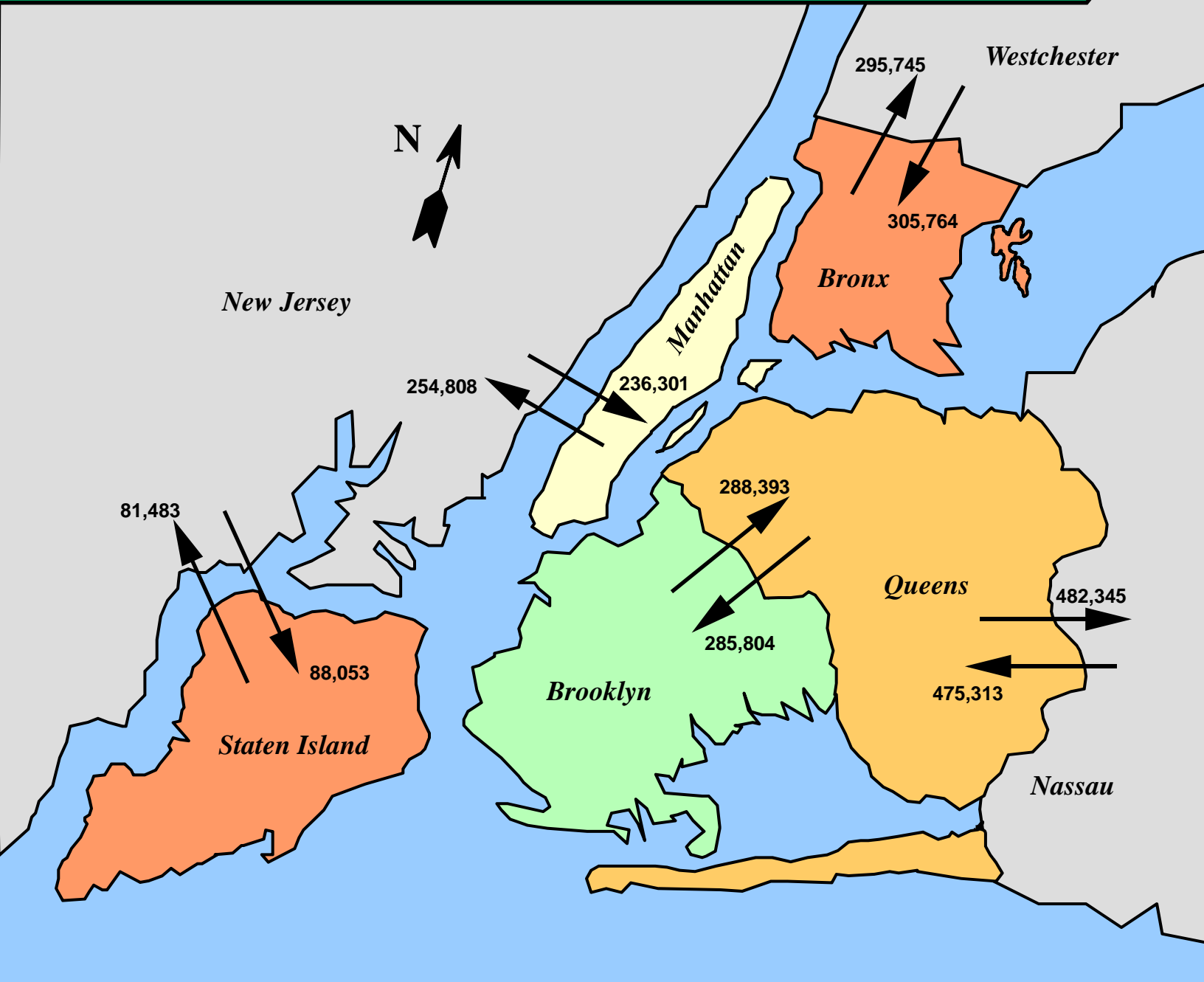


2011 New York City Screenline Traffic Flow



Michael R. Bloomberg
Mayor



Janette Sadik-Khan
Commissioner

A member of the New York Metropolitan Transportation Council

2011 New York City Screenline Traffic Flow

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2011
NEW YORK CITY
SCREENLINE TRAFFIC FLOW

2,232,600

daily vehicles crossed the 32 monitored City border screenline locations in 2011.

1.0% Decrease

from the 2,255,800 daily vehicles recorded in 2010.

6:00am – 10:00am

274,200 vehicles entered New York City from Nassau, Westchester, and New Jersey during the morning rush period.

George Washington Bridge

is the most heavily traveled route to and from the City, serving a 2-way total of 279,900 daily vehicles.

Van Cortlandt Park East at the Bronx-Westchester screenline.
(Looking South)



Queens-Nassau

The highest volumes were at the 15 monitored Queens-Nassau border locations: 970,500 daily vehicles in 2011 (43.5% of total monitored traffic at the City borders).

Manhattan-New Jersey

491,100 daily vehicles crossed the Hudson River between Manhattan and New Jersey (22.0%).

Bronx-Westchester

601,500 daily vehicles crossed the 11 monitored Bronx-Westchester border locations (26.9% of the total monitored traffic at the City borders).

Staten Island-New Jersey

169,500 daily vehicles traveled between Staten Island and New Jersey (7.6%).



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Introduction



Atlantic Avenue
at the Brooklyn-Queens Screenline
(Looking West)

INTRODUCTION

The 2011 *New York City Screenline Traffic Flow* report is an annual publication prepared by the New York City Department of Transportation (NYCDOT), and funded by the Unified Planning Work Program (UPWP), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The report presents vehicular volumes and historical comparisons across the Bronx–Westchester, Queens–Nassau, Manhattan–New Jersey, Staten Island–New Jersey, and Brooklyn–Queens screenlines.

The average hourly volumes by direction for 2011 are presented in tabular form and in histograms for each monitored roadway facility. Historical comparisons are based on screenline data collected in 1963, 1973, 1982, 1986, and 1993-2010. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2011–2012 and 2012–2013 program years.

Each of the 47 screenline monitoring locations has been classified under a highway functional classification system. Functional classification is the method by which streets and highways are grouped into classes, or systems, according to the character of service each roadway provides.

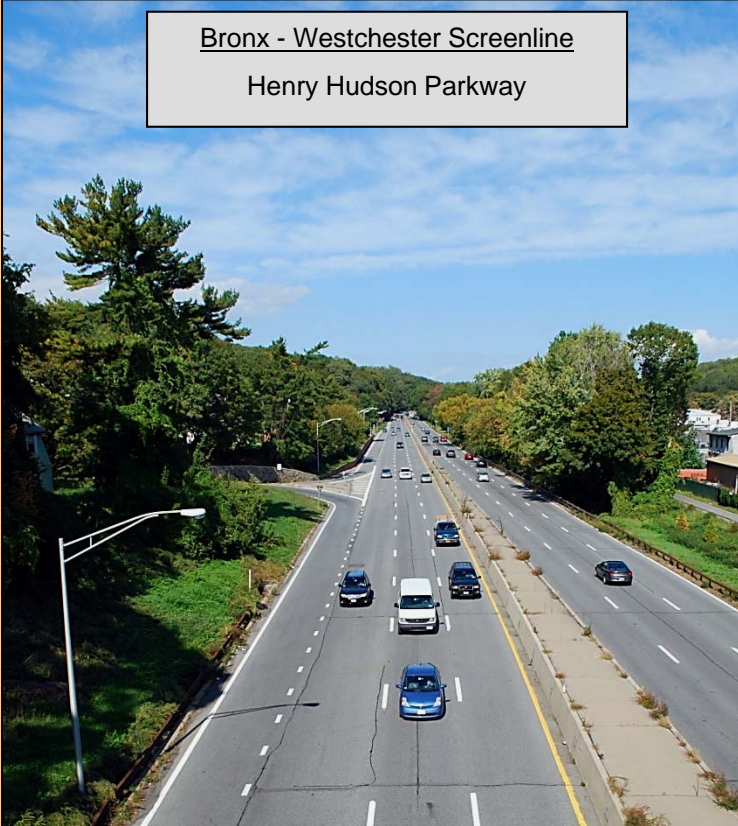
The five functional classifications are defined as follows:

1. Interstate - connects population centers across state lines.
2. Principal Arterial - serves major centers of activity of an urban area and carries a high proportion of the total urban area travel on a minimum of mileage.
3. Minor Arterial - interconnects with and augments urban principal arterials; provides service for trips of moderate length at a somewhat lower level of travel mobility than principal arterials; distributes travel to geographic areas smaller than those identified with the higher system.
4. Collector Street - provides both land access service and traffic circulation within residential neighborhoods, and commercial and industrial areas. Differs from the arterial systems in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from arterials to the ultimate destination. Conversely, collector streets also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.
5. Local Street - comprises all facilities not on one of the higher systems. Serves primarily to provide direct access to abutting land and access to the higher order systems. Offers the lowest level of mobility and usually contains no bus or truck route.

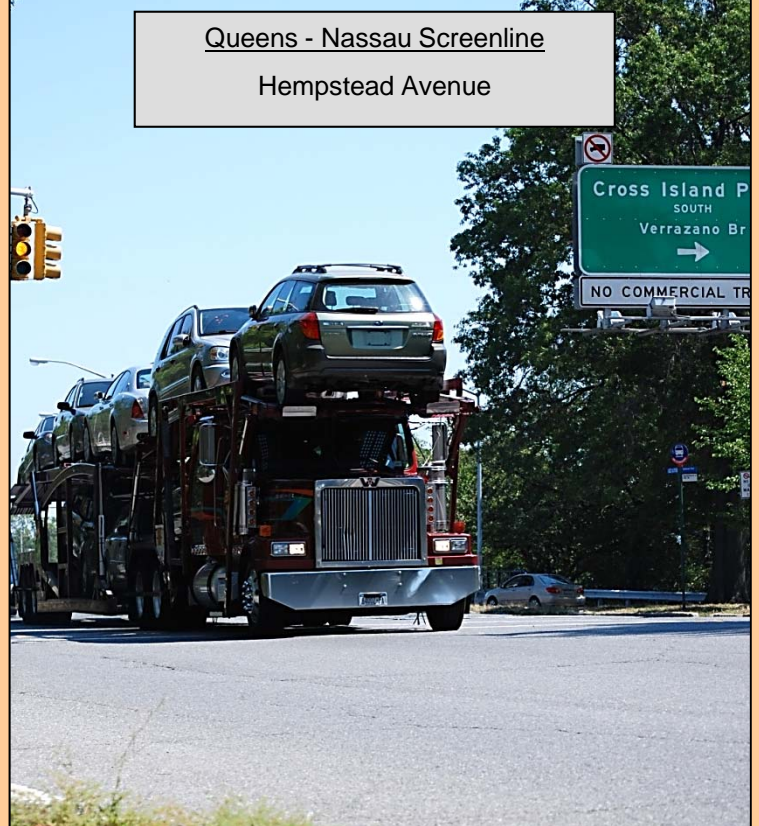
Note: NYCDOT uses the averages of vehicular volumes from selected representative weekdays. Publications from other sources may be based on alternative computation methodologies for some facilities, notably the tolled bridges and tunnels, possibly yielding different results for those facilities.

Summary

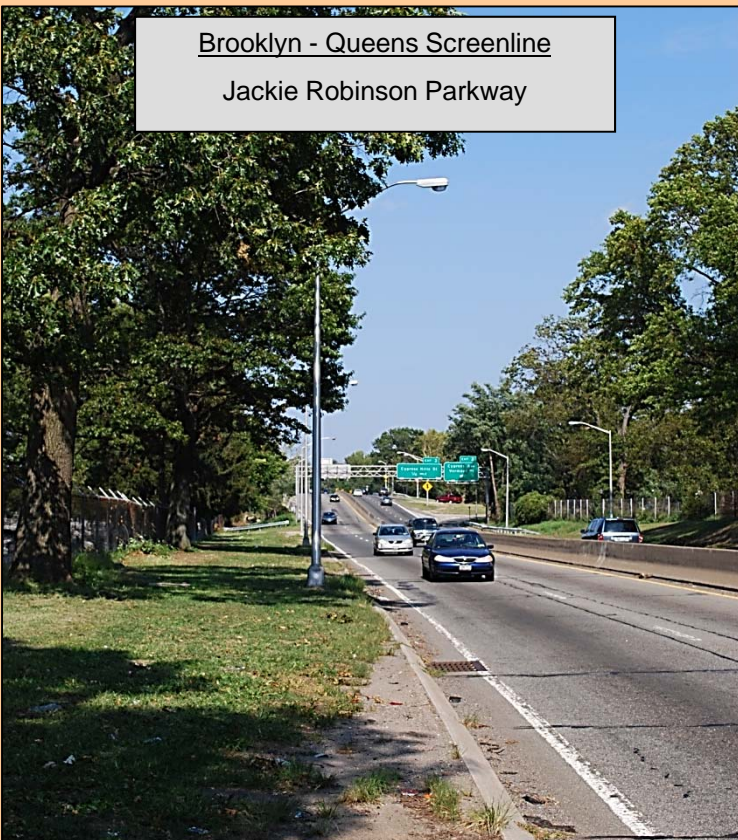
Bronx - Westchester Screenline
Henry Hudson Parkway



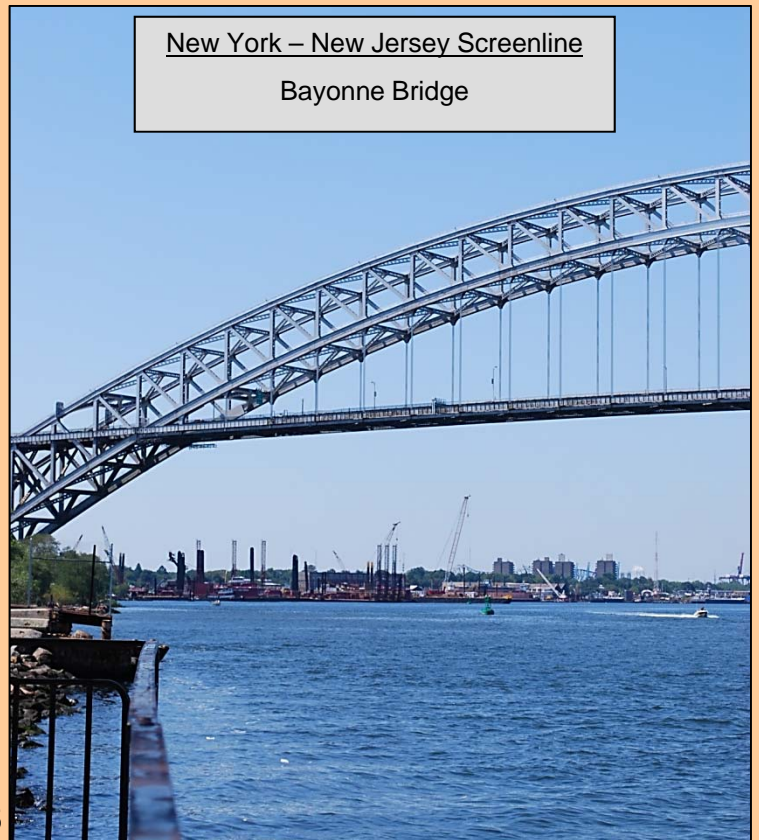
Queens - Nassau Screenline
Hempstead Avenue



Brooklyn - Queens Screenline
Jackie Robinson Parkway



New York - New Jersey Screenline
Bayonne Bridge



SUMMARY

2011 Daily Traffic

- 2,232,600 motor vehicles crossed the 32 New York City border screenline monitoring locations on a typical weekday in 2011, a decrease of 1.0% from the 2,255,800 daily vehicles recorded in 2010.
 - 43.5% of recorded vehicles were at the Queens–Nassau border (970,500 daily vehicles).
 - 26.9% at the Bronx–Westchester border (601,500 daily vehicles).
 - 22.0% at the three Manhattan–New Jersey river crossings operated by the Port Authority of New York and New Jersey (491,100 daily vehicles).
 - 7.6% at the three Port Authority Staten Island–New Jersey bridges (169,500 daily vehicles).
- During the 7-8 am inbound morning peak hour, 74,400 vehicles entered the City limits from Nassau, Westchester, and New Jersey. Between 6-10 am, a total of 274,200 vehicles entered the City.
- During the 5-6 pm outbound evening peak hour, 78,100 vehicles left the City. Between 3-7 pm, 305,600 left.
- Traffic crossing the City boundaries was heavy throughout the day. The combined total of entries and departures exceeded 100,000 vehicles per hour continuously from 6 am until 8 pm.

Bronx - Westchester

- On a typical 2011 weekday, 601,500 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 2.6% fewer than the 617,500 daily vehicles recorded in 2010.
- 86.7% of the recorded vehicles (521,400 per day) were on the five limited access highways (interstate and principal arterials) that cross the screenline. The breakdown among the five limited access facilities was as follows.
 - Heaviest volume on the New England Thruway: 134,800 daily vehicles, 22.4% of the Bronx-Westchester total.
 - 116,600 on Major Deegan Expressway and service roads, 19.4%.
 - 93,600 on Henry Hudson Parkway, 15.6%.
 - 90,300 on Hutchinson River Parkway, 15.0%.
 - 86,100 on Bronx River Parkway, 14.3%.
- Boston Road is the busiest principal arterial monitored, with 24,600 vehicles per day, 4.1% of the total.

- During the 7-8 am inbound morning peak hour, 21,800 vehicles entered The Bronx from Westchester, with 86.3% (18,800 vehicles) using the five limited access facilities according to the following breakdown.
 - 4,600 on Henry Hudson Parkway.
 - 4,600 on Major Deegan Expressway and its service road.
 - 3,700 on the New England Thruway.
 - 3,000 on the Hutchinson River Parkway.
 - 2,900 on the Bronx River Parkway.
- Between 6-10 am, 75,200 vehicles entered The Bronx, with 87.2% (65,600 vehicles) using the five limited access facilities as follows.
 - 15,400 on Major Deegan Expressway and its service road.
 - 14,800 on Henry Hudson Parkway.
 - 13,400 on the New England Thruway.
 - 11,400 on the Bronx River Parkway.
 - 10,600 on the Hutchinson River Parkway.
- During the 5-6 pm outbound evening peak hour, 21,200 vehicles crossed from The Bronx into Westchester. A total of 18,300 (86.2% of the total) used the five limited access highways as follows.
 - 4,600 on Major Deegan Expressway and its service road.
 - 3,700 on Henry Hudson Parkway.
 - 3,600 on Bronx River Parkway.
 - 3,500 on New England Thruway.
 - 2,900 on the Hutchinson River Parkway.
- Between 3-7 pm, 81,100 vehicles left The Bronx, with 69,900 (86.2%) using the five limited access facilities as follows.
 - 17,500 on Major Deegan Expressway and its service road.
 - 14,300 on the New England Thruway.
 - 13,300 on Henry Hudson Parkway.
 - 13,200 on Bronx River Parkway.
 - 11,600 on Hutchinson River Parkway.
 - Heavy Reverse Traffic 3-7 pm: 78,300 vehicles inbound to Bronx, 81,100 outbound to Westchester.

Queens - Nassau

- A total of 970,500 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on a typical 2011 weekday, 0.7% more than the 963,700 daily vehicles recorded in 2010.

- The three limited access highways that cross the screenline accommodated more than half (59.6%) of the recorded vehicles (577,900 per day).
 - 243,300 on Long Island Expressway and its service roads (25.1%).
 - 170,100 on Laurelton Parkway (17.5%).
 - 164,500 on Grand Central Parkway and its service road (17.0%).
- Busiest Queens-Nassau Screenline arterials:
 - Rockaway Boulevard, 74,700 vehicles per day.
 - Sunrise Highway/South Conduit Avenue, 64,600 vehicles per day.
 - Hempstead Avenue, 40,700 vehicles per day.
 - Northern Boulevard, 39,900 vehicles per day.
- During the 7-8 am inbound morning peak hour, 30,300 vehicles entered Queens from Nassau. A total of 16,500 of those vehicles (54.8% of the total) were on the three limited access facilities.
 - 6,800 on the Long Island Expressway and service road.
 - 5,300 on Laurelton Parkway.
 - 4,400 on Grand Central Parkway and service road.
- The morning outbound peak hour occurred between 8-9 am, when 30,200 vehicles entered Nassau from Queens, including 17,800 (59.0% of the total) using the three limited access facilities.
 - 7,800 on the Long Island Expressway and service road.
 - 5,300 on Grand Central Parkway and service road.
 - 4,700 on Laurelton Parkway.
- During the 6-10 am rush period, 112,200 vehicles entered Queens from Nassau, and 106,400 entered Nassau from Queens. The three limited access facilities served 63,500 of these Queens-bound vehicles, and 65,400 of the Nassau-bound vehicles.
 - Long Island Expressway and service roads: 24,400 to Queens; 26,500 to Nassau.
 - Laurelton Parkway: 20,900 to Queens; 17,400 to Nassau.
 - Grand Central Parkway and its service road: 18,200 to Queens; 21,500 to Nassau.
- The evening peak hour occurred between 5-6 pm in both directions, when 32,700 vehicles entered Nassau and 30,900 entered Queens. The three limited access facilities were used by 18,300 of these Nassau-bound vehicles and 16,800 of the Queens-bound vehicles.
 - Long Island Expressway and service road: 6,900 to Nassau; 6,800 to Queens.
 - Laurelton Parkway: 5,800 to Nassau; 4,700 to Queens.
 - Grand Central Parkway and service road: 5,600 to Nassau; 5,300 to Queens.

- During the 3-7 pm rush period, 127,600 vehicles entered Nassau from Queens, and 117,100 entered Queens from Nassau. The three limited access facilities were used by 71,000 of these Nassau-bound vehicles and 64,800 of the Queens-bound vehicles.
 - Long Island Expressway and service roads: 27,800 to Nassau; 26,700 to Queens.
 - Laurelton Parkway: 23,200 to Nassau; 17,900 to Queens.
 - Grand Central Parkway and service road: 20,000 to Nassau; 20,200 to Queens.
- Heavy volumes throughout the day between Queens and Nassau, with 2-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

New York – New Jersey

- On a fall 2011 weekday, 660,600 motor vehicles traveled between New York City and New Jersey via the six bridges and tunnels operated by the Port Authority of New York and New Jersey (PANYNJ), 2.1% fewer than the 674,700 daily vehicles recorded in 2010.
- Manhattan-New Jersey traffic decreased 3.0%, to 491,100 daily vehicles in 2011 from 506,500 in 2010.
 - George Washington Bridge 2-way volume down 4.2%, to 279,900 daily vehicles in 2011 from 292,000 in 2010. This is the busiest of all New York City screenline locations, carrying 42.4% of total New York City-New Jersey traffic, and 57.0% of Manhattan-New Jersey traffic.
 - Holland Tunnel down 1.2%, to 93,600 daily vehicles in 2011 from 94,700 in 2010.
 - Lincoln Tunnel down 1.8%, to 117,600 daily vehicles in 2011 from 119,800 in 2010.
- 18,700 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 10,600 (57%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 67,200. The George Washington Bridge was the route for 56% of these 6-10 am entries (37,500 vehicles).
- 18,700 vehicles departed Manhattan for New Jersey during the 4-5 pm evening peak hour, with the George Washington Bridge accommodating 11,300 (60%) of those departing vehicles.
- During the 3-7 pm evening rush period, 72,900 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 60% of that departing traffic (44,000 vehicles).
- Staten Island-New Jersey traffic increased 0.8%, to 169,500 daily vehicles in 2011 from 168,100 in 2010.
 - Bayonne Bridge down 6.6%, to 18,600 daily vehicles in 2011 from 20,000 in 2010.
 - Goethals Bridge up 2.8%, to 75,600 daily vehicles in 2011 from 73,500 in 2010.

- Outerbridge Crossing up 0.8%, to 75,300 daily vehicles in 2011 from 74,600 in 2010.
- Between 6-10 am, 19,400 vehicles crossed from Staten Island to New Jersey while 19,600 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 23,800 vehicles, while traffic bound for New Jersey totaled 22,500.

Brooklyn - Queens

- On a typical 2011 weekday, 574,200 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations, 3.8% fewer than the 596,800 daily vehicles recorded in 2010.
- Except for the four bridges over Newtown Creek (monitored annually in the New York City Bridge Traffic Volumes report), traffic volumes at the Brooklyn-Queens screenline were analyzed for the first time in 1993.
- Over two-thirds (69.6%) of the vehicles (399,600 per day) crossing the Brooklyn-Queens screenline used the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore (Belt) Parkway.
- Some 46.5% (267,100 per day) were crossing Newtown Creek via the Grand Street, J.J. Byrne, Kosciuszko, and Pulaski Bridges.
- Kosciuszko Bridge on the Brooklyn-Queens Expressway is the busiest Brooklyn-Queens screenline highway, with two-way daily volume of 191,600 daily vehicles, 33.4% of all traffic on the monitored thoroughfares and 71.7% of Newtown Creek crossings.
- Busiest Brooklyn-Queens Screenline arterials in 2011:
 - Belt Parkway (Shore Parkway), 140,600 vehicles per day.
 - Jackie Robinson Parkway, 67,300 vehicles per day.
 - Linden Boulevard, 44,200 vehicles per day.
 - Pulaski Bridge, 37,400 vehicles per day.
 - J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge), 25,700 vehicles per day.
 - Atlantic Avenue, 23,900 vehicles per day.
- Morning traffic to Brooklyn peaked between 7-8 am, when 18,800 vehicles entered Brooklyn.
 - 5,000 on the Kosciuszko Bridge.
 - 4,300 on the Belt Parkway (Shore Parkway).
- Morning traffic to Queens peaked between 8-9 am, at 16,100 vehicles.
 - 5,000 on the Kosciuszko Bridge.
 - 4,200 on the Belt Parkway (Shore Parkway).

- During the 6-10 am rush period, 68,900 vehicles entered Brooklyn and 60,400 entered Queens.
 - Kosciuszko Bridge: 19,800 to Brooklyn; 19,700 to Queens.
 - Belt Parkway (Shore Parkway): 16,800 to Brooklyn; 15,300 to Queens.
- Evening traffic peaked between 4-5 pm in both directions, with 18,600 vehicles entering Queens and 17,300 entering Brooklyn.
 - Kosciuszko Bridge: 5,600 to Queens; 4,700 to Brooklyn.
 - Belt Parkway (Shore Parkway): 4,000 to Queens; 4,600 to Brooklyn.
- During the 3-7 pm rush period, 71,300 vehicles entered Queens and 66,400 entered Brooklyn.
 - Kosciuszko Bridge: 21,000 to Queens; 18,500 to Brooklyn.
 - Belt Parkway (Shore Parkway): 16,000 to Queens; 18,100 to Brooklyn.

2010 vs. 2011

Screenline Traffic Volume Trends

Both Directions

Page 1 of 2

BRONX-WESTCHESTER	Highway Functional Classification	2010	2011	Percent Change
Boston Road	Principal Arterial	23,932	24,601	2.8 %
Broadway	Principal Arterial	15,317	14,526	- 5.2 %
Bronx River Parkway	Principal Arterial	91,693	86,050	- 6.2 %
Henry Hudson Parkway	Principal Arterial	97,886	93,588	- 4.4 %
Hutchinson River Parkway	Principal Arterial	93,245	90,344	- 3.1 %
Major Deegan Expressway	Interstate	109,470	106,476	- 2.7 %
Major Deegan Svce Roads	Principal Arterial	10,947	10,146	- 7.3 %
New England Thruway	Interstate	132,795	134,776	1.5 %
Riverdale Avenue	Principal Arterial	9,592	10,398	8.4 %
Van Cortlandt Park East	Minor Arterial	10,157	9,122	- 10.2 %
Webster Avenue	Local	9,811	9,474	- 3.4 %
White Plains Road	Principal Arterial	12,633	12,008	- 4.9 %
Total Bronx-Westchester Screenline		617,478	601,509	- 2.6 %

QUEENS-NASSAU

Beach Channel Drive	Minor Arterial	24,287	22,818	- 6.0 %
Central Avenue	Minor Arterial	13,583	13,700	0.9 %
Grand Central Parkway	Principal Arterial	148,686	153,655	3.3 %
Grand Central Parkway Svce Road	Minor Arterial	14,176	10,844	- 23.5 %
Hempstead Avenue	Principal Arterial	41,706	40,666	- 2.5 %
Hillside Avenue	Principal Arterial	23,535	22,172	- 5.8 %
Jamaica Avenue	Principal Arterial	29,150	28,213	- 3.2 %
Laurelton Parkway	Principal Arterial	170,241	170,143	- 0.1 %
Linden Boulevard	Principal Arterial	27,630	25,733	- 6.9 %
Long Island Expressway	Interstate	218,406	220,264	0.9 %
Long Island Exp Svce Roads	Principal Arterial	9,434	10,214	8.3 %
Merrick Boulevard	Minor Arterial	20,322	19,434	- 4.4 %
Northern Boulevard	Principal Arterial	39,138	39,933	2.0 %
Rockaway Boulevard	Principal Arterial	74,064	74,717	0.9 %
Seagirt Boulevard	Principal Arterial	21,298	20,833	- 2.2 %
Sunrise Highway	Principal Arterial	67,712	64,624	- 4.6 %
Union Turnpike	Principal Arterial	20,300	19,695	- 3.0 %

Total Queens-Nassau Screenline		963,668	957,658	- 0.6 %
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2010 vs. 2011 Screenline Traffic Volume Trends Both Directions

Page 2 of 2

NEW YORK - NEW JERSEY	Highway Functional Classification	2010	2011	Percent Change
George Washington Bridge	Interstate	292,047	279,896	- 4.2 %
Holland Tunnel	Interstate	94,667	93,560	- 1.2 %
Lincoln Tunnel	Principal Arterial	119,832	117,653	- 1.8 %
Bayonne Bridge	Principal Arterial	19,981	18,665	- 6.6 %
Goethals Bridge	Interstate	73,486	75,580	2.8 %
Outerbridge Crossing	Principal Arterial	74,665	75,291	0.8 %
Total New York - New Jersey Screenline		674,678	660,645	- 2.1 %

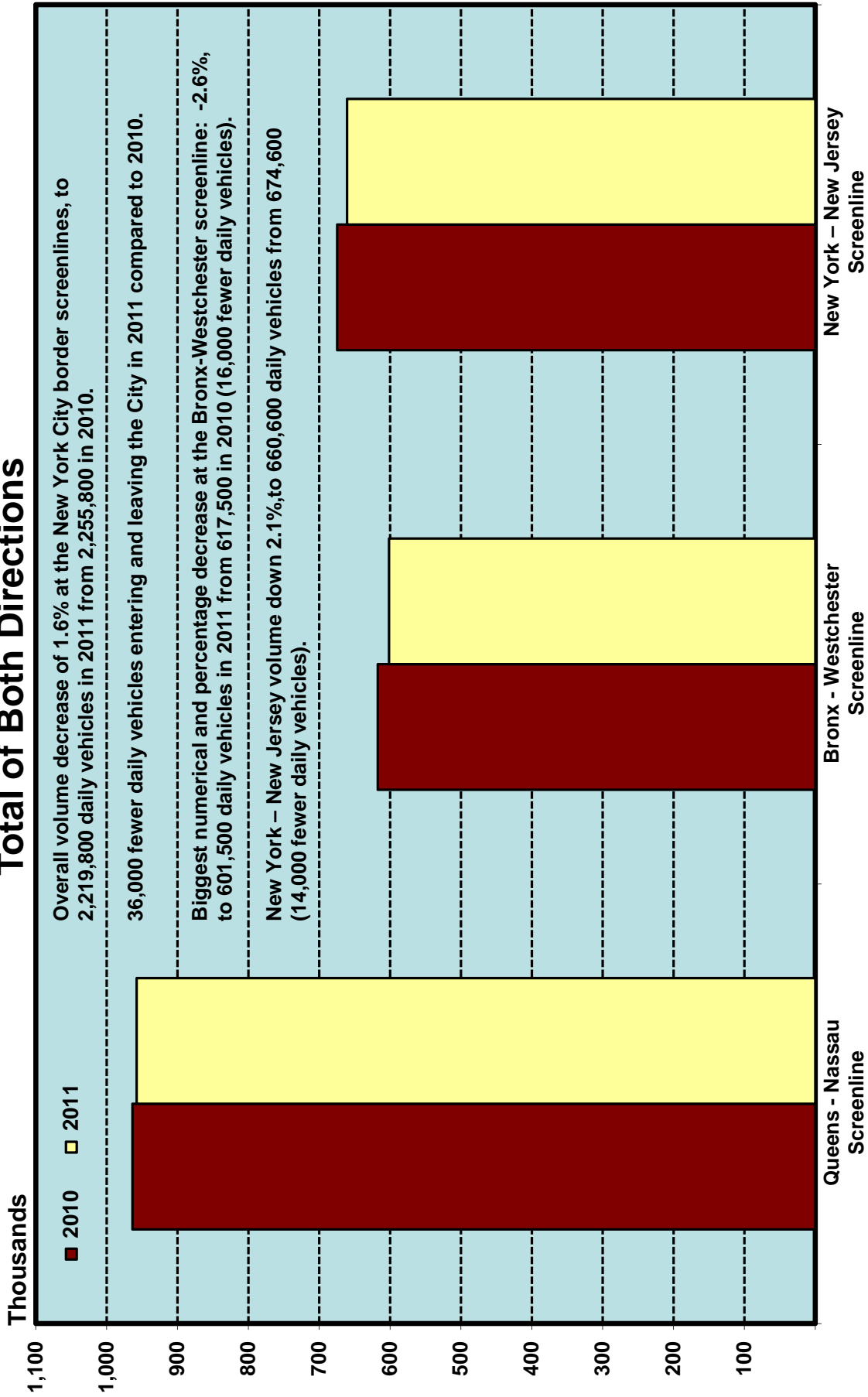
BROOKLYN - QUEENS

Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	12,662	12,320	- 2.7 %
J.J. Byrne Memorial Bridge *	Principal Arterial	26,716	25,709	- 3.8 %
Kosciuszko Bridge	Interstate	190,753	191,624	0.5 %
Pulaski Bridge	Principal Arterial	36,981	37,422	1.2 %
Subtotal, Newtown Creek Bridges		267,112	267,075	- 0.0 %
Other Facilities				
Atlantic Avenue	Principal Arterial	23,346	23,919	2.5 %
Cooper Street	Minor Arterial	10,045	8,987	- 10.5 %
Cornelia Street	Local	1,848	1,723	- 6.8 %
Decatur Street	Collector	2,101	2,226	5.9 %
DeKalb Avenue	Minor Arterial	5,098	5,134	0.7 %
Greene Avenue	Minor Arterial	1,655	1,555	- 6.0 %
Jackie Robinson Parkway	Principal Arterial	69,120	67,297	- 2.6 %
Linden Boulevard	Principal Arterial	48,795	44,183	- 9.5 %
Linden Street	Collector	1,938	1,776	- 8.4 %
Shore Parkway	Principal Arterial	155,612	140,634	- 9.6 %
Sutter Avenue	Minor Arterial	10,089	9,688	- 4.0 %
Subtotal, Other Facilities		329,647	307,122	- 6.8 %
Total Brooklyn - Queens Screenline		596,759	574,197	- 3.8 %

* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

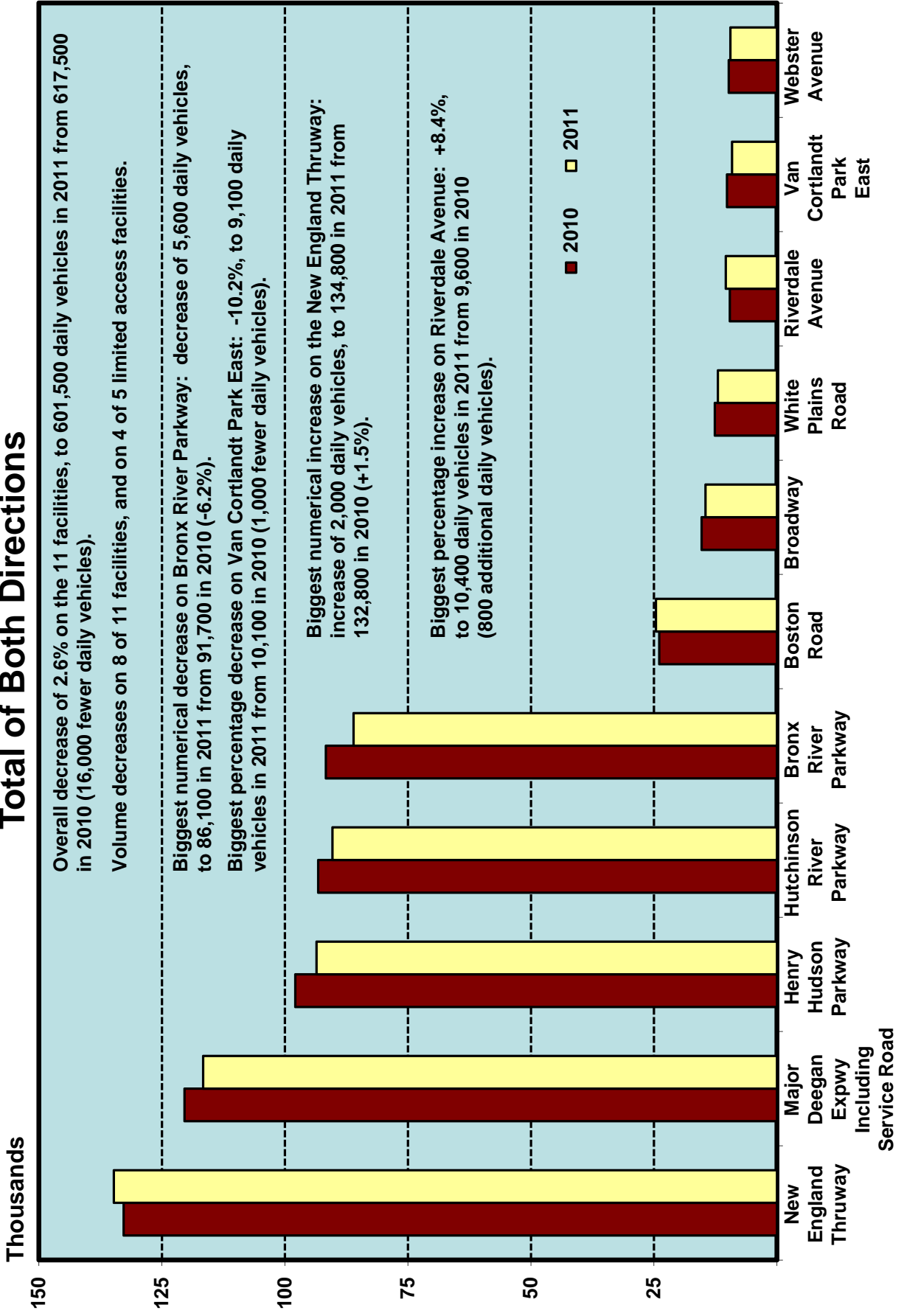
New York City Screenlines ~ Daily Volumes 2011 vs. 2010

Total of Both Directions

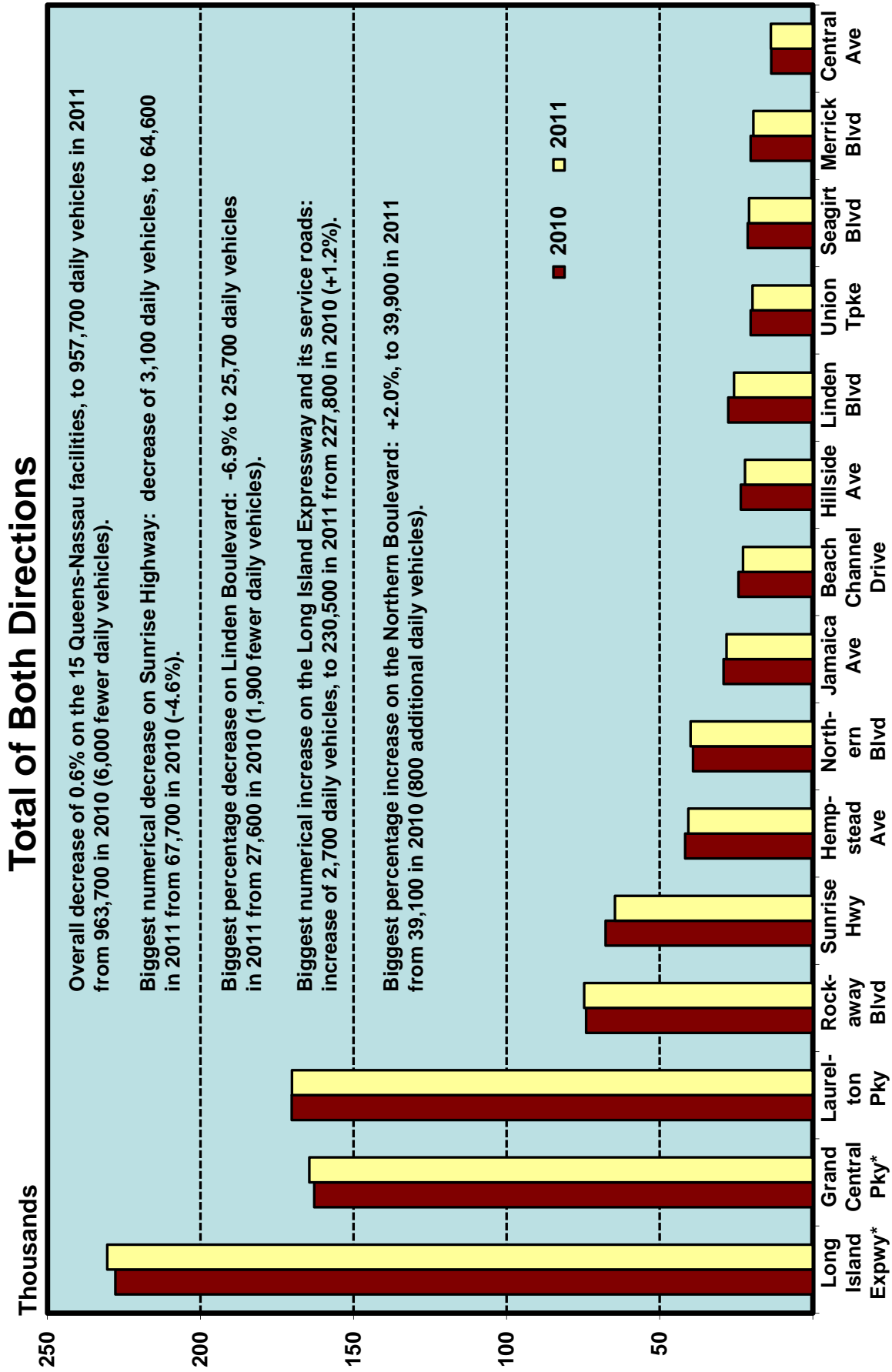


Bronx – Westchester Screenline Daily Volumes 2011 vs. 2010

Total of Both Directions



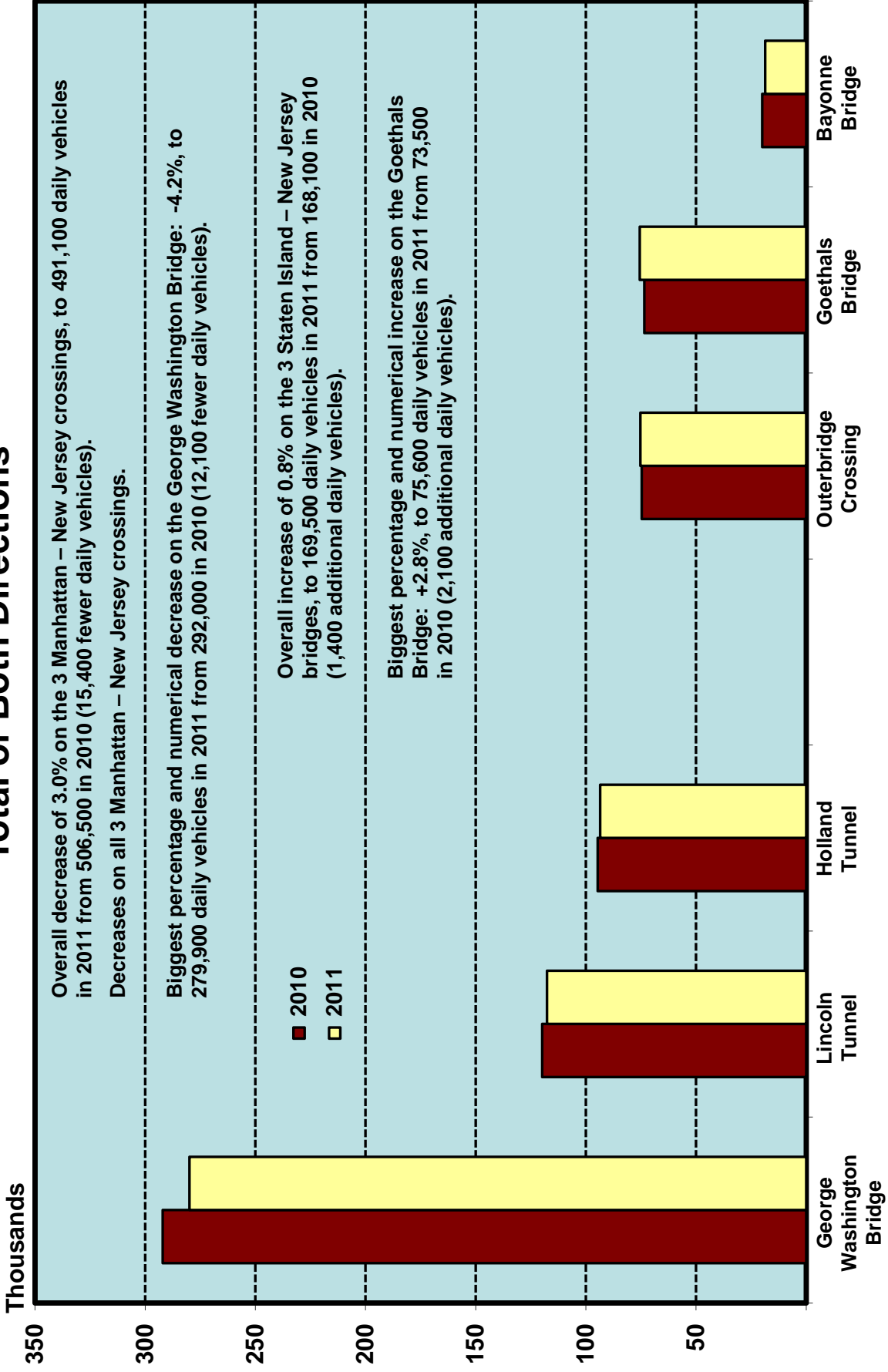
Queens – Nassau Screenline Daily Volumes 2011 vs. 2010



* Includes service roads.

New York – New Jersey Screenline Daily Volumes 2011 vs. 2010

Total of Both Directions

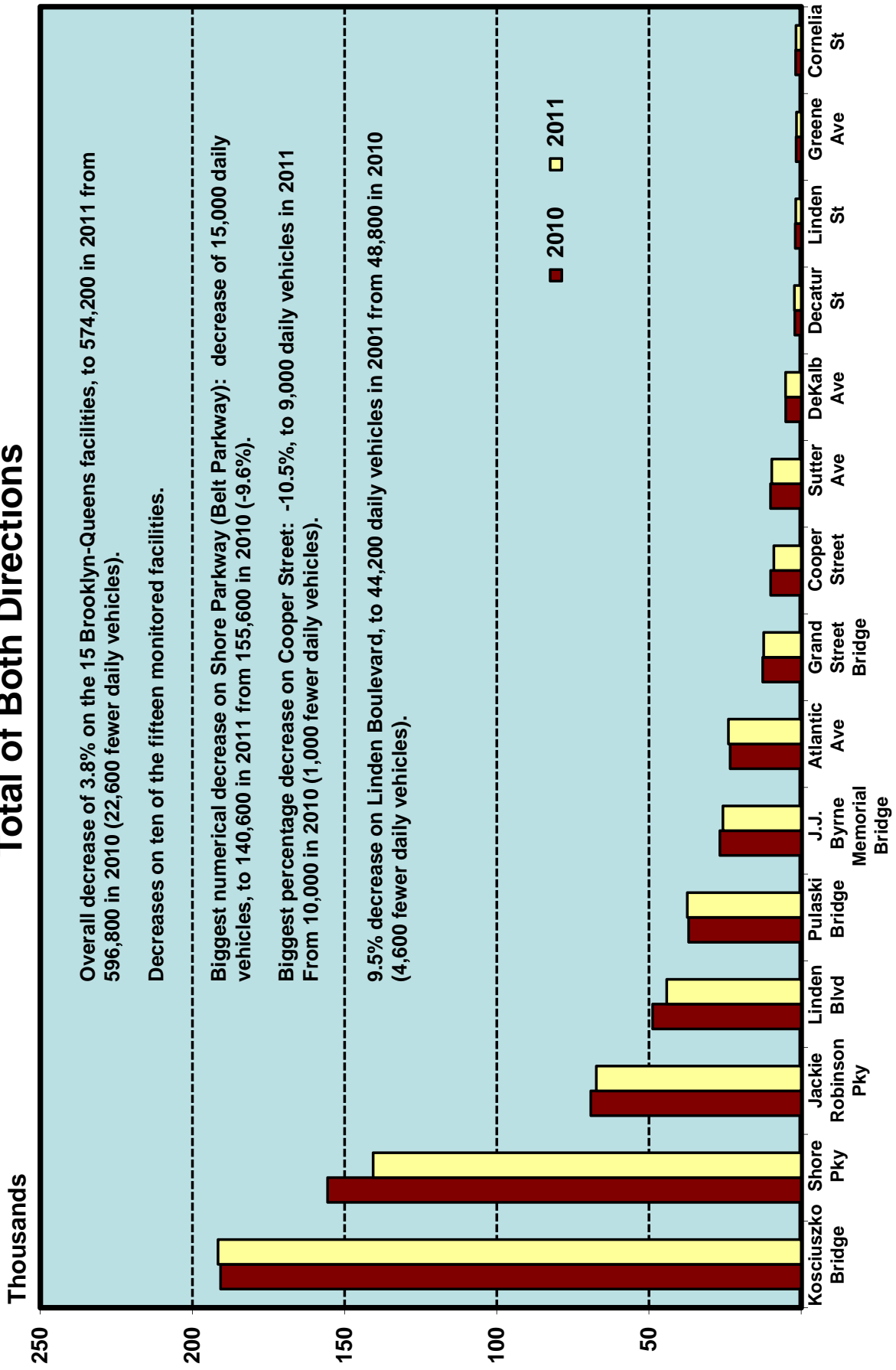


Manhattan – New Jersey Crossings

Staten Island – New Jersey Bridges

Brooklyn - Queens Screenline Daily Volumes 2011 vs. 2010

Total of Both Directions



10-Year Trends ~ 2001-2011



**Sutter Avenue at the Brooklyn – Queens Screenline
Looking West**

TEN-YEAR TRENDS: 2001-2011

Total monitored daily traffic volume at the City boundaries increased 2.0% during this ten-year period, to 2,232,600 in 2011 from 2,189,600 in 2001 (43,000 additional daily vehicles).

Bronx – Westchester Screenline

- Overall decrease of 0.9% at the eleven Bronx-Westchester screenline monitoring sites, to 601,500 daily vehicles in 2011 from 606,700 in 2001 (5,200 fewer daily vehicles).
- Volume decreases on nine of the eleven monitored facilities.
- Largest numerical decrease on Bronx River Parkway: decrease of 3,400 daily vehicles, to 86,100 in 2011 from 89,500 in 2001 (-3.8%).
- Largest percentage decrease on Riverdale Avenue: -13.1%, to 10,400 daily vehicles in 2011 from 12,000 in 2001 (1,600 fewer daily vehicles).
- Largest numerical and percentage increase on New England Thruway: 5.6% increase to 134,800 daily vehicles from 127,700 (+7,100 daily vehicles).

Queens – Nassau Screenline

- Overall increase of 1.2%, at the fifteen Queens-Nassau screenline monitoring locations, to 957,700 daily vehicles in 2011 from 946,700 in 2001 (11,000 additional daily vehicles).
- Volume decreases on nine of the fifteen monitored facilities.
- Largest percentage and numerical increase on Long Island Expressway and its service roads: up 26.1% to 230,500 daily vehicles in 2011 from 182,800 in 2001 (47,700 additional daily vehicles).
- Greatest numerical decline on Grand Central Parkway and its service road: decrease of 16,400 daily vehicles to 164,500 in 2011 from 180,900 in 2001 (-9.0%).
- Greatest percentage decline on Union Turnpike: down 21.6%, to 19,700 daily vehicles in 2011 from 25,100 in 2001 (decrease of 5,400 daily vehicles).
- Northern Boulevard down 12.8%, to 39,900 daily vehicles from 45,800 (5,900 fewer daily vehicles).

Manhattan – New Jersey Screenline

- Overall increase of 7.0% on the three Hudson River crossings, to 491,100 daily vehicles in 2011 from 458,900 in 2001 (32,200 additional daily vehicles).
- Largest numerical and percentage increase via the Holland Tunnel, where daily traffic more than doubled, to 93,600 in fall 2011 from 43,400 in fall 2001 (50,200 additional daily vehicles). Traffic using the Holland Tunnel had decreased significantly in fall 2001 following the events of 9/11/2001.
- Only decrease at the George Washington Bridge: -9.5% to 279,900 daily vehicles in 2011 from 309,300 in 2001 (29,400 fewer daily vehicles).

Staten Island – New Jersey Screenline

- Overall decrease of 4.4% on the three Staten Island-New Jersey bridges, to 169,500 daily vehicles in 2011 from 177,200 in 2001 (7,700 fewer daily vehicles).
- Decreases on all three Staten Island-New Jersey bridges.
- Largest numerical and percentage decrease on Bayonne Bridge: -21.0%, to 18,700 daily vehicles in 2011 from 23,600 in 2001 (4,900 fewer daily vehicles).

Brooklyn – Queens Screenline

- Overall decrease of 6.2% at the fifteen monitored Brooklyn-Queens screenline locations, to 574,200 daily vehicles in 2011 from 612,100 in 2001 (37,900 fewer daily vehicles).
- Volume decreases on twelve of the fifteen monitored facilities.
- Largest numerical decrease on Shore Parkway (Belt Parkway): decrease of 11,300 daily vehicles, to 140,600 in 2011 from 151,900 in 2001 (-7.4%).
- Largest percentage decrease on Linden Street: -30.2% to 1,780 daily vehicles in 2011 from 2,540 in 2001.
- Decrease of 8,100 daily vehicles on Linden Boulevard, to 44,200 in 2011 from 52,300 in 2001 (-15.5%).
- Decrease of 5,400 daily vehicles on Jackie Robinson Parkway, to 67,300 in 2011 from 72,700 in 2001 (-7.4%).
- Largest numerical and percentage increase on Sutter Avenue: +19.4% to 9,700 daily vehicles in 2011 from 8,100 in 2001 (1,600 additional daily vehicles).

10-Year Volume Trends ~ 2001 - 2011

New York City Screenline Traffic Volumes

Both Directions

Page 1 of 2

BRONX-WESTCHESTER	Highway Functional Classification	2001	2011	Percent Change
Boston Road	Principal Arterial	26,087	24,601	- 5.7 %
Broadway	Principal Arterial	16,295	14,526	- 10.9 %
Bronx River Parkway	Principal Arterial	89,493	86,050	- 3.8 %
Henry Hudson Parkway	Principal Arterial	95,327	93,588	- 1.8 %
Hutchinson River Parkway	Principal Arterial	88,651	90,344	1.9 %
Major Deegan Expressway	Interstate	105,708	106,476	0.7 %
Major Deegan Svce Roads	Principal Arterial	11,116	10,146	- 8.7 %
New England Thruway	Interstate	127,645	134,776	5.6 %
Riverdale Avenue	Principal Arterial	11,959	10,398	- 13.1 %
Van Cortlandt Park East	Minor Arterial	10,360	9,122	- 11.9 %
Webster Avenue	Local	10,841	9,474	- 12.6 %
White Plains Road	Principal Arterial	13,184	12,008	- 8.9 %
Total Bronx-Westchester Screenline		606,666	601,509	- 0.9 %

QUEENS-NASSAU				
		2001	2011	Percent Change
Beach Channel Drive	Minor Arterial	24,660	22,818	- 7.5 %
Central Avenue	Minor Arterial	12,924	13,700	6.0 %
Grand Central Parkway	Principal Arterial	170,804	153,655	- 10.0 %
Grand Central Parkway Svce Road	Minor Arterial	10,061	10,844	7.8 %
Hempstead Avenue	Principal Arterial	44,650	40,666	- 8.9 %
Hillside Avenue	Principal Arterial	27,575	22,172	- 19.6 %
Jamaica Avenue	Principal Arterial	28,206	28,213	0.0 %
Laurelton Parkway	Principal Arterial	171,445	170,143	- 0.8 %
Linden Boulevard	Principal Arterial	26,701	25,733	- 3.6 %
Long Island Expressway	Interstate	164,317	220,264	34.0 %
Long Island Exp Svce Roads	Principal Arterial	18,481	10,214	- 44.7 %
Merrick Boulevard	Minor Arterial	19,401	19,434	0.2 %
Northern Boulevard	Principal Arterial	45,805	39,933	- 12.8 %
Rockaway Boulevard	Principal Arterial	72,027	74,717	3.7 %
Seagirt Boulevard	Principal Arterial	15,939	20,833	30.7 %
Sunrise Highway	Principal Arterial	68,618	64,624	- 5.8 %
Union Turnpike	Principal Arterial	25,113	19,695	- 21.6 %
Total Queens-Nassau Screenline		946,727	957,658	1.2 %

10-Year Volume Trends ~ 2001 - 2011

New York City Screenline Traffic Volumes

Both Directions

Page 2 of 2

NEW YORK - NEW JERSEY	Highway Functional Classification	2001	2011	Percent Change
George Washington Bridge	Interstate	309,310	279,896	- 9.5 %
Holland Tunnel	Interstate	43,377	93,560	115.7 %
Lincoln Tunnel	Principal Arterial	106,257	117,653	10.7 %
Bayonne Bridge	Principal Arterial	23,631	18,665	- 21.0 %
Goethals Bridge	Interstate	78,196	75,580	- 3.3 %
Outerbridge Crossing	Principal Arterial	75,424	75,291	- 0.2 %
Total New York - New Jersey Screenline		636,195	660,645	3.8 %

BROOKLYN - QUEENS

Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	13,895	12,320	- 11.3 %
J.J. Byrne Memorial Bridge *	Principal Arterial	26,766	25,709	- 3.9 %
Kosciuszko Bridge	Interstate	196,565	191,624	- 2.5 %
Pulaski Bridge	Principal Arterial	39,062	37,422	- 4.2 %
Subtotal, Newtown Creek Bridges		276,288	267,075	- 3.3 %

Other Facilities				
Atlantic Avenue	Principal Arterial	27,895	23,919	- 14.3 %
Cooper Street	Minor Arterial	9,517	8,987	- 5.6 %
Cornelia Street	Local	1,936	1,723	- 11.0 %
Decatur Street	Collector	2,082	2,226	6.9 %
DeKalb Avenue	Minor Arterial	4,910	5,134	4.6 %
Greene Avenue	Minor Arterial	1,962	1,555	- 20.7 %
Jackie Robinson Parkway	Principal Arterial	72,680	67,297	- 7.4 %
Linden Boulevard	Principal Arterial	52,290	44,183	- 15.5 %
Linden Street	Collector	2,544	1,776	- 30.2 %
Shore Parkway	Principal Arterial	151,918	140,634	- 7.4 %
Sutter Avenue	Minor Arterial	8,112	9,688	19.4 %
Subtotal, Other Facilities		335,846	307,122	- 8.6 %

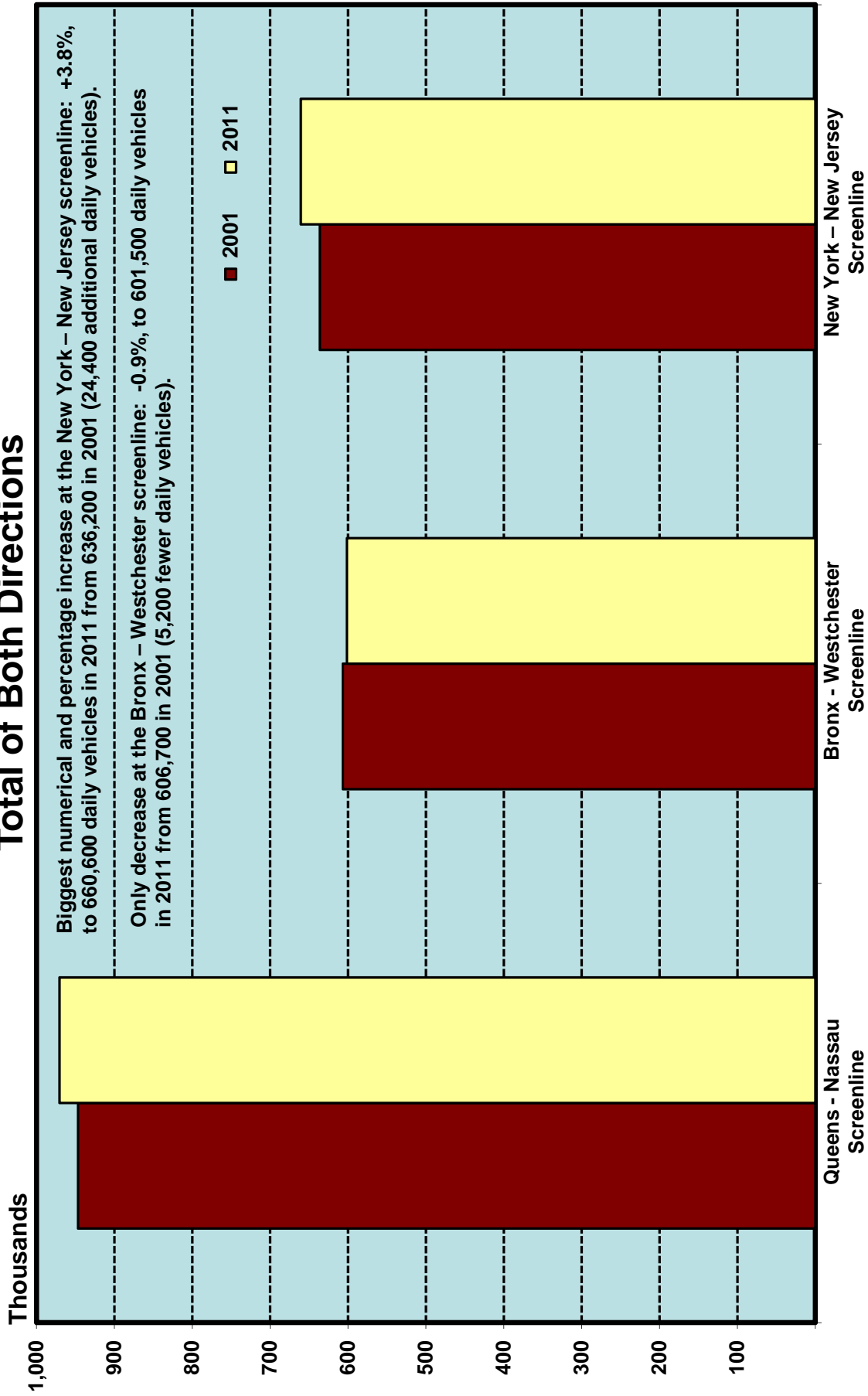
Total Brooklyn - Queens Screenline		612,134	574,197	- 6.2 %
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* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

10-Year Volume Changes ~ 2001 - 2011

New York City Screenlines Daily Volumes

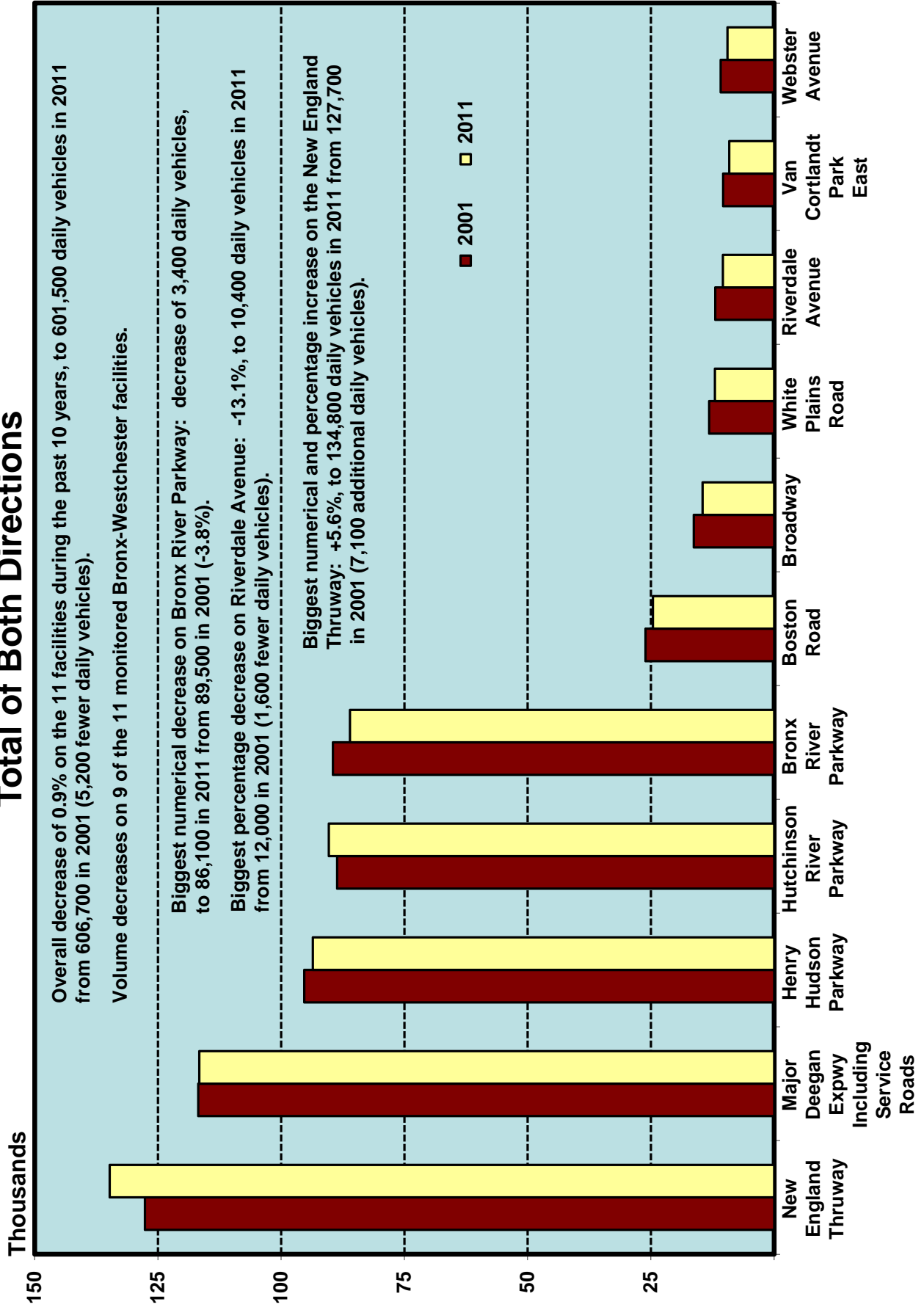
Total of Both Directions



10-Year Volume Changes ~ 2001 - 2011

Bronx – Westchester Screenline Daily Volumes

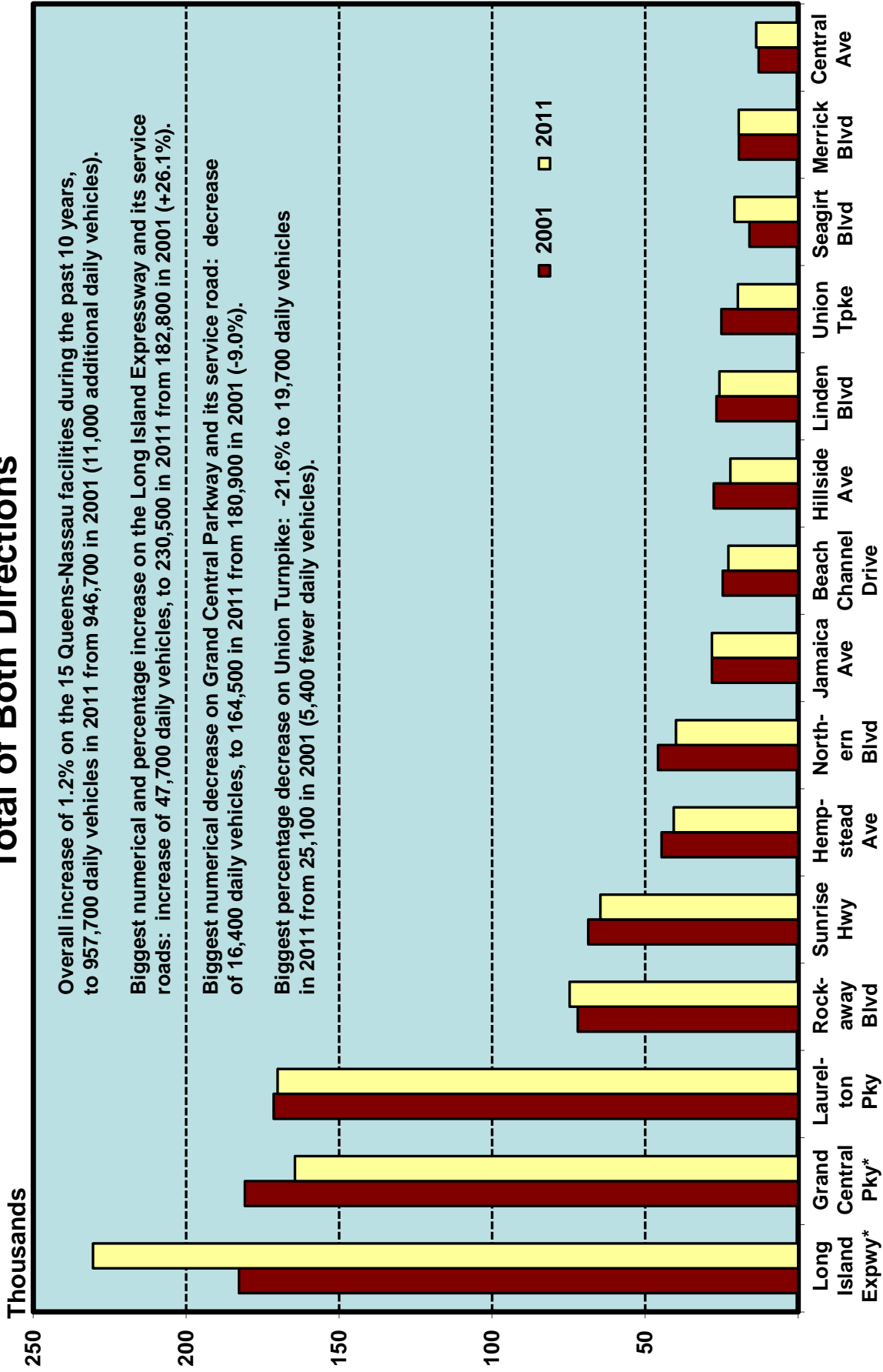
Total of Both Directions



10-Year Volume Changes ~ 2001 - 2011

Queens – Nassau Screenline Daily Volumes

Total of Both Directions

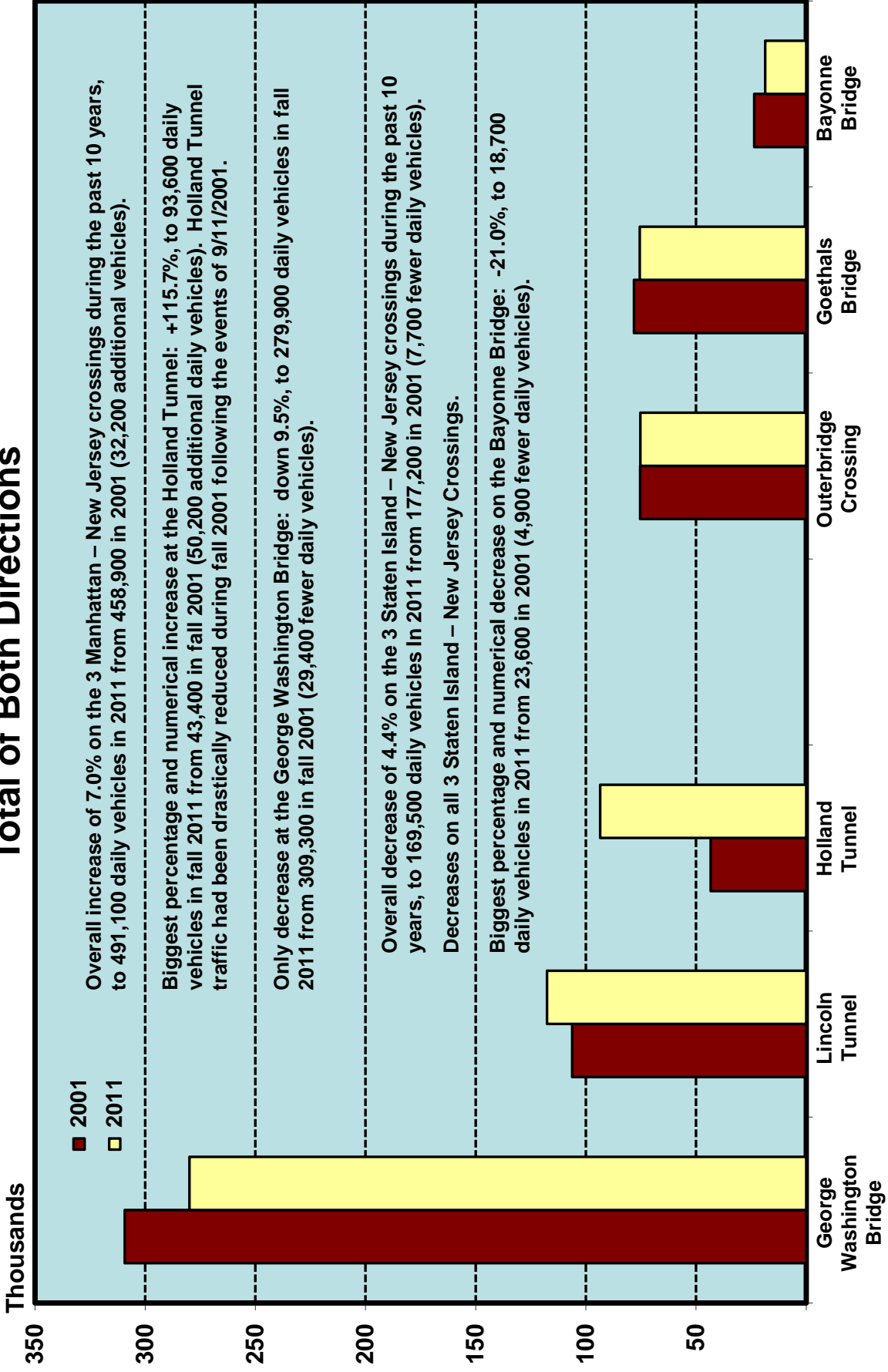


* Includes service roads.

