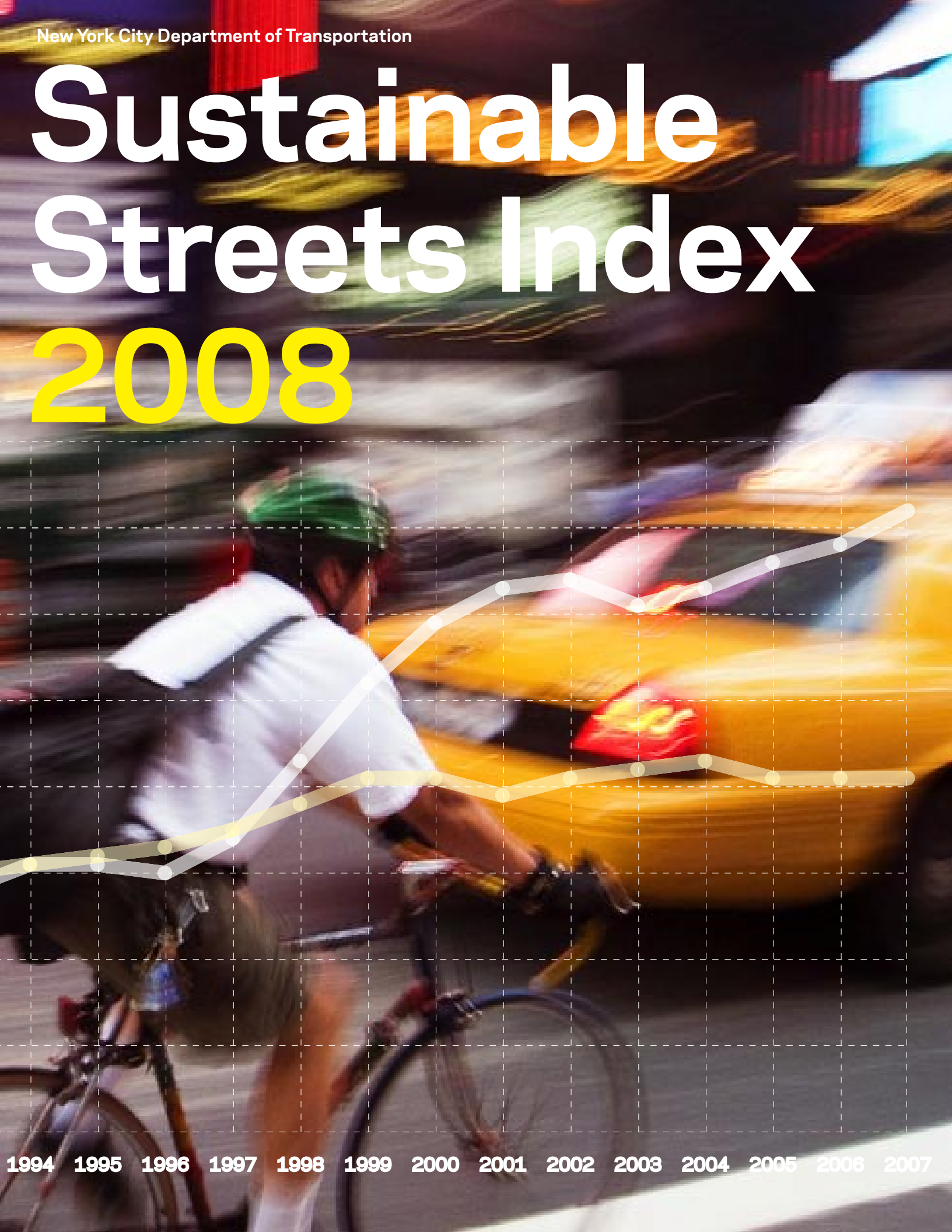
New York City Department of Transportation

Sustainable Streets Index 2008



84%
of Manhattan central business district workers get to work by transit, biking, or walking.
Source: 2000 U.S. Census

34%
of all trips citywide are made by walking. 33% are made by auto and 30% are made by transit.
Source: 2001 National Household Transportation Survey

10
of the 10 largest metro areas in the US saw transit ridership grow faster than vehicle miles traveled (VMT) from 2003 to 2007.
Source: American Public Transportation Association, Texas Transportation Institute

56%
of all auto trips citywide are under 3 miles.
Source: 2001 National Household Travel Survey

9%
growth in bus and subway ridership in New York City from 2003 to 2007, while traffic volumes citywide were unchanged.
Source: See text of report

560
miles of bike lanes and paths in NYC, compared to 119 lane-miles in 1997.
Source: NYCDOT

Contents

Letter from the Commissioner

Dear City Council Members and fellow New Yorkers:

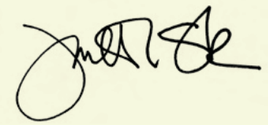
The Department of Transportation has set an ambitious new direction for managing our city's transportation system. In April 2008, we released *Sustainable Streets*, the Department's comprehensive strategic plan for sustainable mobility and re-envisioning the urban environment. In early November, we published *World Class Streets*, which further details our strategy for accomplishing these goals.

As we move forward, it is critical that we benchmark how people move around New York City and chart the results of our mobility and sustainability programs. Central to this effort is the Sustainable Streets Index. I am pleased to present this report to the New York City Council and all New Yorkers in accordance with Local Law 23 (Council bill Intro 199) which was signed into law by Mayor Bloomberg in June 2008.

Local Law 23 and the Sustainable Streets Index are the product of a collaboration among the City Council, transportation advocates and the Bloomberg Administration to strengthen our understanding of how our streets are used and the implications for transportation policy and street operations. This report assesses trends in the context of the overall transportation system, which includes driving, walking, biking, subway, bus, commuter rail and ferry systems.

This report is a living document that will be published annually. It will be expanded next year to include a detailed look at how recent changes in street design and operations affect different groups of users. The Sustainable Street Index will thus become the primary mechanism by which the Department reports on our continuing efforts to improve both the performance and use of sustainable forms of transportation.

Sincerely,



Janette Sadik-Khan
Commissioner

Executive Summary

From 2003 to 2007, rising levels of mass transit ridership and bicycling commuting accompanied New York City's population and employment growth. Vehicle traffic levels, however, were essentially unchanged. These years mark the first time since World War II that the City experienced a period of entirely transit-centered growth, where non-auto modes absorbed all growth in travel in New York City. These trends bode well for the long range transportation and sustainability goals of encouraging mass transit, walking, cycling and ferries established in PlaNYC, the City's sustainability plan for 2030, and Sustainable Streets, the Department of Transportation's strategic plan.

Today's headlines focus on the need to fund the city's transit system. Funding decisions made in coming months will determine the mixture of transit fare increases, service cuts, higher taxes and new tolls that are used to address the transit system's fiscal difficulties. This report makes clear that these decisions are not simply budget choices, but have the potential to profoundly impact the city's mobility systems, its economic health and its environment and quality of life.

This report looks broadly at trends in how travelers use the city's streets and transportation systems since 1990. The report focuses on the period of economic expansion from 2003 to 2007. It also compares trends during this recent period with trends during the economic expansion of the 1990s. These comparisons are essential to understanding how New Yorkers are changing the ways they travel in the face of the population and employment growth of recent years and changes in transportation systems and operations. The analysis thus illuminates how well the city is positioned for sustainable growth once the current downturn in the economic cycle plays out.

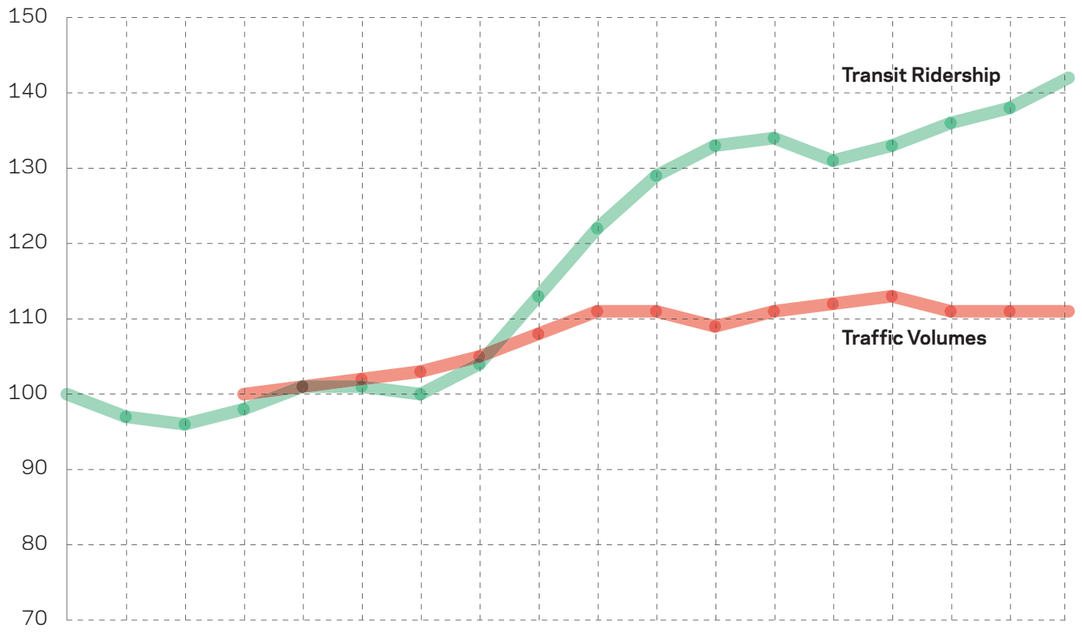
Key findings are:

- Citywide traffic volumes were generally flat from 2003 to 2007, in contrast to the 11% increase in traffic in the 1990s. Particularly notable is that areas outside the Manhattan Central Business District (CBD) that showed sustained growth in traffic as recently as 2002, such as on the Westchester/Bronx and Staten Island/New Jersey borders, have shown little or no growth in traffic since 2002.

