

# Study Area Residents: Mode of Transportation to Work

This section examines the mode of transportation to work and average travel time for The Bronx, Brooklyn, Queens, and Staten Island residents, by Study Area.

While the previous Maps and Tables provided worker flows to a Study Area or borough, the following Table 7, Figures 22 and 23, and Maps 41-42 show the number of workers who travel by a particular mode of transit and their average travel time, but not the location of the final destination for the workers.

**Table 7. Study Areas' Residents: Mode of Transportation to Work and Travel Time**

Origin: Workers by Study Areas of Residence	Mode of Transportation to Work						Avg. Travel Time (Min)
	Car	Bus	Subway/ RR/Ferry	Walk	Others	Total	
<b>Bronx</b>							
091- Northeast	110,122 (44.7%)	37,192 (15.7%)	71,824 (29.2%)	13,887 (5.6%)	13,352 (5.4%)	246,377 (100.0%)	42.8
092- Southwest	42,478 (24.8%)	28,500 (16.7%)	71,983 (42.1%)	16,337 (9.6%)	11,563 (6.8%)	170,861 (100.0%)	43.0
Total	152,600 (36.6%)	65,692 (15.7%)	143,807 (34.5%)	30,224 (7.2%)	24,915 (6.0%)	417,238 (100%)	
<b>Brooklyn</b>							
121- Greenpoint/Brownsville	35,356 (23.7%)	17,639 (11.8%)	70,764 (47.3%)	17,409 (11.6%)	8,308 (5.6%)	149,476 (100.0%)	41.1
122- Ft. Greene/Bay Ridge	51,789 (24.1%)	13,323 (6.2%)	113,034 (52.6%)	23,263 (10.8%)	13,489 (6.3%)	214,898 (100.0%)	38.8
123- Crown Heights/Flatbush	53,268 (26.1%)	28,536 (14.0%)	96,870 (47.6%)	12,556 (6.2%)	12,481 (6.1%)	203,711 (100.0%)	47.0
124- Gravesend/East New York	81,440 (44.7%)	22,011 (12.1%)	61,055 (33.6%)	9,775 (5.4%)	7,555 (4.2%)	181,836 (100.0%)	46.1
125- Boro Park/Coney Island	52,092 (34.7%)	13,947 (9.3%)	61,605 (41.0%)	15,900 (10.6%)	6,660 (4.4%)	150,204 (100.0%)	42.7
Total	273,945 (30.4%)	95,456 (10.6%)	403,328 (44.8%)	78,903 (8.8%)	48,493 (5.4%)	900,125 (100%)	
<b>Queens</b>							
111- Northwest	74,429 (27.5%)	15,326 (5.7%)	147,870 (54.6%)	20,618 (7.6%)	12,516 (4.6%)	270,759 (100.0%)	39.0
112- Northeast	127,262 (56.6%)	24,182 (10.8%)	45,059 (20.1%)	11,993 (5.3%)	16,137 (7.2%)	224,633 (100.0%)	41.1
113- Southeast	110,929 (53.9%)	32,588 (15.8%)	43,585 (21.1%)	7,564 (3.7%)	11,433 (5.5%)	206,099 (100.0%)	48.0
114- Southwest	101,589 (44.2%)	22,617 (9.9%)	82,700 (36.0%)	12,615 (5.5%)	10,055 (4.4%)	229,576 (100.0%)	41.8
Total	414,209 (44.4%)	94,713 (10.2%)	319,214 (34.3%)	52,790 (5.7%)	50,141 (5.4%)	931,067 (100%)	
<b>Staten Island</b>							
130-Staten Island	126,857 (66.4%)	36,762 (19.2%)	4,880 (2.6%)	5,539 (2.9%)	16,946 (8.9%)	190,984 (100.0%)	43.9
Total	126,857 (66.3%)	36,762 (19.3%)	4,880 (2.6%)	5,539 (2.9%)	16,946 (8.9%)	190,984 (100%)	

Source: U.S. Census 2000

- Most Staten Island, Northeast Queens and Southeast Queens residents commute by car. (Figure 22)
- Almost a quarter of residents in the five study areas closes to Manhattan commute by car. These are the lowest percentages for any study area. (Figure 22)

- Study areas closer to Manhattan are more likely to take the Subway/RR/Ferry to work with the two study areas best connected to Manhattan by subway having the highest share of residents commuting by Subway/RR/Ferry. (Figure 23)
- The biggest share of residents in the Brooklyn Study Areas except Gravesend/East New York, commute by subwaySubway/RR/Ferry (342,273 residents) in contrast to the Queens Study Areas, excluding Northwest Queens, where car travel is the primary mode to work (339,780 residents). Furthermore, more workers who live in Staten Island (66.4%) tend to commute by car than any other mode (Table 7).
- Residents in Brooklyn's Gravesend/East New York (45%) and Northeast (57%) and Southeast Queens (54%) depend on cars for most of their work trips due to their limited access to subway stations (Map 42 and Table 7).
- Residents from the Southeast Queens Study Area have the highest mean travel times (48.0 minutes) while Ft. Greene/Bay Ridge residents have the shortest mean travel times (38.8 minutes) (Table 7).
- Excluding Manhattan, Northwest Queens residents use the subwaySubway/RR/Ferry for work trips (55%) more than any other borough's Study Area (Maps 41 and 42, Table 7).
- Staten Island residents have the highest number of car commuters (66.4%, 126,857) than any other borough's Study Area. It is followed by residents of Northeast and Southeast Queens with 127,262 (56.6%) and 110,929 (53.9%) respectively (Maps 41 and 42, Table 7).
- Within the Bronx borough, more Northeast Bronx residents commute by car for work trips than any other mode (45%) while Southwest Bronx residents commute by subwaySubway/RR/Ferry (42%) (Map 43, Table 7).
- Northeast Bronx has the highest number of residents commuting by bus than any other borough's Study Area, with a total of 37,192 residents (Table 7).
- Excluding Manhattan, Brooklyn residents have the highest subwaySubway/RR/Ferry use for their commute to work. Brooklyn subwaySubway/RR/Ferry riders surpass car users by approximately 14% (Table 7).