10-Year Volume Changes ~ 2001 – 2011

New York – New Jersey Screenline Daily Volumes

Total of Both Directions



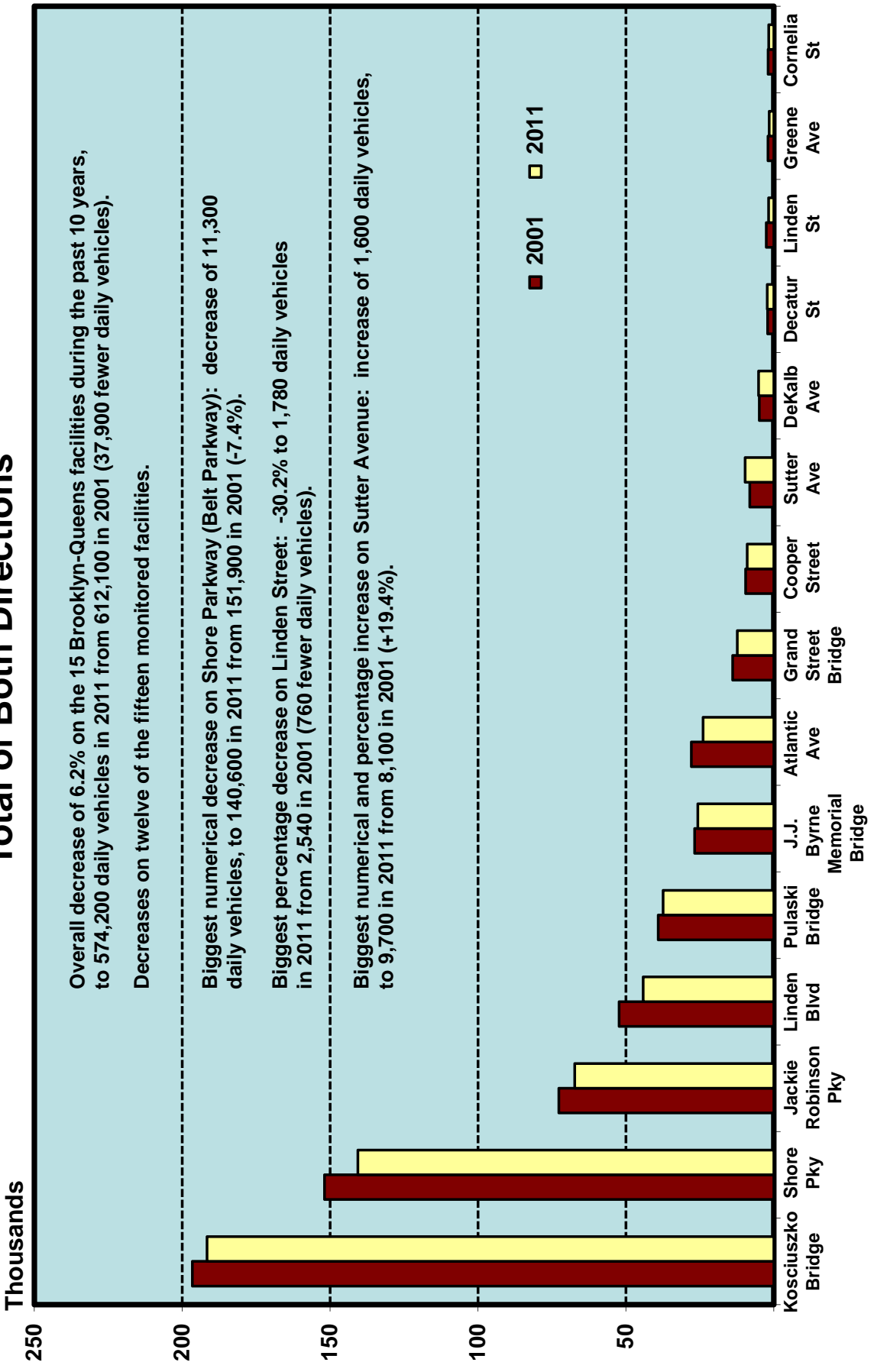
Manhattan – New Jersey Crossings

Staten Island – New Jersey Bridges

10-Year Volume Changes ~ 2001 - 2011

Brooklyn - Queens Screenline Daily Volumes

Total of Both Directions



New York City Screenline



**Grand Central Parkway at the Queens – Nassau Border
Looking West**

NEW YORK CITY SCREENLINE

In 1963, when the first comprehensive New York City border screenline data were collected, average daily two-way volume at the 29 locations studied was 1,109,200.

- Queens - Nassau screenline: 546,500 daily vehicles, 49.3% of total monitored New York City border screenlines volume.
- Bronx – Westchester screenline: 269,700 daily vehicles, 24.3%.
- Manhattan - New Jersey screenline: 265,600 daily vehicles, 23.9%.
- Staten Island – New Jersey screenline: 27,400 daily vehicles, 2.5%.
- Volumes on Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens, were not collected prior to 1986.

1963 - 1973

Traffic volume recorded at the City borders rose 36.2%, to an average of 1,510,600 vehicles per day in 1973 from 1,109,200 in 1963 (401,400 additional daily vehicles).

- Increases exceeded 20% at all City border screenlines.
- Volume on the three Staten Island – New Jersey bridges nearly tripled, to 81,000 daily vehicles in 1973 from 27,400 in 1963.
- Largest numerical increase at the Manhattan – New Jersey screenline, where daily volume increased to 397,200 daily vehicles in 1973 from 265,600 in 1963 (+49.5%, or 131,600 additional daily vehicles).
- Bronx – Westchester traffic increased 34.1% to 361,700 daily vehicles from 269,700.
- Queens - Nassau traffic increased 22.7% to 670,700 daily vehicles from 546,500.

1973 - 1982

Growth slowed during this nine-year period, with volume recorded at the City borders rising 10.4% to 1,667,300 daily vehicles 1982 from 1,510,600 in 1973.

- Traffic continued to increase at all City boundaries.
- Staten Island – New Jersey traffic increased 31.6% to 106,700 daily vehicles in 1982 from 81,000 in 1973.
- Bronx – Westchester traffic increased 14.4% to 413,800 daily vehicles from 361,700.
- Manhattan – New Jersey traffic increased 9.2% to 433,700 daily vehicles from 397,200.
- Queens - Nassau traffic increased 6.3% to 713,100 daily vehicles from 670,700.

1982 - 1986

Faster growth resumed, as monitored traffic at the City borders increased 14.8% during this four-year period, to 1,914,800 daily vehicles in 1986 from 1,667,300 in 1982 (excluding Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was not counted in 1982).

- Staten Island – New Jersey traffic increased 29.8%, to 138,400 daily vehicles in 1986 from 106,700 in 1982.
- Bronx – Westchester traffic increased 14.6% to 474,000 daily vehicles from 413,800.
- Queens – Nassau traffic increased 14.5% to 816,600 daily vehicles from 713,100.
- Manhattan – New Jersey traffic increased 12.0% to 485,800 daily vehicles from 433,700.

1986 - 1993

Monitored traffic at the New York City boundaries increased by just 3.1% during this seven-year period, to 2,012,400 daily vehicles in 1993 from 1,951,000 in 1986 (including Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was counted for the first time in 1986).

- Bronx – Westchester traffic increased 4.7%, to 506,200 daily vehicles in 1993 from 483,300 in 1986.
- Queens - Nassau traffic increased 5.8%, to 892,300 daily vehicles from 843,500.
- Staten Island – New Jersey traffic increased 1.7%, to 140,800 daily vehicles from 138,400.
- Conversely, traffic between Manhattan and New Jersey decreased 2.6%, to 473,100 daily vehicles in 1993 from 485,800 in 1986.

1993 - 2001

From 1993 to 2001, monitored traffic at the New York City boundaries increased modestly, rising by 8.8% during that eight-year period, to 2,189,600 daily vehicles in 2001 from 2,012,400 in 1993.

- Bronx – Westchester traffic increased 19.8%, to 606,700 daily vehicles in 2001 from 506,200 in 1993.
- Queens - Nassau traffic increased 6.1%, to 946,700 in daily vehicles 2001 from 892,300 in 1993.
- Staten Island – New Jersey daily volume increased 25.9%, to 177,300 from 140,800.
- Conversely, daily traffic between Manhattan and New Jersey decreased 3.0%, to 458,900 from 473,100.

2001 - 2011

During the most recent ten-year period, from 2001 to 2011, monitored traffic at the New York City boundaries increased modestly, rising by 3.8%, to 2,219,800 daily vehicles in 2011 from 2,189,600 in 2001.

- Bronx – Westchester traffic decreased 0.9%, to 601,500 daily vehicles in 2011 from 606,700 in 2001.
- Queens - Nassau traffic increased 1.2%, to 957,700 daily vehicles in 2011 from 946,700 in 2001.
- Manhattan - New Jersey traffic increased 7.0%, to 491,100 daily vehicles from 458,900.
- Conversely, Staten Island - New Jersey traffic decreased 4.4%, to 169,500 daily vehicles from 177,300.

1963 - 2011

From 1963 to 2011, daily two-way traffic at the 29 City border locations monitored throughout the period nearly doubled, to 2,176,000 in 2011 from 1,109,200 in 1963.

- Staten Island – New Jersey traffic skyrocketed by 519%, to 169,500 daily vehicles in 2011 from 27,400 in 1963, largely as a result of the opening of the Verrazano–Narrows Bridge in 1964.
- Manhattan – New Jersey traffic increased 85%, to 491,100 daily vehicles in 2011 from 265,600 in 1963, fostered in part by the opening of the George Washington Bridge's lower level in 1962 and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route in 1963 which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan. From 1962 to 1966, George Washington Bridge traffic increased 50.6% to 167,300 daily vehicles from 111,100.
- During the 48-year period from 1963 to 2011, continuously monitored daily traffic increased 119% between The Bronx and Westchester (to 592,400 from 269,700), and 70% between Queens and Nassau (to 923,100 from 546,500).

New York City Screenline 2011 Daily Volumes



**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes**

Entering New York City

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Bronx - Westchester	131,910	179,678	206,402	244,083	258,711	262,045	269,207	276,672	285,235	287,874	297,196	298,464	308,307	314,460
Queens - Nassau	272,360	334,940	373,479	417,005	448,046	450,332	448,742	445,915	452,167	457,372	473,858	472,861	473,363	468,813
N.J. - Manhattan	N/A	196,532	215,979	240,921	234,479	235,840	239,529	246,107	250,864	257,725	263,502	265,463	222,389	254,895
N.J. - Staten Island	N/A	40,517	53,336	69,218	75,601	77,266	77,173	78,703	81,449	83,209	86,553	87,705	94,413	90,510
Totals	N/A	751,667	849,196	971,227	1,016,837	1,025,483	1,034,651	1,047,397	1,069,715	1,086,180	1,121,109	1,124,493	1,098,472	1,128,678

Entering New York City

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Bronx - Westchester	315,038	320,086	323,025	314,134	325,814	304,452	312,818	313,603	305,764
Queens - Nassau	485,332	480,260	473,349	462,916	469,587	477,437	473,526	480,213	475,313
N.J. - Manhattan	260,117	262,050	256,289	261,612	258,412	247,975	249,308	247,690	236,301
N.J. - Staten Island	92,108	90,852	89,928	91,340	92,438	88,392	89,461	90,442	88,053
Totals	1,152,595	1,153,248	1,142,591	1,130,002	1,146,251	1,118,256	1,125,113	1,131,948	1,105,431

**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Leaving New York City

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Bronx - Westchester	137,740	182,036	207,348	239,169	247,480	253,808	262,734	271,300	269,448	277,872	286,819	292,558	298,359	305,478
Queens - Nassau	274,190	335,762	339,667	426,533	444,272	446,843	444,001	450,229	454,964	462,031	473,185	467,286	473,364	475,193
N.J. - Manhattan	N/A	200,671	217,765	244,830	238,590	237,959	242,569	247,087	253,924	264,787	285,850	283,002	236,555	277,944
N.J. - Staten Island *	N/A	40,517	53,336	69,218	65,174	66,609	66,484	67,862	70,129	73,577	80,337	76,963	82,838	88,630
Totals	N/A	758,986	818,116	979,750	995,516	1,005,219	1,015,788	1,036,478	1,048,465	1,078,267	1,126,191	1,119,809	1,091,116	1,147,245

Leaving New York City

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Bronx - Westchester	304,411	307,208	310,325	310,424	310,024	294,146	296,486	303,875	295,745
Queens - Nassau	483,362	485,345	485,740	471,633	482,622	474,068	482,075	483,455	482,345
N.J. - Manhattan	287,332	274,346	271,428	276,136	255,562	260,294	255,552	258,856	254,808
N.J. - Staten Island	82,474	83,416	81,725	84,574	77,790	77,384	76,043	77,690	81,483
Totals	1,157,579	1,150,315	1,149,218	1,142,767	1,125,998	1,105,892	1,110,156	1,123,876	1,114,381

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

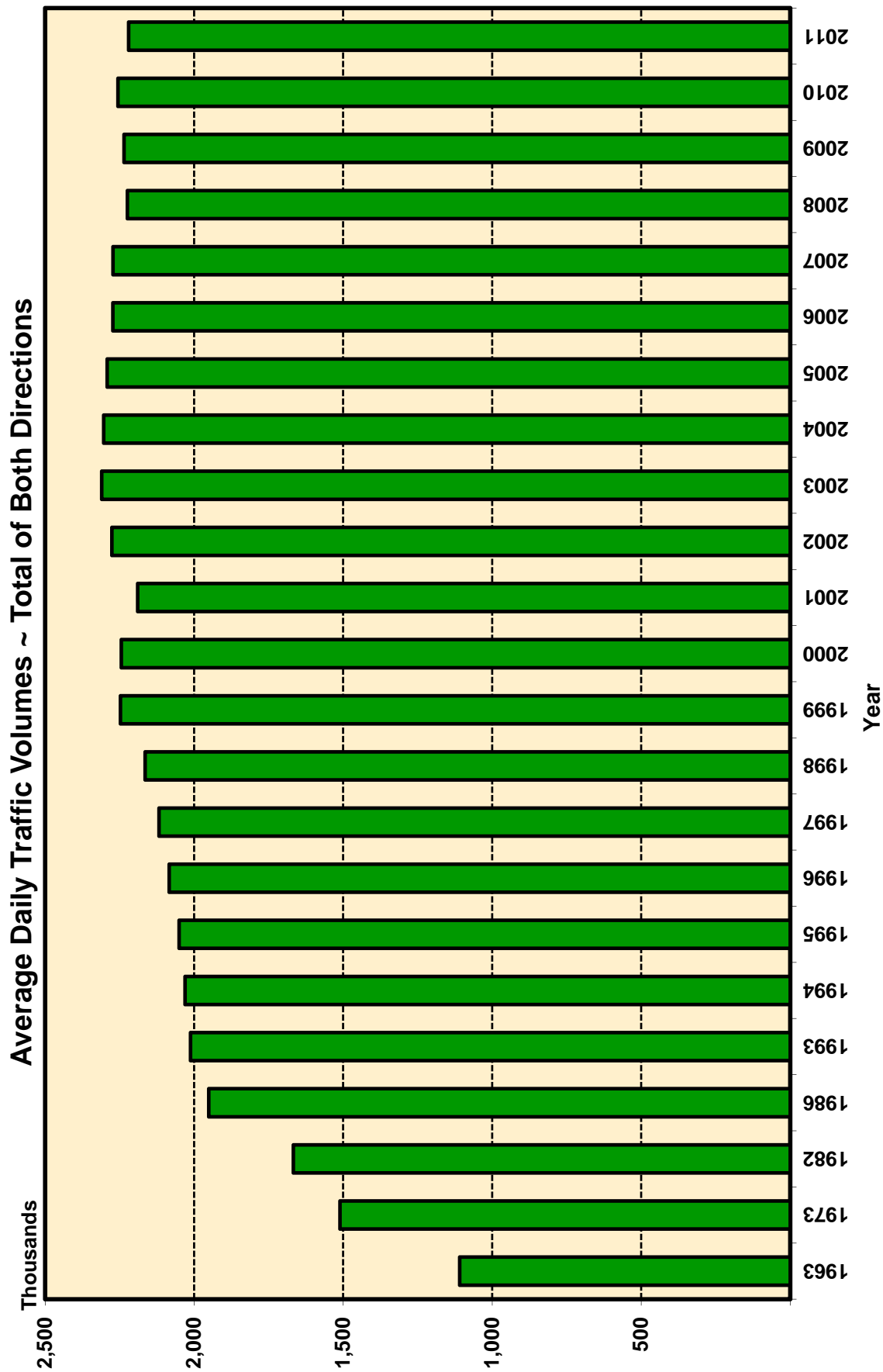
	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Bronx - Westchester	269,650	361,714	413,750	483,252	506,191	515,853	531,941	547,972	554,683	565,746	584,015	591,022	606,666	619,938
Queens - Nassau	546,550	670,702	713,146	843,538	892,318	897,175	892,743	896,144	907,131	919,403	947,043	940,147	946,727	944,006
N.J. - Manhattan	265,603	397,203	433,744	485,751	473,069	473,799	482,098	493,194	504,788	522,512	549,352	548,465	458,944	532,839
N.J. - Staten Island *	27,398	81,034	106,672	138,436	140,775	143,875	143,657	146,565	151,578	156,786	166,890	164,668	177,251	179,140
Totals	1,109,201	1,510,653	1,667,312	1,950,977	2,012,353	2,030,702	2,050,439	2,063,875	2,118,180	2,164,447	2,247,300	2,244,302	2,189,588	2,275,923

Both Directions

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Bronx - Westchester	619,449	627,294	633,350	624,558	635,838	598,598	609,304	617,478	601,509
Queens - Nassau	968,694	965,605	959,089	934,549	952,209	951,505	955,601	963,668	957,658
N.J. - Manhattan	547,449	536,396	527,717	537,748	513,974	508,269	504,860	506,546	491,109
N.J. - Staten Island	174,582	174,268	171,653	175,914	170,228	165,776	165,504	168,132	169,536
Totals	2,310,174	2,303,563	2,291,809	2,272,769	2,272,249	2,224,148	2,235,269	2,255,824	2,219,812

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

New York City Border Screenline Historical Comparisons



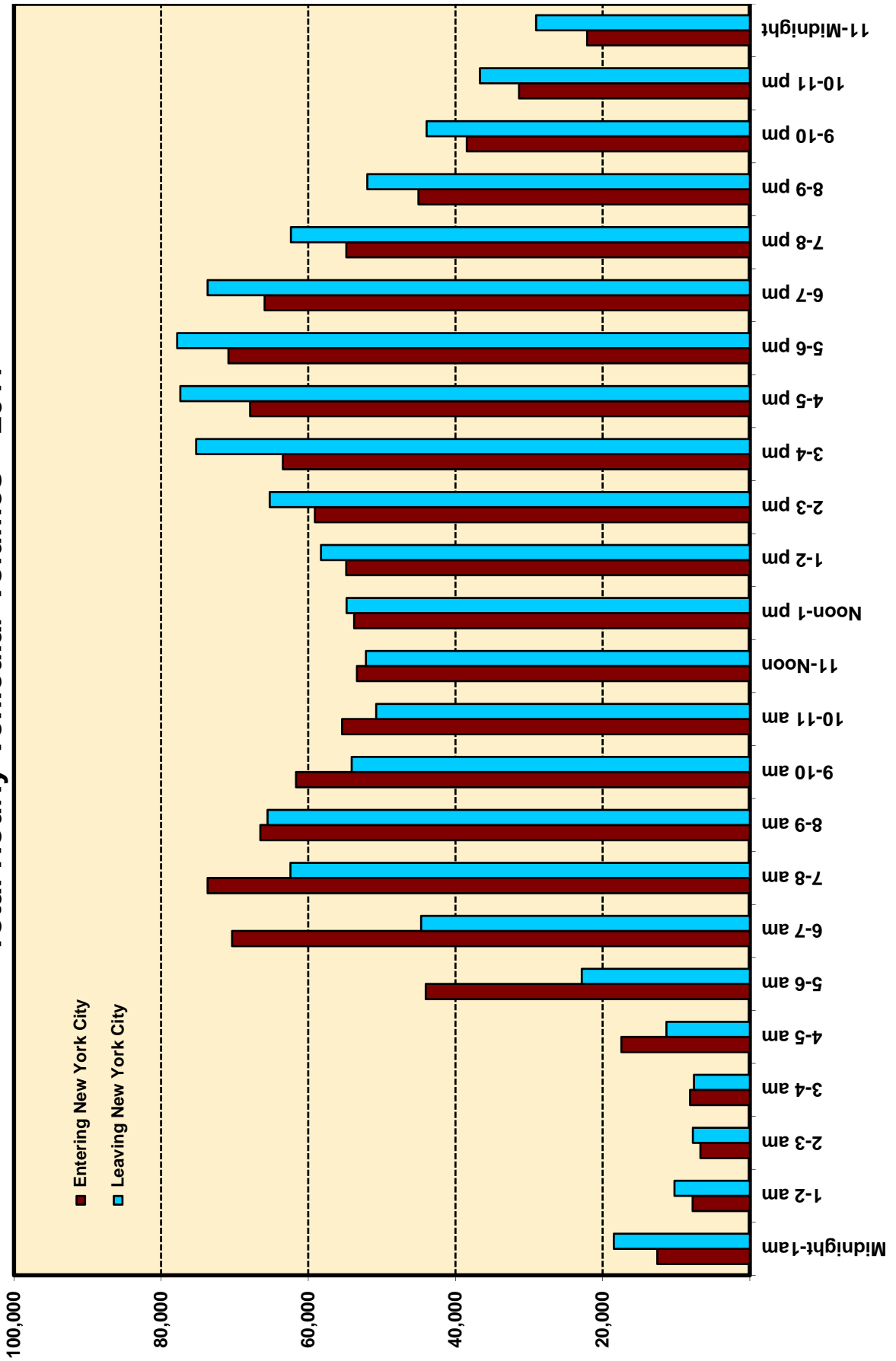
Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines.

New York City Border Screenline Traffic Volumes ~ 2011

	New York-New Jersey										NYC Totals To N.Y.C. From N.Y.C.	
	Bronx-Westchester		Queens-Nassau		Manhattan		Staten Island		To N.J.			
	To Bronx	To W'chstr	To Qns.	To Nas.	To Manh.	To N.J.	To S.I.	To N.J.	To N.J.			
Mid-1am	3,611	4,646	4,428	6,353	3,320	6,454	1,214	1,029		12,573	18,482	
1-2am	2,372	2,824	2,645	3,746	2,011	3,135	757	546		7,785	10,251	
2-3am	2,074	2,103	2,255	2,781	1,758	2,426	625	435		6,712	7,745	
3-4am	1,875	2,089	3,498	2,663	2,097	2,395	654	456		8,124	7,603	
4-5am	3,436	2,818	9,080	4,634	3,703	3,188	1,241	691		17,460	11,331	
5-6am	8,636	5,340	20,914	11,039	11,177	4,817	3,310	1,637		44,037	22,833	
6-7am	17,916	11,334	28,506	21,293	18,675	8,557	5,268	3,483		70,365	44,667	
7-8am	21,781	16,729	29,592	28,906	17,262	11,256	5,044	5,533		73,679	62,424	
8-9am	18,986	18,434	26,901	29,580	15,884	11,553	4,755	5,978		66,526	65,545	
9-10am	16,560	14,499	25,170	24,969	15,403	10,221	4,542	4,421		61,675	54,110	
10-11am	14,941	13,326	23,605	23,543	12,737	9,775	4,124	4,128		55,407	50,772	
11-Noon	14,892	13,682	23,252	23,764	11,419	10,456	3,835	4,263		53,398	52,165	
Noon-1	15,040	14,377	24,096	25,059	10,646	11,204	3,991	4,159		53,773	54,799	
1-2pm	14,908	15,040	25,015	27,240	10,529	11,782	4,396	4,219		54,848	58,281	
2-3pm	16,650	17,000	26,784	29,462	10,950	13,917	4,721	4,867		59,105	65,246	
3-4pm	18,376	20,063	28,095	31,686	11,895	17,705	5,096	5,789		63,462	75,243	
4-5pm	19,763	20,643	30,173	32,046	12,256	18,719	5,713	5,977		67,905	77,385	
5-6pm	20,932	21,197	30,907	32,653	12,329	18,278	6,682	5,688		70,850	77,816	
6-7pm	19,222	19,198	27,900	31,242	12,532	18,240	6,291	5,010		65,945	73,690	
7-8pm	15,637	16,269	23,368	26,099	10,950	15,862	4,885	4,134		54,840	62,364	
8-9pm	12,495	13,748	20,144	20,942	8,712	14,086	3,679	3,205		45,030	51,981	
9-10pm	10,618	11,809	17,233	17,649	7,555	12,007	3,053	2,458		38,459	43,923	
10-11pm	8,658	10,374	13,165	14,458	7,129	9,930	2,409	1,913		31,361	36,675	
11-Mid	6,385	8,203	8,587	10,538	5,372	8,845	1,768	1,464		22,112	29,050	
24 hr Total	305,764	295,745	475,313	482,345	236,301	254,808	88,053	81,483		1,105,431	1,114,381	
6-10am	75,243	60,996	110,169	104,748	67,224	41,587	19,609	19,415		272,245	226,746	
10am-1pm	44,873	41,385	70,953	72,366	34,802	31,435	11,950	12,550		162,578	157,736	
1-3pm	31,558	32,040	51,799	56,702	21,479	25,699	9,117	9,086		113,953	123,527	
3-7pm	78,293	81,101	117,075	127,627	49,012	72,942	23,782	22,464		268,162	304,134	
6am-7pm	229,967	215,522	349,996	361,443	172,517	171,663	64,458	63,515		816,938	812,143	

New York City Border Screenline Volumes

Total Hourly Vehicular Volumes ~ 2011



Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines.

Bronx-Westchester Screenline



**Bronx River Parkway
at Bronx - Westchester Screenline
Looking East**

BRONX - WESTCHESTER SCREENLINE

In 1963, the first year that Bronx - Westchester screenline data were analyzed, average daily two-way volume on the ten roadways studied was 269,700 vehicles.

- The Major Deegan Expressway (including service roads) was the most-traveled facility, serving 68,300 vehicles per day, 25.3% of total monitored Bronx - Westchester traffic.
- The New England Thruway carried 56,100 vehicles per day, 20.8% of the total.
- Volumes on Van Cortlandt Park East were not collected prior to 1986.

1963 - 1973

Traffic crossing the Bronx – Westchester screenline increased 34.1%, to an average of 361,700 vehicles per day in 1973 from 269,700 in 1963 (92,000 additional daily vehicles).

- Major Deegan Expressway traffic (including service roads) increased 33.2%, to 90,900 daily vehicles in 1973 from 68,300 in 1963.
- New England Thruway traffic increased 47.4%, to 82,600 daily vehicles in 1973 from 56,100 in 1963.
- Hutchinson River Parkway traffic increased 80.1%, 29,100 daily vehicles from 16,200.
- Traffic on Boston Road doubled, to 22,800 daily vehicles from 11,000.

1973 - 1982

Growth moderated during this nine-year period, as average daily traffic recorded at the Bronx – Westchester screenline increased 14.4% to 413,800 daily vehicles in 1982 from 361,700 in 1973.

- Hutchinson River Parkway had the largest increase, +65.9% to 48,300 daily vehicles in 1982 from 29,100 in 1973.

1982 - 1986

Growth accelerated between 1982 and 1986, increasing Bronx - Westchester traffic to 474,000 daily vehicles, an increase of 14.6% over the four-year period (excluding Van Cortlandt Park East where traffic was not counted in 1982).

- Henry Hudson Parkway traffic increased 27.5%, to 53,300 daily vehicles in 1986 from 41,800 in 1982.
- On the Major Deegan Expressway and its service roads, traffic increased 27.0%, to 124,900 in 1986 from 98,300 in 1982.
- Bronx River Parkway traffic increased 20.3% to 79,200 from 65,800.

1986 - 1993

During this seven-year period, traffic crossing the Bronx - Westchester border increased just 4.7%, to 506,200 daily vehicles in 1993 from 483,300 in 1986 (including Van Cortlandt Park East, where traffic was counted for the first time in 1986).

- Hutchinson River Parkway traffic increased 22.4%, to 66,400 daily vehicles in 1993 from 54,300 in 1986.
- Henry Hudson Parkway traffic increased 18.4%, to 63,100 daily vehicles from 53,300.

1993 - 2001

Bronx - Westchester screenline traffic volume increased 19.8%, to 606,700 in 2001 from 506,200 in 1993.

- Henry Hudson Parkway traffic increased 51.1% to 95,300 daily vehicles in 2001 from 63,100 in 1993.
- New England Thruway traffic increased 34.4% to 127,600 daily vehicles from 95,000.
- Hutchinson River Parkway traffic increased 33.5%, to 88,700 daily vehicles from 66,400.
- Conversely, traffic on the Major Deegan Expressway and its service roads decreased 6.7%, to 116,800 in 2001 from 125,300 in 1993.

2001 - 2011

During the most recent ten-year period, from 2001 to 2011, Bronx - Westchester screenline traffic overall has decreased slightly, by 0.9%, to 601,500 daily vehicles in 2011 from 606,700 in 2001.

- Decreases occurred on nine of the eleven monitored facilities.
- The largest numerical decrease occurred on the Bronx River Parkway, where daily volume fell by 3,400 vehicles, to 86,100 in 2011 from 89,500 in 2001 (-3.8%).
- The largest percentage decrease occurred on Riverdale Avenue, where daily volume fell by 13.1%, to 10,400 from 12,000.
- The most significant increase was on the New England Thruway, where daily traffic increased by 5.6%, to 134,800 in 2011 from 127,600 in 2001.

1963 - 2011

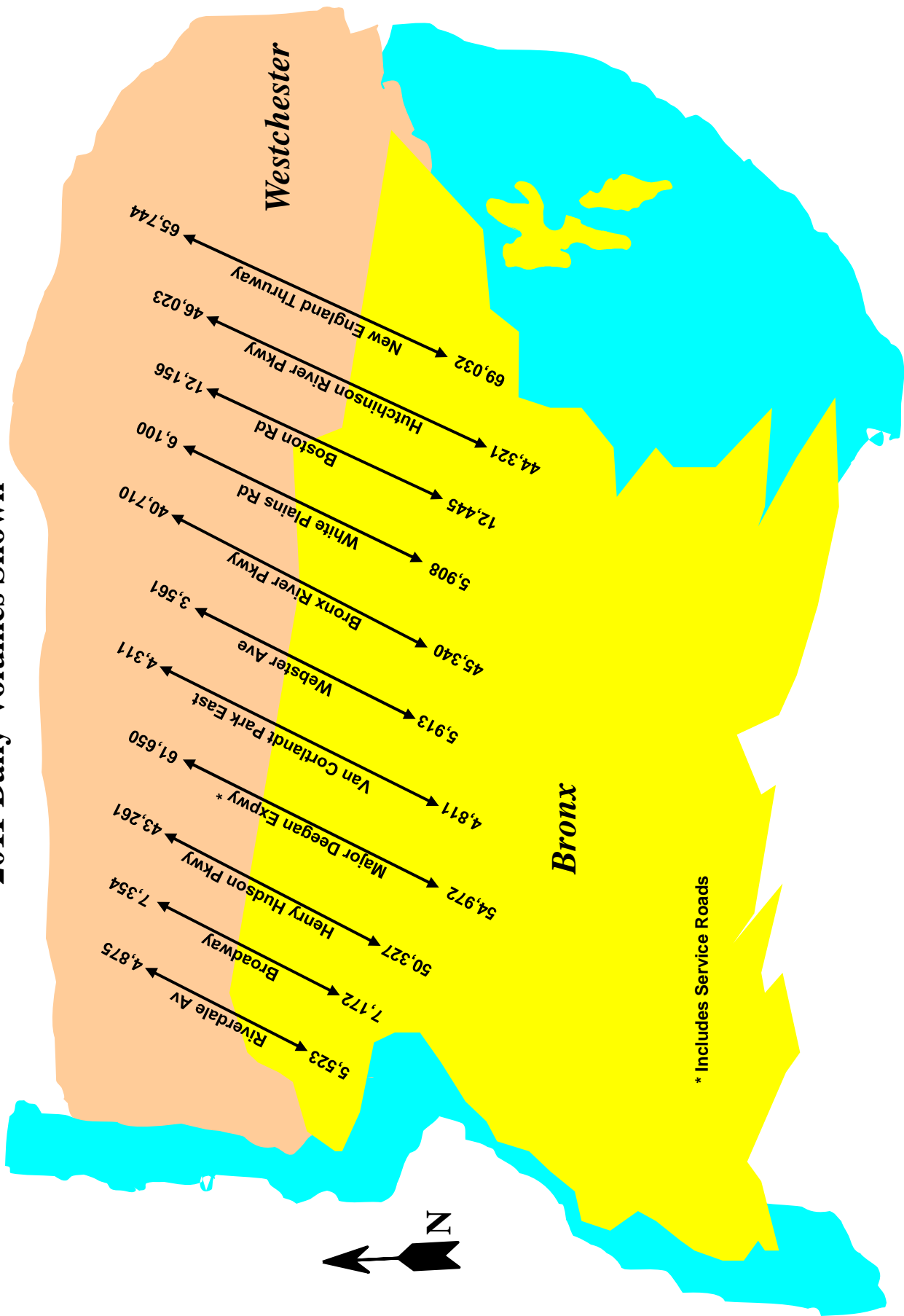
During the 48 years from 1963 to 2011, total daily traffic on the ten Bronx – Westchester facilities monitored throughout the period more than doubled, to 592,400 from 269,700.

- Most of the growth in Bronx - Westchester traffic since 1963 has occurred on the five limited access highways crossing the screenline.
- Of the 322,700 additional daily vehicles on the ten continuously-monitored facilities, 307,800 (95% of the total increase) are on the limited access highways.
- The fastest growth occurred on the Hutchinson River Parkway, where traffic volume soared 459%, to 90,300 daily vehicles in 2011 from 16,200 in 1963.

- Henry Hudson Parkway volume more than tripled, to 93,600 daily vehicles in 2011 from 29,000 in 1963.
- New England Thruway Traffic volume climbed 140%, to 134,800 daily vehicles from 56,100.
- Bronx River Parkway traffic volume nearly doubled, to 86,100 from 44,100.
- Traffic volume on the Major Deegan Expressway and its service roads was up 71%, to 116,600 daily vehicles from 68,300.
- Boston Road exhibited the largest change of any arterial facility since 1963, with daily volume rising 124%, to 24,600 from 11,000.
- Volume on White Plains Road increased 30% to 12,000 daily vehicles from 9,200.

Bronx - Westchester Screenline

2011 Daily Volumes Shown



* Includes Service Roads

**Bronx-Westchester Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To Bronx

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Boston Rd	5,080	11,026	9,737	10,514	12,140	11,609	11,068	11,429	12,868	12,443	13,258	11,514	13,262	12,997
Broadway	6,570	7,169	4,465	7,679	8,017	8,074	8,114	8,113	8,020	8,331	8,096	8,292	8,143	7,989
Bronx River Pky	23,060	28,100	34,908	40,561	39,855	40,684	41,902	43,106	42,330	41,526	44,719	45,296	46,681	49,382
Henry Hudson Pky	16,170	18,300	19,728	29,720	34,445	36,721	39,857	41,537	44,136	40,811	46,359	47,922	51,091	52,378
Hutchinson River Pky	7,110	13,690	23,515	26,737	32,980	34,226	35,461	40,124	40,584	40,878	41,242	41,359	44,624	46,446
Major Deegan Exp *	28,780	45,520	46,396	59,902	59,934	55,397	54,819	52,995	54,548	55,106	54,438	53,403	54,052	56,811
New England Thruway	29,460	40,770	51,683	47,288	50,172	53,462	55,084	56,690	59,817	65,314	65,302	67,655	66,091	64,042
Riverdale Ave	5,130	5,523	4,789	5,878	6,044	5,615	5,794	5,961	6,191	5,994	5,904	5,539	5,816	5,643
Van Cortlandt Pk E	N/A	N/A	N/A	4,806	4,721	4,554	4,770	4,569	4,686	4,974	5,623	5,015	5,399	5,816
Webster Ave	5,950	3,650	5,119	5,447	6,393	5,943	6,300	6,289	6,343	6,318	6,093	6,378	6,605	6,736
White Plains Rd	4,600	5,930	6,062	5,551	4,010	5,760	6,038	5,859	5,712	6,179	6,162	6,091	6,543	6,220
Totals	131,910	179,678	206,402	244,083	258,711	262,045	269,207	276,672	285,235	287,874	297,196	298,464	308,307	314,460

To Bronx

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Boston Rd	13,839	13,016	12,370	12,537	12,418	12,210	11,578	11,788	12,445
Broadway	8,117	8,125	8,196	8,327	7,971	7,641	7,560	7,612	7,172
Bronx River Pky	47,061	47,666	48,587	47,918	47,563	46,292	48,112	48,391	45,340
Henry Hudson Pky	51,151	51,983	54,310	52,413	55,925	50,068	50,862	52,077	50,327
Hutchinson River Pky	44,690	48,534	46,537	42,783	47,698	45,313	45,184	46,677	44,321
Major Deegan Exp *	59,430	58,735	58,734	59,856	61,525	57,220	59,121	57,429	54,972
New England Thruway	66,454	66,869	68,815	65,776	68,247	62,231	67,328	66,730	69,032
Riverdale Ave	5,490	6,098	6,167	5,965	6,160	5,550	4,835	5,001	5,523
Van Cortlandt Pk E	5,874	6,193	5,952	6,012	5,388	5,636	5,842	5,443	4,811
Webster Ave	6,804	6,885	7,003	6,634	6,412	6,214	6,349	6,232	5,913
White Plains Rd	6,128	5,982	6,354	5,913	6,507	6,077	6,047	6,223	5,908
Totals	315,038	320,086	323,025	314,134	325,814	304,452	312,818	313,603	305,764

* Includes service roads.

**Bronx-Westchester Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To Westchester

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Boston Rd	5,900	11,787	13,073	10,057	10,424	10,366	10,299	12,030	12,227	11,913	11,386	11,627	12,825	12,296
Broadway	9,130	8,562	7,845	7,905	8,578	8,739	8,122	8,409	8,227	8,182	8,297	8,045	8,152	8,005
Bronx River Pky	21,060	26,111	30,935	38,633	35,678	36,559	37,672	38,773	37,772	38,693	40,645	41,174	42,812	45,596
Henry Hudson Pky	12,840	17,090	22,048	23,543	28,644	30,548	37,396	37,332	38,360	37,743	40,962	42,520	44,236	45,624
Hutchinson River Pky	9,040	15,400	24,748	27,550	33,450	35,807	38,148	42,564	42,444	41,910	43,371	44,356	44,027	47,490
Major Deegan Exp *	39,500	45,400	51,892	64,970	65,325	63,181	59,176	57,953	54,584	59,612	58,887	60,781	62,772	62,022
New England Thruway	26,610	41,850	46,771	45,574	44,789	47,810	50,441	53,059	55,179	58,906	62,468	63,289	61,554	62,469
Riverdale Ave	4,850	5,198	5,032	5,893	5,877	5,636	5,751	5,851	5,731	5,656	5,014	5,235	6,143	5,187
Van Cortlandt Pk E	N/A	N/A	N/A	4,433	4,261	4,234	4,321	4,430	4,543	4,497	5,010	4,885	4,961	4,801
Webster Ave	4,200	4,478	2,719	4,363	4,088	4,281	4,112	4,154	3,977	4,272	4,181	3,866	4,236	4,811
White Plains Rd	4,610	6,160	2,285	6,248	6,366	6,647	7,296	6,745	6,404	6,488	6,598	6,780	6,641	7,177
Totals	137,740	182,036	207,348	239,169	247,480	253,808	262,734	271,300	269,448	277,872	286,819	292,558	298,359	305,478

To Westchester

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Boston Rd	13,198	11,596	12,099	11,866	11,932	10,897	10,124	12,144	12,156
Broadway	8,353	7,778	8,256	7,611	7,848	7,745	7,646	7,705	7,354
Bronx River Pky	43,908	46,473	45,883	44,205	44,441	41,385	41,516	43,302	40,710
Henry Hudson Pky	47,583	46,067	46,797	46,931	48,400	43,637	45,120	45,809	43,261
Hutchinson River Pky	44,858	47,731	45,718	45,662	42,052	45,660	46,478	46,568	46,023
Major Deegan Exp *	64,285	63,451	62,823	64,320	64,498	62,438	62,827	62,988	61,650
New England Thruway	61,103	63,168	67,393	69,383	69,530	62,241	63,167	66,065	65,744
Riverdale Ave	5,464	5,261	5,636	5,505	5,581	5,355	4,703	4,591	4,875
Van Cortlandt Pk E	4,625	4,577	4,779	4,663	4,537	4,738	4,810	4,714	4,311
Webster Ave	4,630	4,523	4,321	3,901	4,301	3,649	3,764	3,579	3,561
White Plains Rd	6,404	6,583	6,620	6,377	6,904	6,401	6,331	6,410	6,100
Totals	304,411	307,208	310,325	310,424	310,024	294,146	296,486	303,875	295,745

* Includes service roads.

**Bronx-Westchester Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Boston Rd	10,980	22,813	22,810	20,571	22,564	21,975	21,367	23,459	25,095	24,356	24,644	23,141	26,087	25,293
Broadway	15,700	15,731	12,310	15,584	16,595	16,813	16,236	16,522	16,247	16,513	16,393	16,337	16,295	15,994
Bronx River Pky	44,120	54,211	65,843	79,194	75,533	77,243	79,574	81,879	80,102	80,219	85,364	86,470	89,493	94,978
Henry Hudson Pky	29,010	35,390	41,776	53,263	63,089	67,269	77,253	78,869	82,496	78,554	87,321	90,442	95,327	98,002
Hutchinson River Pky	16,150	29,090	48,263	54,287	66,430	70,033	73,609	82,688	83,028	82,788	84,613	85,715	88,651	93,936
Major Deegan Exp *	68,280	90,920	98,288	124,872	125,259	118,578	113,995	110,948	109,132	114,718	113,325	114,184	116,824	118,833
New England Thruway	56,070	82,620	98,454	92,862	94,961	101,272	105,525	109,749	114,996	124,220	127,770	130,944	127,645	126,511
Riverdale Ave	9,980	10,721	9,821	11,771	11,921	11,251	11,545	11,812	11,922	11,650	10,918	10,774	11,959	10,830
Van Cortlandt Pk E	N/A	N/A	N/A	9,239	8,982	8,788	9,091	8,999	9,229	9,471	10,633	9,900	10,360	10,617
Webster Ave	10,150	8,128	7,838	9,810	10,481	10,224	10,412	10,443	10,320	10,590	10,274	10,244	10,841	11,547
White Plains Rd	9,210	12,090	8,347	11,799	10,376	12,407	13,334	12,604	12,116	12,667	12,760	12,871	13,184	13,397
Totals	269,650	361,714	413,750	483,252	506,191	515,853	531,941	547,972	554,683	565,746	584,015	591,022	606,666	619,938

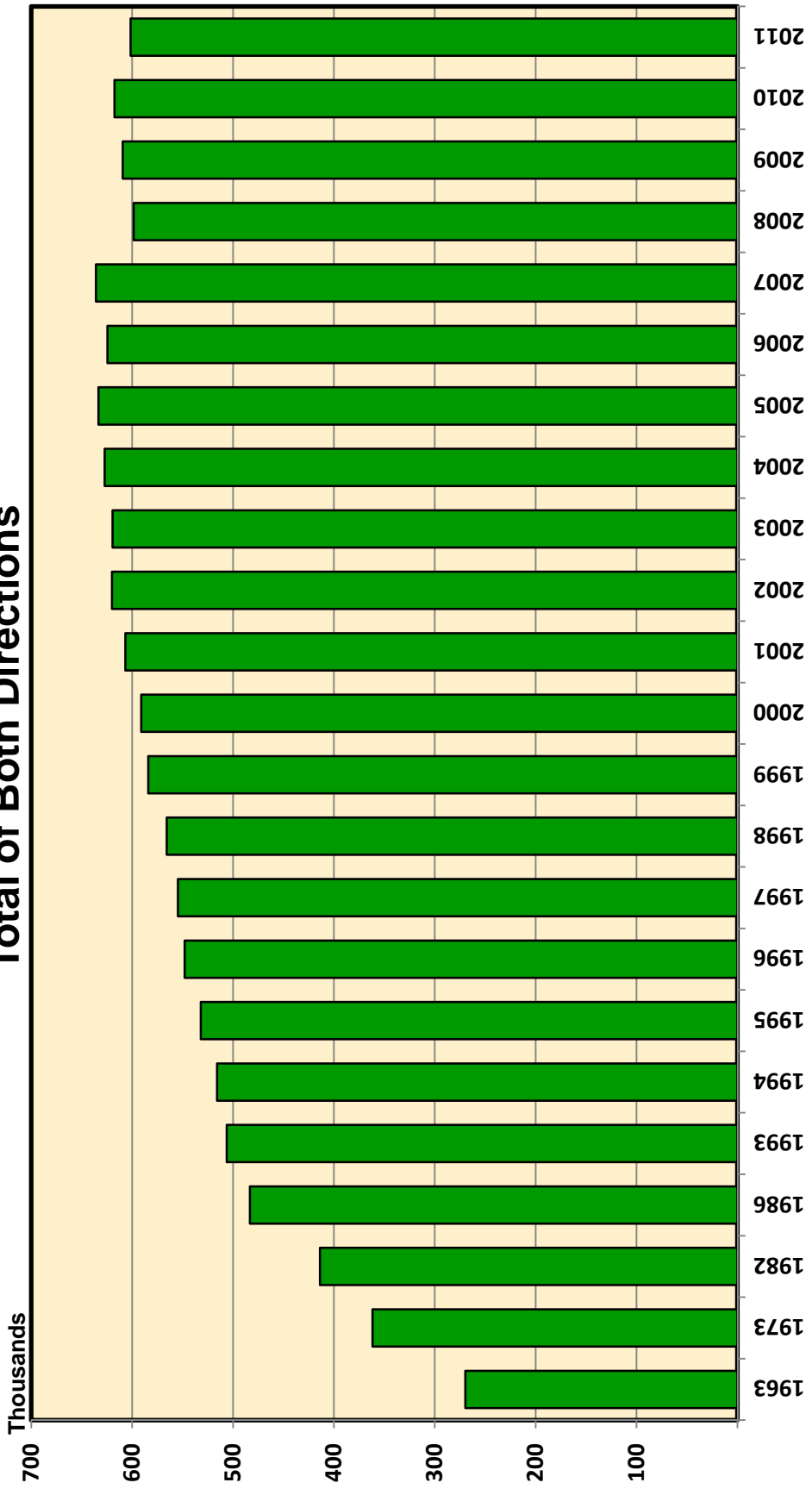
Both Directions

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Boston Rd	27,037	24,612	24,469	24,403	24,350	23,107	21,702	23,932	24,601
Broadway	16,470	15,903	16,452	15,938	15,819	15,386	15,206	15,317	14,526
Bronx River Pky	90,969	94,139	94,470	92,123	92,004	87,677	89,628	91,693	86,050
Henry Hudson Pky	98,734	98,050	101,107	99,344	104,325	93,705	95,982	97,886	93,588
Hutchinson River Pky	89,548	96,265	92,255	88,445	89,750	90,973	91,662	93,245	90,344
Major Deegan Exp *	123,715	122,186	121,557	124,176	126,023	119,658	121,948	120,417	116,622
New England Thruway	127,557	130,037	136,208	135,159	137,777	124,472	130,495	132,795	134,776
Riverdale Ave	10,954	11,359	11,803	11,470	11,741	10,905	9,538	9,592	10,398
Van Cortlandt Pk E	10,499	10,770	10,731	10,675	9,925	10,374	10,652	10,157	9,122
Webster Ave	11,434	11,408	11,324	10,535	10,713	9,863	10,113	9,811	9,474
White Plains Rd	12,532	12,565	12,974	12,290	13,411	12,478	12,378	12,633	12,008
Totals	619,449	627,294	633,350	624,558	635,838	598,598	609,304	617,478	601,509

* Includes service roads.

Bronx – Westchester Screenline

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2011 Screenline Volumes Bronx - Westchester

	Boston Rd		Broadway		Bronx River Parkway		Henry Hudson Parkway		Hutchinson River Parkway		Major Deegan Expressway		Major Deegan (Service Rd)	
	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B
Mid-1am	94	90	97	158	480	492	331	659	393	562	708	1,060	44	122
1-2am	62	62	61	101	256	253	181	331	208	319	491	566	31	64
2-3am	48	40	41	64	224	162	120	202	149	160	562	405	19	41
3-4am	59	51	49	51	180	169	128	126	145	135	301	375	17	32
4-5am	92	67	77	61	386	231	321	154	402	275	652	523	30	33
5-6am	182	143	159	96	1,203	546	1,091	352	1,104	867	1,946	1,051	112	72
6-7am	390	382	354	220	2,980	1,545	3,229	1,128	2,348	2,264	3,855	2,116	222	191
7-8am	766	592	584	323	2,867	2,503	4,603	2,119	2,979	2,996	4,311	2,833	328	275
8-9am	770	662	526	403	2,861	2,632	3,621	2,517	2,888	2,986	3,425	3,008	272	315
9-10am	642	730	386	375	2,641	1,742	3,367	1,804	2,393	2,534	2,753	2,497	208	287
10-11am	622	639	331	336	2,268	1,579	2,719	1,649	2,137	2,279	2,282	2,384	194	272
11-Noon	678	753	329	328	2,127	1,641	2,519	1,788	2,204	2,227	2,297	2,540	196	299
Noon-1	813	834	345	379	2,082	1,806	2,361	1,868	2,313	2,351	2,305	2,619	199	305
1-2pm	783	810	355	354	2,101	2,075	2,253	2,130	2,403	2,496	2,307	2,667	194	315
2-3pm	812	837	438	396	2,387	2,601	2,535	2,413	2,724	2,835	2,491	3,077	210	364
3-4pm	852	1,011	454	454	2,795	3,190	2,935	3,101	2,928	2,903	2,688	3,865	220	471
4-5pm	873	916	444	471	3,193	3,469	3,369	3,409	2,924	2,852	2,841	3,953	221	535
5-6pm	836	891	467	535	3,261	3,608	3,872	3,660	3,019	2,937	3,062	4,039	224	535
6-7pm	810	772	416	516	2,810	2,929	3,374	3,163	2,861	2,886	2,830	3,682	211	472
7-8pm	730	650	363	475	2,288	2,241	2,405	2,785	2,388	2,567	2,339	2,978	172	361
8-9pm	614	476	282	410	1,890	1,706	1,712	2,451	1,906	2,102	2,047	2,719	142	342
9-10pm	426	329	245	339	1,682	1,411	1,421	1,990	1,584	1,828	1,898	2,440	124	275
10-11pm	276	253	220	283	1,360	1,277	1,131	1,858	1,195	1,579	1,574	2,140	104	206
11-Mid	215	166	149	226	1,018	902	729	1,604	726	1,083	1,235	1,739	78	190
24 hr Total	12,445	12,156	7,172	7,354	45,340	40,710	50,327	43,261	44,321	46,023	51,200	55,276	3,772	6,374
6-10am	2,568	2,366	1,850	1,321	11,349	8,422	14,820	7,568	10,608	10,780	14,344	10,454	1,030	1,068
10am-1pm	2,113	2,226	1,005	1,043	6,477	5,026	7,599	5,305	6,654	6,857	6,884	7,543	589	876
1-3pm	1,595	1,647	793	750	4,488	4,676	4,788	4,543	5,127	5,331	4,798	5,744	404	679
3-7pm	3,371	3,590	1,781	1,976	12,059	13,196	13,550	13,333	11,732	11,578	11,421	15,539	876	2,013
6am-7pm	9,647	9,829	5,429	5,090	34,373	31,320	40,757	30,749	34,121	34,546	37,447	39,280	2,899	4,636

* To Bronx

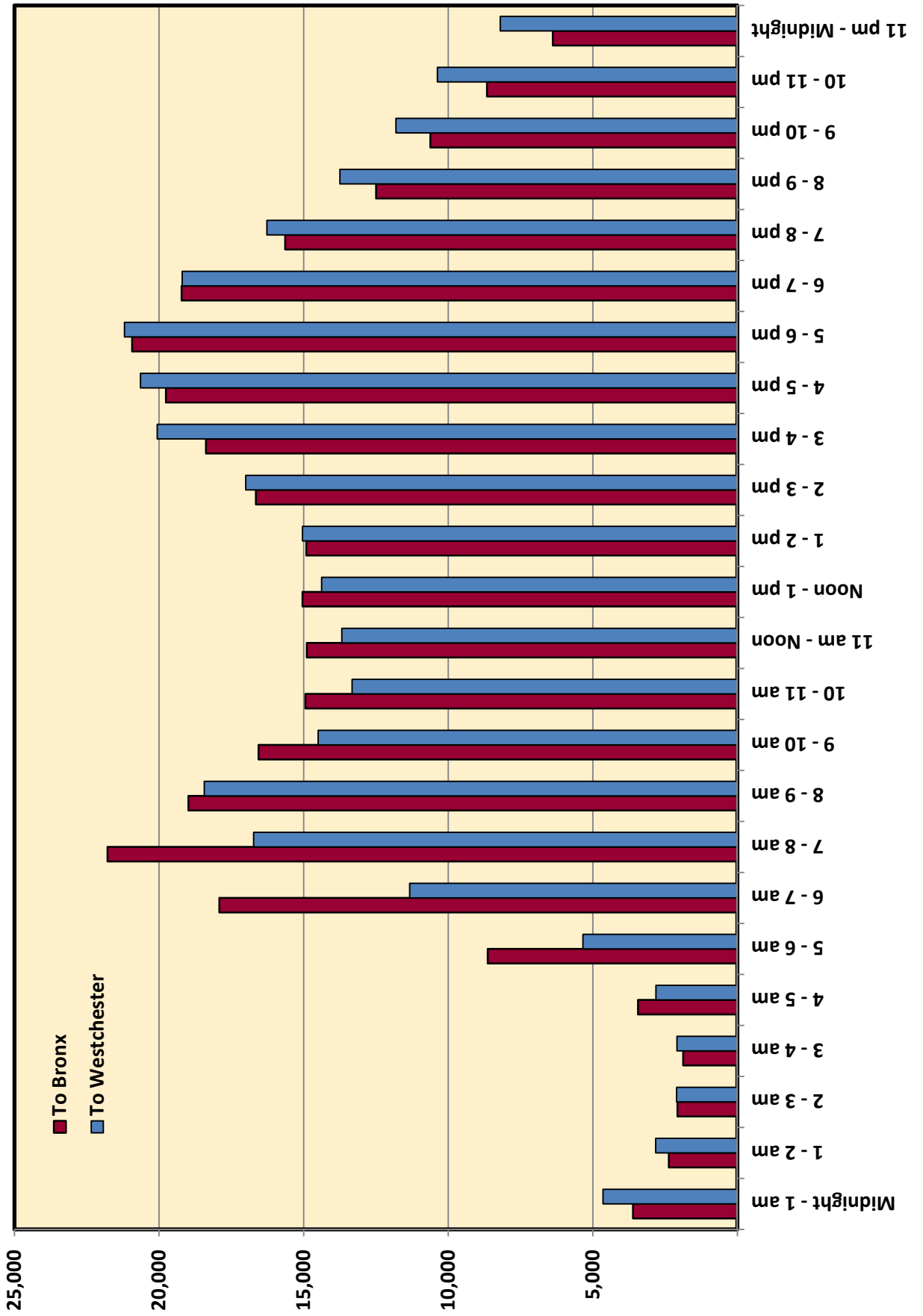
2011 Screenline Volumes Bronx - Westchester (cont'd)

	New England Thruway		Riverdale Ave		Van Cortlandt Park East		Webster Ave		White Plains Rd		Totals	
	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	To Bronx	To Westchester
Mid-1am	1,206	1,199	40	65	52	53	57	59	109	127	3,611	4,646
1-2am	915	957	23	35	30	29	40	25	74	82	2,372	2,824
2-3am	784	912	15	14	25	20	32	18	55	65	2,074	2,103
3-4am	876	1,045	14	10	29	27	27	12	50	56	1,875	2,089
4-5am	1,313	1,342	16	17	29	26	46	19	72	70	3,436	2,818
5-6am	2,426	1,985	87	36	84	53	125	26	117	113	8,636	5,340
6-7am	3,573	2,922	265	134	186	111	302	96	212	225	17,916	11,334
7-8am	3,727	4,151	443	227	334	220	510	172	329	318	21,781	16,729
8-9am	3,098	4,697	476	334	300	255	415	236	334	389	18,986	18,434
9-10am	3,051	3,602	312	263	237	194	307	178	263	293	16,560	14,499
10-11am	3,365	3,339	259	195	221	216	290	157	253	281	14,941	13,326
11-Noon	3,462	3,181	282	238	233	232	282	168	283	287	14,892	13,682
Noon-1	3,438	3,182	317	273	254	246	301	190	312	324	15,040	14,377
1-2pm	3,321	3,198	304	274	266	213	319	183	302	325	14,908	15,040
2-3pm	3,706	3,354	350	301	303	266	368	200	326	356	16,650	17,000
3-4pm	3,990	3,709	429	369	319	339	381	257	385	394	18,376	20,063
4-5pm	4,335	3,644	392	367	358	359	395	286	418	382	19,763	20,643
5-6pm	4,633	3,483	399	370	349	359	387	345	423	435	20,932	21,197
6-7pm	4,509	3,442	308	361	344	316	373	279	376	380	19,222	19,198
7-8pm	3,813	3,124	242	314	272	244	285	213	340	317	15,637	16,269
8-9pm	2,999	2,673	183	232	226	207	223	160	271	270	12,495	13,748
9-10pm	2,474	2,504	158	191	168	137	189	127	249	238	10,618	11,809
10-11pm	2,205	2,238	136	145	116	104	152	87	189	204	8,658	10,374
11-Mid	1,813	1,861	73	110	76	85	107	68	166	169	6,385	8,203
24 hr Total	69,032	65,744	5,523	4,875	4,811	4,311	5,913	3,561	5,908	6,100	305,764	295,745
6-10am	13,449	15,372	1,496	958	1,057	780	1,534	682	1,138	1,225	75,243	60,996
10am-1pm	10,265	9,702	858	706	708	694	873	515	848	892	44,873	41,385
1-3pm	7,027	6,552	654	575	569	479	687	383	628	681	31,558	32,040
3-7pm	17,467	14,278	1,528	1,467	1,370	1,373	1,536	1,167	1,602	1,591	78,293	81,101
6am-7pm	48,208	45,904	4,536	3,706	3,704	3,326	4,630	2,747	4,216	4,389	229,967	215,522

