

- In transit-oriented locations, **people traveling to offices and other similar businesses are highly likely to use transit, walk, or bike, and are unlikely to drive.**
- **Travelers to traditional industrial businesses are substantially more likely to drive;** however, these sites overall tend to draw fewer people throughout the day.

Emerging Business Sectors and Sustainable Transportation

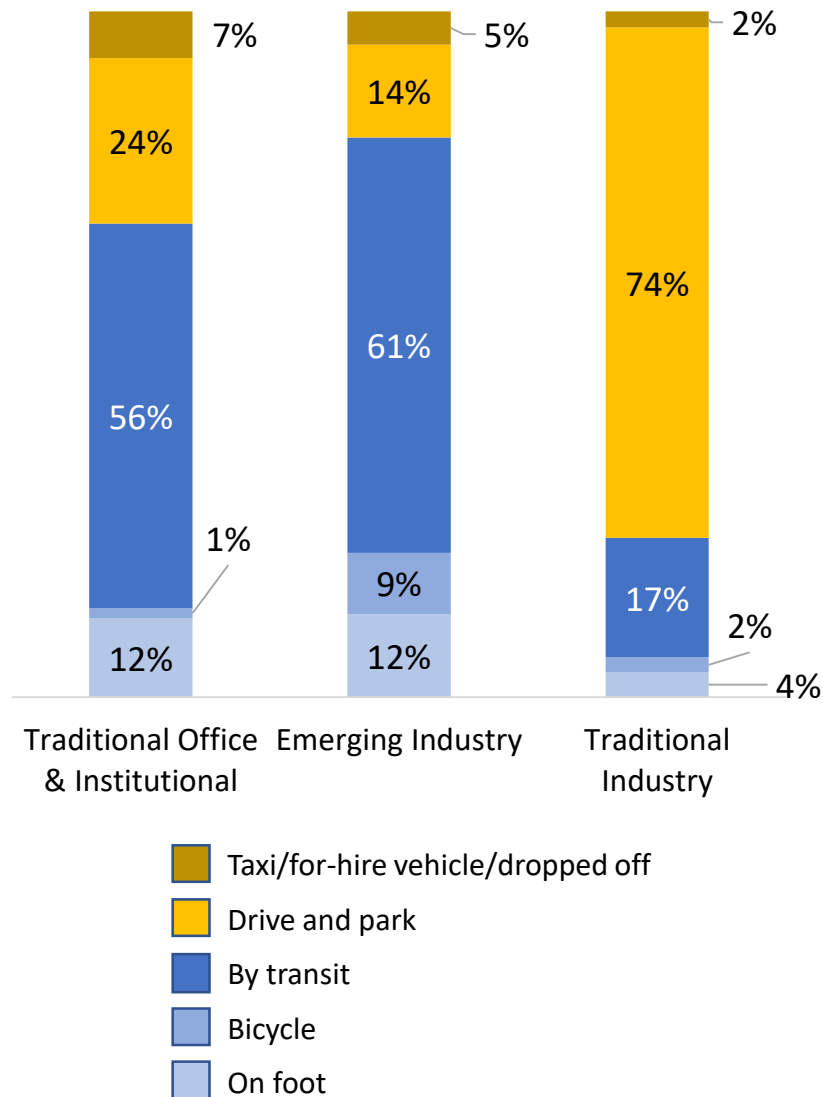
Traditional offices and an emerging set of businesses that contain a blend of industrial and office functions are increasingly locating in transit-accessible areas outside the Manhattan core. While anecdotal accounts suggest that these businesses rely more heavily on transit and other sustainable means of transportation than other types of businesses, data on this emerging trend has been limited.

The Department of City Planning (DCP) surveyed workers and visitors to office, institutional, and industrial businesses in transit-oriented locations outside the Manhattan core.

Key Observations

- In these central, transit-accessible locations, people traveling to **traditional offices and emerging industries report traveling via sustainable modes** – transit, biking, or walking – **at high rates.**
- This contrasts with **traditional industrial businesses, for which driving is the primary mode.** However, these businesses typically have lower employment densities (fewer workers per square foot).
- Potential reasons for these differences include whether travelers are transporting materials (to or from industrial businesses) or traveling to other sites during the day, as well as differences in the locations of workers’ residences with respect to the workplace.

