



## **Whither the “Dashing Commuter”: The MTA in a Changing Region**

Presentation to NYMTC/PFAC  
April 18, 2013



# *Travel in the New York Region has changed from the days of the 9 to 5 commute...*



# *...to an Office Job in Manhattan*



# *Today, our customers work in the CBD, the outer-boroughs and the suburbs...*

*Midtown Manhattan*



*Metrotech, Brooklyn*



*Downtown Stamford*

*Flushing, Queens*



# ...in burgeoning fields like Technology and Health Care

## Cornell chief predicts wide impact from new school

The campus on Roosevelt Island will help to create an "F-train tech corridor" that companies will want to be close to. The new school will work directly with local tech companies.



## Hospital Groups Will Get Bigger, Moody's Predicts



# They still travel in rush hour, but also Midday, late nights and weekends...



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### Most weekend subway riders since 1947!

PETE DONOHUE  
Saturday, February 25, 2012

Weekend subway ridership last year reached the highest average level since Harry Truman was in the White House, a report released Friday revealed.

The 5.4 million weekend riders last year — the sum of the averages of Saturday and Sunday tallies — nearly topped the previous combined average high of 5.6 million logged in 1947, according to a Metropolitan Transportation Authority study.

"A safe, reliable subway system is the best way to get around town seven days a week, so it's no surprise more people are riding on weekends," MTA spokesman Jeremy Soffin said.



The B line in the Bronx. >



# *They have gotten younger...and older*



- Over 2.7 million people in NYC are under 25, and over 900,000 are over 65
- Subway rider's median age is 40.9, while bus rider's median age is 49.2

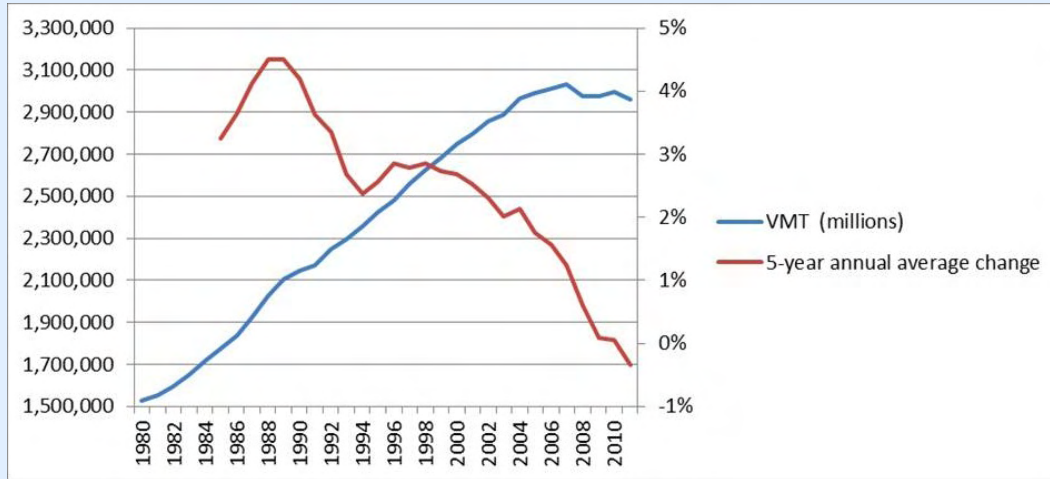


*...and their numbers are growing...*





# ...while auto usage is tapering off nationwide



The New York Times Business Day

## Media & Advertising

### As Young Lose Interest in Cars, G.M. Turns to MTV for Help

Fabrizio Costantini for The New York Times

Ross Martin, left, of Viacom's creative strategy unit, is working with General Motors to help revive interest in cars among young consumers. Mr. Martin and John McFarland of Chevrolet are shown in G.M.'s headquarters in Detroit.

