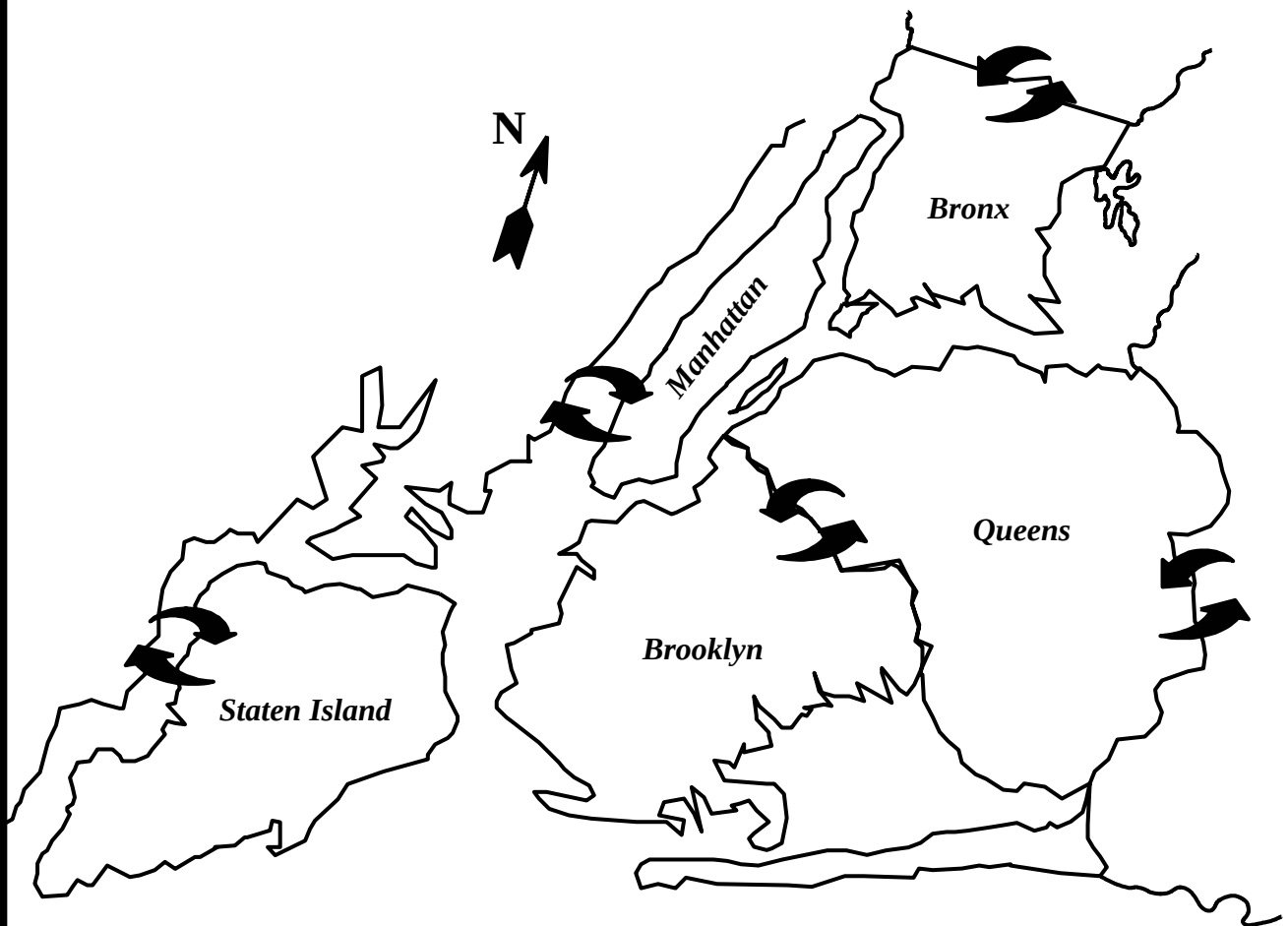


New York City Screenline Traffic Flow 2005



The City of New York
Michael R. Bloomberg, Mayor



New York City Department of Transportation
Iris Weinshall, Commissioner

A member of the New York Metropolitan Transportation Council

October 2006

New York City Screenline Traffic Flow 2005

Contract D000642

2005-2006: PTDT05P00.01

2006-2007: PTDT06P00.01

The preparation of this report was financed in part with funds from the U.S. Department of Transportation, Federal Highway Administration, under the Federal Highway Act of 1956, as amended, and the Urban Mass Transportation Act of 1964, as amended. This document is disseminated by the New York City Department of Transportation in the interest of information exchange. It reflects the views of the New York City Department of Transportation (NYCDOT), which is responsible for the facts and the accuracy of the data presented herein. The report does not necessarily reflect any official views or policies of the Federal Transit Administration, the Federal Highway Administration, or the State of New York. The report does not constitute a standard, specification, or regulation. NYCDOT is grateful to the Port Authority of New York and New Jersey (PANYNJ) for providing data used to develop this report.

Prepared by:

New York City Department of Transportation

Iris Weinshall
Commissioner

Judith E. Bergtraum
First Deputy Commissioner

David Woloch
Deputy Commissioner/Senior Policy Advisor

Michael Primeggia
Deputy Commissioner

Naim Rasheed
Director, Traffic Planning

Ann Marie Sledge-Doherty
Deputy Director, Traffic Planning

Richard P. Roan
Traffic Planning

TABLE OF CONTENTS

	PAGE
INTRODUCTION	5
NEW YORK CITY SCREENLINE	6
Summary	6
2005 Daily Traffic	6
10-Year Trends (1995-2005).	6
Historical Comparisons	7
Flow Map.	9
Traffic Volume Trends 2004 - 2005	10
Historical Screenline Volumes	12
2005 Hourly Screenline Volumes by Direction	15
BRONX - WESTCHESTER SCREENLINE	16
Summary	16
2005 Daily Traffic	16
10-Year Trends (1995-2005).	17
Historical Comparisons	17
Flow Map.	19
Historical Daily Facility Volumes	20
2005 Hourly Facility Volumes by Direction	23

QUEENS - NASSAU SCREENLINE	25
Summary	25
2005 Daily Traffic	25
10-Year Trends (1995-2005).	26
Historical Comparisons	26
Flow Map.	28
Historical Daily Facility Volumes	29
2005 Hourly Facility Volumes by Direction	32
NEW YORK - NEW JERSEY SCREENLINE	35
Summary	35
2005 Daily Traffic	35
10-Year Trends (1995-2005).	36
Historical Comparisons	36
Flow Map.	38
Historical Daily Facility Volumes	39
2005 Hourly Facility Volumes by Direction	42
BROOKLYN - QUEENS SCREENLINE	44
Summary	44
2005 Daily Traffic	44
10-Year Trends (1995-2005).	45
Historical Comparisons	45
Flow Map.	47
Historical Daily Facility Volumes	48
2005 Hourly Facility Volumes by Direction	51

INTRODUCTION

The 2005 *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 2005 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 1993-2004. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2005-2006 and 2006-2007 program years.

The 47 screenline monitoring locations in New York City are designated by a roadway functional classification. Functional classification is the method by which streets and highways are grouped into classes, or systems, according to the character of service provided by each roadway.

The five functional systems are defined as:

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.

NEW YORK CITY SCREENLINE

SUMMARY

2005 Daily Traffic

- Nearly 2,292,000 daily motor vehicles crossed the 32 New York City border screenline monitoring locations in 2005, 0.5% fewer than the 2004 daily volume of 2,304,000.
- Since the first survey in 1963, the highest volumes have been at the Queens-Nassau border. In 2005, some 959,100 daily vehicles were counted at the fifteen Queens-Nassau monitoring locations, 41.9% of the total traffic recorded at the City boundaries. The eleven Bronx-Westchester locations yielded 27.6% of the total (633,400), the three Manhattan-New Jersey river crossings 23.0% (527,700), and the three Staten Island-New Jersey bridges 7.5% (171,700). The latter six facilities are operated by the Port Authority of New York and New Jersey (PANYNJ).
- Morning hourly inbound volume peaked between 7-8 am, when 77,800 vehicles were recorded entering the City limits. Between 6-10 am, a total of 283,500 vehicles entered the City from Nassau and Westchester Counties, and New Jersey.
- During the 5-6 pm evening peak hour, 77,500 vehicles were recorded leaving the City. Between 3-7 pm, 305,700 vehicles were recorded leaving the City.
- 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 9 pm.

10-Year Trends (1995-2005)

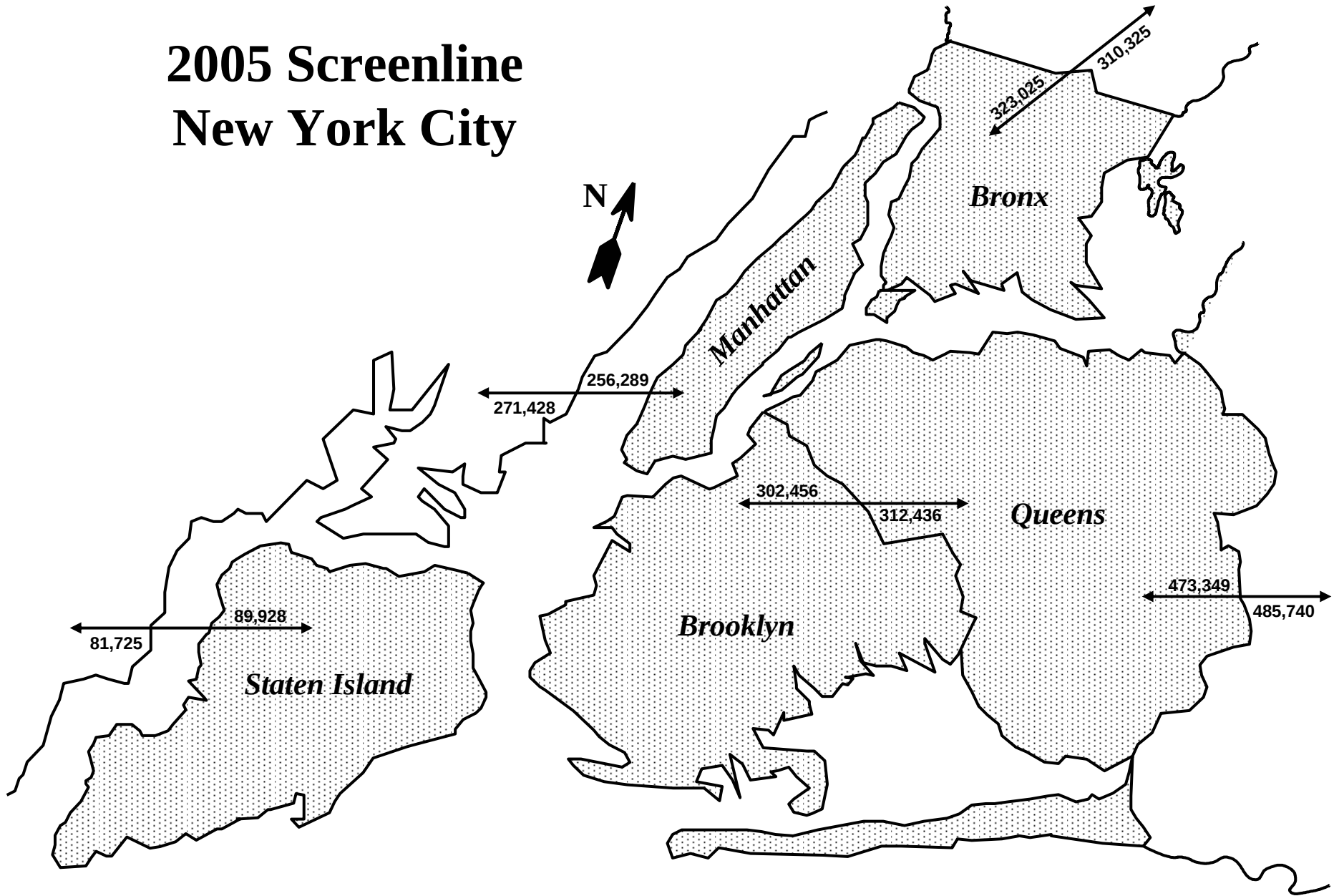
- Total monitored daily traffic volume at the City boundaries increased 11.8% during this ten-year period, to 2,291,800 in 2005 from 2,050,400 in 1995. This represents an average annual growth rate of 1.1%.
- The largest increase occurred at the eleven Bronx-Westchester border monitoring sites, where traffic volume was 19.1% higher in 2005 than in 1995: 633,400 daily vehicles vs. 531,900, an average annual growth rate of 1.8%.
- Volume at the fifteen monitored Queens-Nassau locations rose 7.4%, to 959,100 daily vehicles in 2005 from 892,700 in 1995, an average annual growth rate of 0.7%.
- On the three Hudson River crossings between Manhattan and New Jersey, daily traffic increased 9.5%, to 527,700 in 2005 from 482,100 in 1995, an average annual growth rate of 0.9%.
- On the three bridges between Staten Island and New Jersey, daily traffic increased 19.5%, to 171,700 in 2005 from 143,700 in 1995, an average annual growth rate of 1.8%.

Historical Comparisons

- 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 (volumes on Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens were not collected prior to 1986). The 546,600 daily vehicles recorded at the Queens-Nassau border accounted for 49.3% of the total.
- During the ten years between 1963 and 1973, volume recorded at the City borders rose 36.2% to an average of 1,510,700 vehicles per day (401,500 additional vehicles), with increases exceeding 20% at all border screenlines. Daily volume on the three Staten Island-New Jersey bridges nearly tripled to 81,000 from 27,400. The largest numerical increase was at the Manhattan-New Jersey screenline, where daily volume rose to 397,200 vehicles from 265,600, an increase of 49.5%. Bronx-Westchester traffic rose 34.1% to 361,700 from 269,700, while traffic between Queens and Nassau was up 22.7% to 670,700 from 546,600.
- Growth subsided between 1973 and 1982, with volume recorded at the City borders rising 10.4% during the nine-year period, to 1,667,300 daily vehicles. Traffic continued to increase at all City boundaries: Staten Island-New Jersey up 31.6% to 106,700, Bronx-Westchester up 14.4% to 413,800, Manhattan-New Jersey up 9.2% to 433,700, and Queens-Nassau up 6.3% to 713,100.
- Between 1982 and 1986, there was increased growth, as monitored traffic at the City borders increased 14.8% during the four-year period, to 1,914,800 daily vehicles (excluding Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was not counted in 1982). Daily volume was up 29.8% to 138,400 on the Staten Island-New Jersey bridges, up 14.6% to 474,000 at the Bronx-Westchester border, up 14.5% to 816,600 between Queens and Nassau, and up 12.0% to 485,800 crossing the Hudson River between Manhattan and New Jersey.
- From 1986 to 1995, monitored traffic at the New York City boundaries increased modestly, rising by just 5.1% during that nine-year period, to 2,050,400 in 1995 from 1,951,000 in 1986. The largest volume increase was at the Queens-Nassau screenline, where daily volume was up 5.8%, to 892,700 in 1995 from 843,500 in 1986 (+49,200 daily vehicles). The largest percentage increase was at the Bronx-Westchester screenline, where daily traffic increased 10.1%, to 531,900 from 483,300. Staten Island-New Jersey daily volume rose 3.8%, to 143,700 from 138,400. Traffic between Manhattan and New Jersey decreased 0.8%, to 482,100 from 485,800.
- From 1963 to 2005, daily two-way traffic at the 29 City border locations monitored throughout the period more than doubled, to 2,246,600 in 2005 from 1,109,200 in 1963.
- Staten Island-New Jersey traffic expanded by 527%, to 171,700 daily vehicles in 2005 from 27,400 in 1963, largely as a result of the opening of the Verrazano-Narrows Bridge in 1964.
- Manhattan-New Jersey volume climbed 98.7%, to 527,700 in 2005 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 42-year period from 1963 to 2005, continuously monitored daily traffic increased 131% between The Bronx and Westchester (to 622,600 from 269,700), and 69% between Queens and Nassau (to 924,600 from 546,600).

