



NACTO Designing Cities Conference September, 2016
Measuring What Matters: Data-Driven Decision Making

New York City

Mobility Report

NYC Department of Transportation

May 2016



Mobility in Context

**Communicating
What Matters**

**Measuring
What Matters**

Granular / Longitudinal

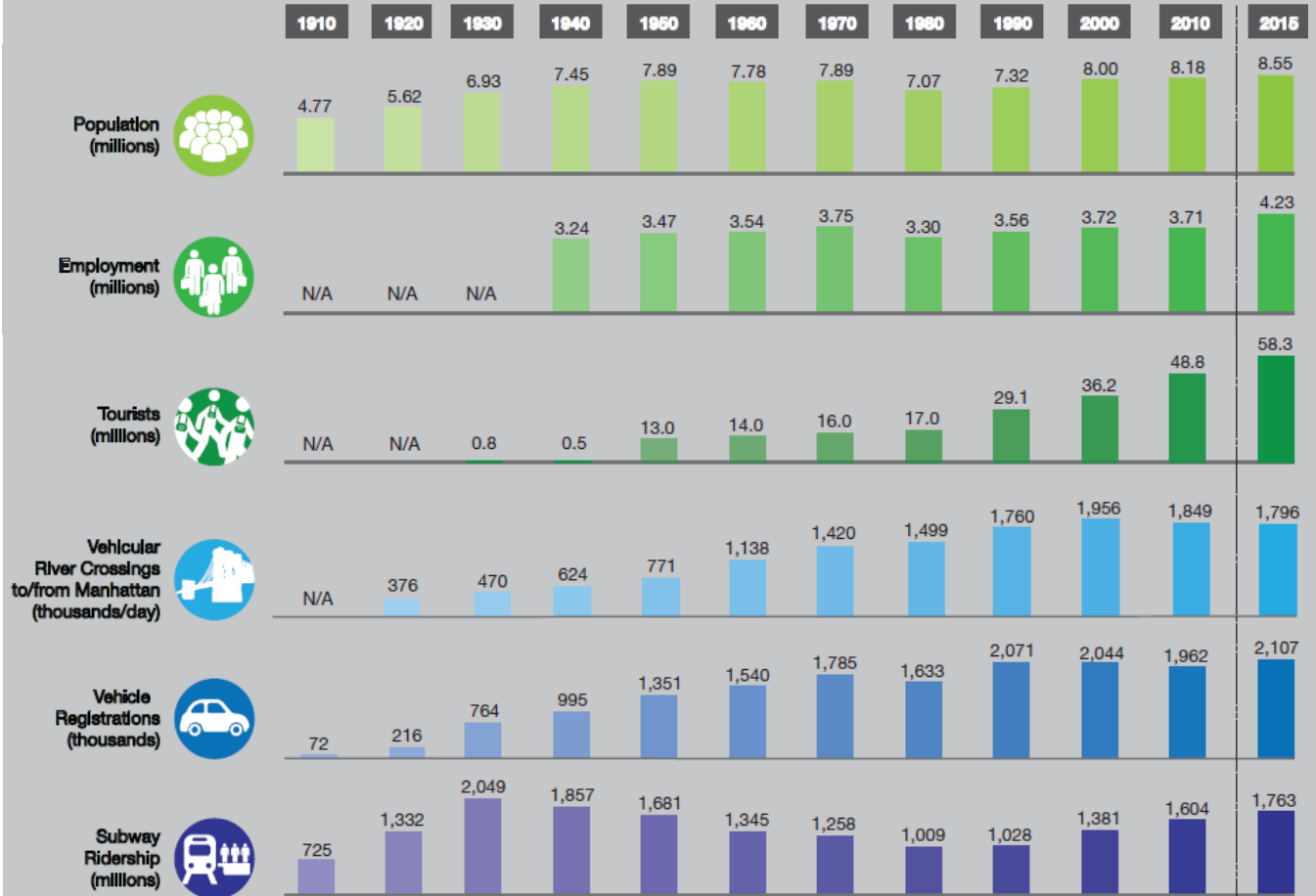
Transit-Specific / Contextual

Multimodal / Relational

Mobility in Context

New York City is currently hosting the highest number of residents, jobs, and tourists in its history.

