BASIC DATA ON PARKING
DOWNTOWN NEWARK

Prepared For

THE NEW JERSEY STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH
THE U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEBRUARY 1961

EDWARDS AND KELCEY, INC.

DE LEUW, CATHER & COMPANY

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EDWARDS AND KELCEY, INC. DE LEUW, CATHER & COMPANY

EDWARDS AND KELCEY, INC.
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EDWARDS AND KELCEY, INC. – DE LEUW, CATHER & COMPANY

A Joint Venture for The Newark Transportation Study

☐ Reply to: 3 William St., Newark 2, N. J.
☐ Reply to: 744 Broad St., Newark 2, N. J.

February 3, 1961

Mr. Harry A. Hartmann
New Jersey State Highway Department
1035 Parkway Avenue
Trenton 25, New Jersey

Dear Mr. Hartmann:

You will find herewith our report entitled "Basic Data on Parking -- Downtown Newark." This report contains 51 tables which have been omitted from the main report in view of their bulk and the rather small number of people who will be concerned with such detailed data. There is also a short explanatory text.

We appreciate the cooperation of persons from various City and State Departments during our studies which produced the data contained in this report. We are also grateful to the numerous Newark parking operators who consented to studies being made at their facilities.

This book will have served its intended purpose if it proves useful in subsequent planning for the area.

Very truly yours,

EDWARDS AND KELCEY, INC.

George Leland

George Leland

DE LEUW, CATHER & COMPANY

R. B. Richards

R. B. Richards

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INTRODUCTION

Parking studies were made in the Newark central business district in June and July 1960, in order to provide basic data required for development of a municipal off-street parking program. Summaries of these studies will be presented in the main report on the Newark Transportation Study. This Basic Data report presents detailed tabulations of survey results which will be omitted from the main report in view of their bulk and the small number of people who will be concerned with such detailed data. It is expected that they will prove useful, however, in subsequent planning for the area.

The survey area, shown in Exhibit 1, consisted of 149 blocks. The 149 blocks were grouped into 19 study areas or zones as indicated in the exhibit. Much of the detailed data presented herewith are summarized by these zones. Parking studies were divided into three major categories:

1. Inventory of existing curb and off-street parking facilities;

2. Studies of characteristics of usage at existing facilities; and

3. Interviews with parkers.

Detailed tabulations relating to these studies are presented in this volume. The studies listed under 2 and 3 above were conducted using a representative sample of curb or off-street facilities within each zone.

INVENTORY OF PARKING FACILITIES

The inventory of parking facilities in the survey area was made during June 1960.

Inventory of Curb Parking Space

An inventory was made of curb parking spaces in the survey area by type of restrictions currently in force. Since, with the exception of metered curbs, parking spaces are not marked on the pavement, this inventory could be only approximate. The main purpose was to determine the relative supply of legal curb parking space at various times of the day. The approximate number of curb parking spaces, together with restrictions thereon, is presented by zone in Table 1.

Table 1 shows that there are about 8,790 curb spaces in the survey area. Of these, however, 5,391 are never legally available for parking due to fire hydrants, fire zones, driveway entrances, restrictions at corners to aid movement of traffic and posted no standing and no parking restrictions. There are 899 additional spaces reserved for freight, bus and taxi loading zones. Of the remaining spaces, 1,142 are metered and 921 others are restricted as to length of time during which parking is permitted. The number of metered parking spaces includes all lengths of curb allocated for this purpose, even if a meter head or post has been removed.

The approximate number of curb parking spaces on which parking is prohibited during the peak and base periods to aid movement of traffic is shown in Table 1. This table shows that on a weekday there are 2,500 curb spaces available between 10:00 A.M. and 4:00 P.M. and there are only 1,430 spaces and 1,539 spaces available during the morning and afternoon peak periods from 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. respectively. The morning and afternoon peak period restrictions are for the purpose of aiding movement of traffic, especially on major streets.

Inventory of Off-Street Parking Space

At the time of our study, there were 202 off-street parking facilities in the survey area with a combined operating capacity of 16,159 car spaces. Of these, 12 were parking garages and 190 were parking lots. The location of off-street parking facilities in the survey area is shown in Exhibit 2.

Off-street parking facilities have been separated into four classifications: public, customer, private and employee. Public facilities included all parking garages and lots available to the general public. There were 118 such facilities with a total capacity of 13,914 spaces in the survey area at the time of our study. The number of off-street parking spaces in public facilities constitutes about 86 percent of all off-street parking facilities. Parking facilities reserved for special groups of parkers such as members, tenants or employees, were classified as private or employee. A number of private facilities shown in this inventory were reserved for tenants or persons having business with tenants of various buildings in the survey area. There were 65 private and employee parking lots and garages in the survey area at the time of our study. In addition, there were 19 customer parking lots. A summary of off-street parking facilities in the survey area by zone is shown in Table 2. Tables 3, 4 and 5 present summaries of the inventory of curb and off-street parking space.

Weekday and monthly parking rates were obtained from posted rate schedules at each facility. The rate charged for parking all day was specified at most facilities. When an all-day rate was not posted, however, this rate was computed through use of the hourly rate for parking ten hours. Tables 6, 7, 8 and 9 summarize rates charged for parking one hour or less; from one to two hours; all day; and one month respectively.

CHARACTERISTICS OF USAGE AT EXISTING FACILITIES

Comprehensive studies were made to determine turnover, length of time parked and percent occupancy, both average and peak, at existing curb and off-street parking facilities.

A few brief definitions will help to give significance to the data summarized in the tables presented herein.

Parking Spaces Available: The legal parking spaces available for usage by the general public.

Space-Hour: One parking space for one hour used to measure supply and usage of parking spaces. The number of space-hours available equals the number of parking spaces times the number of hours available for use in a stated time period. The number of space-hours used equals the number of vehicles parked in a parking space times the length of time each of these vehicles parked.

Turnover: The number of times a parking space is used in a stated time period. The turnover rate equals the number of vehicles parking divided by the number of parking spaces available.

Average Length of Stay: The average length of time parked by vehicles in a parking space. The average length of stay equals the number of space-hours used divided by the number of vehicles parked.

Average Percent Occupancy: The percentage of the total space-hours available which are used for parking. The average percent occupancy equals the number of space-hours available divided by the number of space-hours used by parked vehicles expressed as a percentage.

Curb Parking Spaces

Studies made at existing curb parking spaces are summarized in Tables 10 through 21. Observations were made at each one-half hour at block sides with the following types and number of spaces:

Type of Space	Number of Spaces Available 10:00 A.M. to 4:00 P.M. Studied	Total	Percent of Total
Unrestricted	253	437	58
15-Minute--Free	70	77	91
One Hour--Free	595	844	70
One Hour--Metered	601	900	67
Two Hour--Metered	197	242	81
Total	1,716	2,500	
Average			69

Also observations were made at block sides at which parking is prohibited at all times for the entire block side. The number of equivalent parking spaces studied was 1,240 spaces of the total of 4,926 spaces in the study area.

Off-Street Facilities

Studies were made at eight off-street facilities between 7:00 A.M. and 7:00 P.M. having a capacity of 1,311, and thirty-two facilities between 2:00 P.M. and 6:00 P.M. having a capacity of 5,887. At these facilities, field personnel recorded the number of vehicles entering or leaving by 15-minute intervals. The time at which these movements occurred was also recorded. Table 22 summarizes the turnover, average length of stay and average percent occupancy experienced at the off-street facilities studied.

INTERVIEWS WITH PARKERS

Interviews were obtained from about 4,600 drivers who parked in and departed from off-street facilities or curb spaces between 2:00 P.M. and 4:00 P.M. on weekdays during June 1960. The interviewers recorded the time the vehicle was departing and then the drivers were asked the following questions:

1. At what time did you park your car?

2. Where was the origin of this trip in the downtown area?

3. What is your destination after departing from this parking facility?

4. What was the purpose of your trip?

5. What was the reason for using this vehicle rather than some other mode of transportation?

A total of 2,536 usable interviews were obtained at 6,027 off-street parking spaces and 2,055 usable interviews at 1,334 curb parking spaces. These were expanded to equal approximately 17,800 automobiles on the basis of the data on the parking characteristics as obtained from the turnover studies. Table 23 presents a summary of the facilities studied and interviews obtained. The resultant expanded volume represents the total number of automobiles departing from parking spaces in the downtown area between 2:00 P.M. and 6:00 P.M.

The following explains various terms and methods used in collecting and analyzing data obtained from interviews:

Destination of Trip: The destination of the trip was considered to be the next place in which the car would be parked after leaving the space at which the the interview was made.

Purpose of Trip: Definitions of purpose of trip are as follows:

"Work" was considered the purpose when a driver parked in the general vicinity of his place of employment during the hours of employment.

"Business" was considered the purpose when the driver, whether engaged in his usual work or not, parked while engaged in such activities as:

Paying bills
Banking
Calling at a law or real estate or business office, etc.
Calling on governmental agencies
Court appearances, etc.

"Service" was considered the purpose when the driver, usually in the course of his employment, parked while engaged in such activities as:

Salesmen calling on actual or prospective customers, clients, patrons, etc.
Repair work, such as electrical service, refrigeration service, plumbing repairs, elevator maintenance, coin collection, messenger service, mail delivery, inspection service, service of warrants, etc.

"Recreation or social" was considered the purpose when the driver parked while engaged in such activities as:

Attending a theatre, sporting event or concert, etc.
Visiting friends (social calls only)
Sightseeing

"Shopping" included not only shoppers at retail stores, but also those who parked while ordering from wholesalers, jobbers, etc.