Figure 22. All Workers - Area of Residence Modal Split (Auto)

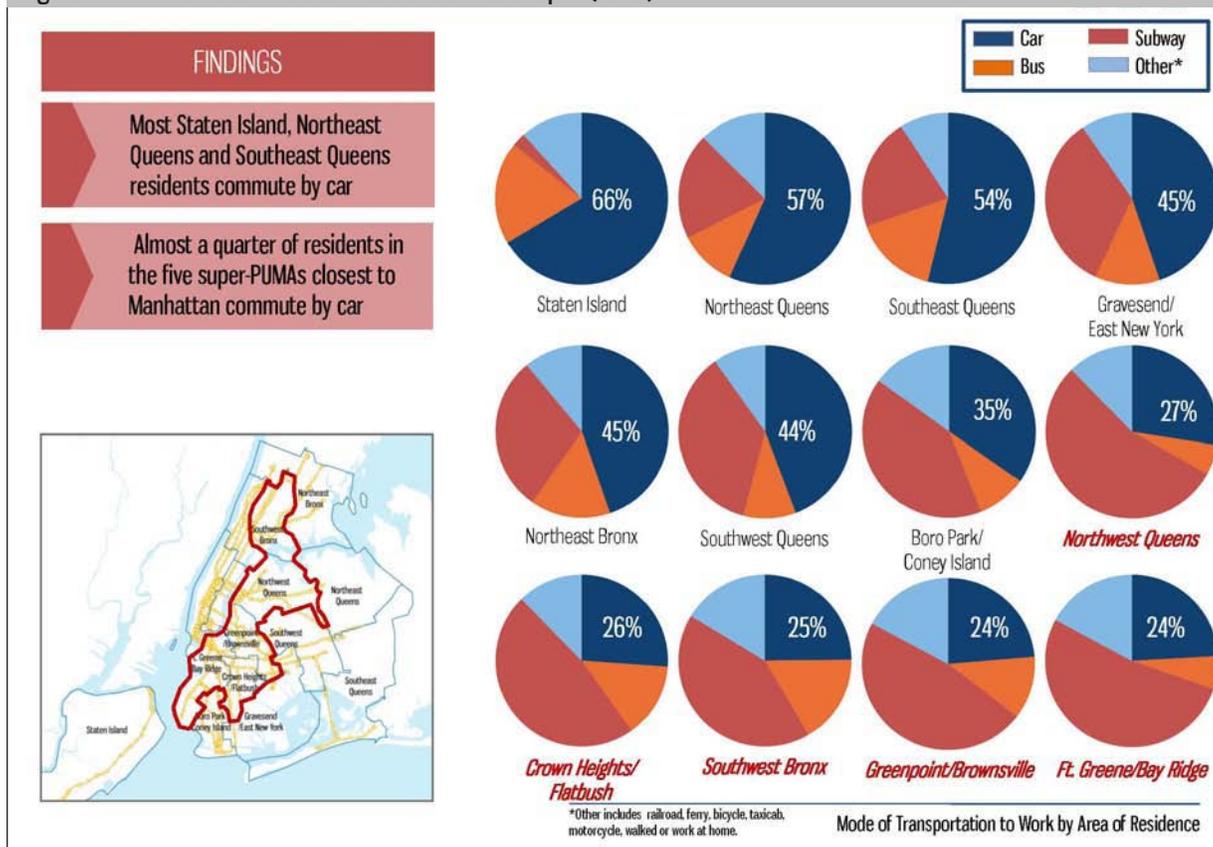
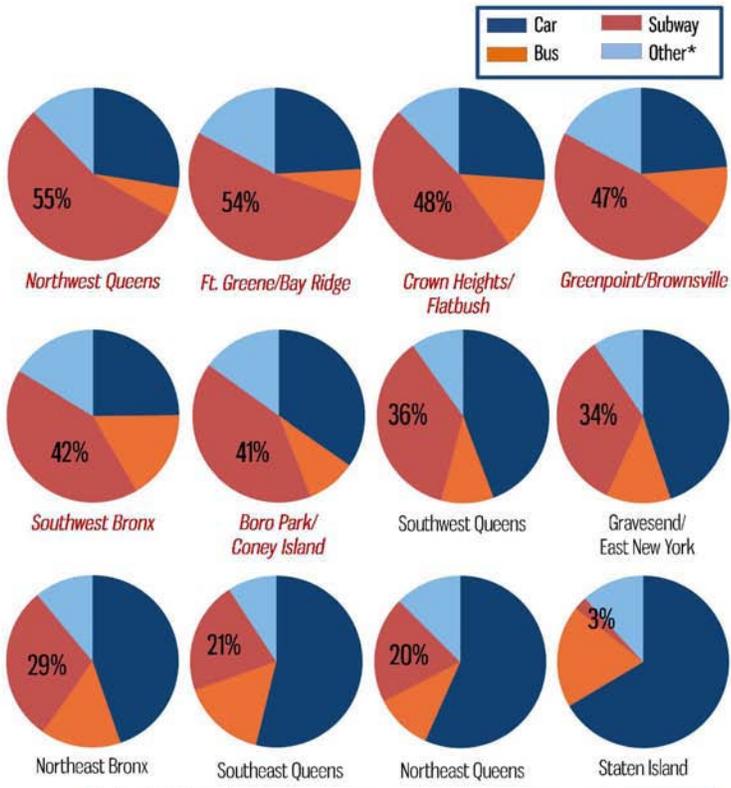


Figure 23. All Workers - Area of Residence Modal Split (Subway)

**FINDINGS**

Most Northwest Queens and Ft. Greene/Bay Ridge residents commute by subway

Study areas closer to Manhattan or those better served by subways are more likely to take subways to work



\*Other includes railroad, ferry, bicycle, taxicab, motorcycle, walked or work at home.

Mode of Transportation to Work by Area of Residence

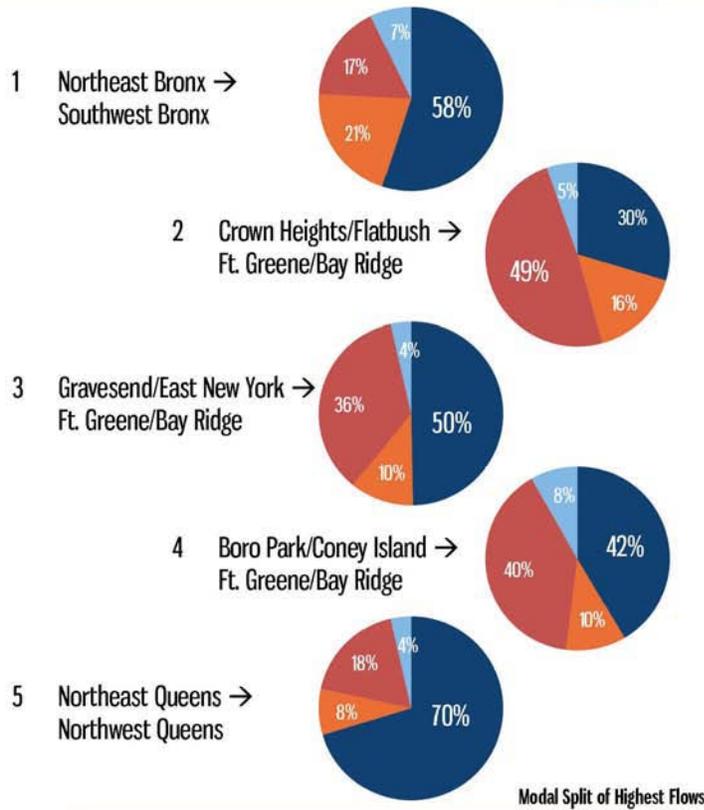
Figure 24. Inter Study Area - Modal Split for Five Highest Flows

**FINDINGS**

Cars are the leading mode of transportation in 4 of the 5 highest commuter flows.

