

New York City Screenline Traffic Flow 2010



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A member of the New York Metropolitan Transportation Council

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**NEW YORK CITY
SCREENLINE TRAFFIC FLOW
2010**



2,256,000

daily vehicles crossed the 32 monitored City border screenline locations in 2010.

0.9% Increase

over the 2,235,000 daily vehicles recorded in 2009.

6:00am – 10:00am

281,300 vehicles entered New York City from Nassau, Westchester, and New Jersey during the morning rush period.

George Washington Bridge

is the most heavily traveled route to and from the City, serving a 2-way total of 292,000 daily vehicles.

Henry Hudson Parkway at the Bronx-Westchester screenline.

Queens-Nassau

The highest volumes were at the 15 monitored Queens-Nassau border locations: 963,700 daily vehicles in 2010 (42.7% of total monitored traffic at the City borders).

Bronx-Westchester

617,500 daily vehicles crossed the 11 monitored Bronx-Westchester border locations (27.4% of the total monitored traffic at the City borders).

Manhattan-New Jersey

506,500 daily vehicles crossed the Hudson River between Manhattan and New Jersey (22.5%).

Staten Island-New Jersey

168,100 daily vehicles traveled between Staten Island and New Jersey (7.4%).



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Introduction



Rockaway Boulevard at the Queens-Nassau Screenline
(Looking North)

INTRODUCTION

The 2010 *New York City Screenline Traffic Flow* report is an annual publication prepared by the New York City Department of Transportation (NYCDOT), and funded by the Unified Planning Work Program (UPWP), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The report presents vehicular volumes and historical comparisons across the Bronx–Westchester, Queens–Nassau, Manhattan–New Jersey, Staten Island–New Jersey, and Brooklyn–Queens screenlines.

The average hourly volumes by direction for 2010 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 1993–2009. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2010–2011 and 2011–2012 program years.

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

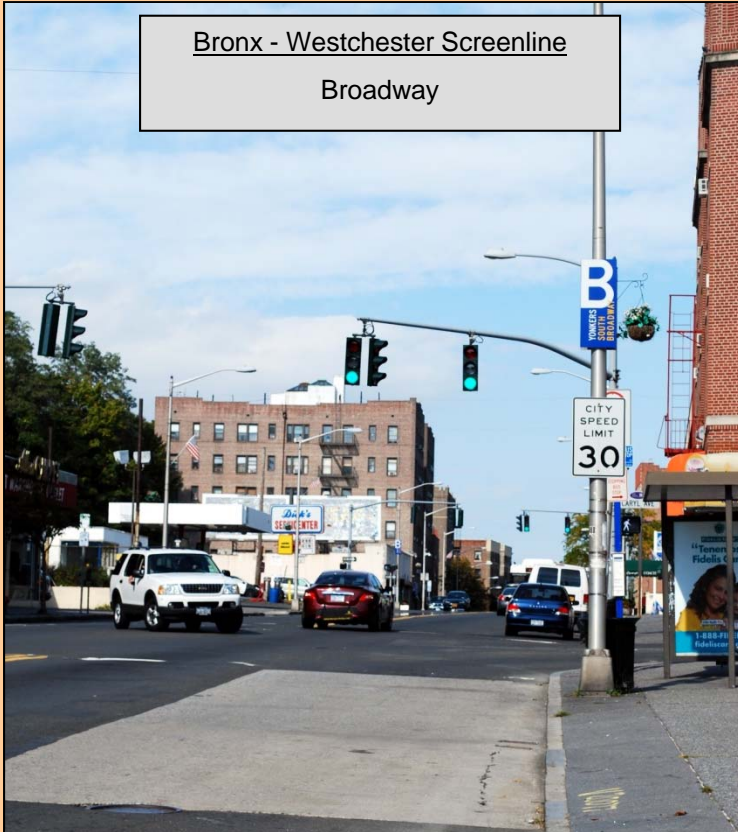
The five functional classifications are defined as follows:

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

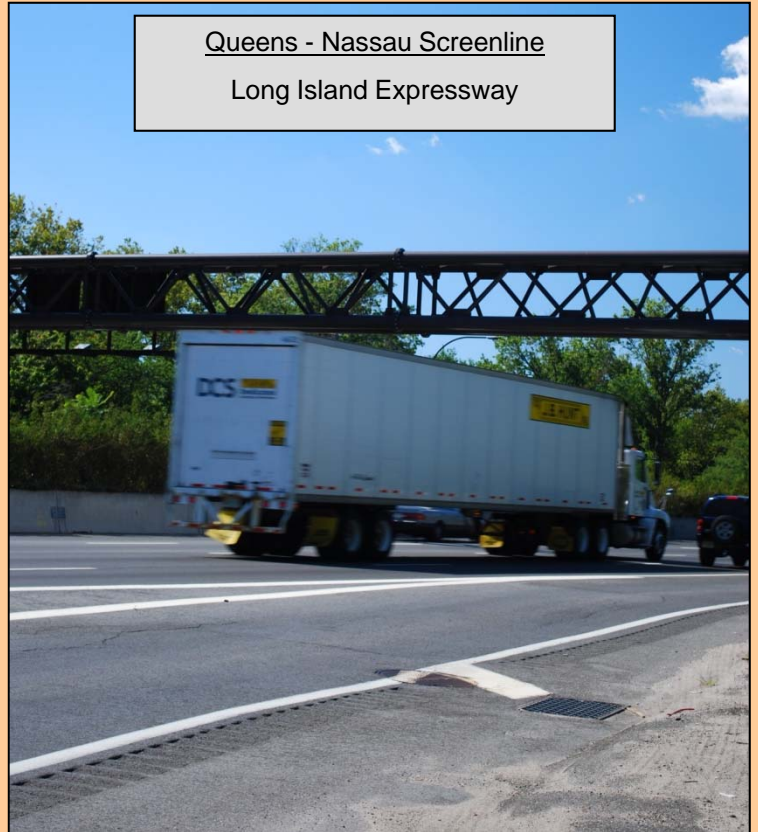
Note: NYCDOT uses the averages of vehicular volumes from selected representative weekdays. Publications from other sources may be based on alternative computation methodologies for some facilities, notably the tolled bridges and tunnels, possibly yielding different results for those facilities.

Summary

Bronx - Westchester Screenline
Broadway



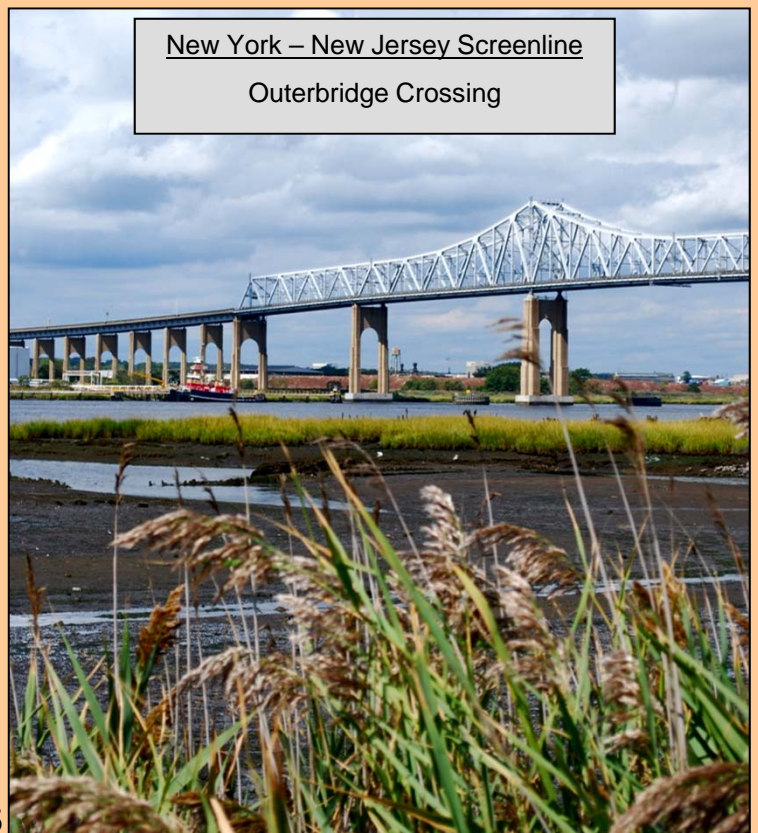
Queens - Nassau Screenline
Long Island Expressway



Brooklyn - Queens Screenline
Belt Parkway (Shore Parkway)



New York - New Jersey Screenline
Outerbridge Crossing



SUMMARY

2010 Daily Traffic

- Nearly 2,256,000 daily motor vehicles crossed the 32 New York City border screenline monitoring locations in 2010, 0.9% more than the 2,235,000 daily vehicles recorded in 2009.
- Since the first survey in 1963, the highest volumes have been at the Queens–Nassau border. In 2010, 963,700 daily vehicles were counted at the fifteen Queens–Nassau monitoring locations, 42.7% of the total traffic recorded at the City boundaries. The eleven Bronx–Westchester locations yielded 27.4% of the total (617,500), the three Manhattan–New Jersey river crossings 22.5% (506,500), and the three Staten Island–New Jersey bridges 7.4 % (168,100). The six New York–New Jersey facilities are operated by the Port Authority of New York and New Jersey (PANYNJ).
- Morning hourly inbound volume peaked between 7-8 am, when 77,500 vehicles were recorded entering the City limits. Between 6-10 am, a total of 281,300 vehicles entered the City from Nassau and Westchester Counties, and from New Jersey.
- During the 4-5 pm evening peak hour, 78,000 vehicles were recorded leaving the City. Between 3-7 pm, 305,300 vehicles exited the City.
- Traffic crossing the City boundaries was heavy throughout the day. The combined total of entries and departures exceeded 100,000 vehicles per hour continuously from 6 am until 9 pm.

Bronx - Westchester

- On a typical 2010 weekday, 617,500 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 1.3% more than the 609,300 daily vehicles recorded in 2009.
- Nearly 87% of the recorded vehicles (536,000 per day) were on the five limited access highways (interstate and principal arterials) that cross the screenline.
- The New England Thruway, with a total two-way volume of 132,800 daily vehicles, is the most-traveled Bronx-Westchester highway, carrying 21.5% of the total traffic on the monitored thoroughfares. The Major Deegan Expressway (including service roads) is second with 120,400 daily vehicles, 19.5% of the total. The Henry Hudson Parkway serves 97,900 daily vehicles (15.9%), the Hutchinson River Parkway 93,200 (15.1%), and the Bronx River Parkway 91,700 (14.9%).
- Boston Road is the busiest principal arterial monitored, averaging 23,900 vehicles per day, 3.9% of the total.
- The morning inbound (southbound) peak hour occurred during 7-8am, when 24,000 vehicles were recorded entering The Bronx from Westchester. The Henry Hudson Parkway carried 4,900 of those peak hour inbound vehicles, the Bronx River Parkway served 4,700, and 4,600 used the Major Deegan Expressway (including service road).
- During the 6-10 am inbound rush period, 80,500 vehicles entered The Bronx. Some 16,100 of those vehicles were on the Henry Hudson Parkway, 15,800 on the Major

Deegan Expressway and its service road, 14,400 on the Bronx River Parkway, 13,400 on the New England Thruway, and 12,000 on the Hutchinson River Parkway.

- A total of 21,600 vehicles were counted crossing the screenline from The Bronx into Westchester during the 5-6 pm evening peak hour. Some 4,700 of those vehicles used the Major Deegan Expressway and its service road.
- During the 3-7 pm evening rush period, 84,700 vehicles were recorded leaving The Bronx. The Major Deegan Expressway and its service road accommodated 18,200 of those northbound vehicles.
- Reverse traffic was heavy during the 3-7 pm evening period, with an inbound volume of 79,000, compared to the outbound total of 84,700. During this period, the New England Thruway actually carried more inbound than outbound traffic (16,200 inbound vs. 14,600 outbound), consistent with recent screenline counts.
- Reverse traffic was less intense during the 6-10 am morning period: 80,500 inbound vs. 64,200 outbound. New England Thruway traffic was heavier in the reverse direction: 16,200 outbound vs. 13,400 inbound.

Queens - Nassau

- A total of 963,700 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on a typical 2010 weekday, 0.8% more than the 955,600 daily vehicles recorded in 2009.
- The three limited access highways that cross the screenline accommodated more than half (58.2%) of the recorded vehicles (560,900 per day).
- The Long Island Expressway (including service roads) was the highest volume Queens-Nassau facility in 2010, with a total two-way volume of 227,800 daily vehicles, 23.6% of the total daily traffic on the monitored thoroughfares. The Laurelton Parkway was second with 170,200 daily vehicles (17.7% of the total), followed by 162,900 on the Grand Central Parkway and its service road (16.9%).
- Rockaway Boulevard and Sunrise Highway are the busiest principal arterials, with average daily volumes of 74,100 and 67,700 vehicles, respectively.
- Other high volume principal arterials are Hempstead Avenue and Northern Boulevard, serving 41,700 and 39,100 daily vehicles, respectively.
- The morning inbound peak hour occurred during 7-8 am, when 30,900 vehicles were recorded entering Queens from Nassau. The Long Island Expressway (including service road) was the route for 6,800 of those morning inbound peak hour vehicles, with the Laurelton Parkway accommodating an additional 5,500, and the Grand Central Parkway (including service road) serving another 5,400.
- The morning outbound peak hour occurred during 8-9 am, when 31,400 vehicles were recorded entering Nassau from Queens. The Long Island Expressway (including service road) was the route for 6,900 of those morning outbound peak hour vehicles. The Grand Central Parkway (including service road) accommodated 7,200. Another 4,900 used the Laurelton Parkway.
- During the 6-10 am rush period, 113,300 vehicles entered Queens from Nassau, and 103,100 entered Nassau from Queens. The Long Island Expressway and its service roads carried a total of 50,400 vehicles, 26,000 to Queens and 24,400 to Nassau. The

Laurelton Parkway was used by 21,700 Queens-bound vehicles, and 17,700 entering Nassau. On the Grand Central Parkway and its service road, the heavier volume was in the eastbound direction (leaving New York City), with 20,500 entering Queens and 22,500 entering Nassau.

- The evening outbound peak hour occurred during 3-4 pm, when 33,000 vehicles were recorded departing Queens for Nassau. The Long Island Expressway and its service road were used by 6,900 of those evening outbound peak hour vehicles. Another 5,700 used the Laurelton Parkway. The Grand Central Parkway and its service road accommodated an additional 6,100.
- The evening inbound peak hour occurred during 5-6 pm, when 32,100 vehicles were recorded departing Nassau for Queens. The Long Island Expressway (including service road) was used by 7,500 of those inbound evening peak hour vehicles. Another 5,500 used the Grand Central Parkway and its service road, with the Laurelton Parkway accommodating an additional 4,700.
- During the 3-7 pm evening rush period, 129,800 vehicles entered Nassau, and 120,200 entered Queens. The Long Island Expressway and its service roads accommodated 27,400 vehicles to Nassau and 27,900 to Queens. The Laurelton Parkway served 22,500 vehicles entering Nassau and 18,300 entering Queens. The Grand Central Parkway and its service road were used by 22,400 vehicles entering Nassau and 20,900 entering Queens.
- Volumes were heavy crossing the Queens-Nassau screenline throughout the day, with two-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

New York – New Jersey

- On a fall 2010 weekday, 674,700 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), 0.6% more than the 670,400 recorded in fall of 2009.
- Manhattan-New Jersey traffic increased 0.3% (to 506,500 daily vehicles in 2010 from 504,900 in 2009), while daily volume between Staten Island and New Jersey increased 1.6% (to 168,100 from 165,500).
- The George Washington Bridge, with a total two-way volume of 292,000 daily vehicles in 2010, continues to be the highest volume crossing by a wide margin. In fall 2010, this facility carried 43% of total New York City-New Jersey traffic, and 58% of the volume between Manhattan and New Jersey. The George Washington Bridge, with eight lanes on the upper level and six lanes on the lower level, is the busiest of all screenline facilities citywide.
- The Lincoln Tunnel accommodated 119,800 daily vehicles in 2010; the Holland Tunnel, 94,700.
- The Outerbridge Crossing was the busiest Staten Island-New Jersey facility, with an average daily volume of 74,700 vehicles in 2010, down 0.2% from 74,900 in 2009. Traffic on the Goethals Bridge increased 3.2%, to 73,500 daily vehicles in 2010 from 71,200 in 2009. The Bayonne Bridge accommodated 20,000 daily vehicles in 2010, an increase of 2.9% from the 19,400 daily vehicles recorded in 2009.

- Some 18,800 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 10,600 (57%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 68,000. The George Washington Bridge was the route for 56% of these 6-10 am entries (37,800 vehicles).
- Some 18,300 vehicles departed Manhattan for New Jersey during the 4-5 pm evening peak hour, with the George Washington Bridge accommodating 11,100 (61%) of those departing vehicles.
- During the 3-7 pm evening rush period, 69,900 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 61% of that departing traffic (42,500 vehicles).
- Between 6-10 am, 19,900 vehicles crossed from Staten Island to New Jersey. During the same period, 19,600 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 24,700 vehicles, while traffic bound for New Jersey totaled 20,900.

Brooklyn - Queens

- On a typical 2010 weekday, 596,800 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations. This was 0.8% more than the 592,300 daily vehicles that had been recorded in 2009. Except for the four bridges over Newtown Creek (monitored annually in the *New York City Bridge Traffic Volumes* report), traffic volumes at this screenline were analyzed for the first time in 1993.
- Over two-thirds (69.6%) of the vehicles (415,500 per day) crossing the Brooklyn-Queens screenline used the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore (Belt) Parkway. Some 44.8% (267,100 per day) were crossing Newtown Creek via the Grand Street, J.J. Byrne, Kosciuszko, and Pulaski Bridges.
- The highest volume Brooklyn-Queens highway was the Kosciuszko Bridge on the Brooklyn-Queens Expressway, with two-way daily volume of 190,800 vehicles, 32.0% of all traffic on the monitored thoroughfares and 71.4% of Newtown Creek crossings. Belt Parkway (Shore Parkway) was second with 155,600 vehicles per day, 26.1% of the total recorded screenline traffic.
- Belt Parkway (Shore Parkway), Jackie Robinson Parkway, Linden Boulevard, Pulaski Bridge, J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge), and Atlantic Avenue were the busiest of the principal arterials surveyed, with average daily volumes of 155,600, 69,100, 48,800, 37,000, 26,700, and 23,300 vehicles, respectively.
- A total of 19,400 vehicles were recorded entering Brooklyn from Queens during the 7-8 am morning peak hour. The Kosciuszko Bridge and Belt (Shore) Parkway accommodated 4,900 and 5,200 of those vehicles, respectively.
- Morning traffic to Queens peaked between 7-8 am, at 16,400 vehicles, including 5,400 on the Kosciuszko Bridge and 4,300 on Belt (Shore) Parkway.

- During the 6-10 am rush period, 70,500 vehicles were recorded entering Brooklyn, with the Kosciuszko Bridge and Belt (Shore) Parkway carrying 19,400 and 18,900, respectively. Simultaneously, 61,300 vehicles entered Queens, including 20,400 on the Kosciuszko Bridge and 16,200 on Belt Parkway.
- Evening traffic entering Queens from Brooklyn peaked between 5-6 pm, when 19,700 vehicles were recorded. The Kosciuszko Bridge and Shore (Belt) Parkway each served 5,200 of those vehicles.
- Evening traffic entering Brooklyn from Queens also peaked between 5-6 pm, at 17,700 vehicles. The Kosciuszko Bridge was used by 4,500 of those vehicles, while another 4,700 were on Shore (Belt) Parkway.
- During the 3-7 pm evening rush period, 75,300 vehicles were recorded entering Queens, while 67,500 were counted in the opposite direction. The Kosciuszko Bridge carried 20,300 to Queens and 17,500 to Brooklyn, while Shore (Belt) Parkway carried 19,700 to Queens and 18,200 to Brooklyn.

2009 vs. 2010

Screenline Traffic Volume Trends

Both Directions

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BRONX-WESTCHESTER	Highway Functional Classification	2009	2010	Percent Change
Boston Road	Principal Arterial	21,702	23,932	10.3 %
Broadway	Principal Arterial	15,206	15,317	0.7 %
Bronx River Parkway	Principal Arterial	89,628	91,693	2.3 %
Henry Hudson Parkway	Principal Arterial	95,982	97,886	2.0 %
Hutchinson River Parkway	Principal Arterial	91,662	93,245	1.7 %
Major Deegan Expressway	Interstate	111,320	109,470	- 1.7 %
Major Deegan Svce Roads	Principal Arterial	10,628	10,947	3.0 %
New England Thruway	Interstate	130,495	132,795	1.8 %
Riverdale Avenue	Principal Arterial	9,538	9,592	0.6 %
Van Cortlandt Park East	Minor Arterial	10,652	10,157	- 4.6 %
Webster Avenue	Local	10,113	9,811	- 3.0 %
White Plains Road	Principal Arterial	12,378	12,633	2.1 %
Total Bronx-Westchester Screenline		609,304	617,478	1.3 %

QUEENS-NASSAU

Beach Channel Drive	Minor Arterial	23,541	24,287	3.2 %
Central Avenue	Minor Arterial	13,516	13,583	0.5 %
Grand Central Parkway	Principal Arterial	146,117	148,686	1.8 %
Grand Central Parkway Svce Road	Minor Arterial	10,304	14,176	37.6 %
Hempstead Avenue	Principal Arterial	44,494	41,706	- 6.3 %
Hillside Avenue	Principal Arterial	23,561	23,535	- 0.1 %
Jamaica Avenue	Principal Arterial	28,271	29,150	3.1 %
Laurelton Parkway	Principal Arterial	162,052	170,241	5.1 %
Linden Boulevard	Principal Arterial	26,349	27,630	4.9 %
Long Island Expressway	Interstate	228,908	218,406	- 4.6 %
Long Island Exp Svce Roads	Principal Arterial	10,044	9,434	- 6.1 %
Merrick Boulevard	Minor Arterial	18,566	20,322	9.5 %
Northern Boulevard	Principal Arterial	38,624	39,138	1.3 %
Rockaway Boulevard	Principal Arterial	75,108	74,064	- 1.4 %
Seagirt Boulevard	Principal Arterial	20,268	21,298	5.1 %
Sunrise Highway	Principal Arterial	66,394	67,712	2.0 %
Union Turnpike	Principal Arterial	19,484	20,300	4.2 %
Total Queens-Nassau Screenline		955,601	963,668	0.8 %

2009 vs. 2010

Screenline Traffic Volume Trends

Both Directions

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NEW YORK - NEW JERSEY	Highway Functional Classification	2009	2010	Percent Change
George Washington Bridge	Interstate	289,694	292,047	0.8 %
Holland Tunnel	Interstate	96,184	94,667	- 1.6 %
Lincoln Tunnel	Principal Arterial	118,982	119,832	0.7 %
Bayonne Bridge	Principal Arterial	19,422	19,981	2.9 %
Goethals Bridge	Interstate	71,230	73,486	3.2 %
Outerbridge Crossing	Principal Arterial	74,852	74,665	- 0.2 %
Total New York - New Jersey Screenline		670,364	674,678	0.6 %

BROOKLYN - QUEENS

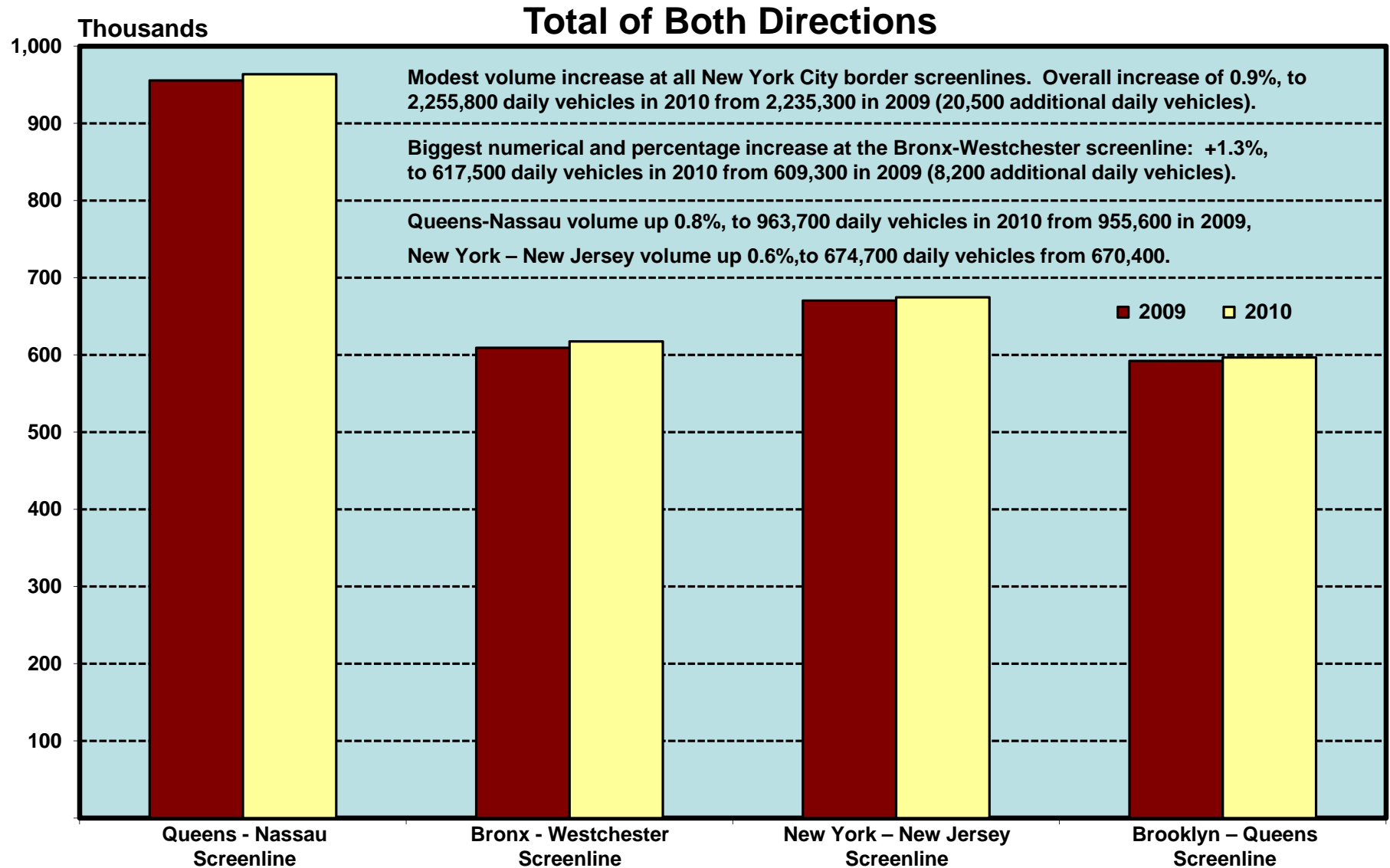
Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	12,576	12,662	0.7 %
J.J. Byrne Memorial Bridge *	Principal Arterial	26,637	26,716	0.3 %
Kosciuszko Bridge	Interstate	188,322	190,753	1.3 %
Pulaski Bridge	Principal Arterial	36,103	36,981	2.4 %
Subtotal, Newtown Creek Bridges		263,638	267,112	1.3 %

Other Facilities				
Atlantic Avenue	Principal Arterial	21,477	23,346	8.7 %
Cooper Street	Minor Arterial	9,698	10,045	3.6 %
Cornelia Street	Local	1,847	1,848	0.1 %
Decatur Street	Collector	2,091	2,101	0.5 %
DeKalb Avenue	Minor Arterial	5,534	5,098	- 7.9 %
Greene Avenue	Minor Arterial	1,887	1,655	- 12.3 %
Jackie Robinson Parkway	Principal Arterial	67,477	69,120	2.4 %
Linden Boulevard	Principal Arterial	44,464	48,795	9.7 %
Linden Street	Collector	1,936	1,938	0.1 %
Shore Parkway	Principal Arterial	162,807	155,612	- 4.4 %
Sutter Avenue	Minor Arterial	9,424	10,089	7.1 %
Subtotal, Other Facilities		328,642	329,647	0.3 %

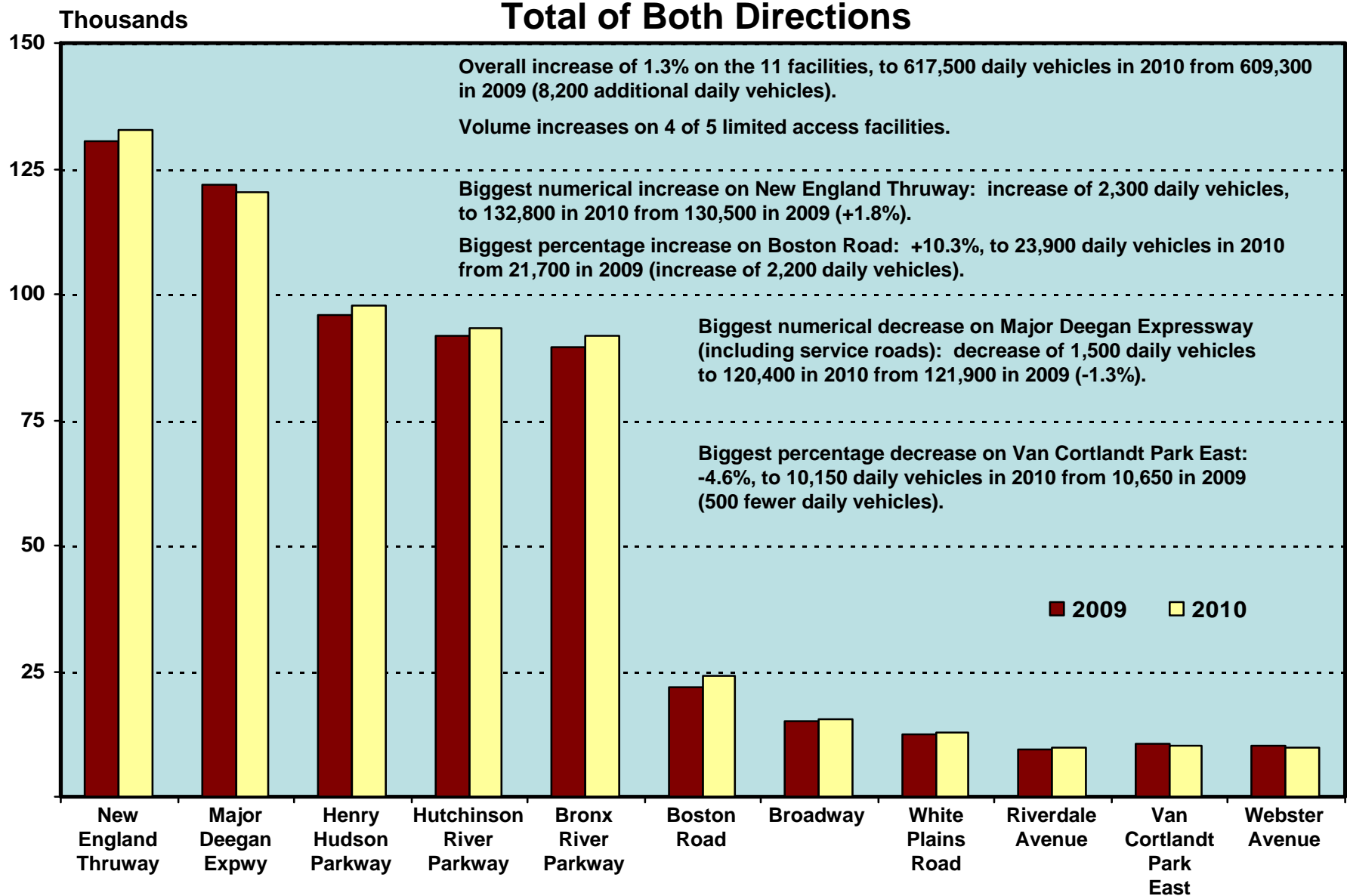
Total Brooklyn - Queens Screenline		592,280	596,759	0.8 %
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* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

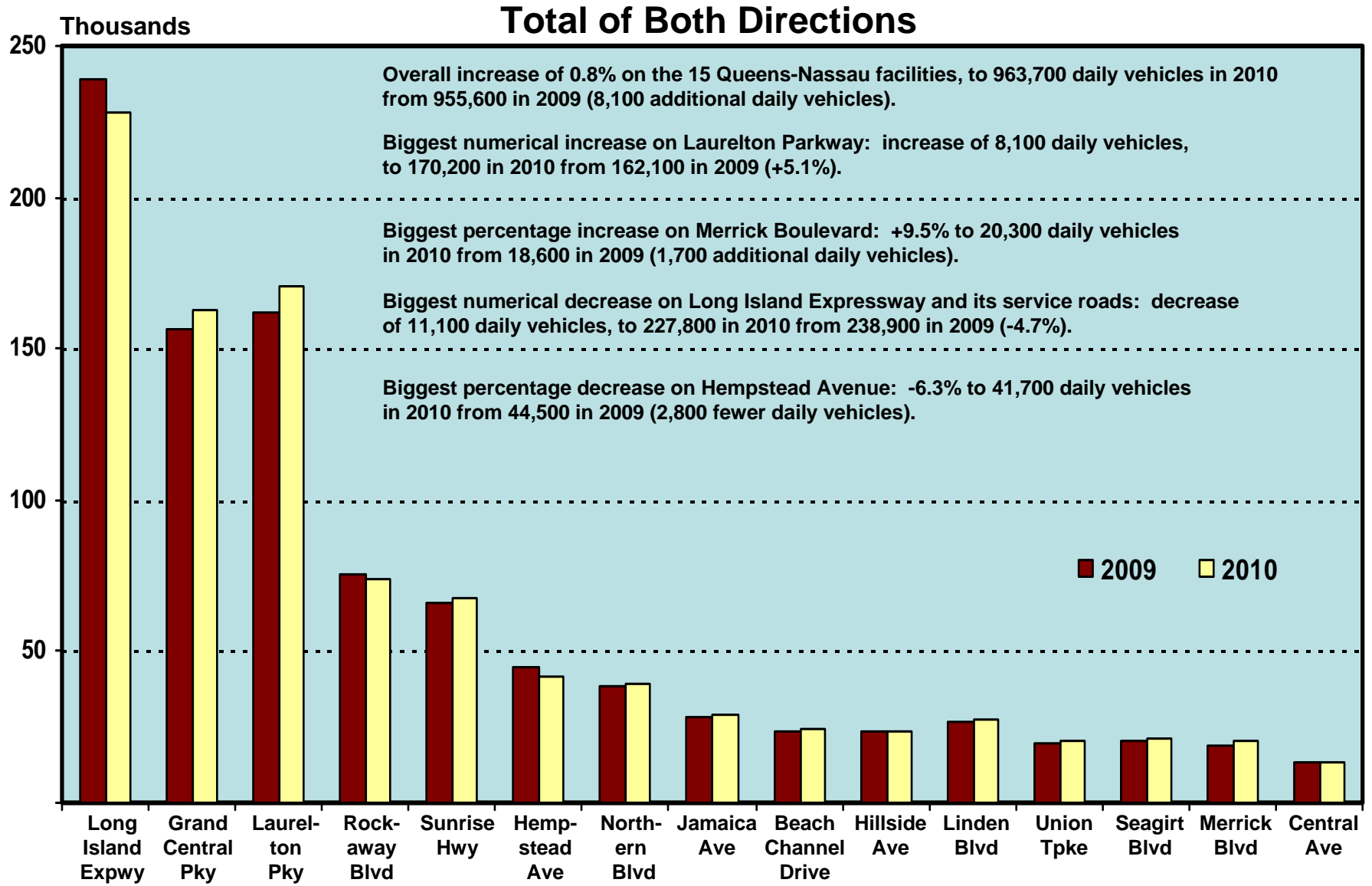
New York City Screenlines ~ Daily Volumes 2010 vs. 2009



Bronx – Westchester Screenline Daily Volumes 2010 vs. 2009

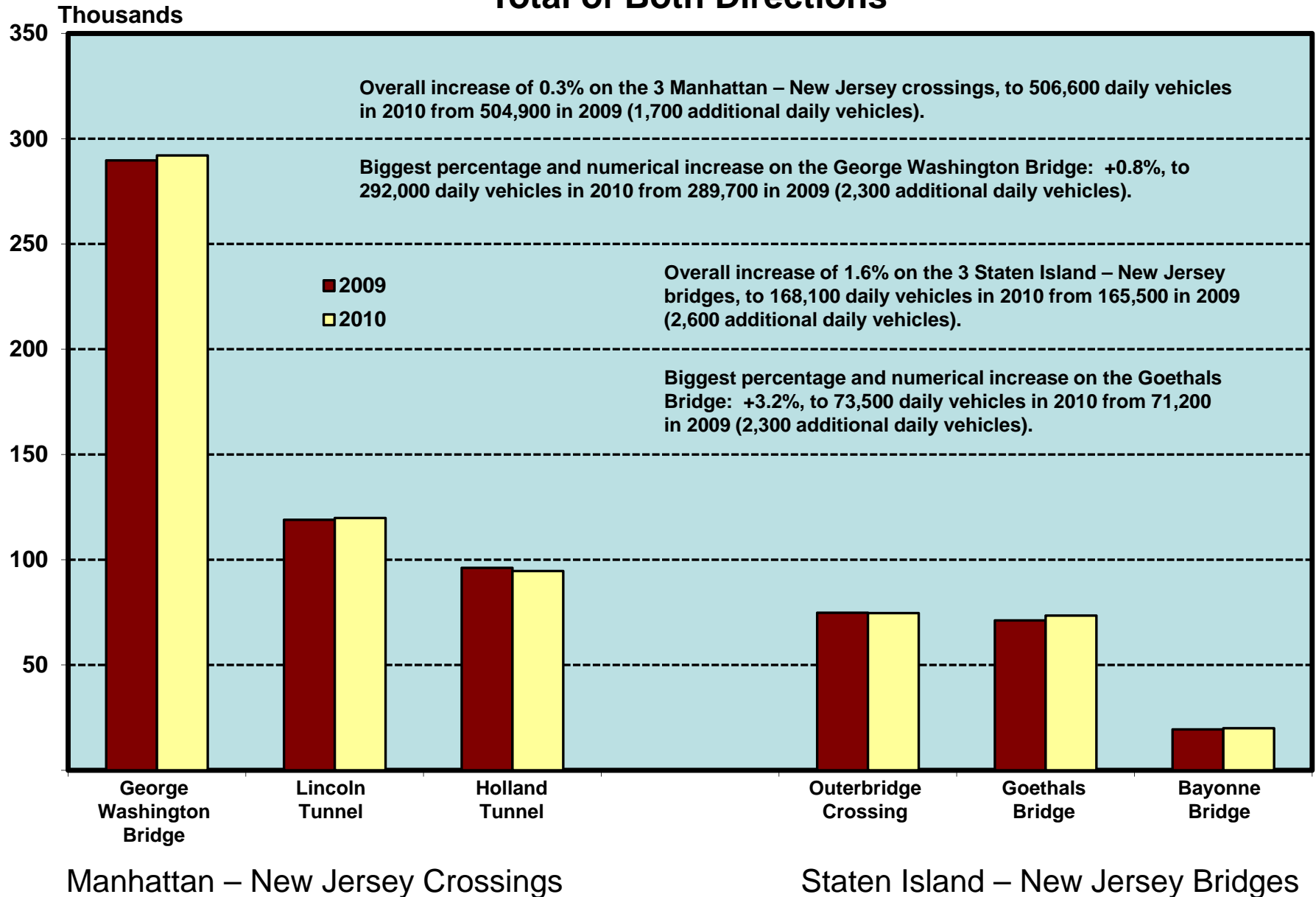


Queens – Nassau Screenline Daily Volumes 2010 vs. 2009

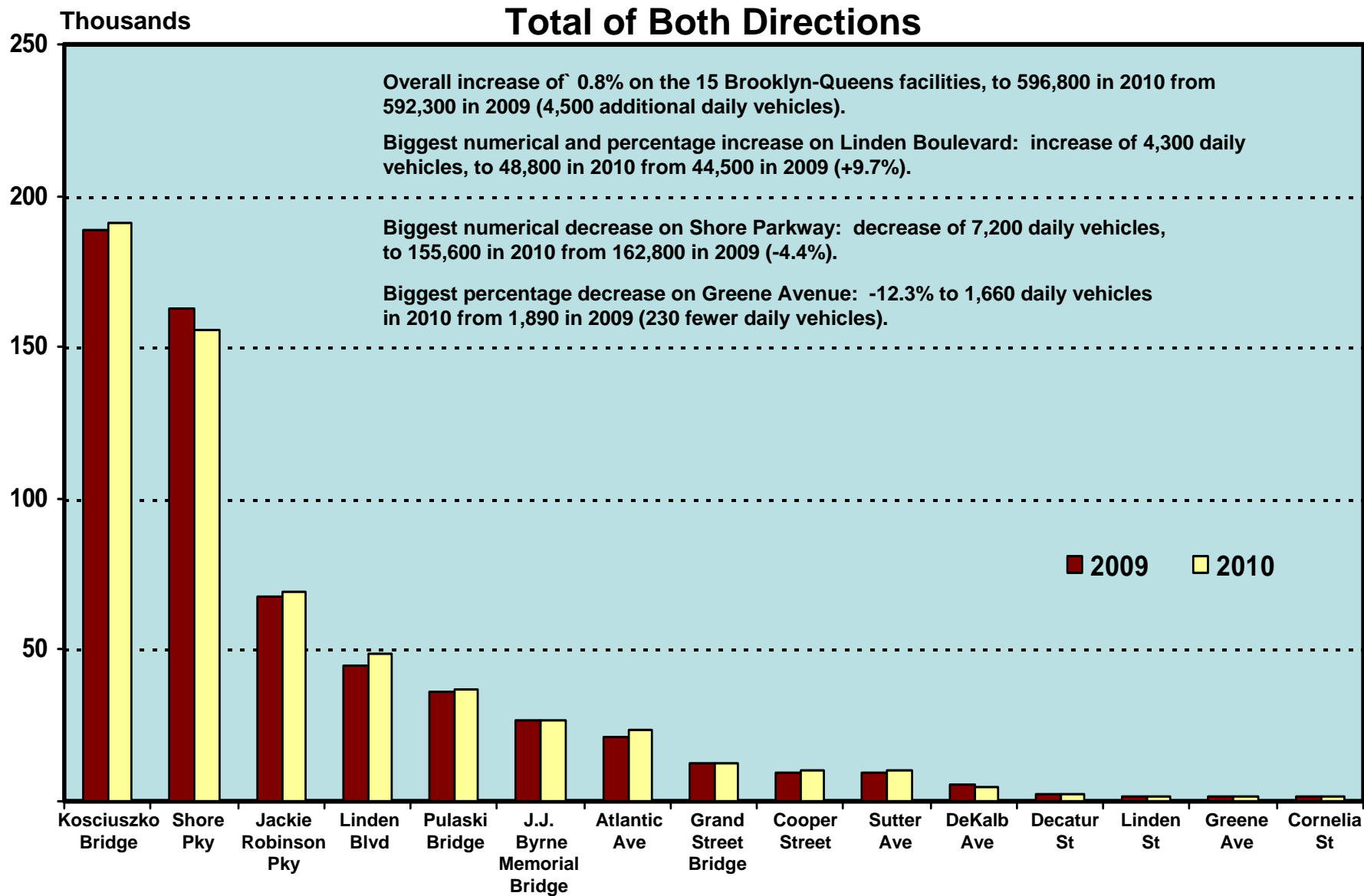


New York – New Jersey Screenline Daily Volumes 2010 vs. 2009

Total of Both Directions



Brooklyn - Queens Screenline Daily Volumes 2010 vs. 2009



10-Year Trends ~ 2000-2010



**Broadway at the Bronx – Westchester Screenline
Looking South**

TEN-YEAR TRENDS: 2000-2010

- Total monitored daily traffic volume at the City boundaries increased 0.5% during this ten-year period, to 2,255,800 in 2010 from 2,244,300 in 2000.