2005 Screenline New York City



2004 vs. 2005

Screenline Traffic Volume Trends

Both Directions

Page 1 of 2

BRONX-WESTCHESTER	Highway Functional Classification	2004	2005	Percent Change
Boston Road	Principal Arterial	24,612	24,469	- 0.6 %
Broadway	Principal Arterial	15,903	16,452	3.5 %
Bronx River Parkway	Principal Arterial	94,139	94,470	0.4 %
Henry Hudson Parkway	Principal Arterial	98,050	101,107	3.1 %
Hutchinson River Parkway	Principal Arterial	96,265	92,255	- 4.2 %
Major Deegan Expressway	Interstate	109,868	110,871	0.9 %
Major Deegan Svce Roads	Principal Arterial	12,318	10,686	-13.2 %
New England Thruway	Interstate	130,037	136,208	4.7 %
Riverdale Avenue	Principal Arterial	11,359	11,803	3.9 %
Van Cortlandt Park East	Minor Arterial	10,770	10,731	- 0.4 %
Webster Avenue	Local	11,408	11,324	- 0.7 %
White Plains Road	Principal Arterial	12,565	12,974	3.3 %
Total Bronx-Westchester Screenline		627,294	633,350	1.0 %

QUEENS-NASSAU

Beach Channel Drive	Minor Arterial	24,244	23,649	- 2.5 %
Central Avenue	Minor Arterial	14,222	14,671	3.2 %
Grand Central Parkway	Principal Arterial	173,869	175,240	0.8 %
Grand Central Parkway Svce Road	Minor Arterial	10,828	11,152	3.0 %
Hempstead Avenue	Principal Arterial	43,662	44,027	0.8 %
Hillside Avenue	Principal Arterial	26,373	26,527	0.6 %
Jamaica Avenue	Principal Arterial	30,727	31,620	2.9 %
Laurelton Parkway	Principal Arterial	175,403	169,154	- 3.6 %
Linden Boulevard	Principal Arterial	28,488	29,644	4.1 %
Long Island Expressway	Interstate	147,648	156,765	6.2 %
Long Island Exp Svce Roads	Principal Arterial	36,214	28,059	-22.5 %
Merrick Boulevard	Minor Arterial	21,006	19,535	- 7.0 %
Northern Boulevard	Principal Arterial	44,802	41,874	- 6.5 %
Rockaway Boulevard	Principal Arterial	73,932	73,344	- 0.8 %
Seagirt Boulevard	Principal Arterial	21,044	19,851	- 5.7 %
Sunrise Highway	Principal Arterial	68,127	71,008	4.2 %
Union Turnpike	Principal Arterial	25,016	22,969	- 8.2 %
Total Queens-Nassau Screenline		965,605	959,089	- 0.7 %

2004 vs. 2005

Screenline Traffic Volume Trends

Both Directions

Page 2 of 2

NEW YORK - NEW JERSEY	Highway Functional Classification	2004	2005	Percent Change
George Washington Bridge	Interstate	315,066	304,302	- 3.4 %
Holland Tunnel	Interstate	96,171	96,960	0.8 %
Lincoln Tunnel	Principal Arterial	125,159	126,455	1.0 %
Bayonne Bridge	Principal Arterial	22,510	21,755	- 3.4 %
Goethals Bridge	Interstate	71,532	68,790	- 3.8 %
Outerbridge Crossing	Principal Arterial	80,226	81,108	1.1 %
Total New York - New Jersey Screenline		710,664	699,370	- 1.6 %

BROOKLYN - QUEENS

Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	13,459	13,016	- 3.3 %
Greenpoint Avenue Bridge	Principal Arterial	28,437	29,449	3.6 %
Kosciuszko Bridge	Interstate	193,612	198,813	2.7 %
Pulaski Bridge	Principal Arterial	40,146	38,911	- 3.1 %
Subtotal, Newtown Creek Bridges		275,654	280,189	1.6 %

Other Facilities				
Atlantic Avenue	Principal Arterial	28,596	25,960	- 9.2 %
Cooper Street	Minor Arterial	9,220	9,782	6.1 %
Cornelia Street	Local	1,844	1,787	- 3.1 %
Decatur Street	Collector	2,332	2,003	-14.1 %
DeKalb Avenue	Minor Arterial	6,304	6,209	- 1.5 %
Greene Avenue	Minor Arterial	2,029	1,551	-23.6 %
Jackie Robinson Parkway	Principal Arterial	74,304	73,527	- 1.0 %
Linden Boulevard	Principal Arterial	51,753	49,887	- 3.6 %
Linden Street	Collector	2,161	2,123	- 1.8 %
Shore Parkway	Principal Arterial	151,605	152,126	0.3 %
Sutter Avenue	Minor Arterial	8,732	9,748	11.6 %
Subtotal, Other Facilities		338,880	334,703	- 1.2 %

Total Brooklyn - Queens Screenline		614,534	614,892	0.1 %
---	--	----------------	----------------	--------------

**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
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
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
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
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
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

Entering New York City

	2001	2002	2003	2004	2005
Bronx - Westchester	308,307	314,460	315,038	320,086	323,025
Queens - Nassau	473,363	468,813	485,332	480,260	473,349
N.J. - Manhattan	222,389	254,895	260,117	262,050	256,289
N.J. - Staten Island	94,413	90,510	92,108	90,852	89,928
Totals	1,098,472	1,128,678	1,152,595	1,153,248	1,142,591

**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
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
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
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
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
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

Leaving New York City

	2001	2002	2003	2004	2005
Bronx - Westchester	298,359	305,478	304,411	307,208	310,325
Queens - Nassau	473,364	475,193	483,362	485,345	485,740
N.J. - Manhattan	236,555	277,944	287,332	274,346	271,428
N.J. - Staten Island	82,838	88,630	82,474	83,416	81,725
Totals	1,091,116	1,147,245	1,157,579	1,150,315	1,149,218

* 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
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
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
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
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
Totals	1,109,201	1,510,653	1,667,312	1,950,977	2,012,353	2,030,702	2,050,439	2,083,875	2,118,180	2,164,447	2,247,300	2,244,302

Both Directions

	2001	2002	2003	2004	2005
Bronx - Westchester	606,666	619,938	619,449	627,294	633,350
Queens - Nassau	946,727	944,006	968,694	965,605	959,089
N.J. - Manhattan	458,944	532,839	547,449	536,396	527,717
N.J. - Staten Island	177,251	179,140	174,582	174,268	171,653
Totals	2,189,588	2,275,923	2,310,174	2,303,563	2,291,809

* 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.

2005 Screenline Volumes New York City

	<i>Bronx-Westchester</i>		<i>Queens-Nassau</i>		<i>Manhattan</i>		<i>Staten Island</i>		<i>NYC Totals</i>	
	<i>To Bronx</i>	<i>To W'chstr</i>	<i>To Qns.</i>	<i>To Nas.</i>	<i>To Manh.</i>	<i>To N.J.</i>	<i>To S.I.</i>	<i>To N.J.</i>	<i>To N.Y.C.</i>	<i>From N.Y.C.</i>
Mid-1am	3,833	4,502	4,735	6,884	3,668	6,226	1,254	845	13,490	18,457
1-2am	2,470	2,718	2,823	4,046	2,497	3,582	831	515	8,621	10,861
2-3am	1,960	1,962	2,180	2,854	1,937	2,692	713	400	6,790	7,908
3-4am	1,957	1,867	2,768	2,643	2,128	2,402	714	430	7,567	7,342
4-5am	3,420	2,894	5,971	3,992	3,509	3,045	1,229	609	14,129	10,540
5-6am	8,393	7,049	18,295	8,882	10,002	5,324	3,077	1,821	39,767	23,076
6-7am	18,619	13,490	29,535	21,743	19,570	10,067	4,919	4,406	72,643	49,706
7-8am	24,544	19,530	30,025	30,395	18,451	12,972	4,818	6,724	77,838	69,621
8-9am	21,272	19,418	26,379	31,069	16,674	13,561	4,640	6,631	68,965	70,679
9-10am	17,431	15,114	25,857	25,899	16,304	11,544	4,440	5,051	64,032	57,608
10-11am	15,278	13,596	24,064	23,522	14,072	10,641	3,919	4,278	57,333	52,037
11-Noon	14,696	14,273	23,083	23,637	12,236	10,659	3,753	4,112	53,768	52,681
Noon-1	15,080	14,534	23,570	24,669	11,370	11,229	3,925	3,994	53,945	54,426
1-2pm	15,424	15,865	23,527	26,452	11,038	12,795	4,283	4,134	54,272	59,246
2-3pm	17,048	18,348	25,186	30,189	11,875	15,425	5,071	4,685	59,180	68,647
3-4pm	18,913	21,360	27,281	32,622	13,295	17,452	5,634	5,270	65,123	76,704
4-5pm	20,480	21,495	29,894	31,425	14,097	18,853	6,291	5,714	70,762	77,487
5-6pm	22,048	22,247	31,449	31,135	14,238	18,952	7,368	5,202	75,103	77,536
6-7pm	21,533	19,986	28,814	30,946	14,166	18,521	6,371	4,565	70,884	74,018
7-8pm	17,424	16,940	24,620	26,908	12,386	16,700	4,956	3,631	59,386	64,179
8-9pm	13,488	13,685	20,541	21,669	9,787	14,582	3,828	3,207	47,644	53,143
9-10pm	11,488	11,664	17,996	17,747	8,824	13,108	3,288	2,251	41,596	44,770
10-11pm	9,475	10,185	14,807	14,928	8,110	11,635	2,624	1,852	35,016	38,600
11-Mid	6,751	7,603	9,949	11,484	6,055	9,461	1,982	1,398	24,737	29,946
24 hr Total	323,025	310,325	473,349	485,740	256,289	271,428	89,928	81,725	1,142,591	1,149,218
6-10am	81,866	67,552	111,796	109,106	70,999	48,144	18,817	22,812	283,478	247,614
10am-1pm	45,054	42,403	70,717	71,828	37,678	32,529	11,597	12,384	165,046	159,144
1-3pm	32,472	34,213	48,713	56,641	22,913	28,220	9,354	8,819	113,452	127,893
3-7pm	82,974	85,088	117,438	126,128	55,796	73,778	25,664	20,751	281,872	305,745
6am-7pm	242,366	229,256	348,664	363,703	187,386	182,671	65,432	64,766	843,848	840,396

BRONX - WESTCHESTER SCREENLINE

SUMMARY

2005 Daily Traffic

- On a typical 2005 weekday, 633,400 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 1.0% more than the 627,300 daily vehicles recorded in 2004.
- Some 86.1% of the recorded vehicles (545,600 per day) were on the five limited access highways (interstate and principal arterials) that cross the screenline.
- The New England Thruway, with a total two-way volume of 136,200 daily vehicles, is the most-traveled Bronx-Westchester highway, carrying 21.5% of the total traffic on the monitored thoroughfares. The Major Deegan Expressway (including service roads) is second with 121,600 daily vehicles, 19.2% of the total. The Henry Hudson Parkway serves 101,100 daily vehicles (16.0%), the Bronx River Parkway 94,500 (14.9%), and the Hutchinson River Parkway 92,300 (14.6%).
- Boston Road is the busiest surface arterial monitored, averaging 24,500 vehicles per day, 3.9% of the total.
- The morning inbound (southbound) peak hour occurred during 7-8am, when 24,500 vehicles were recorded entering The Bronx from Westchester. The Henry Hudson Parkway carried 5,200 of those peak hour inbound vehicles, with another 4,800 on the Major Deegan Expressway and its service road, and 4,500 on the Bronx River Parkway.
- During the 6-10 am inbound rush period, 81,900 vehicles were recorded entering The Bronx. Some 16,700 of those vehicles were using the Henry Hudson Parkway, with another 16,500 accommodated by the Major Deegan Expressway and its service road, and 14,100 on the Bronx River Parkway.
- A total of 22,200 vehicles were counted crossing the screenline from The Bronx into Westchester during the 5-6 pm evening peak hour. Nearly 4,900 of those vehicles used the Major Deegan Expressway and its service road.
- During the 3-7 pm evening rush period, 85,100 vehicles were recorded leaving The Bronx. The Major Deegan Expressway and its service road accommodated 18,000 of those northbound vehicles.
- Reverse traffic was heavy during the 3-7 pm evening period, with an inbound volume of 83,000, compared to the outbound total of 85,100. During this period, the New England Thruway actually carried more inbound than outbound traffic (17,400 inbound vs. 14,600 outbound), consistent with recent screenline counts. Inbound volumes were also slightly higher than outbound volumes on the Henry Hudson Parkway (14,600 inbound vs. 14,100 outbound), and on the Hutchinson River Parkway (12,400 inbound vs. 11,200 outbound).
- Reverse traffic was less intense during the 6-10 am morning period: 81,900 inbound vs. 67,600 outbound. New England Thruway traffic was heavier in the reverse direction: 16,800 outbound vs. 12,400 inbound.