Typical Travel Mode to Site, by Business Type



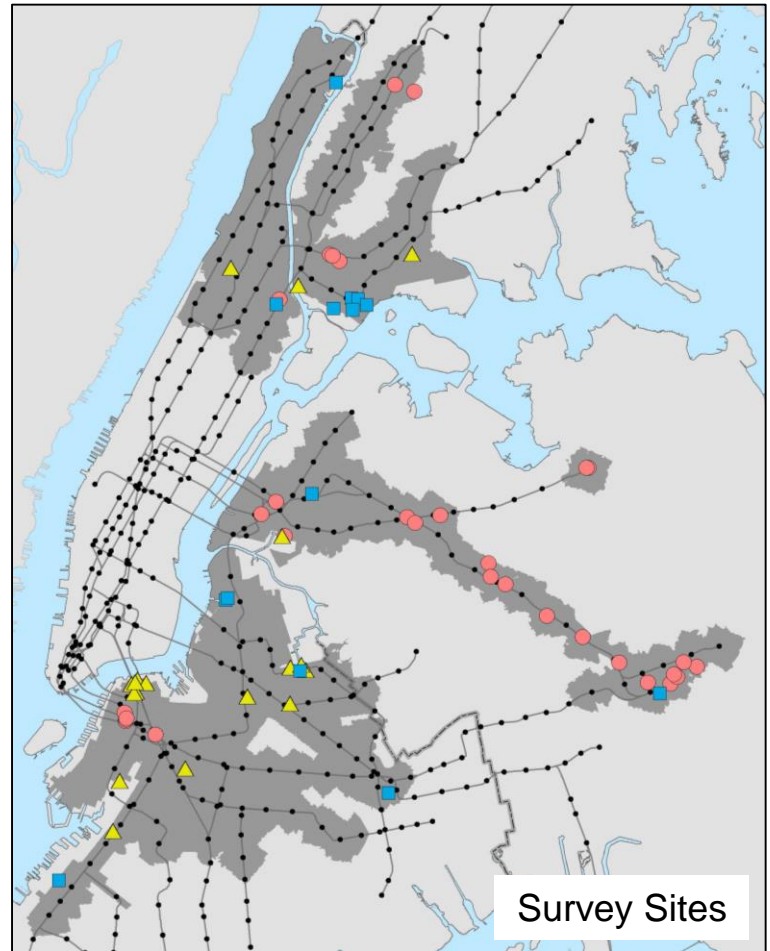
Note: decimal rounding may result in columns appearing ±100%

The Survey

The survey was conducted in 2018. More than 6,000 responses were collected from people at 65 business locations near rail transit in Brooklyn, the Bronx, northern Manhattan, and Queens. Survey locations were selected for their proximity to transit, range of business types, and relative accessibility to workers.

Surveyed businesses were divided into the following general categories:

- **Traditional Office & Institutional** such as law offices, social services, accountants,
- **Emerging Industries** uses that may have historically occupied industrial space, but which, are increasingly “office-like” in operation due to technological advances. These include media, niche small scale food production, and life sciences, or
- **Traditional Industrial** uses that produce and move goods, often with heavy machinery. These businesses tend to have fewer workers per square foot than office-based businesses.



Additional Key Findings

- People traveling to **emerging industries use transportation modes commonly associated with office uses** – they are more likely to use public transit or walk than those traveling to traditional industrial sites.
- **Survey respondents at traditional office and emerging industry locations also showed the greatest degree of flexibility in mode choice.** Among the roughly 20 percent of total respondents who drove to these sites, nearly half said that if parking were no longer available, they would likely adjust by switching to a mode other than driving.
- For traditional office and emerging industries, proximity to transit is strongly correlated with sustainable mode share – i.e., being closer to transit correlates with a higher share of people who use sustainable modes. Traditional industrial sites did not show a similar correlation.
- Within this geography and set of businesses, **business type is a more significant factor than transit accessibility** in shaping the likelihood that travelers drive.

About the Department of City Planning

The Department of City Planning (DCP) plans for the strategic growth and development of the City through ground-up planning with communities, the development of land use policies and zoning regulations, and its contribution to the preparation of the City’s 10-year Capital Strategy. For more information, go to: nyc.gov/data-insights.