Bronx - Westchester

- The eleven Bronx-Westchester monitoring sites showed the largest overall increase of any screenline, as traffic volume was 4.5% higher in 2010 than in 2000: 617,500 daily vehicles vs. 591,000.
- The largest individual numerical and percentage increase in Bronx-Westchester traffic occurred on the Hutchinson River Parkway, where traffic volume was 8.8% higher in 2010 than in 2000 (93,200 daily vehicles vs. 85,700, an increase of 7,500 vehicles per day). Daily volume on the Henry Hudson Parkway was up 8.8%, to 97,900 in 2010 from 90,400 in 2000 (7,500 additional daily vehicles). Traffic on the Major Deegan Expressway and its service roads increased by 5.5%, to 120,400 daily vehicles in 2010 from 114,200 in 2000 (6,200 additional daily vehicles).
- The biggest numerical and percentage decline occurred on Riverdale Avenue, where volume was down 11.0%, to 9,600 daily vehicles in 2010 from 10,800 in 2000 (1,200 fewer vehicles per day).

Queens - Nassau

- Between Queens and Nassau, monitored traffic volume increased 2.5% during the past ten years, to 963,700 in 2010 from 940,200 in 2000 (23,500 additional daily vehicles).
- The largest individual Queens-Nassau traffic increase since 2000 occurred on the Long Island Expressway and its service roads: up 19.1% to 227,800 daily vehicles in 2010 from 191,400 in 2000 (36,400 additional daily vehicles). The largest percentage increase was on Seagirt Boulevard: +21.2%, to 21,300 daily vehicles from 17,600 (3,700 additional daily vehicles).
- The greatest numerical decline in Queens-Nassau traffic occurred the Grand Central Parkway and its service road, where daily traffic decreased to 162,900 in 2010 from 173,200 in 2000 (a decrease of 10,300 daily vehicles, or 6.0%). The greatest percentage decline was on Hillside Avenue where daily traffic decreased by 15.9%, to 23,500 daily vehicles in 2010 from 28,000 in 2000 (decrease of 4,500 daily vehicles).

New York – New Jersey

- Between Manhattan and New Jersey, daily traffic decreased 7.6% during this ten-year period, to 506,600 in 2010 from 548,500 in 2000 (decrease of 41,900 vehicles per day).
- The steepest decline in Manhattan-New Jersey traffic was at the George Washington Bridge, where daily traffic decreased 8.1%, to 292,000 in 2010 from 317,600 in 2000 (25,600 fewer daily vehicles). Traffic using the Holland Tunnel decreased 6.4%, to 94,700 daily vehicles in 2010 from 101,100 in 2000. Daily volume through the Lincoln Tunnel decreased 7.6%, to 119,800 in from 129,700.

- On the three Staten Island-New Jersey bridges, daily volume increased 2.1%, to 168,100 in 2010 from 164,700 in 2000. Daily traffic on the Bayonne Bridge increased 8.0%, to 20,000 in 2010 from 18,500 in 2000.

Brooklyn – Queens

- At the Brooklyn-Queens screenline, traffic decreased 2.7%, to 596,800 daily vehicles in 2010 from 613,600 in 2000 (16,800 fewer daily vehicles). Volumes decreased on eleven of the fifteen monitored facilities.
- The largest Brooklyn-Queens volume decrease since 2000 occurred on the Kosciuszko Bridge (decrease of 10,100 daily vehicles, or 5.0%, to 190,800 daily vehicles in 2010 from 200,900 in 2000). The largest percentage decreases occurred on Linden Street (down 21.8% to 1,940 daily vehicles in 2010 from 2,480 in 2000), and on Atlantic Avenue (down 19.8% to 23,300 daily vehicles from 29,100).
- The most significant increase in Brooklyn-Queens traffic occurred on the Shore Parkway (Belt Parkway) where daily volume increased by 5,700, to 155,600 in 2010 from 149,900 in 2000 (+3.8%). Daily volume on Sutter Avenue increased by 2,200 vehicles, to 10,100 from 7,900 (+28.2%).

10-Year Volume Trends ~ 2000 - 2010

New York City Screenline Traffic Volumes

Both Directions

Page 1 of 2

BRONX-WESTCHESTER	Highway Functional Classification	2000	2010	Percent Change
Boston Road	Principal Arterial	23,141	23,932	3.4 %
Broadway	Principal Arterial	16,337	15,317	- 6.2 %
Bronx River Parkway	Principal Arterial	86,470	91,693	6.0 %
Henry Hudson Parkway	Principal Arterial	90,442	97,886	8.2 %
Hutchinson River Parkway	Principal Arterial	85,715	93,245	8.8 %
Major Deegan Expressway	Interstate	102,728	109,470	6.6 %
Major Deegan Svce Roads	Principal Arterial	11,456	10,947	- 4.4 %
New England Thruway	Interstate	130,944	132,795	1.4 %
Riverdale Avenue	Principal Arterial	10,774	9,592	- 11.0 %
Van Cortlandt Park East	Minor Arterial	9,900	10,157	2.6 %
Webster Avenue	Local	10,244	9,811	- 4.2 %
White Plains Road	Principal Arterial	12,871	12,633	- 1.8 %
Total Bronx-Westchester Screenline		591,022	617,478	4.5 %

QUEENS-NASSAU

Beach Channel Drive	Minor Arterial	25,585	24,287	- 5.1 %
Central Avenue	Minor Arterial	13,766	13,583	- 1.3 %
Grand Central Parkway	Principal Arterial	160,601	148,686	- 7.4 %
Grand Central Parkway Svce Road	Minor Arterial	12,595	14,176	12.6 %
Hempstead Avenue	Principal Arterial	46,887	41,706	- 11.0 %
Hillside Avenue	Principal Arterial	27,971	23,535	- 15.9 %
Jamaica Avenue	Principal Arterial	28,742	29,150	1.4 %
Laurelton Parkway	Principal Arterial	159,143	170,241	7.0 %
Linden Boulevard	Principal Arterial	28,461	27,630	- 2.9 %
Long Island Expressway	Interstate	172,879	218,406	26.3 %
Long Island Exp Svce Roads	Principal Arterial	18,500	9,434	- 49.0 %
Merrick Boulevard	Minor Arterial	18,916	20,322	7.4 %
Northern Boulevard	Principal Arterial	44,961	39,138	- 13.0 %
Rockaway Boulevard	Principal Arterial	74,130	74,064	- 0.1 %
Seagirt Boulevard	Principal Arterial	17,571	21,298	21.2 %
Sunrise Highway	Principal Arterial	70,995	67,712	- 4.6 %
Union Turnpike	Principal Arterial	18,444	20,300	10.1 %

Total Queens-Nassau Screenline		940,147	963,668	2.5 %
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10-Year Volume Trends ~ 2000 - 2010

New York City Screenline Traffic Volumes

Both Directions

Page 2 of 2

NEW YORK - NEW JERSEY	Highway Functional Classification	2000	2010	Percent Change
George Washington Bridge	Interstate	317,618	292,047	- 8.1 %
Holland Tunnel	Interstate	101,137	94,667	- 6.4 %
Lincoln Tunnel	Principal Arterial	129,710	119,832	- 7.6 %
Bayonne Bridge	Principal Arterial	18,493	19,981	8.0 %
Goethals Bridge	Interstate	72,791	73,486	1.0 %
Outerbridge Crossing	Principal Arterial	73,384	74,665	1.7 %
Total New York - New Jersey Screenline		713,133	674,678	- 5.4 %

BROOKLYN - QUEENS

Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	15,508	12,662	- 18.4 %
J.J. Byrne Memorial Bridge *	Principal Arterial	26,143	26,716	2.2 %
Kosciuszko Bridge	Interstate	200,872	190,753	- 5.0 %
Pulaski Bridge	Principal Arterial	37,421	36,981	- 1.2 %
Subtotal, Newtown Creek Bridges		279,944	267,112	- 4.6 %

Other Facilities

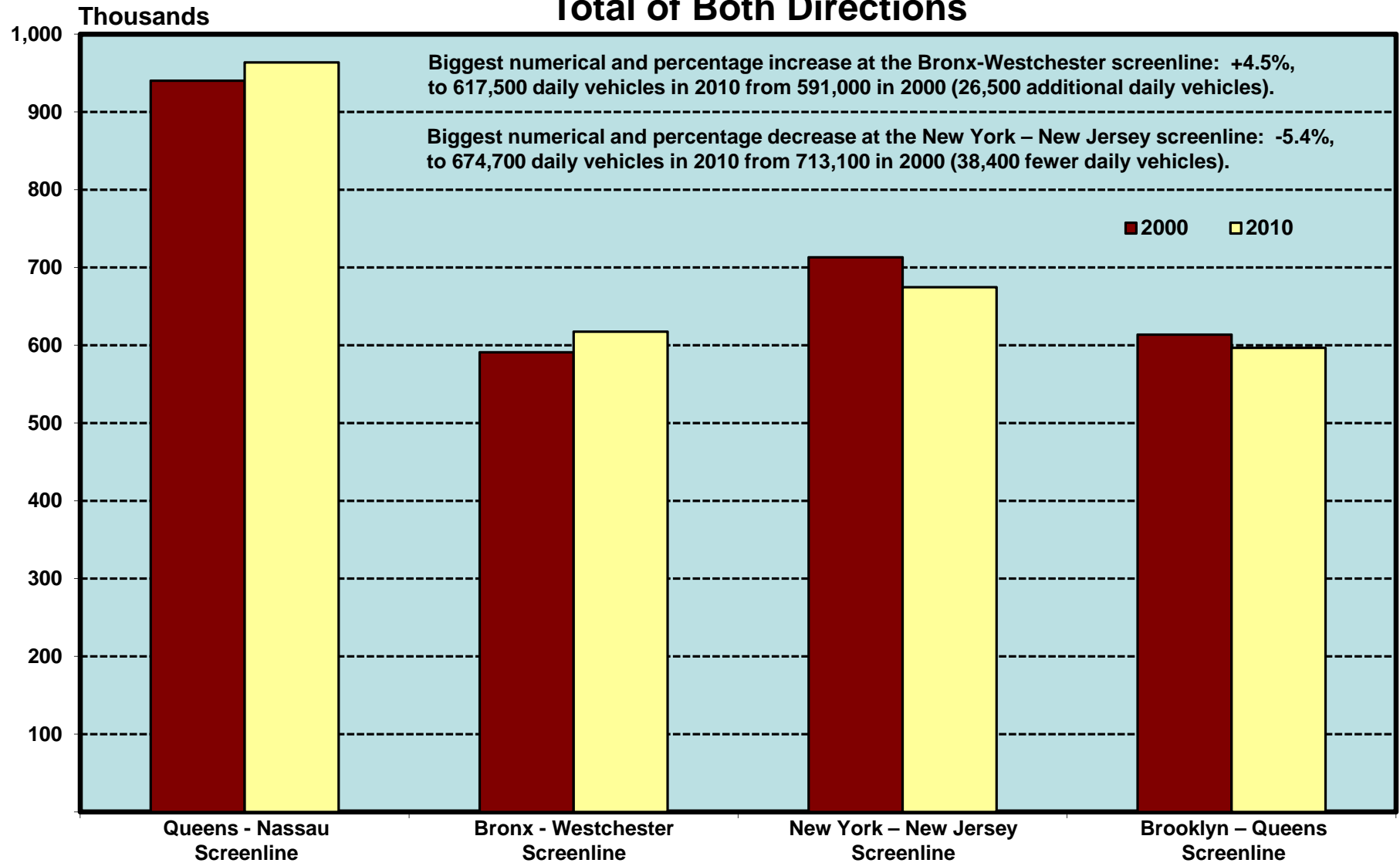
Atlantic Avenue	Principal Arterial	29,114	23,346	- 19.8 %
Cooper Street	Minor Arterial	9,605	10,045	4.6 %
Cornelia Street	Local	1,905	1,848	- 3.0 %
Decatur Street	Collector	2,113	2,101	- 0.6 %
DeKalb Avenue	Minor Arterial	5,118	5,098	- 0.4 %
Greene Avenue	Minor Arterial	1,947	1,655	- 15.0 %
Jackie Robinson Parkway	Principal Arterial	71,373	69,120	- 3.2 %
Linden Boulevard	Principal Arterial	52,200	48,795	- 6.5 %
Linden Street	Collector	2,477	1,938	- 21.8 %
Shore Parkway	Principal Arterial	149,954	155,612	3.8 %
Sutter Avenue	Minor Arterial	7,872	10,089	28.2 %
Subtotal, Other Facilities		333,678	329,647	- 1.2 %

Total Brooklyn - Queens Screenline		613,622	596,759	- 2.7 %
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* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

10-Year Volume Changes ~ 2000 - 2010

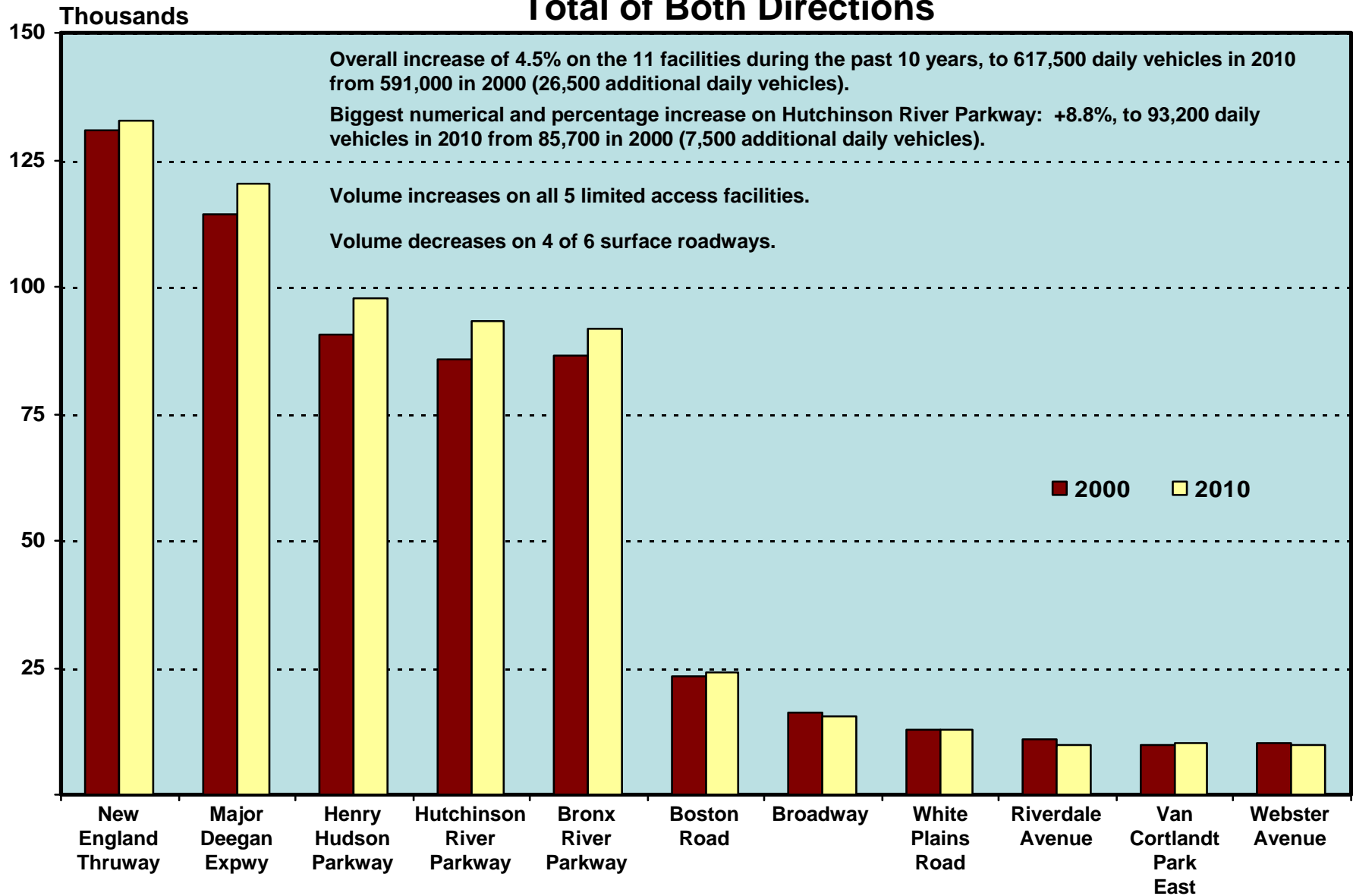
New York City Screenlines Daily Volumes Total of Both Directions



10-Year Volume Changes ~ 2000 - 2010

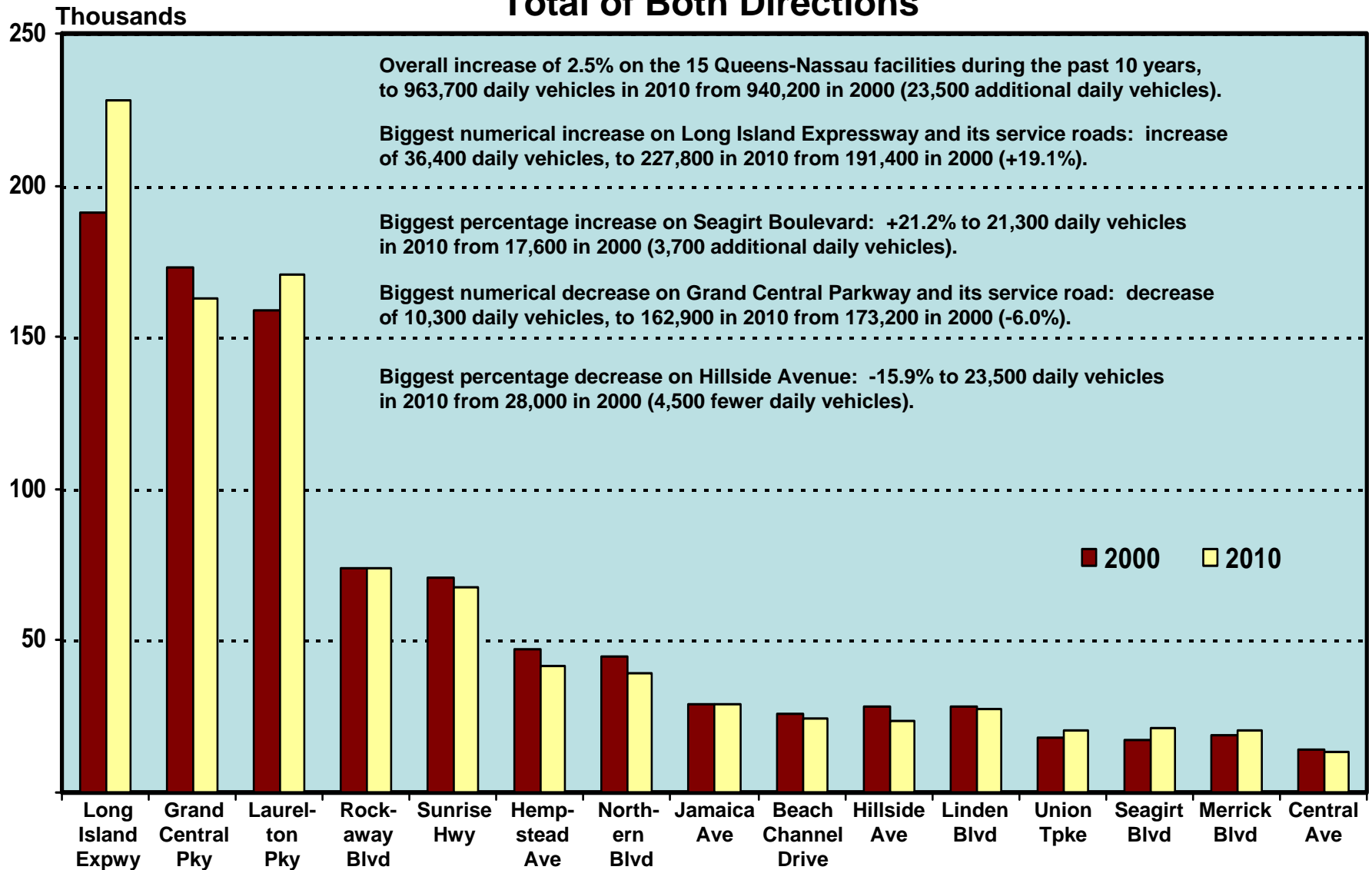
Bronx – Westchester Screenline Daily Volumes

Total of Both Directions



10-Year Volume Changes ~ 2000 - 2010

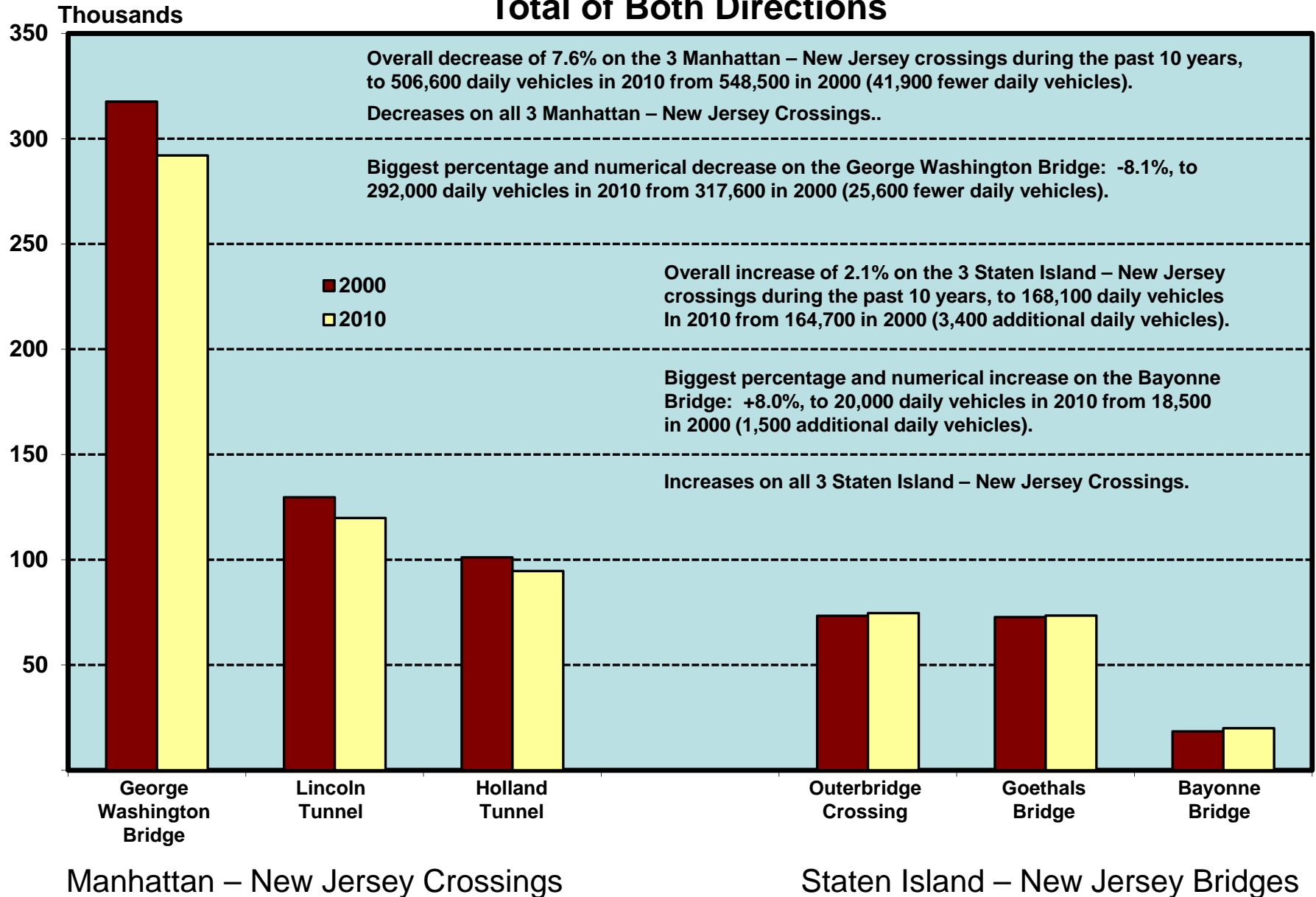
Queens – Nassau Screenline Daily Volumes Total of Both Directions



10-Year Volume Changes ~ 2000 – 2010

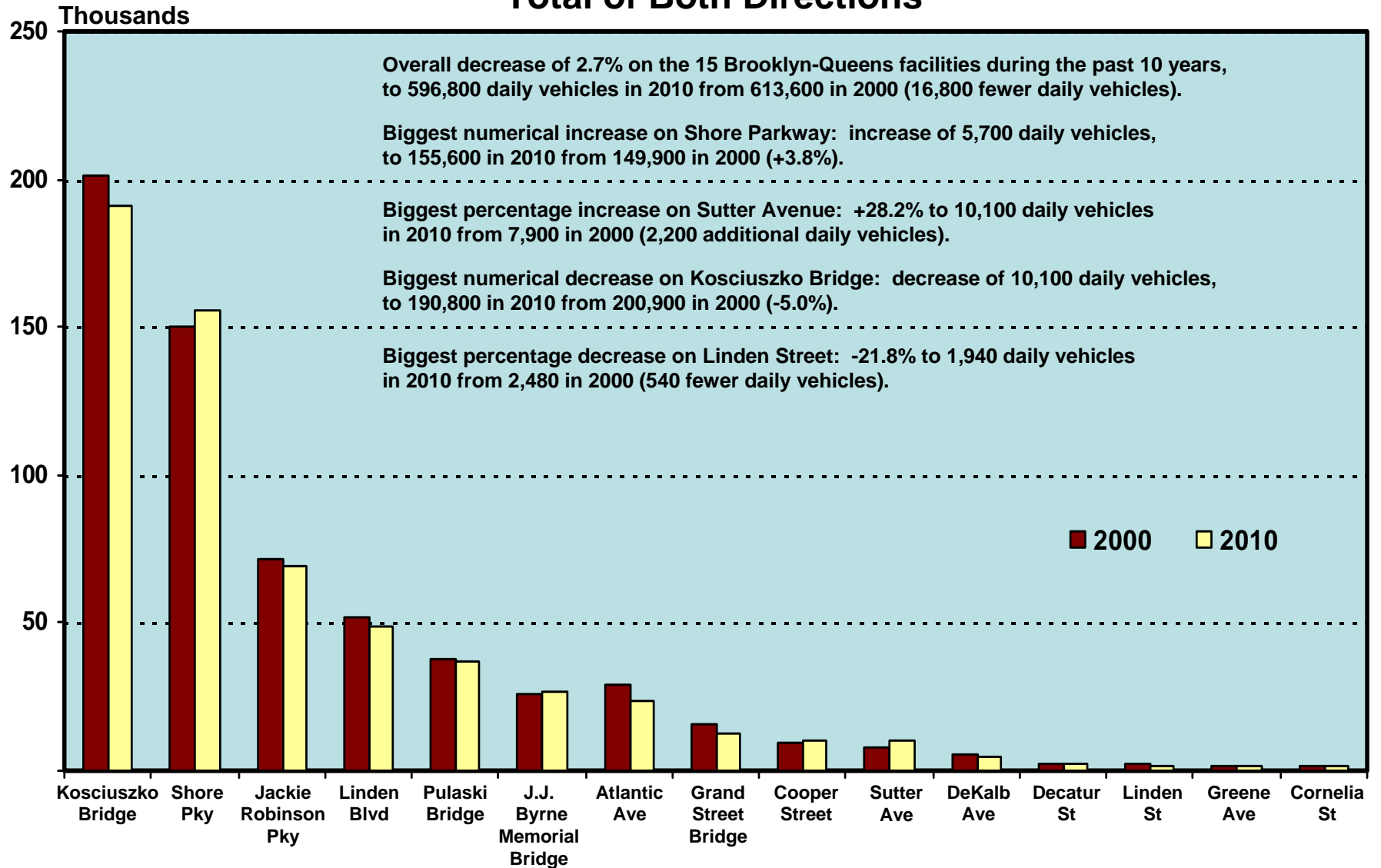
New York – New Jersey Screenline Daily Volumes

Total of Both Directions



10-Year Volume Changes ~ 2000 - 2010

Brooklyn - Queens Screenline Daily Volumes Total of Both Directions



New York City Screenline



South Conduit Avenue – Sunrise Highway
at the New York City – Nassau County 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 (volumes on Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens were not collected prior to 1986). The 546,600 daily vehicles recorded at the Queens–Nassau border accounted for 49.3% of the total.

During the ten years between 1963 and 1973, volume recorded at the City borders rose 36.2% to an average of 1,510,700 vehicles per day (401,500 additional vehicles), with increases exceeding 20% at all border screenlines. Daily volume on the three Staten Island–New Jersey bridges nearly tripled to 81,000 from 27,400. The largest numerical increase was at the Manhattan–New Jersey screenline, where daily volume rose to 397,200 vehicles from 265,600, an increase of 49.5%. Bronx–Westchester traffic rose 34.1% to 361,700 from 269,700, while traffic between Queens and Nassau was up 22.7% to 670,700 from 546,600.

Growth slowed between 1973 and 1982, with volume recorded at the City borders rising 10.4% during the nine-year period, to 1,667,300 daily vehicles. Traffic continued to increase at all City boundaries: Staten Island–New Jersey up 31.6% to 106,700; Bronx–Westchester up 14.4% to 413,800; Manhattan–New Jersey up 9.2% to 433,700; and Queens–Nassau up 6.3% to 713,100.

Between 1982 and 1986, there was increased growth, as monitored traffic at the City borders increased 14.8% during the four-year period, to 1,914,800 daily vehicles (excluding Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was not counted in 1982). Daily volume was up 29.8% to 138,400 on the Staten Island–New Jersey bridges, up 14.6% to 474,000 at the Bronx–Westchester border, up 14.5% to 816,600 between Queens and Nassau, and up 12.0% to 485,800 crossing the Hudson River between Manhattan and New Jersey.

From 1986 to 2000, monitored traffic at the New York City boundaries increased modestly, rising by 15.0% during that fourteen-year period, to 2,244,300 daily vehicles in 2000 from 1,951,000 in 1986. At the Bronx–Westchester screenline, daily volume was up 22.3%, to 591,000 in 2000 from 483,200 in 1986 (+107,800 daily vehicles). Daily traffic between Queens and Nassau increased 11.5%, to 940,100 in 2000 from 843,500 in 1986 (+96,600 daily vehicles). Staten Island–New Jersey daily volume rose 18.9%, to 164,700 from 138,400. Daily traffic between Manhattan and New Jersey increased 12.9%, to 548,500 from 485,800.

From 1963 to 2010, daily two-way traffic at the 29 City border locations monitored throughout the period nearly doubled, to 2,210,800 in 2010 from 1,109,200 in 1963.

Staten Island–New Jersey traffic expanded by 514%, to 168,100 daily vehicles in 2010 from 27,400 in 1963, largely as a result of the opening of the Verrazano–Narrows Bridge in 1964.

Manhattan–New Jersey volume increased 91%, to 506,500 in 2010 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 47-year period from 1963 to 2010, continuously monitored daily traffic increased 129% between The Bronx and Westchester (to 617,500 from 269,700), and 76% between Queens and Nassau (to 963,700 from 546,600).

