

Chapter 3. Overview of New York City

Introduction

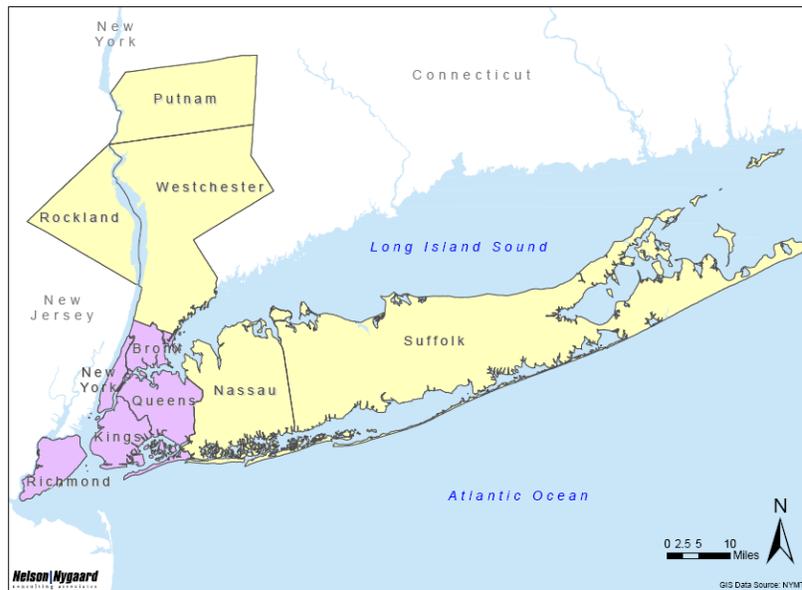
The purpose of this chapter is to introduce general characteristics of the NYC subregion and each of the five boroughs, to give some context to the information on public transportation and community transportation services that is included in Chapter 4. The boroughs are shown within the larger NYMTC region in Figure 3-1.

First, a general profile of the subregion is represented and discussed. This is followed by general profiles of each of the five boroughs. Each profile documents population and population growth, land area, population density, and general demographic characteristics, such as age, income and employment. For the general profile of the subregion, tables are broken down by borough. For the general profile of the boroughs, tables are broken down by zip code. A more detailed look at the demographic characteristics of older adults, persons with disabilities, and persons with low income is presented at the beginning of Chapter 5.

Profile of New York City

New York City is the most densely populated city in the United States. It encompasses five distinct boroughs: the Bronx (Bronx County); Brooklyn (Kings County); Manhattan (New York County); Queens (Queens County); and Staten Island (Richmond County). The city also lies at the center of the heavily urbanized New York metropolitan area, which includes parts of three states (New York, New Jersey, and Connecticut) and has an estimated population of nearly 20 million people (US Census).

Figure 3-1 New York City Subregion



New York City is unique among American cities for a variety of reasons, including the overall density and diversity of its population. The population’s diversity stems from its historic role as the gateway to the United States, highlighted by the Statue of Liberty and Ellis Island. New York

City's continued importance as an entry point for new immigrants is demonstrated by the fact that nearly 170 languages (per the New York City Department of Planning) are spoken in the city and an estimated 36 percent of the population was born outside of the United States (US Census).

New York City is also geographically unique. It is a city of islands with four of the five New York City boroughs on islands (Manhattan, Staten Island, and Long Island, where Brooklyn and Queens are located). Only the Bronx is on the New York State mainland. New York City's islands and boroughs are separated by a series of rivers and waterways. Manhattan, for example, is separated from New Jersey by the Hudson River, and the Harlem and East Rivers separate Manhattan from the Bronx and Long Island. Long Island Sound separates the Bronx from Queens. Staten Island is separated from Brooklyn, Manhattan, and New Jersey by New York Harbor. Thus the city's urban infrastructure consists of ferries, bridges and tunnels, including subway tunnels.

Area

New York City's land area is approximately 469 square miles, which include 304 square miles of land and 165 square miles of water (see Figure 3-2). The land area of New York is roughly equivalent to Kansas City (305 square miles) and slightly larger than Augusta, Georgia (302 square miles).

Within New York City, the two boroughs on Long Island are substantially larger geographically than their counterparts. With a land area of 109 sq mi, Queens is by far the largest borough, with Brooklyn representing the next largest land area of 71 sq mi. The Bronx and Manhattan are the smallest with only 42 and 23 sq mi respectively.

Figure 3-2 NYC Subregion Area by Borough

	Total Area (Sq. Miles)	Land Area (Sq Miles)
Bronx	57	42
Brooklyn	97	71
Manhattan	34	23
Queens	178	109
Staten Is.	103	59
NYC	469	304

Source: US Census (2000); figures are rounded estimates

Population and Population Growth

New York City has been the most populated city in the United States since 1790, when it surpassed Philadelphia. By the year 1900, NYC already contained 3.4 million residents. The population of NYC more than doubled over the next 50 years, growing to 7.89 million residents in 1959. The population growth stemmed from a series of domestic and international immigration, including domestic immigration from the southern states in the 1920s and the post World War II boom, which brought large numbers of European immigrants to New York City.

Between 1950 and 1980, population growth slowed considerably. New York City experienced economic problems in the 1960s and 1970s and the city suffered from social unrest created by racial tensions, and rising crime rates that continued until the 1970s. Indeed, between 1970 and

1980, NYC lost 10 percent of its residents. New York City recovered from this period of unrest and the 1980s saw a resurgence in the financial industry, lower crime rates, an ease in the racial tensions and a new wave of immigrants from Asia and Latin America. The population of NYC has grown considerably since 1980, surpassing 8 million people by 2000.

From 2000 to 2007, the city grew 3.3 percent, from 8 million to nearly 8.3 million residents. This is a faster rate of growth than the 1.7 percent experienced by New York State, but much lower than the national growth rate of 7.2 percent, reflecting the national trend of slower growth in the northeast as compared with the “sun belt” in the southeast and southwest.

The population and population growth of each borough is shown in Figure 3-3. Among the boroughs, Brooklyn has the highest population (as of 2007) at over 2.5 million, while Staten Island, at nearly 444,000 is the least populated of the boroughs. In terms of growth as a percentage, Staten Island experienced the greatest population growth from 2000 to 2007, at 8.5 percent, while Queens experienced the least population growth, at 1.8 percent.

Figure 3-3 NYC Subregion Population and Population by Borough

	2000 Pop.	%	2007 Pop.	%	Change	% Change
Bronx	1,332,650	16.6%	1,373,659	16.6%	41,009	3.1%
Brooklyn	2,465,326	30.8%	2,528,050	30.6%	62,724	2.5%
Manhattan	1,537,195	19.2%	1,620,867	19.6%	83,672	5.4%
Queens	2,229,379	27.8%	2,270,338	27.4%	40,959	1.8%
Staten Is.	443,728	5.5%	481,613	5.8%	37,885	8.5%
NYC	8,008,278		8,274,527		266,249	3.3%

Source: US Census (2000); figures are rounded estimates

Population Density

As shown in Figure 3-4, NYC has a population density of more than 26,000 people per square mile (Census 2000). In comparison, the second largest city in the United States, Los Angeles, covers 469 square miles of land and has a population density of 8,200 people per square mile.¹

Note that the 26,000 people per square mile average is skewed downward by the inclusion of Staten Island. With the third largest land area but the lowest population, Staten Island exhibits a population density of only 7,600 people per square mile. On the other end of the density spectrum, Manhattan holds the title of the most densely populated county in the US. With the smallest land area and the third largest population of the boroughs, Manhattan has the incredible population density of nearly 67,000 people per square mile.