- Citywide transit ridership increased 9% from 2003 to 2007. Transit ridership growth was particularly strong in 2006 and 2007, reflecting the accelerating pace of job growth in those years.

- Transit ridership entering the Manhattan CBD increased 12% from 2003 to 2007.

Citywide Traffic Volumes and Transit Ridership
Traffic indexed to 1993 / Transit indexed to 1990



- Traffic entering the CBD from Brooklyn, Queens and New Jersey was essentially unchanged from 2003 to 2007. Traffic entering the CBD across 60th Street declined by 8%, suggesting an auto-to-transit mode shift in this travel market.

- Bikes are the fastest-growing mode of travel into the Manhattan CBD, with a 70% increase since 2002. The New York City Department of Transportation's continued expansion of bike facilities, including separated bike lanes on some corridors, has helped spur this growth.

- Ferry ridership was about the same in 2007 as in 2004. Current ferry ridership is 19% above the levels of the late 1990s, although not as high as the peak ferry ridership reached while PATH service was disrupted due to the 9/11 attacks.

Overall, these findings show that from 2003 to 2007, New York City entered into a fully transit-centered phase of population and economic growth. Transit services absorbed all of the growth in travel, while traffic volumes were flat or, in limited instances, declining. The trends in this recent period contrast with the 1990s, when traffic volumes increased (albeit at a slower rate than transit ridership), and with earlier decades when traffic increased and transit ridership either grew more slowly or declined.

The 2003 to 2007 trends show historic progress toward the city's sustainability goals. They also raise equally important challenges and opportunities for maintaining and extending this progress. The most critical challenge is to expand transit capacity to absorb ridership increases and relieve overcrowding. Findings in this report underscore the importance of providing sufficient funding to meet transit capital and operating needs, and of investing in bus service expansions and improvements in areas beyond the reach of the subway system and where subway ridership exceeds system capacity.

From 2003 to 2007, New York City entered into a fully transit-centered phase of population and economic growth

Opportunities exist to enhance alternatives to motor vehicle use through continued expansion of the bike network, addition of bus lanes, and transformation of streets into places for pedestrian use and enjoyment. These improvements can play a key role in absorbing growth in travel in the city, expanding access to jobs and improving the environment. Enhancements to public space and streetscapes can both enhance the quality of life and produce economic benefits. Surveys in New York and London found that merchants and businesses identify streetscape quality as important to attracting tenants and customers, and that high quality public space is associated with increased property values.

Regional Transit System

Timeline

1990

Transit fare increases from $1.00 to $1.15

1991

1992

Transit fare increases from $1.15 to $1.25

Toll on major MTA crossings rises to $3.00 cash/$2.50 tokens

1993

1994

E-ZPass introduced in New York City

Transit fare increases from $1.25 to $1.50

1995

Toll on major MTA crossings rises to $3.50 cash/$3.00 E-ZPass/token

NJ Transit opens Kearny Connection, beginning Midtown Direct service

1996

E-ZPass accepted at all regional crossings

1997

Full integration of MetroCard on Subway and Bus System & Free transfers

1998

1-day, 7-day, 30-day and Bonus MetroCards introduced

1999

First MetroCard vending machines introduced

2000

63rd Street Tunnel opens to Qns. Blvd. IND Service

Travel restrictions implemented post-9/11 on major roadways (SOV Ban, No Commercial Vehicles)

Toll on major Port Authority crossings increased to $6.00 cash (all times) $5.00 E-ZPass Peak $4.00 E-ZPass Off Peak Incentives for off-peak truck trips with E-ZPass

2001

2002

Opening of Secaucus Junction in December

Toll on major MTA Crossings rises to $4.00 cash/ 3.50 E-ZPass

Base transit fare increases from $1.50 to $2.00

PATH service restored to Lower Manhattan in November 2003

2003

2004

Central Park HOV introduced in November 2004

Full subway service restored on the Manhattan Bridge

2005

Toll on major MTA crossings rises to $4.50 cash/$4.00 E-ZPass

1-day, 7-day, 30-day MetroCard fares increase

2006

Manhattan Bridge peak hour HOV restrictions put in place

2007

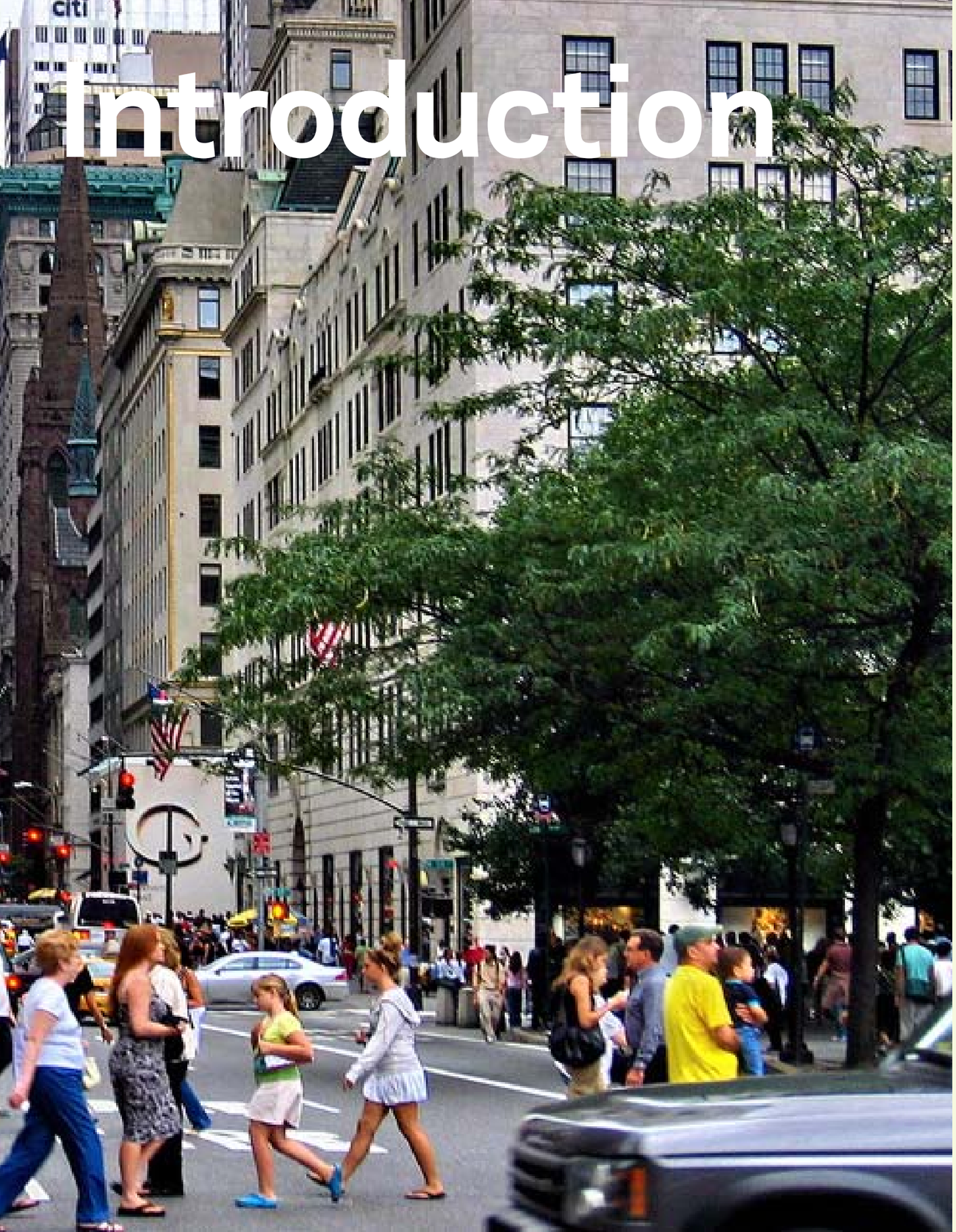
Toll on major Port Authority crossings increases to $8.00 cash (all times) $8.00 Peak E-ZPass $6.00 Off Peak E-ZPass

Toll on major MTA crossings increases to $5.00 cash/ $4.15 E-ZPass

Increase in 1-day (7%), 7-day (4%) and 30-day (6%) MetroCard fares

Select Bus Service debuts on Fordham Road, Bronx, and 34th Street, Manhattan

2008



Introduction

What is the Sustainable Streets Index?

Enhancing transportation choices and encouraging the use of sustainable forms of transportation are core goals of both PlaNYC, New York City's long-term sustainability plan, and Sustainable Streets, the New York City Department of Transportation's strategic plan. Achieving these goals means facilitating walking, cycling and mass transit through a set of varied and mutually supportive measures. These include making streets and squares into more people-friendly places; providing fast, reliable and comfortable bus and train service; better managing curbside parking and delivery regulations; and ensuring the safety of all users of city streets and sidewalks.

