



02

FINDINGS



Major Findings

Although there is a common perception that most workers are concentrated in the Manhattan Central Business District (CBD), the opposite is true. Manhattan does have the greatest concentration of employment and it draws more workers from throughout the region than any other area. More than 880,000 New York City residents commute from the other four boroughs into Manhattan where they join 628,000 workers who reside in Manhattan and another 540,000 from outside the city. But when looked at on a borough-to-borough basis, more people live and work in the same borough than commute to any other borough—more than 1 million workers in total live and work in the same borough in the Bronx, Brooklyn, Queens and Staten Island. In addition, there are a significant number of New York City residents that commute between the boroughs to work. Excluding journeys to Manhattan, there were more than 323,000 interborough journeys-to-work of which 143,000 (44 percent) were between Queens and Brooklyn. (Almost 243,000 employed New York City residents, including Manhattan residents, worked outside of the city.)

Residents

Residents of the Bronx, Brooklyn and Queens predominantly rely on transportation other than cars when traveling to work. This holds true both for workers living and working in the same borough and those commuting to work in another borough (when including journeys-to-work to employment in Manhattan). For those commuting outside their borough of residence, Subway/Railroad/Ferry is the predominant mode of travel, reflecting the widespread, though not universal, use of the subway system for travel to the CBD. Among those working and living in the same borough, the predominant mode (the mode with the highest share) in Brooklyn is Other (which includes walking, biking, taxi, motorcycle and work at home). In Queens and the Bronx, the predominant mode is auto, though the combined transit share exceeds that for cars. In contrast, residents of Staten Island rely on cars for journey-to-work trips both for commutes within the borough and to other boroughs. (Figure 3)

Just as more people work in the borough in which they reside than work in Manhattan, among people that live and work in the same borough, more people tend to live and work in the same study area (Super Puma) than any other. (Figures 5, 6, 7)

- In both Bronx study areas
- In all four Queens study areas
- In four of the five Brooklyn study areas

Among residents that do not live and work in the same study area, a plurality of residents commuting outside of their study area of

residence tend to work in the adjoining study area.

For residents who work in the same study area they reside in, the Other mode of travel is the most common method of travel in about half of the study areas. The four highest shares of Other mode were in Brooklyn, including central Brooklyn and denser areas closest to Manhattan, all exceeding 40 percent. For these areas, the Other share exceeds the combined transit share. (Figure 4) These and the Southwest Bronx, Northwest Queens and the remaining Brooklyn study area (Gravesend/East New York) have the largest Other modal split. All but the last are typically the densest study areas and are located closest to the Manhattan core. When residents of these areas located closest to the Manhattan core commute to other study areas to work, Subway/RR/Ferry is the dominant modal split with relatively similar total transit shares (including bus) among them. (Figures 8, 9)

Workers

Most workers in boroughs outside of Manhattan also reside in the borough they work in. In Brooklyn, Queens and the Bronx between 61 and 65 percent of the borough's workforce live in the borough they work in. In Staten Island, more than 72 percent of the workforce are Staten Island residents.

While residents of the Bronx, Brooklyn, and Queens predominantly do not drive to work, the majority of workers arriving to work in study areas in the Bronx, Brooklyn, Queens, and Staten Island boroughs travel by car. In only four study areas, do cars account for less than half of a study area's workers means of commuting. (Figure 10).

In every study area, at least a plurality of workers arriving to work in locations outside of Manhattan arrive by auto. The size of this group exceeds the combined Subway/Railroad/Ferry and bus share in every study area except Ft. Greene/Bay Ridge, where Downtown Brooklyn is located. (Figure 10) Downtown Brooklyn has the most extensive subway service of the study areas – 16 lines in 2000 connecting with more locations within the city and is therefore most similar to Manhattan locations in drawing people via subway. Still, Subway/Railroad/Ferry always accounts for less than one third of workers working in every study area, and in most areas accounts for 20 percent or less. (Figure 11) This is true for both for workers residing in New York City and those from the city's suburbs. (Figure 14)

Cars are the most common means of transportation among 4 of the 5 highest inter-study area commuter flows (Figure 16) and

among residents of study areas outside of the five closest to Manhattan and Boro Park/Coney Island. (Figure 8, 9)

The study areas that are closer to Manhattan and have more residents that use subways to travel to work also have the highest concentration of “Other” as the mode for journey-to work travel.

Workers who reside outside New York City and work in New York City exceed the number of workers who make inbound trips into each borough from any other borough, with the exception of Brooklyn. (Figure 13) Workers from outside of New York City rely extensively on automobiles for journey-to-work in locations in all four boroughs. (Figure 12) Most of Brooklyn’s workers that reside outside Brooklyn commute from Queens.

Travel Time

Excluding Manhattan residents and considering all destinations, residents in Southeast Queens (both drivers and transit riders), located the furthest from subway lines and most major employment centers, have the highest mean travel time (48.0 minutes) whereas the Ft. Greene/Bay Ridge residents (located closer to Manhattan and served by extensive subway coverage) have the shortest mean travel time (38.8 minutes) for work trips. (Figure 15)

Among workers working in study areas, those in Staten Island have the shortest average commute times, those in Fort Greene/Bay Ridge the longest. In contrast, workers residing in the Fort Greene/Bay Ridge study area and traveling to work both inside and outside of the study area have the shortest average commute times while workers residing in Southeast Queens have the longest commute times. Staten Island residents, when compared on a countywide basis, have the longest commute times in the City and one of the longest in the nation. (Figure 16)

Peripheral Interborough Flows

Brooklyn-Queens

- The biggest flow of workers coming from a Queens Study Area into a Brooklyn Study Area is from Southeast Queens to Ft. Greene/Bay Ridge (11,115 workers) but this is less than half the largest intra-Queens flow (NE Queens to NW Queens, 23,919). Brooklyn’s Ft. Greene/Bay Ridge study area contains Downtown Brooklyn with its many city departments, health care, and universities located in the area.
- The biggest flow of workers coming from a Brooklyn Study Area into a Queens Study Area is from Greenpoint/Brownsville to the adjoining Northwest Queens (5,784 workers) (Figure 17).

However, this is less than one-third the flow from Greenpoint/Brownsville to Ft. Greene/Bay Ridge (19,862) and less than the largest intra-Brooklyn flow of 31,637 (Crown Heights/Flatbush to Ft. Greene/Bay Ridge).

