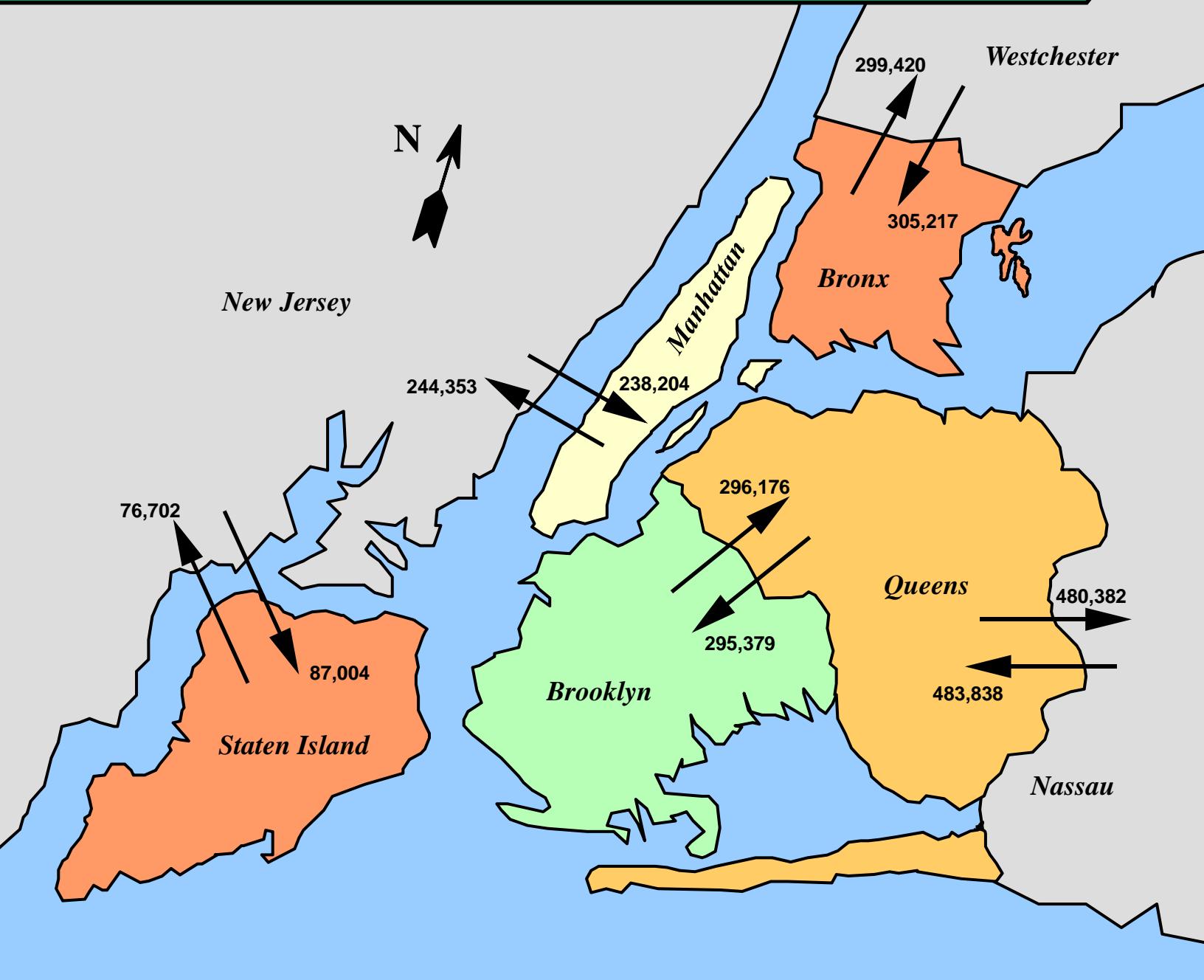


# 2012 New York City Screenline Traffic Flow



Bill de Blasio  
Mayor



Polly Trottenberg  
Commissioner

A member of the New York Metropolitan Transportation Council

# **2012 New York City Screenline Traffic Flow**

**Contract D000642**

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**2012**

**NEW YORK CITY**

**SCREENLINE TRAFFIC FLOW**

**2,215,100**

daily vehicles crossed the 32 monitored City border screenline locations in 2012, 0.2% fewer than in 2011 .

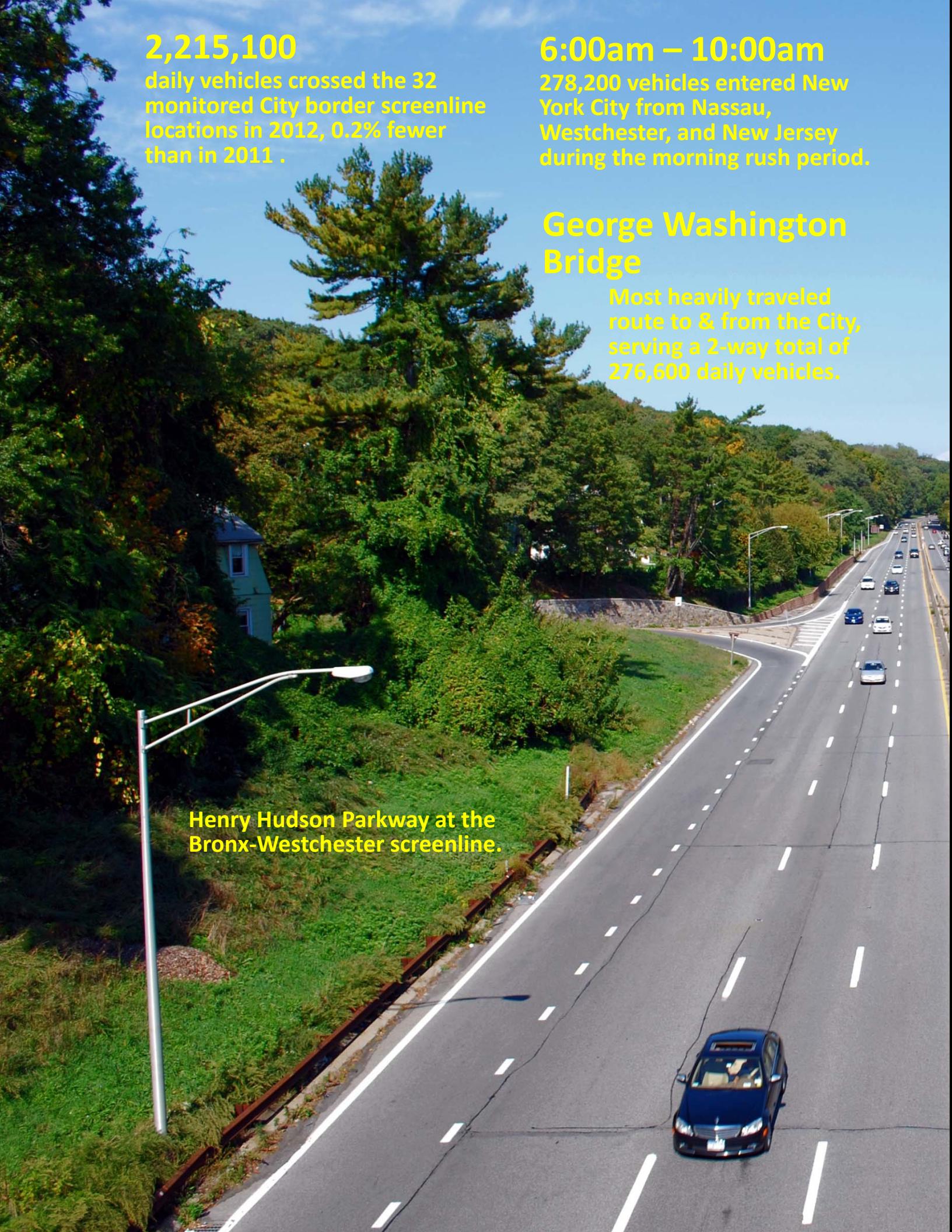
**6:00am – 10:00am**

278,200 vehicles entered New York City from Nassau, Westchester, and New Jersey during the morning rush period.

## George Washington Bridge

Most heavily traveled route to & from the City, serving a 2-way total of 276,600 daily vehicles.

**Henry Hudson Parkway at the Bronx-Westchester screenline.**



## **Queens-Nassau**

**Highest volumes at the 15 monitored Queens-Nassau border locations: 964,200 daily vehicles in 2012 (43.5% of total monitored traffic at the City borders).**

## **Bronx-Westchester**

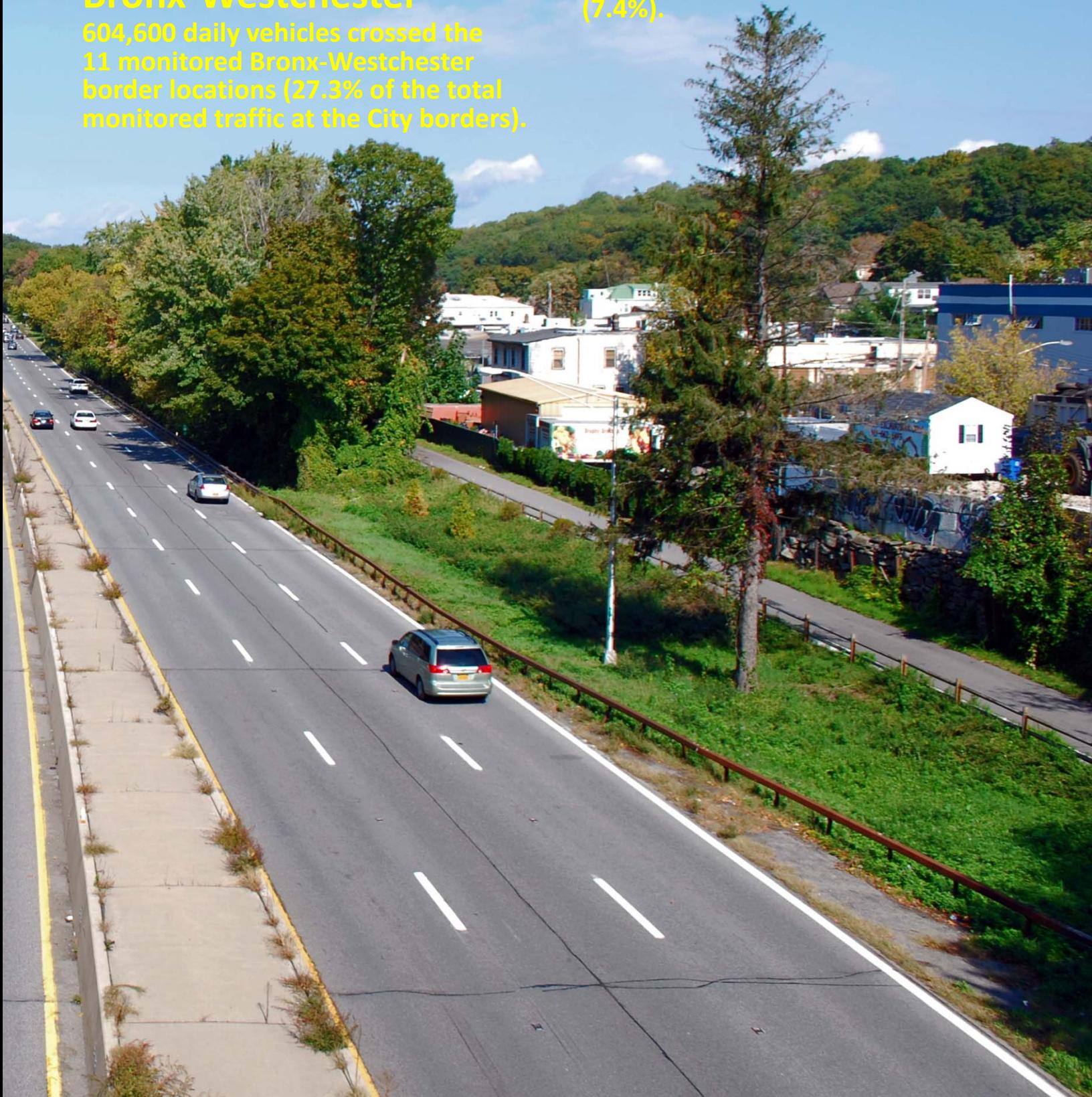
**604,600 daily vehicles crossed the 11 monitored Bronx-Westchester border locations (27.3% of the total monitored traffic at the City borders).**

## **Manhattan-New Jersey**

**482,600 daily vehicles crossed the Hudson River between Manhattan and New Jersey (21.8%).**

## **Staten Island-New Jersey**

**163,700 daily vehicles traveled between Staten Island and New Jersey (7.4%).**





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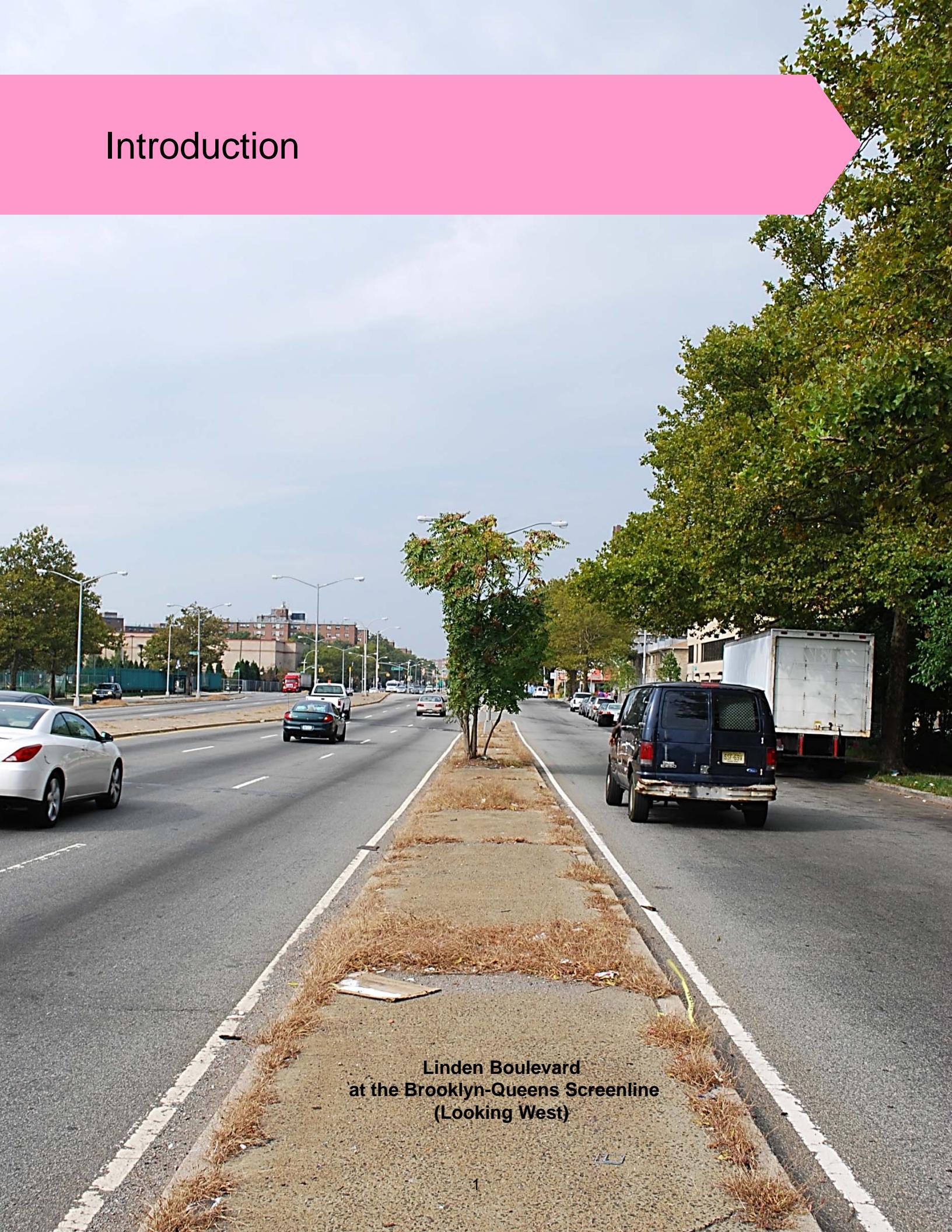
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# Introduction



**Linden Boulevard  
at the Brooklyn-Queens Screenline  
(Looking West)**



# INTRODUCTION

The 2012 *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) under the Planning Program of the Moving Ahead for Progress (MAP-21) Act.

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 2012 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 1993–2011. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2012–2013 and 2013–2014 program years.

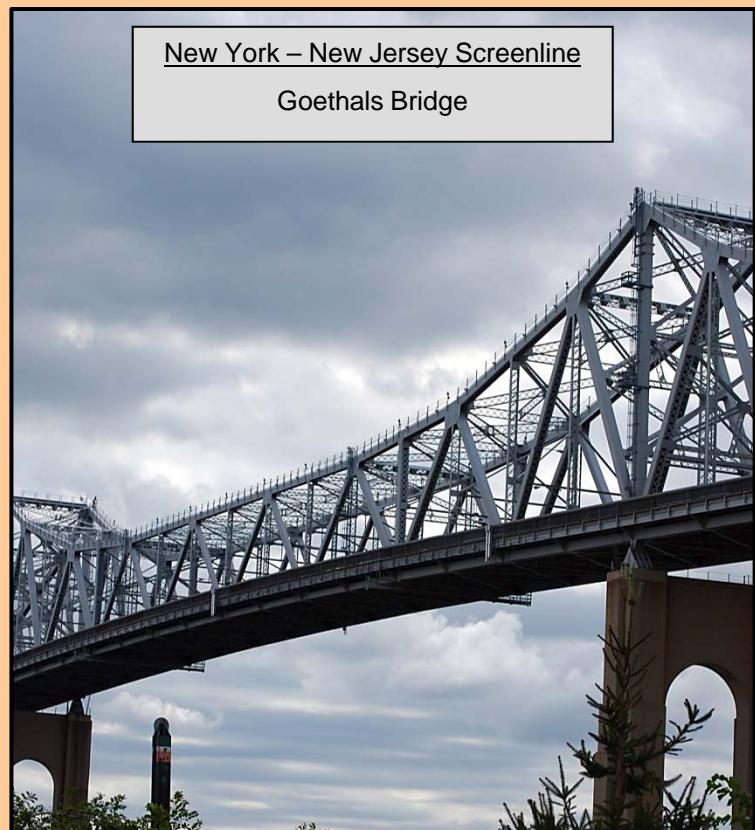
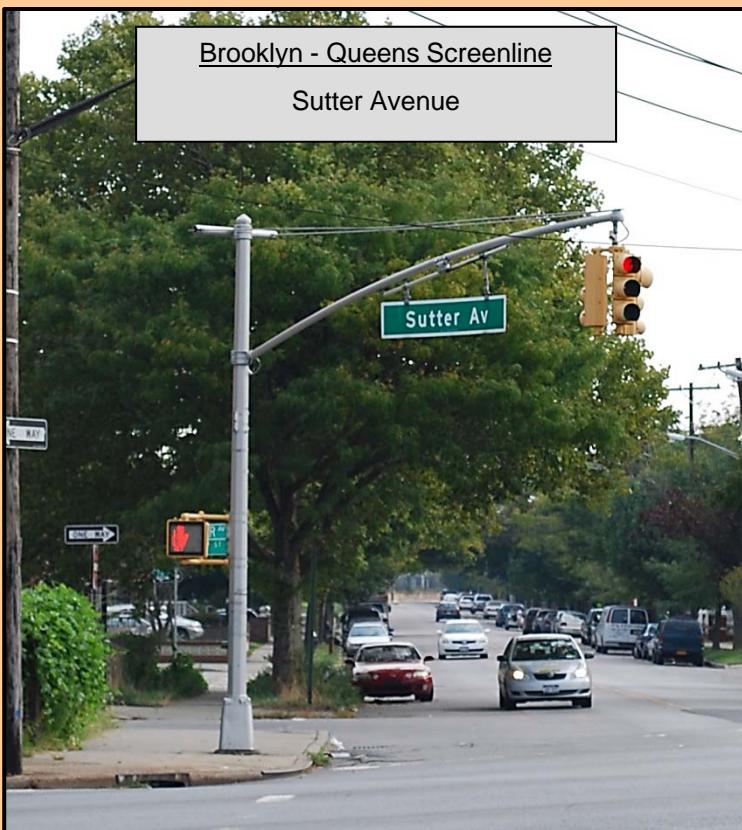
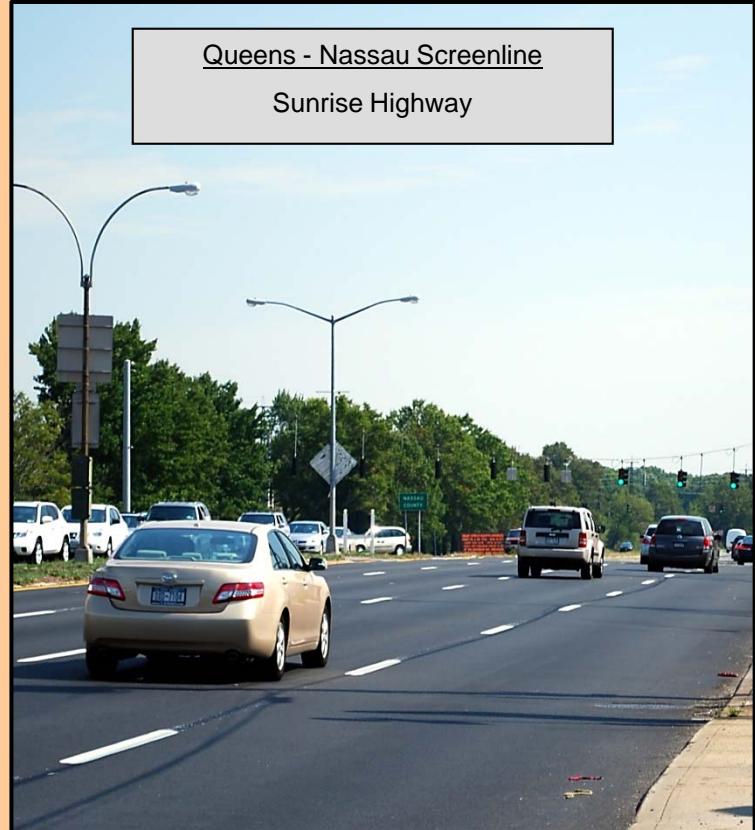
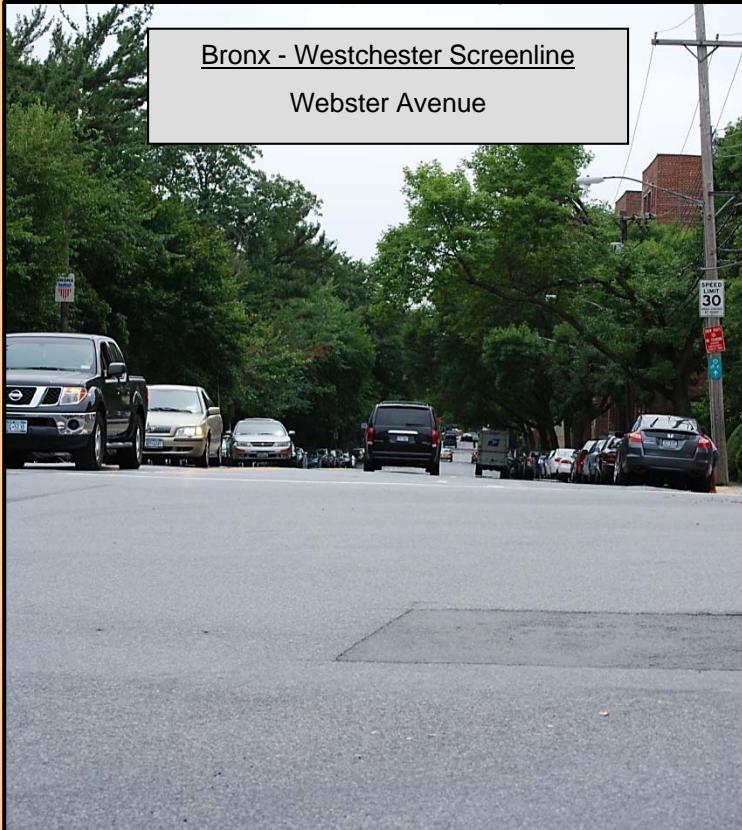
Each of the 47 screenline monitoring locations has been classified under a highway functional classification system. Functional classification is the method by which streets and highways are grouped into classes, or systems, according to the character of service each roadway provides.

The five functional classifications are defined as follows:

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

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

# Summary





## SUMMARY

### 2012 Daily Traffic

- 2,215,100 motor vehicles crossed the 32 New York City border screenline monitoring locations on a typical weekday in 2012, a decrease of 0.2% from the 2,219,800 daily vehicles recorded in 2011.
  - 43.5% of recorded vehicles were at the Queens–Nassau border (964,200 daily vehicles).
  - 27.3% at the Bronx–Westchester border (604,600 daily vehicles).
  - 21.8% at the three Manhattan–New Jersey river crossings operated by the Port Authority of New York and New Jersey (482,600 daily vehicles).
  - 7.4% at the three Port Authority Staten Island–New Jersey bridges (163,700 daily vehicles).
- During the 7-8 am inbound morning peak hour, 77,100 vehicles entered the City limits from Nassau, Westchester, and New Jersey. Between 6-10 am, a total of 278,200 vehicles entered the City.
- During the 5-6 pm outbound evening peak hour, 75,400 vehicles left the City. Between 3-7 pm, 297,500 left.
- Traffic crossing the City boundaries was heavy throughout the day. The combined total of entries and departures exceeded 100,000 vehicles per hour continuously from 6 am until 8 pm.

### Bronx - Westchester

- On a typical 2012 weekday, 604,600 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 0.5% more than the 601,500 daily vehicles recorded in 2011.
- 86.4% of the recorded vehicles (522,200 per day) were on the five limited access highways (interstate and principal arterials) that cross the screenline. The breakdown among the five limited access facilities was as follows.
  - Heaviest volume on the New England Thruway: 131,400 daily vehicles, 21.7% of the Bronx-Westchester screenline total.
  - 116,600 on the Major Deegan Expressway and service roads, 19.3%.
  - 95,000 on the Henry Hudson Parkway, 15.7%.
  - 91,400 on the Bronx River Parkway, 15.1%.
  - 87,900 on the Hutchinson River Parkway, 14.5%.
- Boston Road is the busiest principal arterial monitored, with 23,700 vehicles per day, 3.9% of the screenline total.

- During the 7-8 am inbound morning peak hour, 24,000 vehicles entered The Bronx from Westchester, with 86.6% (20,800 vehicles) using the five limited access facilities according to the following breakdown.
  - 5,000 on the Henry Hudson Parkway.
  - 4,600 on the Major Deegan Expressway and its service road.
  - 3,600 on the New England Thruway.
  - 3,300 on the Hutchinson River Parkway.
  - 4,300 on the Bronx River Parkway.
- Between 6-10 am, 79,500 vehicles entered The Bronx, with 87.2% (69,300 vehicles) using the five limited access facilities as follows.
  - 15,500 on the Major Deegan Expressway and its service road.
  - 15,800 on the Henry Hudson Parkway.
  - 13,100 on the New England Thruway.
  - 13,600 on the Bronx River Parkway.
  - 11,300 on the Hutchinson River Parkway.
- During the 5-6 pm outbound evening peak hour, 21,600 vehicles crossed from The Bronx into Westchester. A total of 18,600 (86.4% of the total) used the five limited access highways as follows.
  - 4,700 on the Major Deegan Expressway and its service road.
  - 3,800 on the Henry Hudson Parkway.
  - 3,600 on the Bronx River Parkway.
  - 3,600 on the New England Thruway.
  - 2,900 on the Hutchinson River Parkway.
- Between 3-7 pm, 83,700 vehicles left The Bronx, with 72,600 (86.7%) using the five limited access facilities as follows.
  - 18,000 on the Major Deegan Expressway and its service road.
  - 14,700 on the New England Thruway.
  - 14,300 on the Henry Hudson Parkway.
  - 14,200 on the Bronx River Parkway.
  - 11,400 on the Hutchinson River Parkway.
  - Heavy Reverse Traffic 3-7 pm: 77,200 vehicles inbound to The Bronx, 83,700 outbound to Westchester.

## **Queens - Nassau**

- A total of 964,200 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on a typical 2012 weekday, 0.7% more than the 957,700 daily vehicles recorded in 2011.

- The three limited access highways that cross the screenline accommodated more than half (57.5%) of the recorded vehicles (554,800 per day).
  - 228,200 on the Long Island Expressway and its service roads (23.6%).
  - 164,300 on the Laurelton Parkway (17.7%).
  - 162,300 on the Grand Central Parkway and its service road (16.9%).
- Busiest Queens-Nassau Screenline arterials:
  - Rockaway Boulevard, 76,000 vehicles per day.
  - Sunrise Highway/South Conduit Avenue, 60,600 vehicles per day.
  - Hempstead Avenue, 44,300 vehicles per day.
  - Northern Boulevard, 43,400 vehicles per day.
- During the 7-8 am inbound morning peak hour, 30,700 vehicles entered Queens from Nassau. A total of 17,000 of those vehicles (55.3% of the total) were on the three limited access facilities.
  - 6,700 on the Long Island Expressway and service road.
  - 4,900 on the Laurelton Parkway.
  - 5,400 on the Grand Central Parkway and service road.
- Between 8-9 am, 30,800 vehicles entered Nassau from Queens, including 18,600 (60.4% of the total) using the three limited access facilities.
  - 7,100 on the Long Island Expressway and service road.
  - 6,700 on the Grand Central Parkway and service road.
  - 4,800 on the Laurelton Parkway.
- During the 6-10 am rush period, 113,100 vehicles entered Queens from Nassau, and 103,700 entered Nassau from Queens. The three limited access facilities served 65,100 of these Queens-bound vehicles, and 64,900 of the Nassau-bound vehicles.
  - Long Island Expressway and service roads: 25,000 to Queens; 25,600 to Nassau.
  - Laurelton Parkway: 19,500 to Queens; 17,400 to Nassau.
  - Grand Central Parkway and its service road: 20,600 to Queens; 21,900 to Nassau.
- The evening outbound peak hour occurred between 3-4 pm, when 32,000 vehicles entered Nassau from Queens. The three limited access facilities were used by 18,000 of these Nassau-bound vehicles.
  - 6,800 on the Long Island Expressway and service road.
  - 5,600 on the Laurelton Parkway.
  - 5,600 on the Grand Central Parkway and service road.

- The evening inbound peak hour occurred between 4-5 pm, when 32,000 vehicles entered Queens from Nassau. The three limited access facilities were used by 17,200 of these Queens-bound vehicles.
  - 7,300 on the Long Island Expressway and service road.
  - 4,500 on the Laurelton Parkway.
  - 5,400 on the Grand Central Parkway and service road.

During the 3-7 pm rush period, 126,600 vehicles entered Nassau from Queens, and 120,300 entered Queens from Nassau. The three limited access facilities were used by 69,800 of these Nassau-bound vehicles and 65,400 of the Queens-bound vehicles.

- Long Island Expressway and service roads: 26,600 to Nassau; 27,400 to Queens.
- Laurelton Parkway: 22,500 to Nassau; 17,000 to Queens.
- Grand Central Parkway and service road: 20,700 to Nassau; 21,000 to Queens.
- Volumes were heavy volumes throughout the day between Queens and Nassau, with 2-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

## **New York – New Jersey**

- On a fall 2012 weekday, 646,300 motor vehicles traveled between New York City and New Jersey via the six bridges and tunnels operated by the Port Authority of New York and New Jersey (PANYNJ), 2.2% fewer than the 660,600 daily vehicles recorded in 2011.
- Manhattan-New Jersey traffic decreased 1.7%, to 482,600 daily vehicles in 2012 from 491,100 in 2011.
  - George Washington Bridge 2-way volume decreased 1.2%, to 276,700 daily vehicles in 2012 from 279,900 in 2011. This is the busiest of all New York City screenline locations, carrying 42.8% of total New York City-New Jersey traffic, and 57.3% of Manhattan-New Jersey traffic.
  - Holland Tunnel traffic decreased 0.9%, to 92,700 daily vehicles in 2012 from 93,600 in 2011.
  - Lincoln Tunnel traffic decreased 3.8%, to 113,200 daily vehicles in 2012 from 117,600 in 2011.
- 18,900 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 10,700 (57%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 66,900. The George Washington Bridge was the route for 56% of these 6-10 am entries (37,500 vehicles).
- 17,400 vehicles departed Manhattan for New Jersey during the 4-5 pm evening peak hour, with the George Washington Bridge accommodating 10,200 (59%) of those departing vehicles.

- During the 3-7 pm evening rush period, 67,400 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 59% of that departing traffic (39,400 vehicles).
- Staten Island-New Jersey traffic decreased 3.4%, to 163,700 daily vehicles in 2012 from 169,500 in 2011.
  - Bayonne Bridge traffic increased 0.5%, to 18,800 daily vehicles in 2012 from 18,600 in 2011.
  - Goethals Bridge traffic decreased 3.2%, to 73,100 daily vehicles in 2012 from 75,600 in 2011.
  - Outerbridge Crossing traffic decreased 4.6%, to 71,800 daily vehicles in 2012 from 75,300 in 2011.
- Between 6-10 am, 19,300 vehicles crossed from Staten Island to New Jersey while 18,700 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 24,300 vehicles, while traffic bound for New Jersey totaled 20,400.

## **Brooklyn - Queens**

- On a typical 2012 weekday, 591,600 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations, 3.0% more than the 574,200 daily vehicles recorded in 2011.
- Except for the four bridges over Newtown Creek (monitored annually in the New York City Bridge Traffic Volumes report), traffic volumes at the Brooklyn-Queens screenline were analyzed for the first time in 1993.
- Over two-thirds (70.2%) of the vehicles (415,100 per day) crossing the Brooklyn-Queens screenline used the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore (Belt) Parkway.
- Some 46.0% (272,100 per day) were crossing Newtown Creek via the Grand Street, J.J. Byrne, Kosciuszko, and Pulaski Bridges.
- Kosciuszko Bridge on the Brooklyn-Queens Expressway is the busiest Brooklyn-Queens screenline highway, with two-way daily volume of 196,200 daily vehicles, 33.2% of all traffic on the monitored thoroughfares and 72.1% of Newtown Creek crossings.
- Busiest Brooklyn-Queens Screenline arterials in 2012:
  - Belt Parkway (Shore Parkway), 152,000 vehicles per day.
  - Jackie Robinson Parkway, 67,000 vehicles per day.
  - Linden Boulevard, 45,100 vehicles per day.
  - Pulaski Bridge, 36,900 vehicles per day.
  - J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge), 26,400 vehicles per day.
  - Atlantic Avenue, 23,600 vehicles per day.

- Morning traffic to Brooklyn peaked between 7-8 am, when 19,000 vehicles entered Brooklyn.
  - 5,500 on the Kosciuszko Bridge.
  - 5,000 on the Belt Parkway (Shore Parkway).
- Morning traffic to Queens peaked between 8-9 am, at 16,400 vehicles.
  - 5,200 on the Kosciuszko Bridge.
  - 4,300 on the Belt Parkway (Shore Parkway).
- During the 6-10 am rush period, 70,600 vehicles entered Brooklyn and 60,900 entered Queens.
  - Kosciuszko Bridge: 21,600 to Brooklyn; 20,400 to Queens.
  - Belt Parkway (Shore Parkway): 19,000 to Brooklyn; 15,900 to Queens.
- Evening traffic to Brooklyn peaked between 4-5 pm, with 17,200 vehicles entering Brooklyn from Queens.
  - 4,900 on Kosciuszko Bridge.
  - 4,300 on Belt Parkway (Shore Parkway).
- Evening traffic to Queens peaked between 5-6 pm, with 18,400 vehicles entering Queens from Brooklyn.
  - 5,000 on Kosciuszko Bridge.
  - 4,400 on Belt Parkway (Shore Parkway).
- During the 3-7 pm rush period, 71,700 vehicles entered Queens and 66,900 entered Brooklyn.
  - Kosciuszko Bridge: 20,100 to Queens; 19,900 to Brooklyn.
  - Belt Parkway (Shore Parkway): 17,500 to Queens; 16,700 to Brooklyn.

# 2011 vs. 2012

## Screenline Traffic Volume Trends

### Both Directions

Page 1 of 3

<b>BRONX-WESTCHESTER</b>	<i>Highway Functional Classification</i>	2011	2012	Percent Change
Boston Road	Principal Arterial	24,601	23,668	- 3.8 %
Broadway	Principal Arterial	14,526	15,461	6.4 %
Bronx River Parkway	Principal Arterial	86,050	91,374	6.2 %
Henry Hudson Parkway	Principal Arterial	93,588	94,973	1.5 %
Hutchinson River Parkway	Principal Arterial	90,344	87,860	- 2.7 %
Major Deegan Expressway	Interstate	106,476	105,378	- 1.0 %
Major Deegan Svce Roads	Principal Arterial	10,146	11,250	10.9 %
New England Thruway	Interstate	134,776	131,413	- 2.5 %
Riverdale Avenue	Principal Arterial	10,398	10,222	- 1.7 %
Van Cortlandt Park East	Minor Arterial	9,122	9,758	7.0 %
Webster Avenue	Local	9,474	9,916	4.7 %
White Plains Road	Principal Arterial	12,008	13,364	11.3 %
<b>Total Bronx-Westchester Screenline</b>		<b>601,509</b>	<b>604,637</b>	<b>0.5 %</b>

### **QUEENS-NASSAU**

Beach Channel Drive	Minor Arterial	22,818	23,370	2.4 %
Central Avenue	Minor Arterial	13,700	14,002	2.2 %
Grand Central Parkway	Principal Arterial	153,655	152,023	- 1.1 %
Grand Central Parkway Svce Road	Minor Arterial	10,844	10,244	- 5.5 %
Hempstead Avenue	Principal Arterial	40,666	44,307	9.0 %
Hillside Avenue	Principal Arterial	22,172	26,165	18.0 %
Jamaica Avenue	Principal Arterial	28,213	29,039	2.9 %
Laurelton Parkway	Principal Arterial	170,143	164,343	- 3.4 %
Linden Boulevard	Principal Arterial	25,733	28,395	10.3 %
Long Island Expressway	Interstate	220,264	218,179	- 0.9 %
Long Island Exp Svce Roads	Principal Arterial	10,214	10,052	- 1.6 %
Merrick Boulevard	Minor Arterial	19,434	22,763	17.1 %
Northern Boulevard	Principal Arterial	39,933	43,395	8.7 %
Rockaway Boulevard	Principal Arterial	74,717	76,023	1.7 %
Seagirt Boulevard	Principal Arterial	20,833	21,266	2.1 %
Sunrise Highway	Principal Arterial	64,624	60,597	- 6.2 %
Union Turnpike	Principal Arterial	19,695	20,057	1.8 %
<b>Total Queens-Nassau Screenline</b>		<b>957,658</b>	<b>964,220</b>	<b>0.7 %</b>

**2011 vs. 2012**  
**Screenline Traffic Volume Trends**  
**Both Directions**

Page 2 of 3

<b>NEW YORK - NEW JERSEY</b>	<i>Highway Functional Classification</i>			<b>Percent Change</b>
		<b>2011</b>	<b>2012</b>	
Manhattan - New Jersey				
George Washington Bridge	Interstate	279,896	276,648	- 1.2 %
Holland Tunnel	Interstate	93,560	92,743	- 0.9 %
Lincoln Tunnel	Principal Arterial	117,653	113,166	- 3.8 %
Subtotal, Manhattan - New Jersey		491,109	482,557	- 1.7 %
Staten Island - New Jersey				
Bayonne Bridge	Principal Arterial	18,665	18,755	0.5 %
Goethals Bridge	Interstate	75,580	73,135	- 3.2 %
Outerbridge Crossing	Principal Arterial	75,291	71,816	- 4.6 %
Subtotal, Staten Island - New Jersey		169,536	163,706	- 3.4 %
<b>Total New York - New Jersey Screenline</b>		<b>660,645</b>	<b>646,263</b>	<b>- 2.2 %</b>

**NEW YORK CITY BORDERS TOTAL**

Bronx - Westchester	601,509	604,637	0.5 %
Queens - Nassau	957,658	964,220	0.7 %
Manhattan - New Jersey	491,109	482,557	- 1.7 %
Staten Island - New Jersey	169,536	163,706	- 3.4 %
<b>Total New York City Border Screenlines</b>	<b>2,219,812</b>	<b>2,215,120</b>	<b>- 0.2 %</b>

# 2011 vs. 2012

## Screenline Traffic Volume Trends

### Both Directions

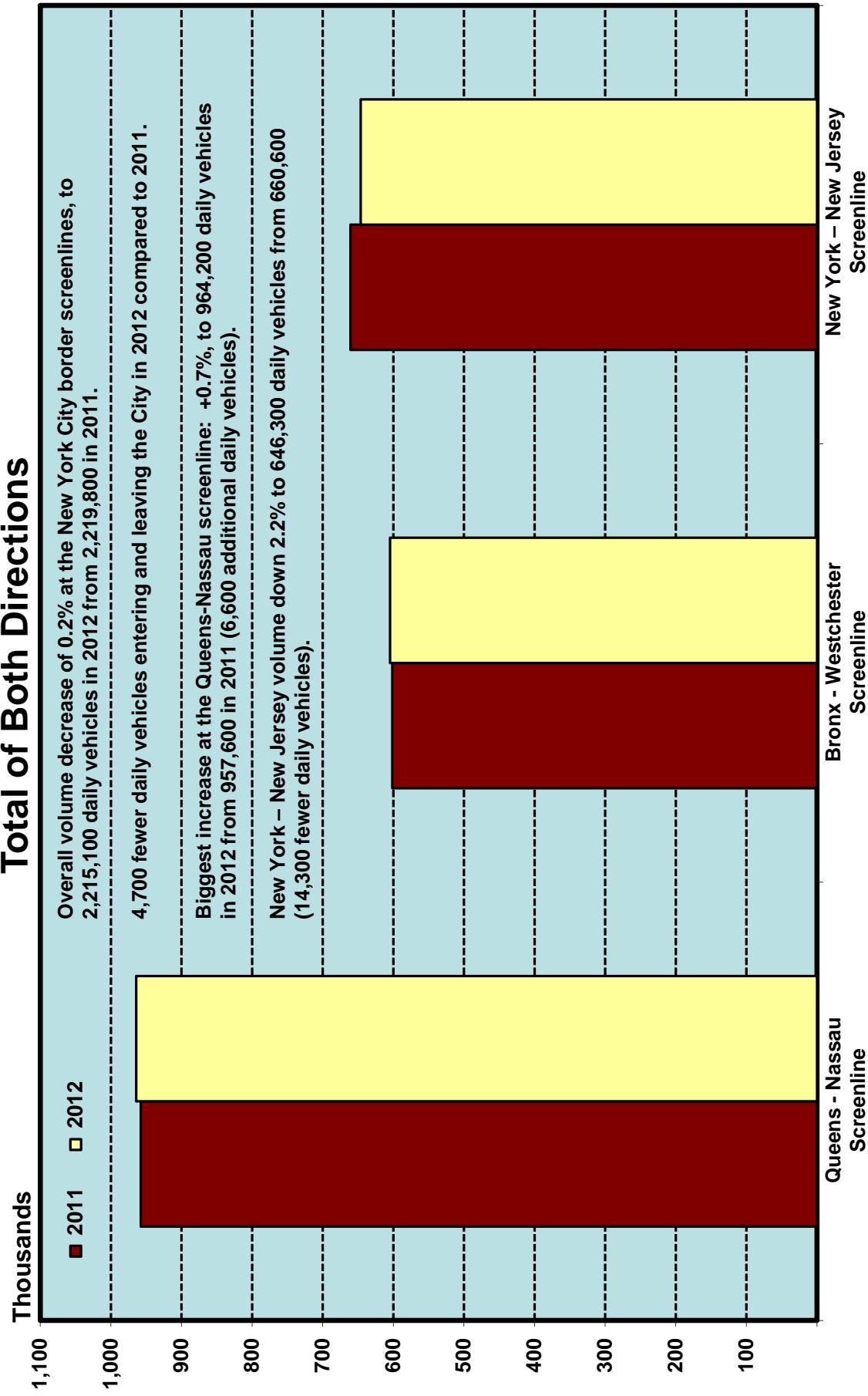
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<b>BROOKLYN - QUEENS</b>	<i>Highway Functional Classification</i>	2011	2012	Percent Change
Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	12,320	12,595	2.2 %
J.J. Byrne Memorial Bridge *	Principal Arterial	25,709	26,379	2.6 %
Kosciuszko Bridge	Interstate	191,624	196,217	2.4 %
Pulaski Bridge	Principal Arterial	37,422	36,867	- 1.5 %
Subtotal, Newtown Creek Bridges		267,075	272,058	1.9 %
Other Facilities				
Atlantic Avenue	Principal Arterial	23,919	23,622	- 1.2 %
Cooper Street	Minor Arterial	8,987	9,534	6.1 %
Cornelia Street	Local	1,723	1,768	2.6 %
Decatur Street	Collector	2,226	2,087	- 6.2 %
DeKalb Avenue	Minor Arterial	5,134	5,275	2.7 %
Greene Avenue	Minor Arterial	1,555	1,520	- 2.3 %
Jackie Robinson Parkway	Principal Arterial	67,297	66,962	- 0.5 %
Linden Boulevard	Principal Arterial	44,183	45,068	2.0 %
Linden Street	Collector	1,776	1,923	8.3 %
Shore Parkway	Principal Arterial	140,634	151,957	8.1 %
Sutter Avenue	Minor Arterial	9,688	9,781	1.0 %
Subtotal, Other Facilities		307,122	319,497	4.0 %
Total Brooklyn - Queens Screenline		574,197	591,555	3.0 %

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

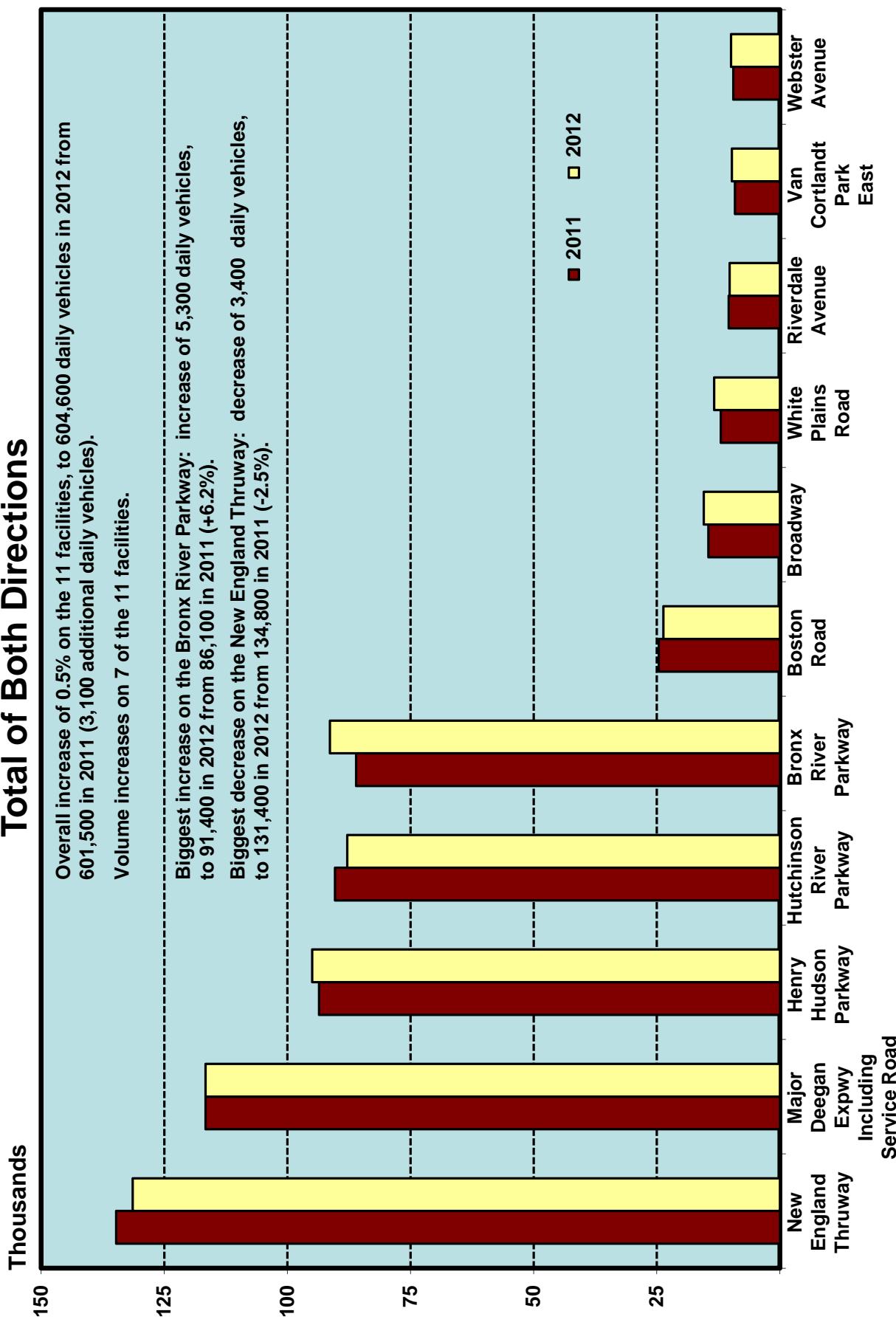
# New York City Screenlines ~ Daily Volumes 2012 vs. 2011

## Total of Both Directions

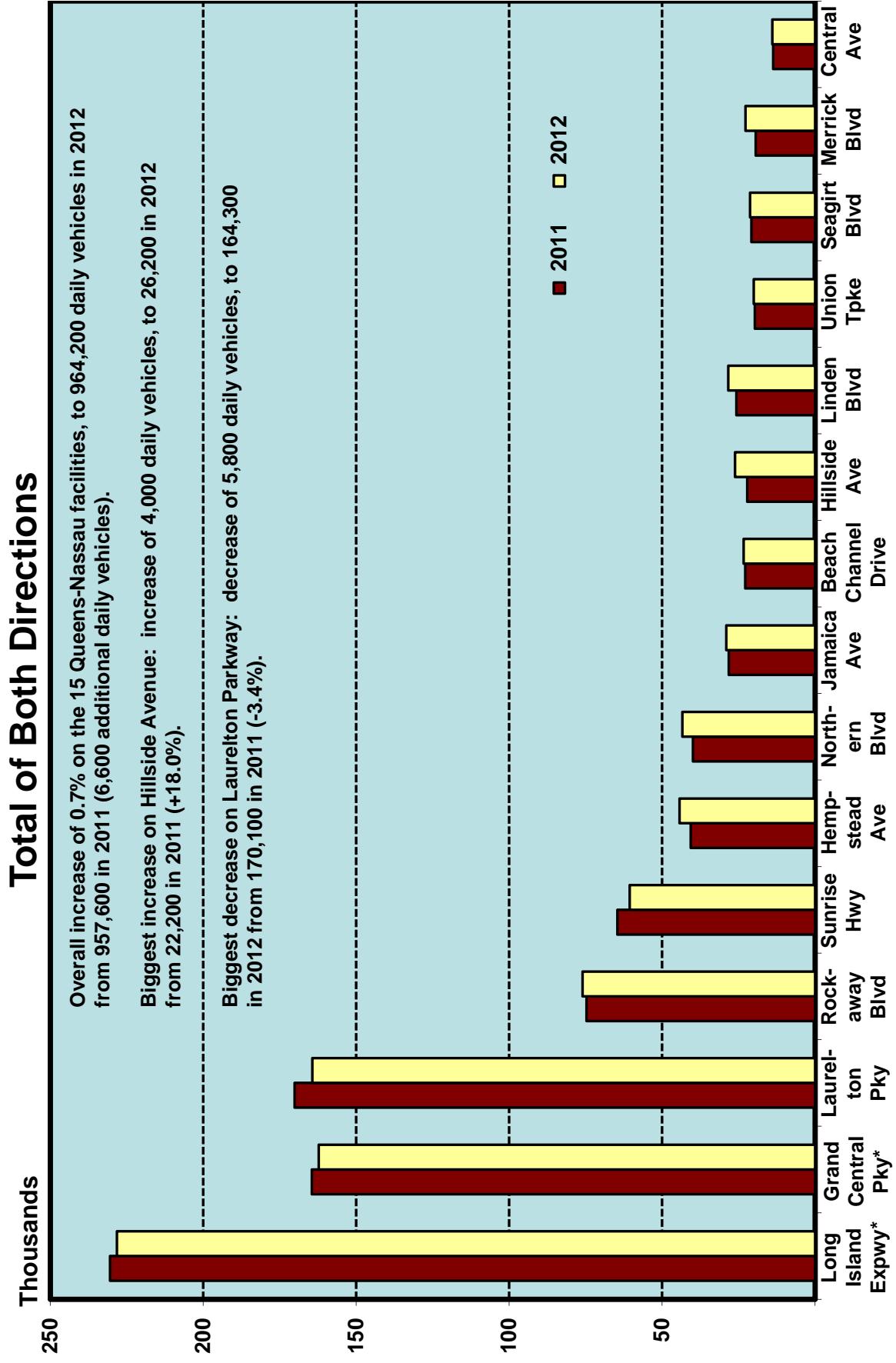


# Bronx – Westchester Screenline Daily Volumes 2012 vs. 2011

## Total of Both Directions



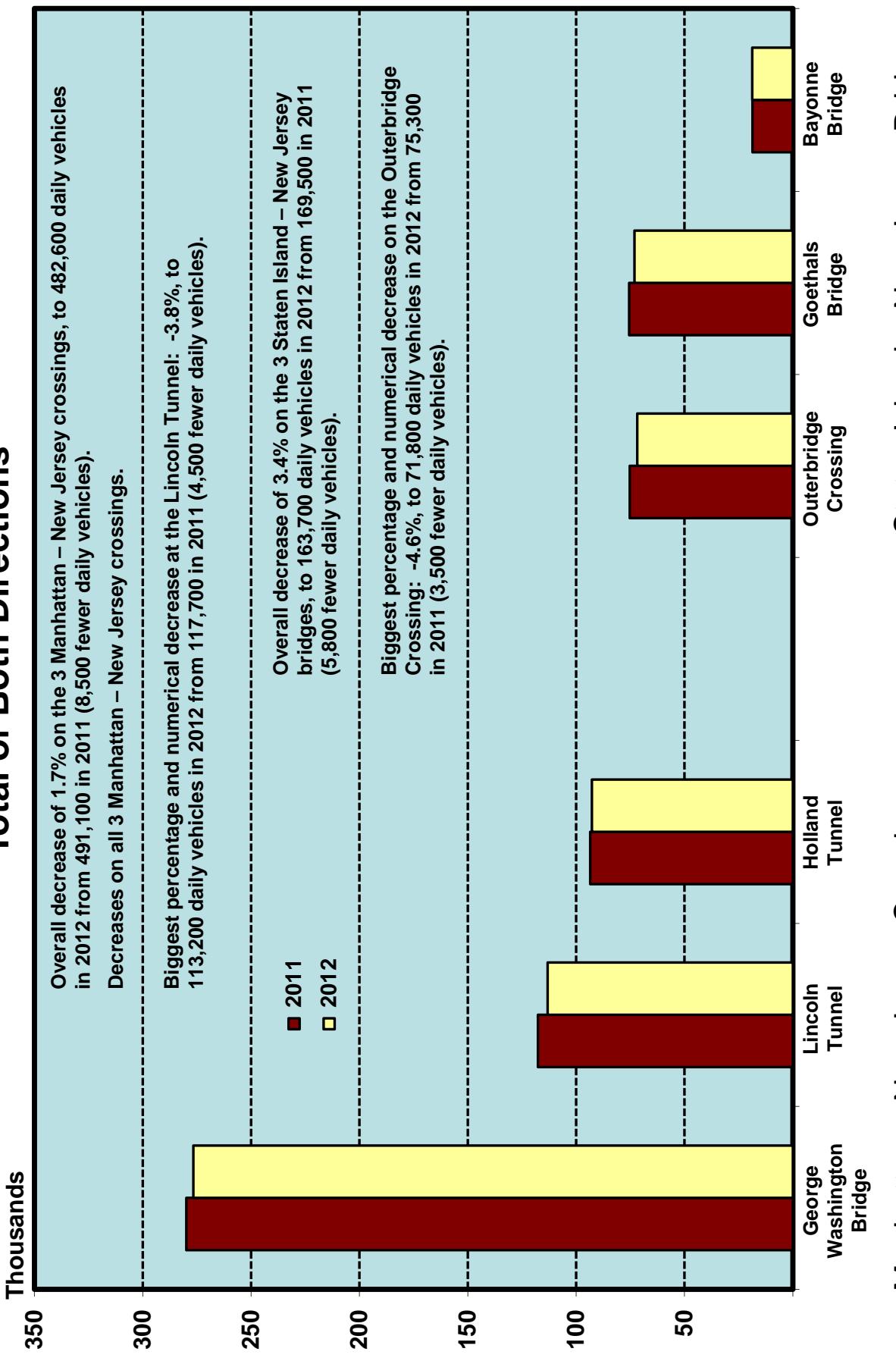
# Queens – Nassau Screenline Daily Volumes 2012 vs. 2011



\* Includes service roads.

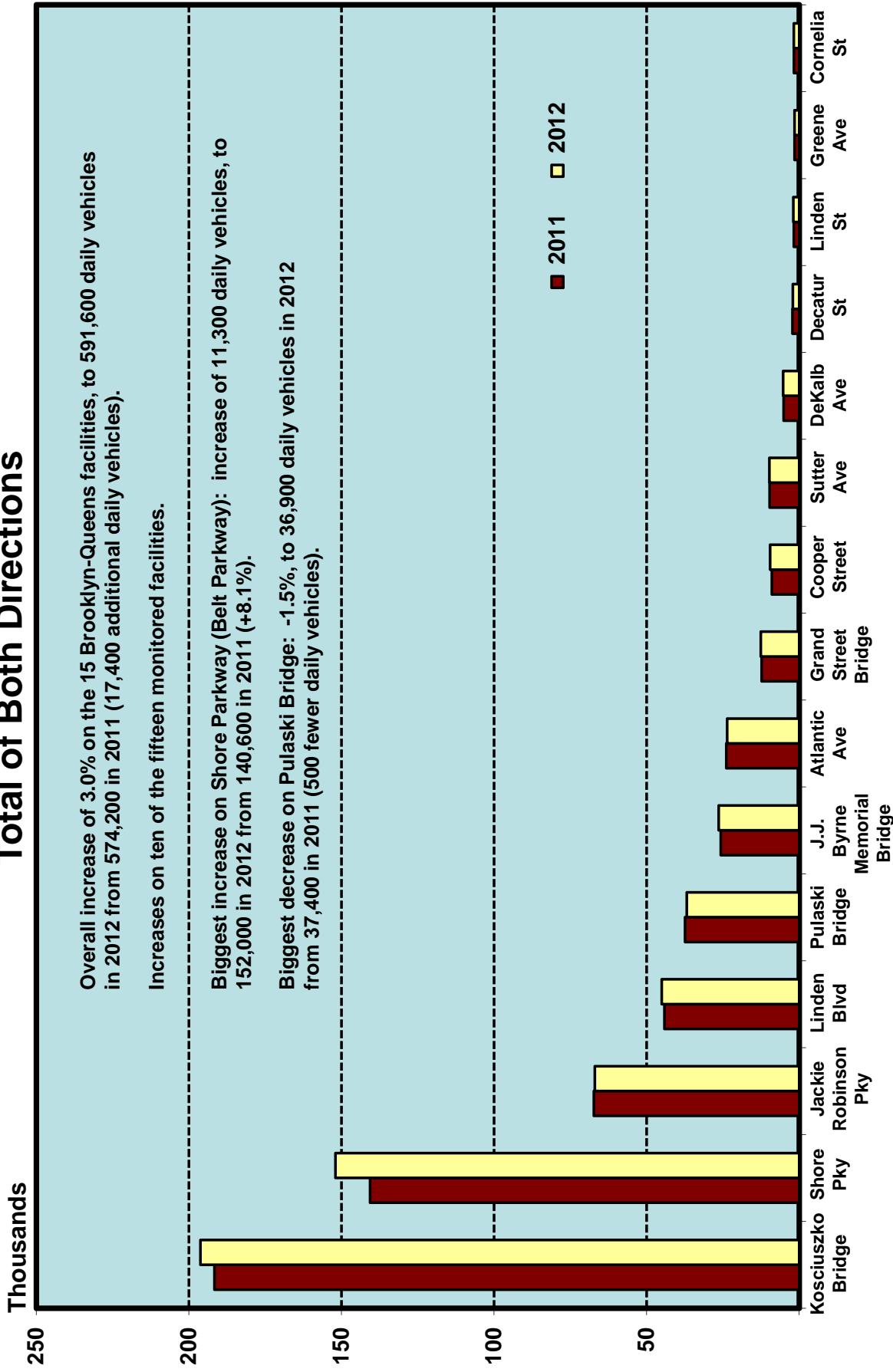
# New York – New Jersey Screenline Daily Volumes 2012 vS. 2011

## Total of Both Directions



# Brooklyn - Queens Screenline Daily Volumes 2012 vs. 2011

## Total of Both Directions



## 10-Year Trends ~ 2002-2012



**Merrick Boulevard at the Queens-Nassau Screenline  
Looking West**



## **TEN-YEAR TRENDS: 2002-2012**

Total monitored daily traffic volume at the City boundaries decreased 2.7% during this ten-year period, to 2,215,100 in 2012 from 2,275,900 in 2002 (60,800 fewer daily vehicles).

### **Bronx – Westchester Screenline**

- Overall decrease of 2.5% at the eleven Bronx-Westchester screenline monitoring sites, to 604,600 daily vehicles in 2012 from 619,900 in 2002 (15,300 fewer daily vehicles).
- Volume decreases on ten of the eleven monitored facilities.
- Largest numerical decrease on Hutchinson River Parkway: decrease of 6,000 daily vehicles, to 87,900 in 2012 from 93,900 in 2002 (-6.5%).
- Largest percentage decrease on Webster Avenue: -14.1%, to 9,900 daily vehicles in 2012 from 11,500 in 2002 (1,600 fewer daily vehicles).
- Only increase on the New England Thruway: up 3.9% 131,400 daily vehicles from 126,500 (+4,900 daily vehicles).

### **Queens – Nassau Screenline**

- Overall increase of 2.1%, at the fifteen Queens-Nassau screenline monitoring locations, to 964,200 daily vehicles in 2012 from 944,000 in 2002 (20,200 additional daily vehicles).
- Largest percentage and numerical increase on the Long Island Expressway and its service Roads: up 19.7% to 228,200 daily vehicles in 2012 from 190,600 in 2002 (37,600 additional daily vehicles).
- Greatest numerical decline on Grand Central Parkway and its service road: decrease of 16,600 daily vehicles to 162,300 in 2012 from 178,900 in 2002 (-9.3%).
- Greatest percentage decline on Union Turnpike: down 24.6%, to 20,100 daily vehicles in 2012 from 26,600 in 2002 (6,500 fewer daily vehicles).

### **Manhattan – New Jersey Screenline**

- Overall decrease of 9.4% on the three Hudson River crossings, to 482,500 daily vehicles in 2012 from 532,800 in 2002 (50,300 fewer daily vehicles).
- Largest numerical decrease at the George Washington Bridge: decrease of 34,100 daily vehicles, to 276,600 in 2012 from 310,700 in 2002 (-11.0%).
- Largest percentage decrease at the Lincoln Tunnel: -12.6% to 113,200 daily vehicles in 2012 from 129,500 in 2002 (16,300 fewer daily vehicles).
- Small increase at the Holland Tunnel: up just 200 daily vehicles to 92,700 in 2012 from 92,500 in 2002.

### **Staten Island – New Jersey Screenline**

- Overall decrease of 8.6% on the three Staten Island-New Jersey bridges, to 163,700 daily vehicles in 2012 from 179,100 in 2002 (15,400 fewer daily vehicles).

- Decreases on all three Staten Island-New Jersey bridges.
- Largest percentage decrease on the Bayonne Bridge: -12.1%, to 18,700 daily vehicles in 2012 from 21,300 in 2002 (2,600 fewer daily vehicles).
- Largest numerical decrease on the Goethals Bridge: decrease of 8,300 daily vehicles, to 73,100 in 2012 from 81,400 in 2002 (-10.1%).

### **Brooklyn – Queens Screenline**

- Insignificant overall change at the fifteen monitored Brooklyn-Queens screenline locations (increase of just 7 daily vehicles to 591,555 in 2012 from 591,548 in 2002).
- Largest numerical increase on the Kosciuszko Bridge: increase of 11,800 daily vehicles, to 196,200 in 2012 from 184,400 in 2002 (+6.4%).
- Largest percentage increase on Sutter Avenue: +17.2% to 9,800 daily vehicles in 2012 from 8,400 in 2002 (1,400 additional daily vehicles).
- Largest numerical decrease on Linden Boulevard: decrease of 8,000 daily vehicles, to 45,100 in 2012 from 53,100 in 2002 (-15.2%).
- Decrease of 7,700 daily vehicles on Jackie Robinson Parkway, to 67,000 in 2012 from 74,700 in 2002 (-10.4%).

# 10-Year Volume Trends ~ 2002 - 2012

## New York City Screenline Traffic Volumes

### Both Directions

Page 1 of 2

<b>BRONX-WESTCHESTER</b>	<i>Highway Functional Classification</i>	2002	2012	Percent Change
Boston Road	Principal Arterial	25,293	23,668	- 6.4 %
Broadway	Principal Arterial	15,994	15,461	- 3.3 %
Bronx River Parkway	Principal Arterial	94,978	91,374	- 3.8 %
Henry Hudson Parkway	Principal Arterial	98,002	94,973	- 3.1 %
Hutchinson River Parkway	Principal Arterial	93,936	87,860	- 6.5 %
Major Deegan Expressway *	Interstate	118,833	116,628	- 1.9 %
New England Thruway	Interstate	126,511	131,413	3.9 %
Riverdale Avenue	Principal Arterial	10,830	10,222	- 5.6 %
Van Cortlandt Park East	Minor Arterial	10,617	9,758	- 8.1 %
Webster Avenue	Local	11,547	9,916	- 14.1 %
White Plains Road	Principal Arterial	13,397	13,364	- 0.2 %
Total Bronx-Westchester Screenline		619,938	604,637	- 2.5 %

### **QUEENS-NASSAU**

Beach Channel Drive	Minor Arterial	25,610	23,370	- 8.7 %
Central Avenue	Minor Arterial	14,406	14,002	- 2.8 %
Grand Central Parkway *	Principal Arterial	178,867	162,267	- 9.3 %
Hempstead Avenue	Principal Arterial	43,418	44,307	2.0 %
Hillside Avenue	Principal Arterial	27,328	26,165	- 4.3 %
Jamaica Avenue	Principal Arterial	30,193	29,039	- 3.8 %
Laurelton Parkway	Principal Arterial	162,292	164,343	1.3 %
Linden Boulevard	Principal Arterial	27,812	28,395	2.1 %
Long Island Expressway *	Interstate	190,612	228,231	19.7 %
Merrick Boulevard	Minor Arterial	19,479	22,763	16.9 %
Northern Boulevard	Principal Arterial	44,186	43,395	- 1.8 %
Rockaway Boulevard	Principal Arterial	69,963	76,023	8.7 %
Seagirt Boulevard	Principal Arterial	20,392	21,266	4.3 %
Sunrise Highway	Principal Arterial	62,842	60,597	- 3.6 %
Union Turnpike	Principal Arterial	26,606	20,057	- 24.6 %
Total Queens-Nassau Screenline		944,006	964,220	2.1 %

\* Includes Service Roads.