Delivering on these goals requires a comprehensive understanding of how New Yorkers currently use the city's streets and transportation systems, and current and historic trends in mobility and travel choices. By bringing together data on motor vehicle, transit, bicycle and ferry use, this report shows how travelers are changing the ways they travel in the face of the population and employment growth of recent years and of changes in transportation systems and operations. With a focus on recent trends, this report is intended to improve public understanding and to inform the agency's efforts to enhance the sustainability of our streets and infrastructure.

In order to put information about a variety of transportation modes in context, this report presents performance metrics in an indexed time series format. This format allows readers to trace the relative pace of change for a variety of indicators over time, and to compare trends across modes and geographies, visually and quantitatively. Wherever possible, indexed data are presented for each year from 1990 through 2007. In addition to the indexed data, the underlying data for each time series is presented in the appendix to this report.

Future Reports

The Sustainable Streets Index report will be expanded in three important ways next year, when NYCDOT will report:

- A new Citywide Traffic Index*, which will fill gaps in the public's current understanding of traffic levels,
- Performance indicators for key corridors where NYCDOT has made significant operational changes such as bike lanes and Bus Rapid Transit improvements, and
- Vehicle speeds determined using GPS technology.

* The Citywide Traffic Index will combine existing and new traffic counts to form a year-over-year time series that more precisely captures changes in travel patterns in the City. New traffic counts conducted for the Citywide Traffic Index will illuminate patterns of travel on streets and highways not currently measured.

Data Sources

The key sources for the findings are:

- The New York Metropolitan Transportation Council's (NYMTC) annual Hub-Bound Reports, which themselves rely on reporting by all of NYMTC's member agencies
- NYCDOT's annual traffic reports, including
  - Manhattan River Crossings Reports
  - Borough Screenlines (Boundary) Reports
  - Bridge Traffic Volumes Reports
  - Bicycle Screenline (Boundary) Counts

- New York City Transit (NYCT) subway and bus boarding data
- US Census Bureau annual population estimates, verified in conjunction with the New York City Department of City Planning (DCP)
- New York State Department of Labor monthly statistics for employment in the five boroughs

The appendix to this report contains all underlying data used for the indexed time series presented in the report body.

Citywide Trends

Citywide Trends

Transit ridership increased more rapidly than population or employment for the last fifteen years. The increasing attractiveness of transit can be attributed to the MTA's program of capital improvements since 1980, the introduction of MetroCard fare incentives, service improvements throughout the subway and commuter rail systems, the drop in subway crime, and population growth in transit-accessible neighborhoods.

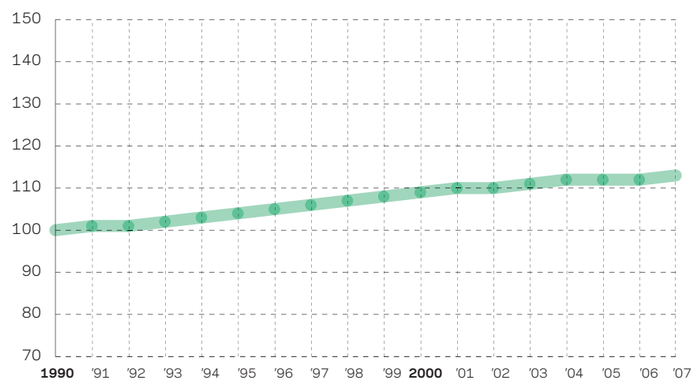
Meanwhile, overall citywide vehicle traffic levels have remained about the same for a decade, except for a brief drop during the 2001–2003 recession. Current traffic volumes are at or near the all-time high levels reached during the late 1990s economic expansion.

Since 2003, transit ridership has grown while traffic volumes remained flat

Population

- 8.3 million people now live in New York City, an all-time high
- 13% population growth since 1990
- Steady growth since 2000, but not as rapid as mid-1990s

Population of New York City
Indexed to 1990

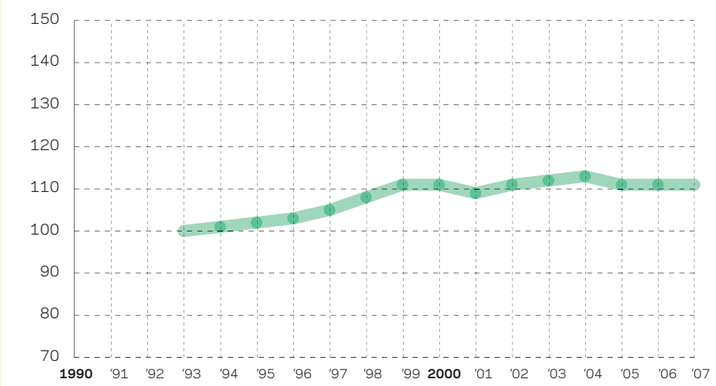


Source: US Census Bureau; NYC Dept. of City Planning

Citywide Traffic

- Virtually unchanged between 2003 and 2007
- 2007 traffic is roughly equal to its late 1990s peak
- 11% growth during 1990s expansion
- Truck traffic outpaced overall traffic growth, rising 22% in the 1990s and 9% from 2003 to 2007 at tolled crossings for which data is available.

Total vehicle traffic entering the CBD and crossing all borough and city boundaries
Indexed to 1993 (the first year comprehensive counts were available)

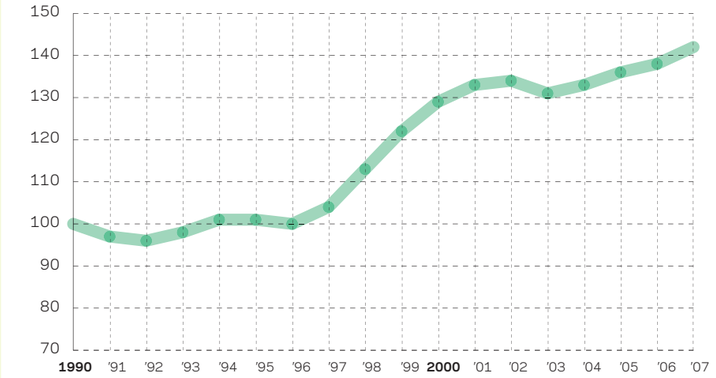


Source: NYCDOT; Port Authority of NY & NJ; MTA Bridges and Tunnels, NYMTC

Transit Ridership

- 9% growth since 2003
- 30% growth from 1996 to 2000, coinciding with economic boom, introduction of unlimited-ride MetroCards and elimination of two-fare zones
- Overall, transit ridership was 42% higher in 2007 than in 1990

New York City Transit revenue passenger boardings
Indexed to 1990

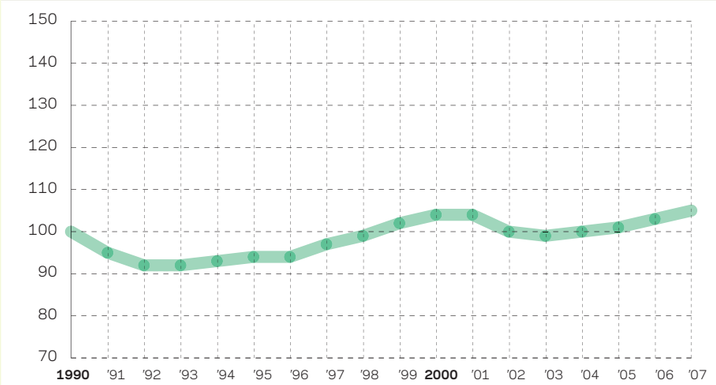


Source: New York City Transit

Employment

- 3.75 million people now work in New York City, an all-time high
- Employment exceeded late 1990s peak for the first time in 2007

Employment in New York City
Indexed to 1990



Source: NY State Dept. of Labor

Travel into the CBD

Travel into the CBD

Overview

Transit ridership into the Manhattan Central Business District (CBD) has grown by 12% since 2003, while traffic volumes have declined by 3% over the same time period.

The travel demand patterns since 2003 (increasing transit ridership and decreasing traffic volume) stand in contrast to those seen during the last period of economic expansion. During the mid- to late-1990s, traffic and transit both increased simultaneously with population and employment, though even then transit increased more rapidly.

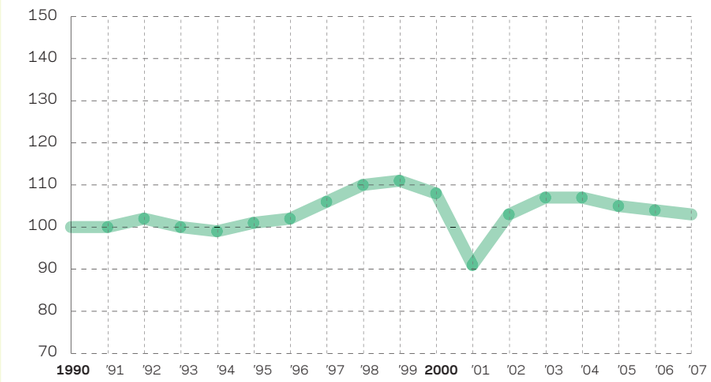
Meanwhile, bikes remain the fastest-growing mode of travel into the CBD, with particularly rapid increase since 2002. Ferry demand fluctuated from 2000–2004, but even after the restoration of full PATH service in 2004, ferries carried more riders than they did during the 1990s.

Transit has accommodated all growth in travel to the CBD since 2003

Traffic

- 3% decline in traffic entering the CBD since 2003
- 1999 was peak year for CBD-bound traffic; traffic in 2007 was 6% lower than during late 1990s peak
- Truck traffic grew 9% from 2003 to 2007 at tolled crossings for which data is available; truck volumes in 2007 were 14% higher than in 1990.