"Medical and dental" refers to trips made for consultation about health with doctors, dentists, etc., and not to trips made by doctors or nurses to see patients, which is classed as "work."

"Eat meal" refers to a regular meal and does not include trips for refreshments or light lunches.

"Change mode of travel" applies to trips where the interviewed driver arrived at the parked vehicle by some other mode of transportation.

"Other" was used in cases which could not be classified as under one of the above purposes.

Origin: The origin of the trip was considered to be the main place visited by the driver after parking his car in the downtown area. Many persons interviewed gave several origins. In such instances, the interviewer asked which origin was of primary importance. Origins were coded to the nearest intersection and distance from the parking facility was computed.

Various correlations of the data obtained from the interview study expressed in numbers of automobile drivers are presented in Tables 24 through 50.

Tables 24 through 27 summarize length of time parked as related to distance from parking space to origin in the downtown area and origin zone for drivers interviewed at both curb and off-street parking facilities. The zone the vehicle was parked is related to the origin of the driver in the downtown area in Tables 28 and 29. These zones are as delineated in Exhibit 1.

The reason the driver selected to drive his automobile as related to the purpose of his trip is shown in Table 30. This table presents the data as a percentage of total automobile drivers. The principal

reason, about 55 percent, was that the driver considered the automobile was more convenient.

Table 31 indicates where the driver traveled to after leaving the parking space. The geographical location of the destination districts used in this table are shown in Table 32. The district numbers are the first two digits of the zone numbers used in the origin-destination survey.

The purpose of the drivers trips is related to the length of time parked and the distance from the parking space to his origin in Tables 33 through 48 for various types of curb and off-street parking spaces.

Correlation of the fee paid for parking with the purpose of trip and distance from parking space to origin at public off-street parking facilities is presented in Tables 49 and 50. The fee the driver paid to park was determined by relating the length of time each vehicle parked to the parking rates prevalent in the facility used. Table 51 shows the length of time parked as related to fee paid for parking in public off-street facilities.

Tables

TABLE 1

INVENTORY OF CURB PARKING SPACES BY ZONES--JUNE 1960

	Number of Spaces by Classification of Space										
			Spaces Available to the General Public							Spaces Restricted During Peak Periods to Aid Movement of Traffic*	
			Free		Metered						
Zone	No Parking at Any Time	Loading Zone	15-Minute	One Hour	One Hour	Two Hour	Unrestricted	Total	Total Spaces	Morning	Afternoon
011	224	80	10	0	124	0	0	134	438	70	70
012	374	45	0	24	110	0	0	134	553	73	61
013	395	34	2	24	132	0	30	188	617	87	63
014	254	73	0	109	94	0	15	218	545	129	92
015	245	21	6	100	20	7	0	133	399	93	78
016	154	43	0	53	23	124	25	225	422	53	68
017	99	2	0	70	0	0	49	119	220	25	25
021	411	52	5	0	18	0	5	28	491	16	16
022	216	35	34	35	19	0	0	88	339	47	47
023	201	21	0	0	12	12	0	24	246	21	9
024	249	75	0	42	0	0	0	42	366	18	18
025	329	57	0	9	134	63	8	214	600	117	108
026	194	135	3	13	75	6	5	102	431	74**	48
027	370	30	4	81	16	30	0	131	531	34	45
028	220	60	8	27	14	0	93	142	422	49	49
031	186	0	0	0	0	0	0	0	186	0	0
032	581	80	5	38	44	0	5	92	753	56	56
041	449	33	0	113	43	0	57	213	695	48	48
042	240	23	0	106	22	0	145	273	536	60	60
Total	5,391	899	77	844	900	242	437	2,500	8,790	1,070	961

*-Morning 7:00 A.M. to 9:00 A.M. and afternoon 4:00 P.M. to 6:00 P.M.
**-Includes six spaces restricted between 7:00 A.M. to 11:00 A.M.

TABLE 2

INVENTORY OF OFF-STREET PARKING SPACES BY ZONES--JUNE 1960

	Operating Capacity or Number of Spaces by Classification of Off-Street Facility															
	Parking Lots						Parking Garages				All Parking Facilities					
	Public		Customer		Private and Employee		Public		Private and Employee		Public		Customer		Private and Employee	
Zone	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.	No. of Fac.	Oper. Cap.
011	9	1,110	1	30	2	95	1	135	-	-	10	1,245	1	30	2	95
012	9	1,004	-	-	-	-	1	210	-	-	10	1,214	-	-	-	-
013	9	610	3	52	3	97	-	-	-	-	9	610	3	52	3	97
014	3	357	2	42	7	98	-	-	-	-	3	357	2	42	7	98
015	4	180	1	20	6	127	-	-	-	-	4	180	1	20	6	127
016	3	320	-	-	1	12	-	-	-	-	3	320	-	-	1	12
017	-	-	-	-	4	139	-	-	1	10	-	-	-	-	5	149
021	3	184	-	-	-	-	-	-	-	-	3	184	-	-	-	-
022	6	218	-	-	2	20	1	500	-	-	7	718	-	-	2	20
023	3	422	-	-	2	51	1	300	-	-	4	722	-	-	2	51
024	9	1,166	-	-	3	80	1	40	-	-	10	1,206	-	-	3	80
025	12	1,349	2	28	1	50	-	-	-	-	12	1,349	2	28	1	50
026	1	48	1	6	8	273	1	95	1	10	2	143	1	6	9	283
027	6	694	1	43	7	144	2	853	1	35	8	1,547	1	43	8	179
028	4	390	2	35	5	250	-	-	-	-	4	390	2	35	5	250
031	2	444	1	40	1	115	-	-	-	-	2	444	1	40	1	115
032	14	2,225	1	25	2	50	1	275	-	-	15	2,500	1	25	2	50
041	10	757	4	110	5	98	-	-	-	-	10	757	4	110	5	98
042	2	28	-	-	3	60	-	-	-	-	2	28	-	-	3	60
Total	109	11,506	19	431	62	1,759	9	2,408	3	55	118	13,914	19	431	65	1,814

Grand Total--Capacity

Parking Lots	13,696
Parking Garages	2,463
All Parking Facilities	16,159

TABLE 3

INVENTORY OF CURB PARKING SPACES

JUNE 1960

Classification of Space	Number of Parking Spaces Available During Mid-Day 9:00 A.M.-4:00 P.M.	During Peak Periods* Morning	During Peak Periods* Afternoon
Unrestricted	437	437	437
Time Limit--Free			
15-Minute	77	6	6
One Hour	844	476	551
Time Limit--Metered			
One Hour	900	319	336
Two Hour	242	192	209
Total Spaces Available to the General Public	2,500	1,430	1,539
Loading Zone	899		
No Parking at Any Time	5,391		
Total Spaces	8,790		

*-Spaces available which are not restricted during peak periods to aid movement of traffic. Peak period restrictions are in effect from 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M., except for six one hour free spaces which are restricted from 7:00 A.M. to 11:00 A.M.

TABLE 4

INVENTORY OF OFF-STREET PARKING FACILITIES

JUNE 1960

Type	Number of Facilities		Operating Capacity	
Parking Lots				
Public	109		11,506	
Customer	19		431	
Private and Employee	62		1,759	
Total		190		13,696
Parking Garages				
Public	9		2,408	
Private and Employee	3		55	
Total		12		2,463
Grand Total		202		16,159

TABLE 5

SUMMARY OF PARKING SPACES AVAILABLE
TO THE GENERAL PUBLIC

JUNE 1960

Zone	Number of Parking Spaces Available-- 9:00 A.M. to 4:00 P.M. Curb	Off-Street**	Total
011	134	1,275	1,409
012	134	1,214	1,348
013	188	662	850
014	218	399	617
015	133	200	333
016	225	320	545
017	119	0	119
021	28	184	212
022	88	718	806
023	24	722	746
024	42	1,206	1,248
025	214	1,377	1,591
026	102*	149	251
027	131	1,590	1,721
028	142	425	567
031	0	484	484
032	92	2,525	2,617
041	213	867	1,080
042	273	28	301
Total	2,500	14,345	16,845

*-Parking is restricted at six one hour free spaces between 7:00 A.M. and 11:00 A.M.

**-Public and customer off-street facilities.

TABLE 6

RATE CHARGED FOR PARKING ONE HOUR OR LESS IN EXISTING PUBLIC LOTS AND GARAGES IN THE SURVEY AREA*

Rate Charged for Parking One Hour or Less	Lots			Garages		
	Total Number	Spaces Number	Spaces Percent	Total Number	Spaces Number	Spaces Percent
$0.05	1	50	0.4	-	-	-
0.20	1	115	1.0	-	-	-
0.25	19	1,996	17.3	2	901	37.4
0.30	1	215	1.9	-	-	-
0.35	26	2,744	23.8	-	-	-
0.40	14	1,990	17.3	-	-	-
0.50	16	1,462	12.7	3	620	25.7
0.55	5	1,180	10.3	1	300	12.5
0.60	5	133	1.2	1	500	20.8
0.65	1	51	0.4	-	-	-
0.75	2	157	1.4	-	-	-
0.90	1	25	0.2	-	-	-
None**	17	1,388	12.1	2	87	3.6
Total	109	11,506	100.0	9	2,408	100.0
Weighted Average Rate**		$0.39			$0.43	

*-Rates for weekday, daytime parking, usually in effect from 7:00 A.M. to 6:00 P.M.