10-Year Trends (1995-2005)

- Bronx-Westchester screenline traffic increased 19.1% during this ten-year period, to 633,400 daily vehicles in 2005, from 531,900 in 1995. This represents an average annual growth rate of 1.8%.
- The largest increases since 1995 occurred on the Henry Hudson Parkway, the New England Thruway, and the Hutchinson River Parkway, with average annual growth rates of 2.7%, 2.6%, and 2.3%, respectively. Volume on the Henry Hudson Parkway was 30.9% higher in 2005 than in 1995 (101,100 daily vehicles vs. 77,300). Daily volume on the New England Thruway was up 29.1%, to 136,200 in 2005 from 105,500 in 1995. Concurrently, daily volume on the Hutchinson River Parkway rose 25.3% (to 92,300 from 73,600).
- The only decline occurred on White Plains Road, where volume was down 2.7%, to 13,000 daily vehicles in 2005 from 13,300 in 1995.

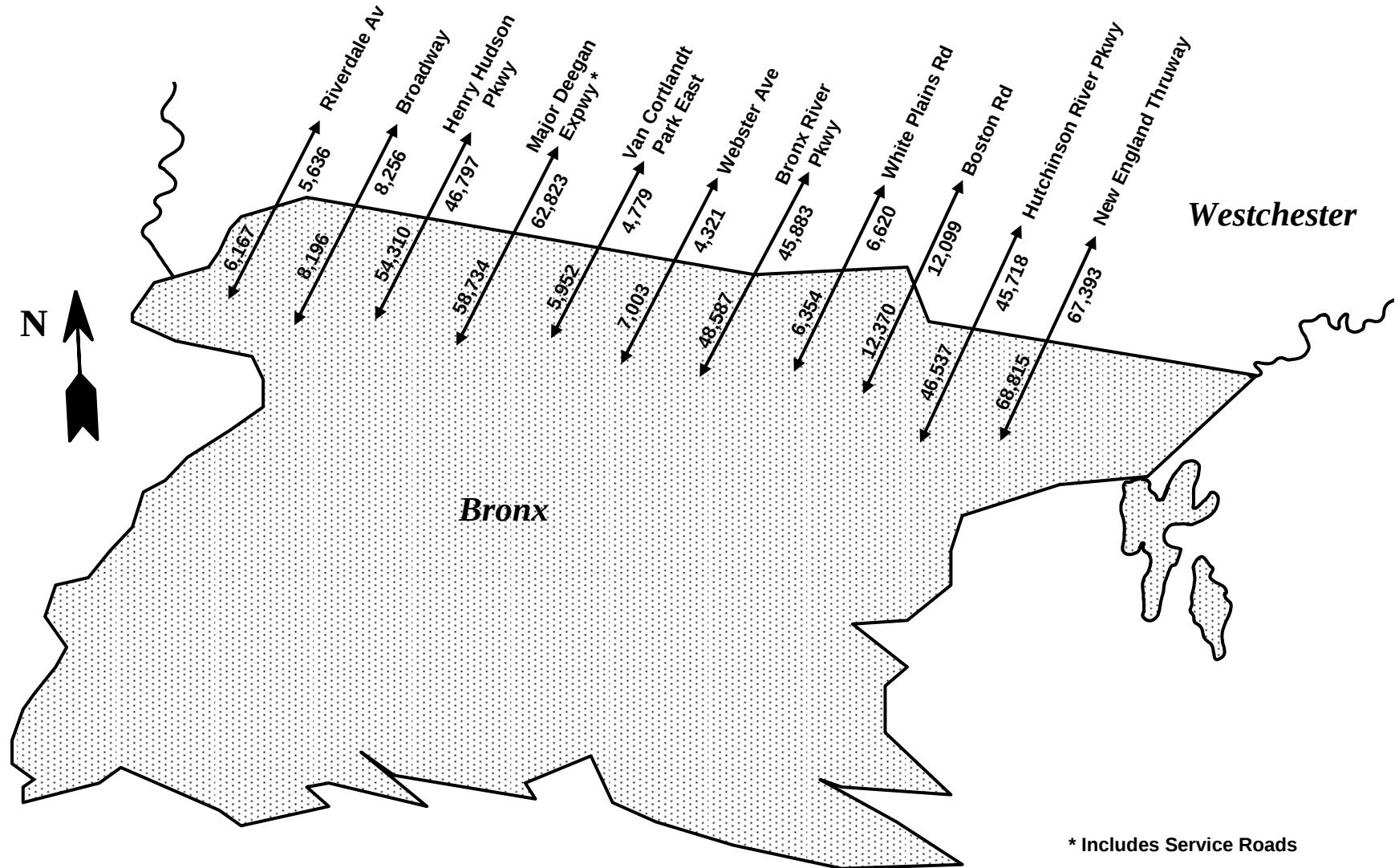
Historical Comparisons

- 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 (volumes on Van Cortlandt Park East were not collected prior to 1986). The Major Deegan Expressway and the New England Thruway were the most-traveled facilities, serving 68,300 and 56,100 vehicles per day, respectively.
- By 1973, daily volume had risen 34.1% to 361,700, some 92,000 more than in 1963. The Major Deegan Expressway remained the highest volume facility, carrying 90,900 daily vehicles, 33.2% more than in 1963, followed by 82,600 on the New England Thruway, 47.4% above the 1963 count. Daily traffic on the Hutchinson River Parkway jumped 80.1% to 29,100 from 16,200. Traffic on Boston Road doubled, to 22,800 daily vehicles from 11,000.
- Between 1973 and 1982, growth moderated, with average daily traffic rising 14.4% to 413,800 daily vehicles. The largest increase occurred on the Hutchinson River Parkway, where daily traffic rose 65.9% to 48,300 from 29,100.
- Growth accelerated between 1982 and 1986, boosting Bronx-Westchester traffic to 474,000 daily vehicles, an increase of 14.6% over the four-year period (excluding 9,200 on Van Cortlandt Park East where traffic was not counted in 1982). Large increases in daily volumes were recorded on the Henry Hudson Parkway (up 27.5% to 53,300 from 41,800), the Major Deegan Expressway (up 27.0% to 124,900 from 98,300), and the Bronx River Parkway (up 20.3% to 79,200 from 65,800).
- From 1986 to 1995, growth was moderate, as Bronx-Westchester screenline traffic volume increased 10.1% during that nine-year period, to 531,900 from 483,300 (including Van Cortlandt Park East, where traffic was counted for the first time in 1986). The largest increases occurred on the Henry Hudson River Parkway (up 45.0%, to 77,300 daily vehicles from 53,300), and on the Hutchinson River Parkway (up 35.6%, to 73,600 from 54,300). The only significant decline was on the Major Deegan Expressway, where daily volume decreased 8.7%, to 114,000 in 1995 from 124,900 in 1986.
- During the 42 years from 1963 to 2005, total daily traffic on the ten facilities monitored throughout the period more than doubled, to 622,600 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 353,000 additional daily vehicles on the ten continuously-monitored facilities, 332,000 (94% of the total increase) are on the limited access highways. The fastest growth occurred on the Hutchinson River Parkway, where daily volume soared 471%, to 92,300 daily vehicles from 16,200. Henry Hudson Parkway volume more than tripled, to 101,100 from 29,000. New England Thruway volume climbed 143%, to 136,200 from 56,100. Bronx River Parkway volume doubled (to 94,500 from 44,100), while volume on the Major Deegan Expressway and its service roads was up 78% (to 121,600 from 68,300).
- Boston Road exhibited the largest change of any arterial facility since 1963, with daily volume rising 123%, to 24,500 from 11,000. Volume on White Plains Road increased 41% to 13,000 daily vehicles from 9,200.

2005 Screenline Daily Volumes

Bronx-Westchester



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

To Bronx

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
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
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
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
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
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
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
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
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
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
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
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
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

To Bronx

	2001	2002	2003	2004	2005
Boston Rd	13,262	12,997	13,839	13,016	12,370
Broadway	8,143	7,989	8,117	8,125	8,196
Bronx River Pky	46,681	49,382	47,061	47,666	48,587
Henry Hudson Pky	51,091	52,378	51,151	51,983	54,310
Hutchinson River Pky	44,624	46,446	44,690	48,534	46,537
Major Deegan Exp *	54,052	56,811	59,430	58,735	58,734
New England Thruway	66,091	64,042	66,454	66,869	68,815
Riverdale Ave	5,816	5,643	5,490	6,098	6,167
Van Cortlandt Pk E	5,399	5,816	5,874	6,193	5,952
Webster Ave	6,605	6,736	6,804	6,885	7,003
White Plains Rd	6,543	6,220	6,128	5,982	6,354
Totals	308,307	314,460	315,038	320,086	323,025

* 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
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
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
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
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
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
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
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
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
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
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
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
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

To Westchester

	2001	2002	2003	2004	2005
Boston Rd	12,825	12,296	13,198	11,596	12,099
Broadway	8,152	8,005	8,353	7,778	8,256
Bronx River Pky	42,812	45,596	43,908	46,473	45,883
Henry Hudson Pky	44,236	45,624	47,583	46,067	46,797
Hutchinson River Pky	44,027	47,490	44,858	47,731	45,718
Major Deegan Exp *	62,772	62,022	64,285	63,451	62,823
New England Thruway	61,554	62,469	61,103	63,168	67,393
Riverdale Ave	6,143	5,187	5,464	5,261	5,636
Van Cortlandt Pk E	4,961	4,801	4,625	4,577	4,779
Webster Ave	4,236	4,811	4,630	4,523	4,321
White Plains Rd	6,641	7,177	6,404	6,583	6,620
Totals	298,359	305,478	304,411	307,208	310,325

* 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
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
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
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
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
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
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
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
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
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
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
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
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

Both Directions

	2001	2002	2003	2004	2005
Boston Rd	26,087	25,293	27,037	24,612	24,469
Broadway	16,295	15,994	16,470	15,903	16,452
Bronx River Pky	89,493	94,978	90,969	94,139	94,470
Henry Hudson Pky	95,327	98,002	98,734	98,050	101,107
Hutchinson River Pky	88,651	93,936	89,548	96,265	92,255
Major Deegan Exp *	116,824	118,833	123,715	122,186	121,557
New England Thruway	127,645	126,511	127,557	130,037	136,208
Riverdale Ave	11,959	10,830	10,954	11,359	11,803
Van Cortlandt Pk E	10,360	10,617	10,499	10,770	10,731
Webster Ave	10,841	11,547	11,434	11,408	11,324
White Plains Rd	13,184	13,397	12,532	12,565	12,974
Totals	606,666	619,938	619,449	627,294	633,350

* Includes service roads

2005 Screenline Volumes Bronx - Westchester

	Boston Rd		Broadway		Bronx River Parkway		Henry Hudson Parkway		Hutchinson River Parkway		Major Deegan Expressway		Major Deegan (Service Rd)	
	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>
Mid-1am	124	99	100	155	473	472	379	781	425	333	713	1,079	48	109
1-2am	55	57	64	100	210	245	193	350	239	162	455	634	29	72
2-3am	43	43	49	58	158	186	131	227	128	126	386	428	25	48
3-4am	42	67	36	47	172	174	113	163	125	204	413	397	28	36
4-5am	87	61	67	58	352	238	267	180	346	773	746	526	35	36
5-6am	200	169	169	116	1,178	680	1,075	417	1,156	2,237	1,893	1,025	106	58
6-7am	407	436	417	238	3,372	2,015	3,591	1,388	2,416	3,198	3,968	2,156	283	193
7-8am	769	765	725	383	4,528	3,248	5,202	2,595	3,247	2,985	4,359	3,147	440	287
8-9am	731	838	621	462	3,480	3,303	4,373	2,909	3,320	2,497	3,766	3,186	329	309
9-10am	652	665	427	389	2,677	2,055	3,502	1,964	2,714	2,102	3,042	2,556	272	259
10-11am	610	597	355	377	2,184	1,720	2,792	1,619	2,157	2,159	2,516	2,419	221	266
11-Noon	677	708	359	381	2,012	1,751	2,477	1,734	2,093	2,131	2,390	2,561	211	283
Noon-1	770	717	381	390	2,042	1,851	2,401	1,954	2,201	2,328	2,442	2,578	211	298
1-2pm	758	739	432	411	2,035	2,053	2,299	2,206	2,357	2,910	2,510	2,738	220	319
2-3pm	789	887	457	414	2,371	2,930	2,624	2,765	2,728	3,066	2,609	3,045	240	359
3-4pm	851	901	515	516	2,826	4,091	3,242	3,572	3,037	2,856	2,836	3,745	250	435
4-5pm	864	897	515	540	3,243	3,833	3,615	3,510	3,183	2,873	3,060	4,061	260	522
5-6pm	893	856	494	594	3,586	4,082	4,023	3,629	3,163	2,888	3,250	4,311	267	568
6-7pm	824	738	519	644	3,226	3,142	3,750	3,433	3,005	2,617	3,174	3,931	243	472
7-8pm	688	639	452	596	2,374	2,409	2,750	3,128	2,672	2,130	2,589	3,304	190	372
8-9pm	527	444	336	461	1,880	1,740	1,949	2,514	2,031	1,792	2,225	2,719	149	359
9-10pm	415	345	283	367	1,804	1,499	1,574	2,094	1,607	1,523	2,037	2,309	142	252
10-11pm	331	271	242	311	1,415	1,274	1,209	1,953	1,313	1,132	1,741	2,032	110	210
11-Mid	263	160	181	248	989	892	779	1,712	874	696	1,223	1,641	82	173
24 hr Total	12,370	12,099	8,196	8,256	48,587	45,883	54,310	46,797	46,537	45,718	54,343	56,528	4,391	6,295
6-10am	2,559	2,704	2,190	1,472	14,057	10,621	16,668	8,856	11,697	10,782	15,135	11,045	1,324	1,048
10am-1pm	2,057	2,022	1,095	1,148	6,238	5,322	7,670	5,307	6,451	6,618	7,348	7,558	643	847
1-3pm	1,547	1,626	889	825	4,406	4,983	4,923	4,971	5,085	5,976	5,119	5,783	460	678
3-7pm	3,432	3,392	2,043	2,294	12,881	15,148	14,630	14,144	12,388	11,234	12,320	16,048	1,020	1,997
6am-7pm	9,595	9,744	6,217	5,739	37,582	36,074	43,891	33,278	35,621	34,610	39,922	40,434	3,447	4,570