# 10-Year Volume Trends ~ 2002 - 2012

## New York City Screenline Traffic Volumes

### Both Directions

Page 2 of 2

<b>NEW YORK - NEW JERSEY</b>	<i>Highway Functional Classification</i>	<b>2002</b>	<b>2012</b>	<b>Percent Change</b>
George Washington Bridge	Interstate	310,771	276,648	- 11.0 %
Holland Tunnel	Interstate	92,557	92,743	0.2 %
Lincoln Tunnel	Principal Arterial	129,511	113,166	- 12.6 %
Bayonne Bridge	Principal Arterial	21,327	18,755	- 12.1 %
Goethals Bridge	Interstate	81,384	73,135	- 10.1 %
Outerbridge Crossing	Principal Arterial	76,429	71,816	- 6.0 %
Total New York - New Jersey Screenline		711,979	646,263	- 9.2 %

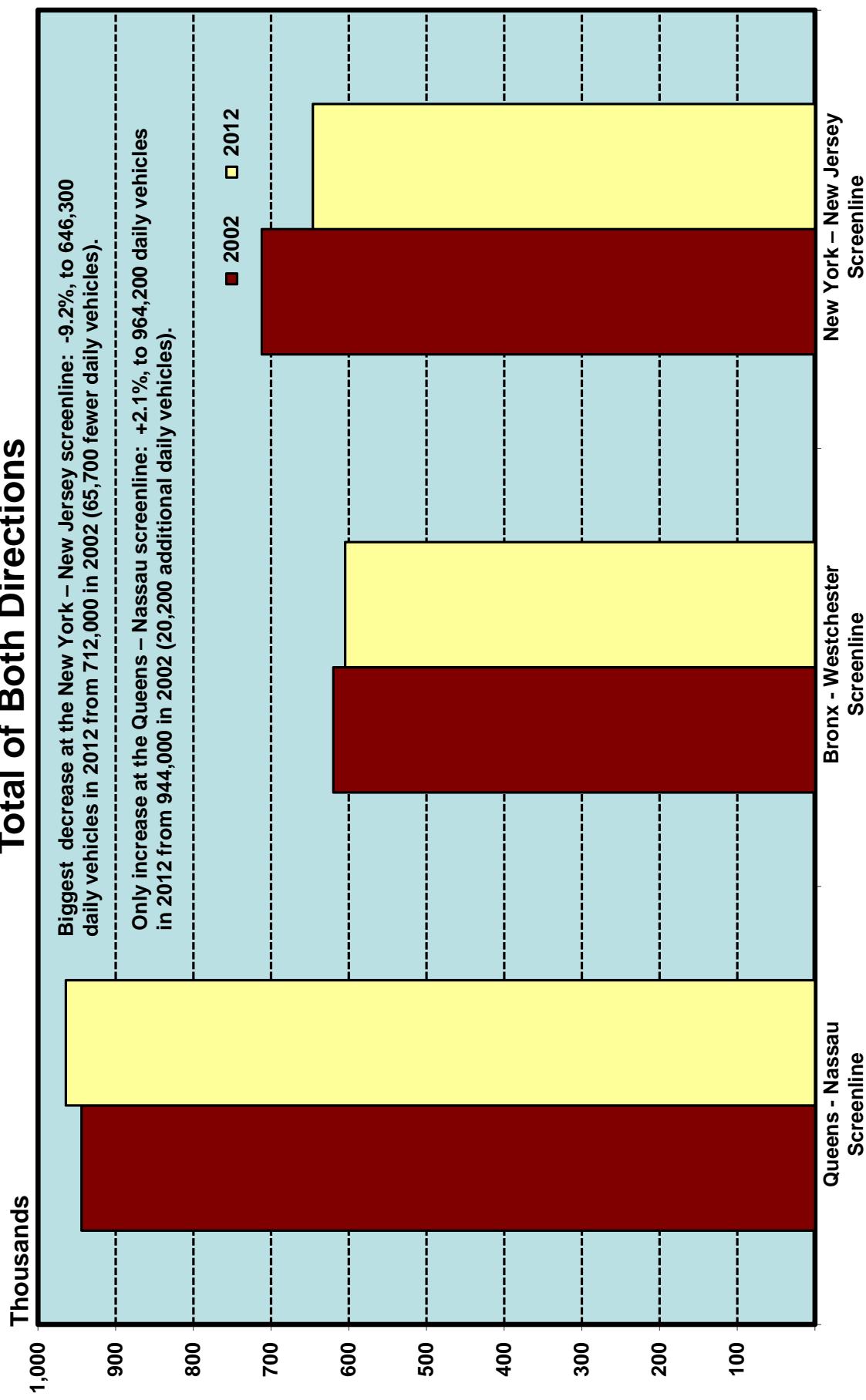
<b>BROOKLYN - QUEENS</b>	<i>Highway Functional Classification</i>	<b>2002</b>	<b>2012</b>	<b>Percent Change</b>
Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	13,088	12,595	- 3.8 %
J.J. Byrne Memorial Bridge *	Principal Arterial	26,306	26,379	0.3 %
Kosciuszko Bridge	Interstate	184,379	196,217	6.4 %
Pulaski Bridge	Principal Arterial	38,348	36,867	- 3.9 %
Subtotal, Newtown Creek Bridges		262,121	272,058	3.8 %
Other Facilities				
Atlantic Avenue	Principal Arterial	28,936	23,622	- 18.4 %
Cooper Street	Minor Arterial	9,274	9,534	2.8 %
Cornelia Street	Local	2,032	1,768	- 13.0 %
Decatur Street	Collector	2,237	2,087	- 6.7 %
DeKalb Avenue	Minor Arterial	5,892	5,275	- 10.5 %
Greene Avenue	Minor Arterial	2,078	1,520	- 26.9 %
Jackie Robinson Parkway	Principal Arterial	74,720	66,962	- 10.4 %
Linden Boulevard	Principal Arterial	53,137	45,068	- 15.2 %
Linden Street	Collector	2,609	1,923	- 26.3 %
Shore Parkway	Principal Arterial	140,163	151,957	8.4 %
Sutter Avenue	Minor Arterial	8,349	9,781	17.2 %
Subtotal, Other Facilities		329,427	319,497	- 3.0 %
Total Brooklyn - Queens Screenline		591,548	591,555	0.0 %

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

# 10-Year Volume Changes ~ 2002 - 2012

## New York City Screenlines Daily Volumes

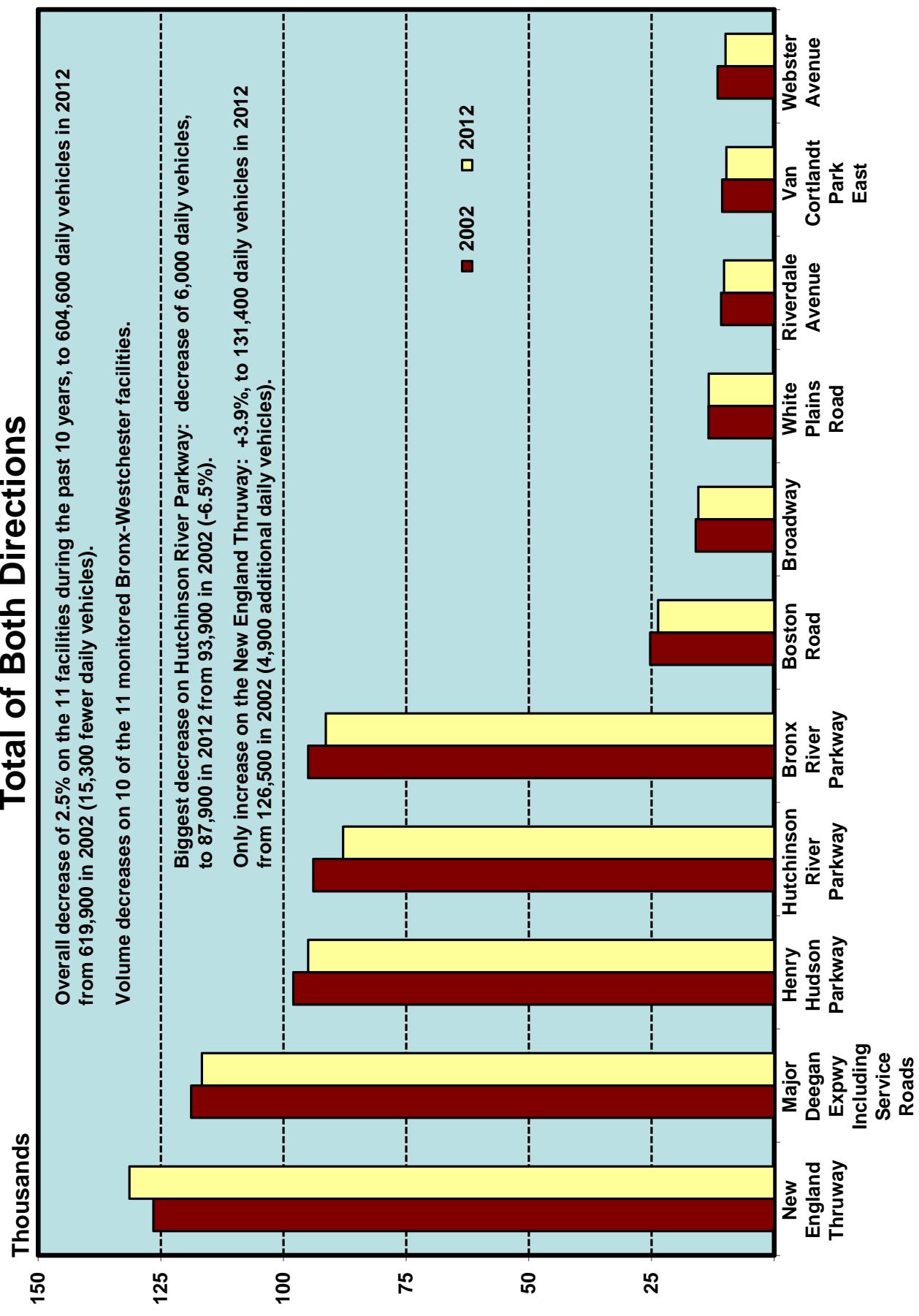
### Total of Both Directions



# 10-Year Volume Changes ~ 2002 - 2012

## Bronx – Westchester Screenline Daily Volumes

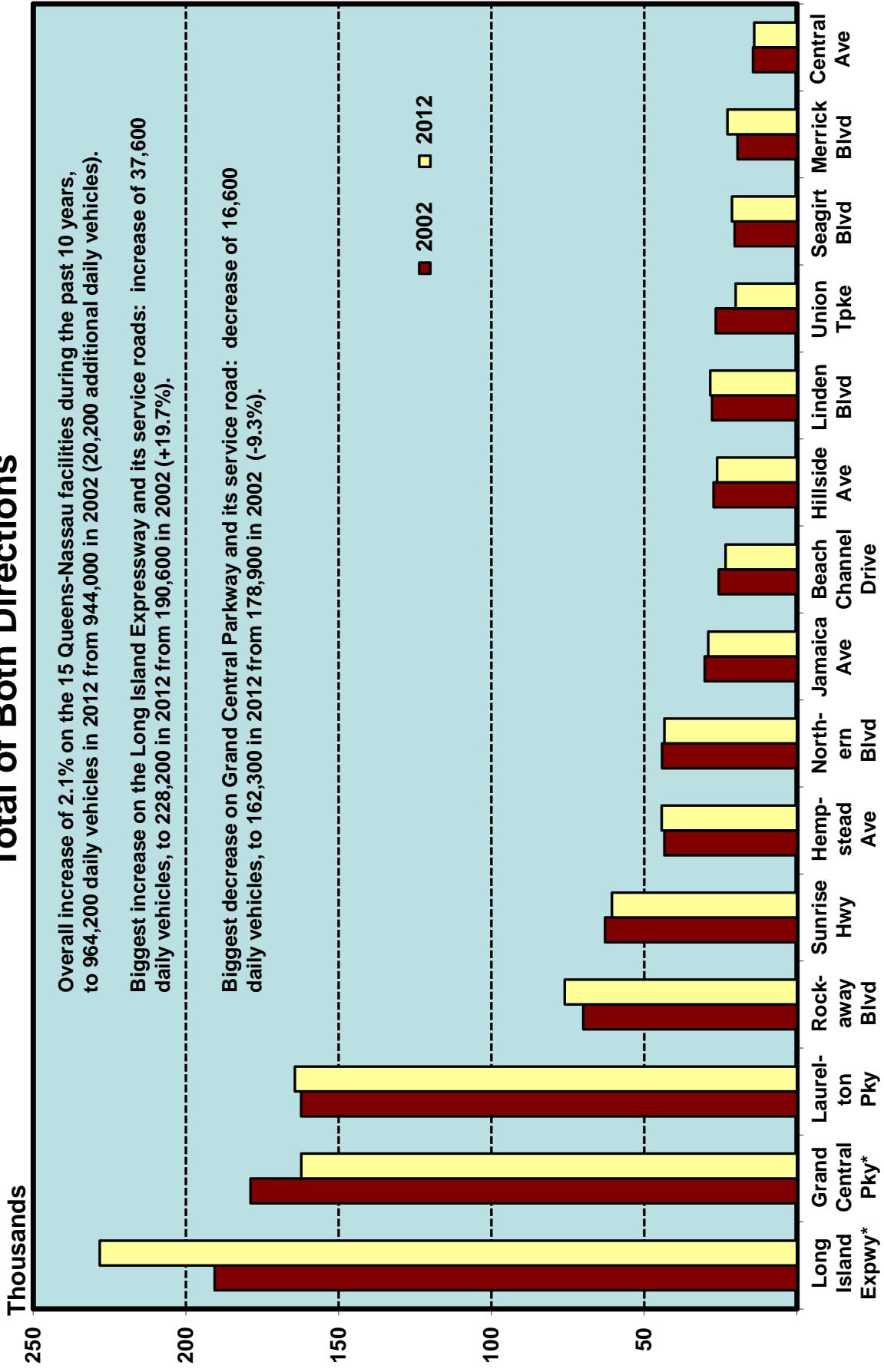
### Total of Both Directions



# 10-Year Volume Changes ~ 2002 - 2012

## Queens – Nassau Screenline Daily Volumes

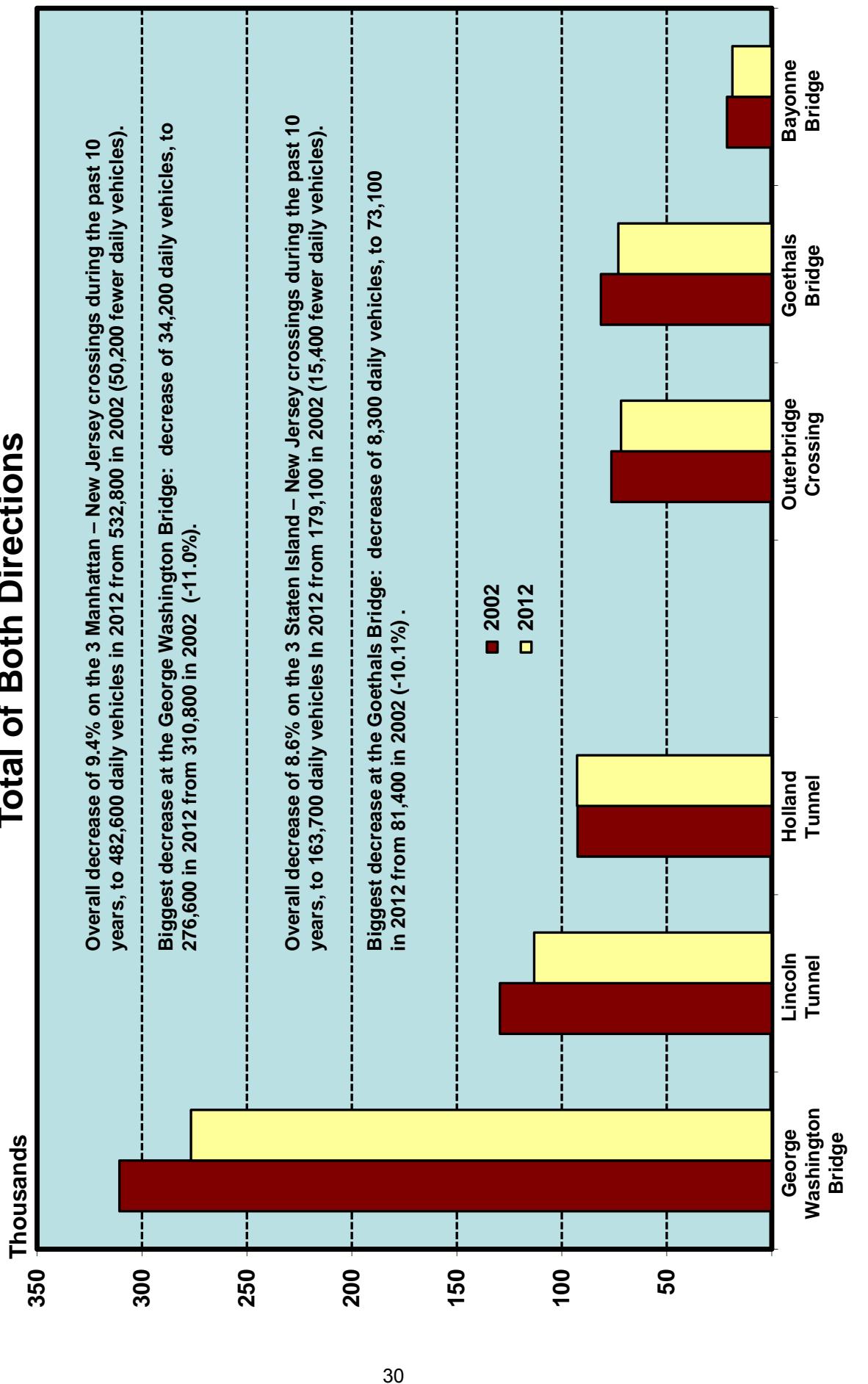
### Total of Both Directions



\* Includes service roads.

## 10-Year Volume Changes ~ 2002 – 2012

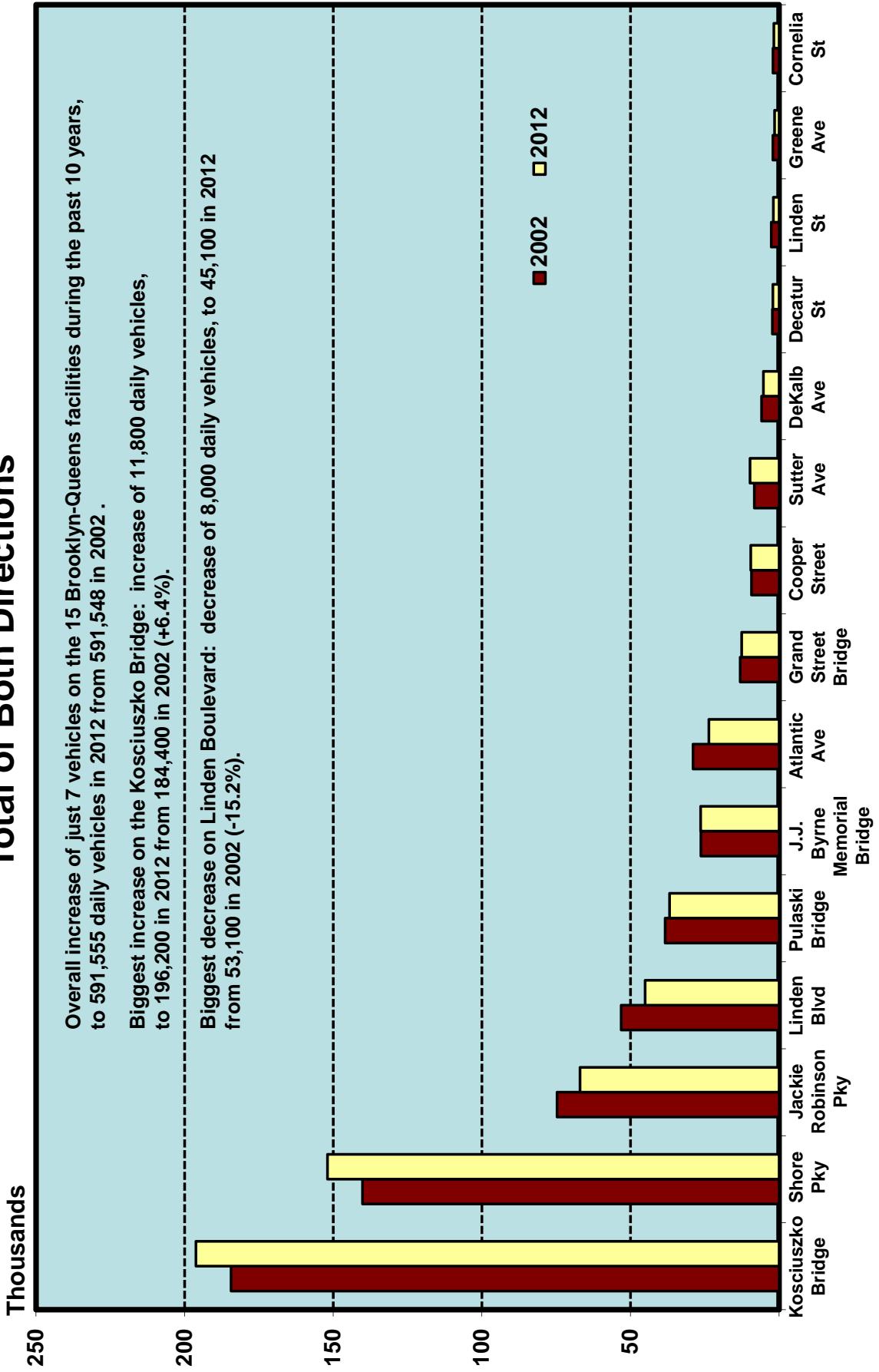
### New York – New Jersey Screenline Daily Volumes Total of Both Directions



# 10-Year Volume Changes ~ 2002 - 2012

## Brooklyn - Queens Screenline Daily Volumes

### Total of Both Directions





# New York City Screenline



Linden Boulevard at the Queens – Nassau Border  
Looking West



## **NEW YORK CITY SCREENLINE**

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

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

### **1963 - 1973**

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

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

### **1973 - 1982**

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

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

## **1982 - 1986**

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

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

## **1986 - 1993**

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

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

## **1993 - 2002**

From 1993 to 2002, monitored traffic at the New York City boundaries increased 13.1%, to 2,275,900 daily vehicles in 2002 from 2,012,400 in 1993.

- Bronx – Westchester traffic increased 22.5%, to 619,900 daily vehicles in 2002 from 506,200 in 1993.
- Queens - Nassau traffic increased 5.8%, to 944,000 daily vehicles 2002 from 892,300 in 1993.
- Staten Island – New Jersey daily volume increased 27.3%, to 179,100 from 140,800.
- Manhattan - New Jersey daily volume increased 12.6%, to 532,800 from 473,100.

## **2002 - 2012**

During the most recent ten-year period, from 2002 to 2012, monitored traffic at the New York City boundaries decreased by 2.7%, to 2,215,100 daily vehicles in 2012 from 2,275,900 in 2002.

- Bronx – Westchester traffic decreased 2.5%, to 604,600 daily vehicles in 2012 from 619,900 in 2002.

- Manhattan - New Jersey traffic decreased 9.4%, to 482,600 daily vehicles from 532,800.
- Staten Island - New Jersey traffic decreased 8.6%, to 163,700 daily vehicles from 179,100.
- Conversely, Queens - Nassau traffic increased 2.1%, to 964,200 daily vehicles in 2012 from 944,000 in 2002.

## **1963 - 2012**

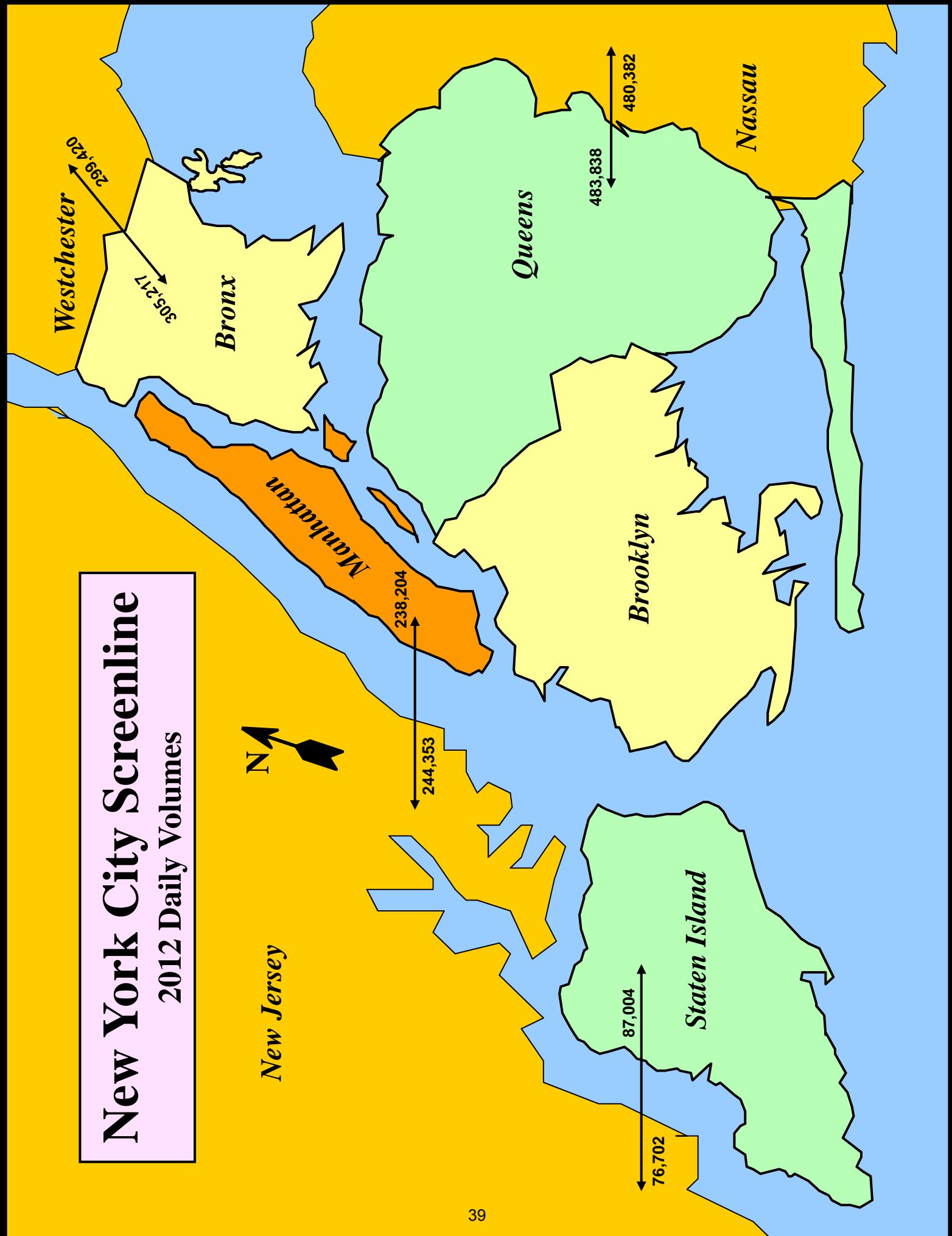
From 1963 to 2012, daily two-way traffic at the 29 City border locations monitored throughout the period nearly doubled, to 2,170,100 in 2012 from 1,109,200 in 1963.

- Staten Island – New Jersey traffic skyrocketed by 498%, to 163,700 daily vehicles in 2012 from 27,400 in 1963, largely as a result of the opening of the Verrazano-Narrows Bridge in 1964.
- Manhattan – New Jersey traffic increased 82%, to 482,600 daily vehicles in 2012 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 49-year period from 1963 to 2012, continuously monitored daily traffic increased 121% between The Bronx and Westchester (to 594,900 from 269,700), and 70% between Queens and Nassau (to 929,000 from 546,500).



# New York City Screenline

## 2012 Daily Volumes



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

**Entering New York City**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Bronx - Westchester	131,910	179,678	206,402	244,083	258,711	262,045	269,207	276,672	285,235	287,874	297,196	298,464	308,307	314,460	315,038
Queens - Nassau	272,360	334,940	373,479	417,005	448,046	450,332	448,742	445,915	452,167	457,372	473,858	472,861	473,363	468,813	485,332
N.J. - Manhattan	N/A	196,532	215,979	240,921	234,479	235,840	239,529	246,107	250,864	257,725	263,502	265,463	222,389	254,895	260,117
N.J. - Staten Island	N/A	40,517	53,336	69,218	75,601	77,266	77,173	78,703	81,449	83,209	86,553	87,705	94,413	90,510	92,108
<b>Totals</b>	<b>N/A</b>	<b>751,667</b>	<b>849,196</b>	<b>971,227</b>	<b>1,016,837</b>	<b>1,025,483</b>	<b>1,034,651</b>	<b>1,047,397</b>	<b>1,069,715</b>	<b>1,086,180</b>	<b>1,121,109</b>	<b>1,124,493</b>	<b>1,098,472</b>	<b>1,128,678</b>	<b>1,152,595</b>

**Entering New York City**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Bronx - Westchester	320,086	323,025	314,134	325,814	304,452	312,818	313,603	305,764	305,217
Queens - Nassau	480,260	473,349	462,916	469,587	477,437	473,526	480,213	475,313	483,838
N.J. - Manhattan	202,050	256,289	261,612	258,412	247,975	249,308	247,690	236,301	238,204
N.J. - Staten Island	90,852	89,928	91,340	92,438	88,392	89,461	90,442	88,053	87,004
<b>Totals</b>	<b>1,153,248</b>	<b>1,142,591</b>	<b>1,130,002</b>	<b>1,146,251</b>	<b>1,118,256</b>	<b>1,125,113</b>	<b>1,131,948</b>	<b>1,105,431</b>	<b>1,114,263</b>

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

**Leaving New York City**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Bronx - Westchester	137,740	182,036	207,348	239,169	247,480	253,808	262,734	271,300	269,448	277,872	286,819	292,558	298,359	305,478	304,411
Queens - Nassau	274,190	335,762	339,667	426,533	444,272	446,843	444,001	450,229	454,964	462,031	473,185	467,286	473,364	475,193	483,362
N.J. - Manhattan	N/A	200,671	217,765	244,830	238,590	237,959	242,569	247,087	253,924	264,787	285,850	283,002	236,555	277,944	287,332
N.J. - Staten Island *	N/A	40,517	53,336	69,218	65,174	66,609	66,484	67,862	70,129	73,577	80,337	76,963	82,838	88,630	82,474
<b>Totals</b>	<b>N/A</b>	<b>758,986</b>	<b>818,116</b>	<b>979,750</b>	<b>995,516</b>	<b>1,005,219</b>	<b>1,015,788</b>	<b>1,036,478</b>	<b>1,048,465</b>	<b>1,078,267</b>	<b>1,126,191</b>	<b>1,119,809</b>	<b>1,091,116</b>	<b>1,147,245</b>	<b>1,157,579</b>

**Leaving New York City**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Bronx - Westchester	307,208	310,325	310,424	310,024	294,146	296,466	303,875	295,745	299,420
Queens - Nassau	485,345	485,740	471,633	482,622	474,068	482,075	483,455	482,345	480,382
N.J. - Manhattan	274,346	271,428	276,136	255,562	260,294	255,552	258,856	254,808	244,353
N.J. - Staten Island	83,416	81,725	84,574	77,790	77,384	76,043	77,690	81,483	76,702
<b>Totals</b>	<b>1,150,315</b>	<b>1,149,218</b>	<b>1,142,677</b>	<b>1,125,998</b>	<b>1,105,892</b>	<b>1,110,156</b>	<b>1,123,876</b>	<b>1,114,381</b>	<b>1,100,857</b>

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

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

**Both Directions**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Bronx - Westchester	269,650	361,714	413,750	483,252	506,191	515,853	531,941	547,972	554,683	565,746	584,015	591,022	606,666	619,938	619,449
Queens - Nassau	546,550	670,702	713,146	843,538	892,318	897,175	892,743	896,144	907,131	919,403	947,043	940,147	946,727	944,006	968,694
N.J. - Manhattan	265,603	397,203	433,744	485,751	473,069	473,799	482,098	493,194	504,783	522,512	549,352	548,465	548,944	532,839	547,449
N.J. - Staten Island *	27,398	81,034	106,672	138,436	140,775	143,875	143,657	146,565	151,578	156,786	166,890	164,668	177,251	179,140	174,582
<b>Totals</b>	<b>1,109,201</b>	<b>1,510,553</b>	<b>1,667,312</b>	<b>1,950,977</b>	<b>2,012,353</b>	<b>2,050,439</b>	<b>2,030,702</b>	<b>2,083,875</b>	<b>2,118,180</b>	<b>2,164,447</b>	<b>2,247,300</b>	<b>2,244,302</b>	<b>2,189,588</b>	<b>2,275,923</b>	<b>2,310,174</b>

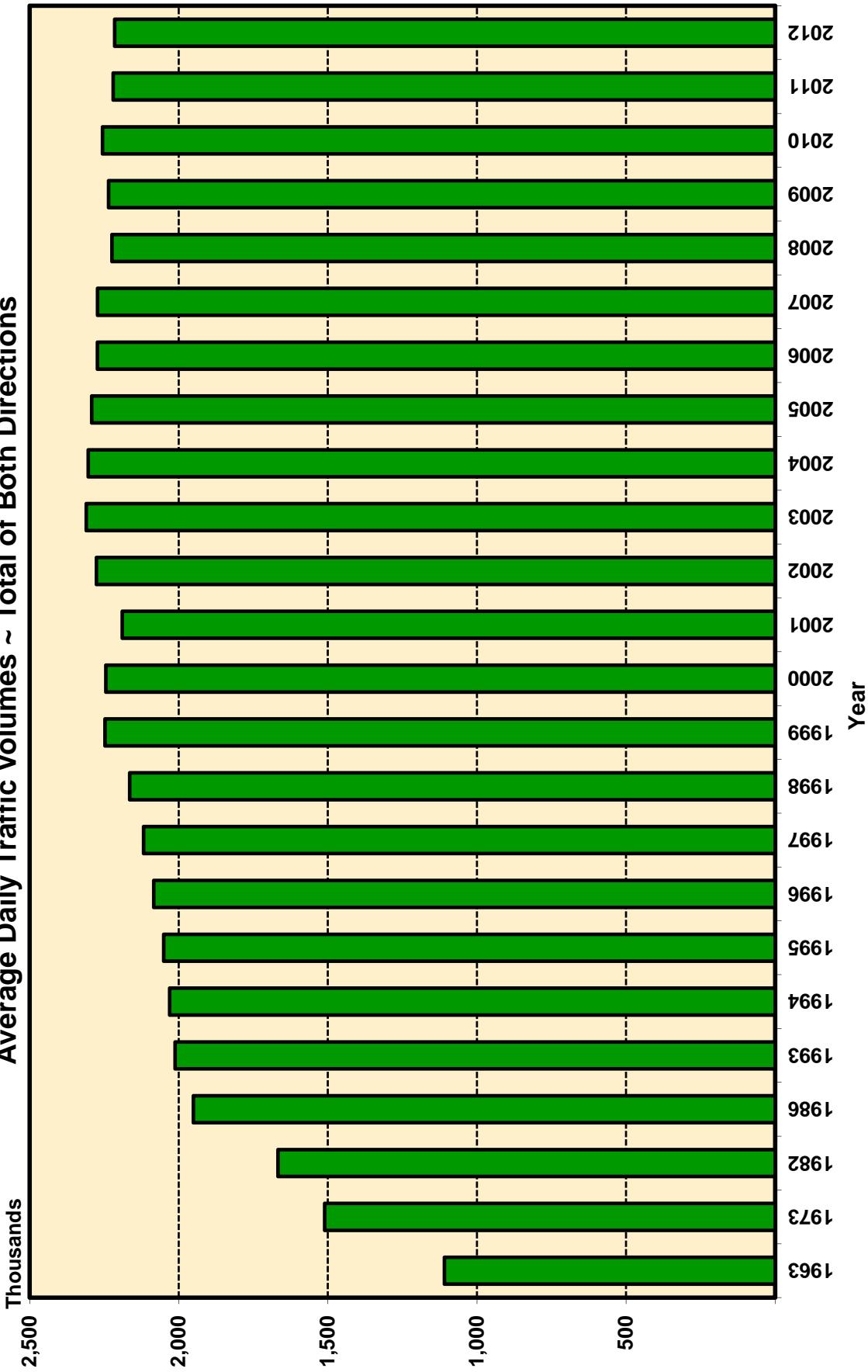
**Both Directions**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Bronx - Westchester	627,294	633,350	624,558	635,838	598,598	609,304	617,478	601,509	604,637
Queens - Nassau	965,605	959,089	934,549	952,209	951,505	955,601	963,668	957,658	964,220
N.J. - Manhattan	536,396	527,717	537,748	513,974	508,269	504,860	506,546	491,109	482,557
N.J. - Staten Island	174,268	171,653	175,914	170,228	165,776	165,504	168,132	169,536	163,706
<b>Totals</b>	<b>2,303,563</b>	<b>2,291,809</b>	<b>2,272,769</b>	<b>2,272,249</b>	<b>2,224,148</b>	<b>2,235,269</b>	<b>2,255,824</b>	<b>2,219,812</b>	<b>2,215,120</b>

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

## New York City Border Screenline Historical Comparisons

Average Daily Traffic Volumes ~ Total of Both Directions



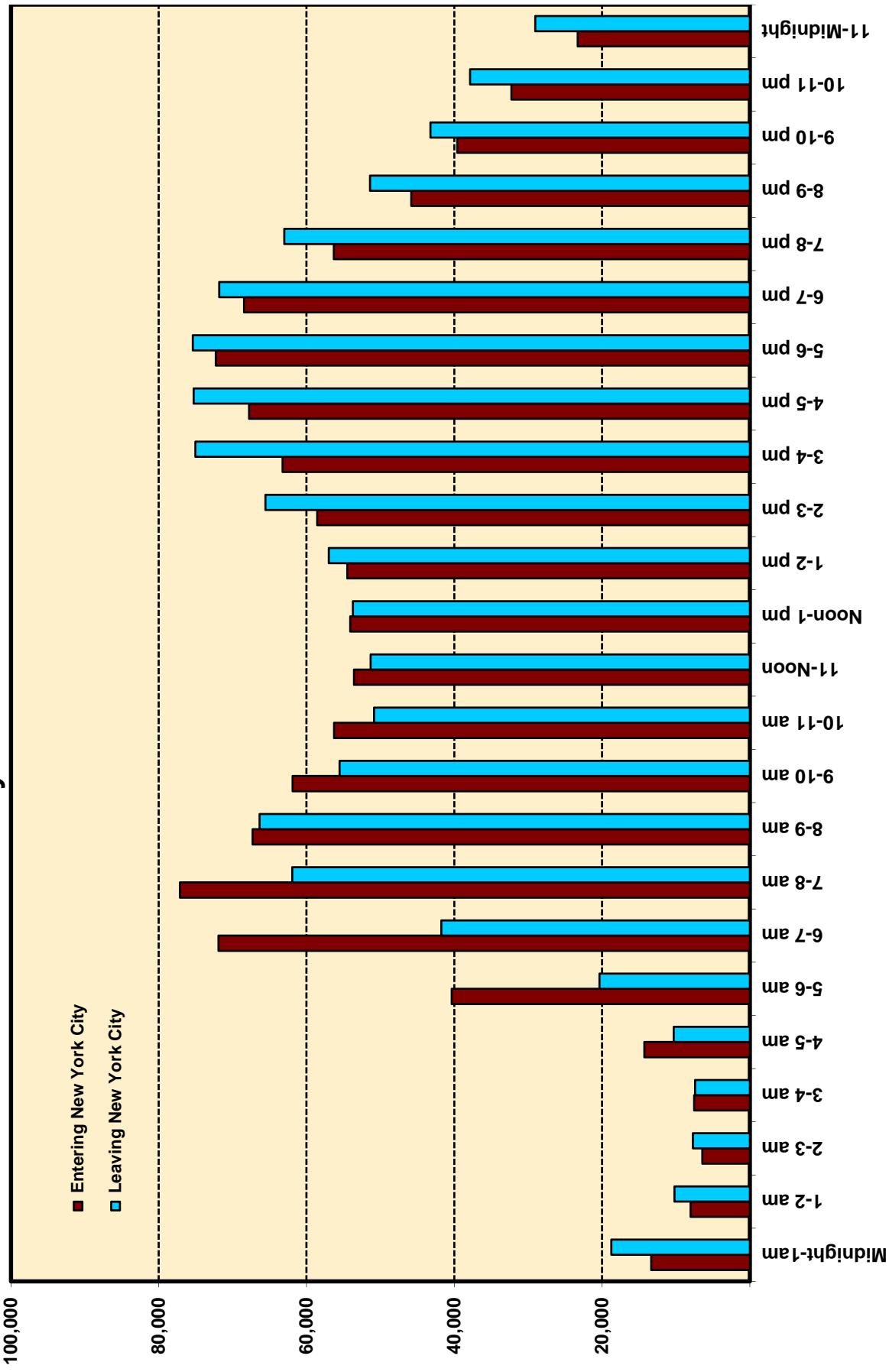
Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines.

# New York City Border Screenline Traffic Volumes ~ 2012

	Bronx-Westchester		Queens-Nassau		Manhattan		Staten Island		NYC Totals	
	To Bronx	To W'chstr	To Qns.	To Nas.	To Manh.	To N.J.	To S.I.	To N.J.	To N.Y.C.	From N.Y.C.
Mid-1am	3,767	4,758	5,289	7,166	3,161	5,870	1,140	952	13,357	18,746
1-2am	2,316	2,766	2,850	3,926	2,128	3,003	735	512	8,029	10,207
2-3am	1,818	2,121	2,224	2,854	1,784	2,326	614	410	6,440	7,711
3-4am	1,964	2,153	2,847	2,534	2,075	2,297	659	430	7,545	7,414
4-5am	3,552	2,844	5,876	3,757	3,600	3,061	1,252	652	14,280	10,314
5-6am	8,934	5,470	17,457	8,147	10,785	5,098	3,173	1,644	40,349	20,359
6-7am	18,922	11,443	29,010	18,261	18,852	8,433	5,132	3,620	71,916	41,757
7-8am	24,028	17,571	30,730	27,567	17,608	11,329	4,762	5,471	77,128	61,938
8-9am	20,082	19,012	27,266	30,818	15,461	10,878	4,492	5,638	67,301	66,346
9-10am	16,483	14,104	26,129	27,078	14,968	9,777	4,300	4,563	61,880	55,522
10-11am	14,870	13,236	24,496	23,367	13,030	10,345	3,874	3,918	56,270	50,866
11-Noon	14,316	13,816	24,183	23,094	11,398	10,642	3,676	3,773	53,573	51,325
Noon-1	14,673	14,405	24,830	24,687	10,795	10,923	3,785	3,709	54,083	53,724
1-2pm	14,604	14,962	25,023	26,212	10,691	12,024	4,162	3,789	54,480	56,987
2-3pm	16,162	17,237	26,326	29,565	11,439	14,312	4,636	4,442	58,563	65,556
3-4pm	17,760	21,481	28,091	31,983	12,164	16,359	5,229	5,218	63,244	75,041
4-5pm	19,138	21,108	29,996	31,405	12,646	17,401	6,000	5,360	67,780	75,274
5-6pm	20,773	21,575	32,045	31,448	12,612	16,992	6,840	5,378	72,270	75,393
6-7pm	19,498	19,574	30,126	31,160	12,561	16,630	6,273	4,450	68,458	71,814
7-8pm	14,846	16,297	25,248	27,657	11,278	15,060	4,941	3,997	56,313	63,011
8-9pm	11,977	13,513	21,074	21,910	8,984	12,835	3,790	3,155	45,825	51,413
9-10pm	10,237	11,724	18,359	18,078	7,846	11,064	3,160	2,358	39,602	43,224
10-11pm	8,382	10,579	14,408	15,988	7,008	9,436	2,469	1,862	32,267	37,865
11-Mid	6,115	7,671	9,955	11,720	5,330	8,258	1,910	1,401	23,310	29,050
<b>24 hr Total</b>	<b>305,217</b>	<b>299,420</b>	<b>483,838</b>	<b>480,382</b>	<b>238,204</b>	<b>244,353</b>	<b>87,004</b>	<b>76,702</b>	<b>1,114,263</b>	<b>1,100,857</b>

# New York City Border Screenline Volumes

## Total Hourly Vehicular Volumes ~ 2012



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



# Bronx-Westchester Screenline



Riverdale Avenue  
at Bronx - Westchester Screenline  
Looking South



## **BRONX - WESTCHESTER SCREENLINE**

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

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

### **1963 - 1973**

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

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

### **1973 - 1982**

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

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

### **1982 - 1986**

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

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

## **1986 - 1993**

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

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

## **1993 - 2002**

Bronx - Westchester screenline traffic volume increased 22.5%, to 619,900 in 2002 from 506,200 in 1993.

- Henry Hudson Parkway traffic increased 55.3% to 98,000 daily vehicles in 2002 from 63,100 in 1993.
- New England Thruway traffic increased 33.2% to 126,500 daily vehicles from 95,000.
- Hutchinson River Parkway traffic increased 41.4%, to 93,900 daily vehicles from 66,400.
- Conversely, traffic on the Major Deegan Expressway and its service roads decreased 5.1%, to 118,800 in 2002 from 125,300 in 1993.

## **2002 - 2012**

During the most recent ten-year period, from 2002 to 2012, Bronx - Westchester screenline traffic overall has decreased by 2.5%, to 604,600 daily vehicles in 2012 from 619,900 in 2002.

- Decreases occurred on ten of the eleven monitored facilities.
- The largest numerical decrease occurred on the Hutchinson River Parkway, where daily volume fell by 6,100 vehicles, to 87,900 in 2012 from 93,900 in 2002 (-6.5%).
- The largest percentage decrease occurred on Webster Avenue, where daily volume fell by 14.1%, to 9,900 from 11,500.
- The only increase was on the New England Thruway, where traffic increased by 3.9%, to 131,400 daily vehicles in 2012 from 126,500 in 2002.

## **1963 - 2012**

During the 49 years from 1963 to 2012, total daily traffic on the ten Bronx – Westchester facilities monitored throughout the period more than doubled, to 594,900 from 269,700.

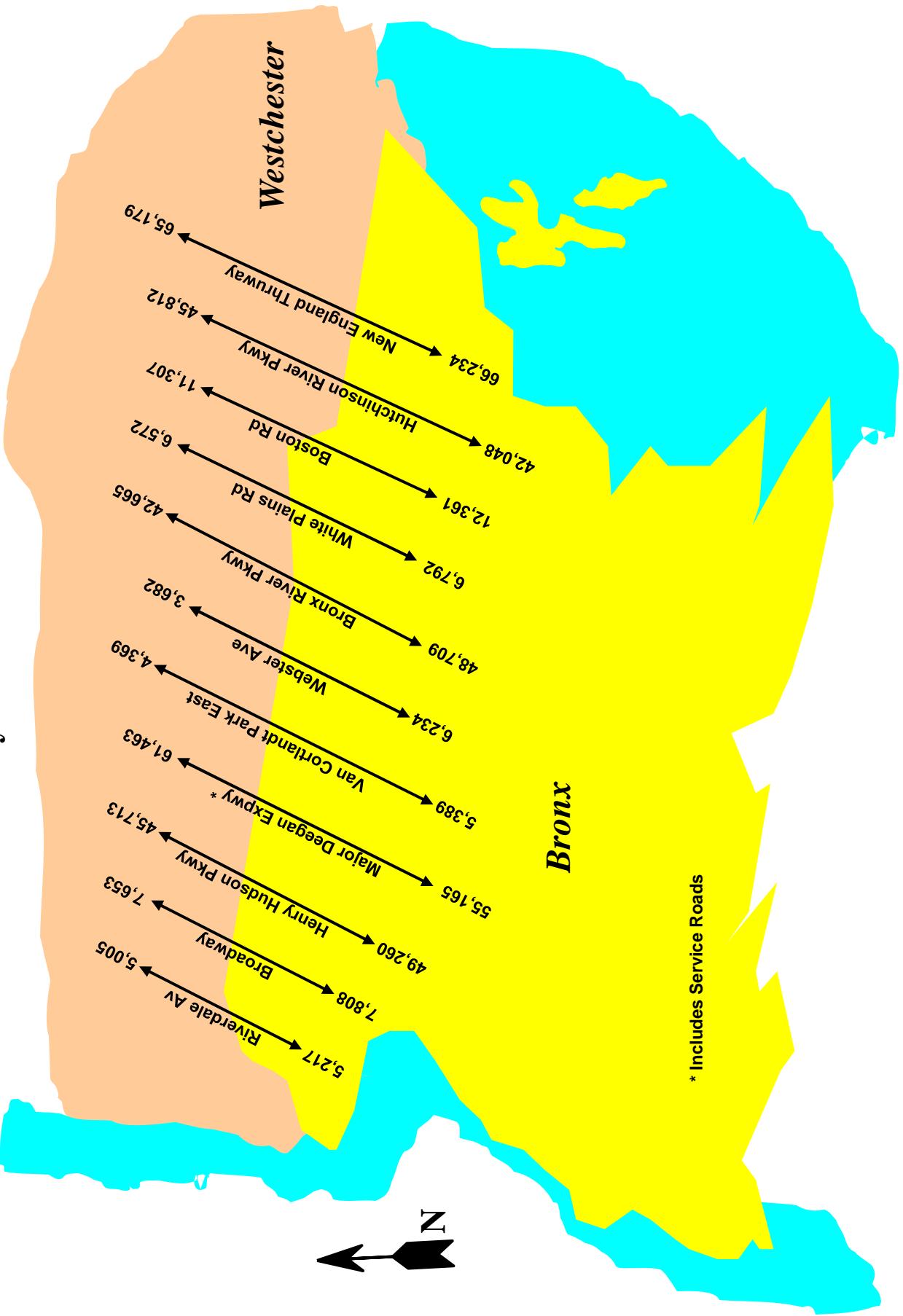
- Most of the growth in Bronx - Westchester traffic since 1963 has occurred on the five limited access highways crossing the screenline.
- Of the 325,200 additional daily vehicles on the ten continuously-monitored facilities, 308,600 (95% of the total increase) are on the limited access highways.
- The fastest growth occurred on the Hutchinson River Parkway, where traffic volume soared 444%, to 87,900 daily vehicles in 2012 from 16,200 in 1963.

- Henry Hudson Parkway volume more than tripled, to 95,000 daily vehicles in 2012 from 29,000 in 1963.
- New England Thruway Traffic volume climbed 134%, to 131,400 daily vehicles from 56,100.
- Bronx River Parkway traffic volume more than doubled, to 91,400 from 44,100.
- Traffic volume on the Major Deegan Expressway and its service roads was up 71%, to 116,600 daily vehicles from 68,300.
- Boston Road exhibited the largest change of any arterial facility since 1963, with daily volume rising 116%, to 23,700 from 11,000.
- Volume on White Plains Road increased 45% to 13,400 daily vehicles from 9,200.



# Bronx - Westchester Screenline

## 2012 Daily Volumes Shown



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

**To Bronx**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Boston Rd	5,080	11,026	9,737	10,514	12,140	11,609	11,068	11,429	12,868	12,443	13,258	11,514	13,262	12,997	13,839
Broadway	6,570	7,169	4,465	7,679	8,017	8,074	8,114	8,113	8,020	8,331	8,096	8,292	8,143	7,989	8,117
Bronx River Pkwy	23,060	28,100	34,908	40,561	39,855	40,684	41,902	43,106	42,330	41,526	44,719	45,296	46,681	49,382	47,061
Henry Hudson Pkwy	16,170	18,300	19,728	29,720	34,445	36,721	39,857	41,537	44,136	40,811	46,359	47,922	51,091	52,378	51,151
Hutchinson River Pkwy	7,110	13,690	23,515	26,737	32,980	34,226	35,461	40,124	40,584	40,878	41,242	41,359	44,624	46,446	44,690
Major Deegan Exp *	28,780	45,520	46,396	59,902	59,934	55,397	54,819	52,995	54,548	55,106	54,438	53,403	54,052	56,811	59,430
New England Thruway	29,460	40,770	51,683	47,288	50,172	53,462	55,084	56,690	59,817	65,314	65,302	67,655	66,091	64,042	66,454
Riverdale Ave	5,130	5,523	4,789	5,878	6,044	5,615	5,794	5,961	6,191	5,994	5,904	5,539	5,816	5,643	5,490
Van Cortlandt Pk E	N/A	N/A	4,806	4,721	4,554	4,770	4,569	4,686	4,974	5,623	5,015	5,399	5,816	5,874	
Webster Ave	5,950	3,650	5,119	5,447	6,393	5,943	6,300	6,289	6,343	6,318	6,093	6,378	6,605	6,736	6,804
White Plains Rd	4,600	5,930	6,062	5,551	4,010	5,760	6,038	5,859	5,712	6,179	6,162	6,091	6,543	6,220	6,128
<b>Totals</b>	<b>131,910</b>	<b>179,678</b>	<b>206,402</b>	<b>244,083</b>	<b>258,711</b>	<b>262,045</b>	<b>269,207</b>	<b>276,672</b>	<b>285,235</b>	<b>287,874</b>	<b>297,196</b>	<b>298,464</b>	<b>308,307</b>	<b>314,460</b>	<b>315,038</b>

**To Bronx**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Boston Rd	13,016	12,370	12,537	12,418	12,210	11,578	11,788	12,445	12,361
Broadway	8,125	8,196	8,327	7,971	7,641	7,560	7,612	7,172	7,808
Bronx River Pkwy	47,666	48,587	47,918	47,563	46,292	48,112	48,391	45,340	48,709
Henry Hudson Pkwy	51,983	54,310	52,413	55,925	50,068	50,862	52,077	50,327	49,260
Hutchinson River Pkwy	48,534	46,537	42,783	47,698	45,313	45,184	46,677	44,321	42,048
Major Deegan Exp *	58,735	58,734	59,856	61,525	57,220	59,121	57,429	54,972	55,165
New England Thruway	66,869	68,815	65,776	68,247	62,231	67,328	66,730	69,032	66,234
Riverdale Ave	6,098	6,167	5,965	6,160	5,550	4,835	5,001	5,523	5,217
Van Cortlandt Pk E	6,193	5,952	6,012	5,388	5,636	5,842	5,443	4,811	5,389
Webster Ave	6,885	7,003	6,634	6,412	6,214	6,349	6,232	5,913	6,234
White Plains Rd	5,982	6,354	5,913	6,507	6,077	6,047	6,223	5,908	6,792
<b>Totals</b>	<b>320,086</b>	<b>323,025</b>	<b>314,134</b>	<b>325,814</b>	<b>304,452</b>	<b>312,818</b>	<b>313,603</b>	<b>305,764</b>	<b>305,217</b>

\* Includes service roads.

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

**To Westchester**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Boston Rd	5,900	11,787	13,073	10,057	10,424	10,366	10,299	12,030	12,227	11,913	11,386	11,627	12,825	12,296	13,198
Broadway	9,130	8,562	7,845	7,905	8,578	8,739	8,122	8,409	8,227	8,182	8,297	8,045	8,152	8,005	8,353
Bronx River Pkwy	21,060	26,111	30,935	38,633	35,678	36,559	37,672	38,773	37,772	38,693	40,645	41,174	42,812	45,596	43,908
Henry Hudson Pkwy	12,840	17,090	22,048	23,543	28,644	30,548	37,396	37,332	38,360	37,743	40,962	42,520	44,236	45,624	47,583
Hutchinson River Pkwy	9,040	15,400	24,748	27,550	33,450	35,807	38,148	42,564	42,444	41,910	43,371	44,356	44,027	47,490	44,858
Major Deegan Exp *	39,500	45,400	51,892	64,970	65,325	63,181	59,176	57,953	54,584	59,612	58,887	60,781	62,772	62,022	64,285
New England Thruway	26,610	41,850	46,771	45,574	44,789	47,810	50,441	53,059	55,179	58,906	62,468	63,289	61,554	62,469	61,103
Riverdale Ave	4,850	5,198	5,032	5,893	5,877	5,636	5,751	5,851	5,731	5,656	5,014	5,235	6,143	5,187	5,464
Van Cortlandt Pk E	N/A	N/A	4,433	4,261	4,234	4,321	4,430	4,543	4,497	5,010	4,885	4,961	4,801	4,625	
Webster Ave	4,200	4,478	2,719	4,363	4,088	4,281	4,112	4,154	3,977	4,272	4,181	3,866	4,236	4,811	4,630
White Plains Rd	4,610	6,160	2,285	6,248	6,366	6,647	7,296	6,745	6,404	6,488	6,598	6,780	6,641	7,177	6,404
<b>Totals</b>	<b>137,740</b>	<b>182,036</b>	<b>207,348</b>	<b>239,169</b>	<b>247,480</b>	<b>253,808</b>	<b>262,734</b>	<b>271,300</b>	<b>269,448</b>	<b>277,872</b>	<b>286,819</b>	<b>292,558</b>	<b>298,359</b>	<b>305,478</b>	<b>304,411</b>

**To Westchester**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Boston Rd	11,596	12,099	11,866	11,932	10,897	10,124	12,144	12,156	11,307
Broadway	7,778	8,256	7,611	7,848	7,745	7,646	7,705	7,354	7,653
Bronx River Pkwy	46,473	45,883	44,205	44,441	41,385	41,516	43,302	40,710	42,665
Henry Hudson Pkwy	46,067	46,797	46,931	48,400	43,637	45,120	45,809	43,261	45,713
Hutchinson River Pkwy	47,731	45,718	45,662	42,052	45,660	46,478	46,568	46,023	45,812
Major Deegan Exp *	63,451	62,823	64,320	64,498	62,438	62,827	62,988	61,650	61,463
New England Thruway	63,168	67,393	69,383	69,530	62,241	63,167	66,065	65,744	65,179
Riverdale Ave	5,261	5,636	5,505	5,581	5,355	4,703	4,591	4,875	5,005
Van Cortlandt Pk E	4,577	4,779	4,663	4,537	4,738	4,810	4,714	4,311	4,369
Webster Ave	4,523	4,321	3,901	4,301	3,649	3,764	3,579	3,561	3,682
White Plains Rd	6,583	6,620	6,377	6,904	6,401	6,331	6,410	6,100	6,572
<b>Totals</b>	<b>307,208</b>	<b>310,325</b>	<b>310,424</b>	<b>310,024</b>	<b>294,146</b>	<b>296,486</b>	<b>303,875</b>	<b>295,745</b>	<b>299,420</b>

\* Includes service roads.

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

**Both Directions**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Boston Rd	10,980	22,813	22,810	20,571	22,564	21,975	21,367	23,459	25,095	24,356	24,644	23,141	26,087	25,293	27,037
Broadway	15,700	15,731	12,310	15,584	16,595	16,813	16,236	16,522	16,247	16,513	16,393	16,337	16,295	15,994	16,470
Bronx River Pkwy	44,120	54,211	65,843	79,194	75,533	77,243	79,574	81,879	80,102	80,219	85,364	86,470	89,493	94,978	90,969
Henry Hudson Pkwy	29,010	35,390	41,776	53,263	63,089	67,269	77,253	78,869	82,496	78,554	87,321	90,442	95,327	98,002	98,734
Hutchinson River Pkwy	16,150	29,090	48,263	54,287	66,430	70,033	73,609	82,688	83,028	82,788	84,613	85,715	88,651	93,936	89,548
Major Deegan Exp *	68,280	90,920	98,288	124,872	125,259	118,578	113,995	110,948	109,132	114,718	113,325	114,184	116,824	118,833	123,715
New England Thruway	56,070	82,620	98,454	92,862	94,961	101,272	105,525	109,749	114,996	124,220	127,770	130,944	127,645	126,511	127,557
Riverdale Ave	9,980	10,721	9,821	11,771	11,921	11,251	11,545	11,812	11,922	11,650	10,918	10,774	11,959	10,830	10,954
Van Cortlandt Pk E	N/A	N/A	N/A	9,239	8,982	8,788	9,091	8,999	9,229	9,471	10,633	9,900	10,360	10,617	10,499
Webster Ave	10,150	8,128	7,838	9,810	10,481	10,224	10,412	10,443	10,320	10,590	10,274	10,244	10,841	11,547	11,434
White Plains Rd	9,210	12,090	8,347	11,799	10,376	12,407	13,334	12,604	12,116	12,667	12,760	12,871	13,184	13,397	12,532
<b>Totals</b>	<b>269,650</b>	<b>361,714</b>	<b>413,750</b>	<b>483,252</b>	<b>506,191</b>	<b>515,853</b>	<b>531,941</b>	<b>547,972</b>	<b>554,683</b>	<b>565,746</b>	<b>584,015</b>	<b>591,022</b>	<b>606,666</b>	<b>619,938</b>	<b>619,449</b>

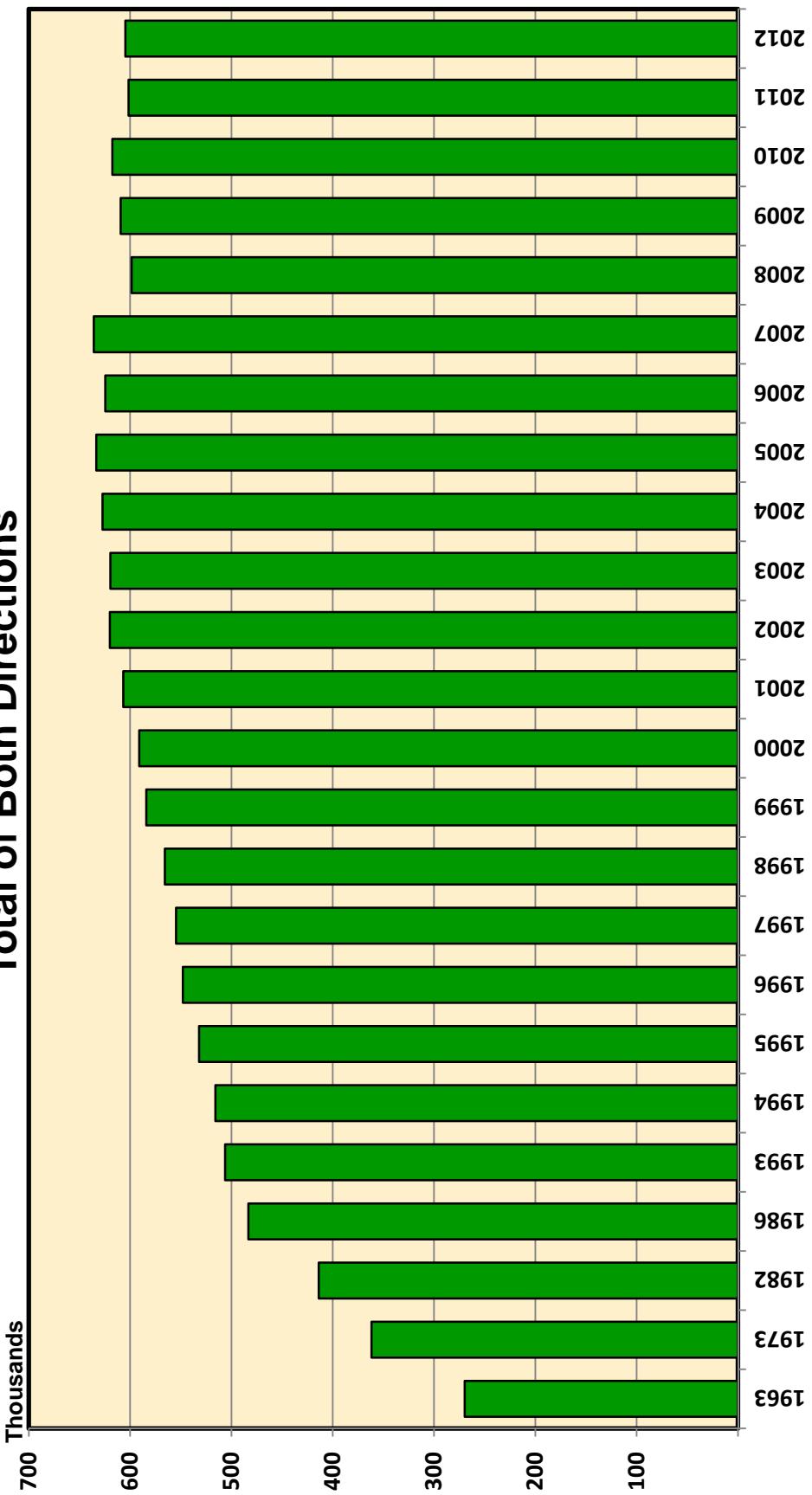
**Both Directions**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Boston Rd	24,612	24,469	24,403	24,350	23,107	21,702	23,932	24,601	23,668
Broadway	15,903	16,452	15,938	15,819	15,386	15,206	15,317	14,526	15,461
Bronx River Pkwy	94,139	94,470	92,123	92,004	87,677	89,628	91,693	86,050	91,374
Henry Hudson Pkwy	98,050	101,107	99,344	104,325	93,705	95,982	97,886	93,588	94,973
Hutchinson River Pkwy	96,265	92,255	88,445	89,750	90,973	91,662	93,245	90,344	87,860
Major Deegan Exp *	122,186	121,557	124,176	126,023	119,658	121,948	120,417	116,622	116,628
New England Thruway	130,037	136,208	135,159	137,777	124,472	130,495	132,795	134,776	131,413
Riverdale Ave	11,359	11,803	11,470	11,741	10,905	9,538	9,592	10,398	10,222
Van Cortlandt Pk E	10,770	10,731	10,675	9,925	10,374	10,652	10,157	9,122	9,758
Webster Ave	11,408	11,324	10,535	10,713	9,863	10,113	9,811	9,474	9,916
White Plains Rd	12,565	12,974	12,290	13,411	12,478	12,378	12,633	12,008	13,364
<b>Totals</b>	<b>627,294</b>	<b>633,350</b>	<b>624,558</b>	<b>635,838</b>	<b>598,598</b>	<b>609,304</b>	<b>617,478</b>	<b>601,509</b>	<b>604,637</b>

\* Includes service roads.

