

		Sector
March 2009 Volume 2 + Issue 1		In this Issue: Transit Overload: A station-by-station examination of Jubway ridenthip growth over the past decode
Future in Mero York C tome for indepen research and inv tee thinking about town offecting the torroughs	Style dent Dro- Brei	Foreign or pripping bandpat shandkal, the Metropolition Temperature Anthony plane in these the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set
Inside		our data shows that the number of daily transit olders in those areas has increased dramatically more in the last ten years than in Manhattan.
Subway Ridenhip Growth:		In this laws of New York by the Numbers, the Center for un Urban Fature monthly economic propalation of the first functionality, we take a look at the increa- in comparison workships callendus between 1999 and 2008 for every subsequently
Cipatile Ing 100 Stature In	1.1.1	in New York City and for hus riders per horough. Our analysis, hosed on data from MSA New York City Stanut, show just how important the city's public trans-
1998-2008		 portation system has become for residents living outside the city center. 20 of the 22 stations with the largest percentage increase in solway ridenhip
Subsequines with the	2.4	were either in the outer boroughs or in Manhattan nurth of 95th Street.
noor last growing stofors		 In 2008, K2 stations exhibite of Manhotton had on ananoge seakiday tider shap of over 10,000 paragle, up significantly from 46 stations in 2003 and 36 in 1999.
Na Bernagin		 More than a generator of all New York City adverse stations—111 and all 425—
han	p.45	new an increase in average weekday riderahip of 50 percent or more during the part decade. Brooklyn accounted for neigh half (51) of these stations; there were
Bracklyn Mariathan	p.8-7	28 in Manhattan, 20 in the Bronk and 12 in Glueens.
Guesena	p. 12.13	 13 statisms on the L loss and sizes on the N loss wave strong the 50 bashed genuing stations chyside. Other loses with assend stations on the top-50 list the 2 bases statismed, 3 bis statismed, F Biss statismed, a libre statismed and M Biss
ha Edenhia	p	2 (seven stationa), 3 (six stational, F (free stational, J (free stational and M (free stational.
Growth Reconstage growth in Just relevaling: 1998, 2008 & 2003, 2008	p. 14.	The growth is can be bound to a relativity, meanwhile, do added Modratteri denring the same parted. Devell, 15: 2 persons of the same in the relates concentration and the ModelMatric. Gamma sequenced on 25: 8 percent increases (finally or 15: 9 percent means, the filteria or 25: 5 percent for the provise and 2 some bland is percent torus. (1996): Biochemistry approaches of a filteria or 1000 and 2000 and
		The Control's second report on the challenges locing their block is unlike them flowing the Control Amounton, benefits of common lower means an encourage important quality of the same for a many reachers in the only is sub-baseque. The is services active that a shared to change a sub-baseque that the same second second second second second second second second second is services active that a shared baseque (change) that shered difficult rep- resenting resplications in these block difficult second sec

Report - March 2009

Transit Overload

This edition of New York by the Numbers provides a station-bystation examination of the growth in subway ridership between 1998 and 2008 and a borough-by-borough analysis of bus ridership changes. It reveals that the largest gains in transit ridership occurred outside of Manhattan.

by Center for an Urban Future

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