* To Bronx

2005 Screenline Volumes Bronx - Westchester (cont'd)

	New England		Riverdale Ave		Van Cortlandt		Webster Ave		White Plains Rd		Totals	
	Thruway				Park East						To Bronx	To Westchester
	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>		
Mid-1am	1,284	1,135	44	87	77	77	54	52	112	123	3,833	4,502
1-2am	1,034	896	20	32	59	56	40	24	72	90	2,470	2,718
2-3am	896	702	16	22	43	37	36	15	49	70	1,960	1,962
3-4am	910	672	16	14	34	28	28	10	40	55	1,957	1,867
4-5am	1,340	906	23	16	37	33	50	22	70	45	3,420	2,894
5-6am	2,250	2,116	95	55	75	44	121	39	75	93	8,393	7,049
6-7am	3,146	3,268	291	132	188	110	355	140	185	216	18,619	13,490
7-8am	3,412	5,003	528	268	283	214	702	255	349	380	24,544	19,530
8-9am	2,927	4,545	495	395	279	242	587	295	364	437	21,272	19,418
9-10am	2,906	4,020	342	324	266	216	350	227	281	337	17,431	15,114
10-11am	3,277	3,463	307	247	279	234	297	189	283	306	15,278	13,596
11-Noon	3,222	3,696	339	272	290	253	318	207	308	296	14,696	14,273
Noon-1	3,350	3,306	322	307	307	253	320	219	333	333	15,080	14,534
1-2pm	3,482	3,343	349	326	324	259	344	228	314	333	15,424	15,865
2-3pm	3,718	3,670	402	321	329	274	432	243	349	374	17,048	18,348
3-4pm	3,760	3,751	426	418	364	288	418	346	388	441	18,913	21,360
4-5pm	4,021	3,708	418	406	380	348	490	362	431	435	20,480	21,495
5-6pm	4,535	3,649	428	421	476	387	454	403	479	459	22,048	22,247
6-7pm	5,098	3,476	362	410	462	368	433	334	437	421	21,533	19,986
7-8pm	4,240	3,073	303	355	386	312	371	245	409	377	17,424	16,940
8-9pm	3,201	2,604	231	290	370	281	274	166	315	315	13,488	13,685
9-10pm	2,647	2,443	174	216	299	206	209	124	297	286	11,488	11,664
10-11pm	2,353	2,371	137	165	202	142	185	101	237	223	9,475	10,185
11-Mid	1,806	1,577	99	137	143	117	135	75	177	175	6,751	7,603
24 hr Total	68,815	67,393	6,167	5,636	5,952	4,779	7,003	4,321	6,354	6,620	323,025	310,325
6-10am	12,391	16,836	1,656	1,119	1,016	782	1,994	917	1,179	1,370	81,866	67,552
10am-1pm	9,849	10,465	968	826	876	740	935	615	924	935	45,054	42,403
1-3pm	7,200	7,013	751	647	653	533	776	471	663	707	32,472	34,213
3-7pm	17,414	14,584	1,634	1,655	1,682	1,391	1,795	1,445	1,735	1,756	82,974	85,088
6am-7pm	46,854	48,898	5,009	4,247	4,227	3,446	5,500	3,448	4,501	4,768	242,366	229,256

* To Bronx

QUEENS - NASSAU SCREENLINE

SUMMARY

2005 Daily Traffic

- A total of 959,100 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on typical 2005 weekday, 0.7% fewer than the 965,600 daily vehicles recorded in 2004.
- The three limited access highways that cross the screenline accommodated more than half (56.3%) of the recorded vehicles (540,400 per day).
- The Grand Central Parkway (including service road) was the highest volume Queens-Nassau facility in 2005, with a total two-way volume of 186,400 daily vehicles, 19.4% of the total daily traffic on the monitored thoroughfares. The Long Island Expressway (including service roads) was second with 184,800 daily vehicles (19.3% of the total), followed by 169,200 on the Laurelton Parkway (17.6%).
- Rockaway Boulevard and Sunrise Highway are the busiest surface arterials, with average daily volumes of 73,300 and 71,000 vehicles, respectively.
- Other high volume principal arterials are Hempstead Avenue and Northern Boulevard, serving 44,000 and 41,900 daily vehicles, respectively.
- The morning inbound peak hour occurred during 7-8am, when 30,000 vehicles were recorded entering Queens from Nassau. The Long Island Expressway (including service road) was the route for 5,900 of those morning inbound peak hour vehicles, with the Laurelton Parkway accommodating an additional 5,300, and the Grand Central Parkway (including service road) serving another 5,200.
- The morning outbound peak hour occurred during 8-9am, when 31,100 vehicles were recorded entering Nassau from Queens. The Grand Central Parkway (including service road) was the route for 6,800 of those morning outbound peak hour vehicles. The Long Island Expressway (including service road) accommodated 6,000, and 5,200 used the Laurelton Parkway.
- During the 6-10 am rush period, traffic was almost equally heavy in both directions (111,800 vehicles entering Queens, 109,100 entering Nassau). The Long Island Expressway and its service roads carried a total of 44,800 vehicles, 22,400 in each direction. The Laurelton Parkway was used by 21,300 Queens-bound vehicles, and 18,900 entering Nassau. On the Grand Central Parkway and its service road, the heavier volume was in the eastbound direction (leaving New York City), with 20,700 entering Queens and 23,500 entering Nassau.
- The evening outbound peak hour occurred during 3-4pm, when 32,600 vehicles were recorded departing Queens for Nassau. The Laurelton Parkway was used by 6,500 of those evening outbound peak hour vehicles. Another 5,600 used the Long Island Expressway and its service road. The Grand Central Parkway and its service road accommodated an additional 5,400.
- The evening inbound peak hour occurred during 5-6pm, when 31,400 vehicles were recorded departing Nassau for Queens. The Long Island Expressway (including service

road) was used by 6,400 of those inbound evening peak hour vehicles. Another 5,700 used the Grand Central Parkway and its service road, with the Laurelton Parkway accommodating an additional 4,900.

- Throughout the 3-7 pm evening rush period, traffic was heavy in both directions, with 126,100 vehicles entering Nassau, and 117,400 entering Queens. The Laurelton Parkway served 24,000 vehicles entering Nassau and 18,500 entering Queens. On both the Grand Central Parkway and the Long Island Expressway facilities, the heavier volumes were in the westbound direction (entering New York City). The Long Island Expressway and its service roads accommodated 22,500 vehicles entering Nassau and 23,100 entering Queens. The Grand Central Parkway and its service road were used by 19,800 vehicles entering Nassau and 22,100 entering Queens.
- Volumes were heavy crossing the Queens-Nassau screenline throughout the day, with two-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

10-Year Trends (1995-2005)

- Traffic growth between Queens and Nassau has been moderate since 1995. Monitored daily volume rose 7.4% to 959,100 in 2005 from 892,700 in 1995. This represents an average annual growth rate of 0.7%.
- The largest volume increase since 1995 occurred on the Grand Central Parkway and its service road (growth of 27,700 daily vehicles, or 1.6% annually, to 186,400 from 158,700). This was followed by the Laurelton Parkway (growth of 24,300 daily vehicles, or 1.6% annually, to 169,200 from 144,800), and Sunrise Highway (growth of 10,200 daily vehicles, or 1.6% annually, to 71,000 from 60,800).
- The largest percentage increases occurred on Jamaica Avenue (up 20.2%, or 1.9% annually, to 31,600 daily vehicles from 26,300), and Seagirt Boulevard (up 18.3%, or 1.7% annually, to 19,900 from 16,800).
- The only significant decline occurred on the Long Island Expressway and its service roads, where daily traffic decreased 6.9%, or 0.7% annually, to 184,900 in 2005 from 198,600 in 1995.

Historical Comparisons

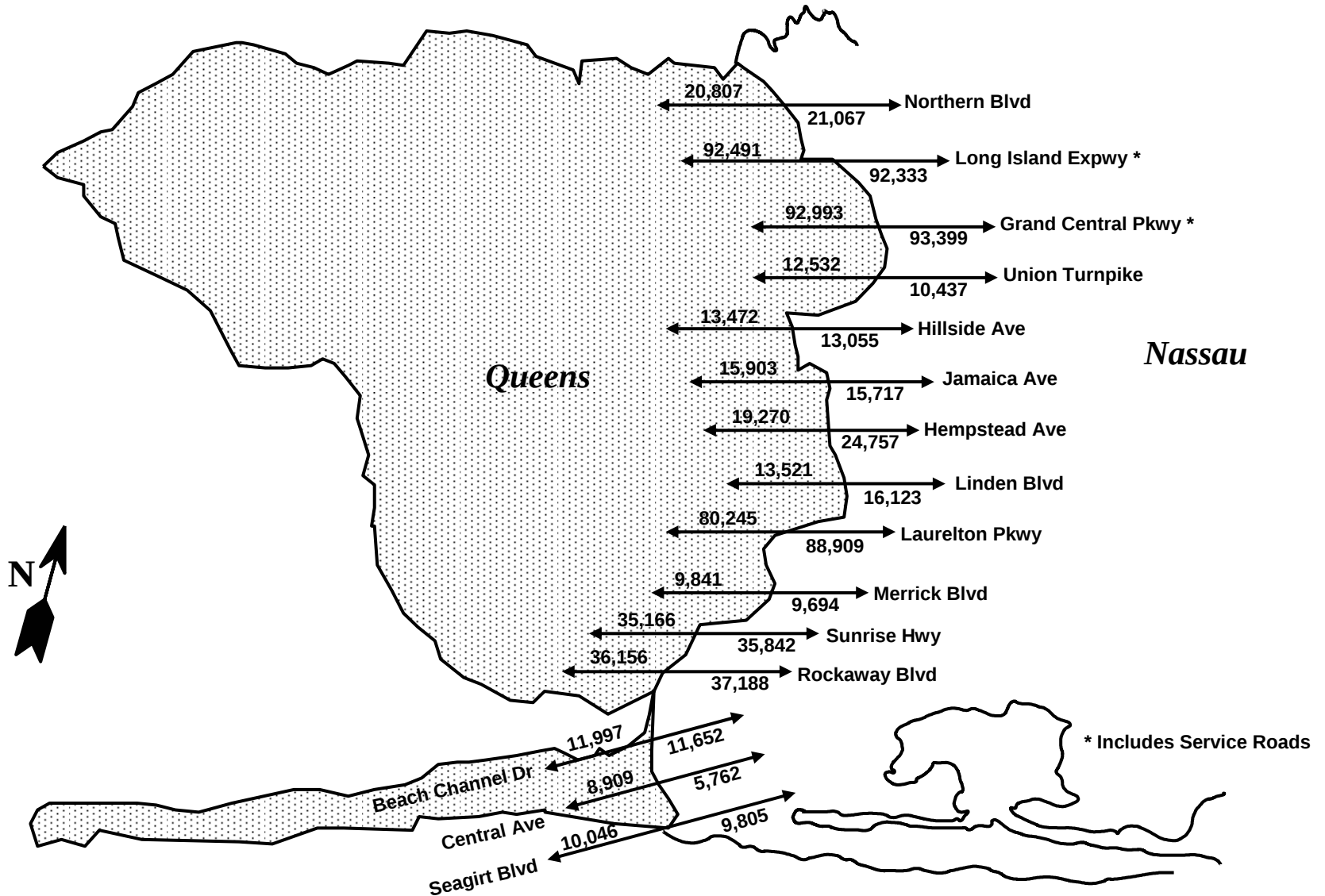
- In 1963, the first year that Queens-Nassau screenline data were analyzed, average daily two-way total volume on the thirteen roadways studied was 546,600 (volumes on Central Avenue and Seagirt Boulevard were not collected prior to 1986). The highest volume facilities were the Long Island Expressway and its service roads (143,800 daily vehicles), Laurelton Parkway (85,400), Sunrise Highway (59,500), and the Grand Central Parkway and its service road (51,700).
- By 1973, daily volume had increased 22.7% to 670,700, approximately 124,100 more than in 1963. The Long Island Expressway remained the highest volume facility, carrying 172,200 daily vehicles, 19.8% more than in 1963. Daily volume on the Grand Central Parkway facility doubled, to 104,800 from 51,700, making it the second busiest. Laurelton Parkway volume rose 15.6% to 98,800. Sunrise Highway remained the busiest surface arterial, carrying 62,700 daily vehicles, 5.4% more than in 1963.
- Between 1973 and 1982, growth slowed, as volume increased just 6.3% to 713,100 daily vehicles. The largest numerical increase occurred on Laurelton Parkway, where

daily traffic rose 23.2%, to 121,700 from 98,800. The largest percentage increase occurred on Northern Boulevard where daily traffic increased 26.4%, to 42,000 daily vehicles from 33,200.

- Growth intensified between 1982 and 1986, raising daily volume to 816,600, an increase of 14.5% over the four-year period (excluding 14,500 on Central Avenue and 12,400 on Seagirt Boulevard where volumes were not counted in 1982). Large increases in daily volume were recorded on the Grand Central Parkway (up 30.8% to 144,000 from 110,000), Laurelton Parkway (up 22.0% to 148,400 from 121,700), the Long Island Expressway (up 12.8% to 189,000 from 167,600), and Rockaway Boulevard (up 22.0% to 56,700 from 46,500).
- From 1986 to 1995, growth was moderate, as Queens-Nassau screenline volume increased 5.8% during that nine-year period, to 892,700 daily vehicles from 843,500. The largest volume increase occurred on the Grand Central Parkway and its service road (increase of 14,700 daily vehicles, or 10.2%, to 158,700 from 144,000). On the Long Island Expressway and its service roads, daily volume increased by 9,600, or 5.1%, to 198,600 from 189,000. The largest percentage increases occurred on Seagirt Boulevard (up 35.4%, to 16,800 daily vehicles from 12,400), and Linden Boulevard (up 35.1%, to 31,100 from 23,100). The biggest decline in daily volume was on the Laurelton Parkway (decrease of 3,600 daily vehicles, or 2.4%, to 144,800 from 148,400).
- During the 42 years from 1963 to 2005, daily traffic on the thirteen Queens-Nassau facilities monitored throughout the period increased 69.2%, to 924,600 from 546,600.
- The bulk of growth in Queens-Nassau traffic since 1963 has occurred on the three limited access facilities crossing the screenline. Of the 378,000 additional daily vehicles on the thirteen continuously-monitored facilities, 259,500 (68.6% of the total increase) are on the three limited access routes. The Grand Central Parkway alone absorbed over one-third the total screenline traffic increase, its daily volume more than tripling, to 186,400 in 2005 from 51,700 in 1963. On the Laurelton Parkway, volume doubled (to 169,200 daily vehicles from 85,400). Daily traffic on the Long Island Expressway rose 28.6% (to 184,800 from 143,800).
- Surface arterials undergoing the most significant volume changes since 1963 are Rockaway Boulevard, where volume doubled, to 73,300 daily vehicles from 36,500, Northern Boulevard (up 43.7% to 41,900 from 29,100), Jamaica Avenue (up 106.7% to 31,600 from 15,300), and Linden Boulevard (up 106.9% to 29,600 from 14,300).