# Bronx – Westchester Screenline

## Historical Comparisons Average Daily Traffic Volumes Total of Both Directions



# 2012 Screenline Volumes

## Bronx - Westchester

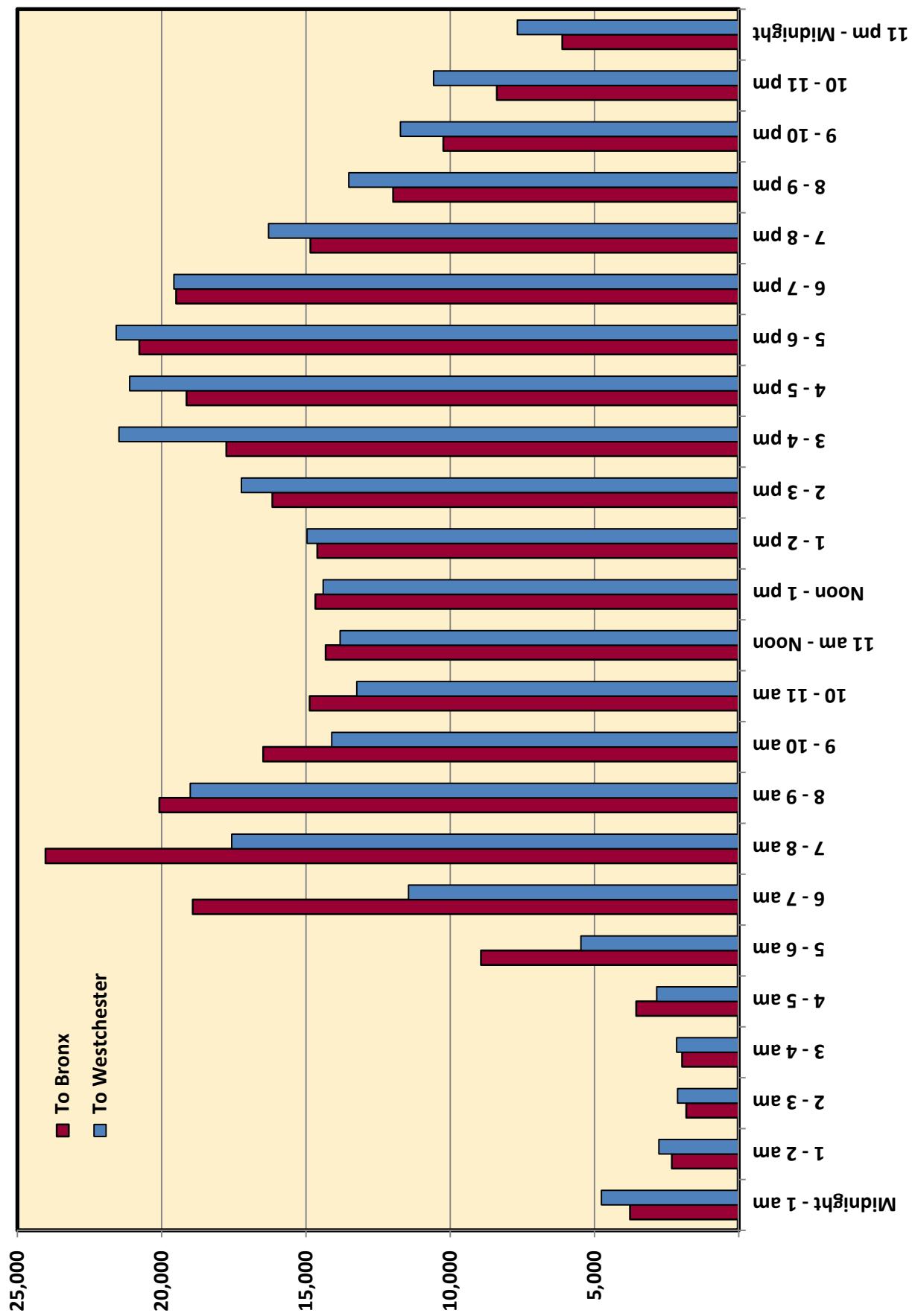
<b>Boston Rd</b>		<b>Broadway</b>		<b>Bronx River Parkway</b>		<b>Henry Hudson Parkway</b>		<b>Hutchinson River Parkway</b>		<b>Major Deegan Expressway</b>		<b>Major Deegan (Service Rd)</b>	
S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B
Mid-1am	94	77	88	170	569	619	364	684	390	618	666	895	71
1-2am	56	44	64	106	273	301	174	324	189	326	428	516	56
2-3am	36	39	44	60	196	187	123	190	118	162	378	381	44
3-4am	60	52	57	56	205	174	118	127	129	141	379	337	46
4-5am	75	71	90	61	393	258	332	162	362	263	778	463	80
5-6am	192	160	180	115	1,279	594	1,138	443	1,124	892	2,005	956	225
6-7am	398	370	417	220	3,442	1,612	3,415	1,270	2,447	2,318	3,906	2,006	342
7-8am	750	580	706	338	4,331	2,491	4,972	2,533	3,271	3,127	4,241	2,966	323
8-9am	753	660	592	443	3,126	2,755	4,117	2,790	3,077	3,045	3,485	2,992	254
9-10am	607	616	382	372	2,709	1,786	3,259	1,933	2,483	2,496	2,760	2,413	219
10-11am	616	602	353	359	2,236	1,633	2,709	1,667	2,082	2,290	2,298	2,378	204
11-Noon	679	702	353	351	2,105	1,669	2,460	1,797	1,928	2,225	2,185	2,521	194
Noon-1	763	773	370	368	2,085	1,779	2,435	2,018	1,985	2,272	2,241	2,697	220
1-2pm	775	787	399	366	2,121	1,985	2,195	2,147	2,017	2,401	2,311	2,746	218
2-3pm	818	802	469	390	2,425	2,630	2,565	2,646	2,262	2,802	2,490	3,095	221
3-4pm	866	911	493	463	2,823	3,857	2,927	3,498	2,536	2,924	2,634	4,063	225
4-5pm	868	799	458	512	3,097	3,703	3,444	3,458	2,708	2,781	2,803	4,029	224
5-6pm	843	807	480	548	3,402	3,620	3,845	3,815	2,694	2,862	3,127	4,175	235
6-7pm	831	696	461	546	3,116	3,041	3,403	3,542	2,603	2,828	2,896	3,632	225
7-8pm	737	606	378	501	2,401	2,329	1,724	2,827	2,293	2,573	2,401	3,058	167
8-9pm	611	463	309	405	1,966	1,765	1,163	2,301	1,850	2,182	2,080	2,595	156
9-10pm	408	299	270	377	1,748	1,480	1,016	2,087	1,489	1,785	1,829	2,358	168
10-11pm	290	229	235	310	1,542	1,390	843	2,017	1,222	1,442	1,280	2,110	235
11-Mid	235	162	160	216	1,119	1,007	519	1,437	789	1,057	984	1,411	228
<b>24 hr Total</b>	<b>12,361</b>	<b>11,307</b>	<b>7,808</b>	<b>7,653</b>	<b>48,709</b>	<b>42,665</b>	<b>49,260</b>	<b>45,713</b>	<b>42,048</b>	<b>45,812</b>	<b>50,585</b>	<b>54,793</b>	<b>4,580</b>
													<b>6,670</b>

\* To Bronx

## 2012 Screenline Volumes Bronx - Westchester (cont'd)

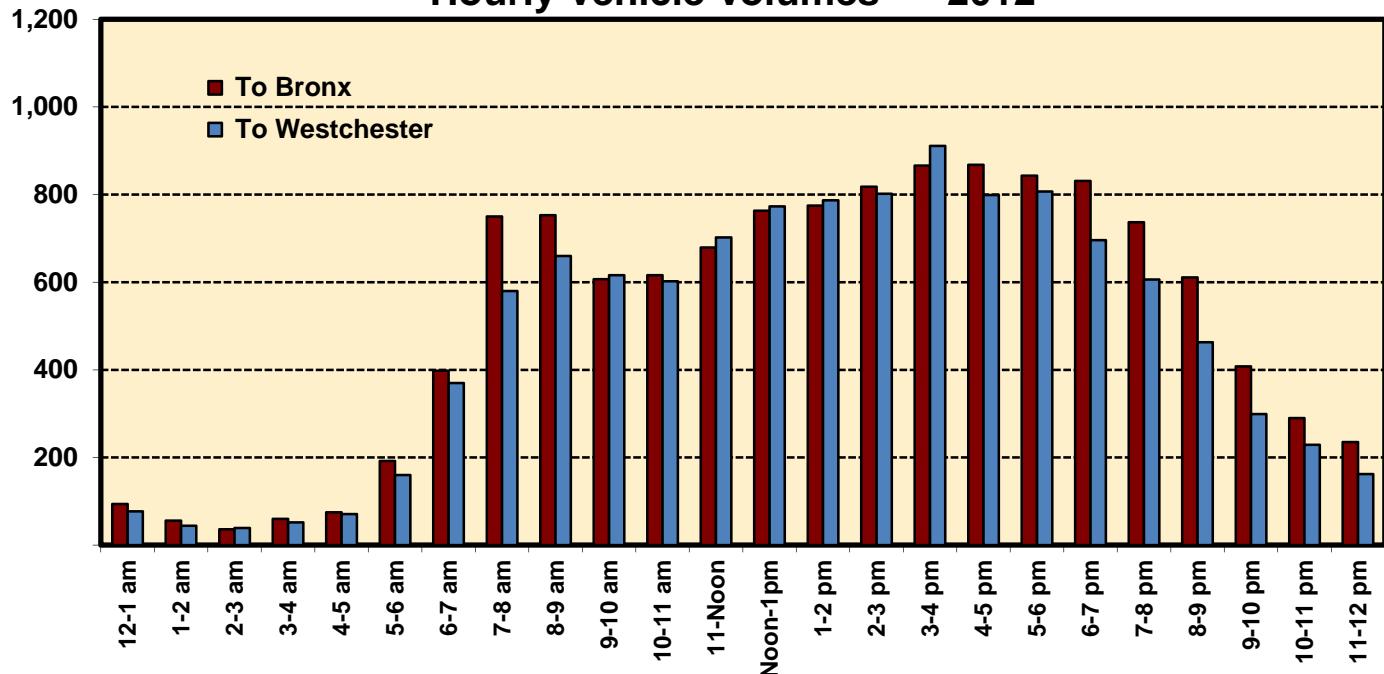
<b>New England Thruway</b>		<b>Riverdale Ave</b>		<b>Van Cortlandt Park East</b>		<b>Webster Ave</b>		<b>White Plains Rd</b>		<b>Totals</b>	
S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	To Bronx	To Westchester
Mid-1am	1,244	1,195	35	59	48	62	62	136	149	3,767	4,758
1-2am	894	871	22	25	36	34	36	88	96	2,316	2,766
2-3am	751	905	16	14	25	18	21	16	66	1,818	2,121
3-4am	850	1,087	14	11	21	18	24	16	61	1,964	2,153
4-5am	1,258	1,340	24	18	26	23	35	18	99	3,552	2,844
5-6am	2,374	1,957	71	49	94	45	93	28	159	8,934	5,470
6-7am	3,532	2,898	261	145	228	99	274	90	260	18,922	11,443
7-8am	3,660	4,287	429	252	380	211	580	190	385	325	24,028
8-9am	3,025	4,796	417	350	364	238	496	239	376	395	20,082
9-10am	2,920	3,333	298	238	251	175	305	166	290	306	16,483
10-11am	3,356	3,136	259	214	230	194	235	168	292	287	14,870
11-Noon	3,327	3,296	258	252	260	230	268	171	299	299	14,316
Noon-1	3,355	3,142	288	288	290	237	292	175	349	348	14,673
1-2pm	3,328	3,147	285	278	297	248	313	189	345	346	14,604
2-3pm	3,468	3,331	381	316	336	276	365	208	362	376	14,962
3-4pm	3,669	3,869	392	381	344	341	424	268	427	415	17,237
4-5pm	3,903	3,817	346	373	384	366	476	298	427	426	21,481
5-6pm	4,352	3,621	363	388	412	375	527	378	493	437	21,108
6-7pm	4,344	3,369	288	368	391	326	494	330	446	418	19,575
7-8pm	3,533	2,918	228	296	313	268	288	208	383	352	16,297
8-9pm	2,836	2,548	184	235	258	223	220	157	344	304	14,846
9-10pm	2,510	2,337	152	189	191	157	175	120	281	270	13,513
10-11pm	2,112	2,269	127	148	129	114	132	93	235	231	11,724
11-Md	1,633	1,710	79	118	81	91	99	72	189	201	10,579
<b>24 hr Total</b>	<b>66,234</b>	<b>65,179</b>	<b>5,217</b>	<b>5,005</b>	<b>5,389</b>	<b>4,369</b>	<b>6,234</b>	<b>3,682</b>	<b>6,792</b>	<b>6,572</b>	<b>305,217</b>
											<b>299,420</b>

## Bronx - Westchester Screenline Total Hourly Vehicle Volumes ~ 2012

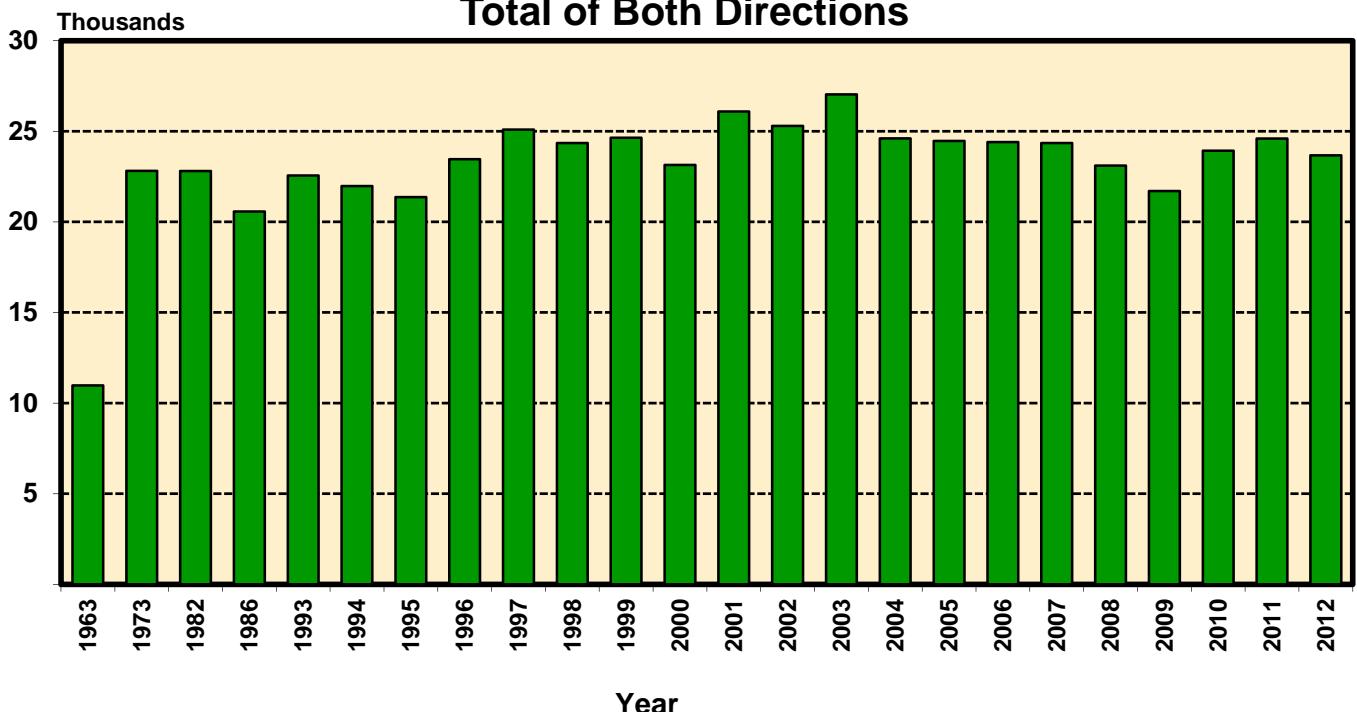


## Bronx – Westchester Screenline Volumes

**Boston Road**  
**Hourly Vehicle Volumes ~ 2012**

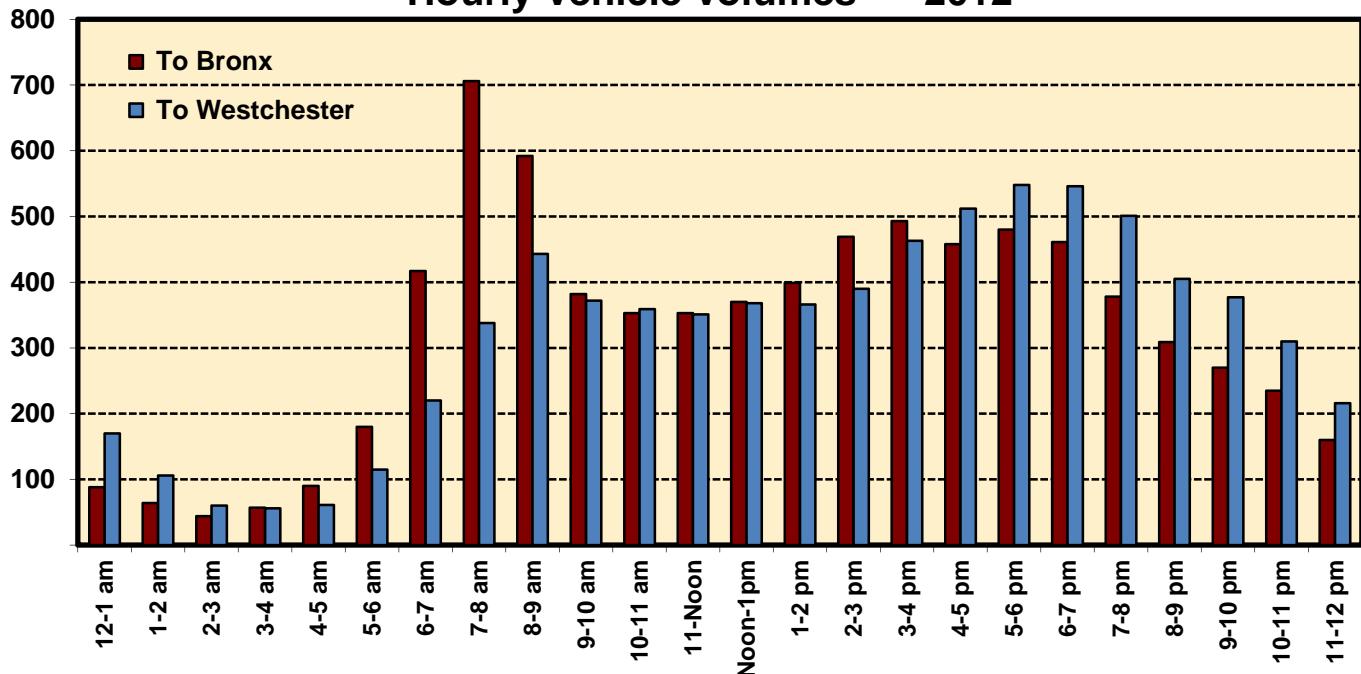


**Boston Road**  
**Average Daily Traffic Volumes**  
**Total of Both Directions**

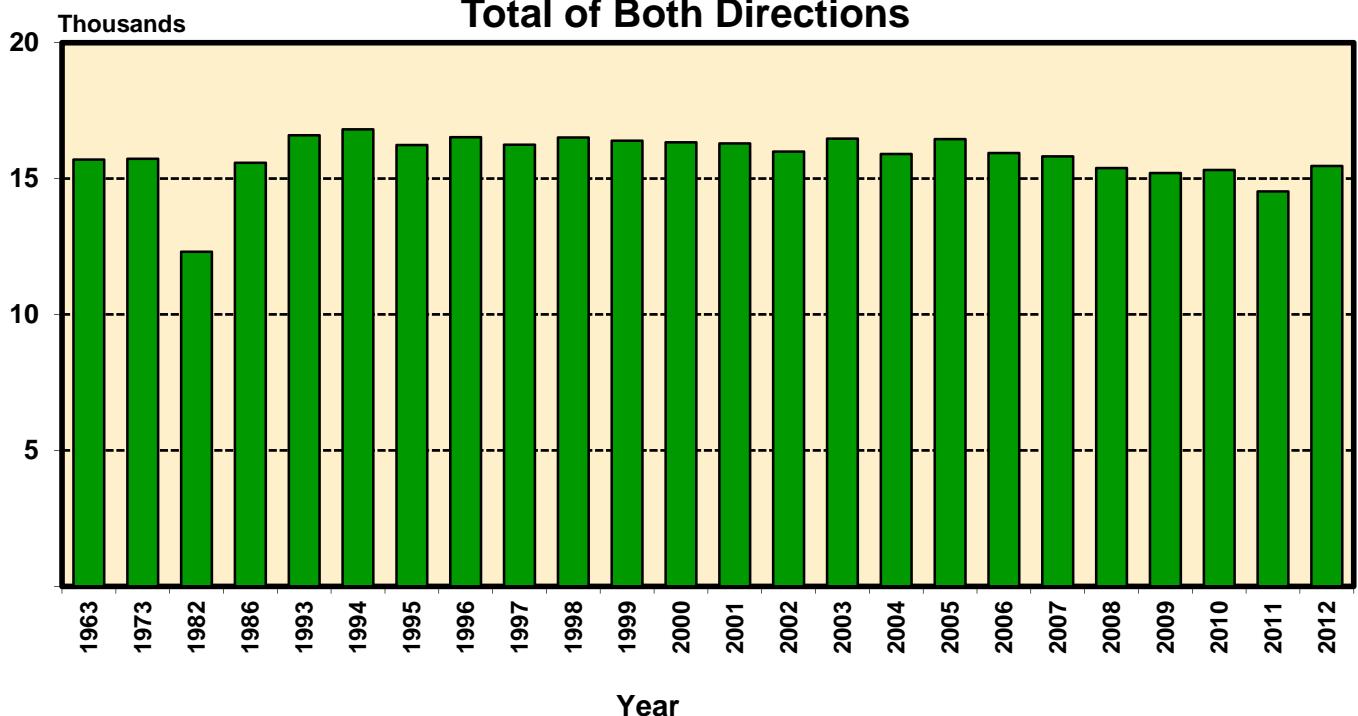


## Bronx – Westchester Screenline Volumes

**Broadway**  
Hourly Vehicle Volumes ~ 2012

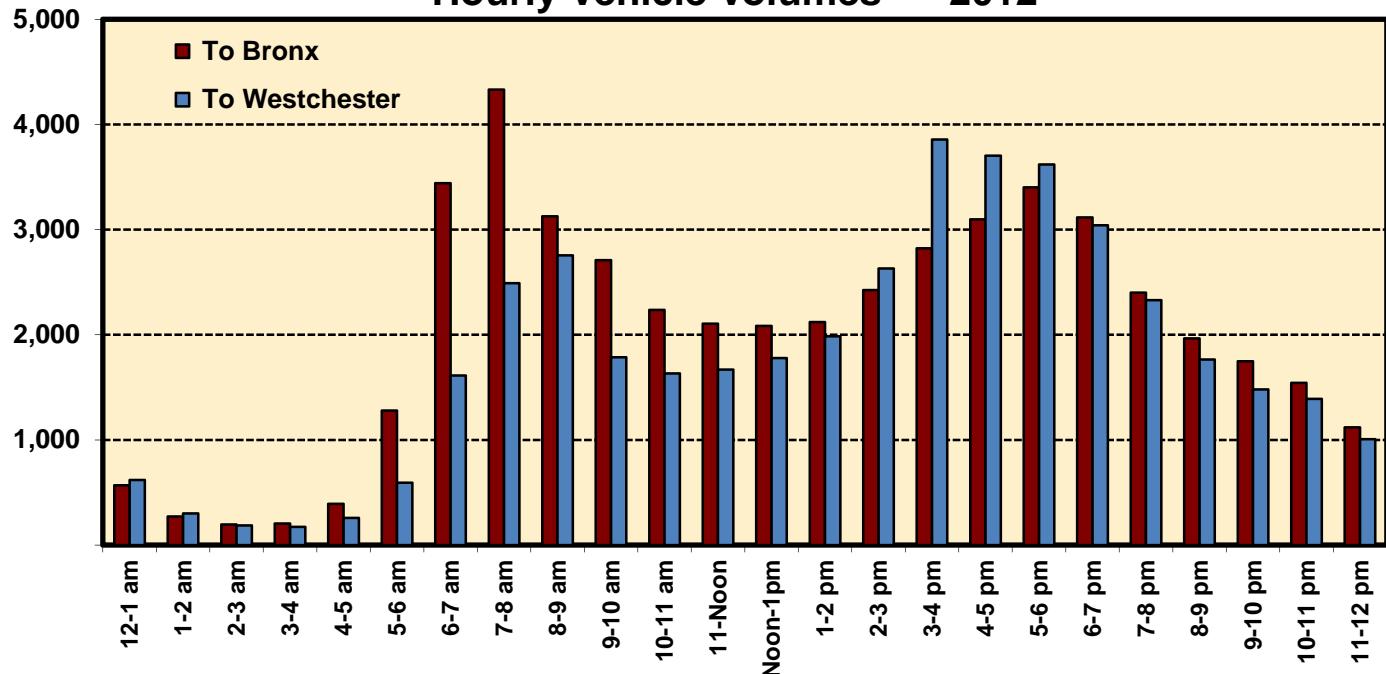


**Broadway**  
Average Daily Traffic Volumes  
Total of Both Directions

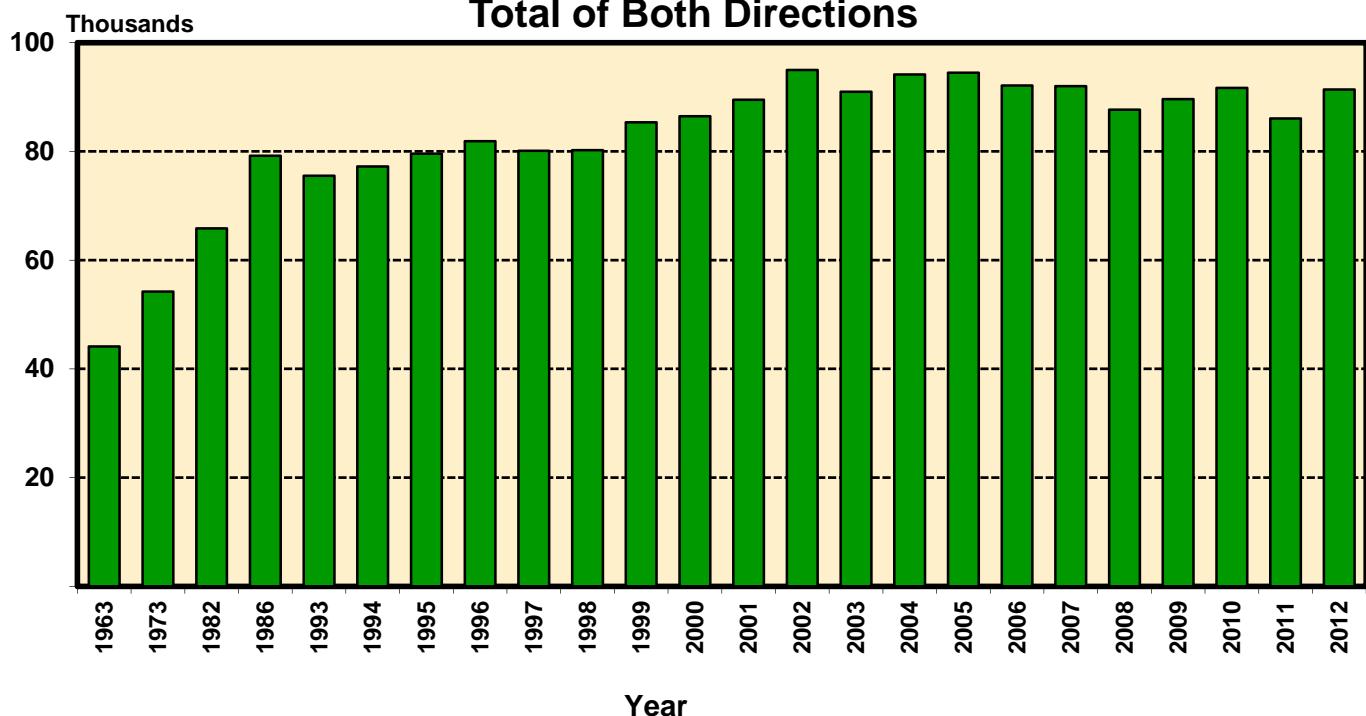


## Bronx – Westchester Screenline Volumes

**Bronx River Parkway  
Hourly Vehicle Volumes ~ 2012**

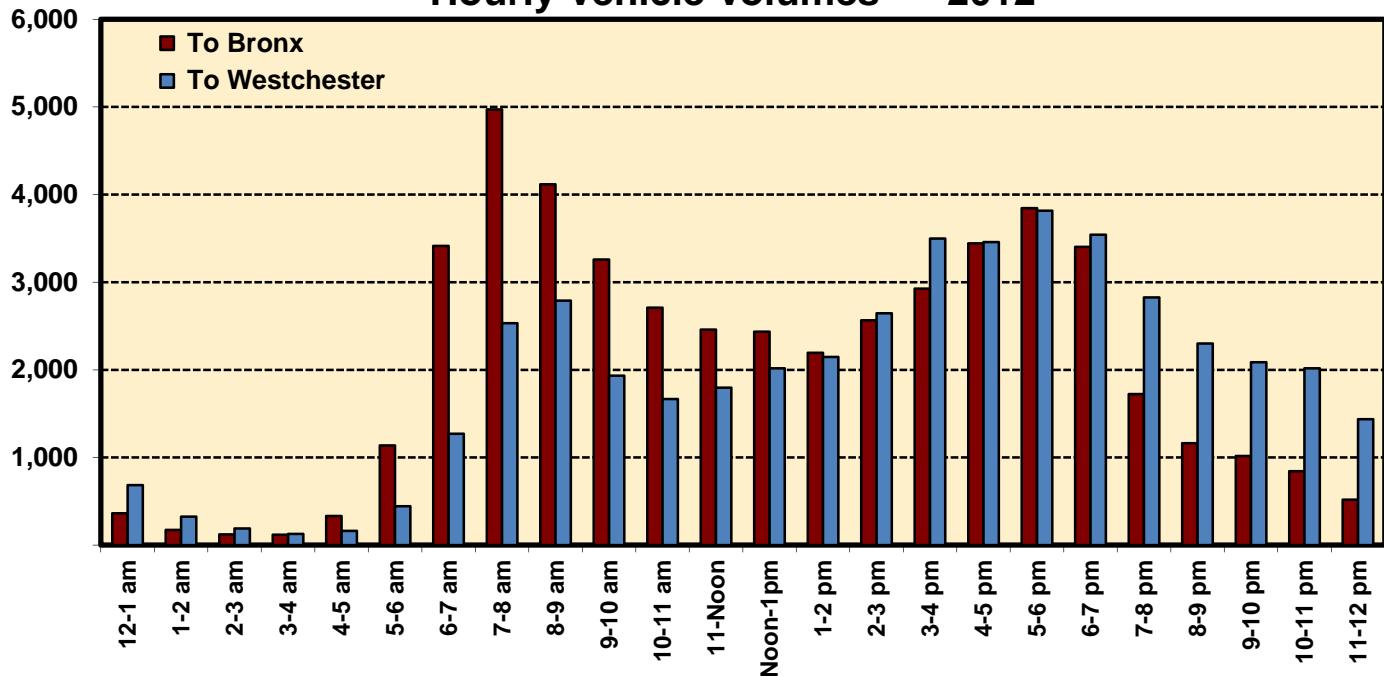


**Bronx River Parkway  
Average Daily Traffic Volumes  
Total of Both Directions**

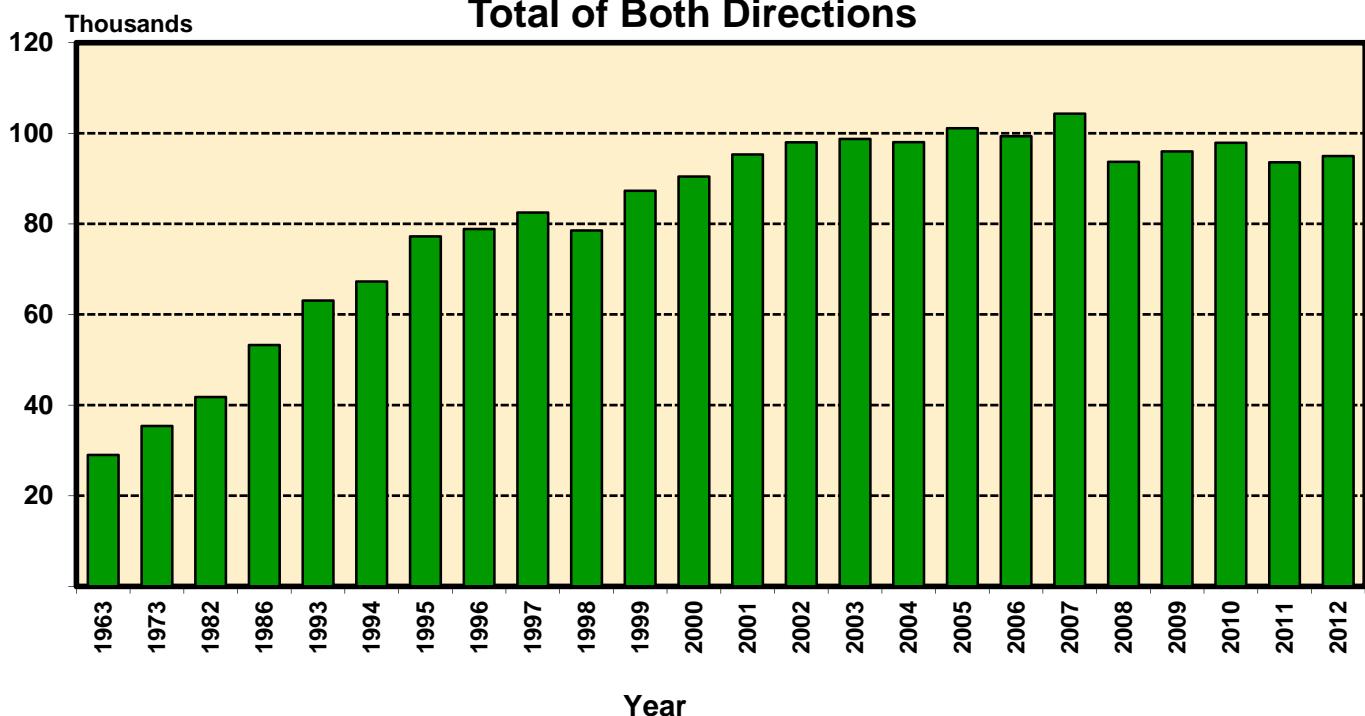


## Bronx – Westchester Screenline Volumes

**Henry Hudson Parkway**  
Hourly Vehicle Volumes ~ 2012

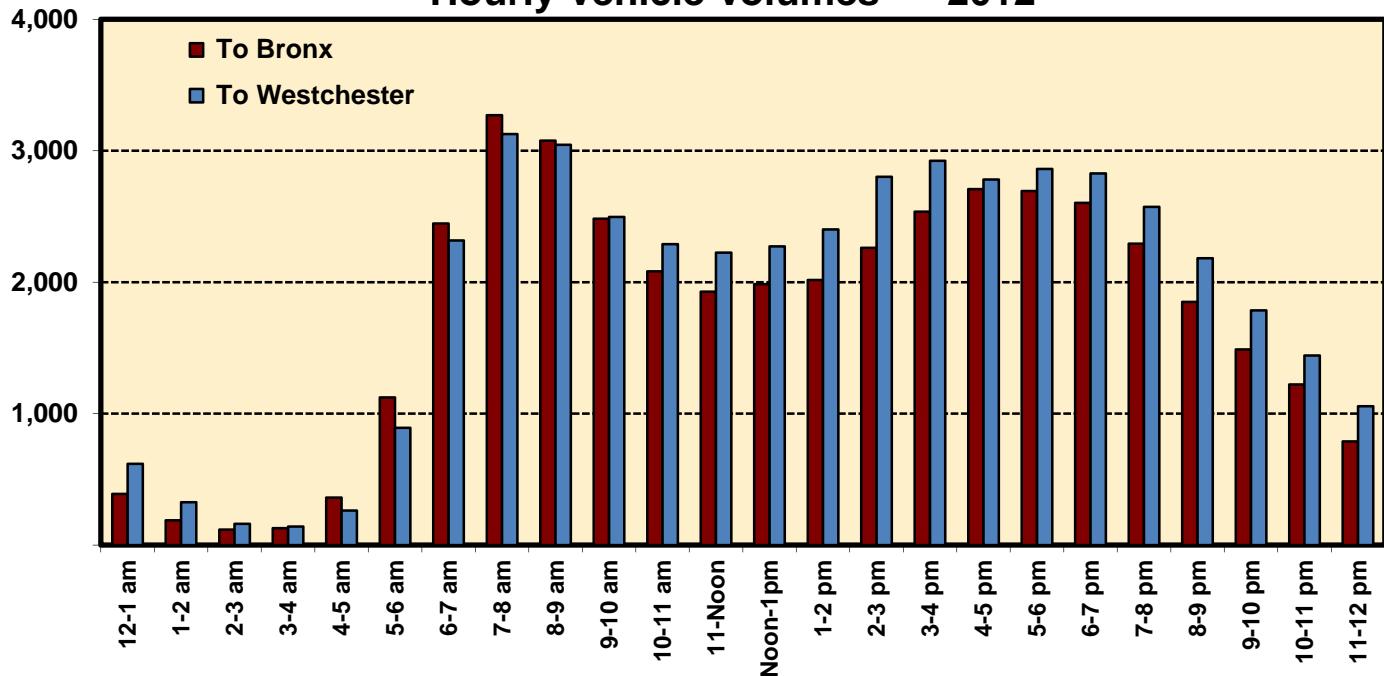


**Henry Hudson Parkway**  
Average Daily Traffic Volumes  
Total of Both Directions

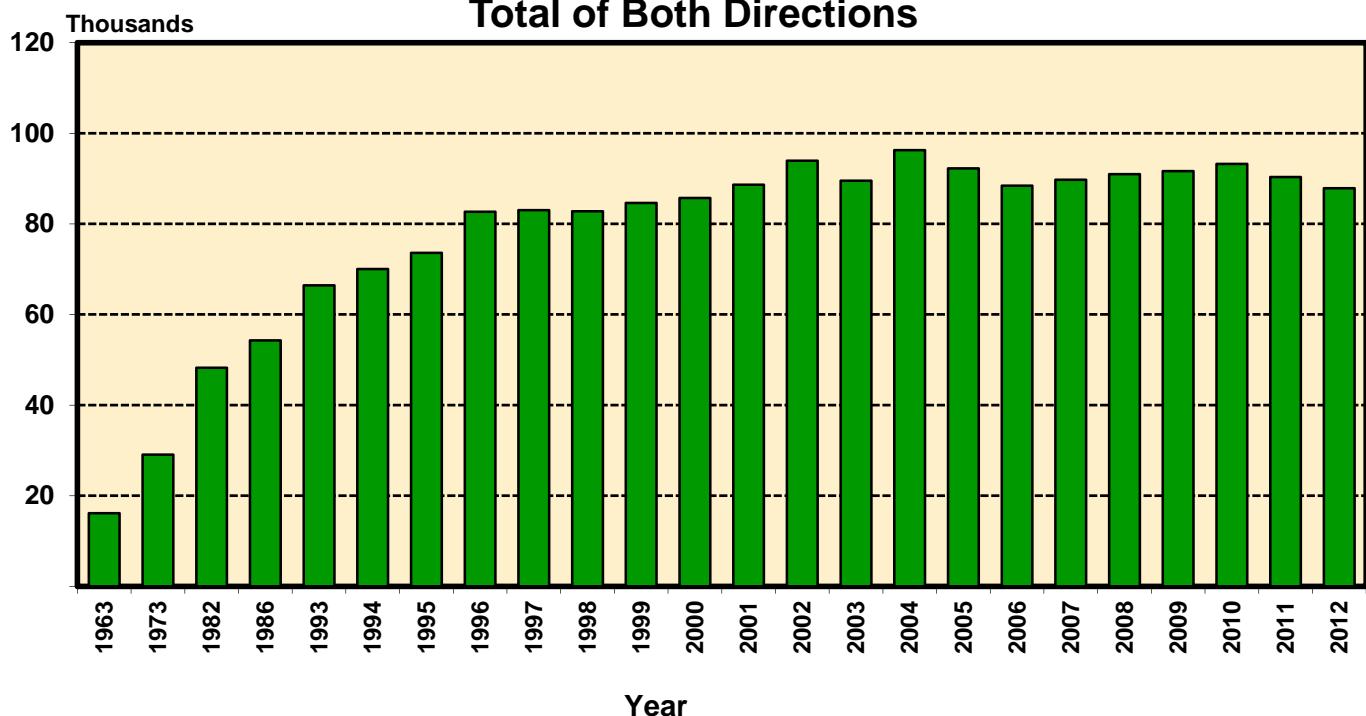


## Bronx – Westchester Screenline Volumes

Hutchinson River Parkway  
Hourly Vehicle Volumes ~ 2012

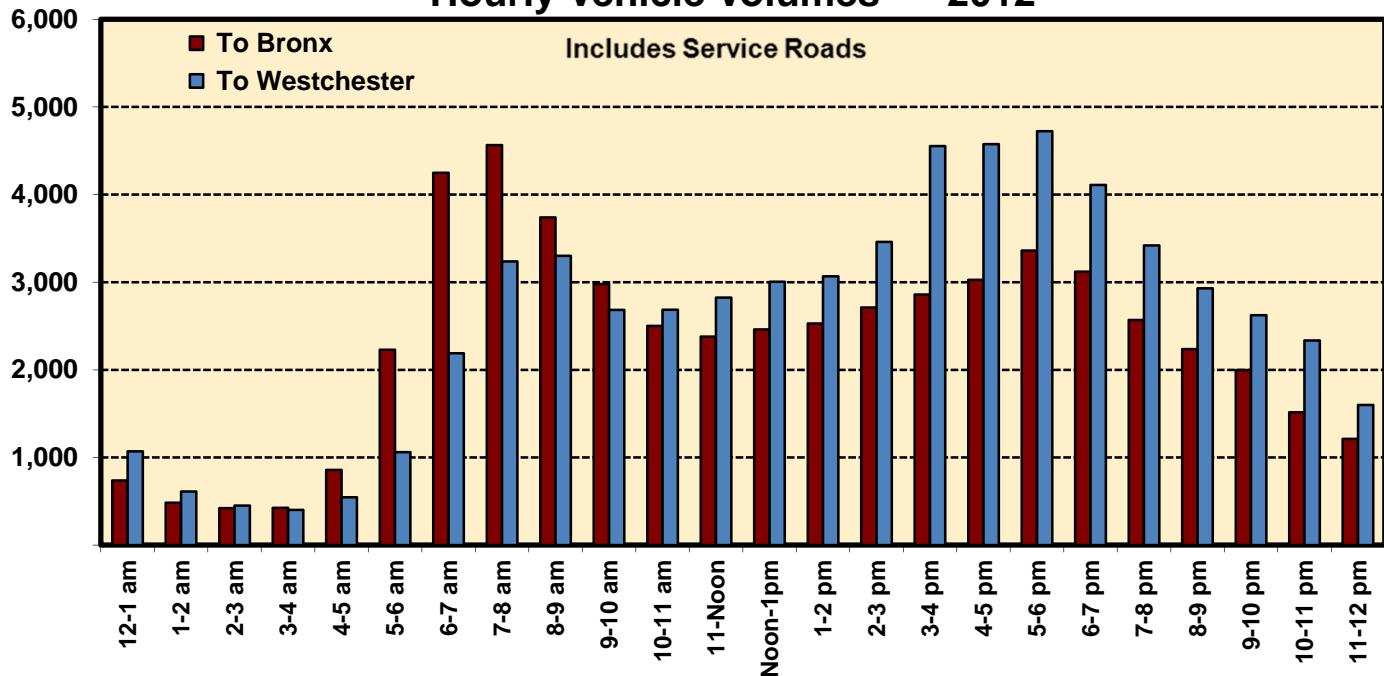


Hutchinson River Parkway  
Average Daily Traffic Volumes  
Total of Both Directions

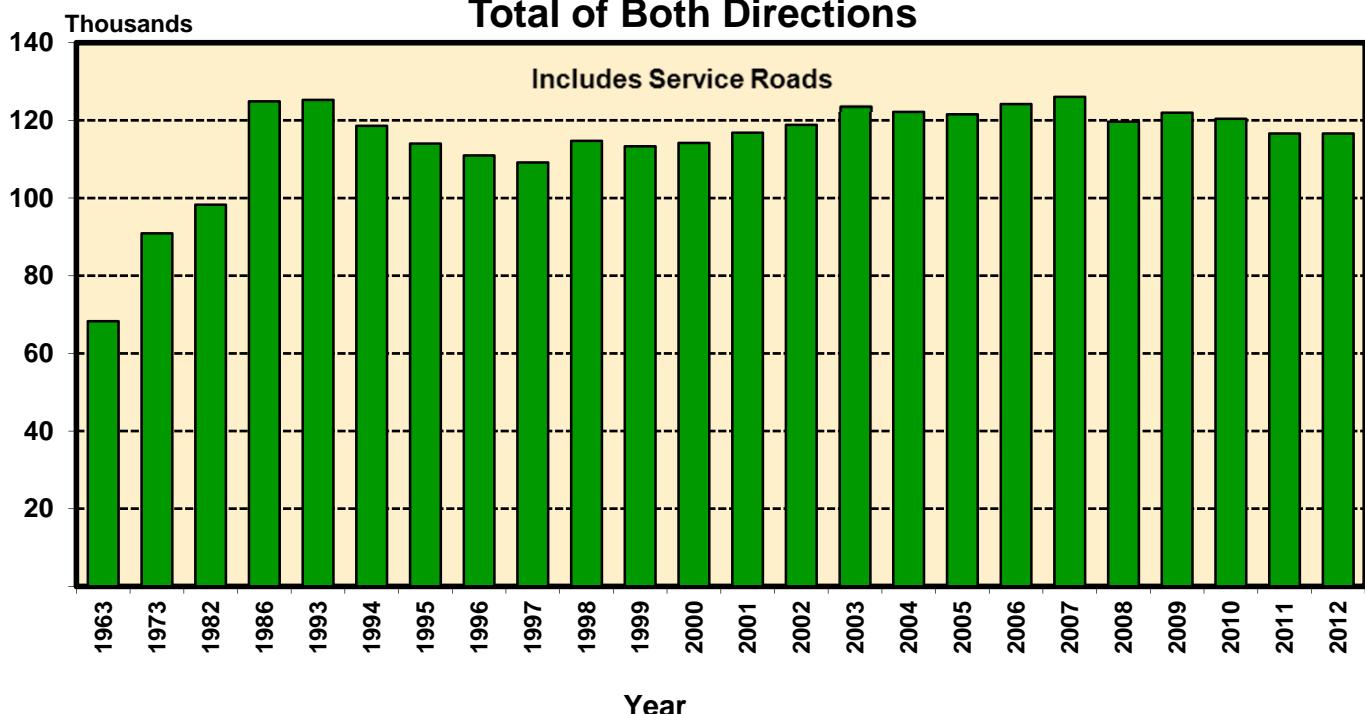


## Bronx – Westchester Screenline Volumes

**Major Deegan Expressway  
Hourly Vehicle Volumes ~ 2012**

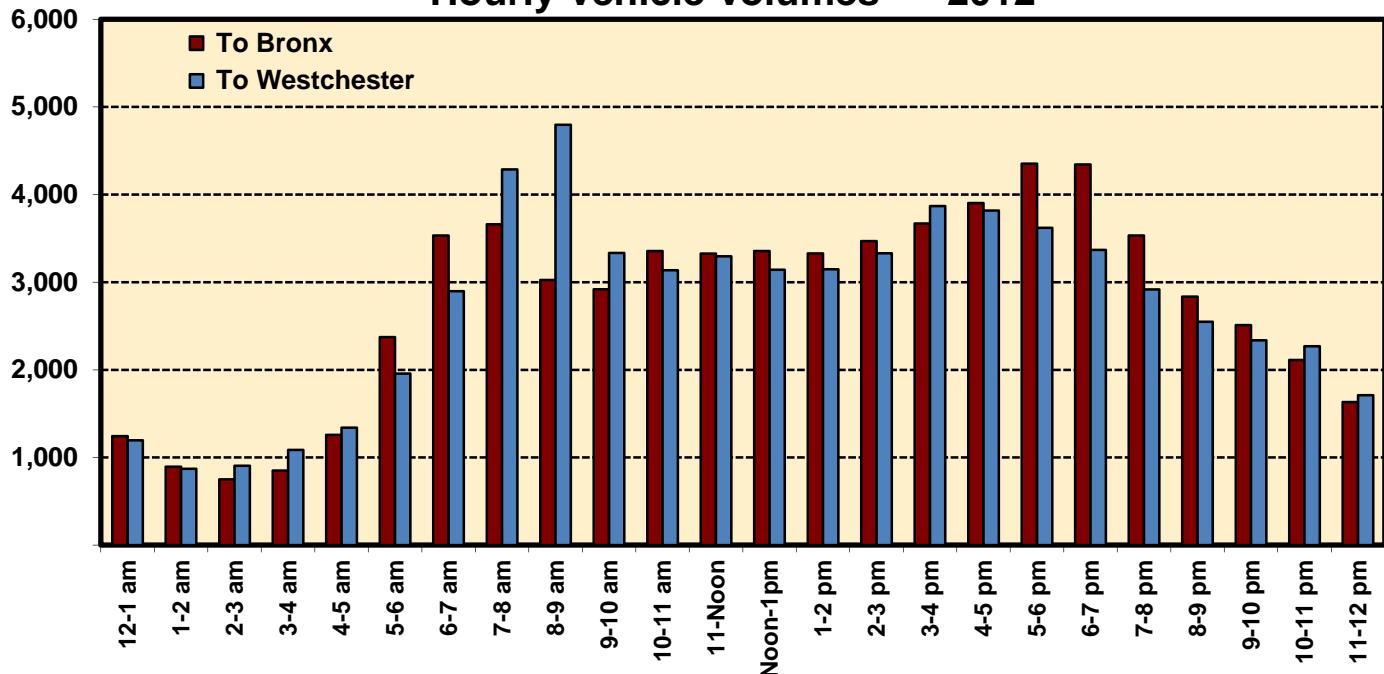


**Major Deegan Expressway  
Average Daily Traffic Volumes  
Total of Both Directions**

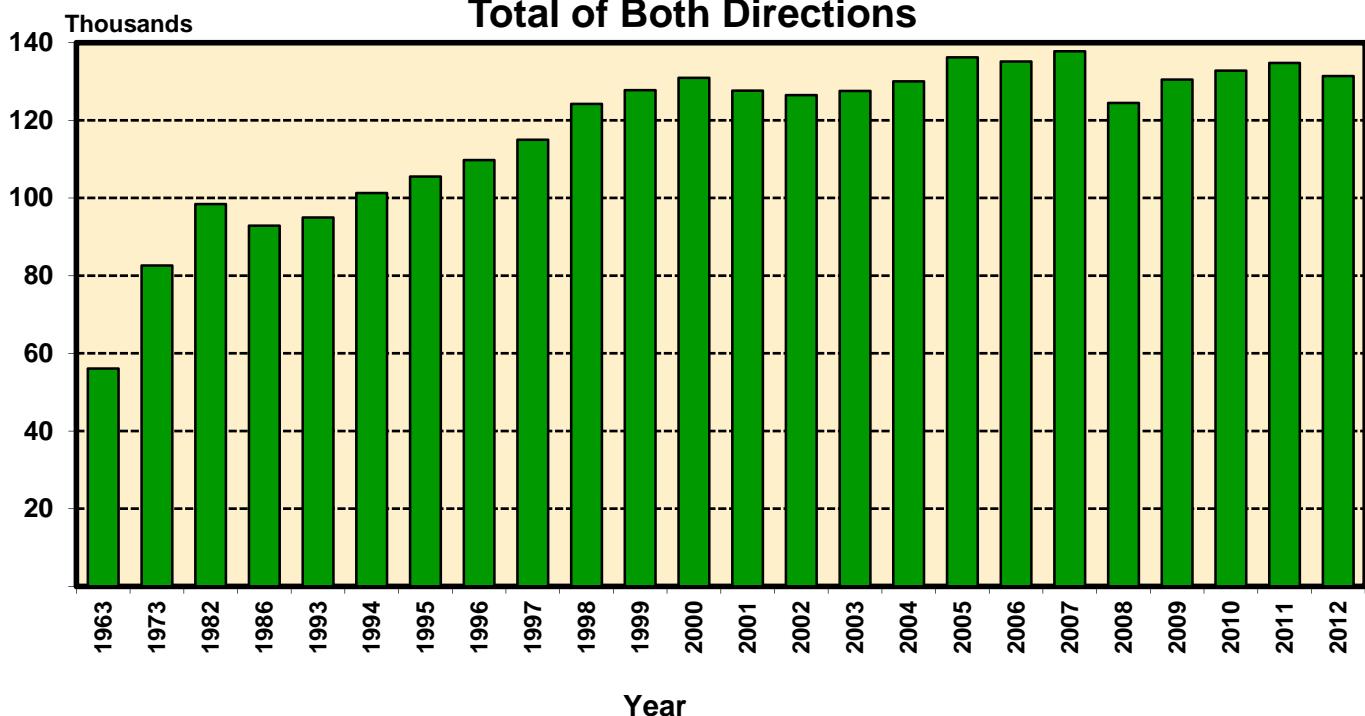


## Bronx – Westchester Screenline Volumes

New England Thruway  
Hourly Vehicle Volumes ~ 2012

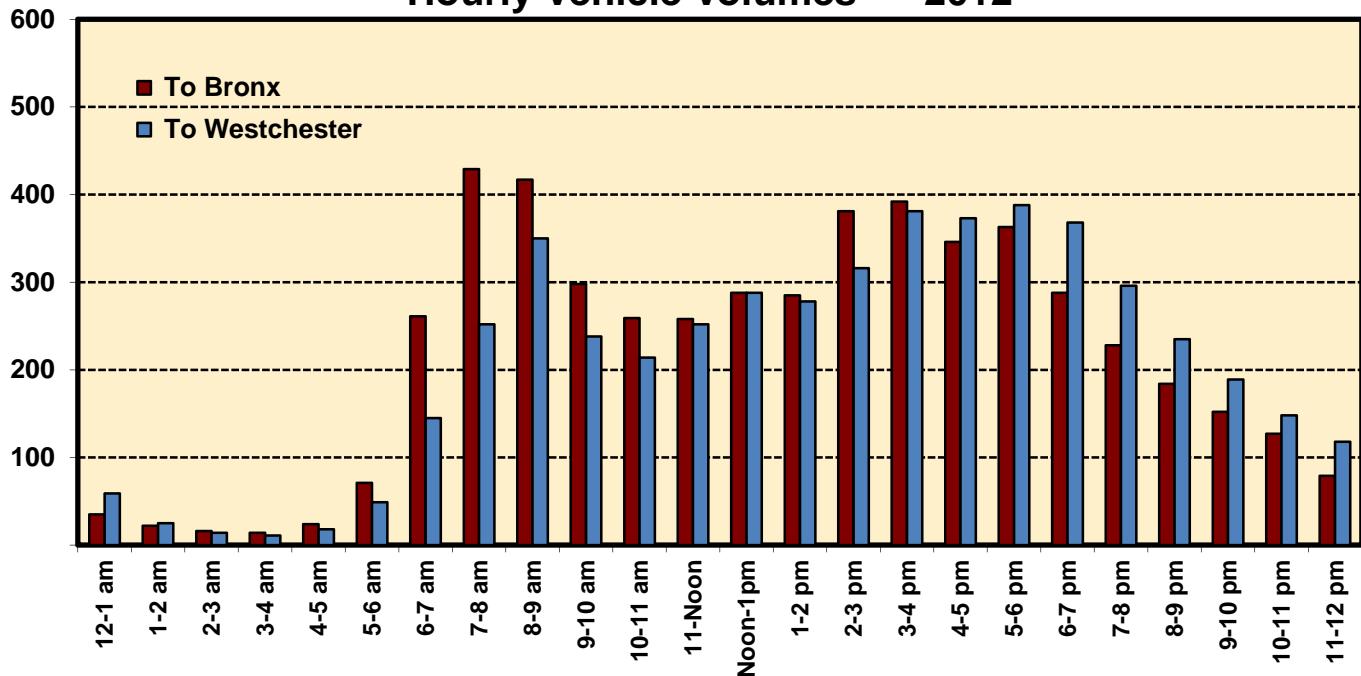


New England Thruway  
Average Daily Traffic Volumes  
Total of Both Directions

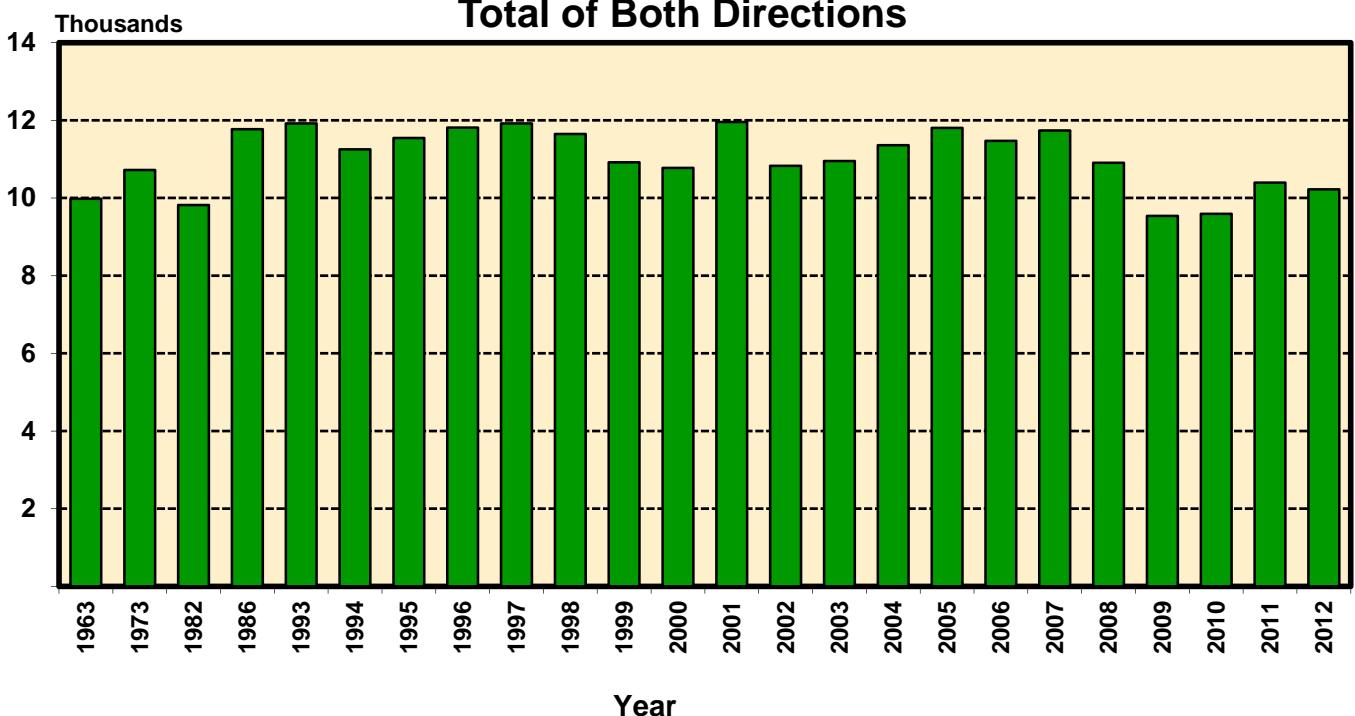


## Bronx – Westchester Screenline Volumes

**Riverdale Avenue**  
Hourly Vehicle Volumes ~ 2012

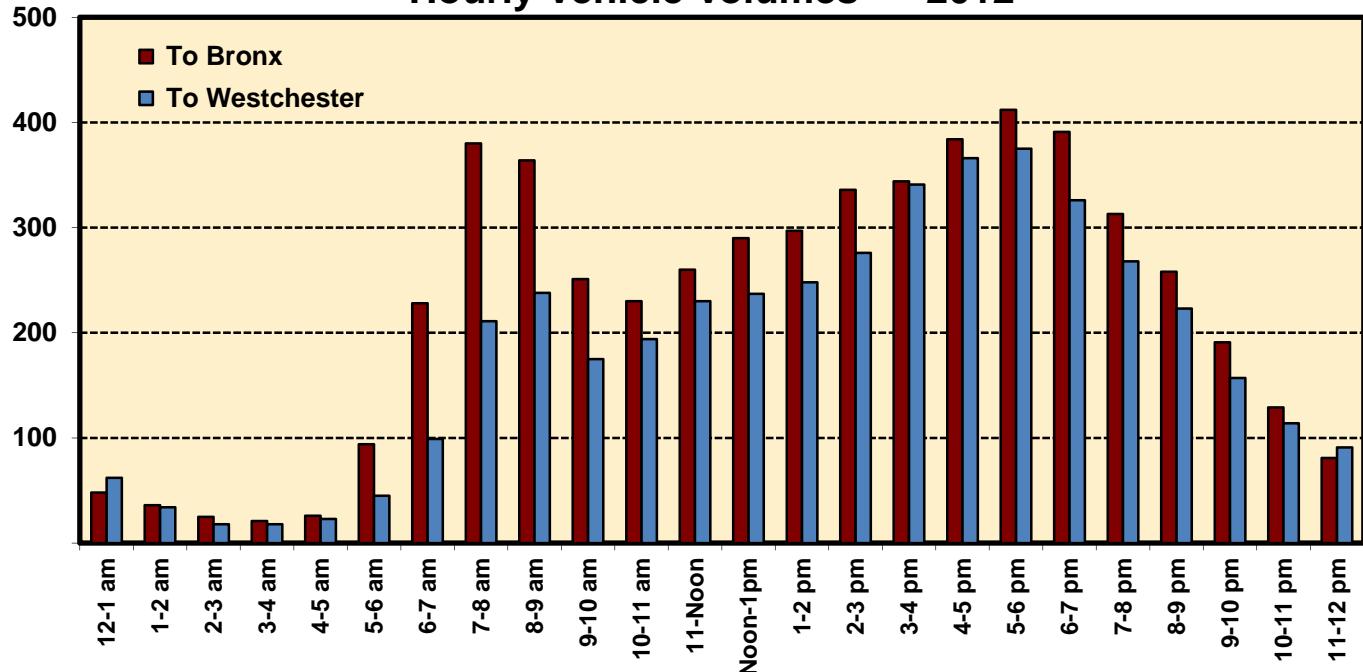


**Riverdale Avenue**  
Average Daily Traffic Volumes  
Total of Both Directions

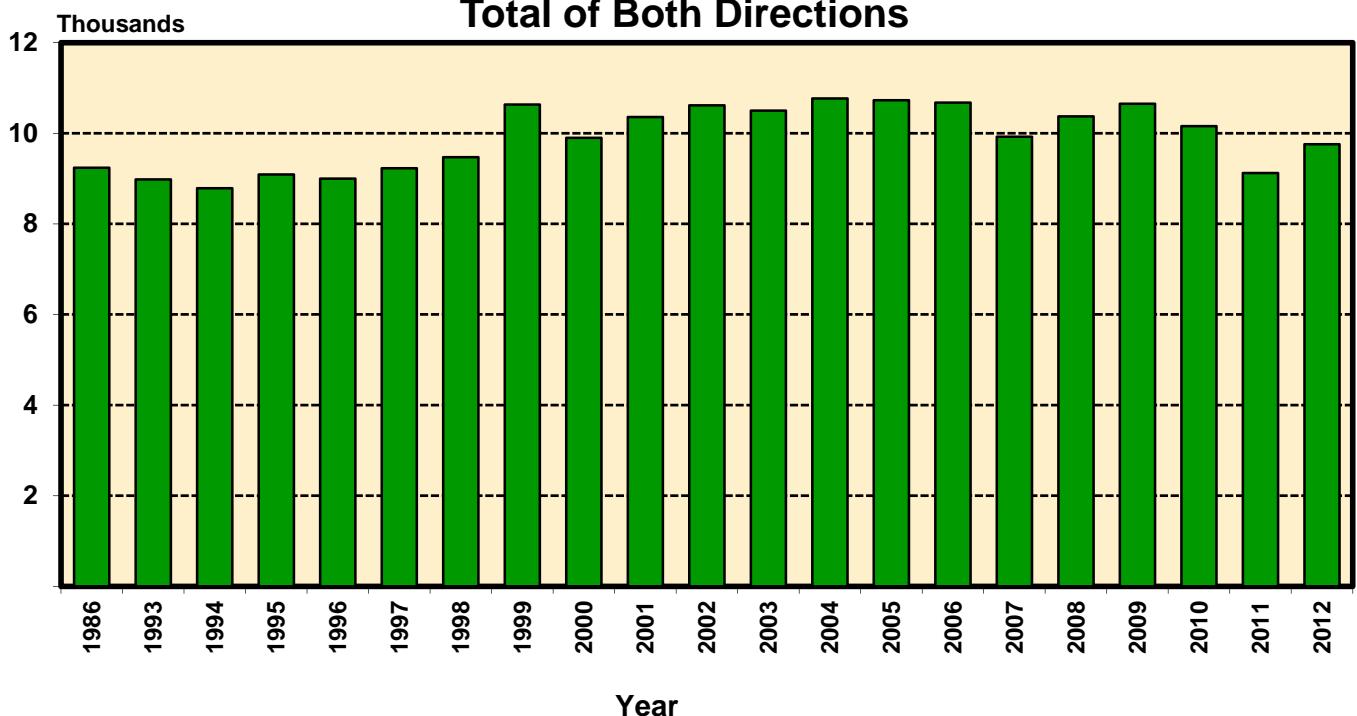


## Bronx – Westchester Screenline Volumes

**Van Cortlandt Park East  
Hourly Vehicle Volumes ~ 2012**

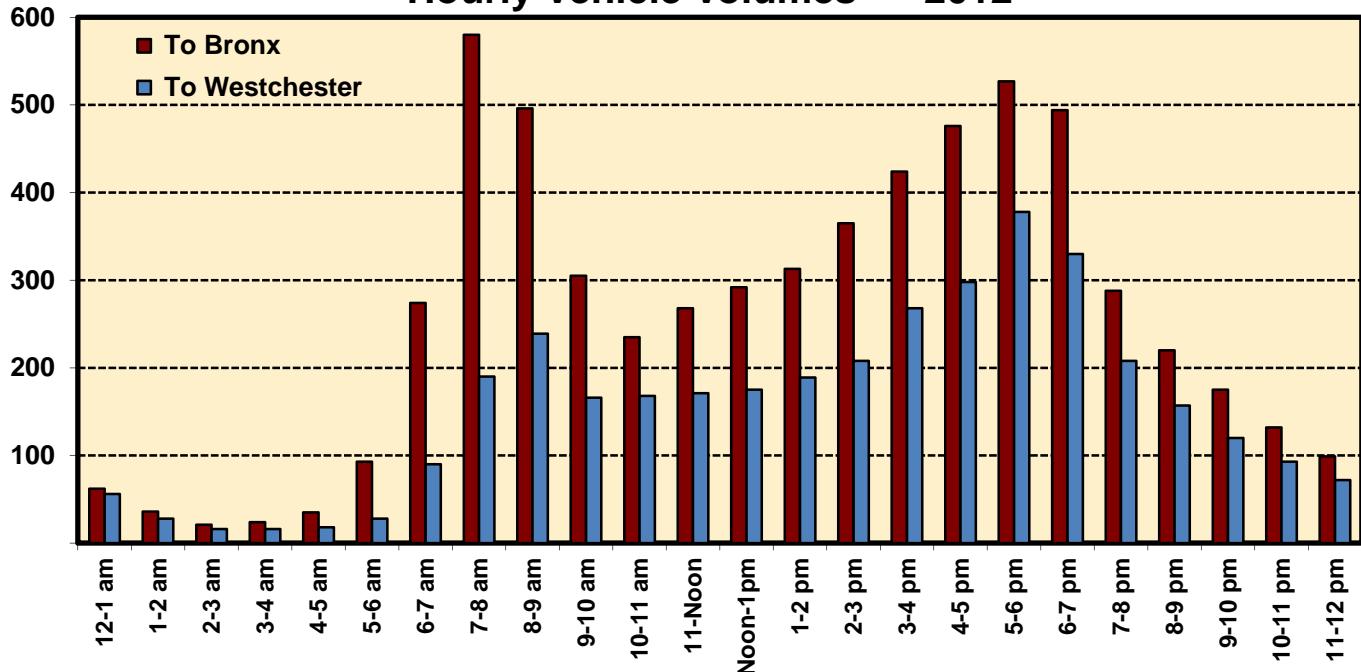


**Van Cortlandt Park East  
Average Daily Traffic Volumes  
Total of Both Directions**

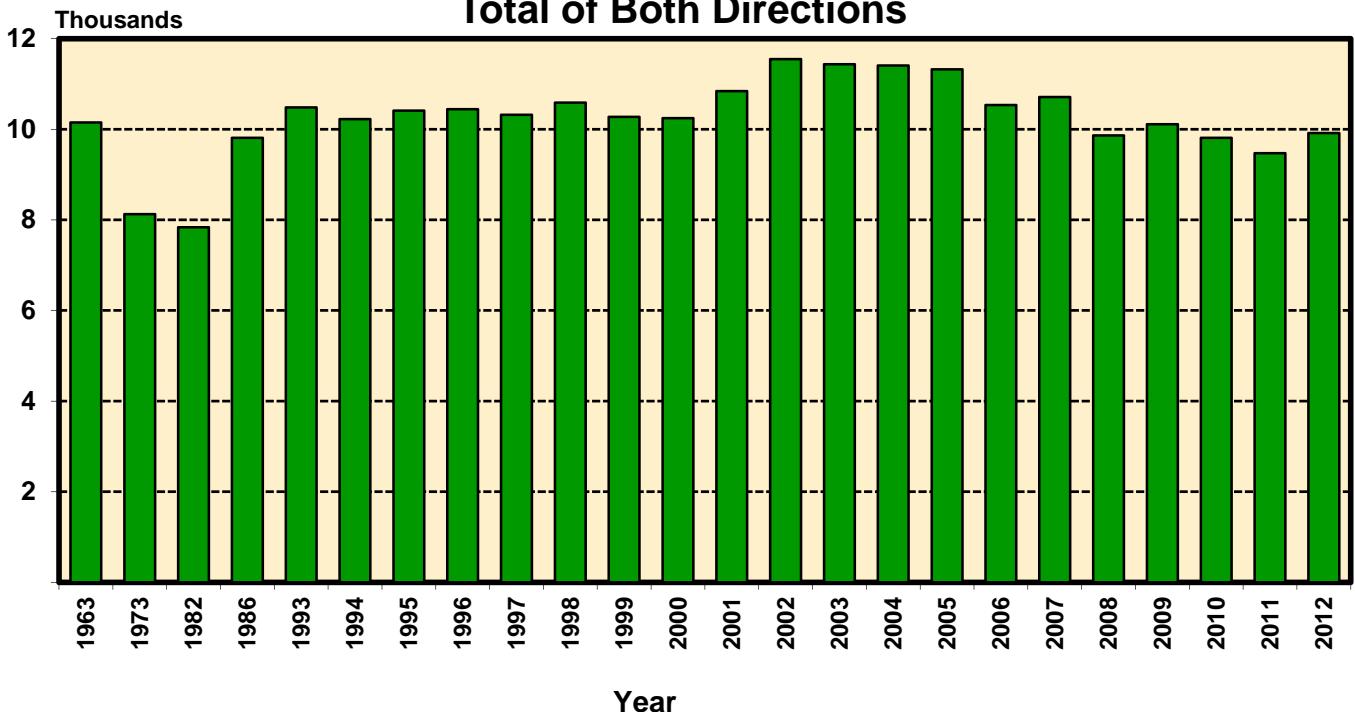


## Bronx – Westchester Screenline Volumes

**Webster Avenue**  
**Hourly Vehicle Volumes ~ 2012**

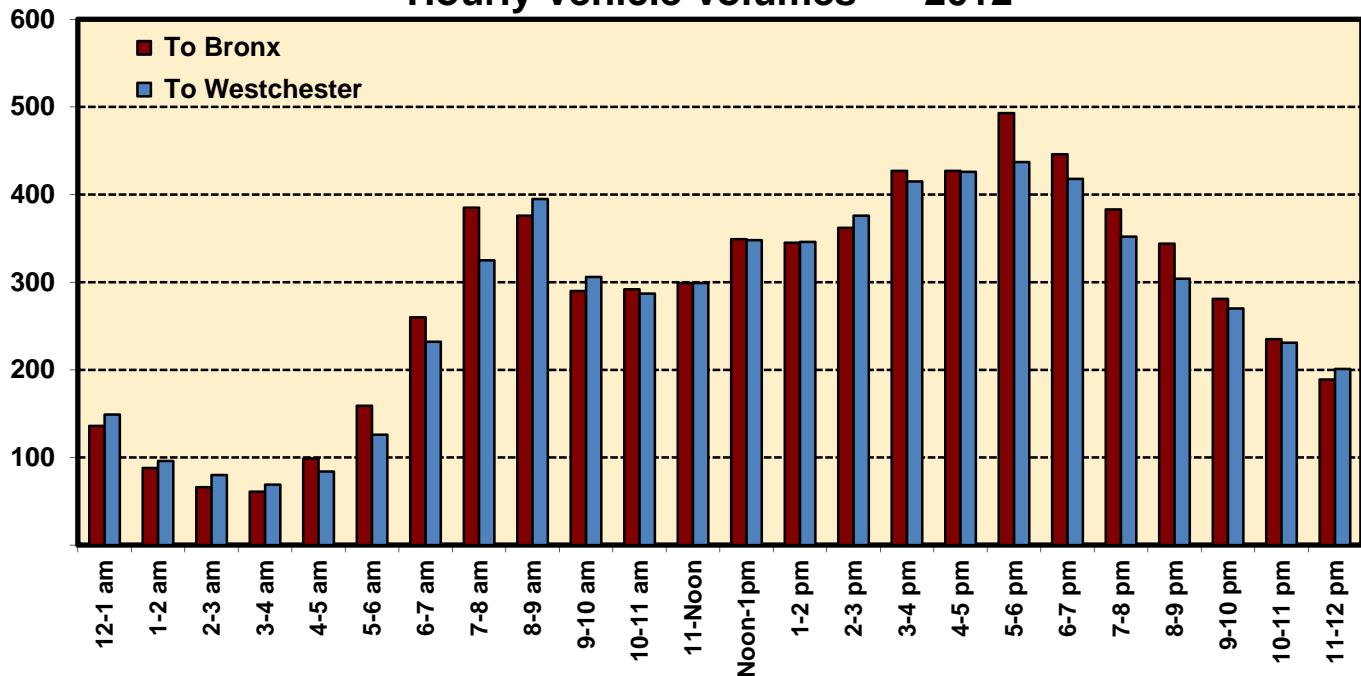


**Webster Avenue**  
**Average Daily Traffic Volumes**  
**Total of Both Directions**

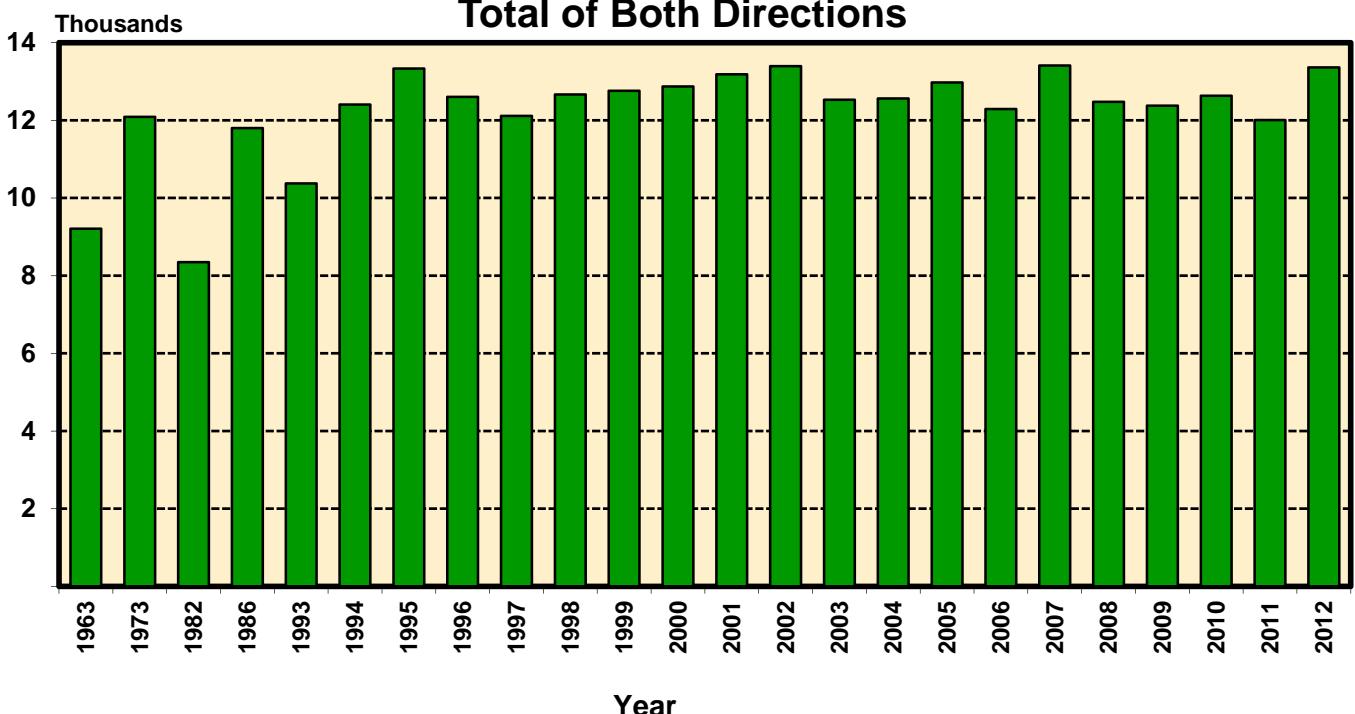


## Bronx – Westchester Screenline Volumes

**White Plains Road  
Hourly Vehicle Volumes ~ 2012**



**White Plains Road  
Average Daily Traffic Volumes  
Total of Both Directions**





# Queens-Nassau Screenline



**Rockaway Boulevard at Queens-Nassau Screenline  
Looking South**



## QUEENS - NASSAU SCREENLINE

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

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

### **1963 - 1973**

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

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

### **1973 - 1982**

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

- The largest numerical increase occurred on Laurelton Parkway, where traffic increased to 121,700 daily vehicles in 1982 from 98,800 in 1973 (22,900 additional daily vehicles).
- The largest percentage increase occurred on Northern Boulevard where traffic increased 26.4%, to 42,000 daily vehicles from 33,200.
- The largest numerical and percentage decrease occurred on Sunrise Highway, where traffic decreased to 57,400 daily vehicles in 1982 from 62,700 in 1973 (5,300 fewer daily vehicles).