¹ 2000 Census and 2007 American Fact Finder

Figure 3-4 Population Density by NYC Borough (2000)

	2000 Pop.	Area (Sq Mi)	Density
Bronx	1,332,650	42	31,709
Brooklyn	2,465,326	71	34,916
Manhattan	1,537,195	23	66,940
Queens	2,229,379	109	20,409
Staten Is.	443,728	59	7,587
NYC	8,008,278	304	26,257

Source: US Census (2000); figures are rounded estimates

Population Age Distribution

The median age of New York City residents is 35.9, which is slightly lower than the median for New York State (37.0) and the US as a whole (36.4). As shown in Figure 3-5, older adults account for 12 percent of the population, while 64 percent of the residents are between the ages of 18-64.

The share of population over 65 years old remains constant (10% to 13%) across the boroughs, however, in absolute terms Brooklyn has nearly 283,000 older adults, while Staten Island has only 51,000.

Children under the age of 18 account for 24 percent of the city's total population but the share ranges across the city from only 17 percent in Manhattan up to 30 percent in the Bronx.

Figure 3-5 NYC Subregion Age Distribution by Borough (2000)

		Under 18	18-64	65 and Over	Total	Percentage of Citywide total
Bronx	Population	397,372	801,330	133,948	1,332,650	17%
	Percentage	30%	60%	10%		
Brooklyn	Population	662,499	1,520,169	282,658	2,465,326	31%
	Percentage	27%	62%	11%		
Manhattan	Population	257,916	1,092,503	186,776	1,537,195	19%
	Percentage	17%	71%	12%		
Queens	Population	509,224	1,437,113	283,042	2,229,379	28%
	Percentage	23%	64%	13%		
Staten Is.	Population	113,258	279,037	51,433	443,728	6%
	Percentage	26%	63%	12%		
NYC	Population	1,940,269	5,070,645	937,857	8,008,278	100%
	Percentage	24%	64%	12%		

Source: US Census (2000); figures are rounded estimates

Persons with Disability

New York City is home to a proportionately large population of persons with a disability over the age of five (1,815,012 as of the 2000 Census), representing 23 percent of the total population, or 25 percent of the population over five. In comparison, persons with a disability are only 19 percent of New York State's population and 18 percent of the nation's population.

Income

A defining characteristic of New York City is the disparity in individual and household incomes. Despite being one of the wealthiest urban areas in the world, NYC has a large population of low income residents. Consequently, NYC's median income (\$38,293 according to the 2000 US Census) is lower than New York State (\$43,393) and the national average (\$41,994). With 2.4 million people qualifying as low income, the city's low income percentage is approximately 30 percent, compared to the national average of 20 percent.

Employment

New York City is an international hub of business and commerce and one of the largest urban economies in the world. It is the largest regional economy in the United States and is a major center for finance, insurance, real estate, media and the arts in the United States. NYC's signature industry is the financial sector, represented by Wall Street, which is the world largest stock exchanged (measured by daily trading volumes). The financial sector accounts for 35 percent of the employment income in New York City. Other major industries include real estate, television and film, creative industries (advertising, fashion, design and architecture) as well as high tech industries, medical research and education. Manufacturing is also an important industry in NYC, although it has held a declining share of employment. In total, there are some 3.2 million jobs².

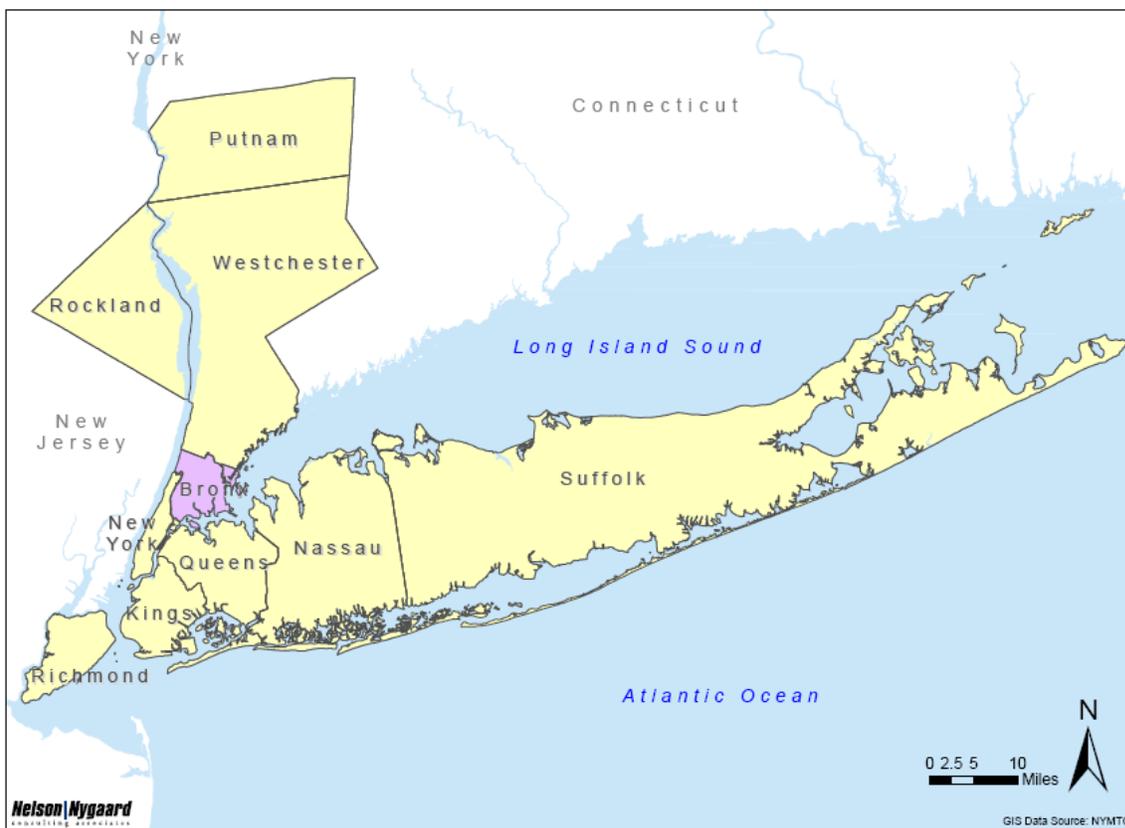
² "Employment in New York – October 2008", New York State Department of Labor Quarterly Newsletter, published by the Division of Research and Statistics.

Profile of the Bronx

Overview

As shown in Figure 3-6, the Bronx is the northernmost borough in New York City. Bordering the Bronx is Westchester County (and the cities of Yonkers and Mount Vernon) to the north, the Hudson and Harlem Rivers to the west, Long Island Sound to the East, and the East River to the south. With a population between 1.3³ and 1.4 million people, which reflects 17 percent of NYC’s population, the Bronx is second lowest in population among the five boroughs. The Bronx is world famous for being the home of Yankee Stadium and the Bronx Zoo. The main campus of Fordham University is also located in the Bronx.

Figure 3-6 Bronx Location within the NYMTC Region



Several interstate highways and parkways crisscross the borough, as shown in Figure 3-7. These include I-87 (the New York Thruway) I-95 (Cross Bronx Expressway), I-278 (Bruckner Expressway), I-695 (The Throgs Neck Expressway), I-295, I-895, the Hutchinson Parkway, Saw Mill River Parkway, and the Bronx River Parkway. The Bronx is connected to Manhattan by several bridges, and to Queens by The Throgs Neck Bridge, The Whitestone Bridge, and the Robert F. Kennedy-Triborough Bridge.