New York City Screenline

2010 Daily Volumes

New Jersey



Manhattan

Westchester

Bronx

Queens

Brooklyn

Staten Island

Nassau

303,875

313,603

247,690

258,856

480,213

483,455

90,442

77,690

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

Entering New York City

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

Entering New York City

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Bronx - Westchester	308,307	314,460	315,038	320,086	323,025	314,134	325,814	304,452	312,818	313,603
Queens - Nassau	473,363	468,813	485,332	480,260	473,349	462,916	469,587	477,437	473,526	480,213
N.J. - Manhattan	222,389	254,895	260,117	262,050	256,289	261,612	258,412	247,975	249,308	247,690
N.J. - Staten Island	94,413	90,510	92,108	90,852	89,928	91,340	92,438	88,392	89,461	90,442
Totals	1,098,472	1,128,678	1,152,595	1,153,248	1,142,591	1,130,002	1,146,251	1,118,256	1,125,113	1,131,948

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

Leaving New York City

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

Leaving New York City

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Bronx - Westchester	298,359	305,478	304,411	307,208	310,325	310,424	310,024	294,146	296,486	303,875
Queens - Nassau	473,364	475,193	483,362	485,345	485,740	471,633	482,622	474,068	482,075	483,455
N.J. - Manhattan	236,555	277,944	287,332	274,346	271,428	276,136	255,562	260,294	255,552	258,856
N.J. - Staten Island	82,838	88,630	82,474	83,416	81,725	84,574	77,790	77,384	76,043	77,690
Totals	1,091,116	1,147,245	1,157,579	1,150,315	1,149,218	1,142,767	1,125,998	1,105,892	1,110,156	1,123,876

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

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

Both Directions

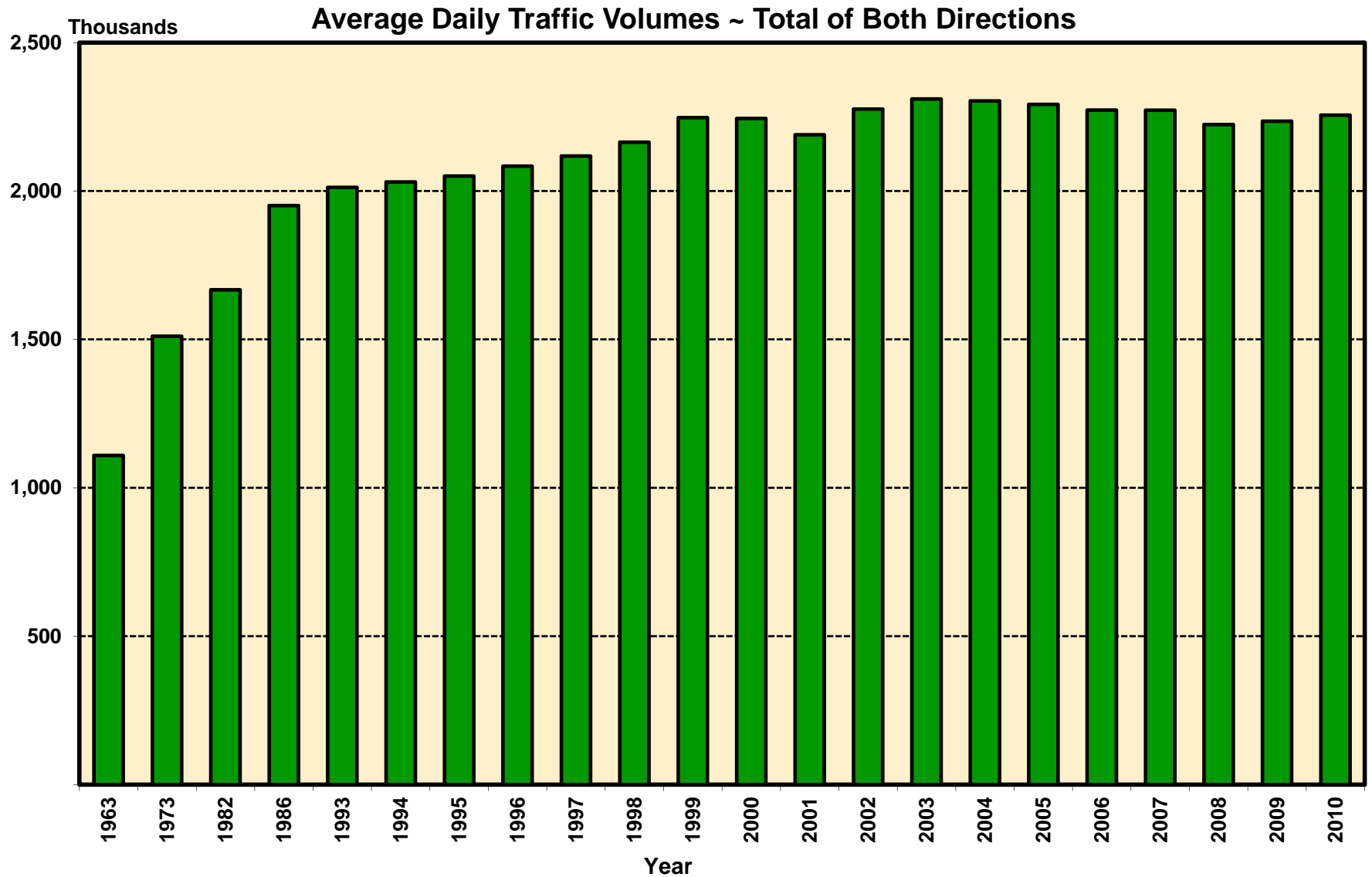
	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
Bronx - Westchester	269,650	361,714	413,750	483,252	506,191	515,853	531,941	547,972	554,683	565,746	584,015	591,022
Queens - Nassau	546,550	670,702	713,146	843,538	892,318	897,175	892,743	896,144	907,131	919,403	947,043	940,147
N.J. - Manhattan	265,603	397,203	433,744	485,751	473,069	473,799	482,098	493,194	504,788	522,512	549,352	548,465
N.J. - Staten Island *	27,398	81,034	106,672	138,436	140,775	143,875	143,657	146,565	151,578	156,786	166,890	164,668
Totals	1,109,201	1,510,653	1,667,312	1,950,977	2,012,353	2,030,702	2,050,439	2,083,875	2,118,180	2,164,447	2,247,300	2,244,302

Both Directions

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Bronx - Westchester	606,666	619,938	619,449	627,294	633,350	624,558	635,838	598,598	609,304	617,478
Queens - Nassau	946,727	944,006	968,694	965,605	959,089	934,549	952,209	951,505	955,601	963,668
N.J. - Manhattan	458,944	532,839	547,449	536,396	527,717	537,748	513,974	508,269	504,860	506,546
N.J. - Staten Island	177,251	179,140	174,582	174,268	171,653	175,914	170,228	165,776	165,504	168,132
Totals	2,189,588	2,275,923	2,310,174	2,303,563	2,291,809	2,272,769	2,272,249	2,224,148	2,235,269	2,255,824

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

New York City Border Screenline Historical Comparisons



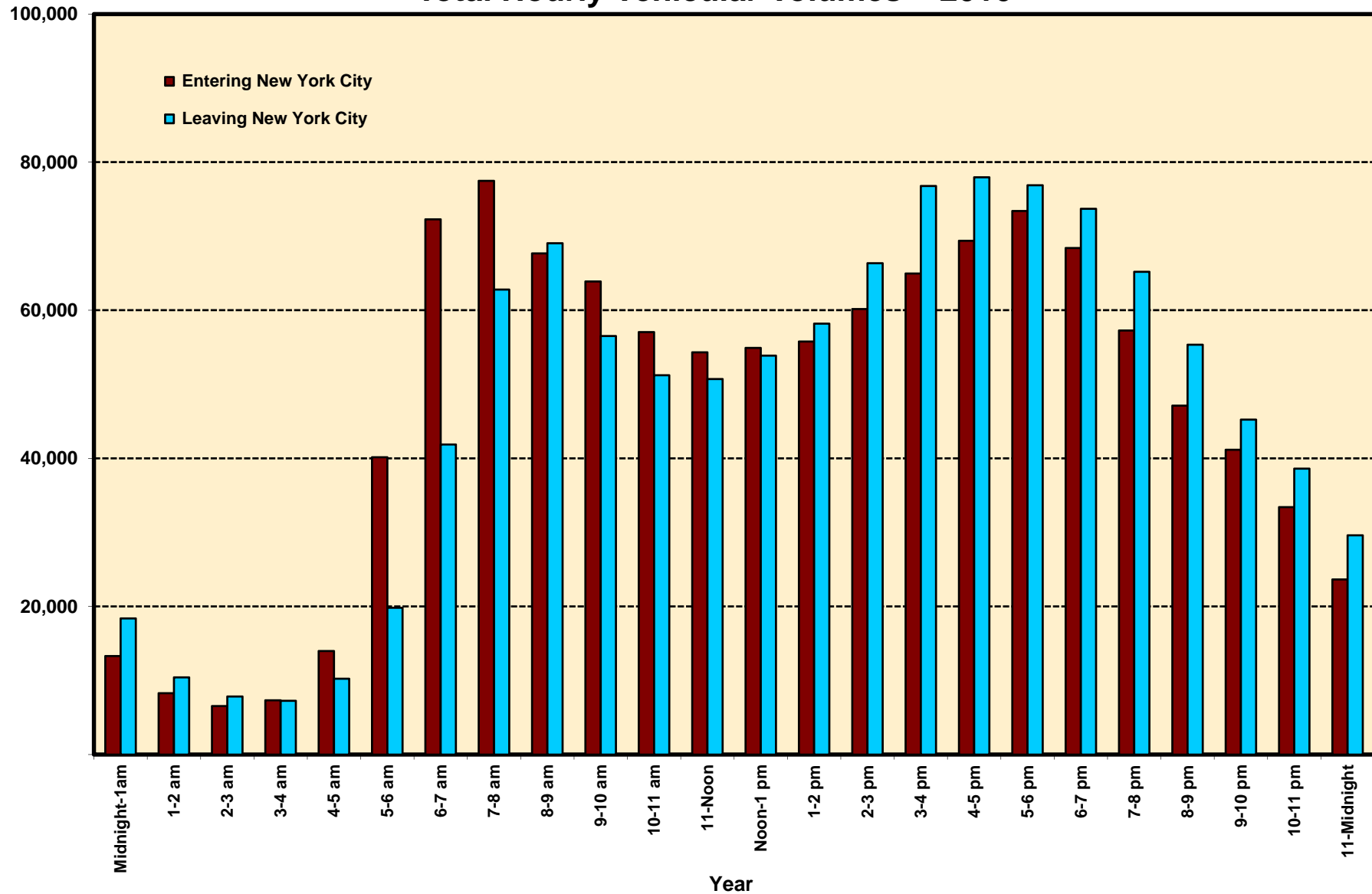
Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines.

New York City Border Screenline Traffic Volumes ~ 2010

	<i>Bronx-Westchester</i>		<i>Queens-Nassau</i>		<i>Manhattan</i>		<i>Staten Island</i>		<i>NYC Totals</i>	
	<i>To Bronx</i>	<i>To W'chstr</i>	<i>To Qns.</i>	<i>To Nas.</i>	<i>To Manh.</i>	<i>To N.J.</i>	<i>To S.I.</i>	<i>To N.J.</i>	<i>To N.Y.C.</i>	<i>From N.Y.C.</i>
Mid-1am	3,629	4,334	4,886	6,882	3,562	6,427	1,236	741	13,313	18,384
1-2am	2,432	2,721	2,706	4,017	2,327	3,166	823	520	8,288	10,424
2-3am	1,951	2,126	2,125	2,846	1,835	2,452	643	413	6,554	7,837
3-4am	1,852	2,093	2,691	2,322	2,089	2,417	693	433	7,325	7,265
4-5am	3,395	2,928	5,695	3,443	3,633	3,219	1,253	655	13,976	10,245
5-6am	8,820	5,608	17,420	7,648	10,818	5,000	3,094	1,569	40,152	19,825
6-7am	19,198	12,213	29,425	17,591	18,771	8,594	4,891	3,475	72,285	41,873
7-8am	23,960	18,182	30,888	27,422	17,529	11,478	5,102	5,706	77,479	62,788
8-9am	20,213	19,284	26,609	31,386	16,011	12,214	4,850	6,166	67,683	69,050
9-10am	17,176	14,527	26,354	26,679	15,639	10,757	4,712	4,553	63,881	56,516
10-11am	15,042	13,433	24,208	23,241	13,610	10,573	4,198	3,981	57,058	51,228
11-Noon	14,592	13,659	23,415	23,642	12,308	9,681	4,001	3,732	54,316	50,714
Noon-1	14,866	14,366	24,526	25,202	11,360	10,667	4,171	3,646	54,923	53,881
1-2pm	15,138	15,342	24,678	26,975	11,420	12,216	4,540	3,655	55,776	58,188
2-3pm	16,649	17,605	26,444	30,190	12,070	14,141	5,003	4,410	60,166	66,346
3-4pm	18,562	21,329	28,162	32,978	12,838	17,227	5,405	5,246	64,967	76,780
4-5pm	19,597	21,377	30,633	32,705	13,107	18,255	6,037	5,615	69,374	77,952
5-6pm	21,295	21,622	32,102	32,531	13,108	17,336	6,900	5,385	73,405	76,874
6-7pm	19,556	20,334	29,313	31,572	13,206	17,129	6,336	4,674	68,411	73,709
7-8pm	15,932	17,257	24,719	27,588	11,625	16,527	4,993	3,825	57,269	65,197
8-9pm	12,899	13,982	20,844	22,317	9,477	15,297	3,907	3,746	47,127	55,342
9-10pm	11,327	11,976	18,386	17,922	8,271	12,852	3,171	2,485	41,155	45,235
10-11pm	8,954	9,957	14,459	15,137	7,432	11,736	2,569	1,785	33,414	38,615
11-Mid	6,568	7,620	9,525	11,219	5,644	9,495	1,914	1,274	23,651	29,608
24 hr Total	313,603	303,875	480,213	483,455	247,690	258,856	90,442	77,690	1,131,948	1,123,876
6-10am	80,547	64,206	113,276	103,078	67,950	43,043	19,555	19,900	281,328	230,227
10am-1pm	44,500	41,458	72,149	72,085	37,278	30,921	12,370	11,359	166,297	155,823
1-3pm	31,787	32,947	51,122	57,165	23,490	26,357	9,543	8,065	115,942	124,534
3-7pm	79,010	84,662	120,210	129,786	52,259	69,947	24,678	20,920	276,157	305,315
6am-7pm	235,844	223,273	356,757	362,114	180,977	170,268	66,146	60,244	839,724	815,899

New York City Border Screenline Volumes

Total Hourly Vehicular Volumes ~ 2010



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

Bronx-Westchester Screenline



**Major Deegan Expressway
at Bronx-Westchester Screenline
Looking North**

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 (volumes on Van Cortlandt Park East were not collected prior to 1986). The Major Deegan Expressway and the New England Thruway were the most-traveled facilities, serving 68,300 and 56,100 vehicles per day, respectively.

By 1973, daily volume had risen 34.1% to 361,700, some 92,000 more than in 1963. The Major Deegan Expressway remained the highest volume facility, carrying 90,900 daily vehicles, 33.2% more than in 1963, followed by 82,600 on the New England Thruway, 47.4% above the 1963 count. Daily traffic on the Hutchinson River Parkway jumped 80.1% to 29,100 from 16,200. Traffic on Boston Road doubled, to 22,800 daily vehicles from 11,000.

Between 1973 and 1982, growth moderated, with average daily traffic rising 14.4% to 413,800 daily vehicles. The largest increase occurred on the Hutchinson River Parkway, where daily traffic rose 65.9% to 48,300 from 29,100.

Growth accelerated between 1982 and 1986, boosting Bronx-Westchester traffic to 474,000 daily vehicles, an increase of 14.6% over the four-year period (excluding 9,200 on Van Cortlandt Park East where traffic was not counted in 1982). Large increases in daily volumes were recorded on the Henry Hudson Parkway (up 27.5% to 53,300 from 41,800), the Major Deegan Expressway (up 27.0% to 124,900 from 98,300), and the Bronx River Parkway (up 20.3% to 79,200 from 65,800).

Between 1986 and 1993, daily traffic crossing the Bronx-Westchester border increased just 4.7%, to 506,200 from 483,300 (including Van Cortlandt Park East, where traffic was counted for the first time in 1986). The biggest numerical and percentage increase occurred on the Hutchinson River Parkway, where daily traffic rose 22.4% to 66,400 from 54,300. Second was the Henry Hudson Parkway, up 18.4% to 63,100 daily vehicles in 1993 from 53,300 in 1986.

From 1993 to 2000, Bronx-Westchester screenline traffic volume increased 16.8%, to 591,000 from 506,200. The largest increases occurred on the Henry Hudson Parkway (up 43.4% to 90,400 daily vehicles from 63,100), the New England Thruway (up 37.9% to 130,900 from 95,000), and the Hutchinson River Parkway (up 29.0%, to 85,700 daily vehicles from 66,400). The most significant decline was on the Major Deegan Expressway, where daily volume decreased 8.8%, to 114,200 in 2000 from 125,300 in 1993.

During the 47 years from 1963 to 2010, total daily traffic on the ten facilities monitored throughout the period more than doubled, to 607,300 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 337,700 additional daily vehicles on the ten continuously-monitored facilities, 322,400 (95% of the total increase) are on the limited access highways. The fastest growth occurred on the Hutchinson River Parkway, where daily volume soared 477%, to 93,200 daily vehicles from 16,200. Henry Hudson Parkway volume more than tripled, to 97,900 daily vehicles from 29,000. New England Thruway volume climbed 137%, to 132,800 from 56,100. On the Bronx River Parkway, volume doubled (to 91,700 from 44,100), while volume on the Major Deegan Expressway and its service roads was up 76% (to 120,400 from 68,300).

Boston Road exhibited the largest change of any arterial facility since 1963, with daily volume rising 118%, to 23,900 from 11,000. Volume on White Plains Road increased 37% to 12,600 daily vehicles from 9,200.

Bronx - Westchester Screenline

2010 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
Boston Rd	5,080	11,026	9,737	10,514	12,140	11,609	11,068	11,429	12,868	12,443	13,258	11,514
Broadway	6,570	7,169	4,465	7,679	8,017	8,074	8,114	8,113	8,020	8,331	8,096	8,292
Bronx River Pky	23,060	28,100	34,908	40,561	39,855	40,684	41,902	43,106	42,330	41,526	44,719	45,296
Henry Hudson Pky	16,170	18,300	19,728	29,720	34,445	36,721	39,857	41,537	44,136	40,811	46,359	47,922
Hutchinson River Pky	7,110	13,690	23,515	26,737	32,980	34,226	35,461	40,124	40,584	40,878	41,242	41,359
Major Deegan Exp *	28,780	45,520	46,396	59,902	59,934	55,397	54,819	52,995	54,548	55,106	54,438	53,403
New England Thruway	29,460	40,770	51,683	47,288	50,172	53,462	55,084	56,690	59,817	65,314	65,302	67,655
Riverdale Ave	5,130	5,523	4,789	5,878	6,044	5,615	5,794	5,961	6,191	5,994	5,904	5,539
Van Cortlandt Pk E	N/A	N/A	N/A	4,806	4,721	4,554	4,770	4,569	4,686	4,974	5,623	5,015
Webster Ave	5,950	3,650	5,119	5,447	6,393	5,943	6,300	6,289	6,343	6,318	6,093	6,378
White Plains Rd	4,600	5,930	6,062	5,551	4,010	5,760	6,038	5,859	5,712	6,179	6,162	6,091
Totals	131,910	179,678	206,402	244,083	258,711	262,045	269,207	276,672	285,235	287,874	297,196	298,464

To Bronx

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Boston Rd	13,262	12,997	13,839	13,016	12,370	12,537	12,418	12,210	11,578	11,788
Broadway	8,143	7,989	8,117	8,125	8,196	8,327	7,971	7,641	7,560	7,612
Bronx River Pky	46,681	49,382	47,061	47,666	48,587	47,918	47,563	46,292	48,112	48,391
Henry Hudson Pky	51,091	52,378	51,151	51,983	54,310	52,413	55,925	50,068	50,862	52,077
Hutchinson River Pky	44,624	46,446	44,690	48,534	46,537	42,783	47,698	45,313	45,184	46,677
Major Deegan Exp *	54,052	56,811	59,430	58,735	58,734	59,856	61,525	57,220	59,121	57,429
New England Thruway	66,091	64,042	66,454	66,869	68,815	65,776	68,247	62,231	67,328	66,730
Riverdale Ave	5,816	5,643	5,490	6,098	6,167	5,965	6,160	5,550	4,835	5,001
Van Cortlandt Pk E	5,399	5,816	5,874	6,193	5,952	6,012	5,388	5,636	5,842	5,443
Webster Ave	6,605	6,736	6,804	6,885	7,003	6,634	6,412	6,214	6,349	6,232
White Plains Rd	6,543	6,220	6,128	5,982	6,354	5,913	6,507	6,077	6,047	6,223
Totals	308,307	314,460	315,038	320,086	323,025	314,134	325,814	304,452	312,818	313,603

* Includes service roads

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

To Westchester

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

To Westchester

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Boston Rd	12,825	12,296	13,198	11,596	12,099	11,866	11,932	10,897	10,124	12,144
Broadway	8,152	8,005	8,353	7,778	8,256	7,611	7,848	7,745	7,646	7,705
Bronx River Pky	42,812	45,596	43,908	46,473	45,883	44,205	44,441	41,385	41,516	43,302
Henry Hudson Pky	44,236	45,624	47,583	46,067	46,797	46,931	48,400	43,637	45,120	45,809
Hutchinson River Pky	44,027	47,490	44,858	47,731	45,718	45,662	42,052	45,660	46,478	46,568
Major Deegan Exp *	62,772	62,022	64,285	63,451	62,823	64,320	64,498	62,438	62,827	62,988
New England Thruway	61,554	62,469	61,103	63,168	67,393	69,383	69,530	62,241	63,167	66,065
Riverdale Ave	6,143	5,187	5,464	5,261	5,636	5,505	5,581	5,355	4,703	4,591
Van Cortlandt Pk E	4,961	4,801	4,625	4,577	4,779	4,663	4,537	4,738	4,810	4,714
Webster Ave	4,236	4,811	4,630	4,523	4,321	3,901	4,301	3,649	3,764	3,579
White Plains Rd	6,641	7,177	6,404	6,583	6,620	6,377	6,904	6,401	6,331	6,410
Totals	298,359	305,478	304,411	307,208	310,325	310,424	310,024	294,146	296,486	303,875

* Includes service roads

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

Both Directions

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

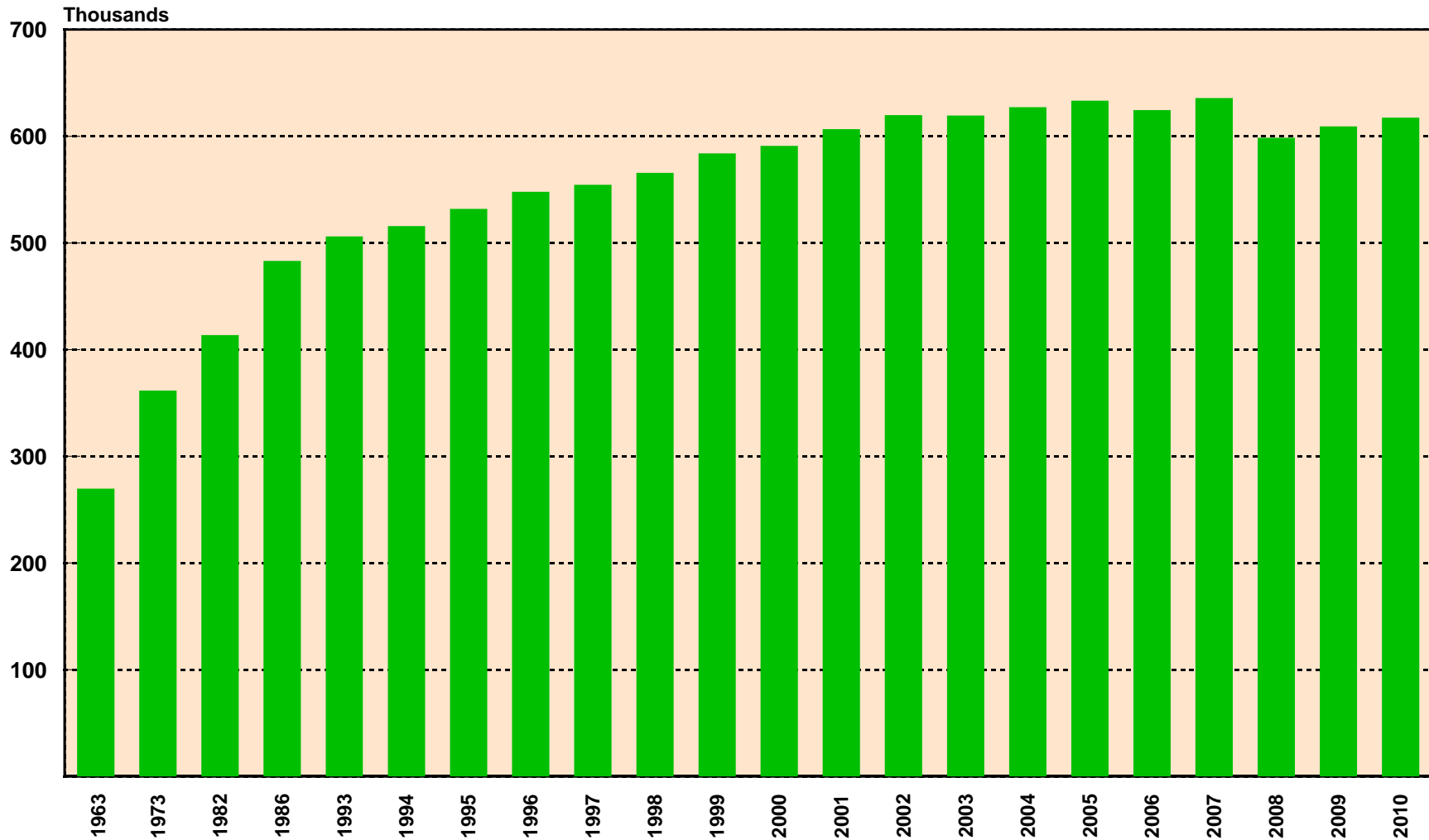
Both Directions

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Boston Rd	26,087	25,293	27,037	24,612	24,469	24,403	24,350	23,107	21,702	23,932
Broadway	16,295	15,994	16,470	15,903	16,452	15,938	15,819	15,386	15,206	15,317
Bronx River Pky	89,493	94,978	90,969	94,139	94,470	92,123	92,004	87,677	89,628	91,693
Henry Hudson Pky	95,327	98,002	98,734	98,050	101,107	99,344	104,325	93,705	95,982	97,886
Hutchinson River Pky	88,651	93,936	89,548	96,265	92,255	88,445	89,750	90,973	91,662	93,245
Major Deegan Exp *	116,824	118,833	123,715	122,186	121,557	124,176	126,023	119,658	121,948	120,417
New England Thruway	127,645	126,511	127,557	130,037	136,208	135,159	137,777	124,472	130,495	132,795
Riverdale Ave	11,959	10,830	10,954	11,359	11,803	11,470	11,741	10,905	9,538	9,592
Van Cortlandt Pk E	10,360	10,617	10,499	10,770	10,731	10,675	9,925	10,374	10,652	10,157
Webster Ave	10,841	11,547	11,434	11,408	11,324	10,535	10,713	9,863	10,113	9,811
White Plains Rd	13,184	13,397	12,532	12,565	12,974	12,290	13,411	12,478	12,378	12,633
Totals	606,666	619,938	619,449	627,294	633,350	624,558	635,838	598,598	609,304	617,478

* Includes service roads

Bronx-Westchester Screenline

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2010 Screenline Volumes Bronx - Westchester

	Boston Rd		Broadway		Bronx River Parkway		Henry Hudson Parkway		Hutchinson River Parkway		Major Deegan Expressway		Major Deegan (Service Rd)	
	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>
Mid-1am	109	83	110	170	456	470	312	617	387	536	786	961	43	118
1-2am	60	59	71	101	224	255	170	292	194	269	572	570	34	67
2-3am	46	50	54	74	190	193	111	174	143	145	546	409	19	49
3-4am	45	47	62	56	184	171	115	137	142	138	307	397	18	36
4-5am	74	77	82	65	389	246	307	157	393	270	675	594	30	38
5-6am	195	153	157	102	1,224	610	1,100	427	1,156	875	1,978	1,043	125	73
6-7am	352	347	321	204	3,630	1,783	3,540	1,382	2,645	2,409	3,931	2,169	251	197
7-8am	653	613	525	310	4,689	2,745	4,932	2,590	3,463	3,240	4,267	2,924	349	283
8-9am	598	692	520	392	3,339	2,958	4,142	2,872	3,230	2,931	3,617	3,124	299	331
9-10am	587	692	403	372	2,763	1,822	3,460	1,889	2,669	2,542	2,922	2,488	211	292
10-11am	598	682	358	347	2,088	1,612	2,709	1,623	2,191	2,346	2,406	2,433	215	280
11-Noon	679	763	348	350	1,962	1,622	2,453	1,734	2,235	2,271	2,270	2,517	203	306
Noon-1	752	841	386	359	1,969	1,726	2,360	1,887	2,299	2,373	2,275	2,605	214	320
1-2pm	738	814	381	384	2,063	2,012	2,237	2,143	2,389	2,496	2,336	2,704	218	357
2-3pm	761	868	443	414	2,423	2,628	2,615	2,670	2,658	2,924	2,524	3,089	221	391
3-4pm	820	938	477	482	2,954	3,915	3,135	3,455	2,986	3,009	2,753	3,951	255	488
4-5pm	851	909	467	516	3,072	3,681	3,450	3,704	3,119	2,815	2,969	4,077	249	560
5-6pm	844	852	492	546	3,356	3,678	3,916	3,911	3,138	2,759	3,127	4,144	256	560
6-7pm	804	756	487	539	2,978	3,253	3,425	3,590	2,909	2,872	2,949	3,850	239	564
7-8pm	693	639	403	500	2,371	2,525	2,512	3,046	2,596	2,665	2,479	3,348	178	479
8-9pm	564	465	337	449	1,966	1,808	1,765	2,372	2,051	2,246	2,220	2,776	160	355
9-10pm	427	348	265	385	1,731	1,472	1,439	2,076	1,664	1,927	2,169	2,326	155	284
10-11pm	299	271	268	318	1,377	1,239	1,134	1,738	1,244	1,493	1,769	2,047	102	206
11-Mid	239	185	195	270	993	878	738	1,323	776	1,017	1,459	1,618	79	190
24 hr Total	11,788	12,144	7,612	7,705	48,391	43,302	52,077	45,809	46,677	46,568	53,306	56,164	4,123	6,824
6-10am	2,190	2,344	1,769	1,278	14,421	9,308	16,074	8,733	12,007	11,122	14,737	10,705	1,110	1,103
10am-1pm	2,029	2,286	1,092	1,056	6,019	4,960	7,522	5,244	6,725	6,990	6,951	7,555	632	906
1-3pm	1,499	1,682	824	798	4,486	4,640	4,852	4,813	5,047	5,420	4,860	5,793	439	748
3-7pm	3,319	3,455	1,923	2,083	12,360	14,527	13,926	14,660	12,152	11,455	11,798	16,022	999	2,172
6am-7pm	9,037	9,767	5,608	5,215	37,286	33,435	42,374	33,450	35,931	34,987	38,346	40,075	3,180	4,929

* To Bronx

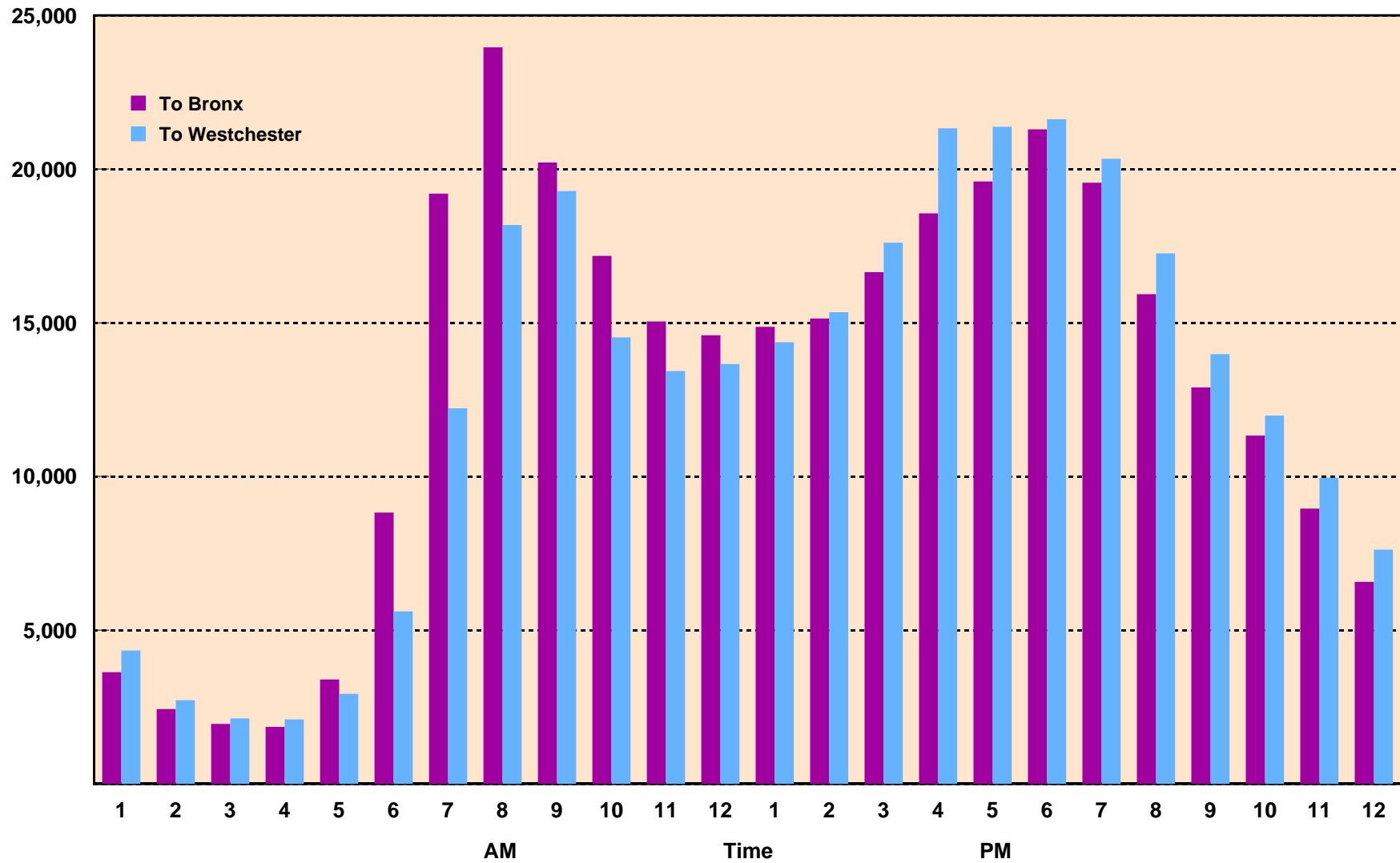
2010 Screenline Volumes Bronx - Westchester (cont'd)

	New England Thruway		Riverdale Ave		Van Cortlandt Park East		Webster Ave		White Plains Rd		Totals	
	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>To Bronx</i>	<i>To Westchester</i>
Mid-1am	1,151	1,043	31	62	55	71	70	57	119	146	3,629	4,334
1-2am	921	911	22	35	40	42	46	30	78	90	2,432	2,721
2-3am	685	876	18	18	28	35	39	19	72	84	1,951	2,126
3-4am	855	996	15	12	26	30	32	12	51	61	1,852	2,093
4-5am	1,268	1,344	21	20	29	29	51	18	76	70	3,395	2,928
5-6am	2,467	2,077	79	40	90	59	115	27	134	122	8,820	5,608
6-7am	3,586	3,179	227	122	182	112	323	88	210	221	19,198	12,213
7-8am	3,715	4,546	364	222	239	225	456	162	308	322	23,960	18,182
8-9am	3,091	4,899	389	275	260	232	411	209	317	369	20,213	19,284
9-10am	3,056	3,545	281	220	251	215	307	173	266	277	17,176	14,527
10-11am	3,422	3,249	237	202	250	219	297	160	271	280	15,042	13,433
11-Noon	3,292	3,143	272	218	279	256	314	166	285	313	14,592	13,659
Noon-1	3,367	3,216	273	265	342	264	316	190	313	320	14,866	14,366
1-2pm	3,478	3,341	300	270	326	259	345	188	327	374	15,138	15,342
2-3pm	3,652	3,457	321	290	336	284	374	213	321	377	16,649	17,605
3-4pm	3,604	3,737	402	339	388	337	396	263	392	415	18,562	21,329
4-5pm	3,809	3,723	358	326	417	359	408	304	428	403	19,597	21,377
5-6pm	4,484	3,668	345	345	432	379	462	357	443	423	21,295	21,622
6-7pm	4,311	3,514	290	327	373	374	380	278	411	417	19,556	20,334
7-8pm	3,446	2,928	235	293	333	293	320	208	366	333	15,932	17,257
8-9pm	2,810	2,596	182	241	282	223	248	160	314	291	12,899	13,982
9-10pm	2,601	2,421	142	185	225	166	229	129	280	257	11,327	11,976
10-11pm	2,084	2,021	118	147	145	138	174	94	240	245	8,954	9,957
11-Mid	1,575	1,635	79	117	115	113	119	74	201	200	6,568	7,620
24 hr Total	66,730	66,065	5,001	4,591	5,443	4,714	6,232	3,579	6,223	6,410	313,603	303,875
6-10am	13,448	16,169	1,261	839	932	784	1,497	632	1,101	1,189	80,547	64,206
10am-1pm	10,081	9,608	782	685	871	739	927	516	869	913	44,500	41,458
1-3pm	7,130	6,798	621	560	662	543	719	401	648	751	31,787	32,947
3-7pm	16,208	14,642	1,395	1,337	1,610	1,449	1,646	1,202	1,674	1,658	79,010	84,662
6am-7pm	46,867	47,217	4,059	3,421	4,075	3,515	4,789	2,751	4,292	4,511	235,844	223,273