## **1982 - 1986**

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

- Grand Central Parkway traffic (including service road) increased 30.8%, to 144,000 daily vehicles in 1986 from 110,000 in 1982.
- Laurelton Parkway traffic increased 22.0%, to 148,400 daily vehicles from 121,700.
- Long Island Expressway traffic (including service roads) increased 12.8%, to 189,000 daily vehicles from 167,600.
- Rockaway Boulevard traffic increased 22.0%, to 56,700 daily vehicles from 46,500.

## **1986 - 1993**

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

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

## **1993 - 2002**

Growth remained moderate from 1993 to 2002, as Queens - Nassau screenline traffic on the fifteen monitored facilities increased 5.8%, to 944,000 daily vehicles from 892,300.

- The largest volume increase occurred on the Laurelton Parkway (increase of 25,000 daily vehicles, or 18.2%, to 162,300 from 137,300).
- The largest percentage increase occurred on Seagirt Boulevard, where daily traffic rose 26.3%, to 20,400 daily vehicles in 2002 from 16,200 in 1993 (4,200 additional daily vehicles).
- The biggest decline was on the Long Island Expressway and its service roads (decrease of 7,500 daily vehicles, or 3.8%, to 190,600 from 198,100).

## **2002 - 2012**

The past ten years, from 2002 to 2012, have been characterized by even slower growth, with total volume on the fifteen monitored facilities increasing just 2.1%, to 964,200 daily vehicles in 2012 from 944,000 in 2002.

- By far the largest increase occurred on the Long Island Expressway and its service roads (gain of 37,600 daily vehicles, or 19.7%, to 228,200 in 2012 from 190,600 in 2002).

- Significant increases also occurred on the following facilities.
  - Merrick Boulevard (up 16.9%, or 3,300 additional daily vehicles).
  - Rockaway Boulevard (up 8.7%, or 6,100 additional daily vehicles).
- The largest decrease was on the Grand Central Parkway and its service road, a loss of 16,600 daily vehicles, to 162,300 from 178,900 (-9.3%).
- Significant decreases also occurred on the following facilities.
  - Union Turnpike (down 24.6%, or 6,500 fewer daily vehicles).
  - Sunrise Highway (down 3.6%, or 2,200 fewer daily vehicles).
  - Beach Channel Drive (down 8.7%, or 2,200 fewer daily vehicles).

## **1963 - 2012**

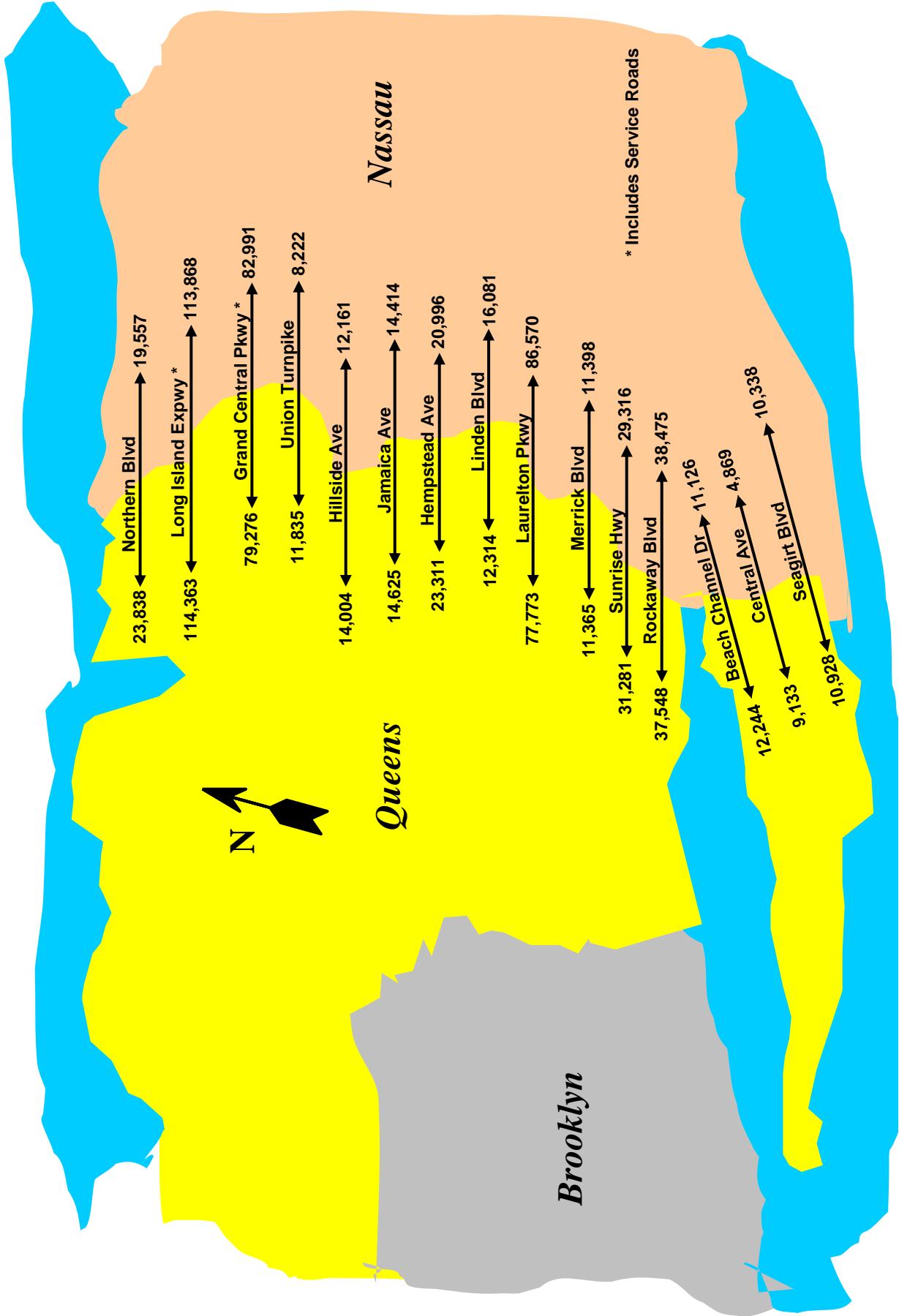
During the 49 years from 1963 to 2012, daily traffic on the thirteen Queens - Nassau thoroughfares monitored throughout the period increased 70.0%, to 929,000 from 546,600. Traffic increased on all thirteen facilities.

- Most of the growth in Queens - Nassau traffic since 1963 has occurred on the three limited access facilities crossing the screenline.
- Of the 382,400 additional daily vehicles on the thirteen continuously-monitored facilities, 273,900 (71.6% of the total increase) are on the three limited access routes.
- The Grand Central Parkway alone (including service road) absorbed over one-fourth the total screenline traffic increase, its daily volume more than tripling, to 162,300 in 2012 from 51,700 in 1963.
- Laurelton Parkway traffic nearly doubled, to 164,300 daily vehicles from 85,400.
- On the Long Island Expressway and its service roads, traffic increased 58.8%, to 228,200 daily vehicles from 143,800.
- Rockaway Boulevard traffic more than doubled, to 76,000 daily vehicles from 36,500.
- Jamaica Avenue traffic increased 89.9% to 29,000 daily vehicles from 15,300.
- Linden Boulevard traffic nearly doubled, to 28,400 daily vehicles from 14,300.



# Queens – Nassau Screenline

## 2012 Daily Volumes



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

**To Queens**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Beach Channel Dr	10,610	11,954	12,411	12,510	11,817	11,609	11,980	11,830	12,317	12,220	12,794	13,845	13,128	13,403	13,844
Central Ave	N/A	N/A	7,396	8,367	7,848	8,189	8,421	8,181	8,780	8,095	8,647	8,014	9,231	9,319	
Grand Central Pky	25,280	47,495	61,614	71,775	85,261	82,431	79,189	76,571	77,853	78,916	82,978	87,617	91,225	89,054	94,792
Hempstead Ave	18,720	19,167	22,230	19,671	21,008	21,512	21,103	21,294	21,568	21,561	27,530	24,487	22,474	19,797	26,866
Hillside Ave	12,230	11,728	9,799	11,485	12,333	13,149	12,635	12,967	13,087	13,836	16,828	14,070	14,049	13,735	12,140
Jamaica Ave	7,370	11,473	13,984	14,081	14,090	13,775	13,339	13,950	13,149	13,822	14,769	14,921	14,504	15,324	15,044
Laurelton Pky	42,980	48,873	67,940	72,147	64,216	69,082	68,967	68,838	75,601	77,315	76,246	82,194	77,076	72,783	
Linden Blvd	6,840	10,470	11,863	12,767	18,190	19,846	19,517	12,870	12,431	12,961	13,717	12,782	11,565	12,485	12,904
Long Island Exp *	70,340	85,294	83,656	90,553	101,193	101,972	100,335	101,602	100,402	100,310	96,711	97,412	90,205	97,818	99,694
Merrick Blvd	7,880	8,140	10,631	9,708	8,803	9,633	9,694	9,478	9,255	9,517	9,563	9,434	9,833	9,559	10,538
Northern Blvd	14,450	17,659	20,288	20,332	21,275	21,375	21,011	22,350	21,962	21,149	22,897	22,912	24,221	22,943	23,695
Rockaway Blvd	18,470	22,448	21,300	26,676	28,200	30,587	31,508	31,914	31,392	33,930	35,957	36,447	36,893	33,865	34,633
Seagirt Blvd	N/A	N/A	N/A	6,161	8,025	8,412	8,687	8,426	8,767	8,410	7,656	8,765	8,044	10,341	11,263
Sunrise Hwy	28,730	31,403	28,592	30,256	32,839	26,643	30,314	32,806	33,980	32,638	35,872	36,606	34,519	30,922	34,542
Union Tpke	8,460	8,836	9,171	11,587	12,429	12,458	12,274	12,598	12,222	12,007	12,245	8,262	12,495	13,260	13,275
<b>Totals</b>	<b>272,360</b>	<b>334,940</b>	<b>373,479</b>	<b>417,005</b>	<b>448,046</b>	<b>450,332</b>	<b>448,742</b>	<b>445,915</b>	<b>452,167</b>	<b>457,372</b>	<b>473,858</b>	<b>472,861</b>	<b>473,363</b>	<b>468,813</b>	<b>485,332</b>

**To Queens**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Beach Channel Dr	12,542	11,997	12,347	15,377	12,685	12,010	12,515	11,927	12,244
Central Ave	8,681	8,909	9,308	8,321	9,051	8,778	8,833	8,839	9,133
Grand Central Pky	92,464	92,993	80,941	77,918	78,423	75,454	77,447	80,288	79,276
Hempstead Ave	20,781	19,270	18,731	22,786	24,705	22,303	19,701	19,196	23,311
Hillside Ave	13,697	13,472	12,558	12,170	12,489	12,481	12,862	11,768	14,004
Jamaica Ave	15,601	15,903	14,954	14,524	14,433	14,318	14,947	14,285	14,625
Laurelton Pky	85,728	80,245	80,157	79,954	75,794	74,934	83,535	81,615	77,773
Linden Blvd	12,869	13,521	13,099	11,976	12,855	12,430	12,815	12,025	12,314
Long Island Exp *	91,797	92,491	97,600	101,793	115,433	119,082	115,357	113,144	114,363
Merrick Blvd	10,441	9,841	9,466	9,238	9,041	9,140	9,741	9,630	11,365
Northern Blvd	23,054	20,807	21,523	20,953	20,765	20,252	20,885	21,642	23,838
Rockaway Blvd	35,464	36,156	36,371	39,466	38,167	38,366	36,767	36,560	37,548
Seagirt Blvd	10,665	10,046	11,236	10,659	10,099	10,204	10,800	10,690	10,928
Sunrise Hwy	33,706	35,166	32,833	33,626	32,159	33,065	32,749	32,213	31,281
Union Tpke	12,770	12,532	11,792	10,826	11,338	10,709	11,259	11,491	11,835
<b>Totals</b>	<b>480,260</b>	<b>473,349</b>	<b>462,916</b>	<b>469,587</b>	<b>477,437</b>	<b>473,526</b>	<b>480,213</b>	<b>475,313</b>	<b>483,838</b>

\* Includes service roads.

## Queens - Nassau Screenline

### Historical Comparisons

### Average Daily Traffic Volumes (continued)

#### To Nassau

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Beach Channel Dr	9,050	11,472	14,759	13,165	11,107	11,198	11,923	12,037	12,642	12,022	11,929	11,740	11,532	12,207	12,484
Central Ave	N/A	N/A	7,124	5,424	4,959	5,022	5,452	4,905	5,215	4,711	5,119	4,910	5,175	5,100	
Grand Central Pky	26,440	57,341	48,424	72,191	89,073	80,438	79,481	82,086	79,934	84,576	85,888	85,579	89,640	89,813	92,426
Hempstead Ave	16,680	16,293	13,555	18,035	19,155	21,008	20,722	19,453	20,328	20,815	22,359	22,400	22,176	23,621	24,466
Hillside Ave	11,270	10,297	10,625	11,419	13,089	14,398	13,247	12,860	13,324	13,077	15,482	13,901	13,526	13,593	12,864
Jamaica Ave	7,930	11,326	13,345	13,377	13,293	12,744	12,971	13,170	13,229	13,391	13,495	13,821	13,702	14,869	14,721
Laurelton Pky	42,460	49,924	53,734	76,261	73,044	76,773	75,841	74,897	79,808	82,005	84,544	82,489	89,251	85,216	86,229
Linden Blvd	7,490	8,260	7,697	10,283	10,718	10,660	11,626	15,038	15,443	15,660	15,797	15,679	15,136	15,327	16,528
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	92,593	92,794	90,940	
Merrick Blvd	7,760	8,080	7,296	9,206	9,339	9,866	10,205	9,871	9,933	9,852	9,595	9,482	9,568	9,920	10,052
Northern Blvd	14,680	15,585	21,745	20,741	20,477	21,524	20,619	19,876	19,854	20,747	22,049	21,584	21,243	21,970	
Rockaway Blvd	17,990	21,473	25,214	30,059	32,317	33,958	35,009	34,237	32,226	32,193	34,598	37,683	35,134	36,098	37,929
Seagirt Blvd	N/A	N/A	N/A	6,230	8,124	7,899	8,093	8,261	7,727	8,112	8,452	8,806	7,895	10,051	11,634
Sunrise Hwy	30,740	31,301	28,805	29,145	32,406	32,821	30,458	33,147	34,178	34,158	34,796	34,389	34,099	31,920	33,123
Union Tpke	8,290	7,552	10,566	10,854	9,769	10,737	10,513	10,502	10,100	10,163	10,873	10,182	12,618	13,346	12,896
<b>Totals</b>	<b>274,190</b>	<b>335,762</b>	<b>339,667</b>	<b>426,533</b>	<b>444,272</b>	<b>446,843</b>	<b>444,001</b>	<b>450,229</b>	<b>454,964</b>	<b>462,031</b>	<b>473,185</b>	<b>467,286</b>	<b>473,364</b>	<b>475,193</b>	<b>483,362</b>

#### To Nassau

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Beach Channel Dr	11,702	11,652	13,454	13,615	11,667	11,531	11,772	10,891	11,126
Central Ave	5,541	5,762	6,262	5,334	4,803	4,738	4,750	4,861	4,869
Grand Central Pky	92,233	93,399	84,853	84,831	80,185	80,967	85,415	84,211	82,991
Hempstead Ave	22,881	24,757	22,234	23,292	21,910	22,191	22,005	21,470	20,996
Hillside Ave	12,676	13,055	10,565	12,158	12,411	11,080	10,673	10,404	12,161
Jamaica Ave	15,126	15,717	14,660	14,479	14,641	13,953	14,203	13,928	14,414
Laurelton Pky	89,675	88,909	88,702	93,700	83,373	87,118	86,706	88,528	86,570
Linden Blvd	15,619	16,123	15,199	13,996	11,912	13,919	14,815	13,708	16,081
Long Island Exp *	92,065	92,333	94,300	99,602	114,971	119,870	112,483	117,334	113,868
Merrick Blvd	10,565	9,694	9,567	9,421	10,467	9,426	10,581	9,804	11,398
Northern Blvd	21,748	21,067	19,837	18,072	18,718	18,372	18,253	18,291	19,557
Rockaway Blvd	38,468	37,188	37,396	38,293	37,293	36,742	37,297	38,157	38,475
Seagirt Blvd	10,379	9,805	11,321	11,783	9,808	10,064	10,498	10,143	10,338
Sunrise Hwy	34,421	35,842	33,986	35,272	32,835	33,329	34,963	32,411	29,316
Union Tpke	12,246	10,437	9,297	8,774	9,074	8,775	9,041	8,204	8,222
<b>Totals</b>	<b>485,345</b>	<b>485,740</b>	<b>471,633</b>	<b>482,622</b>	<b>474,068</b>	<b>482,075</b>	<b>483,455</b>	<b>482,345</b>	<b>480,382</b>

\* Includes service roads.

## Queens - Nassau Screenline

### Historical Comparisons

### Average Daily Traffic Volumes (continued)

#### **Both Directions**

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Beach Channel Dr	19,660	23,426	27,170	25,675	22,924	22,807	23,903	23,867	24,959	24,242	24,723	25,585	24,660	25,610	26,328
Central Ave	N/A	N/A	14,520	13,791	12,807	13,211	13,873	13,086	13,995	12,806	13,766	12,924	12,865	14,406	14,419
Grand Central Pky	51,720	104,836	110,038	143,966	174,334	162,869	158,670	158,657	157,787	163,492	168,866	173,196	180,865	178,867	187,218
Hempstead Ave	35,400	35,460	35,785	37,706	40,163	42,520	41,825	40,747	41,896	42,376	49,889	46,887	44,650	43,418	51,332
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	27,575	27,328	25,004
Jamaica Ave	15,300	22,799	27,329	27,458	27,383	26,519	26,310	27,120	26,378	27,213	28,264	28,742	28,206	30,193	29,765
Laurelton Pky	85,440	98,797	121,674	148,408	137,260	145,855	144,808	143,735	155,409	159,320	160,790	159,143	171,445	162,292	159,012
Linden Blvd	14,330	18,730	19,560	23,050	28,908	30,506	31,143	27,908	27,874	28,621	29,514	28,461	26,701	27,812	29,432
Long Island Exp *	143,750	172,152	167,558	188,996	198,130	199,832	198,606	200,944	201,602	201,248	196,630	191,379	182,798	190,612	190,634
Merrick Blvd	15,640	16,220	17,927	18,914	18,142	19,499	19,899	19,349	19,188	19,369	19,158	18,916	19,401	19,479	20,590
Northern Blvd	29,130	33,244	42,033	40,973	41,752	42,899	41,630	42,226	41,949	41,003	43,644	44,961	45,805	44,186	45,665
Rockaway Blvd	36,460	43,921	46,514	56,735	60,517	64,545	66,517	66,151	63,618	66,123	70,555	74,130	72,027	69,963	72,562
Seagirt Blvd	N/A	N/A	N/A	12,391	16,149	16,311	16,780	16,687	16,494	16,522	16,108	17,571	15,939	20,392	22,897
Sunrise Hwy	59,470	62,704	57,397	59,401	65,245	59,464	60,772	65,953	68,158	66,796	70,668	70,995	68,618	62,842	67,665
Union Tpke	16,750	16,388	19,737	22,441	22,198	23,195	22,787	23,100	22,322	22,170	23,118	18,444	25,113	26,606	26,171
<b>Totals</b>	<b>546,550</b>	<b>670,702</b>	<b>713,146</b>	<b>843,538</b>	<b>892,318</b>	<b>897,175</b>	<b>892,743</b>	<b>896,144</b>	<b>907,131</b>	<b>919,403</b>	<b>947,043</b>	<b>940,147</b>	<b>946,727</b>	<b>944,006</b>	<b>968,694</b>

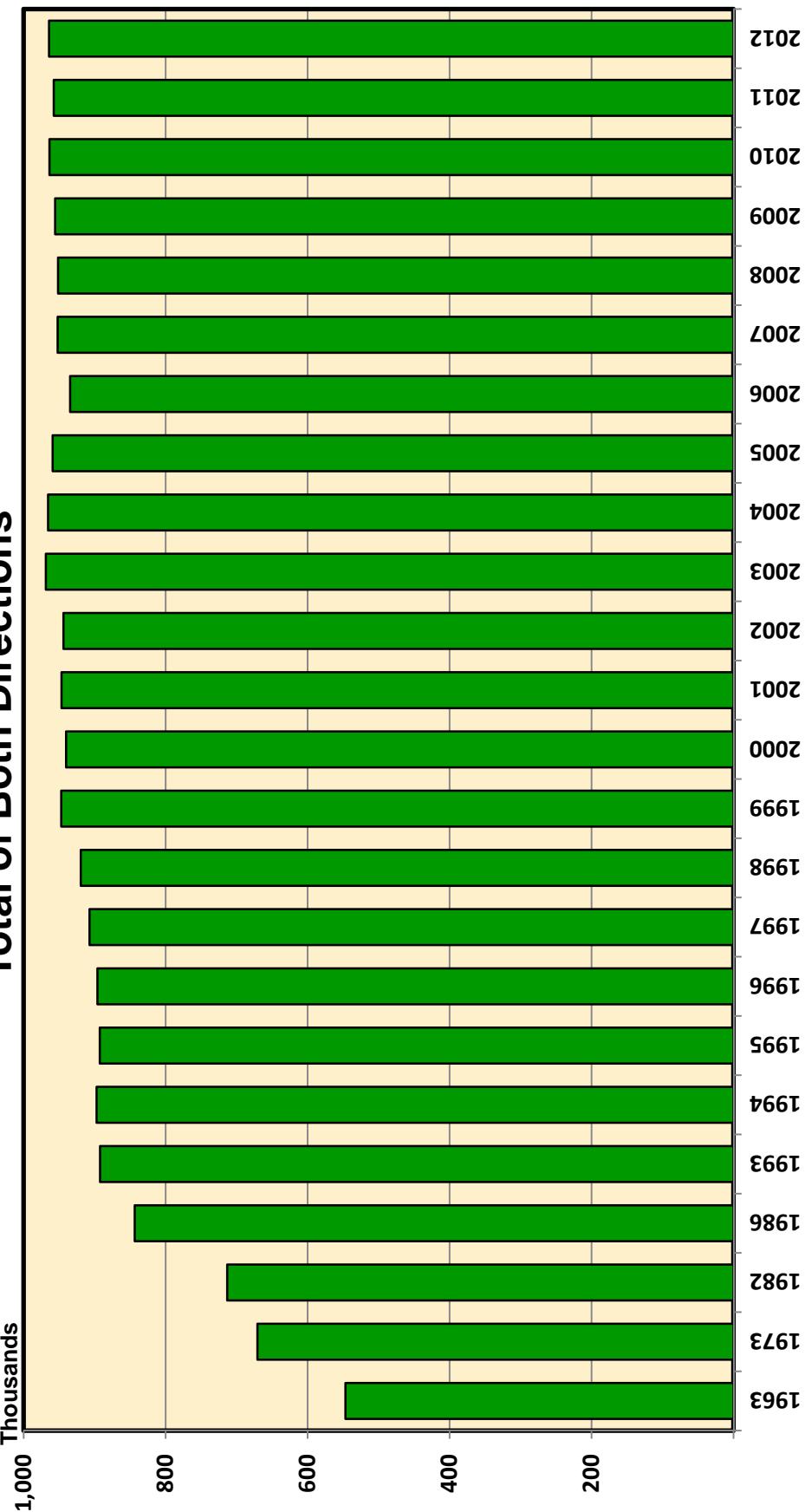
#### **Both Directions**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Beach Channel Dr	24,244	23,649	25,801	28,992	24,352	23,541	24,287	22,818	23,370
Central Ave	14,222	14,671	15,570	13,655	13,854	13,516	13,583	13,700	14,002
Grand Central Pky	184,697	186,392	165,794	162,749	158,608	156,421	162,862	164,499	162,267
Hempstead Ave	43,662	44,027	40,965	46,078	46,615	44,494	41,706	40,666	44,307
Hillside Ave	26,373	26,527	23,123	24,328	24,900	23,561	23,535	22,172	26,165
Jamaica Ave	30,727	31,620	29,614	29,003	29,074	28,271	29,150	28,213	29,039
Laurelton Pky	175,403	169,154	168,859	173,654	159,167	162,052	170,241	170,143	164,343
Linden Blvd	28,488	29,644	28,298	25,972	24,767	26,349	27,630	25,733	28,395
Long Island Exp *	183,862	184,824	191,900	201,395	230,404	238,952	227,840	230,478	228,231
Merrick Blvd	21,006	19,535	19,033	18,659	19,508	18,566	20,322	19,434	22,763
Northern Blvd	44,802	41,874	41,360	39,025	39,483	38,624	39,138	39,933	43,395
Rockaway Blvd	73,932	73,344	73,767	77,759	75,460	75,108	74,064	74,717	76,023
Seagirt Blvd	21,044	19,851	22,557	22,442	19,907	20,268	21,298	20,833	21,266
Sunrise Hwy	68,127	71,008	66,819	68,898	64,994	66,394	67,712	64,624	60,597
Union Tpke	25,016	22,969	21,089	19,600	20,412	19,484	20,300	19,695	20,057
<b>Totals</b>	<b>965,605</b>	<b>959,089</b>	<b>934,549</b>	<b>952,209</b>	<b>951,505</b>	<b>955,601</b>	<b>963,668</b>	<b>957,658</b>	<b>964,220</b>

\* Includes service roads.

# Queens – Nassau Screenline

## Historical Comparisons Average Daily Traffic Volumes Total of Both Directions



# 2012 Screenline Volumes

## Queens - Nassau

Beach Channel	Drive	Central Ave		Grand Central Parkway		Main Rdwy		Service Rdwy		Hempstead Ave		Hillside Ave	
		* S/B	N/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B
Mid-1am	242	122	109	75	657	906	8	22	251	379	118	107	
1-2am	144	76	58	20	278	425	4	7	151	212	61	56	
2-3am	79	59	31	13	187	279	2	3	128	137	27	38	
3-4am	65	67	28	13	242	217	5	5	131	109	39	31	
4-5am	87	124	41	24	672	380	20	17	282	156	64	43	
5-6am	206	302	114	56	2,947	1,142	60	49	753	291	208	129	
6-7am	494	609	311	155	5,653	3,252	156	132	1,438	605	530	244	
7-8am	684	808	540	236	5,222	5,626	202	379	1,646	1,051	775	589	
8-9am	593	714	597	346	4,324	6,106	239	629	1,531	1,186	727	797	
9-10am	569	599	501	314	4,584	5,310	224	456	1,226	983	657	645	
10-11am	494	534	429	277	3,907	3,971	252	267	1,190	970	696	613	
11-Noon	517	553	408	267	3,506	3,821	290	248	1,194	1,050	737	661	
Noon-1	558	600	466	293	3,351	3,877	273	245	1,250	1,168	822	720	
1-2pm	607	607	468	286	3,449	4,206	279	265	1,273	1,174	854	739	
2-3pm	679	689	548	314	3,891	5,221	289	308	1,299	1,275	843	773	
3-4pm	741	745	566	369	4,455	5,166	450	460	1,263	1,368	900	870	
4-5pm	803	716	607	340	5,033	4,303	498	691	1,274	1,401	1,001	978	
5-6pm	870	698	672	364	5,039	4,014	344	723	1,343	1,464	1,168	1,047	
6-7pm	842	635	623	288	4,968	4,776	220	547	1,331	1,431	1,063	916	
7-8pm	812	534	572	237	3,888	4,557	167	198	1,224	1,246	866	736	
8-9pm	680	426	477	212	2,934	3,225	129	126	1,005	1,055	703	565	
9-10pm	605	365	387	157	2,583	2,417	71	95	900	878	534	403	
10-11pm	491	305	341	117	1,944	2,251	41	70	720	797	374	283	
11-Mid	382	239	239	96	1,306	1,555	33	46	508	610	237	178	
24 hr Total	12,244	11,126	9,133	4,869	75,020	77,003	4,256	5,988	23,311	20,996	14,004	12,161	
6-10am	2,340	2,730	1,949	1,051	19,783	20,294	821	1,596	5,841	3,825	2,689	2,275	
10am-1pm	1,569	1,687	1,303	837	10,764	11,669	815	760	3,634	3,188	2,255	1,994	
1-3pm	1,286	1,296	1,016	600	7,340	9,427	568	573	2,572	2,449	1,697	1,512	
3-7pm	3,256	2,794	2,468	1,361	19,495	18,259	1,512	2,421	5,211	5,664	4,132	3,811	
6am-7pm	8,451	8,507	6,736	3,849	57,382	59,649	3,716	5,350	17,258	15,126	10,773	9,592	

\* To Queens

# 2012 Screenline Volumes

## Queens - Nassau (cont'd)

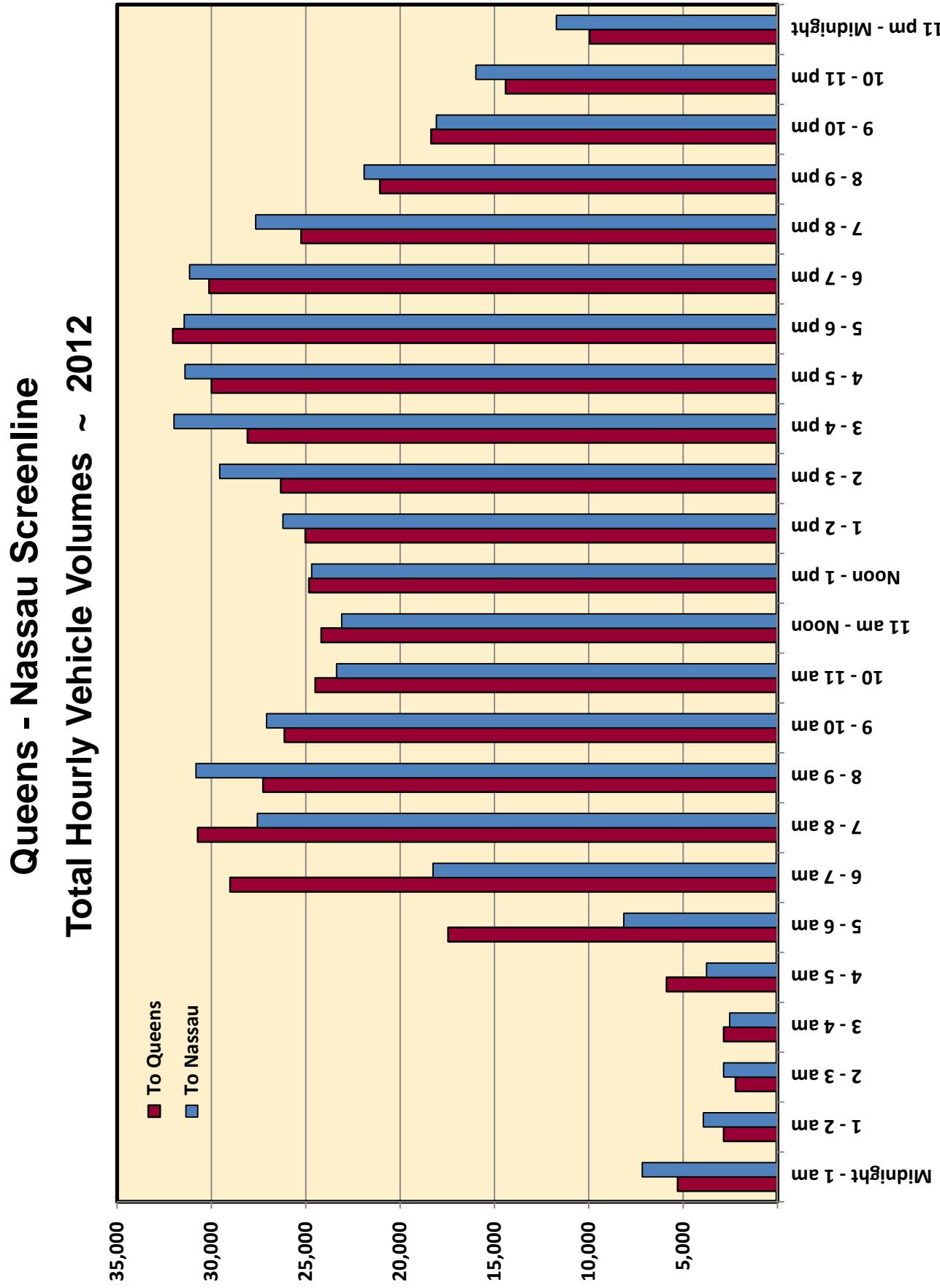
	<i>Jamaica Ave</i>		<i>Laurelton Parkway</i>		<i>Linden Blvd</i>		<i>Long Island Expressway</i>		<i>Service Rdwy</i>		<i>Merrick Blvd</i>	
	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B
Mid-1am	122	133	1,029	1,766	215	248	1,375	1,981	12	14	113	142
1-2am	60	76	499	937	125	150	831	1,184	4	8	63	82
2-3am	55	60	393	610	73	85	781	1,018	3	4	44	58
3-4am	59	50	544	472	67	89	1,120	1,026	4	4	40	37
4-5am	111	85	1,270	670	97	126	2,206	1,416	3	9	63	46
5-6am	271	178	4,209	1,432	231	276	5,676	2,844	25	46	165	97
6-7am	571	436	5,998	3,577	443	554	6,790	5,242	268	110	456	217
7-8am	839	834	4,919	4,820	691	872	6,100	6,459	552	187	702	418
8-9am	798	1,115	4,257	4,841	649	923	5,322	6,632	213	417	659	620
9-10am	757	900	4,342	4,158	566	791	5,584	6,213	178	336	578	601
10-11am	758	766	3,753	3,407	554	751	5,959	5,575	167	223	569	589
11-Noon	807	832	3,631	3,521	604	781	5,677	5,039	162	210	605	628
Noon-1	868	888	3,619	3,829	635	829	5,676	5,435	171	224	675	694
1-2pm	874	865	3,783	4,327	626	858	5,401	5,793	149	230	671	702
2-3pm	889	932	3,890	5,337	674	954	5,664	6,129	176	260	695	749
3-4pm	960	1,035	4,113	5,620	709	1,038	5,990	6,282	180	504	725	790
4-5pm	1,024	1,036	4,240	5,660	751	994	6,354	5,789	273	841	725	842
5-6pm	1,145	1,019	4,495	5,608	788	1,057	6,651	5,644	691	952	882	970
6-7pm	987	932	4,195	5,608	819	1,124	6,497	5,957	690	645	761	897
7-8pm	825	740	3,789	5,423	809	966	5,302	5,725	233	183	691	738
8-9pm	646	555	3,300	4,543	693	806	4,737	5,032	107	105	554	518
9-10pm	562	400	3,113	4,006	592	705	4,247	4,558	67	72	412	400
10-11pm	389	328	2,496	3,621	515	666	3,656	4,145	38	53	310	327
11-Mid	248	219	1,896	2,777	388	438	2,376	3,089	25	24	207	236
<b>24 hr Total</b>	<b>14,625</b>	<b>14,414</b>	<b>77,773</b>	<b>86,570</b>	<b>12,314</b>	<b>16,081</b>	<b>109,972</b>	<b>108,207</b>	<b>4,391</b>	<b>5,661</b>	<b>11,365</b>	<b>11,398</b>
6-10am	2,965	3,285	19,516	17,396	2,349	3,140	23,796	24,546	1,211	1,050	2,395	1,856
10am-1pm	2,433	2,486	11,003	10,757	1,793	2,361	17,312	16,049	500	657	1,849	1,911
1-3pm	1,763	1,797	7,673	9,664	1,300	1,812	11,065	11,922	325	490	1,366	1,451
3-7pm	4,116	4,022	17,043	22,496	3,067	4,213	25,492	23,672	1,834	2,942	3,093	3,499
6am-7pm	11,277	11,590	55,235	60,313	8,509	11,526	77,665	76,189	3,870	5,139	8,703	8,717

\* To Queens

## 2012 Screenline Volumes Queens - Nassau (cont'd)

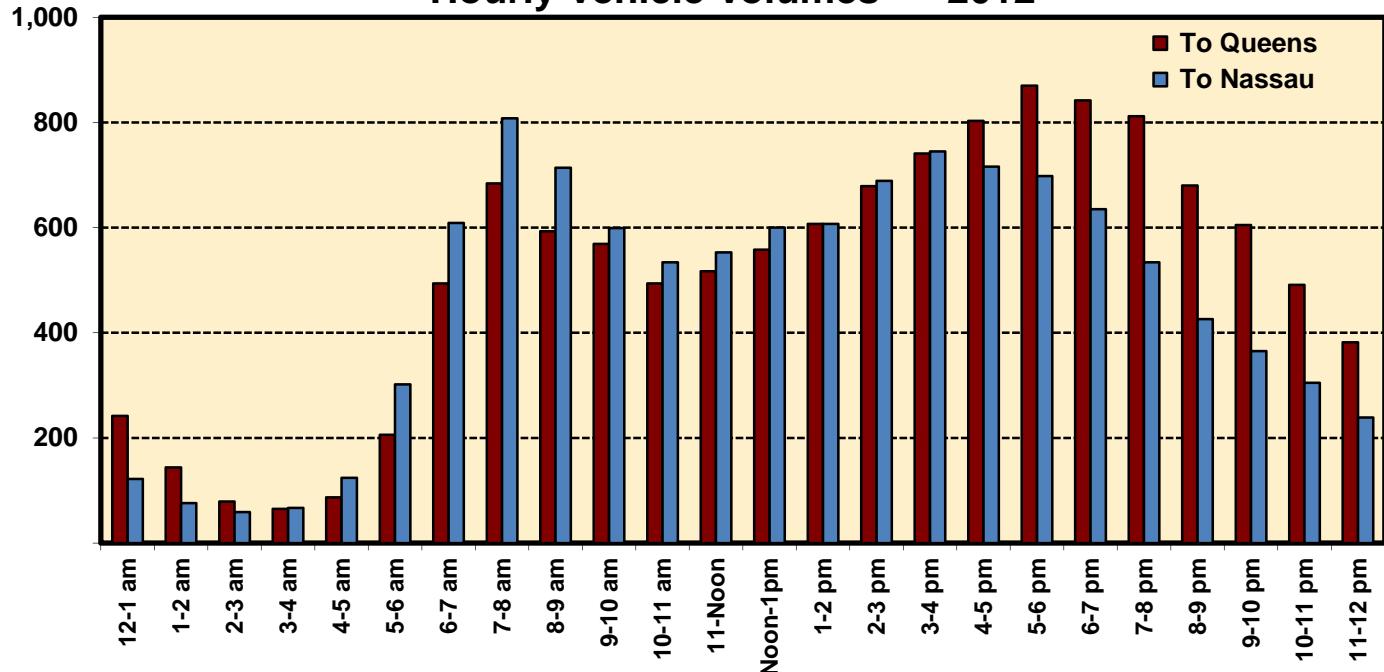
	<b>Northern Blvd</b>		<b>Rockaway Blvd</b>		<b>Seagirt Blvd</b>		<b>Sunrise Hwy</b>		<b>Union Tpk</b>		<b>Totals</b>
	* W/B	E/B	* N/B	S/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	
Mid-1am	119	125	365	659	133	89	340	345	81	53	5,289
1-2am	65	63	217	379	66	49	173	177	51	25	2,850
2-3am	43	37	159	256	34	34	150	149	35	14	2,224
3-4am	38	42	219	194	29	38	191	126	26	14	2,847
4-5am	71	55	437	319	46	84	375	174	31	29	5,876
5-6am	287	134	1,092	558	126	230	996	305	91	78	3,757
6-7am	1,046	451	2,222	1,294	462	500	1,772	695	400	188	8,147
7-8am	1,520	1,141	2,861	1,913	1,050	715	1,823	1,113	604	406	18,261
8-9am	1,591	1,481	2,615	2,183	849	726	1,714	1,449	588	653	30,730
9-10am	1,392	1,326	2,305	1,937	600	539	1,528	1,460	538	510	27,567
10-11am	1,255	1,149	2,016	1,873	446	447	1,478	1,527	573	428	30,818
11-Noon	1,385	1,066	1,985	1,845	423	474	1,615	1,641	637	457	27,266
Noon-1	1,420	1,114	2,086	2,059	479	494	1,688	1,721	793	497	26,129
1-2pm	1,405	1,181	2,124	2,089	508	559	1,767	1,826	785	505	27,078
2-3pm	1,432	1,191	2,140	2,212	622	742	1,811	1,958	784	521	24,496
3-4pm	1,562	1,345	2,274	2,527	654	970	1,783	2,238	766	656	23,367
4-5pm	1,686	1,461	2,223	2,473	717	875	1,828	2,263	959	742	24,830
5-6pm	1,722	1,462	2,275	2,637	778	766	1,983	2,279	1,199	744	24,687
6-7pm	1,656	1,460	2,042	2,516	707	631	1,797	2,200	928	597	23,094
7-8pm	1,311	1,185	1,715	2,493	627	441	1,735	1,829	682	426	12,135
8-9pm	1,025	731	1,437	2,000	544	331	1,570	1,394	533	286	10,724
9-10pm	870	614	1,127	1,594	437	240	1,482	991	370	183	7,509
10-11pm	585	466	897	1,351	348	207	1,028	873	235	128	5,148
11-Mid	352	277	715	1,114	243	157	654	583	146	82	3,554
<b>[24 hr Total]</b>	<b>23,838</b>	<b>19,557</b>	<b>37,548</b>	<b>38,475</b>	<b>10,928</b>	<b>10,338</b>	<b>31,281</b>	<b>29,316</b>	<b>11,835</b>	<b>8,222</b>	<b>483,838</b>
											<b>480,382</b>