³ American Fact Finder, US Census 2000

Figure 3-7 Bronx Detail



The Bronx is served by public transportation services operated by the Metropolitan Transportation Authority. Several subway lines connect the Bronx to Manhattan (1, 2, 4, 5, 6, B, and D), some of which (2, 4, 5, B, and D) continue on to Brooklyn. No subway line directly connects the Bronx with Queens, though two bus routes (the QBx1 and the Q44) do. In addition to these subway lines, local and limited stop buses provide circulation within the borough while express buses provide commuter services connecting the Bronx to Manhattan. Metro-North also provides commuter rail service between the Bronx and Manhattan, as well as providing reverse commute services to work destinations in the Lower Hudson Valley and Connecticut. Access-A-Ride services are available throughout the borough providing curb to curb services for qualified passengers. Westchester Bee-Line also provides services in the Bronx.

Area

Geographically, the Bronx is the second smallest borough, covering 42 square miles of land. It sits just north of Manhattan and just south of Westchester County and is the only borough directly connected to the mainland.

Population and Population Growth

As shown in Figure 3-3, the Bronx's population in 2000 was 1,332,650, second smallest (to Staten Island) of the five boroughs. By 2007, the Bronx population had grown to 1,373,659, an increase of 3.1 percent from 2000.

Total population by zip code is presented in Figure 3-8. The most populated zip code is 10467 in Fordham, with a 2000 population of 96,340.

Population Density

As shown in Figure 3-8, the population density of the Bronx in the Year 2000 was 31,709 people per square mile, meaning the Bronx's population density is the third highest of the boroughs and fairly similar to Brooklyn, which has 34,916 persons per square mile. In comparison, the population density of NYC as a whole was 26,257 persons per square mile in 2000. For the same year, the population densities of New York State and United States were 402 and 80 persons per square mile, respectively.

Total population density by zip code is also shown in Figure 3-8. Local densities ranged from 36 persons per square mile in zip code 10464 in Pelham to 86,883 persons per square mile in zip code 10453 in the Morris Heights section of the Bronx.

Population Age Distribution

The median age of residents of the Bronx is 31.2 years old, compared to New York City overall (35.9) and the US (36.4). According to the US Census, there were approximately 134,000 older adults living in the Bronx in 2000, accounting for 10 percent of the population. Figure 3-5 shows the distribution of the borough's older adult population. Overall, the density of older adults was 3,189 persons per square mile in the Bronx in 2000.

Population of Persons with Disabilities

There were 340,121 persons with disabilities living in the Bronx in 2000, accounting for about 28 percent of the total population, and resulting in a density of 8,098 persons with disabilities per square mile.

Income

Residents of the Bronx earned a median household income of about \$28,000 in 2000, the lowest median income in NYC. The Bronx has a high percentage of low income residents, with 31 percent of the borough's population or 395,263 persons living below the poverty level, and with a density of 9,411 low income persons per square mile.

Figure 3-8 Bronx Population and Population Density Distribution by Zip Code (2000)

ZIP Code	General Area	Square Miles	Total Population	
			Population	Density
10467	Fordham	2.82	96,340	34,105
10453	Morris Heights	0.91	79,319	86,883
10468	Fordham	1.09	78,243	71,517
10457	Tremont	1.23	73,979	59,935
10456	High Bridge	1.07	73,538	68,971
10458	Fordham	1.22	72,245	59,347
10452	High Bridge	0.96	70,443	73,474
10462	Pelham	1.47	69,936	47,457
10466	Edenwald	2.07	69,536	33,647
10472	Parkchester	1.11	65,368	58,813
10469	Edenwald	2.56	62,822	24,571
10473	Soundview	2.09	60,718	29,096
10463	Kingsbridge	1.74	56,921	32,756
10460	Tremont	1.64	52,034	31,671
10461	Pelham	2.30	48,820	21,239
10465	Throgs Neck	3.73	42,008	11,248
10451	High Bridge	1.03	41,902	40,637
10459	Hunts Point	0.87	40,999	47,317
10455	Mott Haven	0.71	38,132	53,600
10475	Co-Op City	1.14	36,614	31,988
10454	Mott Haven	1.07	35,412	33,238
10471	Riverdale	2.87	25,283	8,810
10470	Woodlawn	0.88	16,089	18,263
11370	Riker's Island*	0.65	12,581	19,468
10474	Hunts Point	1.49	11,153	7,492
10464	Pelham	0.41	4,402	10,608
10475	Co-Op City	0.26	530	2,020
10464	Pelham	2.70	97	36

Source: US Census (2000); figures are rounded estimates

*Riker's Island is politically part of the Bronx, though it has a Queens zip code. The US Census includes it in Bronx County, and it remains here in the Census analysis presented in this chapter.

Employment

Approximately 51 percent of the Bronx's population is in the labor force. As of July 2008, the unemployment rate in the Bronx was 6.5 percent. Roughly 41 percent of the population works in the Bronx, while 47 percent work outside, including a large segment commuting to Manhattan and Westchester County and Stamford, CT. Most of the jobs within the borough are in the educational, health, and social services industries. Another key characteristic of the Bronx's economy is the scale of the borough's employers; according to the US Census, 89 percent of the businesses operating in the Bronx had a workforce of 20 employees or less. The Bronx's commercial activity is located at major cross-roads such as Fordham Plaza near the intersection of Fordham Road and Grand Concourse, the hub at Webster Avenue and 149 Street, and the courthouse area located at 161 Street and Grand Concourse. Along major corridors there is some commercial activity. There are also a number of office parks located in the eastern parts of the Bronx.

Profile of Brooklyn (Kings County)

Overview

Brooklyn (Kings County) is New York City's most populous borough with a population of 2.5 million people (US Census), accounting for nearly 31 percent of the total NYC population. Forecasts suggest that Brooklyn will retain this status for the next few decades. Brooklyn is known for a series of distinct neighborhoods that reflect the borough's extensive population and geographic diversity. Brooklyn is also the only borough outside of Manhattan with a distinct downtown area. As shown in Figure 3-9, Brooklyn is situated at the western end of Long Island. As such it has a long beachfront and is home to Coney Island. The county is bordered by Queens to the north and east and is situated across the East River from Manhattan, and across New York Harbor from Staten Island.

Figure 3-9 Brooklyn Location within the NYMTC Region



As shown in Figure 3-10, the one major interstate highway that serves Brooklyn is I-278 (the Queens Expressway and the Gowanus Expressway), that leads both to the Shore Parkway, serving the south eastern parts of Brooklyn and connecting to Queens, JFK Airport, the Southern State Parkway, and points east on Long Island, and to the Verrazano Bridge and Staten Island. Brooklyn is connected to Manhattan by the Williamsburg Bridge, the Manhattan Bridge, the Brooklyn Bridge, and the Brooklyn Battery Tunnel. Brooklyn is connected to Staten Island by the Verrazano Narrows Bridge; however, there are no subway lines or ferries connecting the two boroughs directly.

Brooklyn is served by MTA NYCT subways. Only eight of the 26 subway routes do not operate in Brooklyn (1, 6, 7, E, V, W, and two shuttle routes). The A, G, J, M, and Z subway lines directly connect Brooklyn to Queens; with the J and Z lines serving the Jamaica Center transit hub, and the A, J and Z lines providing convenient links with AirTrain which connects with JFK Airport. The

that were recently dominated by middle or low income families are experiencing rising rents that are moving these families further out into the borough. These outer neighborhoods, such as Canarsie, have far fewer transit opportunities than northern and central Brooklyn, compromising some individuals' and families' mobility.

Area

Geographically, Brooklyn is the second largest borough, covering 71 square miles.

Population and Population Growth

Brooklyn is defined by its cultural and ethnic diversity, which reflects the borough's status as an important destination for new immigrant populations. Indeed, these distinct cultural and ethnic groups help define the borough's neighborhoods, but also fuel historic and current population growth.