* To Bronx

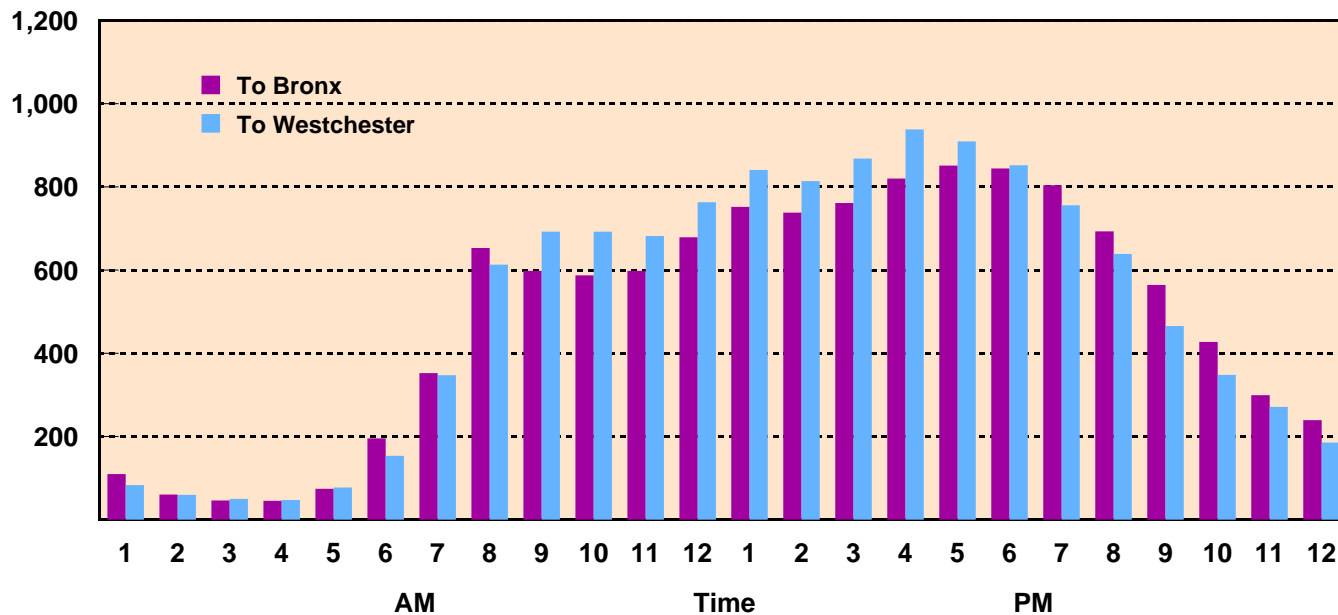
Bronx-Westchester Screenline

Total Hourly Vehicle Volumes - 2010

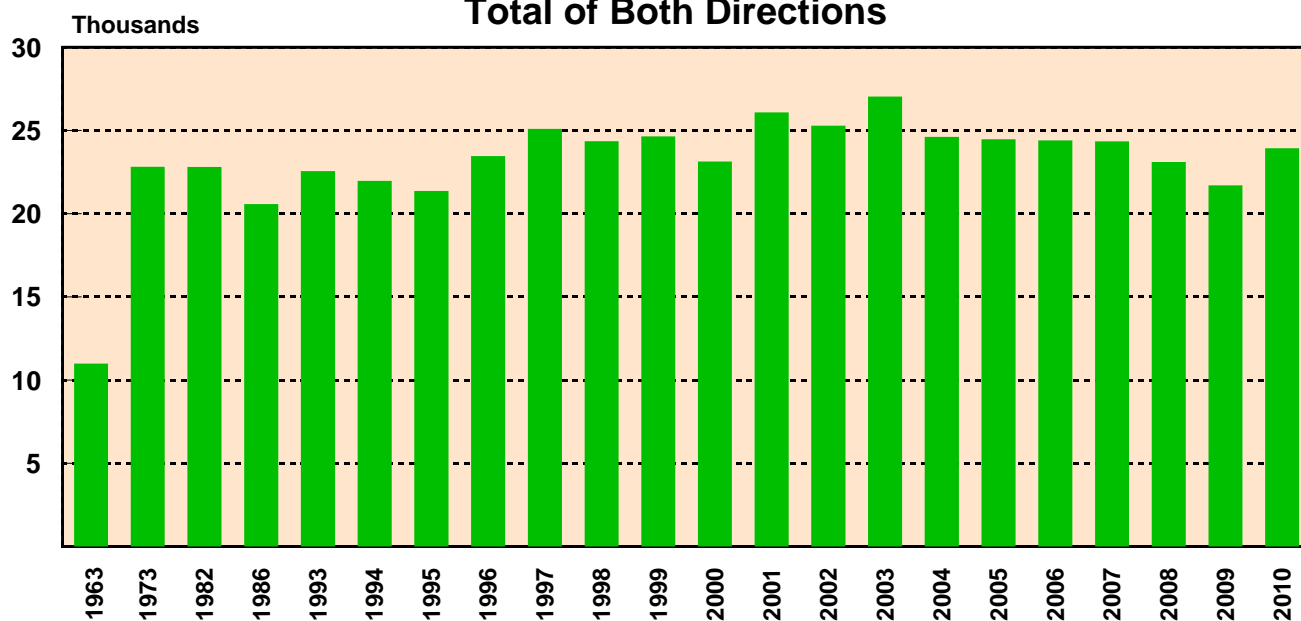


Bronx-Westchester Screenline Volumes

Boston Road - 2010
Hourly Vehicular Volumes

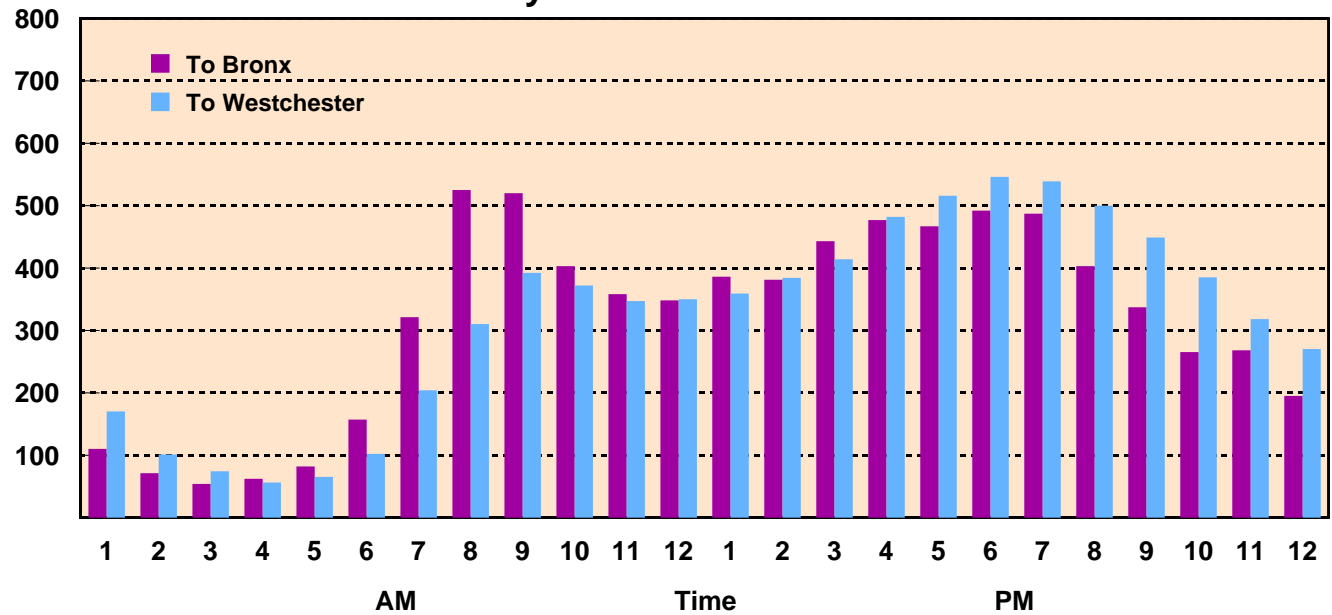


Boston Road
Average Daily Traffic Volumes
Total of Both Directions

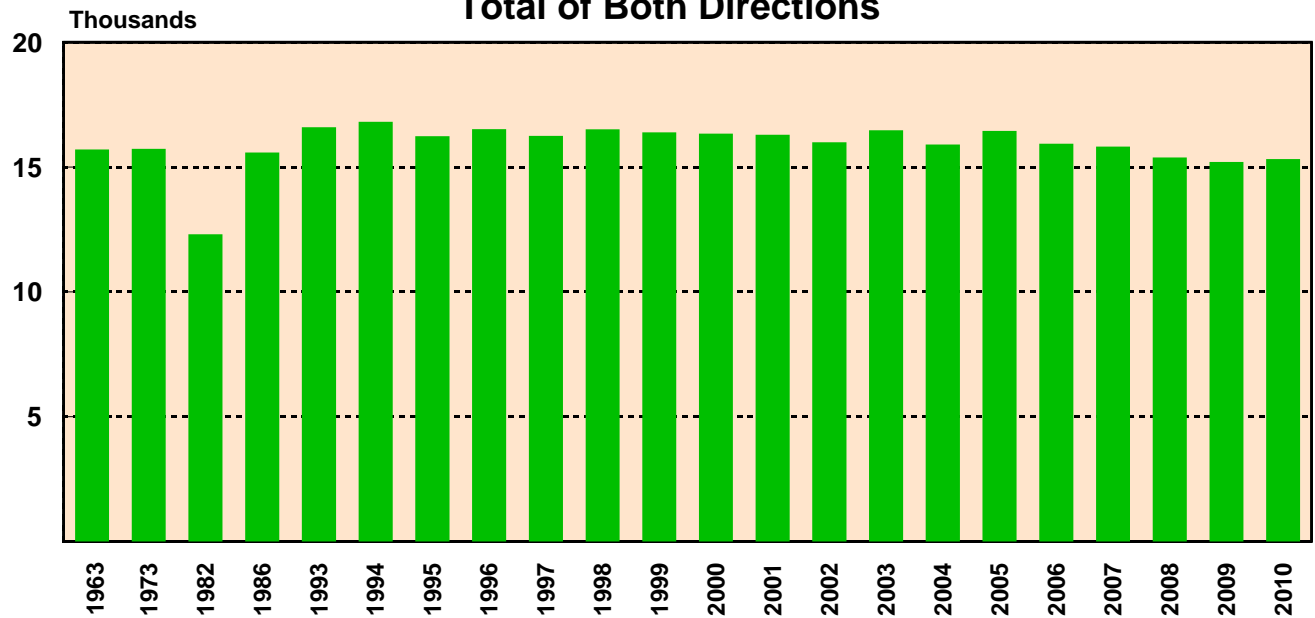


Bronx-Westchester Screenline Volumes

Broadway - 2010
Hourly Vehicular Volumes

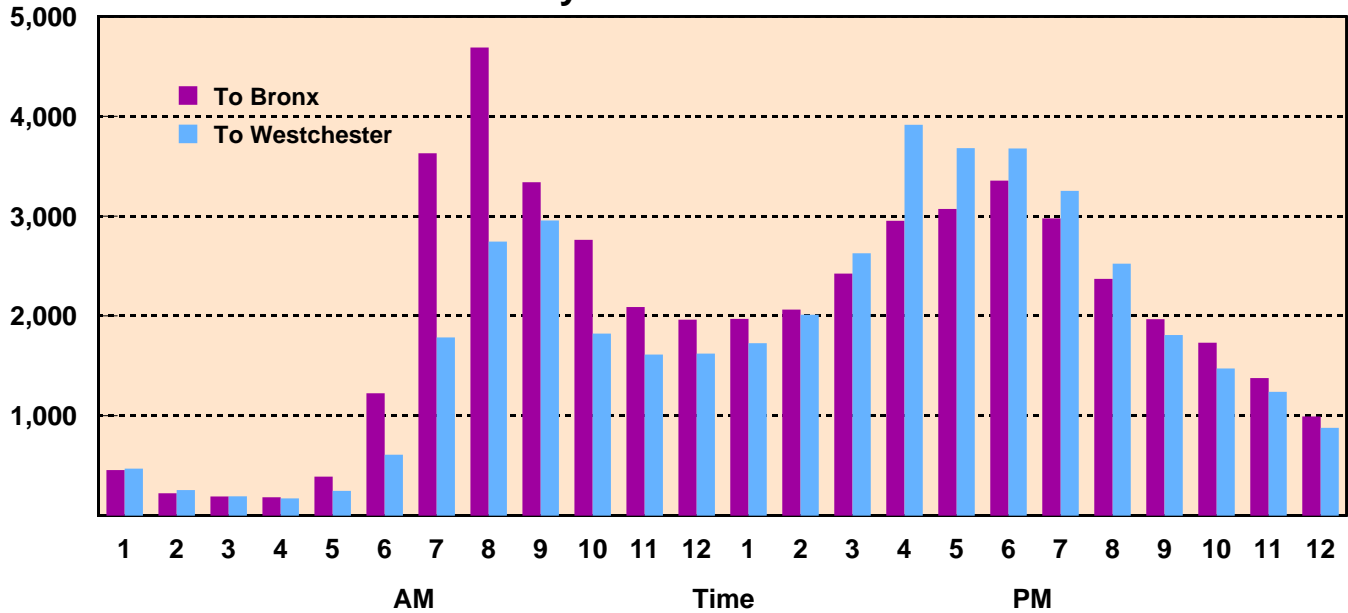


Broadway
Average Daily Traffic Volumes
Total of Both Directions

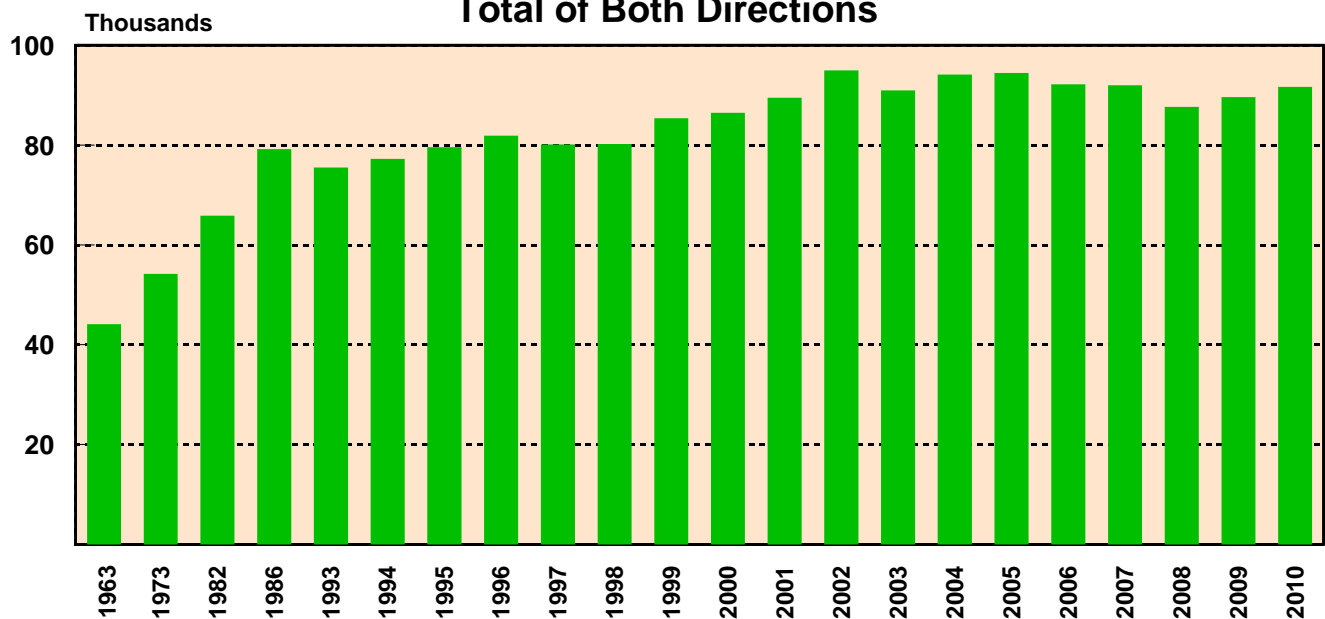


Bronx-Westchester Screenline Volumes

Bronx River Parkway - 2010
Hourly Vehicular Volumes

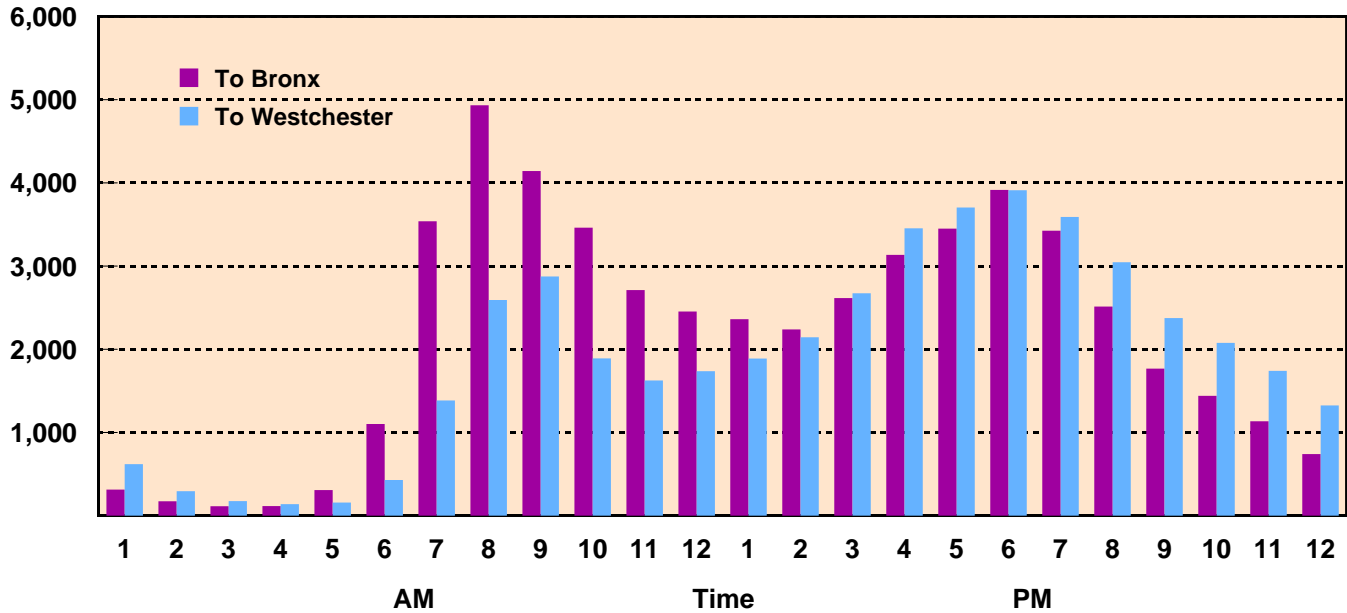


Bronx River Parkway
Average Daily Traffic Volumes
Total of Both Directions

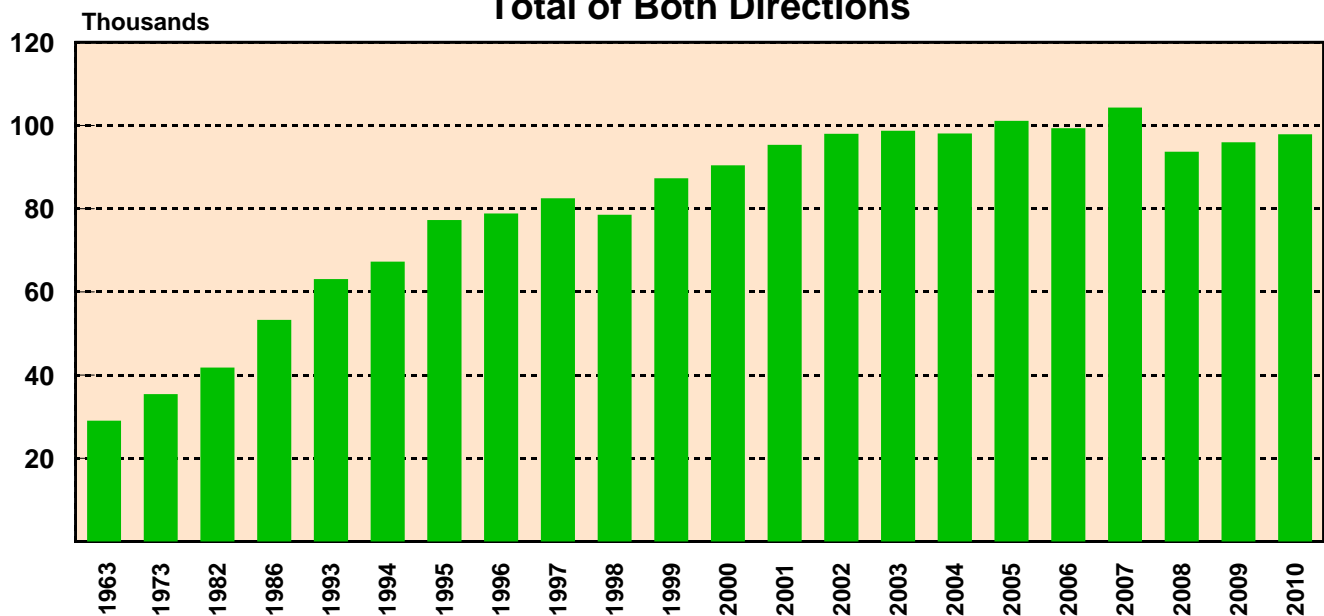


Bronx-Westchester Screenline Volumes

Henry Hudson Parkway - 2010
Hourly Vehicular Volumes

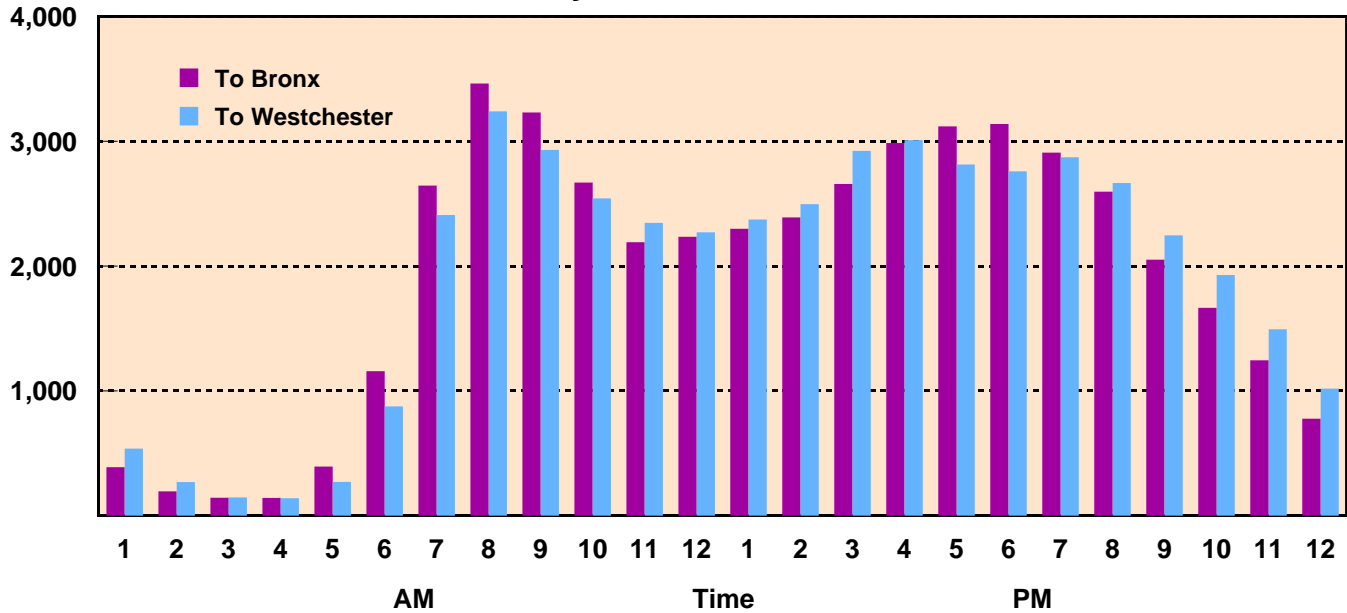


Henry Hudson Parkway
Average Daily Traffic Volumes
Total of Both Directions

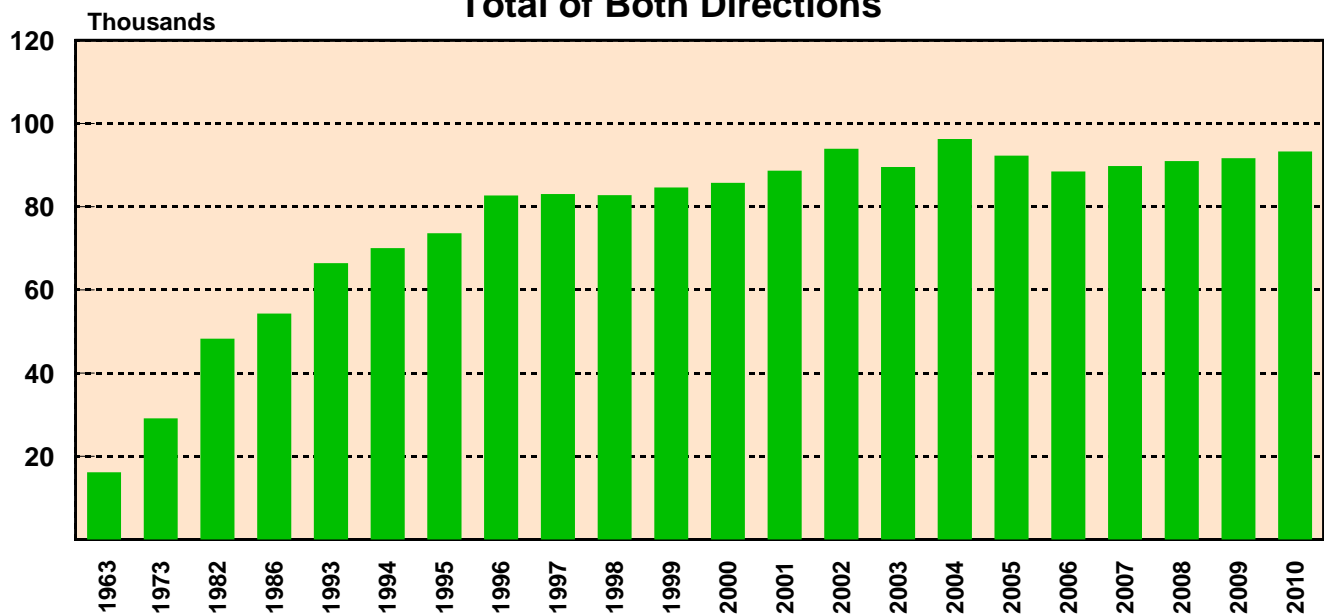


Bronx-Westchester Screenline Volumes

Hutchinson River Parkway - 2010
Hourly Vehicular Volumes

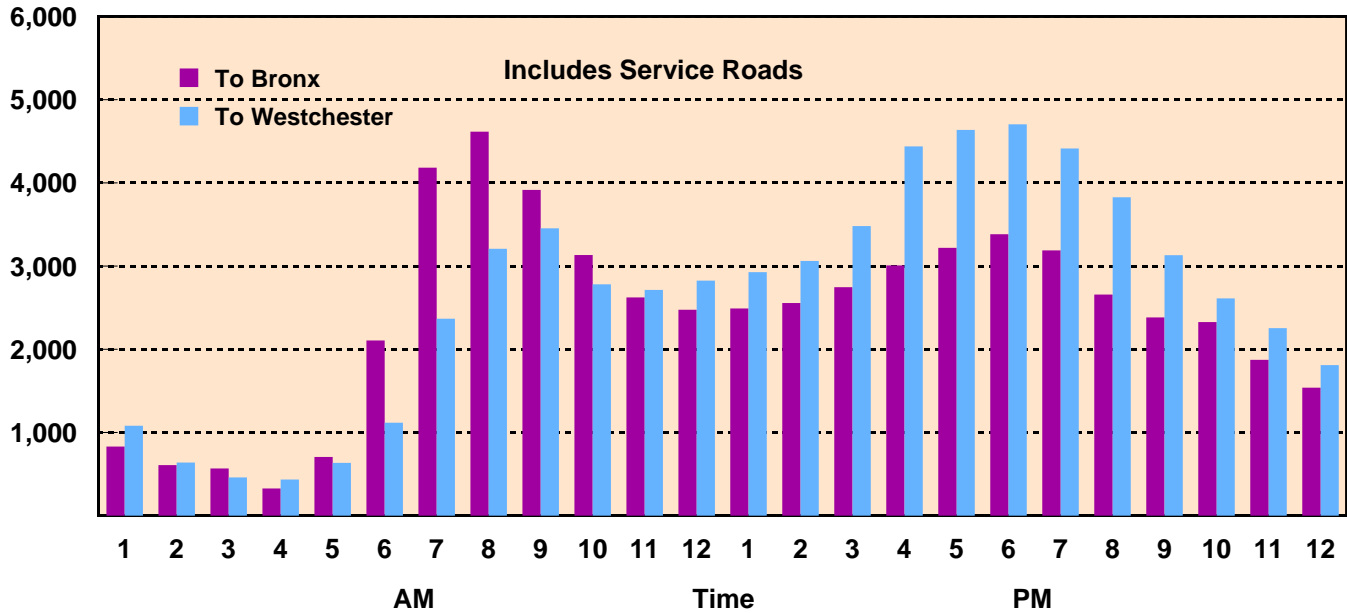


Hutchinson River Parkway
Average Daily Traffic Volumes
Total of Both Directions

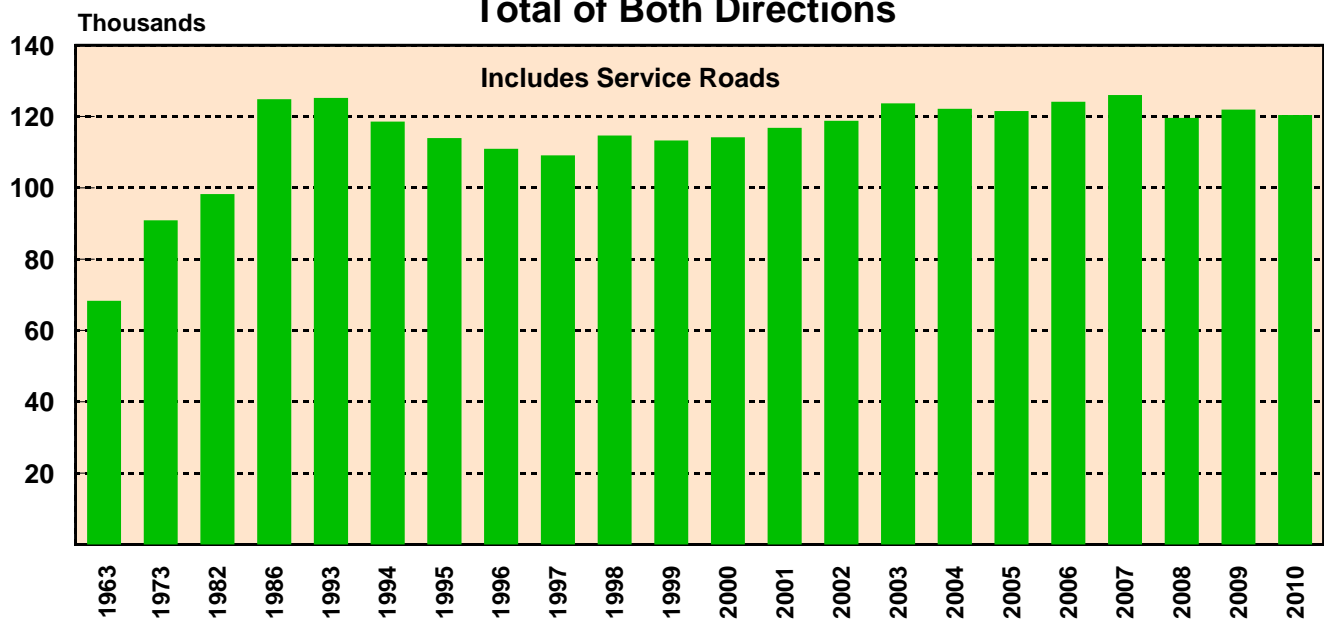


Bronx-Westchester Screenline Volumes

Major Deegan Expressway - 2010
Hourly Vehicular Volumes

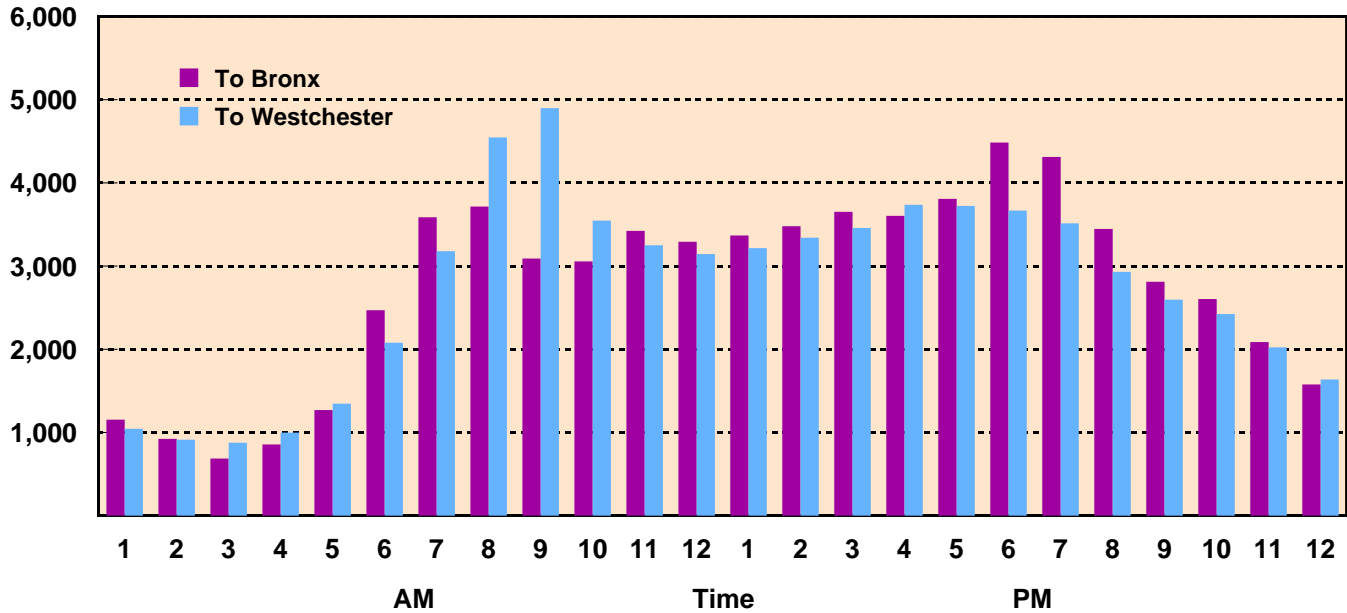


Major Deegan Expressway
Average Daily Traffic Volumes
Total of Both Directions

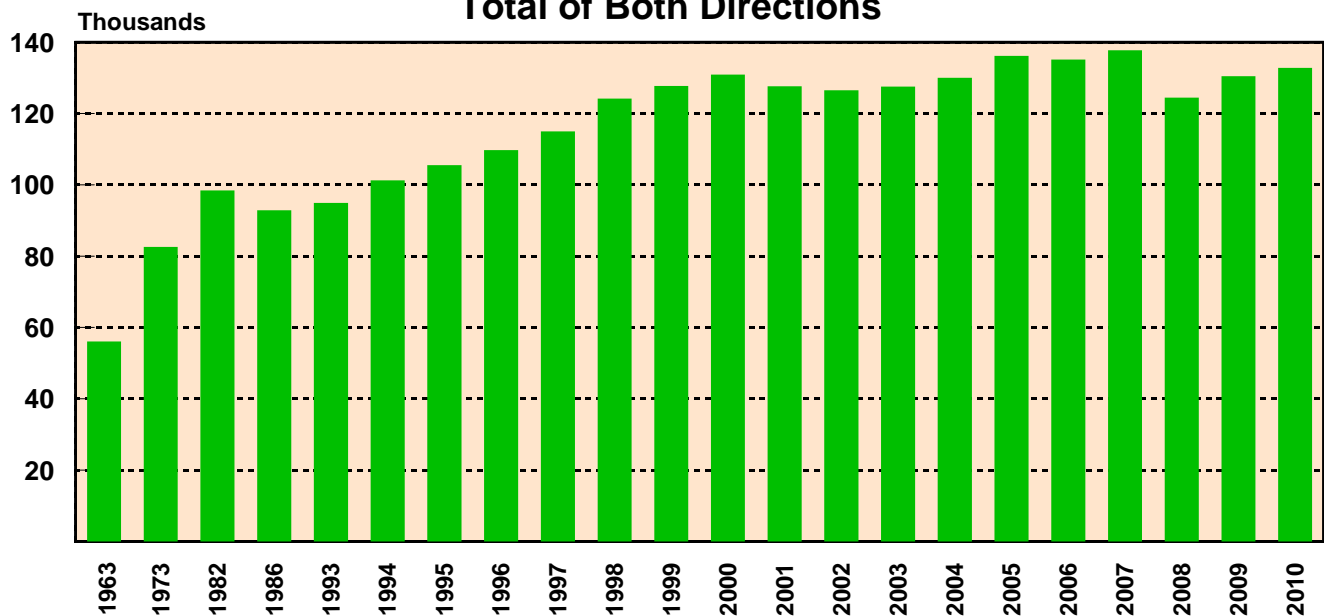


Bronx-Westchester Screenline Volumes

**New England Thruway - 2010
Hourly Vehicular Volumes**

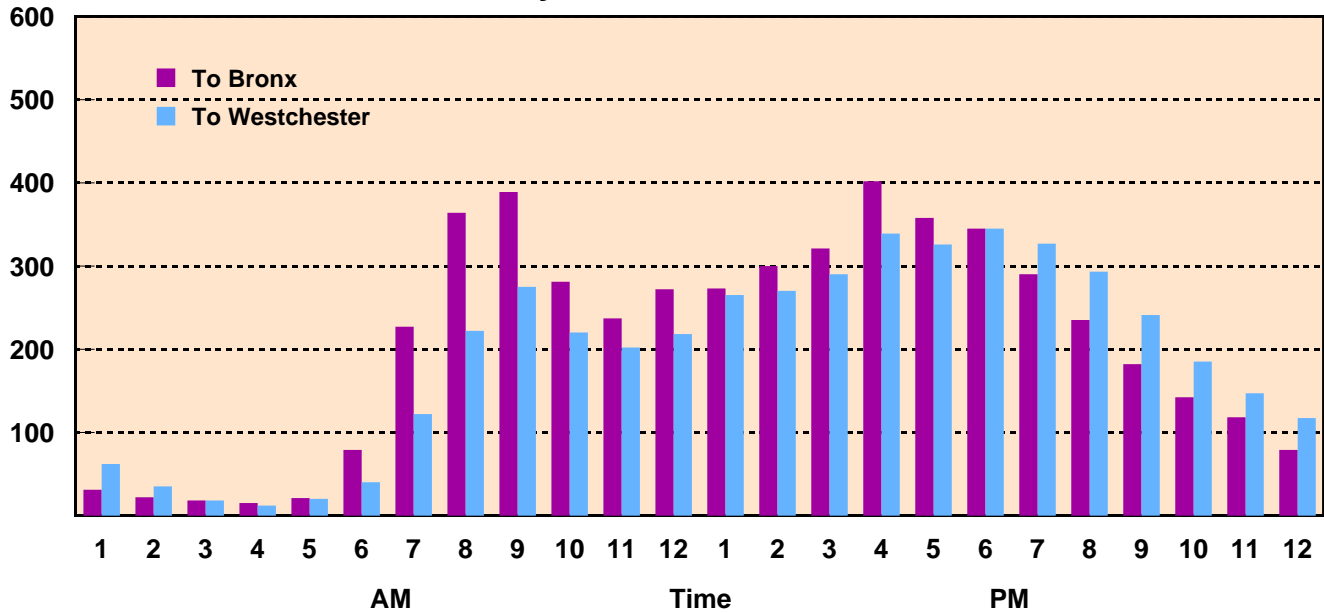


**New England Thruway
Average Daily Traffic Volumes
Total of Both Directions**

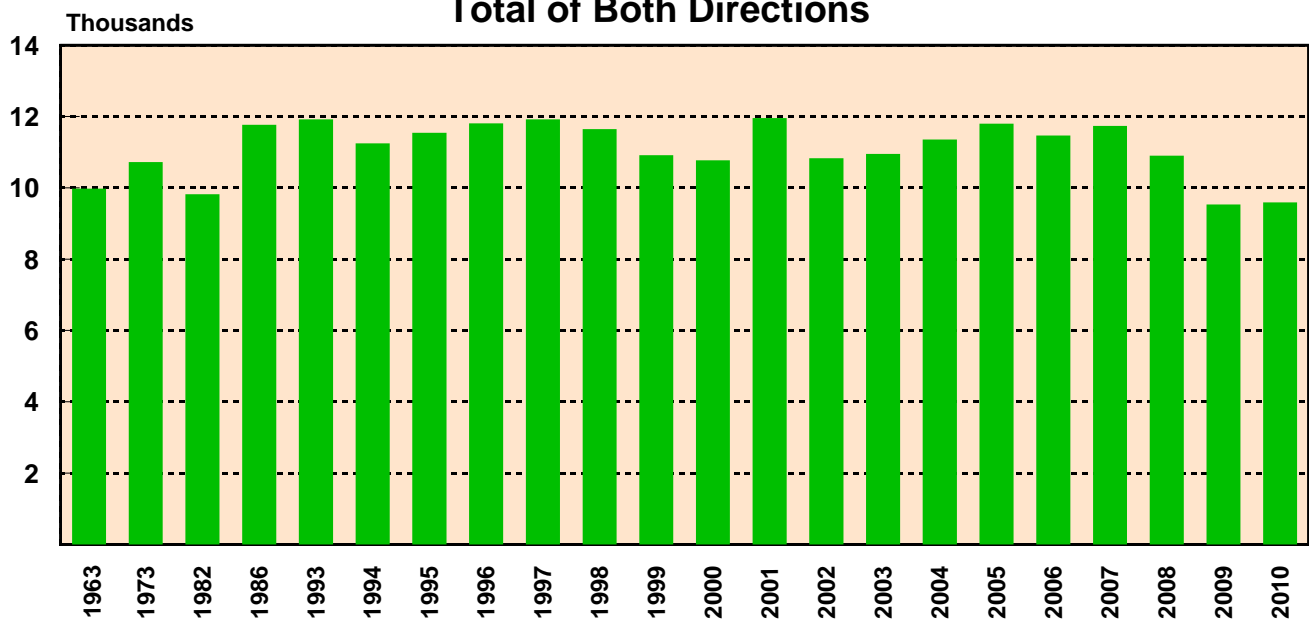


Bronx-Westchester Screenline Volumes

**Riverdale Avenue - 2010
Hourly Vehicular Volumes**

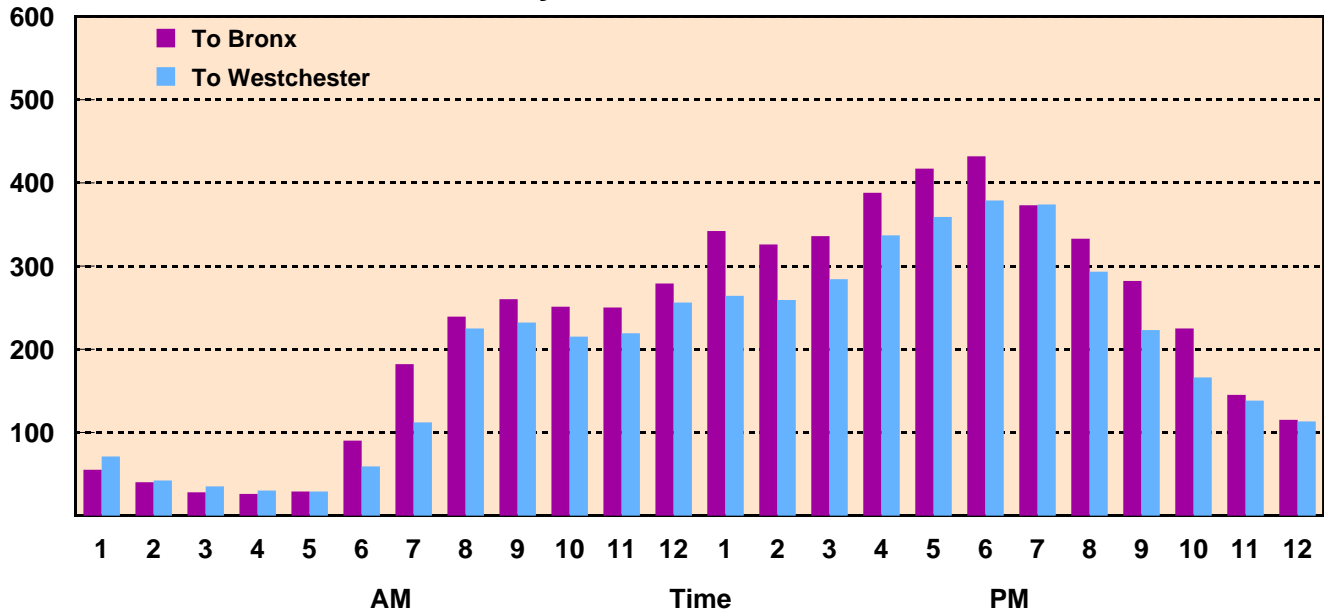


**Riverdale Avenue
Average Daily Traffic Volumes
Total of Both Directions**

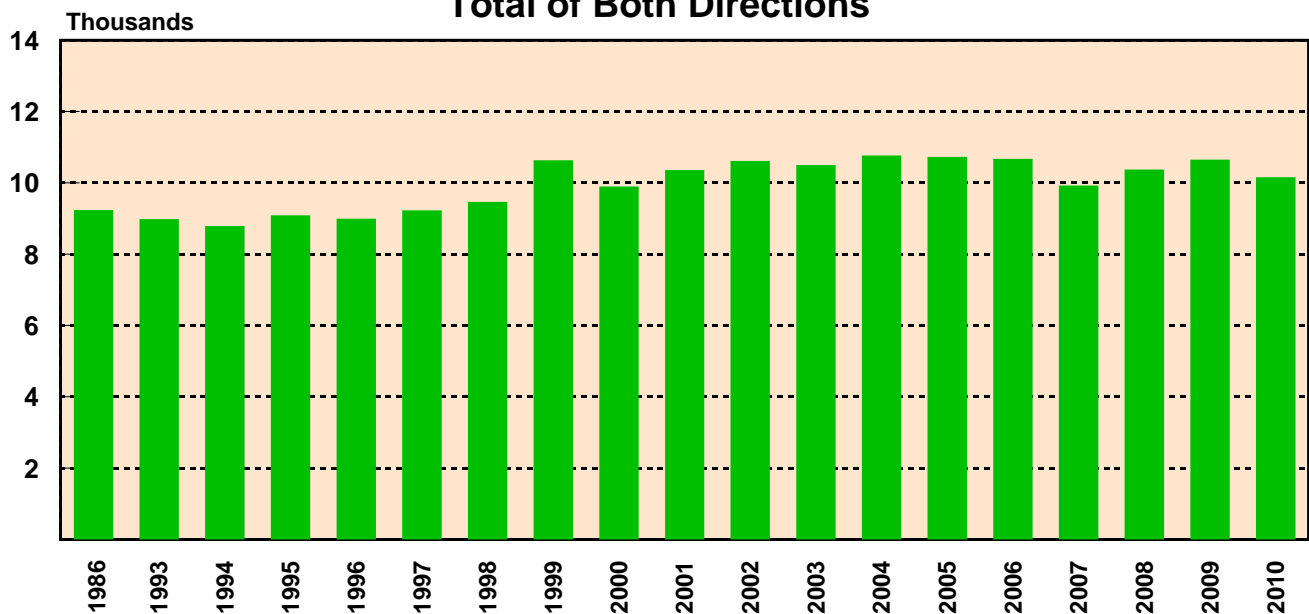


Bronx-Westchester Screenline Volumes

Van Cortlandt Park East - 2010
Hourly Vehicular Volumes

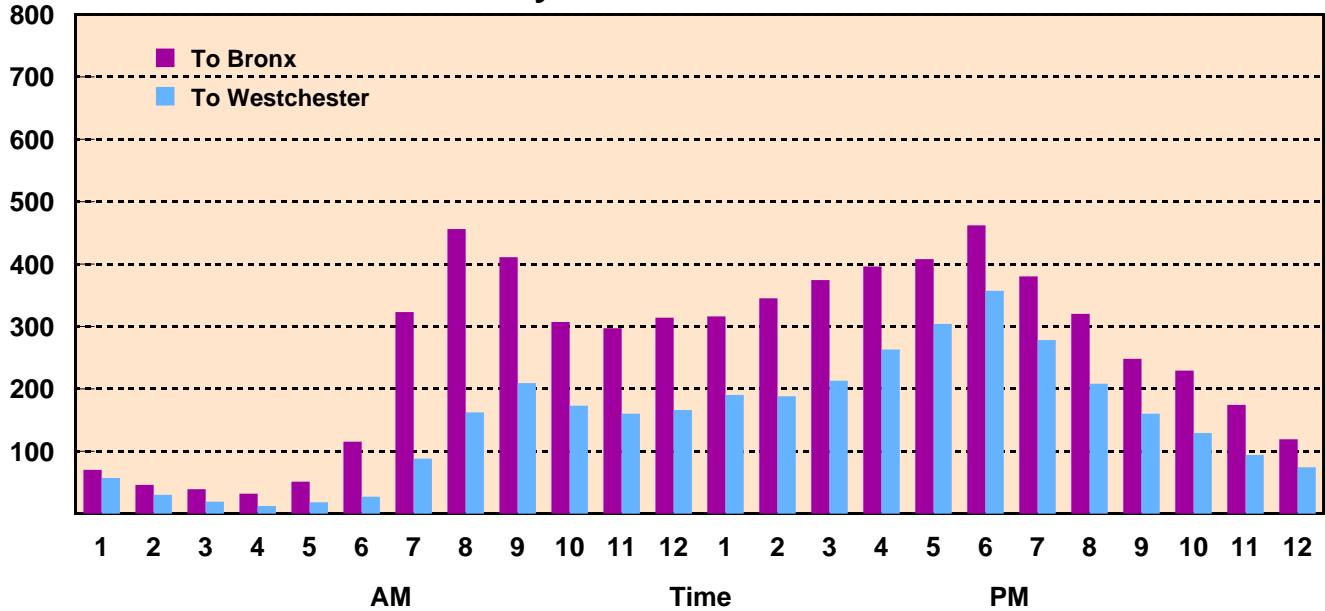


Van Cortlandt Park East
Average Daily Traffic Volumes
Total of Both Directions

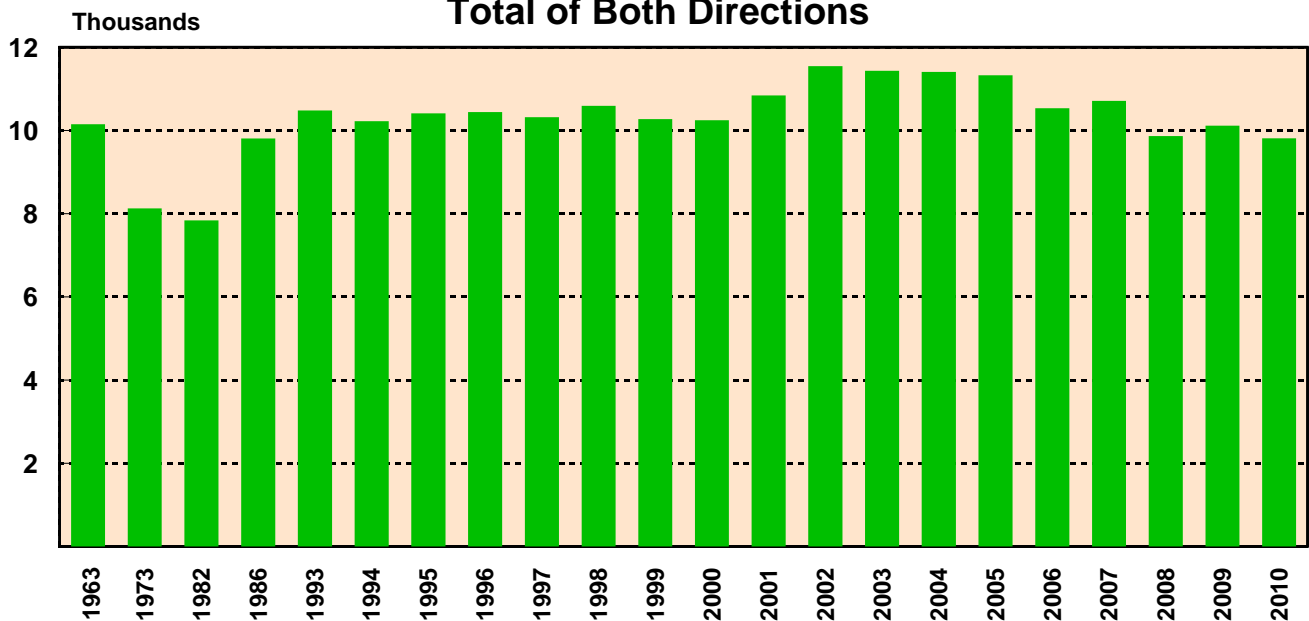


Bronx-Westchester Screenline Volumes

Webster Avenue - 2010
Hourly Vehicular Volumes

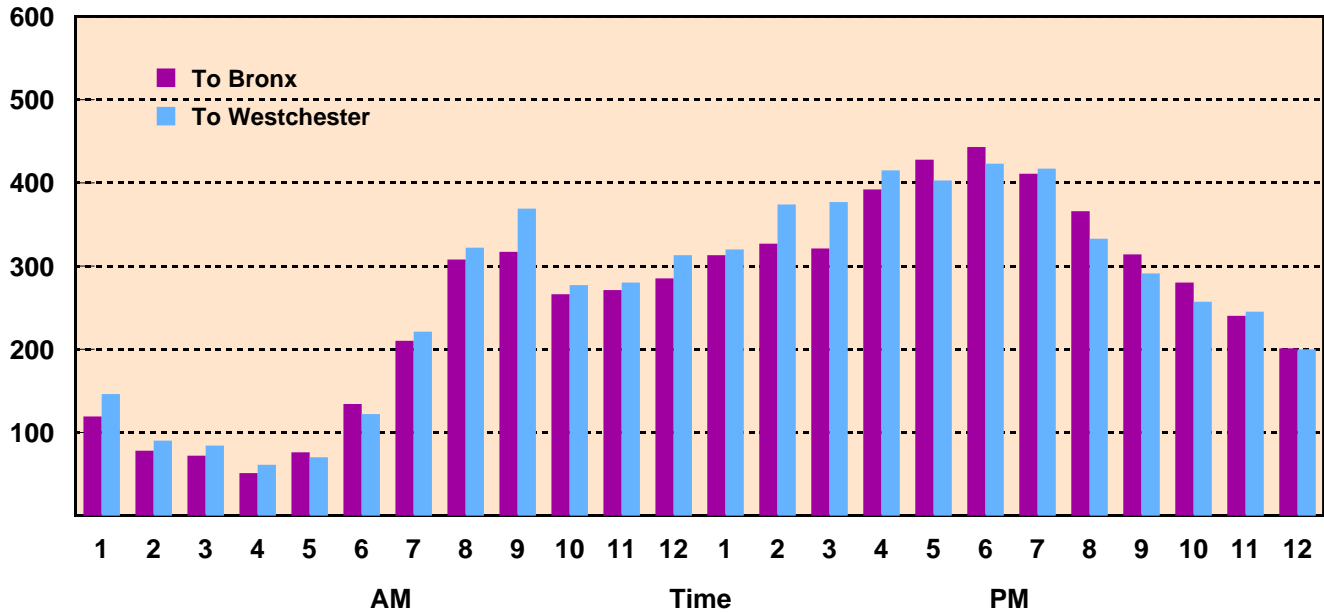


Webster Avenue
Average Daily Traffic Volumes
Total of Both Directions

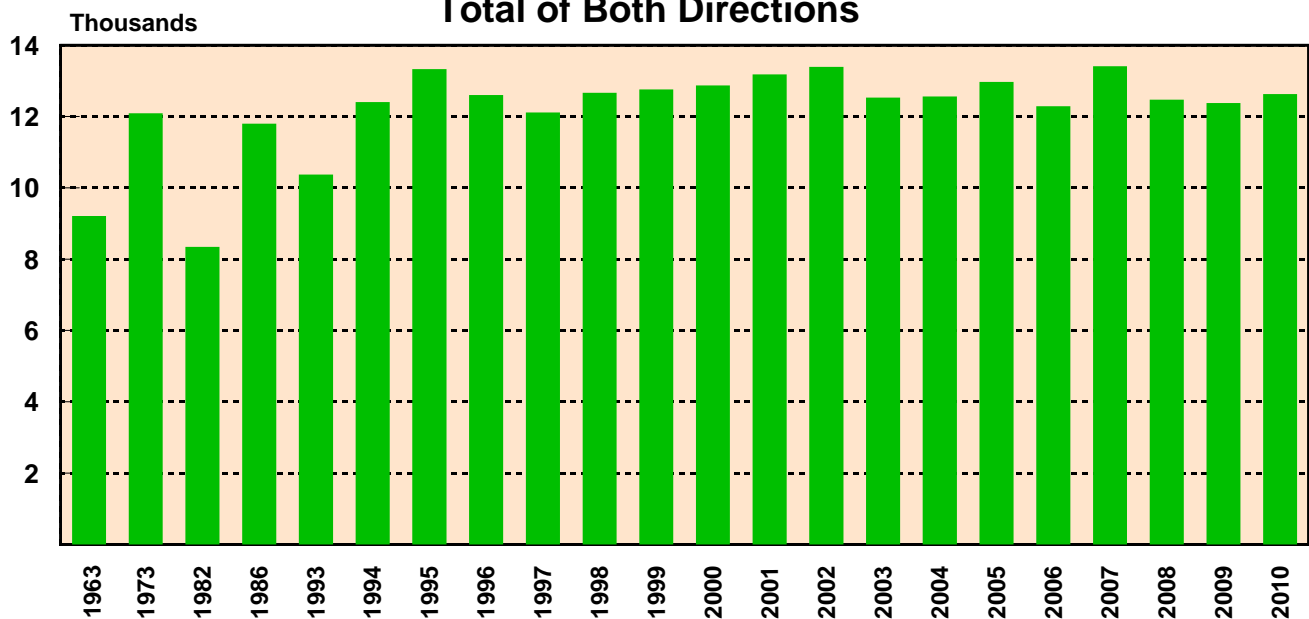


Bronx-Westchester Screenline Volumes

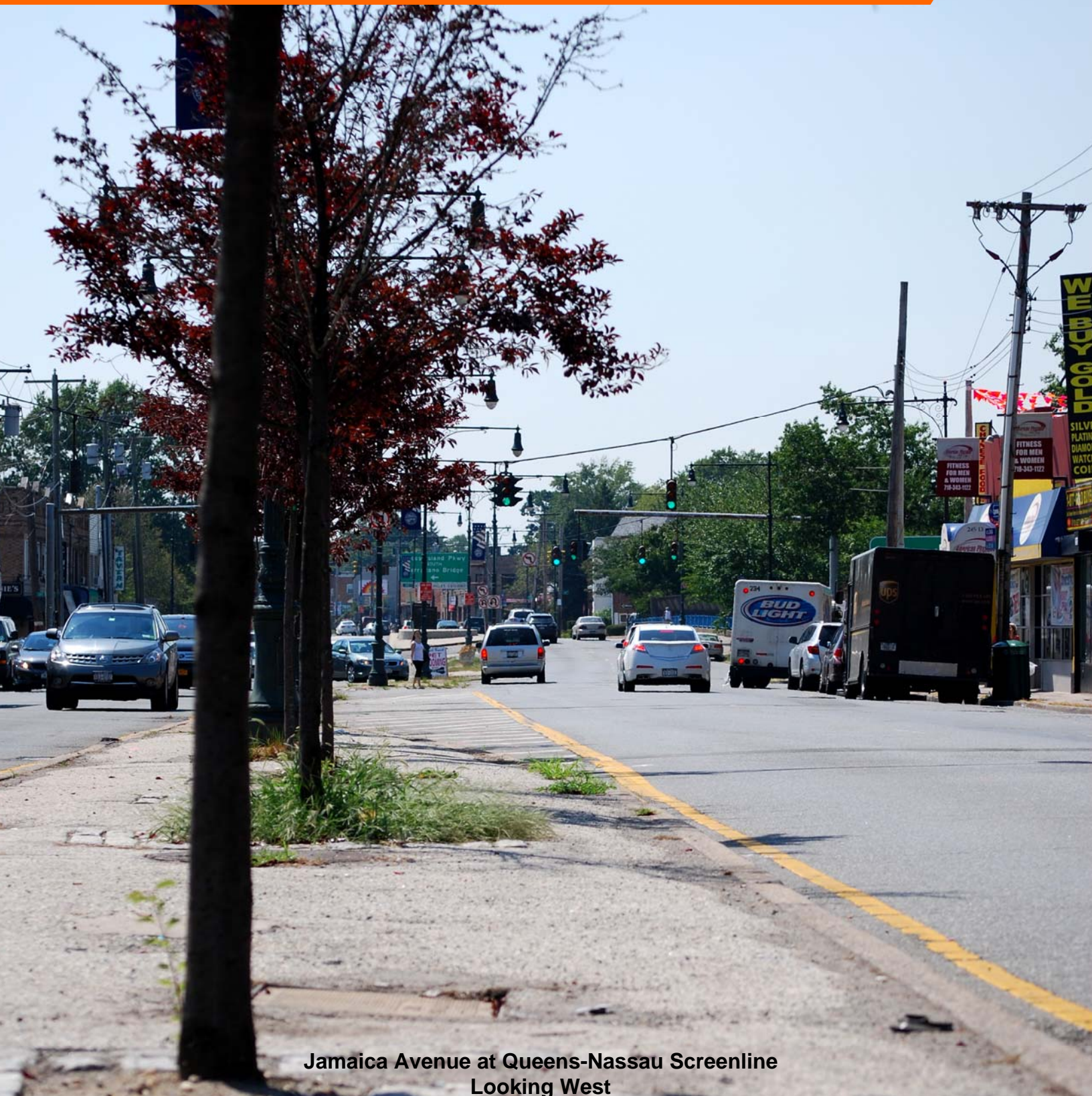
White Plains Road - 2010
Hourly Vehicular Volumes



White Plains Road
Average Daily Traffic Volumes
Total of Both Directions



Queens-Nassau Screenline



Jamaica Avenue at Queens-Nassau Screenline
Looking West

QUEENS - NASSAU SCREENLINE

In 1963, the first year that Queens-Nassau screenline data were analyzed, average daily two-way total volume on the thirteen roadways studied was 546,600 (volumes on Central Avenue and Seagirt Boulevard were not collected prior to 1986). The highest volume facilities were the Long Island Expressway and its service roads (143,800 daily vehicles), Laurelton Parkway (85,400), Sunrise Highway (59,500), and the Grand Central Parkway and its service road (51,700).

By 1973, daily volume had increased 22.7% to 670,700, approximately 124,100 more than in 1963. The Long Island Expressway remained the highest volume facility, carrying 172,200 daily vehicles, 19.8% more than in 1963. Daily volume on the Grand Central Parkway facility doubled, to 104,800 from 51,700, making it the second busiest. Laurelton Parkway volume rose 15.6% to 98,800. Sunrise Highway remained the busiest principle arterial, carrying 62,700 daily vehicles, 5.4% more than in 1963.

Between 1973 and 1982, growth slowed, as volume increased just 6.3% to 713,100 daily vehicles. The largest numerical increase occurred on Laurelton Parkway, where daily traffic rose 23.2%, to 121,700 from 98,800. The largest percentage increase occurred on Northern Boulevard where daily traffic increased 26.4%, to 42,000 daily vehicles from 33,200.

Growth intensified between 1982 and 1986, raising daily volume to 816,600, an increase of 14.5% over the four-year period (excluding 14,500 on Central Avenue and 12,400 on Seagirt Boulevard where volumes were not counted in 1982). Large increases in daily volume were recorded on the Grand Central Parkway (up 30.8% to 144,000 from 110,000), Laurelton Parkway (up 22.0% to 148,400 from 121,700), the Long Island Expressway (up 12.8% to 189,000 from 167,600), and Rockaway Boulevard (up 22.0% to 56,700 from 46,500).

From 1986 to 2000, growth was moderate, as Queens-Nassau screenline volume increased 11.5% during that fourteen-year period, to 940,100 daily vehicles from 843,500. The largest volume increase occurred on the Grand Central Parkway and its service road (increase of 29,200 daily vehicles, or 20.3%, to 173,200 from 144,000). Daily volume on Rockaway Boulevard increased by 17,400 daily vehicles (+30.7%). The largest percentage increase occurred on Seagirt Boulevard (up 41.8%, to 17,600 daily vehicles from 12,400). The biggest decline in daily volume was on Central Avenue (decrease of 750 daily vehicles, or 5.2%, to 13,800 from 14,500).

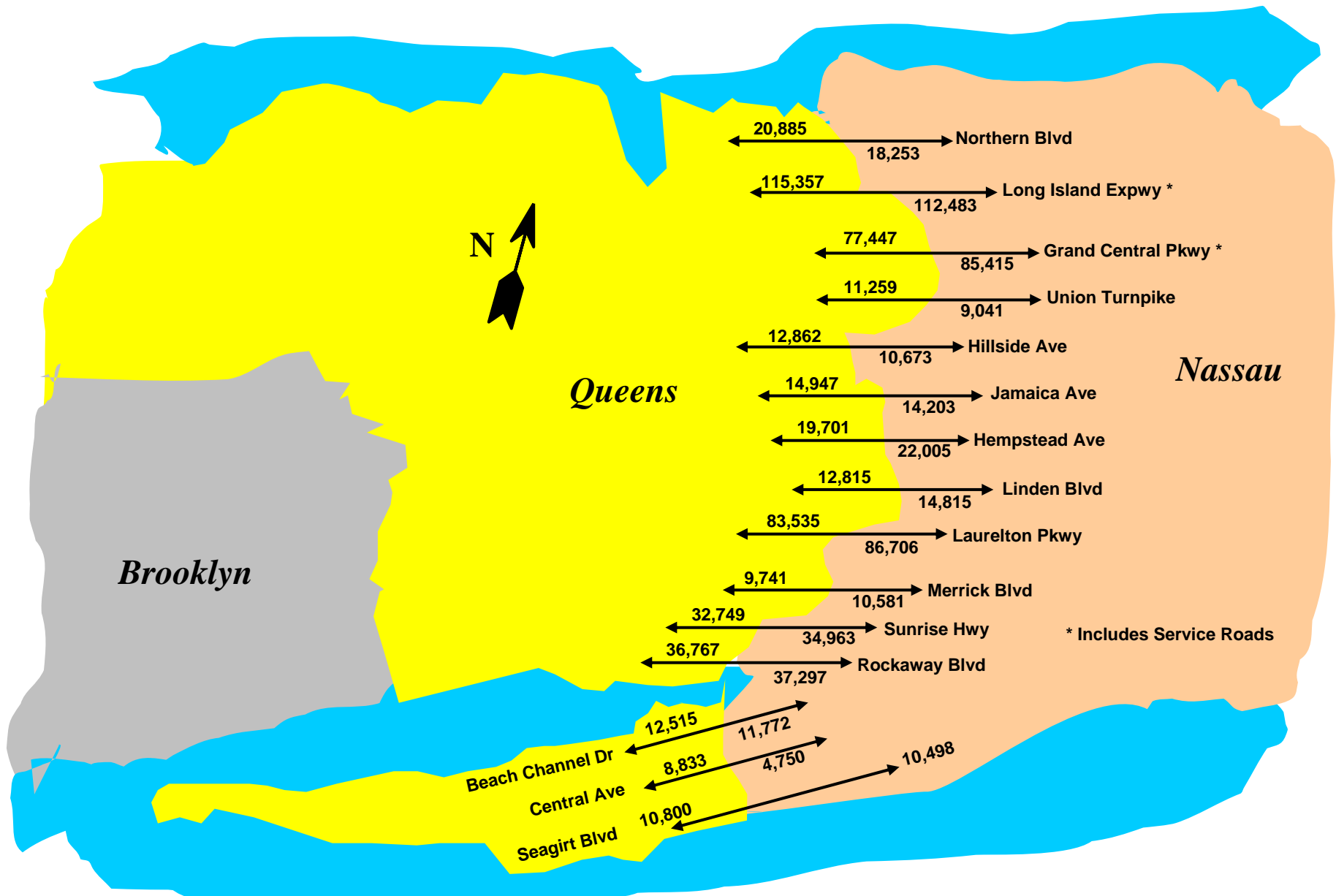
During the 47 years from 1963 to 2010, daily traffic on the thirteen Queens-Nassau facilities monitored throughout the period increased 69.9%, to 928,800 from 546,600.

The bulk of growth in Queens-Nassau traffic since 1963 has occurred on the three limited access facilities crossing the screenline. Of the 382,200 additional daily vehicles on the thirteen continuously-monitored facilities, 280,000 (73.3% of the total increase) are on the three limited access routes. The Grand Central Parkway alone absorbed over one-fourth the total screenline traffic increase, its daily volume more than tripling, to 162,900 in 2010 from 51,700 in 1963. On the Laurelton Parkway, volume doubled (to 170,200 daily vehicles from 85,400). Daily traffic on the Long Island Expressway rose 58.5% (to 227,800 from 143,800).