\* To Queens

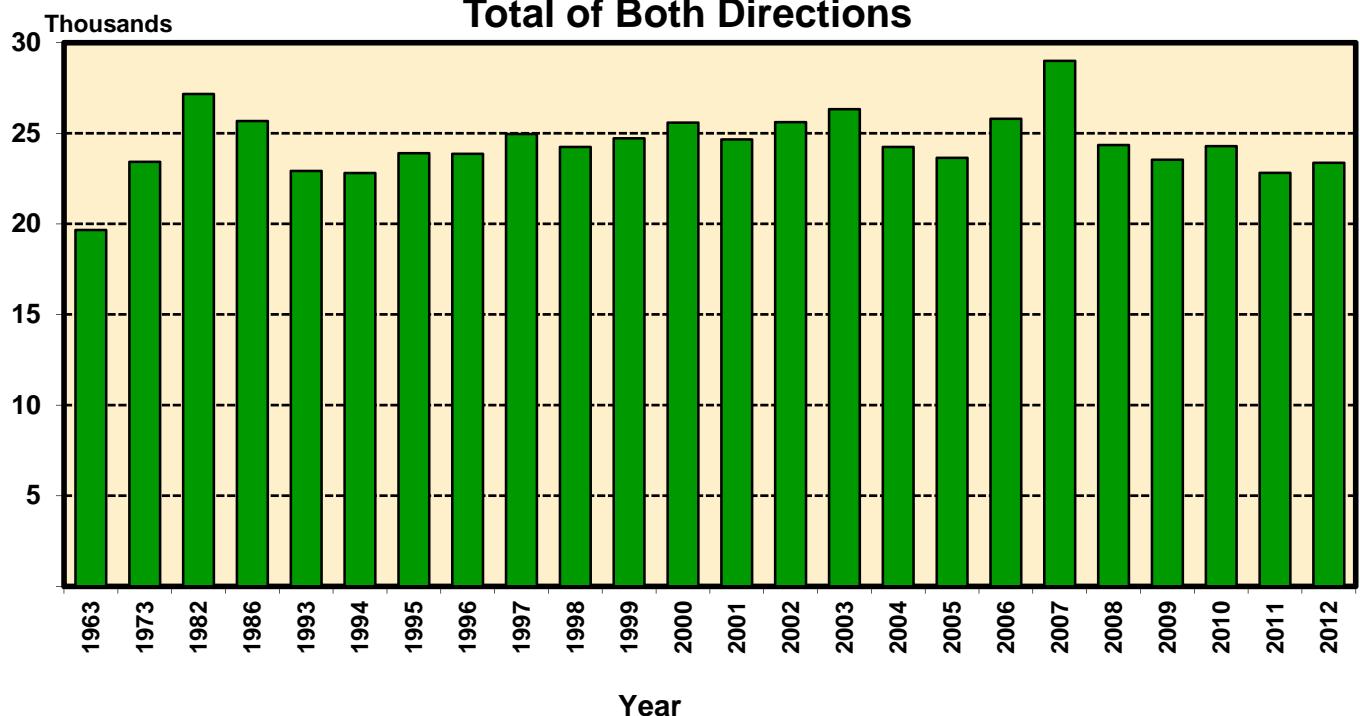


# Queens – Nassau Screenline Volumes

**Beach Channel Drive  
Hourly Vehicle Volumes ~ 2012**

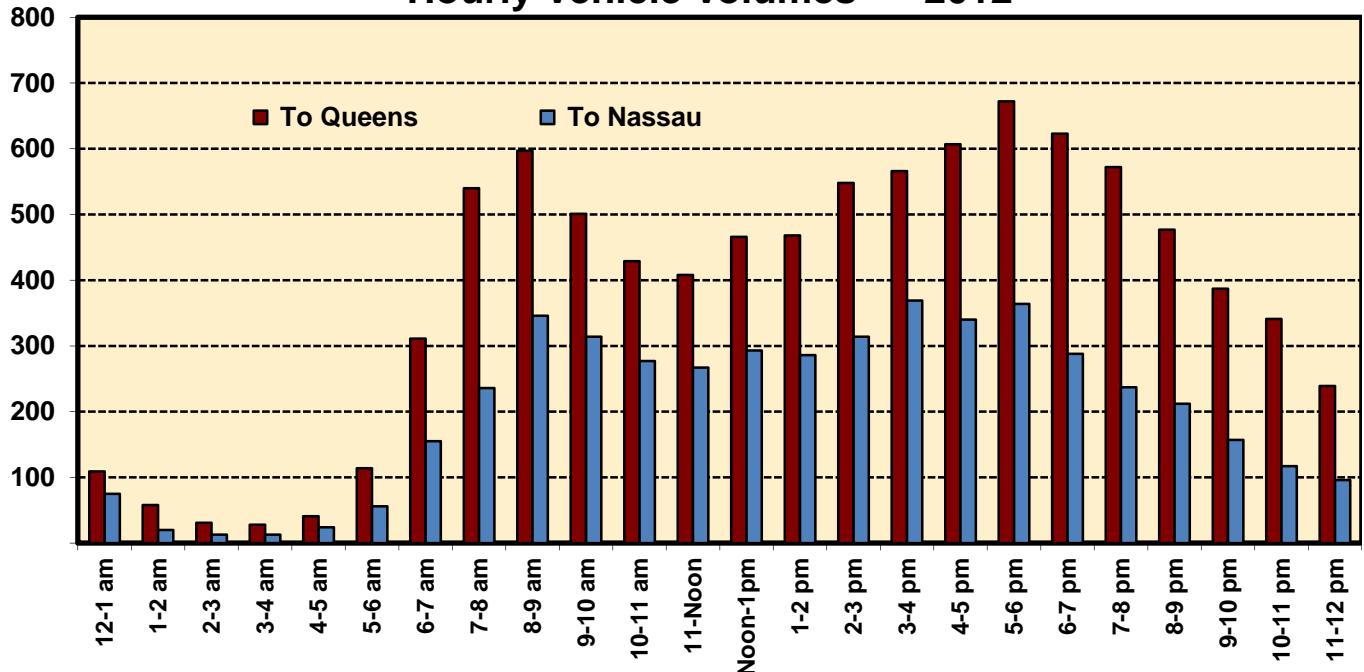


**Beach Channel Drive  
Average Daily Traffic Volumes  
Total of Both Directions**

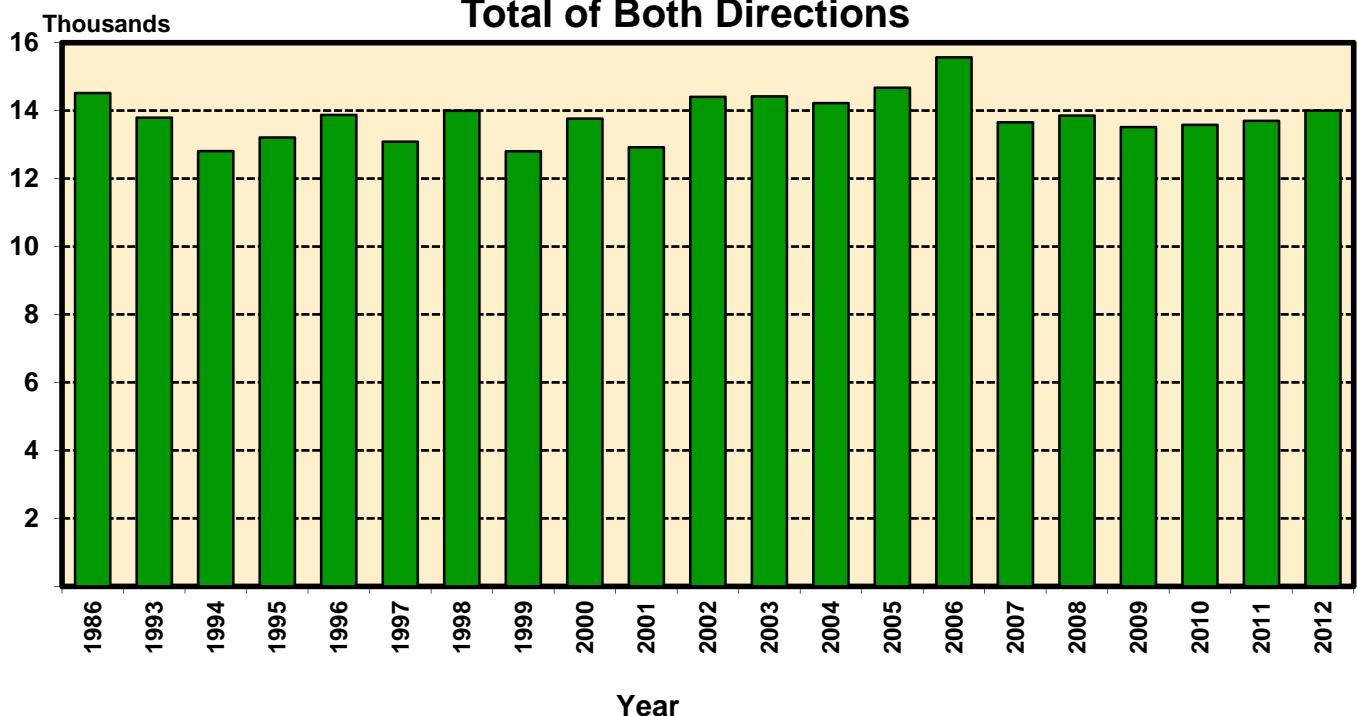


## Queens – Nassau Screenline Volumes

**Central Avenue**  
Hourly Vehicle Volumes ~ 2012

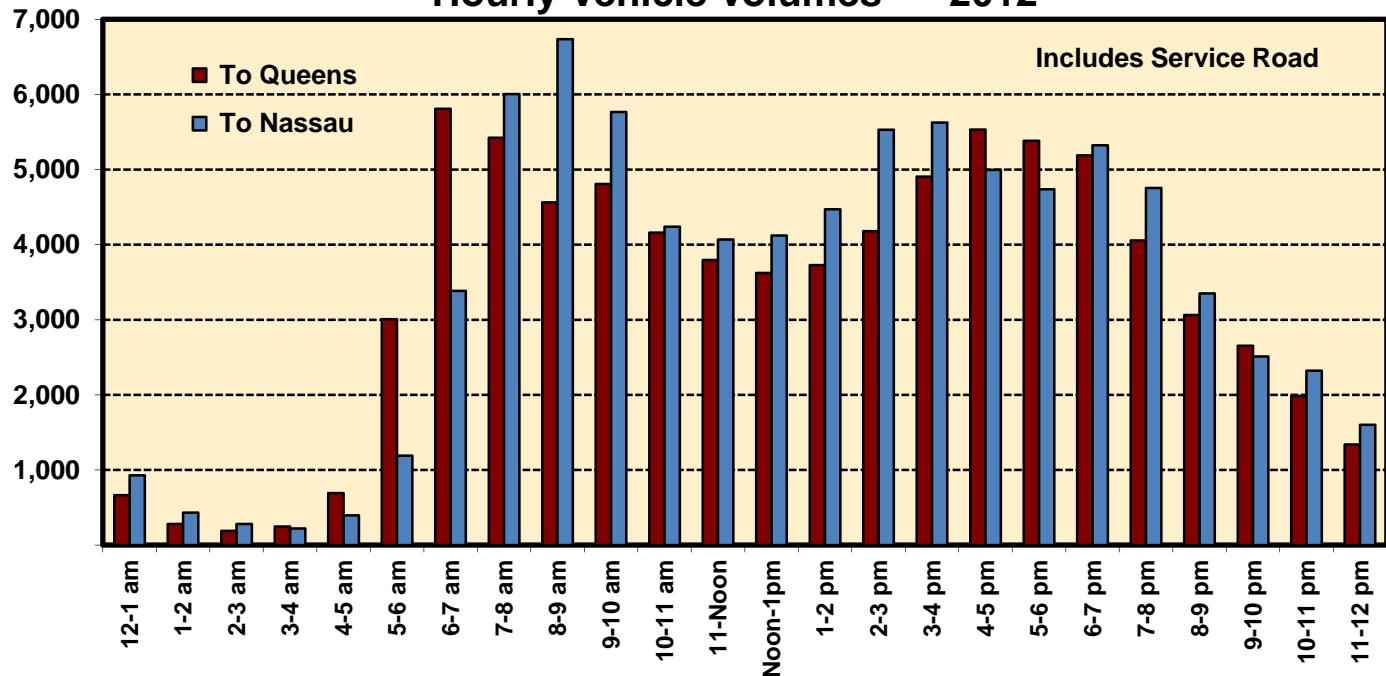


**Central Avenue**  
Average Daily Traffic Volumes  
Total of Both Directions

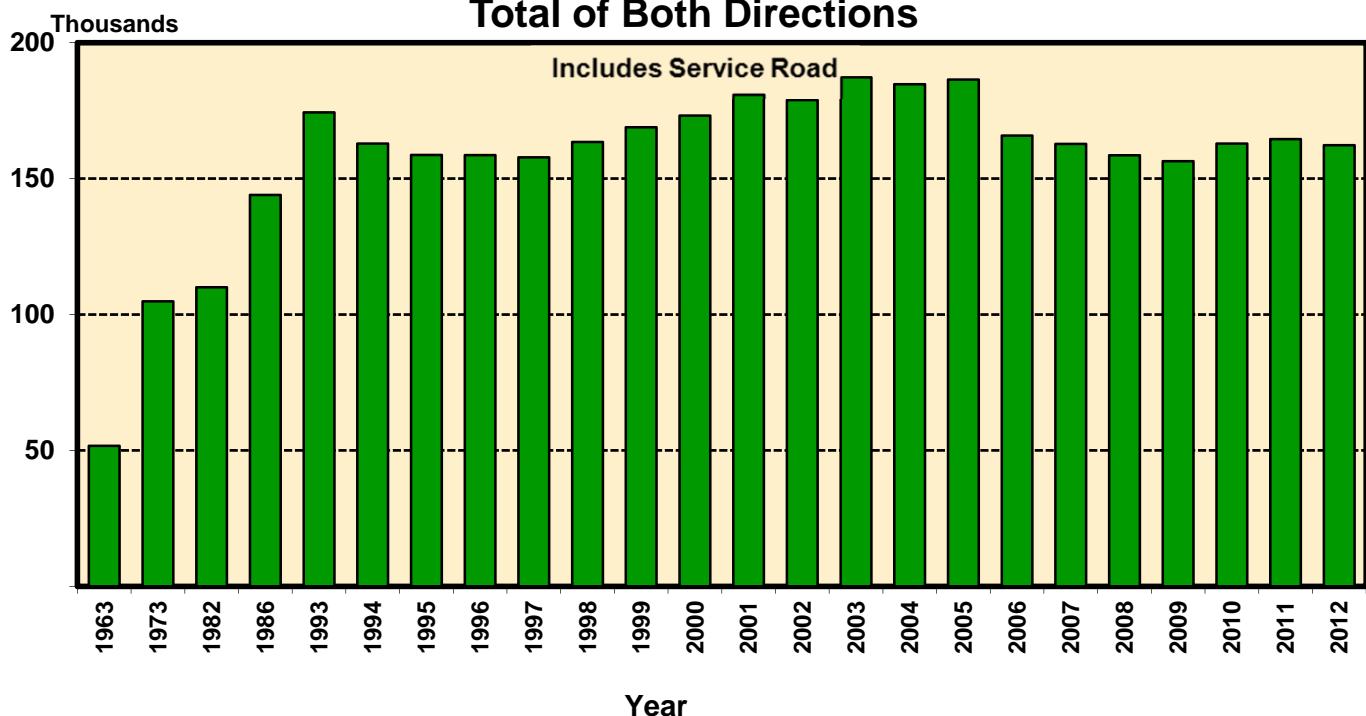


# Queens – Nassau Screenline Volumes

## Grand Central Parkway Hourly Vehicle Volumes ~ 2012

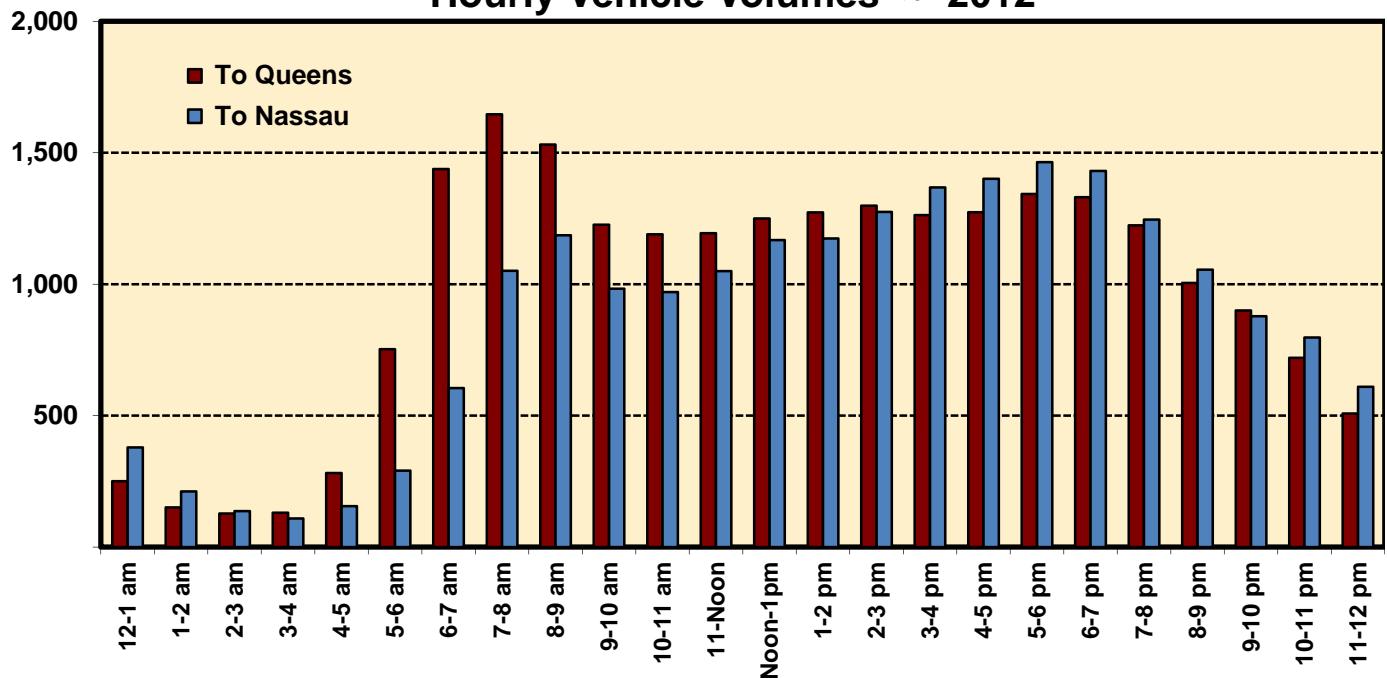


## Grand Central Parkway Average Daily Traffic Volumes Total of Both Directions

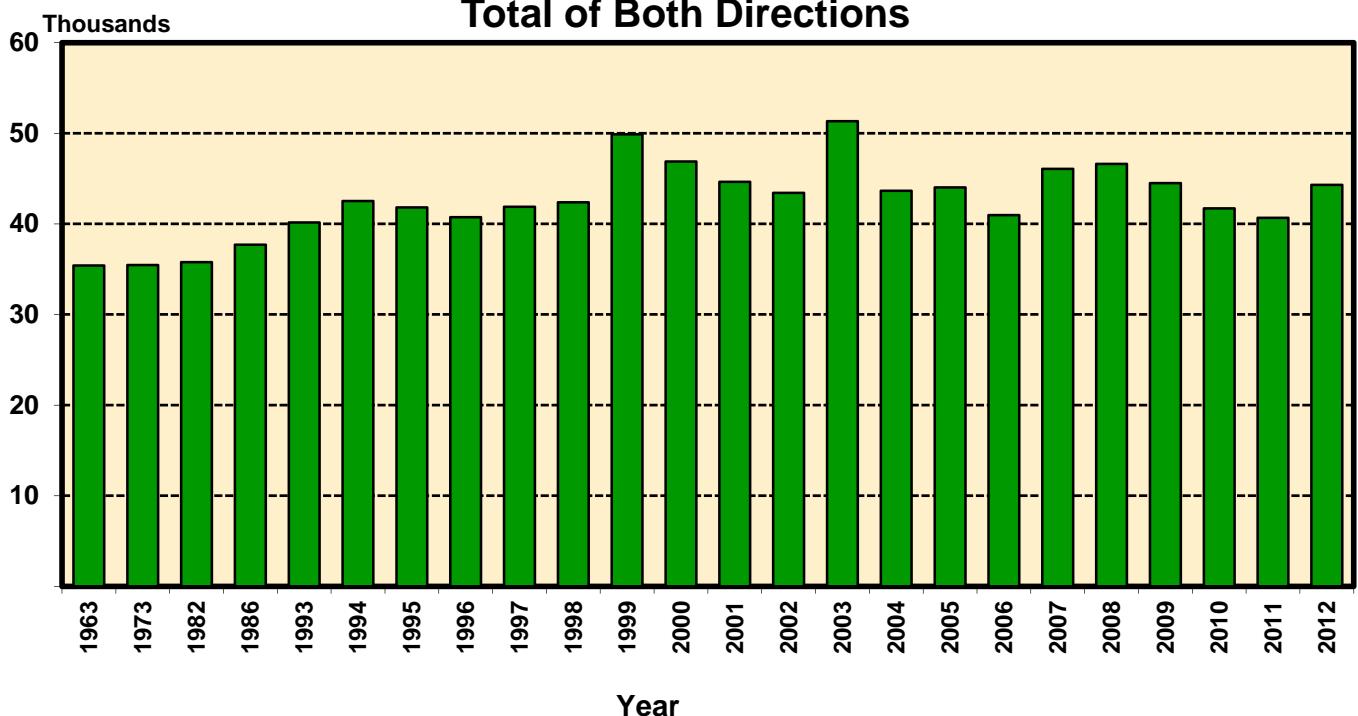


# Queens – Nassau Screenline Volumes

**Hempstead Avenue**  
Hourly Vehicle Volumes ~ 2012

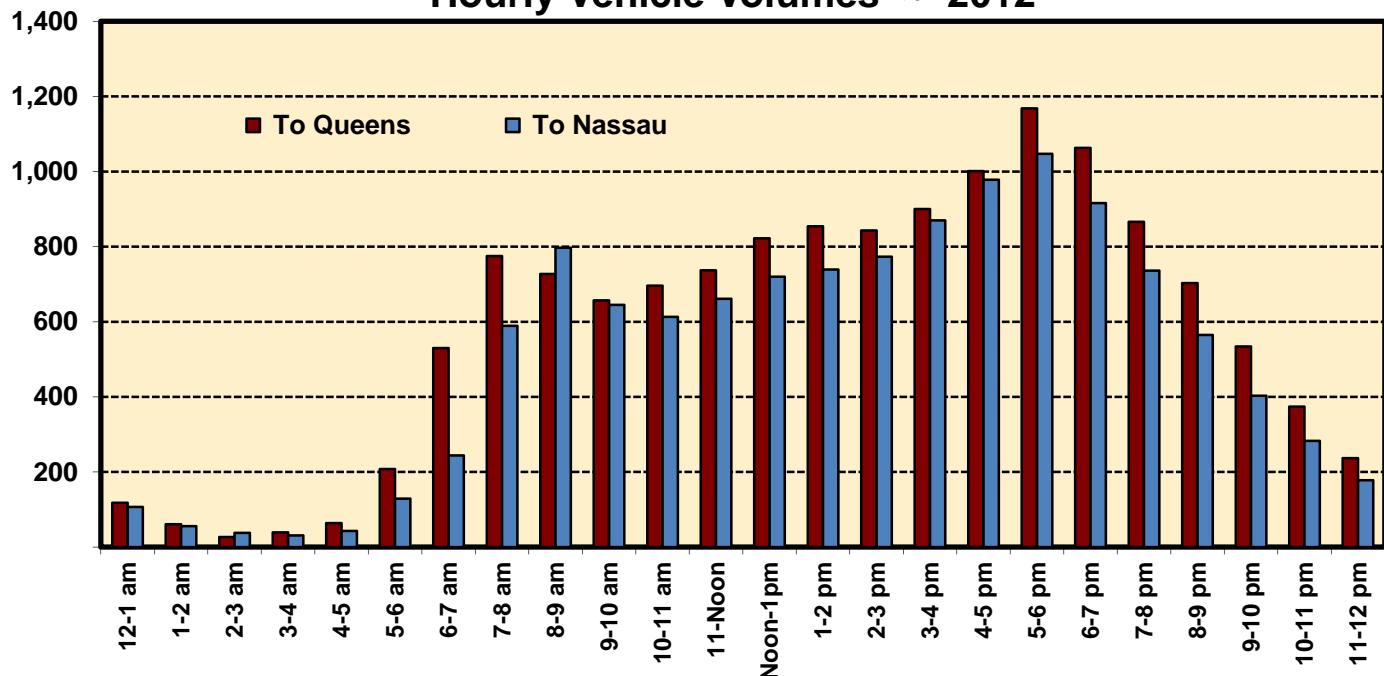


**Hempstead Avenue**  
Average Daily Traffic Volumes  
Total of Both Directions

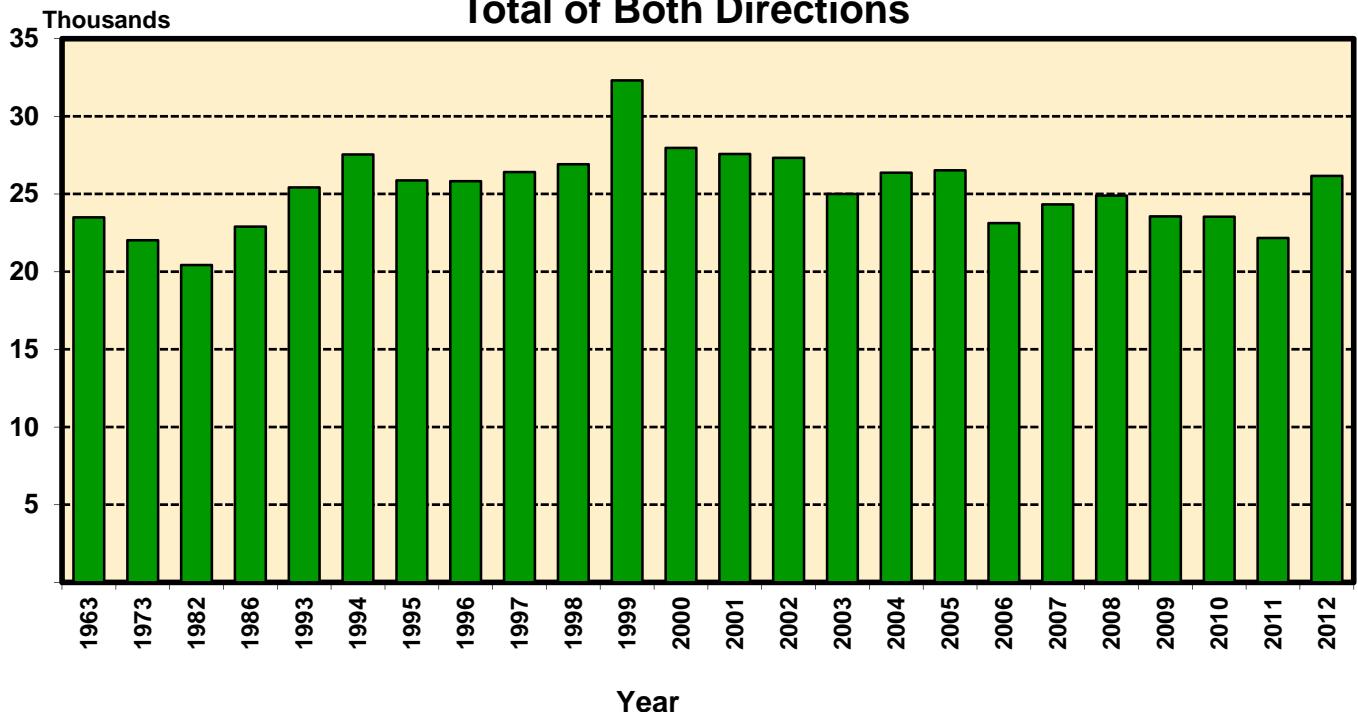


# Queens – Nassau Screenline Volumes

**Hillside Avenue**  
**Hourly Vehicle Volumes ~ 2012**

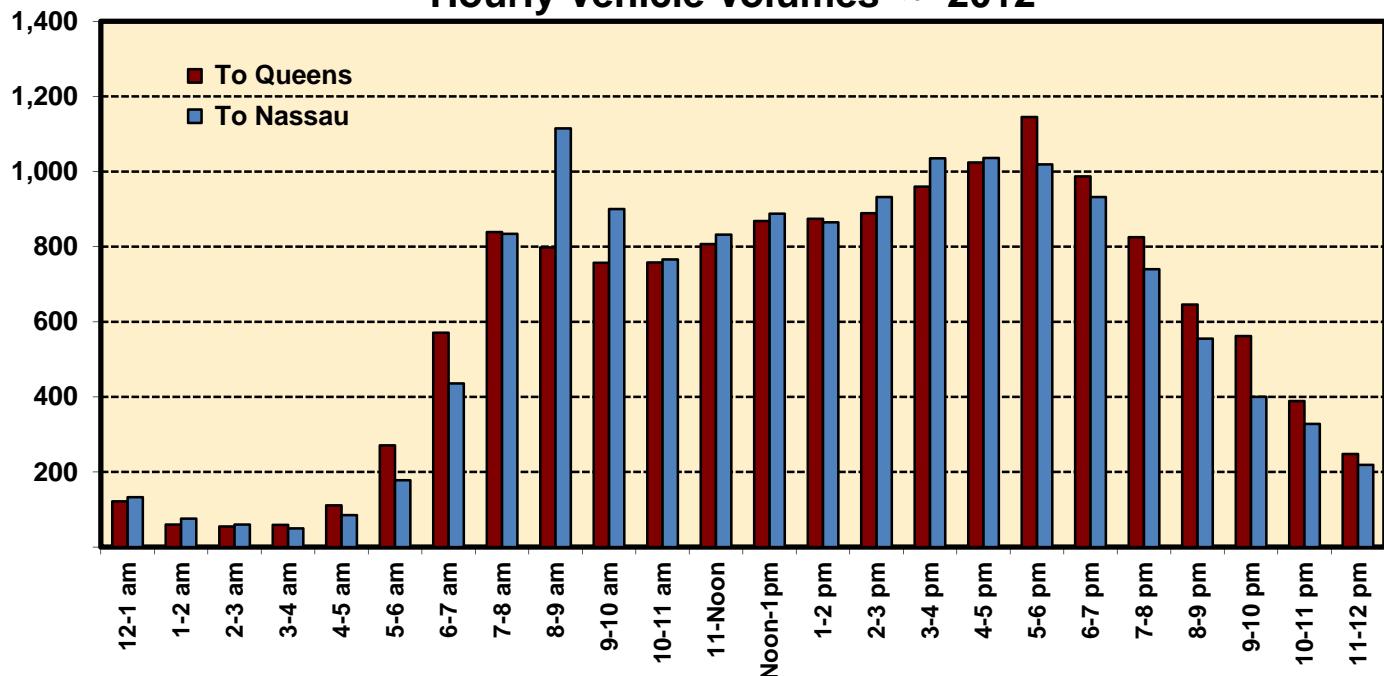


**Hillside Avenue**  
**Average Daily Traffic Volumes**  
**Total of Both Directions**

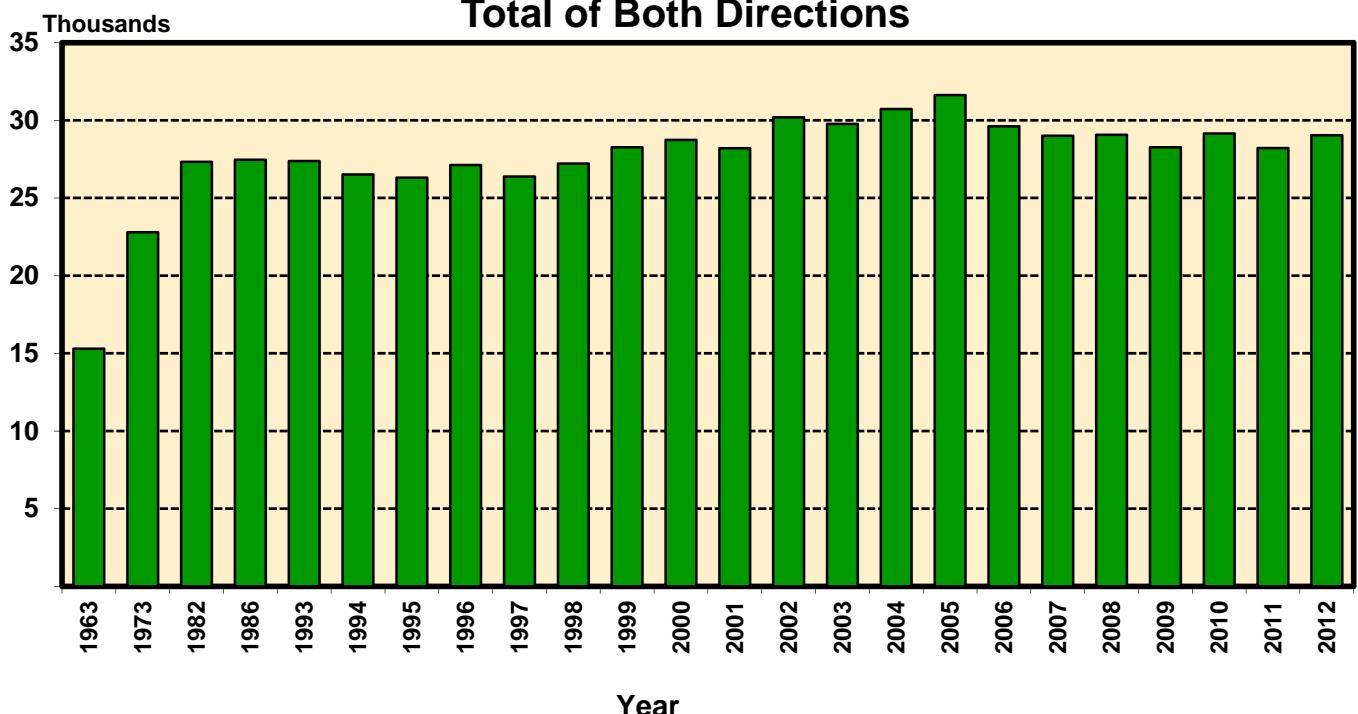


# Queens – Nassau Screenline Volumes

Jamaica Avenue  
Hourly Vehicle Volumes ~ 2012

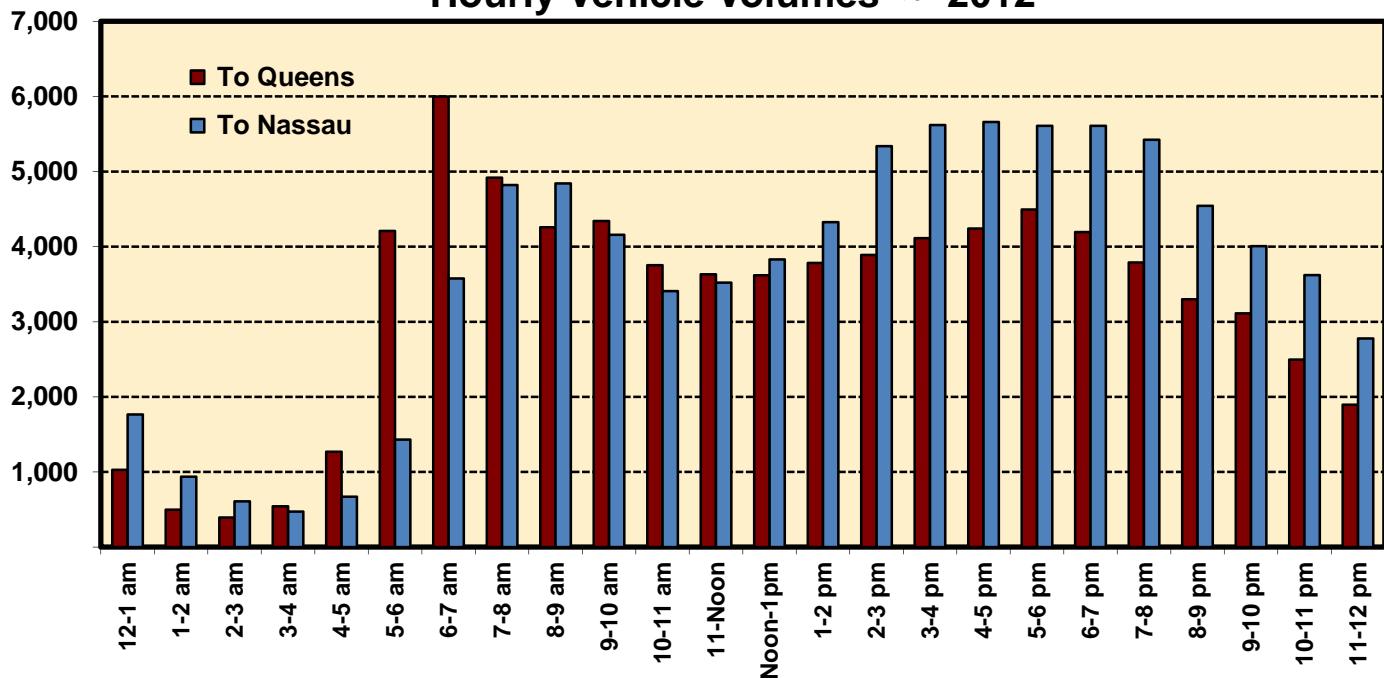


Jamaica Avenue  
Average Daily Traffic Volumes  
Total of Both Directions

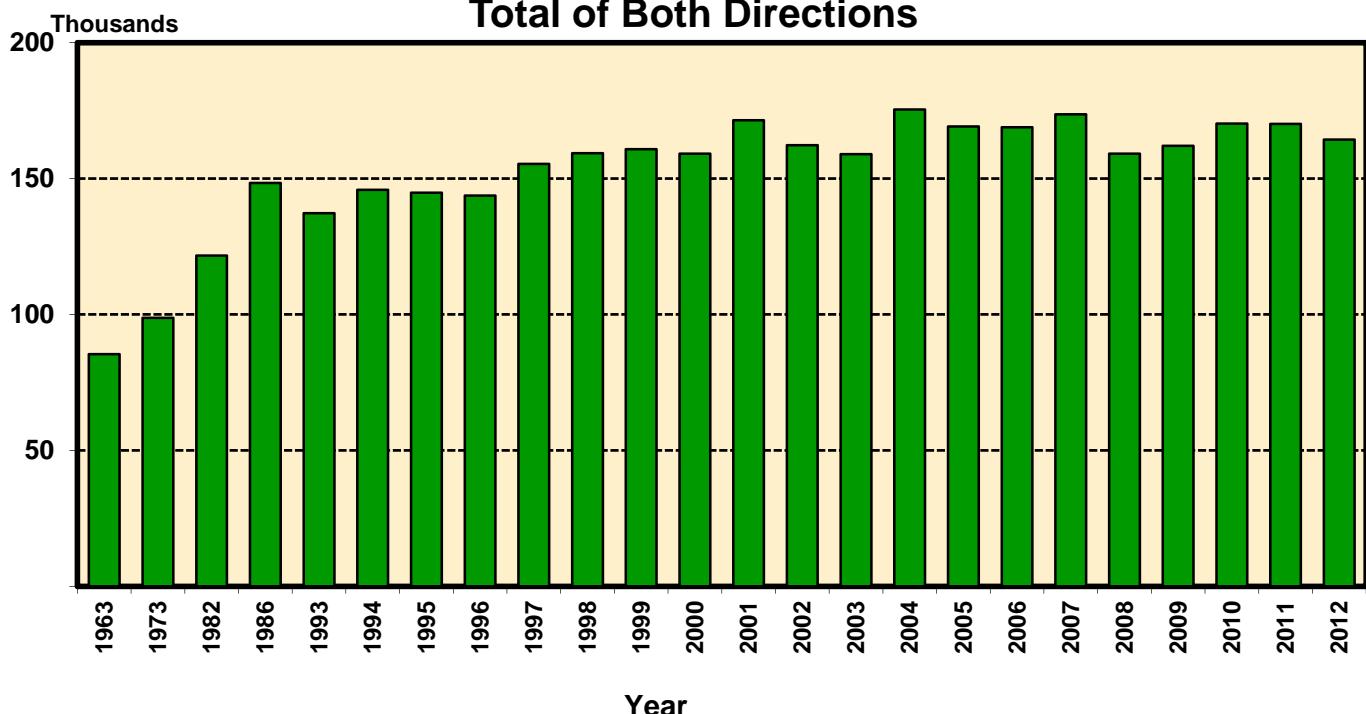


# Queens – Nassau Screenline Volumes

**Laurelton Parkway**  
Hourly Vehicle Volumes ~ 2012

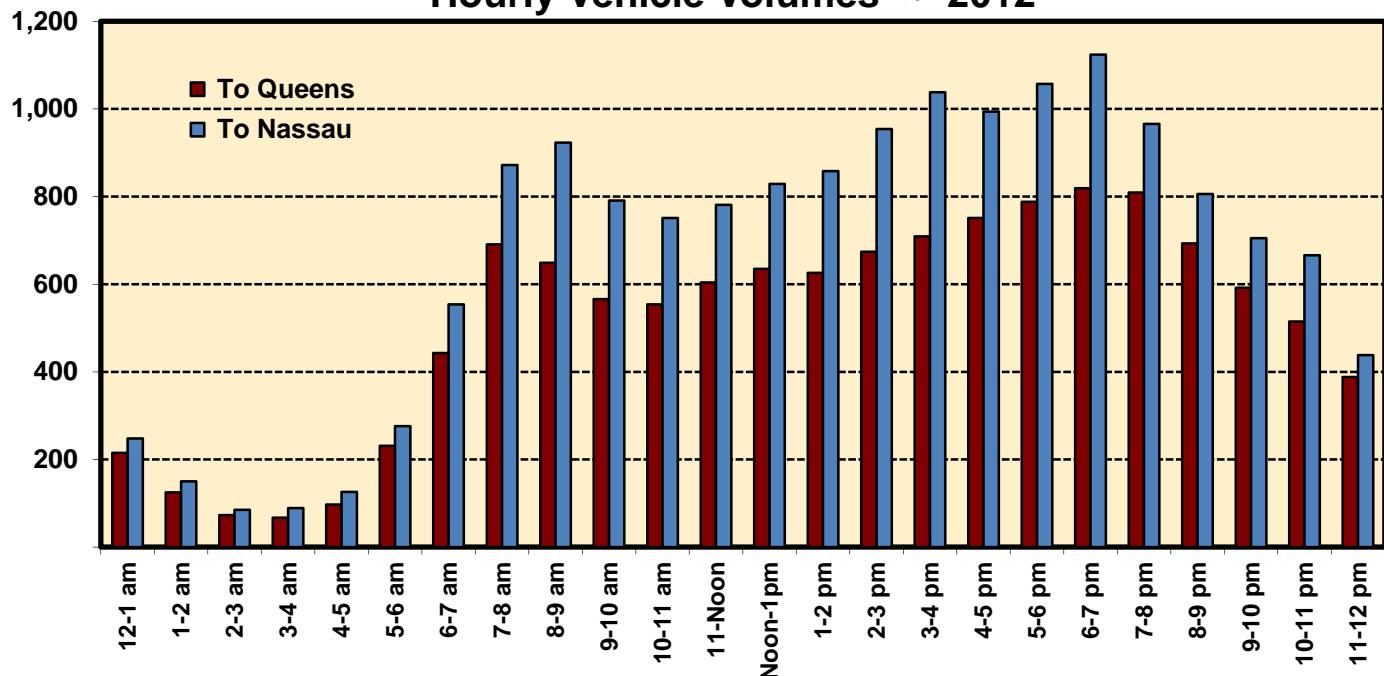


**Laurelton Parkway**  
Average Daily Traffic Volumes  
Total of Both Directions

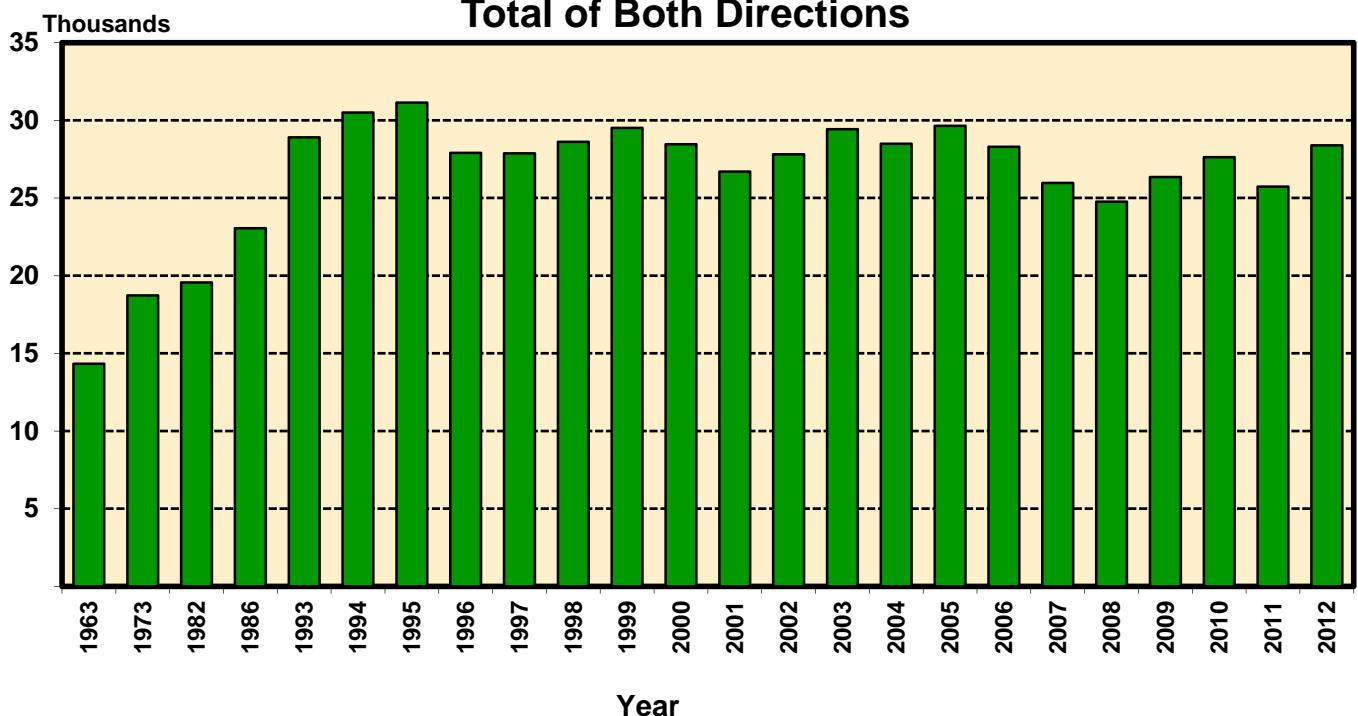


# Queens – Nassau Screenline Volumes

**Linden Boulevard**  
Hourly Vehicle Volumes ~ 2012

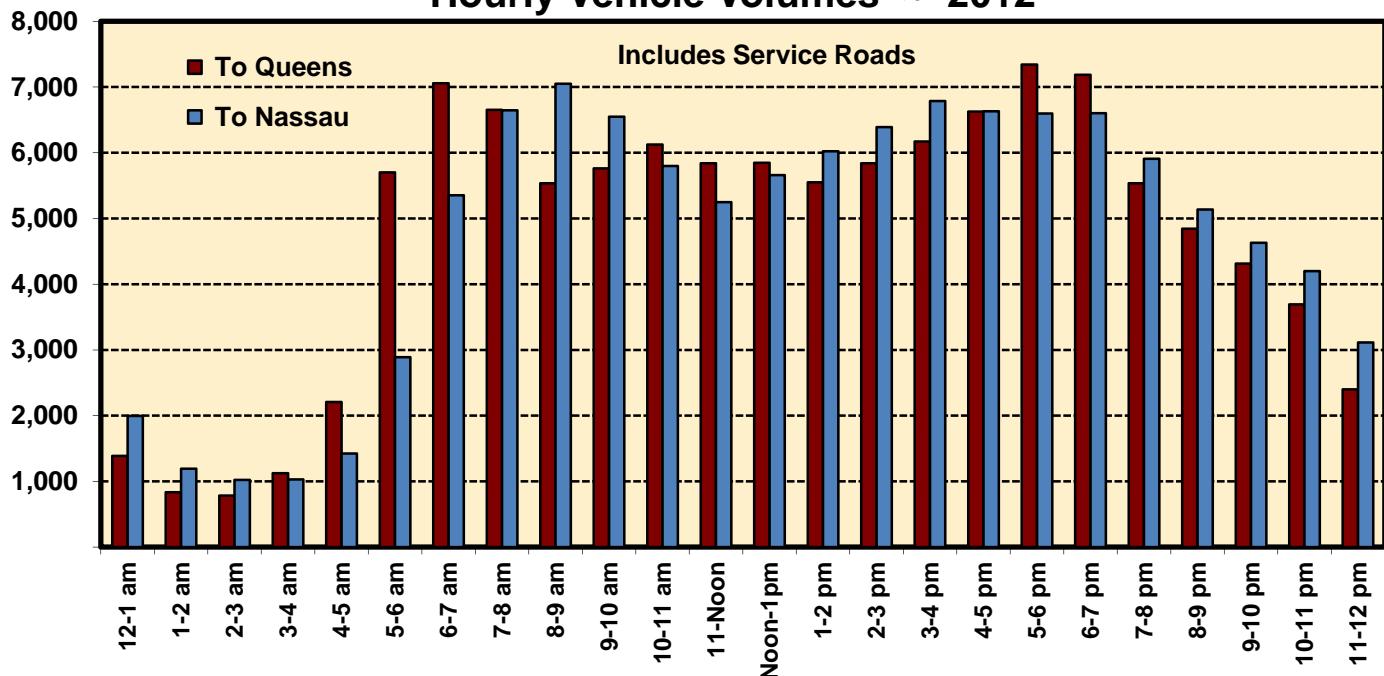


**Linden Boulevard**  
Average Daily Traffic Volumes  
Total of Both Directions

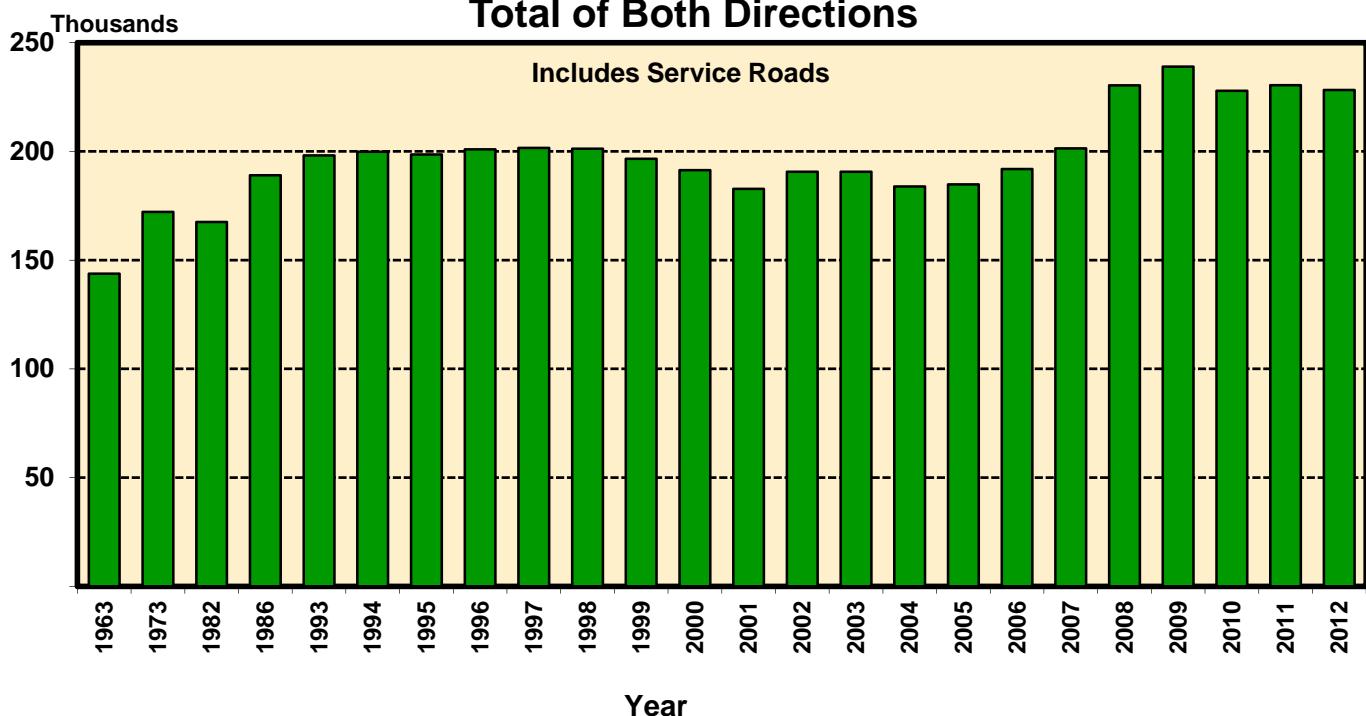


# Queens – Nassau Screenline Volumes

**Long Island Expressway  
Hourly Vehicle Volumes ~ 2012**

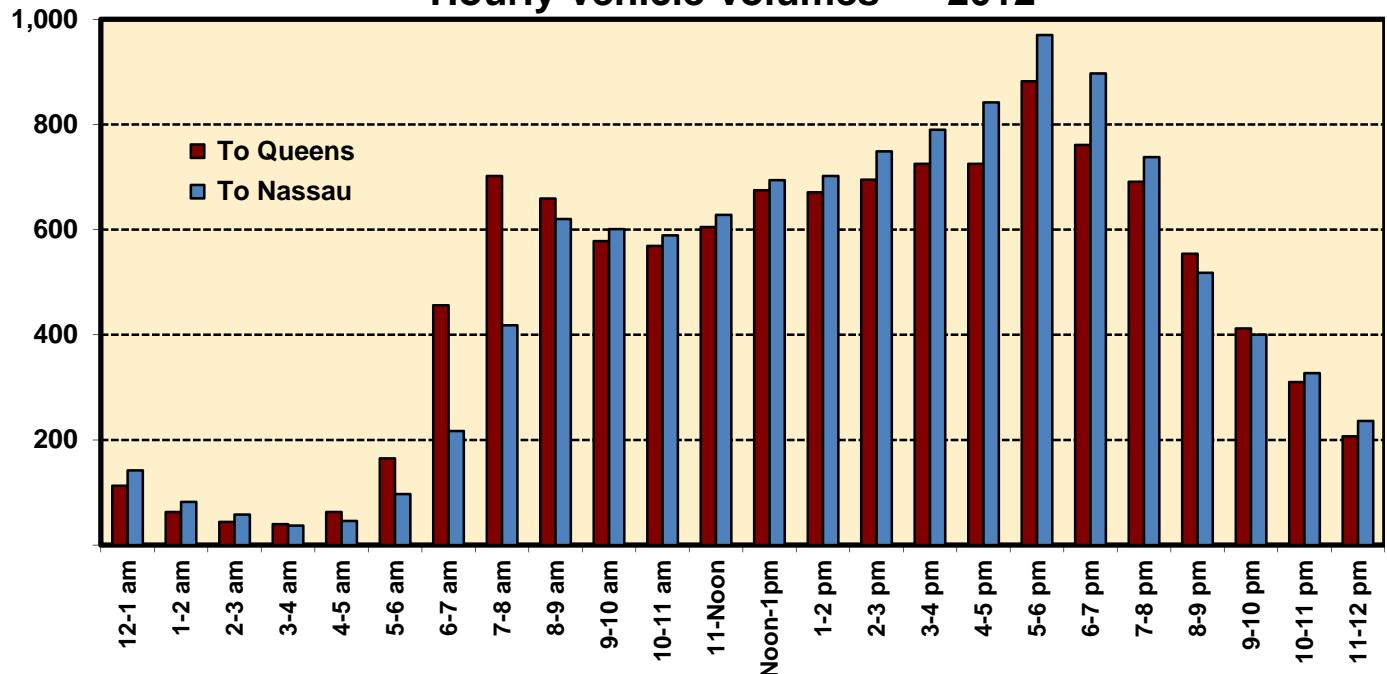


**Long Island Expressway  
Average Daily Traffic Volumes  
Total of Both Directions**

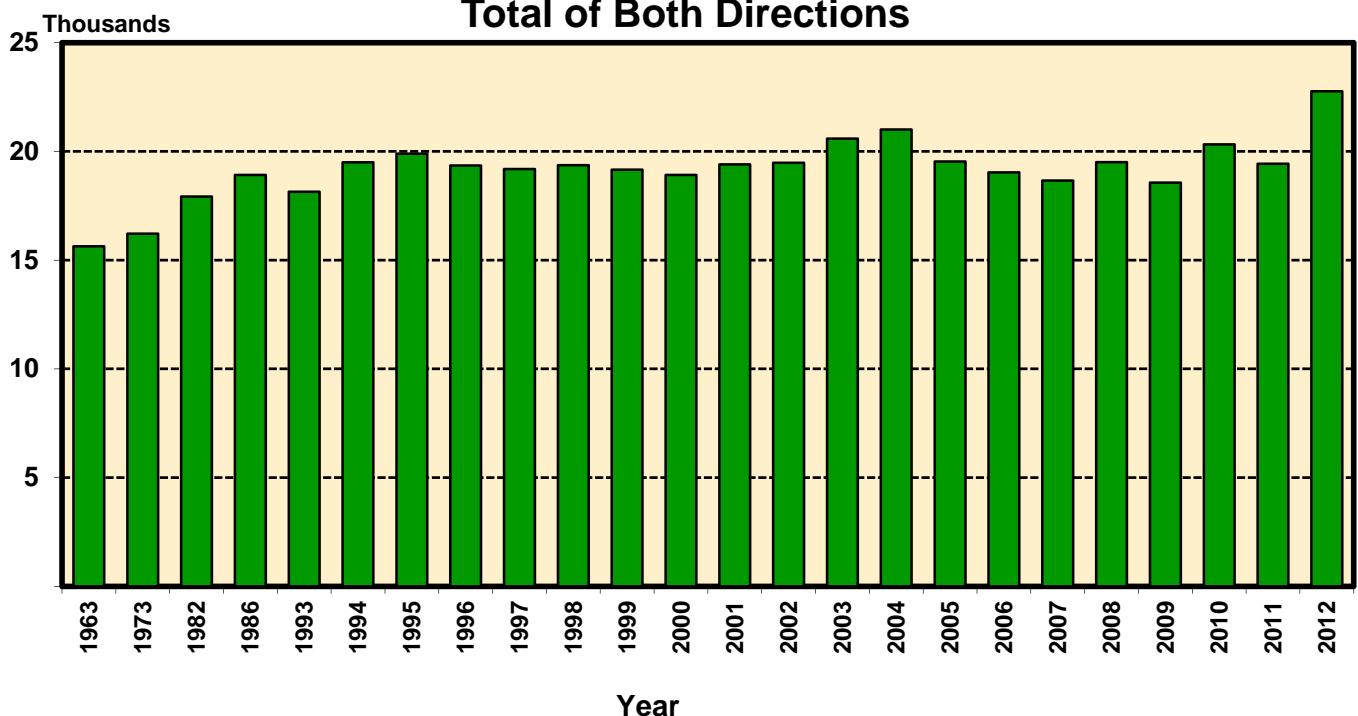


# Queens – Nassau Screenline Volumes

**Merrick Boulevard**  
Hourly Vehicle Volumes ~ 2012

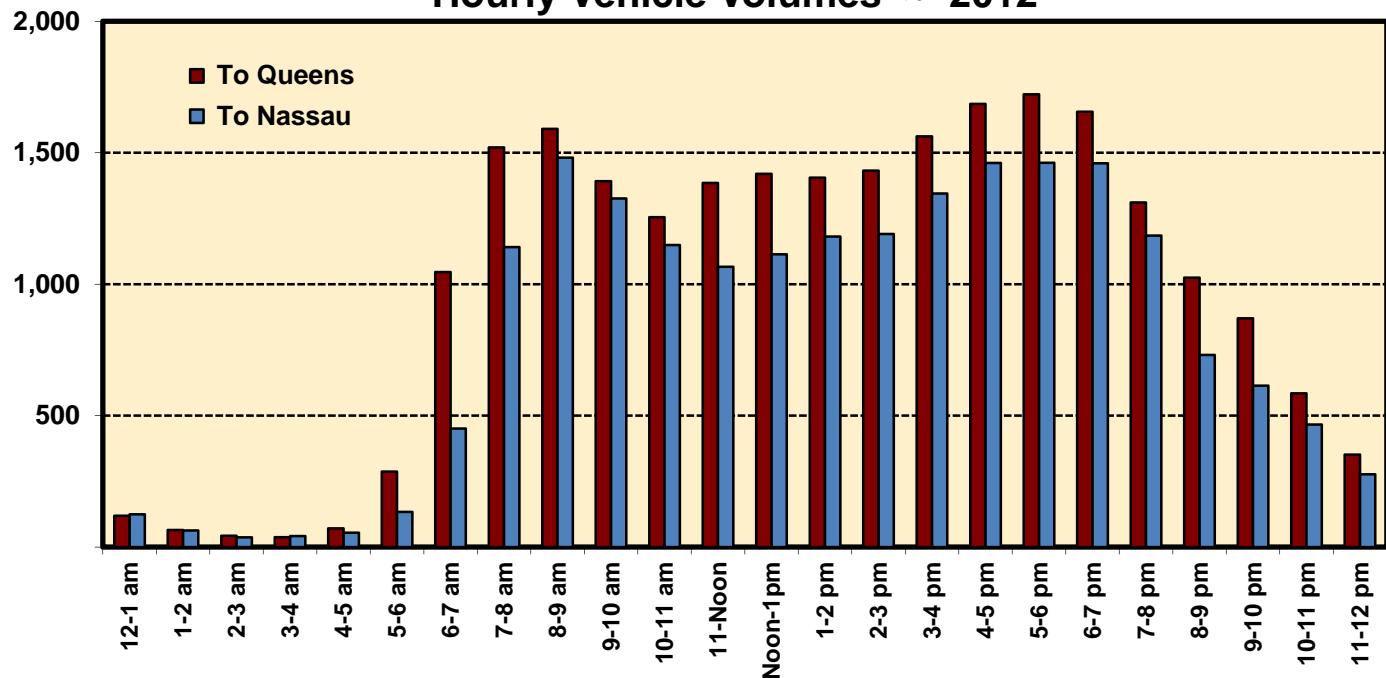


**Merrick Boulevard**  
Average Daily Traffic Volumes  
Total of Both Directions

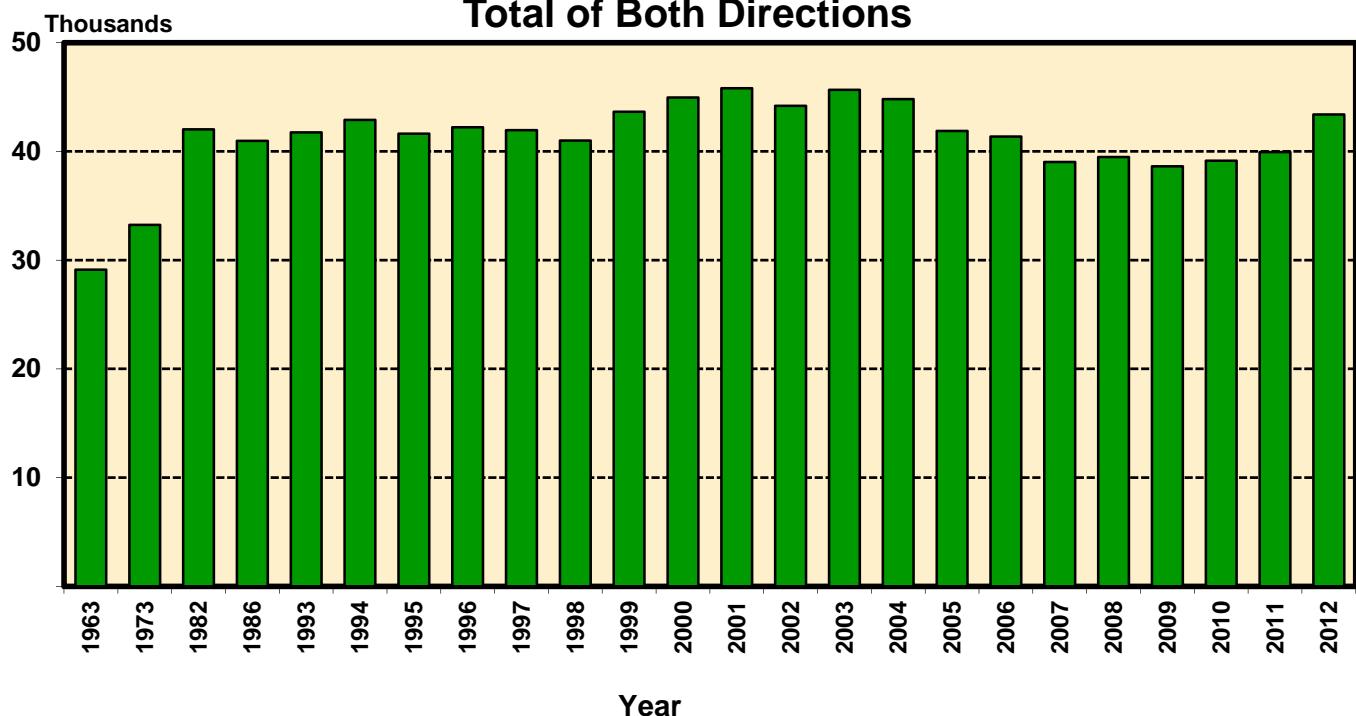


## Queens – Nassau Screenline Volumes

**Northern Boulevard  
Hourly Vehicle Volumes ~ 2012**

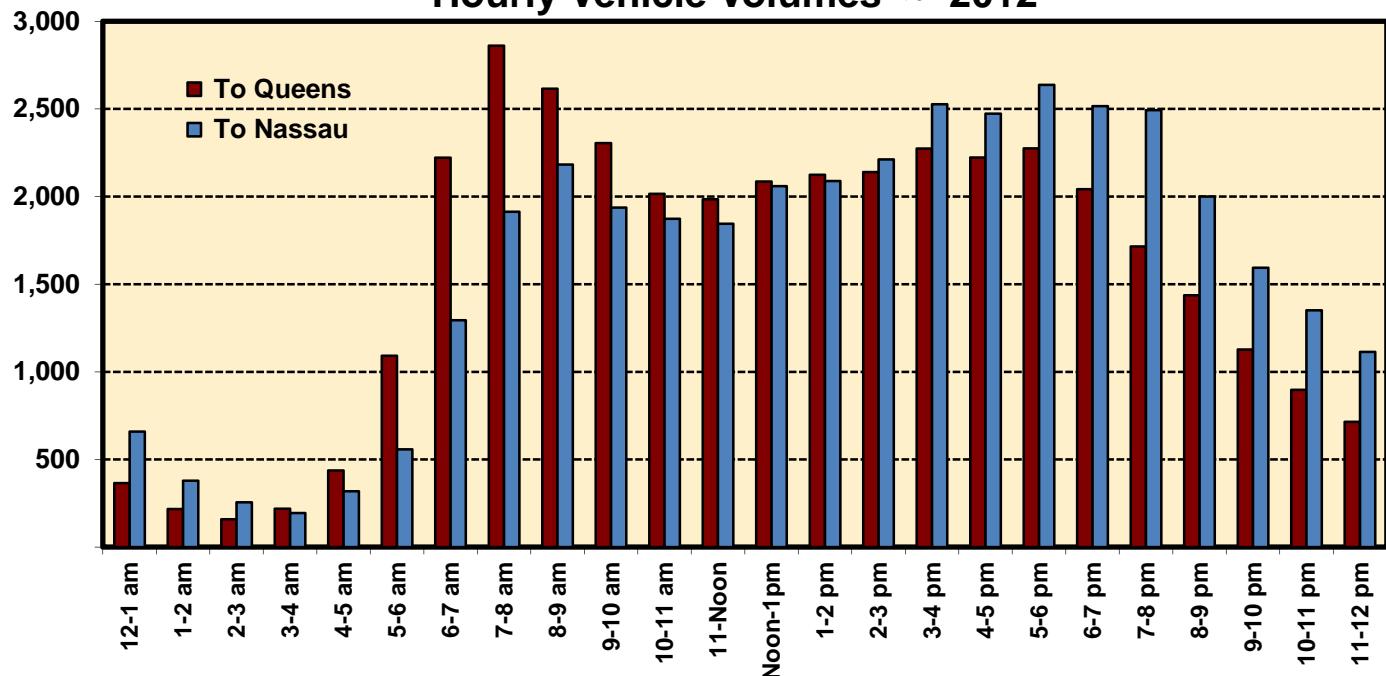


**Northern Boulevard  
Average Daily Traffic Volumes  
Total of Both Directions**

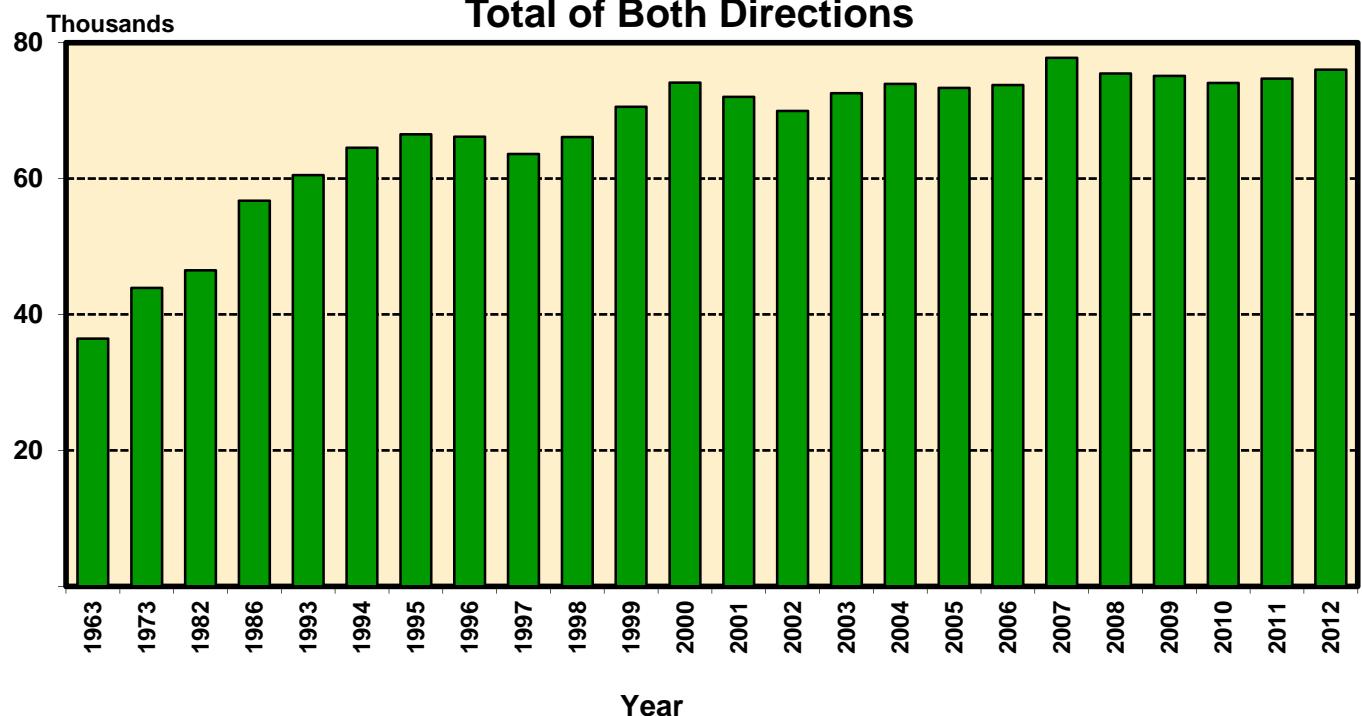


# Queens – Nassau Screenline Volumes

## Rockaway Boulevard Hourly Vehicle Volumes ~ 2012

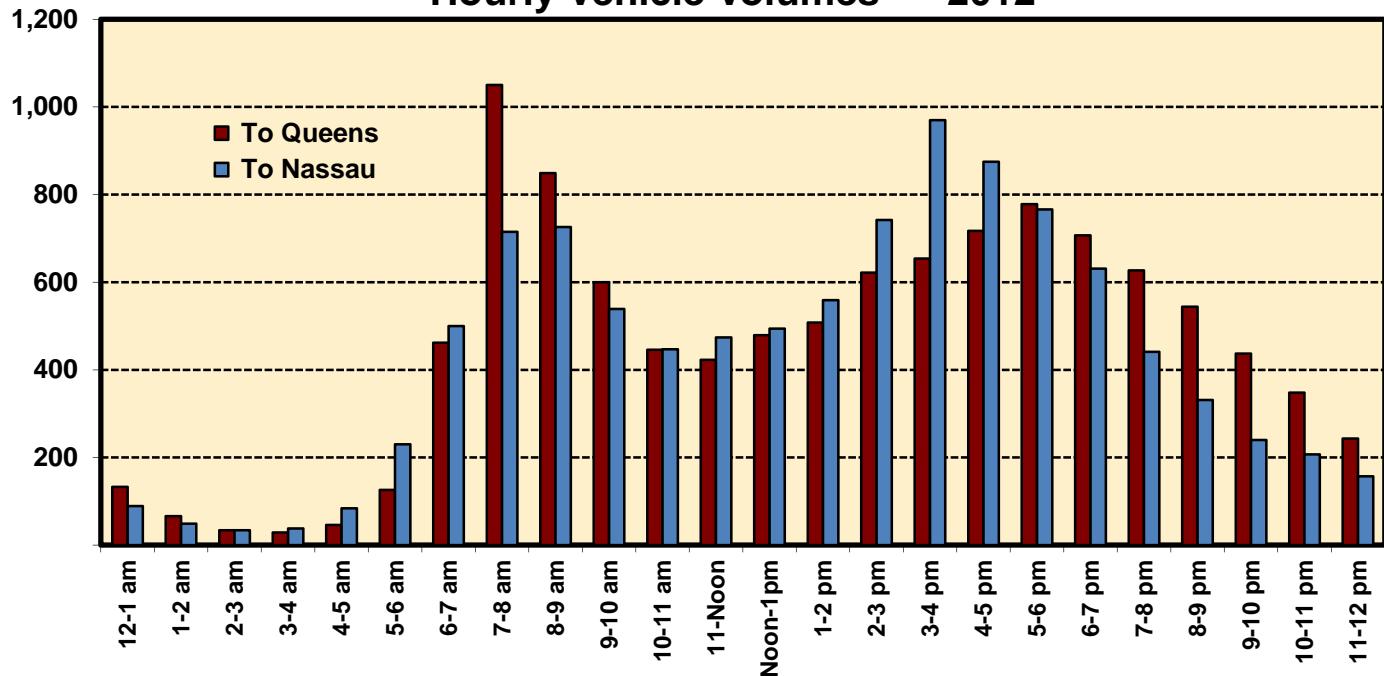


## Rockaway Boulevard Average Daily Traffic Volumes Total of Both Directions

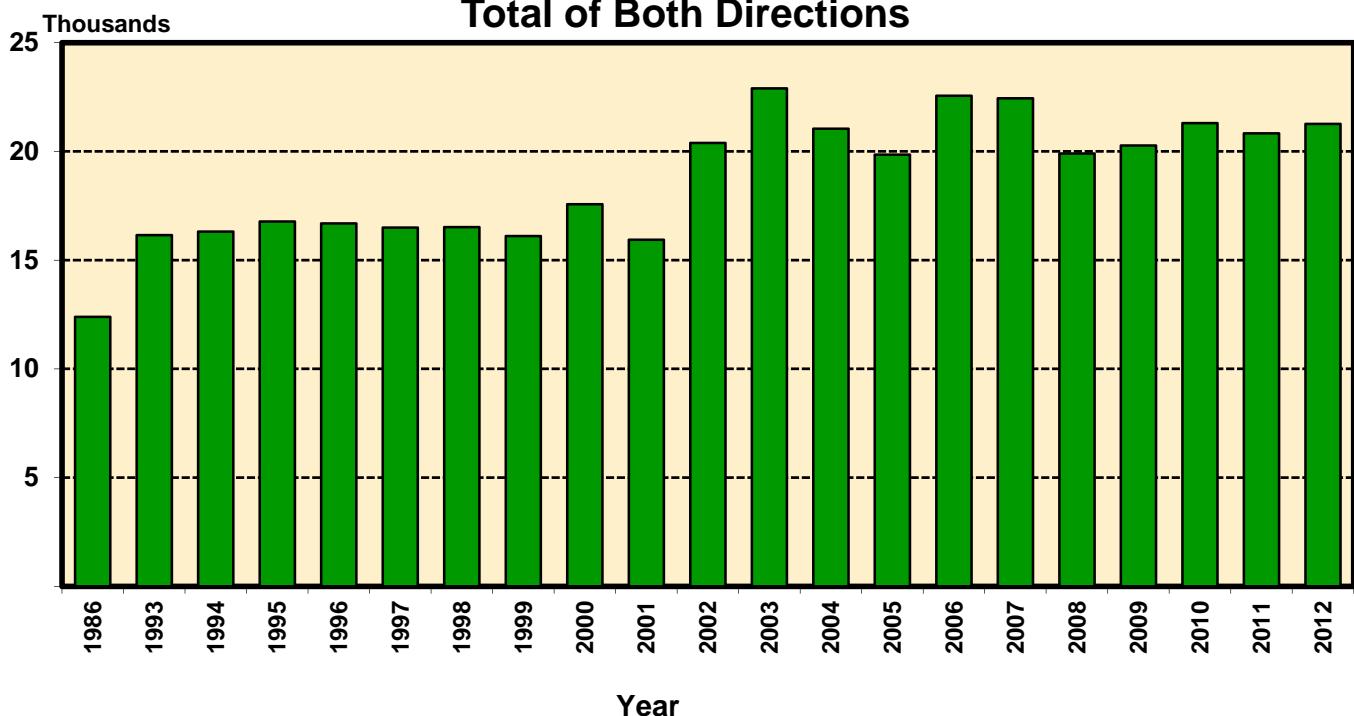


# Queens – Nassau Screenline Volumes

**Seagirt Boulevard**  
Hourly Vehicle Volumes ~ 2012

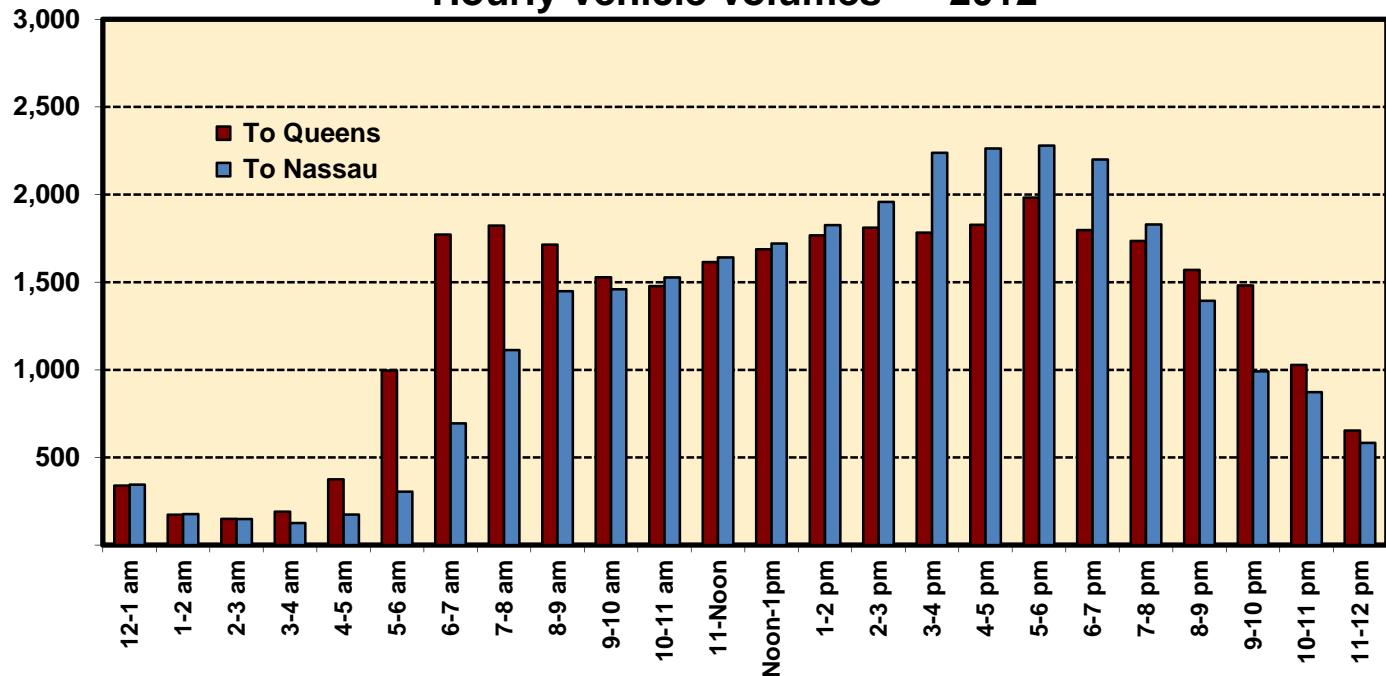


**Seagirt Boulevard**  
Average Daily Traffic Volumes  
Total of Both Directions

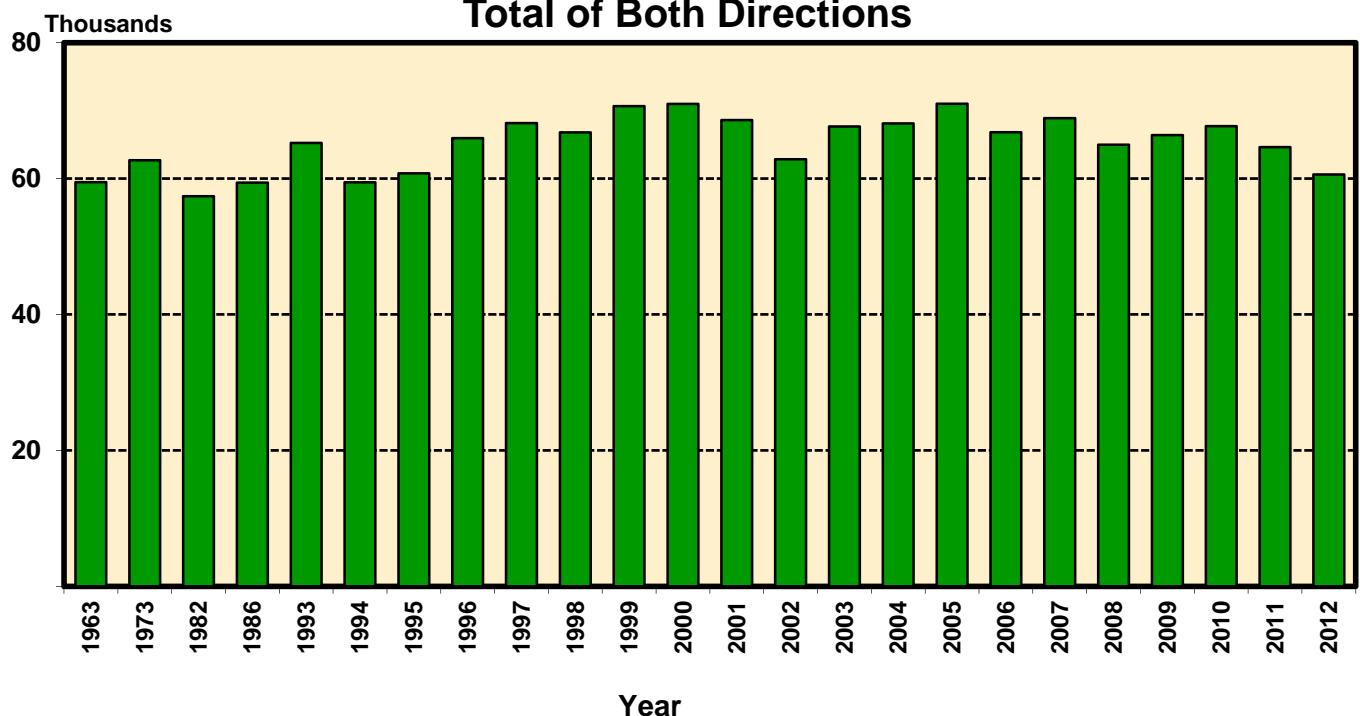


# Queens – Nassau Screenline Volumes

**Sunrise Highway  
Hourly Vehicle Volumes ~ 2012**

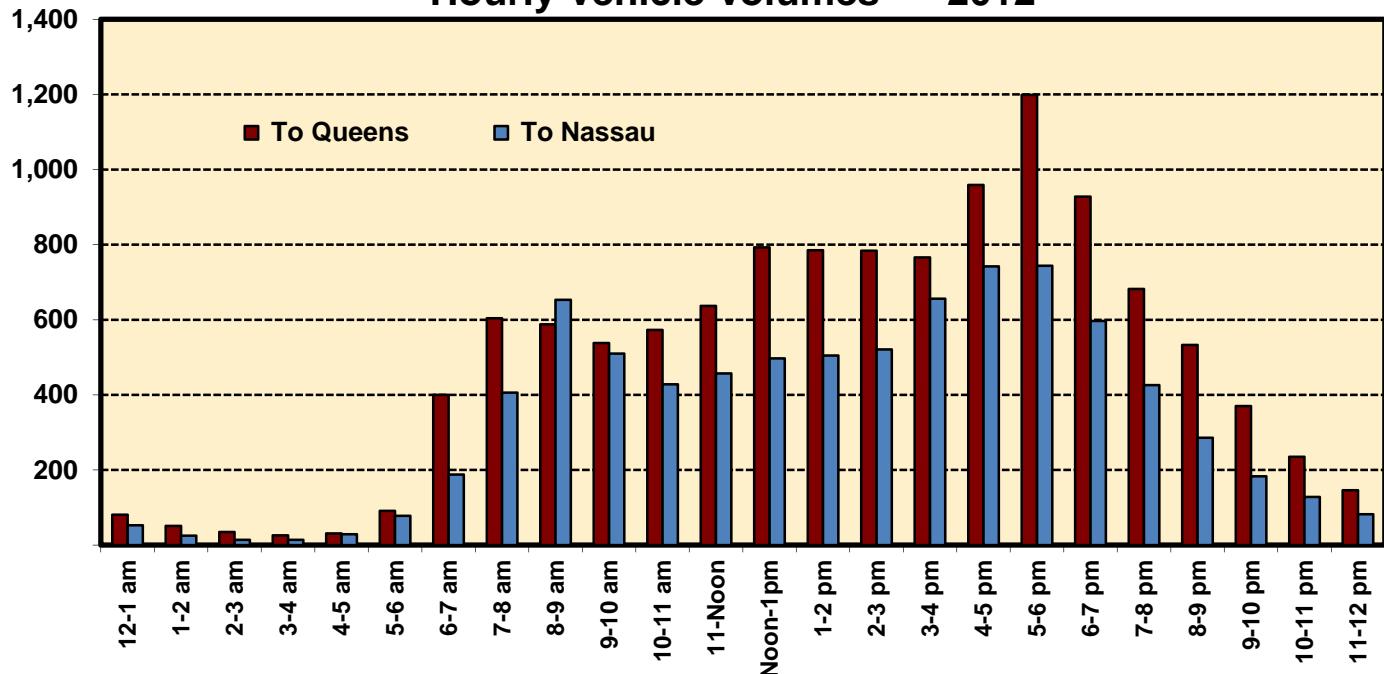


**Sunrise Highway  
Average Daily Traffic Volumes  
Total of Both Directions**

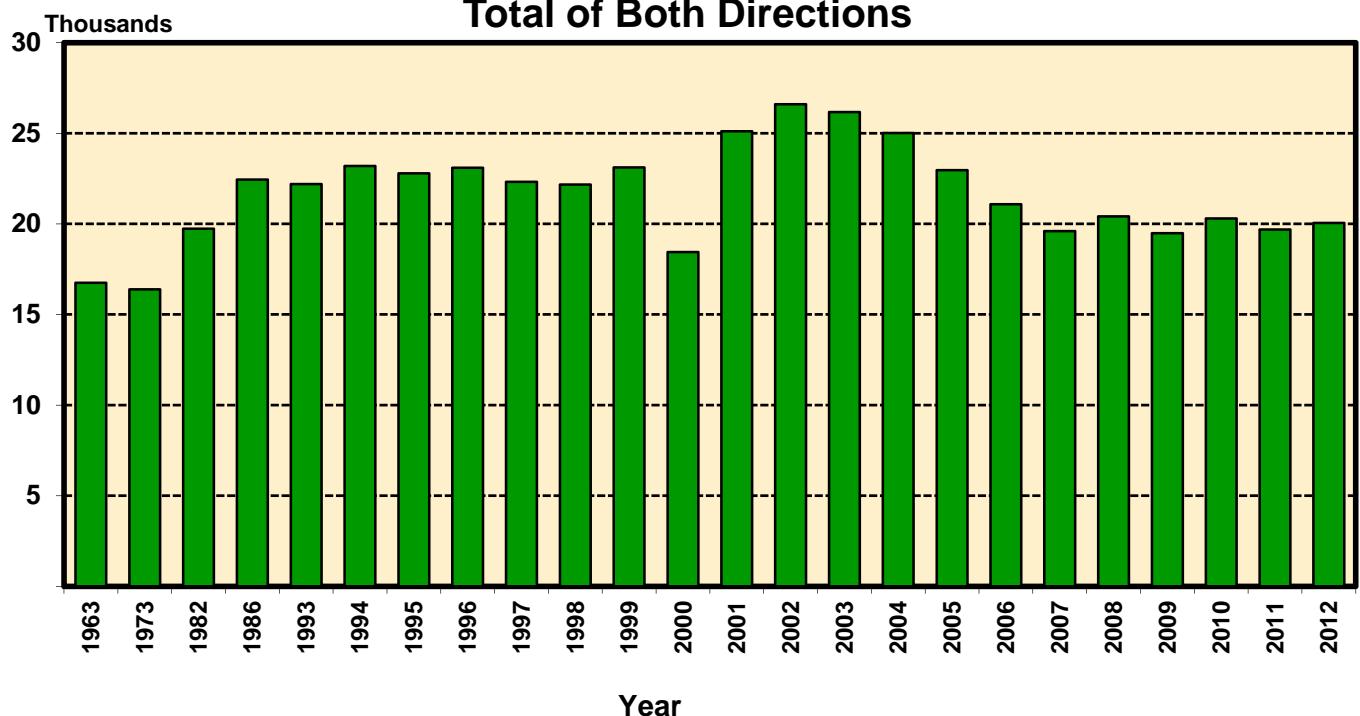


# Queens – Nassau Screenline Volumes

**Union Turnpike  
Hourly Vehicle Volumes ~ 2012**



**Union Turnpike  
Average Daily Traffic Volumes  
Total of Both Directions**



## New York – New Jersey Screenline



Bayonne Bridge



## **NEW YORK - NEW JERSEY SCREENLINE**

### **Manhattan – New Jersey**

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

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

### **1963 – 1973 Manhattan – New Jersey**

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

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

### **1973 – 1982 Manhattan – New Jersey**

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

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

### **1982 – 1986 Manhattan – New Jersey**

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

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

## **1986 – 1993 Manhattan – New Jersey**

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

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

## **1993 – 2002 Manhattan – New Jersey**

Manhattan - New Jersey traffic increased 12.6%, to 532,800 daily vehicles in 2002 from 473,100 in 1993.