By AMY CHOZICK  
Published: March 22, 2012

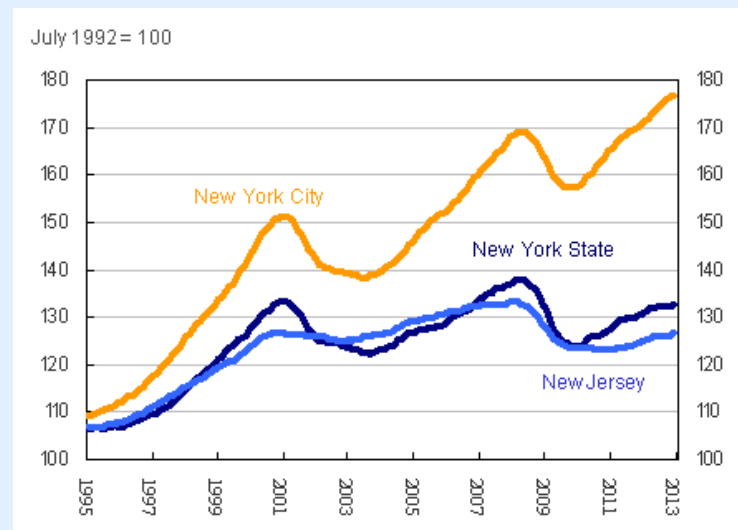
DETROIT — Ross Martin, 37, is a published poet and a former drummer in an alternative rock band. Wearing Nike high tops and

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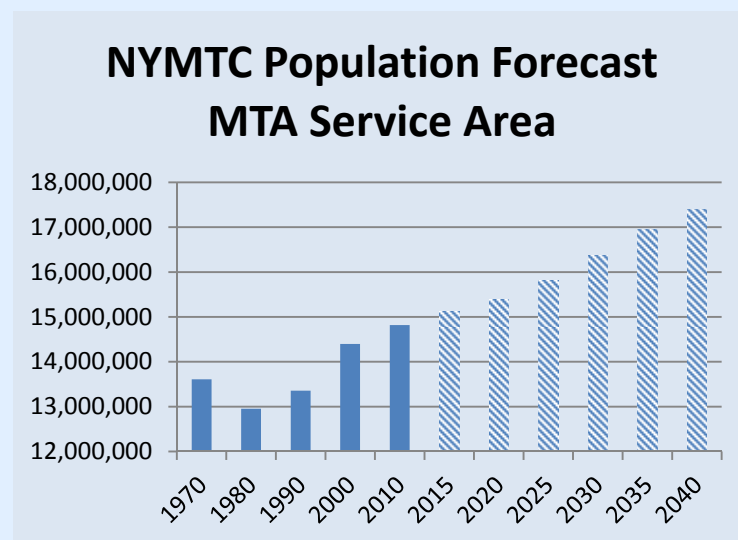
# Regional Trends

- **The New York region continues to recover from the 2007-2008 economic downturn**

*New York Federal Reserve*



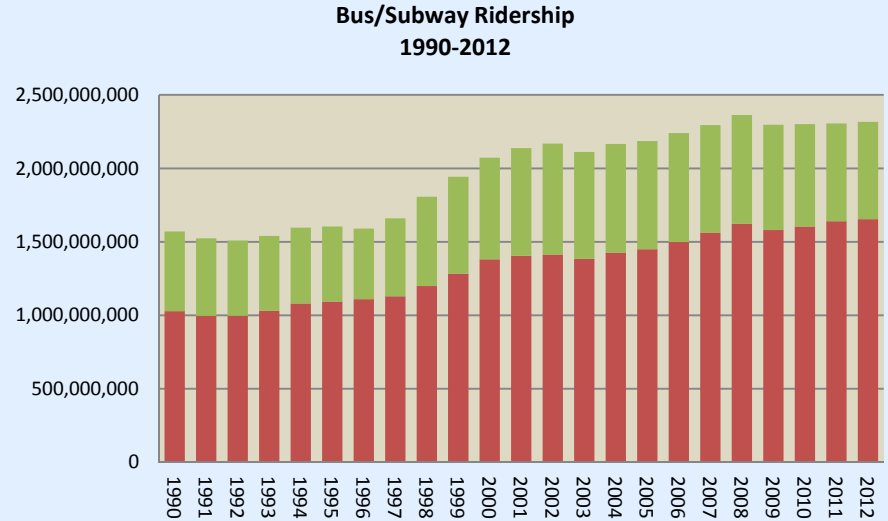
- **Regional Population/Employment continues to grow; increases projected through 2040**



