



E-Update - February 24, 2011

Greetings from the Center for an Urban Future, New York City's home for independent research and innovative thinking about key issues affecting the five boroughs. We wanted to share with you a new report we published yesterday which finds that New York City's public transit service has not kept pace with changing commuter patterns and job growth trends in the boroughs outside of Manhattan—and that the biggest losers have been the city's working poor and many outer borough employers. Please check out below for a link to this report, as well as our recently published study about Career Pathways, an innovative workforce development program being piloted in New York which we conclude represents a significant step forward for workforce development in the city.

Center for an Urban Future is a New York City-based think tank that fuses journalistic reporting techniques with traditional policy analysis to produce in-depth reports and workable policy solutions on the critical issues facing our cities.



Latest Features

Follow the Center



Behind the Curb

This new [report](#) reveals that since 1990, the number of residents in the Bronx, Brooklyn, Queens and Staten Island who travel to work either in their own borough or a neighboring borough or county has been increasing much faster than the commuters who make the more traditional trip into Manhattan. For instance, Bronx residents who travel to Queens or Westchester County grew by 38 percent; those who travel to work inside the borough grew by 25 percent; while the number who travel to Manhattan increased by just 13 percent. Meanwhile, the number of Brooklyn residents traveling to Queens grew by 32 percent since 1990, compared to a 13 percent increase in those commuting to Manhattan. Similarly lopsided numbers hold for Queens and Staten Island.

These changes in commuter patterns correlate with equally dramatic changes in where the city's jobs are growing. Over the last decade, Manhattan lost nearly 110,000 jobs, but every other borough gained jobs. However, the city's public transit system has not kept pace with these changing economic trends. Mean commute times in the outer boroughs are some of the country's longest, and because the working poor often have no other choice but to take public transit, they have suffered the most. Two thirds of residents with an hour commuter or longer, make less than \$35,000 per year.



The report concludes that lawmakers at the city and state levels need to recognize the need for improved mass transit in the boroughs outside of Manhattan and work with the MTA and NYCDOT to make much needed new investments in the bus system, which would be by far the most cost-efficient and effective way to alleviate long commute times and support outer borough job growth.

Recent coverage of the report includes:

[Staten Island commuters have longest ride to work in city -- report calls for desperately needed mass-transit improvements](#)

by Tom Wroblewski, *Staten Island Advance*, February 24, 2011

[Outer-boro commuter woes](#)

by Douglas Montero and Tom Namako, *New York Post*, February 24, 2011

[Commuter hell for NYC workers who need to travel to Queens, Bronx and Brooklyn for their jobs](#)

by Ben Chapmin and Erin Durkin, *New York Daily News*, February 24, 2011

[Report: Mass transit in outer boroughs is mediocre](#)

by Theresa Juva, *amNY*, February 23, 2011

[Is It Too Late To Change Our Manhattan-Centric Transportation?](#)

by Jaya Saxena, *Gothamist*, February 23, 2011

[Staten Islanders still face longest mass-transit commute in city, according to study](#)

by Tom Wroblewski, *Staten Island Advance*, February 23, 2011

[Is the city's transit too Manhattan-centric?](#)

by Benjamin Kabak, *2nd Ave. Sagas*, February 23, 2011

[To Stay Connected to Jobs, New Yorkers Need Better Bus Service](#)

by Noah Kazis, *Streets Blog*, February 23, 2011

[Report: Outer-borough jobs face trailing transit](#)

by Shane Dixon, *Kavanaugh Crain's New York Business*, February 23, 2011



Pathway to Prosperity

This [report](#), published on February 10th, provides the first comprehensive assessment of New York's Career Pathways initiative, which began in 2008. We give high overall marks to the program because it represents a major break from traditional job training programs, which have come in for criticism in recent years for emphasizing short-term job placements that don't necessarily prepare low-income individuals to obtain decent-paying jobs. The study finds that Career Pathways is a ground-breaking departure because it pushes the workforce development system beyond short-term job placements and towards long-term skills development.

While the study concludes that New York's Career Pathways pilot program is on the whole a positive experiment that deserves to be continued, it also finds that there are areas where improvements should be made. A key shortcoming is that in creating the program, the Legislature effectively barred community colleges from joining the Career Pathways program as a partner, a problem since community colleges are a key route by which low-skilled adults can achieve a postsecondary credential and build long-term skills.

CUF in the News

[Staten Island commuters have longest ride to work in city -- report calls for desperately needed mass-transit improvements](#)

by Tom Wroblewski, *Staten Island Advance*, February 24, 2011

[Outer-boro commuter woes](#)

by Douglas Montero and Tom Namako, *New York Post*, February 24, 2011

[Commuter hell for NYC workers who need to travel to Queens, Bronx and Brooklyn for their jobs](#)

by Ben Chapmin and Erin Durkin, *New York Daily News*, February 24, 2011

[Manhattan loses jobs as outer boroughs grow: study](#)

by Joan Gralla, *Reuters*, February 23, 2011

[Report: Mass transit in outer boroughs is mediocre](#)

by Theresa Juva, *amNY*, February 23, 2011

[Is It Too Late To Change Our Manhattan-Centric Transportation?](#)

by Jaya Saxena, *Gothamist*, February 23, 2011

[More NYC Residents Commuting in Outer Boroughs than Ever](#)

by Kate McGee, *WFUV Radio*, February 23, 2011

[Staten Islanders still face longest mass-transit commute in city, according to study](#)

by Tom Wroblewski, *Staten Island Advance*, February 23, 2011

[Is the city's transit too Manhattan-centric?](#)

by Benjamin Kabak, *2nd Ave. Sagas*, February 23, 2011

[To Stay Connected to Jobs, New Yorkers Need Better Bus Service](#)

by Noah Kazis, *Streets Blog*, February 23, 2011

[Report: Outer-borough jobs face trailing transit](#)

by Shane Dixon, Kavanaugh *Crain's New York Business*, February 23, 2011

[Dunkin Donuts dominates outer boroughs](#)

by Jessica Fragoso, *FIOS 1*, February 14, 2011

[Dunkin' Donuts leads local retail expansion](#)

by Adrienne Pasquarelli, *Crain's New York Business*, February 13, 2011

[Ruminations on Duane Reade](#)

by Williams Cole, *The Brooklyn Rail*, February 1, 2011

Follow the Center



Support the Center

Please consider making a donation to help support the Center for an Urban Future continue doing independent policy research to strengthen New York City and all of its neighborhoods.

