

THE WALL STREET JOURNAL.

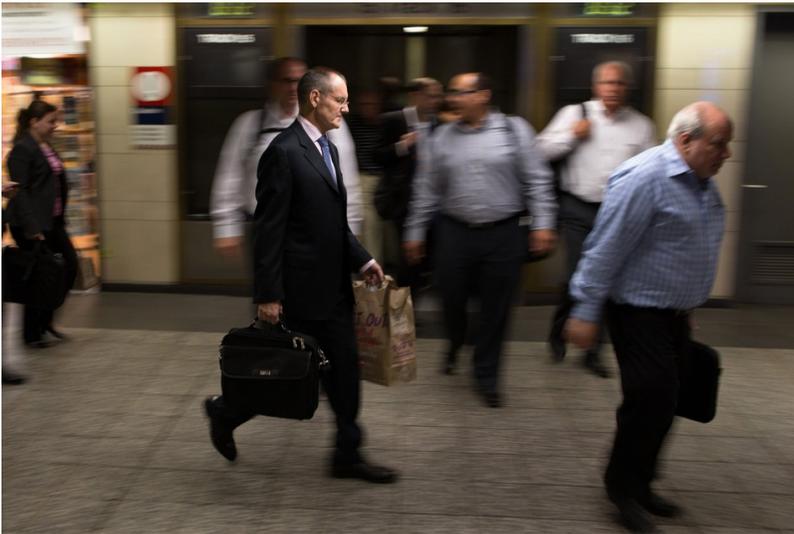
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NY TRANSIT

Report Connects Jobs, Transportation Web

MetroCard Seen as a Key to Betterment



A new report calls mass transit, not education, the path to economic mobility in New York City. *KEVIN HAGEN FOR THE WALL STREET JOURNAL*

By **ANDREW TANGEL**

Updated Jan. 2, 2015 10:41 p.m. ET

Residents of the northern section of Chelsea live within an hour's commute via public transit from 4.8 million jobs, the greatest of any New York City neighborhood, according to a new report.

The ZIP Code with the fewest was in southern Staten Island, with 42,275 jobs within an hour by public transportation during the Monday-morning rush.

The findings were laid out in a new report by the Rudin Center for Transportation Policy and Management at New York University, which examined the relationships between transit access, income and employment.

“In New York, mass transit is the path to economic mobility, not education,” said Mitchell Moss, the center’s director. “It’s far more important to have a MetroCard than a college degree.”

In some ways, the report’s findings aren’t entirely surprising: New Yorkers who can afford to live in the middle of transit-rich Manhattan have relatively easy access to jobs in the surrounding boroughs and more distant suburbs.

But the report nonetheless highlights the inextricable links between the region’s transportation network and economy as political leaders and the Metropolitan Transportation Authority and other agencies decide how to pay for transit projects.

Four major subway corridors cross under the northern section of Chelsea on Manhattan’s west side in the 10001 ZIP Code: the lines along Sixth, Seventh and Eighth avenues and Broadway.

The area, with a population of about 21,000, is home to New York Penn Station, the terminus for two commuter rail lines, the Long Island Rail Road and NJ Transit. The PATH train connecting Manhattan and northern New Jersey also has a stop at nearby Herald Square.

By contrast, the 10309 ZIP Code on the southern end of Staten Island, with a population of about 32,000, is served by a single train line, the Staten Island Railway.

The line connects riders to the St. George ferry terminal at the borough’s northern tip. Meanwhile, 74% of residents in the ZIP Code rely on cars to get to work, according to the report.

The NYU report ranked 177 of New York City’s ZIP Codes by the number of jobs within an hour’s commute during the Monday morning rush.

The report, relying on U.S. Census Bureau data and Google Maps, looked at trip times by modes such as train, bus or ferry.

Of the top 59 ZIP Codes, it found the highest median household income (\$79,148) and lowest unemployment rate (8.3%). More than 79% of residents living in these areas

commute by transit or walking.