**-Average rate weighted by number of spaces in facilities having a rate posted for parking one hour or less.

TABLE 7

RATES CHARGED FOR PARKING FOR MORE THAN ONE HOUR AND LESS THAN TWO HOURS IN EXISTING PUBLIC PARKING LOTS AND GARAGES IN THE SURVEY AREA*

Rate Charged for Parking One to Two Hours	Lots			Garages		
	Total Number	Spaces		Total Number	Spaces	
		Number	Percent		Number	Percent
$0.10	1	50	0.4	-	-	-
0.25	1	150	1.3	-	-	-
0.30	1	200	1.7	-	-	-
0.35	7	419	3.7	-	-	-
0.40	3	246	2.1	-	-	-
0.45	4	326	2.8	1	806	33.5
0.50	28	2,559	22.3	2	230	9.5
0.55	8	1,190	10.4	-	-	-
0.60	13	1,975	17.2	-	-	-
0.65	7	636	5.5	-	-	-
0.70	4	810	7.0	1	300	12.5
0.75	7	981	8.5	2	485	20.1
0.80	4	343	3.0	-	-	-
0.85	1	104	0.9	1	500	20.8
0.95	1	51	0.4	-	-	-
1.00	2	78	0.7	-	-	-
None	17	1,388	12.1	2	87	3.6
Total	109	11,506	100.0	9	2,408	100.0
Weighted Average Rate**		$0.58			$0.64	

*-Rates for weekday, daytime parking, usually in effect from 7:00 A.M. to 6:00 P.M.

**-Average rate weighted by number of spaces in facilities having a rate posted for parking from one to two hours.

TABLE 8

RATES CHARGED FOR PARKING ALL DAY IN EXISTING PUBLIC LOTS AND GARAGES IN THE SURVEY AREA*

Rates Charged for Parking All Day**	Lots			Garages		
	Total Number	Spaces Number	Spaces Percent	Total Number	Spaces Number	Spaces Percent
$0.35	1	60	0.5	-	-	-
0.40	3	495	4.3	-	-	-
0.45	1	200	1.7	-	-	-
0.50	17	1,605	14.0	-	-	-
0.55	2	231	2.0	-	-	-
0.60	16	1,783	15.5	2	846	35.1
0.65	2	206	1.8	-	-	-
0.70	5	811	7.1	-	-	-
0.75	14	1,514	13.2	1	135	5.6
0.80	3	225	2.0	-	-	-
0.85	8	945	8.2	-	-	-
0.90	2	182	1.6	1	210	8.7
0.95	2	410	3.6	-	-	-
1.00	3	332	2.9	1	95	3.9
1.10	1	150	1.3	-	-	-
1.15	1	210	1.8	-	-	-
1.25	3	513	4.5	1	275	11.4
1.30	2	171	1.5	-	-	-
1.40	1	95	0.8	-	-	-
1.50	1	146	1.3	1	47	2.0
1.70	1	175	1.5	-	-	-
1.75	2	195	1.7	-	-	-
1.85	1	16	0.1	-	-	-
1.90	1	25	0.2	-	-	-
1.95	2	60	0.5	-	-	-
2.00	1	53	0.5	-	-	-
2.05	1	280	2.4	1	500	20.8
2.20	1	16	0.1	-	-	-
2.25*°	1	130	1.1	1	300	12.5
$2.30-$3.35	4	163	1.4	-	-	-
None	6	109	0.9	-	-	-
Total	109	11,506	100.0	9	2,408	100.0
Weighted Average Rate***		$0.87			$1.25	

*-Rates for weekday, daytime parking, usually in effect from 7:00 A.M. to 6:00 P.M.

**-Where no all-day rate was posted, the normal charge for parking 11 hours was used, unless facility had only monthly rates.

***-Average all-day rate weighted by number of spaces in facilities.

*°-$2.25 was highest all-day rate posted.

TABLE 9

RATES CHARGED FOR MONTHLY PARKING IN EXISTING LOTS AND GARAGES IN THE SURVEY AREA

Rates Charged for Monthly Parking	Lots			Garages		
	Total Number	Spaces Number	Spaces Percent	Total Number	Spaces Number	Spaces Percent
$ 7.00	2	64	0.6	-	-	-
7.50	1	92	0.8	-	-	-
8.00	4	123	1.1	-	-	-
9.00	2	245	2.1	-	-	-
10.00	12	1,249	10.9	-	-	-
12.00	7	1,048	9.1	1	806	33.5
14.00	2	140	1.2	-	-	-
15.00	2	108	0.9	-	-	-
16.00	3	651	5.7	-	-	-
18.00	-	-	-	2	230	9.5
22.00	-	-	-	1	210	8.7
22.50	1	130	1.1	1	300	12.5
None	73	7,656	66.5	4	862	35.8
Total	109	11,506	100.0	9	2,408	100.0
Weighted Average Rate*		$12.03			$16.29	

*-Average monthly rate weighted by number of spaces in facilities charging monthly rates.

TABLE 10

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS UNRESTRICTED PARKING SPACES

Zone	Number of Spaces Available 10:00 A.M. to 6:00 P.M.		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	0							
012	0							
013	30	8	51	64	91.0	6.4	1.8	142.2
014	15	-						
015	0							
016	25	25	63	200	199.5	2.5	3.2	99.8
017	49	49	125	392	392.5	2.6	3.1	100.1
021	5	5	34	40	30.0	6.8	0.9	75.0
022	0							
023	0							
024	0							
025	8	-						
026	5	-						
027	0							
028	93	84	162	672	670.5	1.9	4.1	99.8
031	0							
032	5	1	3	8	2.5	3.0	0.8	31.3
041	57	23	39	184	145.0	1.7	3.7	78.8
042	145	58	125	464	493.0	2.2	3.9	106.3
Total	437	253	602	2,024	2,024.0			
Average						2.4	3.4	100.0

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 11

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS
15-MINUTE FREE PARKING SPACES WITH PEAK HOUR RESTRICTIONS

Zone	Number of Spaces Available 10:00 A.M. to 4:00 P.M.*		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	4	4	27	24	21.5	6.8	0.8	89.6
012	0							
013	2	2	15	12	11.5	7.5	0.8	95.8
014	0							
015	6	6	15	36	43.0	2.5	2.9	119.4
016	0							
017	0							
021	5	5	0	30	0	0	0	0
022	34	34	254	204	205.5	7.5	0.8	100.7
023	0							
024	0							
025	0							
026	3	3	17	18	10.0	5.7	0.6	55.6
027	4	2	6	12	10.5	3.0	1.8	87.5
028	8	8	34	48	27.0	4.3	0.8	56.3
031	0	—						
032	5	-						
041	0							
042	0	—	—	—	—			
Total	71	64	368	384	329.0			
Average						5.8	0.9	85.7

*-No spaces available 4:00 P.M. to 6:00 P.M.

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 12

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS ONE HOUR FREE PARKING SPACES

Zone	Number of Spaces Available 10:00 A.M. to 6:00 P.M.		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	0							
012	12	4	11	32	34.0	2.8	3.1	106.3
013	24	-						
014	50	-						
015	48	48	153	384	354.5	3.2	2.3	92.3
016	30	30	68	240	241.0	2.3	3.5	100.4
017	45	45	121	360	335.5	2.7	2.8	93.2
021	0							
022	35	35	279	280	284.5	8.0	1.0	101.6
023	0							
024	24	24	112	192	162.0	4.7	1.4	84.4
025	0							
026	13	13	52	104	84.0	4.0	1.6	80.8
027	67	63	272	504	395.5	4.3	1.5	78.5
028	0							
031	0							
032	27	17	77	136	119.5	4.5	1.6	87.9
041	108	47	93	376	359.0	2.0	3.9	95.5
042	68	36	82	288	288.0	2.3	3.8	107.6
Total	551	362	1,320	2,896	2,657.5			
Average						3.6	2.0	91.8

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 13

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS
ONE HOUR FREE PARKING SPACES WITH PEAK HOUR RESTRICTIONS

Zone	Number of Spaces Available 10:00 A.M. to 4:00 P.M.*		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	0							
012	12	12	34	72	108.0	2.8	3.2	150.0
013	0							
014	59	31	89	186	144.5	2.9	1.6	77.7
015	52	52	92	312	213.0	1.8	2.3	68.3
016	23	-						
017	25	25	72	150	72.0	2.9	1.0	48.0
021	0							
022	0							
023	0							
024	18	18	93	108	133.5	5.2	1.4	123.6
025	9	9	34	54	52.0	3.8	1.5	96.3
026	0							
027	14	14	33	84	43.0	2.4	1.3	51.2
028	27	23	79	138	115.5	3.4	1.5	83.7
031	0							
032	11	11	42	66	83.5	3.8	2.0	126.5
041	5	-						
042	38	38	126	228	277.5	3.3	2.2	121.7
Total	293	233	694	1,398	1,242.5			
Average						3.0	1.8	88.9

*-No spaces available 4:00 P.M. to 6:00 P.M.