Bronx-Queens

- The biggest flow of workers coming from a Queens Study Area into a Bronx Study Area is from Northeast Queens to Southwest Bronx (2,861 workers, Figure 17).
- The biggest flow of workers coming from a Bronx Study Area into a Queens Study Area is from Northeast Bronx to Northwest Queens (4,743 workers, Figure 17).
- In contrast, the flows between Bronx study areas are much greater. From NE Bronx to Southwest Bronx 39,424 travel to work (the largest inter-study area flow) and in reverse direction 19,294 travel to work..

Brooklyn-Staten Island

- The biggest flow of workers coming from Staten Island into a Brooklyn Study Area is from Staten Island to Ft. Greene/Bay Ridge (13,829 workers, Figure 18). They constitute 12 percent of workers on Staten Island and the 12th largest interstudy area flow.
- Conversely, the biggest flow of workers coming from a Brooklyn Study Area to Staten Island is 2,322 workers from Ft. Greene/Bay Ridge to Staten Island (Figure 18).

Bronx-Brooklyn

- The biggest flow of workers coming from a Bronx Study Area into a Brooklyn Study Area is from Northeast Bronx to Ft. Greene/Bay Ridge (5,229 workers, Figure 18)
- The biggest flow of workers coming from Brooklyn Study Area into a Bronx Study Area is from Crown Heights/Flatbush to Southwest Bronx (2,087 workers, Figure 18).