* To Bronx

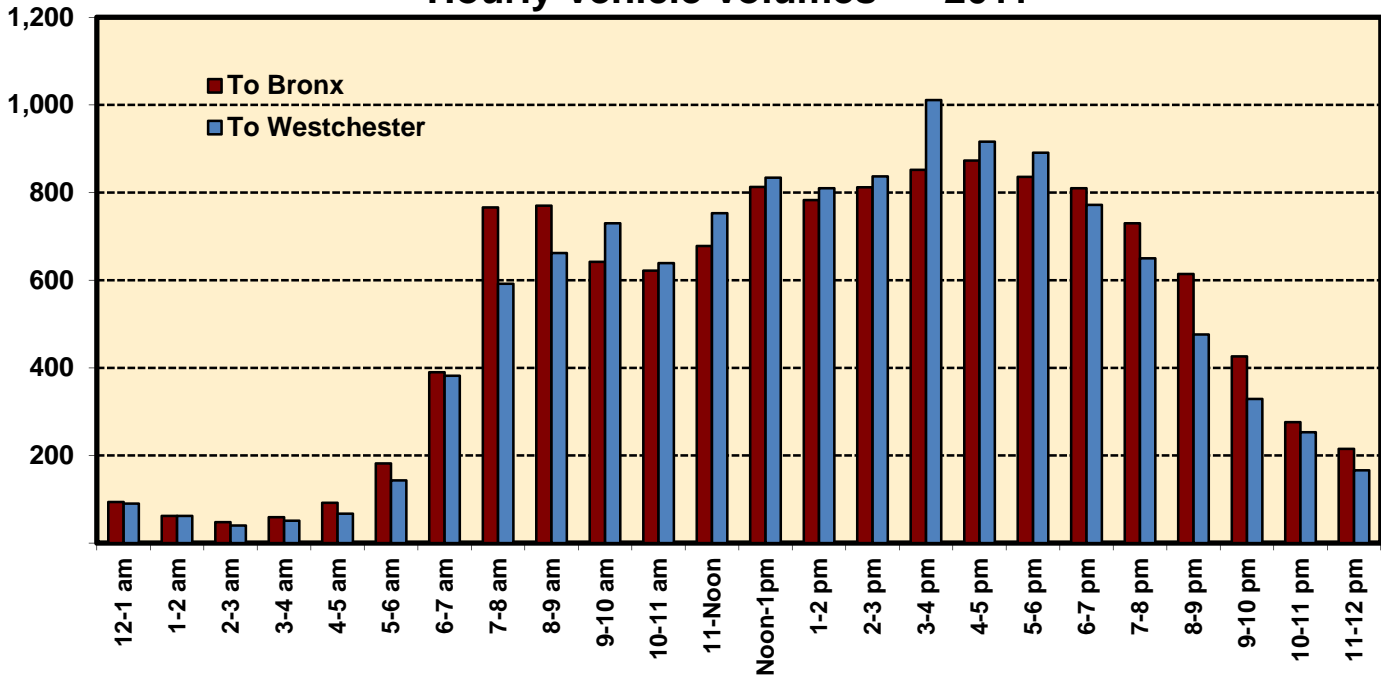
Bronx - Westchester Screenline

Total Hourly Vehicle Volumes ~ 2011

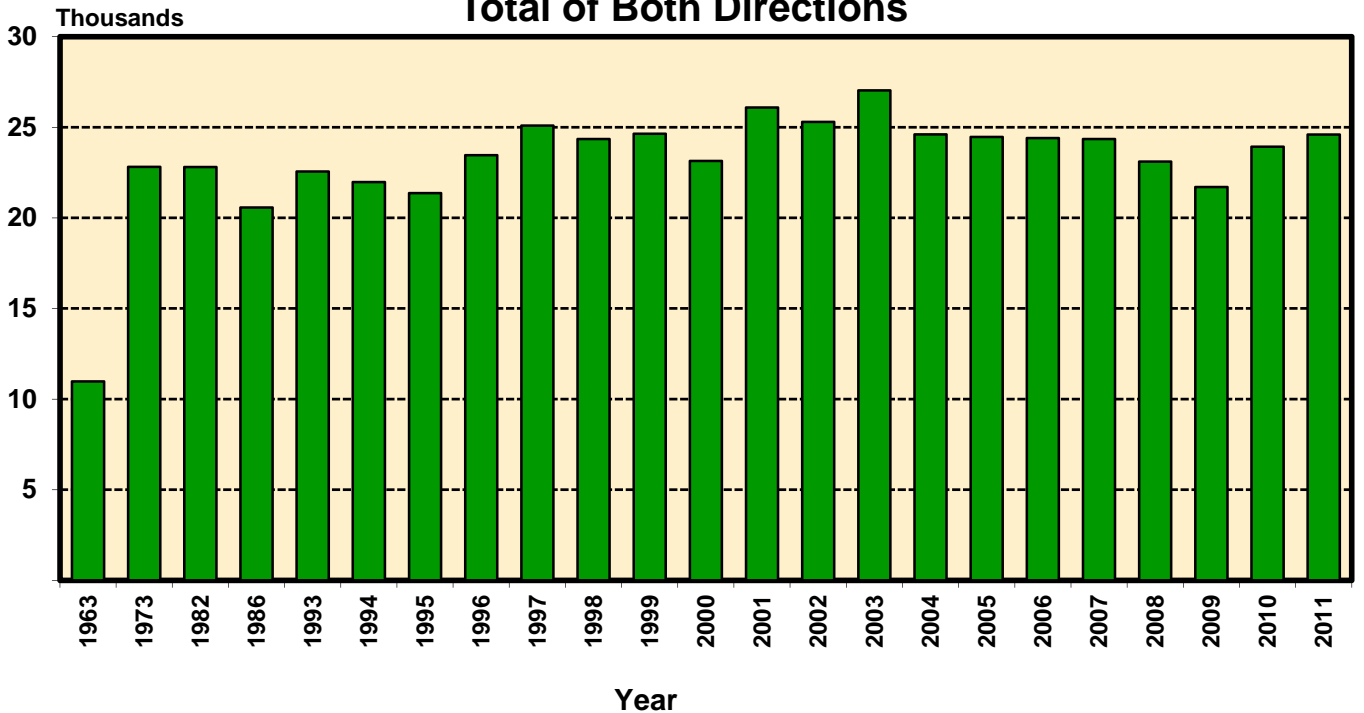


Bronx – Westchester Screenline Volumes

Boston Road Hourly Vehicle Volumes ~ 2011

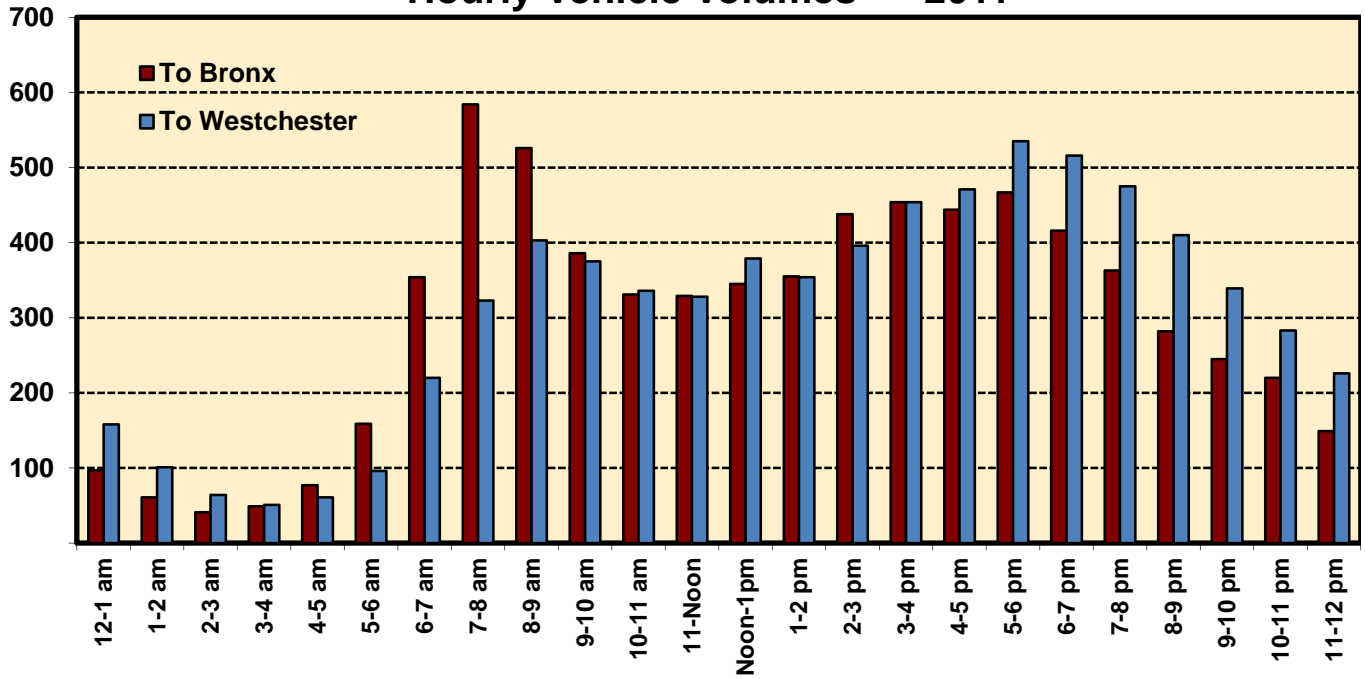


Boston Road Average Daily Traffic Volumes Total of Both Directions

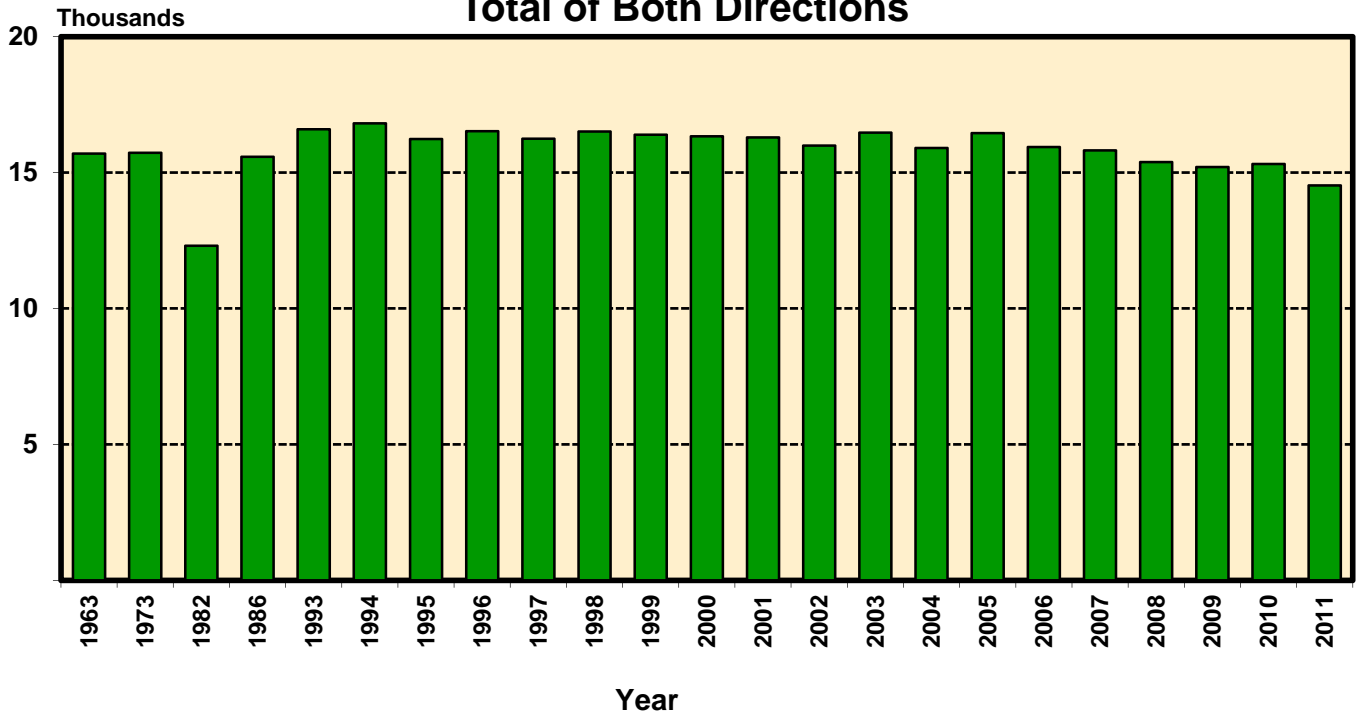


Bronx – Westchester Screenline Volumes

Broadway Hourly Vehicle Volumes ~ 2011

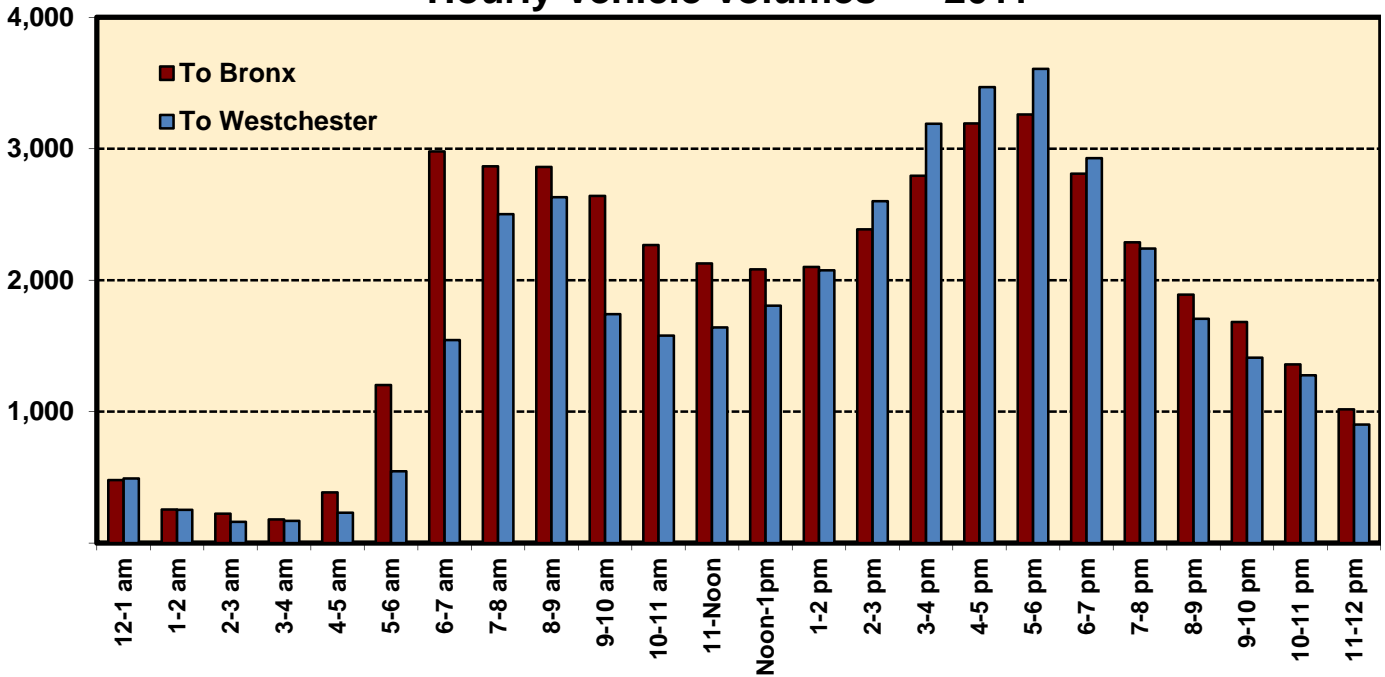


Broadway Average Daily Traffic Volumes Total of Both Directions

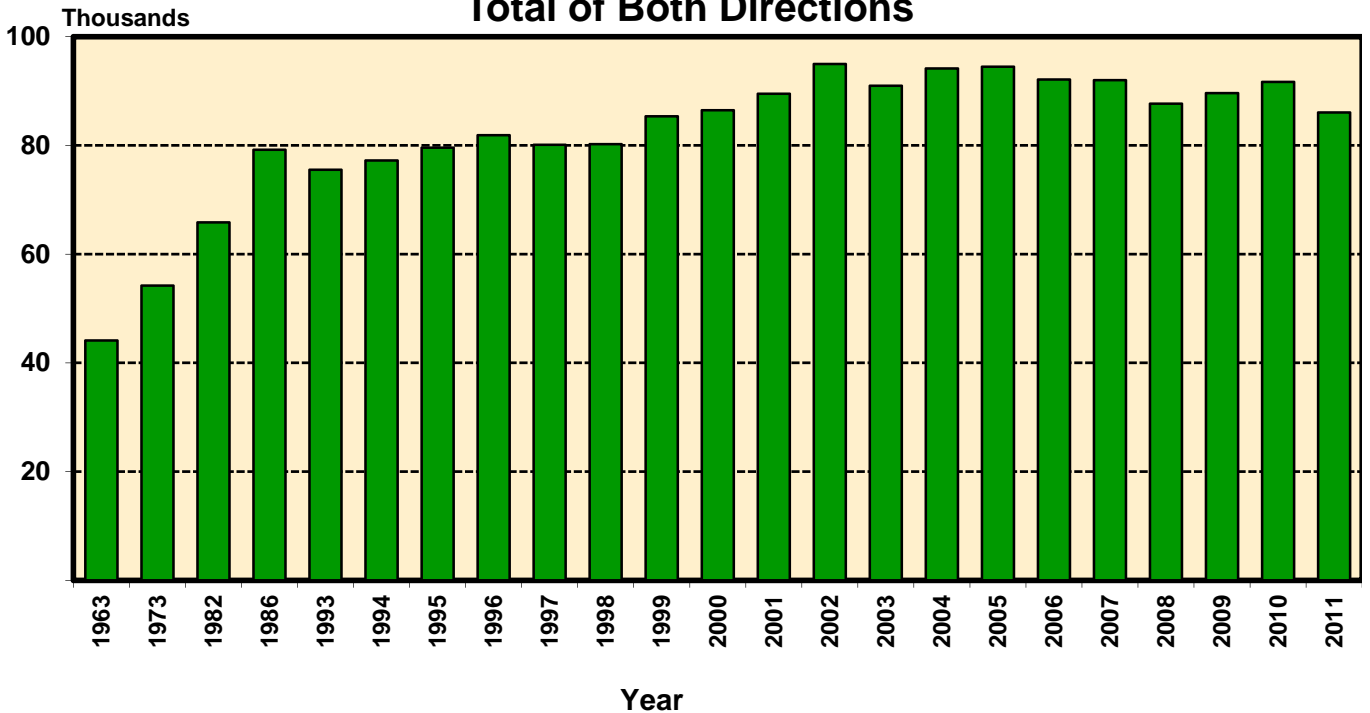


Bronx – Westchester Screenline Volumes

Bronx River Parkway Hourly Vehicle Volumes ~ 2011

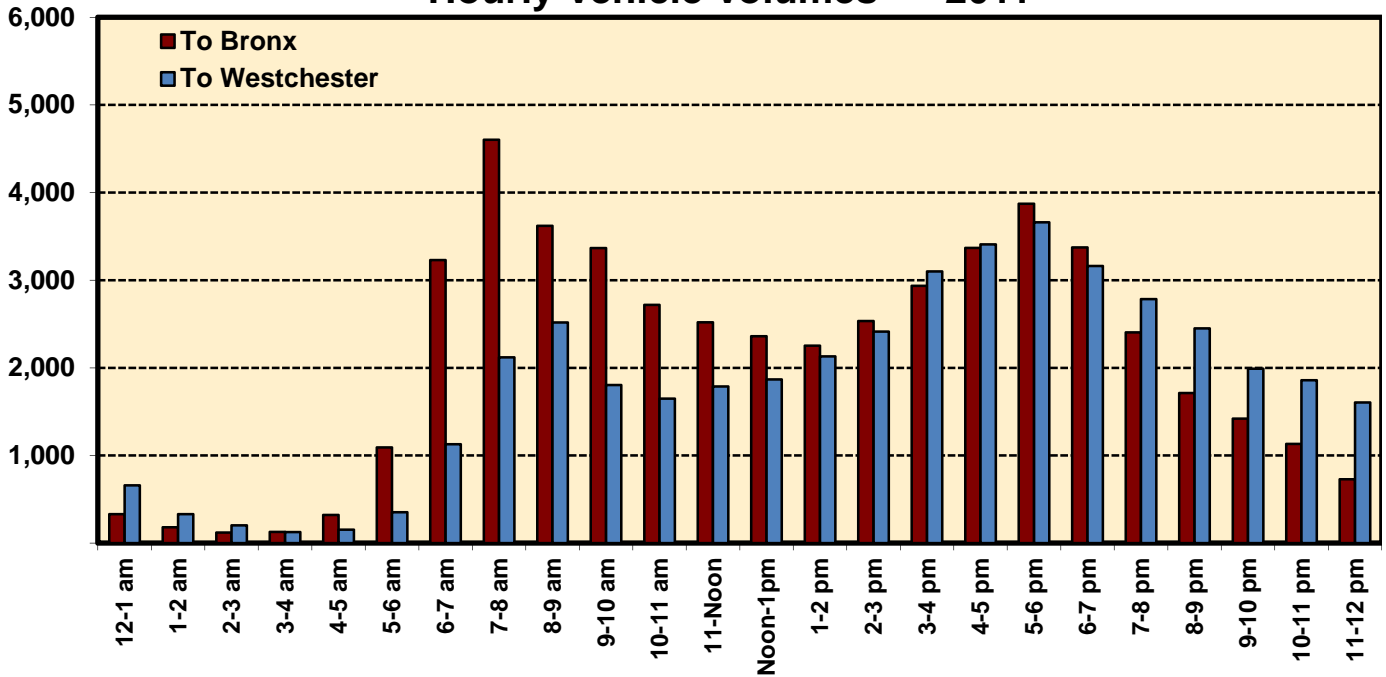


Bronx River Parkway Average Daily Traffic Volumes Total of Both Directions

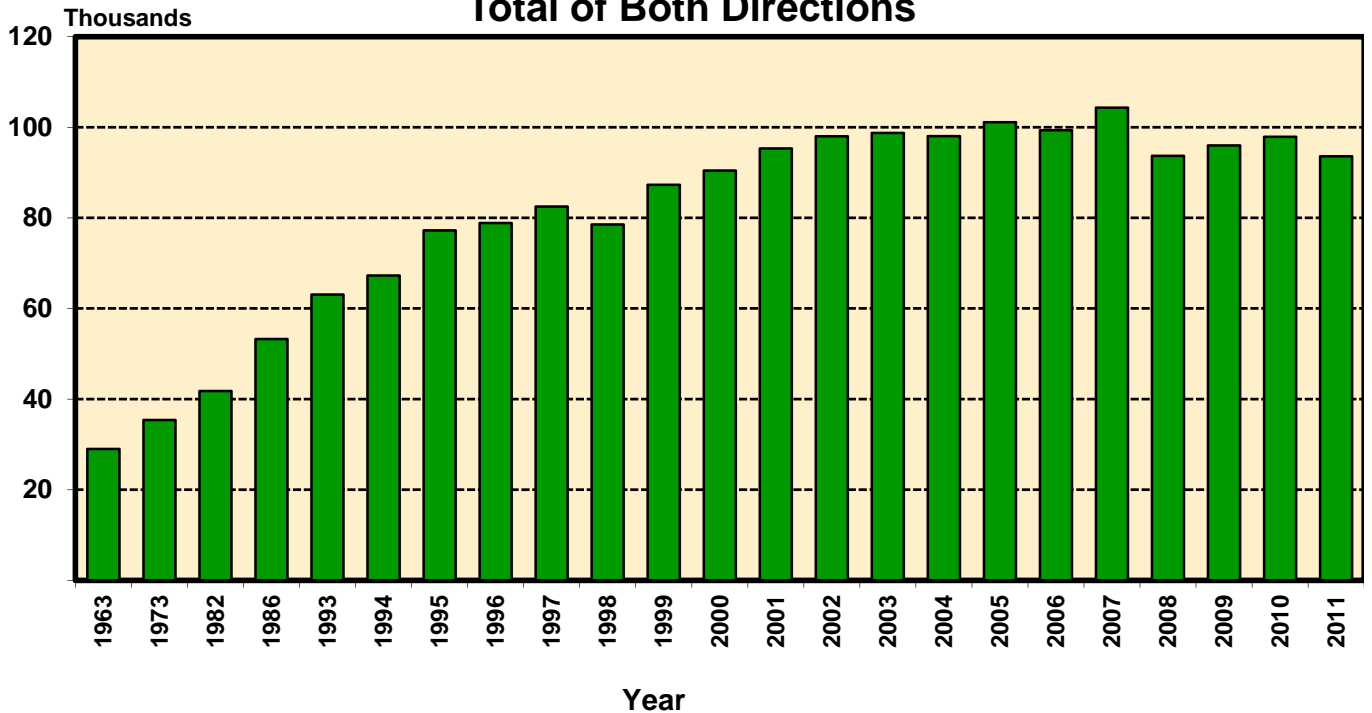


Bronx – Westchester Screenline Volumes

Henry Hudson Parkway Hourly Vehicle Volumes ~ 2011

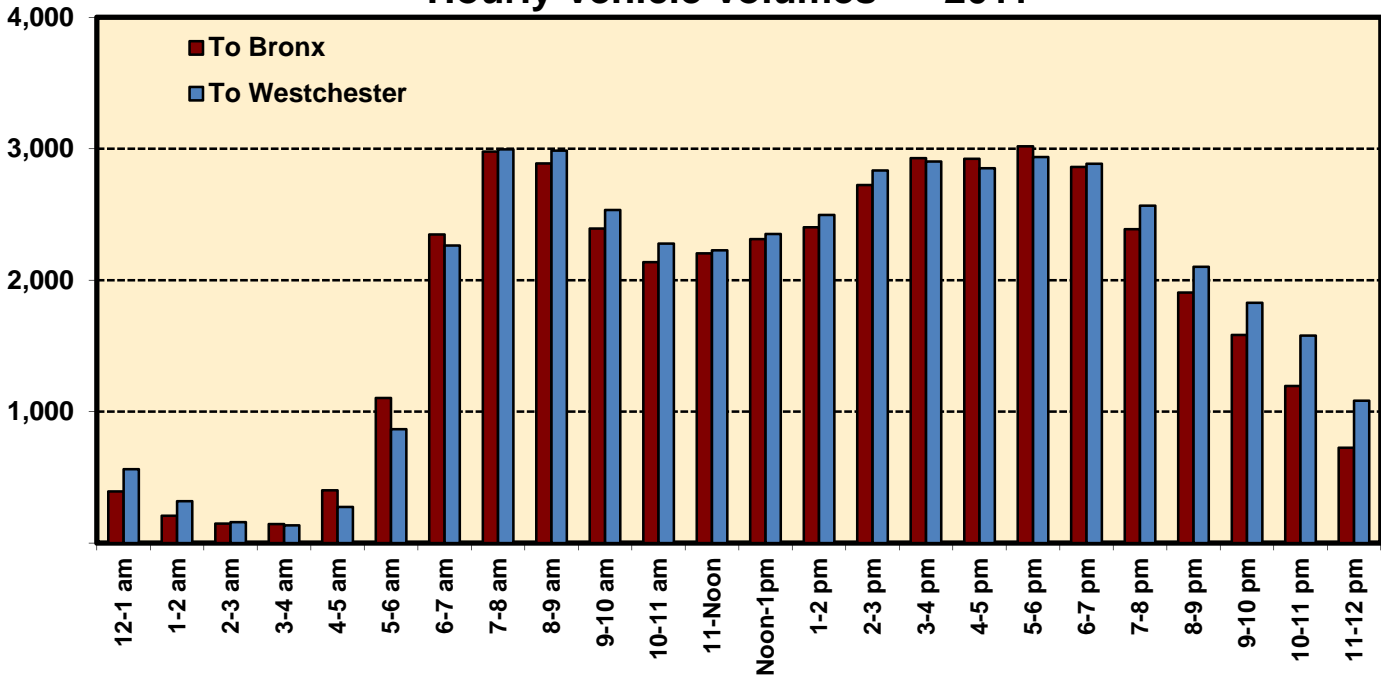


Henry Hudson Parkway Average Daily Traffic Volumes Total of Both Directions

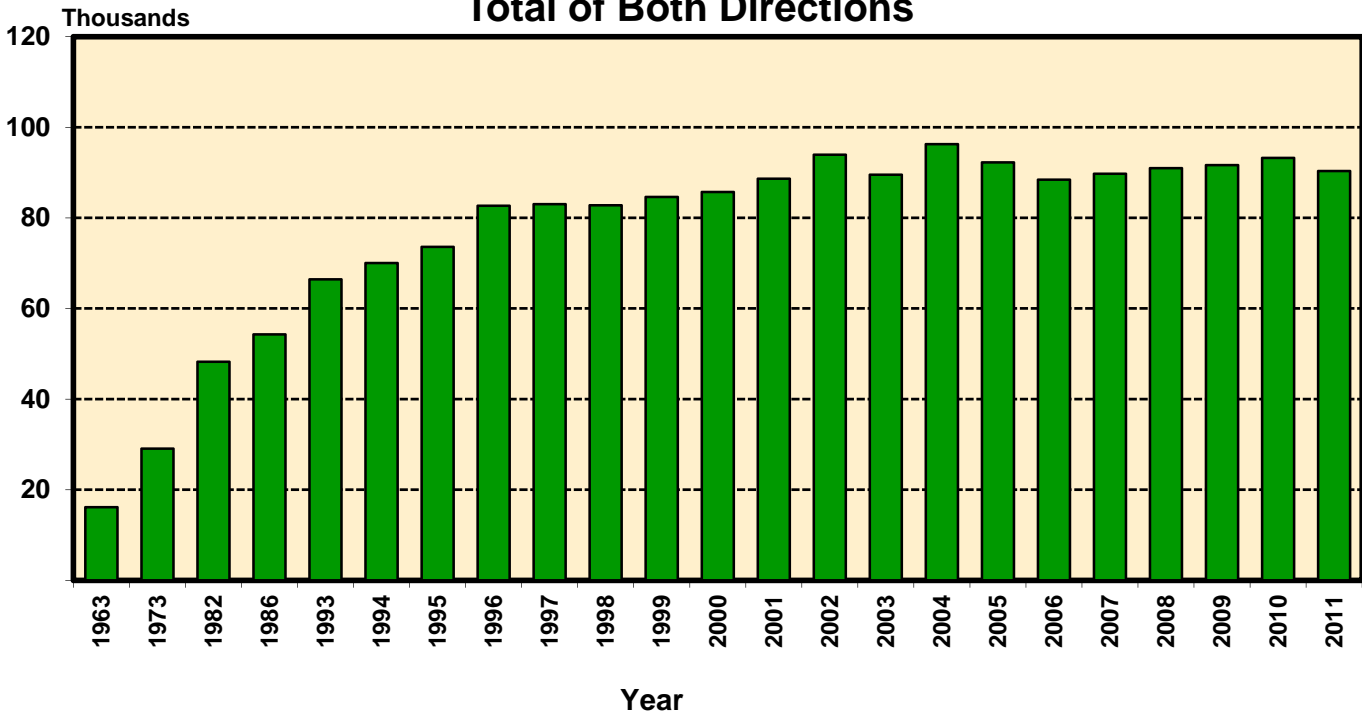


Bronx – Westchester Screenline Volumes

Hutchinson River Parkway Hourly Vehicle Volumes ~ 2011

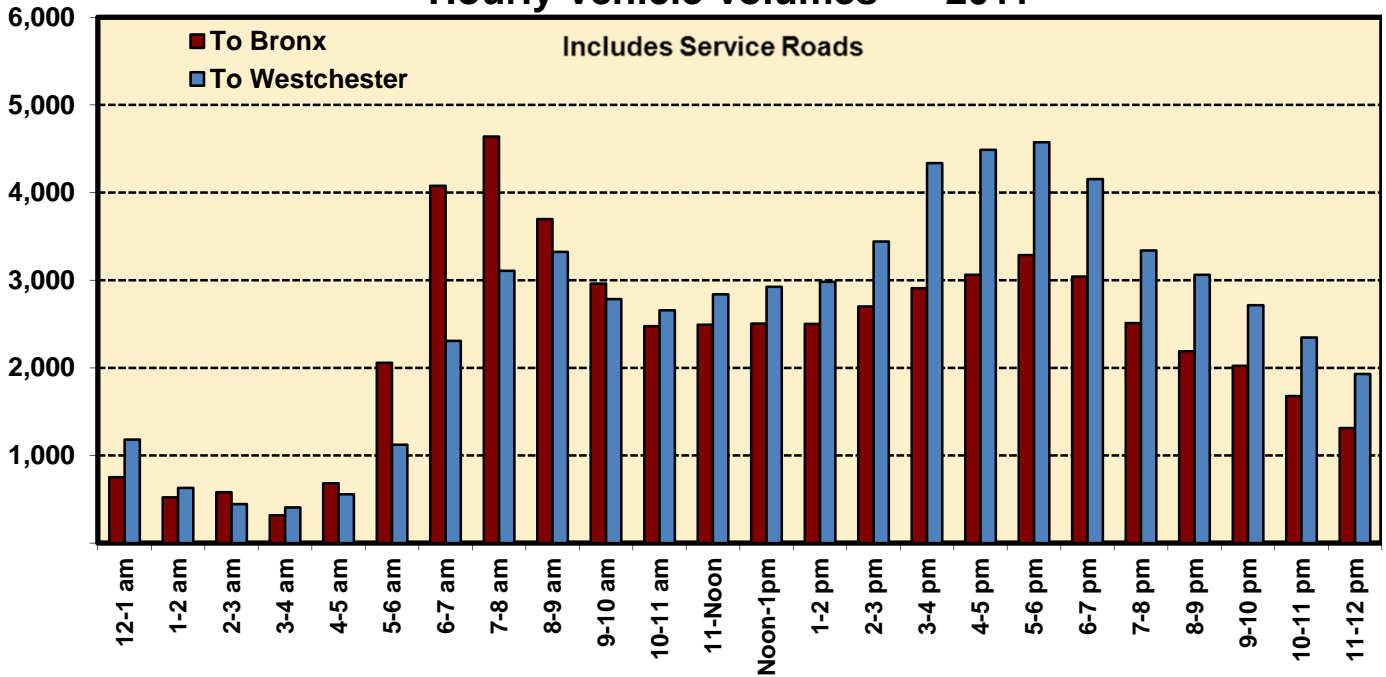


Hutchinson River Parkway Average Daily Traffic Volumes Total of Both Directions

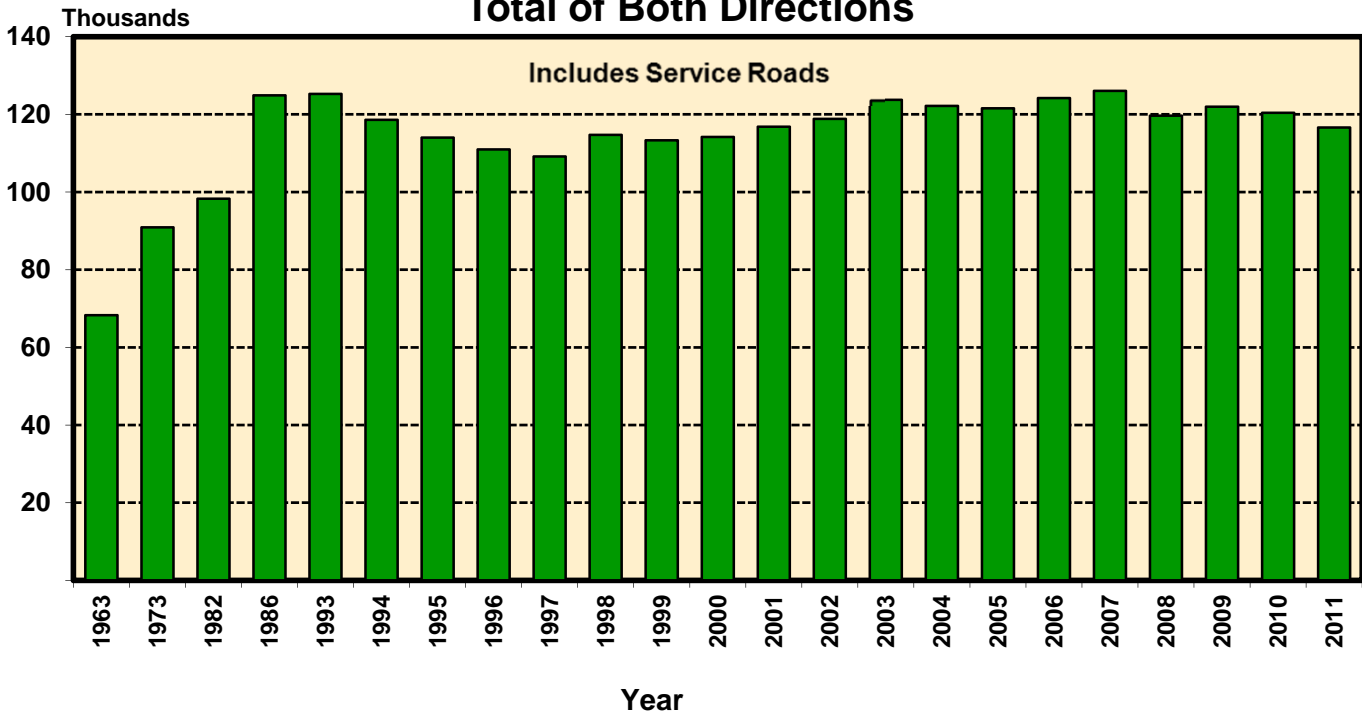


Bronx – Westchester Screenline Volumes

Major Deegan Expressway Hourly Vehicle Volumes ~ 2011

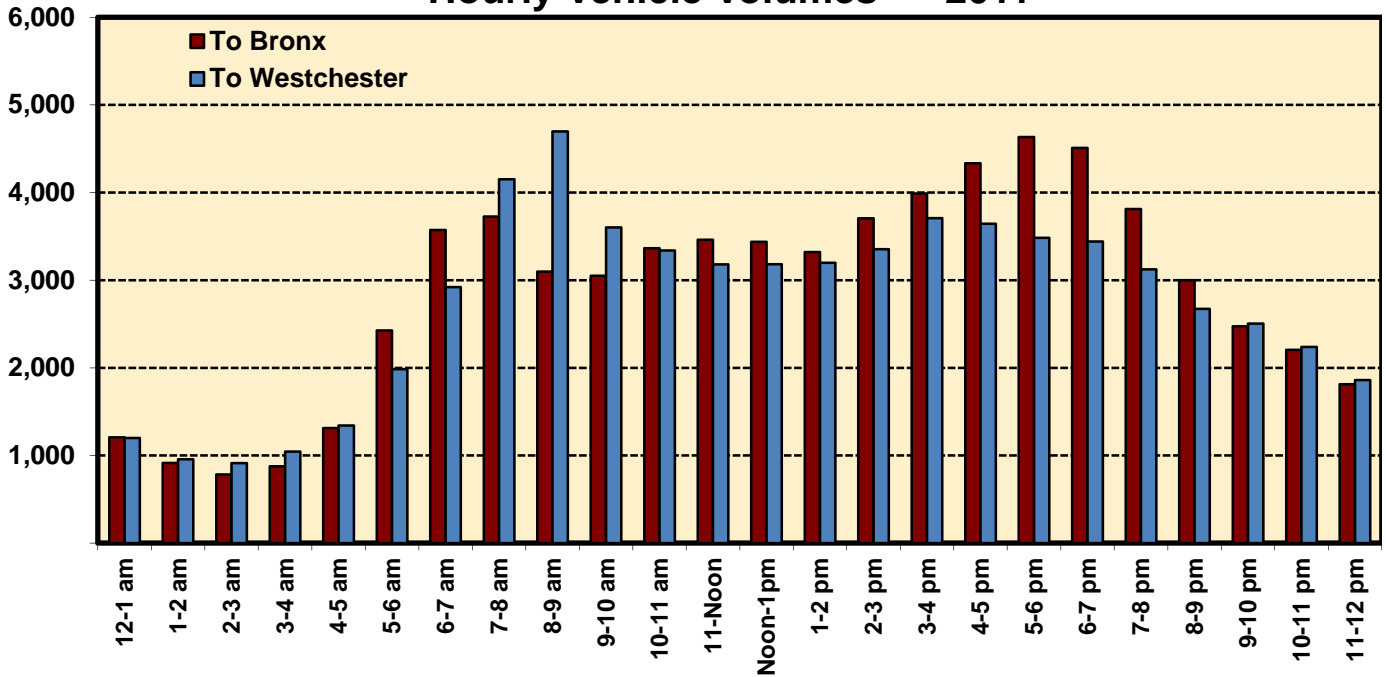


Major Deegan Expressway Average Daily Traffic Volumes Total of Both Directions

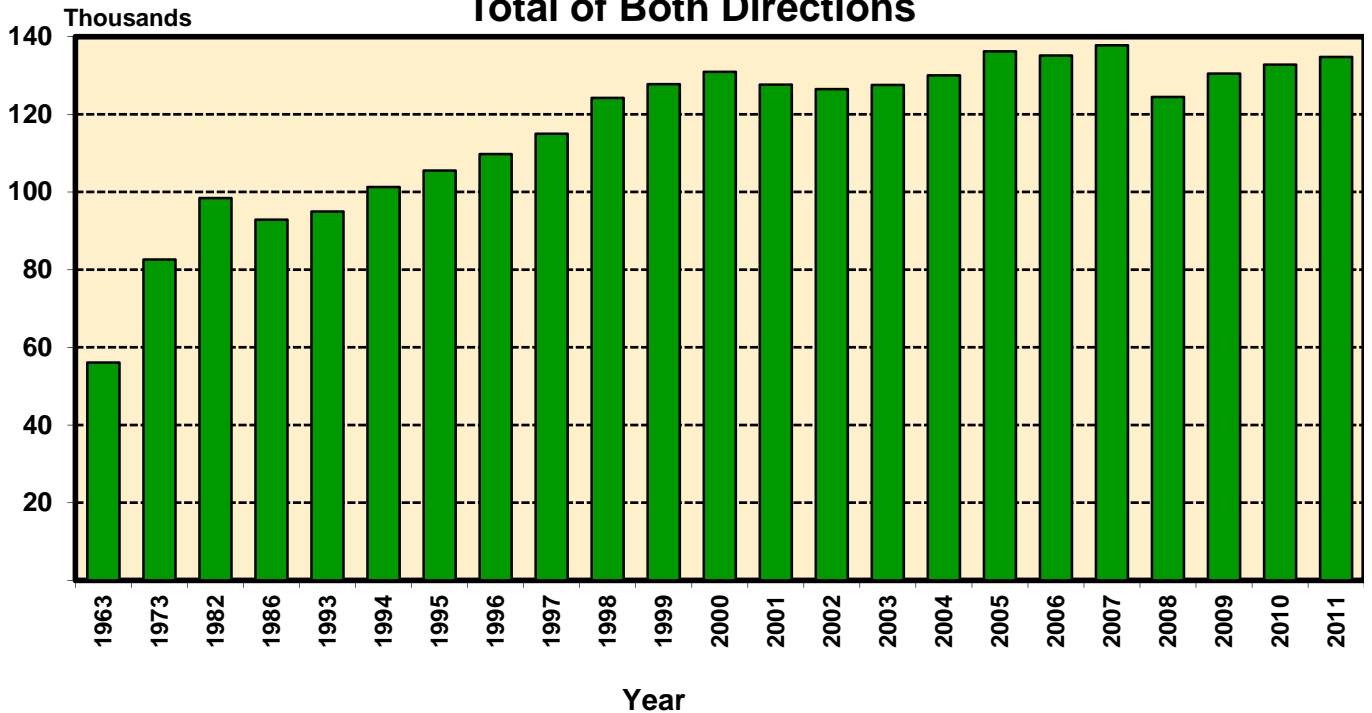


Bronx – Westchester Screenline Volumes

New England Thruway Hourly Vehicle Volumes ~ 2011

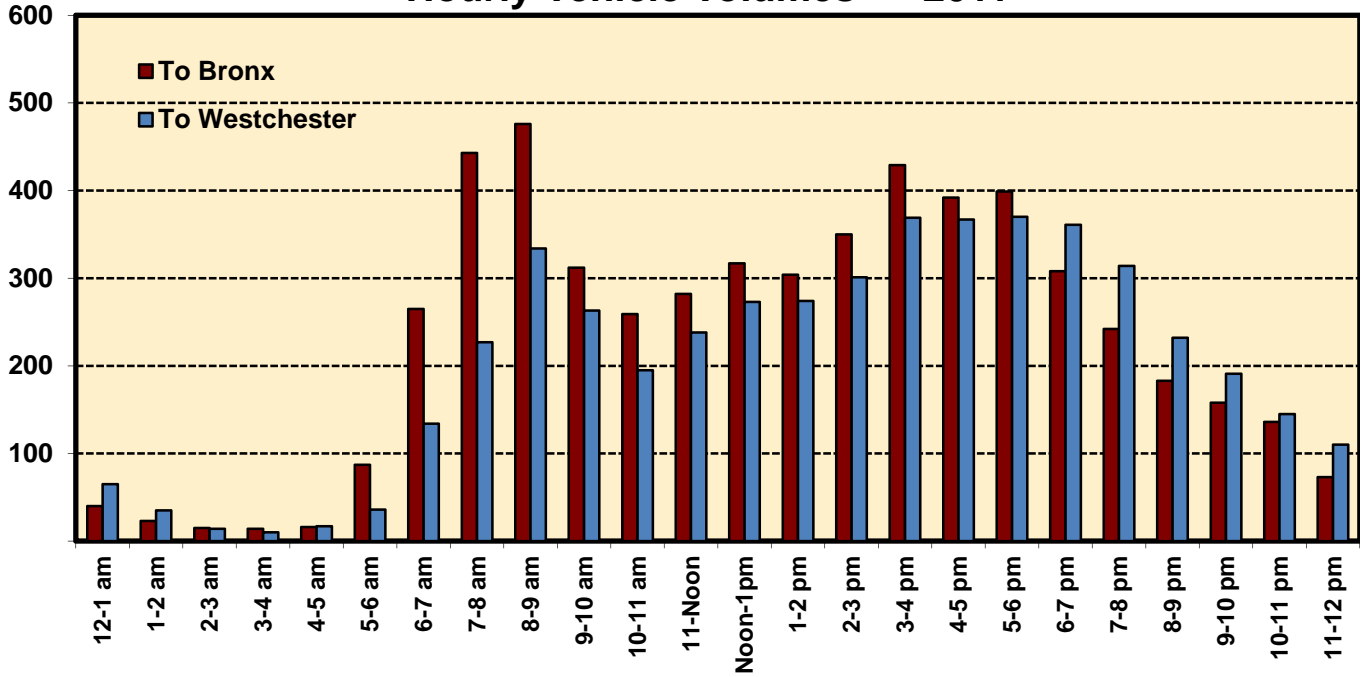


New England Thruway Average Daily Traffic Volumes Total of Both Directions

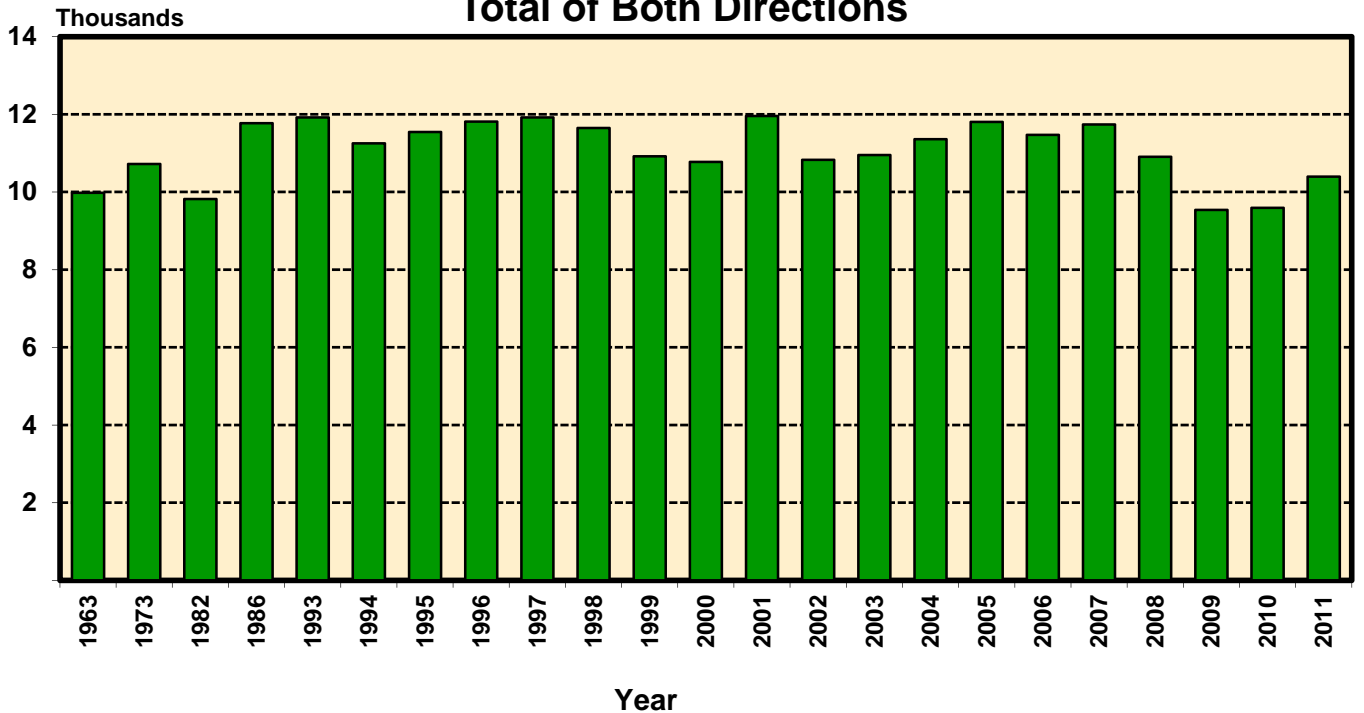


Bronx – Westchester Screenline Volumes

Riverdale Avenue Hourly Vehicle Volumes ~ 2011

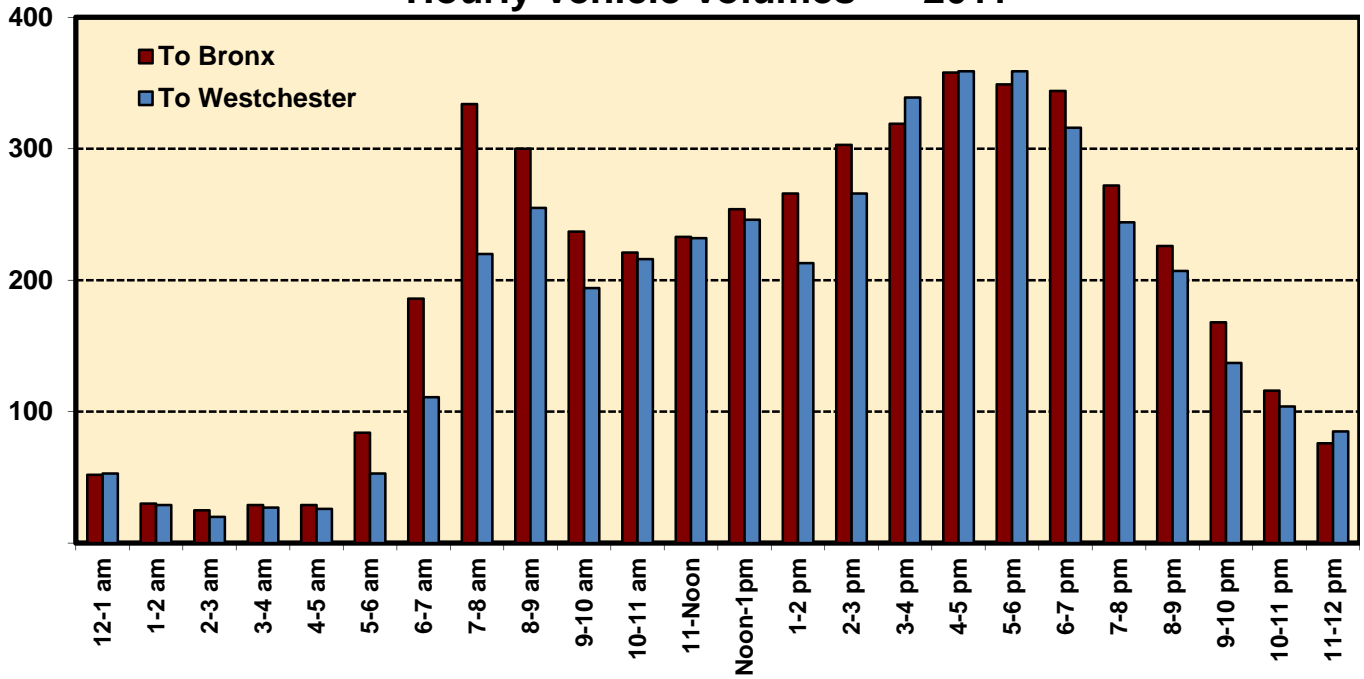


Riverdale Avenue Average Daily Traffic Volumes Total of Both Directions

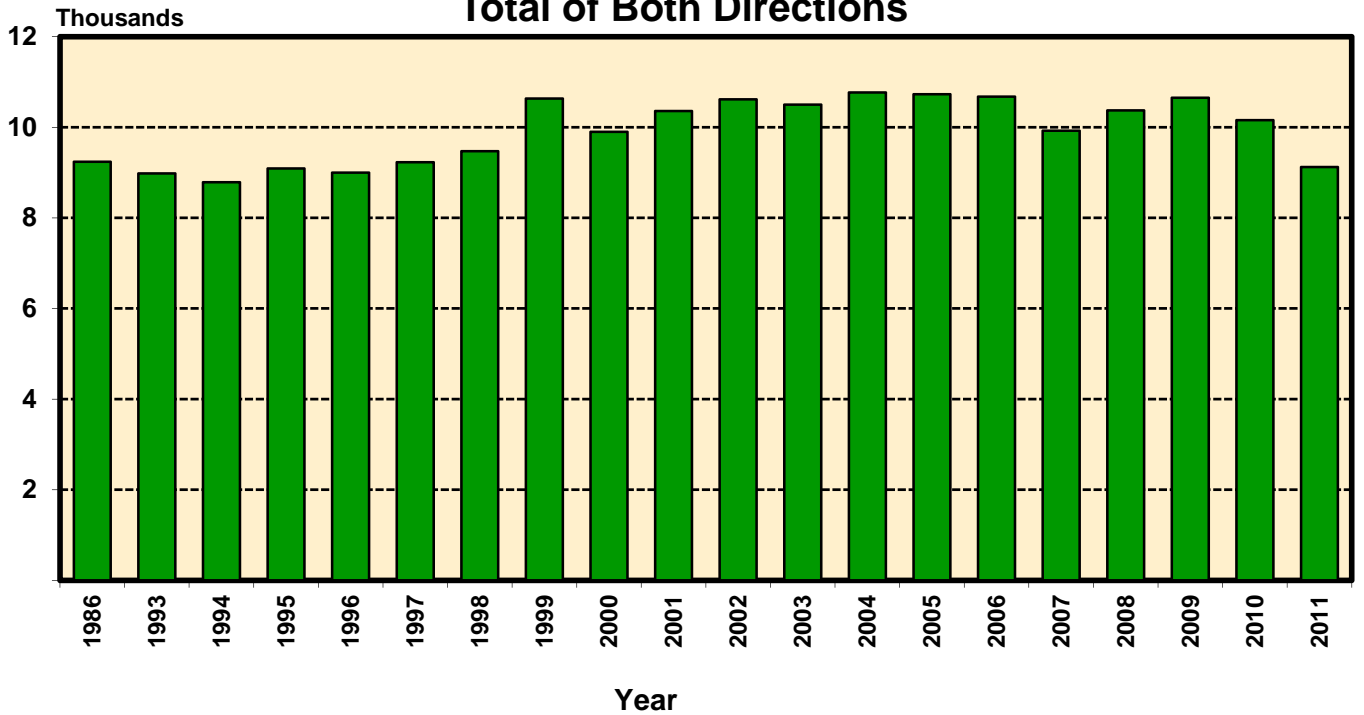


Bronx – Westchester Screenline Volumes

Van Cortlandt Park East Hourly Vehicle Volumes ~ 2011

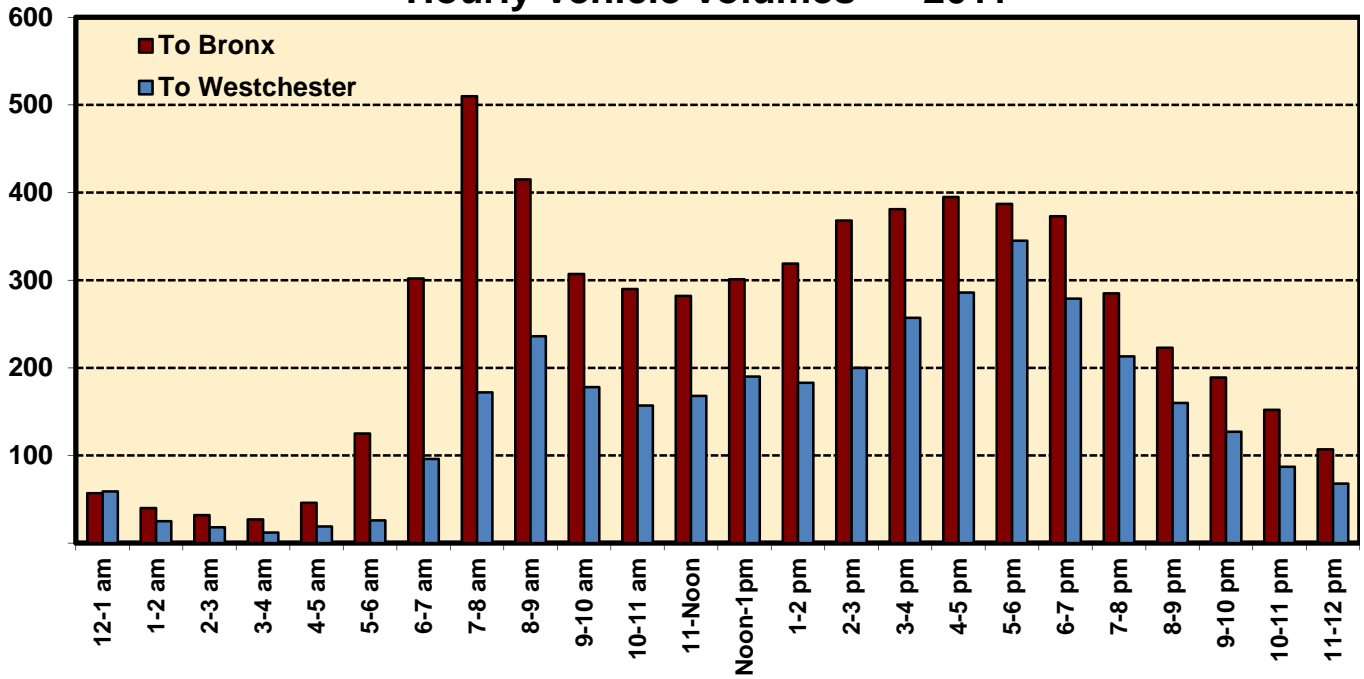


Van Cortlandt Park East Average Daily Traffic Volumes Total of Both Directions

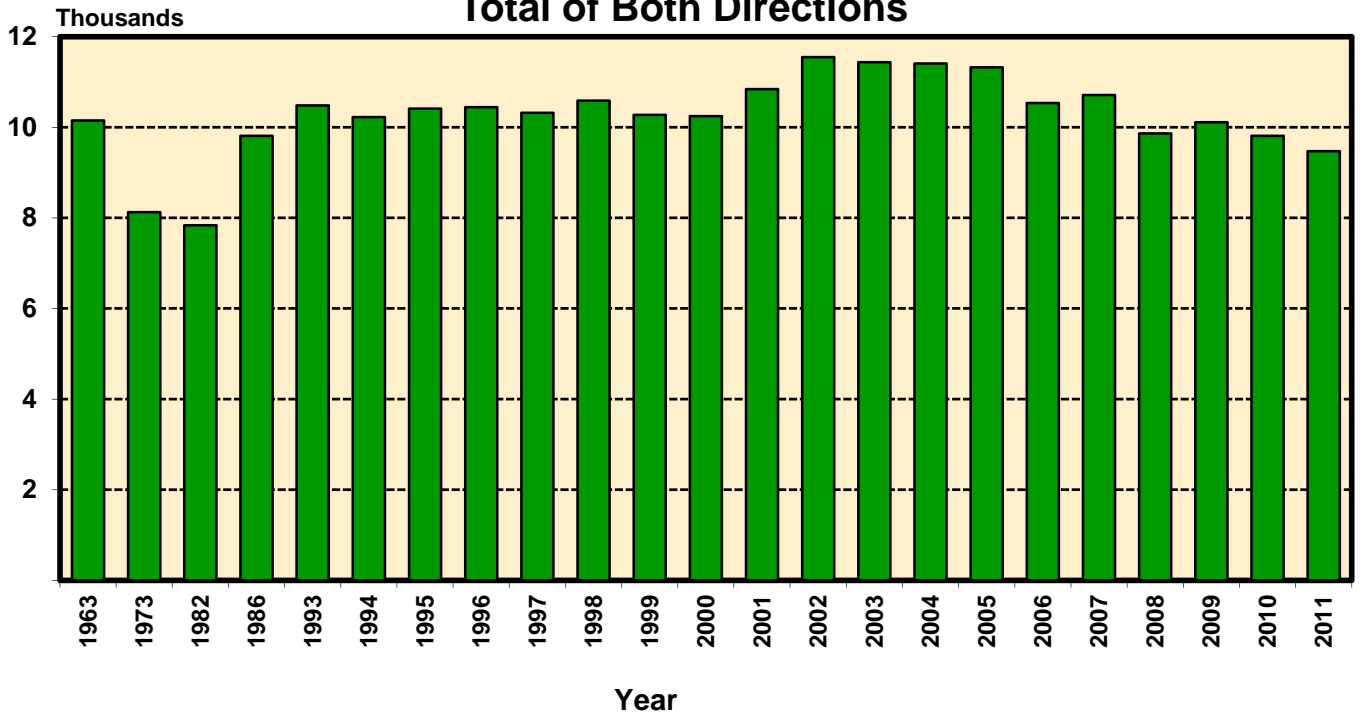


Bronx – Westchester Screenline Volumes

Webster Avenue Hourly Vehicle Volumes ~ 2011

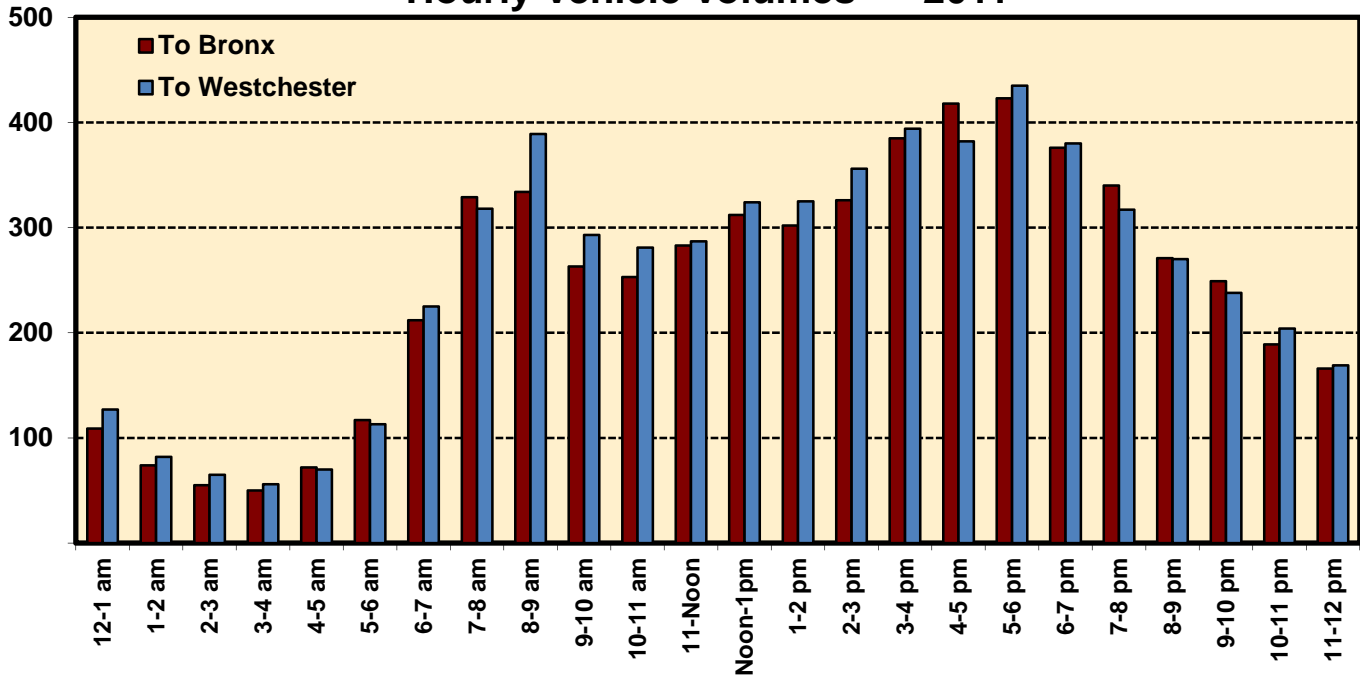


Webster Avenue Average Daily Traffic Volumes Total of Both Directions

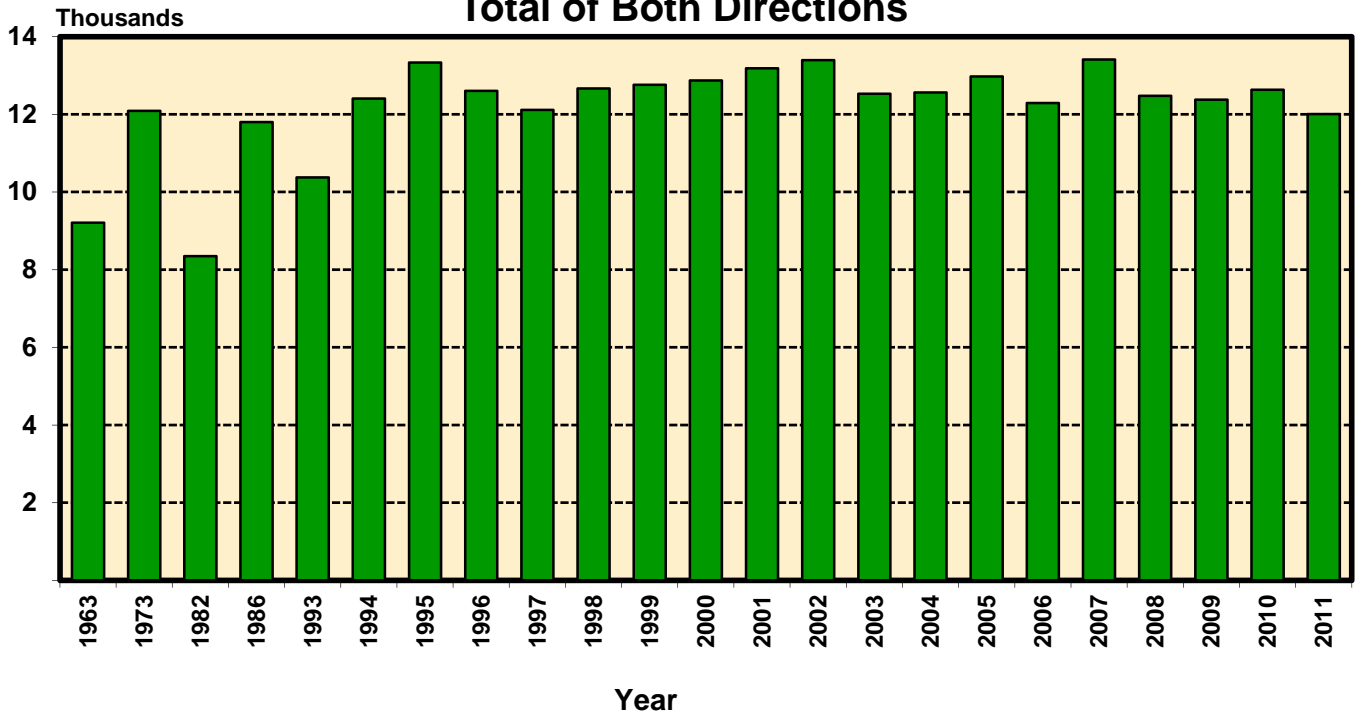


Bronx – Westchester Screenline Volumes

White Plains Road Hourly Vehicle Volumes ~ 2011



White Plains Road Average Daily Traffic Volumes Total of Both Directions



Queens-Nassau Screenline



Northern Boulevard at Queens-Nassau Screenline
Looking East

QUEENS - NASSAU SCREENLINE

In 1963, the first year that Queens - Nassau screenline data were analyzed, average two-way traffic volume on the thirteen roadways studied was 546,600 vehicles per day.

- The Long Island Expressway (including service roads) was the most-traveled facility, serving 143,800 vehicles per day, 26.3% of total monitored Queens - Nassau traffic.
- Laurelton Parkway carried 85,400 vehicles per day, 15.6% of the total.
- Sunrise Highway served 59,500 daily vehicles, 10.9%.
- Grand Central Parkway and its service road accommodated 51,700 daily vehicles, 9.5%.
- Traffic volumes on Central Avenue and Seagirt Boulevard were not collected prior to 1986.

1963 - 1973

Traffic crossing the Queens – Nassau screenline increased 22.7%, to an average of 670,700 vehicles per day in 1973 from 546,600 in 1963 (124,100 additional daily vehicles).

- Grand Central Parkway traffic (including service road) doubled, to 104,800 daily vehicles in 1973 from 51,700 in 1963.
- Long Island Expressway traffic (including service roads) increased 19.8%, to 172,200 daily vehicles in 1973 from 143,800 in 1963.
- Laurelton Parkway traffic increased 15.6%, to 98,800 daily vehicles from 85,400.
- Jamaica Avenue traffic increased 49.0%, to 22,800 daily vehicles from 15,300.
- Rockaway Boulevard traffic increased 20.5%, to 43,900 daily vehicles from 36,500.

1973 - 1982

Between 1973 and 1982, growth slowed, as volume increased just 6.3% to 713,100 daily vehicles from 670,700.

- The largest numerical increase occurred on Laurelton Parkway, where traffic increased to 121,700 daily vehicles in 1982 from 98,800 in 1973 (22,900 additional daily vehicles).
- The largest percentage increase occurred on Northern Boulevard where traffic increased 26.4%, to 42,000 daily vehicles from 33,200.

1982 - 1986

Growth intensified between 1982 and 1986, increasing Queens – Nassau traffic 14.5%, to 816,600 daily vehicles, (excluding 14,500 on Central Avenue and 12,400 on Seagirt Boulevard where volumes were not counted in 1982).

- Grand Central Parkway traffic (including service road) increased 30.8%, to 144,000 daily vehicles in 1986 from 110,000 in 1982.

- Laurelton Parkway traffic increased 22.0%, to 148,400 daily vehicles from 121,700.
- Long Island Expressway traffic (including service roads) increased 12.8%, to 189,000 daily vehicles from 167,600.
- Rockaway Boulevard traffic increased 22.0%, to 56,700 daily vehicles from 46,500.

1986 - 1993

Growth was moderate during this period, as Queens - Nassau screenline volume increased 5.8%, to 892,300 daily vehicles in 1993 from 843,500 in 1986 (including Central Avenue and Seagirt Boulevard which were added to the monitoring schedule as of 1986).

- The largest volume increase was on Grand Central Parkway (including service road) where traffic increased by 30,300 daily vehicles, to 174,300 in 1993 from 144,000 in 1986 (+21.1%).
- The largest percentage increase was on Seagirt Boulevard (up 30.3%, to 16,100 daily vehicles from 12,400).
- The biggest decline was on Laurelton Parkway (decrease of 11,100 daily vehicles, or 7.5%, to 137,300 from 148,400).