2005 Screenline Daily Volumes

Queens-Nassau



Queens-Nassau Screenline Historical Comparisons Average Daily Traffic Volumes

To Queens

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

To Queens

	2001	2002	2003	2004	2005
Beach Channel Dr	13,128	13,403	13,844	12,542	11,997
Central Ave	8,014	9,231	9,319	8,681	8,909
Grand Central Pky *	91,225	89,054	94,792	92,464	92,993
Hempstead Ave	22,474	19,797	26,866	20,781	19,270
Hillside Ave	14,049	13,735	12,140	13,697	13,472
Jamaica Ave	14,504	15,324	15,044	15,601	15,903
Laurelton Pky	82,194	77,076	72,783	85,728	80,245
Linden Blvd	11,565	12,485	12,904	12,869	13,521
Long Island Exp *	90,205	97,818	99,694	91,797	92,491
Merrick Blvd	9,833	9,559	10,538	10,441	9,841
Northern Blvd	24,221	22,943	23,695	23,054	20,807
Rockaway Blvd	36,893	33,865	34,633	35,464	36,156
Seagirt Blvd	8,044	10,341	11,263	10,665	10,046
Sunrise Hwy	34,519	30,922	34,542	33,706	35,166
Union Tpke	12,495	13,260	13,275	12,770	12,532
Totals	473,363	468,813	485,332	480,260	473,349

* 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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

To Nassau

	2001	2002	2003	2004	2005
Beach Channel Dr	11,532	12,207	12,484	11,702	11,652
Central Ave	4,910	5,175	5,100	5,541	5,762
Grand Central Pky *	89,640	89,813	92,426	92,233	93,399
Hempstead Ave	22,176	23,621	24,466	22,881	24,757
Hillside Ave	13,526	13,593	12,864	12,676	13,055
Jamaica Ave	13,702	14,869	14,721	15,126	15,717
Laurelton Pky	89,251	85,216	86,229	89,675	88,909
Linden Blvd	15,136	15,327	16,528	15,619	16,123
Long Island Exp *	92,593	92,794	90,940	92,065	92,333
Merrick Blvd	9,568	9,920	10,052	10,565	9,694
Northern Blvd	21,584	21,243	21,970	21,748	21,067
Rockaway Blvd	35,134	36,098	37,929	38,468	37,188
Seagirt Blvd	7,895	10,051	11,634	10,379	9,805
Sunrise Hwy	34,099	31,920	33,123	34,421	35,842
Union Tpke	12,618	13,346	12,896	12,246	10,437
Totals	473,364	475,193	483,362	485,345	485,740

* 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
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
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
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
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
Hillside Ave	23,500	22,025	20,424	22,904	25,422	27,547	25,882	25,827	26,411	26,913	32,310	27,971
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
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
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
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
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
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
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
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
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
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
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

Both Directions

	2001	2002	2003	2004	2005
Beach Channel Dr	24,660	25,610	26,328	24,244	23,649
Central Ave	12,924	14,406	14,419	14,222	14,671
Grand Central Pky *	180,865	178,867	187,218	184,697	186,392
Hempstead Ave	44,650	43,418	51,332	43,662	44,027
Hillside Ave	27,575	27,328	25,004	26,373	26,527
Jamaica Ave	28,206	30,193	29,765	30,727	31,620
Laurelton Pky	171,445	162,292	159,012	175,403	169,154
Linden Blvd	26,701	27,812	29,432	28,488	29,644
Long Island Exp *	182,798	190,612	190,634	183,862	184,824
Merrick Blvd	19,401	19,479	20,590	21,006	19,535
Northern Blvd	45,805	44,186	45,665	44,802	41,874
Rockaway Blvd	72,027	69,963	72,562	73,932	73,344
Seagirt Blvd	15,939	20,392	22,897	21,044	19,851
Sunrise Hwy	68,618	62,842	67,665	68,127	71,008
Union Tpke	25,113	26,606	26,171	25,016	22,969
Totals	946,727	944,006	968,694	965,605	959,089

* Includes service roads

2005 Screenline Volumes Queens - Nassau

	<i>Beach Channel Drive</i>		<i>Central Ave</i>		<i>Grand Central Parkway</i>				<i>Hempstead Ave</i>		<i>Hillside Ave</i>	
	* 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	213	145	124	34	1,175	2,045	29	20	280	262	71	61
1-2am	126	76	57	14	649	1,089	4	9	156	175	28	36
2-3am	64	52	33	18	433	684	6	6	119	120	29	40
3-4am	58	62	22	17	559	514	3	7	107	169	54	74
4-5am	62	109	40	32	1,457	740	10	15	179	396	176	234
5-6am	134	264	91	96	4,154	1,969	18	43	449	665	634	403
6-7am	421	657	266	245	5,749	4,598	76	145	1,071	1,075	933	817
7-8am	669	864	555	392	5,017	6,127	179	446	1,439	1,203	773	1,114
8-9am	583	751	603	418	4,447	6,019	211	736	1,128	1,169	583	847
9-10am	562	609	520	347	4,802	4,940	225	445	941	1,069	583	676
10-11am	513	575	388	318	4,604	4,297	221	231	840	1,181	653	594
11-Noon	526	591	413	318	3,938	3,958	242	229	869	1,220	724	619
Noon-1	585	602	468	317	3,562	4,155	267	267	914	1,244	832	661
1-2pm	609	627	506	354	3,745	4,377	268	262	938	1,456	728	737
2-3pm	672	666	565	384	4,280	5,030	288	306	999	1,701	816	951
3-4pm	687	792	578	436	5,012	4,759	303	603	1,050	1,756	959	1,058
4-5pm	828	762	608	386	5,158	4,005	439	767	1,152	1,905	1,253	1,034
5-6pm	929	751	669	402	5,128	3,468	573	882	1,408	1,791	1,021	912
6-7pm	887	676	606	331	5,026	4,584	414	704	1,239	1,641	738	702
7-8pm	791	587	514	309	4,048	4,638	263	238	1,108	1,349	643	499
8-9pm	673	430	379	199	3,731	3,681	168	111	882	1,086	537	355
9-10pm	560	392	363	175	4,667	3,379	136	83	794	907	369	286
10-11pm	500	341	311	132	4,365	4,045	92	58	685	737	229	208
11-Mid	345	271	230	88	2,801	3,632	51	53	523	480	106	137
24 hr Total	11,997	11,652	8,909	5,762	88,507	86,733	4,486	6,666	19,270	24,757	13,472	13,055
6-10am	2,235	2,881	1,944	1,402	20,015	21,684	691	1,772	4,579	4,516	2,872	3,454
10am-1pm	1,624	1,768	1,269	953	12,104	12,410	730	727	2,623	3,645	2,209	1,874
1-3pm	1,281	1,293	1,071	738	8,025	9,407	556	568	1,937	3,157	1,544	1,688
3-7pm	3,331	2,981	2,461	1,555	20,324	16,816	1,729	2,956	4,849	7,093	3,971	3,706
6am-7pm	8,471	8,923	6,745	4,648	60,468	60,317	3,706	6,023	13,988	18,411	10,596	10,722

* To Queens

2005 Screenline Volumes Queens - Nassau (cont'd)

	Jamaica Ave		Laurelton Parkway		Linden Blvd		Long Island Expressway				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	62	80	758	1,680	219	249	12	10	648	824	89	113
1-2am	62	57	428	805	127	146	3	12	564	836	42	59
2-3am	48	57	362	577	75	91	2	11	573	679	30	44
3-4am	83	70	566	404	67	62	6	15	765	811	27	31
4-5am	303	220	1,442	564	98	85	1,073	11	201	997	38	32
5-6am	791	499	4,674	1,549	265	289	4,283	721	29	919	186	93
6-7am	1,071	977	6,754	4,015	577	570	5,628	4,798	281	222	509	212
7-8am	930	1,220	5,310	5,476	941	876	5,463	5,340	433	590	689	442
8-9am	773	994	4,547	5,249	804	972	4,901	5,208	215	818	594	563
9-10am	772	795	4,647	4,110	615	761	5,245	4,860	220	529	496	490
10-11am	807	786	3,739	3,543	600	715	5,243	4,676	223	320	474	474
11-Noon	848	898	3,403	3,544	589	755	4,920	4,789	175	245	511	523
Noon-1	880	909	3,367	3,758	665	802	4,824	4,844	218	292	562	548
1-2pm	856	957	3,545	4,415	650	844	4,432	4,886	199	332	577	563
2-3pm	949	1,163	3,829	5,947	697	1,000	4,675	4,973	213	556	576	608
3-4pm	1,153	1,197	4,411	6,521	763	1,086	4,751	4,628	242	992	616	701
4-5pm	1,357	1,121	4,642	5,690	777	1,052	5,457	4,419	442	1,229	638	694
5-6pm	1,127	1,024	4,897	5,917	879	1,030	5,585	4,500	773	1,177	708	750
6-7pm	842	807	4,588	5,849	852	1,079	4,996	4,668	901	882	613	733
7-8pm	703	576	3,833	5,330	812	981	4,944	4,828	272	350	569	600
8-9pm	588	466	3,207	4,375	784	842	3,241	4,191	538	149	461	533
9-10pm	437	371	3,007	3,758	679	743	135	3,322	1,705	100	407	374
10-11pm	288	289	2,604	3,230	549	653	19	1,195	1,579	515	274	331
11-Mid	173	184	1,685	2,603	437	440	6	16	1,238	1,048	155	183
24 hr Total	15,903	15,717	80,245	88,909	13,521	16,123	79,844	76,921	12,647	15,412	9,841	9,694
6-10am	3,546	3,986	21,258	18,850	2,937	3,179	21,237	20,206	1,149	2,159	2,288	1,707
10am-1pm	2,535	2,593	10,509	10,845	1,854	2,272	14,987	14,309	616	857	1,547	1,545
1-3pm	1,805	2,120	7,374	10,362	1,347	1,844	9,107	9,859	412	888	1,153	1,171
3-7pm	4,479	4,149	18,538	23,977	3,271	4,247	20,789	18,215	2,358	4,280	2,575	2,878
6am-7pm	12,365	12,848	57,679	64,034	9,409	11,542	66,120	62,589	4,535	8,184	7,563	7,301

* To Queens

2005 Screenline Volumes Queens - Nassau (cont'd)

	<i>Northern Blvd</i>		<i>Rockaway Blvd</i>		<i>Seagirt Blvd</i>		<i>Sunrise Hwy</i>		<i>Union Tpke</i>		<i>Totals</i>	
	<i>* W/B</i>	<i>E/B</i>	<i>* N/B</i>	<i>S/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>To Queens</i>	<i>To Nassau</i>
Mid-1am	131	174	391	714	154	108	308	309	71	56	4,735	6,884
1-2am	70	68	225	403	85	58	156	177	41	26	2,823	4,046
2-3am	44	50	161	262	50	24	131	130	20	9	2,180	2,854
3-4am	38	43	207	205	31	36	156	107	19	16	2,768	2,643
4-5am	82	73	380	248	42	75	354	134	34	27	5,971	3,992
5-6am	315	234	1,065	457	115	192	997	389	95	100	18,295	8,882
6-7am	1,075	585	2,157	1,255	405	424	2,075	907	487	241	29,535	21,743
7-8am	1,535	1,519	2,603	1,910	628	647	2,129	1,544	732	685	30,025	30,395
8-9am	1,384	1,604	2,417	2,103	640	577	1,960	2,016	589	1,025	26,379	31,069
9-10am	1,303	1,345	2,116	1,856	568	498	1,722	1,838	520	731	25,857	25,899
10-11am	1,143	1,101	1,914	1,788	441	471	1,683	1,935	578	517	24,064	23,522
11-Noon	1,143	1,091	1,889	1,824	464	478	1,767	2,002	662	553	23,083	23,637
Noon-1	1,229	1,158	2,023	1,940	463	525	1,862	2,068	849	579	23,570	24,669
1-2pm	1,214	1,169	2,032	2,011	520	605	1,907	2,211	801	646	23,527	26,452
2-3pm	1,233	1,223	2,073	2,264	527	621	2,005	2,184	789	612	25,186	30,189
3-4pm	1,170	1,432	2,215	2,488	613	741	1,958	2,612	800	820	27,281	32,622
4-5pm	1,167	1,547	2,170	2,528	625	738	2,137	2,718	1,044	830	29,894	31,425
5-6pm	1,188	1,549	2,207	2,625	747	748	2,247	2,728	1,363	881	31,449	31,135
6-7pm	1,379	1,483	1,940	2,614	684	597	2,092	2,822	1,017	774	28,814	30,946
7-8pm	1,114	1,215	1,655	2,131	586	481	2,039	2,310	726	486	24,620	26,908
8-9pm	977	841	1,378	1,845	552	384	1,898	1,843	547	338	20,541	21,669
9-10pm	883	640	1,171	1,429	461	302	1,842	1,276	380	210	17,996	17,747
10-11pm	658	520	975	1,273	350	247	1,102	995	227	159	14,807	14,928
11-Mid	332	403	792	1,015	295	228	639	587	141	116	9,949	11,484
24 hr Total	20,807	21,067	36,156	37,188	10,046	9,805	35,166	35,842	12,532	10,437	473,349	485,740
6-10am	5,297	5,053	9,293	7,124	2,241	2,146	7,886	6,305	2,328	2,682	111,796	109,106
10am-1pm	3,515	3,350	5,826	5,552	1,368	1,474	5,312	6,005	2,089	1,649	70,717	71,828
1-3pm	2,447	2,392	4,105	4,275	1,047	1,226	3,912	4,395	1,590	1,258	48,713	56,641
3-7pm	4,904	6,011	8,532	10,255	2,669	2,824	8,434	10,880	4,224	3,305	117,438	126,128
6am-7pm	16,163	16,806	27,756	27,206	7,325	7,670	25,544	27,585	10,231	8,894	348,664	363,703

* To Queens

NEW YORK - NEW JERSEY SCREENLINE

SUMMARY

2005 Daily Traffic

- On a fall 2005 weekday, 699,400 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), 1.6% fewer than the 710,700 recorded in fall of 2004.
- Manhattan-New Jersey traffic decreased 1.6% (to 527,700 daily vehicles in 2005 from 536,400 in 2004), while daily volume between Staten Island and New Jersey decreased 1.5% (to 171,700 from 174,300).
- Three-fourths of daily New York City-New Jersey traffic (536,400 vehicles) used the three Manhattan-New Jersey crossings, with the remainder using the three Staten Island-New Jersey bridges.
- The George Washington Bridge, with a total two-way volume of 304,300 daily vehicles in 2005, continues to be the highest volume crossing by a wide margin. In fall 2005, this facility carried 44% of total New York City-New Jersey traffic, and 58% of the volume between Manhattan and New Jersey. The George Washington Bridge, with eight lanes on the upper level and six lanes on the lower level, is the busiest of all screenline facilities citywide.
- The Lincoln Tunnel accommodated 126,500 daily vehicles in 2005; the Holland Tunnel, 97,000.
- The Outerbridge Crossing was the busiest Staten Island-New Jersey facility, with an average daily volume of 81,100 vehicles, up 1.1% from 80,200 in 2004. Traffic on the Goethals Bridge decreased 3.8%, to 68,800 daily vehicles in 2005 from 71,500 in 2004. The Bayonne Bridge accommodated 21,800 daily vehicles, a decrease of 3.4% from the 22,500 daily vehicles recorded in 2004.
- Some 19,600 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 11,200 (57%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 71,000. The George Washington Bridge was the route for 56% of these 6-10 am entries (39,800 vehicles).
- Some 19,000 vehicles departed Manhattan for New Jersey during the 5-6 pm evening peak hour, with the George Washington Bridge accommodating 11,500 (60%) of those departing vehicles.
- During the 3-7 pm evening rush period, 73,800 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 59% of that departing traffic (43,600 vehicles).
- Total Staten Island-New Jersey traffic is predominantly westbound (to New Jersey) during the morning rush period and eastbound (to Staten Island) during the evening rush, as reflected at the Bayonne and Goethals Bridges. A separate pattern occurs at the

Outerbridge Crossing where the heavier volumes are Staten Island-bound in the morning, and volumes are similar in both directions in the evening.

