	6	2%	2%	1	113	88	-25
All Vehicle	14	14	51%	52%	1	16%	12%	-4	23%	22%	-1	10%	14%	4	792	752	-40

Table 28 – CRZ Border Area: Average Occupancy, Weekday, by Subarea

	Total Block Faces		Overnight (12am to 6am)			"Morning (6am - 10am)			Midday (10am - 2 pm)			" Afternoon (2pm - 6pm			" Evening (6pm - 12am)		
		Post	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change
Upper East Side	4	4	40%	29%	-11	47%	53%	6	◊ 96%	◊ 109%	13	63%	61%	-3	57%	60%	4
Upper East Side-Near Border	4	4	53%	48%	-5	67%	64%	-4	◊ 98%	◊ 95%	-3	79%	83%	4	61%	73%	12
Upper West Side	4	4	52%	33%	-19	33%	48%	15	◊ 90%	◊ 105%	15	◊ 88%	79%	-9	◊ 86%	78%	-8
Upper West Side - Near Border	5	5	75%	84%	9	◊ 85%	◊ 89%	3	◊ 102%	◊ 118%	15	◊ 94%	◊ 94%	0	◊ 90%	◊ 95%	5

Table 29 – CRZ Border Area: Average Occupancy, Saturday, by Subarea

	Total Block Faces		Overnight (12am to 6am)			"Morning (6am - 10am)			Midday (10am - 2 pm)			" Afternoon (2pm - 6pm			" Evening (6pm - 12am)		
	Pre	Post	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change
Upper East Side	4	4	30%	36%	6	32%	32%	1	62%	74%	12	29%	57%	29	39%	58%	19
Upper East Side - Near Border	4	4	34%	45%	12	22%	41%	19	54%	71%	17	63%	78%	15	70%	71%	1
Upper West Side	4	4	53%	49%	-4	54%	47%	-7	82%	69%	-13	83%	76%	-7	◊ 88%	85%	-3
Upper West Side - Near Border	5	5	60%	61%	1	69%	70%	0	◊ 96%	◊ 107%	11	◊ 89%	◊ 106%	16	◊ 96%	◊ 104%	8

Table 30 – CRZ Border Area: Parking Durations, Weekday

	Weekday (7 AM - 7 PM)														
	<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +			Total Vehicles in Curb Lane		
	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change
Upper East Side	45%	47%	1	19%	17%	-1	27%	24%	-3	9%	12%	3	247	219	-28
Upper East Side - Near Border	66%	61%	-5	11%	13%	2	17%	20%	3	6%	6%	0	288	300	12
Upper West Side	47%	59%	12	13%	13%	0	28%	19%	-9	12%	10%	-2	211	231	20
Upper West Side - Near Border	46%	53%	7	13%	12%	0	28%	21%	-7	13%	13%	0	283	291	8

Table 31 – CRZ Border Area: Parking Durations, Saturday

	Saturday (7 AM - 7 PM)														
	<=5 Min - 30 Min			31 - 60 Min			1:01 hr - 3 hrs			3:01 hrs - 6:00 hrs +			Total Vehicles in Curb Lane		
	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change	Pre	Post	Per-centage Point Change
Upper East Side	60%	48%	-11	20%	15%	-5	17%	28%	11	4%	9%	5	218	193	-25
Upper East Side - Near Border	71%	64%	-7	11%	10%	-1	14%	15%	2	4%	10%	6	261	233	-28
Upper West Side	56%	55%	-2	12%	12%	-1	22%	22%	0	9%	12%	2	259	206	-53
Upper West Side - Near Border	41%	56%	15	16%	11%	-5	27%	17%	-10	16%	17%	0	249	289	40

Table 32 – CRZ Border Area: Legal vs. Illegal Vehicles, Weekday

	Total Block Faces		Legal Vehicles			Illegal Vehicles		
	Pre	Post	Pre	Post	Change	Pre	Post	Change
Upper East Side	4	4	68%	64%	-4	32%	36%	4
Upper East Side - Near Border	4	4	57%	56%	-1	43%	44%	1
Upper West Side	4	4	61%	64%	2	39%	36%	-2
Upper West Side - Near Border	5	5	69%	53%	-16	31%	47%	16