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 14

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS ONE HOUR METERED PARKING SPACES

Zone	Number of Spaces Available 10:00 A.M. to 6:00 P.M.		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	58	34	245	272	336.5	7.2	1.4	123.7
012	61	58	311	464	454.5	5.4	1.5	98.0
013	71	50	337	400	386.5	6.7	1.1	96.6
014	61	13	108	104	181.5	8.3	1.7	174.5
015	0							
016	0							
017	0							
021	7	7	28	56	71.5	4.0	2.6	127.7
022	6	6	38	48	45.0	6.3	1.2	93.8
023	3	3	39	24	44.5	13.0	1.1	185.5
024	0							
025	35	11	40	88	106.0	3.6	2.7	120.5
026	30	15	73	120	106.5	4.9	1.5	88.8
027	0							
028	0							
031	0							
032	4	4	21	32	29.0	5.3	1.4	90.6
041	0							
042	0							
Total	336	201	1,240	1,608	1,761.5			
Average						6.2	1.4	109.5

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 15

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS
ONE HOUR METERED PARKING SPACES WITH PEAK PERIOD RESTRICTIONS

Zone	Number of Spaces Available 10:00 A.M. to 4:00 P.M.*		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	66	58	408	348	386.5	7.0	0.9	111.1
012	49	23	157	138	131.0	6.8	0.8	94.9
013	61	42	270	252	262.5	6.4	1.0	104.2
014	33	29	177	174	170.5	6.1	1.0	98.0
015	20	20	143	120	115.5	7.2	0.8	96.3
016	23	11	114	66	94.0	10.4	0.8	142.4
017	0							
021	11	11	60	66	40.5	5.5	0.7	61.4
022	13	13	130	78	108.0	10.0	0.8	138.5
023	9	9	44	54	67.0	4.9	1.5	124.1
024	0							
025	99	35	214	210	194.5	6.1	0.9	92.6
026	45	43	290	258	286.5	6.7	1.0	111.0
027	16	3	11	18	10.0	3.7	0.9	55.6
028	14	14	63	84	74.0	4.5	1.2	88.1
031	0							
032	40	40	170	240	199.0	4.3	1.2	82.9
041	43	43	263	258	265.0	6.1	1.0	102.7
042	22	6	27	36	47.0	4.5	1.7	130.6
Total	564	400	2,541	2,400	2,451.5			
Average						6.4	1.0	102.1

*-No spaces available 4:00 P.M. to 6:00 P.M.

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 16

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS
TWO HOUR METERED PARKING SPACES

Zone	Number of Spaces Available 10:00 A.M. to 6:00 P.M.		Usage and Characteristics of Parking on Block Sides Studied					
	Total	Studied	Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
011	0							
012	0							
013	0							
014	0							
015	7	7	37	56	31.5	5.3	0.9	56.3
016	102	102	527	816	589.5	5.2	1.1	72.2
017	0							
021	0							
022	0							
023	12	12	46	96	88.5	3.8	1.9	92.2
024	0							
025	63	34	130	272	257.5	3.8	2.0	94.7
026	6	-						
027	19	16	79	128	103.5	4.9	1.3	80.9
028	0							
031	0							
032	0							
041	0							
042	0							
Total	209	171	819	1,368	1,070.5			
Average						4.8	1.3	78.3

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 17

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS BY ZONE--ALL PARKING SPACES

Zone	Number of Spaces Available: 10:00 A.M.-4:00 P.M. Total	Number of Spaces Available: 10:00 A.M.-4:00 P.M. Studied	Number of Spaces Available: 4:00 P.M.-6:00 P.M. Total	Number of Spaces Available: 4:00 P.M.-6:00 P.M. Studied	Usage and Characteristics of Parking on Block Sides Studied: Vehicles Parked	Space-Hours Available	Space-Hours Used	Turnover	Average Length of Stay in Hours
011	134	102	64	40	763	692	803.5	7.5	1.1
012	134	97	73	62	627	706	850.0	6.5	1.4
013	188	102	125	58	688	728	759.0	6.7	1.1
014	218	73	126	13	408	464	561.5	5.6	1.4
015	133	133	55	55	567	908	1,038.0	4.3	1.8
016	225	183	157	157	918	1,412	1,313.5	5.0	1.4
017	119	119	94	94	318	902	800.0	2.7	2.5
021	28	28	12	12	157	192	172.5	5.6	1.1
022	88	88	41	41	842	610	736.0	9.6	0.9
023	24	24	15	15	255	174	304.5	10.6	1.2
024	42	42	24	24	226	300	308.0	5.4	1.4
025	214	89	106	45	450	624	629.0	5.1	1.4
026	102	74	54	28	550	500	672.5	7.4	1.2
027	131	109	86	79	458	812	620.5	4.2	1.4
028	142	129	93	84	338	942	887.0	2.6	2.6
031	0	0	0	0	46	0	129.0	0	2.8
032	92	73	36	22	319	482	436.5	4.4	1.4
041	213	113	165	70	433	818	807.5	3.8	1.9
042	273	138	213	94	371	1,016	1,115.5	2.7	3.0
Total	2,500	1,716	1,539	993	8,734	12,282	12,944.0		
Average								5.1	1.5

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 18

SUMMARY OF CURB PARKING USAGE AND CHARACTERISTICS BY TYPE OF SPACE--ALL PARKING SPACES

Type of Space	Number of Spaces Available: Total	Number of Spaces Available: Studied	Usage and Characteristics of Parking on Block Sides Studied: Vehicles Parked	Space-Hours: Available	Space-Hours: Used	Turnover	Average Length of Stay in Hours	Average Percent Occupancy
No restriction during afternoon peak period--spaces available from 10:00 A.M. to 6:00 P.M.								
Unrestricted	437	253	602	2,024	2,024.0	2.4	3.4	100.0
15-Minute--Free	6	6	32	48	23.0	5.3	0.7	47.9
One Hour--Free	551	362	1,320	2,896	2,657.5	3.6	2.0	91.8
One Hour--Metered	336	201	1,240	1,608	1,761.5	6.2	1.4	109.5
Two Hour--Metered	209	171	819	1,368	1,070.5	4.8	1.3	78.3
Subtotal	1,539	993	4,013	7,944	7,536.5			
Average						4.0	1.9	94.9
Restricted during afternoon peak period--spaces available from 10:00 A.M. to 4:00 P.M.								
15-Minute--Free	71	64	368	384	329.0	5.8	0.9	85.7
One Hour--Free	293	233	694	1,398	1,242.5	3.0	1.8	88.9
One Hour--Metered	564	400	2,541	2,400	2,451.5	6.4	1.0	102.1
Two Hour--Metered	33	26	151	156	154.0	5.8	1.0	98.7
Subtotal	961	723	3,754	4,338	4,177.0			
Average						5.2	1.1	96.3
Block sides on which all spaces have "No Parking at Any Time" or loading zone restrictions								
	-	-	967	-	1,230.5	-	1.3	-
Total	2,500	1,716	8,734	12,282	12,944.0			
Average						5.1	1.5	105.4

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 19

DURATION OF PARKING AT BLOCK SIDES AT WHICH ALL CURB SPACES ARE RESTRICTED*

Zone	Number of Spaces Restricted*		Number of Vehicles Parked — Length of Time Parked in Hours										Average Length of Stay in Hours
	Total	Studied	0.0-0.5	0.5-1.0	1.0-1.5	1.5-2.0	2.0-2.5	2.5-3.0	3.0-3.5	3.5-4.0	Over 4.0	Total	
011	188	48	42	8							1	51	0.7
012	337	43	55	22	27	6	1			1	2	114	1.1
013	316	36	15									15	0.5
014	208	68	19	5			2	1	1	1	5	34	1.9
015	195	72	51	15	15	10	5	2	6	1	22	127	2.2
016	145	19	27	2	1		1	2			9	42	2.1
017	58	0										0	0
021	446	122	28	2	2	1	1				1	35	0.9
022	222	85	115	16	4	4	1	1				141	0.7
023	177	163	103	13	4		1		1		4	126	0.8
024	234	141	18	2	1							21	0.6
025	279	37	27	4	1							32	0.6
026	227	83	64	14	9	8	4	5	2	2	10	118	1.5
027	343	40	10									10	0.5
028	180	10										0	0
031	186	158	20	3	3	3			3	1	13	46	2.8
032	607	32	6									6	0.5
041	397	29	26	3	3	3	2				1	38	1.0
042	181	54	7	2	1	—	—	1	—	—	—	11	0.9
Total	4,926	1,240	633	111	71	35	18	12	13	6	68	967	
Percent of Total			65.5	11.5	7.4	3.6	1.9	1.2	1.3	0.6	7.0	100.0	
												Average	1.3

*-"No parking at any time" or loading zone restrictions.

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 20

SUMMARY OF DURATION OF PARKING AT ALL CURB SPACES

	Number of Vehicles Parked									
	Length of Time Parked in Hours									
Zone	0.0-0.5	0.5-1.0	1.0-1.5	1.5-2.0	2.0-2.5	2.5-3.0	3.0-3.5	3.5-4.0	Over 4.0	Total
011	448	154	55	36	20	17	8	11	14	763
012	297	133	99	32	11	6	5	5	39	627
013	429	122	43	32	12	7	14	3	26	688
014	231	79	14	18	11	11	9	9	26	408
015	282	76	56	28	21	9	13	6	76	567
016	431	217	85	51	35	19	10	6	64	918
017	123	43	28	20	10	9	7	3	75	318
021	98	35	7	5	2	1	0	1	8	157
022	563	157	58	25	12	8	5	3	11	842
023	161	35	22	4	8	6	4	3	12	255
024	83	68	32	14	8	6	5	1	9	226
025	243	73	44	19	17	12	6	7	29	450
026	313	85	56	32	19	10	7	5	23	550
027	177	121	65	45	9	9	10	5	17	458
028	122	61	17	15	7	9	18	7	82	338
031	20	3	3	3	0	0	3	1	13	46
032	106	100	48	27	11	9	4	3	11	319
041	221	49	31	23	19	11	12	12	55	433
042	125	34	19	17	22	16	15	20	103	371
Total	4,473	1,645	782	446	254	175	155	111	693	8,734
Percent of Total	51.2	18.8	9.0	5.1	2.9	2.0	1.8	1.3	7.9	100.0

NOTE: This table is based on curb turnover studies made between 10:00 A.M. to 6:00 P.M. on block sides indicated.