1993 - 2001

Growth remained moderate from 1993 to 2001, as Queens - Nassau screenline traffic on the fifteen monitored facilities increased 6.1%, to 946,700 daily vehicles from 892,300.

- The largest volume and percentage increase occurred on the Laurelton Parkway (increase of 34,200 daily vehicles, or 24.9%, to 171,500 from 137,300).
- The biggest decline was on the Long Island Expressway and its service roads (decrease of 15,300 daily vehicles, or 7.7%, to 182,800 from 198,100).

2001 - 2011

The past ten years, from 2001 to 2011, have been characterized by even slower growth, with total volume on the fifteen monitored facilities increasing just 1.2%, to 957,658 daily vehicles in 2011 from 946,700 in 2001.

- By far the largest increase occurred on the Long Island Expressway and its service roads (gain of 47,700 daily vehicles, or 26.1%, to 230,500 in 2011 from 182,800 in 2001).
- The largest decrease was on Grand Central Parkway and its service road, a loss of 16,400 daily vehicles, to 164,500 from 180,900 (-9.0%).
- Significant decreases also occurred on the following facilities.
 - Hillside Avenue (down 19.6%, or 5,400 fewer daily vehicles).
 - Northern Boulevard (down 12.8%, or 5,900 fewer daily vehicles).
 - Union Turnpike (down 21.6%, or 5,400 fewer daily vehicles).
 - Hempstead Avenue (down 8.9%, or 4,000 fewer daily vehicles).

- Sunrise Highway (down 5.8%, or 4,000 fewer daily vehicles).

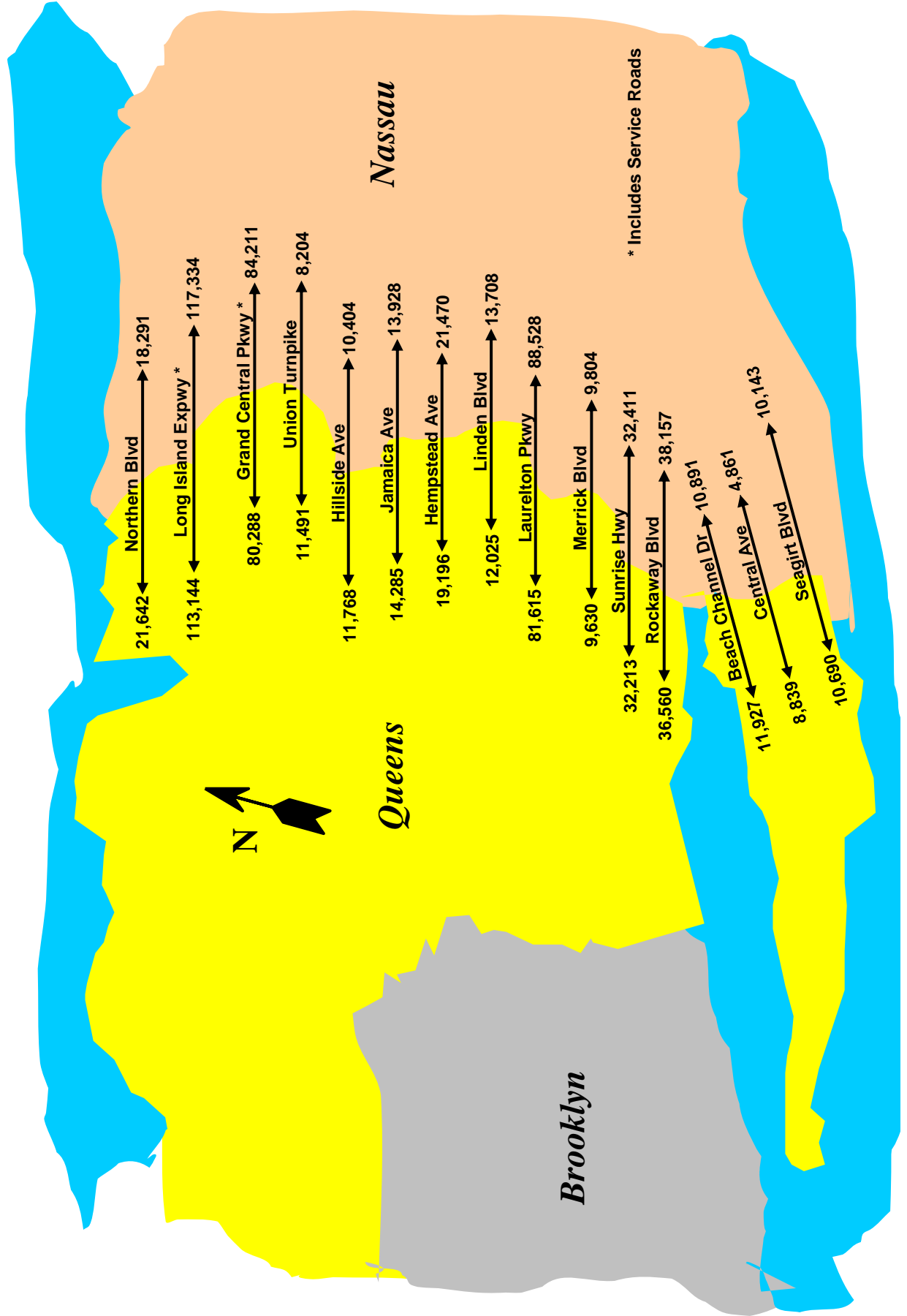
1963 - 2011

During the 48 years from 1963 to 2011, daily traffic on the thirteen Queens - Nassau thoroughfares monitored throughout the period increased 68.9%, to 923,100 from 546,600.

- Most of the growth in Queens - Nassau traffic since 1963 has occurred on the three limited access facilities crossing the screenline.
- Of the 376,600 additional daily vehicles on the thirteen continuously-monitored facilities, 284,200 (75.5% of the total increase) are on the three limited access routes.
- The Grand Central Parkway alone (including service road) absorbed over one-fourth the total screenline traffic increase, its daily volume more than tripling, to 164,500 in 2011 from 51,700 in 1963.
- Laurelton Parkway traffic doubled to 170,100 daily vehicles from 85,400.
- On the Long Island Expressway and its service roads, traffic increased 60.3%, to 230,500 daily vehicles from 143,800.
- Rockaway Boulevard traffic more than doubled, to 74,700 daily vehicles from 36,500.
- Jamaica Avenue traffic increased 84.4% to 28,200 daily vehicles from 15,300.
- Linden Boulevard traffic increased 79.6%, to 25,700 daily vehicles from 14,300.
- Northern Boulevard traffic increased 37.1%, to 39,900 daily vehicles from 29,100.
- The only decrease was on Hillside Avenue (down 5.7%, to 22,200 daily vehicles in 2011 from 23,500 in 1963).

Queens – Nassau Screenline

2011 Daily Volumes



**Queens-Nassau Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To Queens

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Beach Channel Dr	10,610	11,954	12,411	12,510	11,817	11,609	11,980	11,830	12,317	12,220	12,794	13,845	13,128	13,403
Central Ave	N/A	N/A	N/A	7,396	8,367	7,848	8,189	8,421	8,181	8,780	8,095	8,647	8,014	9,231
Grand Central Pky *	25,280	47,495	61,614	71,775	85,261	82,431	79,189	76,571	77,853	78,916	82,978	87,617	91,225	89,054
Hempstead Ave	18,720	19,167	22,230	19,671	21,008	21,512	21,103	21,294	21,568	21,561	27,530	24,487	22,474	19,797
Hillside Ave	12,230	11,728	9,799	11,485	12,333	13,149	12,635	12,967	13,087	13,836	16,828	14,070	14,049	13,735
Jamaica Ave	7,370	11,473	13,984	14,081	14,090	13,775	13,339	13,950	13,149	13,822	14,769	14,921	14,504	15,324
Laurelton Pky	42,980	48,873	67,940	72,147	64,216	69,082	68,967	68,838	75,601	77,315	76,246	76,654	82,194	77,076
Linden Blvd	6,840	10,470	11,863	12,767	18,190	19,846	19,517	12,870	12,431	12,961	13,717	12,782	11,565	12,485
Long Island Exp *	70,340	85,294	83,656	90,553	101,193	101,972	100,335	101,602	100,402	100,310	96,711	97,412	90,205	97,818
Merrick Blvd	7,880	8,140	10,631	9,708	8,803	9,633	9,694	9,478	9,255	9,517	9,563	9,434	9,833	9,559
Northern Blvd	14,450	17,659	20,288	20,232	21,275	21,375	21,011	22,350	21,962	21,149	22,897	22,912	24,221	22,943
Rockaway Blvd	18,470	22,448	21,300	26,676	28,200	30,587	31,508	31,914	31,392	33,930	35,957	36,447	36,893	33,865
Seagirt Blvd	N/A	N/A	N/A	6,161	8,025	8,412	8,687	8,426	8,767	8,410	7,656	8,765	8,044	10,341
Sunrise Hwy	28,730	31,403	28,592	30,256	32,839	26,643	30,314	32,806	33,980	32,638	35,872	36,606	34,519	30,922
Union Tpke	8,460	8,836	9,171	11,587	12,429	12,458	12,274	12,598	12,222	12,007	12,245	8,262	12,495	13,260
Totals	272,360	334,940	373,479	417,005	448,046	450,332	448,742	445,915	452,167	457,372	473,858	472,861	473,363	468,813

To Queens

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Beach Channel Dr	13,844	12,542	11,997	12,347	15,377	12,685	12,010	12,515	11,927
Central Ave	9,319	8,681	8,909	9,308	8,321	9,051	8,778	8,833	8,839
Grand Central Pky *	94,792	92,464	92,993	80,941	77,918	78,423	75,454	77,447	80,288
Hempstead Ave	26,866	20,781	19,270	18,731	22,786	24,705	22,303	19,701	19,196
Hillside Ave	12,140	13,697	13,472	12,558	12,170	12,489	12,481	12,862	11,768
Jamaica Ave	15,044	15,601	15,903	14,954	14,524	14,433	14,318	14,947	14,285
Laurelton Pky	72,783	85,728	80,245	80,157	79,954	75,794	74,934	83,535	81,615
Linden Blvd	12,904	12,869	13,521	13,099	11,976	12,855	12,430	12,815	12,025
Long Island Exp *	99,694	91,797	92,491	97,600	101,793	115,433	119,082	115,357	113,144
Merrick Blvd	10,538	10,441	9,841	9,466	9,238	9,041	9,140	9,741	9,630
Northern Blvd	23,695	23,054	20,807	21,523	20,953	20,765	20,252	20,885	21,642
Rockaway Blvd	34,633	35,464	36,156	36,371	39,466	38,167	38,366	36,767	36,560
Seagirt Blvd	11,263	10,665	10,046	11,236	10,659	10,099	10,204	10,800	10,690
Sunrise Hwy	34,542	33,706	35,166	32,833	33,626	32,159	33,065	32,749	32,213
Union Tpke	13,275	12,770	12,532	11,792	10,826	11,338	10,709	11,259	11,491
Totals	485,332	480,260	473,349	462,916	469,587	477,437	473,526	480,213	475,313

* Includes service roads.

**Queens-Nassau Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To Nassau

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Beach Channel Dr	9,050	11,472	14,759	13,165	11,107	11,198	11,923	12,037	12,642	12,022	11,929	11,740	11,532	12,207
Central Ave	N/A	N/A	N/A	7,124	5,424	4,959	5,022	5,452	4,905	5,215	4,711	5,119	4,910	5,175
Grand Central Pky *	26,440	57,341	48,424	72,191	89,073	80,438	79,481	82,086	79,934	84,576	85,888	85,579	89,640	89,813
Hempstead Ave	16,680	16,293	13,555	18,035	19,155	21,008	20,722	19,453	20,328	20,815	22,359	22,400	22,176	23,621
Hillside Ave	11,270	10,297	10,625	11,419	13,089	14,398	13,247	12,860	13,324	13,077	15,482	13,901	13,526	13,593
Jamaica Ave	7,930	11,326	13,345	13,377	13,293	12,744	12,971	13,170	13,229	13,391	13,495	13,821	13,702	14,869
Laurelton Pky	42,460	49,924	53,734	76,261	73,044	76,773	75,841	74,897	79,808	82,005	84,544	82,489	89,251	85,216
Linden Blvd	7,490	8,260	7,697	10,283	10,718	10,660	11,626	15,038	15,443	15,660	15,797	15,679	15,136	15,327
Long Island Exp *	73,410	86,858	83,902	98,443	96,937	97,860	98,271	99,342	101,200	100,938	99,919	93,967	92,593	92,794
Merrick Blvd	7,760	8,080	7,296	9,206	9,339	9,866	10,205	9,871	9,933	9,852	9,595	9,482	9,568	9,920
Northern Blvd	14,680	15,585	21,745	20,741	20,477	21,524	20,619	19,876	19,987	19,854	20,747	22,049	21,584	21,243
Rockaway Blvd	17,990	21,473	25,214	30,059	32,317	33,958	35,009	34,237	32,226	32,193	34,598	37,683	35,134	36,098
Seagirt Blvd	N/A	N/A	N/A	6,230	8,124	7,899	8,093	8,261	7,727	8,112	8,452	8,806	7,895	10,051
Sunrise Hwy	30,740	31,301	28,805	29,145	32,406	32,821	30,458	33,147	34,178	34,158	34,796	34,389	34,099	31,920
Union Tpke	8,290	7,552	10,566	10,854	9,769	10,737	10,513	10,502	10,100	10,163	10,873	10,182	12,618	13,346
Totals	274,190	335,762	339,667	426,533	444,272	446,843	444,001	450,229	454,964	462,031	473,185	467,286	473,364	475,193

To Nassau

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Beach Channel Dr	12,484	11,702	11,652	13,454	13,615	11,667	11,531	11,772	10,891
Central Ave	5,100	5,541	5,762	6,262	5,334	4,803	4,738	4,750	4,861
Grand Central Pky *	92,426	92,233	93,399	84,853	84,831	80,185	80,967	85,415	84,211
Hempstead Ave	24,466	22,881	24,757	22,234	23,292	21,910	22,191	22,005	21,470
Hillside Ave	12,864	12,676	13,055	10,565	12,158	12,411	11,080	10,673	10,404
Jamaica Ave	14,721	15,126	15,717	14,660	14,479	14,641	13,953	14,203	13,928
Laurelton Pky	86,229	89,675	88,909	88,702	93,700	83,373	87,118	86,706	88,528
Linden Blvd	16,528	15,619	16,123	15,199	13,996	11,912	13,919	14,815	13,708
Long Island Exp *	90,940	92,065	92,333	94,300	99,602	114,971	119,870	112,483	117,334
Merrick Blvd	10,052	10,565	9,694	9,567	9,421	10,467	9,426	10,581	9,804
Northern Blvd	21,970	21,748	21,067	19,837	18,072	18,718	18,372	18,253	18,291
Rockaway Blvd	37,929	38,468	37,188	37,396	38,293	37,293	36,742	37,297	38,157
Seagirt Blvd	11,634	10,379	9,805	11,321	11,783	9,808	10,064	10,498	10,143
Sunrise Hwy	33,123	34,421	35,842	33,986	35,272	32,835	33,329	34,963	32,411
Union Tpke	12,896	12,246	10,437	9,297	8,774	9,074	8,775	9,041	8,204
Totals	483,362	485,345	485,740	471,633	482,622	474,068	482,075	483,455	482,345

* Includes service roads.

**Queens-Nassau Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Beach Channel Dr	19,660	23,426	27,170	25,675	22,924	22,807	23,903	23,867	24,959	24,242	24,723	25,585	24,660	25,610
Central Ave	N/A	N/A	N/A	14,520	13,791	12,807	13,211	13,873	13,086	13,995	12,806	13,766	12,924	14,406
Grand Central Pky *	51,720	104,836	110,038	143,966	174,334	162,869	158,670	158,657	157,787	163,492	168,866	173,196	180,865	178,867
Hempstead Ave	35,400	35,460	35,785	37,706	40,163	42,520	41,825	40,747	41,896	42,376	49,889	46,887	44,650	43,418
Hillside Ave	23,500	22,025	20,424	22,904	25,422	27,547	25,882	25,822	26,411	26,913	32,310	27,971	27,575	27,328
Jamaica Ave	15,300	22,799	27,329	27,458	27,383	26,519	26,310	27,120	26,378	27,213	28,264	28,742	28,206	30,193
Laurelton Pky	85,440	98,797	121,674	148,408	137,260	145,855	144,808	143,735	155,409	159,320	160,790	159,143	171,445	162,292
Linden Blvd	14,330	18,730	19,560	23,050	28,908	30,506	31,143	27,908	27,874	28,621	29,514	28,461	26,701	27,812
Long Island Exp *	143,750	172,152	167,558	188,996	198,130	199,832	198,606	200,944	201,602	201,248	196,630	191,379	182,798	190,612
Merrick Blvd	15,640	16,220	17,927	18,914	18,142	19,499	19,899	19,349	19,188	19,369	19,158	18,916	19,401	19,479
Northern Blvd	29,130	33,244	42,033	40,973	41,752	42,899	41,630	42,226	41,949	41,003	43,644	44,961	45,805	44,186
Rockaway Blvd	36,460	43,921	46,514	56,735	60,517	64,545	66,517	66,151	63,618	66,123	70,555	74,130	72,027	69,963
Seagirt Blvd	N/A	N/A	N/A	12,391	16,149	16,311	16,780	16,687	16,494	16,522	16,108	17,571	15,939	20,392
Sunrise Hwy	59,470	62,704	57,397	59,401	65,245	59,464	60,772	65,953	68,158	66,796	70,668	70,995	68,618	62,842
Union Tpke	16,750	16,388	19,737	22,441	22,198	23,195	22,787	23,100	22,322	22,170	23,118	18,444	25,113	26,606
Totals	546,550	670,702	713,146	843,538	892,318	897,175	892,743	896,144	907,131	919,403	947,043	940,147	946,727	944,006

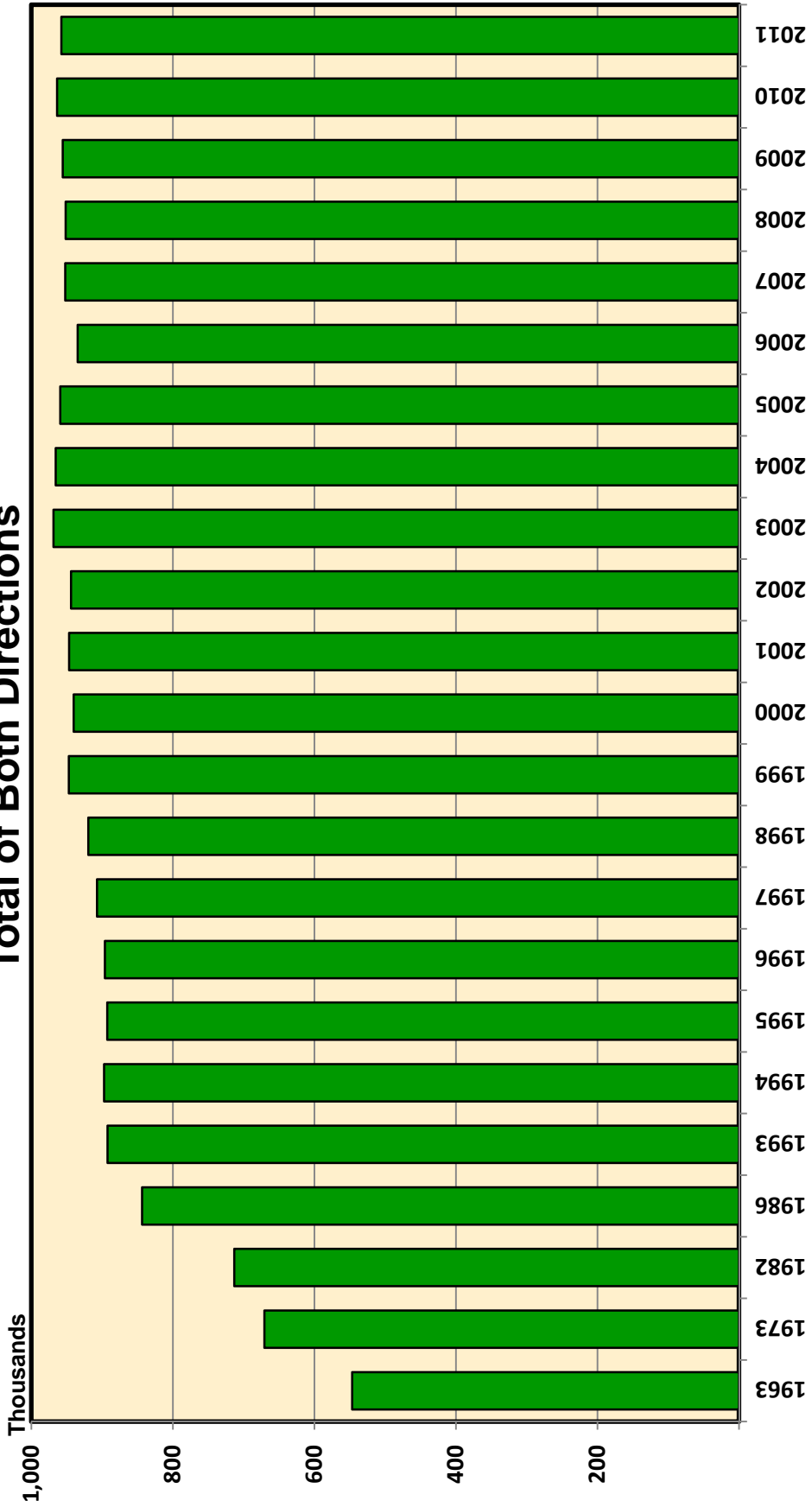
Both Directions

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Beach Channel Dr	26,328	24,244	23,649	25,801	28,992	24,352	23,541	24,287	22,818
Central Ave	14,419	14,222	14,671	15,570	13,655	13,854	13,516	13,583	13,700
Grand Central Pky *	187,218	184,697	186,392	165,794	162,749	158,608	156,421	162,862	164,499
Hempstead Ave	51,332	43,662	44,027	40,965	46,078	46,615	44,494	41,706	40,666
Hillside Ave	25,004	26,373	26,527	23,123	24,328	24,900	23,561	23,535	22,172
Jamaica Ave	29,765	30,727	31,620	29,614	29,003	29,074	28,271	29,150	28,213
Laurelton Pky	159,012	175,403	169,154	168,859	173,654	159,167	162,052	170,241	170,143
Linden Blvd	29,432	28,488	29,644	28,298	25,972	24,767	26,349	27,630	25,733
Long Island Exp *	190,634	183,862	184,824	191,900	201,395	230,404	238,952	227,840	230,478
Merrick Blvd	20,590	21,006	19,535	19,033	18,659	19,508	18,566	20,322	19,434
Northern Blvd	45,665	44,802	41,874	41,360	39,025	39,483	38,624	39,138	39,933
Rockaway Blvd	72,562	73,932	73,344	73,767	77,759	75,460	75,108	74,064	74,717
Seagirt Blvd	22,897	21,044	19,851	22,557	22,442	19,907	20,268	21,298	20,833
Sunrise Hwy	67,665	68,127	71,008	66,819	68,898	64,994	66,394	67,712	64,624
Union Tpke	26,171	25,016	22,969	21,089	19,600	20,412	19,484	20,300	19,695
Totals	968,694	965,605	959,089	934,549	952,209	951,505	955,601	963,668	957,658

* Includes service roads.

Queens – Nassau Screenline

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2011 Screenline Volumes Queens - Nassau

	Beach Channel Drive		Central Ave		Main Rdwy		Service Rdwy		Hempstead Ave		Hillside Ave	
	* S/B	N/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B
Mid-1am	209	121	114	41	298	509	15	11	272	250	91	83
1-2am	126	68	53	20	222	348	8	5	153	150	43	40
2-3am	73	55	38	15	301	256	5	5	109	118	19	26
3-4am	58	60	23	18	964	424	4	5	95	119	27	17
4-5am	84	125	30	24	3,551	1,248	4	12	184	222	58	23
5-6am	201	304	73	65	5,606	3,509	18	37	498	486	186	95
6-7am	499	585	227	186	5,116	5,584	54	104	1,078	896	578	202
7-8am	633	765	519	277	4,279	5,899	137	319	1,437	1,490	830	510
8-9am	621	698	599	335	4,399	4,673	168	629	1,165	1,129	700	781
9-10am	545	548	513	326	3,780	3,803	218	468	945	925	562	580
10-11am	496	533	420	269	3,563	3,791	244	346	932	1,032	513	494
11-Noon	494	558	380	257	3,388	4,023	290	339	927	1,074	585	540
Noon-1	537	584	453	280	3,450	4,399	335	339	934	1,138	647	583
1-2pm	587	628	484	286	3,790	5,288	324	343	988	1,233	671	600
2-3pm	655	649	520	270	4,425	5,028	355	330	1,107	1,366	698	638
3-4pm	704	759	547	323	5,052	4,370	389	452	1,025	1,458	741	820
4-5pm	764	687	608	338	5,078	4,121	527	671	1,127	1,478	825	940
5-6pm	839	687	652	352	4,702	4,893	601	685	1,214	1,508	1,020	929
6-7pm	843	594	643	302	3,470	4,360	387	438	1,169	1,395	912	797
7-8pm	773	548	547	271	2,792	3,261	264	188	1,055	1,125	694	618
8-9pm	699	425	449	208	2,670	2,619	218	119	899	929	538	441
9-10pm	575	355	371	158	2,199	2,524	158	72	764	792	411	302
10-11pm	535	308	342	132	1,645	2,022	83	52	633	679	258	217
11-Mid	377	247	234	108	702	1,261	40	29	486	478	161	128
24 hr Total	11,927	10,891	8,839	4,861	75,442	78,213	4,846	5,998	19,196	21,470	11,768	10,404
6-10am	2,298	2,596	1,858	1,124	17,574	19,959	577	1,520	4,625	4,440	2,670	2,073
10am-1pm	1,527	1,675	1,253	806	10,401	12,213	869	1,024	2,793	3,244	1,745	1,617
1-3pm	1,242	1,277	1,004	556	8,215	10,316	679	673	2,095	2,599	1,369	1,238
3-7pm	3,150	2,727	2,450	1,315	18,302	17,744	1,904	2,246	4,535	5,839	3,498	3,486
6am-7pm	8,217	8,275	6,565	3,801	54,492	60,232	4,029	5,463	14,048	16,122	9,282	8,414

* To Queens

2011 Screenline Volumes Queens - Nassau (cont'd)

	Jamaica Ave		Laurelton Parkway		Linden Blvd		Long Island Expressway Main Rdwy		Service Rdwy		Merrick Blvd	
	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B
Mid-1am	55	119	1,050	1,905	175	201	1,159	1,831	10	12	90	135
1-2am	47	82	532	1,041	94	99	821	1,210	5	7	40	75
2-3am	55	54	423	664	69	65	756	1,033	3	3	30	51
3-4am	120	50	583	486	56	53	1,102	1,027	1	5	28	35
4-5am	319	82	1,512	666	107	84	2,281	1,495	1	7	41	32
5-6am	701	181	4,671	1,560	273	233	6,056	3,168	21	30	131	82
6-7am	955	442	6,427	3,575	544	475	6,516	5,802	207	100	380	163
7-8am	809	819	5,336	4,945	827	842	5,586	6,801	574	219	651	345
8-9am	712	1,108	4,559	4,731	701	862	5,260	6,842	217	330	601	584
9-10am	665	792	4,575	4,135	538	642	5,831	6,094	217	296	470	527
10-11am	693	679	3,799	3,653	524	619	6,068	5,898	234	397	450	462
11-Noon	788	743	3,671	3,660	537	617	5,783	5,622	173	257	491	488
Noon-1	790	805	3,699	3,922	554	650	5,606	5,678	164	199	560	562
1-2pm	824	819	3,886	4,485	604	688	5,642	5,981	141	214	590	571
2-3pm	920	917	4,111	5,429	633	899	5,966	6,328	147	241	630	621
3-4pm	1,035	1,048	4,281	5,758	665	954	6,035	6,455	180	438	646	723
4-5pm	1,211	1,081	4,570	5,784	704	948	6,487	6,159	281	798	666	770
5-6pm	972	1,077	4,681	5,799	816	966	6,130	5,939	715	924	760	804
6-7pm	737	954	4,388	5,900	833	959	5,944	6,456	939	631	650	837
7-8pm	618	683	3,911	5,387	774	801	5,277	6,138	211	181	572	654
8-9pm	537	510	3,359	4,478	659	664	4,596	5,245	114	97	426	465
9-10pm	362	387	3,217	4,030	549	576	4,165	4,525	73	66	343	351
10-11pm	244	305	2,570	3,665	448	504	3,201	3,391	40	45	235	264
11-Mid	116	191	1,804	2,870	341	307	2,182	2,696	26	23	149	203
24 hr Total	14,285	13,928	81,615	88,528	12,025	13,708	108,450	111,814	4,694	5,520	9,630	9,804
6-10am	3,141	3,161	20,897	17,386	2,610	2,821	23,193	25,539	1,215	945	2,102	1,619
10am-1pm	2,271	2,227	11,169	11,235	1,615	1,886	17,457	17,198	571	853	1,501	1,512
1-3pm	1,744	1,736	7,997	9,914	1,237	1,587	11,608	12,309	288	455	1,220	1,192
3-7pm	3,955	4,160	17,920	23,241	3,018	3,827	24,596	25,009	2,115	2,791	2,722	3,134
6am-7pm	11,111	11,284	57,983	61,776	8,480	10,121	76,854	80,055	4,189	5,044	7,545	7,457

* To Queens

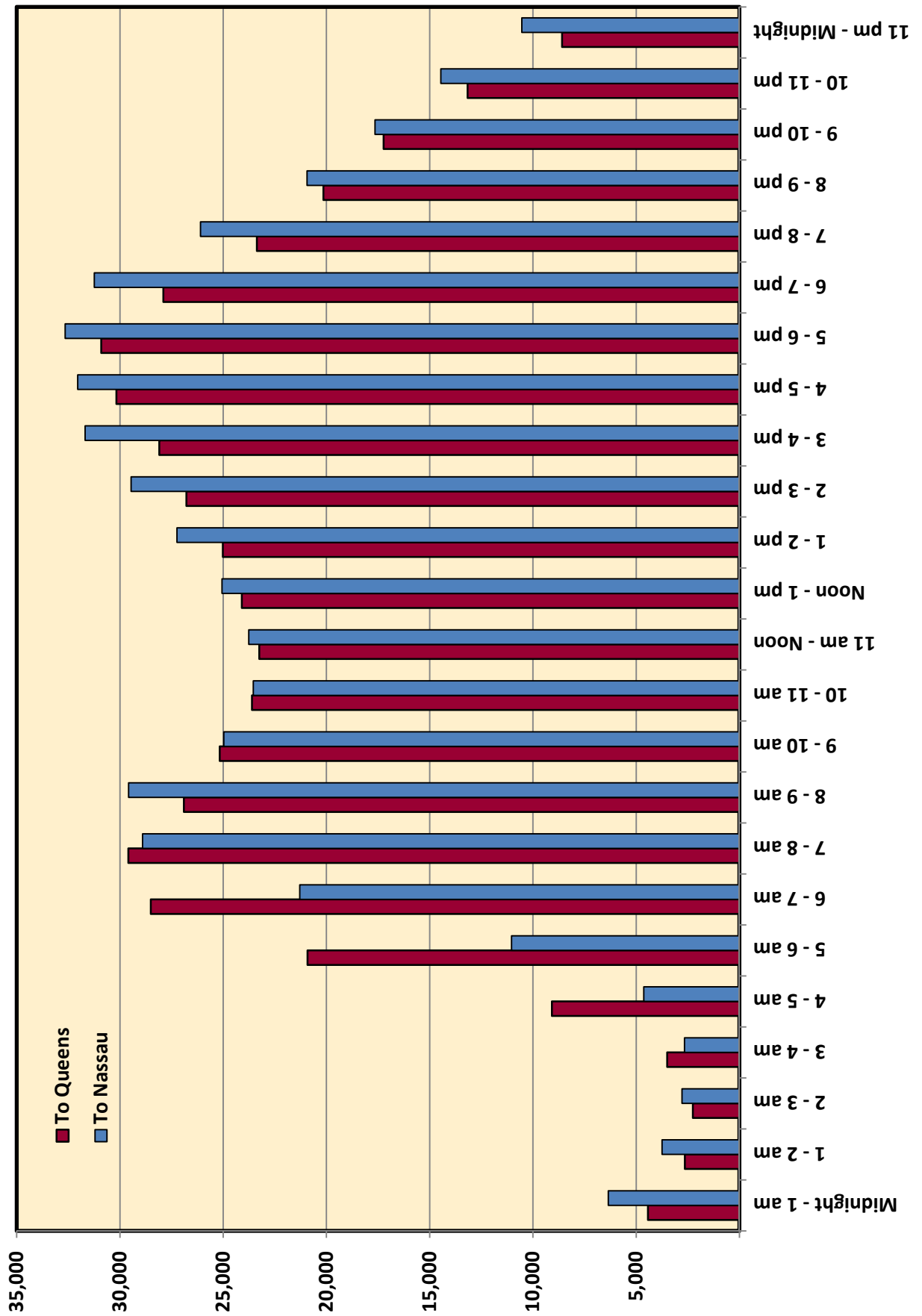
2011 Screenline Volumes Queens - Nassau (cont'd)

	Northern Blvd		Rockaway Blvd		Seagirt Blvd		Sunrise Hwy		Union Tpke		Totals	
	* W/B	E/B	* N/B	S/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	To Queens	To Nassau
Mid-1am	96	96	340	645	137	81	248	271	69	42	4,428	6,353
1-2am	48	51	210	332	71	44	126	154	46	20	2,645	3,746
2-3am	22	36	147	236	42	31	135	120	28	13	2,255	2,781
3-4am	32	27	186	190	26	28	162	110	31	9	3,498	2,663
4-5am	72	41	401	289	51	81	347	172	37	31	9,080	4,634
5-6am	261	131	1,038	524	128	189	946	377	106	68	20,914	11,039
6-7am	969	387	2,092	1,278	530	452	1,916	854	418	208	28,506	21,293
7-8am	1,620	1,153	2,704	1,936	1,051	704	1,981	1,470	618	412	29,592	28,906
8-9am	1,482	1,450	2,542	2,171	859	698	1,777	1,831	539	728	26,901	29,580
9-10am	1,331	1,265	2,229	1,885	615	551	1,616	1,663	520	469	25,170	24,969
10-11am	1,186	1,033	1,960	1,777	425	446	1,559	1,704	539	410	23,605	23,543
11-Noon	1,164	1,054	1,917	1,812	417	456	1,606	1,792	641	472	23,252	23,764
Noon-1	1,315	1,086	2,017	1,947	478	498	1,768	1,894	789	495	24,096	25,059
1-2pm	1,250	1,088	2,082	2,030	498	501	1,880	1,940	774	545	25,015	27,240
2-3pm	1,297	1,174	2,084	2,240	606	660	1,871	2,152	759	520	26,784	29,462
3-4pm	1,378	1,297	2,177	2,571	602	1,028	1,854	2,561	784	671	28,095	31,686
4-5pm	1,536	1,366	2,203	2,613	694	875	1,954	2,637	938	780	30,173	32,046
5-6pm	1,678	1,368	2,169	2,645	734	756	2,087	2,642	1,137	679	30,907	32,653
6-7pm	1,496	1,381	2,018	2,608	683	608	1,884	2,459	904	563	27,900	31,242
7-8pm	1,149	1,024	1,718	2,368	584	486	1,788	1,945	641	421	23,368	26,099
8-9pm	894	702	1,445	1,988	503	328	1,645	1,448	493	276	20,144	20,942
9-10pm	698	517	1,120	1,576	395	257	1,485	976	348	185	17,233	17,649
10-11pm	459	356	964	1,420	327	214	977	774	204	110	13,165	14,458
11-Mid	209	208	797	1,076	234	171	601	465	128	77	8,587	10,538
24 hr Total	21,642	18,291	36,560	38,157	10,690	10,143	32,213	32,411	11,491	8,204	475,313	482,345
6-10am	5,402	4,255	9,567	7,270	3,055	2,405	7,290	5,818	2,095	1,817	110,169	104,748
10am-1pm	3,665	3,173	5,894	5,536	1,320	1,400	4,933	5,390	1,969	1,377	70,953	72,366
1-3pm	2,547	2,262	4,166	4,270	1,104	1,161	3,751	4,092	1,533	1,065	51,799	56,702
3-7pm	6,088	5,412	8,567	10,437	2,713	3,267	7,779	10,299	3,763	2,693	117,075	127,627
6am-7pm	17,702	15,102	28,194	27,513	8,192	8,233	23,753	25,599	9,360	6,952	349,996	361,443