Principle arterials undergoing the most significant volume changes since 1963 are Rockaway Boulevard, where volume more than doubled, to 74,100 daily vehicles from 36,500, Jamaica Avenue (up 90.5% to 29,200 from 15,300), Linden Boulevard (up 92.8% to 27,600 from 14,300), and Northern Boulevard (up 34.4%, to 39,100 from 29,100).

Queens – Nassau Screenline

2010 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
Beach Channel Dr	10,610	11,954	12,411	12,510	11,817	11,609	11,980	11,830	12,317	12,220	12,794	13,845
Central Ave	N/A	N/A	N/A	7,396	8,367	7,848	8,189	8,421	8,181	8,780	8,095	8,647
Grand Central Pky *	25,280	47,495	61,614	71,775	85,261	82,431	79,189	76,571	77,853	78,916	82,978	87,617
Hempstead Ave	18,720	19,167	22,230	19,671	21,008	21,512	21,103	21,294	21,568	21,561	27,530	24,487
Hillside Ave	12,230	11,728	9,799	11,485	12,333	13,149	12,635	12,967	13,087	13,836	16,828	14,070
Jamaica Ave	7,370	11,473	13,984	14,081	14,090	13,775	13,339	13,950	13,149	13,822	14,769	14,921
Laurelton Pky	42,980	48,873	67,940	72,147	64,216	69,082	68,967	68,838	75,601	77,315	76,246	76,654
Linden Blvd	6,840	10,470	11,863	12,767	18,190	19,846	19,517	12,870	12,431	12,961	13,717	12,782
Long Island Exp *	70,340	85,294	83,656	90,553	101,193	101,972	100,335	101,602	100,402	100,310	96,711	97,412
Merrick Blvd	7,880	8,140	10,631	9,708	8,803	9,633	9,694	9,478	9,255	9,517	9,563	9,434
Northern Blvd	14,450	17,659	20,288	20,232	21,275	21,375	21,011	22,350	21,962	21,149	22,897	22,912
Rockaway Blvd	18,470	22,448	21,300	26,676	28,200	30,587	31,508	31,914	31,392	33,930	35,957	36,447
Seagirt Blvd	N/A	N/A	N/A	6,161	8,025	8,412	8,687	8,426	8,767	8,410	7,656	8,765
Sunrise Hwy	28,730	31,403	28,592	30,256	32,839	26,643	30,314	32,806	33,980	32,638	35,872	36,606
Union Tpke	8,460	8,836	9,171	11,587	12,429	12,458	12,274	12,598	12,222	12,007	12,245	8,262
Totals	272,360	334,940	373,479	417,005	448,046	450,332	448,742	445,915	452,167	457,372	473,858	472,861

To Queens

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Beach Channel Dr	13,128	13,403	13,844	12,542	11,997	12,347	15,377	12,685	12,010	12,515
Central Ave	8,014	9,231	9,319	8,681	8,909	9,308	8,321	9,051	8,778	8,833
Grand Central Pky *	91,225	89,054	94,792	92,464	92,993	80,941	77,918	78,423	75,454	77,447
Hempstead Ave	22,474	19,797	26,866	20,781	19,270	18,731	22,786	24,705	22,303	19,701
Hillside Ave	14,049	13,735	12,140	13,697	13,472	12,558	12,170	12,489	12,481	12,862
Jamaica Ave	14,504	15,324	15,044	15,601	15,903	14,954	14,524	14,433	14,318	14,947
Laurelton Pky	82,194	77,076	72,783	85,728	80,245	80,157	79,954	75,794	74,934	83,535
Linden Blvd	11,565	12,485	12,904	12,869	13,521	13,099	11,976	12,855	12,430	12,815
Long Island Exp *	90,205	97,818	99,694	91,797	92,491	97,600	101,793	115,433	119,082	115,357
Merrick Blvd	9,833	9,559	10,538	10,441	9,841	9,466	9,238	9,041	9,140	9,741
Northern Blvd	24,221	22,943	23,695	23,054	20,807	21,523	20,953	20,765	20,252	20,885
Rockaway Blvd	36,893	33,865	34,633	35,464	36,156	36,371	39,466	38,167	38,366	36,767
Seagirt Blvd	8,044	10,341	11,263	10,665	10,046	11,236	10,659	10,099	10,204	10,800
Sunrise Hwy	34,519	30,922	34,542	33,706	35,166	32,833	33,626	32,159	33,065	32,749
Union Tpke	12,495	13,260	13,275	12,770	12,532	11,792	10,826	11,338	10,709	11,259
Totals	473,363	468,813	485,332	480,260	473,349	462,916	469,587	477,437	473,526	480,213

* Includes service roads

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

To Nassau

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

To Nassau

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Beach Channel Dr	11,532	12,207	12,484	11,702	11,652	13,454	13,615	11,667	11,531	11,772
Central Ave	4,910	5,175	5,100	5,541	5,762	6,262	5,334	4,803	4,738	4,750
Grand Central Pky *	89,640	89,813	92,426	92,233	93,399	84,853	84,831	80,185	80,967	85,415
Hempstead Ave	22,176	23,621	24,466	22,881	24,757	22,234	23,292	21,910	22,191	22,005
Hillside Ave	13,526	13,593	12,864	12,676	13,055	10,565	12,158	12,411	11,080	10,673
Jamaica Ave	13,702	14,869	14,721	15,126	15,717	14,660	14,479	14,641	13,953	14,203
Laurelton Pky	89,251	85,216	86,229	89,675	88,909	88,702	93,700	83,373	87,118	86,706
Linden Blvd	15,136	15,327	16,528	15,619	16,123	15,199	13,996	11,912	13,919	14,815
Long Island Exp *	92,593	92,794	90,940	92,065	92,333	94,300	99,602	114,971	119,870	112,483
Merrick Blvd	9,568	9,920	10,052	10,565	9,694	9,567	9,421	10,467	9,426	10,581
Northern Blvd	21,584	21,243	21,970	21,748	21,067	19,837	18,072	18,718	18,372	18,253
Rockaway Blvd	35,134	36,098	37,929	38,468	37,188	37,396	38,293	37,293	36,742	37,297
Seagirt Blvd	7,895	10,051	11,634	10,379	9,805	11,321	11,783	9,808	10,064	10,498
Sunrise Hwy	34,099	31,920	33,123	34,421	35,842	33,986	35,272	32,835	33,329	34,963
Union Tpke	12,618	13,346	12,896	12,246	10,437	9,297	8,774	9,074	8,775	9,041
Totals	473,364	475,193	483,362	485,345	485,740	471,633	482,622	474,068	482,075	483,455

* Includes service roads

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

Both Directions

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
Beach Channel Dr	19,660	23,426	27,170	25,675	22,924	22,807	23,903	23,867	24,959	24,242	24,723	25,585
Central Ave	N/A	N/A	N/A	14,520	13,791	12,807	13,211	13,873	13,086	13,995	12,806	13,766
Grand Central Pky *	51,720	104,836	110,038	143,966	174,334	162,869	158,670	158,657	157,787	163,492	168,866	173,196
Hempstead Ave	35,400	35,460	35,785	37,706	40,163	42,520	41,825	40,747	41,896	42,376	49,889	46,887
Hillside Ave	23,500	22,025	20,424	22,904	25,422	27,547	25,882	25,827	26,411	26,913	32,310	27,971
Jamaica Ave	15,300	22,799	27,329	27,458	27,383	26,519	26,310	27,120	26,378	27,213	28,264	28,742
Laurelton Pky	85,440	98,797	121,674	148,408	137,260	145,855	144,808	143,735	155,409	159,320	160,790	159,143
Linden Blvd	14,330	18,730	19,560	23,050	28,908	30,506	31,143	27,908	27,874	28,621	29,514	28,461
Long Island Exp *	143,750	172,152	167,558	188,996	198,130	199,832	198,606	200,944	201,602	201,248	196,630	191,379
Merrick Blvd	15,640	16,220	17,927	18,914	18,142	19,499	19,899	19,349	19,188	19,369	19,158	18,916
Northern Blvd	29,130	33,244	42,033	40,973	41,752	42,899	41,630	42,226	41,949	41,003	43,644	44,961
Rockaway Blvd	36,460	43,921	46,514	56,735	60,517	64,545	66,517	66,151	63,618	66,123	70,555	74,130
Seagirt Blvd	N/A	N/A	N/A	12,391	16,149	16,311	16,780	16,687	16,494	16,522	16,108	17,571
Sunrise Hwy	59,470	62,704	57,397	59,401	65,245	59,464	60,772	65,953	68,158	66,796	70,668	70,995
Union Tpke	16,750	16,388	19,737	22,441	22,198	23,195	22,787	23,100	22,322	22,170	23,118	18,444
Totals	546,550	670,702	713,146	843,538	892,318	897,175	892,743	896,144	907,131	919,403	947,043	940,147