Table 33 – CRZ Border Area: Legal vs. Illegal Vehicles, Saturday

	Total Block Faces		Legal Vehicles			Illegal Vehicles		
	Pre	Post	Pre	Post	Change	Pre	Post	Change
Upper East Side	4	4	74%	75%	1	26%	25%	-1
Upper East Side - Near Border	4	4	55%	61%	6	45%	39%	-6
Upper West Side	4	4	75%	73%	-2	25%	27%	2
Upper West Side - Near Border	5	5	71%	58%	-13	29%	42%	13

Table 34 – CRZ Border Area: Double Parking, Weekday

	Total Block Faces		Total Vehicles			Commercial			Passenger			Other		
	Pre	Post	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change
Upper East Side	4	4	28	28	0	15	18	3	13	6	-7	0	4	4
Upper East Side - Near Border	4	4	19	35	16	14	27	13	4	4	0	1	4	3
Upper West Side	4	4	10	9	-1	6	7	1	4	1	-3	0	1	1
Upper West Side - Near Border	5	5	52	60	8	16	22	6	34	33	-1	2	5	3
Total	17	17	109	132	23	51	74	23	55	44	-11	3	14	11
Percent Change					21%									

Table 35 – CRZ Border Area: Double Parking, Saturday

	Total Block Faces		Total Vehicles			Commercial			Passenger			Other		
	Pre	Post	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change	Pre	Post	Change
Upper East Side	4	4	5	19	14	1	7	6	4	10	6	0	2	2
Upper East Side - Near Border	4	4	6	10	4	3	7	4	2	3	1	1	0	-1
Upper West Side	4	4	3	6	3	2	3	1	1	2	1	0	1	1
Upper West Side - Near Border	5	5	41	46	5	6	22	16	34	18	-16	1	6	5
Total	17	17	55	81	26	12	39	27	41	33	-8	2	9	7
Percent Change					47%									

Table 36 – CRZ Border Area: Unique Vehicles, by Neighborhood and Meter Regulation Type

	Weekday Avg Vehicles and Double Parking Vehicles per Legal Space			Saturday Avg Vehicles and Double Parking Vehicles per Legal Space		
	Pre	Post	Change	Pre	Post	Change
By Neighborhood						
Upper East Side	9.25	9.75	0.50	8.25	8.00	-0.25
Upper East Side - Near Border	13.25	13.75	0.50	11.75	11.25	-0.50
Upper West Side	9.50	11.50	2.00	11.00	10.00	-1.00
Upper West Side - Near Border	11.75	12.50	0.75	10.50	12.75	2.25
By Meter Regulation Type						
Commercial	9.50	14.00	4.50	10.00	9.50	-0.50
All Vehicle	10.25	11.00	0.75	10.00	10.50	0.50
Dual	13.50	13.00	-0.50			

Additional Findings

- Occupancy, Weekday, by Subarea (Table 36): Table 36 shows that high occupancy in the afternoon and evening shown in Table 32 at the CRZ border is driven by results in the Upper West Side – Near Border area. Other subareas have parking availability.
- Legal vs. Illegal Vehicles (Table 40): 32% to 45% of weekday vehicles before and after congestion pricing were observed to be "illegal," i.e. they were parked at a hydrant, bus stop, No Standing, or noncommercial in commercial space.
- Double Parking (Tables 42 and 43)
  - ◊ **Weekday:** Double parking increased by 23 vehicles (21%), driven by increases in commercial (+23) and other vehicles (+11), partially offset by a decrease in passenger vehicles (-11).
  - ◊ **Saturday:** Double parking increased by 26 (47%), driven by increases in commercial (+27) and other vehicles (+7), partially offset by a decrease in passenger vehicles (-8).
- Unique Vehicles (Table 44): There were large increases in weekday unique vehicles at block faces regulated for commercial meters (+4.5), and in the Upper West Side subarea (+2.00).