TABLE 21

USAGE OF CURB SPACES BY ZONES

Zone	Number of Spaces Available: 10:00 A.M.-4:00 P.M. Total	Number of Spaces Available: 10:00 A.M.-4:00 P.M. Studied	Number of Spaces Available: 4:00 P.M.-6:00 P.M. Total	Number of Spaces Available: 4:00 P.M.-6:00 P.M. Studied	Number of Vehicles Accumulated at Block Sides Studied by Hour Period: 10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6	Total
011	134	102	64	40	130	126	115	121	105	86	48	40	771
012	134	97	73	62	106	86	98	111	104	101	86	89	781
013	188	102	125	58	109	109	105	95	96	92	60	54	720
014	218	73	126	13	94	82	78	70	82	74	35	27	542
015	133	133	55	55	152	147	138	141	136	106	78	58	956
016	225	183	157	157	154	139	155	177	167	177	160	152	1,281
017	119	119	94	94	110	103	99	101	95	91	87	75	761
021	28	28	12	12	14	34	32	29	25	27	20	9	190
022	88	88	41	41	120	108	101	94	102	76	53	76	730
023	24	24	15	15	40	36	35	30	41	39	28	32	281
024	42	42	24	24	43	41	38	45	41	39	35	23	305
025	214	89	106	45	85	89	90	87	85	80	58	53	627
026	102	74	54	28	96	105	89	97	85	81	57	49	659
027	131	109	86	79	84	76	88	95	79	74	53	34	583
028	142	129	93	84	125	129	128	112	112	103	85	47	841
031	0	0	0	0	18	17	17	19	19	17	0	0	107
032	92	73	36	22	74	66	62	66	66	55	24	17	430
041	213	113	165	70	113	125	112	121	100	93	60	43	767
042	273	138	213	94	132	141	143	128	127	117	96	86	970
Total	2,500	1,716	1,539	993	1,799	1,759	1,723	1,739	1,667	1,528	1,123	964	12,302

Note: This table is based on curb turnover studies made between 10:00 A.M. and 6:00 P.M. on block sides indicated.

TABLE 22

PARKING CHARACTERISTICS AT OFF-STREET PARKING FACILITIES STUDIED

Zone Parked	Operating Capacity	Average Length of Stay in Hours	Turnover	Average Percent Occupancy
	Survey Period--7:00 A.M. to 6:00 P.M.			
011	181	5.33	1.50	72.7
013	105	5.09	1.54	71.3
014	200	7.83	0.81	57.7
016	130	5.83	1.48	78.4
024	215	6.65	1.16	70.1
025	230	2.88	1.62	42.4
027	125	6.73	1.14	69.7
032	125	2.93	0.82	21.8
	Survey Period--2:00 P.M. to 6:00 P.M.			
011	181	2.25	1.14	64.1
011	207	2.60	0.93	60.5
011	250	2.53	0.65	41.1
012	150	1.35	2.52	85.0
012	210	2.76	0.82	56.6
013	200	2.60	0.45	29.0
013	60	1.78	1.10	49.0
013	105	2.25	1.13	72.0
014	105	2.41	0.87	52.4
014	200	3.07	0.74	56.8
015	60	1.78	1.32	58.7
016	130	2.91	1.15	83.6
016	130	2.01	1.08	54.3
021	150	1.64	0.71	29.1
022	51	1.10	2.35	64.6
022	500	2.19	0.70	38.3
023	300	2.55	0.82	52.3
024	270	2.38	0.80	47.6
024	215	2.90	0.99	71.8
024	150	2.71	1.08	73.2
025	230	1.49	1.01	37.6
025	230	1.75	0.98	42.9
025	210	1.66	0.83	34.4
026	48	1.18	1.98	58.4
027	125	2.55	1.00	63.8
028	200	2.49	0.84	52.3
032	125	2.30	0.52	29.9
032	375	2.70	0.88	59.4
032	130	2.09	0.95	49.6
032	350	2.74	0.55	37.7
041	94	2.54	1.13	71.8
041	146	3.16	0.95	75.1

TABLE 23

SAMPLE OBTAINED IN
DRIVER INTERVIEW STUDY

	Portion Studied	Total for Survey Area	Percent of Total
At Curb Parking Facilities:			
Number of Blocks	69	149	46
Number of Block Sides	111	561	20
Number of Spaces Available	1,334	2,500	53
Usable Interviews Obtained or Total Automobiles Departing - 2:00 P.M. to 6:00 P.M.	2,055	6,791	30
At Off-Street Parking Facilities:			
Number of Facilities	38	202	19
Number of Spaces	6,027	16,159	37
Usable Interviews Obtained or Total Automobiles Departing - 2:00 P.M. to 6:00 P.M.	2,536	11,038	23

TABLE 24

LENGTH OF TIME PARKED RELATED TO DISTANCE FROM PARKING SPACE TO ORIGIN FROM INTERVIEWS AT CURB PARKING SPACES

Distance from Parking Space to Origin	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
200 Feet or Less	1,994	428	435	117	81	42	37	50	24	70	3,278
200-400 Feet	698	242	189	47	69	35	29	43	3	18	1,373
400-600 Feet	361	127	102	28	14	10	7	12	11	7	679
600-800 Feet	145	68	82	25	29	10	25	14	3		401
800-1,000 Feet	96	93	72	14	7	14	16	12			324
1,000-1,200 Feet	82	37	16	27	4	2		3		11	182
1,200-1,600 Feet	79	40	49	13	15		1			30	227
1,600-2,000 Feet	49	24	30	23	2	9				11	148
2,000-2,400 Feet	43	15	14	3					5		80
Over 2,400 Feet	43	6	20	3	13	8	2			4	99
Total	3,590	1,080	1,009	300	234	130	117	134	46	151	6,791

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 25

LENGTH OF TIME PARKED RELATED TO DISTANCE FROM PARKING SPACE TO ORIGIN
FROM INTERVIEWS AT OFF-STREET PARKING SPACES

Distance from Parking Space to Origin	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
200 Feet or Less	343	212	352	275	192	26	110	125	222	428	2,285
200-400 Feet	408	165	410	136	78	49	95	108	136	300	1,885
400-600 Feet	133	123	309	248	87	91	115	128	201	538	1,973
600-800 Feet	85	145	294	184	84	97	87	141	89	159	1,365
800-1,000 Feet	37	45	159	110	138	38	34	51	48	294	954
1,000-1,200 Feet	48	64	174	77	49	28	38	89	174	351	1,092
1,200-1,600 Feet	71	66	184	77	80	34	50	22	47	106	737
1,600-2,000 Feet	18	20	41	43	28	8	12	3	11	113	297
2,000-2,400 Feet	8	11	28	12	3	3	3	16		28	112
Over 2,400 Feet	51	41	38	15	8	8	42	32	34	69	338
Total	1,202	892	1,989	1,177	747	382	586	715	962	2,386	11,038

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 26

LENGTH OF TIME PARKED RELATED TO DOWNTOWN ORIGIN ZONE FROM INTERVIEWS AT CURB PARKING SPACES

Origin Zone	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
011	386	95	118	24	37	20	35	3	9		727
012	344	100	93	21	11	9	4			7	589
013	236	88	79	8	7	4		8	6	2	438
014	306	108	130	18	15	18	28	12	1	106	742
015	141	14	37	13	9	3		4			221
016	274	139	145	38	14	11	4	22	4		651
017	38	10	13	8	15	10	13	20			127
021	115	59	46	18	8	8		3	2	4	263
022	406	114	38	20	11	10			5	15	619
023	122	66	38	20	7	4	2				259
024	37	24	30	13	3	1				1	109
025	206	55	58	18	24	2	7	3	4	1	378
026	144	33	54	32	13	3	10	19	5	2	315
027	277	58	25	15	12	9	5	4			405
028	139	16	21	15	8	6	9	23		2	239
031			8								8
032	68	17	39	4	10			1		6	145
041	242	22	18	10	20	8					320
042	109	62	19	5	10	4		12	10	5	236
Total	3,590	1,080	1,009	300	234	130	117	134	46	151	6,791

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 27

LENGTH OF TIME PARKED RELATED TO DOWNTOWN ORIGIN ZONE
FROM INTERVIEWS AT OFF-STREET PARKING SPACES

Origin Zone	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
011	120	40	49	36	20	26	24	114	153	210	792
012	75	65	98	35	35	11	61	68	60	169	677
013	47	27	23	15	9		16	33	5	26	201
014	19	22	11	6	22	5	21	50	47	209	412
015	15	53	20	9	2		29	36	25	50	239
016	24	31	68	14	9	2	19	13	61	54	295
017	61	27	34	129	68				7		326
021	108	148	507	192	85	43	31	44	21	157	1,336
022	128	96	222	117	91	45	111	75	185	338	1,408
023	63	190	436	196	112	52	48	34	19	98	1,248
024	66	21	82	85	65	72	67	53	56	181	748
025	221	66	139	70	32	30	42	3	23	54	680
026	38	19	113	101	47	11	11	26	30	141	537
027	18	31	114	30	38	41	32	72	144	433	953
028	5		31	63	84				13	11	207
032	62	37	39	61	28	39	74	91	105	218	754
041	26	14	3	18		5			3	15	84
042	106	5						3	5	22	141
Total	1,202	892	1,989	1,177	747	382	586	715	962	2,386	11,038