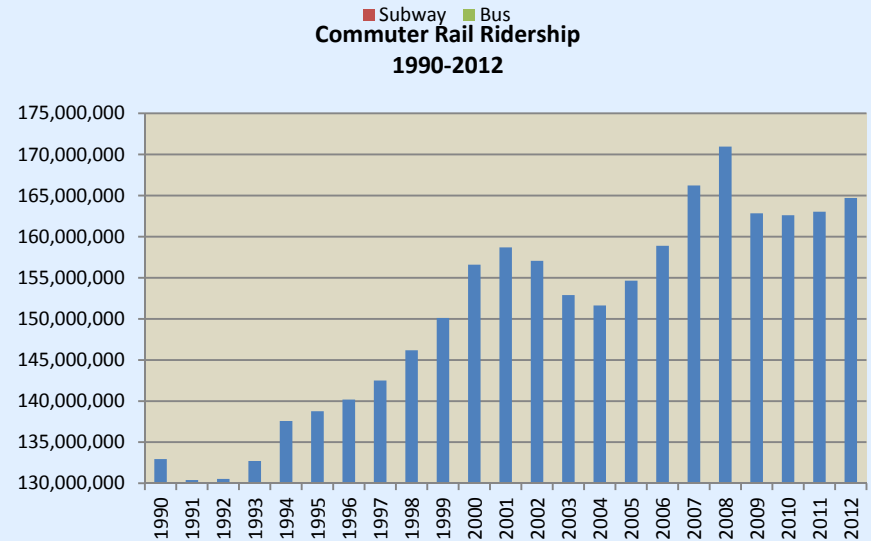
# Travel Trends

- **MTA ridership keeps growing**

- Subway ridership at highest level since 1950

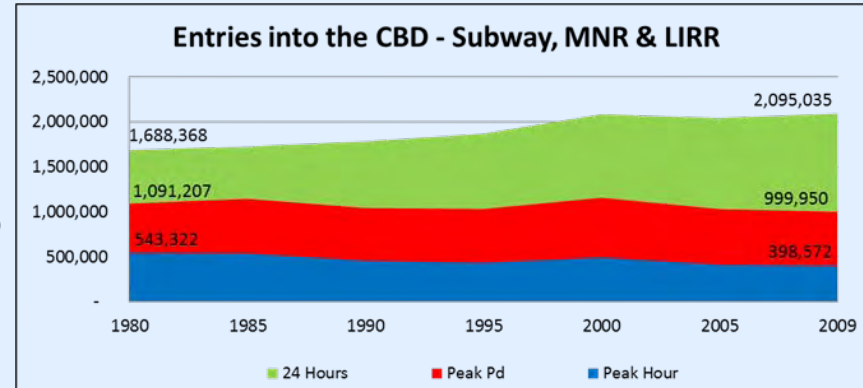


- Commuter Rail ridership up 24% since 1990



# Travel Trends

- **But ridership is changing...**
  - The “peak of the peak” transit ridership is flattening; more ridership growth occurring throughout the day
  - While the CBD is still a primary destination, growth is occurring in reverse commute, intra county and outer-borough destinations
  - There is also growing non-work travel (days – nights – weekends)



## The Big Commute, in Reverse



Matthew Davis, who lives in Brooklyn, riding the Long Island Rail Road train that he boarded in Jamaica on his way to his job in Ronkonkoma at a financial services management company. Phil Marino for The New York Times

By FORD FESSENDEN  
Published: February 24, 2008

ON most days, Matthew Davis, a 28-year-old portfolio manager, can count on spending about two hours getting to work and another two hours getting home. That's going against the tide of commuters going into New York City for work. Mr. Davis, who rented an apartment in Park Slope in Brooklyn when he landed a job in the securities industry in New York, found himself not on Wall Street, but in Ronkonkoma, working for a financial services management company.