As shown in Figure 3-3, the 2000 US Census measured Brooklyn's population as 2,465,326 persons. It has the largest population of the five boroughs, with nearly one-third of all New York City residents. If Brooklyn were an independent city, it would rank as the fourth largest city in the United States. By 2007, Brooklyn population had grown to 2,528,050, a 2.5 percent increase from 2000 (see Figure 3-3).

Total population by zip code is presented in Figure 3-11. The most populated zip code is 11226 in Flatbush with a 2000 population of 109,654.

Population Density

As shown in Figure 3-4, the population density in the year 2000 was 34,916 people per square mile, second only to Manhattan (at 66,940 persons per square mile) and fairly similar to the Bronx, which has 31,709 persons per square mile. In comparison, the population density of NYC as a whole was 26,257 persons per square mile in 2000. For the same year, the population densities of New York State and United States were 402 and 80 persons per square mile, respectively. Total population density by zip code is also shown in Figure 3-11. The range of densities by zip code ranged from 78,324 persons per square mile in zip code 11226 in Flatbush, to 8,765 persons per square mile in zip code 11234 in the Canarsie/Flatlands section.

Population Age Distribution

The median age for Brooklyn residents is 34.7 years old, younger when compared to New York City overall (35.9) or the US (36.4). According to the US Census, there were 283,000 older adults living in Brooklyn in 2000, accounting for 11 percent of the population. Figure 3-5 shows the distribution of Brooklyn's older adult population. Overall, the density of older adults was 4,368 persons per square mile in Brooklyn in 2000.

Population of Persons with Disabilities

In 2000, there were approximately 603,000 persons with disabilities living in Brooklyn in 2000, accounting for about a quarter of the total population and resulting in a density of 9,634 persons with disabilities per square miles.

Figure 3-11 Brooklyn Population and Population Density Distribution by Zip Code (2000)

ZIP Code	General Area	Square Miles	Total Population	
			Population	Density
11226	Flatbush	1.4	109,654	78,324
11236	Canarsie/Flatlands	3.4	95,516	28,093
11220	Sunset Park	1.8	92,494	51,386
11208	East New York	3.4	88,357	25,987
11219	Borough Park	1.5	87,187	58,125
11207	East New York	2.7	87,036	32,236
11211	Williamsburg	1.9	86,644	45,602
11234	Canarsie/Flatlands	9.7	85,023	8,765
11230	Borough Park	1.8	84,991	47,217
11212	Bedford-Stuyvesant	1.5	82,255	54,837
11223	Sheepshead Bay	2.1	81,718	38,913
11214	Bensonhurst	2.6	81,002	31,155
11203	East Flatbush	2.1	80,704	38,430
11229	Sheepshead Bay	2.2	77,667	35,303
11218	Borough Park	1.5	76,305	50,870
11221	Bedford-Stuyvesant	1.4	75,983	54,274
11235	Sheepshead Bay	2.5	75,800	30,320
11204	Borough Park	1.6	74,510	46,569
11209	Bay Ridge	2.3	69,985	30,428
11206	Williamsburg	1.4	68,272	48,766
11225	Prospect-Lefferts Gardens	1.4	64,998	46,427
11210	Midwood	1.6	64,939	40,587
11213	Crown Heights	1.1	64,396	58,542
11215	Park Slope	2.3	61,998	26,956
11216	Crown Heights	1	60,953	60,953
11233	Bedford-Stuyvesant	1.3	59,084	45,449
11238	Fort Greene	1.2	51,960	43,300
11224	Coney Island	1.5	50,228	33,485
11201	Downtown/Brooklyn Hghts	1.4	49,688	35,491
11237	Bushwick	1	46,232	46,232
11228	Bay Ridge	1.5	41,325	27,550
11222	Greenpoint	1.9	40,324	21,223
11217	Fort Greene	0.8	35,006	43,758
11205	Downtown/Brooklyn Hghts	1.3	34,664	26,665
11231	Carroll Gardens/Red Hook	2.1	31,982	15,230
11232	Sunset Park	1.4	30,074	21,481
11239	Canarsie/Flatlands	0.6	13,355	22,258

Source: US Census (2000); figures are rounded estimates

Income

Brooklyn residents earned a median income of \$32,135 in 2000, the second lowest median income in NYC. Similar to the Bronx, Brooklyn also has a high percentage of low income residents at 36 percent (vs. the citywide average of 30%) or approximately 882,000 people, with a density of 14,664 low income persons per square mile. Zip code 11211 in Williamsburg has the highest population of persons with low income at 48,286 low income persons, while zip code 11226 in Flatbush has the highest density of persons with low income at 30,083 persons per square mile.

Employment

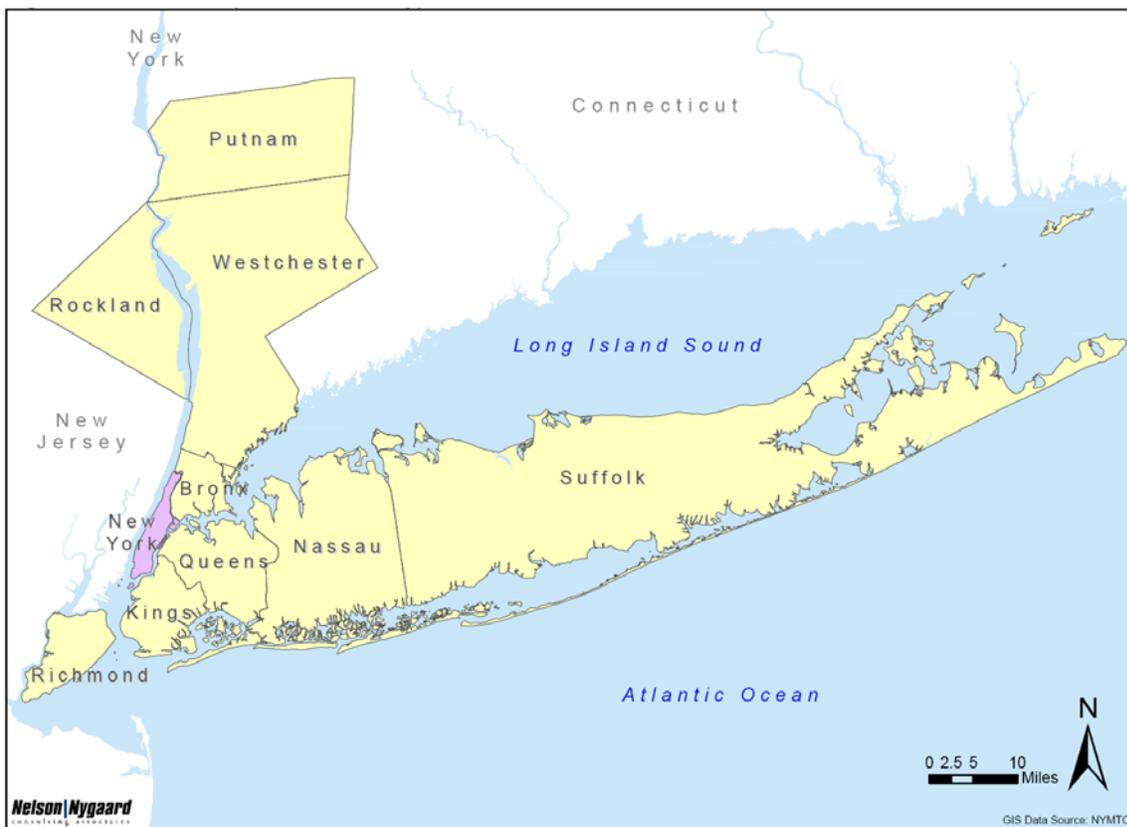
Approximately 42 percent of Brooklyn's population is in the labor force, slightly fewer than for NYC overall. As of July 2008, the unemployment rate in Brooklyn was 5.2 percent. Slightly less than half of the population works in the borough and slightly more than half work outside, including a large segment commuting to Manhattan. The balance of jobs within the borough reflects a steady migration of back office work associated with financial, insurance and high-tech industries that locate to Brooklyn in search of lower rents and costs. Traditionally, Brooklyn's economy has been heavily dependent on manufacturing, but in the past few decades the economy has shifted away from this sector and evolved into a service-based economy. The services based economy is supported by the large immigrant population, which generates local jobs in service industries and construction. These are also the fastest growing sectors of the economy. Another key characteristic of the Brooklyn economy is that 91 percent of the businesses operating in Brooklyn had a workforce of 20 employees or less.