- George Washington Bridge traffic increased 19.2%, to 310,800 daily vehicles in 2002 from 260,700 in 1993.
- Lincoln Tunnel traffic increased 8.2%, to 129,500 daily vehicles from 119,700.
- The only decrease was at the Holland Tunnel, where traffic decreased a scant 0.1%, to 92,500 daily vehicles from 92,700.

## **2002 – 2012 Manhattan – New Jersey**

During the most recent ten-year period, Manhattan – New Jersey traffic decreased 9.4%, to 482,600 daily vehicles in 2012 from 532,800 in 2002.

- George Washington Bridge traffic decreased 11.0%, to 276,600 daily vehicles from 310,800.
- Lincoln Tunnel traffic decreased 12.6%, to 113,200 daily vehicles from 129,500.
- The only increase was at the Holland Tunnel, where traffic increased a scant 0.2% to 92,700 daily vehicles in 2012 from 92,500 in 2002.

## **1963 – 2012 Manhattan – New Jersey**

During the 49 years from 1963 to 2012, traffic between Manhattan and New Jersey increased 81.7%, to 482,500 daily vehicles from 265,600.

- George Washington Bridge traffic climbed 117.1%, to 276,600 daily vehicles from 127,500.
- Holland Tunnel traffic increased 57.7%, to 92,700 daily vehicles from 58,800.
- Lincoln Tunnel traffic increased 42.6%, to 113,200 daily vehicles from 79,300.

## **Staten Island – New Jersey**

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

### **1963 – 1973 Staten Island – New Jersey**

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

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

### **1973 – 1982 Staten Island – New Jersey**

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

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

### **1982 – 1986 Staten Island – New Jersey**

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

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

## **1986 – 1993 Staten Island – New Jersey**

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

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

## **1993 – 2002 Staten Island – New Jersey**

From 1993 to 2002, Staten Island - New Jersey traffic increased 27.3%, to 179,100 daily vehicles from 140,800.

- Bayonne Bridge traffic increased 52.6%, to 21,300 daily vehicles from 14,000.
- Goethals Bridge traffic increased 34.7%, to 81,400 daily vehicles from 60,400.
- Outerbridge Crossing traffic increased 15.2%, to 76,400 daily vehicles from 66,400.

## **2002 – 2012 Staten Island – New Jersey**

During the past ten years, Staten Island - New Jersey traffic decreased 8.6%, to 163,700 daily vehicles from 179,100.

- Decreases on all three Staten Island – New Jersey bridges.
- Bayonne Bridge traffic decreased 12.1%, to 18,800 daily vehicles from 21,300.
- Goethals Bridge traffic decreased 10.1%, to 73,100 daily vehicles from 81,400.
- Outerbridge Crossing traffic decreased 6.0%, to 71,800 daily vehicles from 76,400.

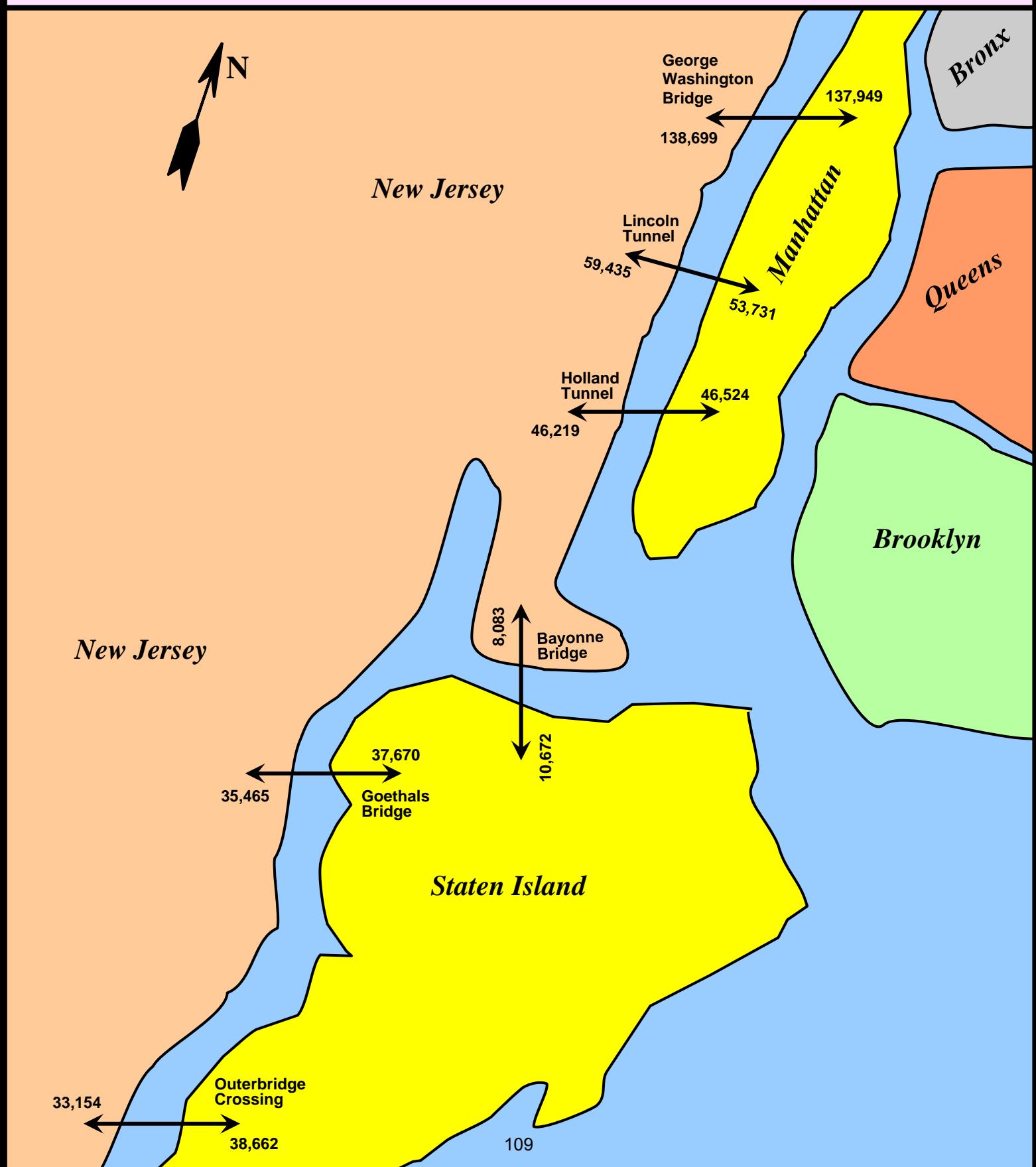
## **1963 – 2012 Staten Island – New Jersey**

During the 49 years from 1963 to 2012, daily traffic between Staten Island and New Jersey soared 498%, to 163,700 daily vehicles from just 27,400.

- Outerbridge Crossing traffic skyrocketed more than nine fold, to 71,800 vehicles per day in 2012 from 7,100 in 1963.
- Goethals Bridge traffic jumped 486%, to 73,100 daily vehicles from 12,500.
- Bayonne Bridge traffic increased 140%, to 18,800 daily vehicles from 7,800.

# New York – New Jersey Screenline

2012 Daily Volumes



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

**To New York**

	1963	1973	1982	1986	1983	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
G Washington Bridge	N/A	114,286	122,932	143,199	132,527	132,086	135,219	140,018	143,487	149,093	151,685	153,461	155,233	150,758	150,233
Holland Tunnel	N/A	32,521	37,009	35,513	44,461	45,482	45,484	46,688	47,692	47,985	49,658	49,486	12,548	45,722	47,727
Lincoln Tunnel	N/A	49,725	56,038	62,209	57,491	58,272	58,826	59,401	59,685	60,647	62,159	62,516	54,608	58,415	62,157
<b>Manhattan Totals</b>	<b>N/A</b>	<b>196,532</b>	<b>215,979</b>	<b>240,921</b>	<b>234,479</b>	<b>235,840</b>	<b>239,529</b>	<b>246,107</b>	<b>250,864</b>	<b>257,725</b>	<b>263,502</b>	<b>265,463</b>	<b>222,389</b>	<b>254,895</b>	<b>260,117</b>
Bayonne Bridge	N/A	6,229	6,811	7,953	8,147	8,283	8,472	8,384	9,268	9,628	9,709	10,309	14,098	11,684	11,627
Goethals Bridge	N/A	28,425	24,155	32,317	32,325	33,416	33,726	34,024	34,884	35,547	35,900	37,919	39,315	40,419	38,828
Outerbridge Crossing	N/A	5,863	22,370	28,948	35,129	35,567	34,975	36,295	37,297	38,034	40,944	39,477	41,000	38,407	41,653
<b>Staten Is Totals</b>	<b>N/A</b>	<b>40,517</b>	<b>53,336</b>	<b>69,218</b>	<b>75,601</b>	<b>77,266</b>	<b>77,173</b>	<b>78,703</b>	<b>81,449</b>	<b>83,209</b>	<b>86,553</b>	<b>87,705</b>	<b>94,413</b>	<b>90,510</b>	<b>92,108</b>
<b>Grand Totals</b>	<b>N/A</b>	<b>237,049</b>	<b>269,315</b>	<b>310,139</b>	<b>310,080</b>	<b>313,106</b>	<b>316,702</b>	<b>324,810</b>	<b>332,313</b>	<b>340,934</b>	<b>350,055</b>	<b>353,168</b>	<b>316,802</b>	<b>345,405</b>	<b>352,225</b>

**To New York**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
G Washington Bridge	152,418	147,861	151,639	148,567	145,102	145,105	142,321	135,932	137,949
Holland Tunnel	46,806	46,968	48,161	48,226	46,061	46,696	47,827	45,519	46,524
Lincoln Tunnel	62,826	61,460	61,812	61,619	56,812	57,507	57,542	54,850	53,731
<b>Manhattan Totals</b>	<b>262,050</b>	<b>256,289</b>	<b>261,612</b>	<b>258,412</b>	<b>247,975</b>	<b>249,308</b>	<b>247,690</b>	<b>236,301</b>	<b>238,204</b>
Bayonne Bridge	12,275	11,933	13,290	12,469	11,094	10,985	11,248	10,460	10,672
Goethals Bridge	37,559	36,905	34,327	38,687	37,979	38,397	39,470	38,676	37,670
Outerbridge Crossing	41,018	41,090	43,723	41,282	39,319	40,079	39,724	38,917	38,662
<b>Staten Is Totals</b>	<b>90,852</b>	<b>89,928</b>	<b>91,340</b>	<b>92,438</b>	<b>88,392</b>	<b>89,461</b>	<b>90,442</b>	<b>88,053</b>	<b>87,004</b>
<b>Grand Totals</b>	<b>352,902</b>	<b>346,217</b>	<b>352,952</b>	<b>350,850</b>	<b>336,367</b>	<b>338,769</b>	<b>338,132</b>	<b>324,354</b>	<b>325,208</b>

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

**To New Jersey**

	1963	1973	1982	1986	1983	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
G Washington Bridge	N/A	118,400	126,362	143,199	128,205	127,777	130,810	135,451	138,806	148,095	165,955	164,157	154,077	160,013	168,796
Holland Tunnel	N/A	32,210	36,998	41,787	48,224	49,155	50,826	50,110	53,294	52,887	53,362	51,651	30,829	46,835	53,370
Lincoln Tunnel	N/A	50,061	54,415	59,844	62,161	61,027	60,933	61,526	61,824	63,805	66,533	67,194	51,649	71,096	65,166
<b>Manhattan Totals</b>	<b>N/A</b>	<b>200,671</b>	<b>211,765</b>	<b>244,830</b>	<b>238,590</b>	<b>237,959</b>	<b>242,569</b>	<b>247,087</b>	<b>253,924</b>	<b>264,787</b>	<b>285,850</b>	<b>283,002</b>	<b>236,555</b>	<b>277,944</b>	<b>287,332</b>
Bayonne Bridge*	N/A	6,229	6,811	7,953	5,832	5,929	6,064	6,005	6,635	7,218	7,894	8,184	9,533	9,643	8,581
Goethals Bridge*	N/A	28,425	24,155	32,317	28,099	29,048	29,314	29,577	30,323	31,529	34,963	34,872	38,881	40,965	36,896
Outerbridge Crossing*	N/A	5,863	22,370	28,948	31,243	31,632	31,106	32,280	33,171	34,830	37,480	33,907	34,424	38,022	36,997
<b>Staten Is Totals</b>	<b>N/A</b>	<b>40,517</b>	<b>53,336</b>	<b>69,218</b>	<b>65,174</b>	<b>66,609</b>	<b>66,484</b>	<b>67,862</b>	<b>70,129</b>	<b>73,577</b>	<b>80,337</b>	<b>76,963</b>	<b>82,838</b>	<b>88,630</b>	<b>82,474</b>
<b>Grand Totals</b>	<b>N/A</b>	<b>241,188</b>	<b>271,101</b>	<b>314,048</b>	<b>303,764</b>	<b>304,568</b>	<b>309,053</b>	<b>314,949</b>	<b>324,053</b>	<b>338,364</b>	<b>366,187</b>	<b>359,965</b>	<b>319,393</b>	<b>366,574</b>	<b>369,806</b>

**To New Jersey**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
G Washington Bridge	162,648	156,441	160,439	142,824	147,957	144,589	149,726	143,964	138,699
Holland Tunnel	49,365	49,992	50,264	52,265	50,996	49,488	46,840	48,041	46,219
Lincoln Tunnel	62,333	64,995	65,433	60,473	61,341	61,475	62,290	62,803	59,435
<b>Manhattan Totals</b>	<b>274,346</b>	<b>271,428</b>	<b>276,136</b>	<b>255,562</b>	<b>260,294</b>	<b>255,552</b>	<b>258,856</b>	<b>254,808</b>	<b>244,353</b>
Bayonne Bridge*	10,235	9,822	10,940	8,982	8,964	8,437	8,733	8,205	8,083
Goethals Bridge*	33,973	31,885	31,051	34,312	34,855	32,833	34,016	36,904	35,465
Outerbridge Crossing*	39,208	40,018	42,583	34,496	33,565	34,773	34,941	36,374	33,154
<b>Staten Is Totals</b>	<b>83,416</b>	<b>81,725</b>	<b>84,574</b>	<b>77,790</b>	<b>77,384</b>	<b>76,043</b>	<b>77,690</b>	<b>81,483</b>	<b>76,702</b>
<b>Grand Totals</b>	<b>357,762</b>	<b>353,153</b>	<b>360,710</b>	<b>333,352</b>	<b>337,678</b>	<b>331,595</b>	<b>336,546</b>	<b>336,291</b>	<b>321,055</b>

\* 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	1983	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
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	309,310	310,771	319,029	
Holland Tunnel	58,814	64,731	73,997	77,300	92,685	94,637	96,310	96,798	100,986	100,872	103,020	101,137	43,377	92,557	101,097
Lincoln Tunnel	79,337	99,786	110,453	122,053	119,652	119,299	119,759	120,927	121,509	124,452	128,692	129,710	106,257	129,511	127,323
<b>Manhattan Totals</b>	<b>265,603</b>	<b>397,203</b>	<b>433,744</b>	<b>485,751</b>	<b>473,069</b>	<b>473,799</b>	<b>482,098</b>	<b>493,194</b>	<b>504,788</b>	<b>522,512</b>	<b>549,352</b>	<b>548,465</b>	<b>458,944</b>	<b>532,839</b>	<b>547,449</b>
Bayonne Bridge*	7,806	12,458	13,622	15,906	13,979	14,212	14,536	14,389	15,903	16,846	17,603	18,493	23,631	21,327	20,208
Goethals Bridge*	12,478	56,850	48,310	64,634	60,424	62,464	63,040	63,601	65,207	67,076	70,863	72,791	78,196	81,384	75,724
Outerbridge Crossing*	7,114	11,726	44,740	57,896	66,372	67,199	66,081	68,575	70,468	72,864	78,424	73,384	75,424	76,429	78,650
<b>Staten Is Totals</b>	<b>27,398</b>	<b>81,034</b>	<b>106,672</b>	<b>138,436</b>	<b>140,775</b>	<b>143,875</b>	<b>143,657</b>	<b>146,565</b>	<b>151,578</b>	<b>156,786</b>	<b>166,890</b>	<b>164,668</b>	<b>177,251</b>	<b>179,140</b>	<b>174,582</b>
<b>Grand Totals</b>	<b>293,001</b>	<b>478,237</b>	<b>540,416</b>	<b>624,187</b>	<b>613,844</b>	<b>617,674</b>	<b>625,755</b>	<b>639,759</b>	<b>656,366</b>	<b>679,298</b>	<b>716,242</b>	<b>713,133</b>	<b>636,195</b>	<b>711,979</b>	<b>722,031</b>

**Both Directions**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
G Washington Bridge	315,066	304,302	312,078	291,391	293,059	289,694	292,047	279,896	276,648
Holland Tunnel	96,171	96,960	98,425	100,491	97,057	96,184	94,667	93,560	92,743
Lincoln Tunnel	125,159	126,455	127,245	122,092	118,153	118,982	119,832	117,653	113,166
<b>Manhattan Totals</b>	<b>536,396</b>	<b>527,717</b>	<b>537,748</b>	<b>513,974</b>	<b>508,269</b>	<b>504,860</b>	<b>506,546</b>	<b>491,109</b>	<b>482,557</b>
Bayonne Bridge*	22,510	21,755	24,230	21,451	20,058	19,422	19,981	18,665	18,755
Goethals Bridge*	71,532	68,790	65,378	72,999	72,834	71,230	73,486	75,580	73,135
Outerbridge Crossing*	80,226	81,108	86,306	75,778	72,884	74,852	74,665	75,291	71,816
<b>Staten Is Totals</b>	<b>174,268</b>	<b>171,653</b>	<b>175,914</b>	<b>170,228</b>	<b>165,776</b>	<b>165,504</b>	<b>168,132</b>	<b>169,536</b>	<b>163,706</b>
<b>Grand Totals</b>	<b>710,664</b>	<b>699,370</b>	<b>713,662</b>	<b>684,202</b>	<b>674,045</b>	<b>670,364</b>	<b>674,678</b>	<b>660,645</b>	<b>646,263</b>

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

## New York – New Jersey Screenline Volumes

### Historical Comparisons Average Daily Traffic Volumes Total of Both Directions



# 2012 Screenline Volumes

## New York - New Jersey

	<b>George Washington Bridge</b>	<b>Holland Tunnel</b>	<b>Lincoln Tunnel</b>	<b>Manhattan Totals</b>	
	* E/B      W/B	* E/B      W/B	* E/B      W/B	To Manhattan	To N.J.
Mid-1am	1,657	3,127	723	1,133	781
1-2am	1,196	1,394	443	727	489
2-3am	1,049	1,139	341	632	394
3-4am	1,273	1,084	378	737	424
4-5am	2,157	1,482	658	1,039	785
5-6am	6,075	2,882	2,065	1,383	2,645
6-7am	10,749	4,715	3,047	2,253	5,056
7-8am	10,058	6,483	2,907	2,719	4,643
8-9am	8,404	6,467	2,771	2,492	4,286
9-10am	8,270	6,102	2,715	2,029	3,983
10-11am	7,236	6,190	2,518	2,015	3,276
11-Noon	6,413	6,318	2,154	2,013	2,831
Noon-1	6,263	6,351	1,990	2,004	2,542
1-2pm	6,187	6,885	2,032	2,265	2,472
2-3pm	6,704	7,892	2,174	2,753	2,561
3-4pm	7,277	9,241	2,492	2,753	2,395
4-5pm	8,074	10,215	2,697	2,569	1,875
5-6pm	8,314	10,413	2,741	1,917	1,557
6-7pm	8,098	9,557	2,667	2,273	1,796
7-8pm	6,488	8,604	2,504	2,588	2,286
8-9pm	5,092	7,090	1,946	2,268	1,946
9-10pm	4,380	5,750	1,677	2,180	1,789
10-11pm	3,795	4,987	1,622	1,882	1,591
11-Mid	2,740	4,331	1,262	1,595	1,328
<b>24 hr Total</b>	<b>137,949</b>	<b>138,699</b>	<b>46,524</b>	<b>46,219</b>	<b>53,731</b>
					<b>59,435</b>
					<b>238,204</b>
					<b>244,353</b>

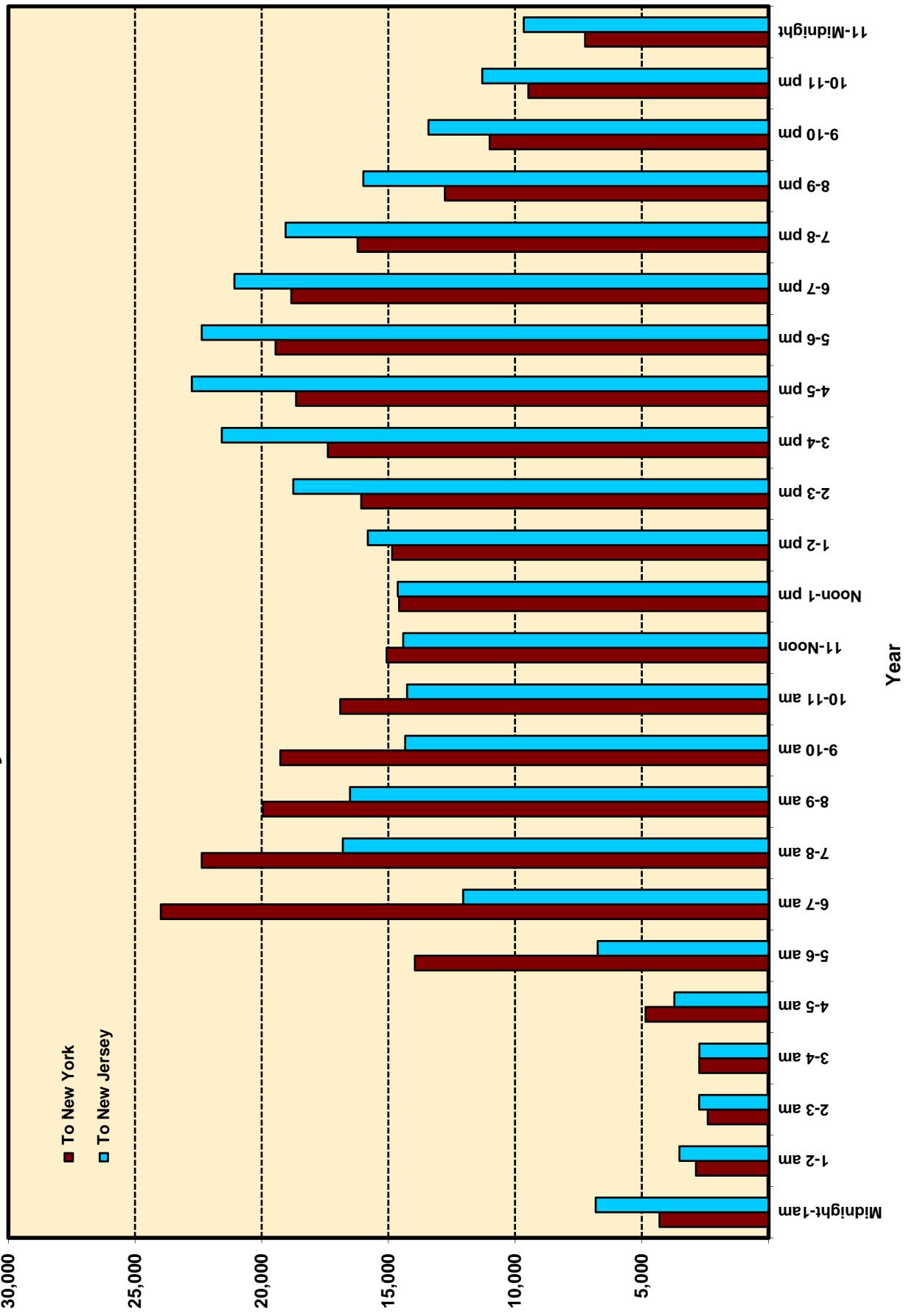
## 2012 Screenline Volumes New York - New Jersey (cont'd)

### Outerbridge Crossing

* S/B	N/B	Bayonne Bridge		Goethals Bridge		Outerbridge Crossing		Staten Island Totals		Grand Totals	
		* E/B	W/B	* E/B	W/B	To Staten Is.	To N.J.	To N.Y.	To N.J.	To N.Y.	To N.J.
Mid-1am	143	62	570	434	427	456	1,140	952	4,301	6,822	
1-2am	95	46	349	223	291	243	735	512	2,863	3,515	
2-3am	77	36	283	207	254	167	614	410	2,398	2,736	
3-4am	69	38	290	218	300	174	659	430	2,734	2,727	
4-5am	100	57	487	355	665	240	1,252	652	4,852	3,713	
5-6am	216	269	1,165	856	1,792	519	3,173	1,644	13,958	6,742	
6-7am	423	678	1,991	1,683	2,718	1,259	5,132	3,620	23,984	12,053	
7-8am	506	972	1,735	2,400	2,521	2,099	4,762	5,471	22,370	16,800	
8-9am	487	879	1,790	2,434	2,215	2,325	4,492	5,638	19,953	16,516	
9-10am	406	543	1,838	2,218	2,056	1,802	4,300	4,563	19,268	14,340	
10-11am	383	358	1,741	1,951	1,750	1,609	3,874	3,918	16,904	14,263	
11-Noon	381	348	1,630	1,839	1,665	1,586	3,676	3,773	15,074	14,415	
Noon-1	405	370	1,719	1,854	1,661	1,485	3,785	3,709	14,580	14,632	
1-2pm	457	332	1,864	1,869	1,841	1,588	4,162	3,789	14,853	15,813	
2-3pm	593	363	2,085	2,111	1,958	1,968	4,636	4,442	16,075	18,754	
3-4pm	758	401	2,344	2,298	2,127	2,519	5,229	5,218	17,393	21,577	
4-5pm	938	427	2,687	2,501	2,375	2,432	6,000	5,360	18,646	22,761	
5-6pm	1,172	465	2,921	2,500	2,747	2,413	6,840	5,378	19,452	22,370	
6-7pm	1,068	413	2,748	1,835	2,457	2,202	6,273	4,450	18,834	21,080	
7-8pm	691	333	2,254	1,746	1,996	1,918	4,941	3,997	16,219	19,057	
8-9pm	448	219	1,742	1,478	1,600	1,458	3,790	3,155	12,774	15,990	
9-10pm	346	178	1,430	1,017	1,384	1,163	3,160	2,358	11,006	13,422	
10-11pm	274	180	1,131	809	1,064	873	2,469	1,862	9,477	11,298	
11-Mid	236	116	876	629	798	656	1,910	1,401	7,240	9,659	
<b>24 hr Total</b>	<b>10,672</b>	<b>8,083</b>	<b>37,670</b>	<b>35,465</b>	<b>38,662</b>	<b>33,154</b>	<b>87,004</b>	<b>76,702</b>	<b>325,208</b>	<b>321,055</b>	

## New York – New Jersey Screenline Volumes

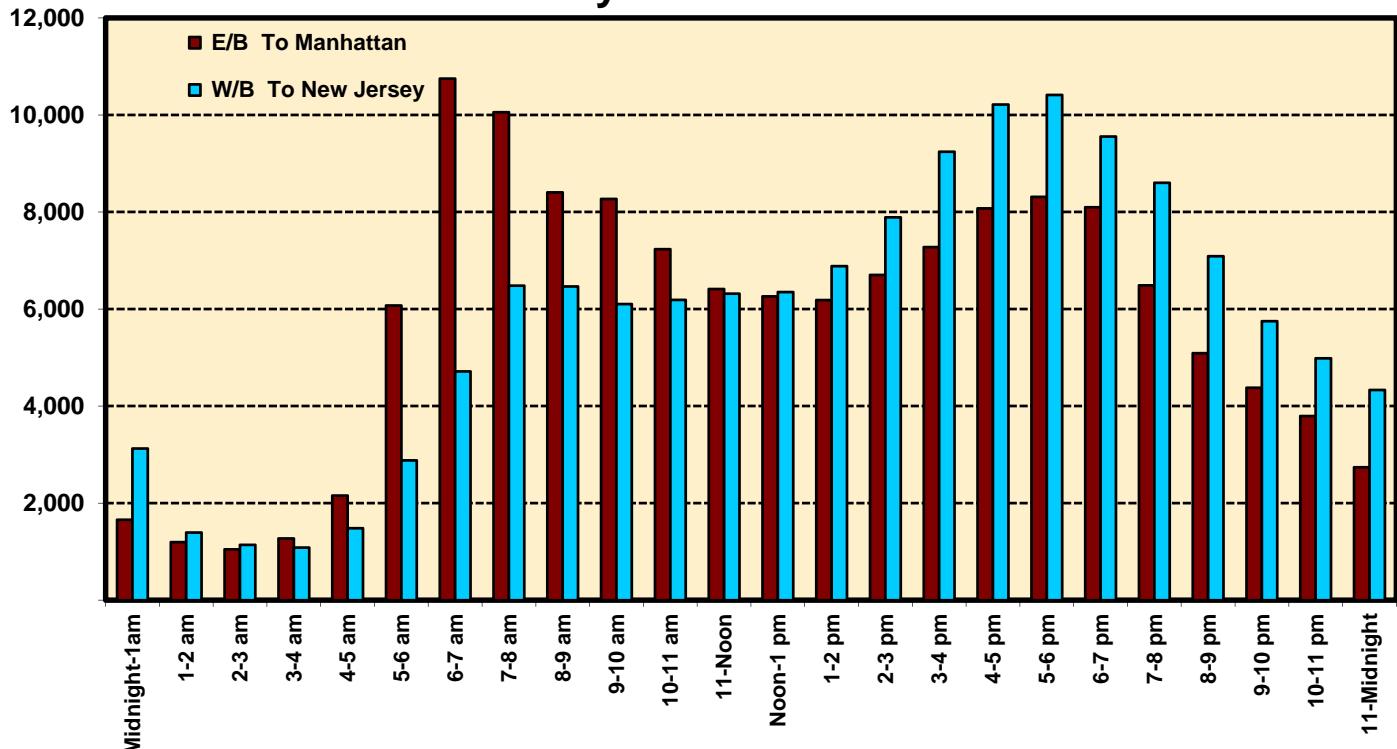
### Total Hourly Vehicular Volumes ~ 2012



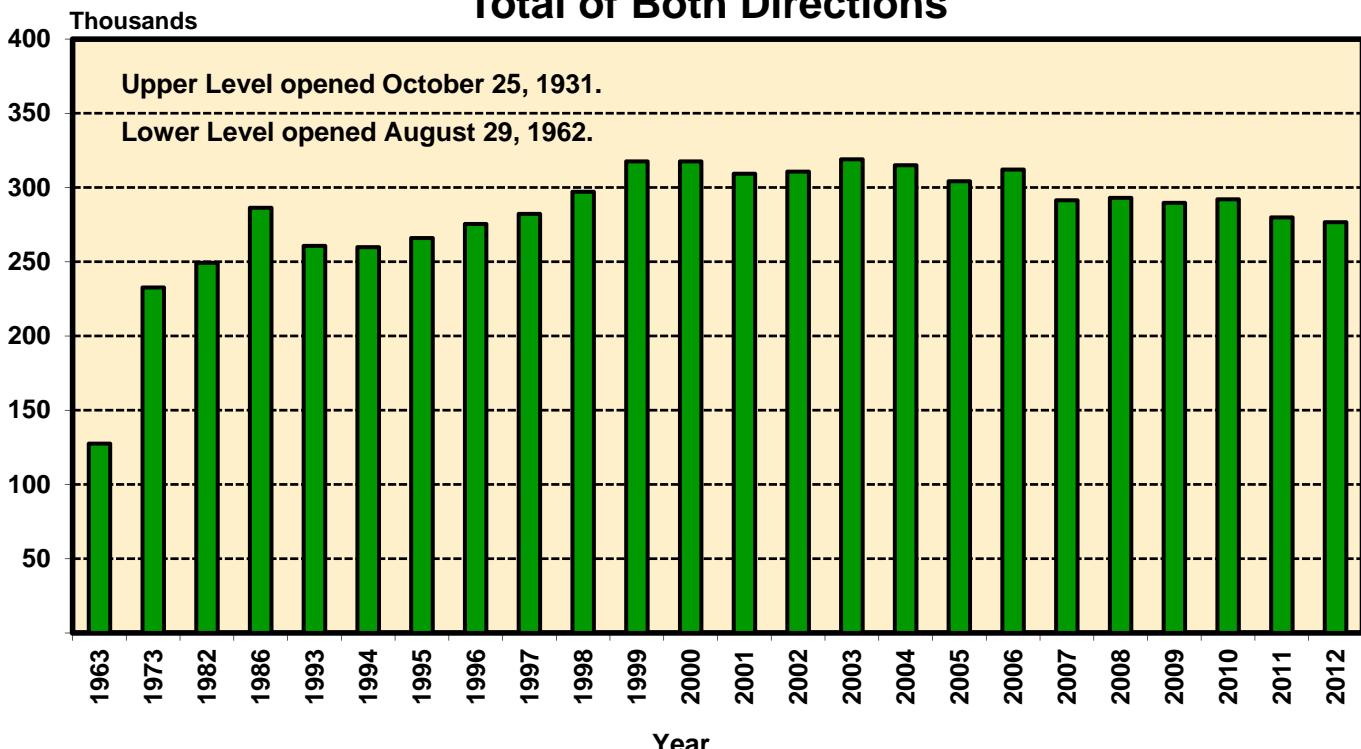
# New York – New Jersey Screenline Volumes

George Washington Bridge ~ 2012

Hourly Vehicular Volumes

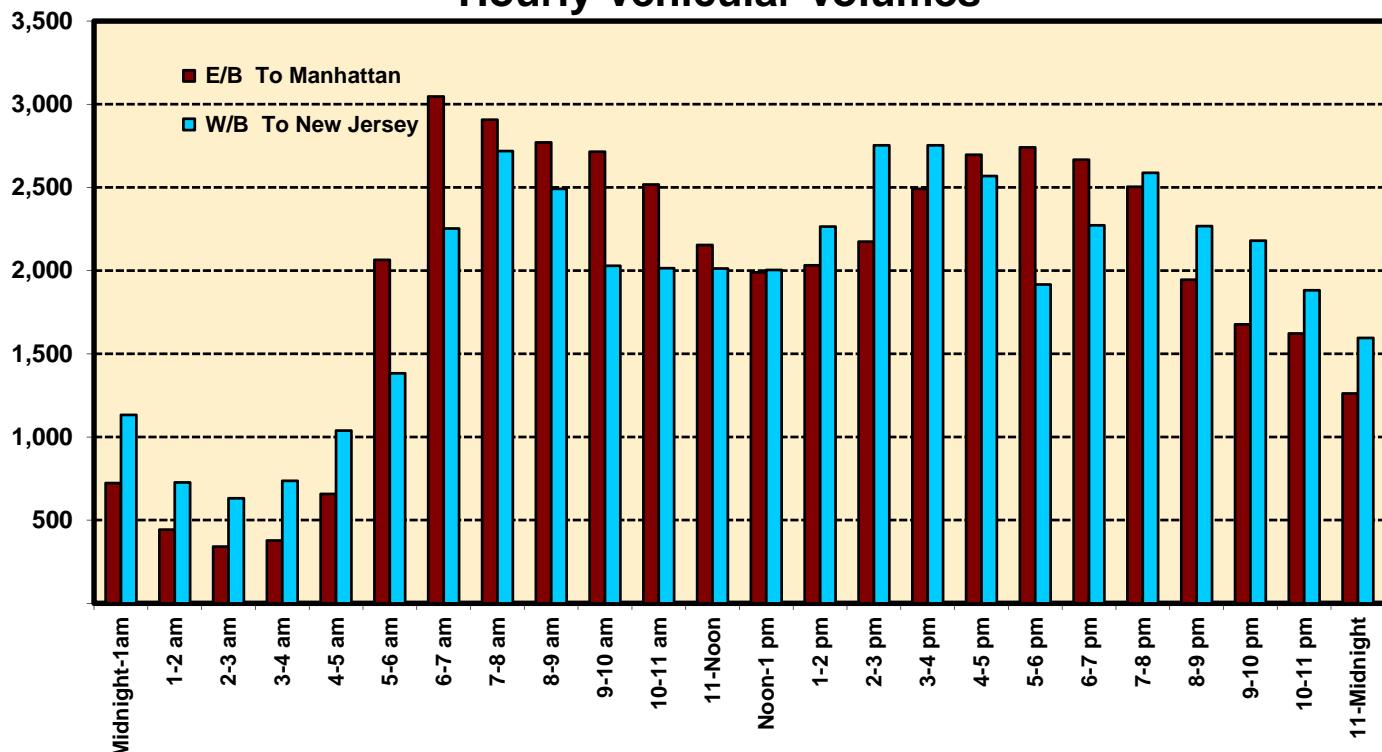


George Washington Bridge  
Average Daily Traffic Volumes  
Total of Both Directions

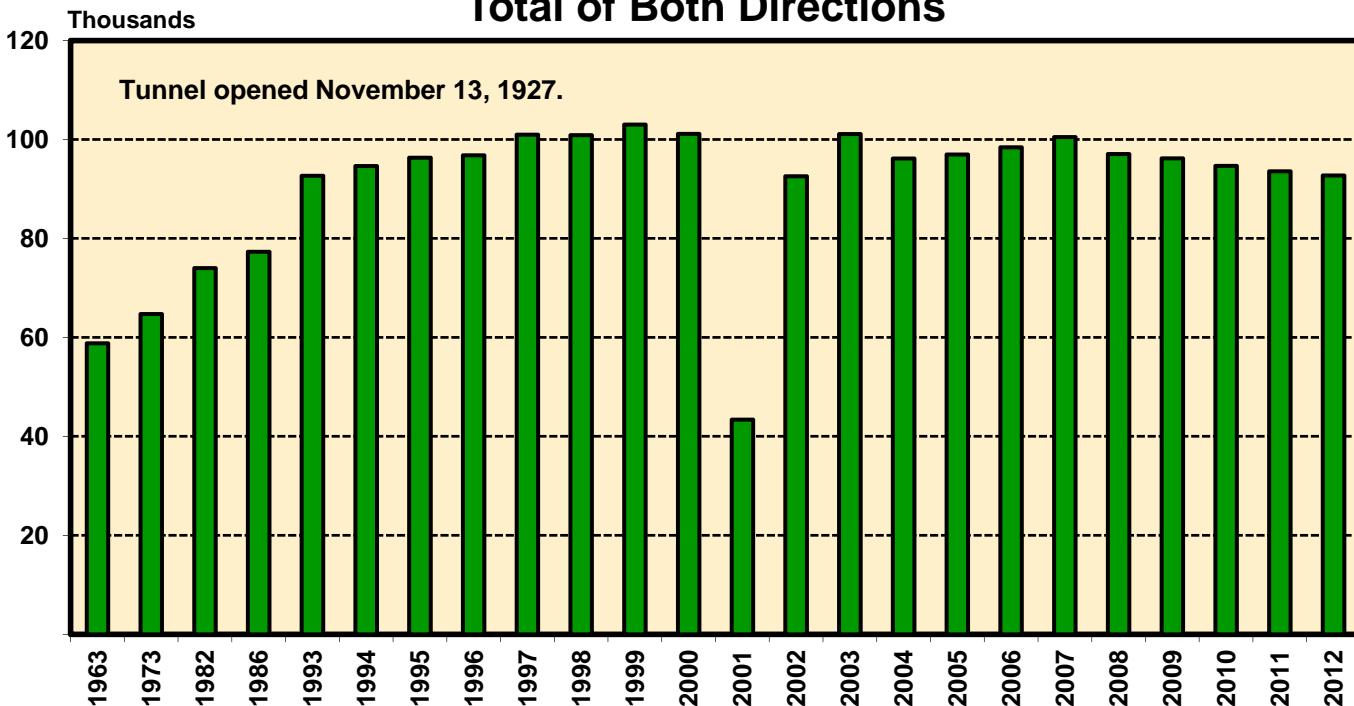


# New York – New Jersey Screenline Volumes

## Holland Tunnel ~ 2012 Hourly Vehicular Volumes



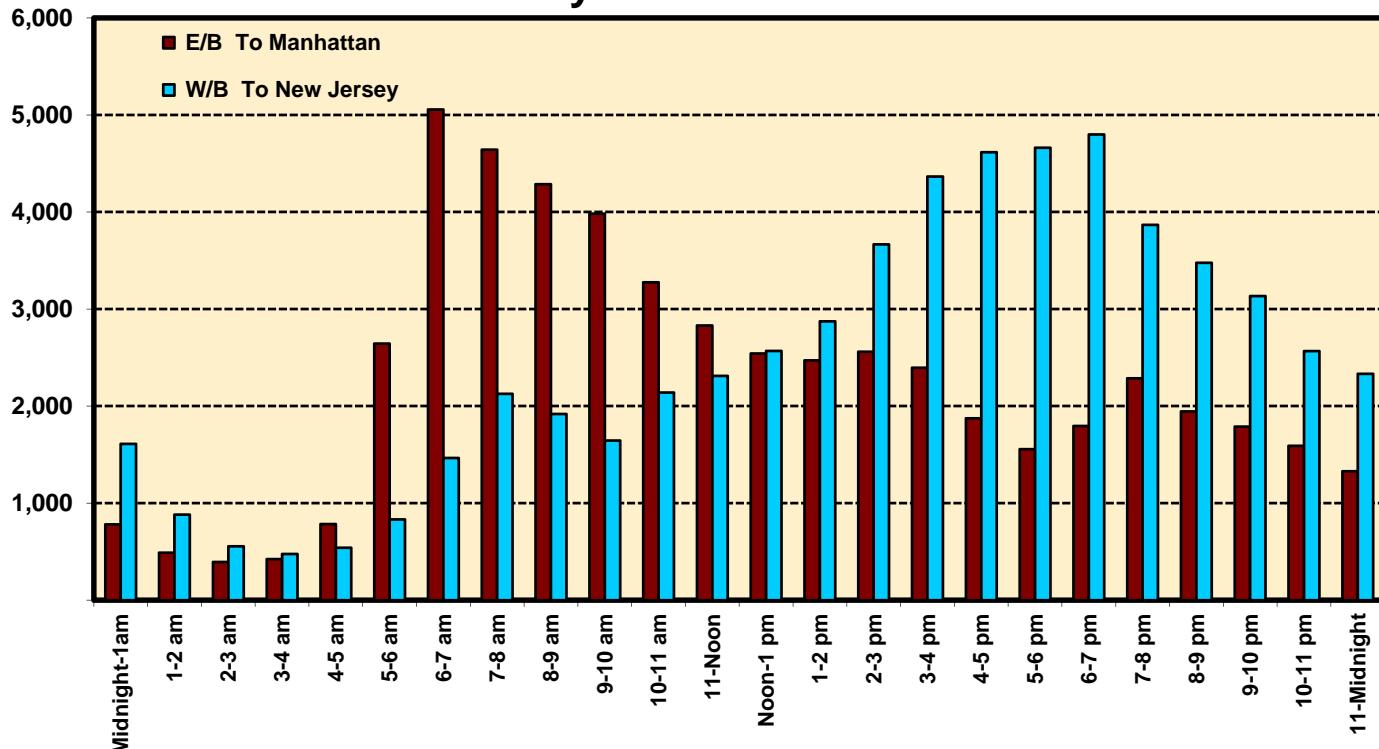
## Holland Tunnel Average Daily Traffic Volumes Total of Both Directions



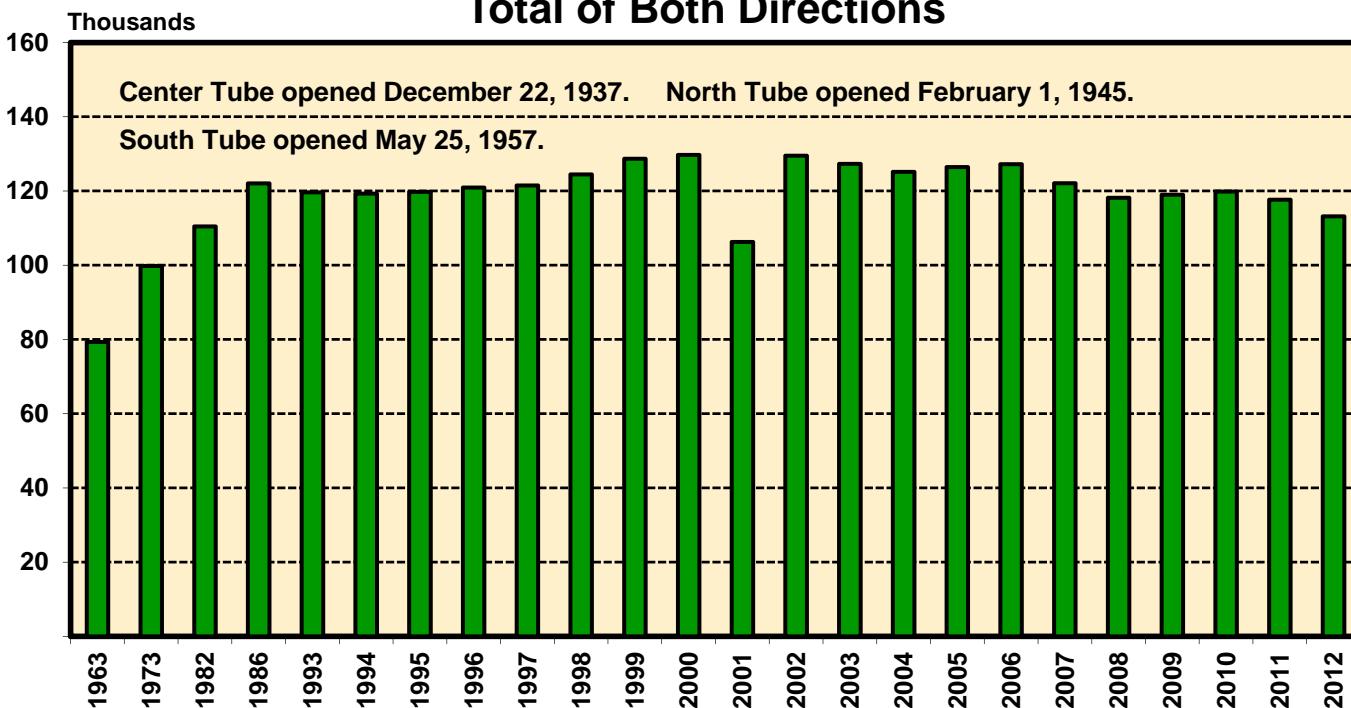
Following 9/11/2001, Holland Tunnel daily traffic volume fell 57% compared to fall 2000. Inbound volume was down 75%; outbound down 40%.

# New York – New Jersey Screenline Volumes

## Lincoln Tunnel ~ 2012 Hourly Vehicular Volumes



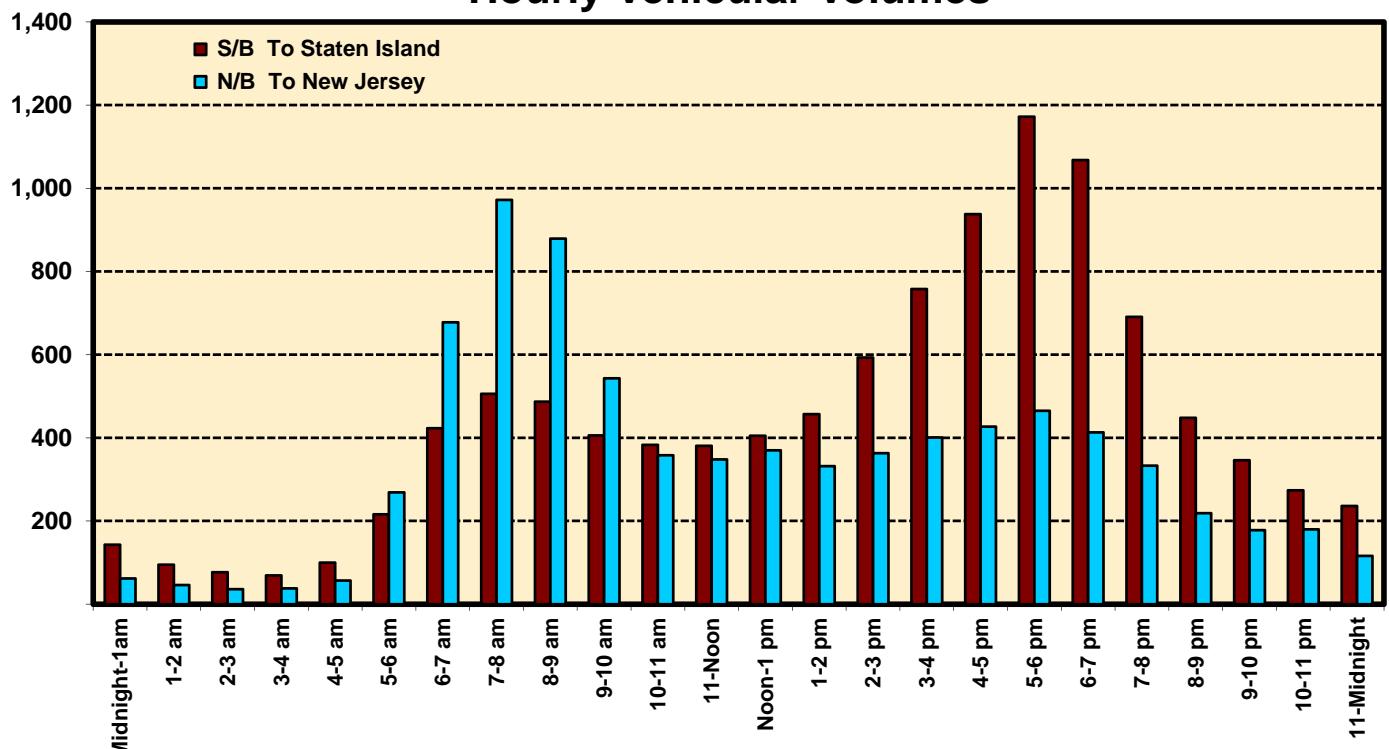
## Lincoln Tunnel Average Daily Traffic Volumes Total of Both Directions



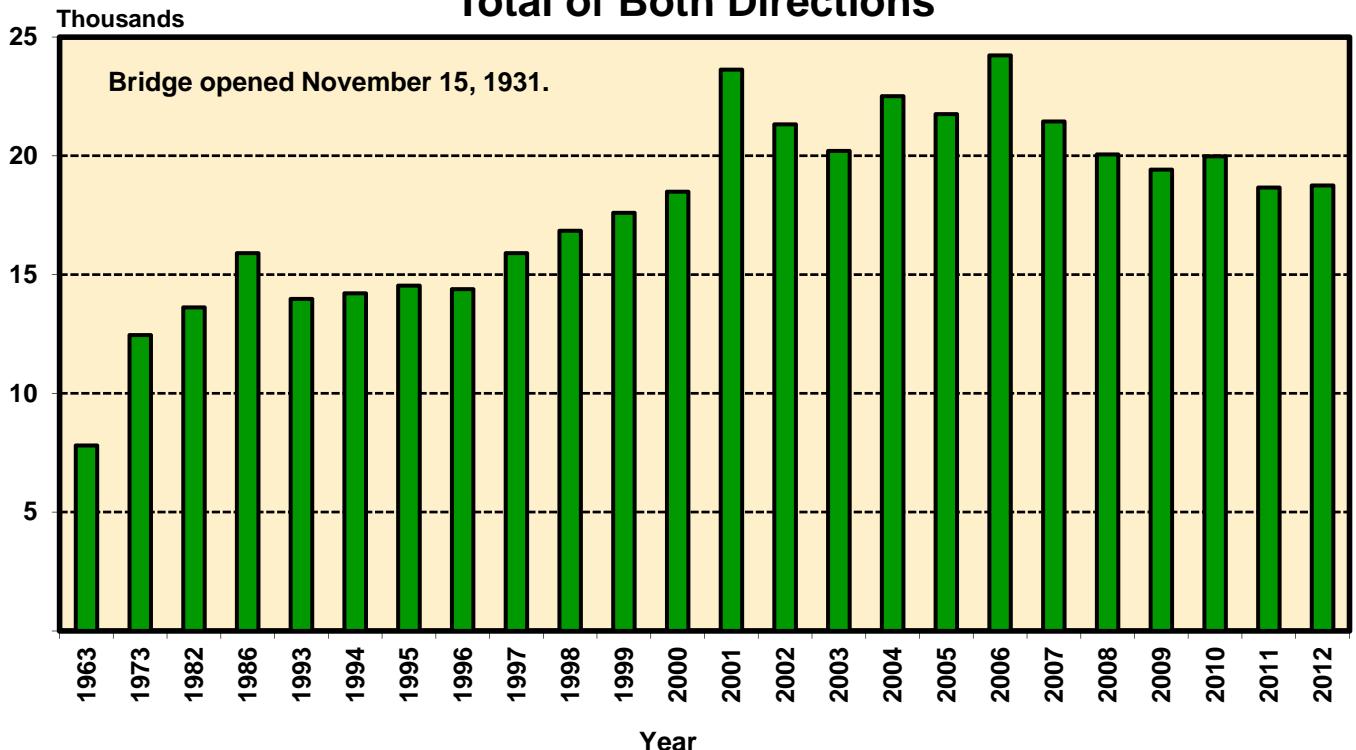
Following 9/11/2001, Lincoln Tunnel daily traffic volume fell 18% compared to fall 2000. Inbound volume was down 13%; outbound down 23%.

# New York – New Jersey Screenline Volumes

## Bayonne Bridge ~ 2012 Hourly Vehicular Volumes

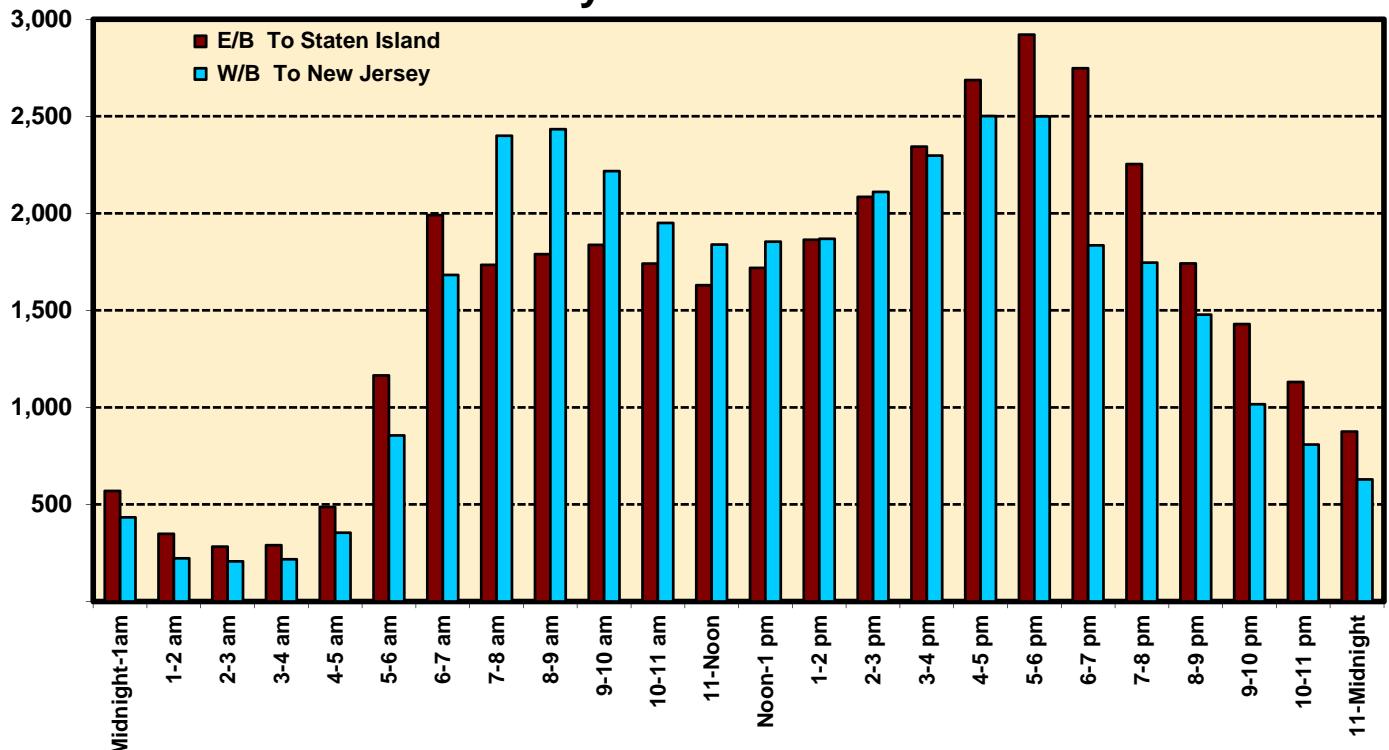


## Bayonne Bridge Average Daily Traffic Volumes Total of Both Directions

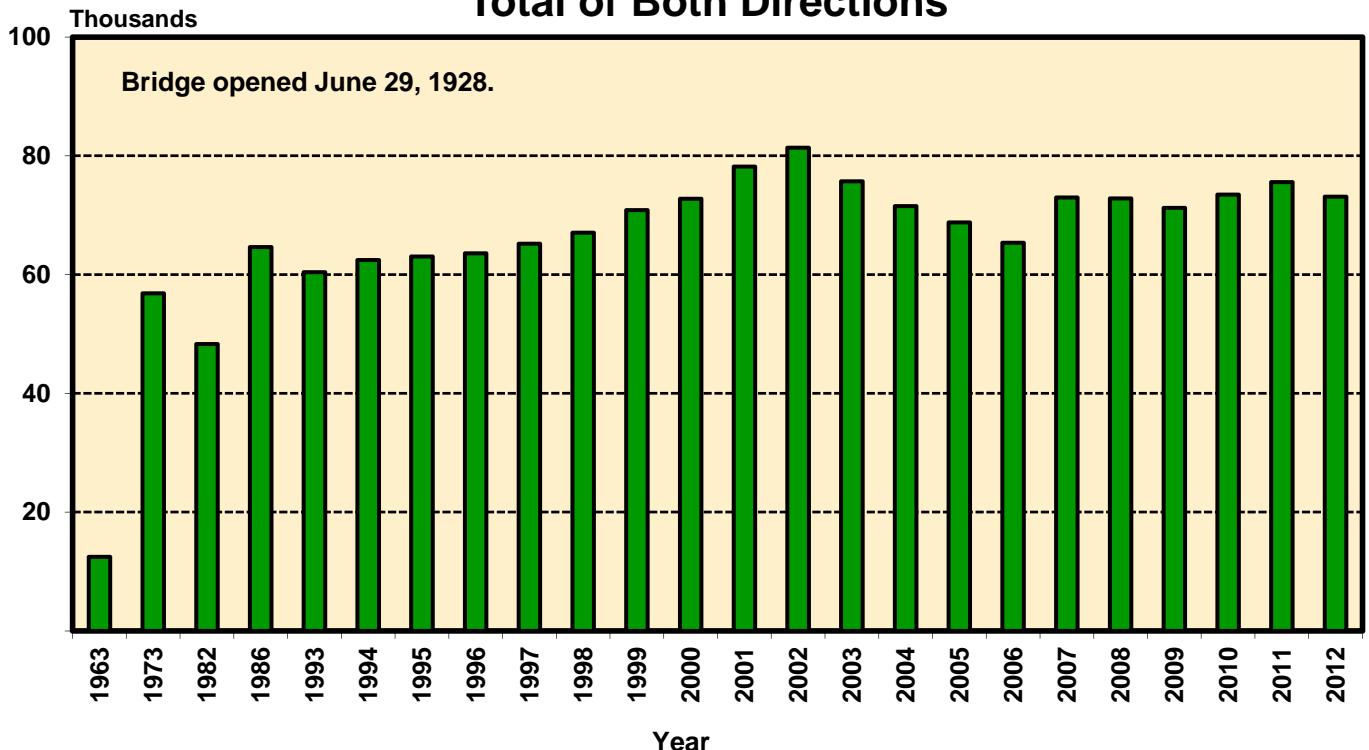


# New York – New Jersey Screenline Volumes

## Goethals Bridge ~ 2012 Hourly Vehicular Volumes



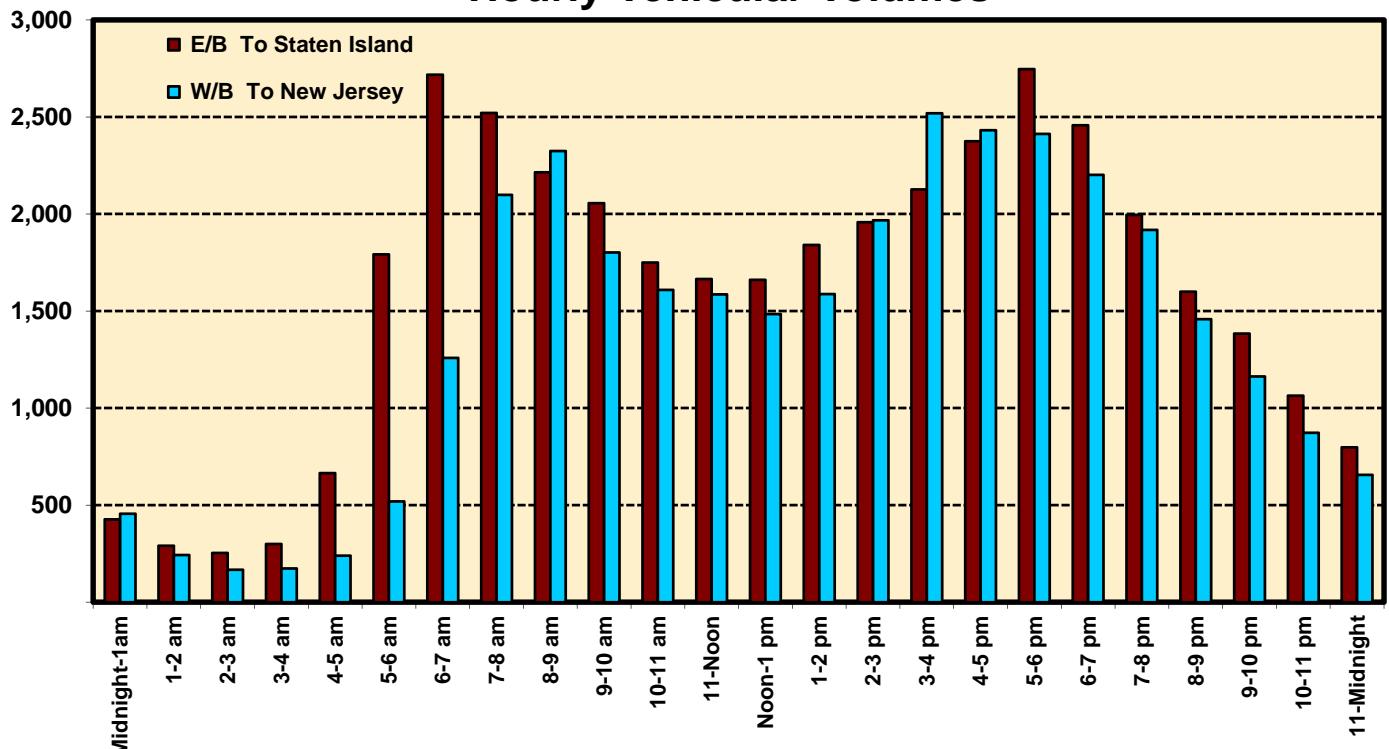
## Goethals Bridge Average Daily Traffic Volumes Total of Both Directions



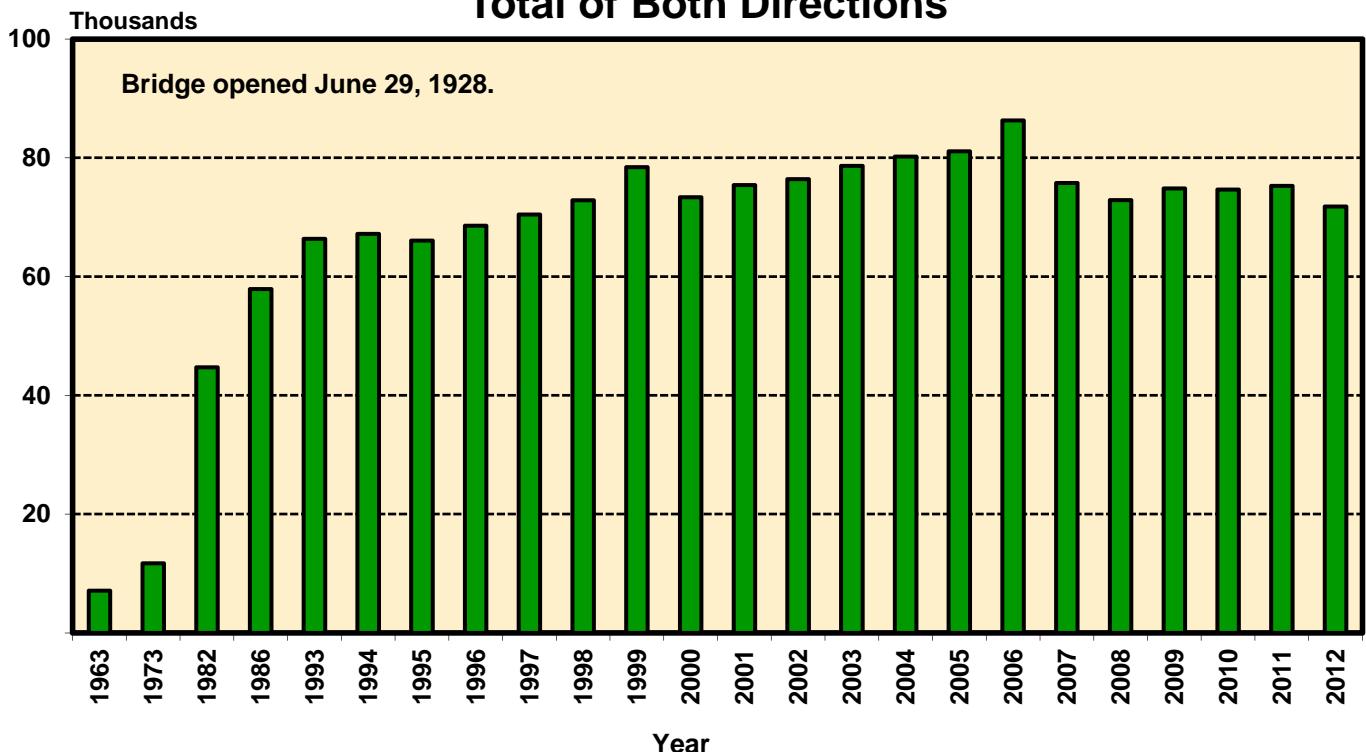
# New York – New Jersey Screenline Volumes

## Outerbridge Crossing ~ 2012

### Hourly Vehicular Volumes



## Outerbridge Crossing Average Daily Traffic Volumes Total of Both Directions



# Brooklyn-Queens Screenline



— Atlantic Avenue at Brooklyn-Queens Screenline  
Looking East



## BROOKLYN - QUEENS SCREENLINE

### Newtown Creek Bridges

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

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

### 1963 – 1973 Newtown Creek Bridges

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

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

### 1973 – 1982 Newtown Creek Bridges

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

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

### 1982 – 1986 Newtown Creek Bridges

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

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

## **1986 – 1993 Newtown Creek Bridges**

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

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

## **1993 – 2002 Newtown Creek Bridges**

Faster growth resumed between 1993 and 2002, as Newtown Creek crossings increased 14.0%, to 262,100 daily vehicles in 2002 from 230,000 in 1993, with increases recorded on all four bridges.

- The largest numerical increase occurred on the Kosciuszko Bridge, where daily volume increased to 184,400 in 2002 from 166,600 in 1993 (+10.7%).
- The largest percentage increase occurred on the Pulaski Bridge, where daily volume increased 51.7%, to 38,300 from 25,300.