Vehicle traffic entering the CBD
Indexed to 1990

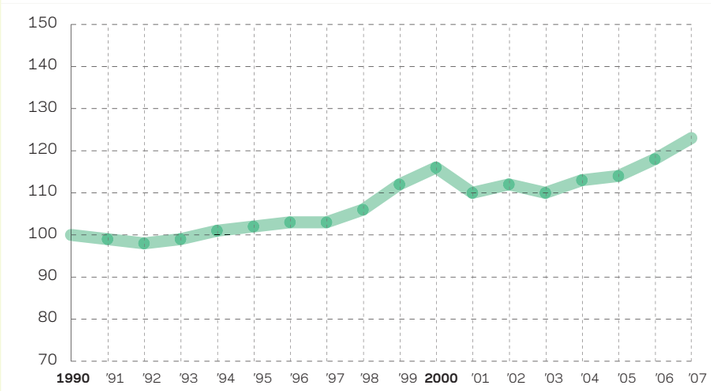


Source: NYMTC

Transit

- 12% growth in transit riders since 2003—a period during which vehicle traffic volumes declined
- 23% growth in transit trips into the CBD since 1990

Transit riders entering the CBD
Indexed to 1990

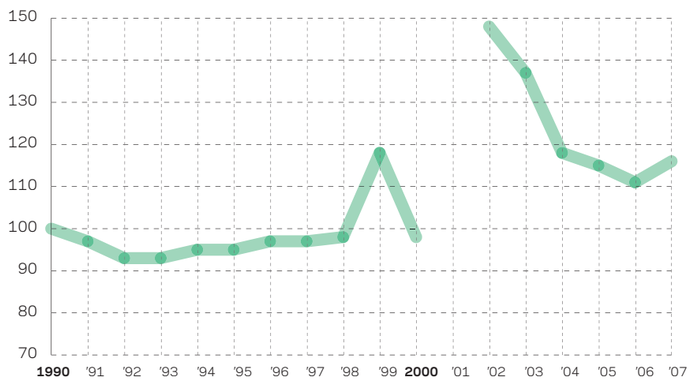


Source: NYMTC

Ferry

- 19% more ferry riders in 2007 than a decade earlier; including 47% more private ferry riders
- 63% of hub-bound ferry passengers are Staten Island Ferry riders; ridership on the Staten Island Ferry is flat since 2002
- 2001-2004 ridership swings were due to private ferries carrying passengers displaced by downtown PATH closures; private ferries have held onto some of this ridership since 2004

Ferry riders entering the CBD
Indexed to 1990; 2001 unavailable

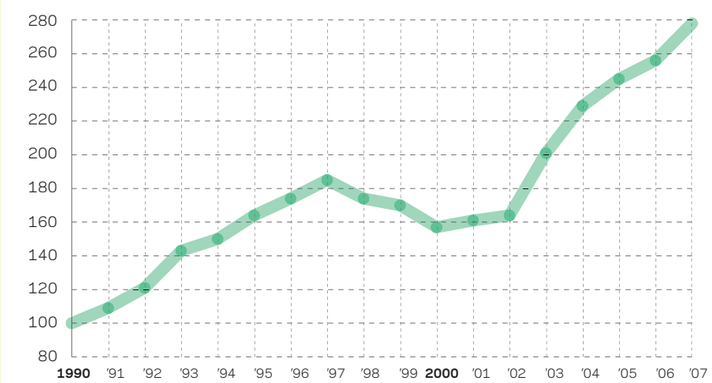


2001 data not available Source: NYMTC

Bicycle

- Most growth in CBD-bound cycling has occurred since 2002, as major cycling facilities like the Hudson River Greenway and Manhattan Bridge cycle path, and connecting on-street bicycle routes, have opened
- 70% more cyclists entered the CBD in 2007 than 2002

Commuter cyclists entering the CBD
Indexed to 1990; three year rolling average



Source: NYCDOT Commuter Cycling Indicator

Vehicle Traffic

Travel into the CBD

The decline in overall vehicle traffic into the CBD since 2003 is confined to the 60th Street sector in Manhattan. Within this sector, declines were concentrated on the avenues located between Park and Columbus Avenues. The increase in transit ridership across 60th Street suggests a mode shift from auto to transit.

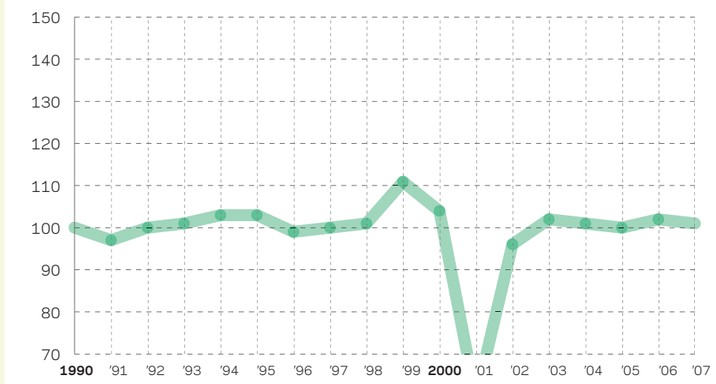
Traffic from Brooklyn, Queens, and New Jersey remained virtually unchanged between 2003 and 2007. From Brooklyn and New Jersey, whose traffic patterns were most disrupted by road closures after September 11, 2001, this flattening reflected a return to 1990s trends. From Queens, this flattening occurred after a period of significant growth in traffic in the 1990s.

Traffic crossing 60th Street has dropped while traffic from Brooklyn, Queens, and New Jersey has been flat since 2003

New Jersey

- Flat traffic levels since 1990 indicates that Lincoln and Holland Tunnel capacity is fully saturated
- Sharp drop in 2001-02 was due to restrictions on the use of the Holland Tunnel

New Jersey traffic into the CBD
Indexed to 1990

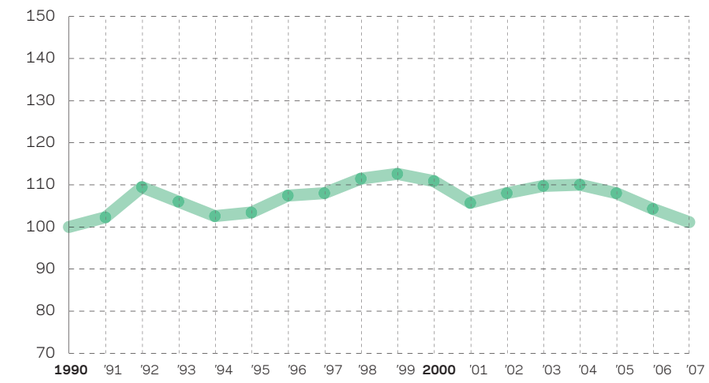


Source: NYMTC

60th Street

- 8% drop in traffic crossing 60th Street since 2003
- Drop partly reflect restrictions on the use of the Central Park Drives, although significant declines in traffic have also occurred on the avenues between Park and Columbus.

Above 60th Street traffic into the CBD
Indexed to 1990

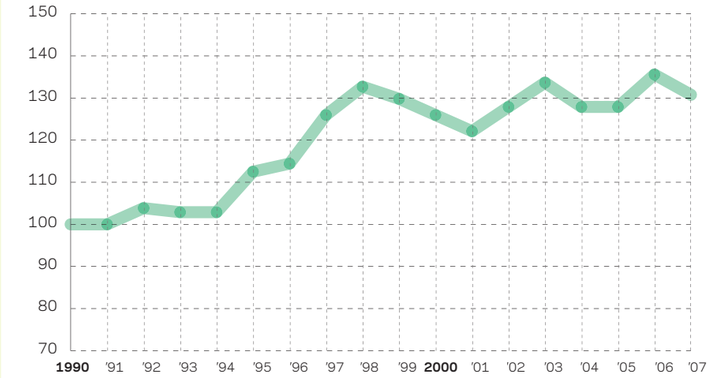


Source: NYMTC

Queens

- 2003 was first year traffic returned to its late-1990s peak level; trend has been flat since then
- 29% growth in the 1990s, the most rapid growth in traffic from any sector

Queens traffic into the CBD
Indexed to 1990

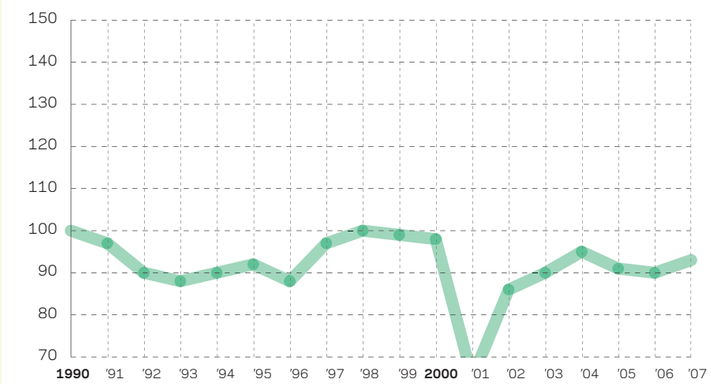


Source: NYMTC

Brooklyn

- Flat traffic levels since 2003
- Sharp drop in 2001-02 was due to restrictions on the use of the Brooklyn-Battery Tunnel
- 5% less traffic enters the CBD from Brooklyn than in late 1990s, reflecting that lower Manhattan employment never returned to its pre- 9/11 levels

Brooklyn traffic into the CBD
Indexed to 1990



Source: NYMTC

Transit Ridership

Travel into the CBD

Transit ridership into the CBD experienced strong growth since 2003. This growth accelerated each year from 2003 to 2007, reflecting faster annual rates of employment growth each year during this period. While growth from all sectors is significant, ridership from New Jersey is growing the fastest. New Jersey ridership never declined during the 2001-03 recession despite major service disruptions.