- Between 6-10 am, 22,800 vehicles crossed from Staten Island to New Jersey. During the same period, 18,800 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 25,700 vehicles, while traffic bound for New Jersey totaled 20,800.

10-Year Trends (1995-2005)

- Daily traffic between Manhattan and New Jersey increased 9.5% during this ten-year period, to 527,700 in 2005 from 482,100 in 1995, an average annual growth rate of 0.9%. The fastest growth rate was at the George Washington Bridge, where daily traffic rose 14.4%, or 1.4% annually (to 304,300 in 2005 from 266,000 in 1995). Traffic using the Holland Tunnel increased 0.7%, or 0.1% annually, to 97,000 daily vehicles in 2005 from 96,300 in 1995. Daily volume through the Lincoln Tunnel rose 5.6%, or 0.5% annually (to 126,500 in 2005 from 119,800 in 1995).
- Concurrently, daily volume on the three Staten Island-New Jersey bridges rose 19.5%, to 171,700 in 2005 from 143,700 in 1995, equivalent to an average annual growth rate of 1.8%. Daily traffic on the Outerbridge Crossing increased 22.7%, or 2.1% annually (to 81,100 in 2005 from 66,100 in 1995). Traffic using the Goethals Bridge was up 9.1%, or 0.9% annually (to 68,800 in 2005 from 63,000 in 1995). Bayonne Bridge traffic was up 49.7%, or 4.1% annually (to 21,800 in 2005 from 14,500 in 1995).

Historical Comparisons

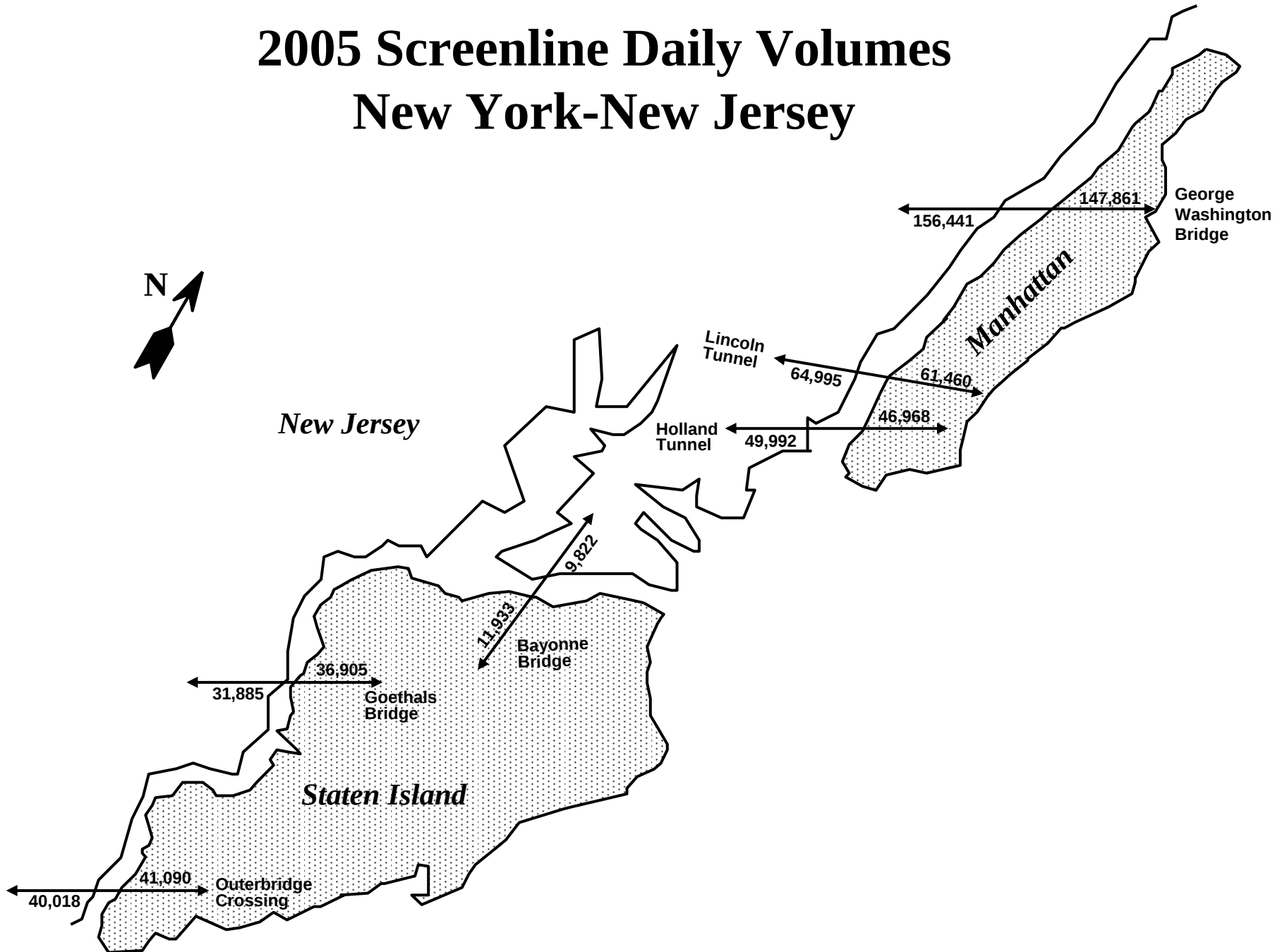
- In 1963, daily traffic between Manhattan and New Jersey averaged 265,600 vehicles. The George Washington Bridge was the most heavily-traveled crossing, serving 127,500 vehicles per day (48.0% of the total).
- Between 1963 and 1973, Manhattan-New Jersey volume grew to 397,200 vehicles per day, an increase of 49.5% (131,600 additional daily vehicles). George Washington Bridge volume increased 82.6% (to 232,700 from 127,500), partly as a result of the opening of the 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. 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 and Holland Tunnel traffic was up 10.1% to 64,700 from 58,800.
- Growth slowed considerably between 1973 and 1982, with daily Manhattan-New Jersey volume increasing by just 36,500 vehicles (+9.2%) to 433,700. Daily traffic was up 14.3% to 74,000 through the Holland Tunnel, up 10.7% to 110,500 through the Lincoln Tunnel, and up 7.1% to 249,300 via the George Washington Bridge.
- Faster growth resumed between 1982 and 1986, as daily Manhattan-New Jersey traffic reached 485,800, up 12.0% over the four-year period. Daily volume was up 14.9% to 286,400 via the George Washington Bridge, up 10.5% to 122,100 through the Lincoln Tunnel, and up 4.5% to 77,300 through the Holland Tunnel.
- During the nine years from 1986 to 1995, Manhattan-New Jersey traffic decreased 0.8%, to 482,100 daily vehicles from 485,800. Volume was down 7.1% on the George

Washington Bridge, to 266,000 daily vehicles from 286,400 (decrease of 20,400 daily vehicles), and down 1.9% at the Lincoln Tunnel (to 119,800 daily vehicles from 122,100). Those declines more than offset a 24.6% increase at the Holland Tunnel, to 96,300 daily vehicles from 77,300.

- During the 42 years from 1963 to 2005, daily traffic between Manhattan and New Jersey nearly doubled, to 527,700 from 265,600. George Washington Bridge traffic climbed 139%, to 304,300 from 127,500. Volume increased 59% at the Lincoln Tunnel (to 126,500 from 79,300), and 65% at the Holland Tunnel (to 97,000 from 58,800).
- 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.
- By 1973, motor travel between Staten Island and New Jersey had nearly tripled, to 81,000 daily vehicles, amplified 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 355.6%, to 56,900 daily vehicles from 12,500 just ten years earlier. Daily volume increased 64.8% at the Outerbridge Crossing (to 11,700 from 7,100), and 59.6% at the Bayonne Bridge (to 12,500 from 7,800).
- Growth slowed between 1973 and 1982; nevertheless, Staten Island-New Jersey traffic volume rose to 106,700 daily vehicles, an increase of 31.6% during the nine-year period, the highest rate of any City border screenline. Virtually all growth was concentrated at the Outerbridge Crossing, where volume nearly quadrupled, to 44,700 daily vehicles. Completion of the West Shore Expressway in the late 1970s provided a continuous limited access route between the Outerbridge Crossing and the Verrazano-Narrows Bridge. Bayonne Bridge traffic increased 9.3%, to 13,600. On the other hand, daily volume on the Goethals Bridge decreased 15.0%, to 48,300.
- Renewed growth between 1982 and 1986 boosted daily Staten Island-New Jersey traffic volume to 138,400, a gain of 29.8% in just four years. Growth was fairly evenly distributed among the three facilities: Goethals Bridge up 33.8% to 64,600, Outerbridge Crossing up 29.4% to 57,900, Bayonne Bridge up 16.8% to 15,900.
- From 1986 to 1995, Staten Island-New Jersey traffic increased just 3.8% over the nine-year period. A 14.1% increase on the Outerbridge Crossing (to 66,100 daily vehicles from 57,900), more than offset decreases on the Bayonne Bridge (down 8.6% to 14,500 from 15,900) and the Goethals Bridge (down 2.5% to 63,000 from 64,600).
- During the 42 years from 1963 to 2005, daily traffic between Staten Island and New Jersey soared 527%, to 171,700 from just 27,400. Outerbridge Crossing traffic skyrocketed more than tenfold, to 81,100 from 7,100. Volume on the Goethals Bridge jumped 451%, to 68,800 from 12,500. Bayonne Bridge traffic climbed 179%, to 21,800 from 7,800.

2005 Screenline Daily Volumes

New York-New Jersey



**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
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
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
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
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
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
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
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
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
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

To New York

	2001	2002	2003	2004	2005
G Washington Bridge	155,233	150,758	150,233	152,418	147,861
Holland Tunnel	12,548	45,722	47,727	46,806	46,968
Lincoln Tunnel	54,608	58,415	62,157	62,826	61,460
Manhattan Totals	222,389	254,895	260,117	262,050	256,289
Bayonne Bridge*	14,098	11,684	11,627	12,275	11,933
Goethals Bridge*	39,315	40,419	38,828	37,559	36,905
Outerbridge Crossing*	41,000	38,407	41,653	41,018	41,090
Staten Island Totals	94,413	90,510	92,108	90,852	89,928
Grand Totals	316,802	345,405	352,225	352,902	346,217

**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
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
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
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
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
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
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
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
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
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

To New Jersey

	2001	2002	2003	2004	2005
G Washington Bridge	154,077	160,013	168,796	162,648	156,441
Holland Tunnel	30,829	46,835	53,370	49,365	49,992
Lincoln Tunnel	51,649	71,096	65,166	62,333	64,995
Manhattan Totals	236,555	277,944	287,332	274,346	271,428
Bayonne Bridge*	9,533	9,643	8,581	10,235	9,822
Goethals Bridge*	38,881	40,965	36,896	33,973	31,885
Outerbridge Crossing*	34,424	38,022	36,997	39,208	40,018
Staten Island Totals	82,838	88,630	82,474	83,416	81,725
Grand Totals	319,393	366,574	369,806	357,762	353,153

* 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
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
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
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
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
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
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
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
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
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

Both Directions

	2001	2002	2003	2004	2005
G Washington Bridge	309,310	310,771	319,029	315,066	304,302
Holland Tunnel	43,377	92,557	101,097	96,171	96,960
Lincoln Tunnel	106,257	129,511	127,323	125,159	126,455
Manhattan Totals	458,944	532,839	547,449	536,396	527,717
Bayonne Bridge*	23,631	21,327	20,208	22,510	21,755
Goethals Bridge*	78,196	81,384	75,724	71,532	68,790
Outerbridge Crossing*	75,424	76,429	78,650	80,226	81,108
Staten Island Totals	177,251	179,140	174,582	174,268	171,653
Grand Totals	636,195	711,979	722,031	710,664	699,370

* 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.