Figure 3. NYC Residents - Modal Split

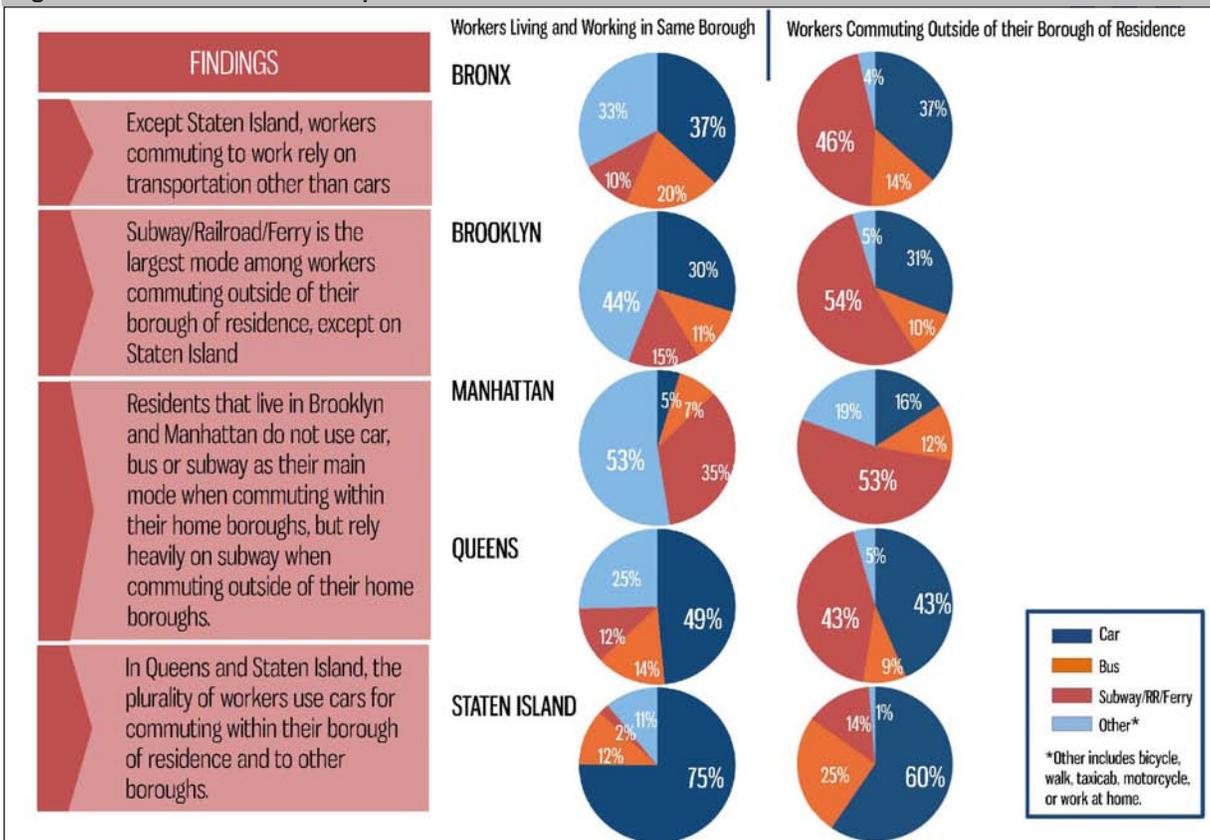


Figure 4. Intraborough - Bronx

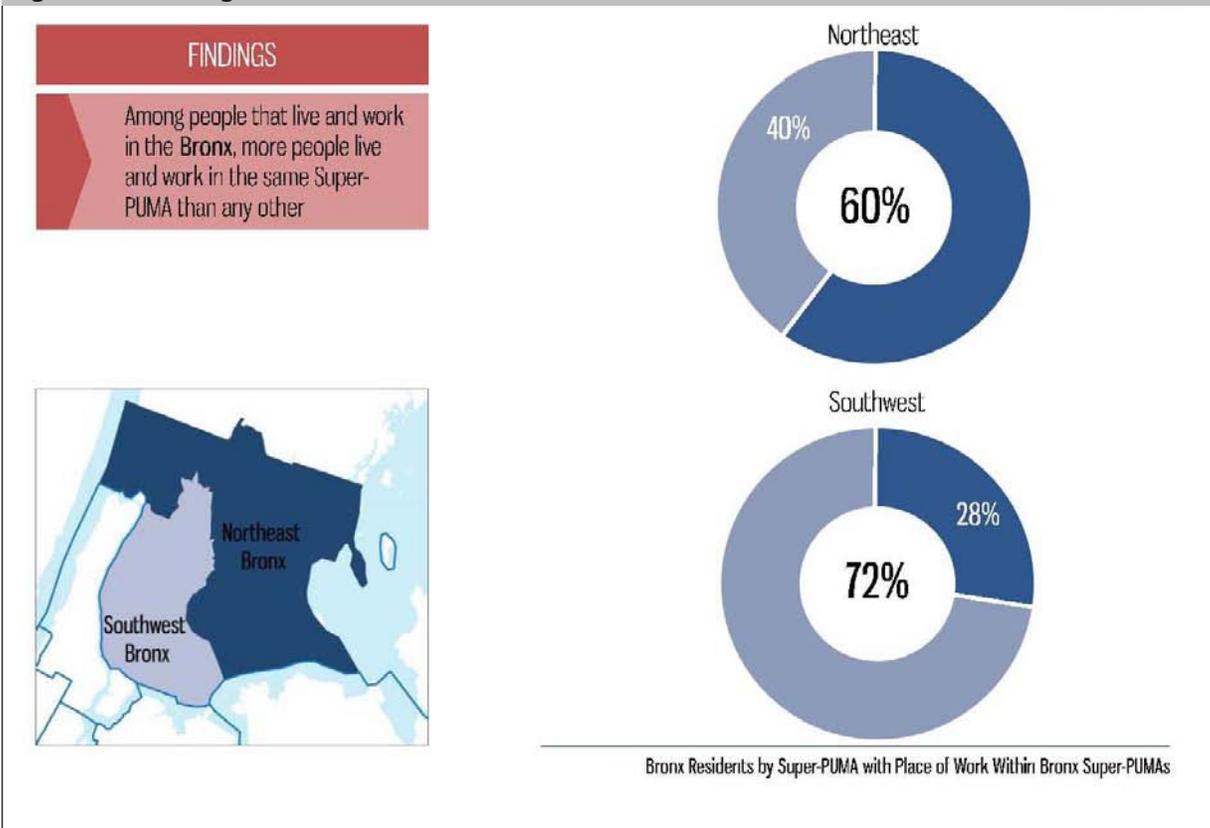
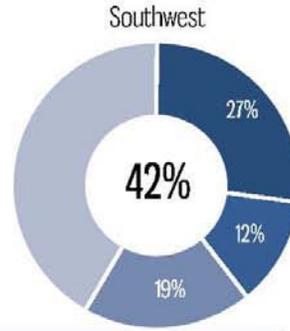
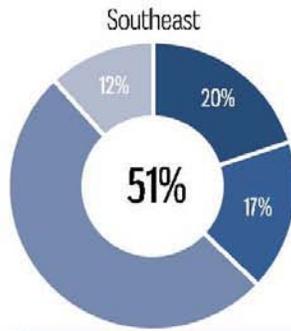
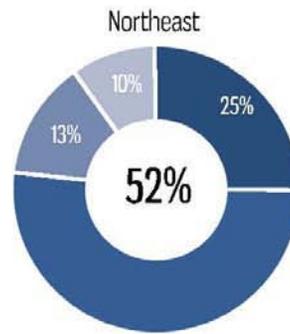
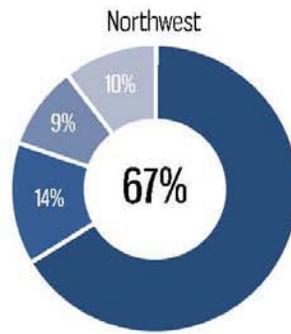


Figure 5. Intraborough - Queens

FINDINGS

Among people that live and work in **Queens**, more people live and work in the same Super-PUMA than any other

Queens residents tend to work locally - the second highest intra-borough commute is to an adjacent Super-PUMA



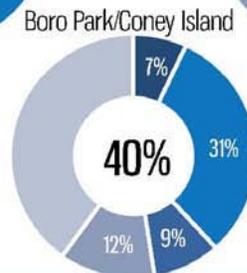
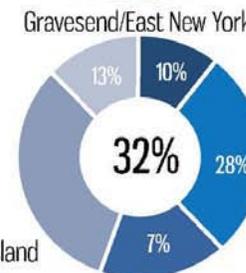
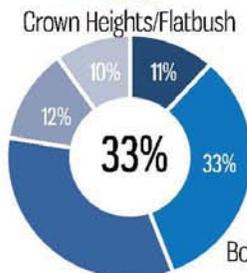
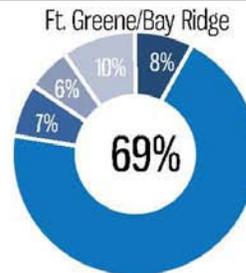
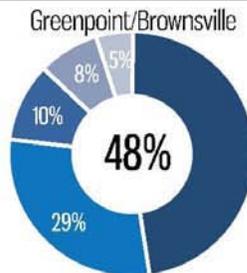
Queens Residents by Super-PUMA with Place of Work Within Queens Super-PUMAs

Figure 6. Intraborough - Brooklyn

FINDINGS

Among people that live and work in **Brooklyn**, generally more people live and work in the same Super-PUMA than any other

Brooklyn residents tend to work locally - the second highest intra-borough commute is to an adjacent Super-PUMA, except in Gravesend/East New York



Brooklyn Residents by Super-PUMA with Place of Work Within Brooklyn Super-PUMAs

Figure 7. Workers Living and Working in Same SuperPuma - Modal Split (Other)