* To Queens

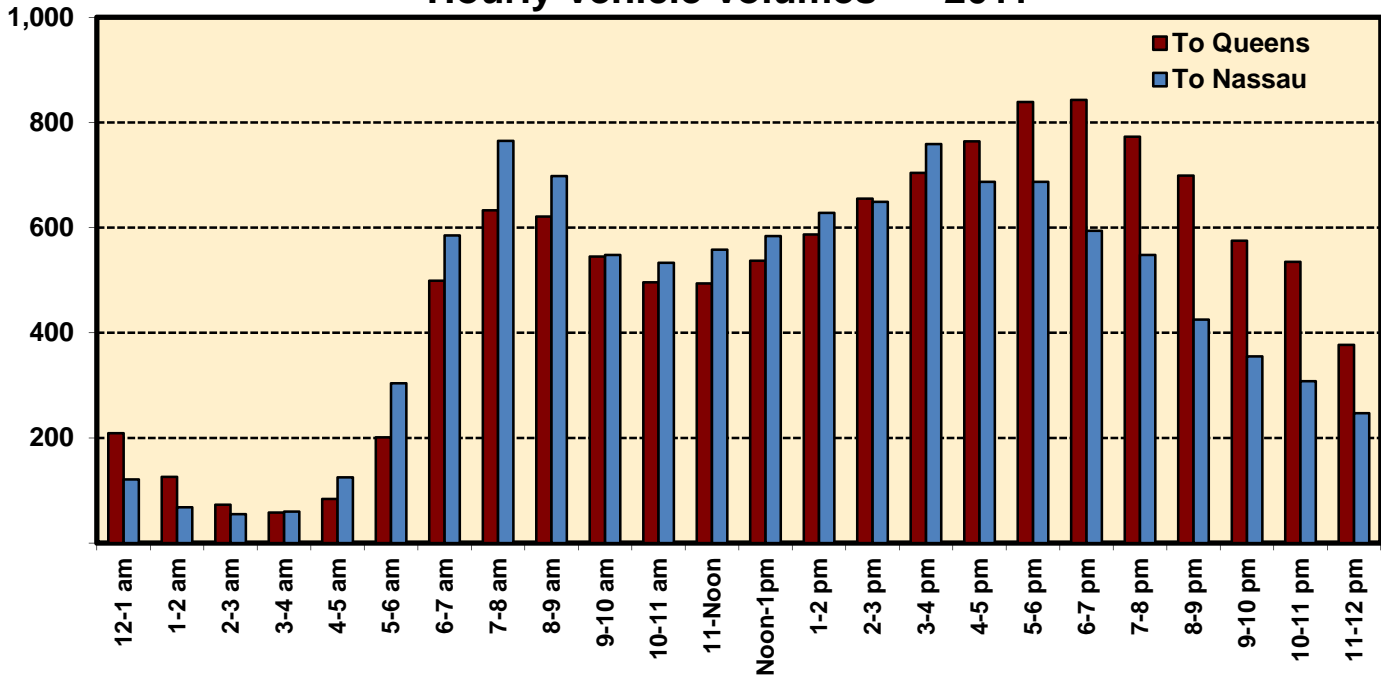
Queens - Nassau Screenline

Total Hourly Vehicle Volumes ~ 2011

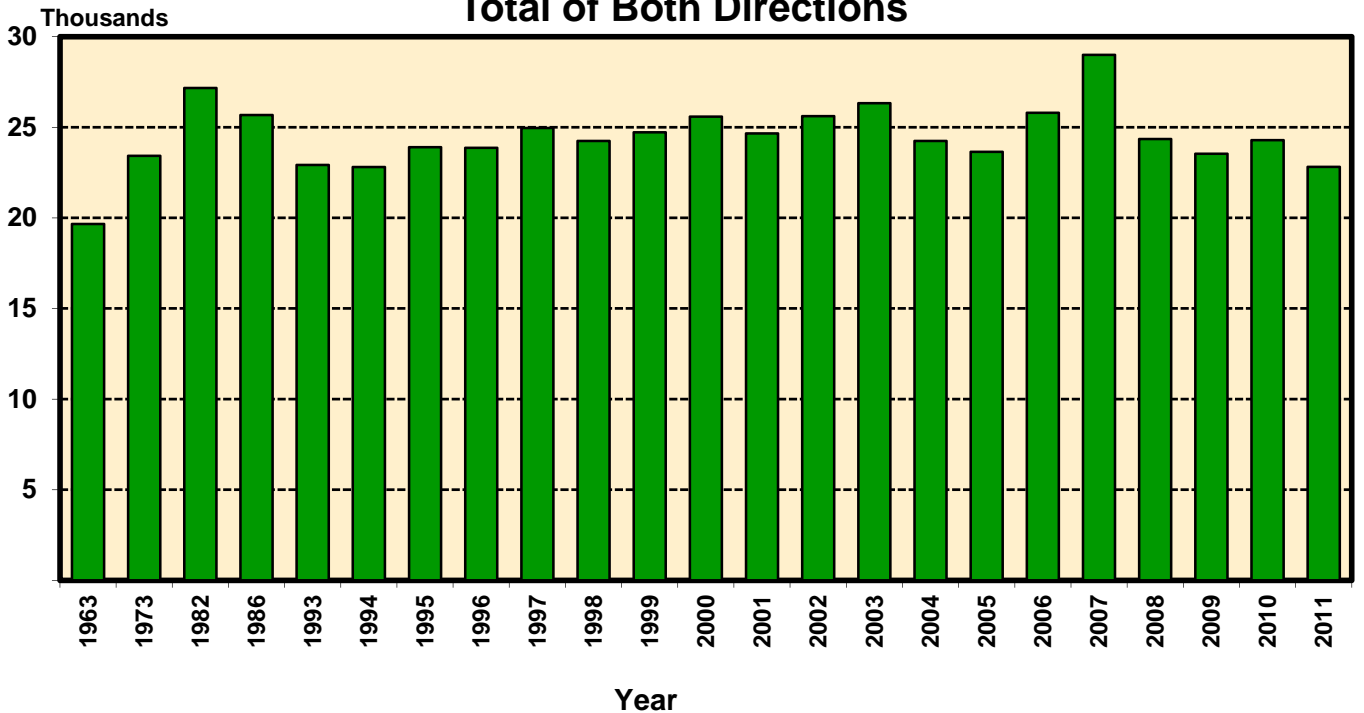


Queens – Nassau Screenline Volumes

Beach Channel Drive Hourly Vehicle Volumes ~ 2011

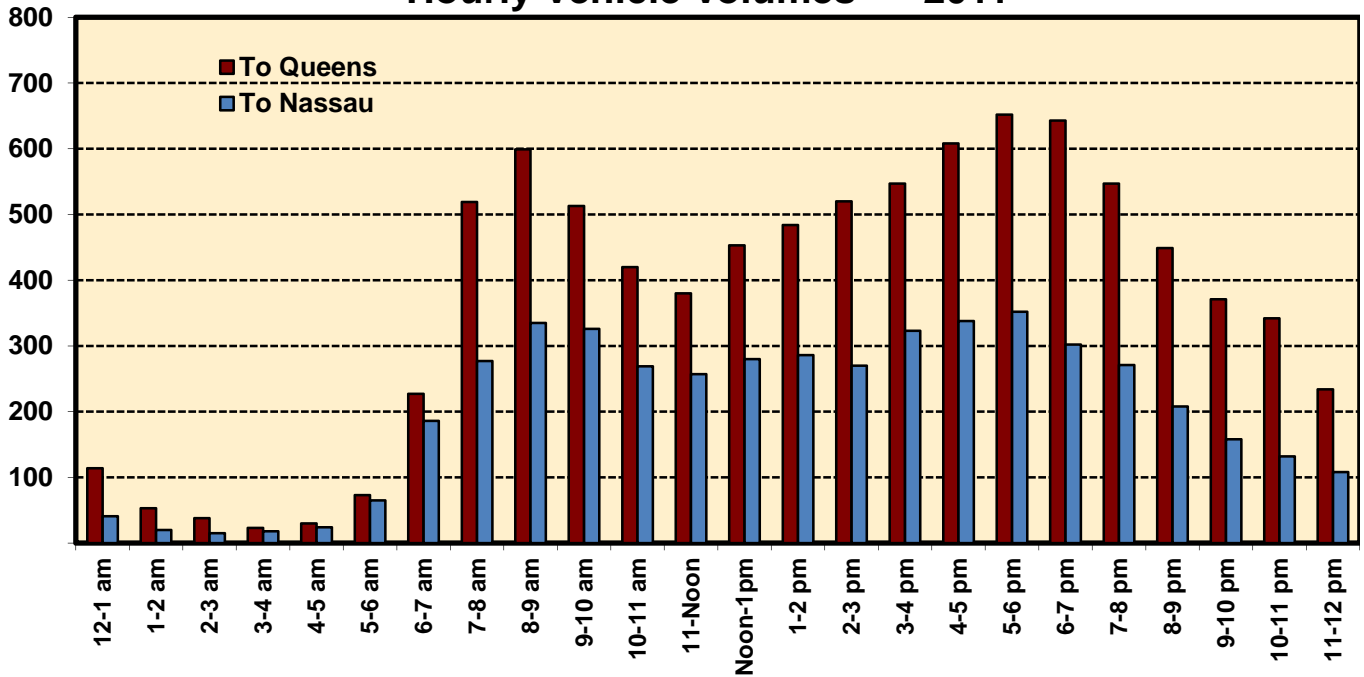


Beach Channel Drive Average Daily Traffic Volumes Total of Both Directions

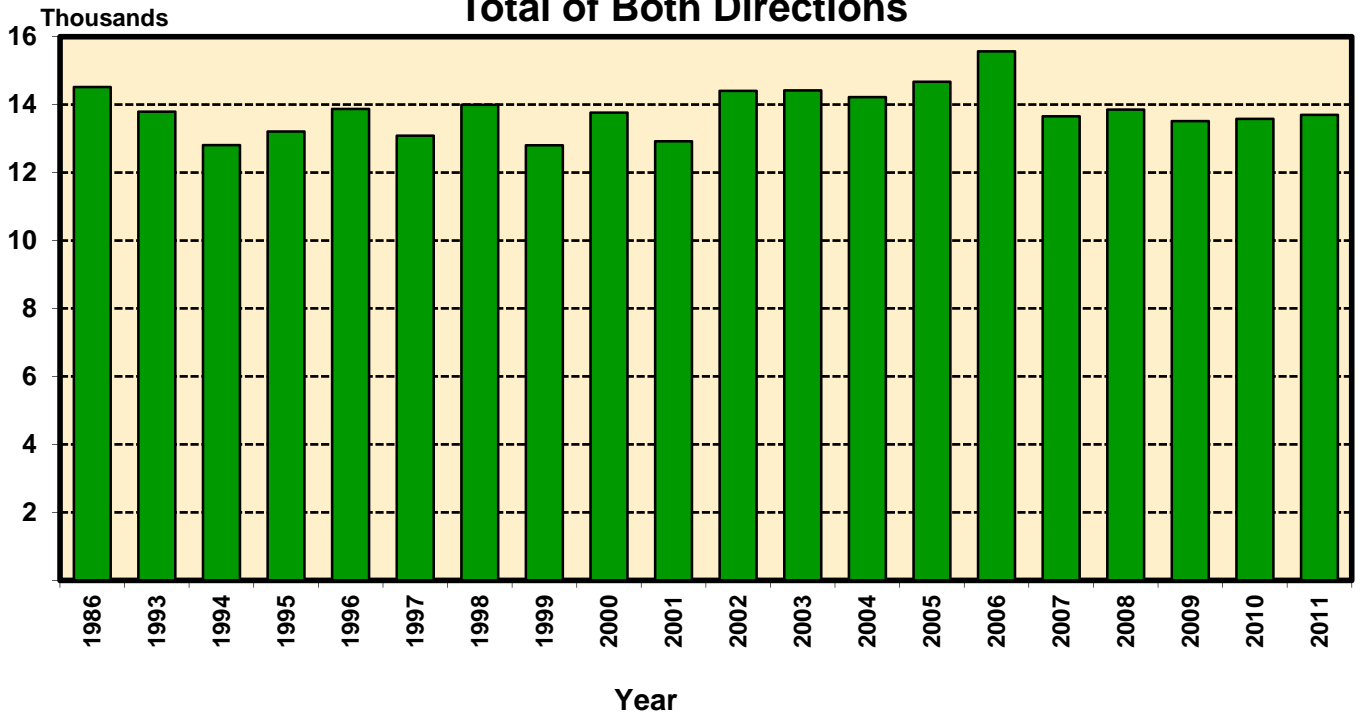


Queens – Nassau Screenline Volumes

Central Avenue Hourly Vehicle Volumes ~ 2011

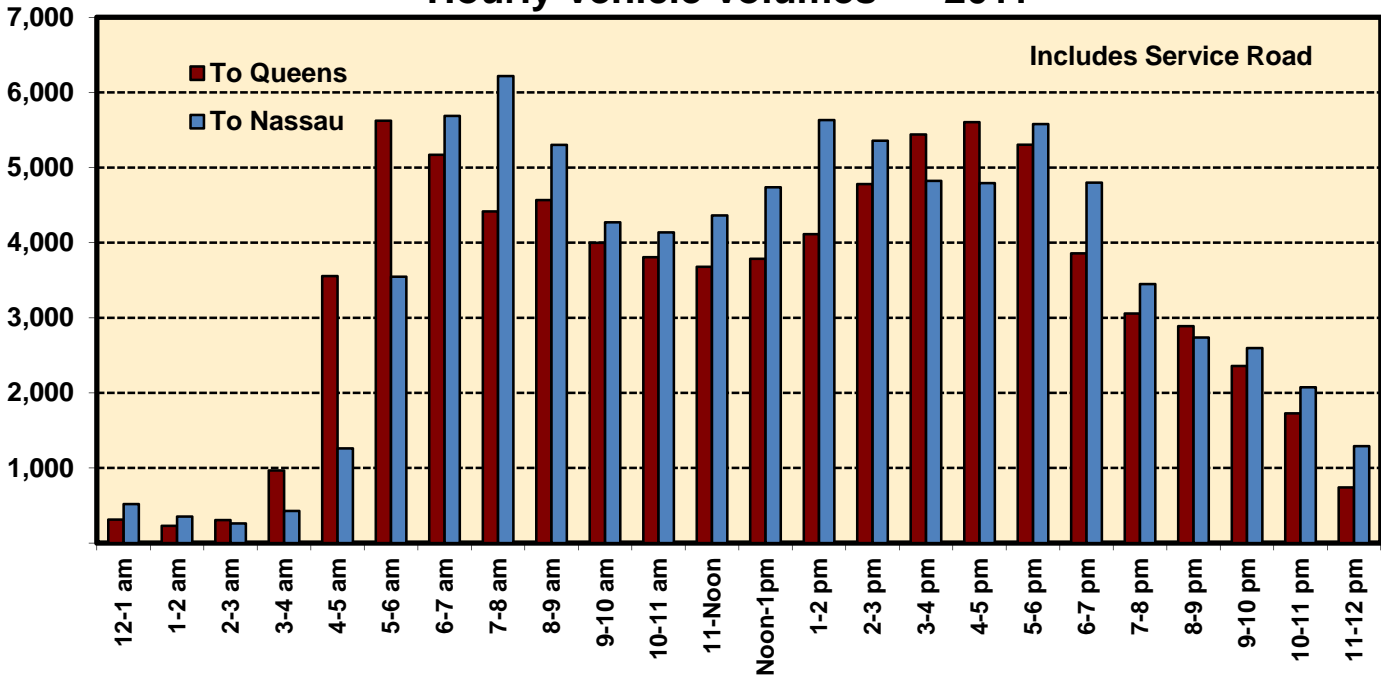


Central Avenue Average Daily Traffic Volumes Total of Both Directions

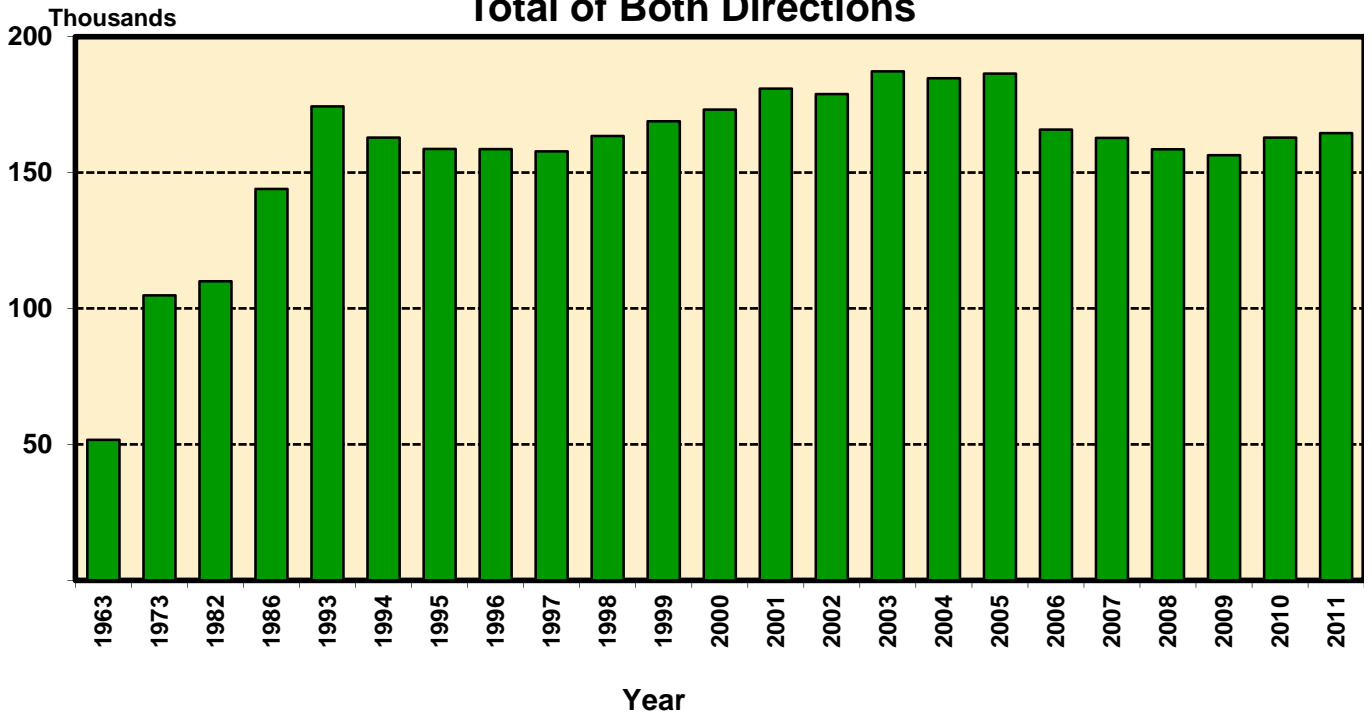


Queens – Nassau Screenline Volumes

Grand Central Parkway Hourly Vehicle Volumes ~ 2011

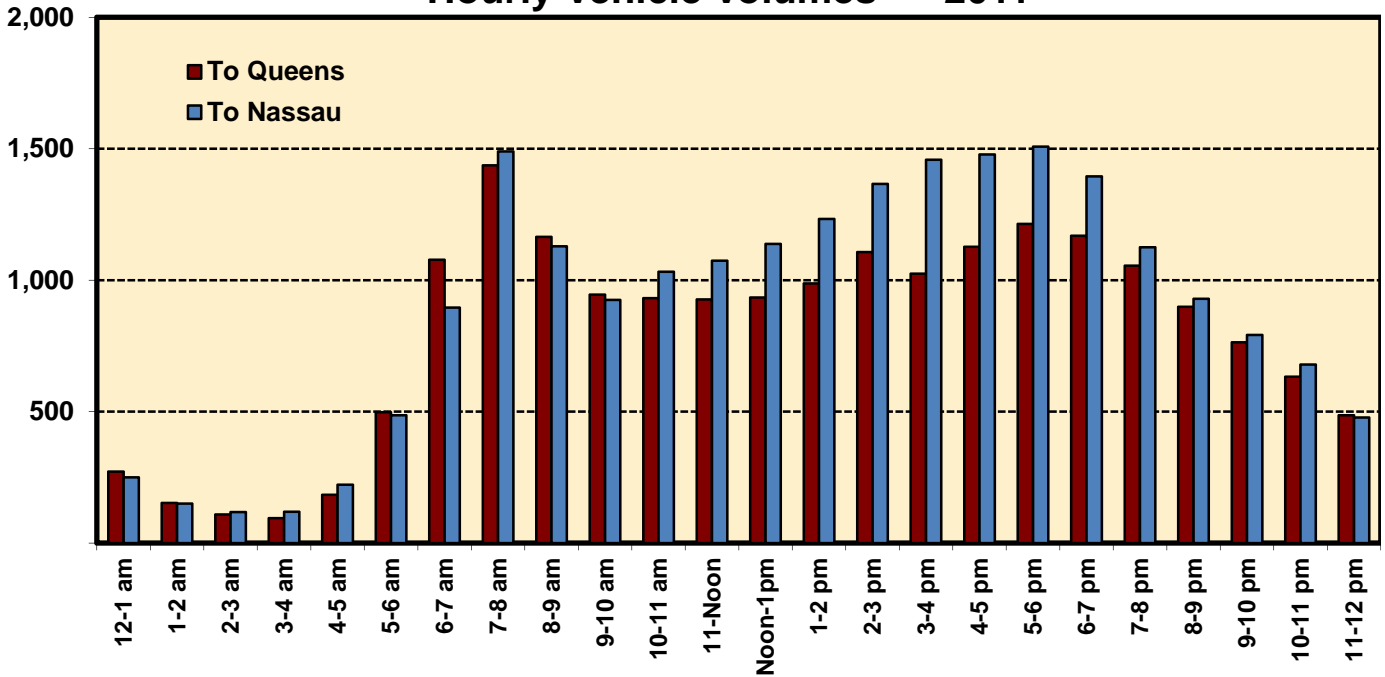


Grand Central Parkway Average Daily Traffic Volumes Total of Both Directions

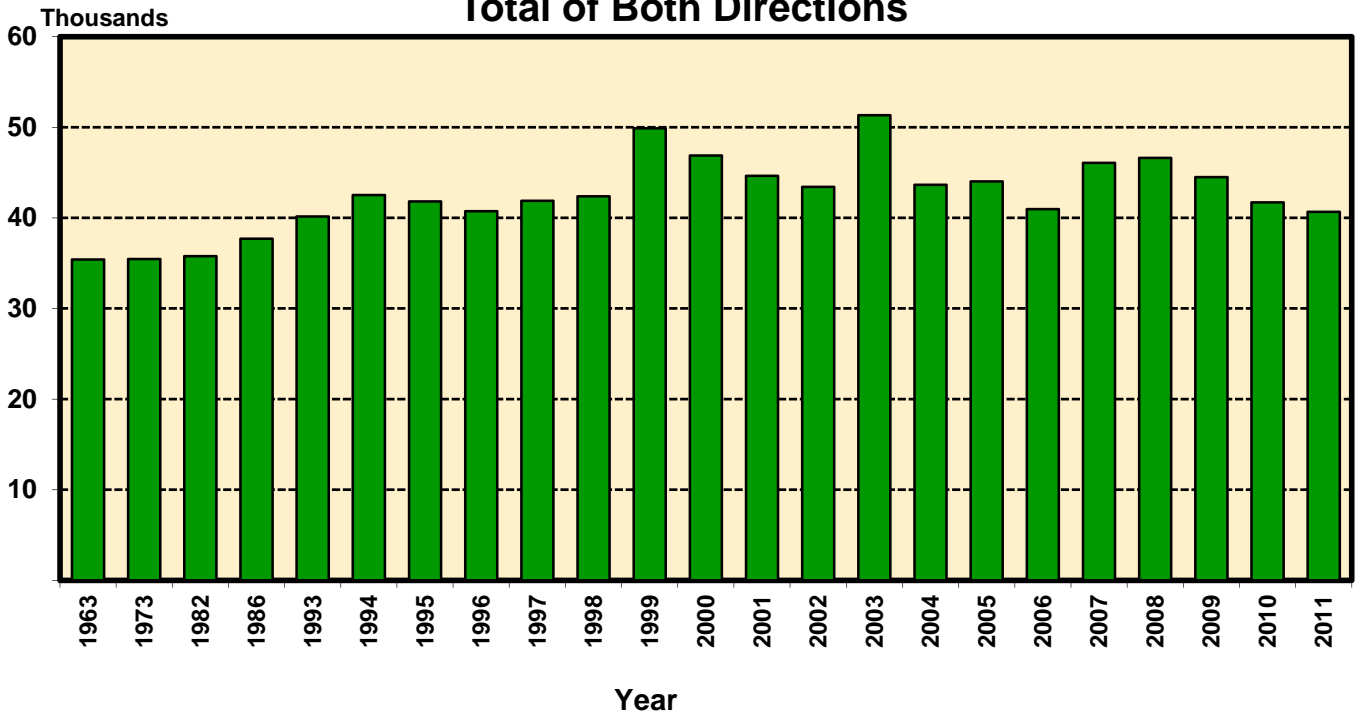


Queens – Nassau Screenline Volumes

Hempstead Avenue Hourly Vehicle Volumes ~ 2011

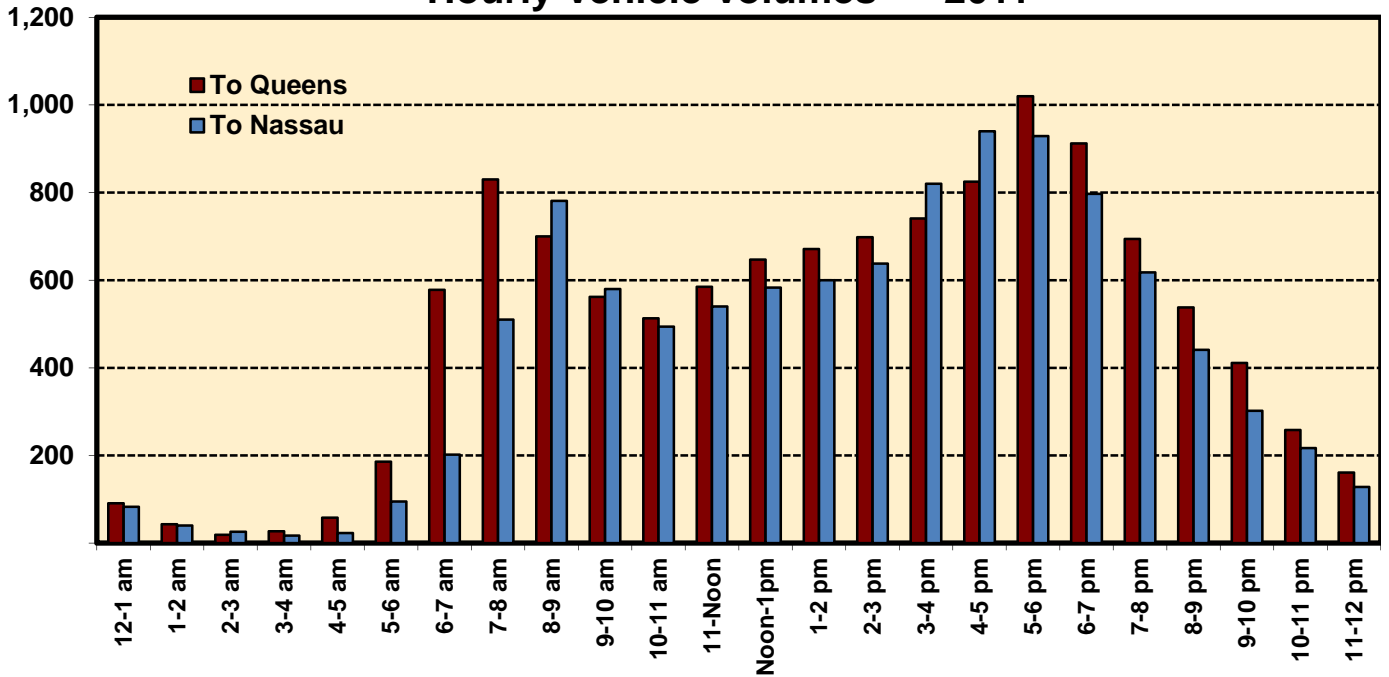


Hempstead Avenue Average Daily Traffic Volumes Total of Both Directions

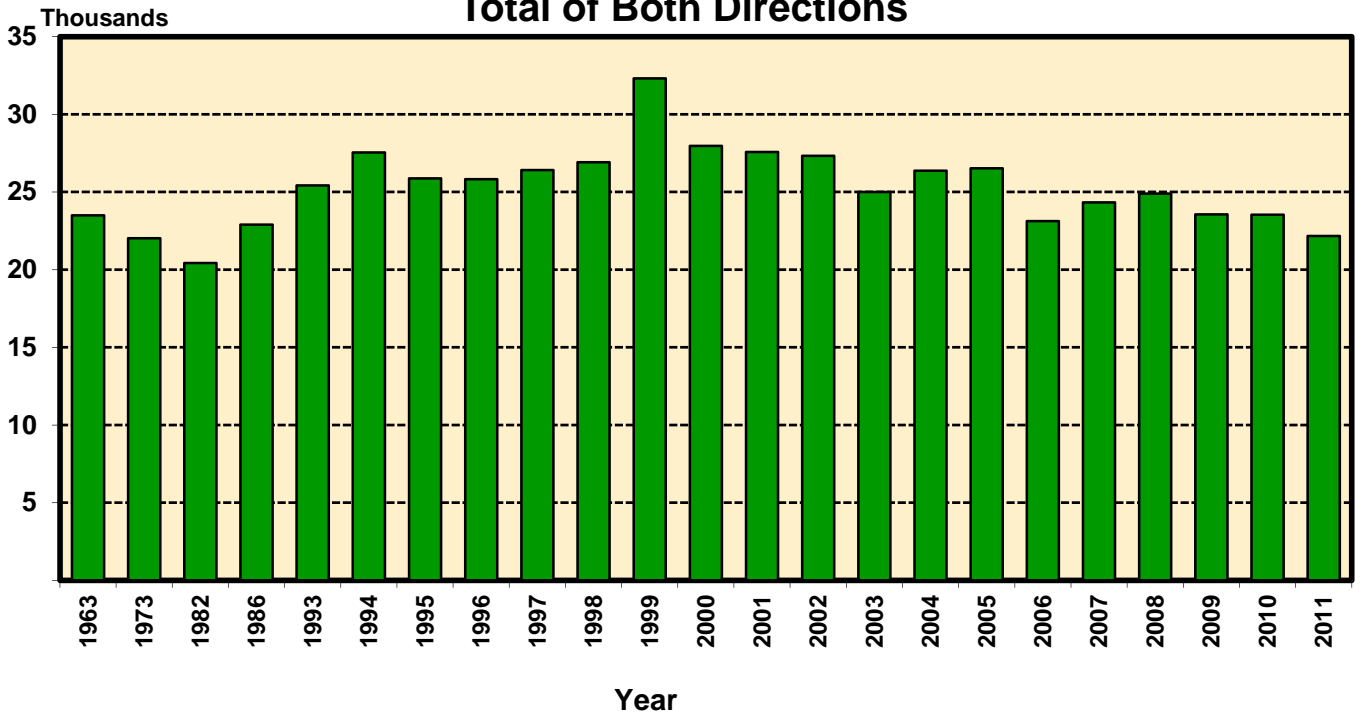


Queens – Nassau Screenline Volumes

Hillside Avenue Hourly Vehicle Volumes ~ 2011

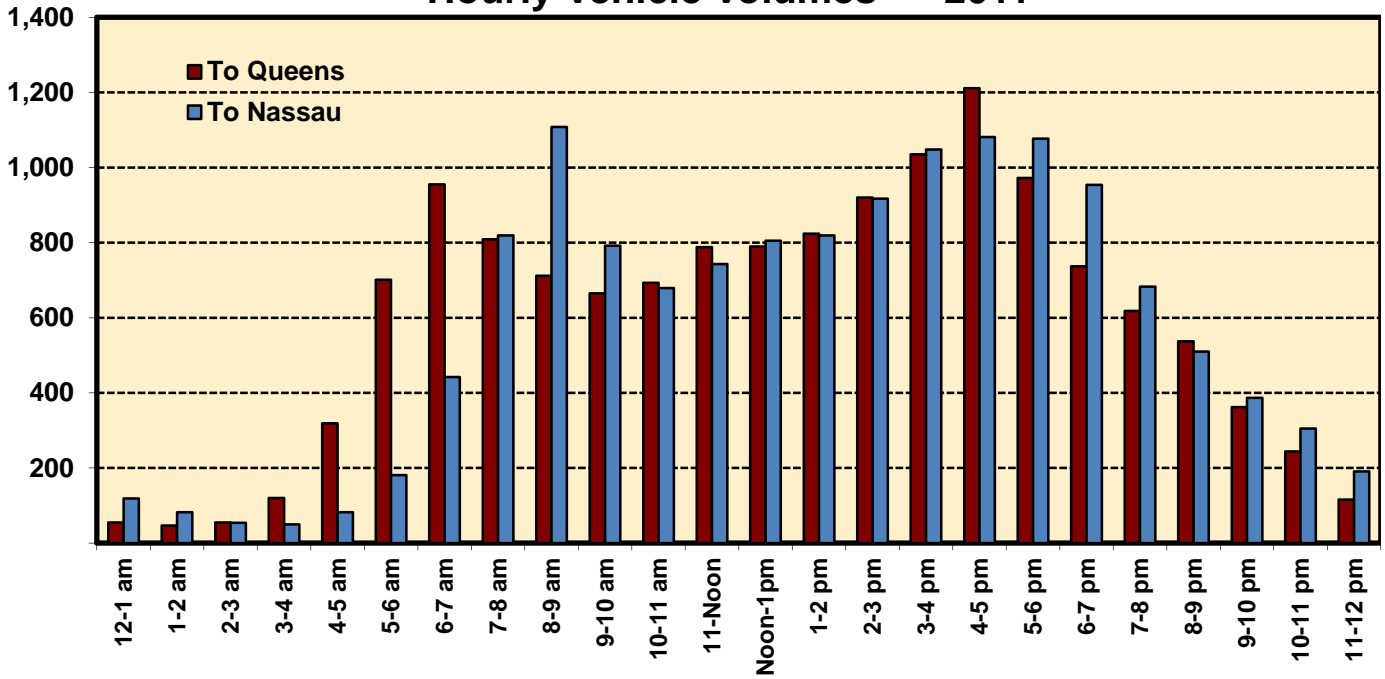


Hillside Avenue Average Daily Traffic Volumes Total of Both Directions

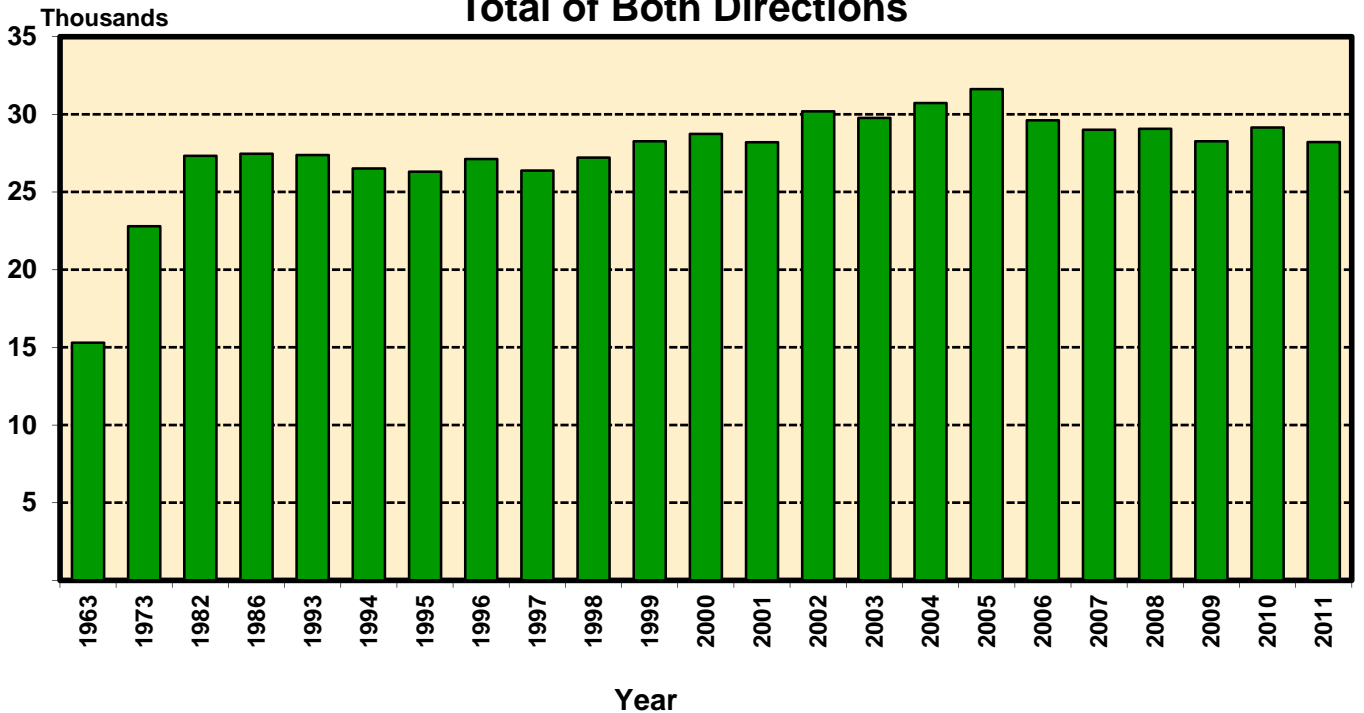


Queens – Nassau Screenline Volumes

Jamaica Avenue Hourly Vehicle Volumes ~ 2011

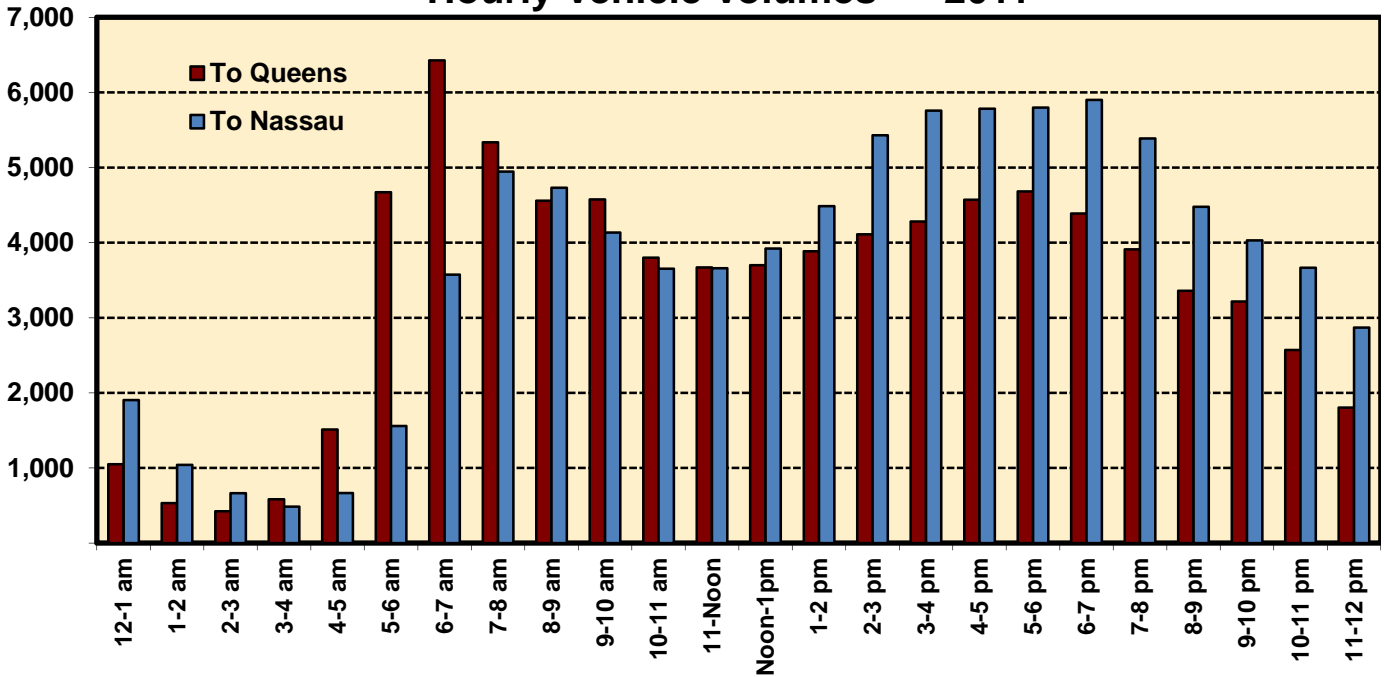


Jamaica Avenue Average Daily Traffic Volumes Total of Both Directions

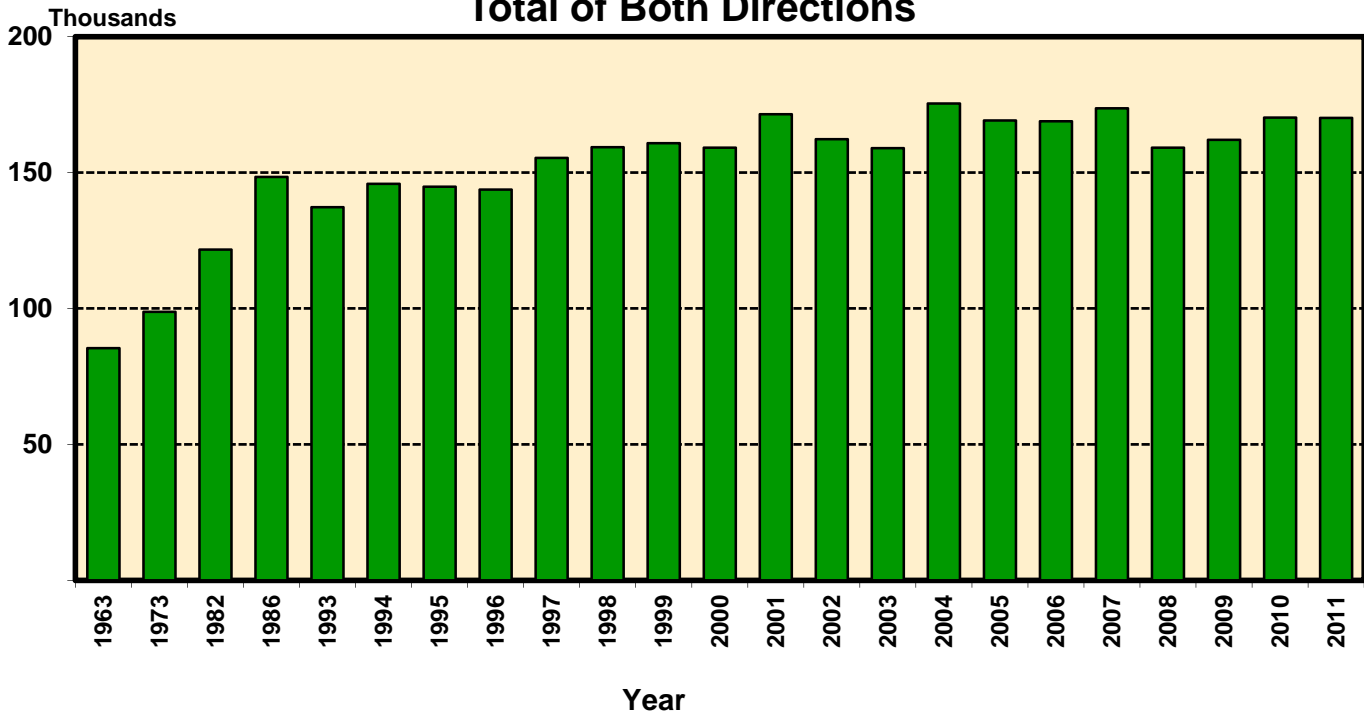


Queens – Nassau Screenline Volumes

Laurelton Parkway Hourly Vehicle Volumes ~ 2011

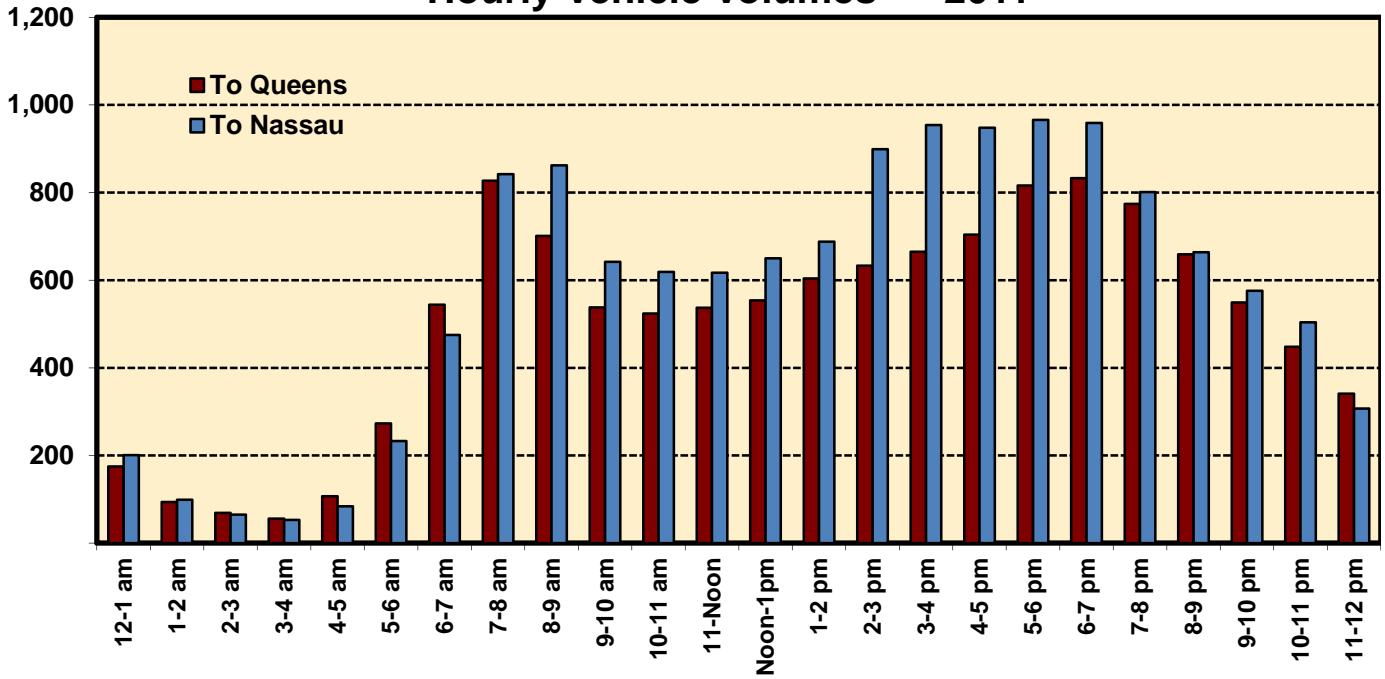


Laurelton Parkway Average Daily Traffic Volumes Total of Both Directions

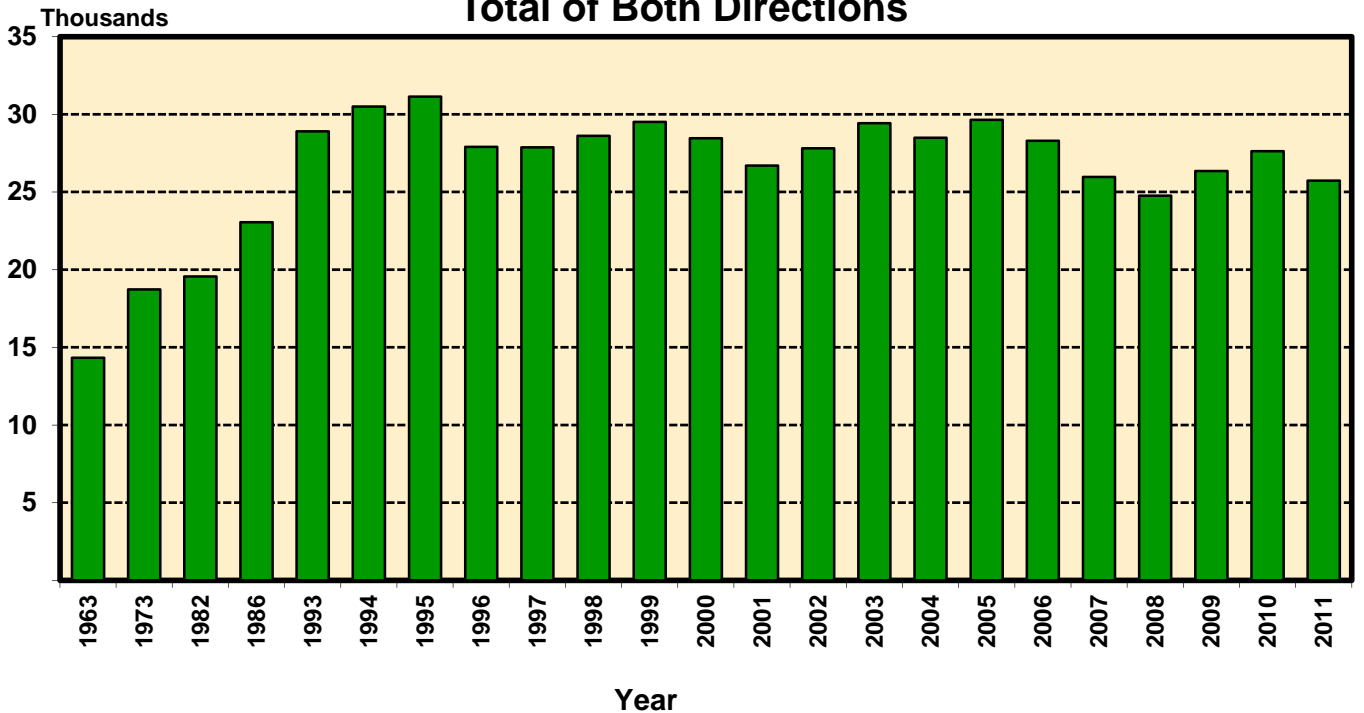


Queens – Nassau Screenline Volumes

Linden Boulevard Hourly Vehicle Volumes ~ 2011

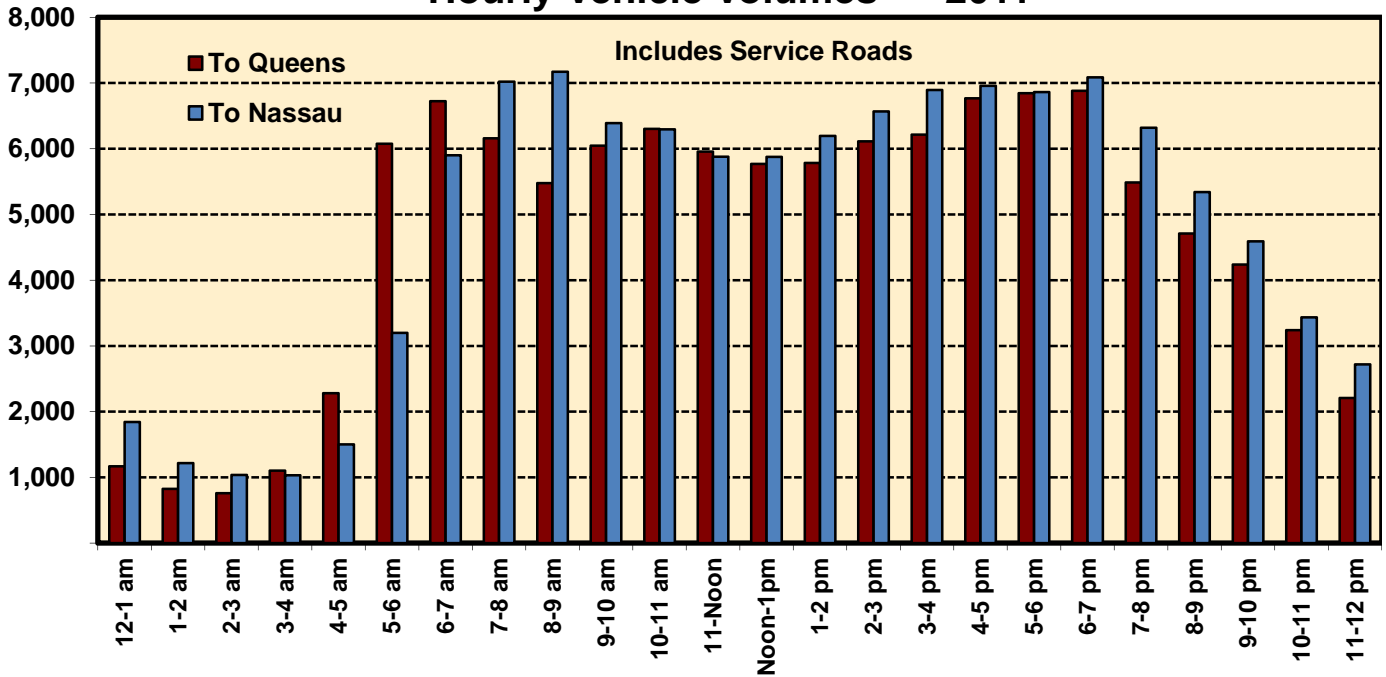


Linden Boulevard Average Daily Traffic Volumes Total of Both Directions

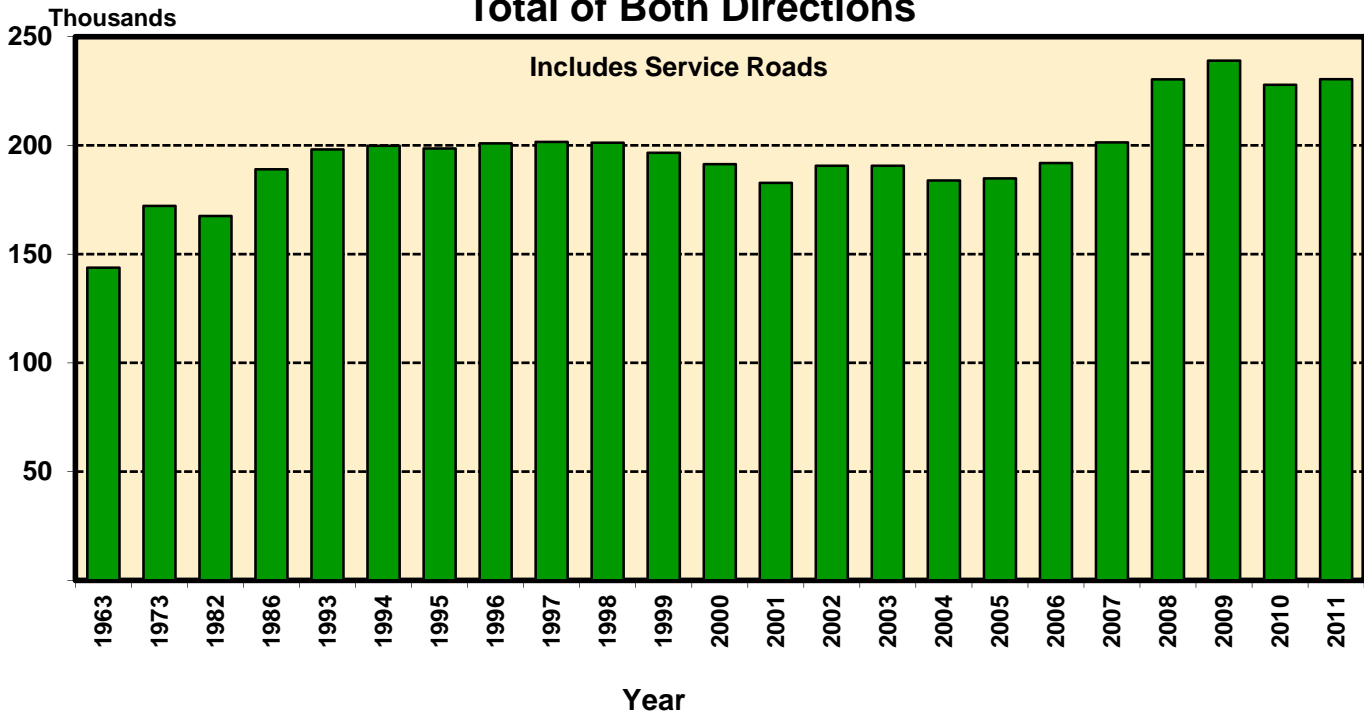


Queens – Nassau Screenline Volumes

Long Island Expressway Hourly Vehicle Volumes ~ 2011

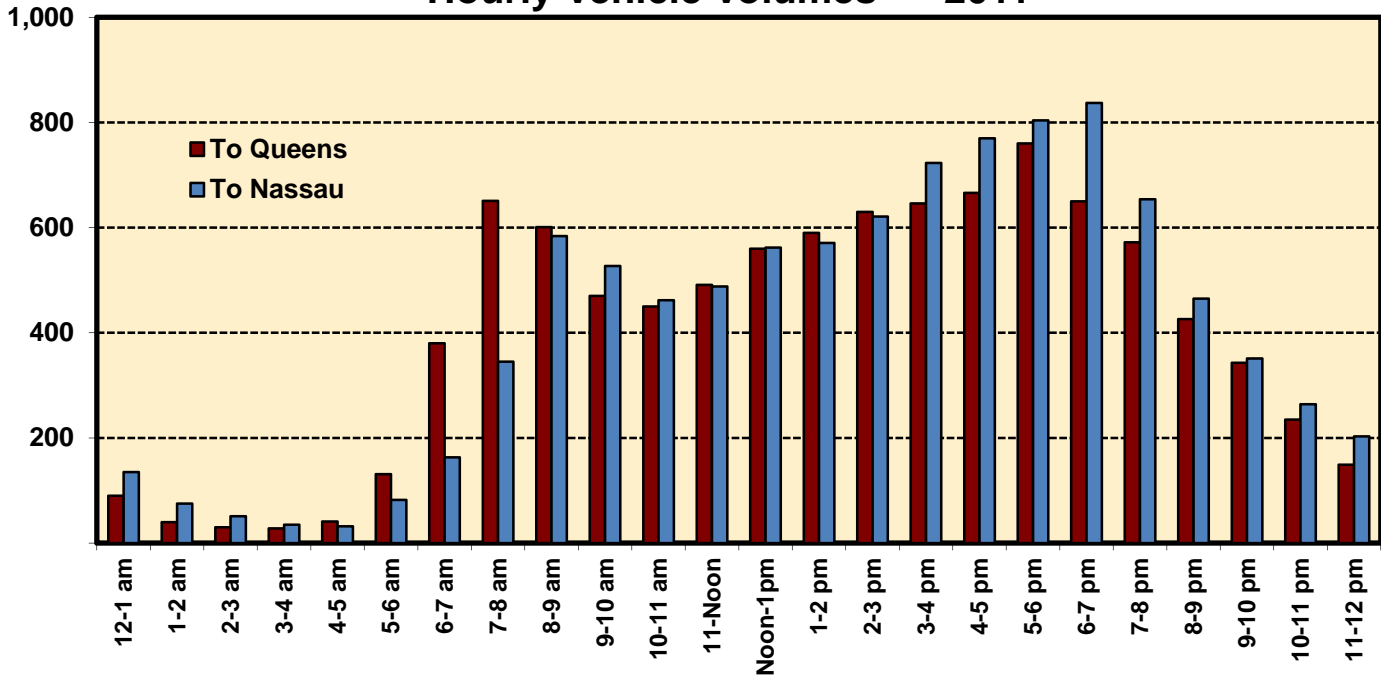


Long Island Expressway Average Daily Traffic Volumes Total of Both Directions

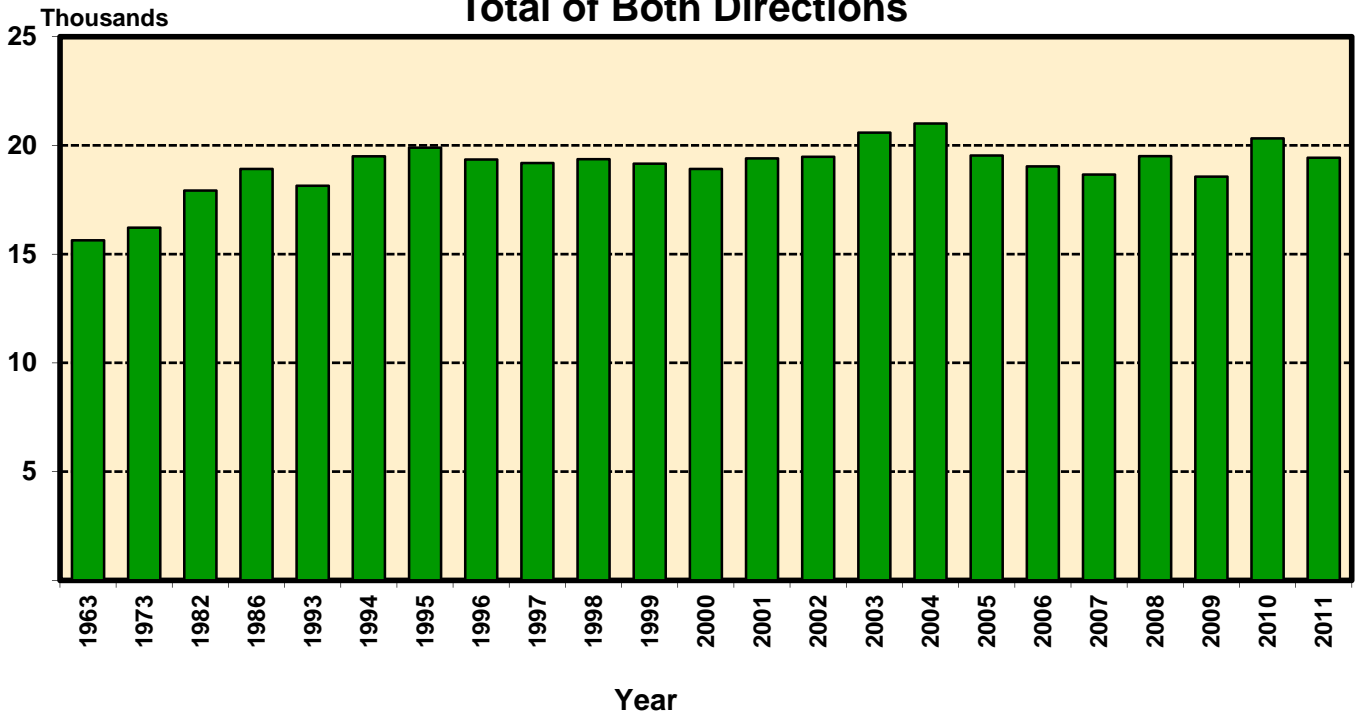


Queens – Nassau Screenline Volumes

Merrick Boulevard Hourly Vehicle Volumes ~ 2011

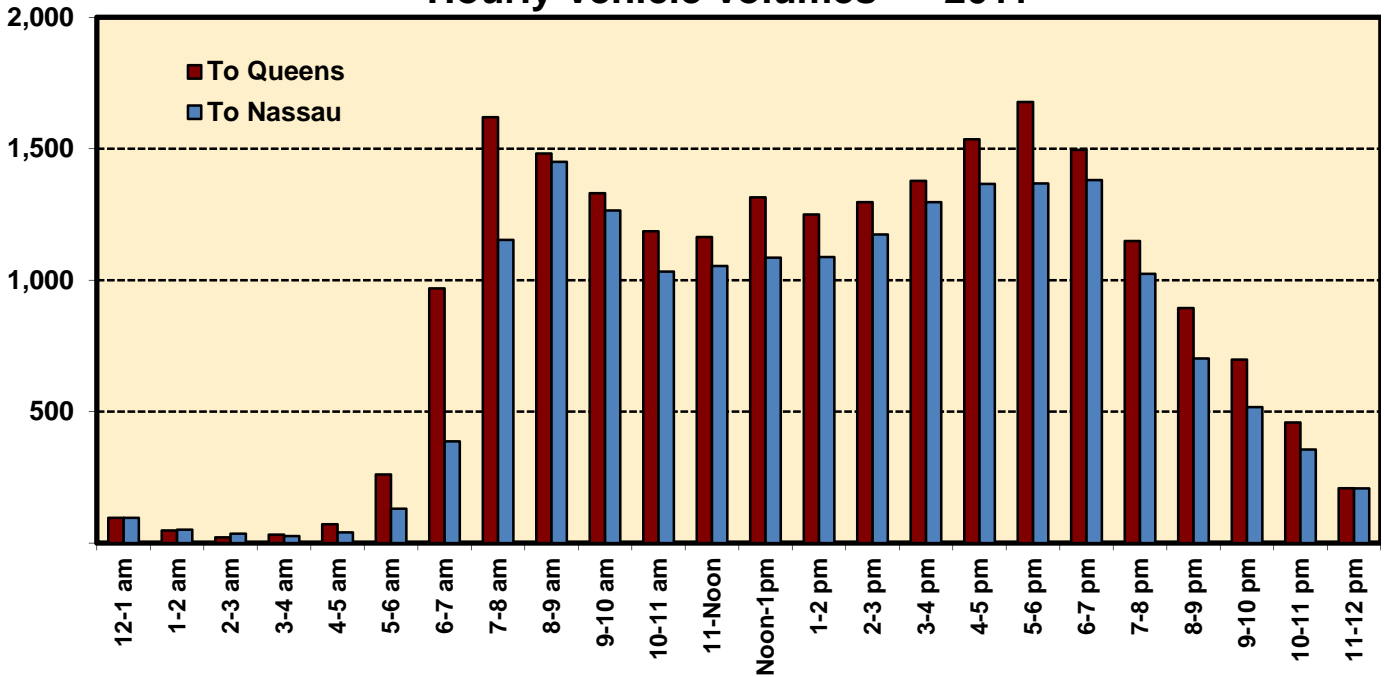


Merrick Boulevard Average Daily Traffic Volumes Total of Both Directions

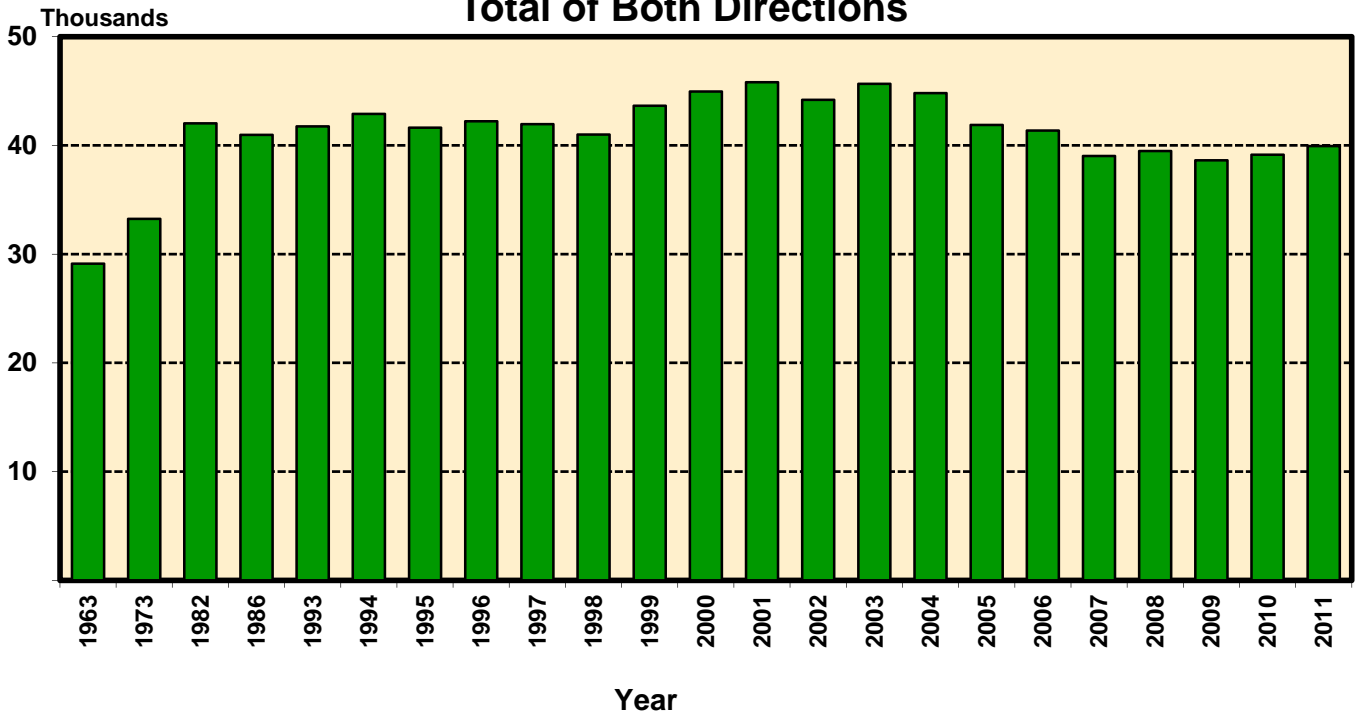


Queens – Nassau Screenline Volumes

Northern Boulevard Hourly Vehicle Volumes ~ 2011

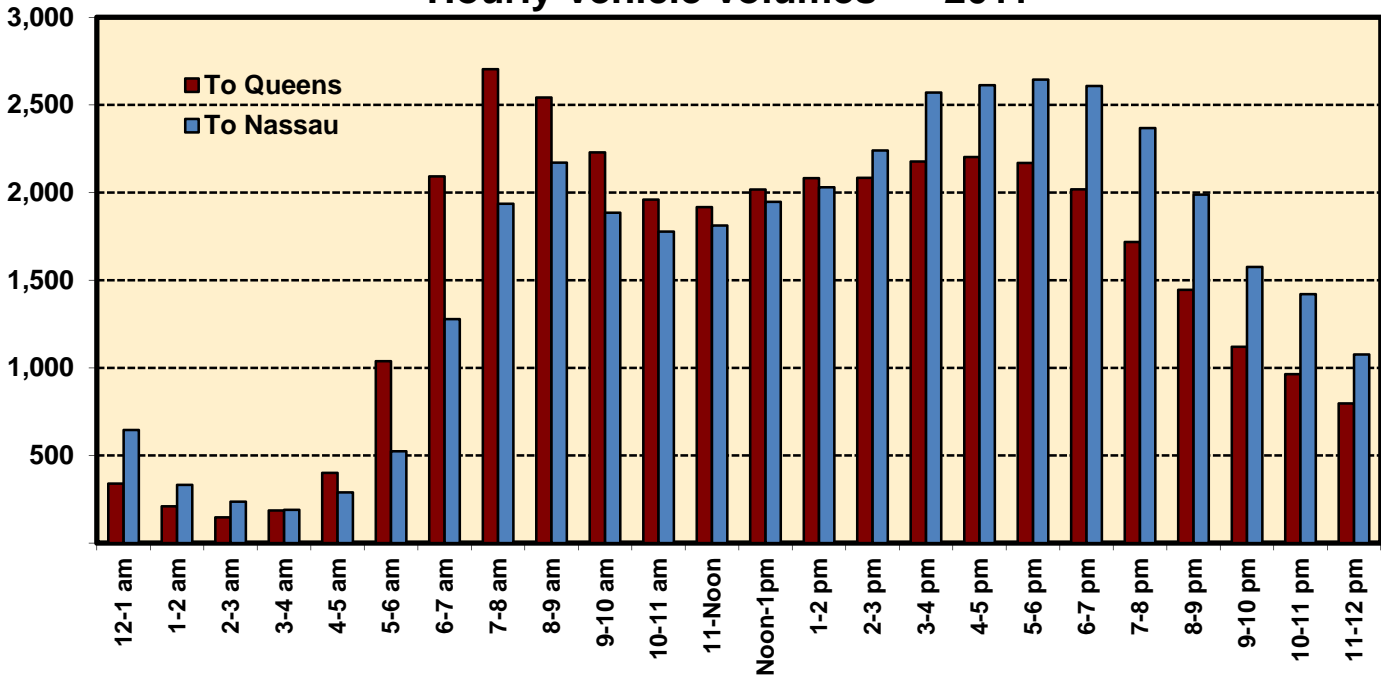


Northern Boulevard Average Daily Traffic Volumes Total of Both Directions

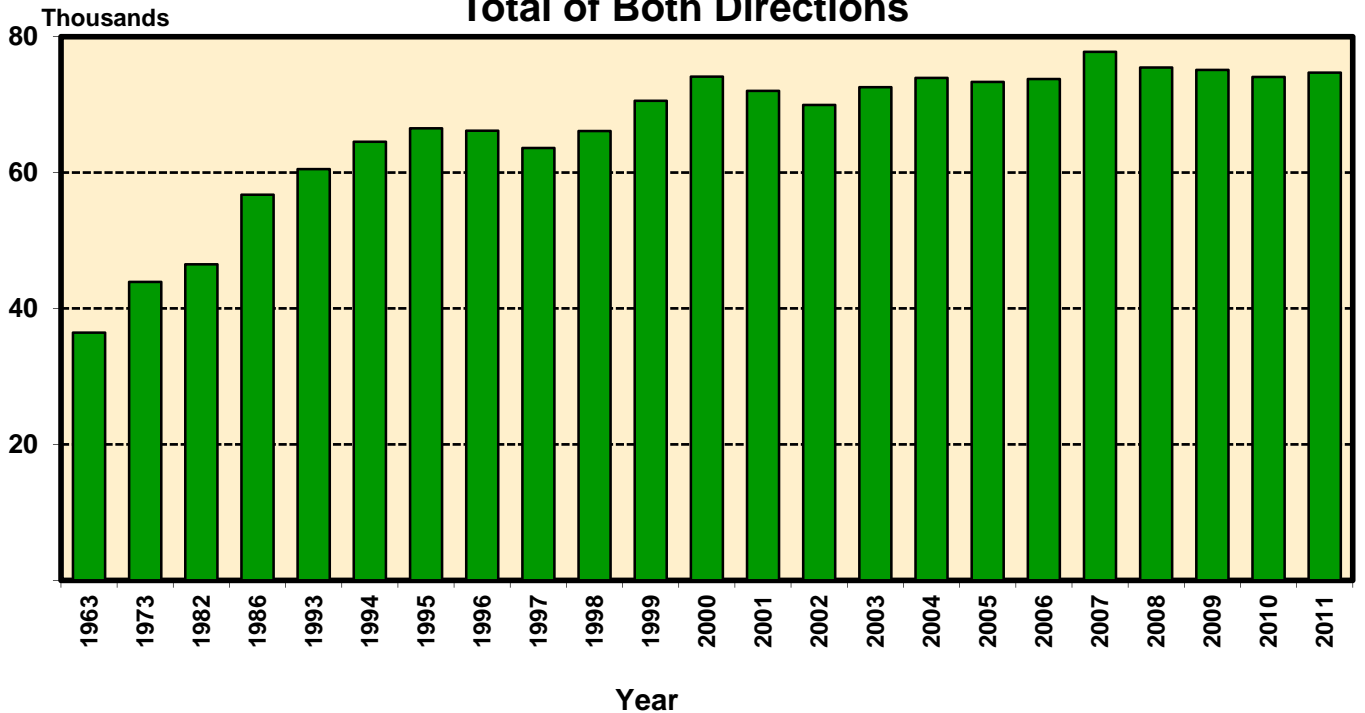


Queens – Nassau Screenline Volumes

Rockaway Boulevard Hourly Vehicle Volumes ~ 2011

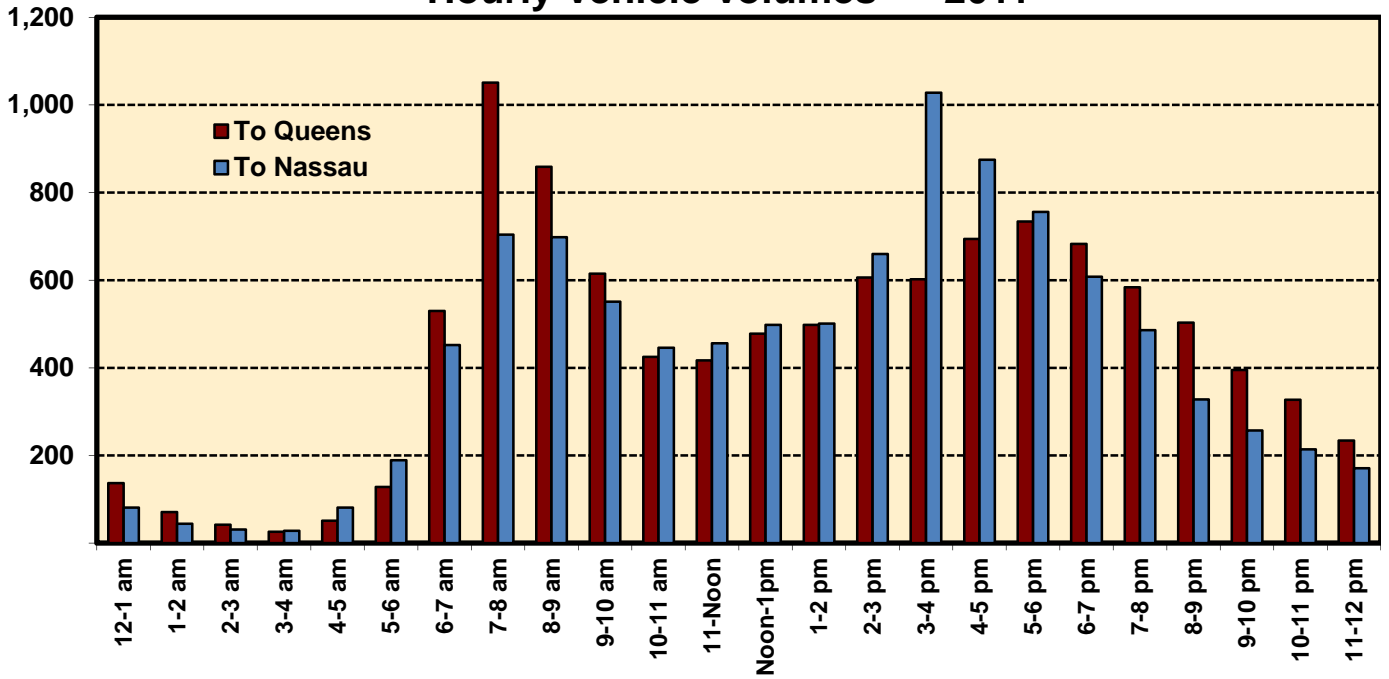


Rockaway Boulevard Average Daily Traffic Volumes Total of Both Directions

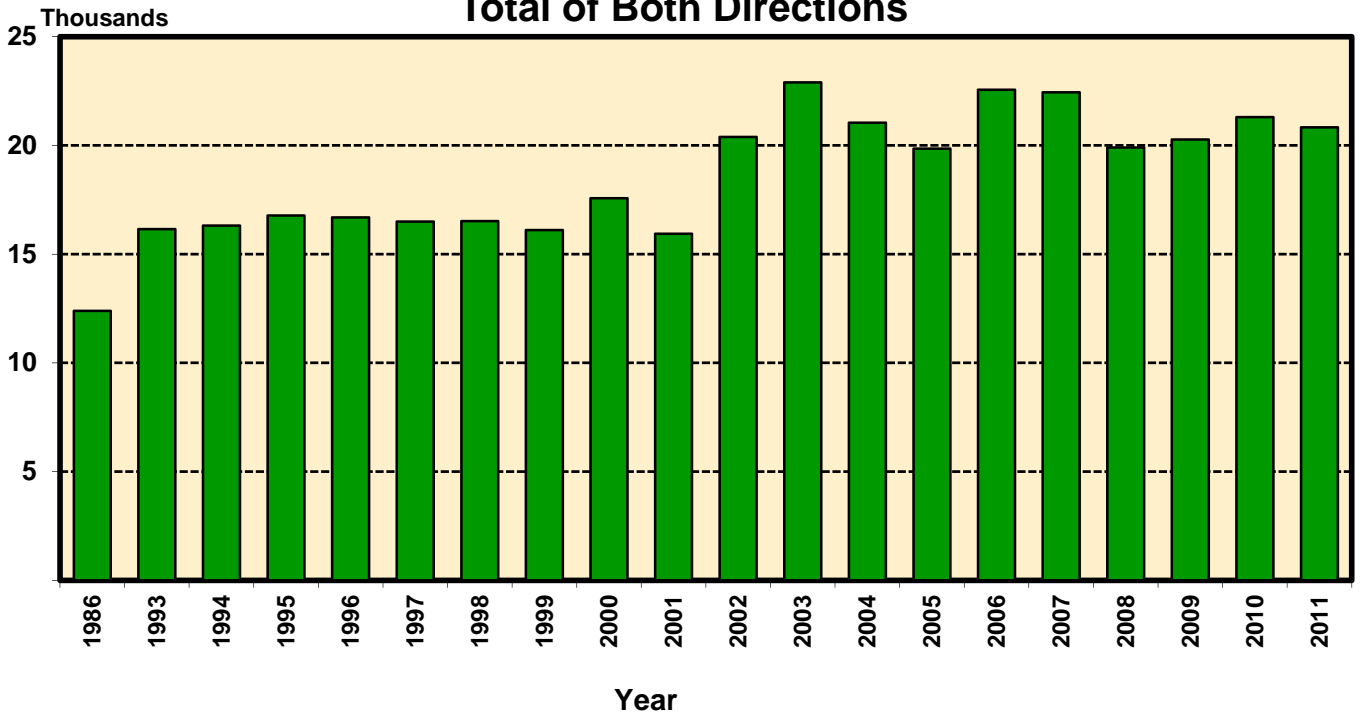


Queens – Nassau Screenline Volumes

Seagirt Boulevard Hourly Vehicle Volumes ~ 2011

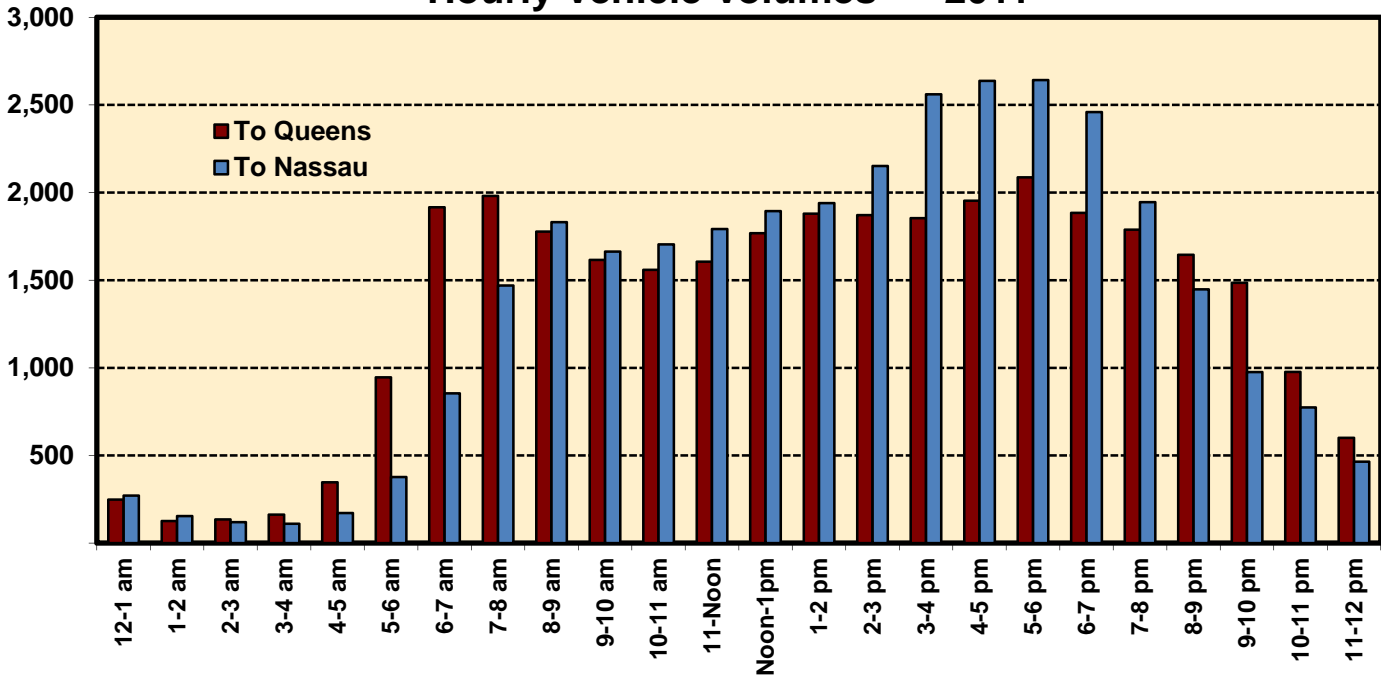


Seagirt Boulevard Average Daily Traffic Volumes Total of Both Directions

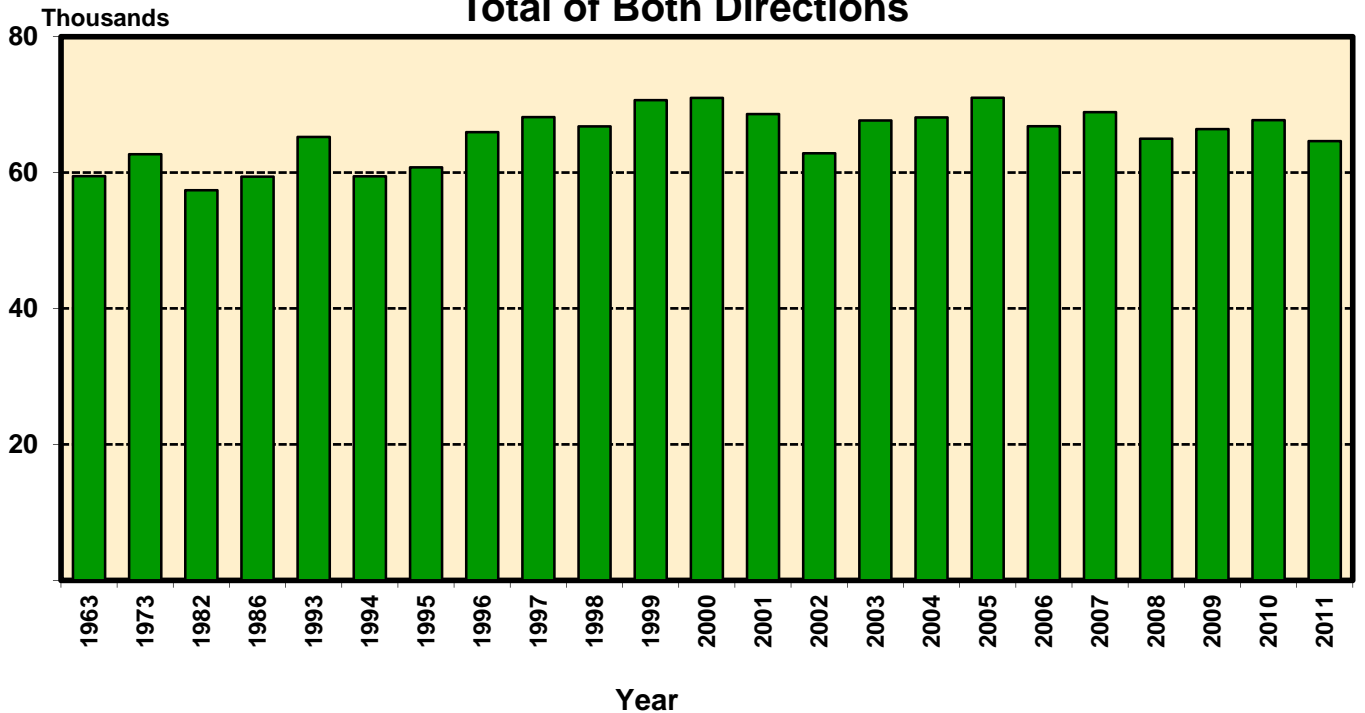


Queens – Nassau Screenline Volumes

Sunrise Highway Hourly Vehicle Volumes ~ 2011

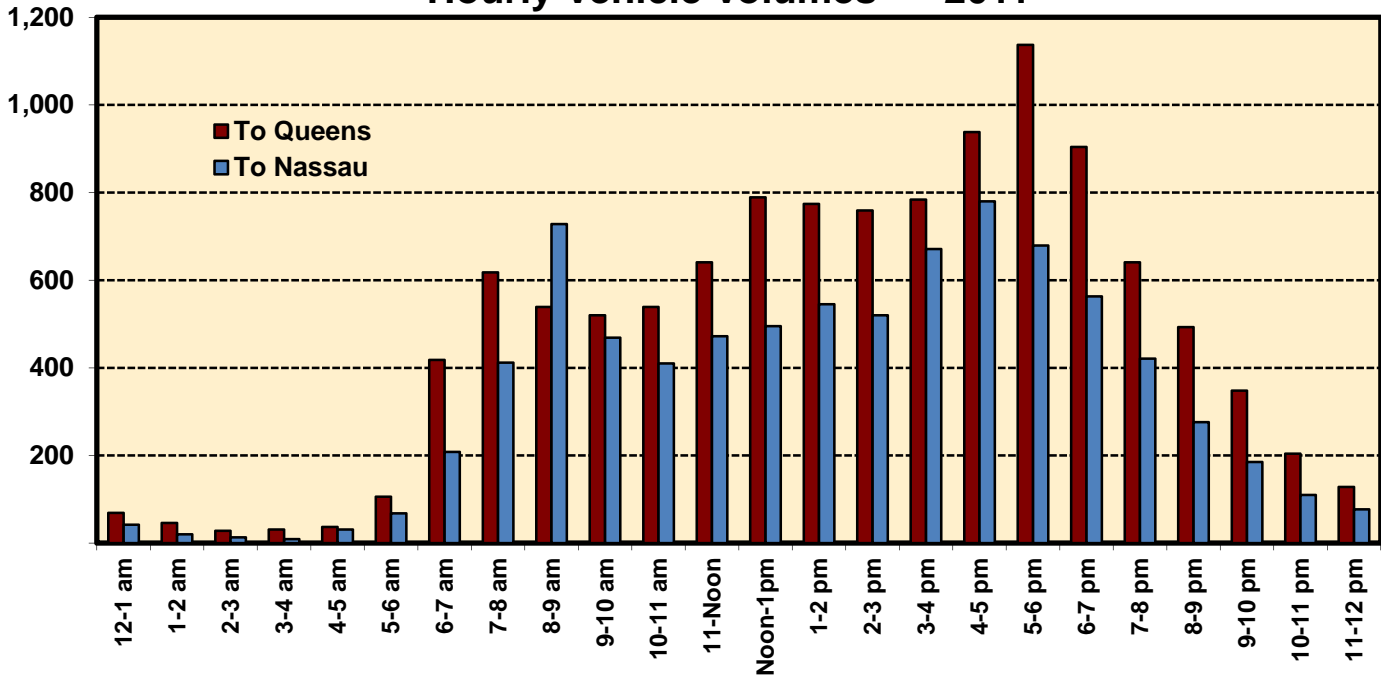


Sunrise Highway Average Daily Traffic Volumes Total of Both Directions

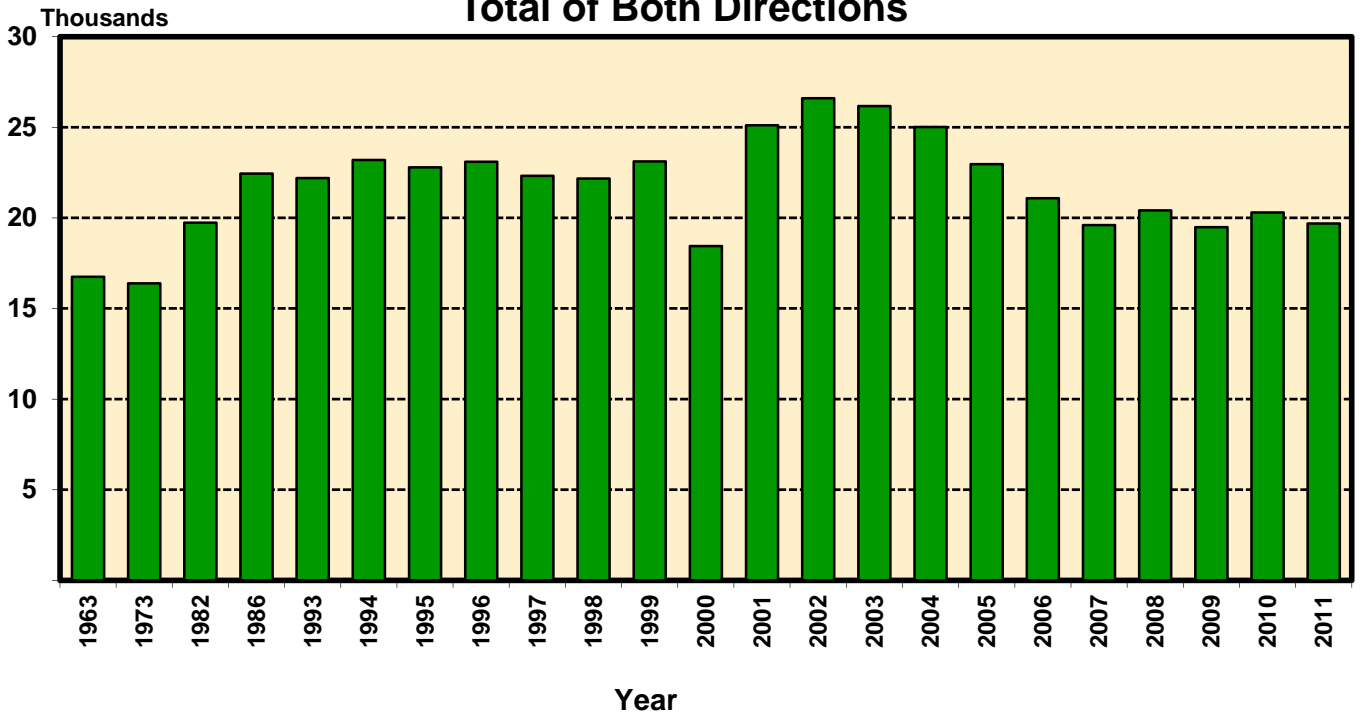


Queens – Nassau Screenline Volumes

Union Turnpike Hourly Vehicle Volumes ~ 2011



Union Turnpike Average Daily Traffic Volumes Total of Both Directions



New York – New Jersey Screenline



George Washington Bridge

NEW YORK - NEW JERSEY SCREENLINE

Manhattan – New Jersey

In 1963, daily traffic between Manhattan and New Jersey averaged 265,600 vehicles.

- The George Washington Bridge was the most heavily-traveled crossing, serving 127,500 vehicles per day (48.0% of the total).
- The Holland Tunnel accommodated 58,800 daily vehicles.
- The Lincoln Tunnel was used by 79,300 daily vehicles.

1963 – 1973 Manhattan – New Jersey

Between 1963 and 1973, Manhattan - New Jersey traffic volume grew to 397,200 vehicles per day, an increase of 49.5% (131,600 additional daily vehicles).

- George Washington Bridge traffic increased 82.6% (to 232,700 daily vehicles in 1973 from 127,500 in 1963), partly as a result of the opening of the lower level, and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route, which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan.
- That increase of 105,200 daily vehicles using the George Washington Bridge accounted for 80.0% of the total 1963-1973 growth in Manhattan - New Jersey screenline traffic.
- Lincoln Tunnel traffic increased 25.8%, to 99,800 daily vehicles from 79,300.
- Holland Tunnel traffic increased 10.1%, to 64,700 vehicles per day from 58,800.

1973 – 1982 Manhattan – New Jersey

Growth slowed considerably between 1973 and 1982, with daily Manhattan - New Jersey volume increasing by just 36,500 vehicles (+9.2%) to 433,700.

- George Washington Bridge traffic increased 7.1%, to 249,300 daily vehicles in 1982 from 232,700 in 1973.
- Holland Tunnel traffic increased 14.3%, to 74,000 daily vehicles from 64,700.
- Lincoln Tunnel traffic increased 10.7%, to 110,400 daily vehicles from 99,800.

1982 – 1986 Manhattan – New Jersey

Faster growth resumed between 1982 and 1986, as daily Manhattan - New Jersey traffic reached 485,800, up 12.0% over the four-year period.

- George Washington Bridge traffic increased 14.9%, to 286,400 daily vehicles in 1986 from 249,300 in 1982.
- Holland Tunnel traffic increased 4.5%, to 77,300 daily vehicles from 74,000.
- Lincoln Tunnel traffic increased 10.5%, to 122,100 daily vehicles from 110,400.

1986 – 1993 Manhattan – New Jersey

From 1986 to 1993, Manhattan - New Jersey traffic decreased 2.6%, to 473,100 daily vehicles from 485,800.

- George Washington Bridge traffic decreased 9.0%, to 260,700 daily vehicles in 1993 from 286,400 in 1986.
- Lincoln Tunnel traffic decreased 2.0%, to 119,700 daily vehicles from 122,100.
- The only increase was at the Holland Tunnel, where traffic increased 19.9%, to 92,700 daily vehicles from 77,300.

1993 – 2001 Manhattan – New Jersey

Manhattan - New Jersey traffic decreased an additional 3.0%, to 458,900 daily vehicles in 2001 from 473,100 in 1993.

- Following the events of 9/11/2001, Holland Tunnel traffic fell 53.2%, to 43,400 daily vehicles in fall 2001 compared to 92,700 in fall 1993.
- Lincoln Tunnel traffic decreased 11.2%, to 106,200 daily vehicles from 119,700.
- The only increase was at the George Washington Bridge, where traffic increased 18.6%, to 309,300 daily vehicles from 260,700.

2001 – 2011 Manhattan – New Jersey

During the most recent ten-year period, Manhattan – New Jersey traffic increased 7.0%, to 491,100 daily vehicles in 2011 from 458,900 in 2001.

- Holland Tunnel traffic more than doubled, to 93,600 daily vehicles in fall 2011 from 43,400 in fall 2001. This amounts to a full recovery of Holland Tunnel traffic volume from the depressed levels which had resulted from the events of 9/11/2001.
- Lincoln Tunnel traffic increased 10.7%, to 117,600 daily vehicles from 106,200.
- Conversely, George Washington Bridge traffic decreased 9.5%, to 279,900 daily vehicles from 309,300.

1963 – 2011 Manhattan – New Jersey

During the 48 years from 1963 to 2011, traffic between Manhattan and New Jersey increased 84.9%, to 491,100 daily vehicles from 265,600.

- George Washington Bridge traffic climbed 119.6%, to 279,900 daily vehicles from 127,500.
- Holland Tunnel traffic increased 59.1%, to 93,600 daily vehicles from 58,800.
- Lincoln Tunnel traffic increased 48.3%, to 117,600 daily vehicles from 79,300.

Staten Island – New Jersey

In 1963, Staten Island-New Jersey screenline traffic was only 27,400 vehicles per day. The highest volume was on the Goethals Bridge, 12,500 vehicles per day.

1963 – 1973 Staten Island – New Jersey

By 1973, motor travel between Staten Island and New Jersey had nearly tripled, to 81,000 daily vehicles in 1973 from 27,400 in 1963.

- Growth was spurred by the opening of the Verrazano-Narrows Bridge between Brooklyn and Staten Island in 1964.
- Much of the new traffic was simply passing through Staten Island.
- Goethals Bridge traffic jumped 356%, to 56,800 daily vehicles in 1973 from 12,500 in 1963.
- Outerbridge Crossing traffic increased 64.8%, to 11,700 daily vehicles from 7,100.
- Bayonne Bridge traffic increased 59.6%, to 12,500 daily vehicles from 7,800.

1973 – 1982 Staten Island – New Jersey

Growth slowed between 1973 and 1982. Nevertheless, Staten Island - New Jersey traffic volume rose to 106,600 daily vehicles, an increase of 31.6% during the nine-year period, the highest rate of any City border screenline.

- Growth was concentrated at the Outerbridge Crossing, where volume nearly quadrupled, to 44,700 daily vehicles in 1982 from 11,700 in 1973. Completion of the West Shore Expressway provided a continuous limited access route between the Outerbridge Crossing and the Verrazano-Narrows Bridge.
- Bayonne Bridge traffic increased 9.3%, to 13,600 daily vehicles from 12,500.
- On the other hand, volume on the Goethals Bridge decreased 15.0%, to 48,300 daily vehicles from 56,800.

1982 – 1986 Staten Island – New Jersey

Renewed growth between 1982 and 1986 boosted daily Staten Island - New Jersey traffic volume to 138,400 daily vehicles, an increase of 29.8% in just four years.

- Growth was fairly evenly distributed among the three facilities.
- Goethals Bridge traffic increased 33.8%, to 64,600 daily vehicles in 1986 from 48,300 in 1982.
- Outerbridge Crossing traffic increased 29.4% to 57,900 daily vehicles from 44,700.
- Bayonne Bridge increased 16.8%, to 15,900 daily vehicles from 13,600.