NYC's transportation system has always been closely linked to the city's larger economic and demographic trends.



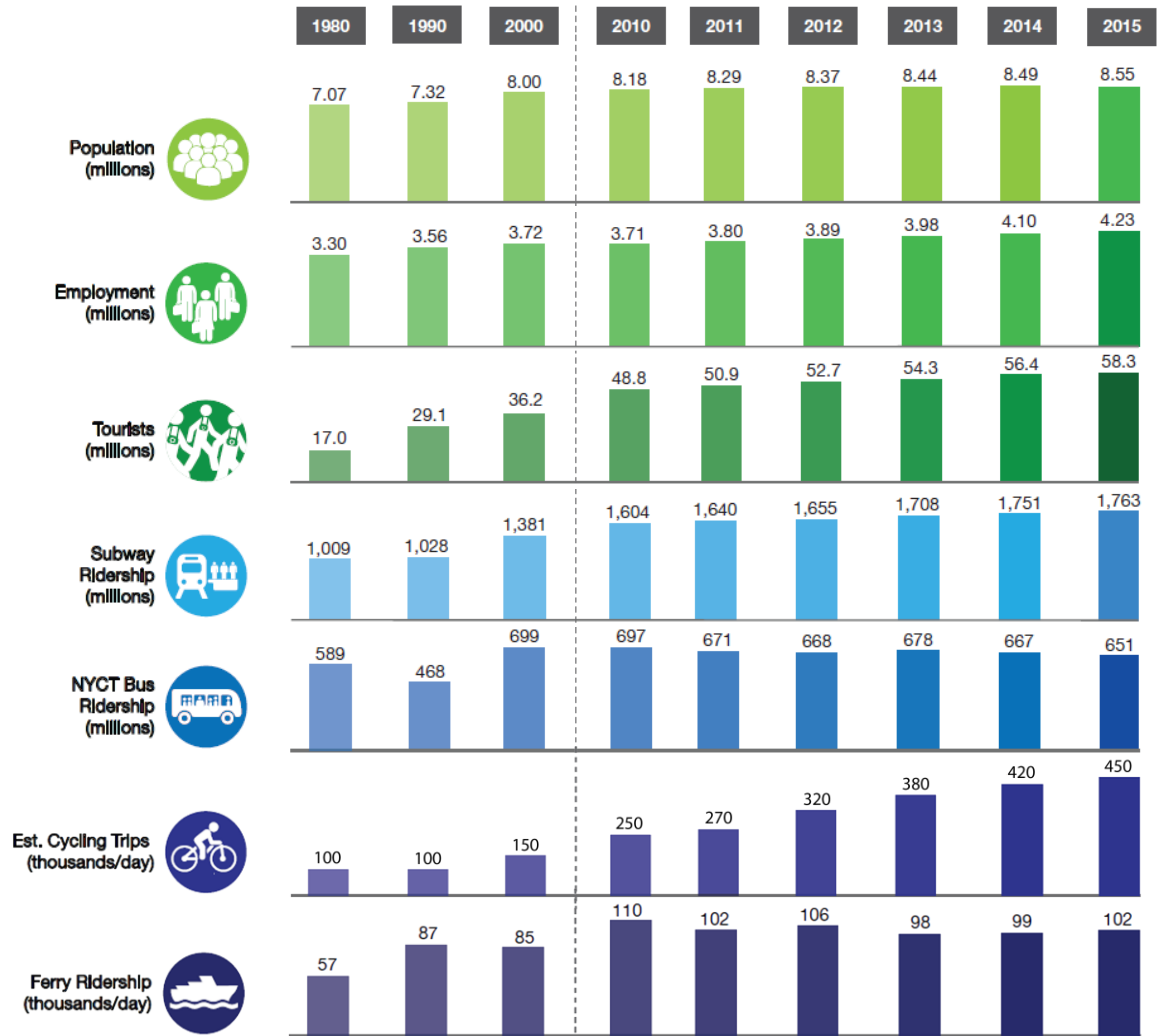
Recent Travel Trends

2010-2015:

- 500,000 new jobs
- 20% more tourists
- 10% more subway trips
- 6.5% fewer bus trips

2010-2015:

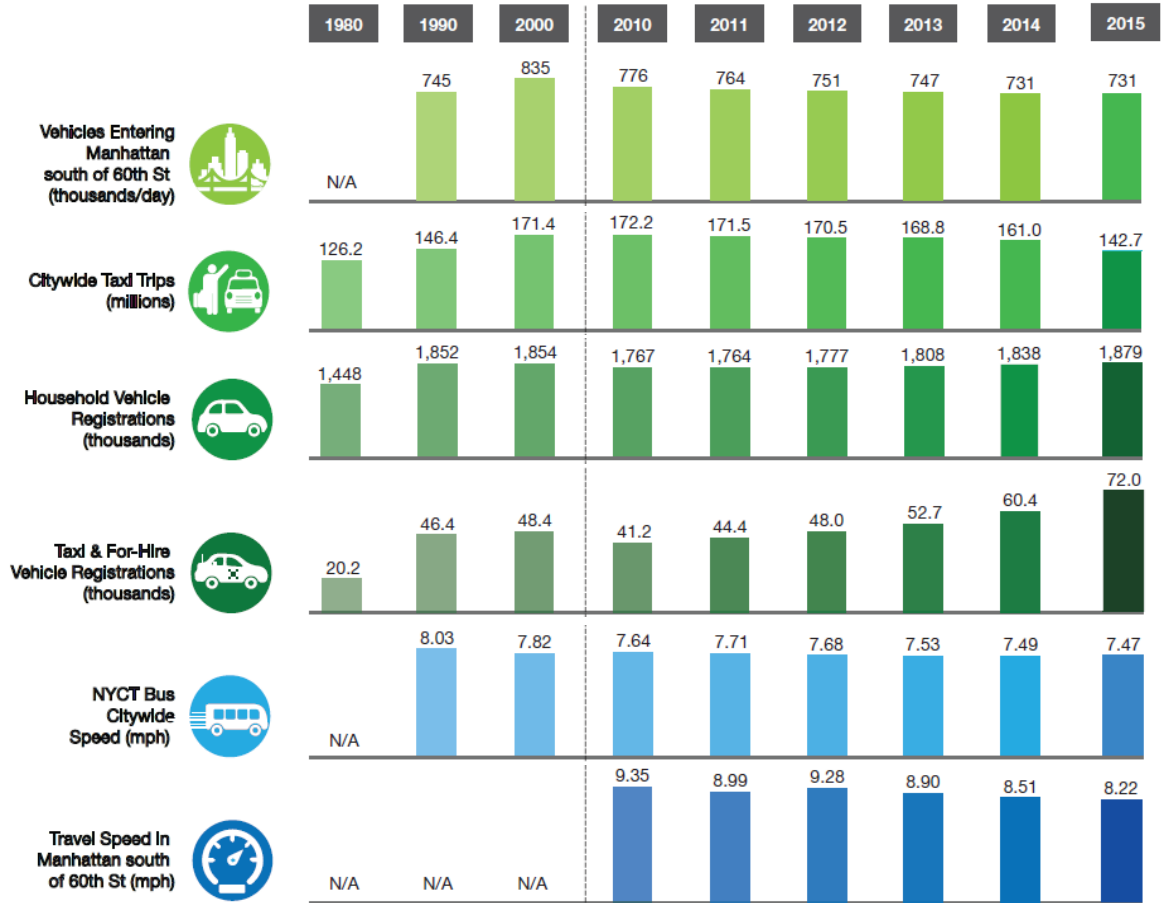
- 80% more cycling trips



Recent Travel Trends

2010-2015:

- 75% more annual taxi/FHV registrations
- 17% fewer yellow cab trips
- Travel speeds in Manhattan south of 60th down 20%
- Per capita car ownership steady at 0.22 household vehicles per resident



Mobility in Context

In 2015, there were:

45,000 fewer vehicles entering the Manhattan Central Business District per weekday than in 2010

A reduction greater than the total number of vehicles crossing the Manhattan Bridge into the CBD each day

159 million more annual subway trips than in 2010

An addition exceeding the annual total of all trips on San Francisco's BART system

46 million fewer annual New York City Transit bus trips than in 2010

A reduction greater than the annual ridership of the bus system serving San Antonio

520,000 jobs added since 2010

The equivalent of absorbing the entire labor force of the State of Montana

370,000 more New York City residents since 2010

These new New Yorkers alone exceed the population of Tampa, FL

10 million more tourists than in 2010

An addition equivalent to all the tourists that visited New Orleans

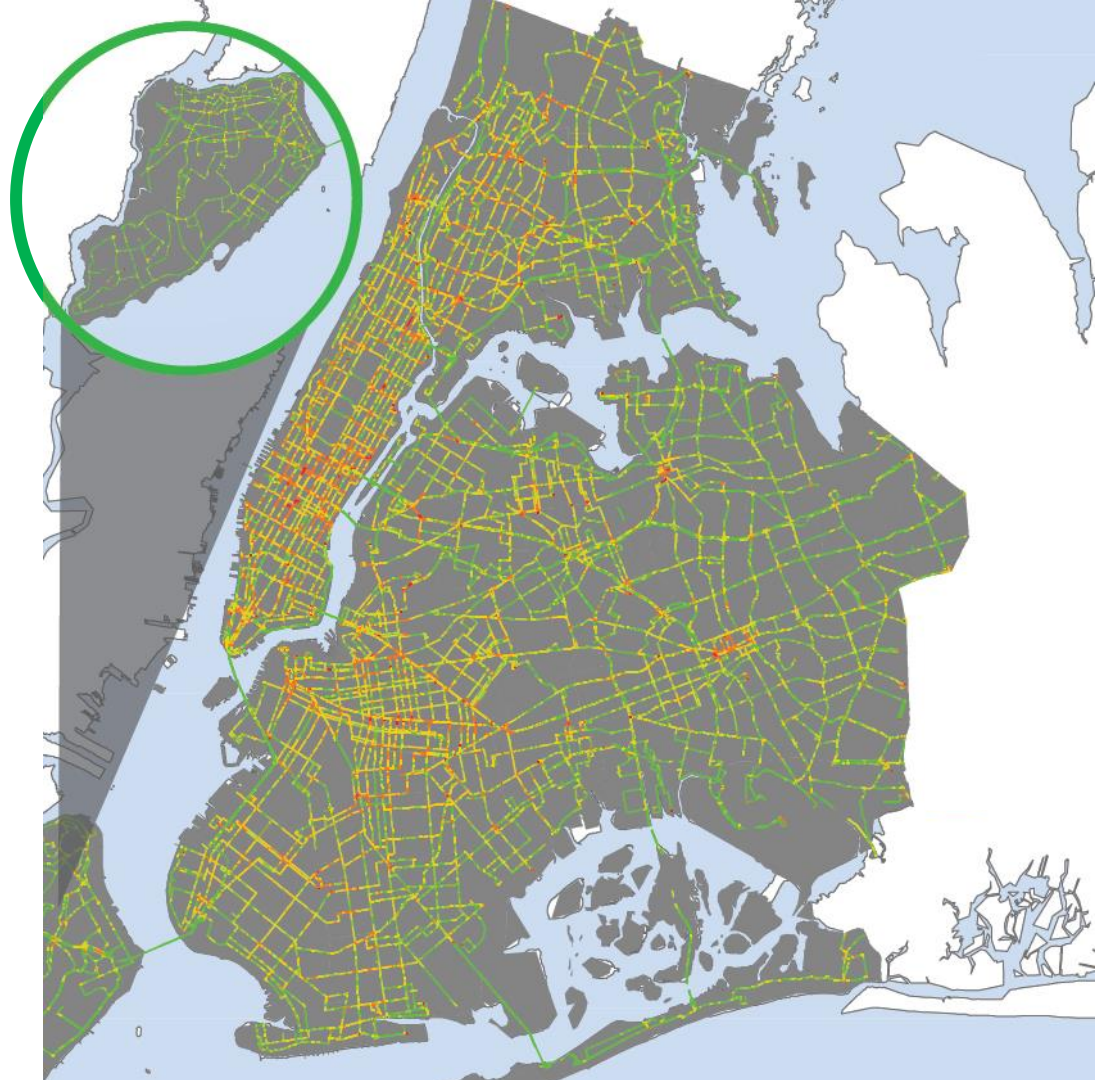
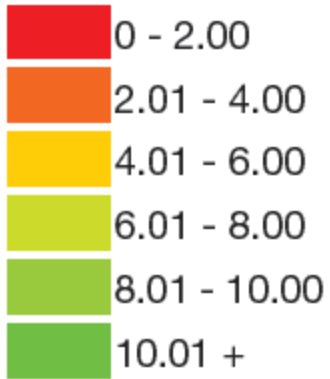
190,000 more daily cycling trips than in 2010 (using the most recent data for 2014)