Profile of Manhattan (New York County)

Overview

With a population of between 1.5 and 1.6 million and a land mass of only 23 square miles, Manhattan, also known as New York County, is the most densely populated of NYC's boroughs. As shown in Figure 3-12, it is an island that lies at the confluence of three rivers, the East River along the east side of Manhattan, the Harlem River to the north and the Hudson River, which runs along the western side of the borough. While largely flat, some sections of northern Manhattan have higher elevation, similar to the cliffs of New Jersey across the Hudson River. In addition to Manhattan Island, the borough also includes Randall's and Roosevelt Islands in the East River, pieces of Ellis Island and Liberty Island, as well as a small section of land off the northern tip of Manhattan's island that is technically a part of the Bronx land mass.

Figure 3-12 Location of Manhattan within the NYMTC Region



The history of Manhattan's urban development is reflected in street system of lower Manhattan. While the canal at Canal Street has been paved over, the narrow, winding streets of Chinatown and the Lower East Side have not been significantly modified from the early 1800s. The Commissioner's Grid Plan of 1811 largely laid out the rest of Manhattan's streets, creating the familiar grid system from 14th Street to 155th Street, from river to river.⁴

⁴ New York Historical Society

As shown in Figure 3-13, there are two major highways that serve Manhattan: FDR Drive on the east side and the West Side Highway/Henry Hudson Parkway (9A) on the west side. Manhattan is connected to the Bronx by several bridges, to Queens by the Robert F. Kennedy-Triborough Bridge, Queensboro Bridge, and Midtown Tunnel, to Brooklyn by the Williamsburg Bridge, the Manhattan Bridge, the Brooklyn Bridge, and the Brooklyn-Battery Tunnel, and to New Jersey by the George Washington Bridge, the Lincoln Tunnel and the Holland Tunnel. Roosevelt Island is connected to Manhattan via the Roosevelt Island Tram and the Roosevelt Island stop on the F train, and with Queens via the Roosevelt Island Bridge/36th Ave. Bridge. And there are several ferries connecting Manhattan with the other boroughs and islands as well as with New Jersey; arguably the most famous of these is the Staten Island Ferry.

Figure 3-13 Manhattan Detail



Manhattan is served by public transportation services operated by the Metropolitan Transportation Authority. Only the G line, Staten Island Rapid Transit Operating Authority (SIRTOA), and two shuttle routes do not operate in Manhattan. Several subway lines provide service within the borough and to the Bronx, Brooklyn, and Queens. No subways directly connect Manhattan to Staten Island. Metro-North provides commuter rail service connecting Manhattan to the Bronx and points north as well as to Connecticut. Long Island Rail Road connects Manhattan with Queens, Nassau County and Suffolk County. PATH and NJ Jersey Transit have subway and rail lines that connect Manhattan with New Jersey; Rockland County is also connected via New Jersey Transit, which becomes Metro-North Railroad at the New York Line west of the Hudson River. New York City Transit features an extensive network of local and express buses, and provides Access-A-Ride for Manhattan and the other four boroughs. Several private carriers also provide commuter bus service to Manhattan from locations throughout the NYMTC region as well as from New Jersey.

Area

Geographically, Manhattan is the smallest borough, encompassing 23 square miles of land.

Population and Population Growth

Of the 8 million people living in New York City, approximately 1.6 million (US Census 2000) live in Manhattan. The population is spread out over 22.96 square miles, making Manhattan the most densely populated borough in New York City and one of the most densely populated counties in the United States.⁵ The population is also notable for its diversity, spanning the full spectrum of ethnic, racial, religious, and economic groups. While some Manhattan neighborhoods are among the wealthiest in the United States, others are among the poorest. There are many families and young people living in Manhattan, but the population of older adults in the borough is projected to increase by nearly 60 percent over the next 20 years.⁶ Manhattan is also one of the most cosmopolitan urban areas in the world with nearly 30 percent of residents foreign born.

As shown in Figure 3-3, Manhattan's population in 2000 was 1,537,195, ranking third among the five boroughs. By 2007, Manhattan's population had grown to 1,620,867, an increase 5.4 percent from 2000, compared to the 3.3 percent increase overall in the NYC subregion. Indeed, this increase is second only to Staten Island's 8.5 percent increase. However, in absolute numbers, the increase of 83,672 people in Manhattan ranked first among the boroughs.

Total population by zip code is presented in Figure 3-14. The most populated zip code is 10021 in Upper East Side with a US Census 2000 population of 102,229.

Population Density

As shown in Figure 3-4, the population density of Manhattan in the Year 2000 was 66,940 people per square mile, ranking first among the boroughs. In comparison, the population density of NYC as a whole was 26,257 persons per square mile in 2000. For the same year, the population densities of New York State and United States were 402 and 80 persons per square mile, respectively.

⁵ US Census Borough Annual Estimates of the Population for Counties: April 1, 2000 to July 1, 2007.

⁶ PlaNYC 2030

Total population density by zip code is also shown in Figure 3-14. The range of densities by zip code ranged from 3,111 persons per square mile in zip code 10185 in Midtown to 154,688 persons per square mile in zip code 10162 on the Upper East Side section of Manhattan.

Figure 3-14 Manhattan Population and Population Density Distribution by Zip Code (2000)

ZIP Code	General Area	Square Miles	Total Population	
			Population	Density
10021	Upper East Side	1.26	102,299	81,252
10025	Upper West Side	1.09	97,281	89,069
10002	Lower East Side	0.95	84,838	89,189
10029	East Harlem	0.93	75,919	82,061
10463	Marble Hill	1.74	65,103	37,464
10032	Washington Heights	0.67	63,513	94,231
10023	Upper West Side	0.70	61,926	88,944
10024	Upper West Side	1.06	61,174	57,588
10031	Hamilton Heights	0.60	60,341	100,965
10128	Upper East Side	0.48	59,875	125,533
10009	East Village	0.57	58,491	102,457
10033	Washington Heights	0.78	58,300	74,629
10027	Morningside Heights	1.04	55,449	53,509
10003	Cooper Square	0.55	54,084	98,294
10016	Murray Hill	0.55	50,882	92,244
10040	Washington Heights	0.62	46,772	75,066
10011	Chelsea	0.64	46,694	72,863
10028	Upper East Side	0.33	44,881	135,402
10034	Inwood	0.85	41,753	48,945
10019	Midtown West	0.72	35,814	49,619
10014	West Village	0.52	32,760	62,561
10035	East Harlem	0.86	32,052	37,299
10035	Randall's Island	0.56	32,052	56,908
10026	Harlem	0.33	30,760	91,998
10022	Midtown	0.43	30,481	71,289
10010	Gramercy	0.33	26,471	80,486
10030	Harlem	0.30	26,239	87,856
10012	Greenwich Village	0.32	26,031	82,323
10013	Tribeca	0.52	24,782	47,960
10039	Harlem	0.30	21,792	72,423
10036	Midtown West	0.49	18,774	38,145
10037	Harlem	0.23	17,089	73,704
10001	Chelsea	0.65	17,007	26,073
10017	Midtown East	0.34	16,458	48,333
10038	Lower Manhattan	0.27	15,547	57,500
10044	Roosevelt Island	0.28	9,520	33,615
10280	Lower Manhattan	0.14	6,756	49,386
10018	Chelsea	0.31	4,490	14,545
10007	Lower Manhattan	0.19	3,576	18,557
10162	Upper East Side	0.01	1,778	154,688
10069	Upper West Side	0.08	1,556	20,666
10006	Lower Manhattan - BPC	0.06	1,503	23,419
10282	Lower Manhattan	0.04	1,420	34,549
10004	Lower Manhattan	0.11	1,245	11,535
10005	Lower Manhattan	0.09	928	10,524
10048	Lower Manhattan	0.02	58	3,682
10165	Midtown	0.01	16	3,111

