

What I found by reading the March 9 Center for an Urban Future “New York by the Numbers” does not surprise. It covers transit use and reports gains mostly in boroughs other than Manhattan.

Interpreted here, it documents what we know and many of us experience every day: More crowding, even if only incremental at some already sardine like subway and bus routes and stations. Tolls would only make things worse.

Also, note the great use of subways near new and newer development which make one scared to consider what might be if downtown Jamaica and the Jamaica/Hillside area from Van Wyck to 191<sup>st</sup> Street gets developed as permitted under that zoning plan Queens Civic Congress questioned.

Center for an Urban Future (CUF) emailed a new edition of “New York by the Numbers,” CUF's monthly economic snapshot of the five boroughs. It reveals – unsurprisingly – that much of the gains in transit ridership over the past decade occurred at subway stations and on bus routes located in the boroughs outside of Manhattan. An email sending the report states, “the analysis shows that 20 of the 22 stations with the largest percentage increase in average weekday ridership between 1998 and 2008 were in the outer boroughs or in Manhattan north of 96th Street and that a whopping 82 percent of the growth in bus ridership during this time occurred outside of Manhattan.”

Read the report at

[http://www.nycfuture.org/images\\_pdfs/pdfs/TransitOverload.pdf](http://www.nycfuture.org/images_pdfs/pdfs/TransitOverload.pdf)

This is the caption from the CUF email:

### **Transit Overload**

In our latest edition of New York by the Numbers, Transit Overload, we provide a station-by-station examination of the growth in subway and bus ridership over the last decade and find that a large majority of that growth occurred outside the city center. For instance, in 2008, 62 stations outside of Manhattan had an average weekday ridership of more than 10,000 people, up significantly from 36 stations in 1998. Brooklyn alone accounted for nearly half of the 111 stations across the city which experienced an increase in ridership of 50 percent or more during the decade. And while average daily bus ridership in Manhattan increased by just 8 percent during the past decade, it surged by 28 percent in Queens, 28 percent in Staten Island, 24 percent in the Bronx and 22 percent in Brooklyn.