1986 – 1993 Staten Island – New Jersey

From 1986 to 1993, Staten Island - New Jersey traffic increased by a modest 1.7%, to 140,800 vehicles per day from 138,400.

- All growth occurred at the Outerbridge Crossing, where daily traffic increased 14.6%, to 66,400 daily vehicles in 1993 from 57,900 in 1986.
- Goethals Bridge traffic decreased 6.5%, to 60,400 daily vehicles from 64,600.
- Bayonne Bridge traffic decreased 12.1%, to 14,000 daily vehicles from 15,900.

1993 – 2001 Staten Island – New Jersey

From 1993 to 2001, Staten Island - New Jersey traffic increased 25.9%, to 177,200 daily vehicles from 140,800.

- Bayonne Bridge traffic increased 69.0%, to 23,600 daily vehicles from 14,000.
- Goethals Bridge traffic increased 29.4%, to 78,200 daily vehicles from 60,400.
- Outerbridge Crossing traffic increased 13.6%, to 75,400 daily vehicles from 66,400.

2001 – 2011 Staten Island – New Jersey

During the past ten years, Staten Island - New Jersey traffic decreased 4.4%, to 169,500 daily vehicles from 177,200.

- Decreases on all three Staten Island – New Jersey bridges.
- Bayonne Bridge traffic decreased 21.0%, to 18,600 daily vehicles from 23,600.
- Goethals Bridge traffic decreased 3.3%, to 75,600 daily vehicles from 78,200.
- Outerbridge Crossing traffic decreased 0.2%, to 75,300 daily vehicles from 75,400.

1963 – 2011 Staten Island – New Jersey

During the 48 years from 1963 to 2011, daily traffic between Staten Island and New Jersey soared 519%, to 169,500 daily vehicles from just 27,400.

- Outerbridge Crossing traffic skyrocketed more than nine fold, to 75,300 vehicles per day in 2011 from 7,100 in 1963.
- Goethals Bridge traffic jumped 506%, to 75,600 daily vehicles from 12,500.
- Bayonne Bridge traffic increased 139%, to 18,600 daily vehicles from 7,800.

New York – New Jersey Screenline

2011 Daily Volumes



**New York - New Jersey Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To New York

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
G Washington Bridge	N/A	114,286	122,932	143,199	132,527	132,086	135,219	140,018	143,487	149,093	151,685	153,461	155,233	150,758
Holland Tunnel	N/A	32,521	37,009	35,513	44,461	45,482	45,484	46,688	47,692	47,985	49,658	49,486	12,548	45,722
Lincoln Tunnel	N/A	49,725	56,038	62,209	57,491	58,272	58,826	59,401	59,685	60,647	62,159	62,516	54,608	58,415
Manhattan Totals	N/A	196,532	215,979	240,921	234,479	235,840	239,529	246,107	250,864	257,725	263,502	265,463	222,389	254,895
Bayonne Bridge	N/A	6,229	6,811	7,953	8,147	8,283	8,472	8,384	9,268	9,628	9,709	10,309	14,098	11,684
Goethals Bridge	N/A	28,425	24,155	32,317	32,325	33,416	33,726	34,024	34,884	35,547	35,900	37,919	39,315	40,419
Outerbridge Crossing	N/A	5,863	22,370	28,948	35,129	35,567	34,975	36,295	37,297	38,034	40,944	39,477	41,000	38,407
Staten Island Totals	N/A	40,517	53,336	69,218	75,601	77,266	77,173	78,703	81,449	83,209	86,553	87,705	94,413	90,510
Grand Totals	N/A	237,049	269,315	310,139	310,080	313,106	316,702	324,810	332,313	340,934	350,055	353,168	316,802	345,405

To New York

	2003	2004	2005	2006	2007	2008	2009	2010	2011
G Washington Bridge	150,233	152,418	147,861	151,639	148,567	145,102	145,105	142,321	135,932
Holland Tunnel	47,727	46,806	46,968	48,161	48,226	46,061	46,696	47,827	45,519
Lincoln Tunnel	62,157	62,826	61,460	61,812	61,619	56,812	57,507	57,542	54,850
Manhattan Totals	260,117	262,050	256,289	261,612	258,412	247,975	249,308	247,690	236,301
Bayonne Bridge	11,627	12,275	11,933	13,290	12,469	11,094	10,985	11,248	10,460
Goethals Bridge	38,828	37,559	36,905	34,327	38,687	37,979	38,397	39,470	38,676
Outerbridge Crossing	41,653	41,018	41,090	43,723	41,282	39,319	40,079	39,724	38,917
Staten Island Totals	92,108	90,852	89,928	91,340	92,438	88,392	89,461	90,442	88,053
Grand Totals	352,225	352,902	346,217	352,952	350,850	336,367	338,769	338,132	324,354

**New York - New Jersey Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To New Jersey

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
G Washington Bridge	N/A	118,400	126,362	143,199	128,205	127,777	130,810	135,451	138,806	148,095	165,955	164,157	154,077	160,013
Holland Tunnel	N/A	32,210	36,988	41,787	48,224	49,155	50,826	50,110	53,294	52,887	53,362	51,651	30,829	46,835
Lincoln Tunnel	N/A	50,061	54,415	59,844	62,161	61,027	60,933	61,526	61,824	63,805	66,533	67,194	51,649	71,096
Manhattan Totals	N/A	200,671	217,765	244,830	238,590	237,959	242,569	247,087	253,924	264,787	285,850	283,002	236,555	277,944
Bayonne Bridge*	N/A	6,229	6,811	7,953	5,832	5,929	6,064	6,005	6,635	7,218	7,894	8,184	9,533	9,643
Goethals Bridge*	N/A	28,425	24,155	32,317	28,099	29,048	29,314	29,577	30,323	31,529	34,963	34,872	38,881	40,965
Outerbridge Crossing*	N/A	5,863	22,370	28,948	31,243	31,632	31,106	32,280	33,171	34,830	37,480	33,907	34,424	38,022
Staten Island Totals	N/A	40,517	53,336	69,218	65,174	66,609	66,484	67,862	70,129	73,577	80,337	76,963	82,838	88,630
Grand Totals	N/A	241,188	271,101	314,048	303,764	304,568	309,053	314,949	324,053	338,364	366,187	359,965	319,393	366,574

To New Jersey

	2003	2004	2005	2006	2007	2008	2009	2010	2011
G Washington Bridge	168,796	162,648	156,441	160,439	142,824	147,957	144,589	149,726	143,964
Holland Tunnel	53,370	49,365	49,992	50,264	52,265	50,996	49,488	46,840	48,041
Lincoln Tunnel	65,166	62,333	64,995	65,433	60,473	61,341	61,475	62,290	62,803
Manhattan Totals	287,332	274,346	271,428	276,136	255,562	260,294	255,552	258,856	254,808
Bayonne Bridge*	8,581	10,235	9,822	10,940	8,982	8,964	8,437	8,733	8,205
Goethals Bridge*	36,896	33,973	31,885	31,051	34,312	34,855	32,833	34,016	36,904
Outerbridge Crossing*	36,997	39,208	40,018	42,583	34,496	33,565	34,773	34,941	36,374
Staten Island Totals	82,474	83,416	81,725	84,574	77,790	77,384	76,043	77,690	81,483
Grand Totals	369,806	357,762	353,153	360,710	333,352	337,678	331,595	336,546	336,291

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

**New York - New Jersey Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
G Washington Bridge	127,452	232,686	249,294	286,398	260,732	259,863	266,029	275,469	282,293	297,188	317,640	317,618	309,310	310,771
Holland Tunnel	58,814	64,731	73,997	77,300	92,685	94,637	96,310	96,798	100,986	100,872	103,020	101,137	43,377	92,557
Lincoln Tunnel	79,337	99,786	110,453	122,053	119,652	119,299	119,759	120,927	121,509	124,452	128,692	129,710	106,257	129,511
Manhattan Totals	265,603	397,203	433,744	485,751	473,069	473,799	482,098	493,194	504,788	522,512	549,352	548,465	458,944	532,839
Bayonne Bridge*	7,806	12,458	13,622	15,906	13,979	14,212	14,536	14,389	15,903	16,846	17,603	18,493	23,631	21,327
Goethals Bridge*	12,478	56,850	48,310	64,634	60,424	62,464	63,040	63,601	65,207	67,076	70,863	72,791	78,196	81,384
Outerbridge Crossing*	7,114	11,726	44,740	57,896	66,372	67,199	66,081	68,575	70,468	72,864	78,424	73,384	75,424	76,429
Staten Island Totals	27,398	81,034	106,672	138,436	140,775	143,875	143,657	146,565	151,578	156,786	166,890	164,668	177,251	179,140
Grand Totals	293,001	478,237	540,416	624,187	613,844	617,674	625,755	639,759	656,366	679,298	716,242	713,133	636,195	711,979

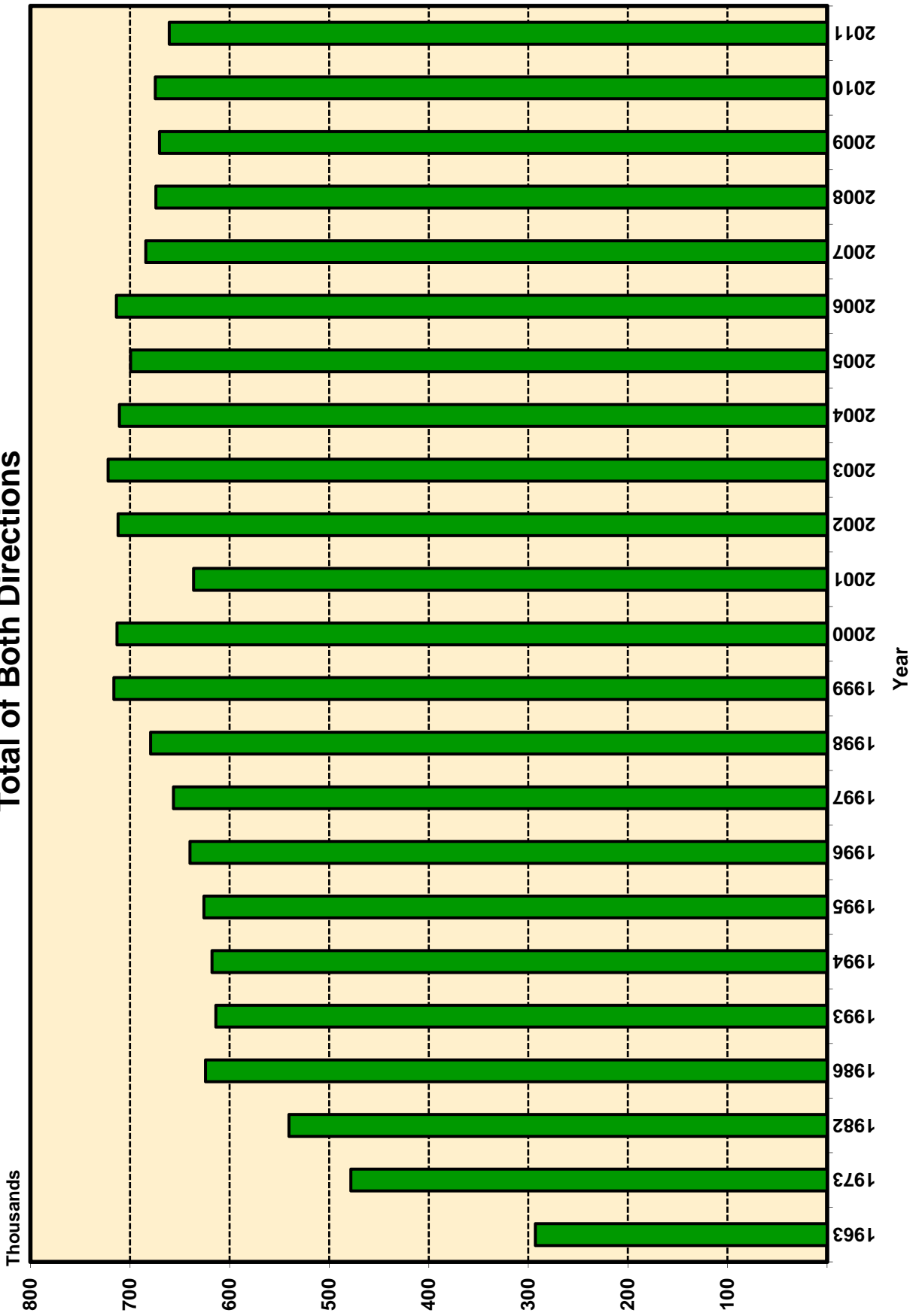
Both Directions

	2003	2004	2005	2006	2007	2008	2009	2010	2011
G Washington Bridge	319,029	315,066	304,302	312,078	291,391	293,059	289,694	292,047	279,896
Holland Tunnel	101,097	96,171	96,960	98,425	100,491	97,057	96,184	94,667	93,560
Lincoln Tunnel	127,323	125,159	126,455	127,245	122,092	118,153	118,982	119,832	117,653
Manhattan Totals	547,449	536,396	527,717	537,748	513,974	508,269	504,860	506,546	491,109
Bayonne Bridge*	20,208	22,510	21,755	24,230	21,451	20,058	19,422	19,981	18,665
Goethals Bridge*	75,724	71,532	68,790	65,378	72,999	72,834	71,230	73,486	75,580
Outerbridge Crossing*	78,650	80,226	81,108	86,306	75,778	72,884	74,852	74,665	75,291
Staten Island Totals	174,582	174,268	171,653	175,914	170,228	165,776	165,504	168,132	169,536
Grand Totals	722,031	710,664	699,370	713,662	684,202	674,045	670,364	674,678	660,645

* Actual 24 hour westbound volumes from Staten Island to New Jersey not available for 1973, 1982, and 1986; estimated to be the same as eastbound volumes to Staten Island obtained from toll records.

New York – New Jersey Screenline Volumes

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2011 Screenline Volumes New York - New Jersey

	George Washington Bridge		Holland Tunnel		Lincoln Tunnel		Manhattan Totals	
	* E/B	W/B	* E/B	W/B	* E/B	W/B	To Manhattan	To N.J.
Mid-1am	1,801	3,593	677	1,371	842	1,490	3,320	6,454
1-2am	1,142	1,447	418	756	451	932	2,011	3,135
2-3am	1,042	1,182	330	657	386	587	1,758	2,426
3-4am	1,278	1,126	392	766	427	503	2,097	2,395
4-5am	2,178	1,538	641	1,080	884	570	3,703	3,188
5-6am	6,149	2,598	2,180	1,377	2,848	842	11,177	4,817
6-7am	10,609	4,941	2,996	2,187	5,070	1,429	18,675	8,557
7-8am	9,665	6,697	2,976	2,495	4,621	2,064	17,262	11,256
8-9am	8,638	7,036	2,892	2,605	4,354	1,912	15,884	11,553
9-10am	8,539	6,095	2,733	2,157	4,131	1,969	15,403	10,221
10-11am	7,277	5,340	2,378	2,107	3,082	2,328	12,737	9,775
11-Noon	6,492	5,937	2,118	2,045	2,809	2,474	11,419	10,456
Noon-1	6,151	6,275	1,948	2,164	2,547	2,765	10,646	11,204
1-2pm	6,096	6,151	1,945	2,433	2,488	3,198	10,529	11,782
2-3pm	6,297	7,432	2,061	2,743	2,592	3,742	10,950	13,917
3-4pm	6,907	10,534	2,374	2,753	2,614	4,418	11,895	17,705
4-5pm	7,582	11,306	2,615	2,360	2,059	5,053	12,256	18,719
5-6pm	7,982	11,221	2,803	2,005	1,544	5,052	12,329	18,278
6-7pm	7,949	10,902	2,638	2,422	1,945	4,916	12,532	18,240
7-8pm	6,480	9,420	2,271	2,525	2,199	3,917	10,950	15,862
8-9pm	5,012	7,803	1,784	2,550	1,916	3,733	8,712	14,086
9-10pm	4,113	6,429	1,589	2,447	1,853	3,131	7,555	12,007
10-11pm	3,787	4,748	1,585	2,175	1,757	3,007	7,129	9,930
11-Mid	2,766	4,213	1,175	1,861	1,431	2,771	5,372	8,845
24 hr Total	135,932	143,964	45,519	48,041	54,850	62,803	236,301	254,808
6-10am	37,451	24,769	11,597	9,444	18,176	7,374	67,224	41,587
10am-1pm	19,920	17,552	6,444	6,316	8,438	7,567	34,802	31,435
1-3pm	12,393	13,583	4,006	5,176	5,080	6,940	21,479	25,699
3-7pm	30,420	43,963	10,430	9,540	8,162	19,439	49,012	72,942
6am-7pm	100,184	99,867	32,477	30,476	39,856	41,320	172,517	171,663

* To Manhattan

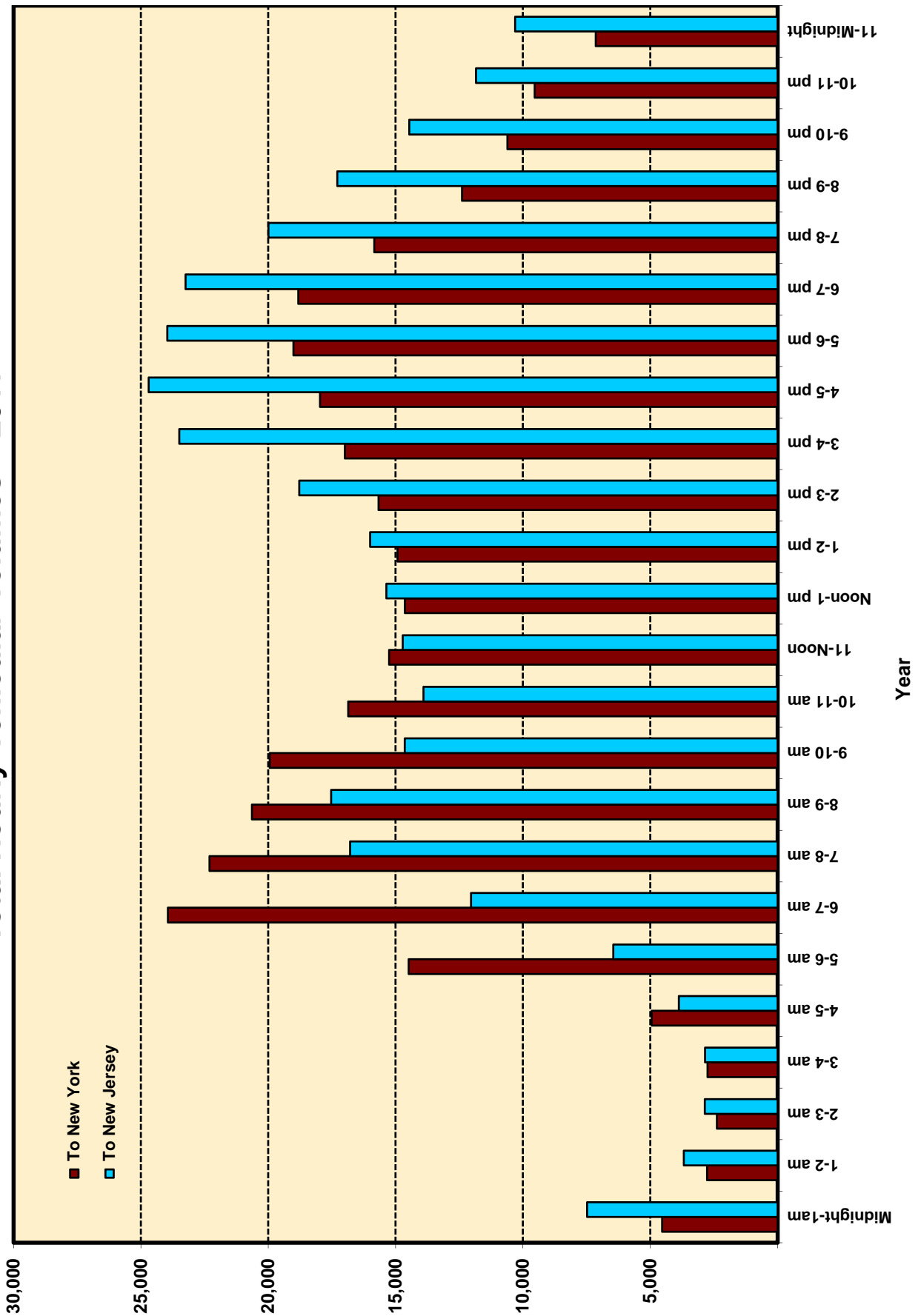
2011 Screenline Volumes New York - New Jersey (cont'd)

	Bayonne Bridge		Goethals Bridge		Outerbridge Crossing		Staten Island Totals		Grand Totals	
	* S/B	N/B	* E/B	W/B	* E/B	W/B	To Staten Is.	To N.J.	To N.Y.	To N.J.
Mid-1am	133	94	641	405	440	530	1,214	1,029	4,534	7,483
1-2am	89	47	394	232	274	267	757	546	2,768	3,681
2-3am	75	37	291	215	259	183	625	435	2,383	2,861
3-4am	79	38	280	227	295	191	654	456	2,751	2,851
4-5am	102	58	511	370	628	263	1,241	691	4,944	3,879
5-6am	228	249	1,290	864	1,792	524	3,310	1,637	14,487	6,454
6-7am	415	593	2,060	1,695	2,793	1,195	5,268	3,483	23,943	12,040
7-8am	489	968	1,941	2,499	2,614	2,066	5,044	5,533	22,306	16,789
8-9am	472	962	1,953	2,739	2,330	2,277	4,755	5,978	20,639	17,531
9-10am	415	516	1,956	2,016	2,171	1,889	4,542	4,421	19,945	14,642
10-11am	387	397	1,883	1,959	1,854	1,772	4,124	4,128	16,861	13,903
11-Noon	358	388	1,761	2,027	1,716	1,848	3,835	4,263	15,254	14,719
Noon-1	387	368	1,837	1,939	1,767	1,852	3,991	4,159	14,637	15,363
1-2pm	447	343	2,037	1,928	1,912	1,948	4,396	4,219	14,925	16,001
2-3pm	593	368	2,174	2,165	1,954	2,334	4,721	4,867	15,671	18,784
3-4pm	729	396	2,233	2,710	2,134	2,683	5,096	5,789	16,991	23,494
4-5pm	892	444	2,518	2,878	2,303	2,655	5,713	5,977	17,969	24,696
5-6pm	1,175	450	2,867	2,587	2,640	2,651	6,682	5,688	19,011	23,966
6-7pm	1,087	396	2,764	2,118	2,440	2,496	6,291	5,010	18,823	23,250
7-8pm	675	335	2,226	1,651	1,984	2,148	4,885	4,134	15,835	19,996
8-9pm	410	252	1,713	1,293	1,556	1,660	3,679	3,205	12,391	17,291
9-10pm	323	216	1,406	1,004	1,324	1,238	3,053	2,458	10,608	14,465
10-11pm	281	163	1,097	764	1,031	986	2,409	1,913	9,538	11,843
11-Mid	219	127	843	619	706	718	1,768	1,464	7,140	10,309
24 hr Total	10,460	8,205	38,676	36,904	38,917	36,374	88,053	81,483	324,354	336,291
6-10am	1,791	3,039	7,910	8,949	9,908	7,427	19,609	19,415	86,833	61,002
10am-1pm	1,132	1,153	5,481	5,925	5,337	5,472	11,950	12,550	46,752	43,985
1-3pm	1,040	711	4,211	4,093	3,866	4,282	9,117	9,086	30,596	34,785
3-7pm	3,883	1,686	10,382	10,293	9,517	10,485	23,782	22,464	72,794	95,406
6am-7pm	7,846	6,589	27,984	29,260	28,628	27,666	64,458	63,515	236,975	235,178

* To Staten Island

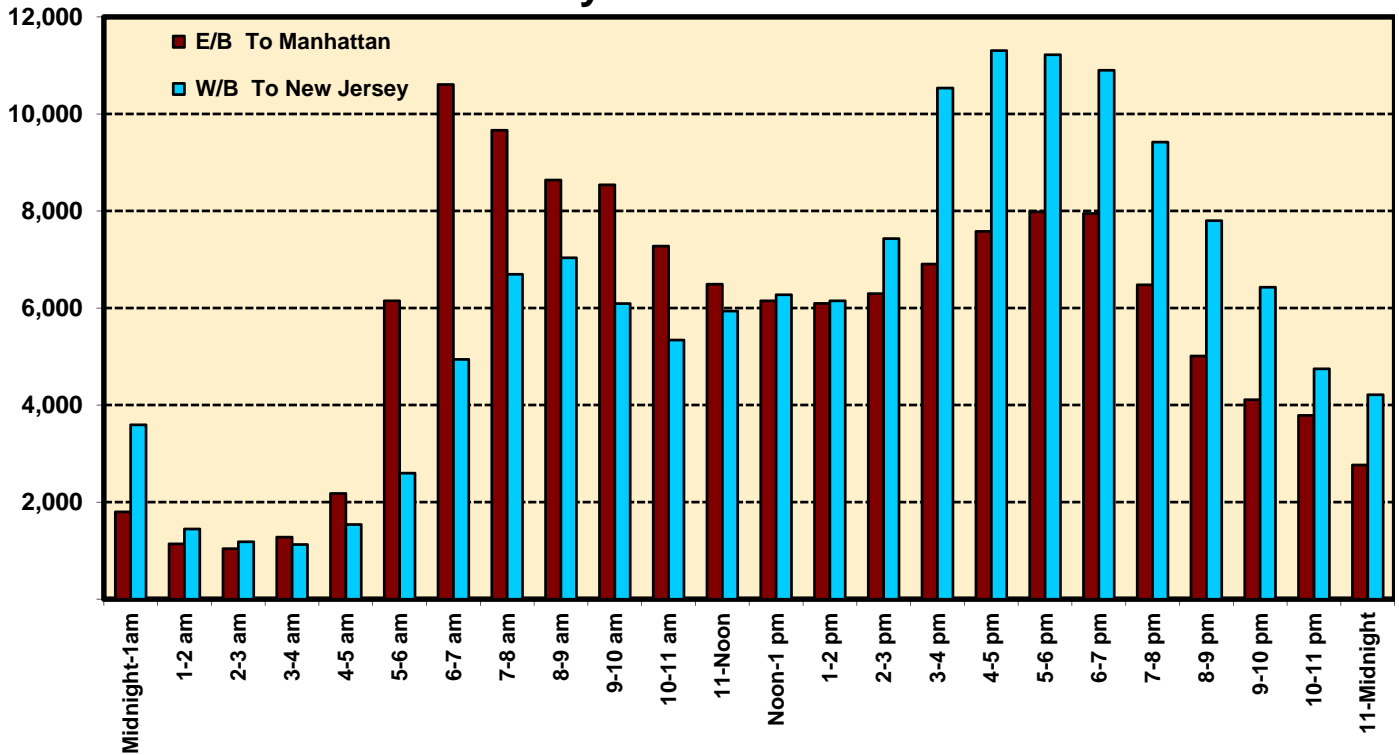
New York – New Jersey Screenline Volumes

Total Hourly Vehicular Volumes ~ 2011

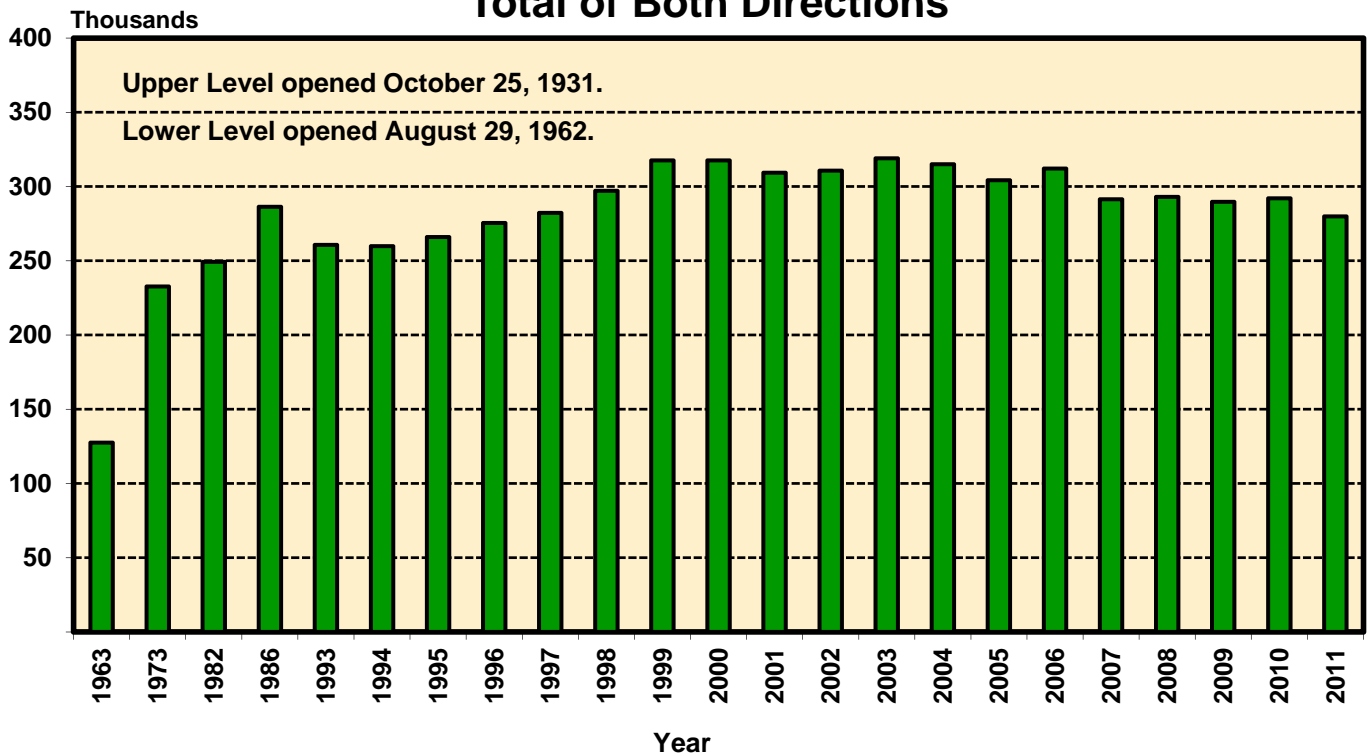


New York – New Jersey Screenline Volumes

George Washington Bridge ~ 2011 Hourly Vehicular Volumes

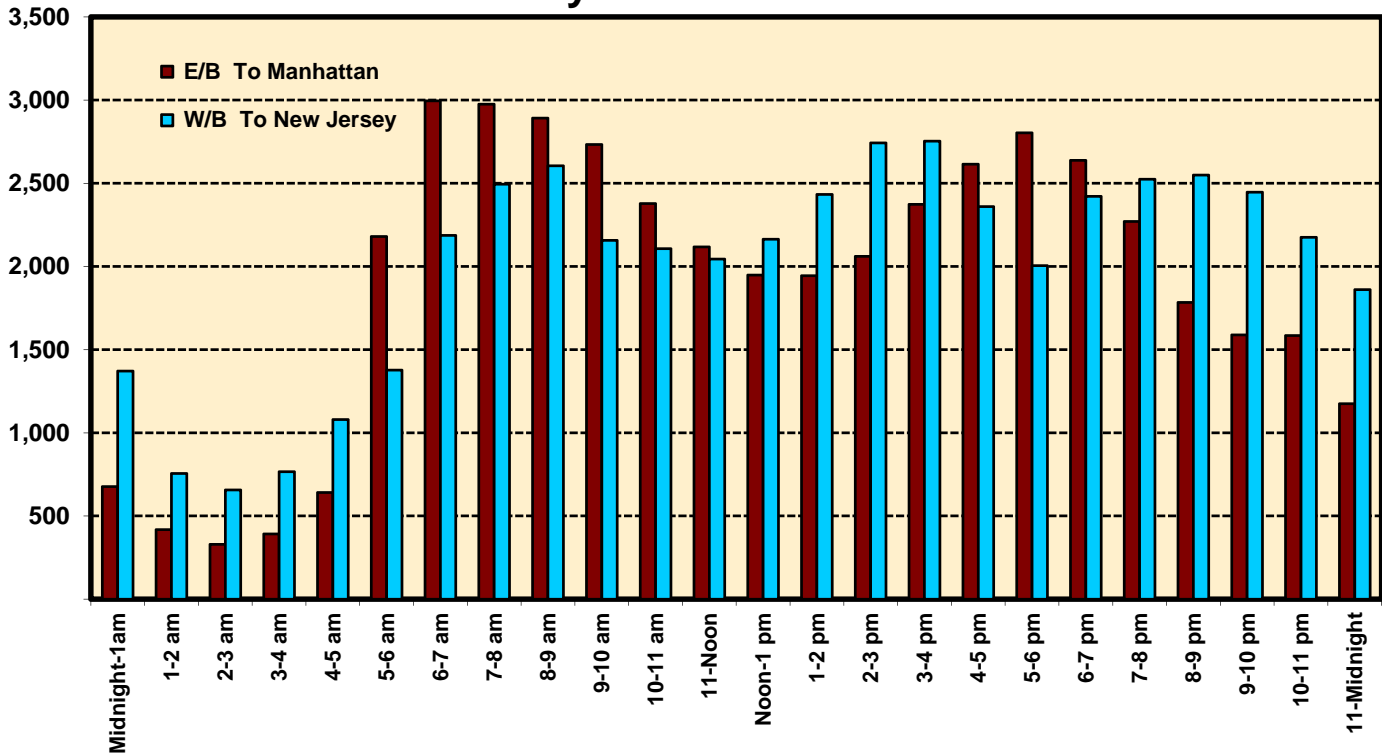


George Washington Bridge Average Daily Traffic Volumes Total of Both Directions

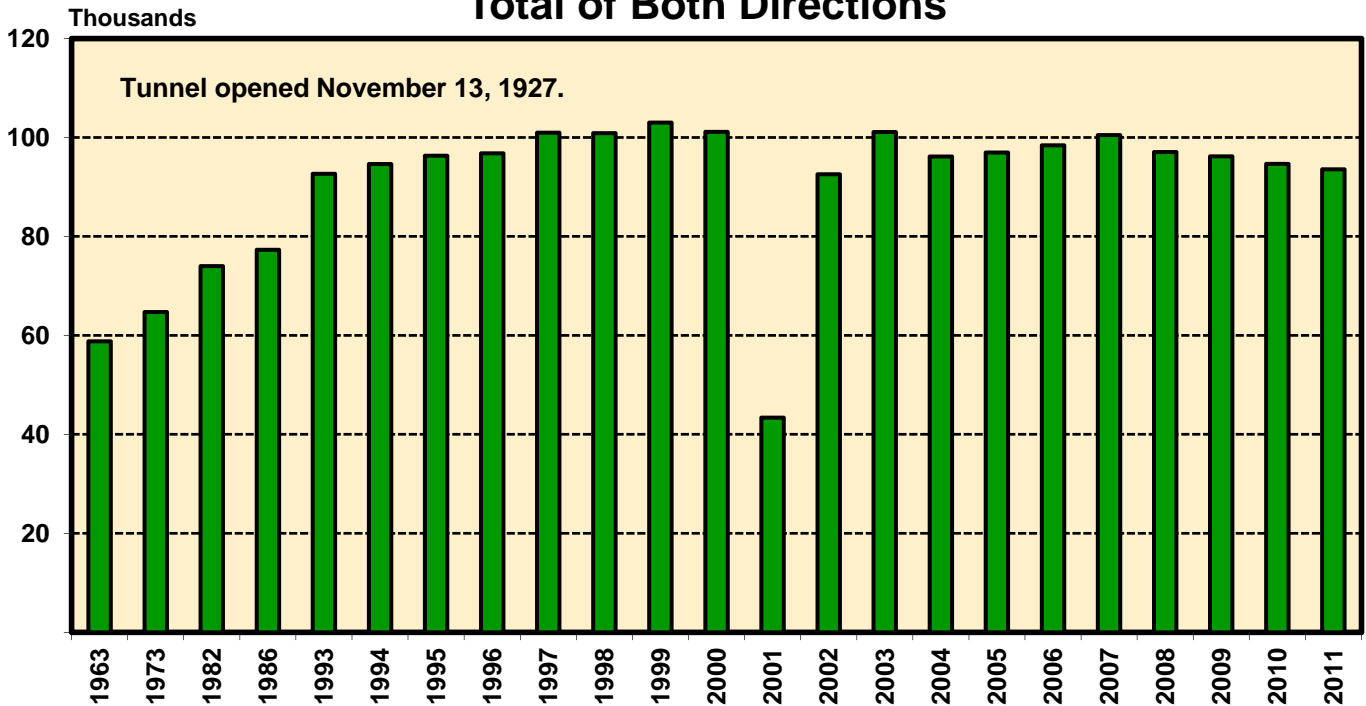


New York – New Jersey Screenline Volumes

Holland Tunnel ~ 2011 Hourly Vehicular Volumes



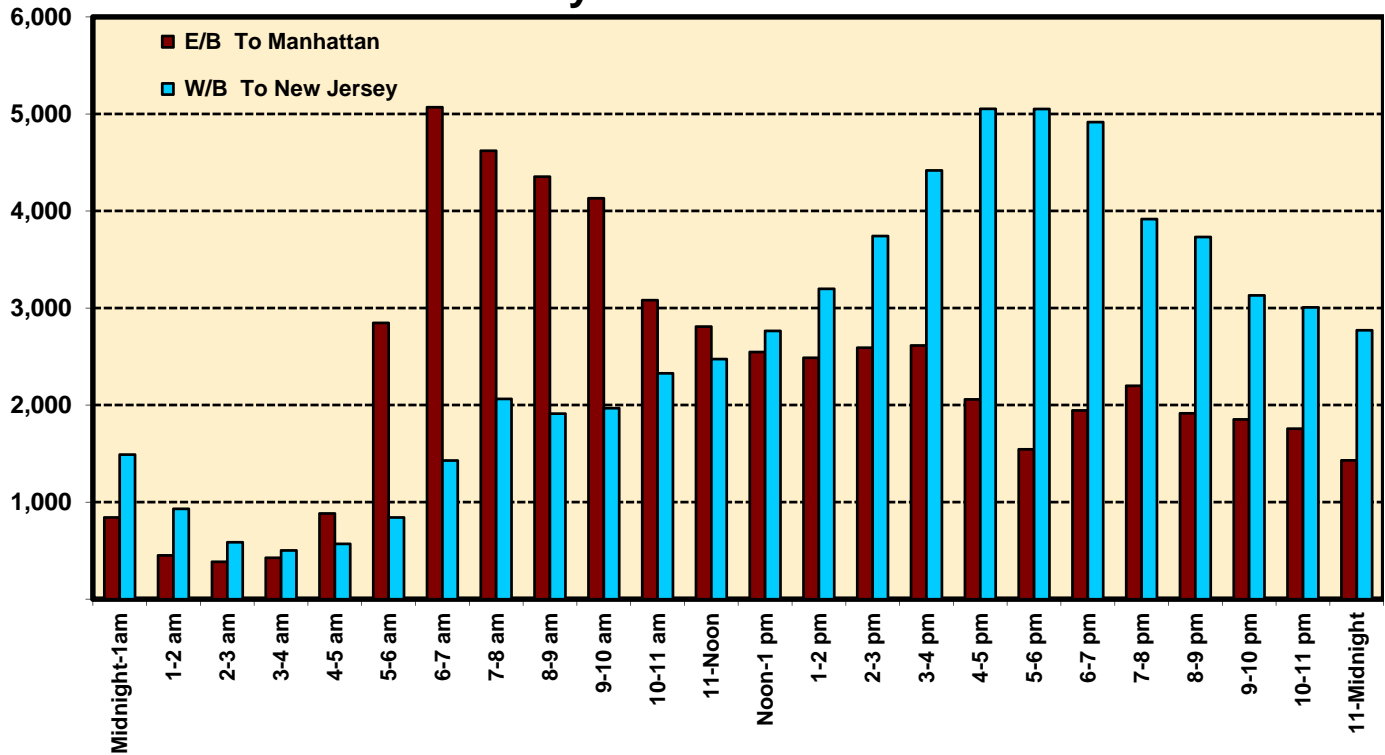
Holland Tunnel Average Daily Traffic Volumes Total of Both Directions



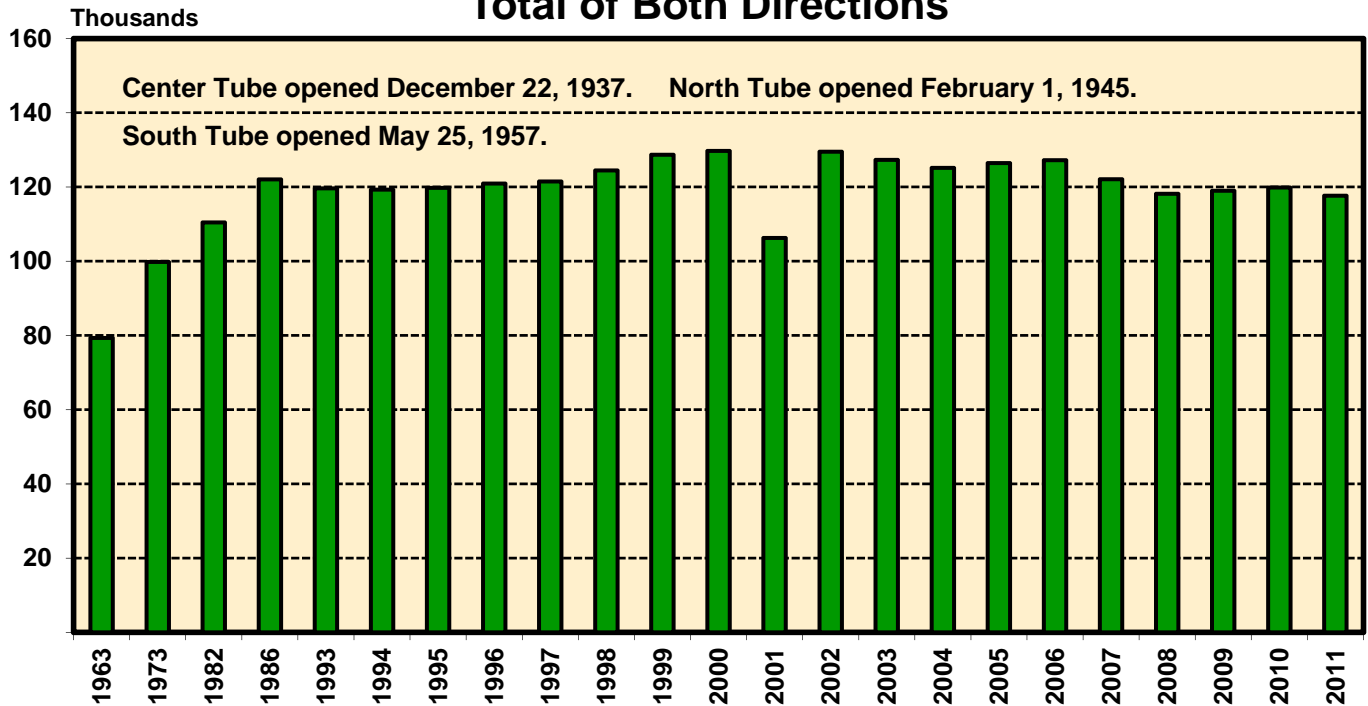
Following 9/11/2001, Holland Tunnel daily traffic volume fell 57% compared to fall 2000. Inbound volume was down 75%; outbound down 40%.

New York – New Jersey Screenline Volumes

Lincoln Tunnel ~ 2011 Hourly Vehicular Volumes



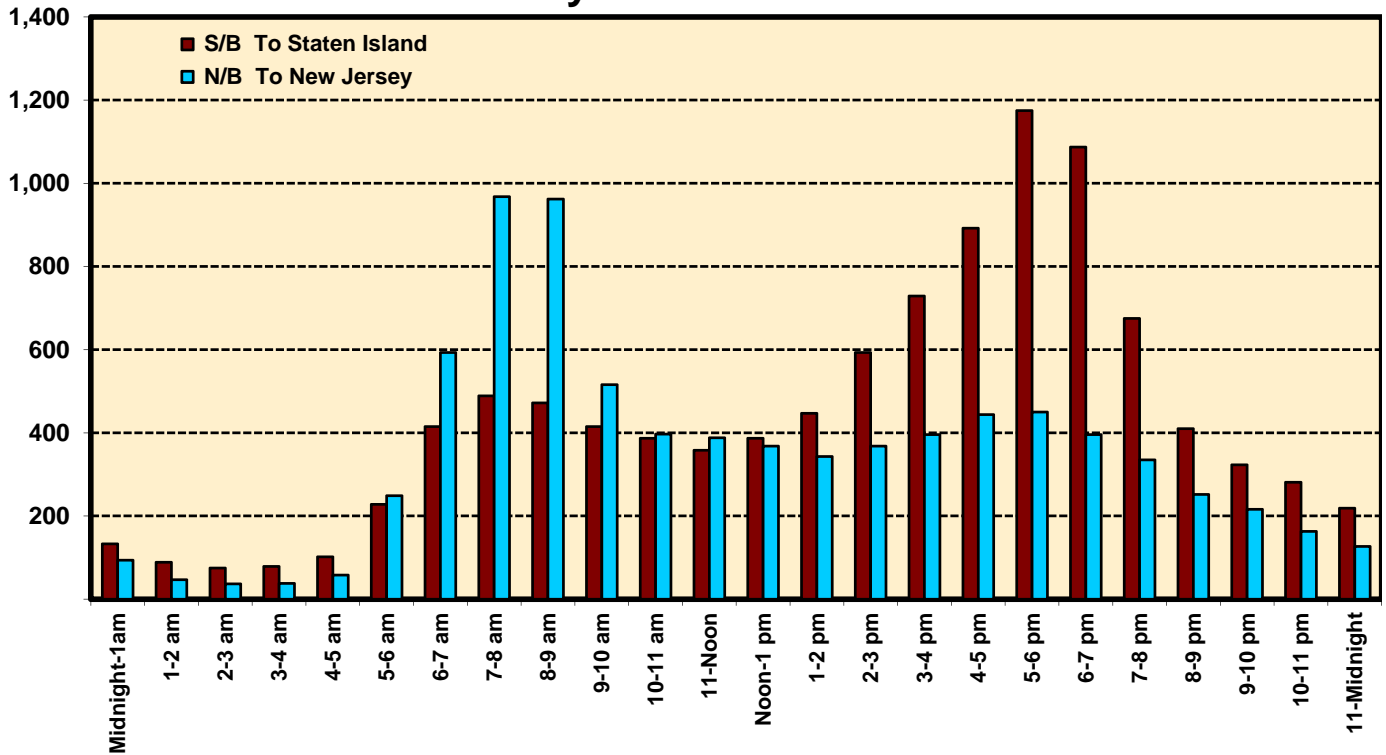
Lincoln Tunnel Average Daily Traffic Volumes Total of Both Directions



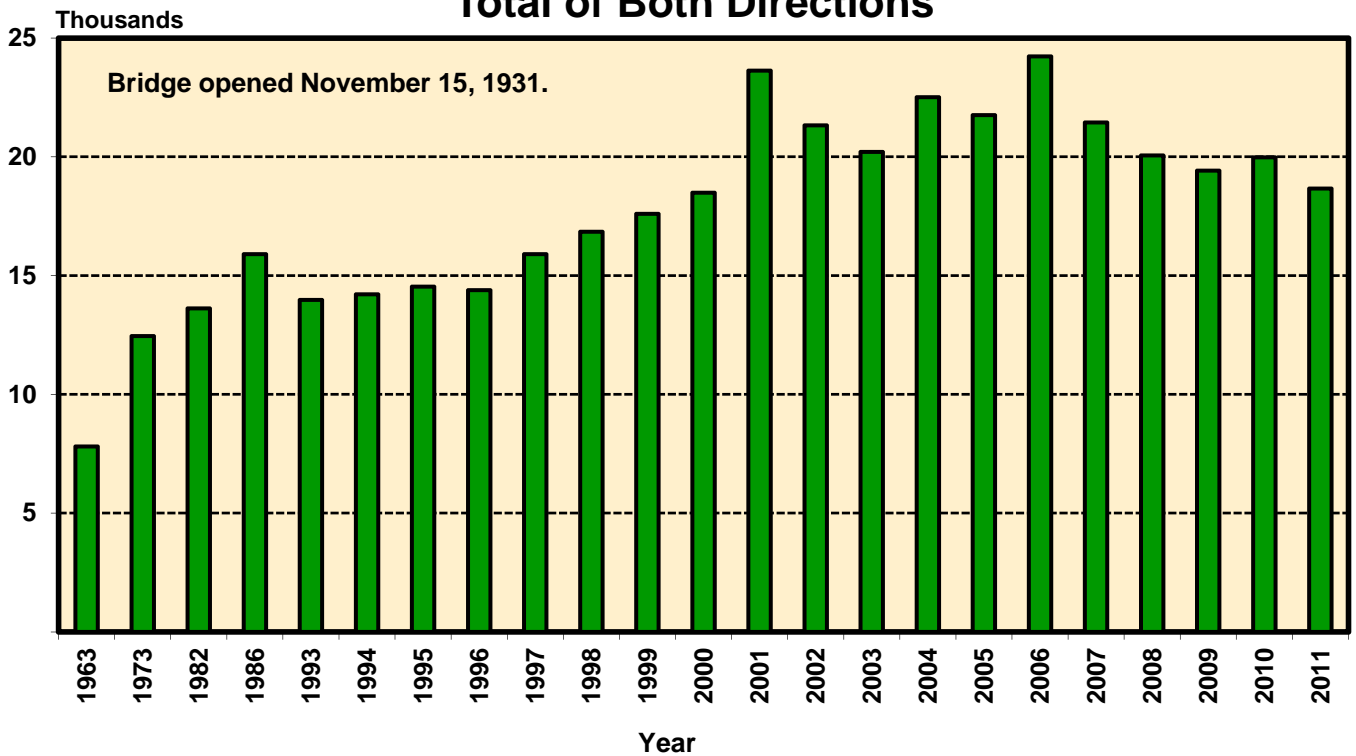
Following 9/11/2001, Lincoln Tunnel daily traffic volume fell 18% compared to fall 2000. Inbound volume was down 13%; outbound down 23%.

New York – New Jersey Screenline Volumes

Bayonne Bridge ~ 2011 Hourly Vehicular Volumes

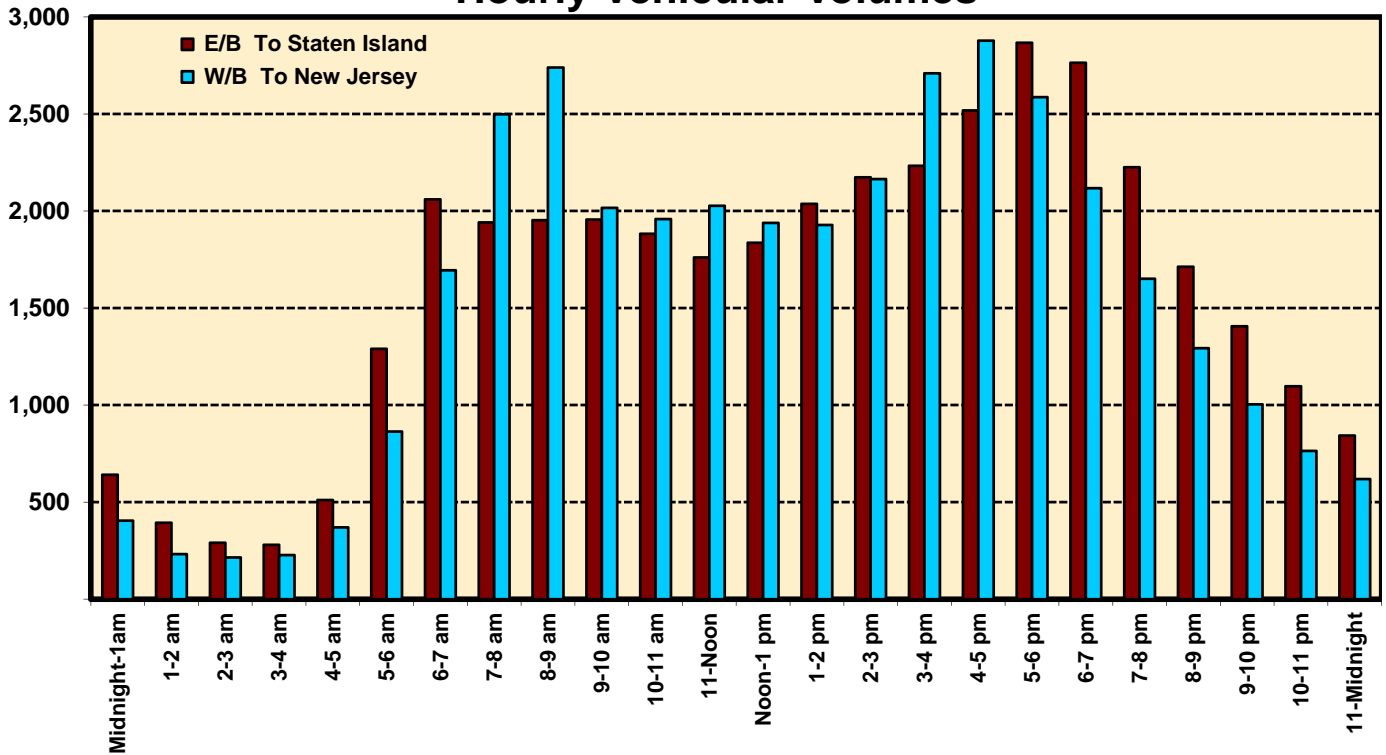


Bayonne Bridge Average Daily Traffic Volumes Total of Both Directions

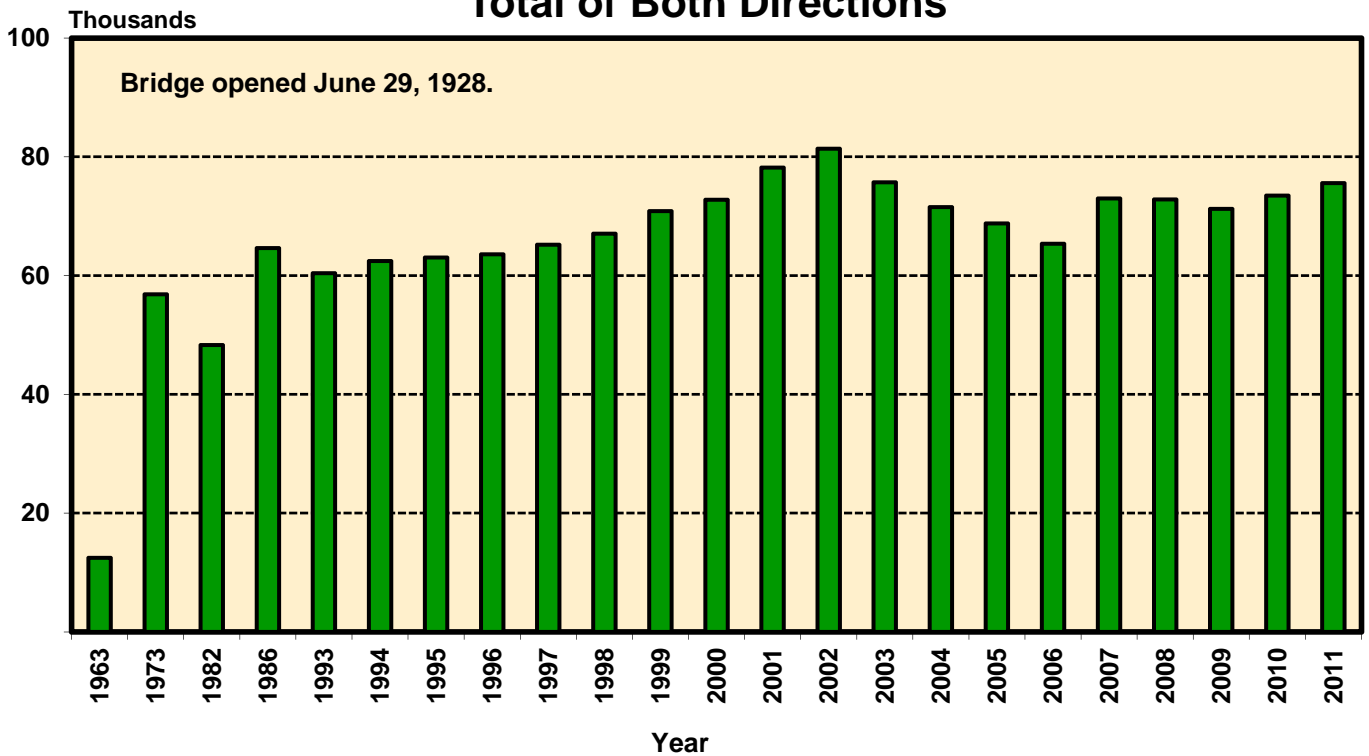


New York – New Jersey Screenline Volumes

Goethals Bridge ~ 2011 Hourly Vehicular Volumes

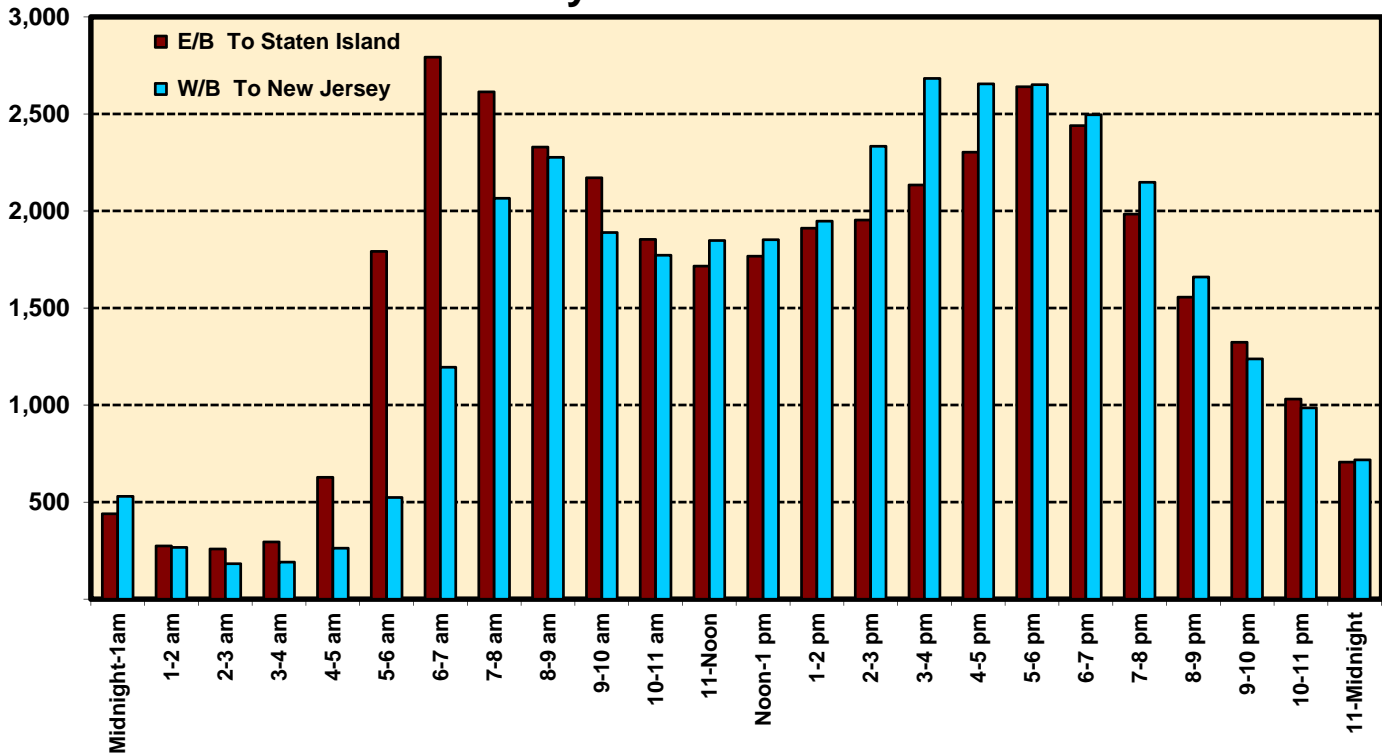


Goethals Bridge Average Daily Traffic Volumes Total of Both Directions

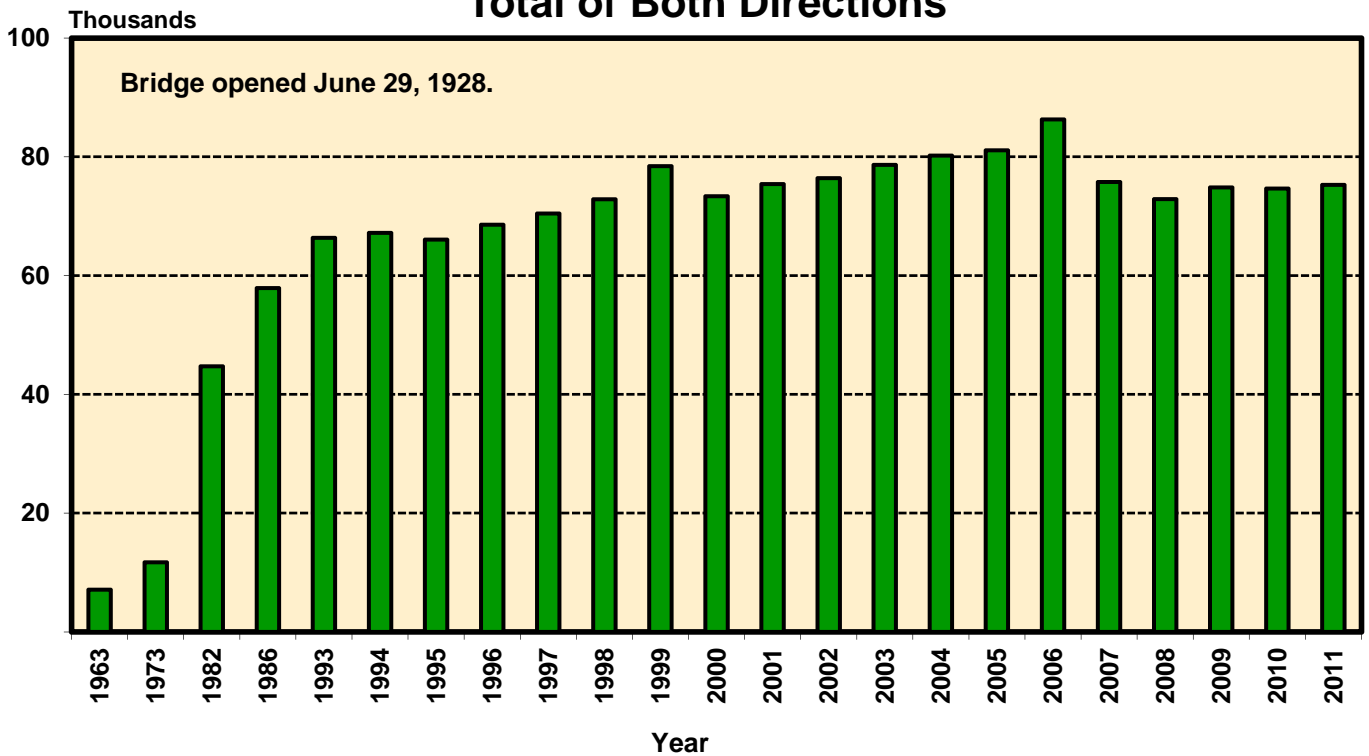


New York – New Jersey Screenline Volumes

Outerbridge Crossing ~ 2011 Hourly Vehicular Volumes



Outerbridge Crossing Average Daily Traffic Volumes Total of Both Directions



Brooklyn-Queens Screenline



Linden Boulevard
at Brooklyn-Queens Screenline
Looking West

BROOKLYN - QUEENS SCREENLINE

Newtown Creek Bridges

In 1963, average two-way total daily volume on the four Newtown Creek bridges was 160,400.

- The Kosciuszko Bridge carried the bulk of that traffic, 102,200 daily vehicles (63.7% of the total).
- The Grand Street Bridge served 12,000 daily vehicles (7.5% of the total).
- 17,600 daily vehicles (11.0%) used the J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge).
- The Pulaski Bridge was the route of 28,600 vehicles per day (17.8%).

1963 – 1973 Newtown Creek Bridges

Between 1963 and 1973, Newtown Creek crossings increased just 4.8% to 168,000 vehicles per day, just 7,600 more than ten years earlier.

- The Kosciuszko Bridge remained the most-traveled facility, although its volume decreased to 99,000 daily vehicles, 3.1% fewer than in 1963.
- The Grand Street Bridge volume decreased 2.5%, to 11,700 daily vehicles in 1973 from 12,000 in 1963.
- Traffic using the J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) increased 52.0%, to 26,800 daily vehicles in 1973 from 17,600 in 1963.
- Pulaski Bridge traffic increased 6.7%, to 30,500 from 28,600.

1973 – 1982 Newtown Creek Bridges

Between 1973 and 1982, Newtown Creek vehicular crossings increased 7.0% to 179,800 vehicles per day from 168,000.

- Growth was concentrated solely on the Kosciuszko Bridge, where daily volume increased 30.8% to 129,600.
- Daily volumes decreased on the other three bridges: Grand Street Bridge down 21.5% to 9,200; J.J. Byrne (Greenpoint Avenue) Bridge down 33.2% to 17,900; and Pulaski Bridge down 24.1% to 23,100.

1982 – 1986 Newtown Creek Bridges

From 1982 to 1986, traffic over Newtown Creek increased rapidly, by 25.0% to 224,800 daily vehicles, with increases occurring on three of the four bridges.

- Kosciuszko Bridge traffic increased 29.9%, to 168,300 daily vehicles in 1986 from 129,600 in 1982.
- Grand Street Bridge traffic increased 24.0%, to 11,400 daily vehicles from 9,200.
- Pulaski Bridge traffic increased 32.9%, to 30,800 daily vehicles from 23,100.
- The only decrease was on the J.J. Byrne (Greenpoint Avenue) Bridge, where daily traffic was 19.9% less in 1986 than in 1982 (14,300 daily vehicles vs. 17,900).

1986 – 1993 Newtown Creek Bridges

Growth slowed between 1986 and 1993, as traffic crossing Newtown Creek increased just 2.3% during that seven-year period, to 230,000 in 1993 from 224,800 in 1986.

- Growth was concentrated at the J.J. Byrne Memorial Bridge, where traffic increased 79.3%, to 25,700 daily vehicles in 1993 from 14,300 in 1986.
- Grand Street Bridge traffic increased 9.1%, to 12,400 daily vehicles in 1993 from 11,400 in 1986.
- Kosciuszko Bridge traffic decreased 1.0%, to 166,600 daily vehicles from 168,300.
- Pulaski Bridge traffic decreased 17.8%, to 25,300 daily vehicles from 30,800.

1993 – 2001 Newtown Creek Bridges

Faster growth resumed between 1993 and 2001, as Newtown Creek crossings increased 20.1%, to 276,300 in 2001 from 230,000 in 1993, with increases recorded on all four bridges.

- The largest numerical increase occurred on the Kosciuszko Bridge, where daily volume increased to 196,600 in 2001 from 166,600 in 1993 (+18.0%).
- The largest percentage increase occurred on the Pulaski Bridge, where daily volume increased 54.5%, to 39,000 from 25,300.

2001 – 2011 Newtown Creek Bridges

During the most recent ten-year period, Newtown Creek crossings decreased 3.3%, to 267,000 daily vehicles in 2011 from 276,300 in 2001.

- Volumes decreased on all four bridges.
- Kosciuszko Bridge traffic decreased 2.5%, to 191,600 daily vehicles in 2011 from 196,600 in 2001.
- J.J. Byrne Memorial Bridge traffic decreased 3.9%, to 25,700 daily vehicles from 26,800.
- Pulaski Bridge traffic decreased 4.2%, to 37,400 daily vehicles from 39,000.
- Grand Street Bridge traffic decreased 11.3%, to 12,300 daily vehicles from 13,900.

1963 – 2011 Newtown Creek Bridges

During the 48 years from 1963 to 2011, traffic crossing Newtown Creek increased 66.5%, to 267,000 daily vehicles in 2011 from 160,400 in 1963.

- Volumes increased on all four crossings.
- Kosciuszko Bridge traffic increased 87.5%, to 191,600 daily vehicles in 2011 from 102,200 in 1963.
- J.J. Byrne Memorial Bridge traffic increased 45.8%, to 25,700 daily vehicles from 17,600.
- Pulaski Bridge increased 31.0%, to 37,400 daily vehicles from 28,600.
- Grand Street Bridge traffic increased 2.5%, to 12,300 daily vehicles from 12,000.