Source: US Census (2000); figures are rounded estimates

Age Distribution

The median age residents of Manhattan is 35.7 years old, compared to New York City overall (35.9) or the US (36.4). According to the US Census, there were approximately 187,000 older adults living in Manhattan in 2000, accounting for 12 percent of the population (see Figure 3-5). This percentage is fairly consistent among the five boroughs, with older adults ranging between 10 percent and 13 percent of the total population. Indeed, Manhattan's percentage of older adults at 12 percent matches the percentage of older adults for the NYC subregion.

Population of Persons with Disabilities

According to the US Census, there were 303,208 persons with disabilities living in Manhattan in 2000, accounting for about 21 percent of the total population, and resulting in a density of 13,183 persons with disabilities per square mile.

Income

Residents of Manhattan earned a median household income of about \$47,000 in 2000. The percentage of residents in Manhattan living below the poverty level was 20 percent (vs. the citywide average of 30%), equating to a density of 12,967 low income persons per square mile.

Employment

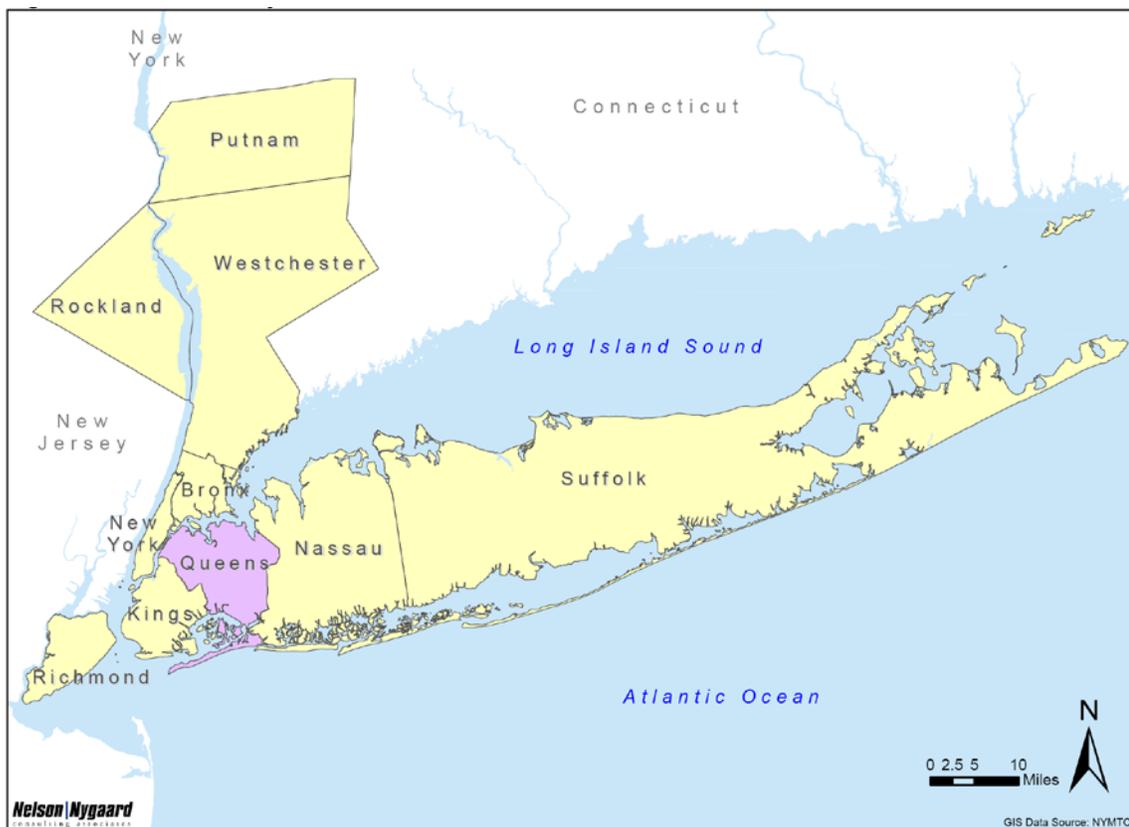
Approximately 64 percent of Manhattan's resident population is in the labor force. As of July 2008, the unemployment rate among Manhattan residents was 4.2 percent. Approximately 84 percent of the resident population works in Manhattan, while 16 percent work outside the borough. Approximately 7 percent of Manhattan commuters leave New York City to work. Most of the jobs within Manhattan are in the educational, health and social services; professional, scientific, management; and finance, insurance, and real estate industries. Manhattan's economy has historically focused on a service economy, and this has continued. Another interesting aspect of Manhattan's economy is the scale of the borough's employers: according to the US Census, 86 percent of the businesses operating in Manhattan had a workforce of 20 employees or less.

Profile of Queens

Overview

Queens, which is also Queens County, is geographically the largest of all New York City's boroughs, and second to Brooklyn in population. With a population of over 2.2 million and a land mass of 109 square miles, Queens is also one of the least dense boroughs, second only to Staten Island. As shown in Figure 3-15, Queens lies on the western edge of Long Island, with Brooklyn on its southern border and Nassau County on its eastern border. It is separated from both the island of Manhattan and from the Bronx by the East River. Lying between Manhattan and Queens in the East River is Roosevelt Island.

Figure 3-15 Location of Queens within the NYMTC Region



The borough contains a full range of different community types and a number of parks. Queens is best known for its open spaces and recreational areas, most notably Flushing Meadow-Corona Park, which was the site of the 1939 and 1964 World's Fairs, and is home to the US Tennis Center where the US Open is played each summer. Across the way from US Tennis Center is CitiField, home of the New York Mets. New York City's two main airports are located in Queens, with LaGuardia to the north and John F. Kennedy to the south.

As shown in Figure 3-16, four major bridges connect Queens to Manhattan and the Bronx: the Bronx-Whitestone Bridge, Robert F. Kennedy-Triborough Bridge, Throgs Neck Bridge, and Queensboro Bridge. Queens and Manhattan are also linked via the Queens-Midtown Tunnel. The Bronx and Queens are more heavily served by highways than the other three boroughs. Queens is served by several major highways providing access to the borough and connecting it to the Bronx, Brooklyn, Manhattan and the rest of Long Island. The Long Island Expressway (I-495) connects Manhattan and Queens via the Queens-Midtown Tunnel and to Eastern Long Island. Queens is connected to the mainland through three major highways. The Brooklyn Queens Expressway (I-278) traverses the Triborough Bridge bringing the Bronx and Queens together and continues on through Brooklyn to Staten Island and eventually ending in New Jersey. The Whitestone Expressway (I-678) and Clearview Expressway (I-295) connect northern Queens with the eastern portion of the Bronx via the Bronx Whitestone Bridge and Throgs Neck Bridge, respectively. The Whitestone Expressway links I-95, I-295, and I-495 in the north to the John F. Kennedy Airport on the southern coast. The Clearview Expressway serves the northern portion of Queens connecting Grand Central Parkway, the Long Island Expressway, and the Cross Island Parkway with I-95 to the north. The Cross Island Parkway links the extreme eastern end of Queens with both the Throgs Neck and Whitestone Bridges.