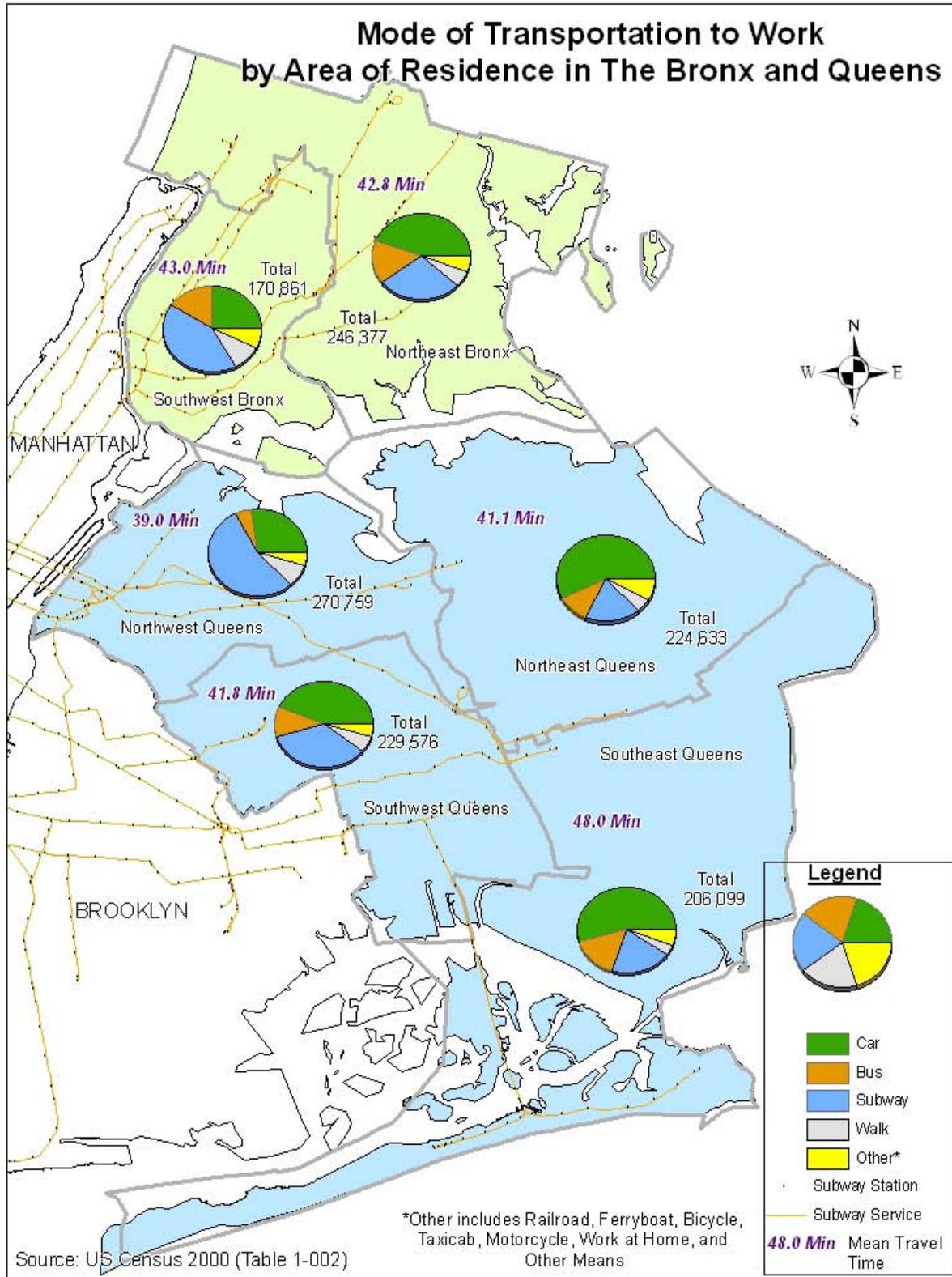
Flows to Ft. Greene/Bay Ridge super-PUMA have the highest shares of public transit use

Two-thirds of Crown Heights /Flatbush residents use public transit to commute to Ft. Greene/Bay Ridge