Other Brooklyn – Queens Screenline Facilities

Volumes on eleven facilities other than the Newtown Creek Bridges were collected at the Brooklyn - Queens screenline for the first time in 1993.

- Total volume on the eleven monitored facilities was 288,800 vehicles per day.
- The highest recorded volumes were on the two limited access facilities, Shore Parkway (Belt Parkway) and Jackie Robinson Parkway.
 - Shore Parkway (Belt Parkway) carried 135,700 daily vehicles, 47.0% of the total monitored traffic.
 - 52,300 daily vehicles (18.1% of the total) used the Jackie Robinson Parkway.
- The highest surface arterial volumes were on Linden Boulevard (44,400 daily vehicles), and on Atlantic Avenue (27,500 daily vehicles).

1993 – 2001 Other Brooklyn – Queens Screenline Facilities

Daily volumes on these eleven facilities increased 16.3% from 1993 to 2001, to 335,800 total daily vehicles from 288,800.

- Increases on nine of the eleven facilities.
- Jackie Robinson Parkway traffic increased 38.9%, to 72,700 in 2001 from 52,300 in 1993.
- Traffic on Shore Parkway (Belt Parkway) increased 11.9%, to 151,900 daily vehicles in 2001 from 135,700 in 1993.

2001 – 2011 Other Brooklyn – Queens Screenline Facilities

From 2001 to 2011, total volumes on these eleven facilities decreased 8.6%, to 307,100 daily vehicles in 2011 from 335,800 in 2001.

- Decreases on eight of the eleven facilities.
- The largest decrease occurred on Shore Parkway, a decrease of 11,300 daily vehicles.
- Linden Boulevard traffic decreased 15.5%, to 44,200 daily vehicles in 2011 from 52,300 in 2001.
- Jackie Robinson Parkway traffic decreased 7.4%, to 67,300 daily vehicles from 72,700.

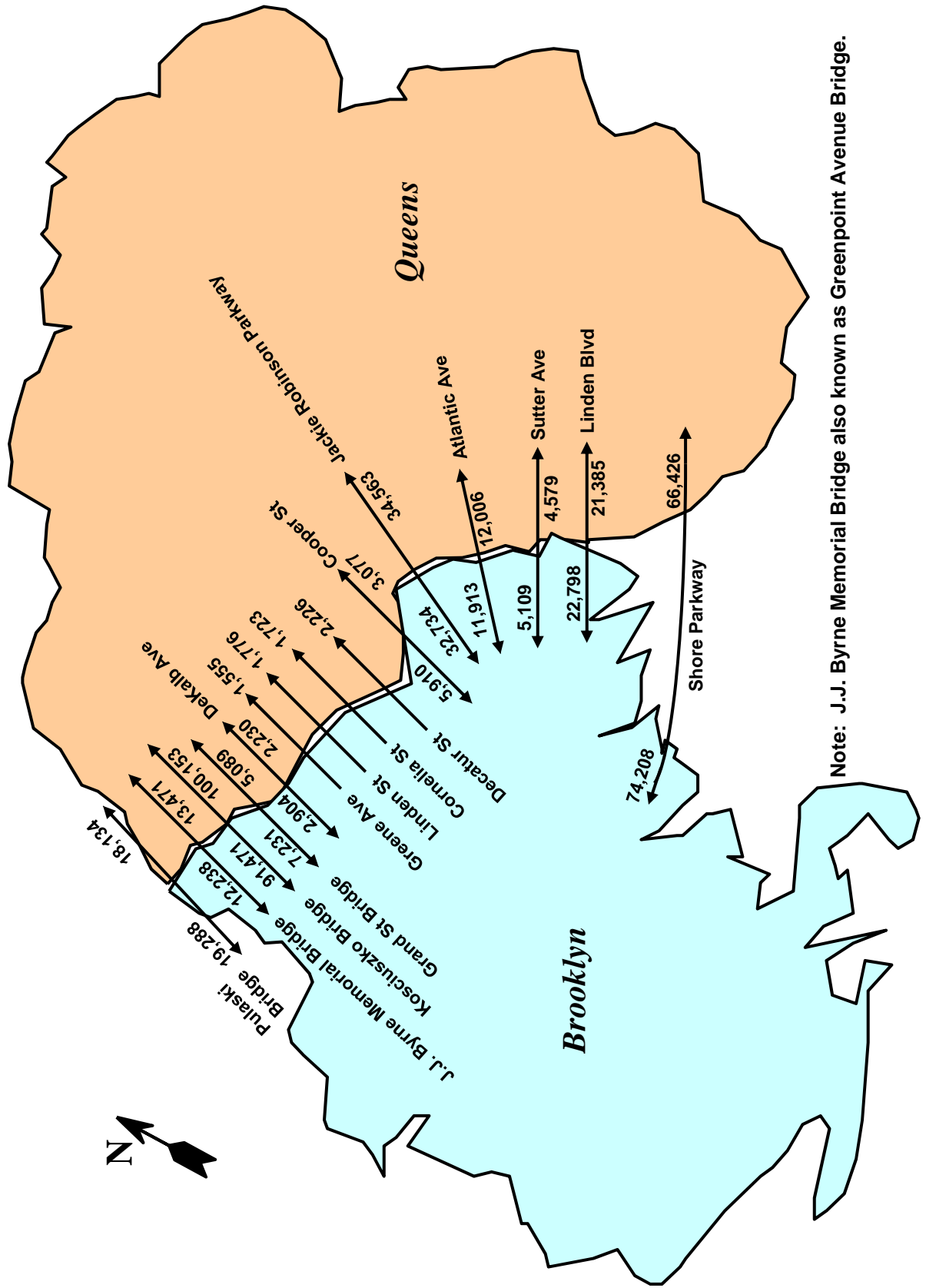
1993 – 2011 Other Brooklyn – Queens Screenline Facilities

During the eighteen years from 1993 to 2011, total daily volumes on these eleven facilities increased by a modest 6.4%, to 307,100 in 2011 from 288,800 in 1993.

- The largest increase was on Jackie Robinson Parkway (up 28.6% to 67,300 daily vehicles from 52,300, an increase of 15,000 daily vehicles).
- The largest decrease was on Atlantic Avenue (down 13.0%, to 23,900 daily vehicles from 27,500, a decrease of 3,600 daily vehicles).

Brooklyn - Queens Screenline

2011 Daily Volumes Shown



**Brooklyn-Queens Screenline
Historical Comparisons
Average Daily Traffic Volumes**

To Brooklyn

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Grand Street Bridge	N/A	N/A	5,216	6,414	7,018	7,212	7,600	6,916	7,078	7,831	7,862	7,747	7,729	7,447
J.J. Byrne Memorial Bridge	N/A	11,336	8,048	7,276	13,304	13,526	13,737	13,368	12,660	12,863	12,351	12,741	12,993	12,375
Kosciuszko Bridge	N/A	43,118	63,426	81,363	78,371	81,000	81,356	79,729	89,222	92,765	97,690	101,852	97,242	90,607
Pulaski Bridge	N/A	13,617	9,906	15,447	13,003	13,182	14,436	14,926	15,737	16,076	15,724	17,993	19,292	18,667
Newtown Creek Totals	N/A	N/A	86,596	110,500	111,696	114,920	117,129	114,939	124,697	129,535	133,627	140,333	137,256	129,096
Atlantic Ave	N/A	N/A	N/A	N/A	13,940	13,394	14,016	12,767	13,951	14,231	15,071	14,850	14,182	14,687
Cooper St	N/A	N/A	N/A	N/A	4,558	5,010	4,929	4,841	5,220	5,460	5,611	5,942	5,756	5,741
Cornelia St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>									
Decatur St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>									
DeKalb Ave	N/A	N/A	N/A	N/A	3,163	3,010	3,166	2,879	3,234	2,283	2,515	2,746	2,563	3,428
Greene Ave	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>									
Jackie Robinson Pky	N/A	N/A	N/A	N/A	24,460	27,163	27,323	29,318	30,169	31,808	33,198	34,441	35,760	37,175
Linden Blvd	N/A	N/A	N/A	N/A	22,724	23,305	23,248	24,324	26,472	24,758	27,165	26,299	27,130	27,698
Linden St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>									
Shore Pky	N/A	N/A	N/A	N/A	65,341	71,124	71,538	72,633	73,618	74,085	73,484	76,366	75,478	69,587
Sutter Ave	N/A	N/A	N/A	N/A	3,178	3,130	3,158	3,010	3,695	3,638	3,670	3,776	3,821	3,851
Other Totals	N/A	N/A	N/A	N/A	137,364	146,136	147,378	149,772	156,359	156,263	160,714	164,420	164,690	162,167
Grand Totals	N/A	N/A	N/A	N/A	249,060	261,056	264,507	264,711	281,056	285,798	294,341	304,753	301,946	291,263

To Brooklyn

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Grand Street Bridge	8,356	7,465	6,455	6,920	6,858	7,378	7,134	7,268	7,231
J.J. Byrne Memorial Bridge	14,445	13,509	13,951	14,318	13,453	12,756	12,753	13,016	12,238
Kosciuszko Bridge	96,153	92,556	94,830	86,969	91,026	87,257	91,267	91,098	91,471
Pulaski Bridge	19,465	19,923	19,431	18,500	18,417	18,295	17,881	18,166	19,288
Newtown Creek Totals	138,419	133,453	134,667	126,707	129,754	125,686	129,035	129,548	130,228
Atlantic Ave	14,150	14,693	12,611	12,095	11,180	10,947	10,776	11,265	11,913
Cooper St	6,001	5,832	6,160	5,921	5,565	6,025	6,216	6,357	5,910
Cornelia St	<i>One-Way to Queens</i>								
Decatur St	<i>One-Way to Queens</i>								
DeKalb Ave	3,566	3,697	3,583	3,109	3,016	3,061	2,986	2,869	2,904
Greene Ave	<i>One-Way to Queens</i>								
Jackie Robinson Pky	36,445	35,680	36,037	34,799	34,804	33,302	33,337	34,419	32,734
Linden Blvd	25,717	27,251	28,195	27,119	25,993	23,784	23,209	26,718	22,798
Linden St	<i>One-Way to Queens</i>								
Shore Pky	75,682	76,608	76,393	79,763	81,339	79,589	81,737	77,981	74,208
Sutter Ave	4,090	4,137	4,810	4,218	4,685	4,896	5,075	5,332	5,109
Other Totals	165,651	167,898	167,789	167,024	166,582	161,604	163,336	164,941	155,576
Grand Totals	304,070	301,351	302,456	293,731	296,336	287,290	292,371	294,489	285,804

Note: J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

**Brooklyn-Queens Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

To Queens

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Grand Street Bridge	N/A	N/A	3,987	4,999	5,430	5,963	5,650	5,466	5,797	7,497	6,528	7,761	6,166	5,641
J.J. Byrne Memorial Bridge	N/A	15,462	9,850	7,062	12,397	12,803	13,199	13,160	12,277	12,741	14,262	13,402	13,773	13,931
Kosciuszko Bridge	N/A	55,926	66,127	86,951	88,221	85,354	87,283	90,775	99,988	102,427	97,094	99,020	99,323	93,772
Pulaski Bridge	N/A	16,855	13,228	15,304	12,276	12,617	14,044	15,412	15,826	16,124	15,251	19,428	19,770	19,681
Newtown Creek Totals	N/A	N/A	93,192	114,316	118,324	116,737	120,176	124,813	133,888	138,789	133,135	139,611	139,032	133,025
Atlantic Ave	N/A	N/A	N/A	N/A	13,545	15,026	15,005	14,166	14,425	14,315	14,728	14,264	13,713	14,249
Cooper St	N/A	N/A	N/A	N/A	5,199	5,431	5,649	6,132	3,886	3,598	3,702	3,663	3,761	3,533
Cornelia St	N/A	N/A	N/A	N/A	1,552	1,425	1,529	1,443	1,522	1,454	1,787	1,905	1,936	2,032
Decatur St	N/A	N/A	N/A	N/A	1,921	2,163	2,112	2,306	2,220	2,242	2,099	2,113	2,082	2,237
DeKalb Ave	N/A	N/A	N/A	N/A	2,117	2,381	2,297	2,311	2,481	2,316	2,588	2,372	2,347	2,464
Greene Ave	N/A	N/A	N/A	N/A	1,762	1,711	1,810	1,787	1,872	2,223	1,922	1,947	1,962	2,078
Jackie Robinson Pky	N/A	N/A	N/A	N/A	27,872	31,458	33,751	31,483	31,615	32,020	33,420	36,932	36,920	37,545
Linden Blvd	N/A	N/A	N/A	N/A	21,717	23,408	25,704	26,562	27,160	23,924	26,630	25,901	25,160	25,439
Linden St	N/A	N/A	N/A	N/A	1,063	2,315	2,360	2,552	2,400	2,420	2,439	2,477	2,544	2,609
Shore Pky	N/A	N/A	N/A	N/A	70,365	69,679	68,627	72,369	73,776	73,754	73,989	73,588	76,440	70,576
Sutter Ave	N/A	N/A	N/A	N/A	4,297	3,846	3,827	3,729	3,750	3,871	4,022	4,096	4,291	4,498
Other Totals	N/A	N/A	N/A	N/A	151,410	158,843	162,671	164,840	165,107	162,137	167,306	169,258	171,156	167,260
Grand Totals	N/A	N/A	N/A	N/A	269,734	275,580	282,847	289,653	298,995	300,926	300,441	308,869	310,188	300,285

To Queens

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Grand Street Bridge	5,783	5,994	6,561	5,973	5,727	5,653	5,442	5,394	5,089
J.J. Byrne Memorial Bridge	14,310	14,928	15,498	15,522	13,574	14,170	13,884	13,700	13,471
Kosciuszko Bridge	98,344	101,056	103,983	97,372	95,467	94,526	97,055	99,655	100,153
Pulaski Bridge	18,881	20,223	19,480	19,724	18,804	18,724	18,222	18,815	18,134
Newtown Creek Totals	137,318	142,201	145,522	138,591	133,572	133,073	134,603	137,564	136,847
Atlantic Ave	14,336	13,903	13,349	11,961	11,066	10,613	10,701	12,081	12,006
Cooper St	3,140	3,388	3,622	3,372	3,378	3,477	3,482	3,688	3,077
Cornelia St	1,908	1,844	1,787	1,660	1,727	1,753	1,847	1,848	1,723
Decatur St	2,342	2,332	2,003	2,247	2,059	2,203	2,091	2,101	2,226
DeKalb Ave	2,544	2,607	2,626	2,197	2,258	2,341	2,548	2,229	2,230
Greene Ave	2,363	2,029	1,551	1,854	1,733	1,883	1,887	1,655	1,555
Jackie Robinson Pky	37,261	38,624	37,490	36,034	35,893	34,433	34,140	34,701	34,563
Linden Blvd	25,393	24,502	21,692	24,950	23,429	22,937	21,255	22,077	21,385
Linden St	2,270	2,161	2,123	2,192	2,012	1,992	1,936	1,938	1,776
Shore Pky	74,358	74,997	75,733	78,046	83,142	83,850	81,070	77,631	66,426
Sutter Ave	4,704	4,595	4,938	4,401	4,411	4,286	4,349	4,757	4,579
Other Totals	170,619	170,982	166,914	168,914	171,108	169,768	165,306	164,706	151,546
Grand Totals	307,937	313,183	312,436	307,505	304,680	302,841	299,909	302,270	288,393

Note: J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

**Brooklyn-Queens Screenline
Historical Comparisons
Average Daily Traffic Volumes (continued)**

Both Directions

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Grand Street Bridge	12,020	11,723	9,203	11,413	12,448	13,175	13,250	12,382	12,875	15,328	14,390	15,508	13,895	13,088
J.J. Byrne Memorial Bridge	17,630	26,798	17,898	14,338	25,701	26,329	26,936	26,528	24,937	25,604	26,613	26,143	26,766	26,306
Kosciuszko Bridge	102,190	99,044	129,553	168,314	166,592	166,354	168,639	170,504	189,210	195,192	194,784	200,872	196,565	184,379
Pulaski Bridge	28,560	30,472	23,134	30,751	25,279	25,799	28,480	30,338	31,563	32,200	30,975	37,421	39,062	38,348
Newtown Creek Totals	160,400	168,037	179,788	224,816	230,020	231,657	237,305	239,752	258,585	268,324	266,762	279,944	276,288	262,121
Atlantic Ave	N/A	N/A	N/A	N/A	27,485	28,420	29,021	26,933	28,376	28,546	29,799	29,114	27,895	28,936
Cooper St	N/A	N/A	N/A	N/A	9,757	10,441	10,578	10,973	9,106	9,058	9,313	9,605	9,517	9,274
Cornelia St	N/A	N/A	N/A	N/A	1,552	1,425	1,529	1,443	1,522	1,454	1,787	1,905	1,936	2,032
Decatur St	N/A	N/A	N/A	N/A	1,921	2,163	2,112	2,306	2,220	2,242	2,099	2,113	2,082	2,237
DeKalb Ave	N/A	N/A	N/A	N/A	5,280	5,391	5,463	5,190	5,715	4,599	5,103	5,118	4,910	5,892
Greene Ave	N/A	N/A	N/A	N/A	1,762	1,711	1,810	1,787	1,872	2,223	1,922	1,947	1,962	2,078
Jackie Robinson Pky	N/A	N/A	N/A	N/A	52,332	58,621	61,074	60,801	61,784	63,828	66,618	71,373	72,680	74,720
Linden Blvd	N/A	N/A	N/A	N/A	44,441	46,713	48,952	50,886	53,632	48,682	53,795	52,200	52,290	53,137
Linden St	N/A	N/A	N/A	N/A	1,063	2,315	2,360	2,552	2,400	2,420	2,439	2,477	2,544	2,609
Shore Pky	N/A	N/A	N/A	N/A	135,706	140,803	140,165	145,002	147,394	147,839	147,453	149,954	151,918	140,163
Sutter Ave	N/A	N/A	N/A	N/A	7,475	6,976	6,985	6,739	7,445	7,509	7,692	7,872	8,112	8,349
Other Totals	N/A	N/A	N/A	N/A	288,774	304,979	310,049	314,612	321,466	318,400	328,020	333,678	335,846	329,427
Grand Totals	N/A	N/A	N/A	N/A	518,794	536,636	547,354	554,364	580,051	586,724	594,782	613,622	612,134	591,548

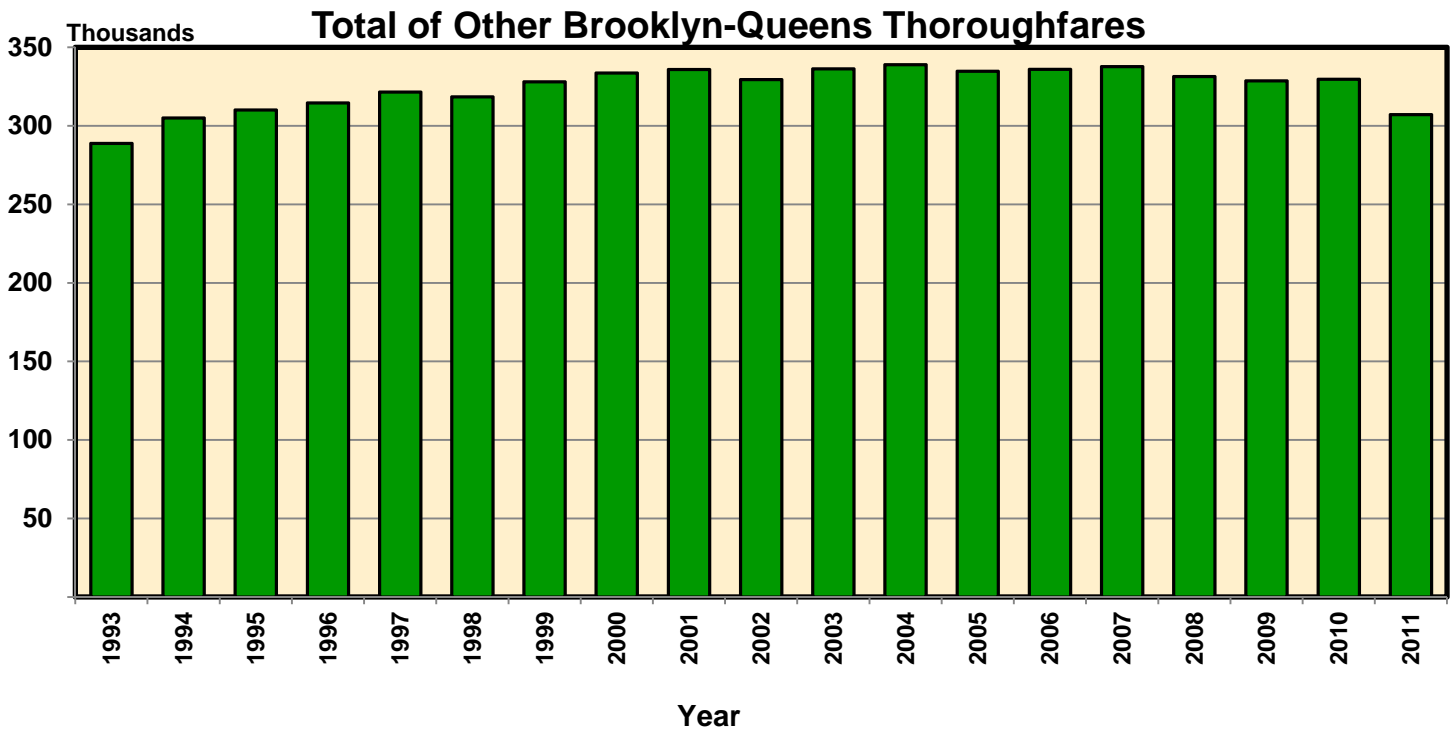
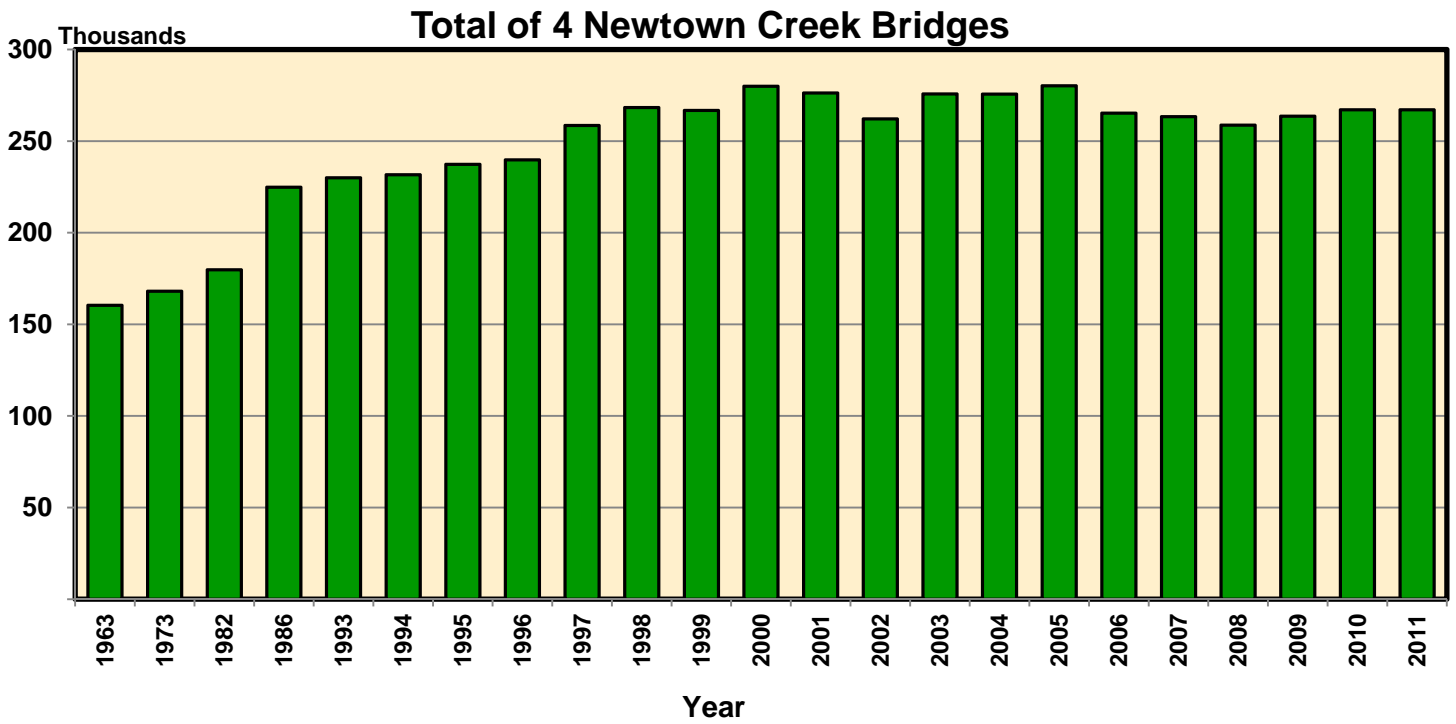
Both Directions

	2003	2004	2005	2006	2007	2008	2009	2010	2011
Grand Street Bridge	14,139	13,459	13,016	12,893	12,585	13,031	12,576	12,662	12,320
J.J. Byrne Memorial Bridge	28,755	28,437	29,449	29,840	27,027	26,926	26,637	26,716	25,709
Kosciuszko Bridge	194,497	193,612	198,813	184,341	186,493	181,783	188,322	190,753	191,624
Pulaski Bridge	38,346	40,146	38,911	38,224	37,221	37,019	36,103	36,981	37,422
Newtown Creek Totals	275,737	275,654	280,189	265,298	263,326	258,759	263,638	267,112	267,075
Atlantic Ave	28,486	28,596	25,960	24,056	22,246	21,560	21,477	23,346	23,919
Cooper St	9,141	9,220	9,782	9,293	8,943	9,502	9,698	10,045	8,987
Cornelia St	1,908	1,844	1,787	1,660	1,727	1,753	1,847	1,848	1,723
Decatur St	2,342	2,332	2,003	2,247	2,059	2,203	2,091	2,101	2,226
DeKalb Ave	6,110	6,304	6,209	5,306	5,274	5,402	5,534	5,098	5,134
Greene Ave	2,363	2,029	1,551	1,854	1,733	1,883	1,887	1,655	1,555
Jackie Robinson Pky	73,706	74,304	73,527	70,833	70,697	67,735	67,477	69,120	67,297
Linden Blvd	51,110	51,753	49,887	52,069	49,422	46,721	44,464	48,795	44,183
Linden St	2,270	2,161	2,123	2,192	2,012	1,992	1,936	1,938	1,776
Shore Pky	150,040	151,605	152,126	157,809	164,481	163,439	162,807	155,612	140,634
Sutter Ave	8,794	8,732	9,748	8,619	9,096	9,182	9,424	10,089	9,688
Other Totals	336,270	338,880	334,703	335,938	337,690	331,372	328,642	329,647	307,122
Grand Totals	612,007	614,534	614,892	601,236	601,016	590,131	592,280	596,759	574,197

Note: J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

Brooklyn – Queens Screenline Historical Comparisons

Average Daily Traffic Volumes ~ Total of Both Directions



2011 Screenline Volumes Brooklyn - Queens

	Grand Street Bridge		J.J. Byrne Memorial Bridge**		Kosciuszko Bridge		Pulaski Bridge		Newtown Creek Totals	
	W/B*	E/B	W/B*	E/B	W/B*	E/B	S/B*	N/B	To Brooklyn	To Queens
Mid-1am	58	45	91	170	1,819	2,592	437	286	2,405	3,093
1-2am	51	32	64	132	1,191	3,119	254	225	1,560	3,508
2-3am	53	51	61	114	944	3,573	186	181	1,244	3,919
3-4am	99	70	63	108	1,101	3,346	183	183	1,446	3,707
4-5am	242	178	117	131	1,909	3,692	223	261	2,491	4,262
5-6am	435	207	441	299	4,227	4,033	381	574	5,484	5,113
6-7am	607	257	918	564	5,276	4,784	670	1,115	7,471	6,720
7-8am	653	248	930	744	5,037	4,961	1,012	1,342	7,632	7,295
8-9am	567	270	822	769	4,518	4,999	1,156	1,452	7,063	7,490
9-10am	484	271	744	635	4,982	4,958	947	1,093	7,157	6,957
10-11am	467	290	708	608	4,819	4,630	922	926	6,916	6,454
11-Noon	439	282	668	718	4,663	4,599	922	917	6,692	6,516
Noon-1	454	320	800	725	4,719	4,480	913	953	6,886	6,478
1-2pm	442	338	672	743	4,828	4,514	1,034	986	6,976	6,581
2-3pm	440	380	763	927	4,924	4,939	1,111	996	7,238	7,242
3-4pm	433	420	767	1,043	4,742	5,460	1,462	1,080	7,404	8,003
4-5pm	396	450	917	1,036	4,653	5,608	1,573	1,109	7,539	8,203
5-6pm	273	367	780	1,039	4,487	5,219	1,526	1,030	7,066	7,655
6-7pm	169	188	576	871	4,594	4,701	1,076	867	6,415	6,627
7-8pm	126	124	407	662	4,376	4,265	895	676	5,804	5,727
8-9pm	119	91	325	479	3,941	3,525	710	531	5,095	4,626
9-10pm	88	72	271	362	3,702	2,913	624	468	4,685	3,815
10-11pm	86	78	186	308	3,293	2,612	546	451	4,111	3,449
11-Mid	50	60	147	284	2,726	2,631	525	432	3,448	3,407
24 hr Total	7,231	5,089	12,238	13,471	91,471	100,153	19,288	18,134	130,228	136,847
6-10am	2,311	1,046	3,414	2,712	19,813	19,702	3,785	5,002	29,323	28,462
10am-1pm	1,360	892	2,176	2,051	14,201	13,709	2,757	2,796	20,494	19,448
1-3pm	882	718	1,435	1,670	9,752	9,453	2,145	1,982	14,214	13,823
3-7pm	1,271	1,425	3,040	3,989	18,476	20,988	5,637	4,086	28,424	30,488
6am-7pm	5,824	4,081	10,065	10,422	62,242	63,852	14,324	13,866	92,455	92,221

* To Brooklyn

** J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

2011 Screenline Volumes Brooklyn - Queens (cont'd)

	Atlantic Ave		Cooper St		Cornelia St		Decatur St		DeKalb Ave		Greene Ave		Jackie Robinson Parkway	
	W/B*	E/B	S/B*	N/B	One Way to Queens		N/B	One Way to Queens		S/B*	N/B	N/B	W/B*	E/B
Mid-1am	159	180	77	37	14		27	24	17	24	17	16	485	524
1-2am	97	98	42	23	9		21	15	12	15	12	9	239	282
2-3am	67	74	33	26	7		15	13	14	13	14	6	153	200
3-4am	66	59	31	22	11		13	24	15	24	15	10	143	216
4-5am	127	88	45	25	14		19	60	25	60	25	18	283	380
5-6am	269	175	90	46	42		27	146	92	146	92	51	726	836
6-7am	576	347	280	96	91		67	276	131	276	131	98	2,008	1,925
7-8am	949	555	527	162	92		130	245	118	245	118	92	2,718	2,117
8-9am	882	586	464	159	72		110	162	112	162	112	71	2,451	1,880
9-10am	672	530	331	144	86		97	134	109	134	109	65	2,187	1,564
10-11am	569	512	254	144	88		91	143	99	143	99	78	1,602	1,375
11-Noon	566	548	246	148	98		112	142	116	142	116	72	1,354	1,373
Noon-1	607	589	261	165	94		122	145	129	145	129	75	1,384	1,519
1-2pm	612	655	274	176	114		115	170	131	170	131	91	1,482	1,720
2-3pm	650	716	343	200	123		131	176	175	176	175	106	1,686	2,118
3-4pm	693	915	352	233	126		179	176	178	176	178	102	2,029	2,390
4-5pm	787	995	385	211	134		184	188	175	188	175	112	2,197	2,520
5-6pm	771	1,057	402	219	126		184	154	148	154	148	121	2,187	2,576
6-7pm	718	956	367	221	106		161	151	142	151	142	104	1,812	2,339
7-8pm	619	731	324	190	91		127	115	97	115	97	88	1,532	1,862
8-9pm	491	560	251	142	71		102	93	67	93	67	65	1,255	1,550
9-10pm	403	454	228	123	53		79	71	57	71	57	43	1,070	1,292
10-11pm	329	365	178	102	37		67	47	39	47	39	36	955	1,166
11-Mid	234	261	125	63	24		46	34	32	34	32	26	796	839
24 hr Total	11,913	12,006	5,910	3,077	1,723		2,226	2,904	2,230	2,904	2,230	1,555	32,734	34,563
6-10am	3,079	2,018	1,602	561	341		404	817	470	817	470	326	9,364	7,486
10am-1pm	1,742	1,649	761	457	280		325	430	344	430	344	225	4,340	4,267
1-3pm	1,262	1,371	617	376	237		246	346	306	346	306	197	3,168	3,838
3-7pm	2,969	3,923	1,506	884	492		708	669	643	669	643	439	8,225	9,825
6am-7pm	9,052	8,961	4,486	2,278	1,350		1,683	2,262	1,763	2,262	1,763	1,187	25,097	25,416

* To Brooklyn

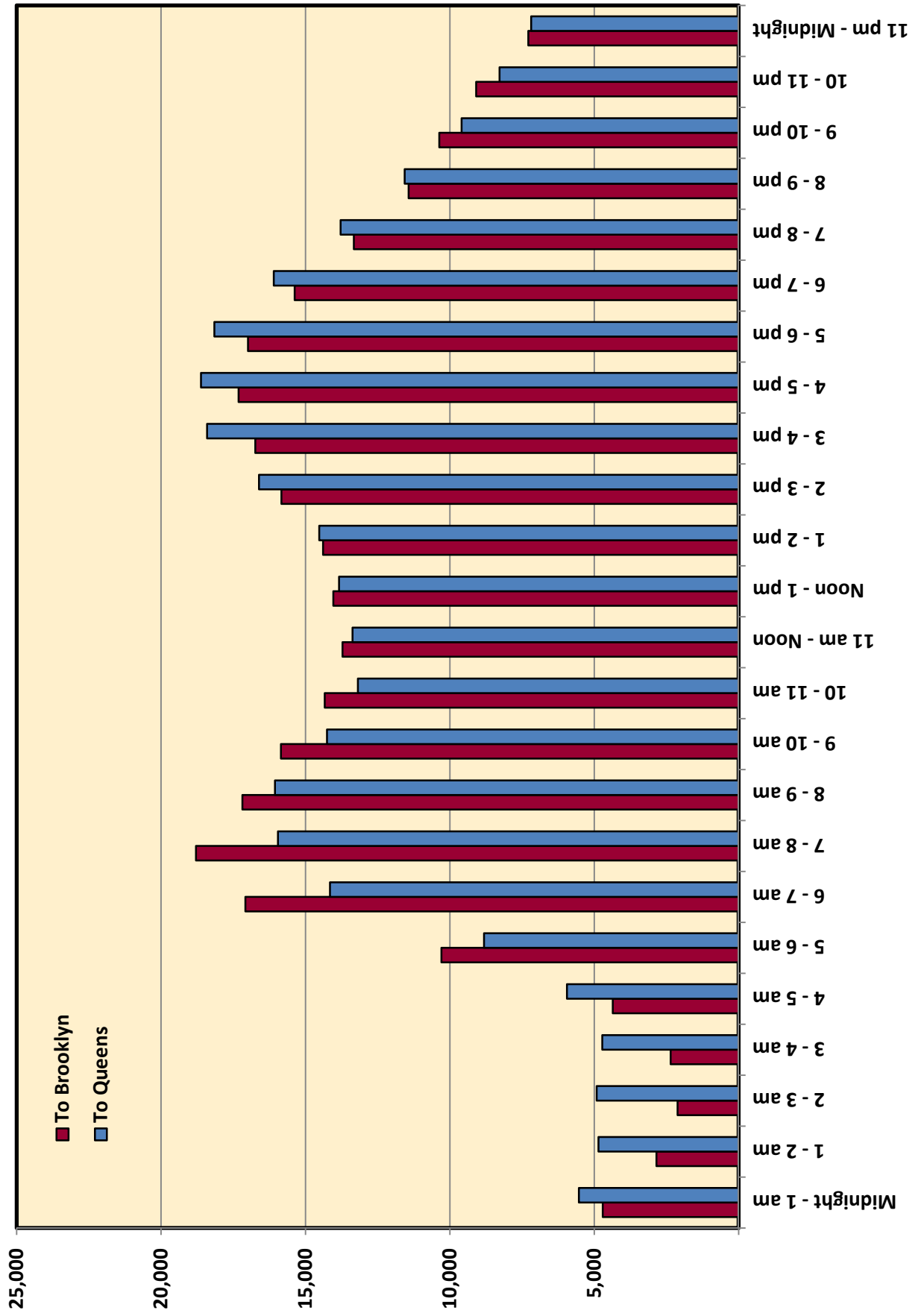
2011 Screenline Volumes Brooklyn - Queens (cont'd)

	Linden Blvd		Linden St		Shore Parkway		Sutter Ave		Other Totals		Grand Totals		
	W/B*	E/B	N/B	W/B*	E/B	W/B*	E/B	W/B*	E/B	To Brooklyn	To Queens	To Brooklyn	To Queens
Mid-1am	264	443	16	1,221	1,105	70	61	2,300	2,440	4,705	5,533		
1-2am	178	264	10	676	584	39	34	1,286	1,346	2,846	4,854		
2-3am	150	214	11	428	404	27	25	871	996	2,115	4,915		
3-4am	195	215	13	428	423	23	18	910	1,015	2,356	4,722		
4-5am	405	298	28	897	757	51	33	1,868	1,685	4,359	5,947		
5-6am	929	391	44	2,537	1,923	111	75	4,808	3,702	10,292	8,815		
6-7am	1,742	743	91	4,485	3,632	243	209	9,610	7,430	17,081	14,150		
7-8am	2,078	919	112	4,281	4,075	360	284	11,158	8,656	18,790	15,951		
8-9am	1,661	1,030	83	4,141	4,198	359	265	10,120	8,566	17,183	16,056		
9-10am	1,249	964	88	3,855	3,444	266	205	8,694	7,296	15,851	14,253		
10-11am	1,083	943	98	3,562	3,121	202	182	7,415	6,731	14,331	13,185		
11-Noon	1,061	1,030	105	3,441	3,036	215	215	7,025	6,853	13,717	13,369		
Noon-1	1,076	1,116	94	3,461	3,223	216	232	7,150	7,358	14,036	13,836		
1-2pm	1,084	1,180	111	3,562	3,385	229	264	7,413	7,942	14,389	14,523		
2-3pm	1,201	1,277	120	4,230	4,101	309	300	8,595	9,367	15,833	16,609		
3-4pm	1,315	1,545	122	4,444	4,286	326	326	9,335	10,402	16,739	18,405		
4-5pm	1,281	1,566	139	4,558	4,040	382	348	9,778	10,414	17,317	18,617		
5-6pm	1,352	1,566	118	4,680	4,042	379	341	9,925	10,498	16,991	18,153		
6-7pm	1,188	1,358	109	4,377	3,672	348	303	8,961	9,471	15,376	16,098		
7-8pm	896	1,110	88	3,768	3,424	267	249	7,521	8,057	13,325	13,784		
8-9pm	749	1,000	65	3,274	3,116	222	199	6,335	6,937	11,430	11,563		
9-10pm	687	862	48	3,033	2,602	191	164	5,683	5,777	10,368	9,592		
10-11pm	568	730	37	2,745	2,122	157	130	4,979	4,831	9,090	8,280		
11-Mid	406	631	26	2,124	1,711	117	117	3,836	3,776	7,284	7,183		
24 hr Total	22,798	21,385	1,776	74,208	66,426	5,109	4,579	155,576	151,546	285,804	288,393		
6-10am	6,730	3,656	374	16,762	15,349	1,228	963	39,582	31,948	68,905	60,410		
10am-1pm	3,220	3,089	297	10,464	9,380	633	629	21,590	20,942	42,084	40,390		
1-3pm	2,285	2,457	231	7,792	7,486	538	564	16,008	17,309	30,222	31,132		
3-7pm	5,136	6,025	488	18,059	16,040	1,435	1,318	37,999	40,785	66,423	71,273		
6am-7pm	17,371	15,227	1,390	53,077	48,255	3,834	3,474	115,179	110,984	207,634	203,205		

* To Brooklyn

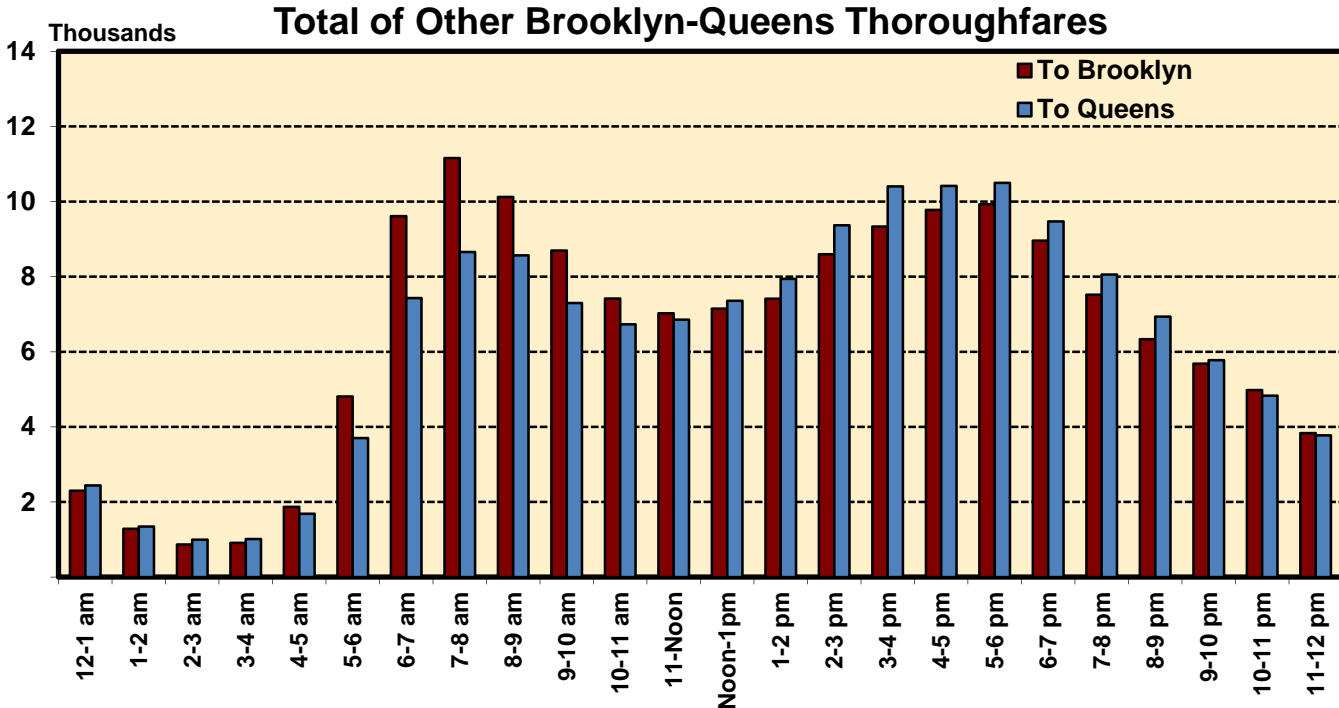
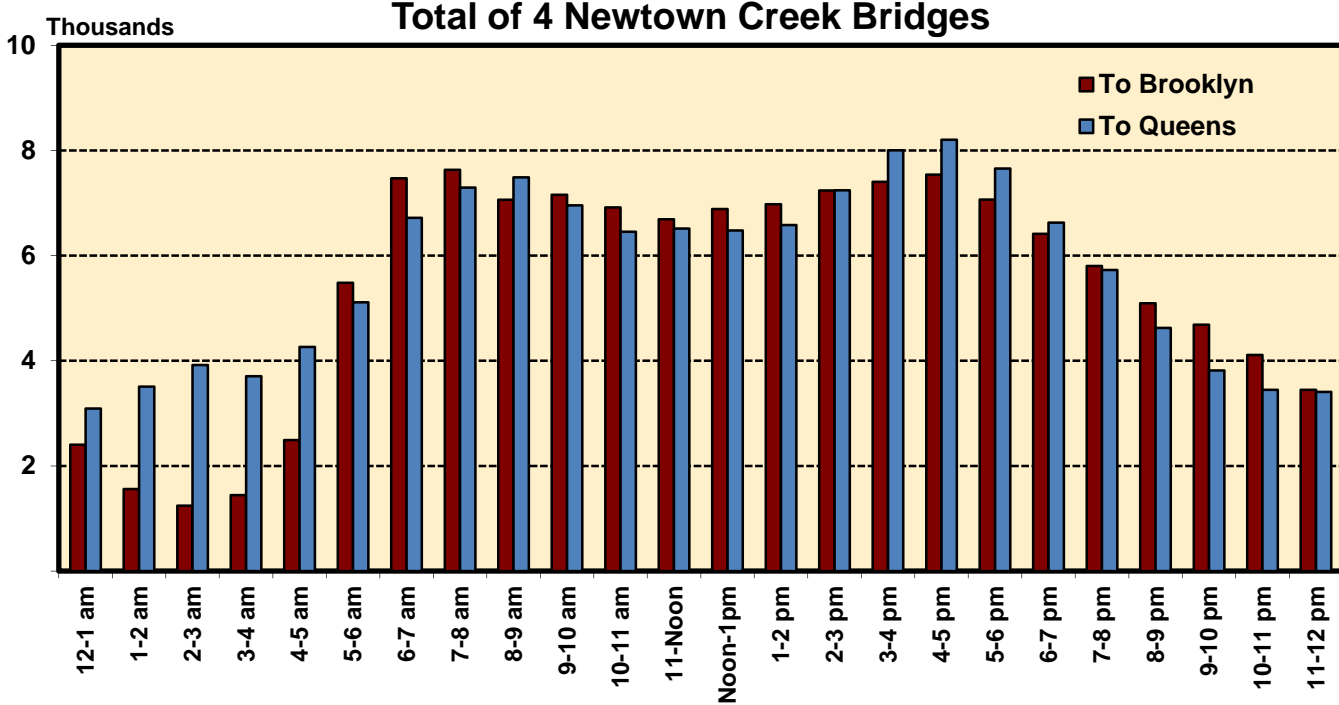
Brooklyn – Queens Screenline

Total Hourly Vehicle Volumes ~ 2011



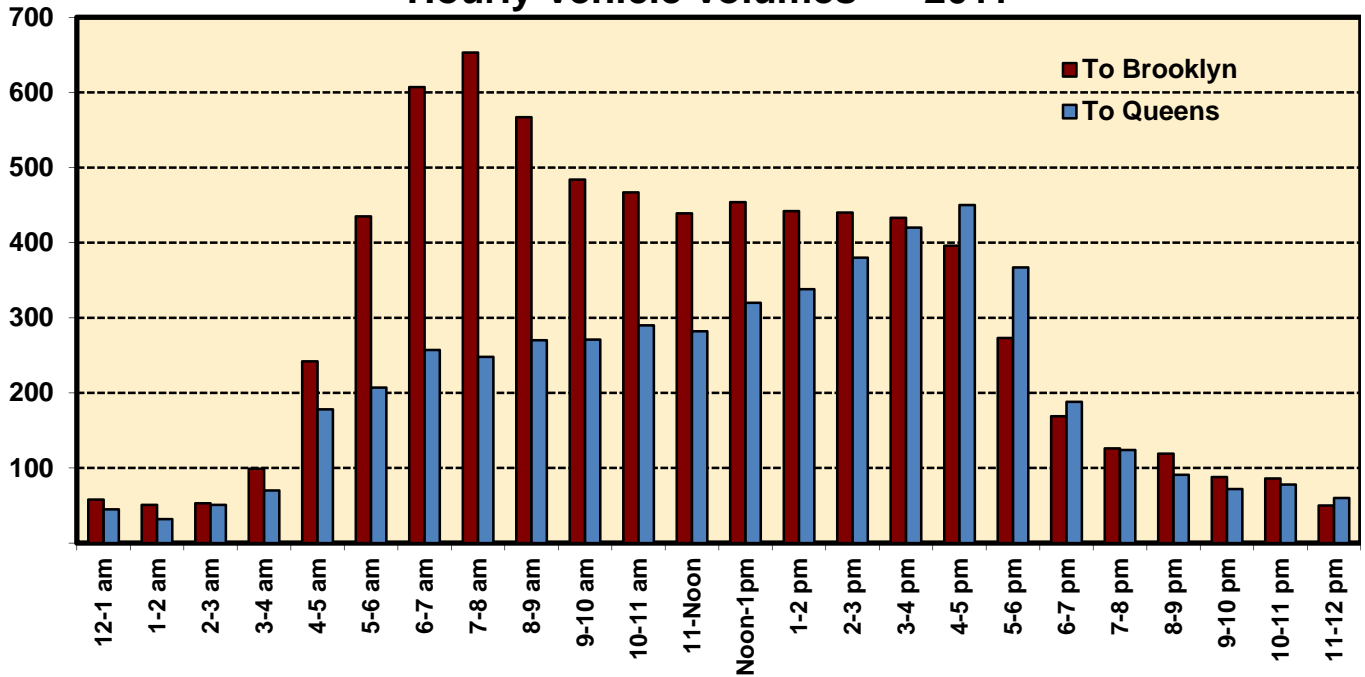
Brooklyn – Queens Screenline

Hourly Vehicle Volumes ~ 2011

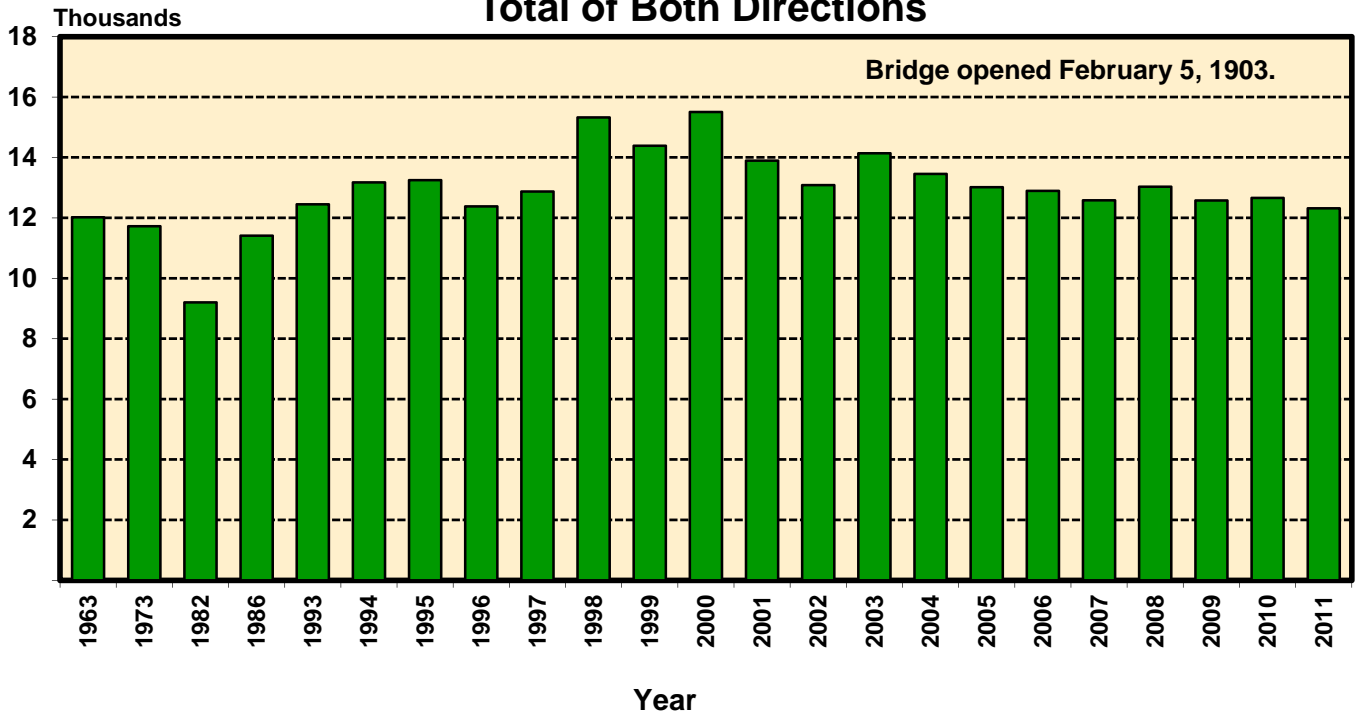


Brooklyn – Queens Screenline Volumes

Grand Street Bridge Hourly Vehicle Volumes ~ 2011

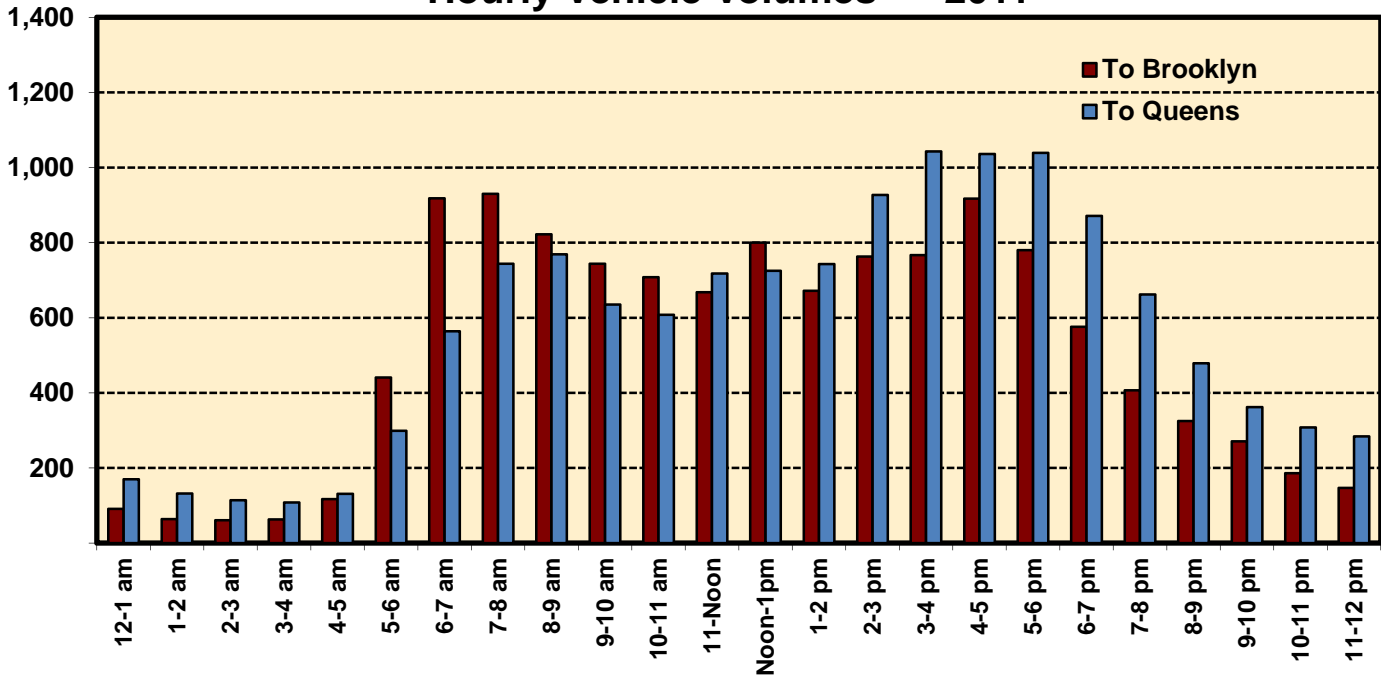


Grand Street Bridge Average Daily Traffic Volumes Total of Both Directions

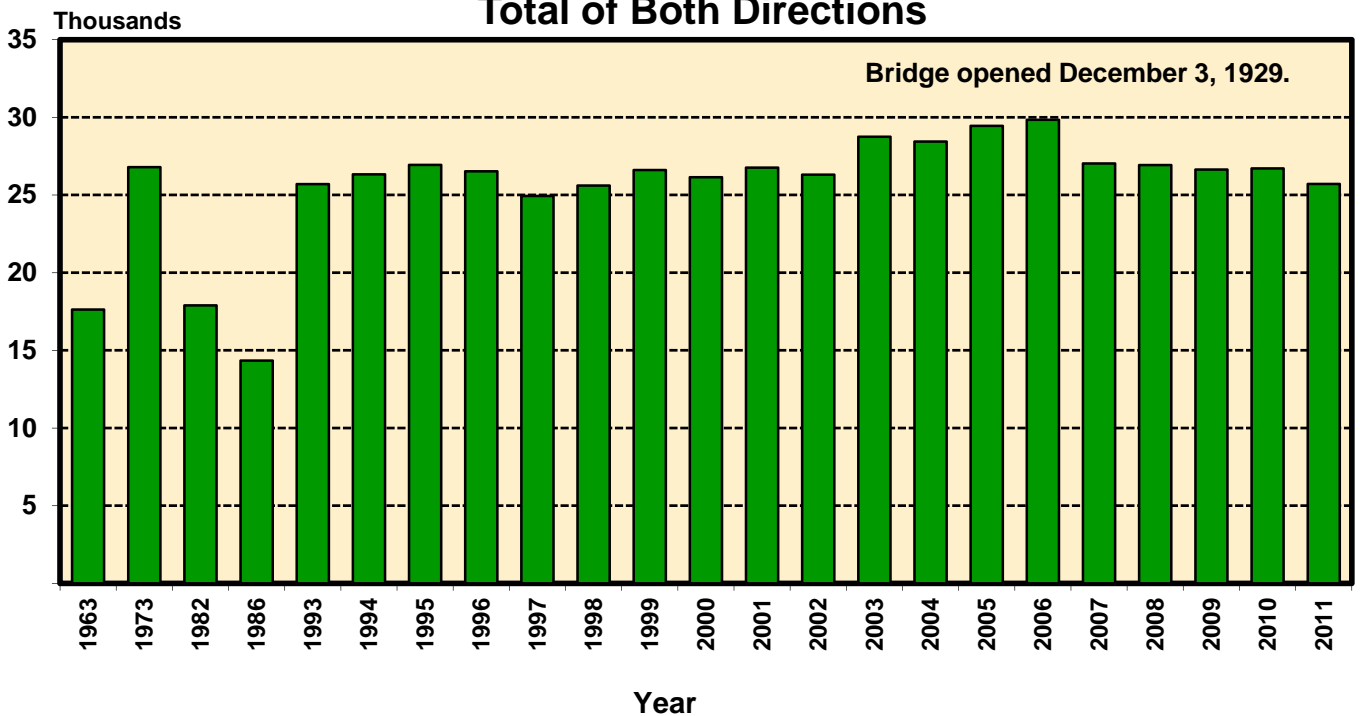


Brooklyn – Queens Screenline Volumes

J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) Hourly Vehicle Volumes ~ 2011

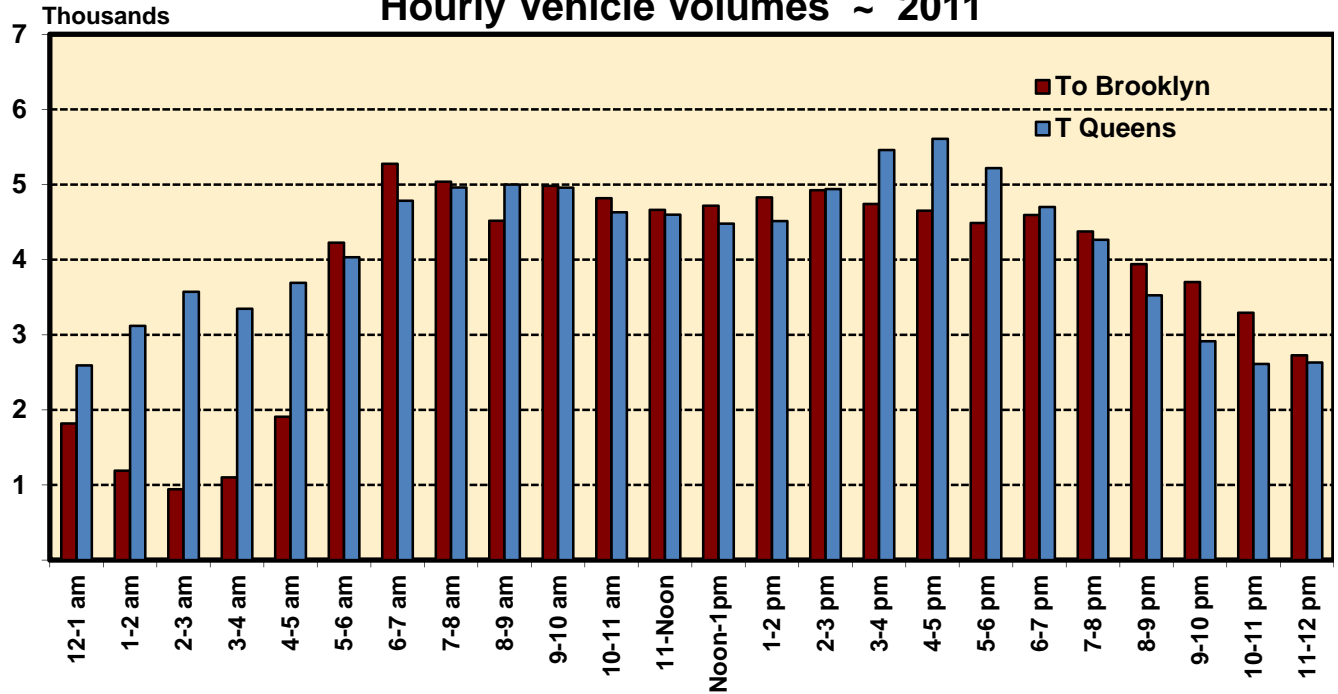


J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) Average Daily Traffic Volumes Total of Both Directions