## **2002 – 2012 Newtown Creek Bridges**

During the most recent ten-year period, Newtown Creek crossings increased 3.8%, to 272,100 daily vehicles in 2012 from 262,100 in 2002.

- The largest percentage and numerical increase occurred on the Kosciuszko Bridge: up 6.4% to 196,200 daily vehicles in 2012 from 184,400 in 2002 (11,800 additional daily vehicles).
- The largest percentage and numerical decrease occurred on the Pulaski Bridge: down 3.9% to 36,900 daily vehicles in 2012 from 38,300 in 2002 (1,500 fewer daily vehicles).

## **1963 – 2012 Newtown Creek Bridges**

During the 49 years from 1963 to 2012, traffic crossing Newtown Creek increased 69.6%, to 272,100 daily vehicles in 2012 from 160,400 in 1963.

- Volumes increased on all four crossings.
- Kosciuszko Bridge traffic increased 92.0%, to 196,200 daily vehicles in 2012 from 102,200 in 1963.
- J.J. Byrne Memorial Bridge traffic increased 49.6%, to 26,400 daily vehicles from 17,600.
- Pulaski Bridge traffic increased 29.1%, to 36,900 daily vehicles from 28,600.
- Grand Street Bridge traffic increased 4.8%, to 12,600 daily vehicles from 12,000.

## **Other Brooklyn – Queens Screenline Facilities**

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

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

## **1993 – 2002 Other Brooklyn – Queens Screenline Facilities**

Daily volumes on these eleven facilities increased 14.1% from 1993 to 2002, to 329,400 total daily vehicles from 288,800.

- Increases on ten of the eleven facilities.
- Jackie Robinson Parkway traffic increased 42.8%, to 74,700 vehicles per day in 2002 from 52,300 in 1993.
- Traffic on Shore Parkway (Belt Parkway) increased 3.3%, to 140,200 daily vehicles in 2002 from 135,700 in 1993.

## **2002 – 2012 Other Brooklyn – Queens Screenline Facilities**

From 2002 to 2012, total volumes on these eleven facilities decreased 3.0%, to 319,500 daily vehicles in 2012 from 329,400 in 2002.

- Decreases on eight of the eleven facilities.
- Linden Boulevard traffic decreased 15.2%, to 45,100 daily vehicles in 2012 from 53,100 in 2002.
- Jackie Robinson Parkway traffic decreased 10.4%, to 67,000 daily vehicles from 74,700.
- The largest increase occurred on Shore Parkway (Belt Parkway), an increase of 11,800 daily vehicles (+8.4%).

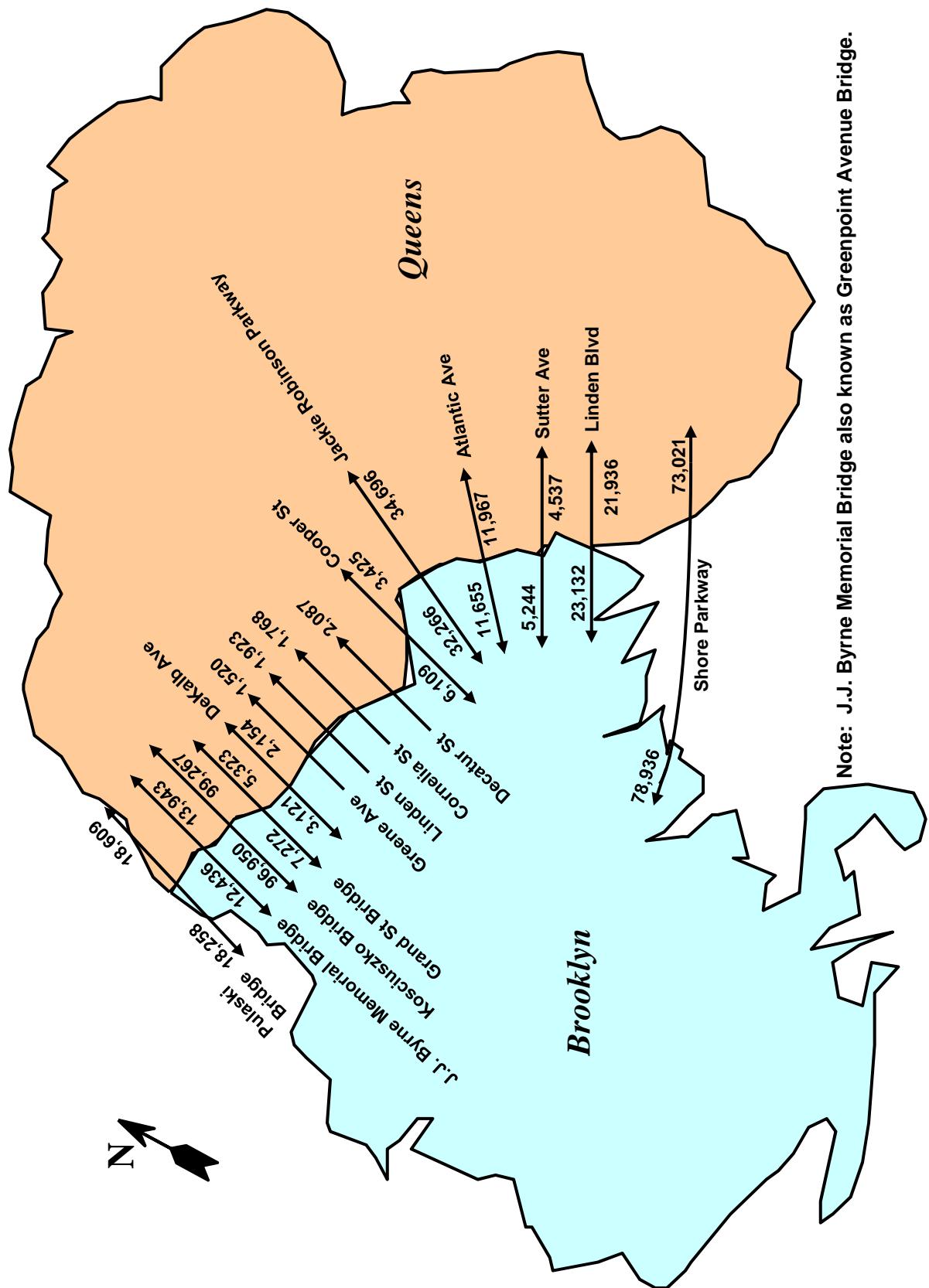
## **1993 – 2012 Other Brooklyn – Queens Screenline Facilities**

During the nineteen years from 1993 to 2012, total daily volumes on these eleven facilities increased by a modest 10.6%, to 319,500 in 2012 from 288,800 in 1993.

- The largest increase was on Shore Parkway (Belt Parkway): up 12.0% to 152,000 daily vehicles in 2013 from 135,700 in 1993.
- The largest decrease was on Atlantic Avenue: down 14.1%, to 23,600 daily vehicles from 27,500, a decrease of 3,900 daily vehicles.

# Brooklyn - Queens Screenline

## 2012 Daily Volumes Shown



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

### To Brooklyn

	<b>1963</b>	<b>1973</b>	<b>1982</b>	<b>1986</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
Grand Street Bridge	N/A	N/A	5,216	6,414	7,018	7,212	7,600	6,916	7,078	7,831	7,862	7,747	7,729	7,447	8,356
J.J. Byrne Memorial Bridge	N/A	11,336	8,048	7,276	13,304	13,526	13,737	13,368	12,660	12,863	12,351	12,741	12,993	12,375	14,445
Kosciuszko Bridge	N/A	43,118	63,426	81,363	78,371	81,000	81,356	79,729	89,222	92,765	97,690	101,852	97,242	90,607	96,153
Pulaski Bridge	N/A	13,617	9,906	15,447	13,003	13,182	14,436	14,926	15,737	16,076	15,724	17,983	19,292	18,667	19,465
<b>Newtown Creek Totals</b>	<b>N/A</b>	<b>86,596</b>	<b>110,500</b>	<b>111,696</b>	<b>114,920</b>	<b>117,129</b>	<b>114,939</b>	<b>124,697</b>	<b>129,535</b>	<b>133,627</b>	<b>140,333</b>	<b>137,256</b>	<b>129,096</b>	<b>138,419</b>	
Atlantic Ave	N/A	N/A	N/A	N/A	13,940	13,394	14,016	12,767	13,951	14,231	15,071	14,850	14,182	14,687	14,150
Cooper St	N/A	N/A	N/A	N/A	4,558	5,010	4,929	4,841	5,220	5,460	5,611	5,942	5,756	5,741	6,001
Cornelia St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>										
Decatur St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>										
DeKalb Ave	N/A	N/A	N/A	N/A	3,163	3,010	3,166	2,879	3,234	2,283	2,515	2,746	2,563	3,428	3,566
Greene Ave	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>										
Jackie Robinson Pkwy	N/A	N/A	N/A	N/A	24,460	27,163	27,323	29,318	30,169	31,808	33,198	34,441	35,760	37,175	36,445
Linden Blvd	N/A	N/A	N/A	N/A	22,724	23,305	23,248	24,324	26,472	24,758	27,165	26,299	27,130	27,698	25,717
Linden St.	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>										
Shore Pkwy	N/A	N/A	N/A	N/A	65,341	71,124	71,538	72,633	73,618	74,085	73,484	76,366	75,473	69,587	75,682
Sutter Ave	N/A	N/A	N/A	N/A	3,178	3,130	3,158	3,010	3,695	3,638	3,670	3,776	3,821	3,851	4,090
<b>Other Totals</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>137,364</b>	<b>146,136</b>	<b>147,378</b>	<b>149,772</b>	<b>156,359</b>	<b>156,263</b>	<b>160,714</b>	<b>164,420</b>	<b>164,690</b>	<b>162,167</b>	<b>165,651</b>
<b>Grand Totals</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>249,060</b>	<b>261,056</b>	<b>264,507</b>	<b>264,711</b>	<b>281,056</b>	<b>285,798</b>	<b>294,341</b>	<b>304,733</b>	<b>301,946</b>	<b>291,263</b>	<b>304,070</b>

### To Brooklyn

	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Grand Street Bridge	7,465	6,455	6,920	6,858	7,378	7,134	7,268	7,231	7,272
J.J. Byrne Memorial Bridge	13,509	13,951	14,318	13,453	12,756	12,753	13,016	12,238	12,436
Kosciuszko Bridge	92,556	94,830	86,969	91,026	87,257	91,267	91,098	91,471	96,950
Pulaski Bridge	19,923	19,431	18,500	18,417	18,295	17,881	18,166	19,288	18,258
<b>Newtown Creek Totals</b>	<b>133,453</b>	<b>134,667</b>	<b>126,707</b>	<b>129,754</b>	<b>125,686</b>	<b>129,035</b>	<b>129,548</b>	<b>130,228</b>	<b>134,916</b>
Atlantic Ave	14,693	12,611	12,095	11,180	10,947	10,776	11,265	11,913	11,655
Cooper St	5,832	6,160	5,921	5,565	6,025	6,216	6,357	5,910	6,109
Cornelia St.	<i>One-Way to Queens</i>								
Decatur St.	<i>One-Way to Queens</i>								
DeKalb Ave	3,697	3,583	3,109	3,016	3,061	2,986	2,869	2,904	3,121
Greene Ave	<i>One-Way to Queens</i>								
Jackie Robinson Pkwy	35,680	36,037	34,799	34,804	33,302	33,337	34,419	32,734	32,266
Linden Blvd	27,251	28,195	27,119	25,993	23,784	23,209	26,718	22,798	23,132
Linden St.	<i>One-Way to Queens</i>								
Shore Pkwy	76,608	76,393	79,763	81,339	79,589	81,737	77,981	74,208	78,936
Sutter Ave	4,137	4,810	4,218	4,685	4,896	5,075	5,332	5,109	5,244
<b>Other Totals</b>	<b>167,898</b>	<b>167,789</b>	<b>167,024</b>	<b>166,582</b>	<b>161,604</b>	<b>163,336</b>	<b>164,941</b>	<b>155,576</b>	<b>160,463</b>
<b>Grand Totals</b>	<b>301,351</b>	<b>302,456</b>	<b>293,731</b>	<b>296,336</b>	<b>287,290</b>	<b>292,371</b>	<b>294,489</b>	<b>285,804</b>	<b>295,379</b>

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

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

**To Queens**

	<b>1963</b>	<b>1973</b>	<b>1982</b>	<b>1986</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
Grand Street Bridge	N/A	N/A	3,987	4,999	5,430	5,963	5,650	5,466	5,797	7,497	6,528	7,761	6,166	5,641	5,783
J.J. Byrne Memorial Bridge	N/A	15,462	9,850	7,062	12,397	12,803	13,199	13,160	12,277	12,741	14,262	13,402	13,773	13,931	14,310
Kosciuszko Bridge	N/A	55,926	66,127	86,951	88,221	85,354	87,283	90,775	99,988	102,427	97,094	99,020	99,323	93,772	98,344
Pulaski Bridge	N/A	16,855	13,228	15,304	12,276	12,617	14,044	15,412	15,826	16,124	15,251	19,428	19,770	19,681	18,881
<b>Newtown Creek Totals</b>	<b>N/A</b>	<b>93,192</b>	<b>114,316</b>	<b>118,324</b>	<b>116,737</b>	<b>120,176</b>	<b>124,813</b>	<b>133,888</b>	<b>138,789</b>	<b>133,135</b>	<b>139,611</b>	<b>139,032</b>	<b>133,025</b>	<b>137,318</b>	
Atlantic Ave	N/A	N/A	N/A	N/A	13,545	15,026	15,005	14,166	14,425	14,315	14,728	14,264	13,713	14,249	14,336
Cooper St	N/A	N/A	N/A	N/A	5,199	5,431	5,649	6,132	3,886	3,598	3,702	3,663	3,761	3,533	3,140
Cornelia St	N/A	N/A	N/A	N/A	1,552	1,425	1,529	1,443	1,522	1,454	1,787	1,905	1,936	2,032	1,908
Decatur St	N/A	N/A	N/A	N/A	1,921	2,163	2,112	2,306	2,220	2,242	2,099	2,113	2,082	2,237	2,342
DeKalb Ave	N/A	N/A	N/A	N/A	2,117	2,381	2,297	2,311	2,481	2,316	2,588	2,372	2,347	2,464	2,544
Greene Ave	N/A	N/A	N/A	N/A	1,762	1,711	1,810	1,787	2,223	1,922	1,947	1,962	2,078	2,363	
Jackie Robinson Pky	N/A	N/A	N/A	N/A	27,872	31,458	33,751	31,483	31,615	32,020	33,120	36,932	36,920	37,545	37,261
Linden Blvd	N/A	N/A	N/A	N/A	21,717	23,408	25,704	26,562	27,160	23,924	26,630	25,901	25,160	25,439	25,393
Linden St.	N/A	N/A	N/A	N/A	1,063	2,315	2,360	2,552	2,400	2,420	2,439	2,477	2,544	2,609	2,270
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	76,440	70,576	74,356
Sutter Ave	N/A	N/A	N/A	N/A	4,297	3,846	3,827	3,729	3,750	3,871	4,022	4,096	4,291	4,498	4,704
<b>Other Totals</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>151,410</b>	<b>158,843</b>	<b>162,671</b>	<b>164,840</b>	<b>165,107</b>	<b>162,137</b>	<b>167,306</b>	<b>169,288</b>	<b>171,156</b>	<b>167,260</b>	<b>170,619</b>
<b>Grand Totals</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>269,734</b>	<b>275,580</b>	<b>282,847</b>	<b>289,653</b>	<b>298,995</b>	<b>300,926</b>	<b>300,441</b>	<b>308,869</b>	<b>310,188</b>	<b>300,285</b>	<b>307,937</b>

**To Queens**

	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Grand Street Bridge	5,994	6,561	5,973	5,727	5,653	5,442	5,394	5,089	5,323
J.J. Byrne Memorial Bridge	14,928	15,498	15,522	13,574	14,170	13,884	13,700	13,471	13,943
Kosciuszko Bridge	101,056	103,983	97,372	95,467	94,526	97,055	99,655	100,153	99,267
Pulaski Bridge	20,223	19,480	19,724	18,804	18,724	18,222	18,815	18,134	18,609
<b>Newtown Creek Totals</b>	<b>142,201</b>	<b>145,522</b>	<b>138,591</b>	<b>133,572</b>	<b>133,073</b>	<b>134,603</b>	<b>137,564</b>	<b>136,847</b>	<b>137,142</b>
Atlantic Ave	13,903	13,349	11,961	11,066	10,613	10,701	12,081	12,006	11,967
Cooper St	3,388	3,622	3,372	3,378	3,477	3,482	3,688	3,077	3,425
Cornelia St.	1,844	1,787	1,660	1,727	1,753	1,847	1,848	1,723	1,768
Decatur St.	2,332	2,003	2,247	2,059	2,203	2,091	2,101	2,226	2,087
DeKalb Ave	2,607	2,626	2,197	2,258	2,341	2,548	2,229	2,230	2,154
Greene Ave	2,029	1,551	1,854	1,733	1,883	1,887	1,655	1,555	1,520
Jackie Robinson Pky	38,624	37,490	36,034	35,893	34,433	34,140	34,701	34,563	34,696
Linden Blvd	24,502	21,692	24,950	23,429	22,937	21,255	22,077	21,385	21,936
Linden St.	2,161	2,123	2,012	1,992	1,936	1,938	1,776	1,923	
Shore Pky	74,997	75,733	78,046	83,142	83,850	81,070	77,631	66,426	73,021
Sutter Ave	4,595	4,938	4,401	4,411	4,286	4,349	4,757	4,579	4,537
<b>Other Totals</b>	<b>170,982</b>	<b>166,914</b>	<b>168,914</b>	<b>171,108</b>	<b>169,768</b>	<b>165,306</b>	<b>164,706</b>	<b>151,546</b>	<b>159,034</b>
<b>Grand Totals</b>	<b>313,183</b>	<b>312,436</b>	<b>307,505</b>	<b>304,680</b>	<b>302,841</b>	<b>289,909</b>	<b>302,270</b>	<b>288,393</b>	<b>296,176</b>

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

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

**Both Directions**

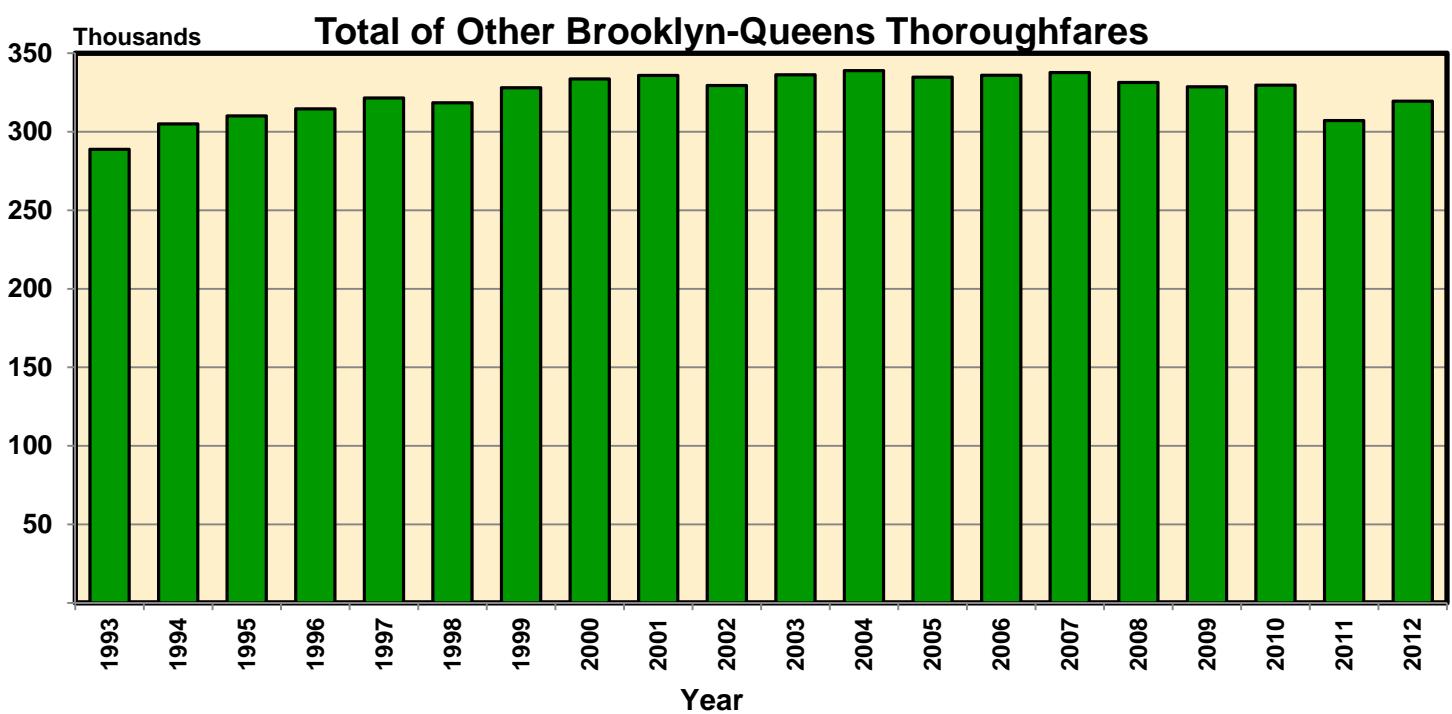
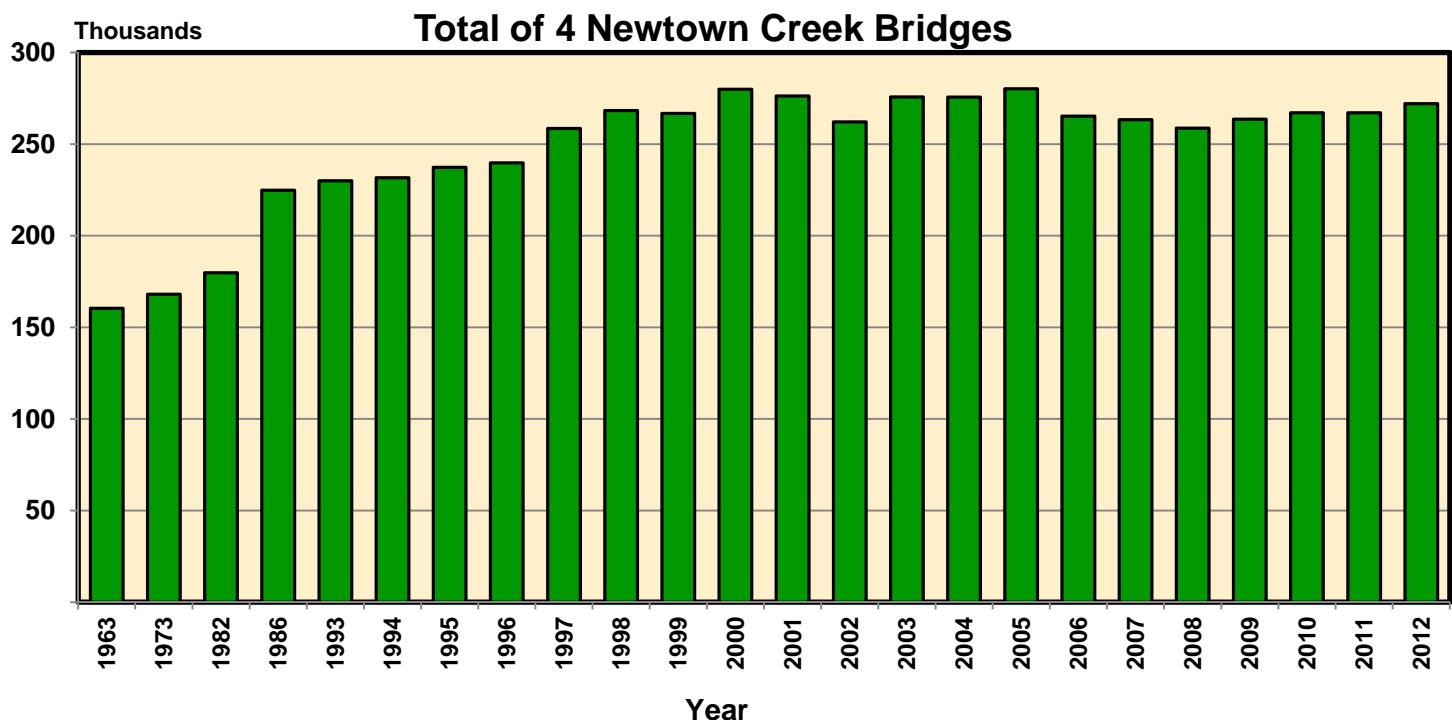
	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Grand Street Bridge	12,020	11,723	9,203	11,413	12,448	13,175	13,250	12,382	12,875	15,328	14,390	15,508	13,895	13,088	14,139
J.J. Byrne Memorial Bridge	17,630	26,798	17,898	14,338	25,701	26,329	26,936	26,528	24,937	25,604	26,613	26,143	26,766	26,306	28,755
Kosciuszko Bridge	102,190	99,044	129,553	168,314	166,592	166,354	168,639	170,504	189,210	195,192	194,784	200,872	196,565	184,379	194,497
Pulaski Bridge	28,560	30,472	23,134	30,751	25,279	25,799	28,480	30,338	31,563	32,200	30,975	37,421	39,062	38,348	38,346
<b>Newtown Creek Totals</b>	<b>160,400</b>	<b>168,037</b>	<b>179,788</b>	<b>224,816</b>	<b>230,020</b>	<b>231,657</b>	<b>237,305</b>	<b>239,752</b>	<b>258,585</b>	<b>268,324</b>	<b>266,762</b>	<b>279,944</b>	<b>276,288</b>	<b>262,121</b>	<b>275,737</b>
Atlantic Ave	N/A	N/A	N/A	N/A	27,485	28,420	29,021	26,933	28,376	28,546	29,799	29,114	27,895	28,936	28,486
Cooper St	N/A	N/A	N/A	N/A	9,757	10,441	10,578	10,973	9,106	9,058	9,313	9,605	9,517	9,274	9,141
Cornelia St	N/A	N/A	N/A	N/A	1,552	1,425	1,529	1,443	1,522	1,454	1,787	1,905	1,936	2,032	1,908
Decatur St	N/A	N/A	N/A	N/A	1,921	2,163	2,112	2,306	2,220	2,242	2,099	2,113	2,082	2,237	2,342
DeKalb Ave	N/A	N/A	N/A	N/A	5,280	5,391	5,463	5,190	5,715	4,599	5,103	5,118	4,910	5,892	6,110
Greene Ave	N/A	N/A	N/A	N/A	1,762	1,711	1,810	1,787	1,872	2,223	1,922	1,947	1,962	2,078	2,363
Jackie Robinson Pkwy	N/A	N/A	N/A	N/A	52,332	58,621	61,074	60,801	61,784	63,828	66,618	71,373	72,680	74,720	73,706
Linden Blvd	N/A	N/A	N/A	N/A	44,441	46,713	48,952	50,886	53,632	48,682	53,795	52,200	52,290	53,137	51,110
Linden St.	N/A	N/A	N/A	N/A	1,063	2,315	2,360	2,552	2,400	2,420	2,439	2,477	2,544	2,609	2,270
Shore Pkwy	N/A	N/A	N/A	N/A	135,706	140,803	140,165	145,002	147,394	147,839	147,453	149,954	151,918	140,163	150,040
Sutter Ave	N/A	N/A	N/A	N/A	7,475	6,976	6,985	6,739	7,445	7,509	7,692	7,872	8,112	8,349	8,794
<b>Other Totals</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>288,774</b>	<b>304,979</b>	<b>310,049</b>	<b>314,612</b>	<b>321,466</b>	<b>318,400</b>	<b>328,020</b>	<b>333,678</b>	<b>335,846</b>	<b>329,427</b>	<b>336,270</b>
<b>Grand Totals</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>518,794</b>	<b>536,636</b>	<b>547,354</b>	<b>554,364</b>	<b>580,051</b>	<b>586,724</b>	<b>594,782</b>	<b>613,622</b>	<b>612,134</b>	<b>591,548</b>	<b>612,007</b>

**Both Directions**

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Grand Street Bridge	13,459	13,016	12,893	12,585	13,031	12,576	12,662	12,320	12,595
J.J. Byrne Memorial Bridge	28,437	29,449	29,840	27,027	26,926	26,637	26,716	25,709	26,379
Kosciuszko Bridge	193,612	198,813	184,341	186,493	181,783	188,322	190,753	191,624	196,217
Pulaski Bridge	40,146	38,911	38,224	37,221	37,019	36,103	36,981	37,422	36,867
<b>Newtown Creek Totals</b>	<b>275,654</b>	<b>280,189</b>	<b>265,298</b>	<b>263,326</b>	<b>258,759</b>	<b>263,638</b>	<b>267,112</b>	<b>267,075</b>	<b>272,058</b>
Atlantic Ave	28,596	25,960	24,056	22,246	21,560	21,477	23,346	23,919	23,622
Cooper St	9,220	9,782	9,293	8,943	9,502	9,698	10,045	8,987	9,534
Cornelia St.	1,844	1,787	1,660	1,727	1,753	1,847	1,848	1,723	1,768
Decatur St.	2,332	2,003	2,247	2,059	2,203	2,091	2,101	2,226	2,087
DeKalb Ave	6,304	6,209	5,306	5,274	5,402	5,534	5,098	5,134	5,275
Greene Ave	2,029	1,551	1,854	1,733	1,883	1,887	1,655	1,555	1,520
Jackie Robinson Pkwy	74,304	73,527	70,833	70,697	67,735	67,477	69,120	67,297	66,962
Linden Blvd	51,753	49,887	52,069	49,422	46,721	44,464	48,795	44,183	45,068
Linden St.	2,161	2,123	2,192	2,012	1,992	1,936	1,938	1,776	1,923
Shore Pkwy	151,605	152,126	157,809	164,481	163,439	162,807	155,612	140,634	151,957
Sutter Ave	8,732	9,748	8,619	9,096	9,182	9,424	10,089	9,688	9,781
<b>Other Totals</b>	<b>338,880</b>	<b>334,703</b>	<b>335,938</b>	<b>337,690</b>	<b>331,372</b>	<b>328,642</b>	<b>329,647</b>	<b>307,122</b>	<b>319,497</b>
<b>Grand Totals</b>	<b>614,534</b>	<b>614,892</b>	<b>601,236</b>	<b>601,016</b>	<b>590,131</b>	<b>592,280</b>	<b>596,759</b>	<b>574,197</b>	<b>591,555</b>

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

**Brooklyn – Queens Screenline  
Historical Comparisons**  
**Average Daily Traffic Volumes ~ Total of Both Directions**



# 2012 Screenline Volumes

## Brooklyn - Queens

	Grand Street Bridge		J.J. Byrne Memorial Bridge**		Kosciuszko Bridge		Pulaski Bridge		Newtown Creek Totals	
	W/B*	E/B	W/B*	E/B	W/B*	E/B	S/B*	N/B	To Brooklyn	To Queens
Mid-1am	55	55	87	248	2,061	2,842	358	301	2,561	3,446
1-2am	54	46	85	202	1,285	1,836	229	259	1,653	2,343
2-3am	44	36	59	146	1,044	1,406	173	198	1,320	1,786
3-4am	56	63	87	127	1,164	1,322	160	185	1,467	1,697
4-5am	97	87	140	169	2,069	2,015	190	278	2,496	2,549
5-6am	244	187	419	362	4,455	3,259	357	611	5,475	4,419
6-7am	462	188	725	591	5,630	4,990	663	1,125	7,480	6,894
7-8am	601	211	803	754	5,482	5,328	980	1,392	7,866	7,685
8-9am	619	241	829	817	5,251	5,224	1,058	1,473	7,757	7,755
9-10am	544	262	754	687	5,208	4,861	871	1,182	7,377	6,992
10-11am	488	316	791	615	4,915	4,553	864	905	7,058	6,389
11-Noon	476	361	694	707	4,637	4,879	856	941	6,663	6,888
Noon-1	403	372	724	686	4,500	4,917	878	960	6,505	6,935
1-2pm	406	358	643	777	4,571	4,999	917	986	6,537	7,120
2-3pm	457	352	709	965	4,837	4,986	1,053	1,027	7,056	7,330
3-4pm	452	394	656	989	5,029	5,053	1,363	1,126	7,500	7,562
4-5pm	469	430	882	1,059	4,936	5,001	1,580	1,137	7,867	7,627
5-6pm	447	475	841	1,032	4,974	5,009	1,509	1,050	7,771	7,566
6-7pm	296	356	893	867	4,952	5,051	1,125	858	7,266	7,132
7-8pm	194	192	589	639	4,614	4,926	824	673	6,221	6,430
8-9pm	136	118	413	500	4,222	4,767	687	559	5,458	5,944
9-10pm	105	75	280	405	4,110	4,449	558	497	5,053	5,426
10-11pm	88	67	187	299	3,983	3,858	512	444	4,770	4,668
11-Mid	79	81	146	300	3,021	3,736	493	442	3,739	4,559
24 hr Total	7,272	5,323	12,436	13,943	96,950	99,267	18,258	18,609	134,916	137,142
6-10am	2,226	902	3,111	2,849	21,571	20,403	3,572	5,172	30,480	29,326
10am-1pm	1,367	1,049	2,209	2,008	14,052	14,349	2,598	2,806	20,226	20,212
1-3pm	863	710	1,352	1,742	9,408	9,985	1,970	2,013	13,593	14,450
3-7pm	1,664	1,655	3,272	3,947	19,891	20,114	5,577	4,171	30,404	29,887
6am-7pm	6,120	4,316	9,944	10,546	64,922	64,851	13,717	14,162	94,703	93,875

\* To Brooklyn

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

## 2012 Screenline Volumes Brooklyn - Queens (cont'd)

	<b>Atlantic Ave</b> <i>W/B*</i>	<b>E/B</b>	<b>Cooper St</b> <i>S/B*</i>	<b>N/B</b>	<b>Cornelia St</b> <i>N/B</i>	<b>Decatur St</b> <i>N/B</i>	<b>Dekalb Ave</b> <i>S/B*</i>	<b>N/B</b>	<b>Greene Ave</b> <i>N/B</i>	<b>Jackie Robinson Parkway</b> <i>W/B*</i>	<b>E/B</b>
Mid-1am	172	191	80	61	27	33	35	25	20	529	565
1-2am	118	117	49	35	14	20	26	16	12	256	317
2-3am	79	79	35	32	12	13	22	16	13	164	232
3-4am	81	74	31	30	10	8	23	14	8	136	219
4-5am	126	90	43	37	12	13	30	20	9	283	397
5-6am	248	156	90	45	17	26	64	38	23	701	803
6-7am	567	320	268	82	46	51	146	81	51	1,923	1,785
7-8am	795	471	446	143	99	96	266	133	94	2,483	1,959
8-9am	769	508	431	160	97	107	273	132	87	2,357	1,877
9-10am	642	502	346	138	79	96	172	110	76	2,021	1,571
10-11am	554	542	285	157	82	96	139	112	70	1,564	1,400
11-Noon	553	584	297	161	81	102	156	118	83	1,431	1,485
Noon-1	584	642	288	180	95	114	157	124	78	1,433	1,613
1-2pm	605	683	310	185	97	110	148	129	77	1,472	1,834
2-3pm	622	697	350	207	111	131	186	121	85	1,714	2,157
3-4pm	668	853	376	247	133	155	195	159	93	2,025	2,314
4-5pm	739	962	397	252	129	156	188	153	80	2,030	2,379
5-6pm	770	1,018	431	258	138	170	197	156	110	2,027	2,494
6-7pm	737	952	378	245	126	155	189	139	99	1,893	2,277
7-8pm	635	745	324	221	105	122	159	120	104	1,578	1,873
8-9pm	514	621	281	193	84	110	124	74	93	1,276	1,576
9-10pm	425	481	237	142	72	82	103	71	77	1,107	1,378
10-11pm	374	373	204	131	54	73	72	53	51	977	1,267
11-Mid	278	306	132	83	48	48	51	40	27	886	924
<b>24 hr Total</b>	<b>11,655</b>	<b>11,967</b>	<b>6,109</b>	<b>3,425</b>	<b>1,768</b>	<b>2,087</b>	<b>3,121</b>	<b>2,154</b>	<b>1,520</b>	<b>32,266</b>	<b>34,696</b>
6-10am	2,773	1,801	1,491	523	321	350	857	456	308	8,784	7,192
10am-1pm	1,691	1,768	870	498	258	312	452	354	231	4,428	4,498
1-3pm	1,227	1,380	660	392	208	241	334	250	162	3,186	3,991
3-7pm	2,914	3,785	1,582	1,002	526	636	769	607	382	7,975	9,464
6am-7pm	8,605	8,734	4,603	2,415	1,313	1,539	2,412	1,667	1,083	24,373	25,145

\* To Brooklyn

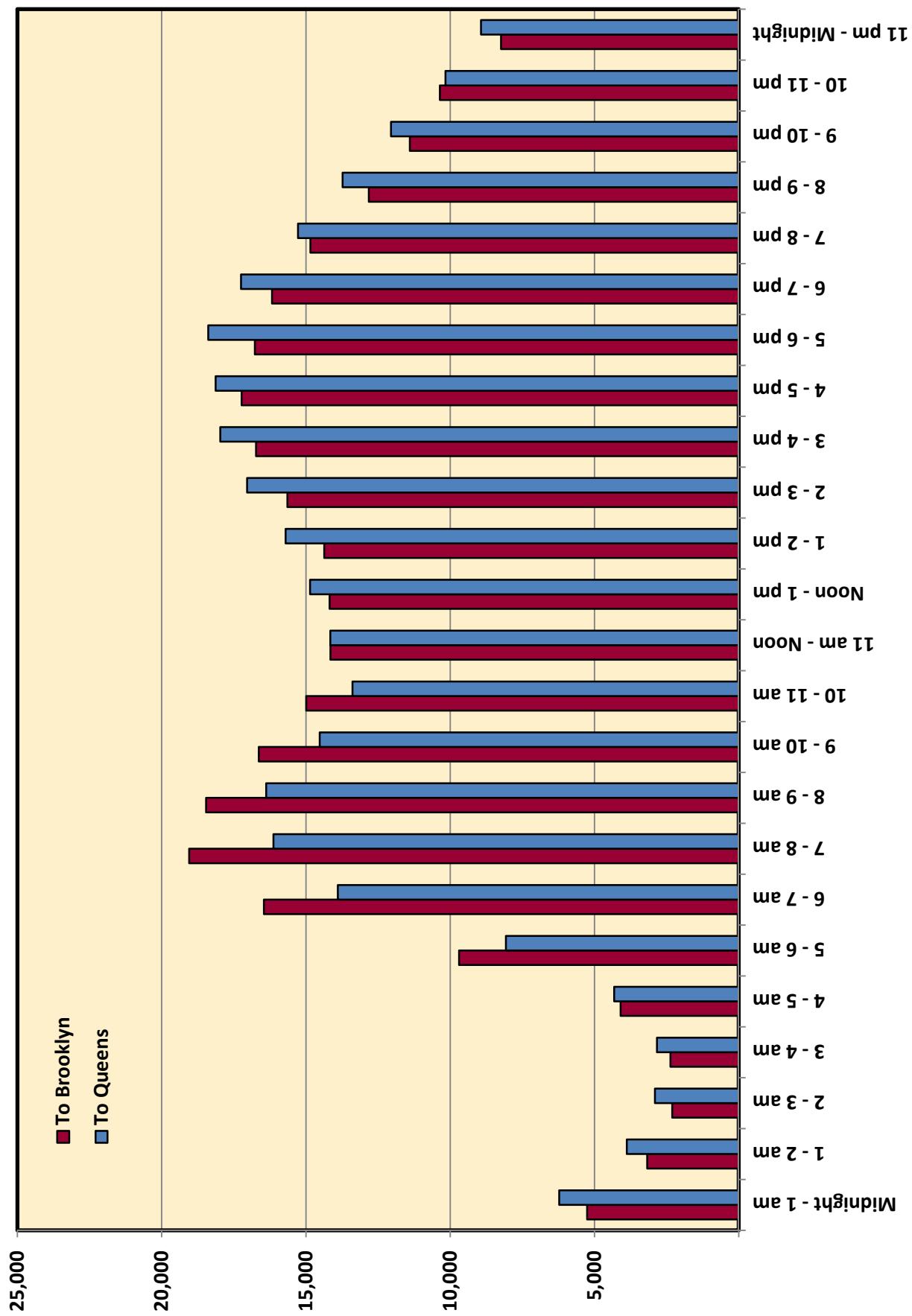
## 2012 Screenline Volumes Brooklyn - Queens (cont'd)

Linden Blvd	W/B*	E/B	Linden St	N/B	Shore Parkway	E/B	Sutter Ave	W/B*	E/B	Other Totals	To Brooklyn	To Queens	Grand Totals	To Brooklyn	To Queens
Mid-1am	383	427	29	1,422	1,318	73	81	2,694	2,777	5,255	5,223	3,171	3,878	70,600	60,918
1-2am	246	244	18	775	698	48	44	1,518	1,535	2,307	2,906	1,120	1,138	43,321	42,402
2-3am	175	185	14	481	493	31	31	987	898	2,365	2,835	1,597	1,767	4,093	4,316
3-4am	173	218	16	427	520	27	21	898	1,138	3,649	3,649	1,200	9,693	8,068	8,068
4-5am	292	267	18	770	878	53	26	1,597	1,767	7,785	7,785	1,282	1,282	36,500	41,849
5-6am	584	425	33	2,431	2,009	100	74	4,218	3,649	11,290	11,290	1,411	1,411	30,007	32,745
6-7am	1,272	702	49	4,558	3,670	243	163	8,977	7,000	16,457	13,894	1,200	1,200	116,129	113,926
7-8am	1,797	857	102	5,039	4,227	357	260	11,183	8,441	19,049	16,126	1,200	1,200	210,832	207,801
8-9am	1,632	966	122	4,896	4,337	346	229	10,704	8,622	18,461	16,377	1,200	1,200	166,129	163,926
9-10am	1,298	979	91	4,533	3,692	244	195	9,256	7,529	16,633	14,521	1,200	1,200	146,129	144,991
10-11am	1,125	953	106	4,048	3,296	218	184	7,933	6,998	14,991	13,387	1,200	1,200	136,129	134,991
11-Noon	1,107	1,102	105	3,740	3,239	202	209	7,486	7,269	14,149	14,157	1,200	1,200	126,129	124,991
Noon-1	1,200	1,205	92	3,764	3,544	250	236	7,676	7,923	14,181	14,858	1,200	1,200	120,129	118,991
1-2pm	1,164	1,261	107	3,871	3,857	258	245	7,828	8,585	14,365	15,705	1,200	1,200	114,129	112,991
2-3pm	1,203	1,396	109	4,195	4,401	316	295	8,586	9,710	15,642	17,040	1,200	1,200	108,129	106,991
3-4pm	1,270	1,501	115	4,374	4,531	321	304	9,229	10,405	16,729	17,967	1,200	1,200	102,129	100,991
4-5pm	1,312	1,559	136	4,341	4,382	356	316	9,363	10,504	17,230	18,131	1,200	1,200	96,129	94,991
5-6pm	1,300	1,629	140	3,890	4,368	383	341	8,998	10,822	16,769	18,388	1,200	1,200	90,129	88,991
6-7pm	1,280	1,446	123	4,082	4,235	351	321	8,910	10,118	16,176	17,250	1,200	1,200	84,129	82,991
7-8pm	1,230	1,172	121	4,399	3,973	301	288	8,626	8,844	14,847	15,274	1,200	1,200	78,129	76,991
8-9pm	962	1,072	107	3,961	3,643	243	212	7,361	7,785	12,819	13,729	1,200	1,200	72,129	71,736
9-10pm	824	919	80	3,440	3,136	212	189	6,348	6,627	11,401	12,053	1,200	1,200	66,129	65,391
10-11pm	709	803	50	3,078	2,490	172	149	5,586	5,494	10,356	10,162	1,200	1,200	60,129	59,391
11-Mid	594	648	40	2,421	2,084	139	124	4,501	4,372	8,240	8,931	1,200	1,200	54,129	53,391
24 hr Total	23,132	21,936	1,923	78,936	73,021	5,244	4,537	160,463	159,034	295,379	296,176				

6-10am	5,999	3,504	364	19,026	15,926	1,190	847	40,120	31,592	70,600	60,918	3,171	3,878	43,321	42,402	
10am-1pm	3,432	3,260	303	11,552	10,079	670	629	23,095	22,190	43,321	42,402	1,535	2,307	30,007	32,745	
1-3pm	2,367	2,657	216	8,066	8,258	574	540	16,414	18,295	36,500	41,849	1,200	1,200	30,007	32,745	
3-7pm	5,162	6,135	514	16,687	17,516	1,411	1,282	116,129	113,926	210,832	207,801	1,200	1,200	66,904	71,736	
6am-7pm	16,960	15,556	1,397	55,331	51,779	3,845	3,298									

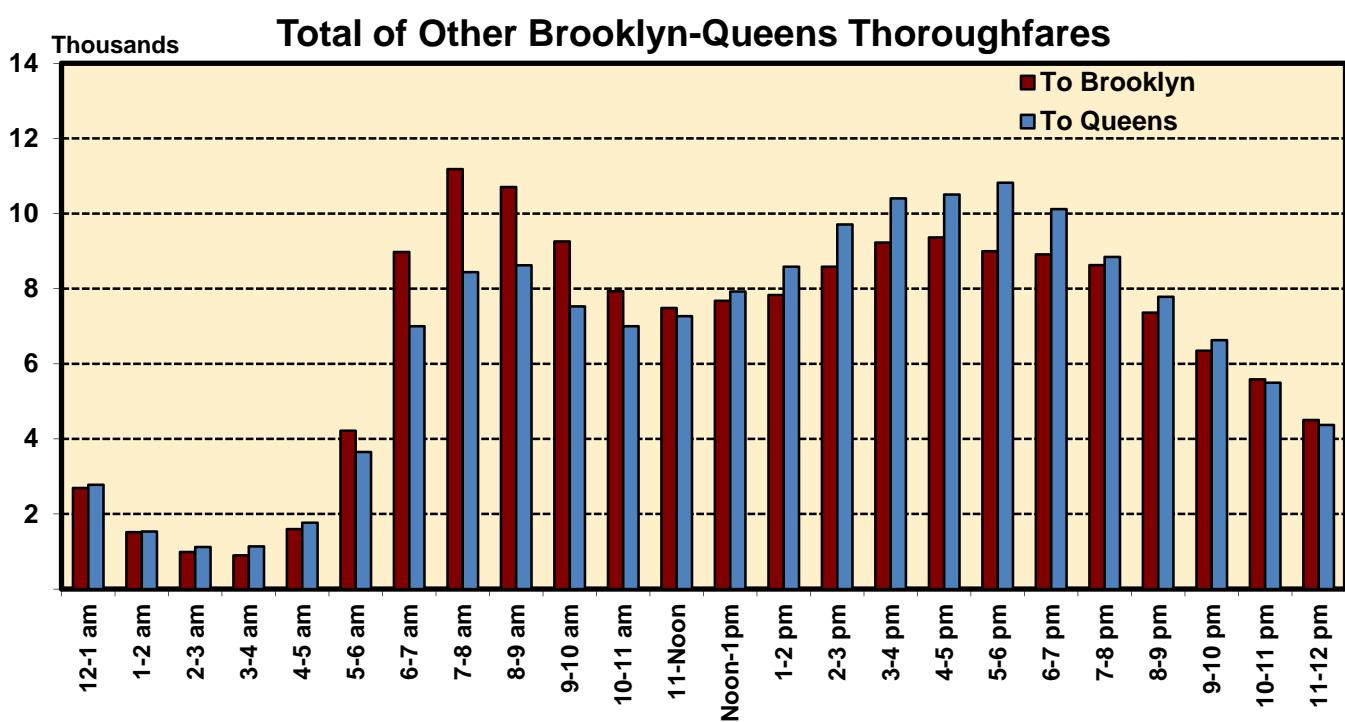
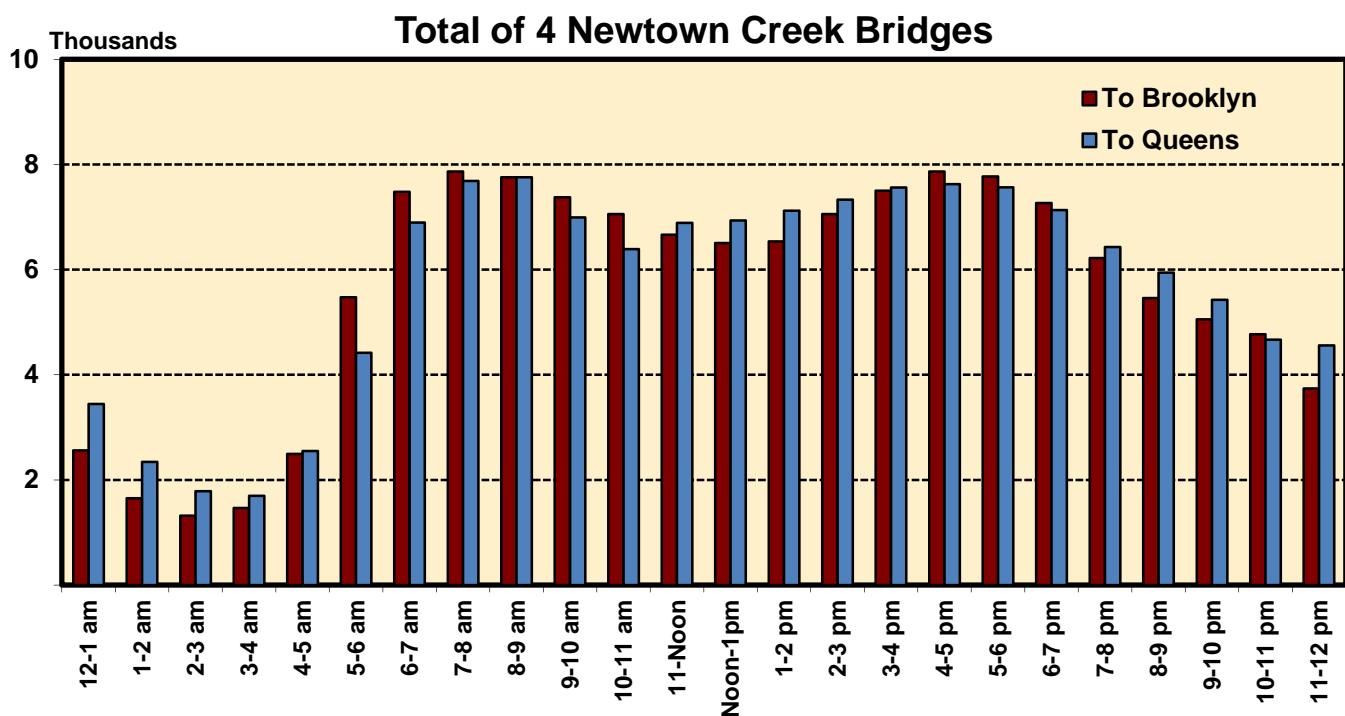
\* To Brooklyn