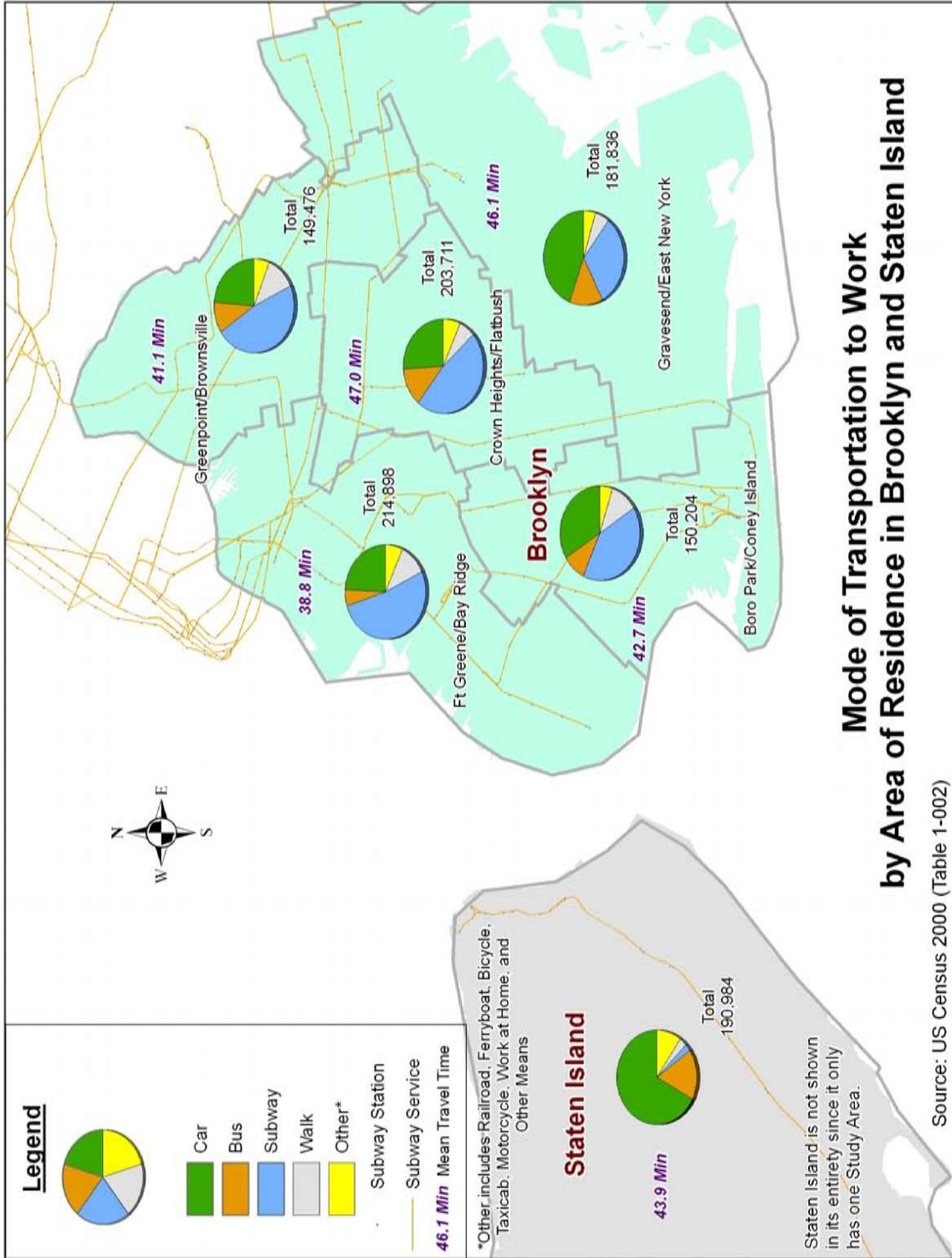


Modal Split of Highest Flows

Map 41. Mode of Transportation to Work by Area of Residence in The Bronx and Queens



Map 42. Mode of Transportation to Work by Area of Residence in Brooklyn and Staten Island



# Workers in Study Areas: Mode of Transportation to Work

This section examines the mode of transportation to work and average travel time for The Bronx, Brooklyn, Queens, and Staten Island workers, by Study Area.

While the previous Maps and Tables provided worker flows to a Study Area or borough, the following Table 8 and Maps 43-44 show the number of workers who travel by a particular mode of transit and their average travel time, but not the location of the workers' home Study Area.

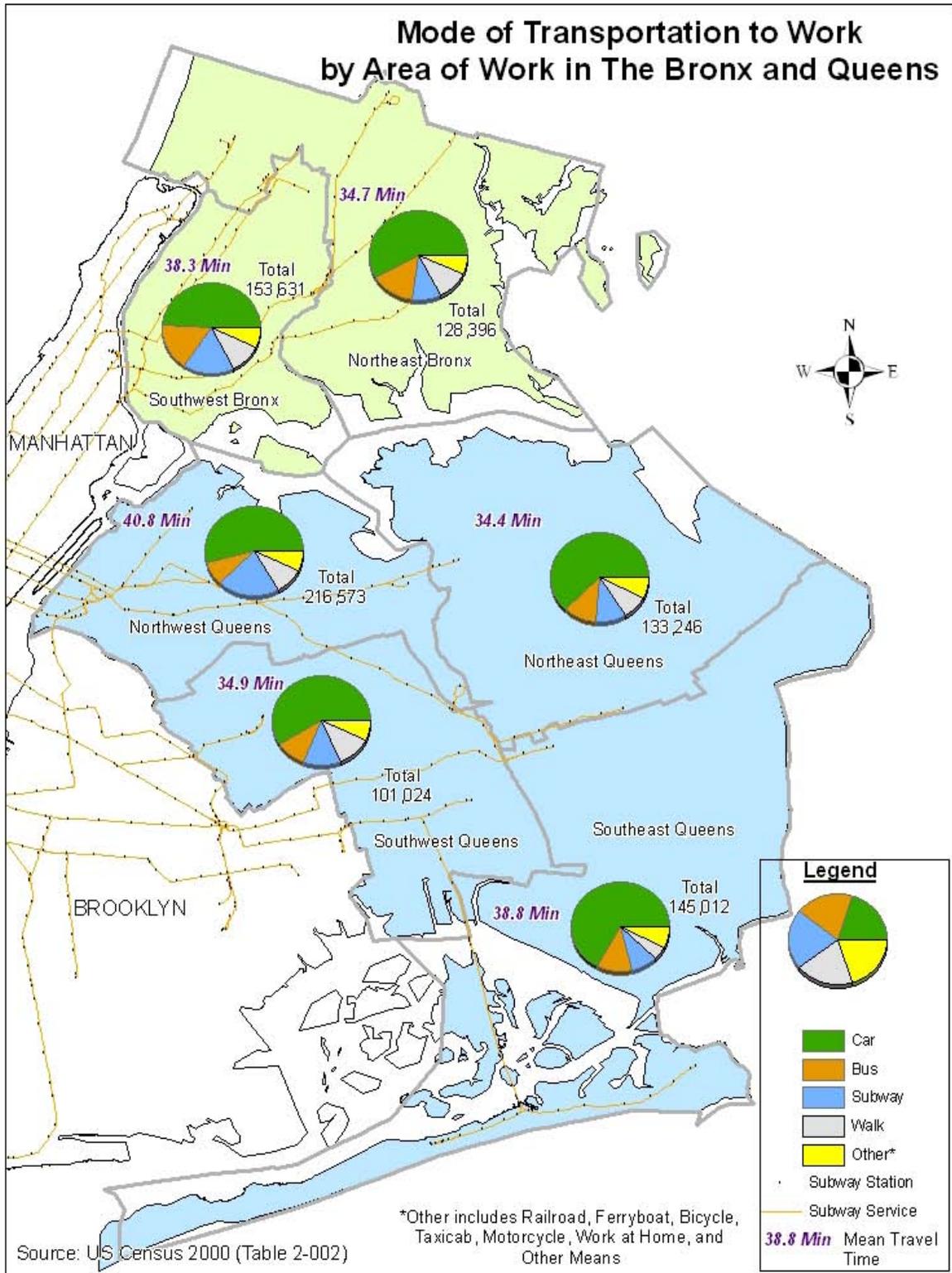
**Table 8. Workers in Study Areas: Mode of Transportation to Work and Travel Time**