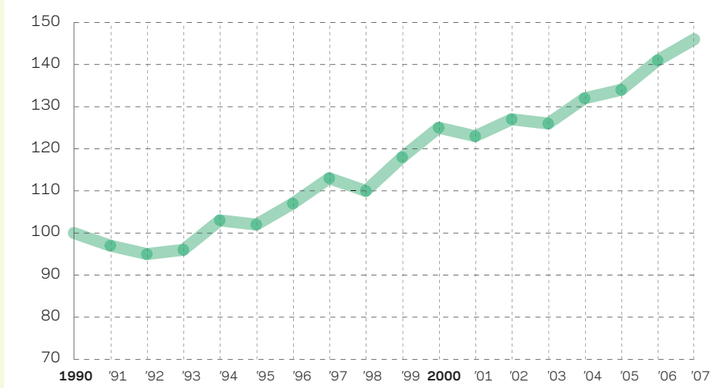
The fact that vehicle volumes have been steady or declining during this period indicates that all growth in travel to the CBD during the recent economic expansion was accommodated by transit and non-motorized modes of travel.

Transit ridership increased 12% since 2003, while employment increased 6%

New Jersey

- 16% more transit riders from 2003 to 2007
- Vehicle volumes are flat since late 1990s, meaning transit absorbed all new trans-Hudson travel
- NJ Transit brought major service enhancements online in 1996 (Midtown Direct) and 2003 (Secaucus Transfer)
- Loss of PATH capacity in 2001-02 had only a small, temporary impact on trans-Hudson ridership

New Jersey transit into the CBD
Indexed to 1990

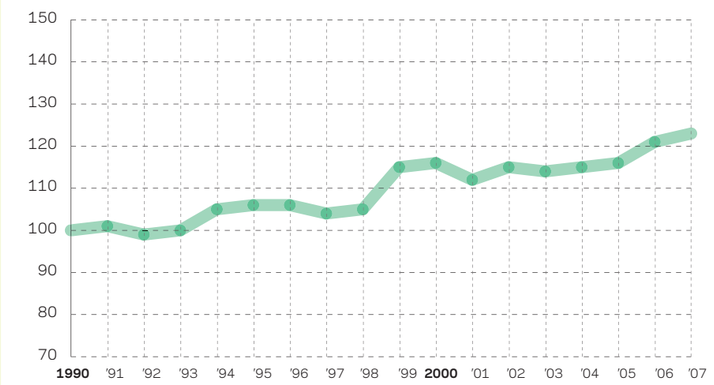


Source: NYMTC

60th Street

- 8% more transit riders cross 60th Street than in 2003
- Evidence of a mode shift to transit, as vehicle traffic declined by 8% during this period

Above 60th Street transit into the CBD
Indexed to 1990

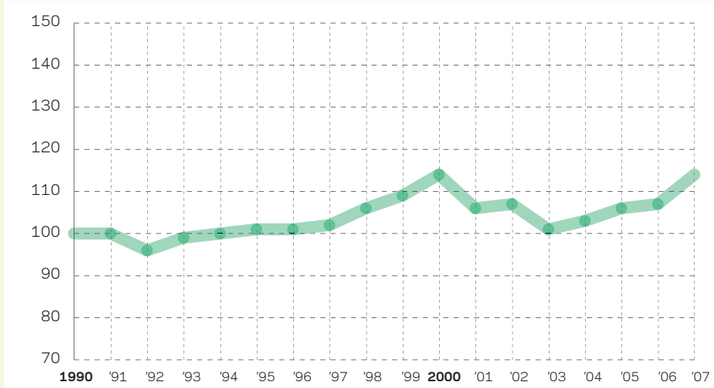


Source: NYMTC

Queens

- 13% more transit riders than in 2003
- 63rd Street tunnel opened in 2001, providing additional subway capacity from Queens to Manhattan
- LIRR ridership was flat from 2003 to 2007; all transit growth was on subways

Queens transit into the CBD
Indexed to 1990

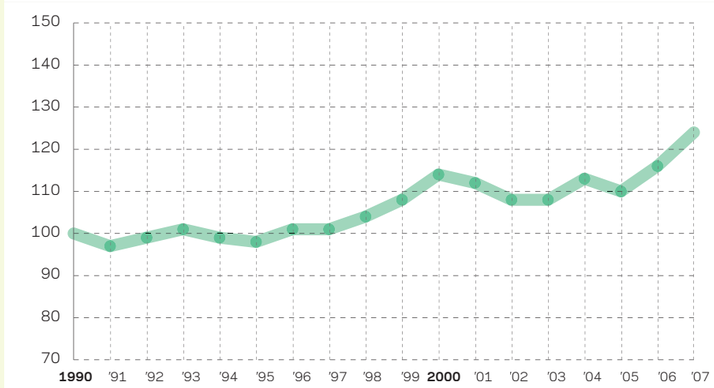


Source: NYMTC

Brooklyn

- 14% more riders than in 2003
- 4-track subway operation on the Manhattan Bridge resumed in 2004, for the first time since 1986

Brooklyn transit into the CBD
Indexed to 1990



Source: NYMTC

Travel outside the CBD

Travel outside the CBD

Overview

Outside the Manhattan CBD, the total amount of travel increased slowly since 2003.

Overall, vehicle traffic volumes have been flat since 2001, after rising throughout the 1990s. As described in the following pages, traffic volumes at each borough or city boundary grew throughout the 1990s until flattening at some point before 2003. While the duration and magnitude of growth, and the year when growth flattened was different in each area, the overall pattern appeared in some form at each boundary.

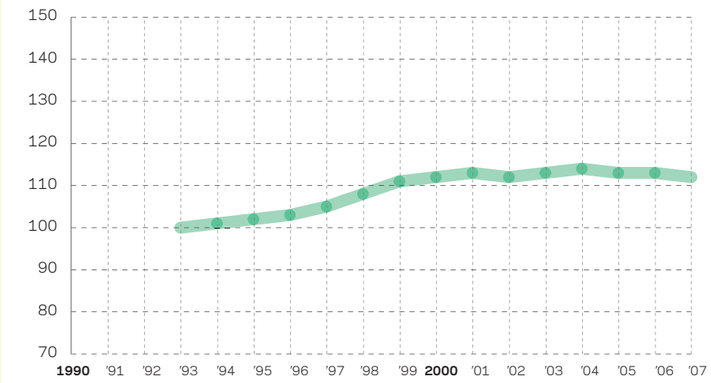
After a brief period of rapid growth in the late 1990s (a time of employment growth and the introduction of the MetroCard fare incentives), bus ridership dipped after the 2003 fare increase and has grown by 6% since then.

Bus ridership grew by 6%, while traffic volumes have been flat since 2003

Vehicle traffic crossing Borough and City boundaries

- 12% more traffic now than in 1993
- Vehicle volumes flat since 2003
- Truck traffic grew 9% from 2003 to 2007 at tolled crossings for which data is available; truck volumes were 39% higher in 2007 than in 1990 at non-CBD tolled crossings.

Vehicle traffic crossing borough and city boundaries excluding CBD entries
Indexed to 1990

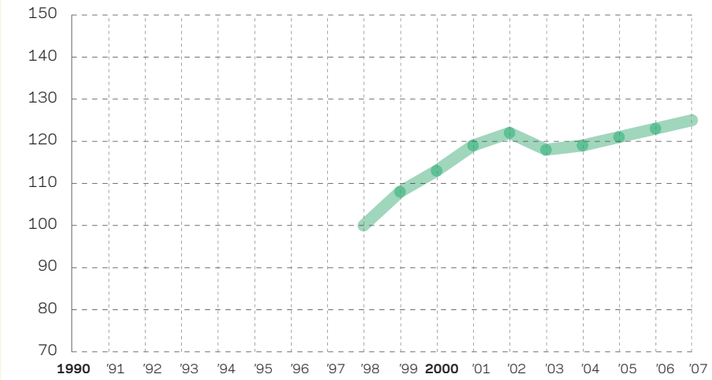


Source: NYCDOT, MTA Bridges and Tunnels, Port Authority of NY and NJ

Bus Ridership outside the CBD

- 25% more local bus riders now than in 1998
- 6% growth since 2003

Local bus boardings outside Manhattan CBD
Indexed to 1998



Source: New York City Transit, MTA Bus Company, NYCDOT

Note: Borough-level bus ridership is not available prior to 1998. Subway ridership is not shown because data for subway trips made exclusively outside the CBD cannot be separated from data for trips beginning or ending inside the CBD. Note that a large majority of subway trips that begin outside the Manhattan CBD are CBD-bound.

Vehicle Traffic

Travel Outside the CBD

Vehicle traffic volumes are flat across all borough and city boundaries since 2003. This flattening comes after each boundary experienced sustained traffic growth at some point between the early 1990s and 2003. These periods of growth varied by duration and magnitude, depending on the boundary, but each resulted in all-time high boundary volumes that, broadly speaking, continue to flow today.