An increase equivalent to the total number of daily cycling trips in Chicago

Citywide Bus Speeds

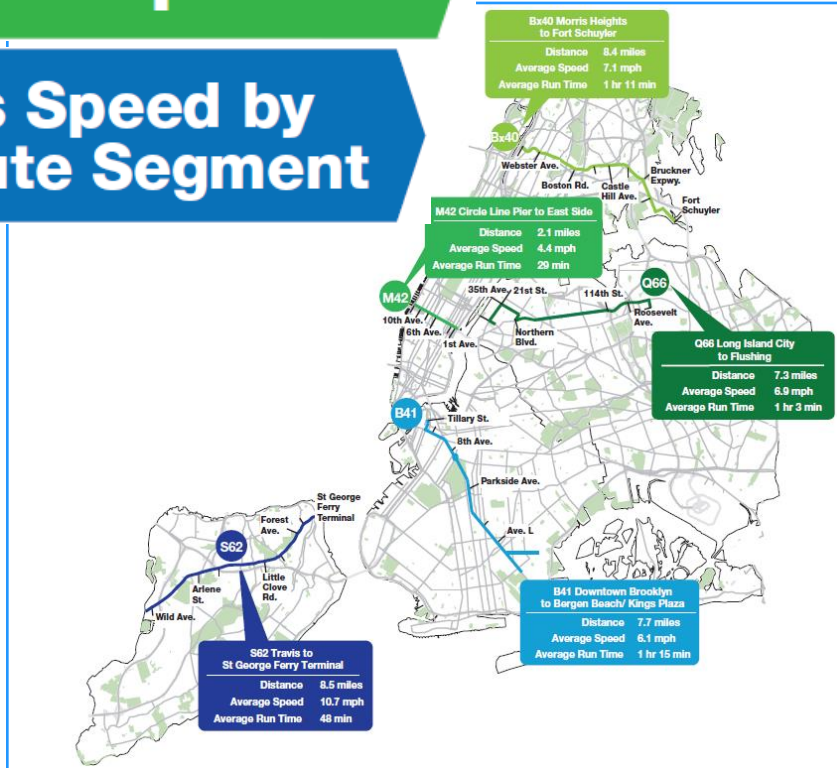
NYCT Bus Speeds
Weekdays 4 p.m. - 6 p.m.