Destination: Workers by Study Areas of Work	Mode of Transportation to Work						Avg. Travel Time (Min)
	Car	Bus	Subway/RR/ Ferry	Walk	Others	Total	
<b>Bronx</b>							
091- Northeast	74,089 (57.6%)	19,356 (15.1%)	13,690 (10.7%)	13,199 (10.3%)	8,062 (6.3%)	128,396 (100.0%)	34.7
092- Southwest	75,307 (49.0%)	25,035 (16.3%)	27,608 (18.0%)	15,720 (10.2%)	9,961 (6.5%)	153,631 (100.0%)	38.3
Total	149,396 (53.0%)	44,391 (15.7%)	41,298 (14.6%)	28,919 (10.3%)	18,023 (6.4%)	282,027 (100%)	
<b>Brooklyn</b>							
121- Greenpoint/Brownsville	53,200 (47.0%)	14,197 (12.5%)	22,289 (19.7%)	15,794 (14.0%)	7,738 (6.8%)	113,218 (100.0%)	40.0
122- Ft Greene/Bay Ridge	108,318 (39.5%)	28,106 (10.3%)	88,796 (32.4%)	24,482 (8.9%)	24,283 (8.9%)	273,985 (100.0%)	43.9
123- Crown Heights/Flatbush	44,856 (45.5%)	16,750 (17.0%)	17,436 (17.7%)	11,484 (11.7%)	7,973 (8.1%)	98,499 (100.0%)	38.1
124- Gravesend/East New York	52,206 (56.3%)	13,137 (14.2%)	11,332 (12.2%)	10,115 (10.9%)	5,913 (6.4%)	92,703 (100.0%)	35.8
125- Boro Park/Coney Island	44,758 (50.7%)	10,578 (12.0%)	12,299 (14.0%)	14,687 (16.7%)	5,819 (6.6%)	88,141 (100.0%)	34.0
Total	303,338 (45.5%)	82,768 (12.4%)	152,152 (22.8%)	76,562 (11.5%)	51,726 (7.8%)	666,546 (100%)	
<b>Queens</b>							
111- Northwest	116,992 (54.1%)	17,200 (7.9%)	47,895 (22.1%)	19,962 (9.2%)	14,524 (6.7%)	216,573 (100.0%)	40.8
112- Northeast	82,526 (61.9%)	15,328 (11.5%)	14,265 (10.7%)	11,862 (8.9%)	9,265 (7.0%)	133,246 (100.0%)	34.4
113- Southeast	96,819 (66.8%)	18,393 (12.7%)	12,572 (8.7%)	7,013 (4.8%)	10,215 (7.0%)	145,012 (100.0%)	38.8
114- Southwest	58,666 (58.1%)	10,643 (10.5%)	13,299 (13.2%)	11,560 (11.4%)	6,856 (6.8%)	101,024 (100.0%)	34.9
Total	355,003 (59.5%)	61,564 (10.3%)	88,031 (14.8%)	50,397 (8.5%)	40,860 (6.9%)	595,855 (100%)	
<b>Staten Island</b>							
130- Staten Island	86,041 (71.6%)	12,607 (10.5%)	7,615 (6.3%)	5,951 (5.0%)	7,960 (6.6%)	120,174 (100.0%)	31.8
Total	86,041 (71.6%)	12,607 (10.5%)	7,615 (6.3%)	5,951 (5.0%)	7,960 (6.6%)	120,174 (100%)	

Source: U.S. Census 2000

- The plurality of workers arriving in the Bronx, Brooklyn, Queens, and Staten Island Study Areas commute by car. (Map 44, Table 8 Figure 25).
- Although commuting by car is the primary method to arrive to work, Ft. Greene/Bay Ridge has the highest number of its workers using Subway/RR/Ferry (88,796) and bus (28,106) than any other Study Area in The Bronx, Brooklyn, or Queens (Table 8).
- Brooklyn's Ft. Greene/Bay Ridge workers have the longest commute time (43.9 minutes) whereas workers commuting to the Boro Park/Coney Island Study Area have the shortest commute time (34 minutes) (Table 8).
- Ft. Greene/Bay Ridge, where downtown Brooklyn is located, has the highest Subway/RR/Ferry share (32.4%) among workers arriving to this borough. Northwest Queens, which contains Long Island City, has the second highest subway share amongst the "peripheral" boroughs (22.1%) (Table 8).
- When public transit is combined (Subway/RR/Ferry/Bus), its mode share is still smaller than cars among arriving workers in all study areas except Ft. Greene/Bay Ridge. (Figure 26)
- Among New York City residents, the majority of workers arriving in the Bronx, Brooklyn, Queens and Staten Island commute by car except for Ft. Greene/Bay Ridge Study area. (Figure 27)
- Auto modal share in all study areas decreases when workers residing outside of New York City are removed. (Figure 27)
- Workers who reside outside of New York City and work in the city comprise the largest number of workers who make inbound trips in each borough except Brooklyn, where the largest share (37%) of the inbound workers are from Queens. (Figure 28)
- Except for people who work in Manhattan, most workers who reside outside of the city and work in the city commute by car. (Figures 29, 30)
- Most workers who reside outside of New York City and work in Manhattan commute by Subway/RR/Ferry (51%). Including bus the transit share for these workers is XXXX% (Figure 29)
- Among commuters originating outside of New York City, only those commuting to the Ft. Greene/Bay Ridge study area have a car modal split of less than 75%. (Figure 30)

Map 43. Mode of Transportation to Work by Area of Work in The Bronx and Queens



Map 44. Mode of Transportation to Work by Area of Work in Brooklyn and Staten Island

