



Peripheral Travel Study, 2010

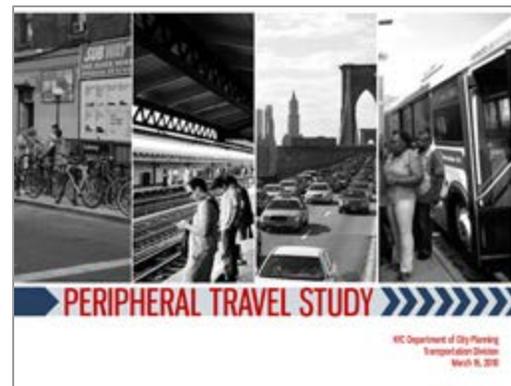


Overview:

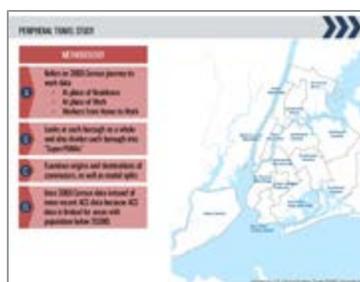
This study was initiated to identify opportunities for near- and long-term strategic plans for the transportation needs in the boroughs other than Manhattan. Collectively, these boroughs are forecast to gain more than 550,000 residents between 2010 and 2030 with corresponding increases in employment. These increases will impact travel in all boroughs.

New York City already achieves the highest transit share in the nation for journey-to-work trips. Nevertheless, it continues to experience vehicular congestion and, in PlaNYC, it has set for itself ambitious goals for reducing both congestion and the at-least-partially-related greenhouse gas emissions. To achieve these goals will require, in part, reductions in the auto share for travel trips.

The goal of this study is to evaluate journey to work commutes for the workers who live and/or work in the boroughs outside of Manhattan. Since subway and commuter rail systems focus primarily on delivering commuters to Manhattan Central Business Districts (CBD), this study is an opportunity to analyze work trips involving other destinations, around the periphery of the CBD. These peripheral work trips represent a larger percentage of total work trips than the Manhattan-bound commuters whereas, historically, much of the attention on mass transit has been focused on the CBD-bound commuter. These peripheral workers may benefit from alternate transit or alternative transportation options to alleviate travel time, increase travel mode choices, and manage congestion. It is hoped that this study, together with other mobility-related studies underway by the Department of City Planning, will provide guidance on better serving non-CBD bound trips and support efforts at the City Department of Transportation and the Metropolitan Transportation Authority to grow non-auto travel. Although not the subject of this study, it is anticipated that any improvements to better serve journey-to-work trips would better serve other trips as well.

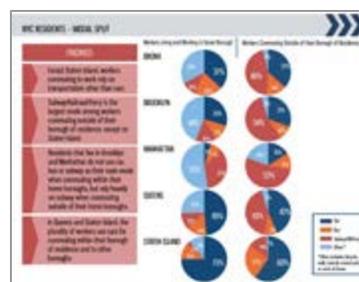


View the [slide show presentation](#).



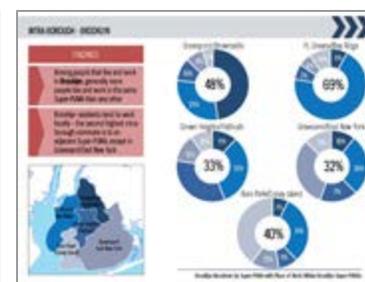
Methodologies and Study Areas

[View a larger image](#)



NYC Residents Modal Split

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Intraborough Commute for Brooklyn Residents

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Contained within Section I of this report, is the methodology used in this study and a summary of the "major findings" of the journey-to-work travel trends in the boroughs outside Manhattan. Section II details the specifics of the study by analyzing the data based on various levels of geographies, such as borough to borough, borough to/from Study Areas and Study Areas to/from Study Areas. Section III presents a conclusion of the entire study and recommendations for next steps. Section IV - Appendix contains additional data and tables.

Report:

The study is available as a [complete document](#) (17.2 mb) or by sections in PDF format:

- [Cover and Table of Contents](#) (0.3 MB)
- [Executive Summary](#) (0.4 MB)
- [Q1 - Introduction](#) (0.4 MB)
- [Q2- Findings](#) (15.4 MB) Available by sections below.
 - [Major Findings](#) (1.5 MB)
 - [Implications & Borough to Borough Work Trips by NYC Workers](#) (1.2 MB)
 - [Modal Split by Borough for NYC Residents & Borough to Study Areas Work Trips by NYC Workers](#) (2.1 MB)
 - [Study Area to Borough Work Trips by NYC Workers](#) (1.9 MB)
 - [Mode of Transportation to Work & Workers in Study Areas: Mode of Transportation to Work](#) (1.2 MB)
 - [Study Area to Study Area: Brooklyn-Queens Outbound Travel to Place of Work & Brooklyn-Queens Inbound Travel by Workers](#) (2.8 MB)
 - [Study Area to Study Area: Bronx-Queens Outbound Travel to Place of Work & The Bronx-Queens Inbound Travel by Workers](#) (1.8 MB)
 - [Travel by Workers \(Inbound/Outbound\)](#) (1.2 MB)
 - [PUMA \(Community Districts\)](#) (0.7 MB)
 - [Census Tracts 2000 - Journey to Work - Maps Summary](#) (1.9 MB)
- [Q3 - Conclusion](#) (0.3 MB)
- [Q4 - Appendices](#) (0.4 MB)

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