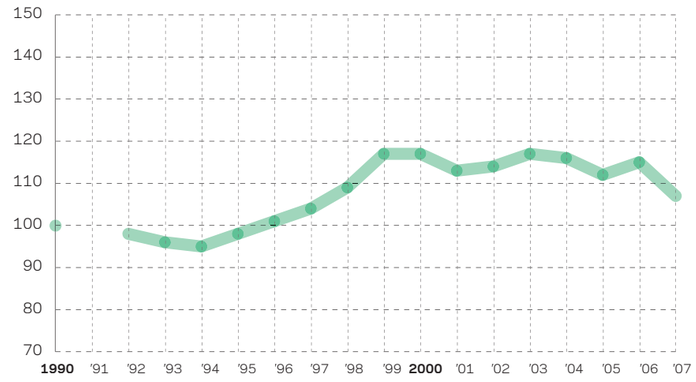
Growth rates during the 1990s varied between individual boundaries. The greatest sustained growth, approximately 20% , occurred at the Westchester-Bronx boundary (1993-2002), the Staten Island-New Jersey boundary (1993-2002), and the Queens-Brooklyn boundary (1993-2000). More modest growth (under 10%) occurred on the Nassau-Queens boundary (1996-1999) and the Bronx-Manhattan boundary (1995-2000).

After growing throughout the 1990s, traffic volumes have been flat since 2003

George Washington Bridge

- Traffic levels grew during the mid- and late-1990s, then were essentially flat through 2006
- 7% drop in traffic from 2006 to 2007

George Washington Bridge volumes
Indexed to 1990

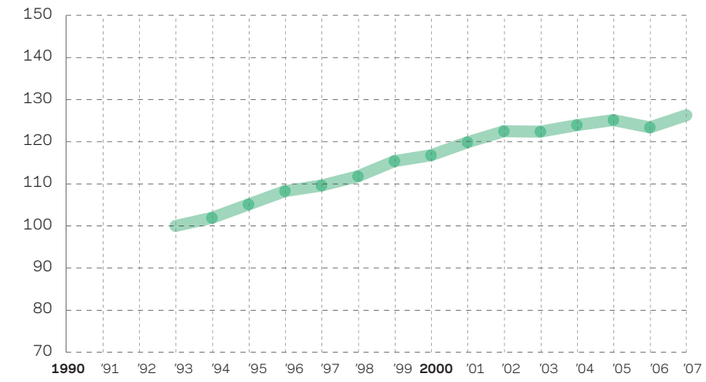


Source: NYC Dept. of Transportation

Westchester/ The Bronx

- 23% growth from 1993 to 2002
- Transit ridership from the northern suburbs is also increasing—23% more passengers ride Metro-North to Grand Central than in 1990

Westchester / Bronx boundary volumes
Indexed to 1993

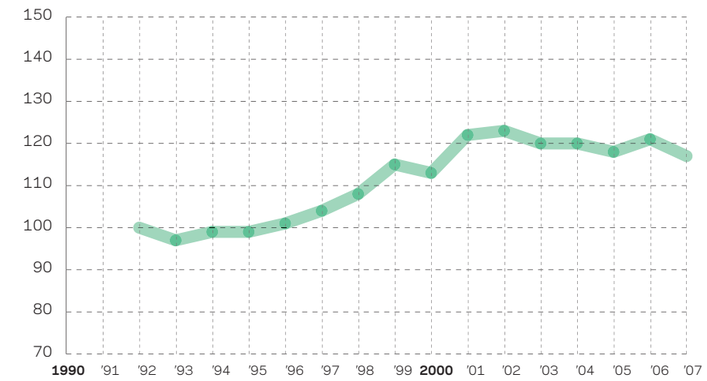


Source: NYC Dept. of Transportation

Staten Island/ New Jersey

- 27% growth from 1993 to 2002
- Traffic levels have been flat since 2002

Staten Island / New Jersey boundary volumes
Indexed to 1993

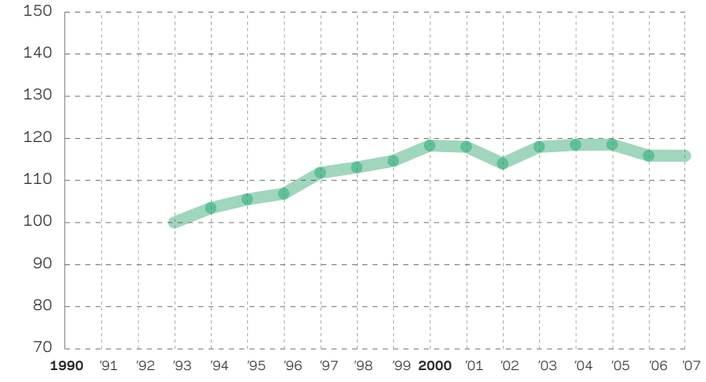


Source: NYC Dept. of Transportation

Queens/ Brooklyn

- 18% growth during the mid- to late 1990s
- Traffic levels have been flat since 2000, reflecting a balance of growing traffic on limited access highways (BQE, Jackie Robinson Parkway, and Belt Parkway) and declining traffic on local streets crossing the Queens/Brooklyn line

Queens / Brooklyn boundary volumes
Indexed to 1993

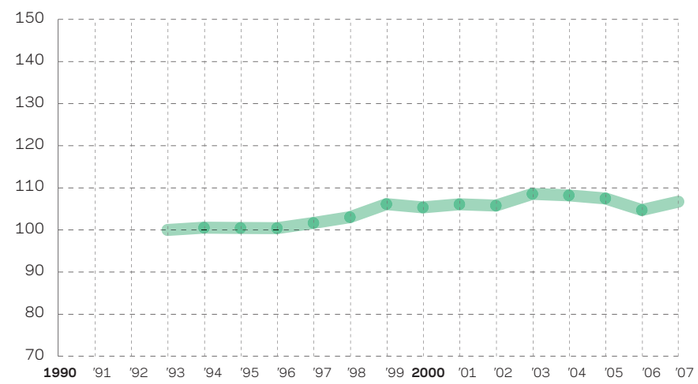


Source: NYC Dept. of Transportation

Nassau/Queens

- 6% growth during late 1990s, flat since 2003
- Slowest growth of any area in the city
- Transit demand was also flat: LIRR ridership to Penn Station grew in 1990s but was 7% lower in 2007 than in late 1990s peak

Nassau / Queens boundary volumes
Indexed to 1993

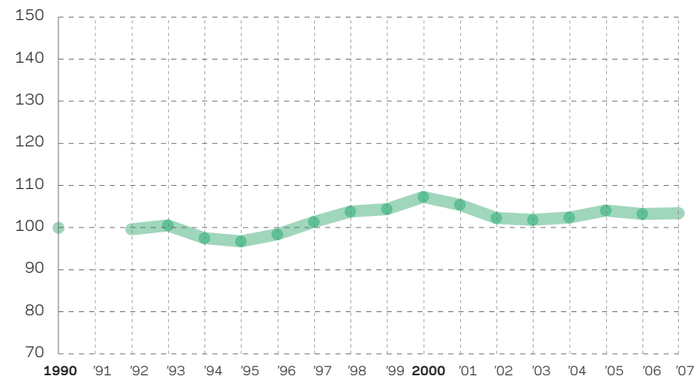


Source: NYC Dept. of Transportation

The Bronx/ Manhattan

- 8% growth during mid- to late-1990s
- Flat traffic levels since late 1990s reflect rising traffic on MTA tolled crossings and declining traffic volumes on city-owned Harlem River Bridges
- Many Bronx-Manhattan driving trips have a time-competitive subway or bus alternative

The Bronx / Manhattan boundary volumes
Indexed to 1990

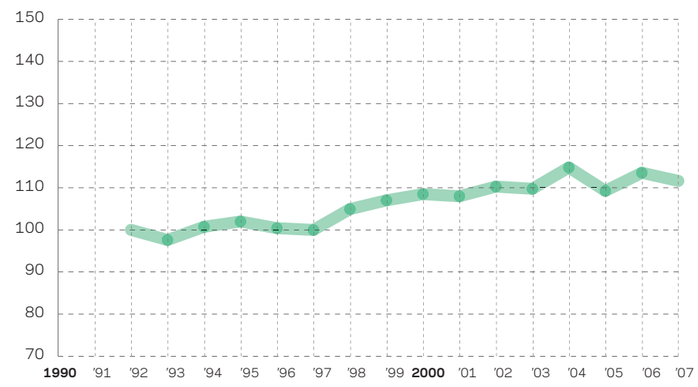


Source: NYC Dept. of Transportation

The Bronx/ Queens

- 10% growth during the mid- to late-1990s.
- One-year drop in volumes in 2005 corresponds with MTA Bridges and Tunnels toll hike

Brooklyn / Queens boundary volumes
Indexed to 1993

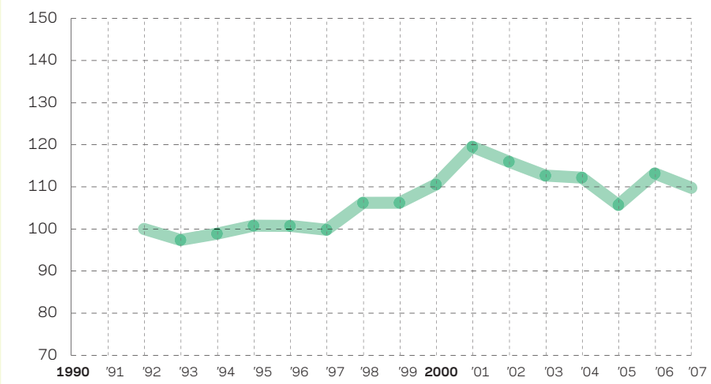


Source: NYC Dept. of Transportation

Verrazano Narrows Bridge

- Short period of rapid growth in late 1990s
- Traffic spike in 2001 corresponds with restrictions on use of Holland and Brooklyn-Battery Tunnels, which forced some regional traffic to re-route via Staten Island
- One-year drop in volumes in 2005 corresponds with MTA Bridges and Tunnels toll hike

Verrazano Narrows Bridge volumes
Indexed to 1993



Source: NYC Dept. of Transportation

Bus Ridership

Travel Outside the CBD

Outside the Manhattan CBD, bus ridership growth was very strong after the introduction of free transfers and MetroCard fare incentives in the mid-1990s. In each borough, local bus ridership increased steadily through 2002, dropped for one year after the 2003 fare increase, then flattened or continued to grow more slowly. In all areas outside the CBD, local bus ridership remains well above levels seen in the mid-1990s.