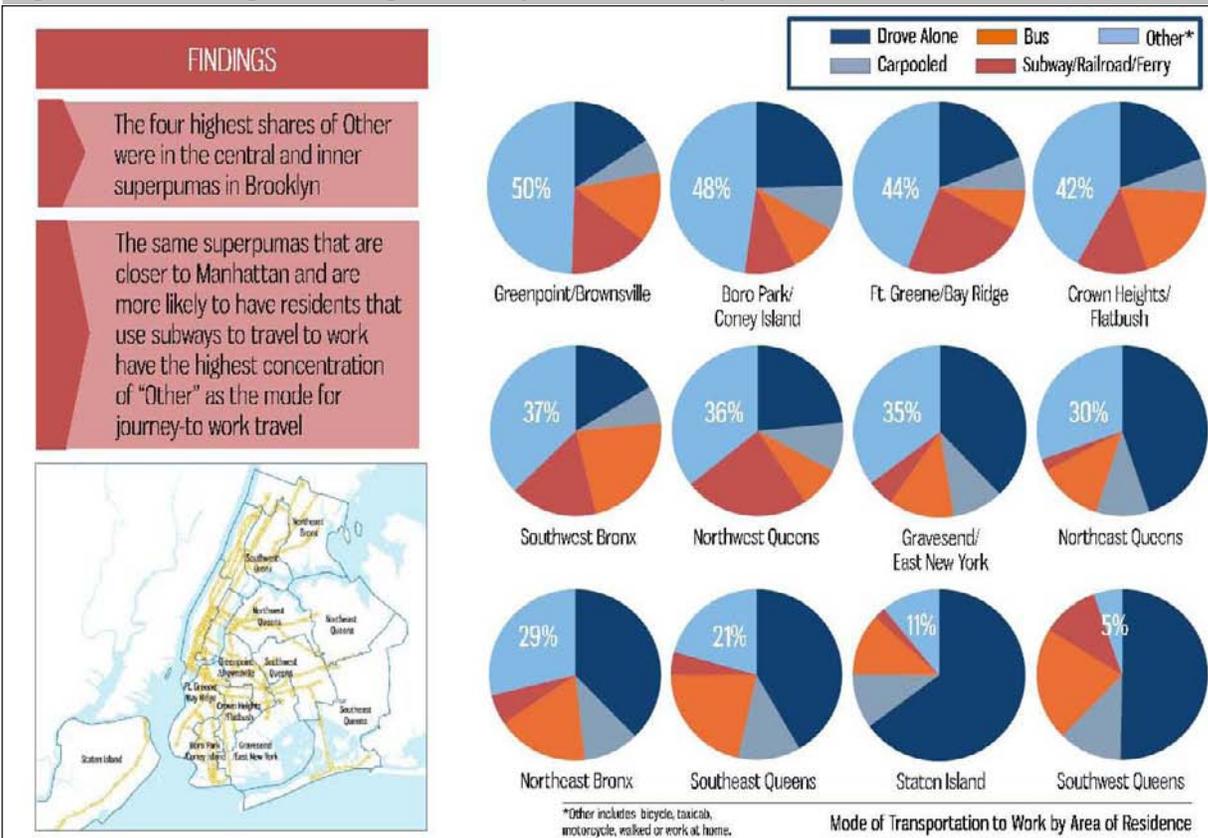


Figure 8. Area of Work Modal Split (Auto)

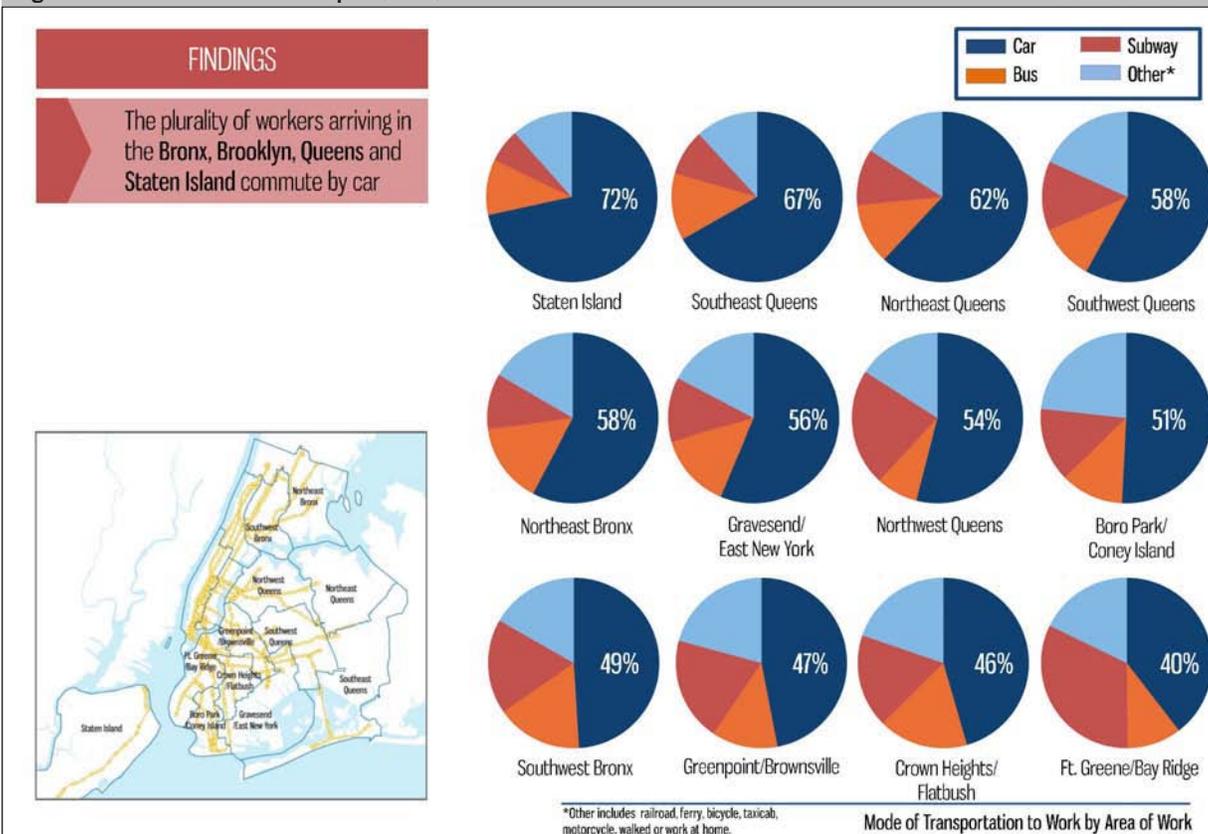


Figure 9. All Workers - Area of Residence Modal Split (Subway)