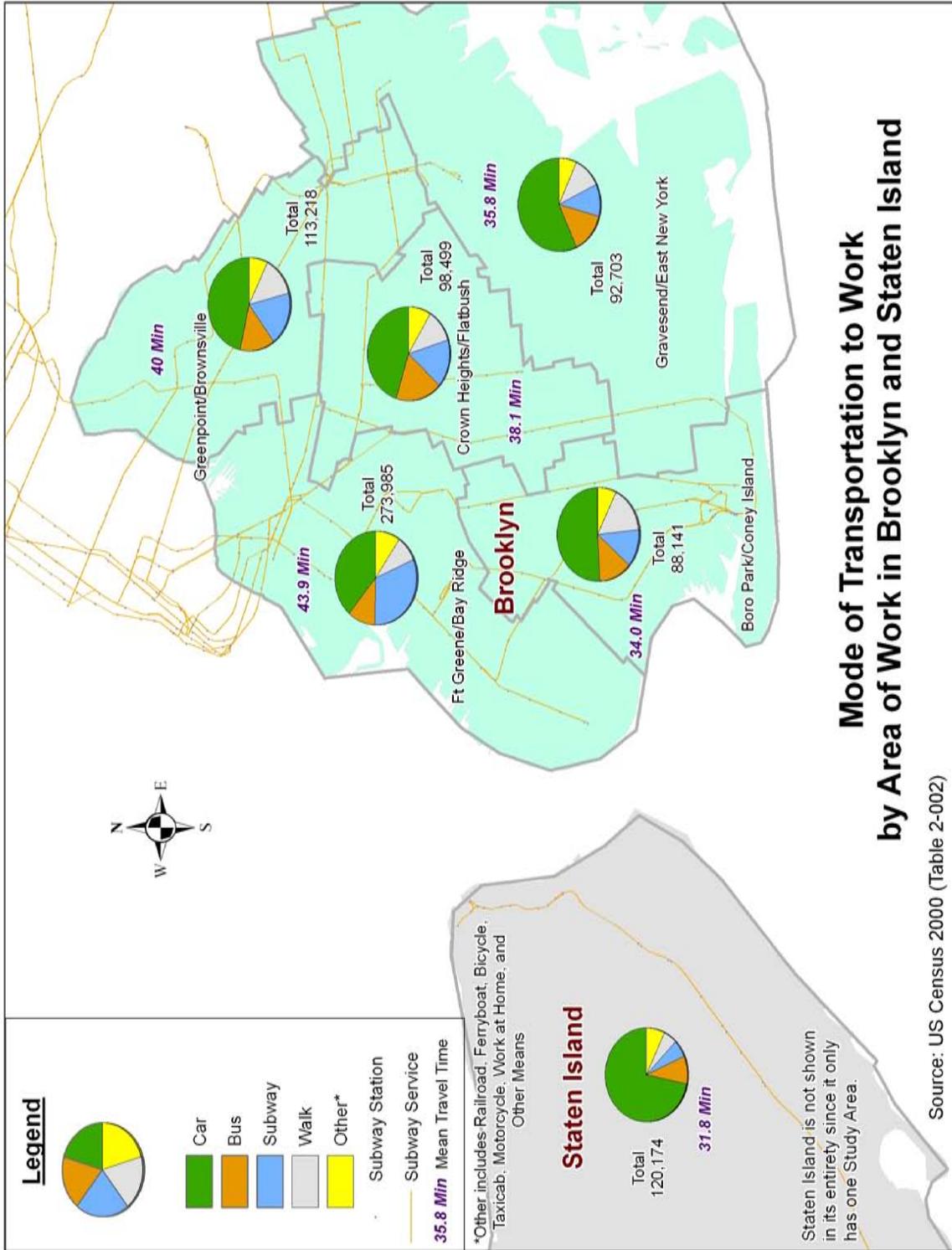


Figure 25. All Workers - Area of Work Modal Split (Auto)

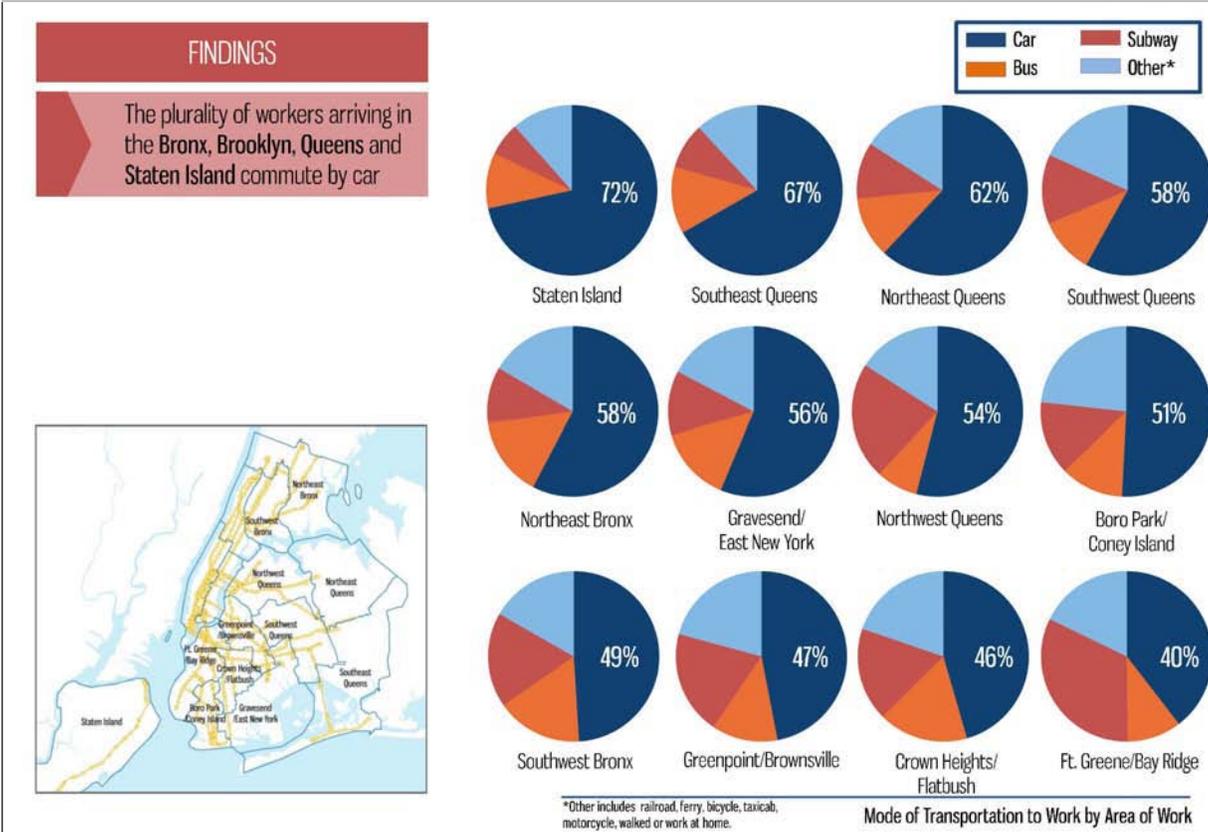


Figure 26. All Workers - Area of Work Modal Split (Subway)