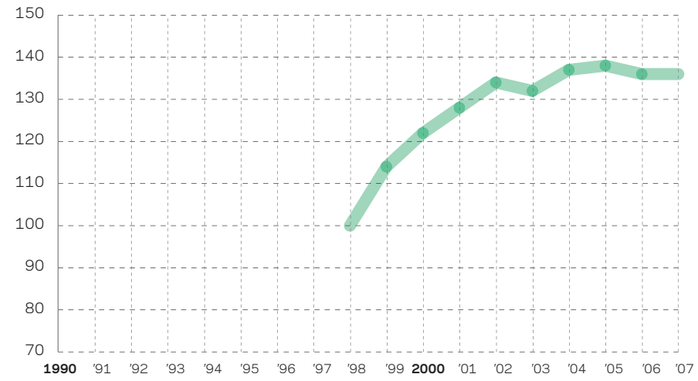
Because most subway trips begin or end in the CBD, and because subway ridership data does not allow differentiation of CBD and non-CBD travel, this section uses local bus ridership (NYCT, MTA Bus, and privately operated local routes), by borough, to describe non-CBD transit travel. For "Upper Manhattan," data is reported for bus routes that operate exclusively north of 60th Street.

Bus ridership grew slowly in all boroughs except Queens from 2003 to 2007

Upper Manhattan

- 35% more riders since 1998; fastest increase in the City
- Ridership above 60th Street is flat, while ridership below 60th Street is declining

Upper Manhattan local bus ridership
Indexed to 1998

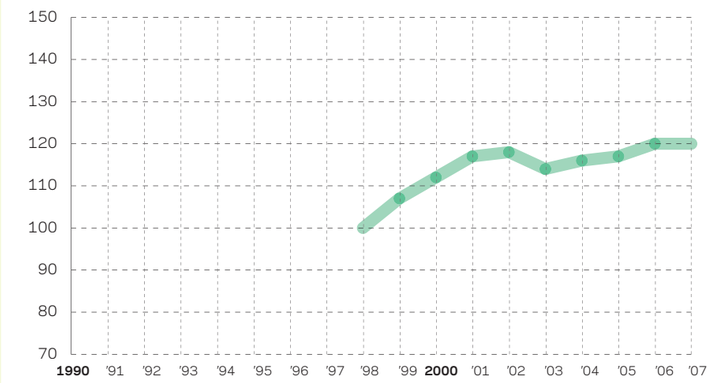


Source: New York City Transit

The Bronx

- 20% more riders than in 1998
- Drop in 2003 reflects fare increase

The Bronx local bus ridership
Indexed to 1998

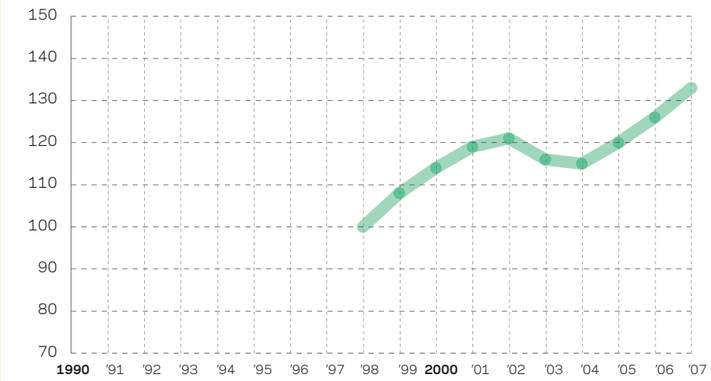


Source: New York City Transit

Queens

- 33% more riders now than in 1998
- Drop in 2003 reflects fare increase
- Ridership growth since 2004 coincided with MTA Bus Company takeover of many local bus routes in Queens from franchise bus operators

Queens local bus ridership
Indexed to 1998

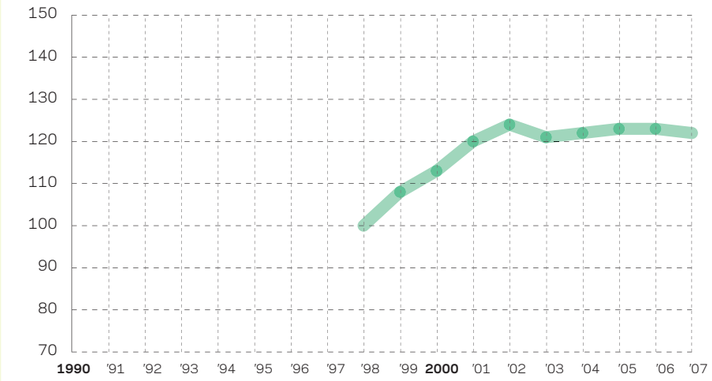


Source: New York City Transit

Brooklyn

- 22% more riders than in 1998
- Drop in 2003 reflects fare increase
- Ridership has declined slightly since 2002 peak but remains well above mid-1990s levels

Brooklyn local bus ridership
Indexed to 1998

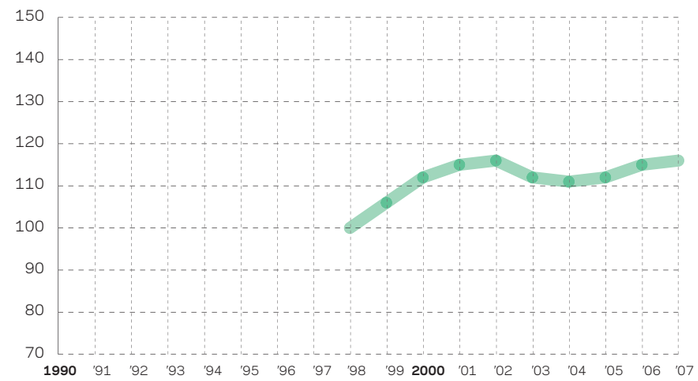


Source: New York City Transit

Staten Island

- 17% more riders than in 1998
- Drop in 2003 reflects fare increase
- In 2007, ridership regained 2002 peak levels

Staten Island local bus ridership
Indexed to 1998



Source: New York City Transit

Appendix

Appendix

Citywide Trends (pages 14-15)

(All data are in thousands)

Year	New York City Population	New York City Employment	Citywide Traffic*	Transit Ridership**
1990	7,336	3,564		5,206
1991	7,375	3,373		5,047
1992	7,429	3,280		4,977
1993	7,506	3,289	4,066	5,086
1994	7,570	3,320	4,089	5,236
1995	7,633	3,337	4,137	5,259
1996	7,698	3,367	4,186	5,187
1997	7,773	3,440	4,286	5,424
1998	7,858	3,527	4,401	5,893
1999	7,948	3,619	4,503	6,335
2000	8,018	3,718	4,528	6,737
2001	8,071	3,689	4,423	6,921
2002	8,094	3,581	4,495	6,979
2003	8,144	3,531	4,559	6,801
2004	8,184	3,549	4,581	6,919
2005	8,214	3,602	4,534	7,069
2006	8,251	3,666	4,516	7,205
2007	8,275	3,745	4,497	7,401

* Sum of all daily traffic volumes at Borough and City boundaries
** Sum of average daily boardings on NYCT subways and buses, MTA Bus local routes, and privately operated local buses

Travel into the CBD (pages 18-19)

(All data are in thousands)

Year	Ferry ridership in NYC	Daily vehicles entering the CBD	Daily transit riders entering the CBD	Commuter cyclists entering the CBD*
1990	87	760	2,174	3.0
1991	84	759	2,154	3.3
1992	81	776	2,127	3.6
1993	81	761	2,157	4.3
1994	82	754	2,206	4.5
1995	82	771	2,210	4.9
1996	84	776	2,237	5.2
1997	84	808	2,249	5.6
1998	85	835	2,294	5.2
1999	103	843	2,431	5.1
2000	85	824	2,517	4.7
2001		689	2,390	4.8
2002	129	785	2,441	4.9
2003	119	810	2,392	6.0
2004	102	814	2,454	6.9
2005	100	798	2,472	7.4
2006	97	794	2,566	7.7
2007	101	783	2,678	8.4

* Rolling average of previous three years' counts

Vehicle Traffic into the CBD (pages 20-21)

(Daily vehicle volume entering the CBD, by sector of entry (in thousands)