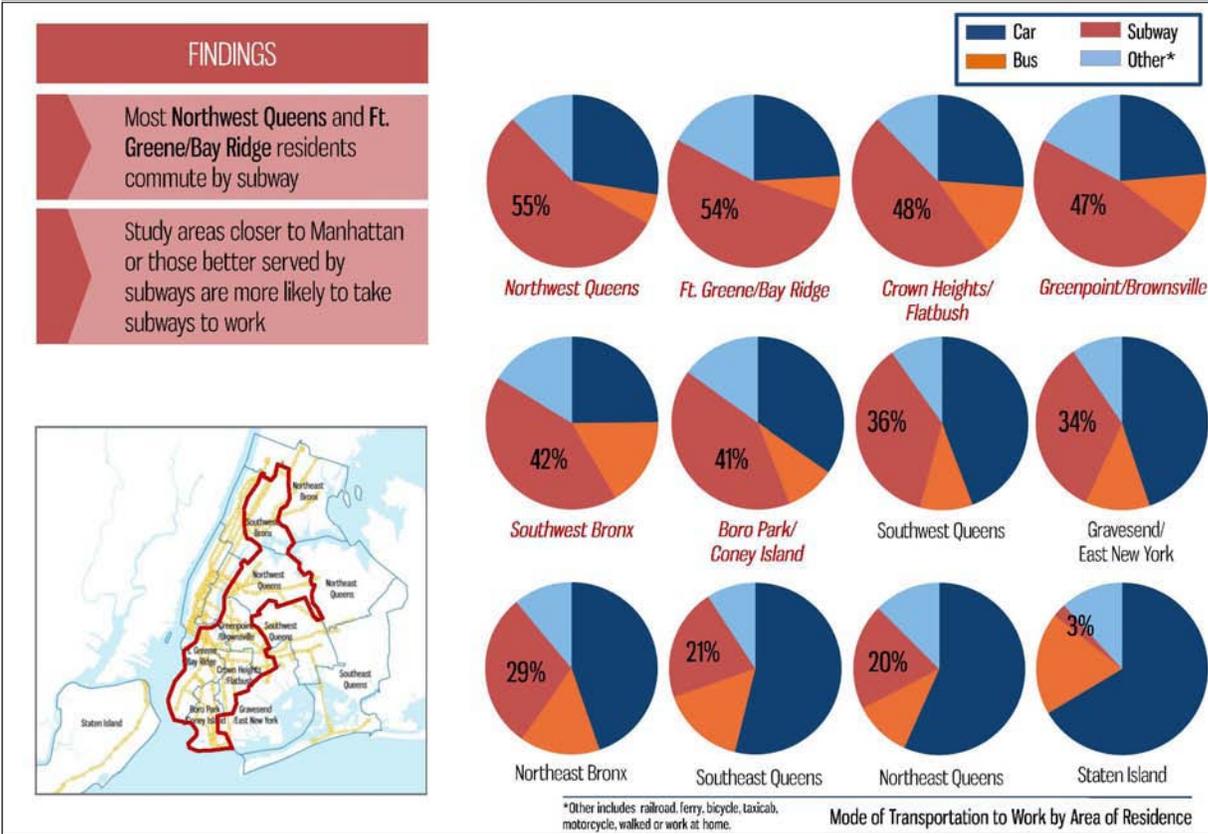


Figure 10. Area of Work Modal Split (Auto)

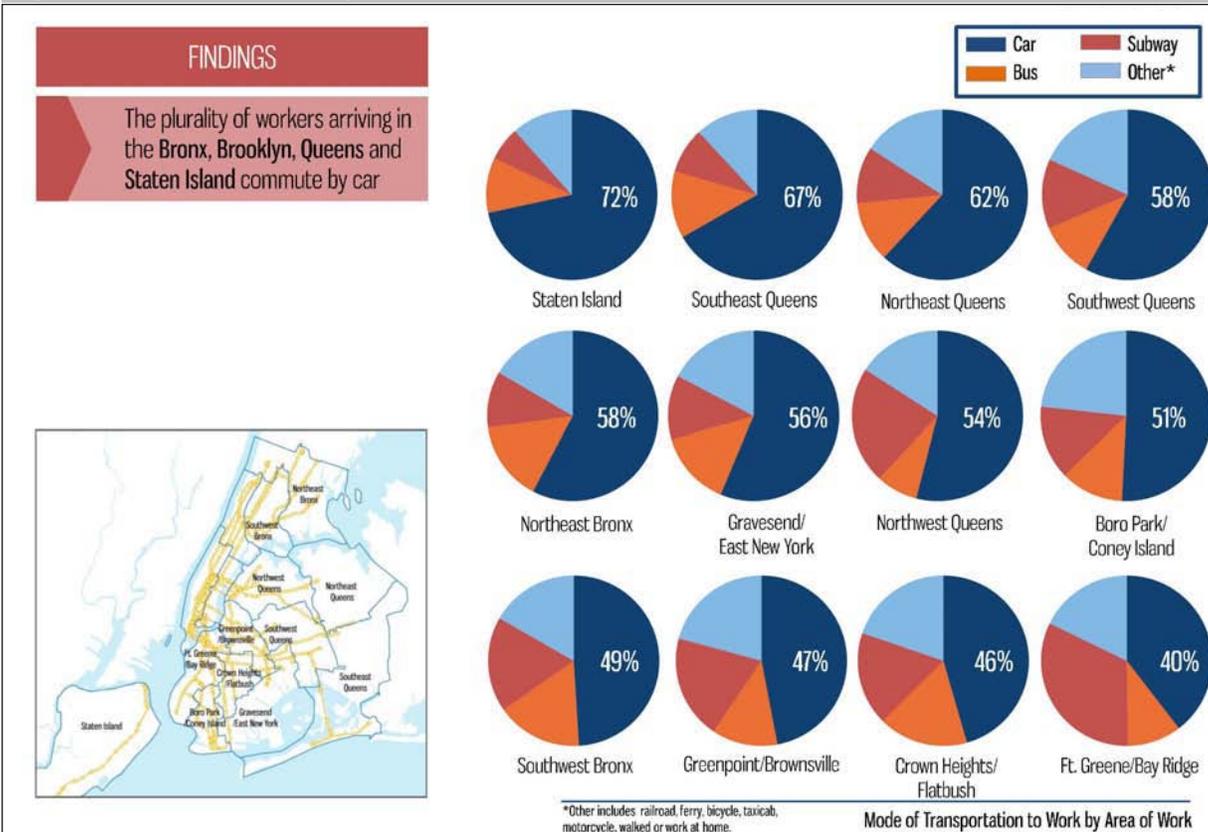


Figure 11. All Workers - Area of Work Modal Split (Subway)