Figure 3-16 Queens Detail



Queens is served by public transportation operated by the Metropolitan Transportation Authority. There are twelve subway lines (and one shuttle line) traversing Queens, serving 81 stations. In addition to serving intra-borough trips, these subway lines connect Queens to Brooklyn, and of course Manhattan. There are also 100 local bus routes and 15 express routes serving the residents of Queens. All of the buses that are MTA buses are ADA compliant.

Long Island Rail Road connects Queens with Manhattan and Brooklyn and with Nassau County and Suffolk County, with the station at Jamaica Station serving as a major hub. New York City Transit has an extensive network of local and express buses, and provides Access-A-Ride for Manhattan and the other four boroughs and into Nassau County. Several private carriers also provide commuter bus service to Manhattan from locations throughout Queens, including several jitney services.

Area

Geographically, Queens is the largest borough, covering 109 square miles of land. The next largest borough is Brooklyn with 71 square miles of land.

Population and Population Growth

With a population of 2,229,000 in 2000, Queens' population is projected to grow 15 percent to 2,565,000 in 2030.⁷ Between 2020 and 2030, Queens will be responsible for the largest share of overall growth with 168,000 of the 427,000 citywide increase.

Over one million immigrants, or 46 percent of the total population, live in Queens. In comparison, immigrants constituted 38 percent of Brooklyn's population, 29 percent of Manhattan's population, and the Bronx's population, and 16 percent of Staten Island's population. Of the top 20 neighborhoods with the largest immigrant population, Elmhurst in Queens has the highest share of immigrants, with 70 percent of its residents foreign born. Other neighborhoods – all in Queens – with a disproportionate share of residents who were foreign born are Jackson Heights, Flushing, Corona, and Woodside.⁸

Total population by zip code is presented in Figure 3-17. The most populated zip code is 11373 in Lefrak City with a 2000 population of 102,091.

Population Density

As shown in Figure 3-4, the population density of Queens in the Year 2000 was 20,409 people per square mile, ranking second least dense (to Staten Island) among the boroughs. In comparison, the population density of NYC as a whole was 26,257 persons per square mile in 2000. For the same year, the population densities of New York State and United States were 402 and 80 persons per square mile, respectively.

Total population density by zip code is also shown in Figure 3-17. The densities by zip code ranged from 397 persons per square mile in zip code 11371 in the JFK Airport area to 100,902 persons per square mile in zip code 11372 in the Jackson Heights section of Queens.

⁷ PlaNYC 2030

⁸ The Newest New Yorkers 2000 Briefing Booklet: Immigrant New York in the New Millennium, New York City Department of City Planning Population Division, October 2004.

Figure 3-17 Queens Population and Population Density Distribution by Zip Code (2000)

ZIP Code	General Area	Square Miles	Total Population	
			Population	Density
11373	Lefrak City	1.74	102,091	58,566
11368	Corona	2.50	97,006	38,763
11385	Ridgewood	3.66	93,446	25,537
11377	Woodside	2.63	90,337	34,386
11355	Flushing	2.09	79,089	37,813
11372	Jackson Heights	0.71	71,997	100,902
11375	Forest Hills	2.65	68,404	25,847
11432	Jamaica Estates	2.28	60,027	26,311
11354	Flushing	2.20	60,007	27,240
11434	Rochdale	2.97	56,820	19,151
11691	Far Rockaway	2.75	55,953	20,337
11435	Jamaica	1.49	53,424	35,790
11419	Ozone Park	1.14	49,256	43,395
11106	Astoria	0.86	42,755	49,990
11420	Ozone Park	2.11	42,678	20,265
11374	Forest Hills	0.87	42,094	48,342
11105	Floral Park	1.61	41,888	25,949
11103	Astoria	0.74	41,761	56,321
11413	Brookville	3.00	41,733	13,892
11357	Whitestone	2.77	41,214	14,887
11365	Utopia	2.38	40,602	17,083
11102	Astoria	0.83	40,313	48,826
11418	Kew Gardens	1.63	39,294	24,126
11412	St. Albans	1.95	38,632	19,862
11358	Auburnville	2.01	38,586	19,240
11421	Woodhaven	1.22	38,554	31,572
11369	E. Elmhurst	1.15	38,392	33,322
11367	Kew Gardens	1.85	38,258	20,668
11378	Maspeth	2.56	34,153	13,346
11364	Oakland Gardens	2.84	32,054	11,283
11370	Jackson Heights	0.82	31,813	38,649
11423	Hollis	1.58	30,854	19,579
11104	Floral Park	0.42	30,795	72,487
11361	Bayside	1.94	30,643	15,781
11379	Middle Village	1.91	29,751	15,574
11433	Jamaica	1.61	29,488	18,273
11422	JFK	6.32	26,494	4,195
11427	Bellaire	1.54	26,488	17,225
11429	Queens Village	1.30	26,341	20,236
11101	Long Island City	2.75	26,283	9,550
11417	Ozone Park	1.10	26,109	23,742
11414	Howard Beach	2.34	25,895	11,065
11416	Woodhaven	0.67	23,448	34,817
11415	Kew Gardens	0.57	20,643	36,070
11428	Queens Village	0.84	20,023	23,818
11411	Cambria Heights	1.20	20,020	16,734
11356	College Point	1.51	19,672	13,047
11360	Bay Terrace	1.63	19,324	11,862
11436	Rochdale	0.84	18,857	22,429
11426	Bellerose	1.62	18,474	11,425
11694	Rockaway Park	1.46	17,751	12,177
11362	Douglaston	1.93	17,675	9,151
11004	Long Island City	1.06	14,527	13,732
11366	Hillcrest	0.72	12,520	17,479
11692	Arverne	1.00	12,226	12,253
11693	Arverne	1.85	8,868	4,796
11693	Arverne	0.39	8,342	21,609
11363	Douglaston	0.93	7,241	7,756
11697	Rockaway Park	2.43	3,876	1,595
11005	Astoria	0.18	1,923	10,839
11371	LaGuardia Airport	1.05	418	397
11430	JFK	2.83	363	128

Source: US Census (2000); figures are rounded estimates

Population Age Distribution

The median age residents of Queens is 35.4 years old, compared to New York City overall (35.9) or the US (36.4). According to the US Census, there were approximately 283,000 older adults living in Queens in 2000, accounting for 13 percent of the population (see Figure 3-5). This percentage is fairly consistent among the five boroughs, with older adults ranging between 10 percent and 13 percent of the total population.

For the entire 2000-2030 period, the elderly in Queens are projected to increase by 31.5 percent and will account for 14.5 percent of the population in 2030.⁹

Population of Persons with Disabilities

According to the US Census, there were 267,480 persons with disabilities living in Queens in 2000, accounting for about 12 percent of the total population, and resulting in a density of 2,454 persons with disabilities per square mile.

Income

Residents of Queens earned a median household income of about \$42,400 in 2000. That year, there were 321,102 residents of Queens who were living below the poverty level, reflecting 14 percent of the total Queens population (vs. the citywide average of 30%). This equates to a density of 2,946 low income persons per square mile.

Employment

Approximately 58 percent of Queens' resident population was in the labor force as of July 2008, with the unemployment rate among Queens' residents was 4.3 percent. Approximately 40 percent of the resident population works in Queens, while 60 percent work outside, including a large segment commuting to Manhattan. Another interesting aspect of Queens' economy is the scale of the borough's employers; according to the US Census, 91 percent of the businesses operating in Queens had a workforce of 20 employees or less.

As of 2006, residents of Queens largely worked in one of three sectors: management, professional, and related occupations; sales and office occupations and service occupations. There are three main geographic sections of Queens that provide employment for much of the borough. The most established area is the Downtown Flushing and Willets Point business district in northern Queens. The main employer in this area is LaGuardia Airport.