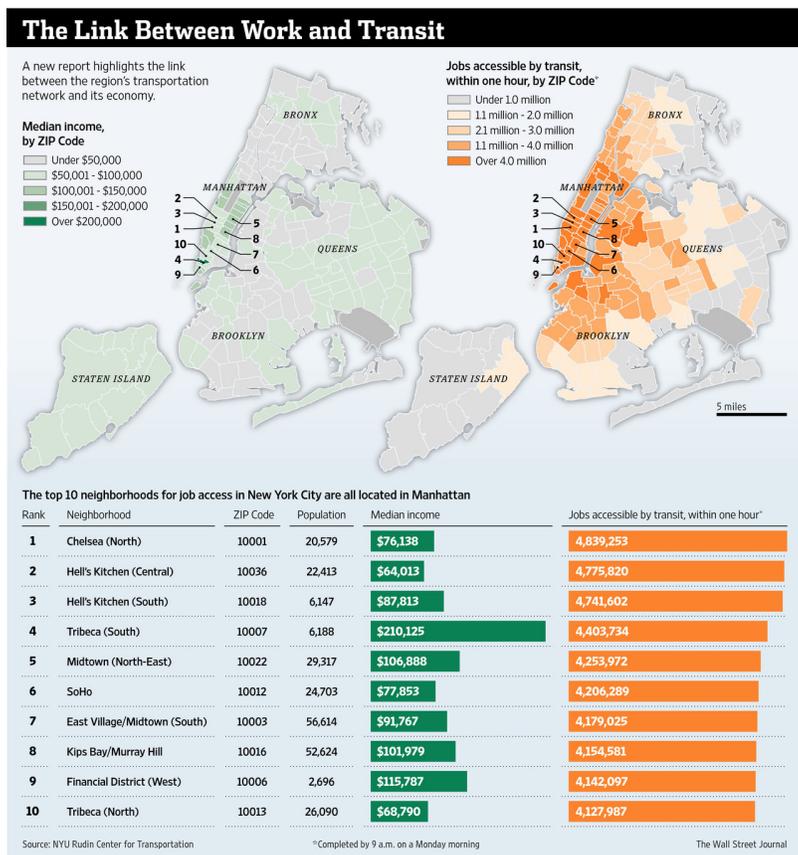
The middle third had the lowest median household income (\$46,773) and highest unemployment rate (11.7%). The report said these areas had enough transit access to commute effectively but too few options to provide significant job opportunities.

The bottom third of the ZIP Codes together had a lower median household income (\$61,381) and higher unemployment rate (9.7%). About 44% of residents living in those areas commute by transit or walking.

The NYU report offers recommendations such as expanding car- and bike-sharing options and rolling out so-called bus-rapid transit in outer-borough areas outside the subway network.

They come as the Metropolitan Transportation Authority considers how to fund the next five years of major repair and spending projects. The authority operates the city's subway and buses, as well as two major commuter lines and key bridges and tunnels. It has yet to identify how it will pay for \$15 billion of a \$32 billion capital plan that runs from 2015 through 2019.

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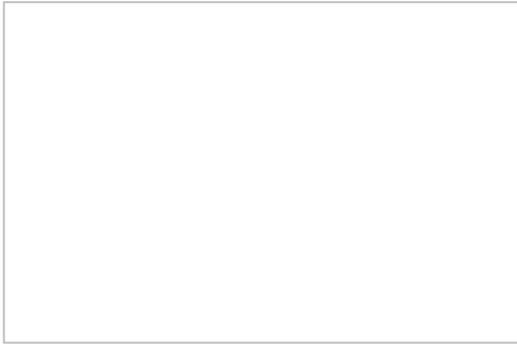
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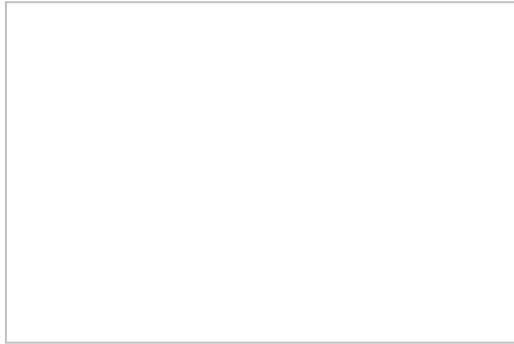
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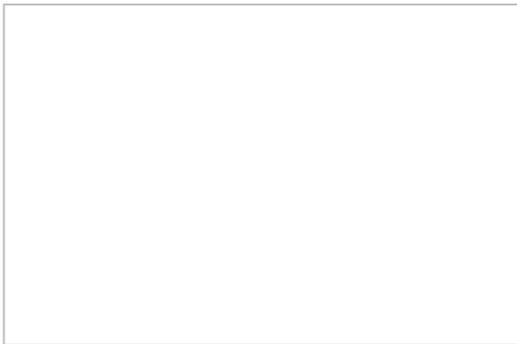
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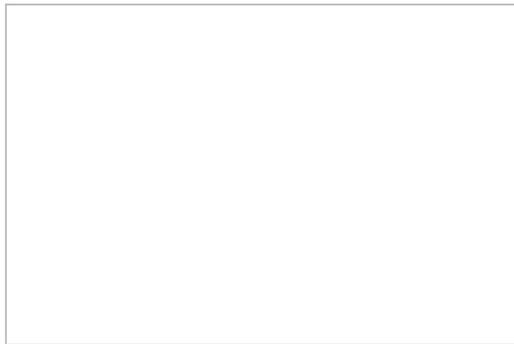
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