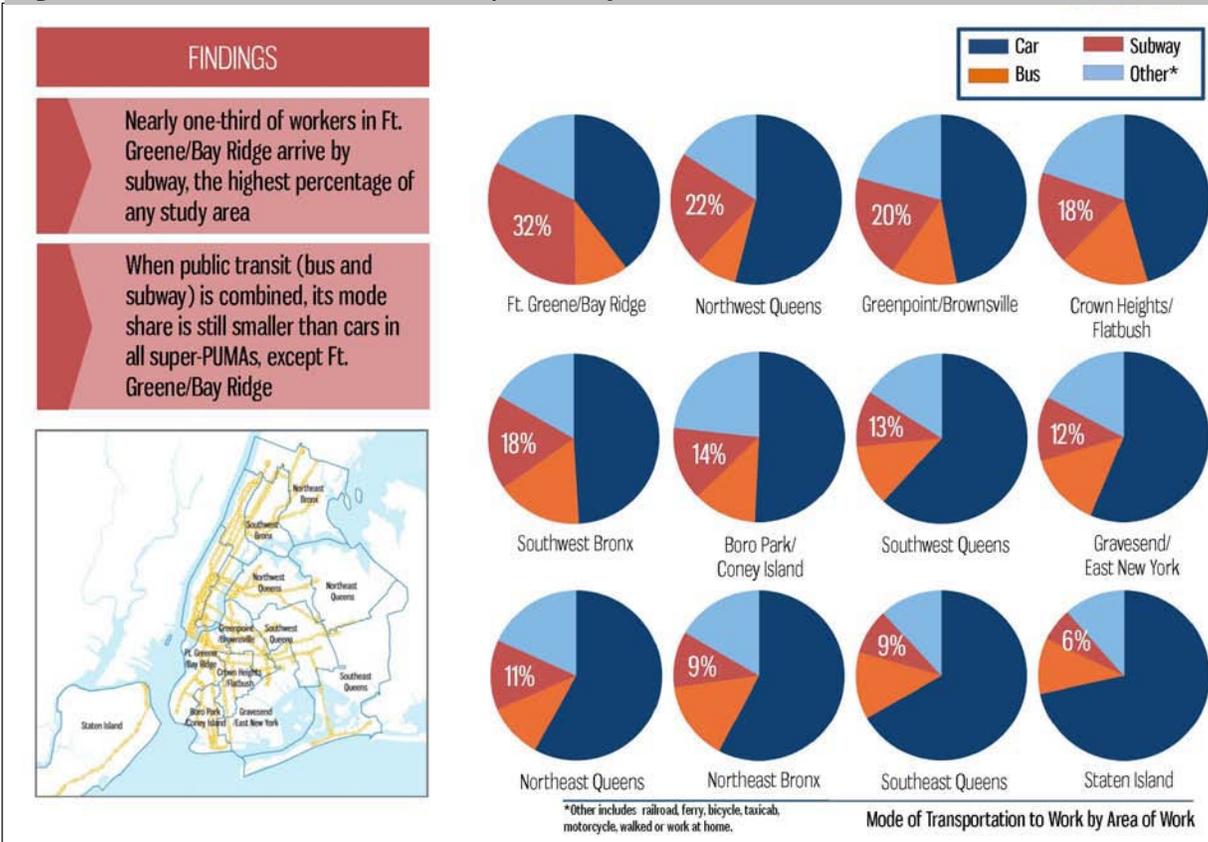


Figure 27. NYC Residents - Area of Work Modal Split (Auto)