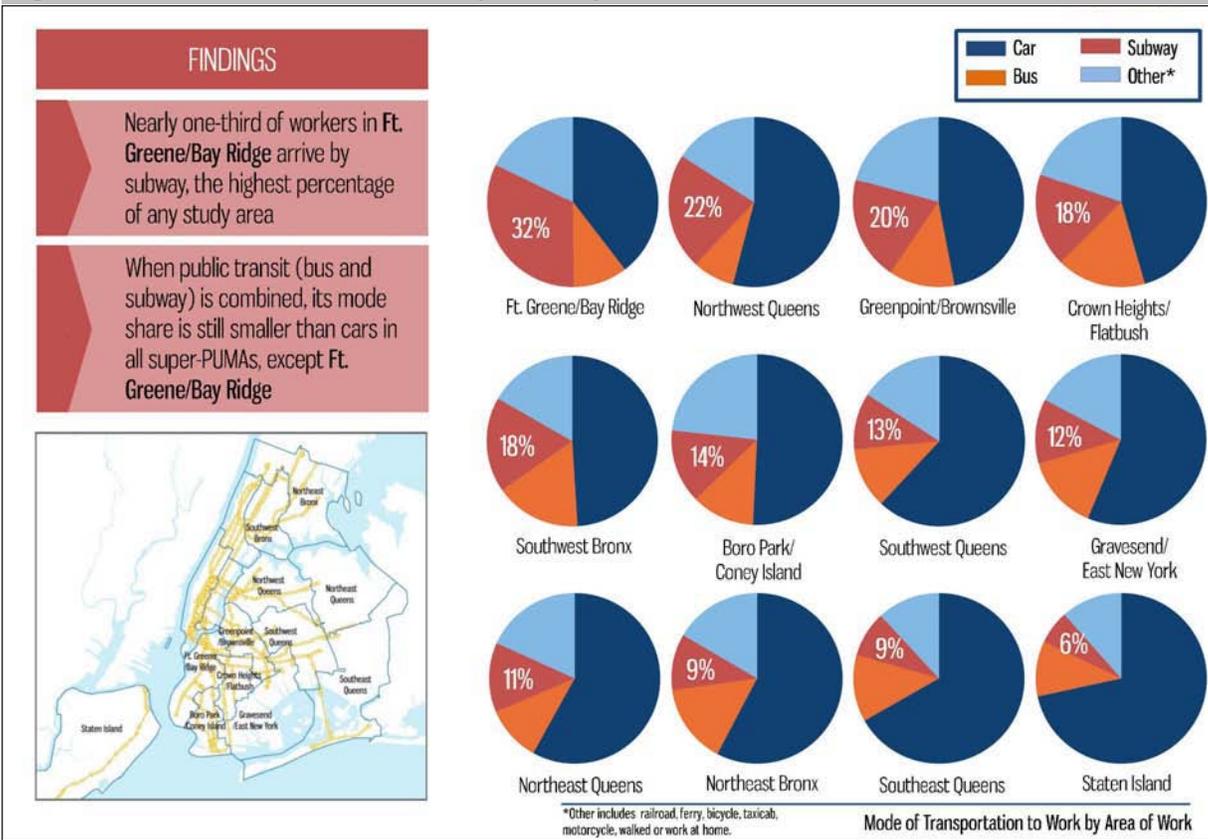


Figure 12. Outside NYC - Journey to Work Modal Split

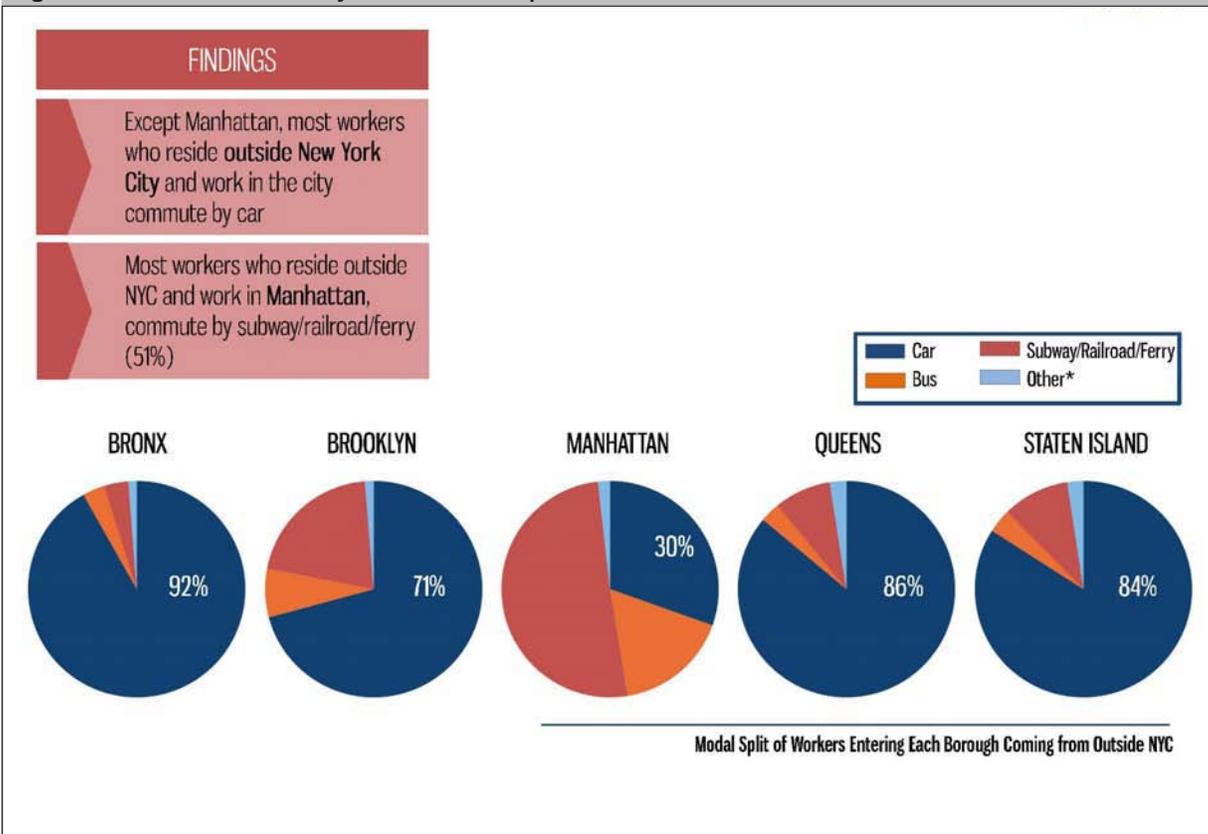


Figure 13. Outside NYC - Journey to Work

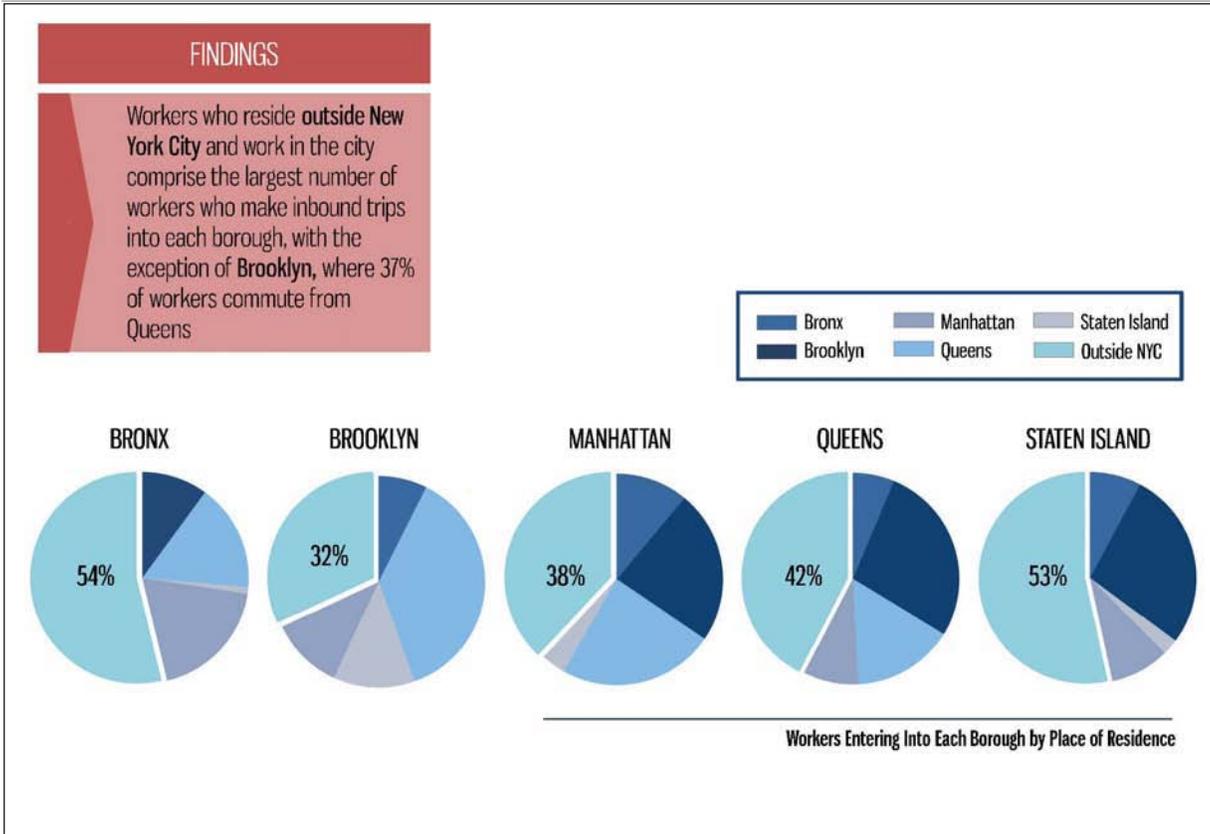


Figure 14. NYC Workers Residing Outside Outside NYC Modal Split (Auto)