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 28

ZONE VEHICLES PARKED RELATED TO DOWNTOWN ORIGIN ZONE
FROM INTERVIEWS AT CURB PARKING SPACES

Zone Parked	Number of Automobile Drivers by Downtown Origin Zone																			
	011	012	013	014	015	016	017	021	022	023	024	025	026	027	028	031	032	041	042	Total
011	385	22	20	16				17	56		3							6		525
012	42	374	2	4				78	24		2									526
013	62	159	357	70	12	34	2	15		10		5	2							728
014	41	1	28	395	20	1	1												34	521
015	10		28	60	185	12	2	3	3	2										305
016	7			40	4	556	4													611
017						48	83												16	147
021	6	2		3				81	3	12			2			3		4		116
022	8	3						9	385	6	10						5			426
023	4							10		65	4	17					5			105
024							1	1	21	7	56	1		5	4		18			114
025	1	8	3				5	29	3	123	4	312	11	9	1		2			511
026		2					26			6		28	255	25	8				3	353
027								5		8	17	10	21	360		5				426
028							3						24	6	226					259
032		10							85	20	13						115			243
041	134	8		32				10	34									310	24	552
042	27			122				5	5			5							159	323
Total	727	589	438	742	221	651	127	263	619	259	109	378	315	405	239	8	145	320	236	6,791

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 29

ZONE VEHICLES PARKED RELATED TO DOWNTOWN ORIGIN ZONE FROM INTERVIEWS AT OFF-STREET PARKING SPACES

Zone Parked	Number of Automobile Drivers by Downtown Origin Zone																			
	011	012	013	014	015	016	017	021	022	023	024	025	026	027	028	031	032	041	042	Total
011	580	37	76	15				37	59				5		11			5		825
012	37	388	6	6		7		624	72	50				6			6			1,202
013	53	170	116			4	6	51	24	5			6		5					440
014	24			267	15	21			3	3		6								339
015				69	214	12								17						312
016				29	10	247	7		8	8										309
017							128													128
021		1						109		4		1								115
022	10	11		2		2		43	350		12						7			437
023	5	6		2		2		140	18	326	2	20					2			523
024	9	3						45	336	33	375	15		9			18			843
025		6	3					194	3	697	15	171	4	6			3			1,102
026		13					13	11				411	370	11						829
027								9	22	13	275	29	71	650	13					1,082
028	11						172			11		5	72	24	178					473
031				16					9	9	47	18	9	224						332
032	10							47	369	80	22	4		6			421	9		968
041	53	42		6				26	135	9							297	70		638
042																			141	141
Total	792	677	201	412	239	295	326	1,336	1,408	1,248	748	680	537	953	207	0	754	84	141	11,038

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 30

REASON FOR PRESENT MODE OF TRANSPORTATION RELATED TO PURPOSE OF TRIP FROM INTERVIEWS AT CURB AND OFF-STREET PARKING SPACES

Purpose of Trip	Percentage of Automobile Drivers by Reason for Present Mode of Transportation							
	Comfort	Speed	Dependability	Low Cost	Convenience	Only Means	Car Needed for Work	Total
Work	3.2	5.2	0.6	1.9	33.8	2.6	11.6	58.9
Business	0.2	1.2	0.4	0.4	9.8	0.9	9.0	21.9
Medical or Dental					0.8			0.8
Recreational or Social	0.5	0.4		0.2	1.8		0.4	3.3
Change Mode of Travel					1.9		0.1	2.0
Eat Meal		0.1			0.6	0.2	0.6	1.5
Shop	0.2	1.4			4.9	1.1	0.8	8.4
Service					0.5	0.1	0.4	1.0
Other				0.4	0.4	0.8	0.6	2.2
Total	4.1	8.3	1.0	2.9	54.5	5.7	23.5	100.0

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 31

PURPOSE OF TRIP RELATED TO DESTINATION DISTRICT
FROM INTERVIEWS AT CURB AND OFF-STREET PARKING SPACES

Destination District	Number of Automobile Drivers by Purpose of Trip										
	Work	Business	Medical or Dental	Recreational or Social	Change Mode	Eat Meal	Shop	Service	Other	No Answer	Total
1	179	278	2	47	10	21	83	36		7	663
2	94	268	4	40		7	112	21	24	5	575
3	1	21		3			7	4			36
4	29	85	3	13			22	10			162
5	22	91	8	1			36	2			160
6	14	55	3			7	15	18			112
7	15	36		31			28	9	4		123
8	10	30	3		5	3	64	12			127
9	13	30			2	4	15	3	5		72
10	75	119	2	2	10	8	60	13		3	292
14	73	75	12	21	5		118	32	2		338
15	46	100	6	40		4	72	13	3		284
16	29	96	8	14	8		43	15	6		219
17	69	93		28	3	7	93	28	2		323
18	51	70	4	11	2	18	22	36			214
19	25	53		13			69	9	4		173
20	13	60		14	5		13				105
21	63	57		14	11		99	14	14		272
22	43	78	2	13	8		54	22			220
23	64	83		1	5	4	48	17	23	3	248
24	20	60		11		3	34	13			141
25	74	125	15	18	3		48	14	4		301
26	8						3				11
27	20	13		3			15		3		54
30	77	67	3	17	2	7	43	11		1	228
31	31	44	3	12		20	47	33			190

TABLE 31--Continued

PURPOSE OF TRIP RELATED TO DESTINATION DISTRICT
FROM INTERVIEWS AT CURB AND OFF-STREET PARKING SPACES

Destination District	Number of Automobile Drivers by Purpose of Trip										
	Work	Business	Medical or Dental	Recreational or Social	Change Mode	Eat Meal	Shop	Service	Other	No Answer	Total
32	181	200		8	8	5	100	25		1	528
40	179	118		28	14	2	127	16	26	6	516
41	23	40			5		15	2	3		88
42	19	45	3	10		11	9				97
43	13	16			5		9	12		9	64
44	16	26		9			30				81
45	118	104	6	16	23	7	64	16	34		388
46	11	10									21
47	61	83		13	22		56	3			238
48	10	16		4	8	3	13	6	3		63
49	17	98	8	4	16	4	13	7	6		173
50	629	369	45	54	97	15	294	76	5	11	1,595
52	517	296	4	9	61		361	24	19		1,291
53	106	32	3	2	10		28	5			186
54	54	21		2	6		16	3	3	2	107
55	13	3			5		3				24
56	7				3						10
60	926	336	15	58	60	6	494	65	26	11	1,997
61	204	40			3	2	54	5	16		324
62	38	14					4	3	3		62
63	54	23		20	5		47		14		163
64	33	13					6	4	5		61
70	249	190	39	35	8	3	297	44	11	5	881
72	130	80		12	4	5	73	12	32	5	353
73	128	45	2	6	9	3	66	24	6	3	292
79	3	5					6				14

TABLE 31--Concluded

PURPOSE OF TRIP RELATED TO DESTINATION DISTRICT
FROM INTERVIEWS AT CURB AND OFF-STREET PARKING SPACES

Destination District	Number of Automobile Drivers by Purpose of Trip										
	Work	Business	Medical or Dental	Recreational or Social	Change Mode	Eat Meal	Shop	Service	Other	No Answer	Total
80	468	405	3	30	24	9	353	53	23	16	1,384
83	274	174	5	11	11	3	140	30	3	5	656
90	154	200	3	21		2	39	9			428
91	19	20					10	3		3	55
92	14	3			2		3				22
99	17	5					2				24
Total	5,843	5,117	214	719	488	193	3,995	832	332	96	17,829

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 32

LOCATION OF DESTINATION DISTRICTS

District Number	Cities	County	State
00-04	Downtown Area of Newark	Essex	New Jersey
05-32	Remainder of Newark	Essex	New Jersey
40	Elizabeth	Union	New Jersey
41	Roselle and Roselle Park	Union	New Jersey
42	Linden	Union	New Jersey
43	Rahway	Union	New Jersey
44	Borough of Richmond (Staten Island)		New York
45		Middlesex	New Jersey
46		Mercer	New Jersey
47		Monmouth	New Jersey
48		Ocean	New Jersey
49		Southern New Jersey Counties	New Jersey
		Pennsylvania Counties, south of line between Harrisburg, Reading and New Hope	Pennsylvania
			Delaware, Maryland, West Virginia, Ohio, Michigan, etc.
50	Irvington, South Orange, Maplewood and Milburn	Essex	New Jersey
52	Summit, Plainfield, Westfield, etc.	West Portion of Union	New Jersey
53	Madison, Morristown, etc.	South Half of Morris	New Jersey
54		Somerset	New Jersey
55		Hunterdon	New Jersey
56		Warren	New Jersey