2005 Screenline Volumes New York - New Jersey

	George Washington Bridge		Holland Tunnel		Lincoln Tunnel		Manhattan Totals	
	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>To Manhattan</i>	<i>To N.J.</i>
Mid-1am	1,881	3,183	791	991	996	2,052	3,668	6,226
1-2am	1,361	1,851	508	671	628	1,060	2,497	3,582
2-3am	1,118	1,480	345	534	474	678	1,937	2,692
3-4am	1,285	1,274	337	543	506	585	2,128	2,402
4-5am	2,063	1,586	552	746	894	713	3,509	3,045
5-6am	5,590	2,689	1,787	1,594	2,625	1,041	10,002	5,324
6-7am	11,169	5,918	3,229	2,412	5,172	1,737	19,570	10,067
7-8am	10,571	7,876	3,021	2,930	4,859	2,166	18,451	12,972
8-9am	9,238	8,304	3,004	2,925	4,432	2,332	16,674	13,561
9-10am	8,824	7,265	2,938	2,186	4,542	2,093	16,304	11,544
10-11am	7,772	6,290	2,431	2,208	3,869	2,143	14,072	10,641
11-Noon	6,873	6,303	2,032	1,986	3,331	2,370	12,236	10,659
Noon-1	6,486	6,576	1,895	1,999	2,989	2,654	11,370	11,229
1-2pm	6,326	7,177	1,904	2,583	2,808	3,035	11,038	12,795
2-3pm	6,939	8,481	2,054	3,032	2,882	3,912	11,875	15,425
3-4pm	7,922	10,288	2,357	2,963	3,016	4,201	13,295	17,452
4-5pm	8,852	11,155	2,702	2,783	2,543	4,915	14,097	18,853
5-6pm	9,383	11,464	2,909	2,716	1,946	4,772	14,238	18,952
6-7pm	9,039	10,674	2,840	2,860	2,287	4,987	14,166	18,521
7-8pm	7,230	10,033	2,516	2,719	2,640	3,948	12,386	16,700
8-9pm	5,608	8,451	1,955	2,352	2,224	3,779	9,787	14,582
9-10pm	4,945	6,896	1,804	2,555	2,075	3,657	8,824	13,108
10-11pm	4,312	5,999	1,744	2,109	2,054	3,527	8,110	11,635
11-Mid	3,074	5,228	1,313	1,595	1,668	2,638	6,055	9,461
24 hr Total	147,861	156,441	46,968	49,992	61,460	64,995	256,289	271,428
6-10am	39,802	29,363	12,192	10,453	19,005	8,328	70,999	48,144
10am-1pm	21,131	19,169	6,358	6,193	10,189	7,167	37,678	32,529
1-3pm	13,265	15,658	3,958	5,615	5,690	6,947	22,913	28,220
3-7pm	35,196	43,581	10,808	11,322	9,792	18,875	55,796	73,778
6am-7pm	109,394	107,771	33,316	33,583	44,676	41,317	187,386	182,671

* To Manhattan

2005 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	159	174	592	<i>Closed</i>	503	671	1,254	845	4,922	7,071
1-2am	115	105	369	<i>W/B</i>	347	410	831	515	3,328	4,097
2-3am	91	95	291	<i>10pm - 5am</i>	331	305	713	400	2,650	3,092
3-4am	78	119	283	<i>Weekdays</i>	353	311	714	430	2,842	2,832
4-5am	120	178	422		687	431	1,229	609	4,738	3,654
5-6am	229	247	1,018	973	1,830	601	3,077	1,821	13,079	7,145
6-7am	385	752	1,820	2,173	2,714	1,481	4,919	4,406	24,489	14,473
7-8am	501	1,287	1,701	2,976	2,616	2,461	4,818	6,724	23,269	19,696
8-9am	500	1,238	1,785	2,671	2,355	2,722	4,640	6,631	21,314	20,192
9-10am	456	724	1,849	2,093	2,135	2,234	4,440	5,051	20,744	16,595
10-11am	419	433	1,681	1,865	1,819	1,980	3,919	4,278	17,991	14,919
11-Noon	419	347	1,641	1,815	1,693	1,950	3,753	4,112	15,989	14,771
Noon-1	463	358	1,675	1,818	1,787	1,818	3,925	3,994	15,295	15,223
1-2pm	533	345	1,850	1,932	1,900	1,857	4,283	4,134	15,321	16,929
2-3pm	711	373	2,169	2,133	2,191	2,179	5,071	4,685	16,946	20,110
3-4pm	885	393	2,402	2,265	2,347	2,612	5,634	5,270	18,929	22,722
4-5pm	1,075	420	2,528	2,530	2,688	2,764	6,291	5,714	20,388	24,567
5-6pm	1,421	427	2,917	2,084	3,030	2,691	7,368	5,202	21,606	24,154
6-7pm	1,198	371	2,663	1,680	2,510	2,514	6,371	4,565	20,537	23,086
7-8pm	729	287	2,226	1,266	2,001	2,078	4,956	3,631	17,342	20,331
8-9pm	462	255	1,680	1,210	1,686	1,742	3,828	3,207	13,615	17,789
9-10pm	374	264	1,419	401	1,495	1,586	3,288	2,251	12,112	15,359
10-11pm	341	352	1,059		1,224	1,500	2,624	1,852	10,734	13,487
11-Mid	269	278	865		848	1,120	1,982	1,398	8,037	10,859
24 hr Total	11,933	9,822	36,905	31,885	41,090	40,018	89,928	81,725	346,217	353,153
6-10am	1,842	4,001	7,155	9,913	9,820	8,898	18,817	22,812	89,816	70,956
10am-1pm	1,301	1,138	4,997	5,498	5,299	5,748	11,597	12,384	49,275	44,913
1-3pm	1,244	718	4,019	4,065	4,091	4,036	9,354	8,819	32,267	37,039
3-7pm	4,579	1,611	10,510	8,559	10,575	10,581	25,664	20,751	81,460	94,529
6am-7pm	8,966	7,468	26,681	28,035	29,785	29,263	65,432	64,766	252,818	247,437

* To Staten Island

BROOKLYN - QUEENS SCREENLINE

SUMMARY

2005 Daily Traffic

- On a typical 2005 weekday, 614,900 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations, 0.1% more than the 2004 count of 614,500. Except for the four bridges over Newtown Creek (monitored annually in the *New York City Bridge Traffic Volumes* report), traffic volumes at this screenline were analyzed for the first time in 1993.
- Over two-thirds (69.0%) of the vehicles (424,500 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 Parkway. Some 45.6% (280,200 per day) were crossing Newtown Creek via the Grand Street, Greenpoint Avenue, Kosciuszko, and Pulaski Bridges.
- The highest volume Brooklyn-Queens highway was the Kosciuszko Bridge on the Brooklyn-Queens Expressway, with two-way daily volume of 198,800 vehicles, 32.3% of all traffic on the monitored thoroughfares and 71.0% of Newtown Creek crossings. Shore Parkway was second with 152,100 vehicles per day, 24.7% of the total recorded screenline traffic.
- Shore Parkway, Jackie Robinson Parkway, Linden Boulevard, Pulaski Bridge, Greenpoint Avenue Bridge, and Atlantic Avenue were the busiest of the principal arterials surveyed, with average daily volumes of 152,100, 73,500, 49,900, 38,900, 29,400, and 26,000 vehicles, respectively.
- A total of 20,900 vehicles were recorded entering Brooklyn from Queens during the 7-8 am morning peak hour. The Kosciuszko Bridge and Shore Parkway accommodated 5,500 and 5,100 of those vehicles, respectively.
- Morning traffic to Queens also peaked between 7-8 am, at 17,800 vehicles, including 5,600 on the Kosciuszko Bridge and 4,700 on Shore Parkway.
- During the 6-10 am rush period, 74,900 vehicles were recorded entering Brooklyn, with the Kosciuszko Bridge and Shore Parkway carrying 21,400 and 18,000, respectively. Simultaneously, 66,000 vehicles entered Queens, including 21,100 on the Kosciuszko Bridge and 17,200 on Shore Parkway.
- Evening traffic entering Queens from Brooklyn peaked between 5-6 pm, when 20,100 vehicles were recorded. The Kosciuszko Bridge was the route of 5,400 of those vehicles, while another 5,100 used Shore Parkway.
- Evening traffic entering Brooklyn from Queens peaked between 4-5 pm, at 18,800 vehicles. The Kosciuszko Bridge was used by 5,000 of those vehicles, while another 4,800 were on Shore Parkway.
- During the 3-7 pm evening rush period, 78,100 vehicles were recorded entering Queens, while 71,700 were counted in the opposite direction. The Kosciuszko Bridge carried

21,900 to Queens and 19,600 to Brooklyn, while Shore Parkway carried 19,400 to Queens and 18,900 to Brooklyn.

10 Year Trends (1995-2005)

- Traffic between Brooklyn and Queens grew 12.3% during this ten-year period, to 614,900 daily vehicles in 2005 from 547,400 in 1995. This represents an average annual growth rate of 1.2%.
- The largest volume increase since 1995 occurred on the Kosciuszko Bridge over Newtown Creek (growth of 30,200 daily vehicles, or 1.7% annually, to 198,800 from 168,600). This was followed by the Jackie Robinson Parkway (growth of 12,400 daily vehicles, or 1.9% annually, to 73,500 from 61,100), Shore Parkway (growth of 11,900 daily vehicles, or 0.8% annually, to 152,100 from 140,200), and the Pulaski Bridge over Newtown Creek (growth of 10,400 daily vehicles, or 3.2% annually, to 38,900 from 28,500).
- The largest percentage increases occurred on Sutter Avenue (up 39.6%, or 3.4% annually, to 9,700 from 7,000), the Pulaski Bridge over Newtown Creek (up 36.6%, or 3.2% annually, to 38,900 from 28,500), the Jackie Robinson Parkway (up 20.4%, or 1.9% annually, to 73,500 from 61,100), and the Kosciuszko Bridge over Newtown Creek (up 17.9%, or 1.7% annually, to 198,800 from 168,600)
- The largest decrease occurred on Atlantic Avenue (down 10.5%, or 1.1% annually, to 26,000 from 29,000).

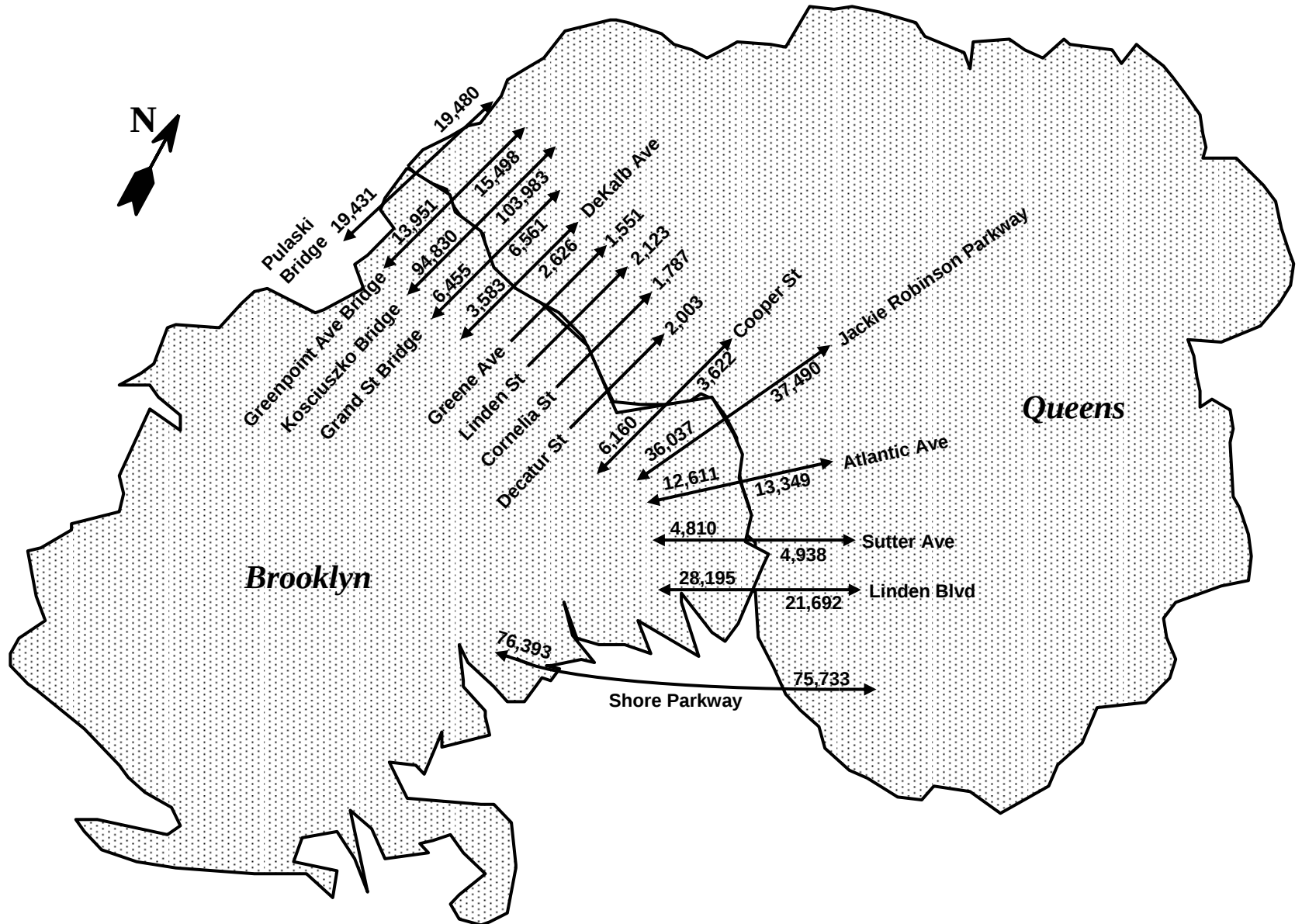
Historical Comparisons

- In 1963, average daily 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%), the Greenpoint Avenue Bridge 17,600 (11.0%), and the Pulaski Bridge 28,600 (17.8%).
- By 1973, Newtown Creek crossings had increased 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 slipped to 99,000 daily vehicles, 3.1% fewer than in 1963. The Grand Street Bridge was accommodating 11,700 daily vehicles (down 2.5%), the Greenpoint Avenue Bridge 26,800 (up 52.0%), and the Pulaski Bridge 30,500 (up 6.7%).
- Between 1973 and 1982, daily volume crossing Newtown Creek rose 7.0%, to 179,800 vehicles. Growth was concentrated solely on the Kosciuszko Bridge, where daily volume rose 30.8% to 129,600. Daily volumes fell on the other three bridges: Grand Street Bridge down 21.5% to 9,200, Greenpoint Avenue Bridge down 33.2% to 17,900, and Pulaski Bridge down 24.1% to 23,100.
- 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. By 1986, the Kosciuszko Bridge was carrying 168,300 daily vehicles (up 29.9% from 1982), the Grand Street Bridge 11,400 (up 24.0%), the Pulaski Bridge 30,800 (up 32.9%). The only decline was on the Greenpoint Avenue Bridge, where daily traffic was 19.9% less in 1986 than in 1982 (14,300 vs. 17,900).

- Between 1986 and 1995, daily volume crossing Newtown Creek increased just 5.6% during the nine-year period, to 237,300 in 1995 from 224,800 in 1986. The growth was concentrated at the Greenpoint Avenue Bridge, where daily volume increased 87.9%, to 26,900 in 1995 from 14,300 in 1986. On the Grand Street Bridge, daily volume increased 16.1%, to 13,300 from 11,400. Daily traffic on the Kosciuszko Bridge increased by just 300 vehicles, to 168,600 in 1995 from 168,300 in 1986, an increase of 0.2%. Volume on the Pulaski Bridge decreased 7.4%, to 28,500 daily vehicles in 1995 from 30,800 in 1986.
- During the 42 years from 1963 to 2005, daily traffic crossing Newtown Creek increased 74.7%, to 280,200 from 160,400. Volumes increased on all four facilities: Kosciuszko Bridge up 94.6% to 198,800 from 102,200; Greenpoint Avenue Bridge up 67.0% to 29,400 from 17,600; Pulaski Bridge up 36.2% to 38,900 from 28,600; Grand Street Bridge up 8.3% to 13,000 from 12,000.