Vehicle Observations

Table 37 – CRZ Border Area: Occupancy

		Pre			Post			Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent-age Point Change
Manhattan (2 Areas)	Morning	5,209	5,635	◊ 92.4%	5,269	5,686	◊ 92.7%	60	51	0.2
	Afternoon	5,740	6,136	◊ 93.5%	5,873	6,191	◊ 94.9%	133	55	1.3
	Evening	5,384	6,565	82.0%	5,509	6,617	83.3%	125	52	1.2
	Overnight	4,519	6,259	72.2%	4,842	6,306	76.8%	323	47	4.6

Occupancy is calculated by period for all block faces that were collected in the period. On average, 86% of area block faces were collected in a period.

Table 38 – CRZ Border Area: Occupancy, By Area

		Pre			Post			Change		
		Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percent	Observed Vehicles	Total Legal Parking Spaces	Percentage Point Change
72 St (1,2,3)	Morning	2024	2309	◊ 87.7%	2018	2340	◊ 86.2%	-6	31	-1.4
	Afternoon	2630	2879	◊ 91.4%	2542	2906	◊ 87.5%	-88	27	-3.9
	Evening	2327	2813	82.7%	2287	2842	80.5%	-40	29	-2.3
	Overnight	1760	2579	68.2%	1913	2603	73.5%	153	24	↑ 5.2
77 St (6)	Morning	3185	3326	◊ 95.8%	3251	3346	◊ 97.2%	66	20	1.4
	Afternoon	3110	3257	◊ 95.5%	3331	3285	◊ 101.4%	221	28	↑ 5.9
	Evening	3057	3752	81.5%	3222	3775	◊ 85.4%	165	23	3.9
	Overnight	2759	3680	75.0%	2929	3703	79.1%	170	23	4.1

Table 39 – CRZ Border Area: Occupancy, Metered vs. Vehicle Storage

		Pre			Post			Percentage Point Change		
		ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All
Manhattan (2 Areas)	Morning	99.3%	68.4%	93.1%	104.3%	67.7%	93.8%	↑ 5.0	-0.7	0.7
	Afternoon	98.2%	68.9%	94.3%	102.8%	67.8%	95.4%	4.6	-1.1	1.2
	Evening	94.1%	51.3%	83.2%	99.6%	53.4%	86.0%	↑ 5.4	2.1	2.8
	Overnight	88.6%	33.2%	72.8%	95.0%	41.8%	78.5%	↑ 6.4	↑ 8.6	5.7

ASP-Only/unregulated and metered block faces were calculated only for parkable block faces that were uniformly ASP-Only/unregulated or metered. The “All” column displays occupancy across all block faces in the study area.

Table 40 – CRZ Border Area: Occupancy, Metered vs. Vehicle Storage, by area

		Pre			Post			Percentage Point Change		
		ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All	ASP -Only/ Unregulated	Metered	All
72 St (1,2,3)	Morning	◊ 98.1%	71.3%	88.2%	◊ 104.5%	54.2%	87.8%	↑ 6.4	-17.1	-0.3
	Afternoon	◊ 94.3%	63.8%	91.4%	◊ 97.6%	57.8%	88.1%	3.3	-6.0	-3.4
	Evening	◊ 90.2%	53.8%	83.0%	◊ 101.6%	39.6%	82.6%	↑ 11.4	-14.2	-0.4
	Overnight	76.8%	32.1%	68.4%	◊ 91.7%	40.3%	76.0%	↑ 14.9	↑ 8.2	7.5
77 St (6)	Morning	◊ 100.0%	66.7%	96.5%	◊ 104.2%	75.4%	98.0%	4.2	↑ 8.8	1.5
	Afternoon	◊ 100.5%	72.2%	96.8%	◊ 105.9%	74.1%	102.0%	↑ 5.3	1.9	5.2
	Evening	◊ 96.3%	49.6%	83.3%	◊ 98.5%	63.8%	88.5%	2.2	↑ 14.2	5.2
	Overnight	◊ 94.3%	33.9%	75.9%	◊ 96.6%	42.6%	80.3%	2.3	↑ 8.7	4.4

ASP-Only/unregulated and metered block faces were calculated only for parkable block faces that were uniformly ASP-Only/unregulated or metered. The “All” column displays occupancy across all block faces in the study area.


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