TABLE 32--Concluded

LOCATION OF DESTINATION DISTRICTS

District Number	Cities	County	State
60	Orange, East Orange, West Orange, Livingston, Glen Ridge and Montclair	Essex	New Jersey
61	Caldwell, etc.	Northwest Portion of Essex	New Jersey
62	Tatowa, Wayne Township, etc.	West Portion of Passaic	New Jersey
63		North Half of Morris	New Jersey
64		Sussex	New Jersey
70	Belleville, Bloomfield and Nutley	Essex	New Jersey
72	Clifton, Passaic, etc.	East Portion of Passaic	New Jersey
73		Northwest Portion of Bergen	New Jersey
79		Portion West of Hudson River	New York
80		Southeast Portion of Bergen	New Jersey
83		Hudson	New Jersey
90	New York City except Staten Island		New York
91		Nassau and Suffolk (Remainder of Long Island)	New York
92		Westchester	New York
93		Putnam and Area North to Town of Hudson	New York
99			New England States

TABLE 33

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEW AT UNRESTRICTED CURB PARKING SPACES

Purpose of Trip	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	67	14	19	5	24	12	3	27		39	210
Business	109	17	8	20	5	16		20	19	5	219
Recreational and Social	22	18	22		23						85
Eat Meal		4				5					9
Shop	16									16	32
Service	67						3				70
Other	11	—	—	—	—	—	—	—	—	—	11
Total	292	53	49	25	52	33	6	47	19	60	636

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 34

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEW AT 15-MINUTE FREE CURB PARKING SPACES

Purpose of Trip	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	23	10									33
Business	105	42	18		1						166
Recreational and Social	3	3									6
Shop	20	3	3								26
Service	38	—	—	—	—	—	—	—	—	—	38
Total	189	58	21	0	1	0	0	0	0	0	269

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 35

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEW AT ONE HOUR FREE CURB PARKING SPACES

Purpose of Trip	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	55	41	44	7	15	35	32	44	5	54	332
Business	263	82	50	32	18	9	11		4	3	472
Medical and Dental	1	3	4								8
Recreational and Social	65	14	6		8	3	11	8			115
Eat Meal	2	10	3								15
Shop	156	59	15	6	12	4				3	255
Service	76	8	3				4	4			95
Other	15	5	2	2							24
No Answer	10	9	1	—	—	—	—	—	—	—	20
Total	643	231	128	47	53	51	58	56	9	60	1,336

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 36

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEW AT ONE HOUR METERED CURB PARKING SPACES

	Number of Automobile Drivers by Length of Time Parked										
Purpose of Trip	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	110	28	47	17	43	6	22	14	12	26	325
Business	1,037	265	291	85	30	27	11				1,746
Medical and Dental	22	8	10	7	7						54
Recreational and Social	102	27	22	10	8	1	2				172
Eat Meal	34	4	15	2							55
Shop	578	207	176	41	12	2	12	1			1,029
Service	213	30	50	8	12	3					316
Other	42	19	6	5	2			3			77
No Answer	15	5	7	—	—	1	—	—	—	—	28
Total	2,153	593	624	175	114	40	47	18	12	26	3,802

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 37

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEW AT TWO HOUR METERED CURB PARKING SPACES

Purpose of Trip	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	4		4	7	8	2	3		4	3	35
Business	93	43	62	9	2	2					211
Medical and Dental	5	4	14	6							29
Recreational and Social	8	21	28	8							65
Shop	13	7	11	2	2						35
Service	64	51	44	14	—	—	—	—	—	—	173
Total	187	126	163	46	12	4	3	0	4	3	548

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 38

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEWS AT "NO PARKING AT ANY TIME" CURB SPACES

Purpose of Trip	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	8	7		2			3	4	2	2	28
Business	48	5	21		2	2		9			87
Medical and Dental	3										3
Recreational and Social		5									5
Shop	10	2		5							17
Service	43		3								46
Other	11										11
No Answer	3	—	—	—	—	—	—	—	—	—	3
Total	126	19	24	7	2	2	3	13	2	2	200

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 39

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEWS AT PUBLIC OFF-STREET PARKING SPACES

Purpose of Trip	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	89	67	303	325	241	138	287	472	723	2,105	4,750
Business	403	307	492	270	221	86	122	53	74	49	2,077
Medical and Dental	10	44	50	3			13				120
Recreational and Social	23	32	92	63	9		9	32		11	271
Change Mode of Travel	9	9	23	36	27	45	48	69	59	163	488
Eat Meal	15	29	37	18	12	3					114
Shop	467	359	957	385	207	107	62	31	19	7	2,601
Service	29	23	28	3	7		2		2		94
Other	7	4	5	6	3	3	43	49	80	9	209
No Answer	2	13	2	2				6		20	45
Total	1,054	887	1,989	1,111	727	382	586	712	957	2,364	10,769

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 40

LENGTH OF TIME PARKED RELATED TO PURPOSE OF TRIP
FROM INTERVIEWS AT OFF-STREET PRIVATE AND EMPLOYEE PARKING SPACES

	Number of Automobile Drivers by Length of Time Parked										
Purpose of Trip	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
Work	16			66	20						102
Business	26	—	—	—	—	—	—	—	—	—	26
Total	42	0	0	66	20	0	0	0	0	0	128

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 41

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP FROM INTERVIEWS AT UNRESTRICTED CURB PARKING SPACES

Purpose of Trip	Number of Automobile Drivers by Distance from Parking Space to Origin										
	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	113	59	6	12	16	4					210
Business	81	51	9	34	8	9		14	8	5	219
School	11										11
Recreational and Social	37	35		5			8				85
Eat Meal		5		4							9
Shop	24								8		32
Service	48	16	—	3	3	—	—	—	—	—	70
Total	314	166	15	58	27	13	8	14	16	5	636

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 42

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP FROM INTERVIEWS AT 15-MINUTE FREE CURB PARKING SPACES

	Number of Automobile Drivers by Distance from Parking Space to Origin										
Purpose of Trip	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	15	5	13								33
Business	78	20	63				2		3		166
Recreational and Social	6										6
Shop	10	8			3					5	26
Service	18	3	8	—	9	—	—	—	—	—	38
Total	127	36	84	0	12	0	2	0	3	5	269

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 43

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP FROM INTERVIEWS AT ONE HOUR FREE CURB PARKING SPACES

	Number of Automobile Drivers by Distance from Parking Space to Origin										
Purpose of Trip	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	133	59	22	28	35	9	20	13	8	5	332
Business	224	87	40	35	27	36	11	4		8	472
Medical and Dental	8										8
Recreational and Social	55	12	34				9	5			115
Eat Meal	5	10									15
Shop	155	24	27	17	5	3	10	12		2	255
Service	63	17	8	3			2			2	95
Other	18		4	2							24
No Answer	12	—	4	—	3	1	—	—	—	—	20
Total	673	209	139	85	70	49	52	34	8	17	1,336

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 44

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP
FROM INTERVIEWS AT ONE HOUR METERED CURB PARKING SPACES

	Number of Automobile Drivers by Distance from Parking Space to Origin										
Purpose of Trip	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	149	56	32	27	8	20	19	2	1	11	325
Business	926	351	126	93	88	49	49	35	16	13	1,746
Medical and Dental	32	19						3			54
Recreational and Social	92	39	17	12	2	5	2			3	172
Eat Meal	18	12	8	13			4				55
Shop	383	204	100	62	90	33	69	40	24	24	1,029
Service	217	51	22		5		9	4		8	316
Other	50	14	5	3	2				3		77
No Answer	9	6	7	3						3	28
Total	1,876	752	317	213	195	107	152	84	44	62	3,802

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 45

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP
FROM INTERVIEWS AT TWO HOUR METERED CURB PARKING SPACES

	Number of Automobile Drivers by Distance from Parking Space to Origin										
Purpose of Trip	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	4	26	1	2						2	35
Business	18	61	90	24	2		1	6	5	4	211
Medical and Dental		29									29
Recreational and Social	30		10	13		9	3				65
Shop		3	8	2	3	2	9		4	4	35
Service	151	10			8			4			173
Total	203	129	109	41	13	11	13	10	9	10	548

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 46

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP FROM INTERVIEWS AT "NO PARKING AT ANY TIME" CURB SPACES

Purpose of Trip	Number of Automobile Drivers by Distance from Parking Space to Origin										
	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	8	11	3	3				3			28
Business	20	51	12		2	2					87
Medical and Dental	3										3
Recreational and Social		5									5
Shop	8	4			2			3			17
Service	32	10		1	3						46
Other	11										11
No Answer	3	—	—	—	—	—	—	—	—	—	3
Total	85	81	15	4	7	2	0	6	0	0	200

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 47

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP
FROM INTERVIEWS AT PUBLIC OFF-STREET PARKING SPACES

	Number of Automobile Drivers by Distance from Parking Space to Origin										
Purpose of Trip	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	957	560	835	486	630	684	270	125	58	145	4,750
Business	526	373	288	188	141	252	127	54	15	113	2,077
Medical and Dental	33	24	25	23	5	7				3	120
Recreational and Social	50	44	51	38	17	20	9		5	37	271
Change Mode of Travel	27	149	261	17	15	13		6			488
Eat Meal	77	16	9	2			3	3		4	114
Shop	218	702	470	572	90	76	305	98	34	36	2,601
Service	32	17	10	2	15	5	13				94
Other	78		18	35	41	33	4				209
No Answer	18		6	2		2	6	11			45
Total	2,016	1,885	1,973	1,365	954	1,092	737	297	112	338	10,769

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 48

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO PURPOSE OF TRIP FROM INTERVIEWS AT PRIVATE AND EMPLOYEE OFF-STREET PARKING SPACES

	Number of Automobile Drivers by Distance from Parking Space to Origin										
Purpose of Trip	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
Work	102										102
Business	26	—	—	—	—	—	—	—	—	—	26
Total	128	0	0	0	0	0	0	0	0	0	128