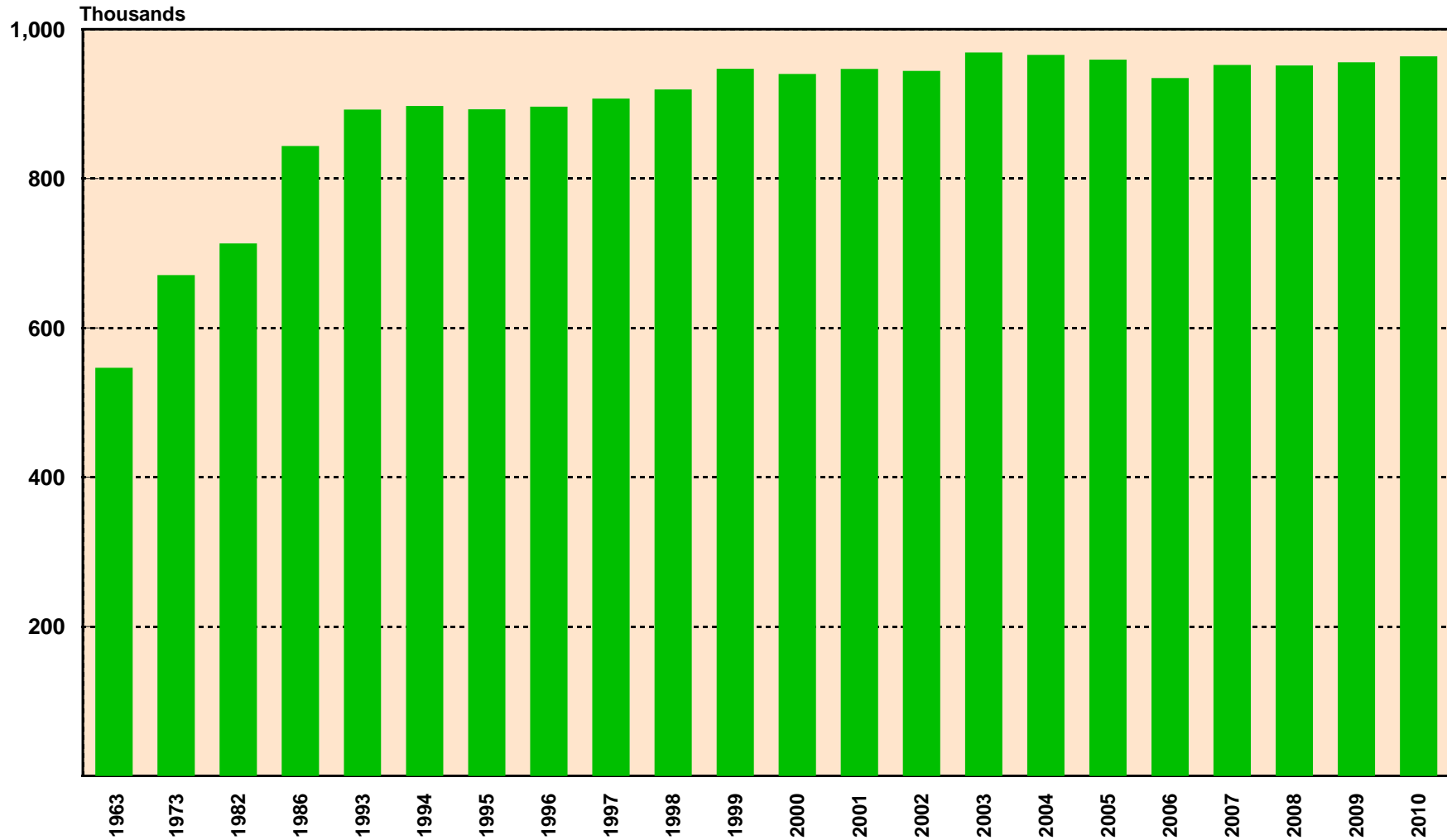
Both Directions

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Beach Channel Dr	24,660	25,610	26,328	24,244	23,649	25,801	28,992	24,352	23,541	24,287
Central Ave	12,924	14,406	14,419	14,222	14,671	15,570	13,655	13,854	13,516	13,583
Grand Central Pky *	180,865	178,867	187,218	184,697	186,392	165,794	162,749	158,608	156,421	162,862
Hempstead Ave	44,650	43,418	51,332	43,662	44,027	40,965	46,078	46,615	44,494	41,706
Hillside Ave	27,575	27,328	25,004	26,373	26,527	23,123	24,328	24,900	23,561	23,535
Jamaica Ave	28,206	30,193	29,765	30,727	31,620	29,614	29,003	29,074	28,271	29,150
Laurelton Pky	171,445	162,292	159,012	175,403	169,154	168,859	173,654	159,167	162,052	170,241
Linden Blvd	26,701	27,812	29,432	28,488	29,644	28,298	25,972	24,767	26,349	27,630
Long Island Exp *	182,798	190,612	190,634	183,862	184,824	191,900	201,395	230,404	238,952	227,840
Merrick Blvd	19,401	19,479	20,590	21,006	19,535	19,033	18,659	19,508	18,566	20,322
Northern Blvd	45,805	44,186	45,665	44,802	41,874	41,360	39,025	39,483	38,624	39,138
Rockaway Blvd	72,027	69,963	72,562	73,932	73,344	73,767	77,759	75,460	75,108	74,064
Seagirt Blvd	15,939	20,392	22,897	21,044	19,851	22,557	22,442	19,907	20,268	21,298
Sunrise Hwy	68,618	62,842	67,665	68,127	71,008	66,819	68,898	64,994	66,394	67,712
Union Tpke	25,113	26,606	26,171	25,016	22,969	21,089	19,600	20,412	19,484	20,300
Totals	946,727	944,006	968,694	965,605	959,089	934,549	952,209	951,505	955,601	963,668

* Includes service roads

Queens-Nassau Screenline

Historical Comparisons
Average Daily Traffic Volumes
Total of Both directions



2010 Screenline Volumes Queens - Nassau

	Beach Channel		Grand Central Parkway									
	Drive		Central Ave		Main Rdwy		Service Rdwy		Hempstead Ave		Hillside Ave	
	* S/B	N/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B
Mid-1am	264	138	115	52	518	792	17	22	291	384	99	93
1-2am	139	101	62	20	239	379	6	9	166	205	40	56
2-3am	85	80	35	32	171	273	4	10	116	144	29	31
3-4am	68	68	28	16	252	211	3	8	115	111	34	31
4-5am	85	132	38	32	630	346	7	14	179	152	57	33
5-6am	188	258	97	65	2,924	1,049	15	55	480	335	185	95
6-7am	501	551	295	145	5,686	3,352	47	195	1,027	648	548	224
7-8am	557	785	479	231	5,239	5,660	150	523	1,442	1,129	912	518
8-9am	592	576	551	295	4,371	6,156	168	1,063	1,212	1,417	746	720
9-10am	513	520	461	269	4,688	4,764	187	750	1,012	1,037	603	566
10-11am	491	568	399	270	3,923	3,612	214	492	896	939	578	491
11-Noon	517	640	417	290	3,486	3,586	258	499	965	1,006	629	553
Noon-1	598	690	463	318	3,304	3,792	301	532	1,008	1,092	699	605
1-2pm	620	695	469	285	3,404	4,210	279	585	1,017	1,157	741	636
2-3pm	681	734	516	328	3,798	5,215	319	555	1,104	1,313	767	664
3-4pm	705	810	524	363	4,458	5,292	366	761	1,080	1,445	819	823
4-5pm	864	776	600	329	5,069	4,502	494	1,097	1,117	1,512	922	903
5-6pm	920	751	629	315	4,981	4,140	548	1,104	1,216	1,550	1,092	952
6-7pm	946	682	610	270	4,606	4,748	383	733	1,114	1,542	933	834
7-8pm	842	631	571	244	3,394	4,582	246	298	1,094	1,363	776	652
8-9pm	723	491	461	184	2,627	3,325	193	175	980	1,137	612	500
9-10pm	642	417	399	156	2,369	2,317	136	115	852	961	484	332
10-11pm	572	389	362	128	1,760	1,926	70	86	711	814	341	220
11-Mid	402	289	252	113	1,105	1,455	34	50	507	612	216	141
24 hr Total	12,515	11,772	8,833	4,750	73,002	75,684	4,445	9,731	19,701	22,005	12,862	10,673
6-10am	2,163	2,432	1,786	940	19,984	19,932	552	2,531	4,693	4,231	2,809	2,028
10am-1pm	1,606	1,898	1,279	878	10,713	10,990	773	1,523	2,869	3,037	1,906	1,649
1-3pm	1,301	1,429	985	613	7,202	9,425	598	1,140	2,121	2,470	1,508	1,300
3-7pm	3,435	3,019	2,363	1,277	19,114	18,682	1,791	3,695	4,527	6,049	3,766	3,512
6am-7pm	8,505	8,778	6,413	3,708	57,013	59,029	3,714	8,889	14,210	15,787	9,989	8,489

* To Queens

2010 Screenline Volumes Queens - Nassau (cont'd)

	Jamaica Ave		Laurelton Parkway		Linden Blvd		Long Island Expressway				Merrick Blvd	
	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B	* W/B	E/B
Mid-1am	124	121	895	1,716	200	252	1,244	1,997	11	10	99	137
1-2am	64	86	504	923	107	132	796	1,340	5	5	48	87
2-3am	54	56	399	611	68	76	727	997	2	2	36	57
3-4am	65	52	535	446	69	70	1,055	900	2	2	32	39
4-5am	105	82	1,402	636	99	123	2,206	1,296	3	5	46	38
5-6am	313	185	4,555	1,518	269	253	5,857	2,461	26	22	138	99
6-7am	683	426	6,924	3,572	517	484	6,859	4,667	465	100	404	208
7-8am	954	791	5,544	4,898	844	724	6,172	6,154	620	202	664	386
8-9am	838	1,093	4,441	4,949	725	864	5,514	6,552	216	347	583	605
9-10am	758	884	4,753	4,260	609	729	5,969	6,112	202	230	498	564
10-11am	725	746	4,056	3,534	570	679	5,931	5,618	250	162	454	490
11-Noon	748	757	3,823	3,625	572	677	5,389	5,398	225	156	511	545
Noon-1	812	819	3,830	3,869	625	722	5,585	5,542	178	185	567	619
1-2pm	846	851	3,856	4,434	649	799	5,431	5,886	158	188	569	610
2-3pm	871	858	4,294	5,281	720	893	5,872	6,369	158	233	583	660
3-4pm	968	1,057	4,481	5,692	740	986	6,284	6,520	239	401	624	732
4-5pm	1,073	1,066	4,698	5,713	787	946	6,654	6,206	363	630	632	795
5-6pm	1,193	1,046	4,727	5,622	840	987	6,755	6,120	697	858	766	874
6-7pm	1,039	970	4,423	5,423	827	1,003	6,384	6,125	525	587	655	872
7-8pm	802	766	3,989	5,040	801	922	5,357	5,698	152	190	559	710
8-9pm	668	573	3,433	4,567	696	794	4,643	4,876	98	94	476	543
9-10pm	546	399	3,293	4,032	617	662	4,154	4,325	57	62	389	388
10-11pm	393	320	2,853	3,576	488	621	3,550	3,717	33	43	243	302
11-Mid	305	199	1,827	2,769	376	417	2,266	2,876	18	17	165	221
24 hr Total	14,947	14,203	83,535	86,706	12,815	14,815	110,654	107,752	4,703	4,731	9,741	10,581
6-10am	3,233	3,194	21,662	17,679	2,695	2,801	24,514	23,485	1,503	879	2,149	1,763
10am-1pm	2,285	2,322	11,709	11,028	1,767	2,078	16,905	16,558	653	503	1,532	1,654
1-3pm	1,717	1,709	8,150	9,715	1,369	1,692	11,303	12,255	316	421	1,152	1,270
3-7pm	4,273	4,139	18,329	22,450	3,194	3,922	26,077	24,971	1,824	2,476	2,677	3,273
6am-7pm	11,508	11,364	59,850	60,872	9,025	10,493	78,799	77,269	4,296	4,279	7,510	7,960

* To Queens

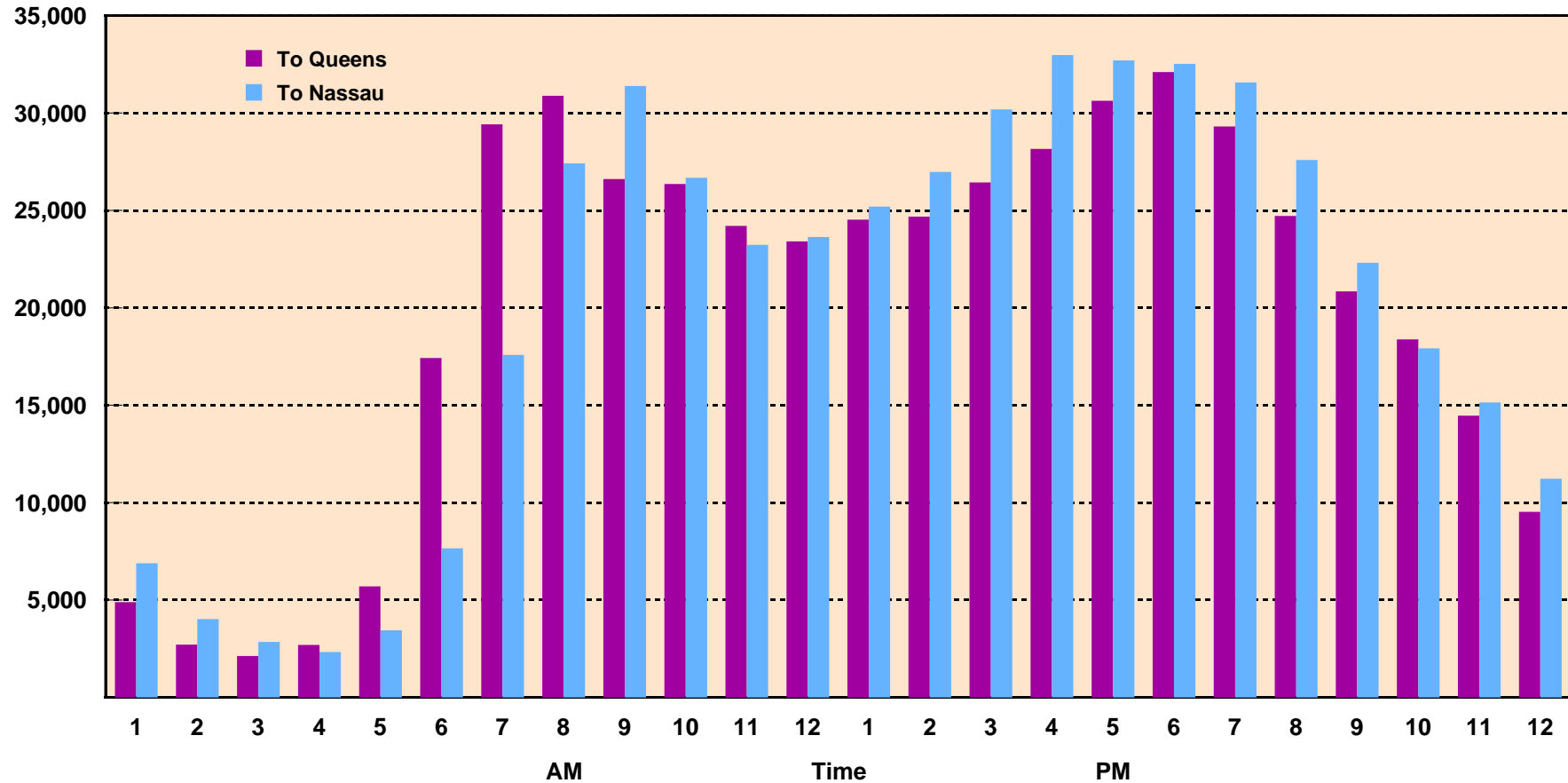
2010 Screenline Volumes Queens - Nassau (cont'd)

	Northern Blvd		Rockaway Blvd		Seagirt Blvd		Sunrise Hwy		Union Tpke		Totals	
	<i>* W/B</i>	<i>E/B</i>	<i>* N/B</i>	<i>S/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>To Queens</i>	<i>To Nassau</i>
Mid-1am	105	122	338	604	159	104	330	288	77	50	4,886	6,882
1-2am	53	66	212	347	83	53	142	186	40	22	2,706	4,017
2-3am	28	35	165	249	56	35	121	142	29	16	2,125	2,846
3-4am	36	29	190	195	35	36	150	92	22	16	2,691	2,322
4-5am	60	39	399	270	41	79	310	140	28	26	5,695	3,443
5-6am	256	125	1,073	528	143	187	824	353	77	60	17,420	7,648
6-7am	933	359	2,218	1,210	493	457	1,523	775	302	218	29,425	17,591
7-8am	1,501	989	2,739	1,939	1,041	644	1,555	1,390	475	459	30,888	27,422
8-9am	1,342	1,463	2,451	2,107	814	657	1,568	1,816	477	706	26,609	31,386
9-10am	1,297	1,266	2,192	1,855	545	498	1,549	1,799	518	576	26,354	26,679
10-11am	1,143	1,073	1,976	1,801	441	425	1,595	1,818	566	523	24,208	23,241
11-Noon	1,148	1,061	1,933	1,795	455	496	1,698	2,007	641	551	23,415	23,642
Noon-1	1,285	1,117	2,044	1,883	509	554	1,887	2,222	831	641	24,526	25,202
1-2pm	1,228	1,151	2,084	1,990	509	573	2,007	2,261	811	664	24,678	26,975
2-3pm	1,258	1,146	2,113	2,202	563	715	2,003	2,390	824	634	26,444	30,190
3-4pm	1,318	1,274	2,179	2,430	590	1,058	2,019	2,684	768	650	28,162	32,978
4-5pm	1,446	1,327	2,248	2,538	664	914	2,083	2,745	919	706	30,633	32,705
5-6pm	1,483	1,354	2,250	2,596	772	839	2,146	2,722	1,087	701	32,102	32,531
6-7pm	1,375	1,285	1,975	2,516	717	648	1,940	2,725	861	609	29,313	31,572
7-8pm	1,197	1,015	1,757	2,306	570	477	1,940	2,237	672	457	24,719	27,588
8-9pm	907	784	1,469	1,939	521	344	1,839	1,683	498	308	20,844	22,317
9-10pm	735	531	1,125	1,581	463	293	1,781	1,142	344	209	18,386	17,922
10-11pm	492	405	923	1,383	370	224	1,058	834	240	149	14,459	15,137
11-Mid	259	237	714	1,033	246	188	681	512	152	90	9,525	11,219
24 hr Total	20,885	18,253	36,767	37,297	10,800	10,498	32,749	34,963	11,259	9,041	480,213	483,455
6-10am	5,073	4,077	9,600	7,111	2,893	2,256	6,195	5,780	1,772	1,959	113,276	103,078
10am-1pm	3,576	3,251	5,953	5,479	1,405	1,475	5,180	6,047	2,038	1,715	72,149	72,085
1-3pm	2,486	2,297	4,197	4,192	1,072	1,288	4,010	4,651	1,635	1,298	51,122	57,165
3-7pm	5,622	5,240	8,652	10,080	2,743	3,459	8,188	10,876	3,635	2,666	120,210	129,786
6am-7pm	16,757	14,865	28,402	26,862	8,113	8,478	23,573	27,354	9,080	7,638	356,757	362,114