Speed (mph)

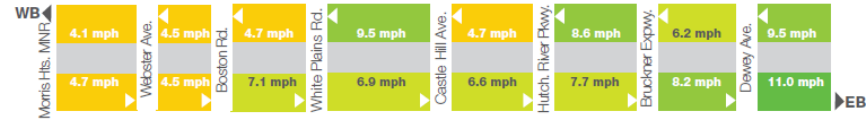


Citywide Bus Speeds

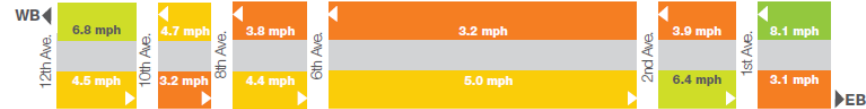
Bus Speed by Route Segment



Bx40 Tremont Av Crosstown from Morris Heights to Fort Schuyler



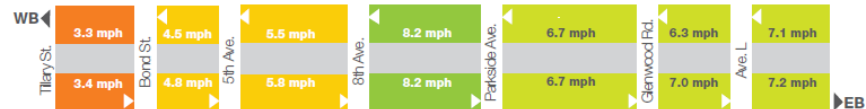
M42 42nd St Crosstown from Circle Line Pier to East Side



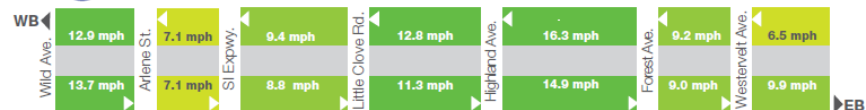
Q66 Northern Blvd from Long Island City to Flushing



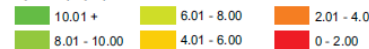
B41 Flatbush Av from Downtown Brooklyn to Bergen Beach/Kings Plaza



S62 Victory Blvd from Travis to St George Ferry Terminal



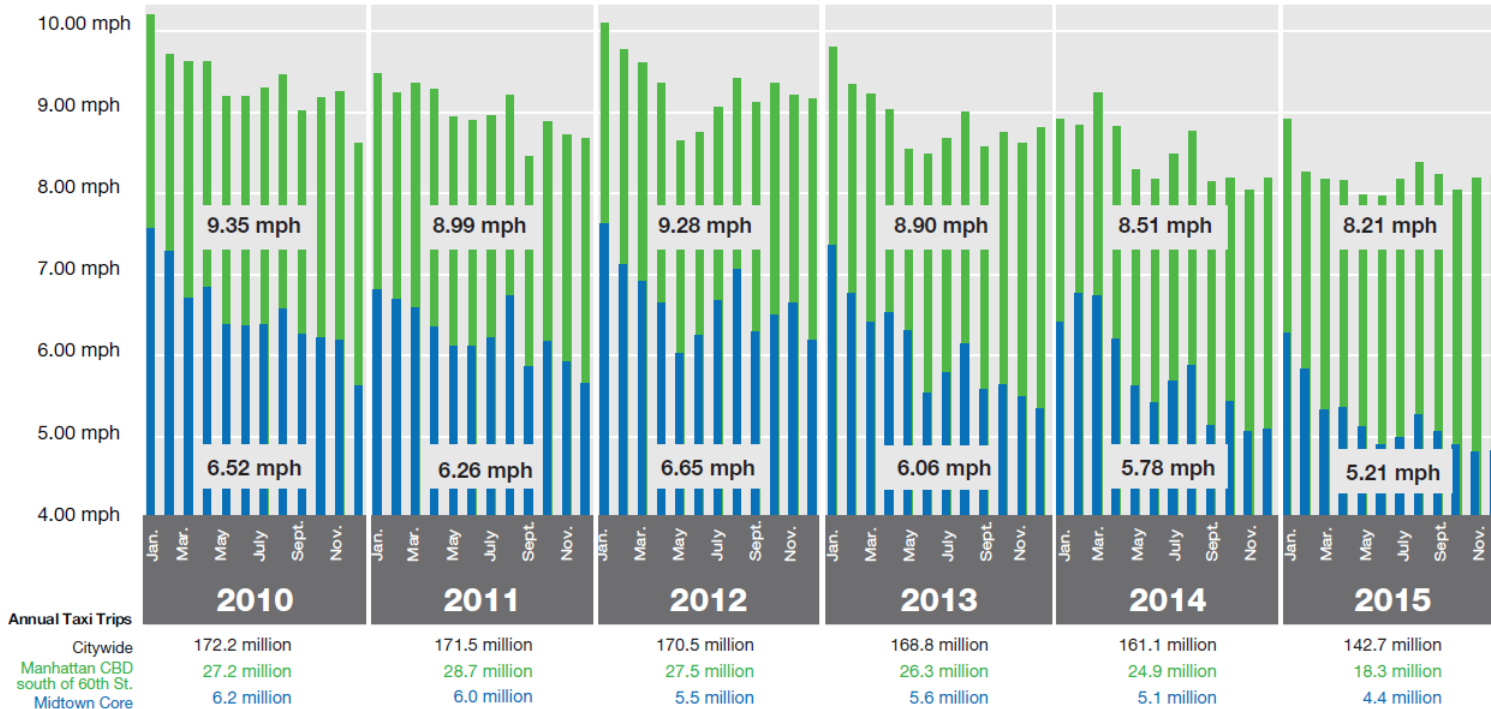
Speed (mph)