2005 Screenline Daily Volumes

Brooklyn-Queens



Brooklyn-Queens Screenline Historical Comparisons Average Daily Traffic Volumes

To Brooklyn

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
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
Greenpoint Ave 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
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
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
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
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
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
Cornelia St	N/A	N/A	N/A	N/A	One-Way to Queens							
Decatur St	N/A	N/A	N/A	N/A	One-Way to Queens							
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
Greene Ave	N/A	N/A	N/A	N/A	One-Way to Queens							
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
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
Linden St	N/A	N/A	N/A	N/A	One-Way to Queens							
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
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
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
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

To Brooklyn

	2001	2002	2003	2004	2005
Grand Street Bridge	7,729	7,447	8,356	7,465	6,455
Greenpoint Ave Bridge	12,993	12,375	14,445	13,509	13,951
Kosciuszko Bridge	97,242	90,607	96,153	92,556	94,830
Pulaski Bridge	19,292	18,667	19,465	19,923	19,431
Newtown Creek Totals	137,256	129,096	138,419	133,453	134,667
Atlantic Ave	14,182	14,687	14,150	14,693	12,611
Cooper St	5,756	5,741	6,001	5,832	6,160
Cornelia St	One-Way to Queens				
Decatur St	One-Way to Queens				
DeKalb Ave	2,563	3,428	3,566	3,697	3,583
Greene Ave	One-Way to Queens				
Jackie Robinson Pky	35,760	37,175	36,445	35,680	36,037
Linden Blvd	27,130	27,698	25,717	27,251	28,195
Linden St	One-Way to Queens				
Shore Pky	75,478	69,587	75,682	76,608	76,393
Sutter Ave	3,821	3,851	4,090	4,137	4,810
Other Totals	164,690	162,167	165,651	167,898	167,789
Grand Totals	301,946	291,263	304,070	301,351	302,456

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

To Queens

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
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
Greenpoint Ave 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
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
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
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
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
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
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
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
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
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
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
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
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
Shore Pky	N/A	N/A	N/A	N/A	70,365	69,679	68,627	72,369	73,776	73,754	73,969	73,588
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
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
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

To Queens

	2001	2002	2003	2004	2005
Grand Street Bridge	6,166	5,641	5,783	5,994	6,561
Greenpoint Ave Bridge	13,773	13,931	14,310	14,928	15,498
Kosciuszko Bridge	99,323	93,772	98,344	101,056	103,983
Pulaski Bridge	19,770	19,681	18,881	20,223	19,480
Newtown Creek Totals	139,032	133,025	137,318	142,201	145,522
Atlantic Ave	13,713	14,249	14,336	13,903	13,349
Cooper St	3,761	3,533	3,140	3,388	3,622
Cornelia St	1,936	2,032	1,908	1,844	1,787
Decatur St	2,082	2,237	2,342	2,332	2,003
DeKalb Ave	2,347	2,464	2,544	2,607	2,626
Greene Ave	1,962	2,078	2,363	2,029	1,551
Jackie Robinson Pky	36,920	37,545	37,261	38,624	37,490
Linden Blvd	25,160	25,439	25,393	24,502	21,692
Linden St	2,544	2,609	2,270	2,161	2,123
Shore Pky	76,440	70,576	74,358	74,997	75,733
Sutter Ave	4,291	4,498	4,704	4,595	4,938
Other Totals	171,156	167,260	170,619	170,982	166,914
Grand Totals	310,188	300,285	307,937	313,183	312,436

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

Both Directions

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
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
Greenpoint Ave 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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

Both Directions

	2001	2002	2003	2004	2005
Grand Street Bridge	13,895	13,088	14,139	13,459	13,016
Greenpoint Ave Bridge	26,766	26,306	28,755	28,437	29,449
Kosciuszko Bridge	196,565	184,379	194,497	193,612	198,813
Pulaski Bridge	39,062	38,348	38,346	40,146	38,911
Newtown Creek Totals	276,288	262,121	275,737	275,654	280,189
Atlantic Ave	27,895	28,936	28,486	28,596	25,960
Cooper St	9,517	9,274	9,141	9,220	9,782
Cornelia St	1,936	2,032	1,908	1,844	1,787
Decatur St	2,082	2,237	2,342	2,332	2,003
DeKalb Ave	4,910	5,892	6,110	6,304	6,209
Greene Ave	1,962	2,078	2,363	2,029	1,551
Jackie Robinson Pky	72,680	74,720	73,706	74,304	73,527
Linden Blvd	52,290	53,137	51,110	51,753	49,887
Linden St	2,544	2,609	2,270	2,161	2,123
Shore Pky	151,918	140,163	150,040	151,605	152,126
Sutter Ave	8,112	8,349	8,794	8,732	9,748
Other Totals	335,846	329,427	336,270	338,880	334,703
Grand Totals	612,134	591,548	612,007	614,534	614,892

2005 Screenline Volumes Brooklyn - Queens

	Grand Street Bridge		Greenpoint Ave 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	56	55	134	153	1,799	2,638	355	231	2,344	3,077
1-2am	48	48	92	119	1,129	1,931	220	177	1,489	2,275
2-3am	52	60	64	96	913	1,479	173	132	1,202	1,767
3-4am	63	58	77	93	1,061	1,385	168	133	1,369	1,669
4-5am	81	67	133	166	1,810	1,988	197	216	2,221	2,437
5-6am	199	169	485	320	4,158	3,206	356	664	5,198	4,359
6-7am	419	325	1,128	675	5,628	5,208	730	1,415	7,905	7,623
7-8am	511	297	1,058	846	5,472	5,574	1,113	1,574	8,154	8,291
8-9am	516	358	986	815	5,167	5,362	1,187	1,505	7,856	8,040
9-10am	479	372	968	672	5,084	4,969	979	1,075	7,510	7,088
10-11am	431	369	842	832	4,678	4,549	917	963	6,868	6,713
11-Noon	379	442	755	977	4,901	4,848	989	1,104	7,024	7,371
Noon-1	381	510	619	891	4,750	4,854	979	1,052	6,729	7,307
1-2pm	355	473	694	927	4,775	5,313	1,045	1,096	6,869	7,809
2-3pm	372	511	790	1,107	4,892	5,203	1,181	1,186	7,235	8,007
3-4pm	489	479	948	1,334	4,842	5,443	1,559	1,242	7,838	8,498
4-5pm	491	455	1,042	1,200	4,997	5,566	1,677	1,212	8,207	8,433
5-6pm	424	510	982	1,213	4,934	5,444	1,622	1,119	7,962	8,286
6-7pm	256	424	692	981	4,784	5,451	1,106	890	6,838	7,746
7-8pm	156	251	460	722	4,483	5,612	797	727	5,896	7,312
8-9pm	90	106	320	484	4,118	5,255	653	525	5,181	6,370
9-10pm	73	67	284	352	3,989	4,865	540	416	4,886	5,700
10-11pm	71	96	214	287	3,673	4,345	459	398	4,417	5,126
11-Mid	63	59	184	236	2,793	3,495	429	428	3,469	4,218
24 hr Total	6,455	6,561	13,951	15,498	94,830	103,983	19,431	19,480	134,667	145,522
6-10am	1,925	1,352	4,140	3,008	21,351	21,113	4,009	5,569	31,425	31,042
10am-1pm	1,191	1,321	2,216	2,700	14,329	14,251	2,885	3,119	20,621	21,391
1-3pm	727	984	1,484	2,034	9,667	10,516	2,226	2,282	14,104	15,816
3-7pm	1,660	1,868	3,664	4,728	19,557	21,904	5,964	4,463	30,845	32,963
6am-7pm	5,503	5,525	11,504	12,470	64,904	67,784	15,084	15,433	96,995	101,212

* To Brooklyn

2005 Screenline Volumes Brooklyn - Queens (cont'd)

	Atlantic Ave		Cooper St		Cornelia St	Decatur St	DeKalb Ave		Greene Ave	Jackie Robinson Parkway	
	<i>W/B*</i>	<i>E/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>N/B</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>N/B</i>	<i>W/B*</i>	<i>E/B</i>
Mid-1am	142	166	76	48	22	29	39	27	16	778	692
1-2am	85	90	33	26	14	13	19	19	18	339	397
2-3am	63	72	31	28	7	10	23	17	7	225	275
3-4am	54	62	17	21	6	11	18	9	10	165	246
4-5am	114	86	38	27	10	11	39	19	7	285	389
5-6am	269	174	83	55	19	37	71	43	21	757	945
6-7am	714	399	269	139	37	63	198	107	43	2,193	2,052
7-8am	1,082	527	605	194	93	88	346	169	87	2,809	2,214
8-9am	973	699	542	191	103	114	290	161	79	2,577	1,999
9-10am	730	583	350	154	83	81	179	129	59	2,130	1,652
10-11am	581	579	287	141	80	88	150	117	71	1,758	1,451
11-Noon	598	638	256	159	89	94	168	142	100	1,492	1,433
Noon-1	620	649	263	157	89	113	163	126	99	1,480	1,615
1-2pm	602	725	250	201	99	115	157	139	106	1,543	1,794
2-3pm	592	753	337	233	128	143	197	157	102	1,790	2,253
3-4pm	745	911	375	293	129	164	195	186	89	2,111	2,414
4-5pm	764	1,155	388	291	127	145	217	208	110	2,404	2,572
5-6pm	828	1,277	403	258	139	148	228	208	86	2,345	2,673
6-7pm	776	1,257	365	264	139	139	226	189	93	2,035	2,405
7-8pm	701	753	315	200	105	119	201	138	94	1,796	2,120
8-9pm	524	618	293	192	95	96	154	112	72	1,415	1,717
9-10pm	460	456	234	142	77	76	134	86	69	1,294	1,566
10-11pm	376	430	214	120	53	65	115	69	65	1,261	1,491
11-Mid	218	290	136	88	44	41	56	49	48	1,055	1,125
24 hr Total	12,611	13,349	6,160	3,622	1,787	2,003	3,583	2,626	1,551	36,037	37,490
6-10am	3,499	2,208	1,766	678	316	346	1,013	566	268	9,709	7,917
10am-1pm	1,799	1,866	806	457	258	295	481	385	270	4,730	4,499
1-3pm	1,194	1,478	587	434	227	258	354	296	208	3,333	4,047
3-7pm	3,113	4,600	1,531	1,106	534	596	866	791	378	8,895	10,064
6am-7pm	9,605	10,152	4,690	2,675	1,335	1,495	2,714	2,038	1,124	26,667	26,527

* To Brooklyn

2005 Screenline Volumes Brooklyn - Queens (cont'd)

	Linden Blvd		Linden St	Shore Parkway		Sutter Ave		Other Totals		Grand Totals	
	<i>W/B*</i>	<i>E/B</i>	<i>N/B</i>	<i>W/B*</i>	<i>E/B</i>	<i>W/B*</i>	<i>E/B</i>	<i>To Brooklyn</i>	<i>To Queens</i>	<i>To Brooklyn</i>	<i>To Queens</i>
Mid-1am	435	551	23	1,295	1,140	61	74	2,826	2,788	5,170	5,865
1-2am	225	321	19	709	662	36	42	1,446	1,621	2,935	3,896
2-3am	204	190	12	415	484	23	35	984	1,137	2,186	2,904
3-4am	208	190	11	402	435	15	25	879	1,026	2,248	2,695
4-5am	342	291	11	733	745	40	40	1,591	1,636	3,812	4,073
5-6am	766	441	29	2,508	1,948	86	77	4,540	3,789	9,738	8,148
6-7am	1,617	938	61	4,485	3,979	256	240	9,732	8,058	17,637	15,681
7-8am	2,474	1,087	108	5,096	4,674	380	280	12,792	9,521	20,946	17,812
8-9am	2,470	1,093	105	4,240	4,826	385	299	11,477	9,669	19,333	17,709
9-10am	1,727	1,023	107	4,155	3,671	234	194	9,505	7,736	17,015	14,824
10-11am	1,475	1,014	118	3,614	3,338	187	178	8,052	7,175	14,920	13,888
11-Noon	1,300	991	125	3,393	3,305	162	230	7,369	7,306	14,393	14,677
Noon-1	1,247	1,052	128	3,256	3,334	222	264	7,251	7,626	13,980	14,933
1-2pm	1,280	1,087	117	3,537	3,580	209	261	7,578	8,224	14,447	16,033
2-3pm	1,399	1,183	136	4,070	4,699	270	315	8,655	10,102	15,890	18,109
3-4pm	1,582	1,463	144	4,599	5,052	338	365	9,945	11,210	17,783	19,708
4-5pm	1,644	1,453	140	4,827	4,845	339	382	10,583	11,428	18,790	19,861
5-6pm	1,570	1,386	155	4,790	5,081	347	384	10,511	11,795	18,473	20,081
6-7pm	1,441	1,293	144	4,711	4,416	292	326	9,846	10,665	16,684	18,411
7-8pm	1,284	1,131	120	4,124	4,070	286	286	8,707	9,136	14,603	16,448
8-9pm	1,020	1,036	104	3,647	3,578	217	201	7,270	7,821	12,451	14,191
9-10pm	941	951	84	3,060	3,281	173	163	6,296	6,951	11,182	12,651
10-11pm	895	838	66	2,633	2,589	148	154	5,642	5,940	10,059	11,066
11-Mid	649	689	56	2,094	2,001	104	123	4,312	4,554	7,781	8,772
24 hr Total	28,195	21,692	2,123	76,393	75,733	4,810	4,938	167,789	166,914	302,456	312,436
6-10am	8,288	4,141	381	17,976	17,150	1,255	1,013	43,506	34,984	74,931	66,026
10am-1pm	4,022	3,057	371	10,263	9,977	571	672	22,672	22,107	43,293	43,498
1-3pm	2,679	2,270	253	7,607	8,279	479	576	16,233	18,326	30,337	34,142
3-7pm	6,237	5,595	583	18,927	19,394	1,316	1,457	40,885	45,098	71,730	78,061
6am-7pm	21,226	15,063	1,588	54,773	54,800	3,621	3,718	123,296	120,515	220,291	221,727

* To Brooklyn