* To Queens

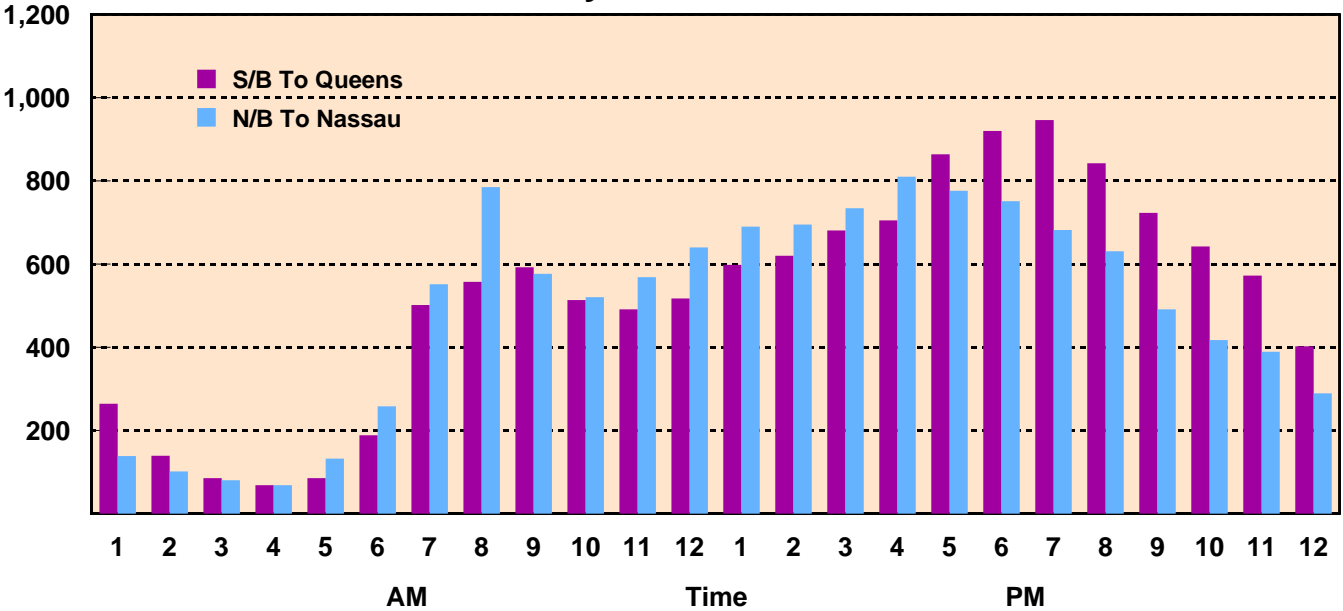
Queens-Nassau Screenline

Total Hourly Vehicle Volumes - 2010

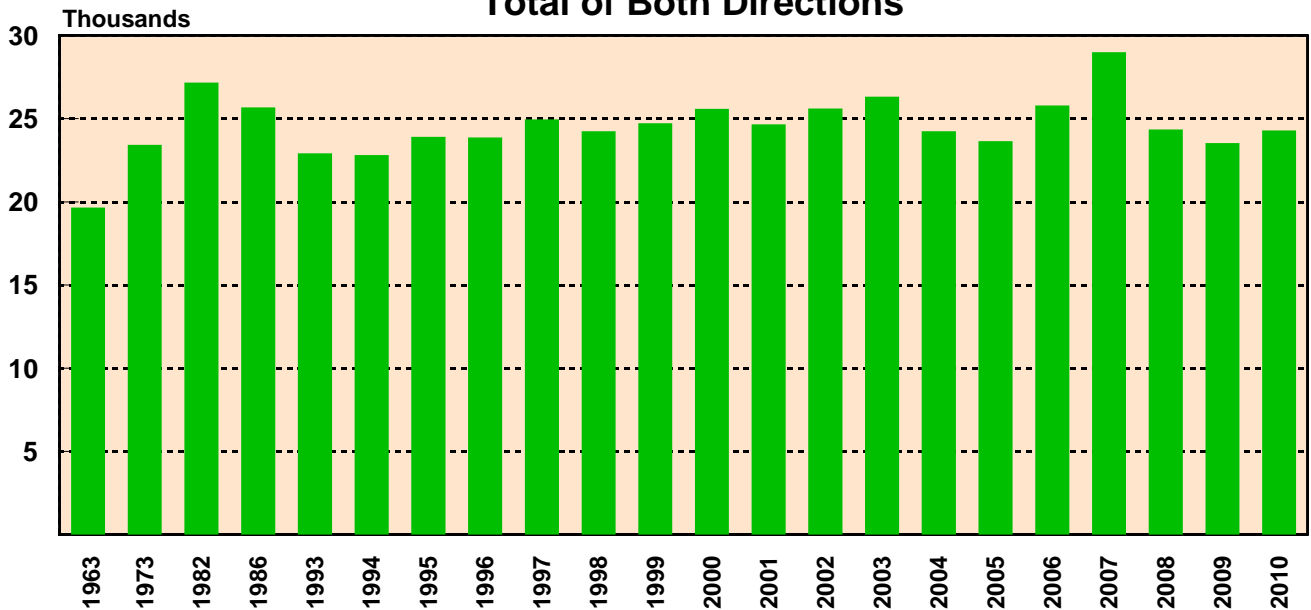


Queens-Nassau Screenline Volumes

Beach Channel Drive - 2010 Hourly Vehicular Volumes

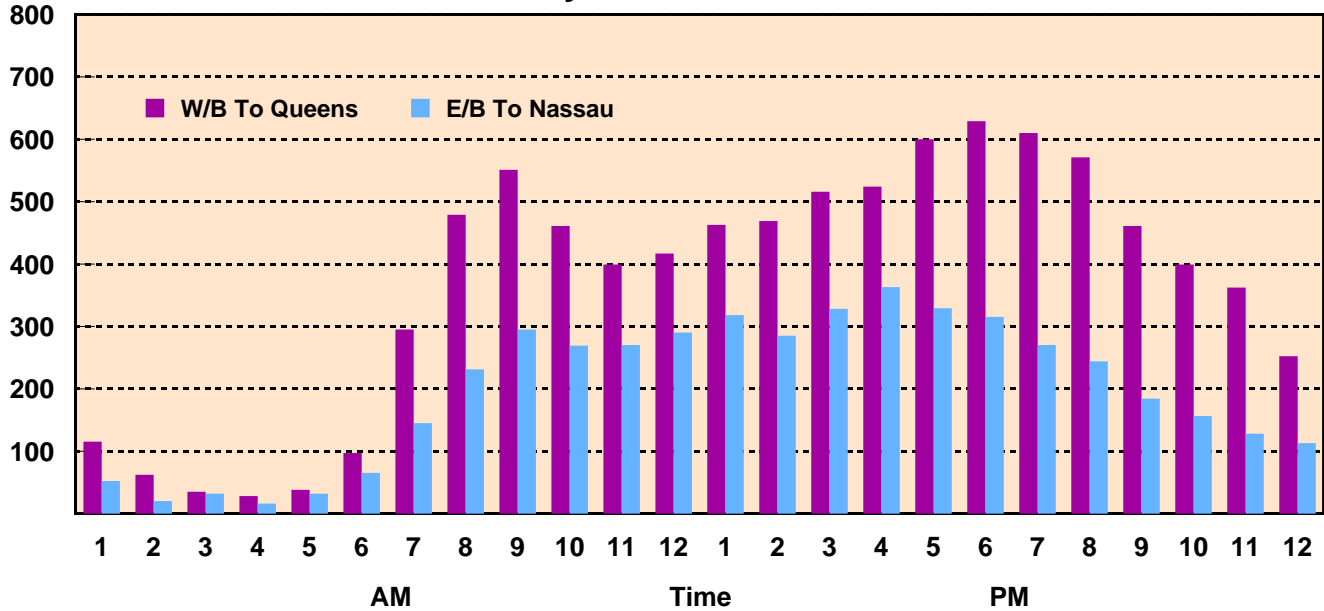


Beach Channel Drive Average Daily Traffic Volumes Total of Both Directions

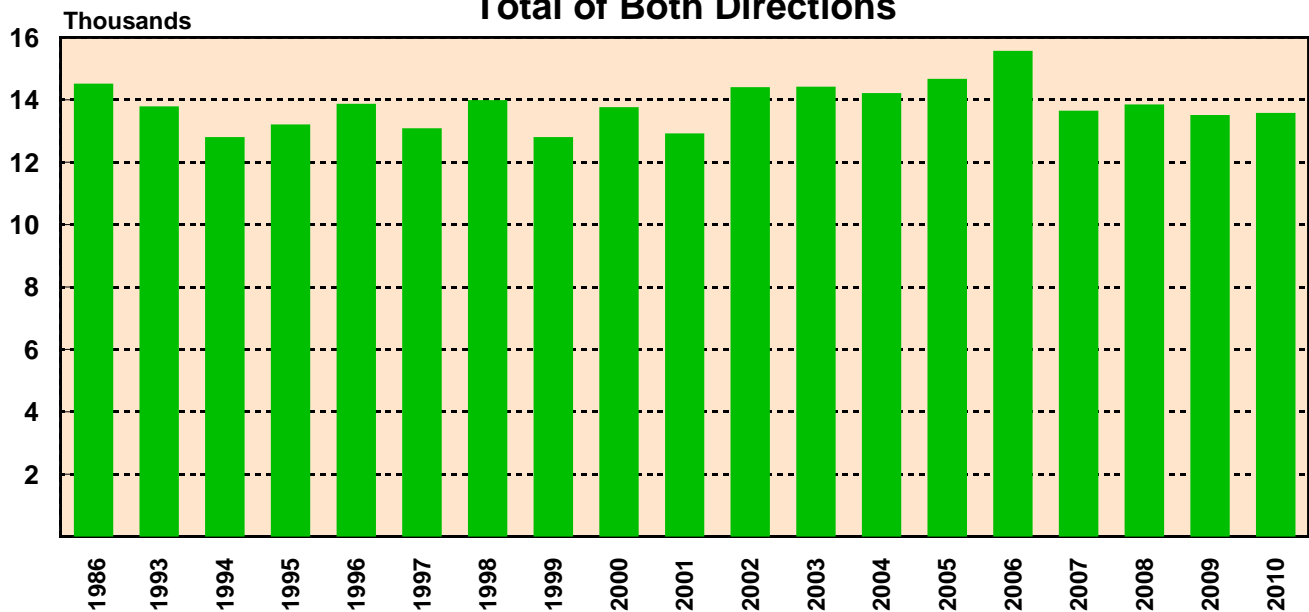


Queens-Nassau Screenline Volumes

Central Avenue - 2010
Hourly Vehicular Volumes

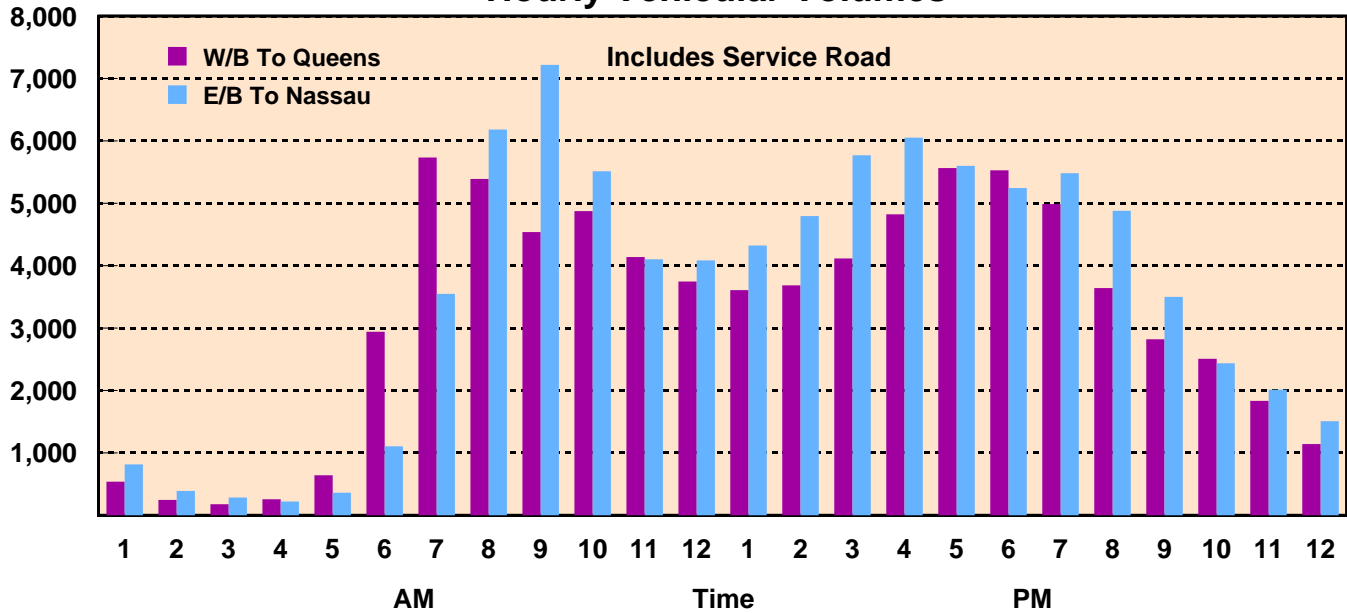


Central Avenue
Average Daily Traffic Volumes
Total of Both Directions

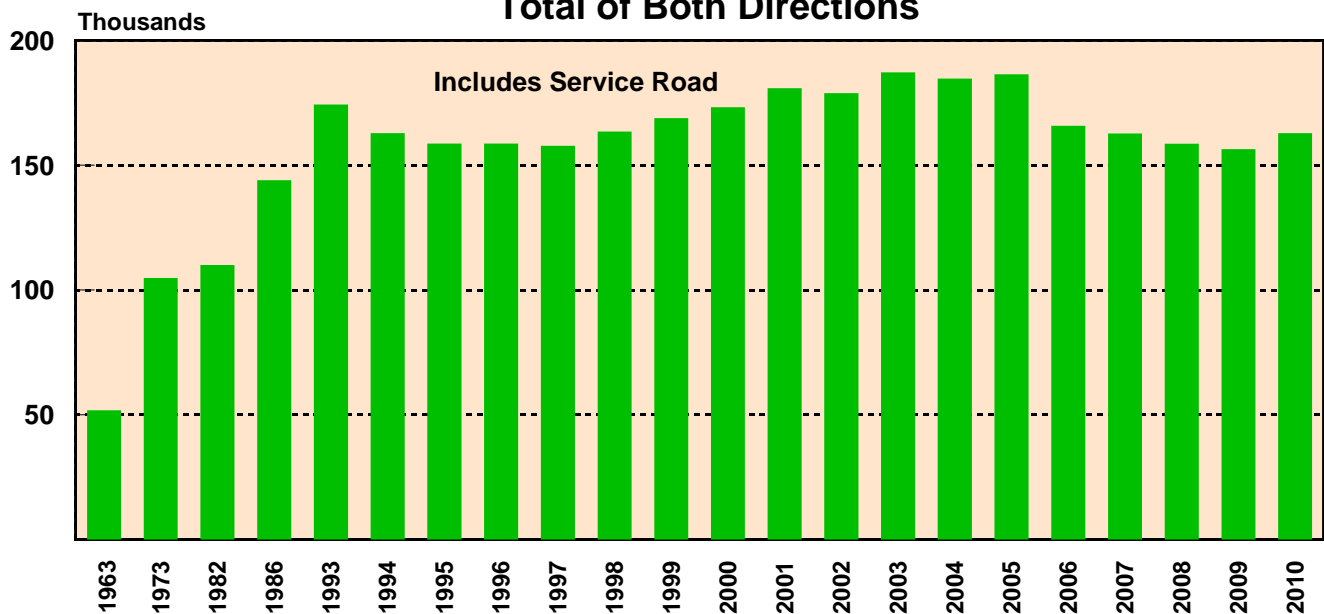


Queens-Nassau Screenline Volumes

Grand Central Parkway - 2010
Hourly Vehicular Volumes

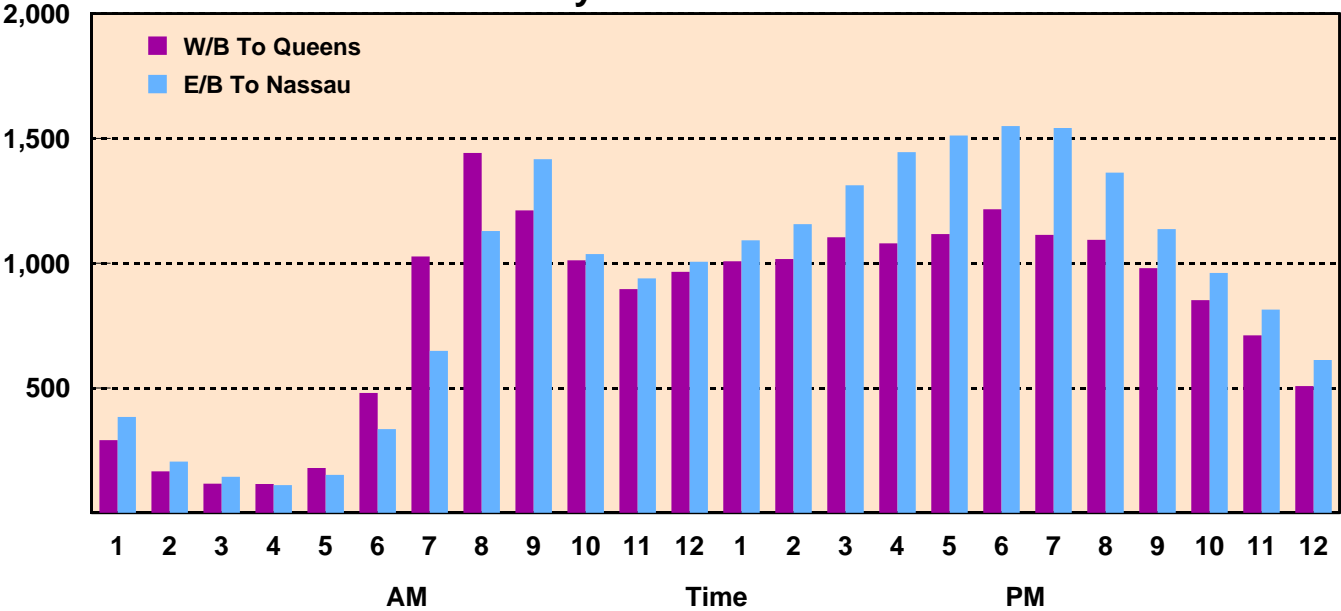


Grand Central Parkway
Average Daily Traffic Volumes
Total of Both Directions

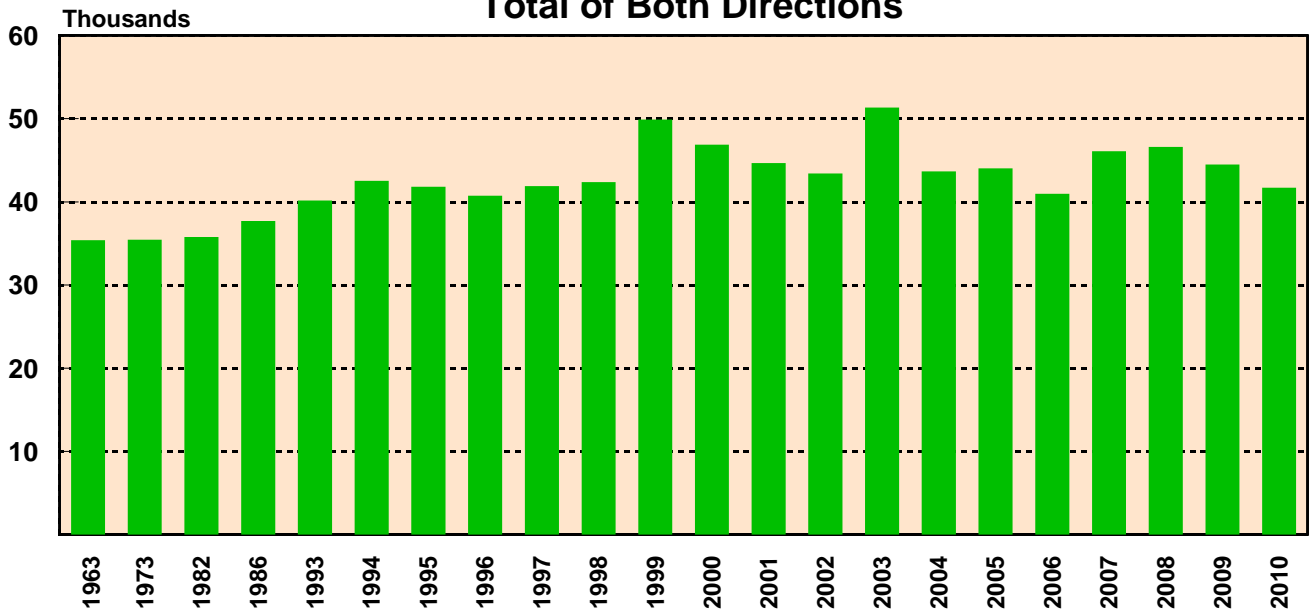


Queens-Nassau Screenline Volumes

Hempstead Avenue - 2010 Hourly Vehicular Volumes

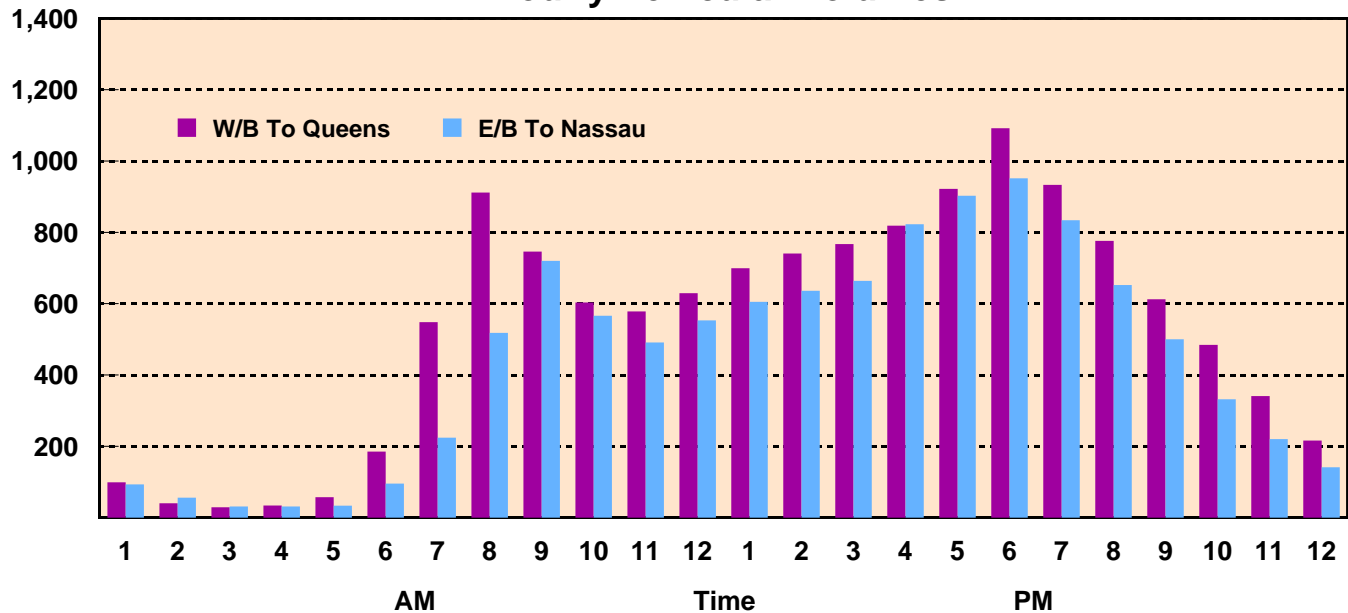


Hempstead Avenue Average Daily Traffic Volumes Total of Both Directions

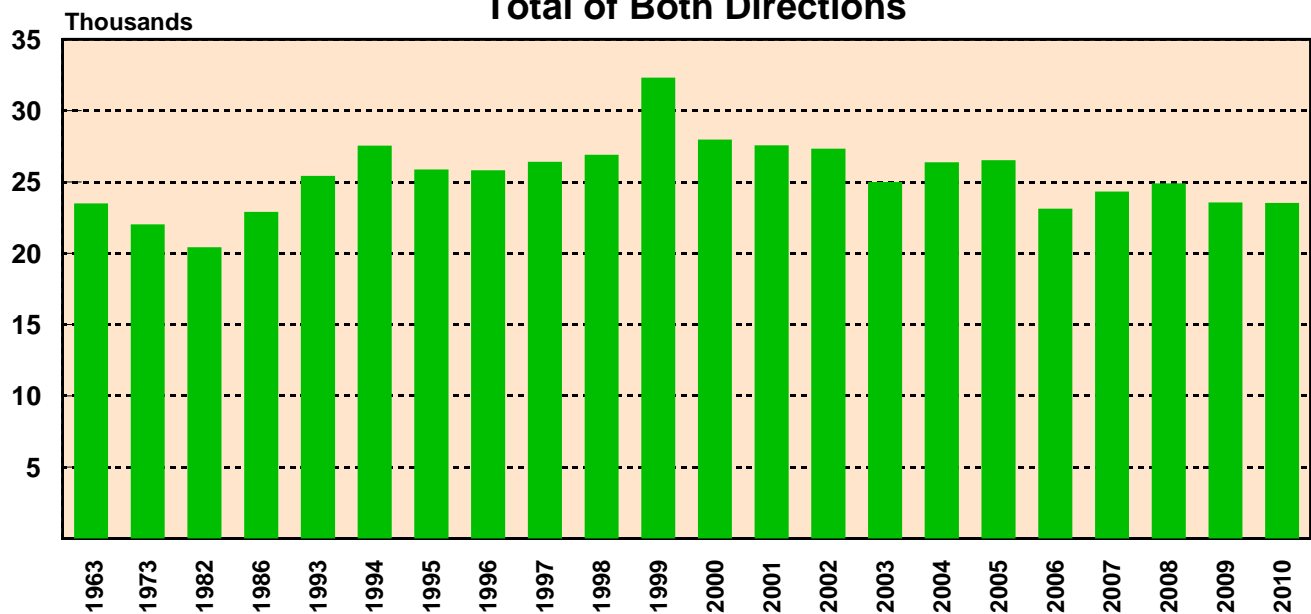


Queens-Nassau Screenline Volumes

Hillside Avenue - 2010 Hourly Vehicular Volumes

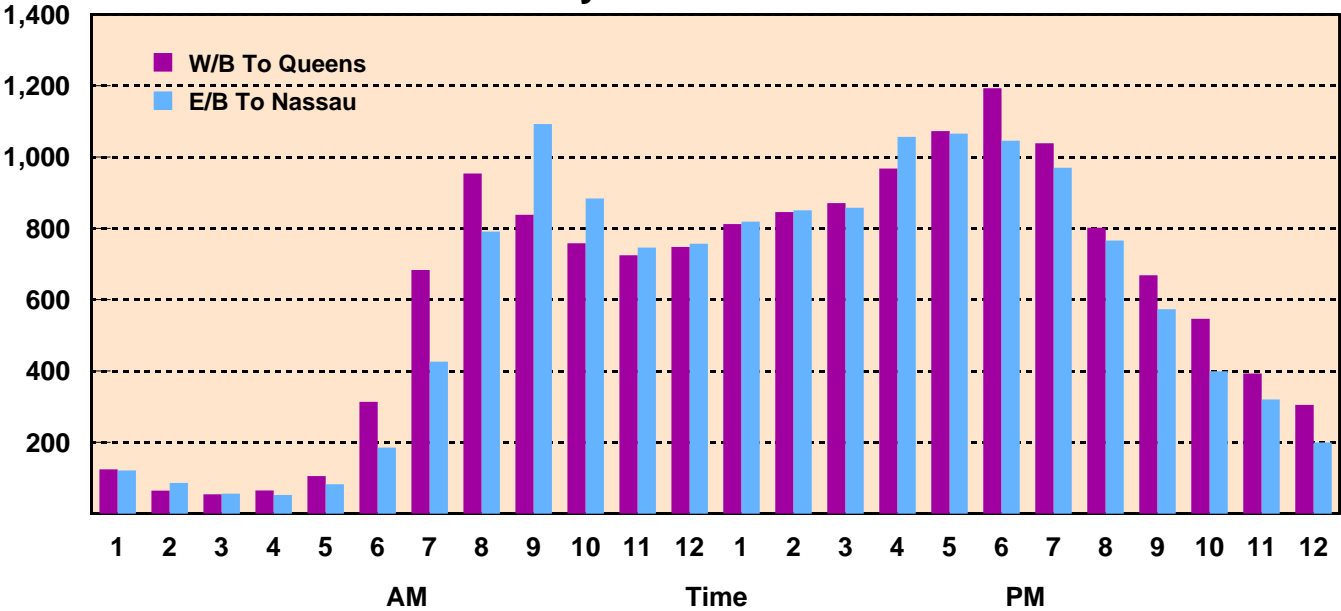


Hillside Avenue Average Daily Traffic Volumes Total of Both Directions

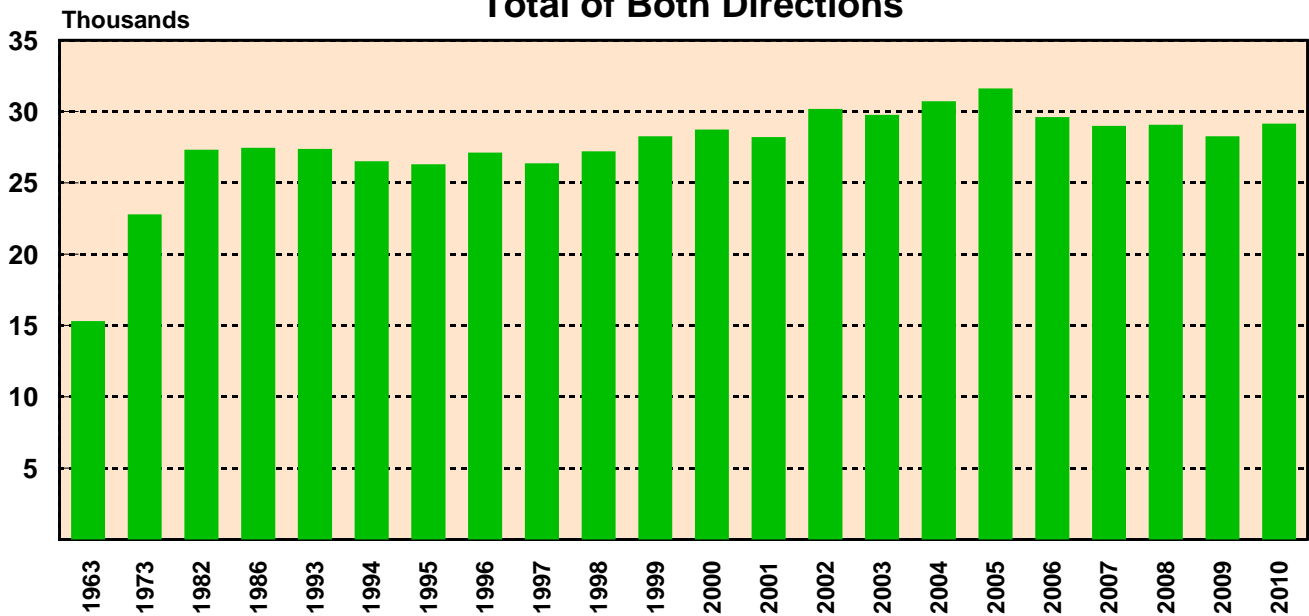


Queens-Nassau Screenline Volumes

Jamaica Avenue - 2010 Hourly Vehicular Volumes

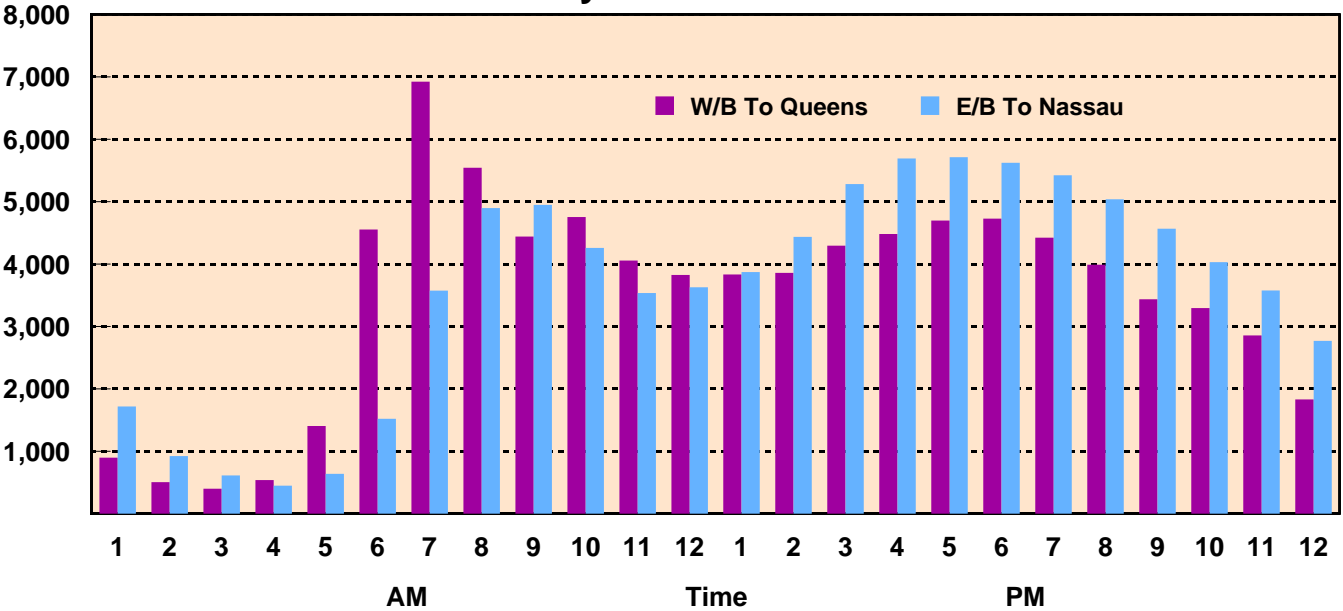


Jamaica Avenue Average Daily Traffic Volumes Total of Both Directions

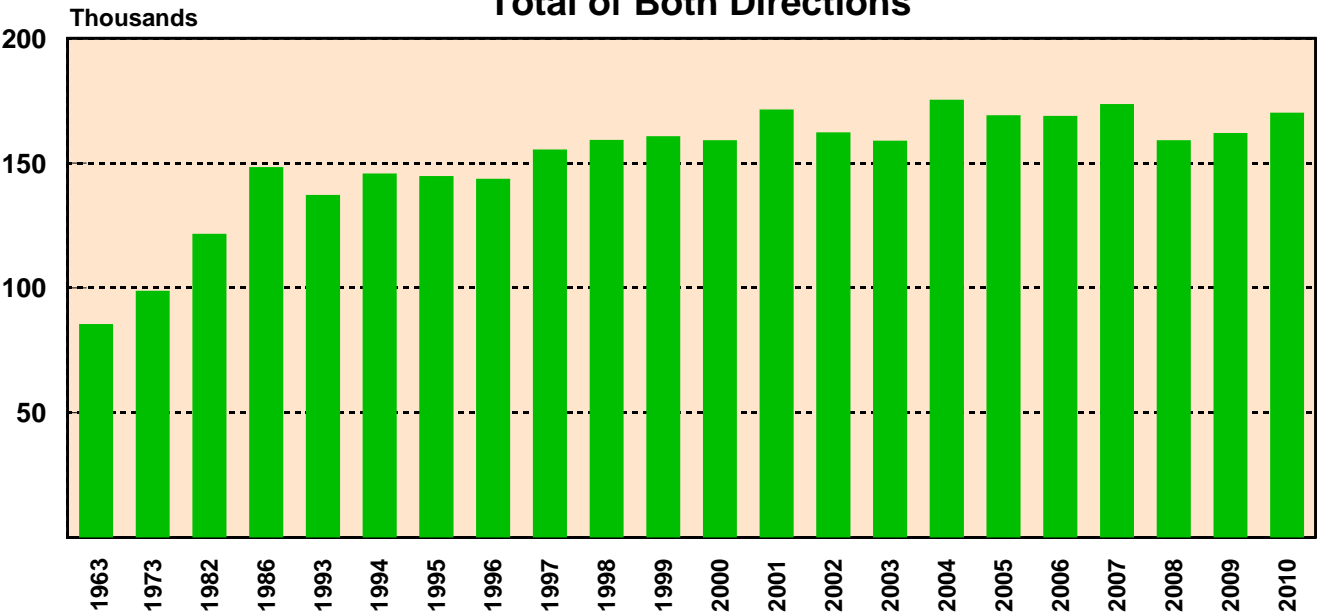


Queens-Nassau Screenline Volumes

Laurelton Parkway - 2010 Hourly Vehicular Volumes

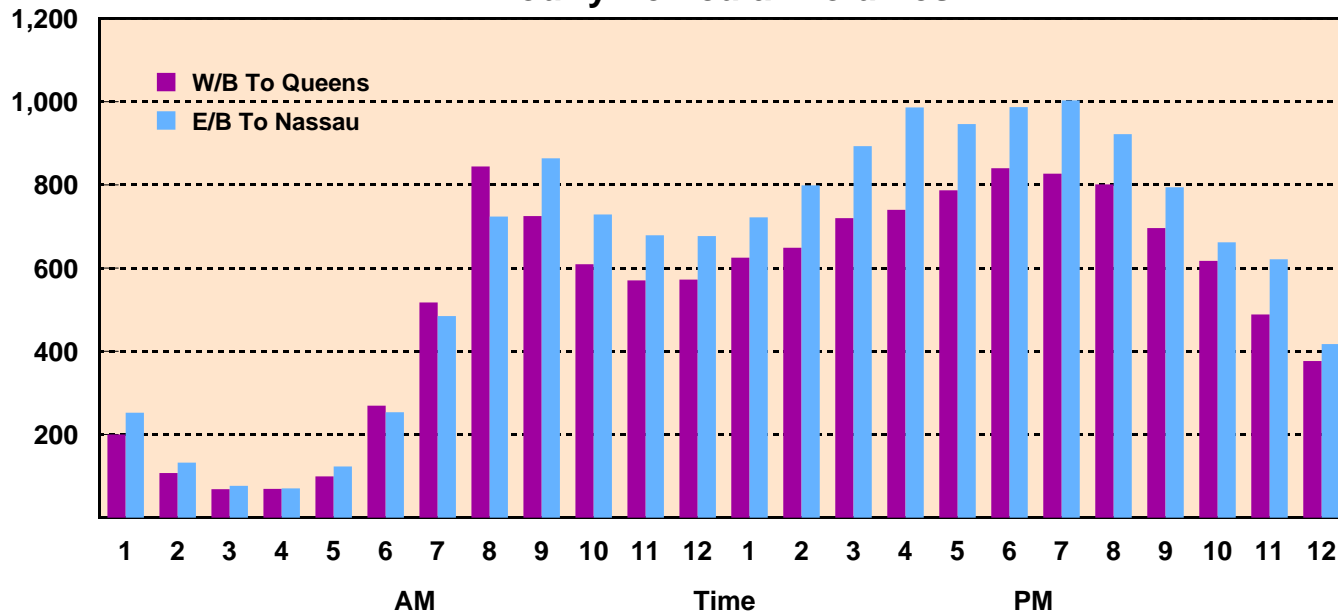


Laurelton Parkway Average Daily Traffic Volumes Total of Both Directions

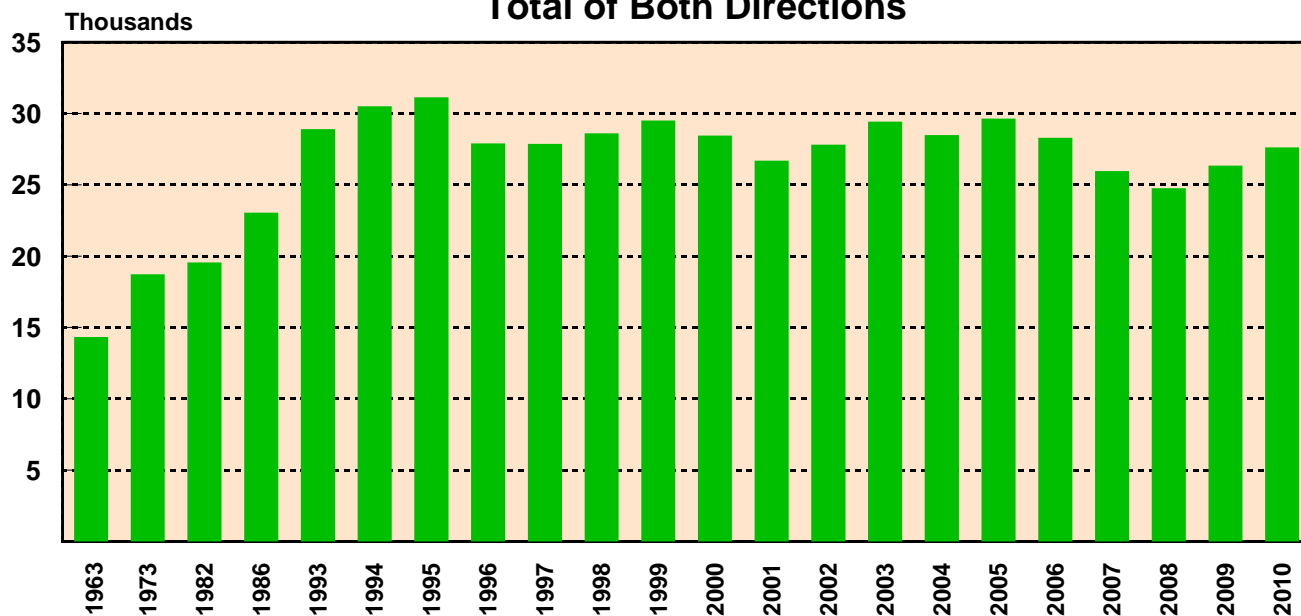


Queens-Nassau Screenline Volumes

**Linden Boulevard - 2010
Hourly Vehicular Volumes**

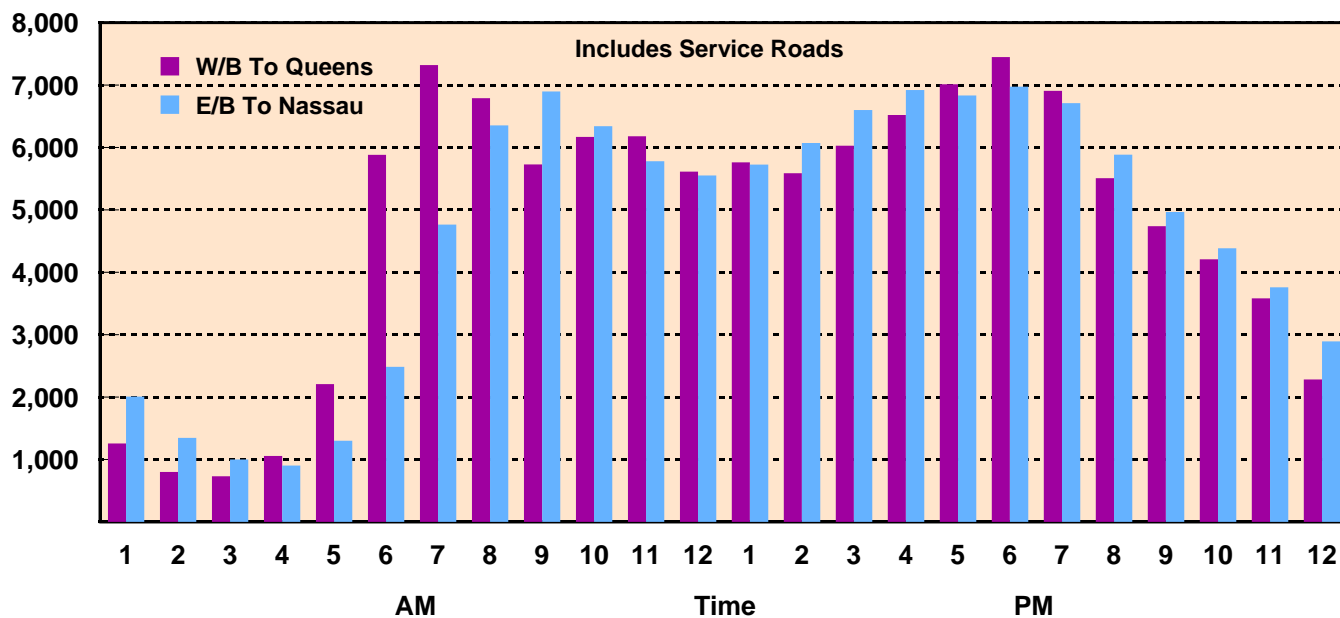


**Linden Boulevard
Average Daily Traffic Volumes
Total of Both Directions**

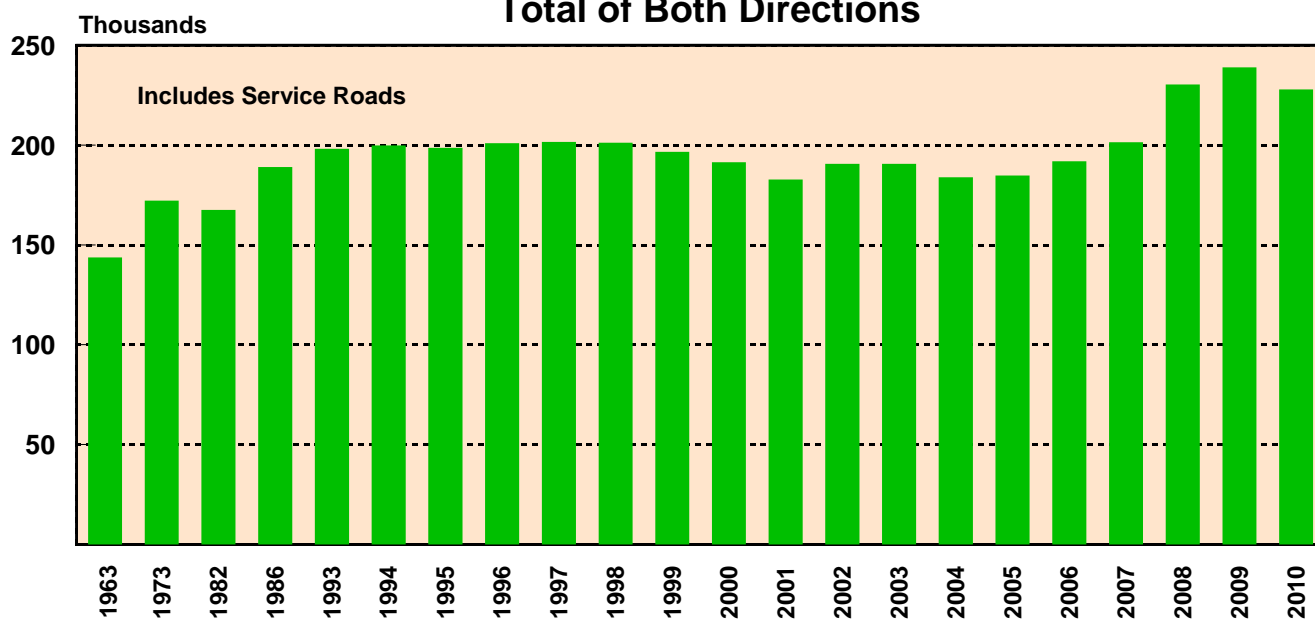


Queens-Nassau Screenline Volumes

Long Island Expressway - 2010 Hourly Vehicular Volumes

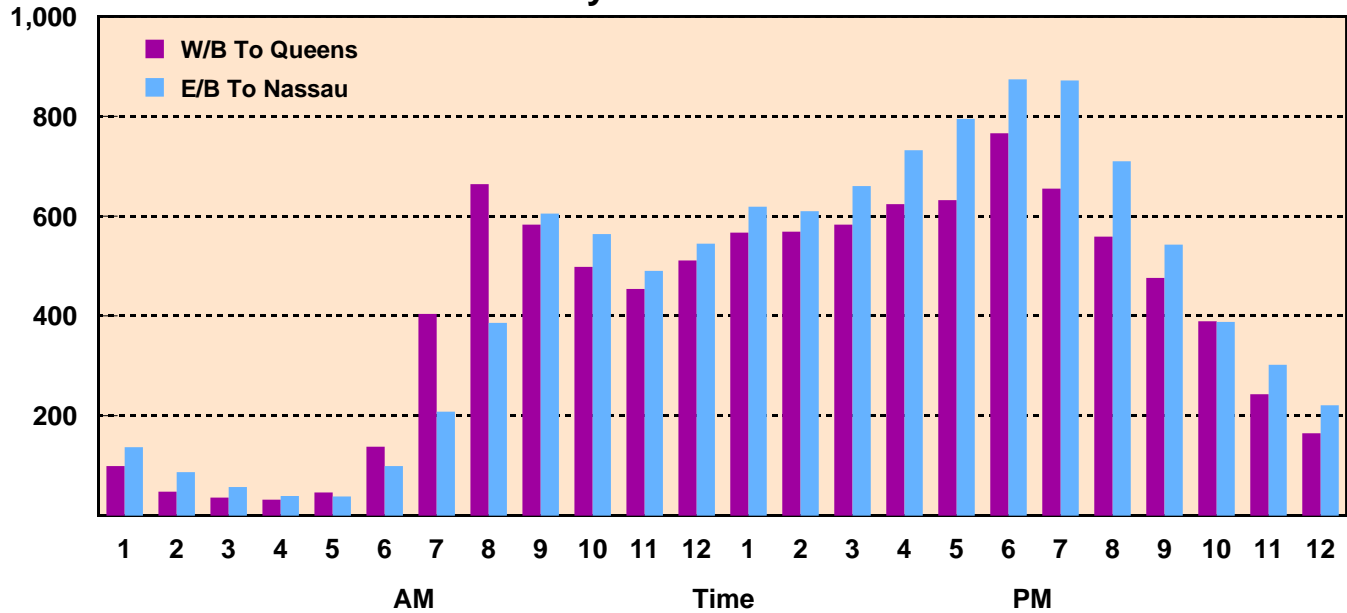


Long Island Expressway Average Daily Traffic Volumes Total of Both Directions

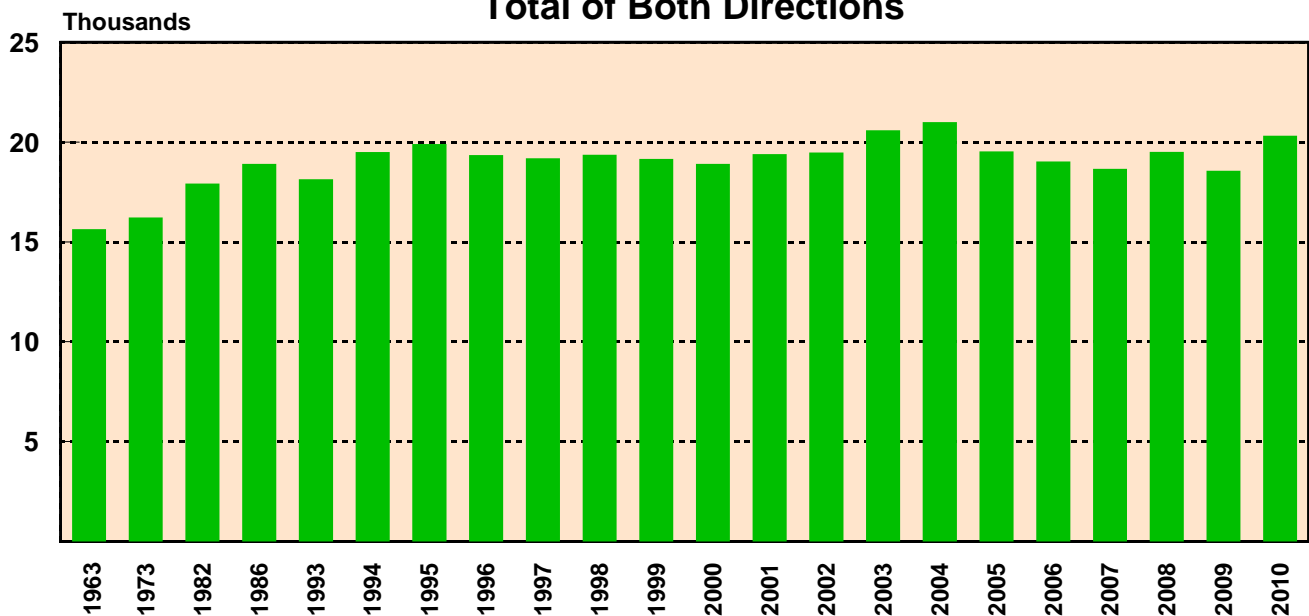


Queens-Nassau Screenline Volumes

**Merrick Boulevard - 2010
Hourly Vehicular Volumes**

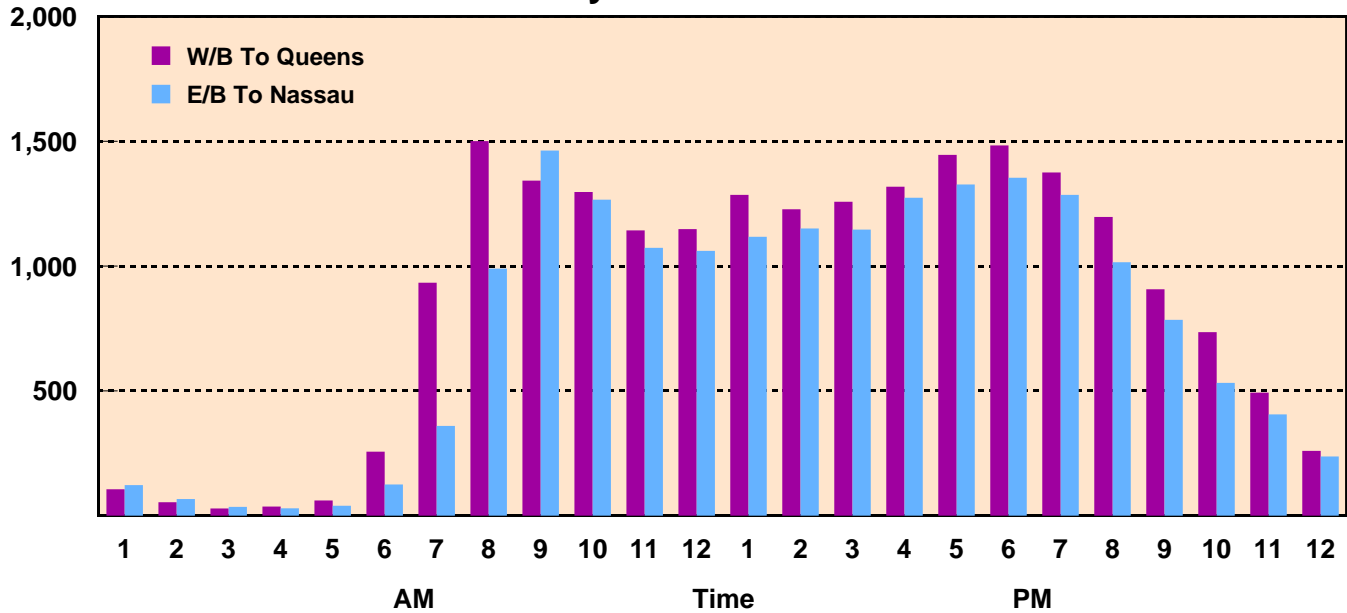


**Merrick Boulevard
Average Daily Traffic Volumes
Total of Both Directions**

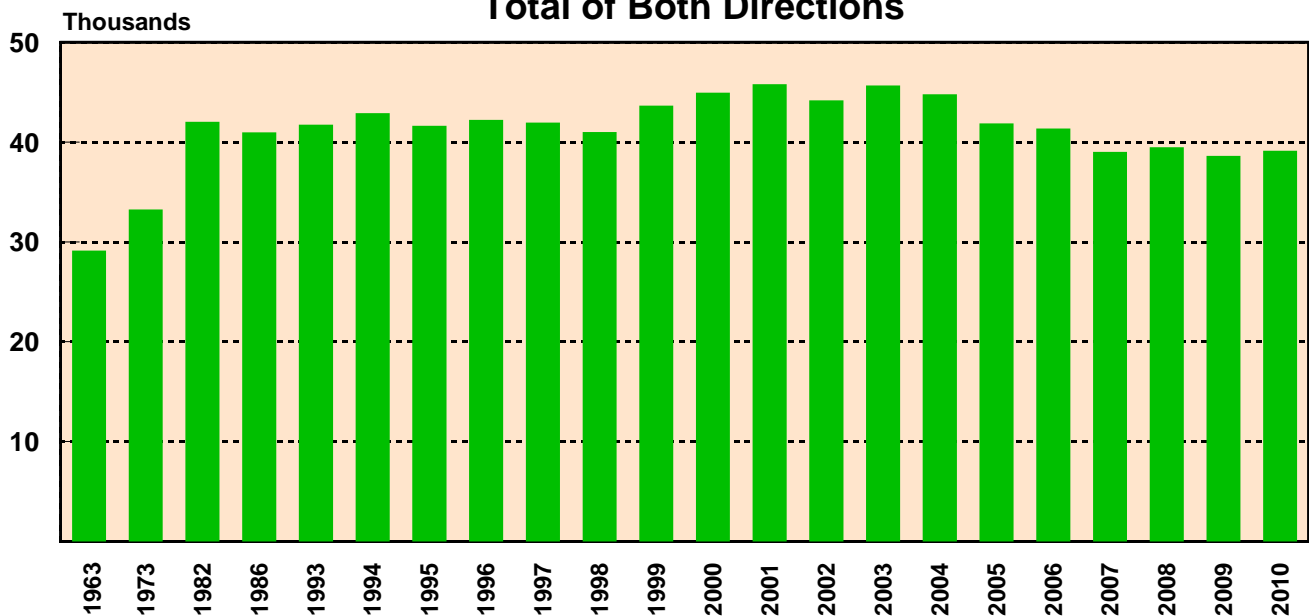


Queens-Nassau Screenline Volumes

**Northern Boulevard - 2010
Hourly Vehicular Volumes**

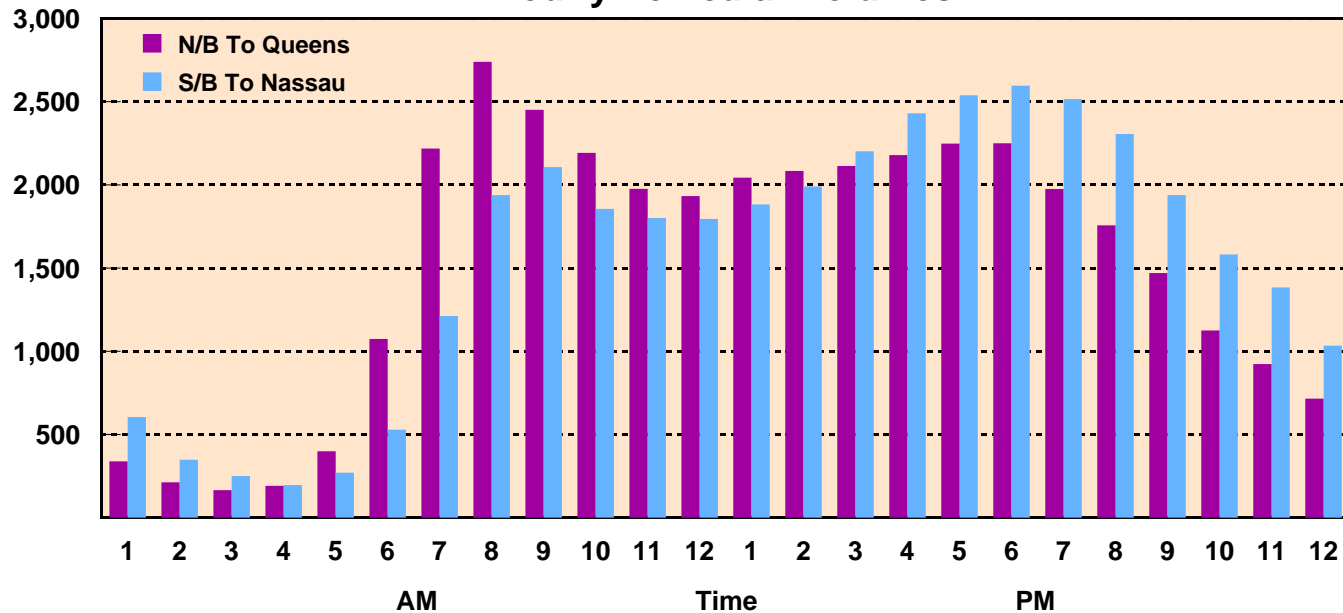


**Northern Boulevard
Average Daily Traffic Volumes
Total of Both Directions**

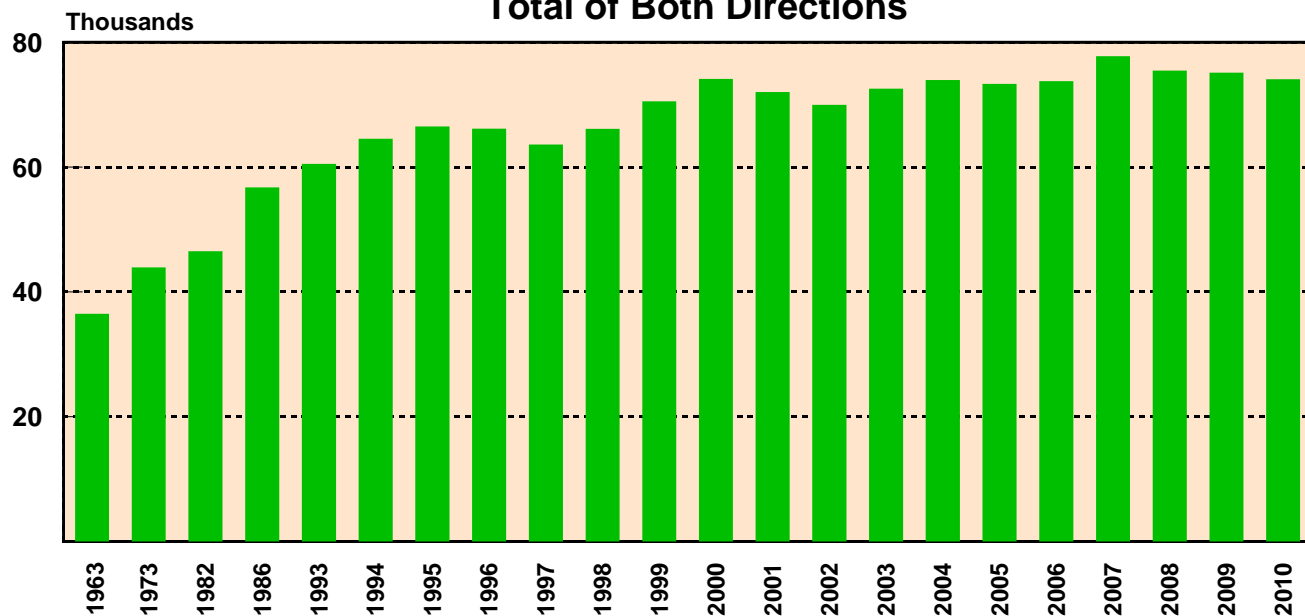


Queens-Nassau Screenline Volumes

Rockaway Boulevard - 2010
Hourly Vehicular Volumes

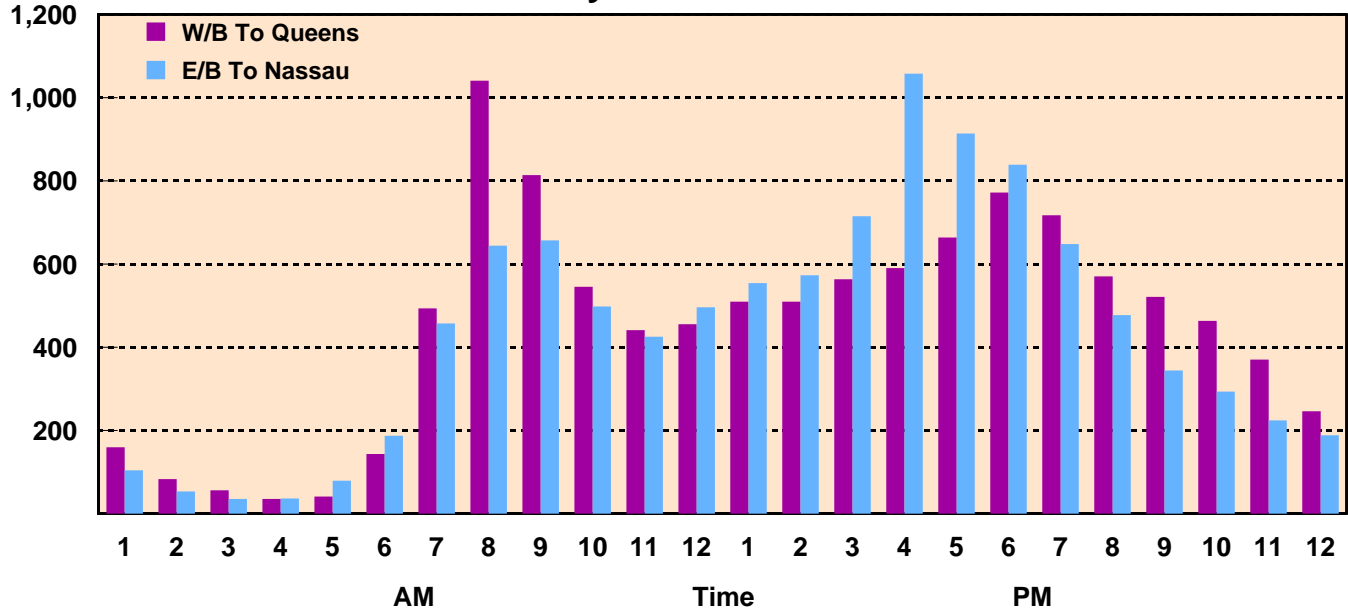


Rockaway Boulevard
Average Daily Traffic Volumes
Total of Both Directions

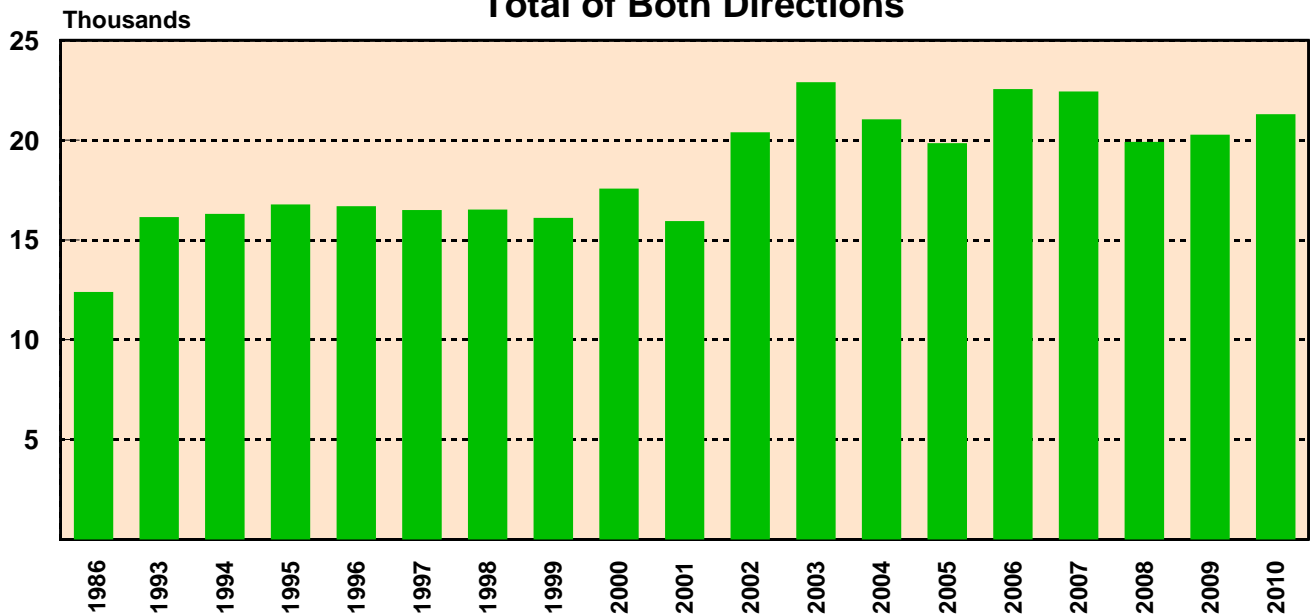


Queens-Nassau Screenline Volumes

Seagirt Boulevard - 2010
Hourly Vehicular Volumes

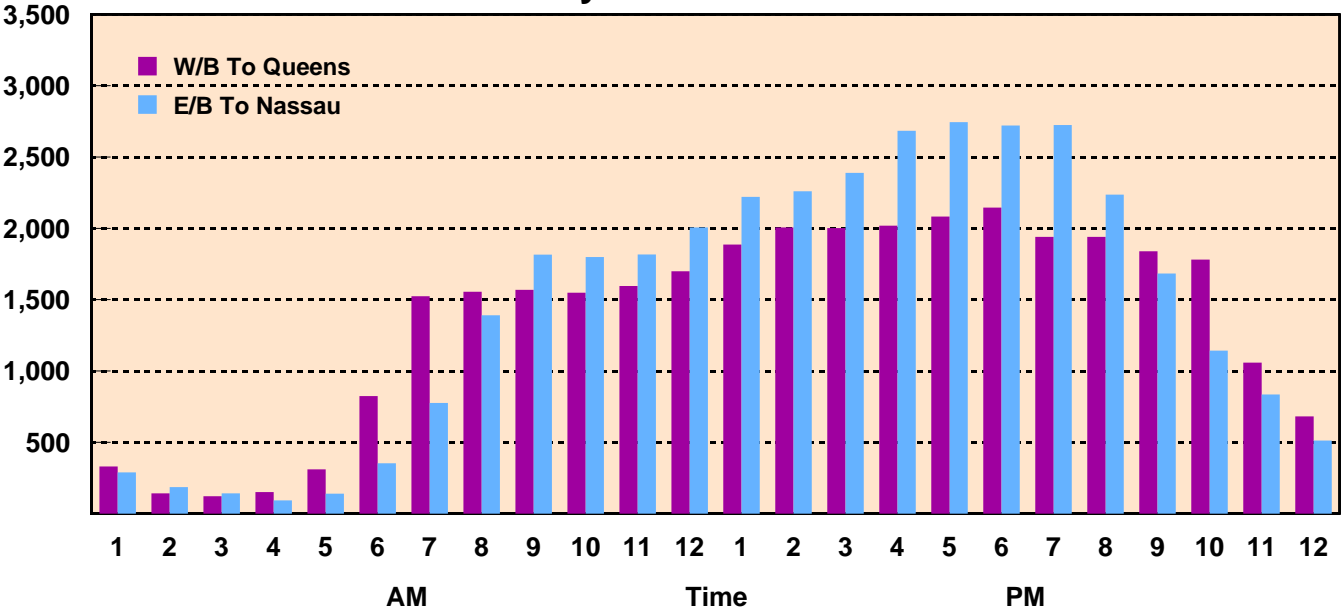


Seagirt Boulevard
Average Daily Traffic Volumes
Total of Both Directions

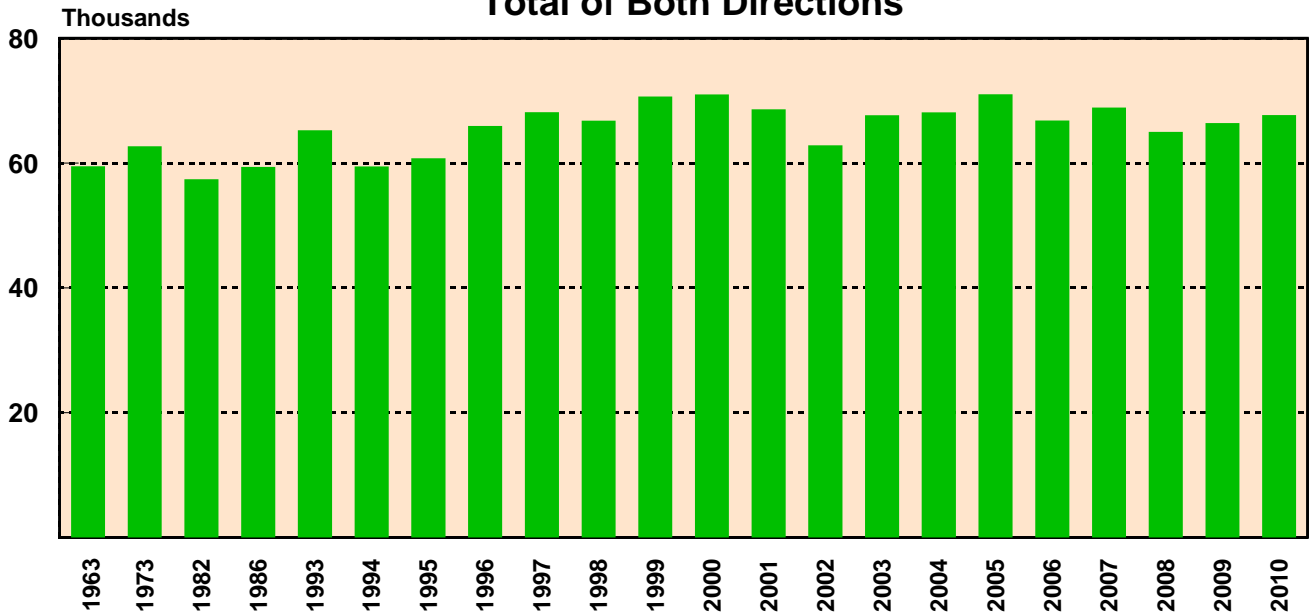


Queens-Nassau Screenline Volumes

Sunrise Highway - 2010 Hourly Vehicular Volumes

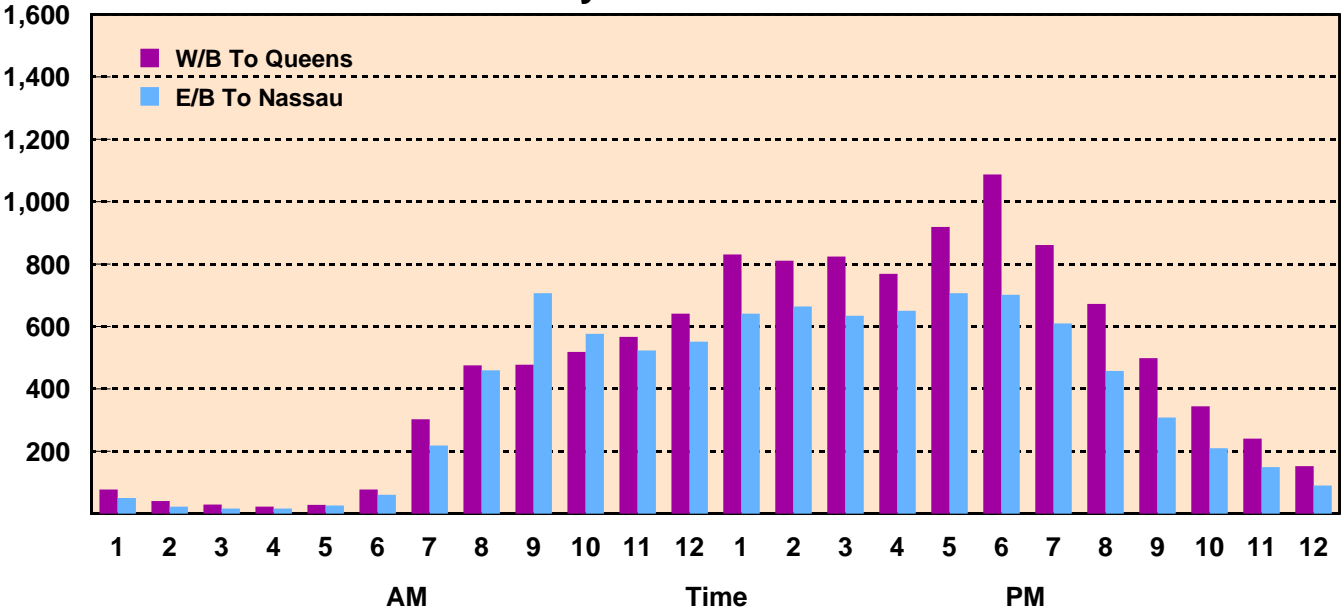


Sunrise Highway Average Daily Traffic Volumes Total of Both Directions

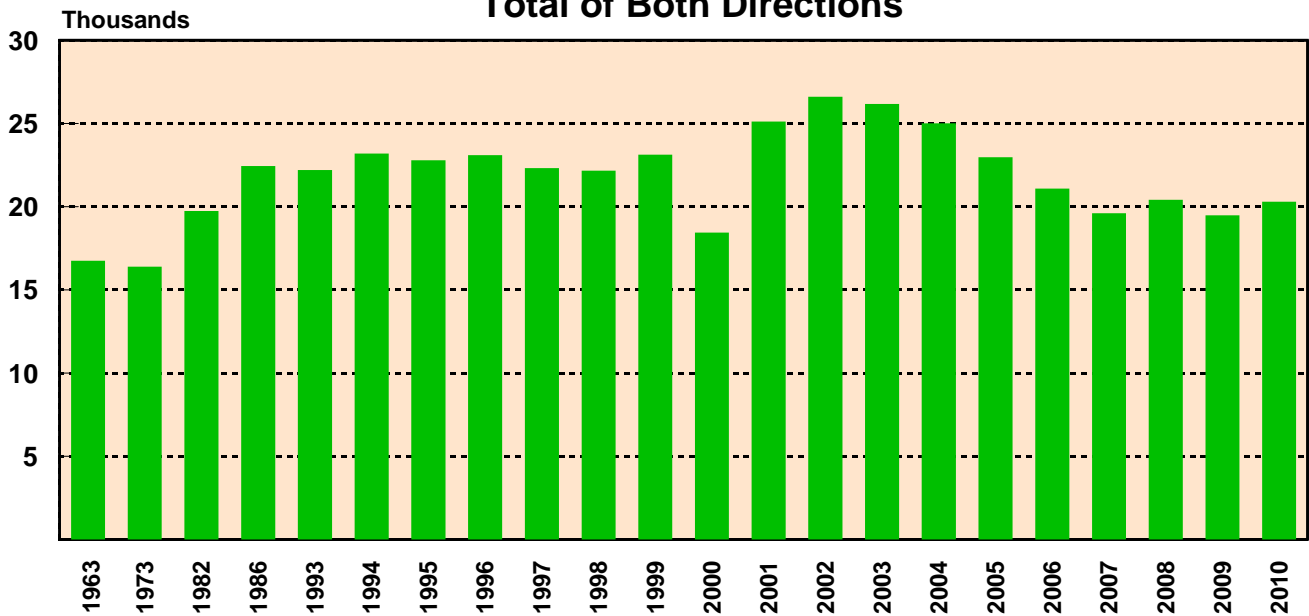


Queens-Nassau Screenline Volumes

Union Turnpike - 2010 Hourly Vehicular Volumes



Union Turnpike Average Daily Traffic Volumes Total of Both Directions



New York – New Jersey Screenline



Bayonne Bridge between Staten Island and New Jersey

NEW YORK - NEW JERSEY SCREENLINE

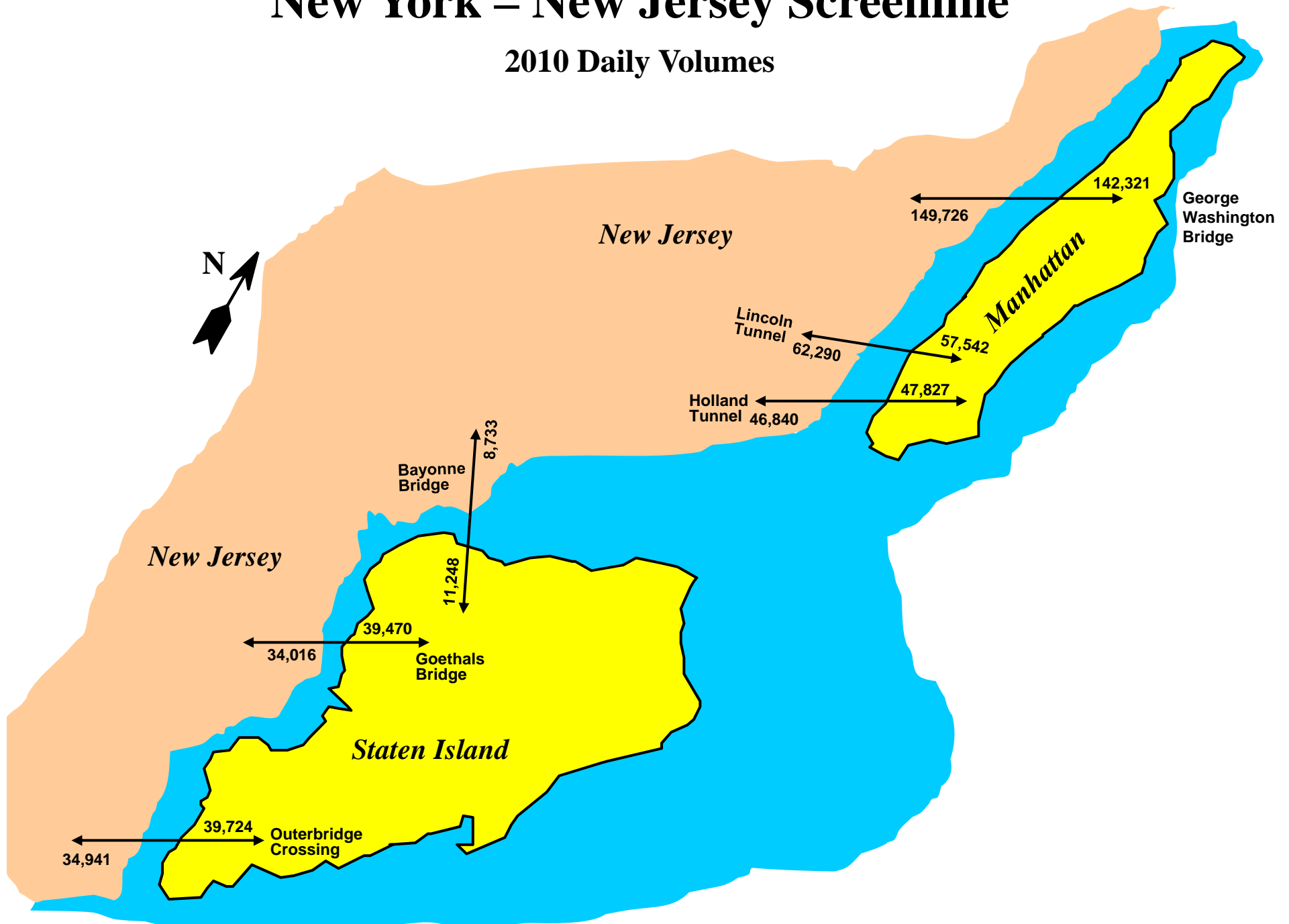
- In 1963, daily traffic between Manhattan and New Jersey averaged 265,600 vehicles. The George Washington Bridge was the most heavily-traveled crossing, serving 127,500 vehicles per day (48.0% of the total).
- Between 1963 and 1973, Manhattan-New Jersey volume grew to 397,200 vehicles per day, an increase of 49.5% (131,600 additional daily vehicles). George Washington Bridge volume increased 82.6% (to 232,700 from 127,500), partly as a result of the opening of the lower level in 1962 and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route in 1963 which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan. That increase of 105,200 daily vehicles using the George Washington Bridge accounted for 80.0% of the total 1963-1973 growth in Manhattan-New Jersey screenline traffic. Lincoln Tunnel traffic increased 25.8% to 99,800 daily vehicles from 79,300 and Holland Tunnel traffic was up 10.1% to 64,700 vehicles per day from 58,800.
- Growth slowed considerably between 1973 and 1982, with daily Manhattan-New Jersey volume increasing by just 36,500 vehicles (+9.2%) to 433,700. Daily traffic was up 14.3% to 74,000 through the Holland Tunnel, up 10.7% to 110,500 through the Lincoln Tunnel, and up 7.1% to 249,300 via the George Washington Bridge.
- Faster growth resumed between 1982 and 1986, as daily Manhattan-New Jersey traffic reached 485,800, up 12.0% over the four-year period. Daily volume was up 14.9% to 286,400 via the George Washington Bridge, up 10.5% to 122,100 through the Lincoln Tunnel, and up 4.5% to 77,300 through the Holland Tunnel.
- From 1986 to 2000, Manhattan-New Jersey traffic increased 12.9%, to 548,500 daily vehicles from 485,800. Volume was up 30.8% through the Holland Tunnel, to 101,100 daily vehicles from 77,300 (increase of 23,800 daily vehicles), up 10.9% at the George Washington Bridge (to 317,600 daily vehicles from 286,400), and up 6.3% through the Lincoln Tunnel (to 129,700 daily vehicles from 122,100).
- During the 47 years from 1963 to 2010, daily traffic between Manhattan and New Jersey nearly doubled, to 506,500 from 265,600. George Washington Bridge traffic climbed 129%, to 292,000 from 127,500. Volume increased 51% at the Lincoln Tunnel (to 119,800 from 79,300), and 61% at the Holland Tunnel (to 94,700 from 58,800).
- In 1963, Staten Island-New Jersey screenline traffic was only 27,400 vehicles per day. The highest volume was on the Goethals Bridge, 12,500 vehicles per day.
- By 1973, motor travel between Staten Island and New Jersey had nearly tripled, to 81,000 daily vehicles, amplified by the opening of the Verrazano-Narrows Bridge between Brooklyn and Staten Island in 1964. Much of the new traffic was simply passing through Staten Island. Goethals Bridge traffic jumped 356%, to 56,900 daily vehicles from 12,500 just ten years earlier. Daily volume increased 65% at the Outerbridge Crossing (to 11,700 from 7,100), and 60% at the Bayonne Bridge (to 12,500 from 7,800).