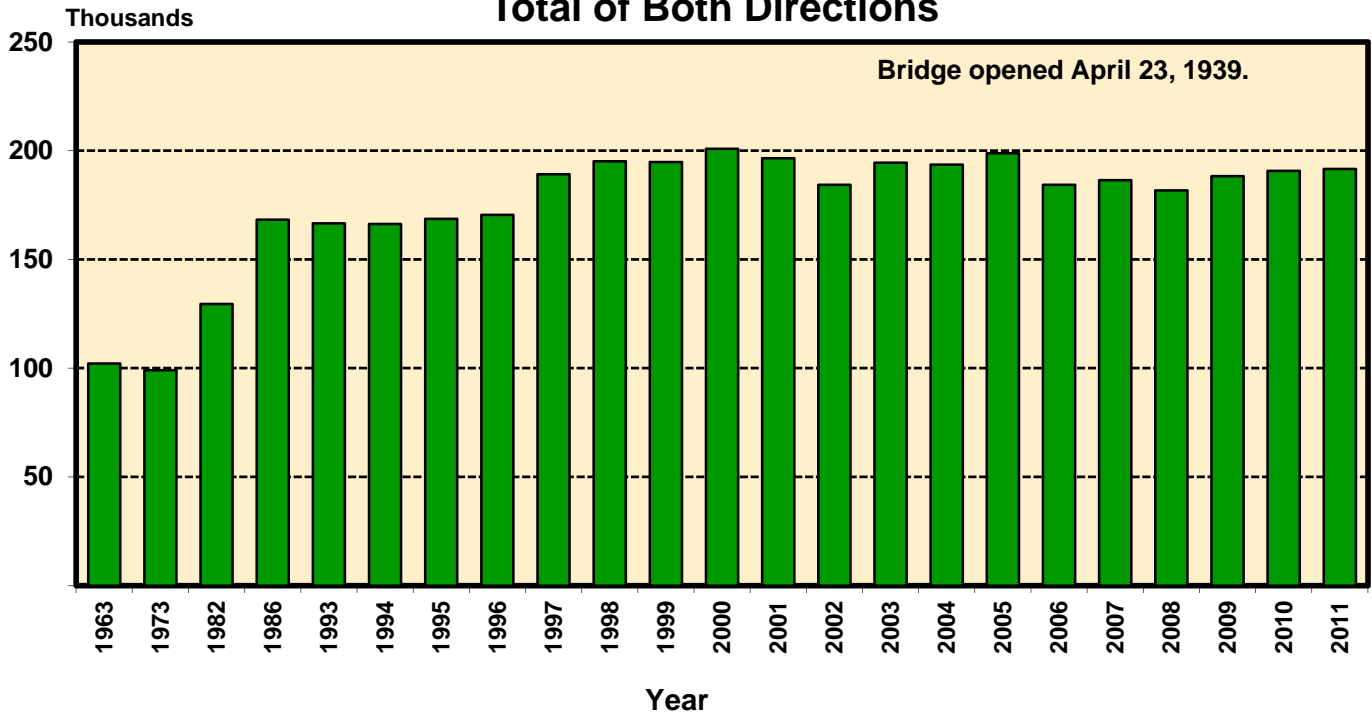


Brooklyn – Queens Screenline Volumes

Kosciuszko Bridge Hourly Vehicle Volumes ~ 2011

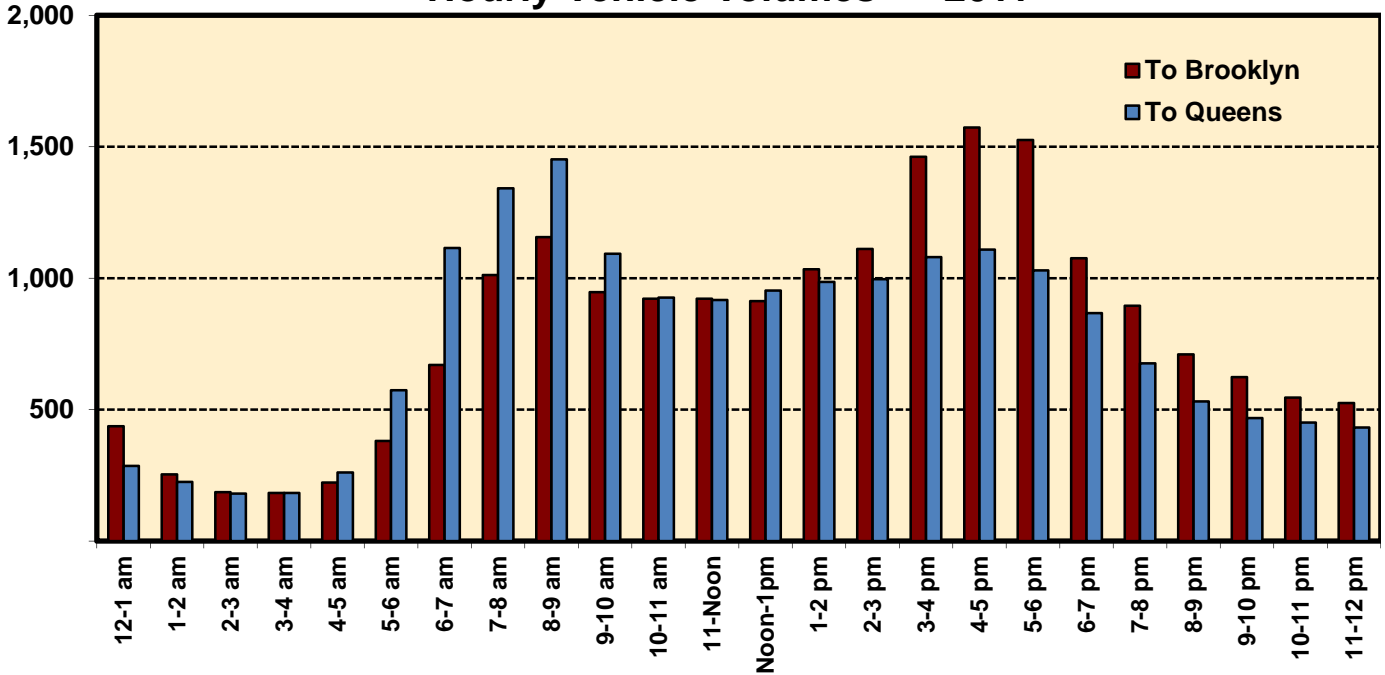


Kosciuszko Bridge Average Daily Traffic Volumes Total of Both Directions

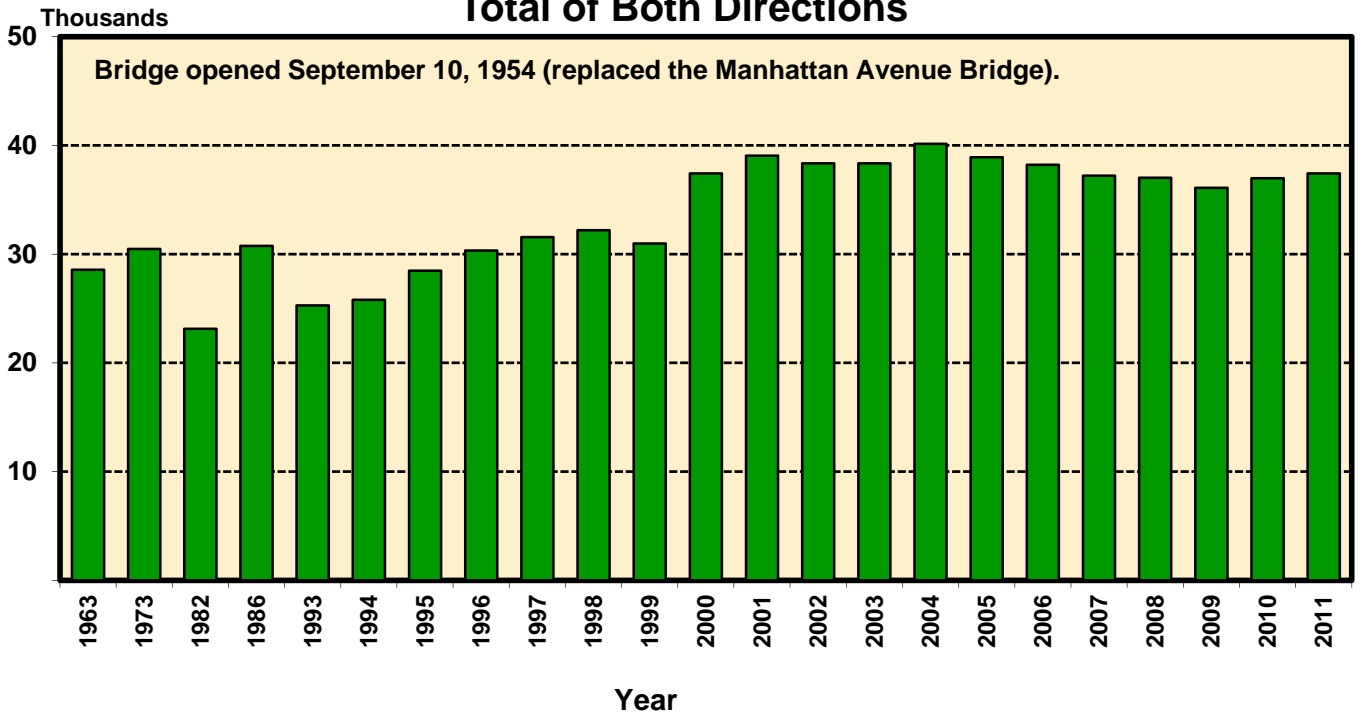


Brooklyn – Queens Screenline Volumes

Pulaski Bridge Hourly Vehicle Volumes ~ 2011

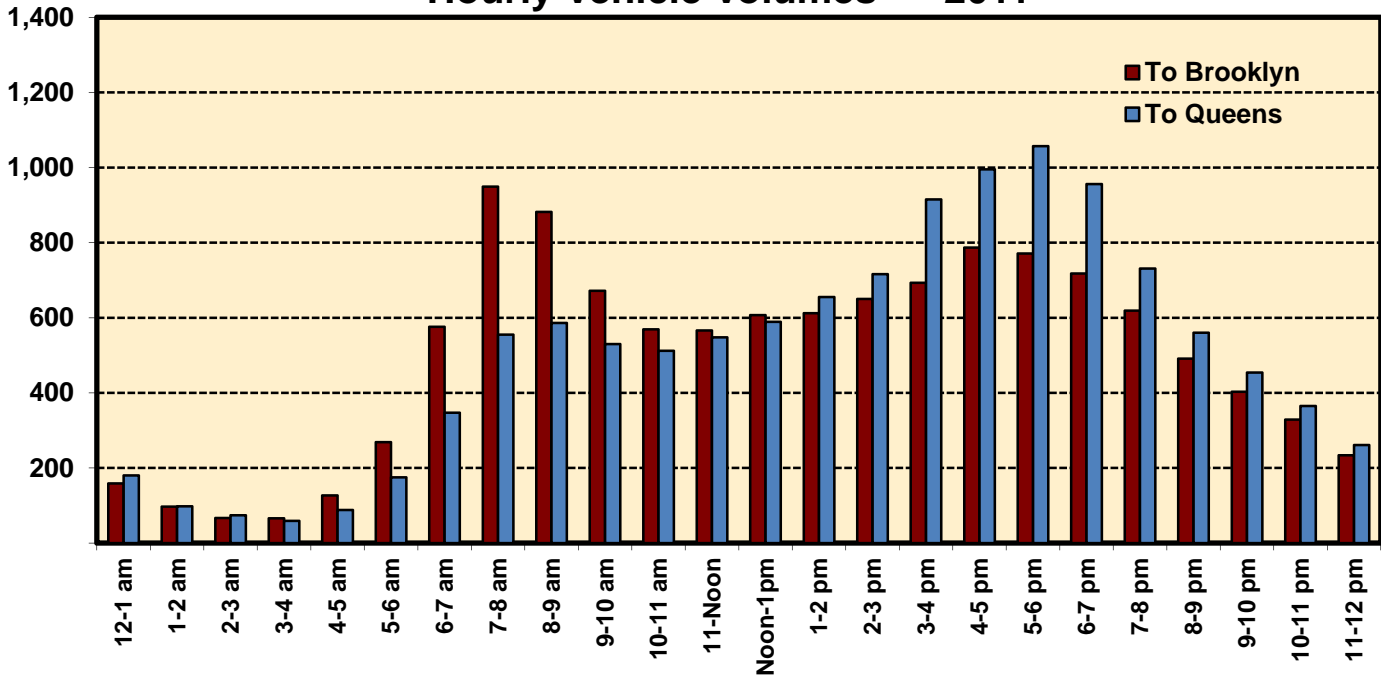


Pulaski Bridge Average Daily Traffic Volumes Total of Both Directions

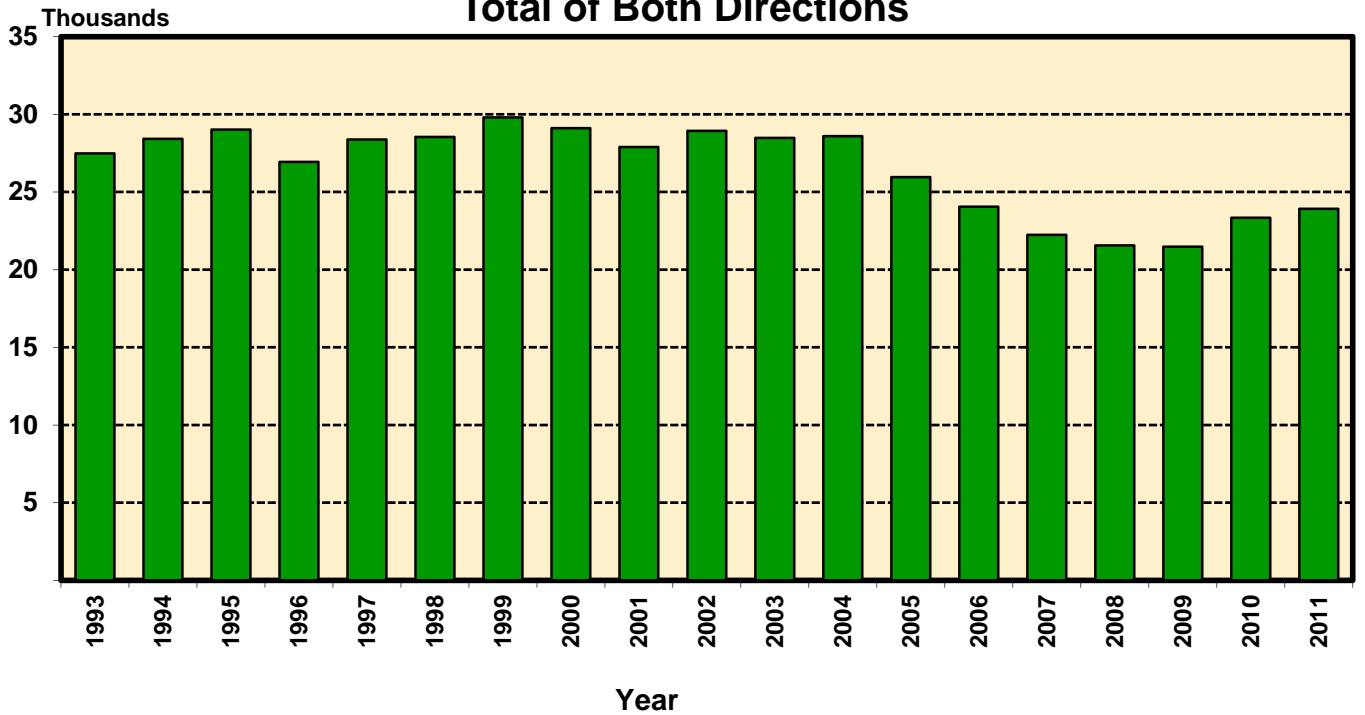


Brooklyn – Queens Screenline Volumes

Atlantic Avenue Hourly Vehicle Volumes ~ 2011

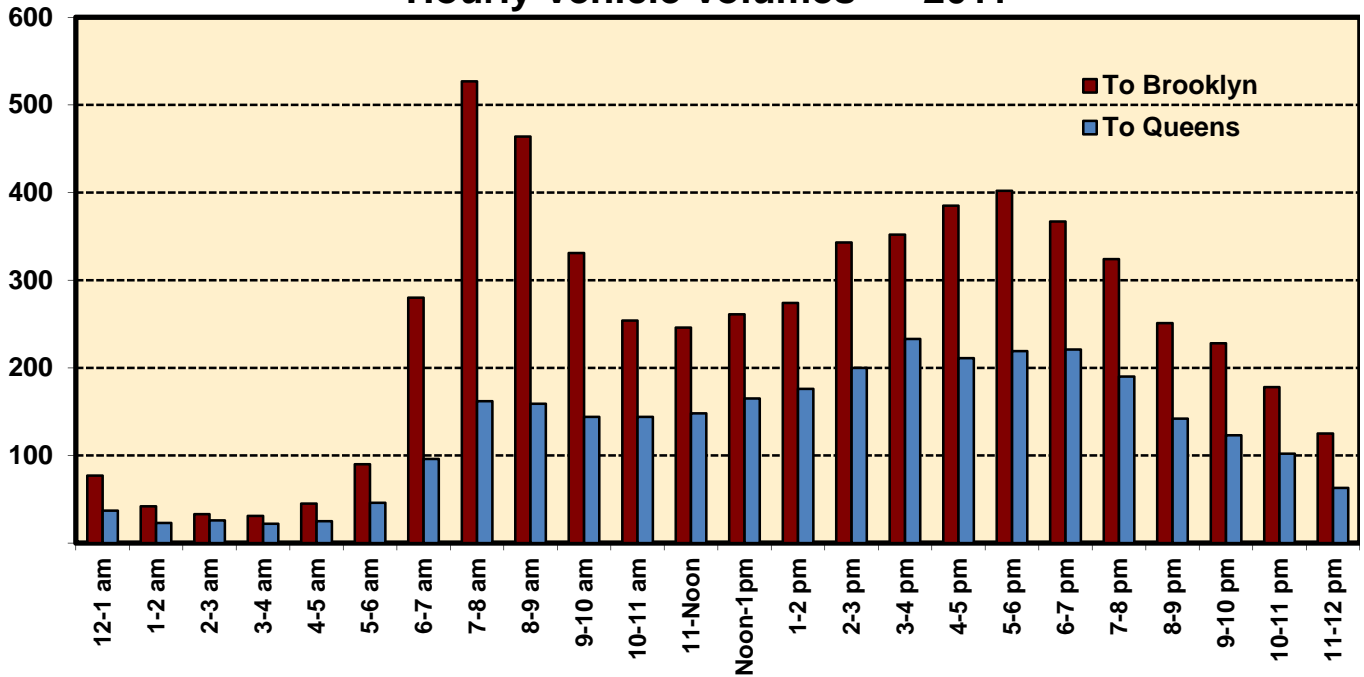


Atlantic Avenue Average Daily Traffic Volumes Total of Both Directions

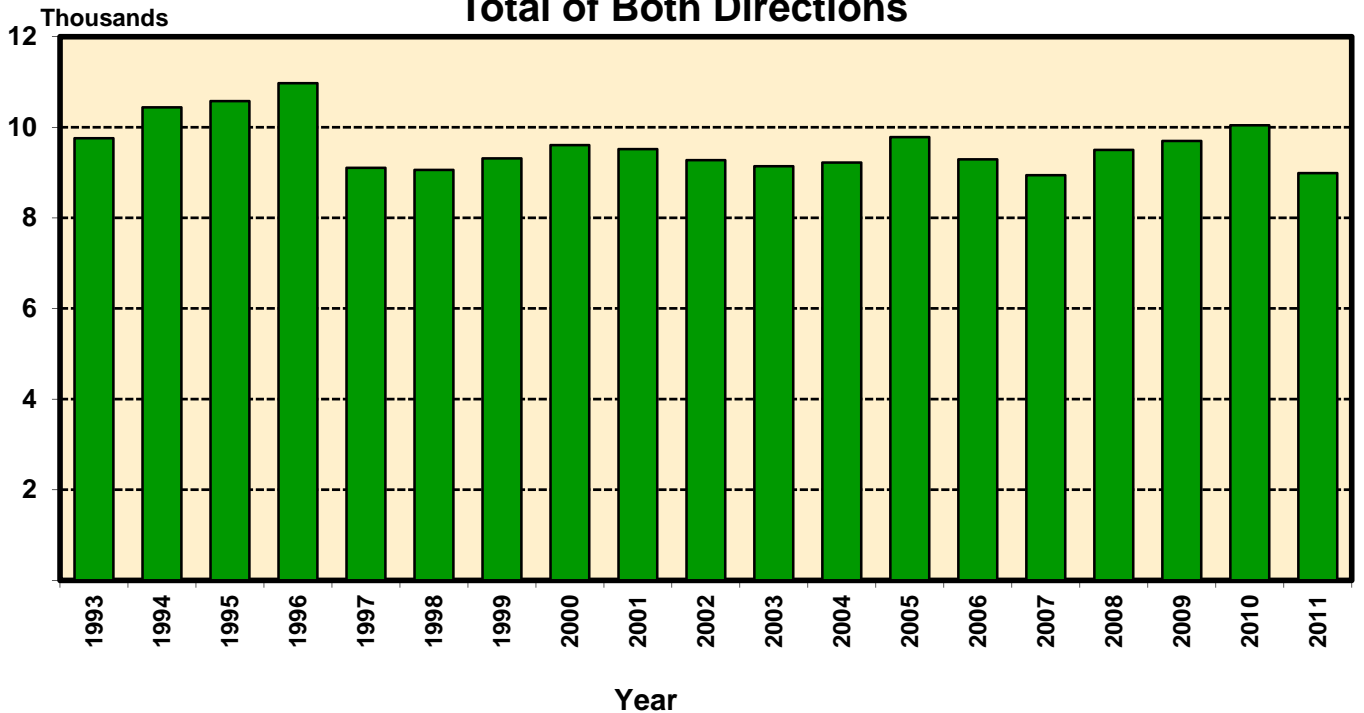


Brooklyn – Queens Screenline Volumes

Cooper Street Hourly Vehicle Volumes ~ 2011

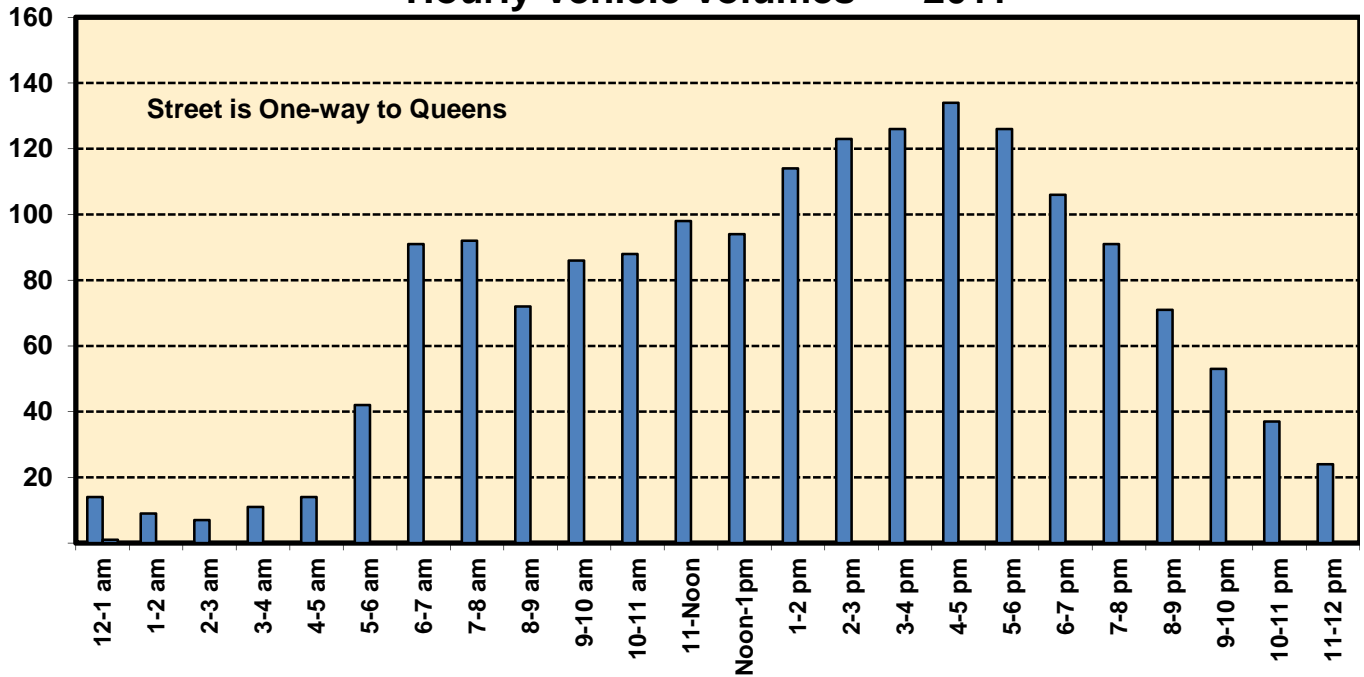


Cooper Street Average Daily Traffic Volumes Total of Both Directions

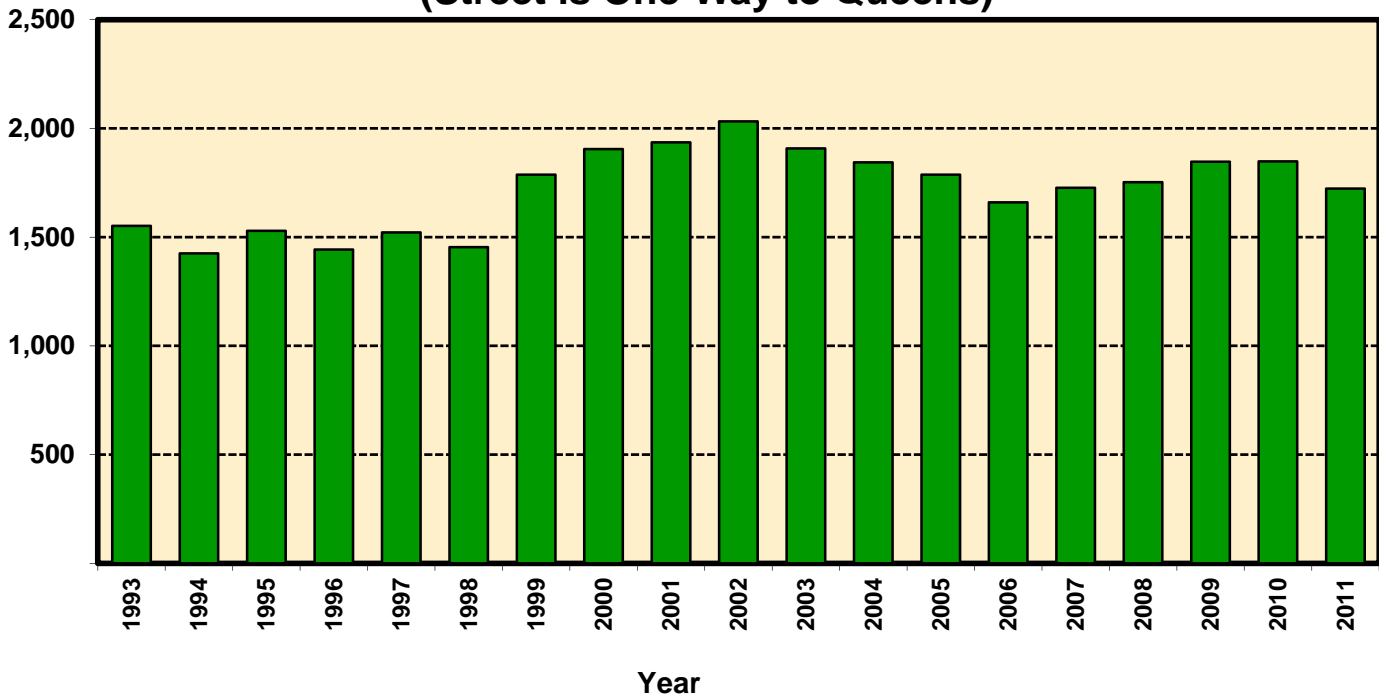


Brooklyn – Queens Screenline Volumes

Cornelia Street Hourly Vehicle Volumes ~ 2011

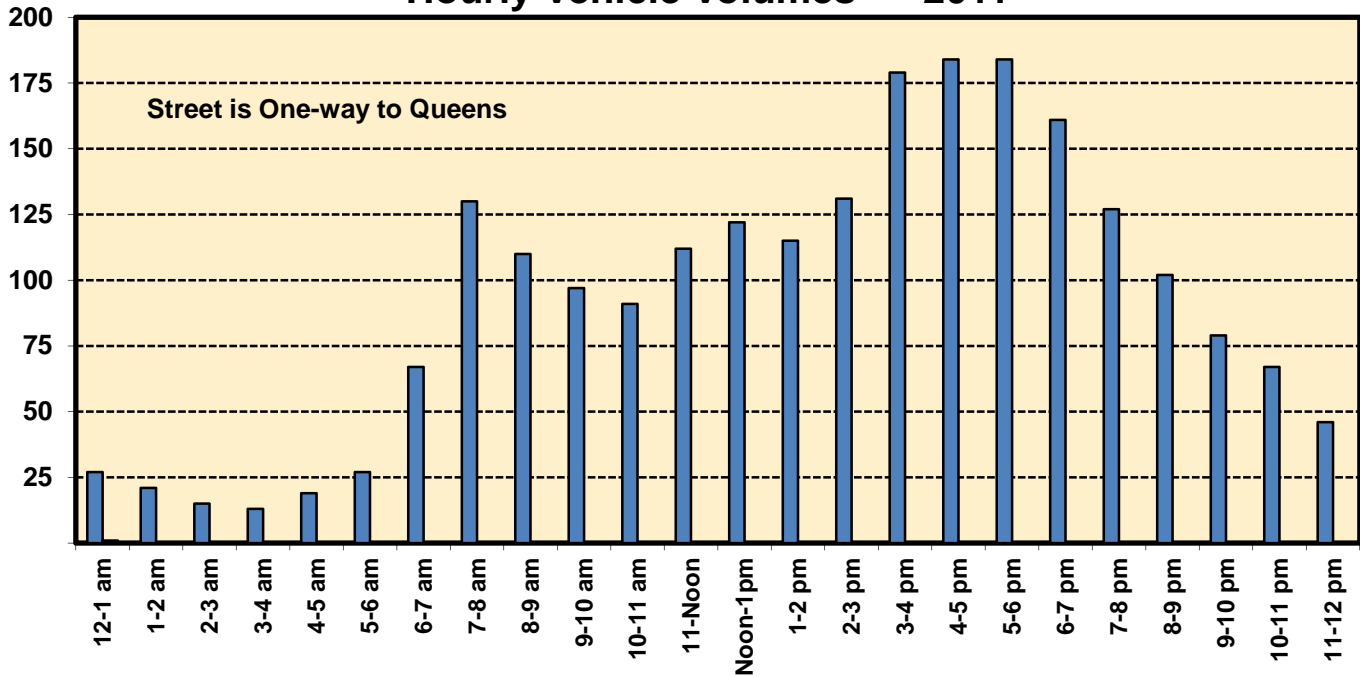


Cornelia Street Average Daily Traffic Volumes (Street is One-Way to Queens)

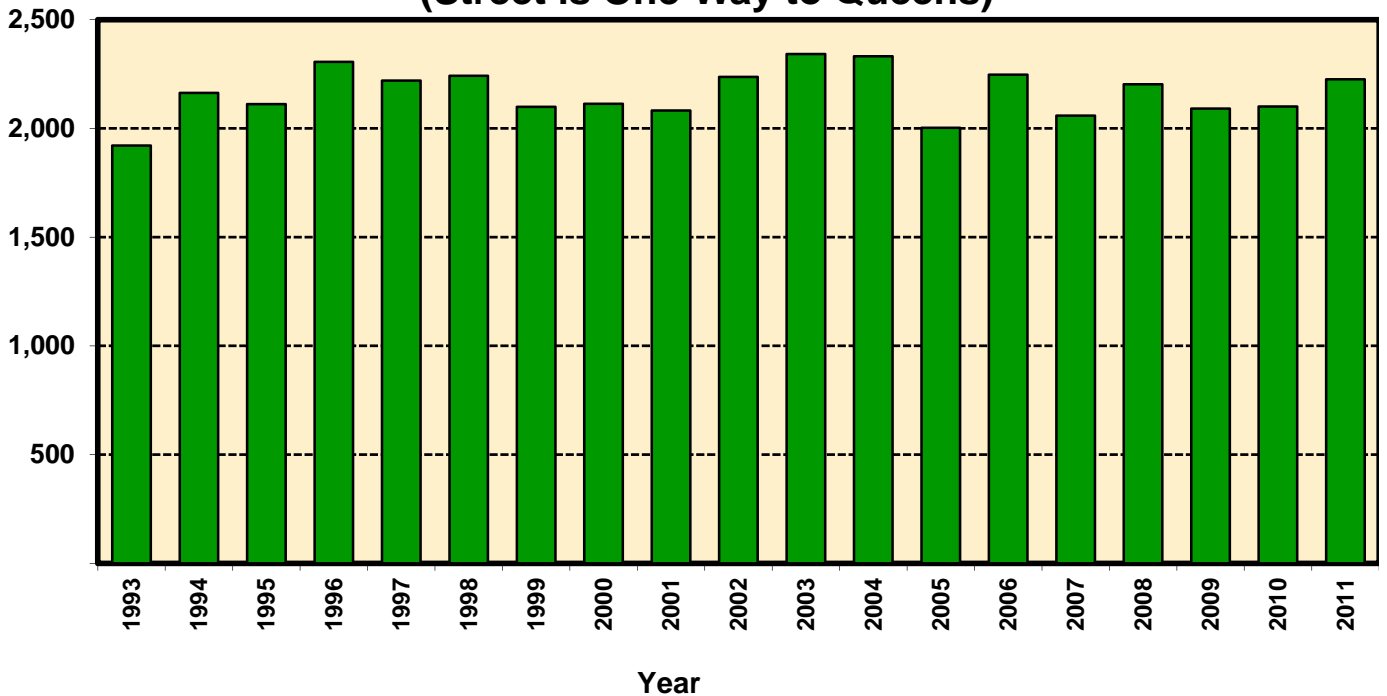


Brooklyn – Queens Screenline Volumes

Decatur Street Hourly Vehicle Volumes ~ 2011

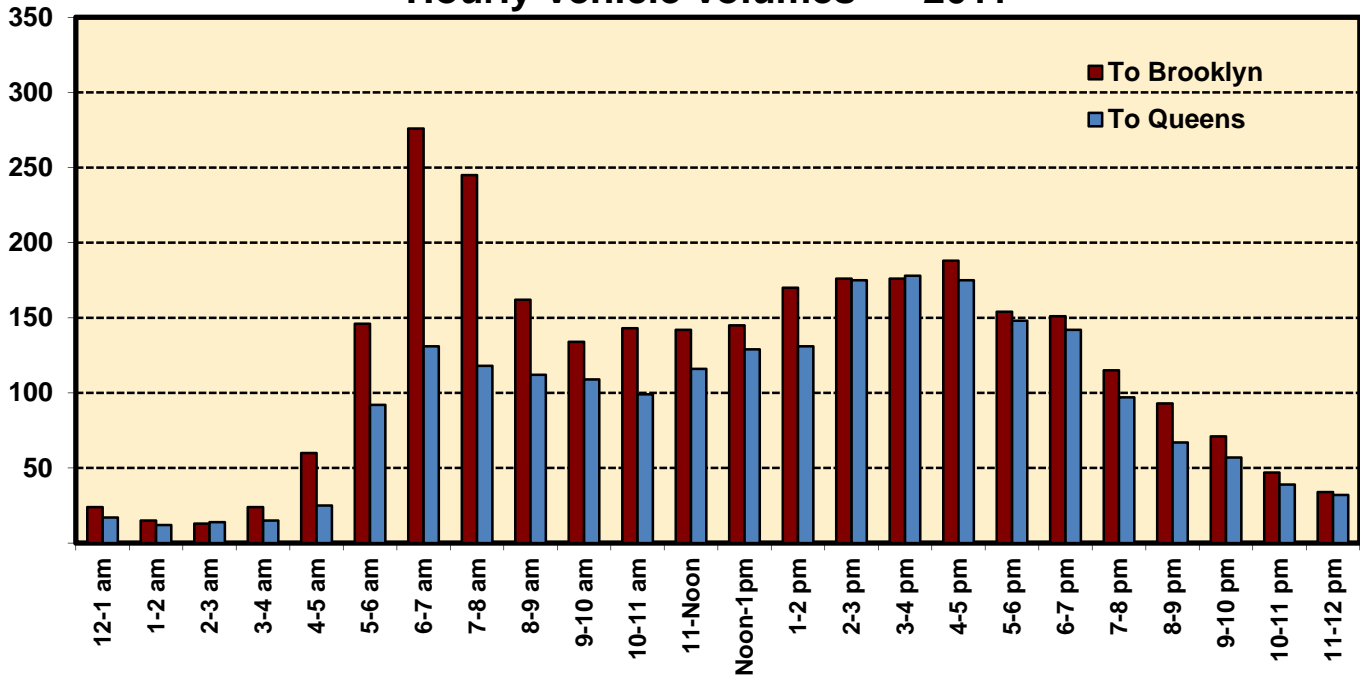


Decatur Street Average Daily Traffic Volumes (Street is One-Way to Queens)

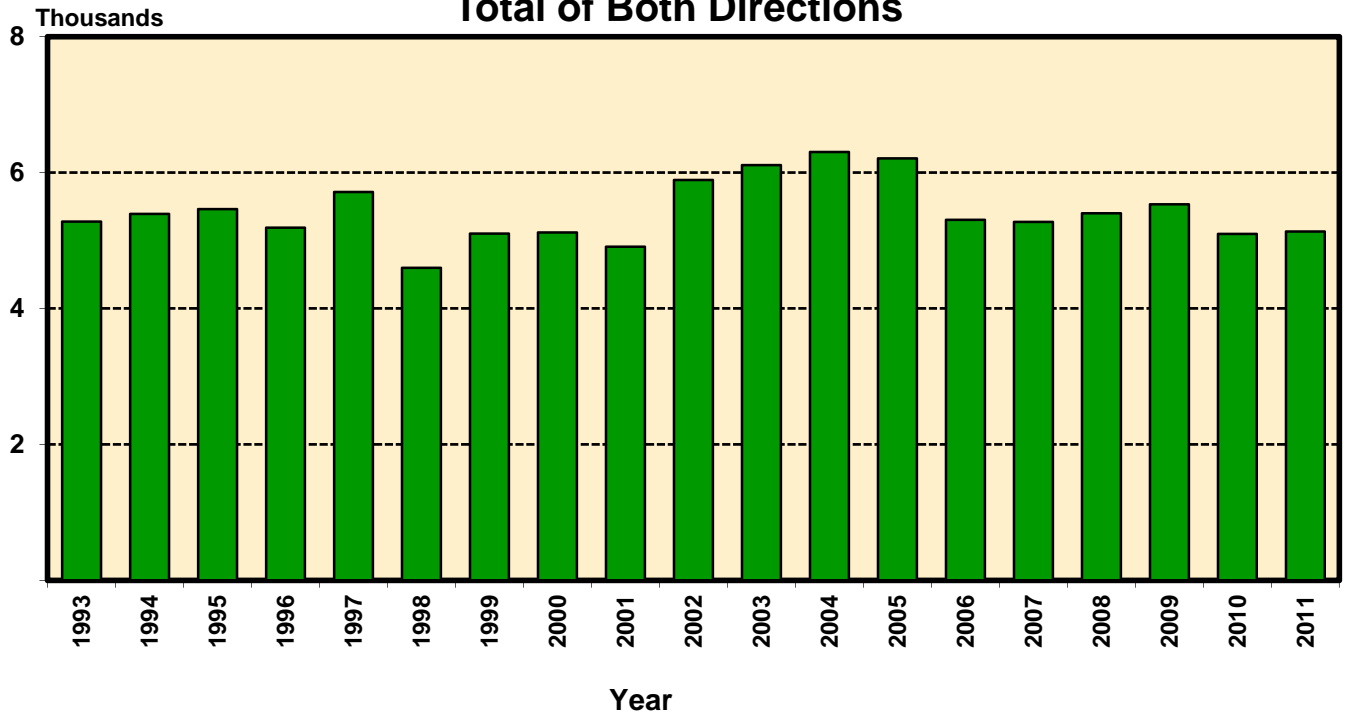


Brooklyn – Queens Screenline Volumes

DeKalb Avenue Hourly Vehicle Volumes ~ 2011

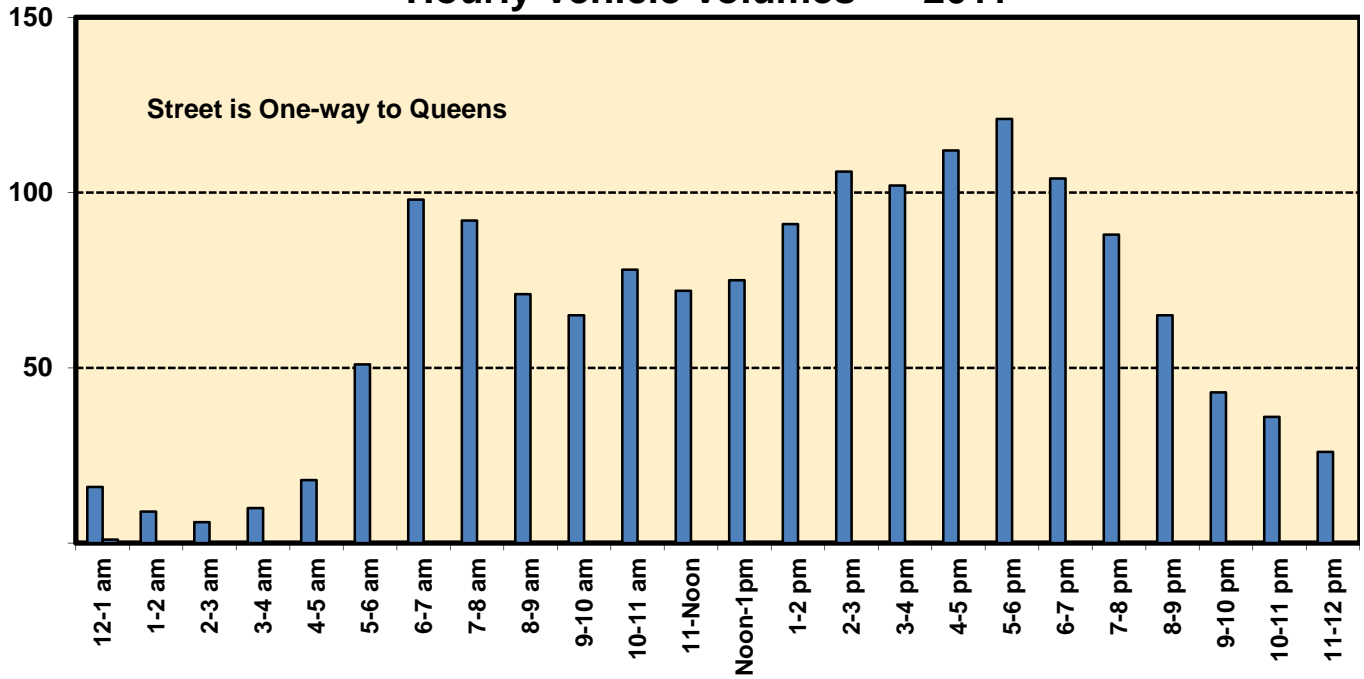


DeKalb Avenue Average Daily Traffic Volumes Total of Both Directions

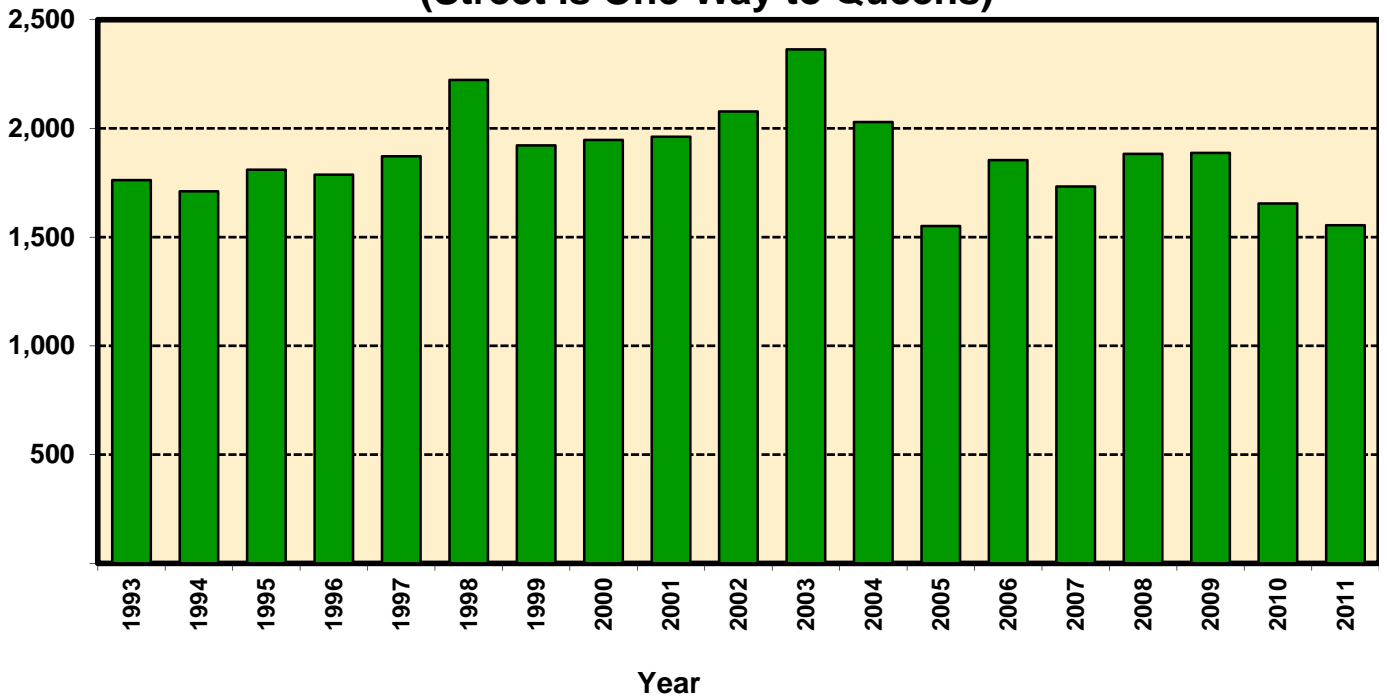


Brooklyn – Queens Screenline Volumes

Greene Avenue Hourly Vehicle Volumes ~ 2011

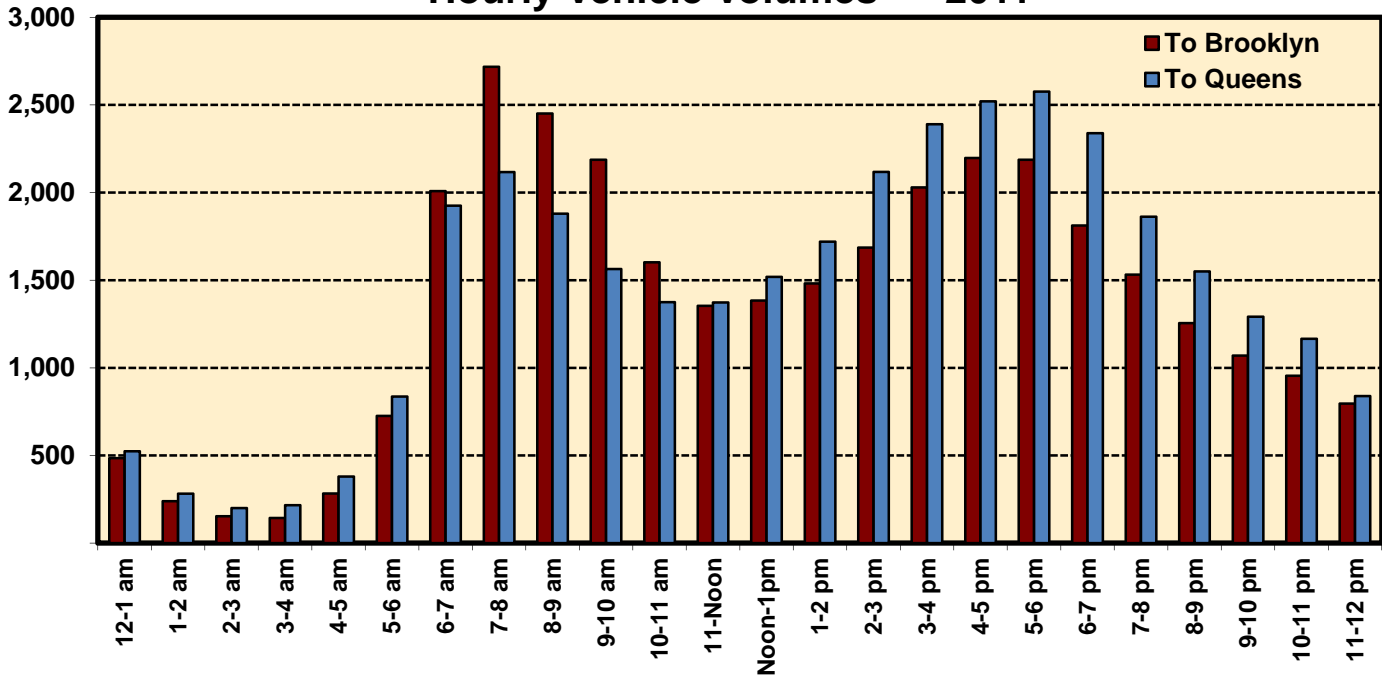


Greene Avenue Average Daily Traffic Volumes (Street is One-Way to Queens)

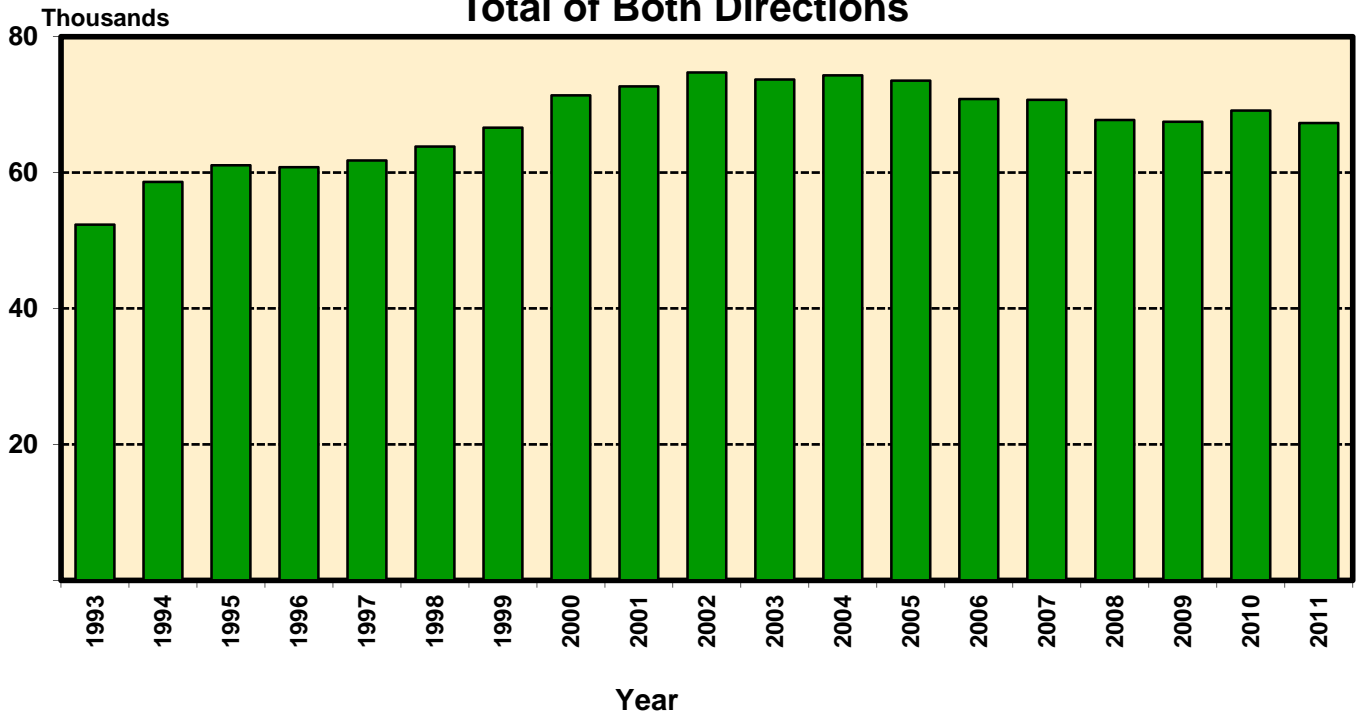


Brooklyn – Queens Screenline Volumes

Jackie Robinson Parkway Hourly Vehicle Volumes ~ 2011

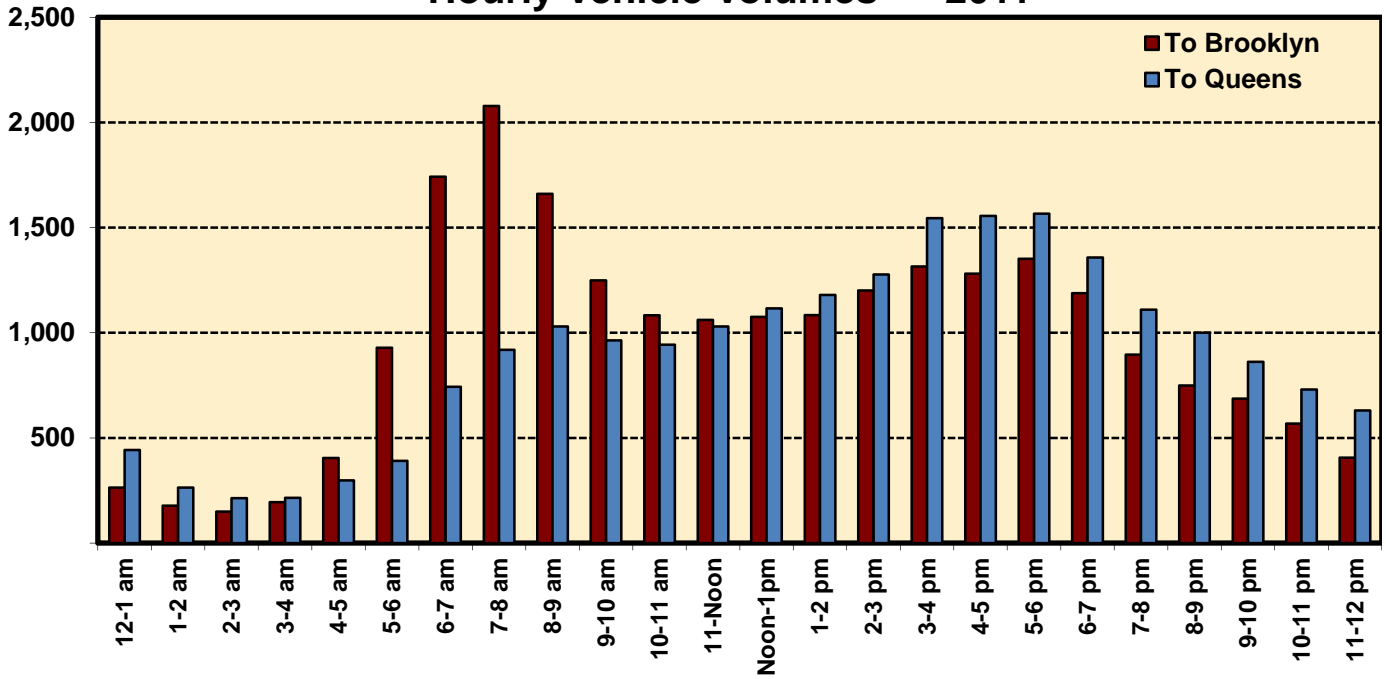


Jackie Robinson Parkway Average Daily Traffic Volumes Total of Both Directions

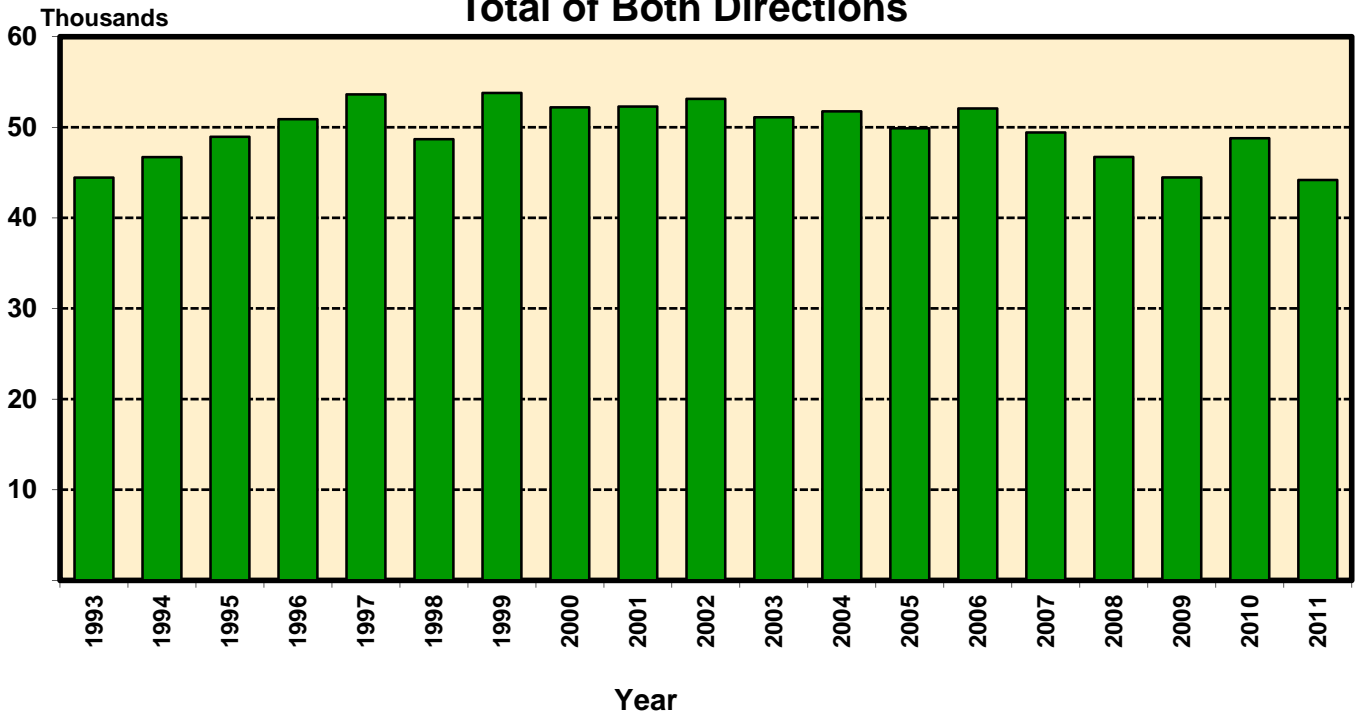


Brooklyn – Queens Screenline Volumes

Linden Boulevard Hourly Vehicle Volumes ~ 2011

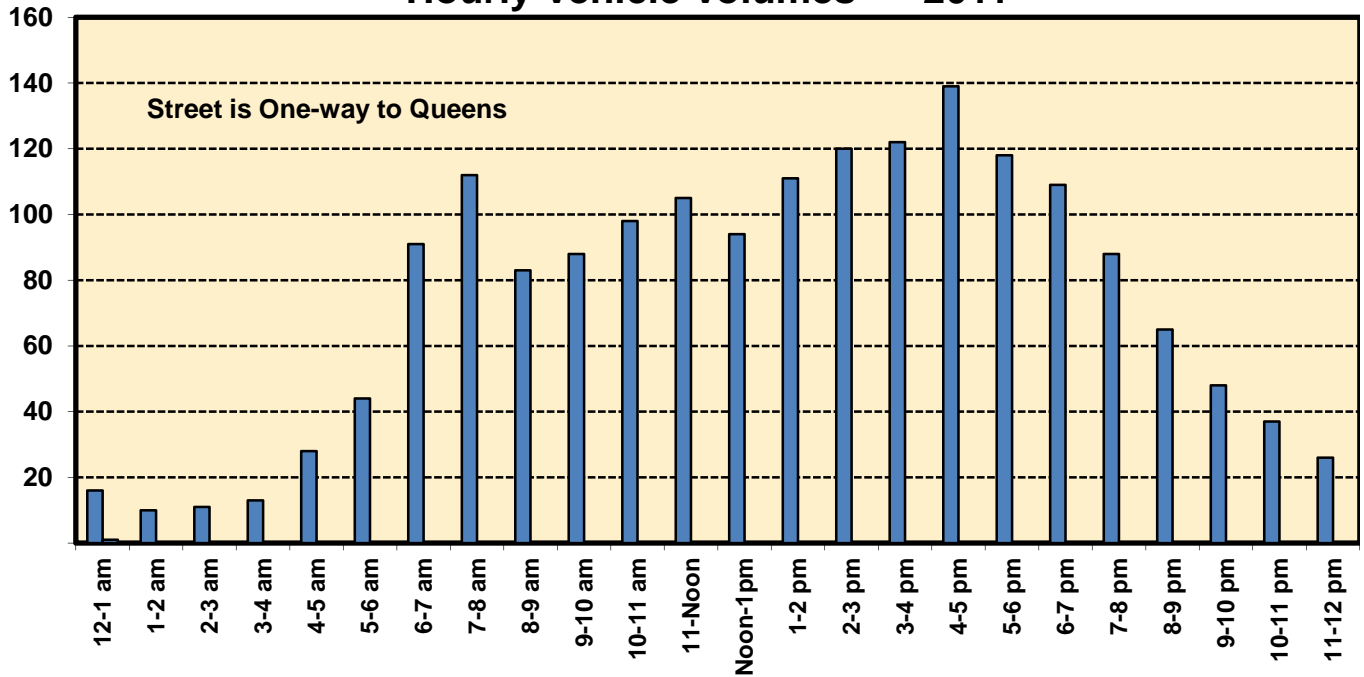


Linden Boulevard Average Daily Traffic Volumes Total of Both Directions

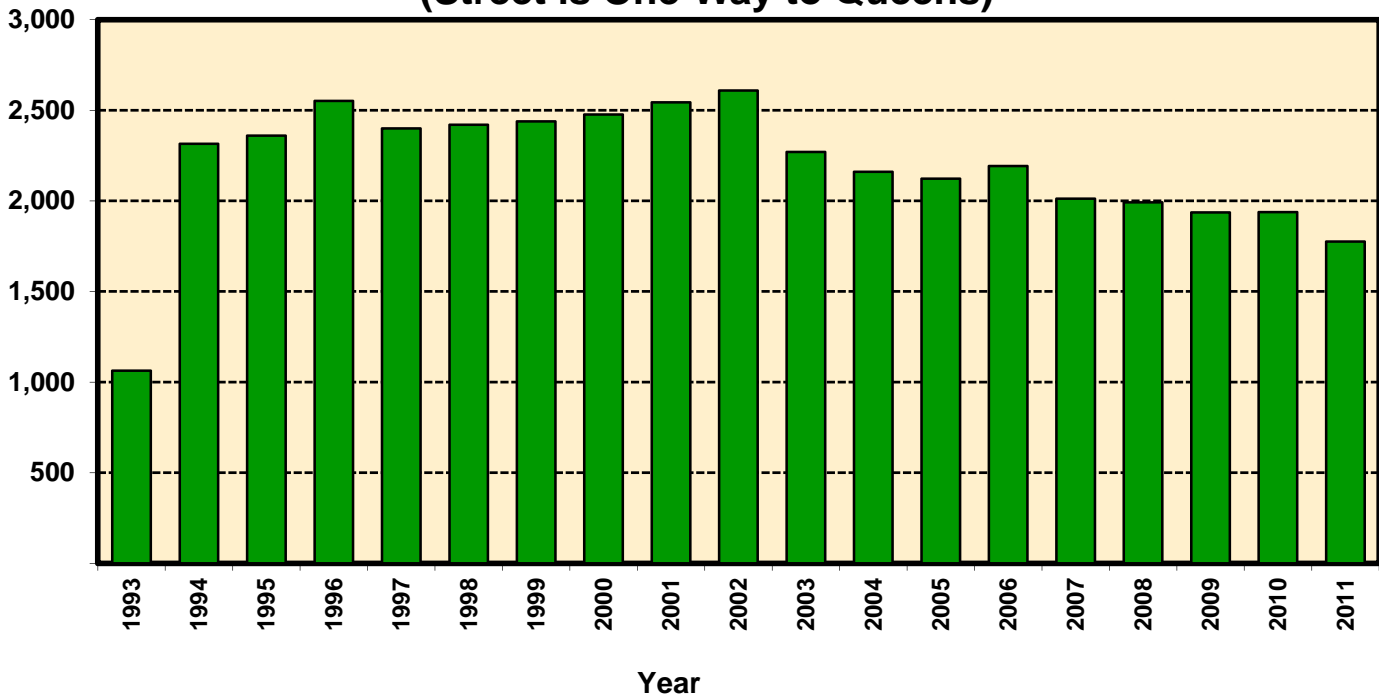


Brooklyn – Queens Screenline Volumes

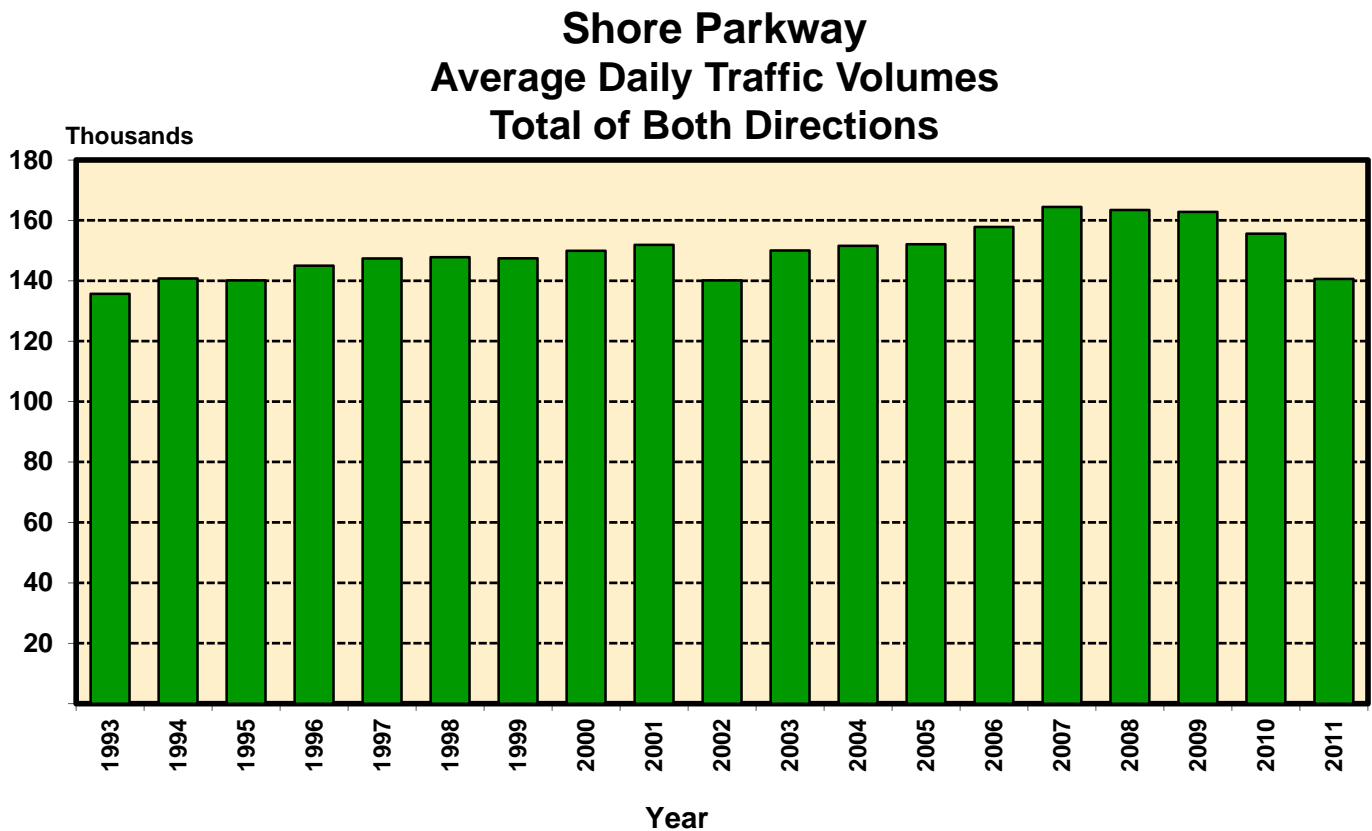
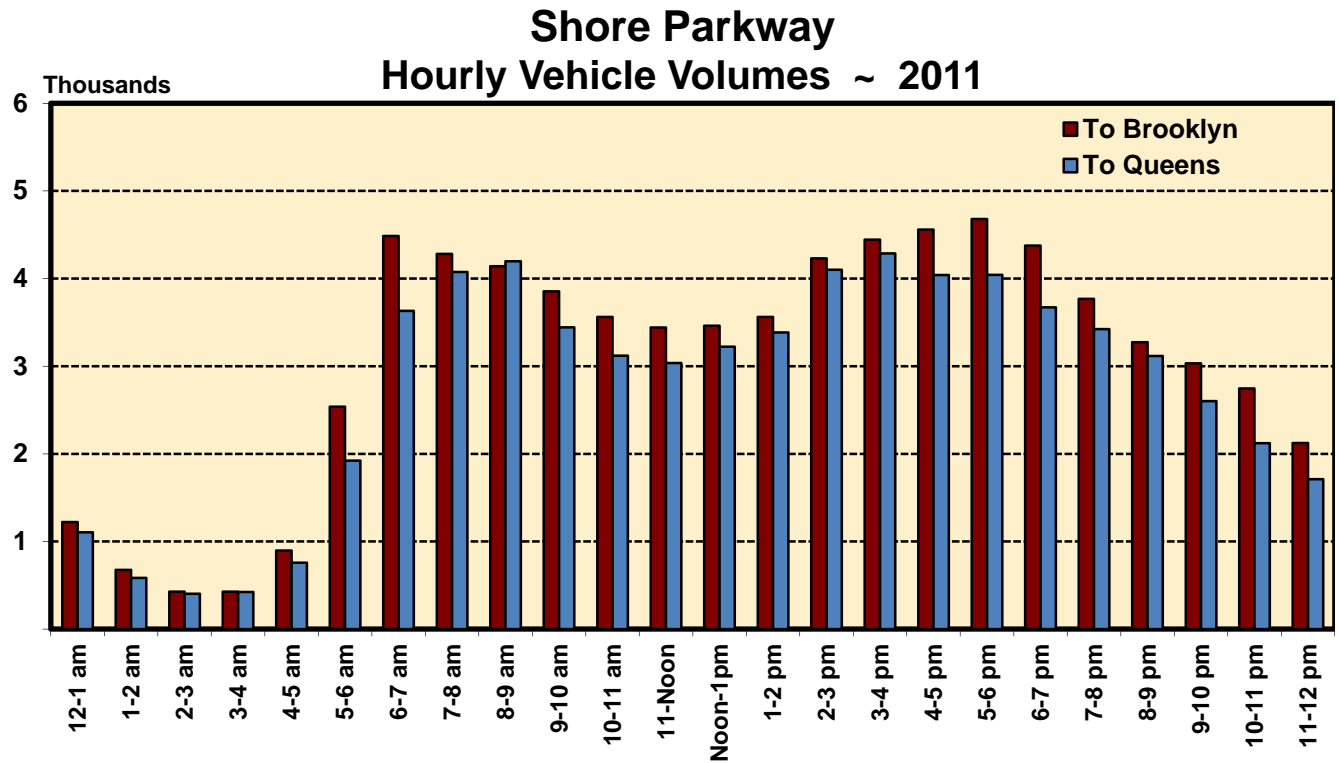
Linden Street Hourly Vehicle Volumes ~ 2011



Linden Street Average Daily Traffic Volumes (Street is One-Way to Queens)

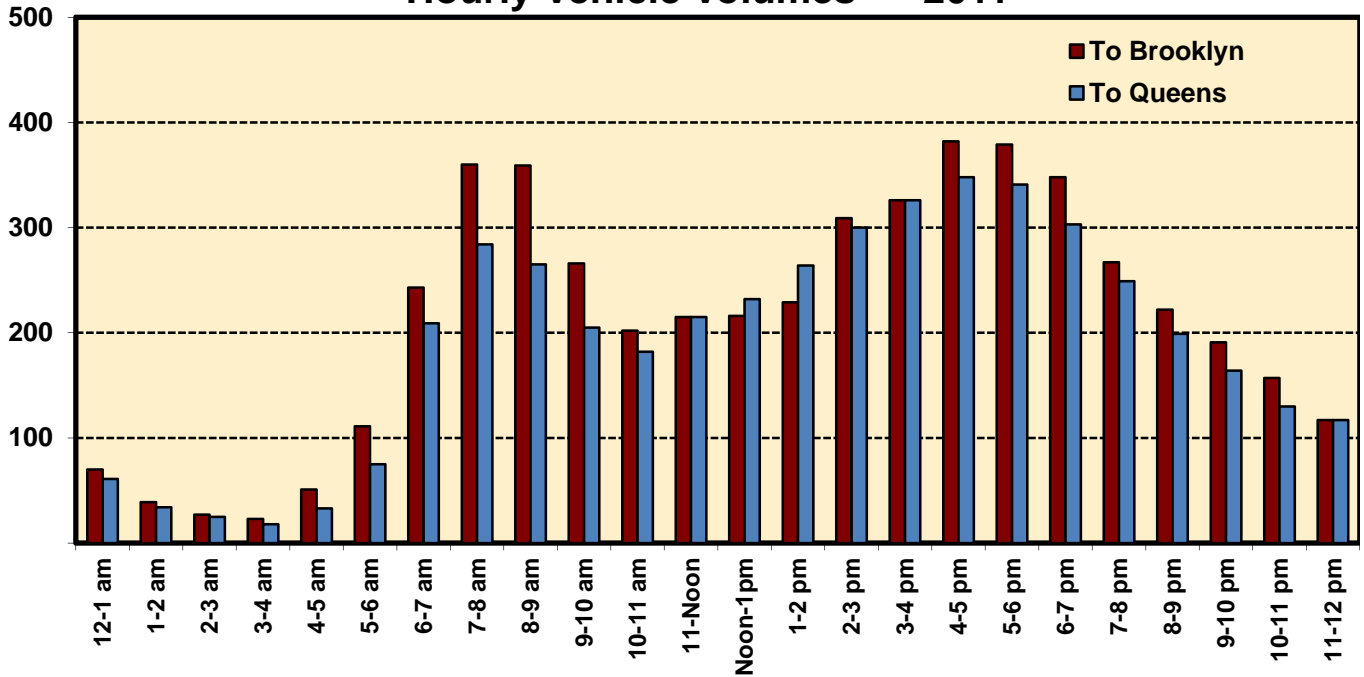


Brooklyn – Queens Screenline Volumes



Brooklyn – Queens Screenline Volumes

Sutter Avenue Hourly Vehicle Volumes ~ 2011



Sutter Avenue Average Daily Traffic Volumes Total of Both Directions