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### Rush Hour in Williamsburg...at 1 AM

[Posted on January 29, 2013 by sarah]

By Carson Qing

**The Question**

Where do you get your information during emergencies? (select all that apply)

- Official Websites (e.g. NYC.gov)
- Social Media
- News websites
- News television/radio
- Friends/family
- Smartphone apps
- Community groups

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Last September, one of our research assistants at the NYU Rudin Center, Nolan Levenson, took an interesting picture at the Bedford Avenue subway station in Williamsburg, Brooklyn (right). The subway platform was filled to capacity with straphangers, but what makes the photo interesting is that the image was captured in the wee hours of a Sunday morning, at 1:30 AM. There has been much discussion, and subsequent action, over the issue of providing more L-train service on the weekends to better serve this ridership growth, but the image of a subway platform filled to near capacity at 1:30 AM on a Sunday morning, when Manhattan-bound trains run on 20 minute headways, raises some interesting questions about travel characteristics along this particular subway line.

Since 2007, ridership on the L-train has soared, with every station in Brooklyn seeing

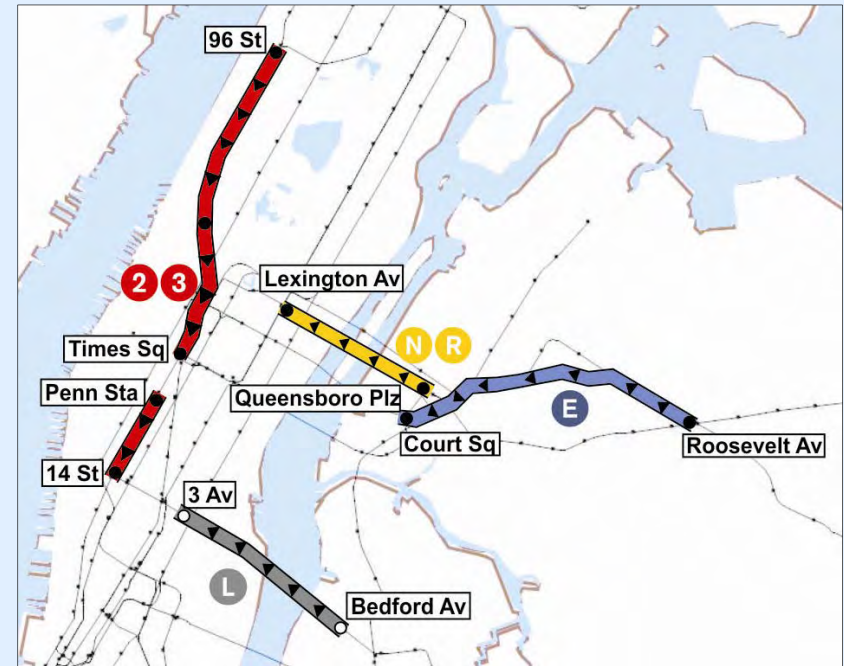
# MTA Capital Program

- **Public Authorities Law outlines Capital Program**
  - Process for initial five-year plan submissions and criteria for plan amendments
  - Establishment of Independent Engineering Consultant (IEC) for better oversight
  
- **Capital Program is subject to State oversight**
  - MTA develops five-year plans based upon its assessment of strategic twenty-year needs
  - Capital Program Review Board (CPRB) reviews and approves initial five-year plans (projects and funding) and amendments



# MTA's Challenges

- Continuing congestion on Lexington Ave line (busiest subway line in the US) – awaiting completion of SAS
- “Hot Spots” on other rail corridors:
  - Queens Blvd/Flushing Line
  - Upper West Side
  - Northern Brooklyn
  - East Midtown-LIC
- Crowding in existing stations
- 100+ year old radial network inadequate to meet mobility needs of “everywhere to everywhere” travel patterns
- Climate Change impacts show need for network flexibility/redundancy



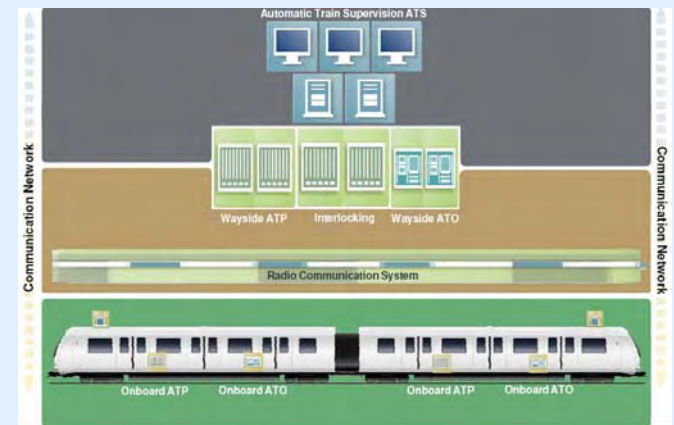
# Megaprojects

- **Advance final stages of Megaprojects**
  - SAS: Advance Phases 2-4 to achieve full length corridor
  - East Side Access Phase II (maximize utilization through completion of Jamaica station track improvements and Ronkonkoma branch 2<sup>nd</sup> track)