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 49

PURPOSE OF TRIP RELATED TO FEE PAID FOR PARKING
FROM INTERVIEWS AT PUBLIC OFF-STREET PARKING SPACES

Parking Fee Paid	Number of Automobile Drivers by Purpose of Trip										
	Work	Business	Medical or Dental	Recreational or Social	Change Mode of Travel	Eat Meal	Shop	Service	Other	No Answer	Total
$0.00-$0.25	42	208	13	20		4	705	19	4	6	1,021
0.26- 0.35	91	97		9	3		226	5	2		433
0.36- 0.40	44	158		3		5	115	3	3		331
0.41- 0.50	1,066	424	80	81		34	133	20	41	7	1,886
0.51- 0.60	326	216	5	28	34	20	376	14	38	4	1,061
0.61- 0.75	1,777	415	11	73	34	31	387	18	87	22	2,855
0.76- 0.85	152	243	3	22	14	4	283	8	22		751
0.86- 1.00	692	142	5	28	149	14	175	1			1,206
1.01- 1.50	154	102	3	7	245	2	194	2	12	6	727
1.51 and up	406	72			9		7	4			498
Total	4,750	2,077	120	271	488	114	2,601	94	209	45	10,769

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 50

DISTANCE FROM PARKING SPACE TO ORIGIN RELATED TO FEE PAID FOR PARKING FROM INTERVIEWS AT PUBLIC OFF-STREET PARKING SPACES

Parking Fee Paid	Number of Automobile Drivers by Distance from Parking Space to Origin										
	200 Feet or Less	200-400 Feet	400-600 Feet	600-800 Feet	800-1000 Feet	1000-1200 Feet	1200-1600 Feet	1600-2000 Feet	2000-2400 Feet	Over 2400 Feet	Total
$0.00-$0.25	82	630	37	48	11	57	91	15	4	46	1,021
0.26- 0.35	85	20	43	112	18	36	57	20	14	28	433
0.36- 0.40	27	145	45	22	26	43	15	5	3		331
0.41- 0.50	430	144	344	141	417	126	135	47	19	83	1,886
0.51- 0.60	306	103	82	222	111	102	86	16	6	27	1,061
0.61- 0.75	550	273	480	319	204	637	170	92	34	96	2,855
0.76- 0.85	197	55	159	184	57	29	40	16		14	751
0.86- 1.00	189	289	339	152	34	20	76	72	11	24	1,206
1.01- 1.50	92	44	311	108	40	32	53	9	21	17	727
1.51 and up	58	182	133	57	36	10	14	5		3	498
Total	2,016	1,885	1,973	1,365	954	1,092	737	297	112	338	10,769

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

TABLE 51

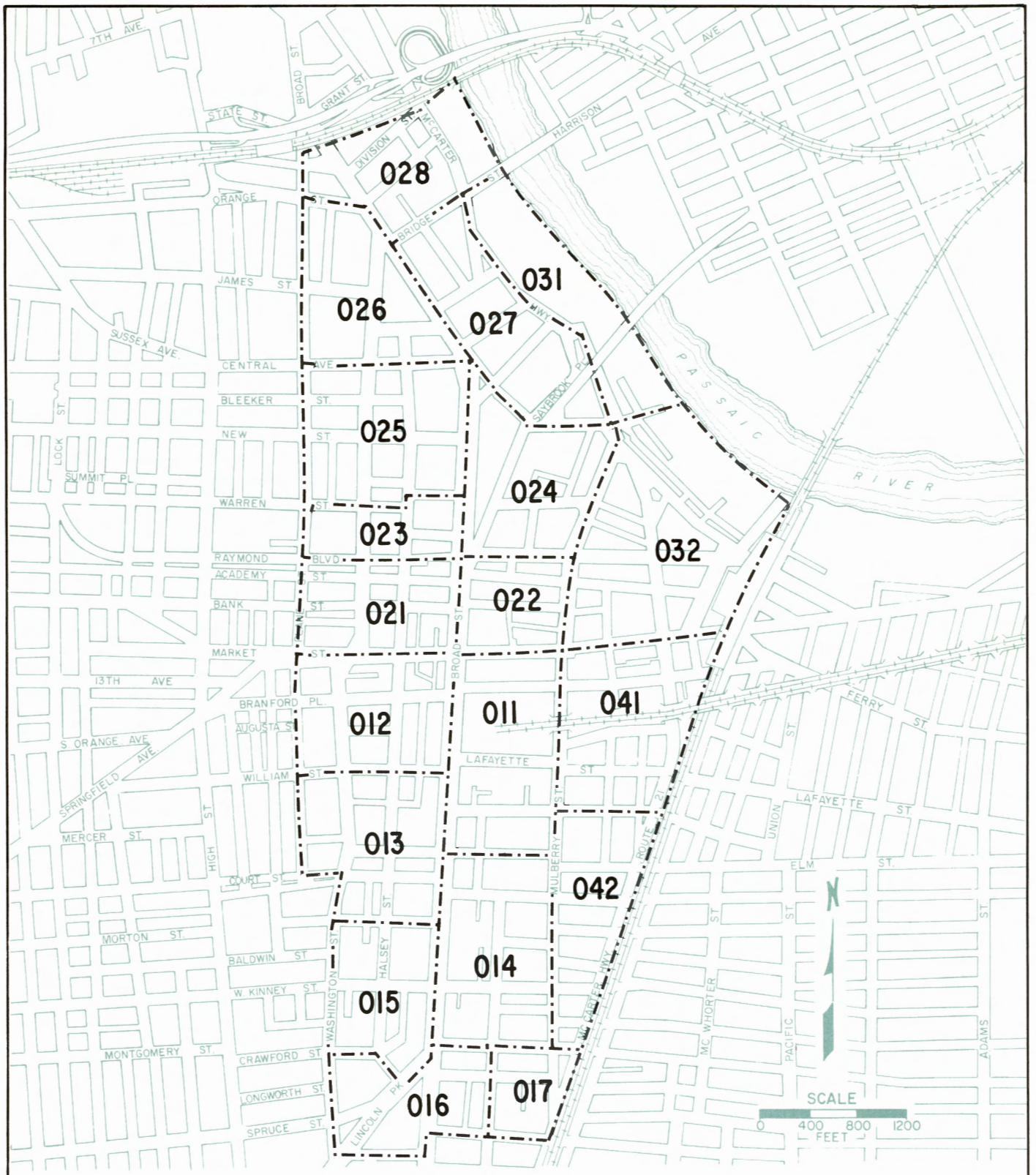
LENGTH OF TIME PARKED RELATED TO FEE PAID FOR PARKING
FROM INTERVIEWS AT PUBLIC OFF-STREET PARKING SPACES

Parking Fee Paid	Number of Automobile Drivers by Length of Time Parked										
	1/2 Hour or Less	1/2-1 Hour	1-2 Hours	2-3 Hours	3-4 Hours	4-5 Hours	5-6 Hours	6-7 Hours	7-8 Hours	Over 8 Hours	Total
$0.00-$0.25	488	166	367								1,021
0.26- 0.35	210	154	36	33							433
0.36- 0.40	164	67		82	18						331
0.41- 0.50	145	304	387	204	178	32	83	72	85	396	1,886
0.51- 0.60	47	174	471	93	39	21	12	33	45	126	1,061
0.61- 0.75		22	568	223	107	77	155	294	479	930	2,855
0.76- 0.85			135	327	72	62	33	16	31	75	751
0.86- 1.00			25	106	223	28	140	173	162	349	1,206
1.01- 1.50				43	80	131	111	80	63	219	727
1.51 and up					10	31	52	44	92	269	498
Total	1,054	887	1,989	1,111	727	382	586	712	957	2,364	10,769

NOTE: This table is based on the curb and off-street interview studies made between 2:00 P.M. and 6:00 P.M. at 1,334 available curb spaces and 6,027 off-street spaces. The data from these studies were then expanded to represent the total number of automobiles departing from parking spaces during this time period.

Exhibits

EXHIBIT I



000 ZONE NUMBER

— · — ZONE BOUNDARY

NEWARK TRANSPORTATION STUDY

CENTRAL BUSINESS DISTRICT ZONES

EDWARDS AND KELCEY, INC. - DE LEUW, CATHER & COMPANY

EXHIBIT 2

LEGEND

- 15 MIN. FREE PARKING
- 1 HOUR FREE PARKING
- 1 HOUR METERED PARKING
- 2 HOUR METERED PARKING
- UNRESTRICTED
- 00 NUMBER OF PARKING SPACES AVAILABLE
- SURVEY AREA

NOTE: BASED ON AN INVENTORY OF PARKING SPACES MADE IN JUNE 1960.

NEWARK TRANSPORTATION STUDY

EXISTING CURB PARKING SPACES AVAILABLE

EDWARDS AND KELCEY, INC. - DE LEUW, CATHER & COMPANY

EXHIBIT 3

LEGEND

- PUBLIC LOTS
- CUSTOMER, PRIVATE OR EMPLOYEE LOTS
- PUBLIC GARAGES
- PRIVATE OR EMPLOYEE GARAGES
- 00 NUMBER OF PARKING SPACES
- SURVEY AREA

NOTE: BASED ON AN INVENTORY OF PARKING SPACES MADE IN JUNE 1960.

NEWARK TRANSPORTATION STUDY

EXISTING OFF-STREET PARKING FACILITIES

EDWARDS AND KELCEY, INC.- DE LEUW, CATHER & COMPANY