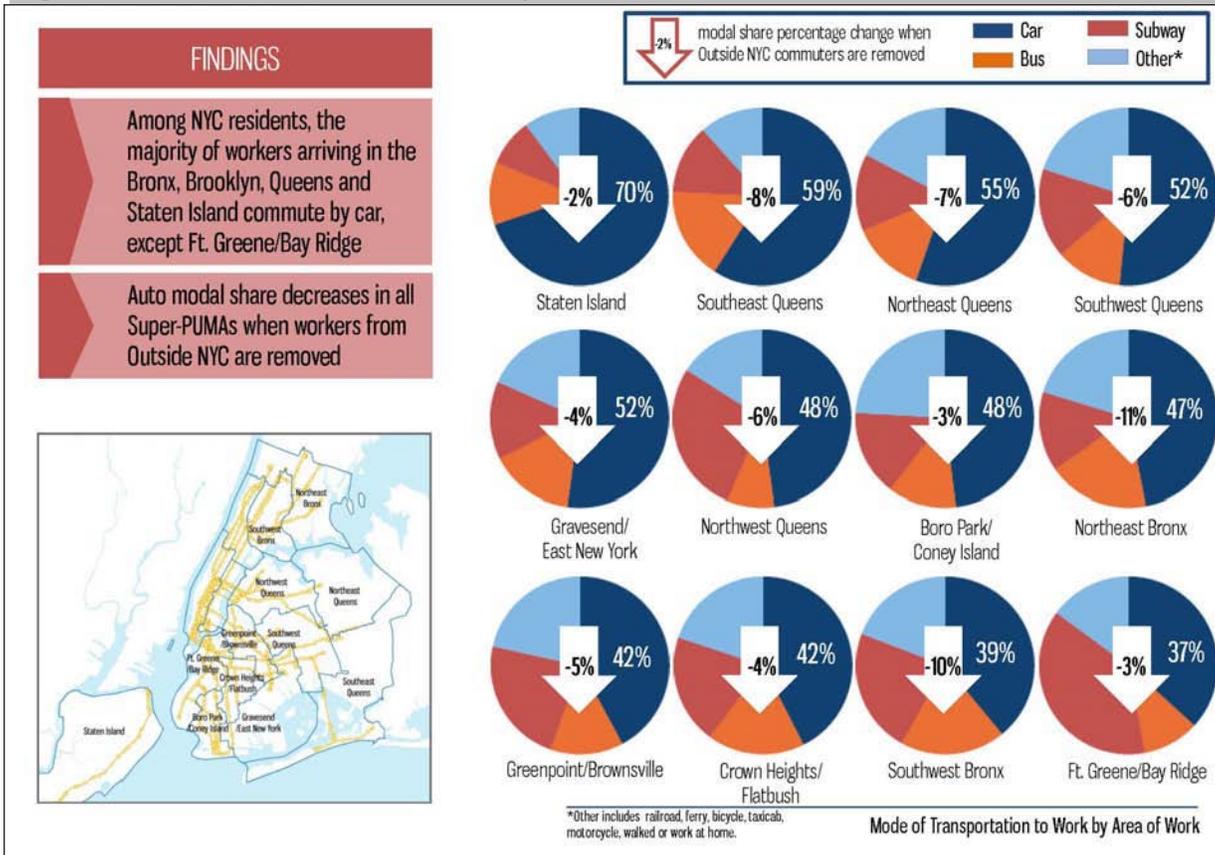


Figure 28. Outside NYC - Journey to Work

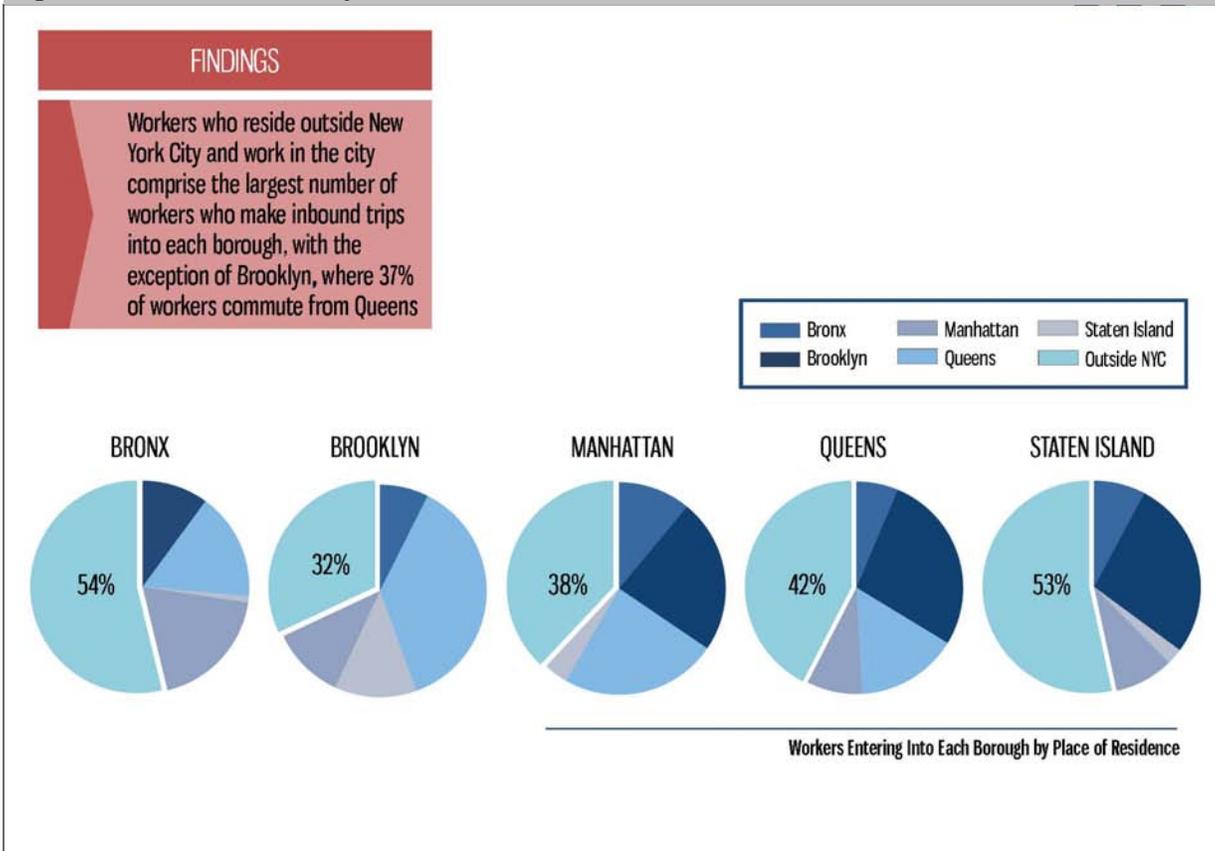


Figure 29. Outside NYC - Journey to Work Modal Split

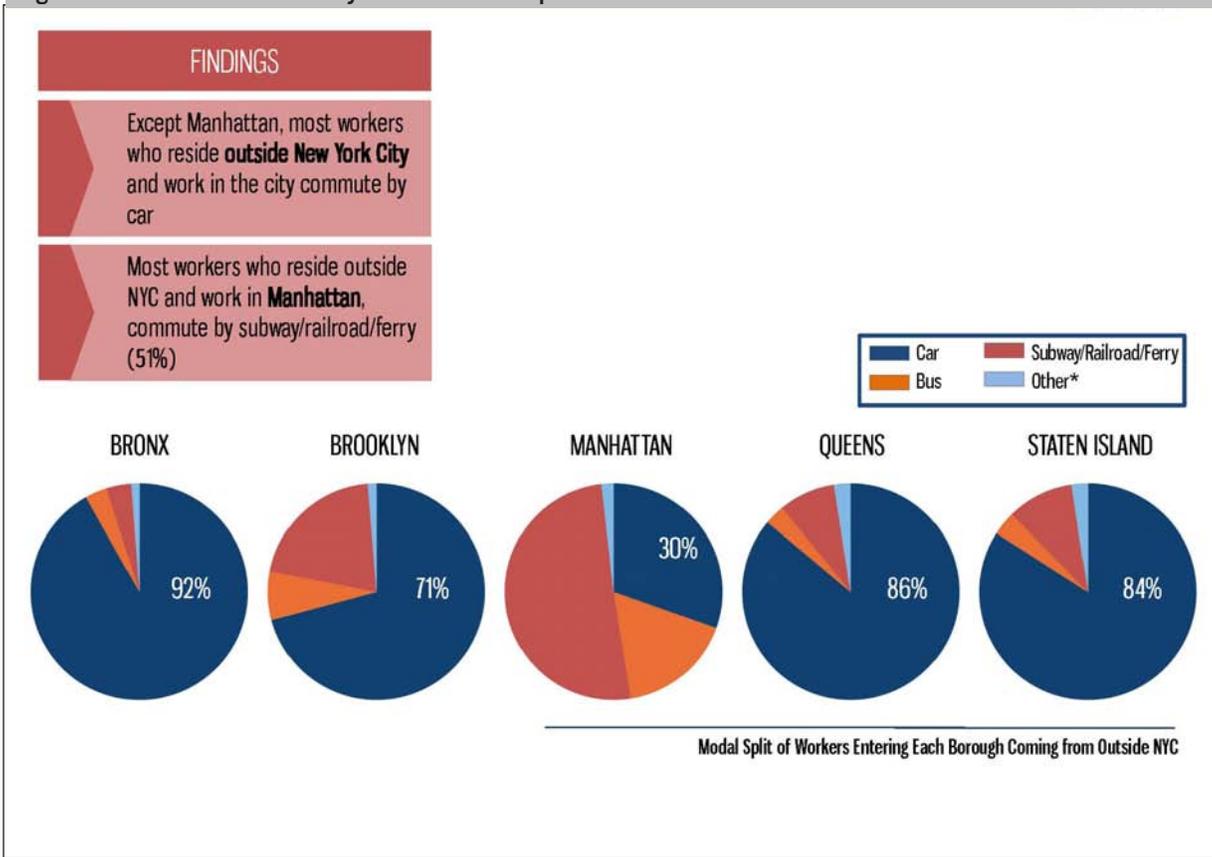


Figure 30. NYC Workers Residing Outside NYC Modal Split (Auto)