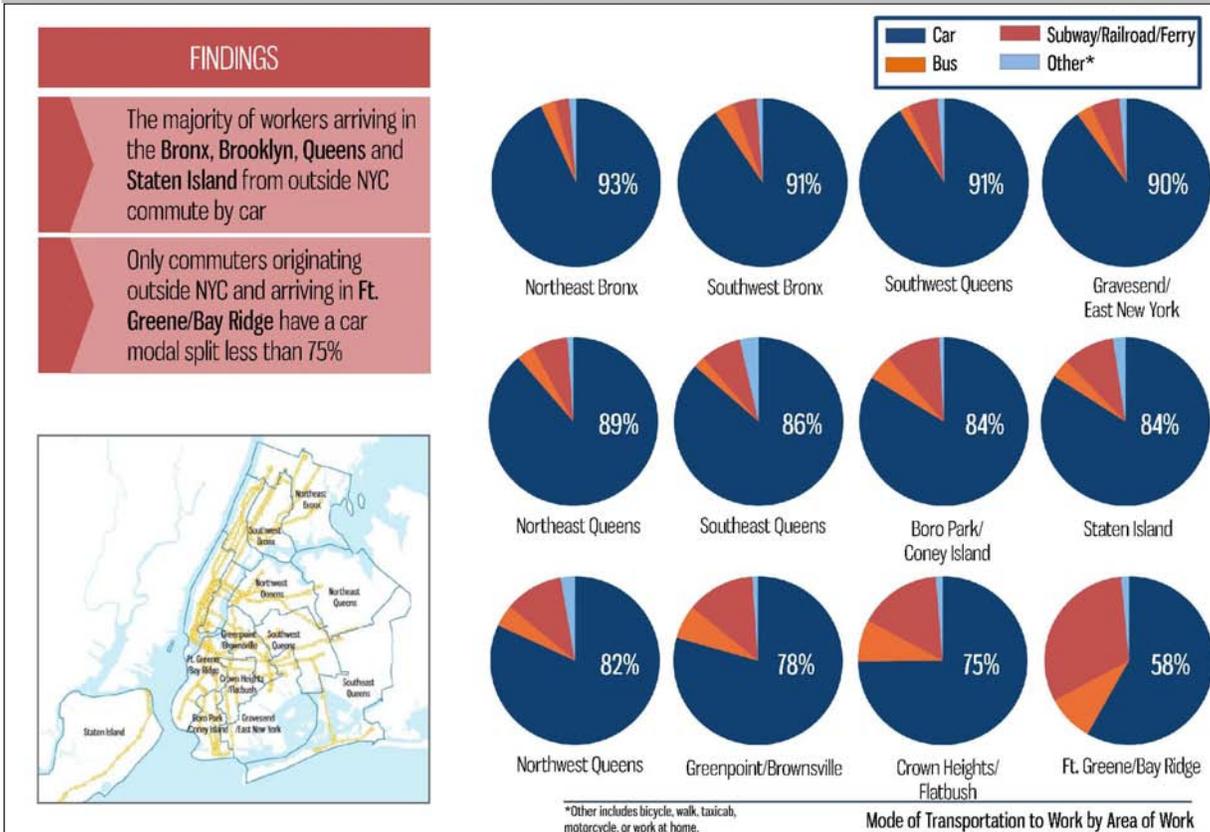


Figure 15. All Workers - Travel Times to Work by Area of Resi-

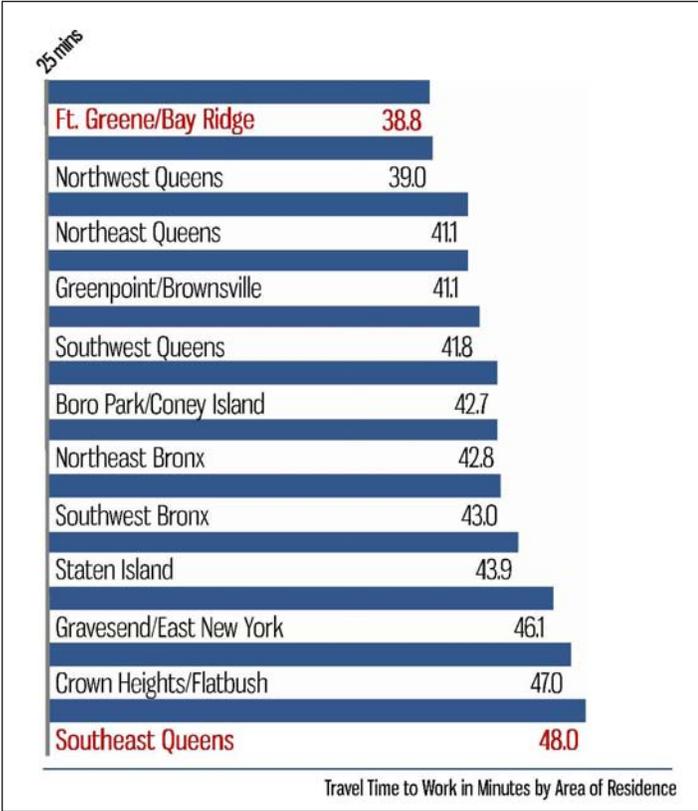


Figure 16. All Workers - Travel Times to Work by Area of Work

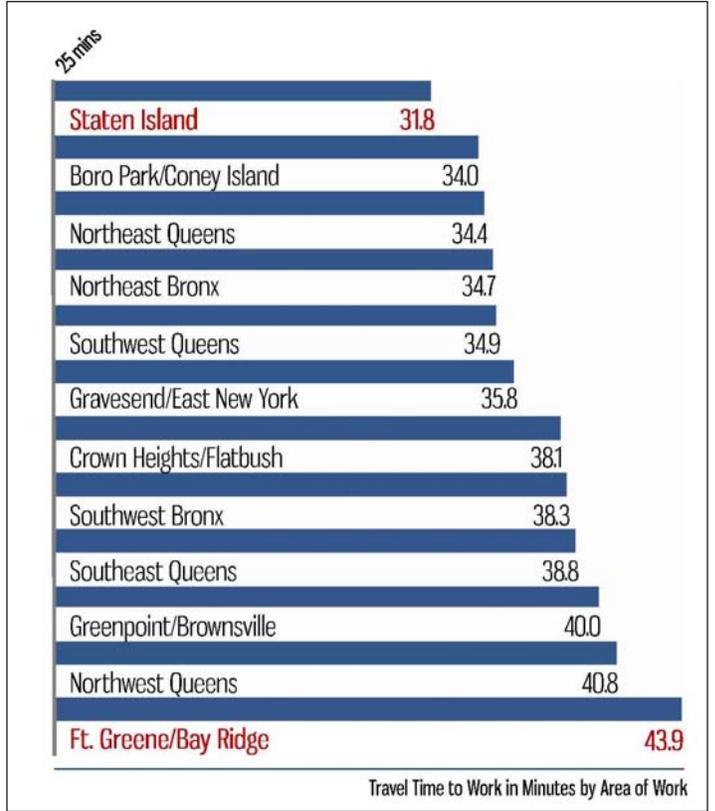