Year	New Jersey	60th Street	Queens	Brooklyn
1990	101	349	104	206
1991	98	357	104	200
1992	101	382	108	185
1993	102	370	107	182
1994	104	358	107	185
1995	104	361	117	189
1996	100	375	119	182
1997	101	377	131	199
1998	102	389	138	206
1999	112	393	135	203
2000	105	387	131	201
2001	60	369	127	133
2002	97	377	133	178
2003	103	383	139	185
2004	102	384	133	195
2005	101	377	133	187
2006	103	364	141	186
2007	102	353	136	192

Transit Ridership into the CBD (pages 22-23)

(Daily transit passengers into the CBD, by sector of entry (in thousands)

Year	New Jersey	60th Street	Queens	Brooklyn
1990	264	754	521	598
1991	257	764	522	579
1992	250	747	503	594
1993	254	755	515	601
1994	272	790	521	593
1995	269	800	525	587
1996	283	799	525	601
1997	299	785	534	601
1998	292	795	552	624
1999	312	866	571	645
2000	332	877	596	682
2001	325	843	553	668
2002	335	869	559	645
2003	333	857	526	647
2004	350	864	535	674
2005	356	876	553	656
2006	372	911	557	695
2007	386	926	596	738

Travel outside the CBD (page 27)

(All data are in thousands)

Year	Daily Vehicle Traffic Outside the CBD*	Daily Bus Ridership**
1990		
1991		
1992		
1993	3,305	
1994	3,335	
1995	3,366	
1996	3,410	
1997	3,478	
1998	3,566	1,749
1999	3,660	1,883
2000	3,704	1,983
2001	3,734	2,080
2002	3,710	2,131
2003	3,749	2,062
2004	3,767	2,077
2005	3,736	2,115
2006	3,722	2,160
2007	3,714	2,192

* Sum of all daily traffic volumes at borough and city boundaries, excluding volumes at points entering the Manhattan CBD
** Sum of all average daily boardings on local bus routes operated by NYCT, MTA Bus Company, and private operators. During years for which complete data are only available for NYCT local routes (2002-05), private and MTA Bus local route data are estimates

Vehicle Traffic outside the CBD (pages 28-29)

Daily two-way vehicle traffic volume at borough or city boundaries (in thousands)

Year	George Washington Bridge	Westchester-The Bronx	Staten Island-New Jersey*	Queens Brooklyn
1990	273			
1991				
1992	268		145	
1993	261	506	141	519
1994	260	516	144	537
1995	266	532	144	547
1996	275	548	147	554
1997	282	555	152	580
1998	297	566	157	587
1999	318	584	167	595
2000	318	591	165	614
2001	309	607	177	612
2002	311	620	179	592
2003	319	620	175	612
2004	315	627	174	615
2005	304	633	172	615
2006	312	625	176	601
2007	291	636	170	601

Vehicle Traffic outside the CBD (pages 30-31)

Daily two-way vehicle traffic volume at borough or city boundaries (in thousands)

Year	Nassau-Queens	The Bronx-Manhattan	The Bronx-Queens*	Verrazano Narrows Bridge*
1990		540		
1991				
1992		537	272	183
1993	892	542	266	178
1994	897	526	274	181
1995	893	522	277	185
1996	896	531	273	185
1997	907	547	272	183
1998	920	560	286	195
1999	947	563	291	195
2000	940	579	295	203
2001	947	569	294	219
2002	944	552	300	212
2003	969	550	299	206
2004	966	552	312	206
2005	959	561	297	194
2006	935	557	309	207
2007	952	558	304	201

* Sum of two-way daily traffic on Throgs Neck, Bronx-Whitestone, and Bronx toll plaza of Triboro Bridge

Bus Ridership outside the CBD (pages 32-33)

Average daily boardings on NYCT, MTA Bus, and private local bus routes, by borough (in thousands)

Year	Upper Manhattan	The Bronx	Queens	Brooklyn	Staten Island
1990					
1991					
1992					
1993					
1994					
1995					
1996					
1997					
1998	96	453	515	602	83
1999	109	483	556	648	89
2000	116	505	589	680	93
2001	122	528	614	721	96
2002	128	535	623	749	96
2003	126	515	599	728	93
2004	131	523	593	737	93
2005	132	529	620	741	94
2006	130	543	647	744	96
2007	130	545	685	736	97

* Includes only data on routes that operate exclusively north of 60th Street in Manhattan

New York City Department of Transportation

Janette Sadik-Khan
Commissioner

Bruce Schaller
Deputy Commissioner,
Planning and Sustainability

This report was developed by the Department of Transportation's Division of Planning and Sustainability. Under the direction of Deputy Commissioner Bruce Schaller, the report team consisted of Tom Maguire, Rui Mao, Michael Marsico, Catherine Matera and David Stein.

In addition, Deputy Commissioner Michael Primeggia and the staff of the Division of Traffic Operations assisted in the collection and analysis of many of the data sets contained within this document.

Finally, regional transportation agencies compiled and provided NYCDOT with many of the data sets used in this report. They include New York City Transit, MTA Bridges and Tunnels, the Port Authority of New York and New Jersey, the New York State Department of Transportation and the New York Metropolitan Transportation Council.

44%
of NYC households own a car, compared to 90% nationwide.
Source: 2000 U.S. Census

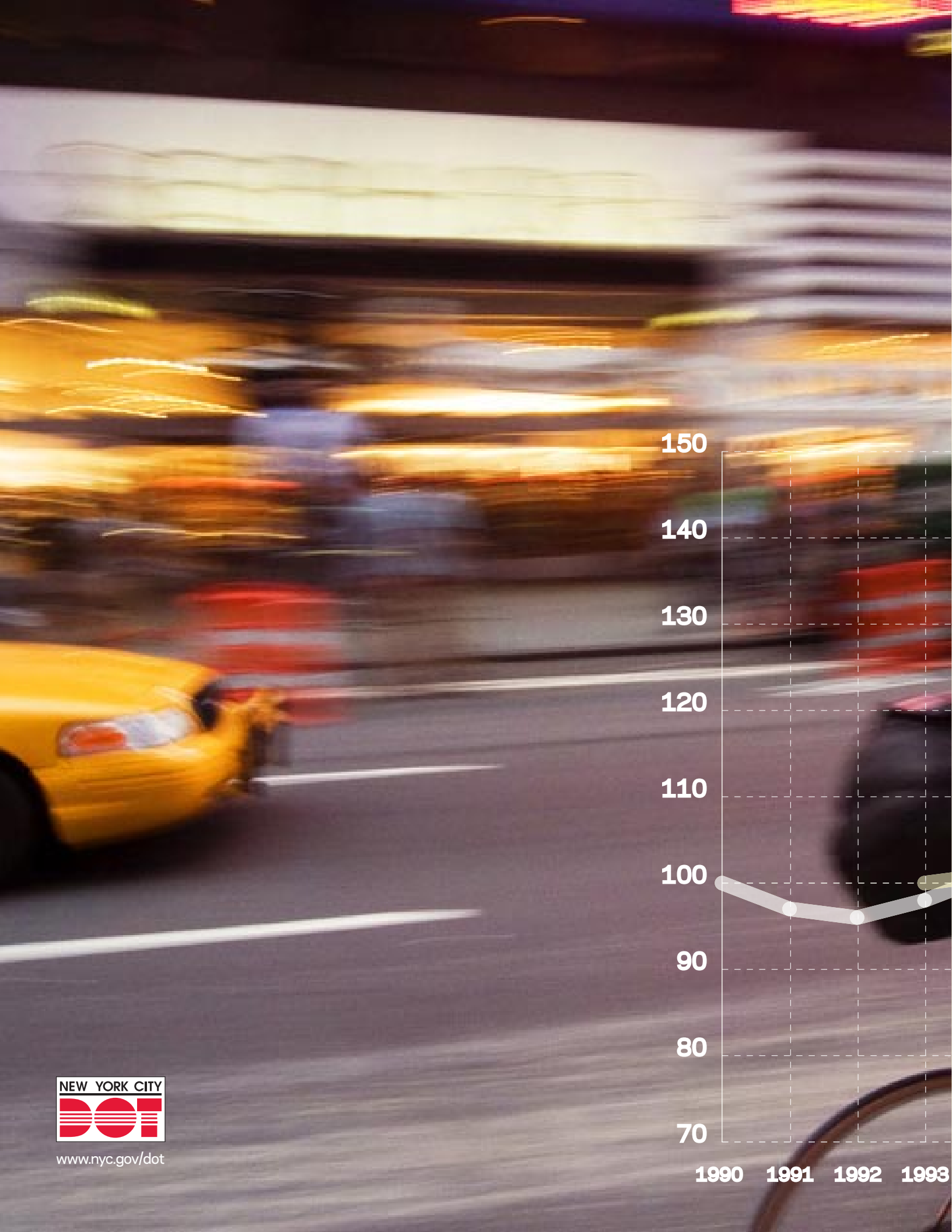
49%
of subway and bus trips are taken with an Unlimited-Ride MetroCard.
Source: NYC Transit

6.8
miles
Average length of trip by NYC Resident
Source: 2001 National Household Travel Survey

120
lane miles of bicycle lanes have been installed since July 2007.
Source: NYCDOT

14%
of New York area residents' annual spending goes toward transportation, compared with 18% for all Americans.
Source: 2006-07 Consumer Expenditure Survey

61%
reduction in traffic fatalities in New York City since 1990.
Source: NYCDOT



NEW YORK CITY DOT

www.nyc.gov/dot