WB: Westbound
 EB: Eastbound

CBD & Midtown Taxi Speeds

Average Taxi Speeds in Manhattan CBD and the Midtown Core 2010-2015



Average taxi speeds in the Midtown Core are 37% (over 3 mph) slower than those in the rest of Manhattan south of 60th Street.

Citi Bike & Taxis in Midtown



For all trips that begin and end in the Midtown Core, Citi Bikes are at least 2 mph faster and \$6 cheaper than taxis.

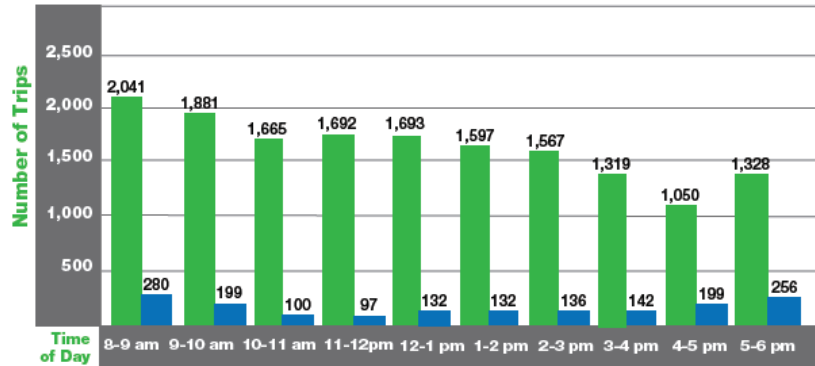
Taxi Trips that Start & End in Midtown Core on a Typical Fall Day 2015, 8 a.m. - 6 p.m.

Length (miles)	Trips	%	Avg. Time (m/s)	Avg. Speed (mph)	Avg. Cost
0 - 0.5	3,137	20%	5:40	4.2	\$7.08
0.5 - 1	7,940	50%	10:01	4.7	\$9.59
1 - 1.5	3,820	24%	15:25	4.9	\$12.83
1.5 - 2	828	5%	20:18	5.1	\$15.76
2 +	112	1%	24:18	5.5	\$18.37
Total	15,837	100%			

Citi Bike Trips that Start & End in Midtown Core on a Typical Fall Day 2015, 8 a.m. - 6 p.m.

Length (miles)	Trips	%	Avg. Time (m/s)	Avg. Speed (mph)	Avg. Cost
0 - 0.5	218	13%	4:19	6.7	\$1.05
0.5 - 1	700	42%	7:16	7.3	\$1.05
1 - 1.5	600	36%	10:21	7.8	\$1.05
1.5 - 2	150	9%	13:54	7.8	\$1.05
2 +	6	0%	18:28	7.5	\$1.05
Total	1,673	100%			

Taxi and Citi Bike Trips Wholly within the Midtown Core by Hour on a Typical Fall Day 2015



Thank You

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