# Potential Subway Strategies

- Implement CBTC and explore articulated railcars to maximize customer capacity
- Complete work on Nostrand Junction
- Expand/Improve Subway Station entrances
- Alternatives to new routes?



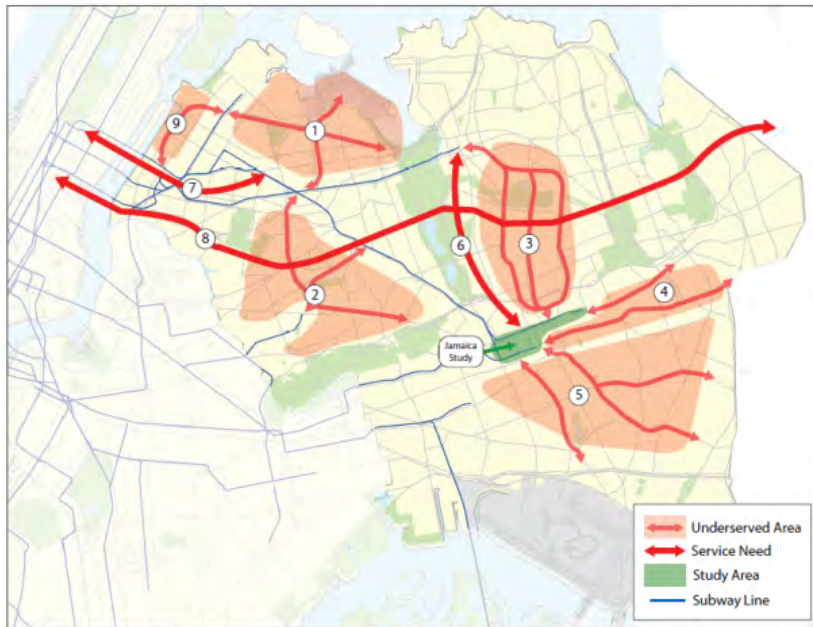


# Potential Bus Strategies

- Expansion of BRT network (transverse transit corridors)
- Staten Island North Shore (exclusive busway)
- Bus design improvements to facilitate passenger loading



Queens Bus Improvements and Potential BRT Corridors



# Potential Rail Strategies

- Advance MNR Penn Station Access to add network redundancy
- Enhance suburban rail corridors (LIRR Main Line Third Track, Branch line “scoots”)
- Penn Station Capacity Improvements/Through-running



# Potential Technology Strategies

- Advance rollout of B Division (“letter lines”) countdown clocks
- Provide real time bus network information city-wide.
- Implement multi-modal new fare technology



# Potential Sustainability Strategies

- Respond to Climate Change
- Prevention vs. Adaptation?
- Change design standards to achieve useful life of Capital Investments



# Investing In the MTA is as Critical as Ever

- The immediate post-Sandy regional gridlock illustrates our sheer dependence on the MTA network
  - MTA can not deliver without continual investment
  - No “standing still”
- MTA faces:
  - Continued growth in ridership and reliance on the regional transit network
  - The need for a new 5 year \$ 20+ Billion capital program
  - The added burden of over \$8 Billion in Sandy-related impacts



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### MTA: Subway Ridership At Highest Level Since Post-War Boom

By NY1 News



**NY 1**

The Metropolitan Transportation Authority says weekday and annual ridership on the rails is the highest since 1950.


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### Basketball Arena Spurs LIRR Ridership Spike

By Andrea Bernstein | 01/31/2013 - 12:03 pm

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Barclays Center (photo by Kate Hinds)

The Brooklyn Nets may have been humbled by the Miami Heat Wednesday night, but their transit stop has never been better.

The NY MTA says Long Island Railroad ridership surged 334 percent since the Barclays