## Brooklyn – Queens Screenline Total Hourly Vehicle Volumes ~ 2012



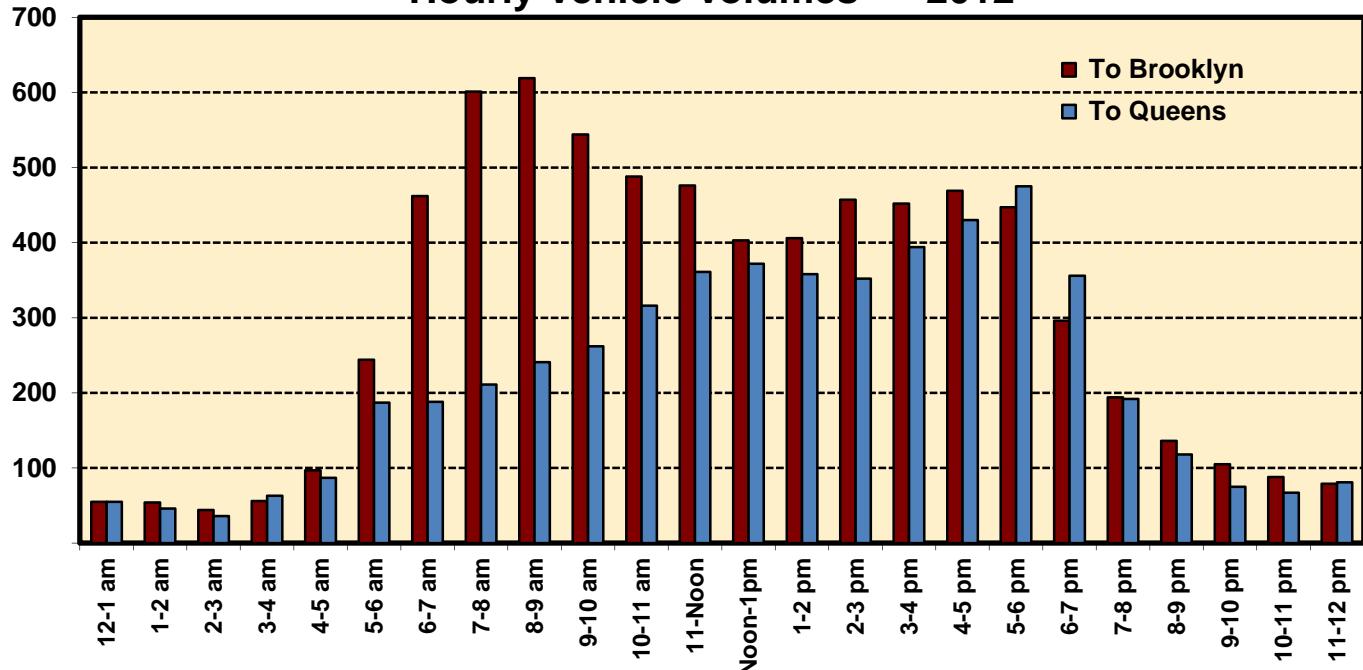
# Brooklyn – Queens Screenline

## Hourly Vehicle Volumes ~ 2012



# Brooklyn – Queens Screenline Volumes

**Grand Street Bridge**  
Hourly Vehicle Volumes ~ 2012

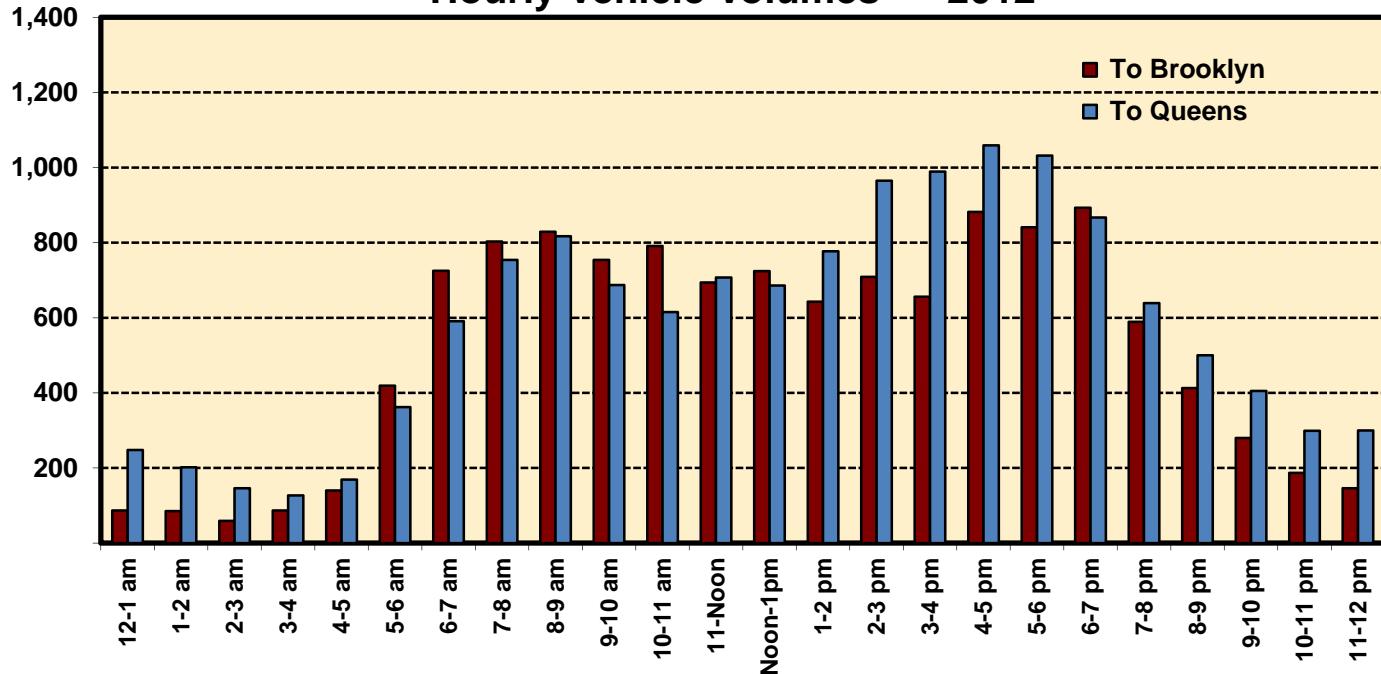


**Grand Street Bridge**  
Average Daily Traffic Volumes  
Total of Both Directions

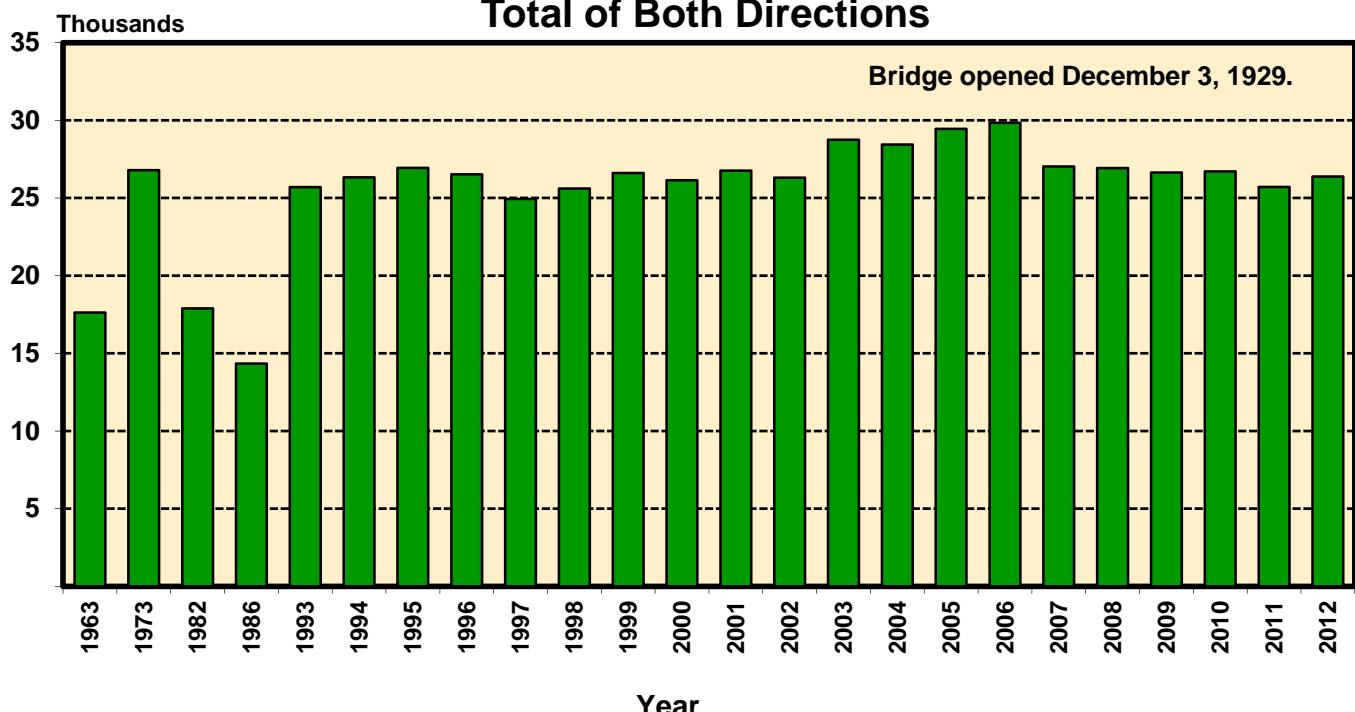


# Brooklyn – Queens Screenline Volumes

## J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) Hourly Vehicle Volumes ~ 2012

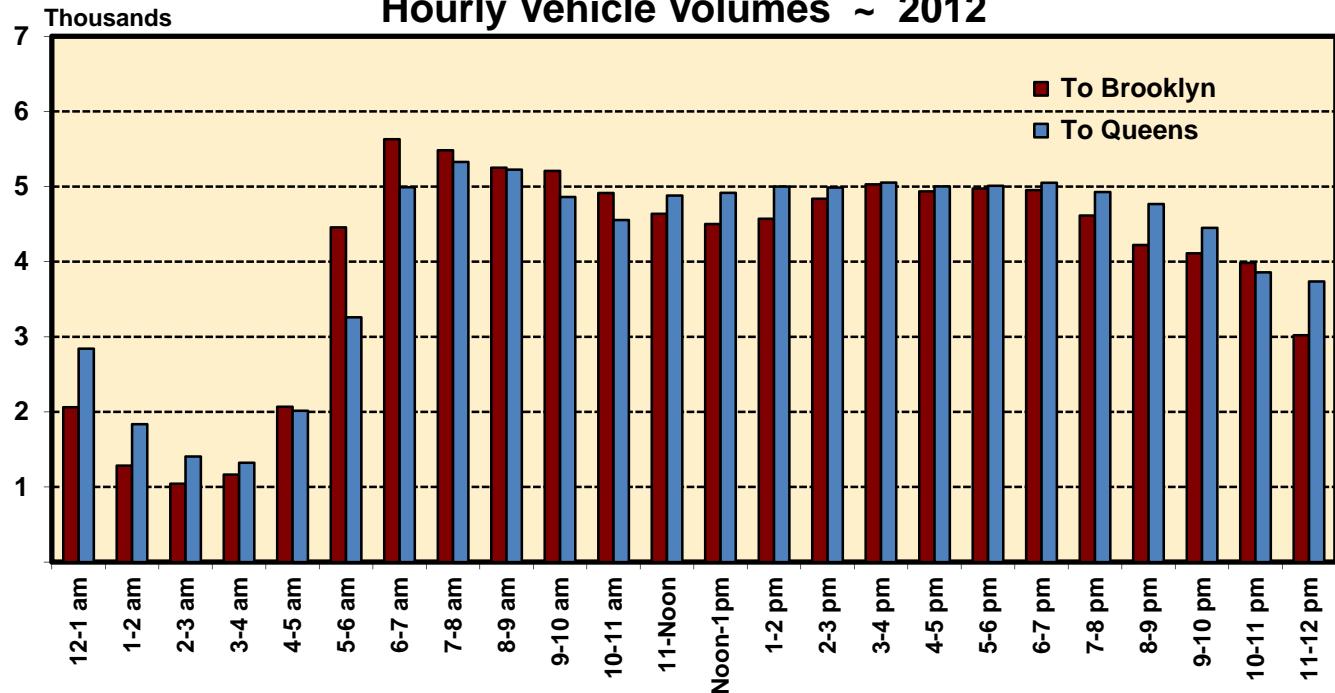


## J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) Average Daily Traffic Volumes Total of Both Directions

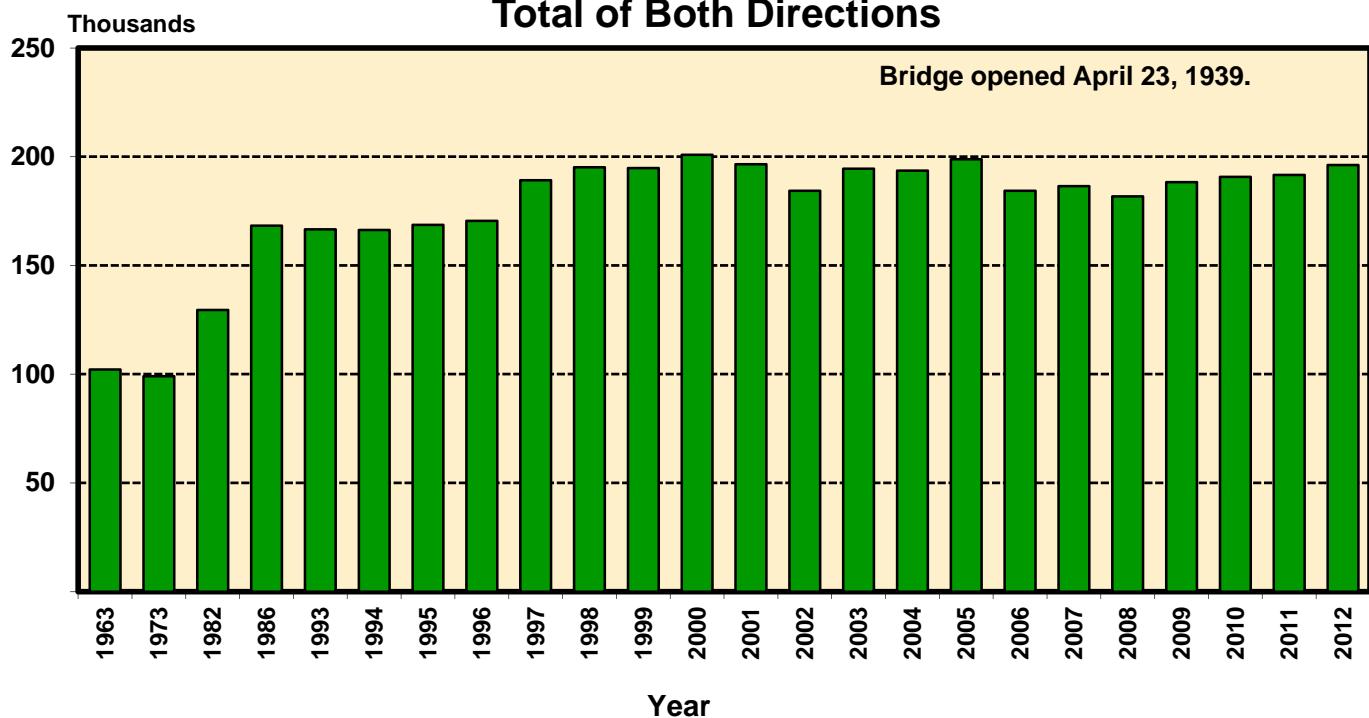


# Brooklyn – Queens Screenline Volumes

## Kosciuszko Bridge Hourly Vehicle Volumes ~ 2012

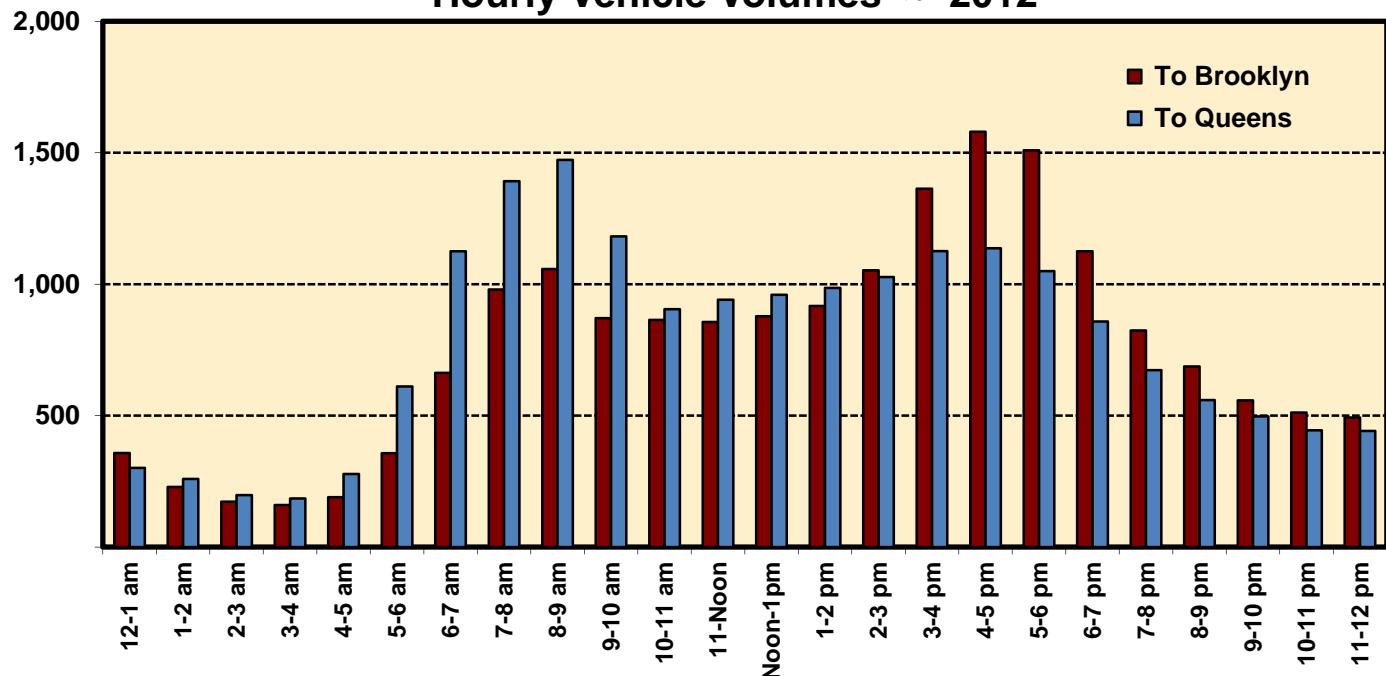


## Kosciuszko Bridge Average Daily Traffic Volumes Total of Both Directions

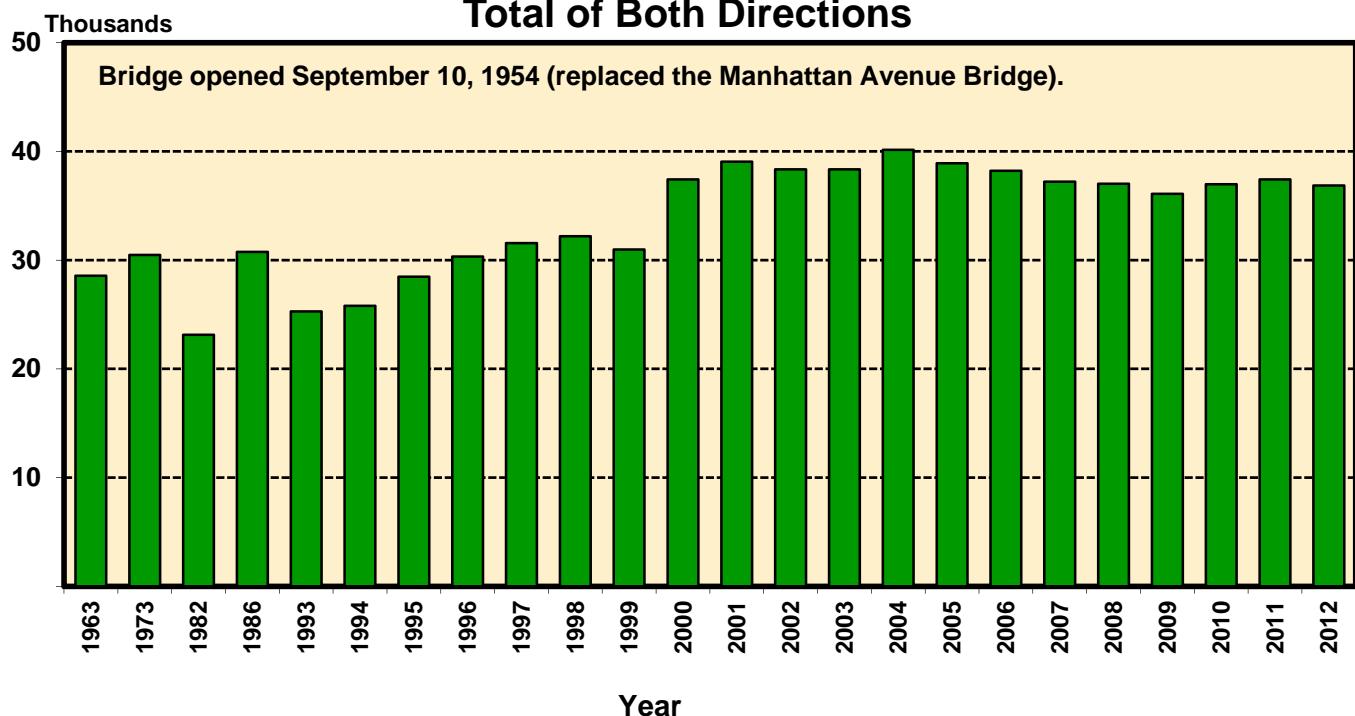


# Brooklyn – Queens Screenline Volumes

Pulaski Bridge  
Hourly Vehicle Volumes ~ 2012

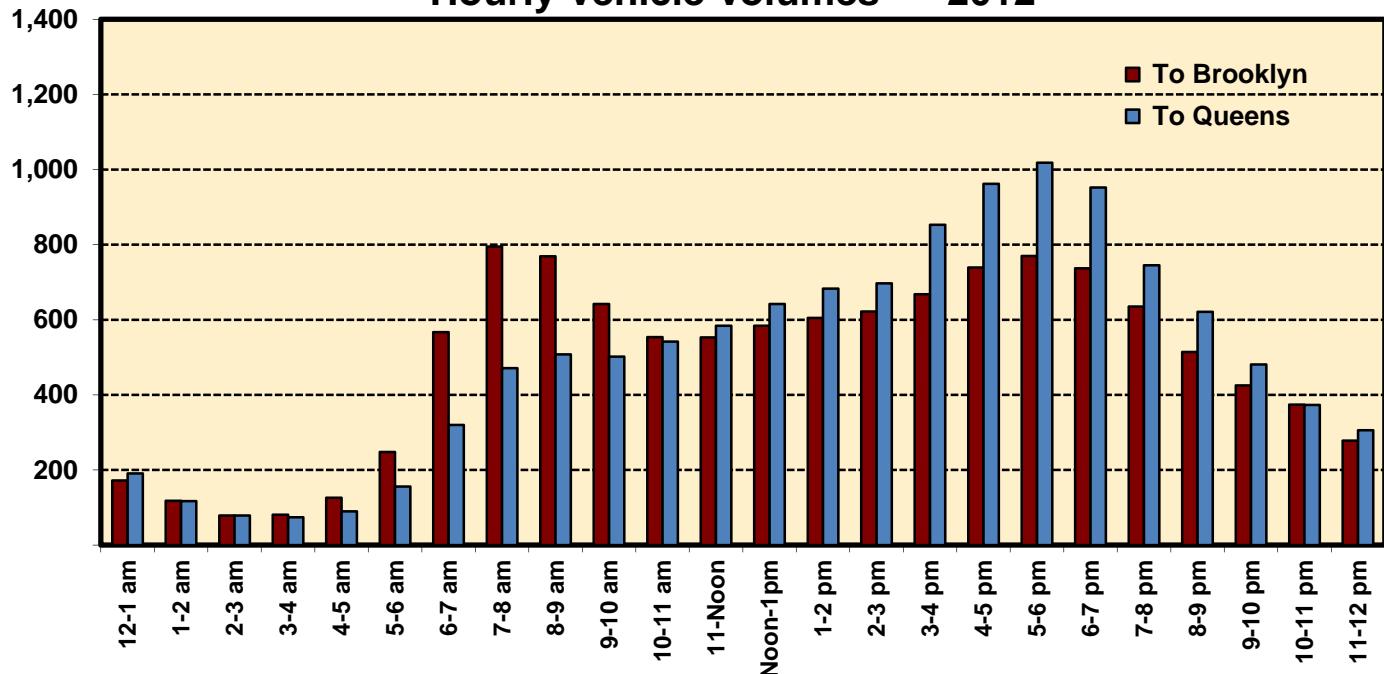


Pulaski Bridge  
Average Daily Traffic Volumes  
Total of Both Directions

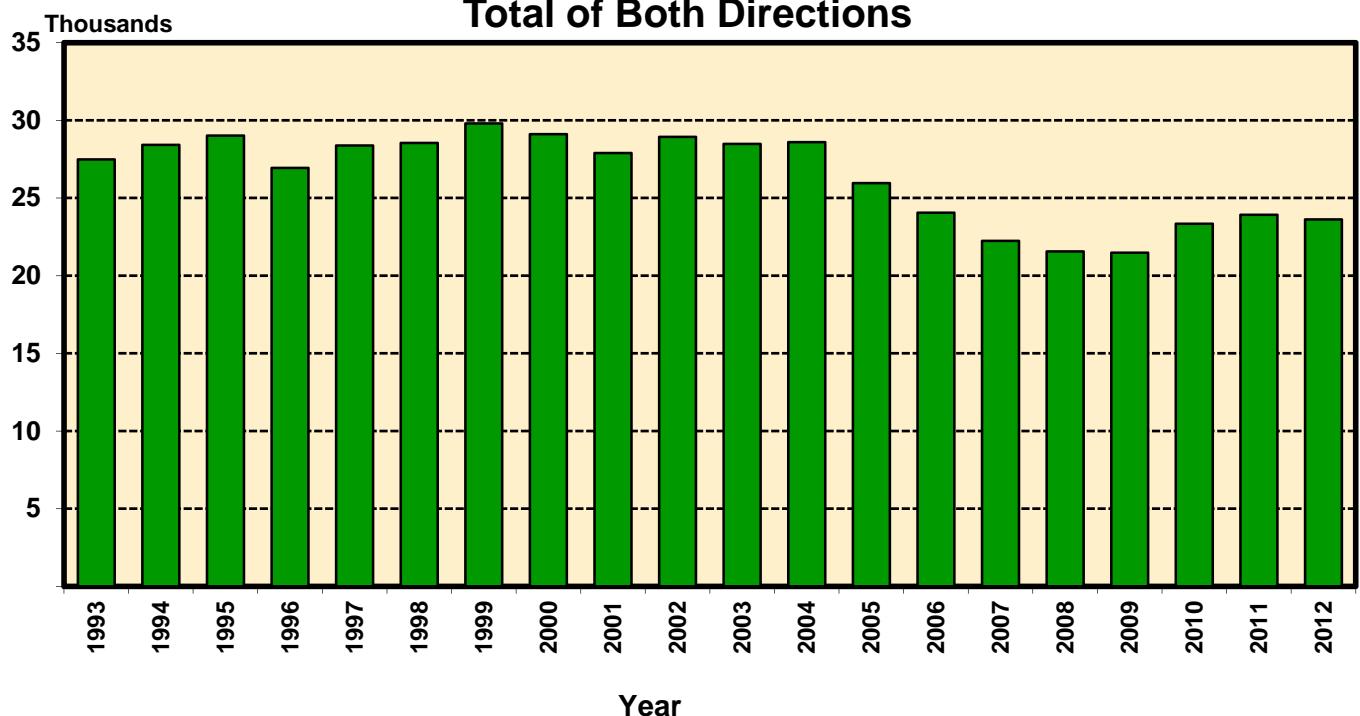


# Brooklyn – Queens Screenline Volumes

**Atlantic Avenue**  
**Hourly Vehicle Volumes ~ 2012**

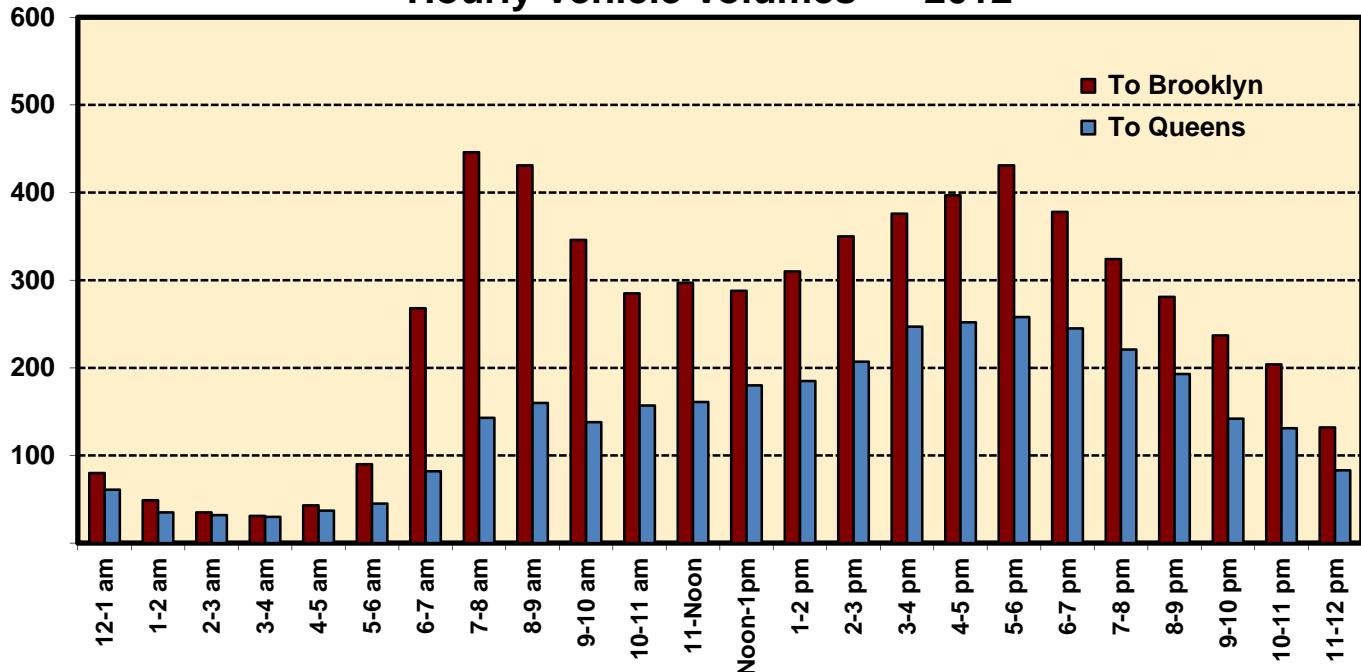


**Atlantic Avenue**  
**Average Daily Traffic Volumes**  
**Total of Both Directions**

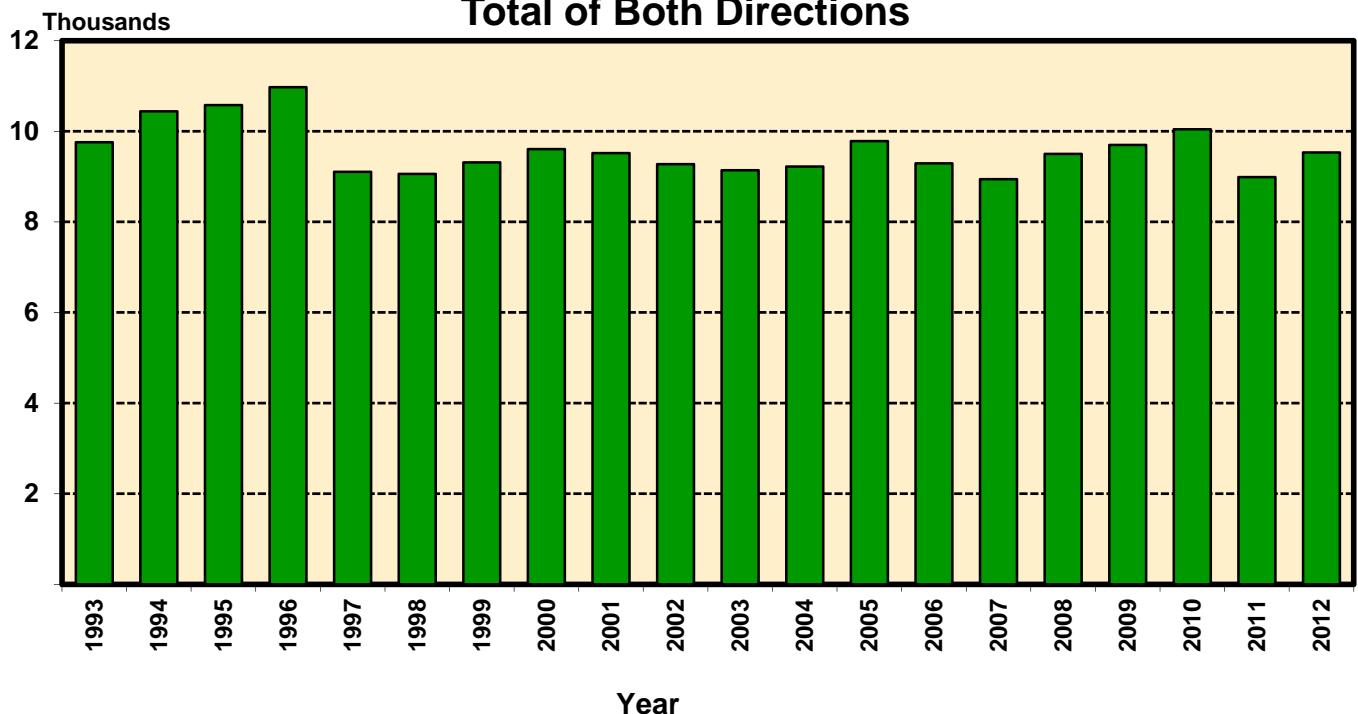


## Brooklyn – Queens Screenline Volumes

**Cooper Street**  
Hourly Vehicle Volumes ~ 2012

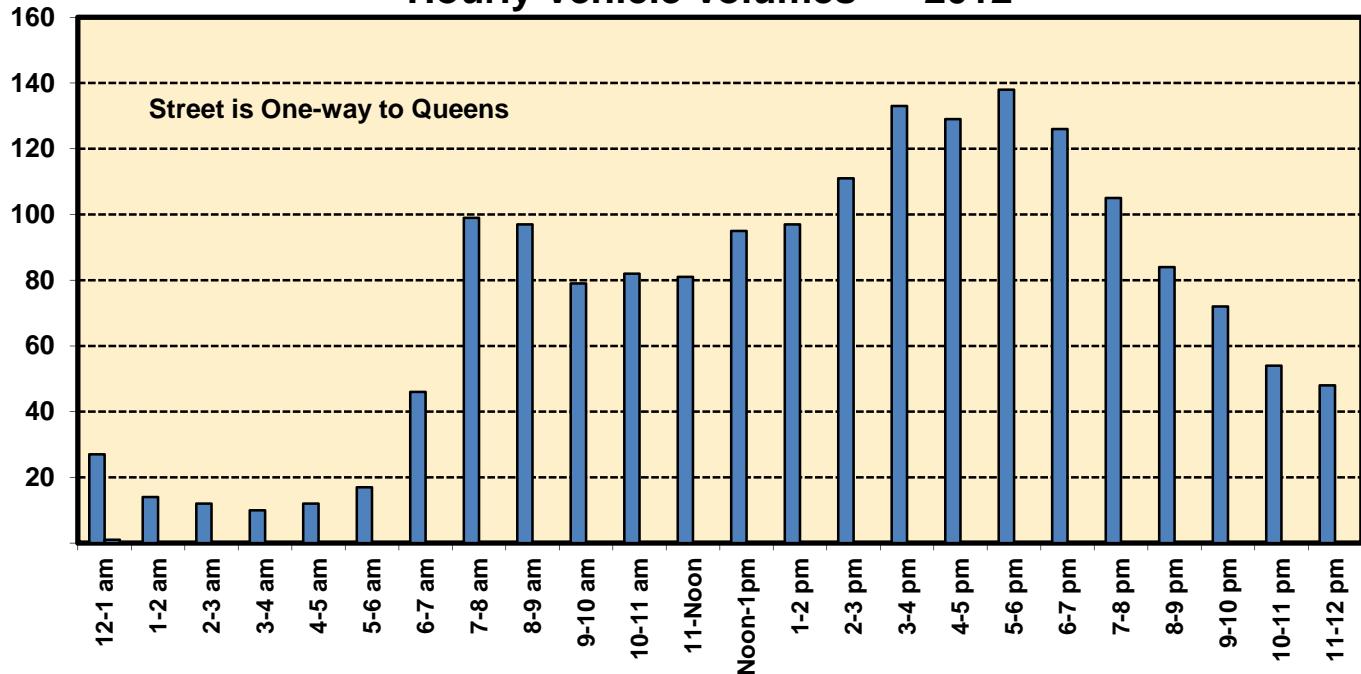


**Cooper Street**  
Average Daily Traffic Volumes  
Total of Both Directions

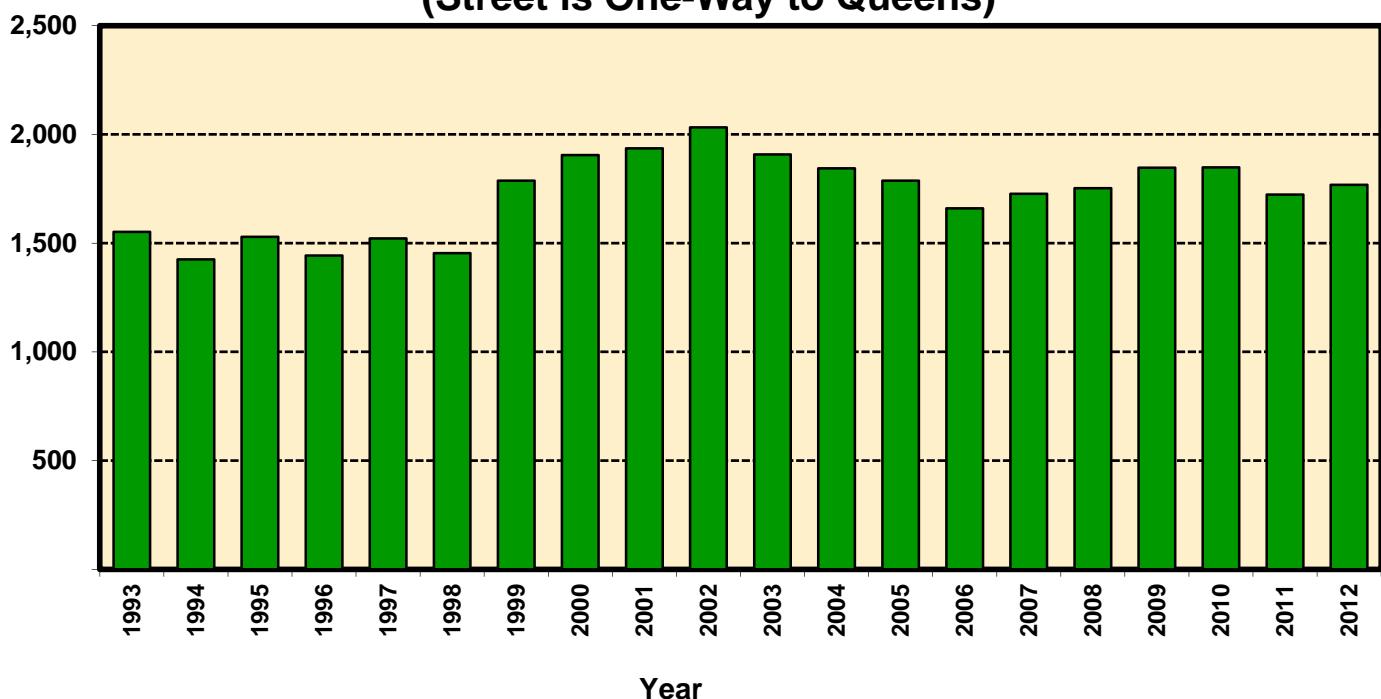


# Brooklyn – Queens Screenline Volumes

**Cornelia Street**  
Hourly Vehicle Volumes ~ 2012

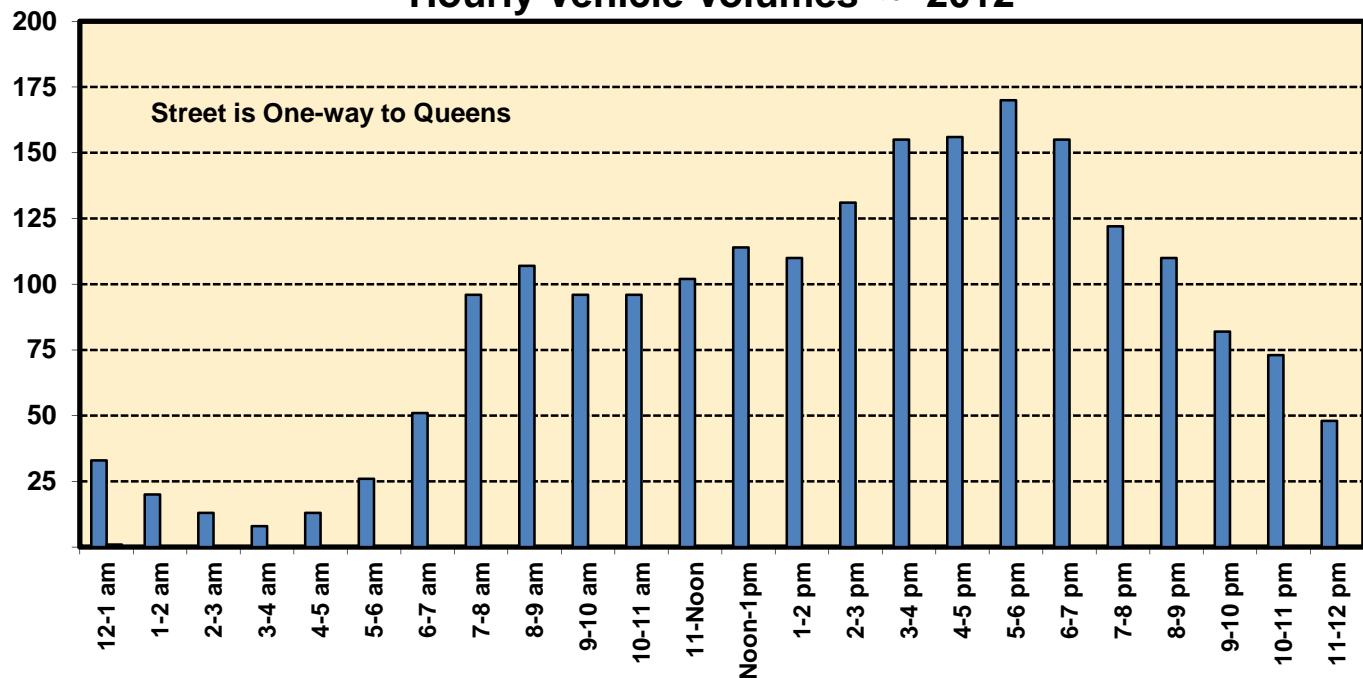


**Cornelia Street**  
Average Daily Traffic Volumes  
(Street is One-Way to Queens)

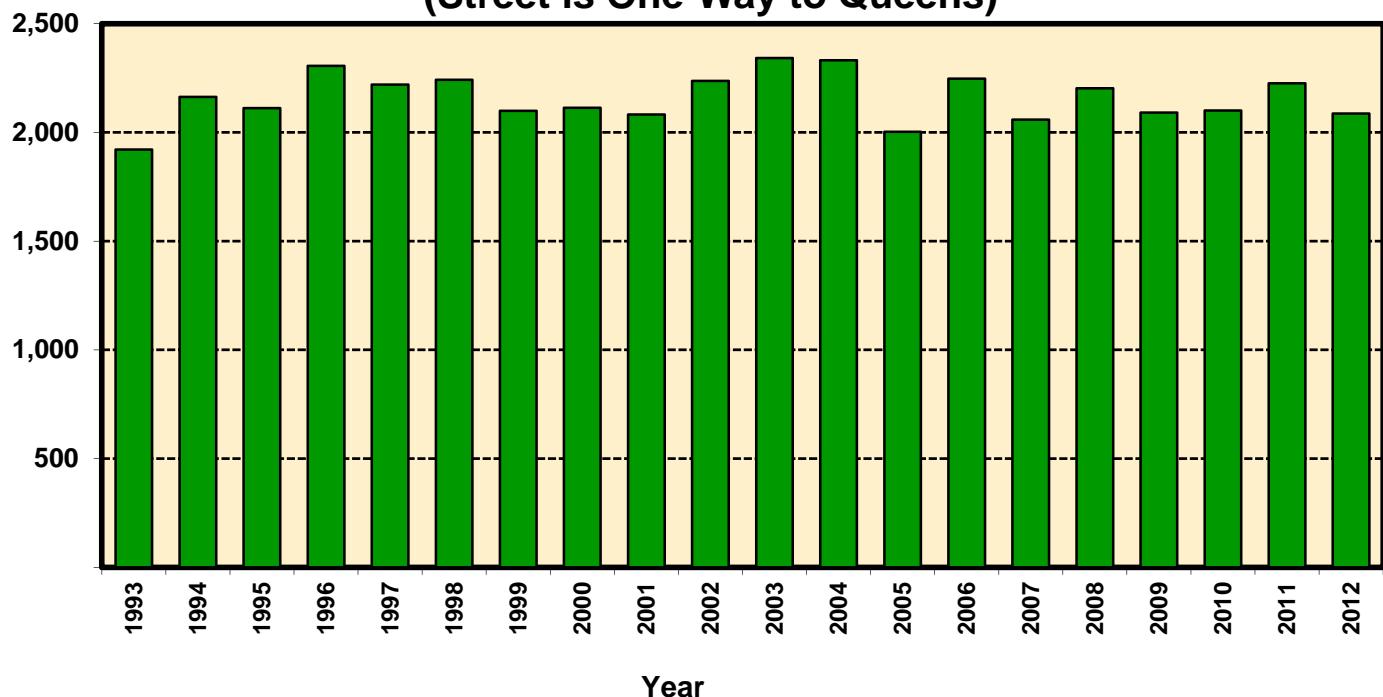


## Brooklyn – Queens Screenline Volumes

Decatur Street  
Hourly Vehicle Volumes ~ 2012

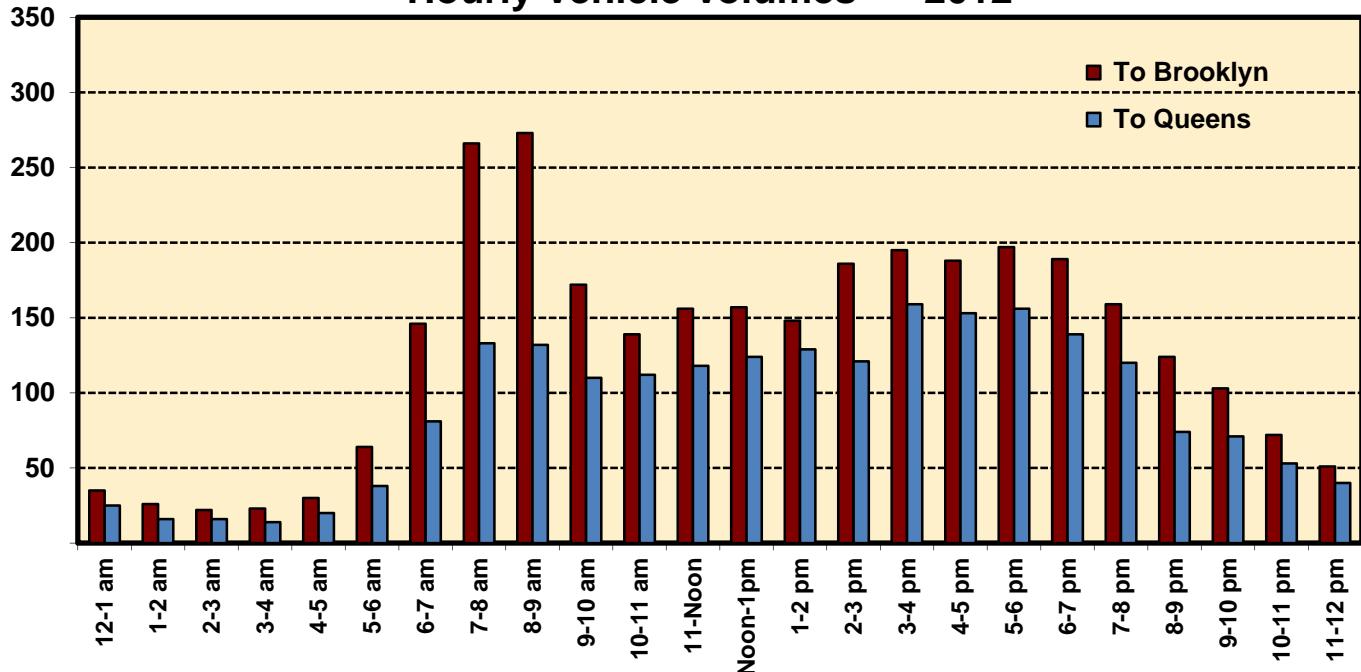


Decatur Street  
Average Daily Traffic Volumes  
(Street is One-Way to Queens)

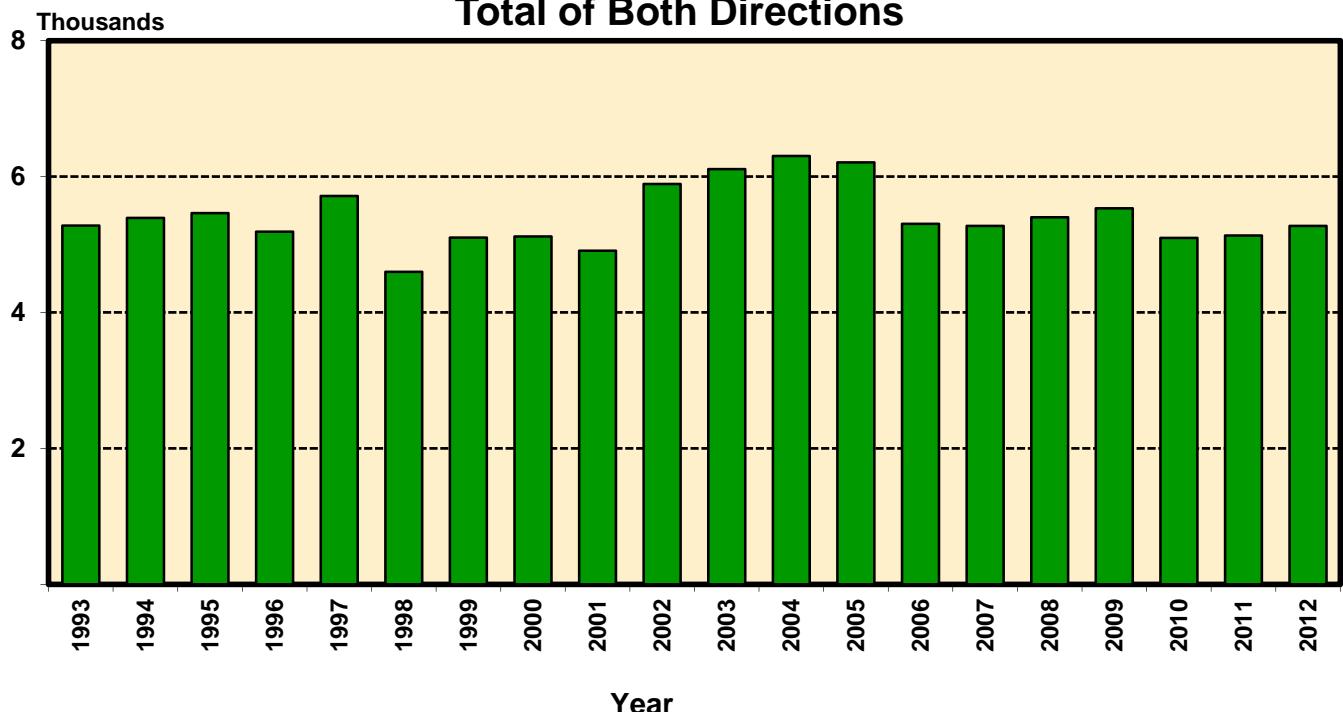


# Brooklyn – Queens Screenline Volumes

**DeKalb Avenue**  
Hourly Vehicle Volumes ~ 2012

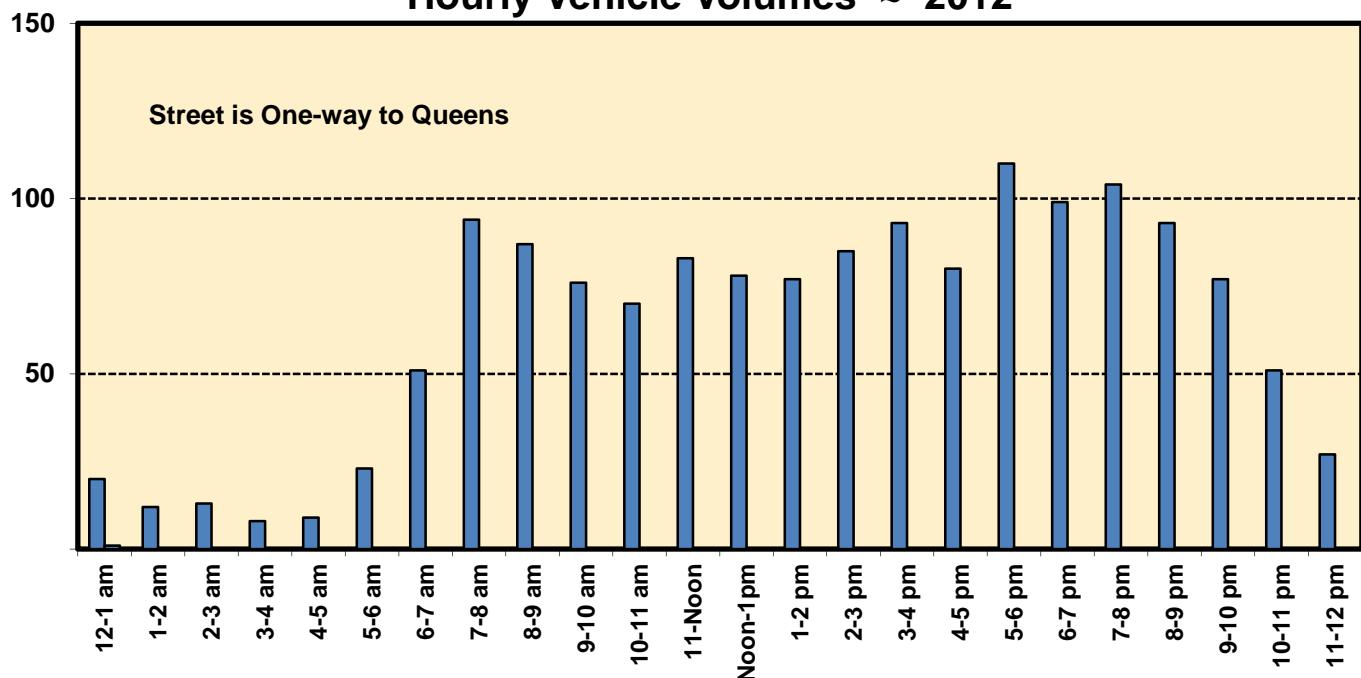


**DeKalb Avenue**  
Average Daily Traffic Volumes  
Total of Both Directions

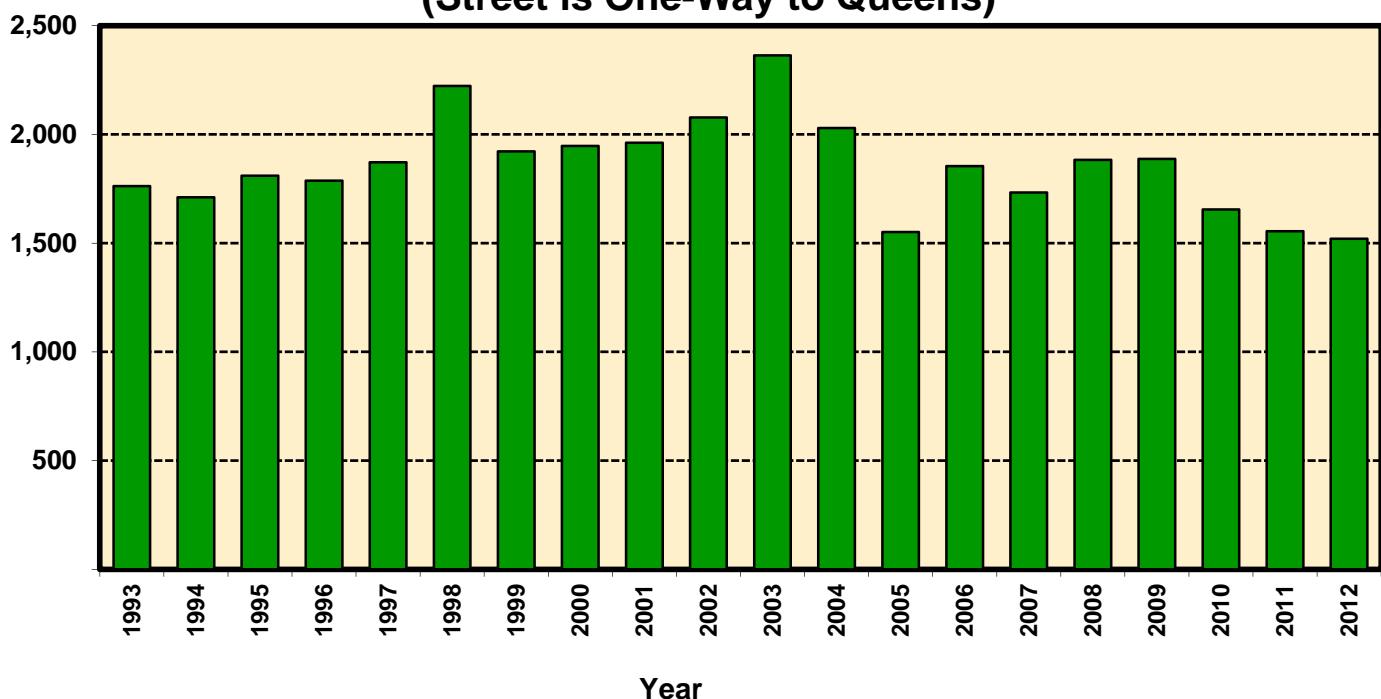


# Brooklyn – Queens Screenline Volumes

**Greene Avenue**  
**Hourly Vehicle Volumes ~ 2012**

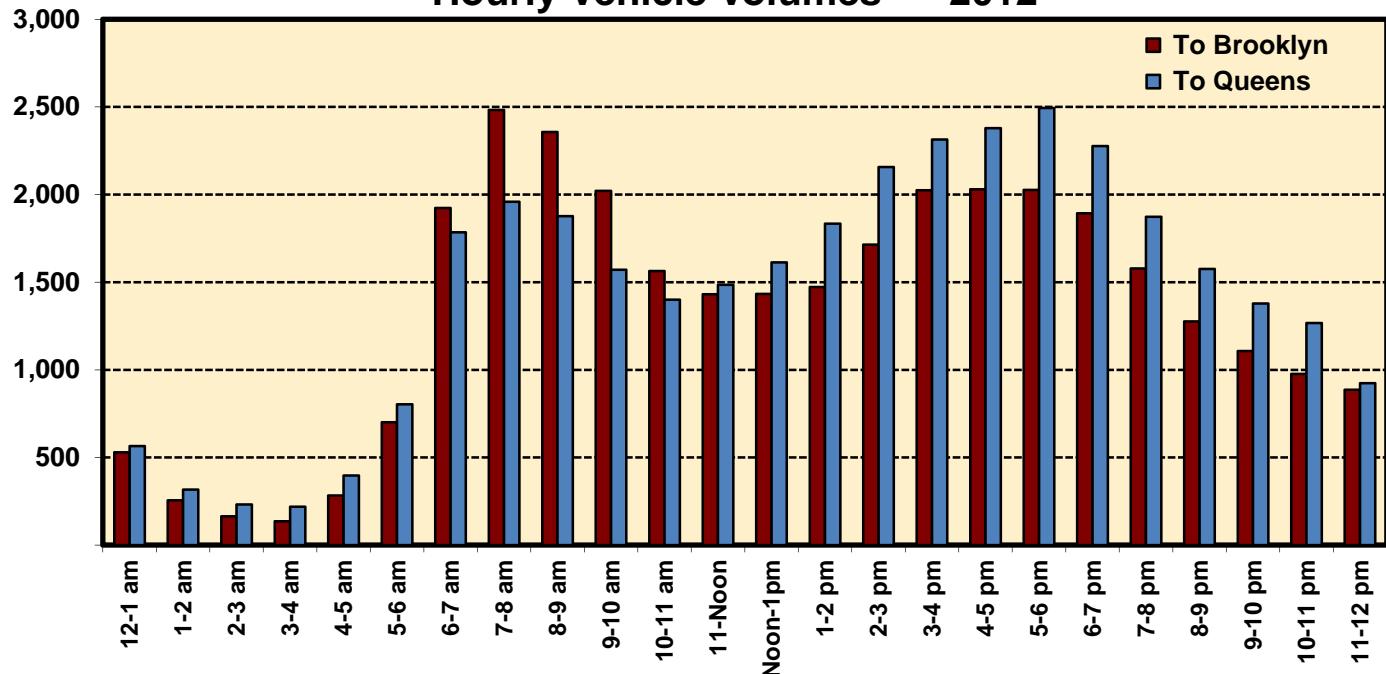


**Greene Avenue**  
**Average Daily Traffic Volumes**  
**(Street is One-Way to Queens)**

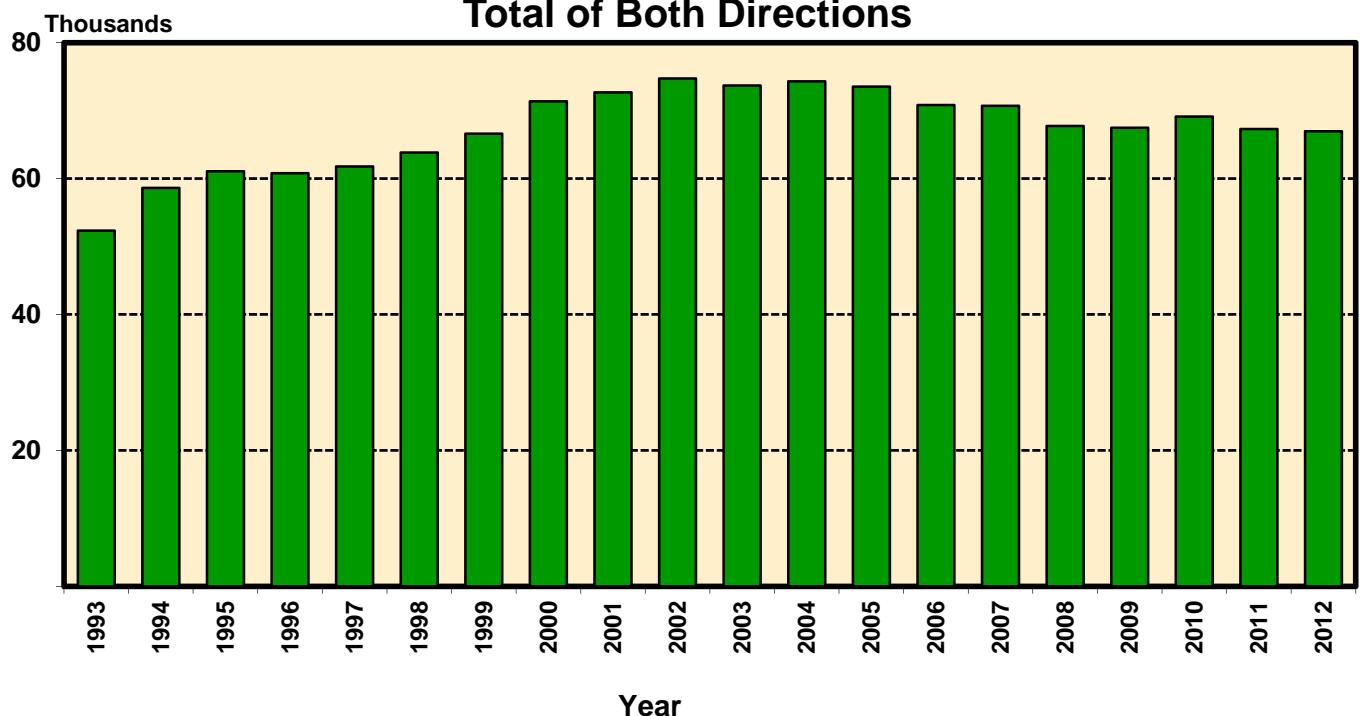


# Brooklyn – Queens Screenline Volumes

**Jackie Robinson Parkway  
Hourly Vehicle Volumes ~ 2012**

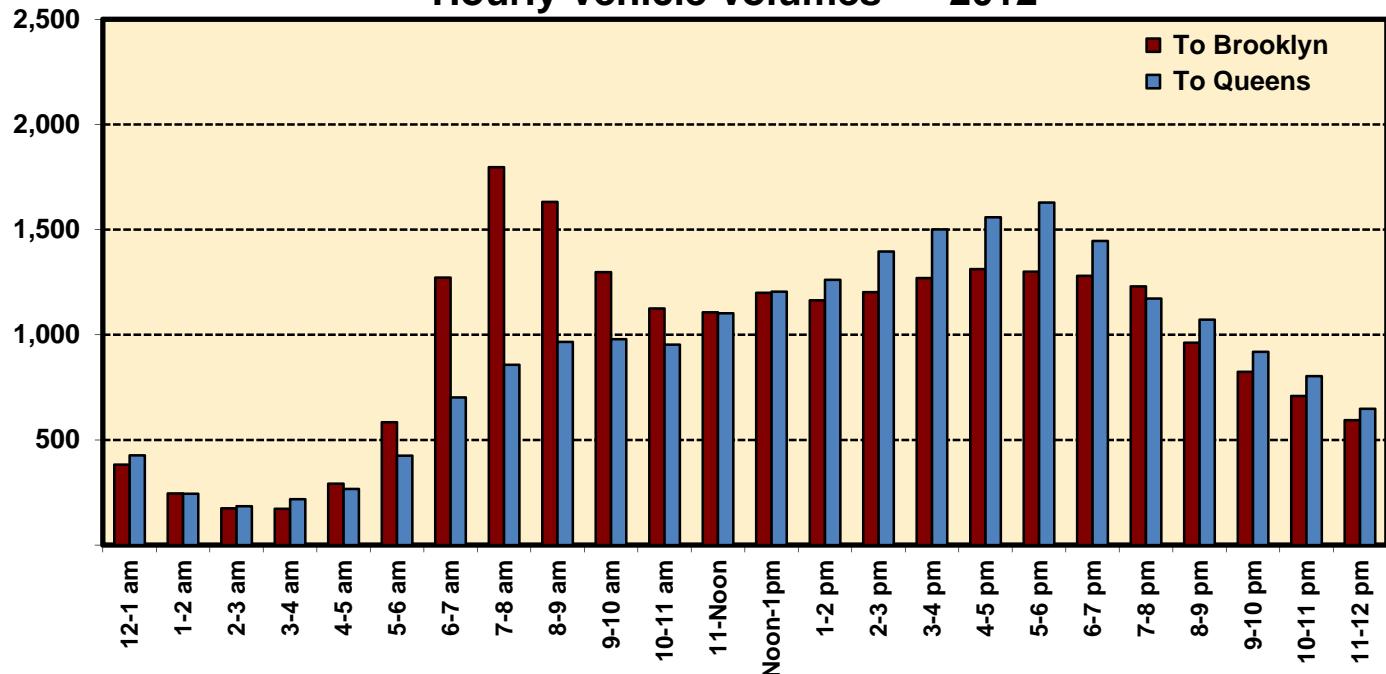


**Jackie Robinson Parkway  
Average Daily Traffic Volumes  
Total of Both Directions**

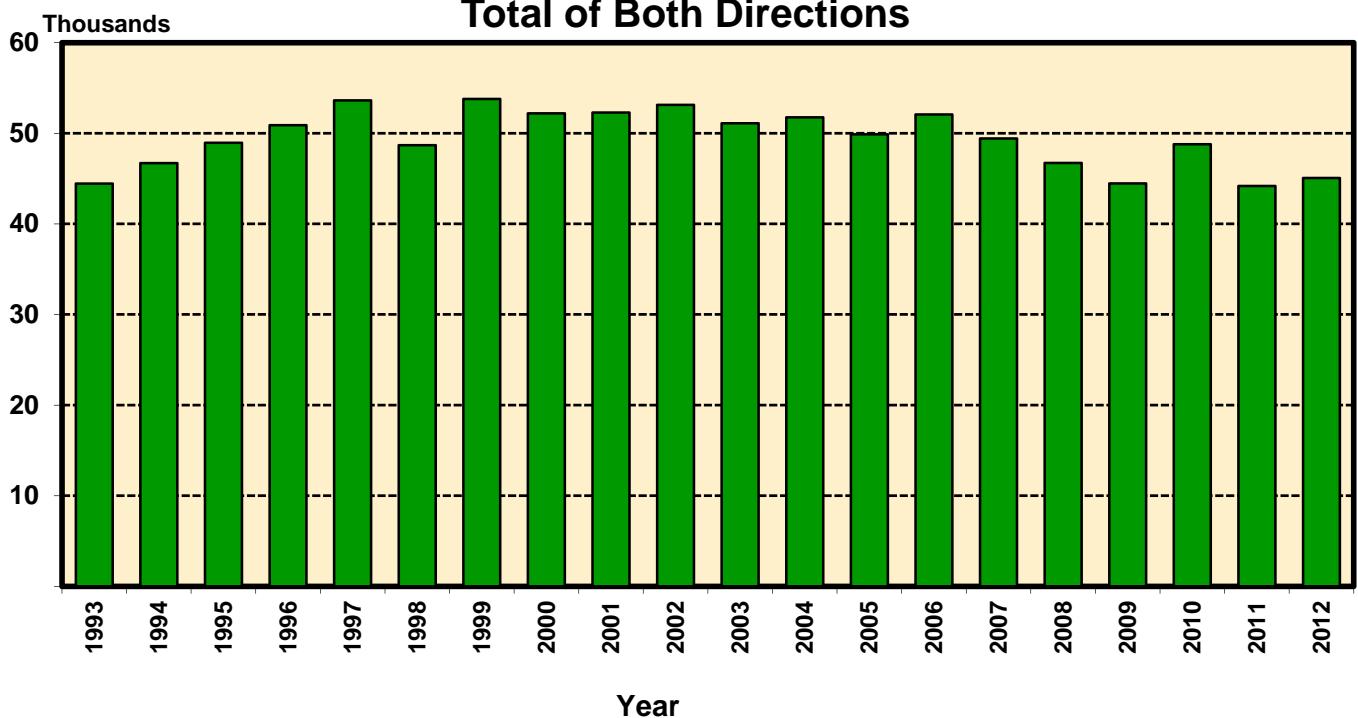


# Brooklyn – Queens Screenline Volumes

**Linden Boulevard**  
Hourly Vehicle Volumes ~ 2012

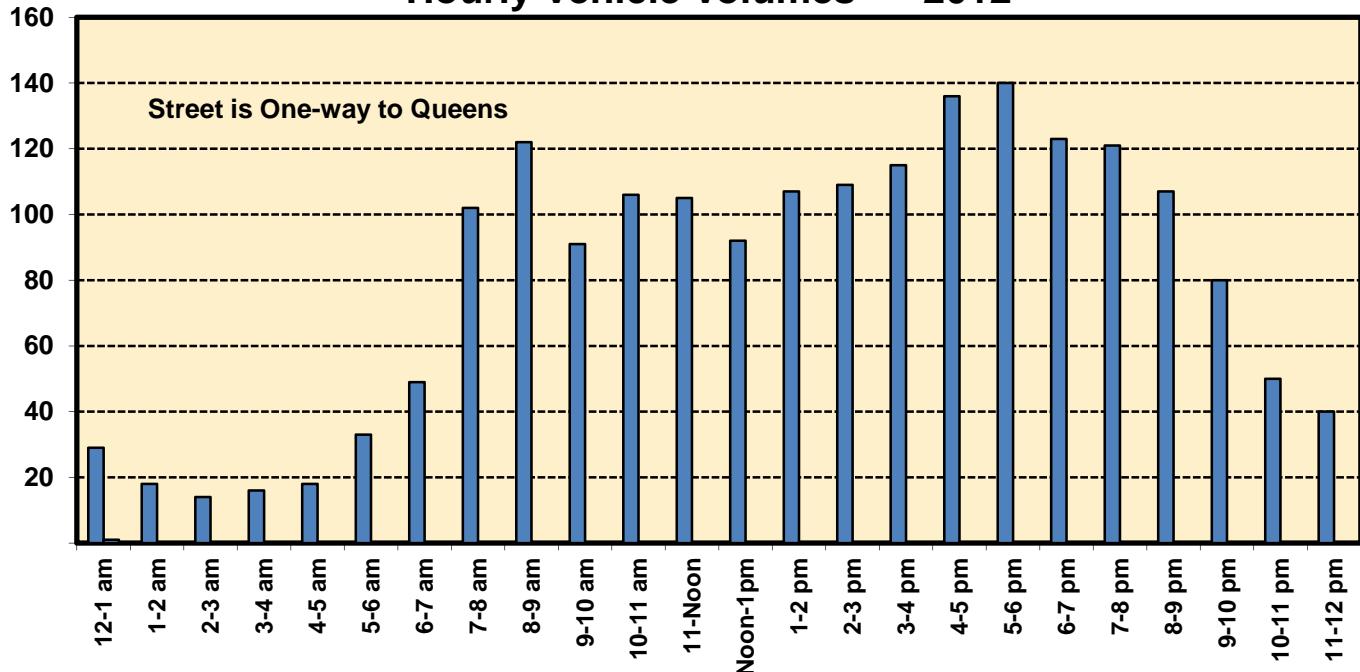


**Linden Boulevard**  
Average Daily Traffic Volumes  
Total of Both Directions

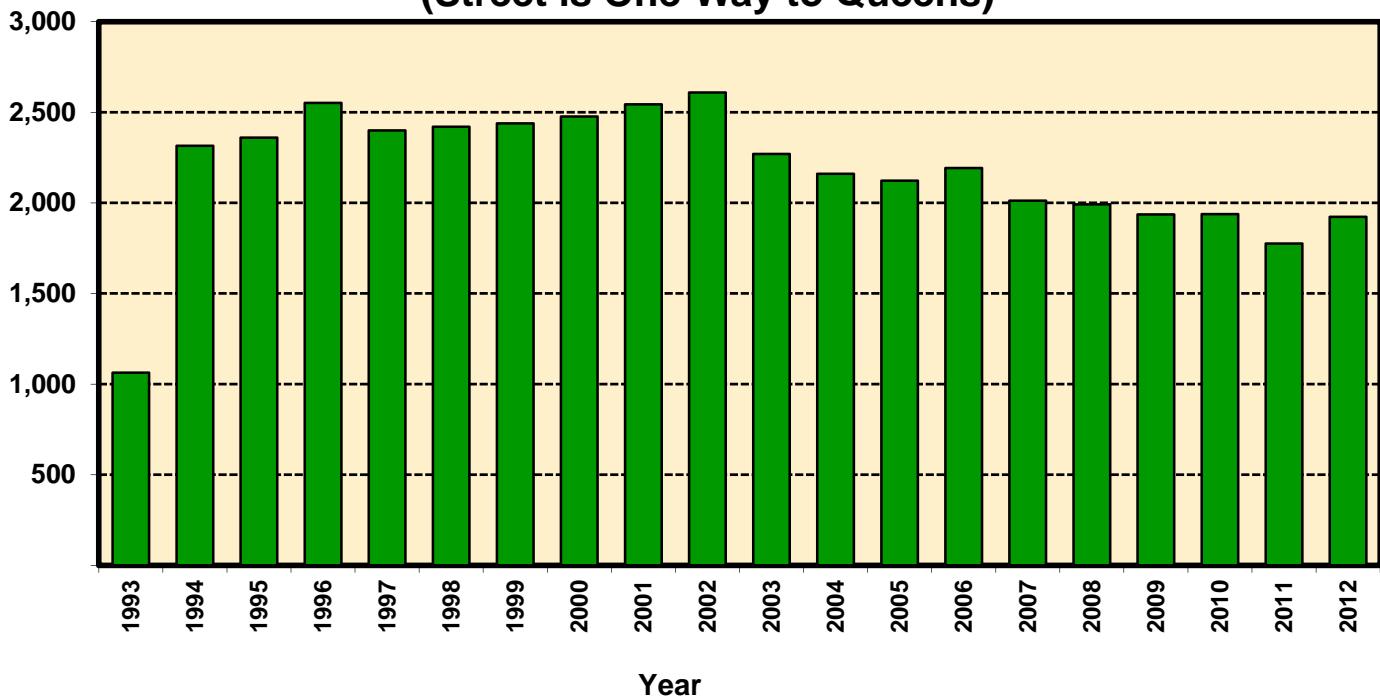


# Brooklyn – Queens Screenline Volumes

Linden Street  
Hourly Vehicle Volumes ~ 2012

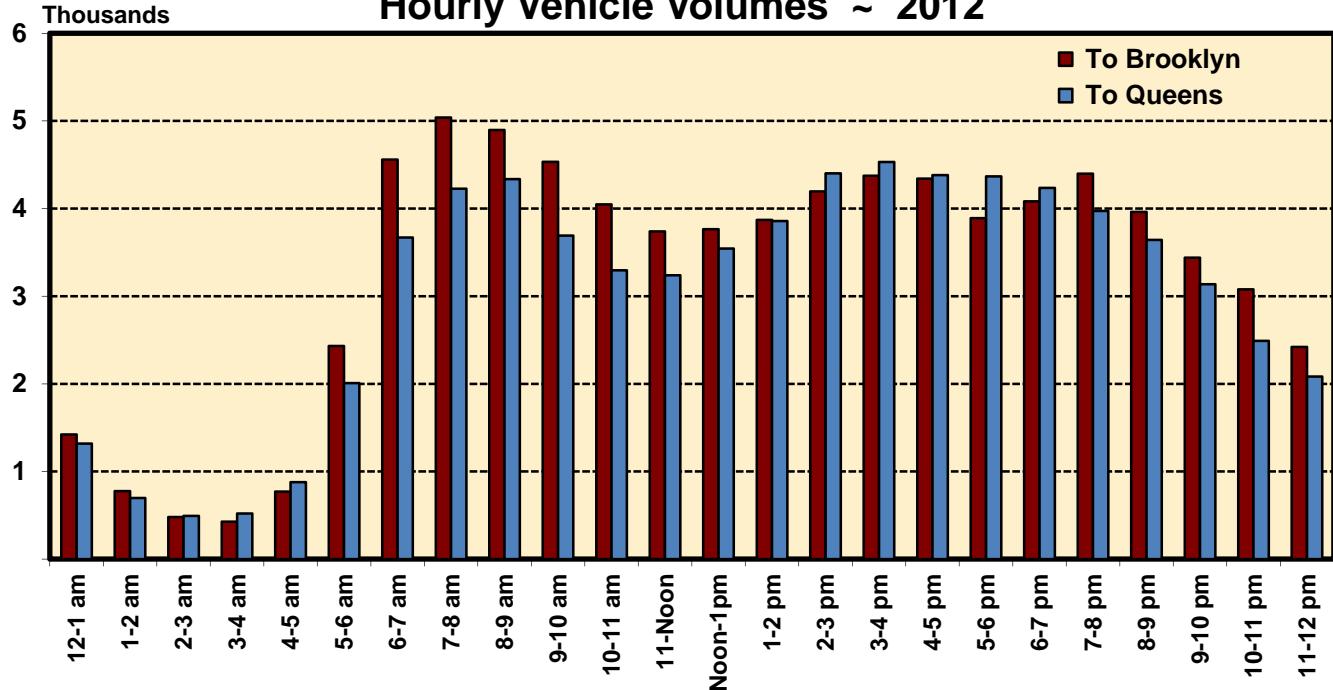


Linden Street  
Average Daily Traffic Volumes  
(Street is One-Way to Queens)

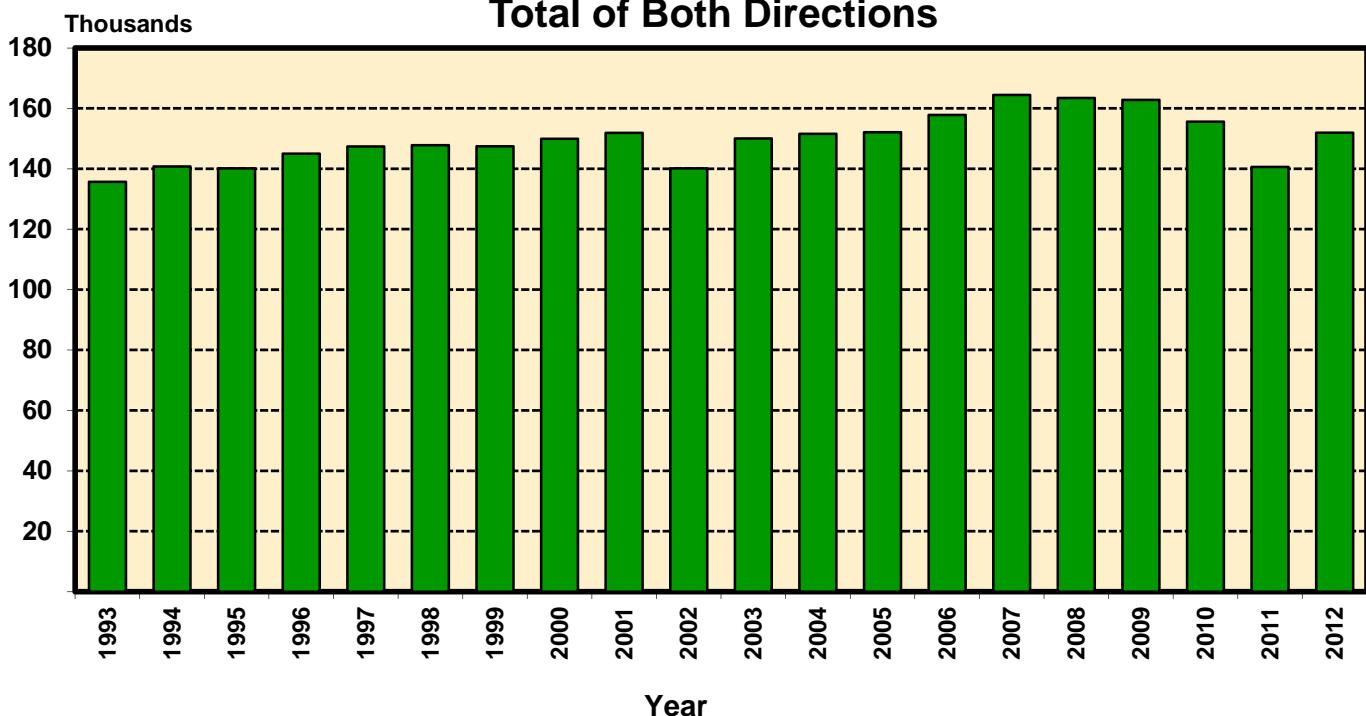


## Brooklyn – Queens Screenline Volumes

**Shore Parkway  
Hourly Vehicle Volumes ~ 2012**

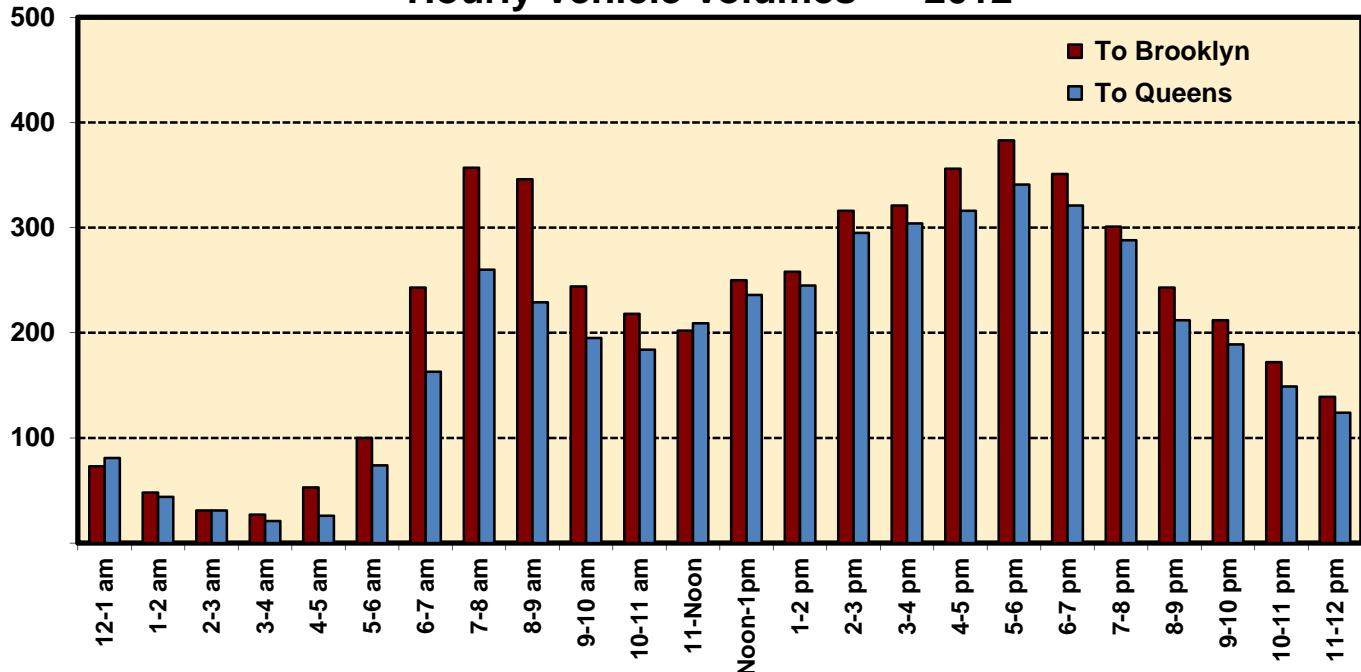


**Shore Parkway  
Average Daily Traffic Volumes  
Total of Both Directions**



# Brooklyn – Queens Screenline Volumes

**Sutter Avenue**  
Hourly Vehicle Volumes ~ 2012



**Sutter Avenue**  
Average Daily Traffic Volumes  
Total of Both Directions