Figure 17. Highest Inter-Borough Flow: Brooklyn-Queens and Bronx-Queens (by Study Areas)

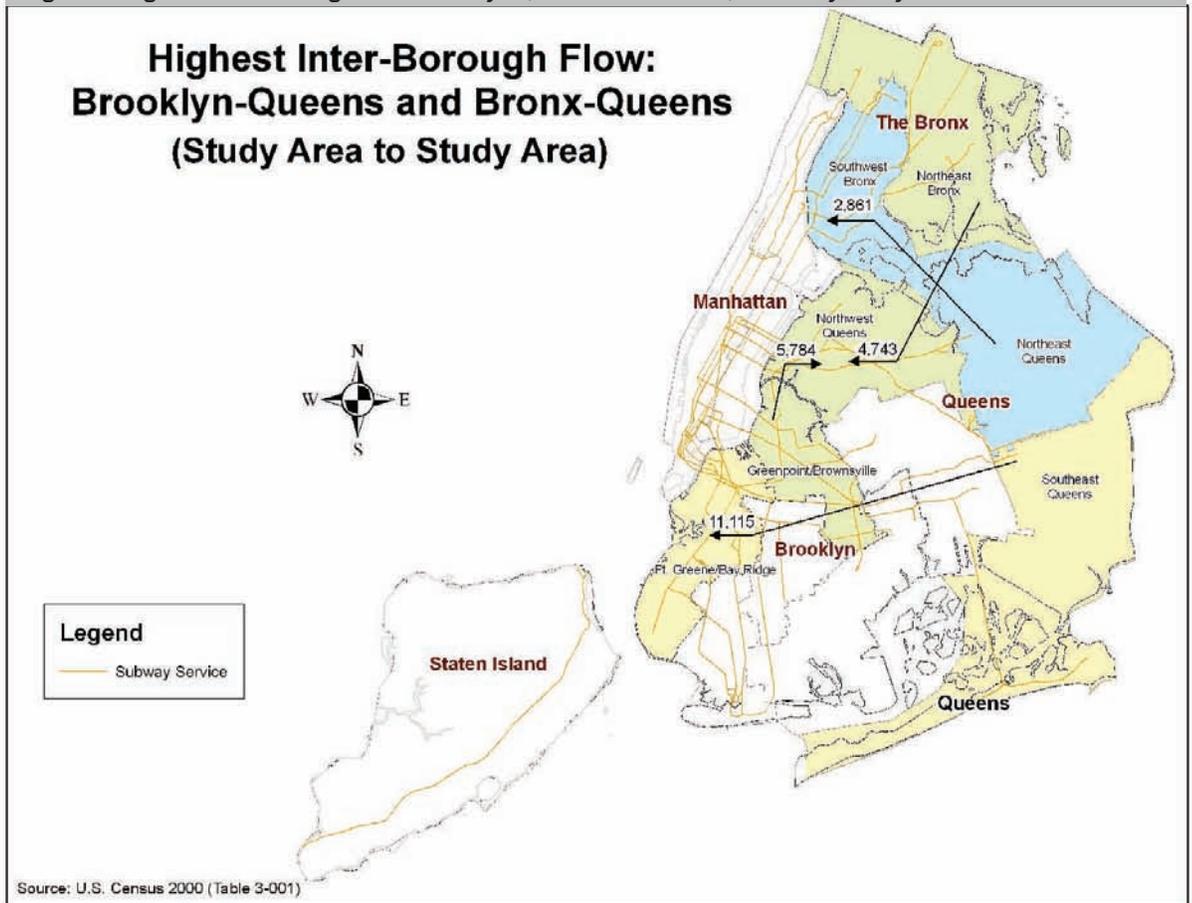


Figure 18. Highest Inter-Borough Flow: Brooklyn-Bronx and Brooklyn-Staten Island (by Study Areas)