Long Island City in western Queens is often associated with the Citigroup building, which is the largest skyscraper in New York City outside of Manhattan. Other large corporations, such as HSBC, UNFCU, and Metlife are located in Long Island City. Several New York City and State agencies are situated in this neighborhood. Silvercup Studios is located in Long Island City, as well as many cultural institutions such as P.S. 1, Socrates Sculpture Garden, and the Noguchi Museum. The growth of Long Island City as a business center can be partly attributed to its proximity to the other boroughs and access to transit. It has been identified as a desired growth area by the principal members of NYMTC. Long Island City is within walking/biking distance to Manhattan and Brooklyn over the Queensboro Bridge and Pulaski Bridge respectively. There are

⁹ New York City Population Projections by Age/Sex and Borough. New York City Department of City Planning, Population Division, December, 2006.

seven subway lines that pass through Long Island City, as well as one Long Island Rail Road line, numerous bus lines and ferry service.

The AirTrain, completed in 2003, provides a single transfer trip between Manhattan and JFK Airport via either the Long Island Rail Road or the subways (A, E, J and Z trains). Jamaica Station is a major hub, offering transfers between several LIRR lines, the E, J and Z trains, the AirTrain and local bus service. JFK Airport is the largest employer in the area; however the New York City Economic Development Corporation is working to develop more mixed-use opportunities in the area. Like Long Island City, the economic success of Downtown Jamaica revolves around transportation; it too has been identified as a desired growth area. Besides the AirTrain, four subway lines, all three branches of the Long Island Rail Road lines, 49 bus lines, and two major highways converge near Jamaica Station.

Profile of Staten Island (Richmond County)

Overview

The borough of Staten Island, also known as Richmond County, is the least populated—the only one with a population under one million—of the five boroughs of New York City. It is described by residents as being more suburban in nature than the other boroughs. The borough is located off the southwestern coast of Brooklyn across the bay and just off the coast of New Jersey. Staten Island is geographically the third largest borough, and with a population of nearly 450,000 and a land mass of 59 square miles, Staten Island is also the least dense of NYC's boroughs. As shown in Figure 3-18, Staten Island sits just off of the New Jersey coast southwest of the rest of the city across the harbor. Staten Island is bounded by Elizabeth, NJ to the west, Perth Amboy, NJ to the south, Brooklyn to the east, and Bayonne, NJ to the north.

Figure 3-18 Location of Staten Island within the NYMTC Area



As shown in Figure 3-19, Staten Island has three bridges connecting it to New Jersey and one connecting it to Brooklyn; there are no direct connections with any other boroughs. The Staten Island Expressway (I-278) connects northern Staten Island with Brooklyn via the Verrazano-Narrows Bridge and I-95 in New Jersey via the Goethals Bridge. The Staten Island Expressway is the only Interstate highway directly serving the island. The Willowbrook Expressway (NY 440) connects I-278 and northern Staten Island with New Jersey via the Bayonne Bridge, NY 440 traverses the island along the western shore eventually crossing into Perth Amboy, NJ via the Outerbridge Crossing.

Figure 3-19 Staten Island Detail



While Staten Island is not served by the NYC Subway system, it is served by MTA bus service. Additionally, the Staten Island Railway runs from St. George Ferry terminal on the northeastern tip of Staten Island to Tottenville on the southwestern tip of Staten Island. Lacking integration with the subway system, Staten Island only has the Staten Island Ferry and express bus service directly linking it to Manhattan.

Area

Geographically, Staten Island is the third largest borough, covering 59 square miles of land. Brooklyn is the next largest borough with 71 square miles of land.

Population and Population Growth

With a population of nearly 444,000 in 2000, Staten Island's population is projected to grow 24 percent to 552,000 in 2030.¹⁰ Over 72,000 immigrants, or 16 percent of the total population, live in Staten Island. In comparison, immigrants constituted 38 percent of Brooklyn's population, 29 percent of Manhattan's and the Bronx's populations, and 46 percent of Queens' population. Staten Island's total immigrant population is smaller than the city's top five immigrant neighborhoods.¹¹

Total population by zip code is presented in Figure 3-20. The most populated zip code is 10314 in Willowbrook with a Census 2000 population of 81,998.

Population Density

As shown in Figure 3-4, the population density of Staten Island in the year 2000 was 7,587 people per square mile, by far lowest density among the boroughs. In comparison, the population density of NYC as a whole was 26,257 persons per square mile in 2000. For the same year, the population densities of New York State and United States were 402 and 80 persons per square mile, respectively.

Total population density by zip code is also shown in Figure 3-20. The densities by zip code ranged from 18 persons per square mile in zip code 10314 in Willowbrook to 14,440 persons per square mile in zip code 10302 in the Port Richmond section of Staten Island.

Population Age Distribution

The median age of residents of Staten Island is 37.5 years old, compared to New York City overall (35.9) or the US (36.4). According to the US Census, there were approximately 51,400 older adults living in Staten Island in 2000, accounting for 12 percent of the population (see Figure 3-5). This percentage is fairly consistent among the five boroughs, with older adults ranging between 10 percent and 13 percent of the total population.

For the entire 2000-2030 period, Staten Island will see the largest percentage increase of the elderly population. The older adult population is projected to double (100.2%) by 2030 to roughly 103,000 or 19 percent of the borough's population.¹²

Population of Persons with Disabilities

According to the US Census, there were 77,275 persons with disabilities living in Staten Island in 2000, accounting for about 17 percent of the total population, and resulting in a density of 1,310 persons with disabilities per square mile.

¹⁰ PlaNYC 2030

¹¹ The Newest New Yorkers 2000 Briefing Booklet: Immigrant New York in the New Millennium, New York City Department of City Planning Population Division, October 2004.

¹² New York City Population Projections by Age/Sex and Borough. New York City Department of City Planning, Population Division, December, 2006.

Income

Residents of Staten Island earned a median household income of about \$55,039 in 2000, making it the highest in the city. That year, there were 43,866 residents of Queens who were living below the poverty level, reflecting 10 percent of the total Staten Island population (vs. the citywide average of 30%). This equates to a density of 743 low income persons per square mile.

Figure 3-20 Staten Island Population and Population Density Distribution by Zip Code (2000)

ZIP Code	General Area	Square Miles	Total Population	
			Population	Density
10314	Willowbrook	11.73	81,998	6,991
10312	Arden Heights	8.15	61,809	7,581
10306	New Dorp	8.01	56,319	7,034
10304	Stapleton/Concord	3.69	40,566	11,001
10305	Rosebank/Grasmere	4.12	40,003	9,707
10301	St. George	3.80	38,231	10,064
10308	Bay Terrace	1.89	24,986	13,207
10309	Pleasant Plains	6.91	24,660	3,571
10303	Arlington	4.36	24,321	5,576
10310	Port Richmond	1.77	22,294	12,598
10302	Port Richmond	1.25	18,038	14,440
10307	Tottenville	1.68	10,218	6,066
10314	Willowbrook	0.74	16	22
10314	Willowbrook	0.17	3	18

Source: US Census (2000); figures are rounded estimates

Employment

Approximately 61 percent of Staten Island’s resident population is in the labor force, and as of July 2008, the unemployment rate among Staten Island residents was 4.4 percent.

Approximately 72 percent of the resident population works in Staten Island, while 28 percent work outside, including a large segment commuting to New Jersey. Another interesting aspect of Staten Island’s economy is the scale of the borough’s employers; according to the US Census, 90 percent of the businesses operating in Manhattan had a workforce of 20 employees or less.

As of 2006, residents of Staten Island largely worked in one of three sectors: educational, health and social services; management, professional and related occupations; and sales, office and service occupations.

