**Required Carpooling**  
Type: Alternative to the City’s Plan

**Description:**  
Required carpooling is an alternative approach to reducing congestion in New York City. Required carpooling would reduce traffic by restricting single-occupant vehicles (SOV) from entering Manhattan south of 60th Street from 6 a.m. to 10 a.m. on weekdays. Taxis, commercial vehicles, and motorcycles would be exempt from the restriction. Police officers would be stationed at the river crossings and at intersections along 60th Street to enforce the ban.

**Issues for Evaluation:**

1) **Best Practices**  
Research did not reveal any American cities that have used required carpooling restrictions as a long-term traffic congestion mitigation strategy (as opposed to an emergency measure). Requiring carpooling was implemented on an emergency basis after the 9/11 terrorist attacks but this experience is not directly transferable to a permanent program.

2) **Reduction of Vehicle-Miles Traveled in business**  
Given that 59% of vehicles entering Manhattan below 6 Street are single-occupant vehicles, VMT is likely to decline as a result of required carpooling. Given the lack of experience with this measure, however, the magnitude of the reduction is unclear.

3) **Improvements in local and regional air quality and environment**  
A reduction in vehicles entering the Manhattan CBD would reduce overall VMT in the CBD, which in turn would improve air quality and reduce greenhouse gas emissions.

4) **Net revenues raised for mass transit**  
Required carpooling would not raise revenues for transit improvements. Enforcement of a carpooling requirement would necessitate hiring a significant number of new police officers. The cost of these officers would be offset at least in part by the revenues generated by tickets issued to violators of the carpool restriction.

5) **Impact on neighborhoods**
   a. Traffic congestion outside of the business district
   b. Parking policies

   By inducing Manhattan-bound auto-commuters to carpool, switch to transit, or to change the time of their trip, required carpooling would likely reduce traffic congestion outside of the Manhattan CBD.

   A carpooling requirement raises the potential that neighborhood streets adjacent to the zone would be used by park-and-ride drivers. As with congestion pricing,
this behavior could be addressed by ensuring that appropriate curb regulations are in place before implementation.

6) Impact on economic classes
   All current single-occupant drivers into the Manhattan CBD, regardless of economic status, would be impacted by the restriction. Required carpooling would have no impact on economic classes.

7) Regional Equity
   The carpooling requirement would apply to all drivers entering the Manhattan CBD and thus does not raise a regional equity issue.

8) Privacy concerns
   No impacts to privacy concerns are anticipated.

9) Economic Impact on jobs, businesses, and the regional economy
   Required carpooling would have a mixed impact on jobs, businesses, and the regional economy. On the one hand, reduced congestion would likely lower costs for businesses and improve worker productivity, thus benefiting the economy. On the other hand, required carpooling would limit traveler options with possible impacts on businesses, particularly those in the retail and entertainment sectors. Further study would be necessary to determine the economic impact of a carpooling requirement.

10) Implementability
   Enforcement of a carpooling requirement would necessitate a dedicated team of police officers stationed at bridges and tunnels and intersections on the border of any required carpooling zone. Consistent and visible enforcement is necessary to prevent widespread evasion. Electronic monitoring of vehicle occupancy is not currently feasible.