- Growth slowed between 1973 and 1982; nevertheless, Staten Island-New Jersey traffic volume rose to 106,700 daily vehicles, an increase of 31.6% during the nine-year period, the highest rate of any City border screenline. Growth was concentrated at the Outerbridge Crossing, where volume nearly quadrupled, to 44,700 daily vehicles. Completion of the West Shore Expressway in the late 1970s provided a continuous limited access route between the Outerbridge Crossing and the Verrazano-Narrows

Bridge. Bayonne Bridge traffic increased 9.3%, to 13,600. On the other hand, daily volume on the Goethals Bridge decreased 15.0%, to 48,300.

- Renewed growth between 1982 and 1986 boosted daily Staten Island-New Jersey traffic volume to 138,400, a gain of 29.8% in just four years. Growth was fairly evenly distributed among the three facilities: Goethals Bridge up 33.8% to 64,600, Outerbridge Crossing up 29.4% to 57,900, Bayonne Bridge up 16.8% to 15,900.
- From 1986 to 2000, Staten Island-New Jersey traffic increased 18.9%. Most of this increase occurred at the Outerbridge Crossing, where daily traffic increased 26.8%, to 73,400 from 57,900. Daily traffic using the Goethals Bridge increased 12.6%, to 72,800 from 64,600. Bayonne Bridge traffic volume was up 16.3%, to 18,500 daily vehicles from 15,900.
- During the 47 years from 1963 to 2010, daily traffic between Staten Island and New Jersey soared 514%, to 168,100 from just 27,400. Outerbridge Crossing traffic skyrocketed more than nine fold, to 74,700 from 7,100. Volume on the Goethals Bridge jumped 489%, to 73,500 from 12,500. Bayonne Bridge traffic increased 156%, to 20,000 from 7,800.

New York – New Jersey Screenline

2010 Daily Volumes



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

To New York

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

To New York

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
G Washington Bridge	155,233	150,758	150,233	152,418	147,861	151,639	148,567	145,102	145,105	142,321
Holland Tunnel	12,548	45,722	47,727	46,806	46,968	48,161	48,226	46,061	46,696	47,827
Lincoln Tunnel	54,608	58,415	62,157	62,826	61,460	61,812	61,619	56,812	57,507	57,542
Manhattan Totals	222,389	254,895	260,117	262,050	256,289	261,612	258,412	247,975	249,308	247,690
Bayonne Bridge*	14,098	11,684	11,627	12,275	11,933	13,290	12,469	11,094	10,985	11,248
Goethals Bridge*	39,315	40,419	38,828	37,559	36,905	34,327	38,687	37,979	38,397	39,470
Outerbridge Crossing*	41,000	38,407	41,653	41,018	41,090	43,723	41,282	39,319	40,079	39,724
Staten Island Totals	94,413	90,510	92,108	90,852	89,928	91,340	92,438	88,392	89,461	90,442
Grand Totals	316,802	345,405	352,225	352,902	346,217	352,952	350,850	336,367	338,769	338,132

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

To New Jersey

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

To New Jersey

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
G Washington Bridge	154,077	160,013	168,796	162,648	156,441	160,439	142,824	147,957	144,589	149,726
Holland Tunnel	30,829	46,835	53,370	49,365	49,992	50,264	52,265	50,996	49,488	46,840
Lincoln Tunnel	51,649	71,096	65,166	62,333	64,995	65,433	60,473	61,341	61,475	62,290
Manhattan Totals	236,555	277,944	287,332	274,346	271,428	276,136	255,562	260,294	255,552	258,856
Bayonne Bridge*	9,533	9,643	8,581	10,235	9,822	10,940	8,982	8,964	8,437	8,733
Goethals Bridge*	38,881	40,965	36,896	33,973	31,885	31,051	34,312	34,855	32,833	34,016
Outerbridge Crossing*	34,424	38,022	36,997	39,208	40,018	42,583	34,496	33,565	34,773	34,941
Staten Island Totals	82,838	88,630	82,474	83,416	81,725	84,574	77,790	77,384	76,043	77,690
Grand Totals	319,393	366,574	369,806	357,762	353,153	360,710	333,352	337,678	331,595	336,546

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

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

Both Directions

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

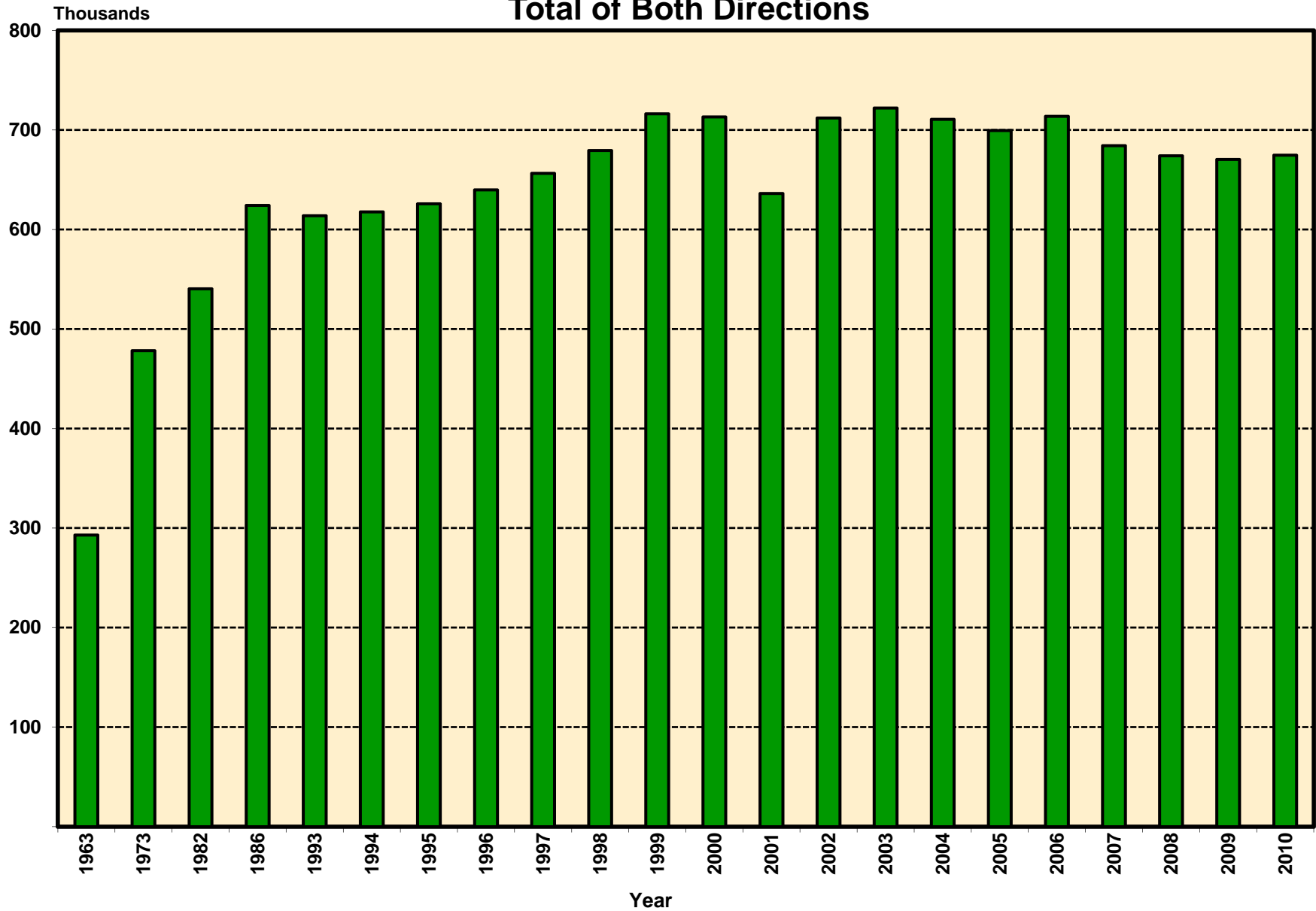
Both Directions

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
G Washington Bridge	309,310	310,771	319,029	315,066	304,302	312,078	291,391	293,059	289,694	292,047
Holland Tunnel	43,377	92,557	101,097	96,171	96,960	98,425	100,491	97,057	96,184	94,667
Lincoln Tunnel	106,257	129,511	127,323	125,159	126,455	127,245	122,092	118,153	118,982	119,832
Manhattan Totals	458,944	532,839	547,449	536,396	527,717	537,748	513,974	508,269	504,860	506,546
Bayonne Bridge*	23,631	21,327	20,208	22,510	21,755	24,230	21,451	20,058	19,422	19,981
Goethals Bridge*	78,196	81,384	75,724	71,532	68,790	65,378	72,999	72,834	71,230	73,486
Outerbridge Crossing*	75,424	76,429	78,650	80,226	81,108	86,306	75,778	72,884	74,852	74,665
Staten Island Totals	177,251	179,140	174,582	174,268	171,653	175,914	170,228	165,776	165,504	168,132
Grand Totals	636,195	711,979	722,031	710,664	699,370	713,662	684,202	674,045	670,364	674,678

* 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



2010 Screenline Volumes New York - New Jersey

	George Washington		Holland Tunnel		Lincoln Tunnel		Manhattan Totals	
	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>To Manhattan</i>	<i>To N.J.</i>
Mid-1am	1,893	3,283	752	870	917	2,274	3,562	6,427
1-2am	1,298	1,505	468	737	561	924	2,327	3,166
2-3am	1,080	1,230	346	640	409	582	1,835	2,452
3-4am	1,299	1,171	364	747	426	499	2,089	2,417
4-5am	2,181	1,600	594	1,053	858	566	3,633	3,219
5-6am	6,092	2,885	2,062	1,310	2,664	805	10,818	5,000
6-7am	10,621	5,108	3,097	2,111	5,053	1,375	18,771	8,594
7-8am	9,900	6,842	2,965	2,762	4,664	1,874	17,529	11,478
8-9am	8,688	7,595	2,938	2,671	4,385	1,948	16,011	12,214
9-10am	8,580	6,591	2,916	2,190	4,143	1,976	15,639	10,757
10-11am	7,520	6,277	2,631	1,987	3,459	2,309	13,610	10,573
11-Noon	7,022	5,500	2,233	1,917	3,053	2,264	12,308	9,681
Noon-1	6,593	6,255	2,088	1,971	2,679	2,441	11,360	10,667
1-2pm	6,661	6,905	2,089	2,287	2,670	3,024	11,420	12,216
2-3pm	7,123	7,815	2,196	2,719	2,751	3,607	12,070	14,141
3-4pm	7,548	10,846	2,506	2,614	2,784	3,767	12,838	17,227
4-5pm	8,123	11,061	2,713	2,495	2,271	4,699	13,107	18,255
5-6pm	8,459	10,577	2,837	1,691	1,812	5,068	13,108	17,336
6-7pm	8,063	10,043	2,898	2,121	2,245	4,965	13,206	17,129
7-8pm	6,760	9,760	2,548	2,680	2,317	4,087	11,625	16,527
8-9pm	5,399	8,693	1,987	2,823	2,091	3,781	9,477	15,297
9-10pm	4,621	6,877	1,681	2,510	1,969	3,465	8,271	12,852
10-11pm	3,896	6,224	1,666	2,139	1,870	3,373	7,432	11,736
11-Mid	2,901	5,083	1,252	1,795	1,491	2,617	5,644	9,495
24 hr Total	142,321	149,726	47,827	46,840	57,542	62,290	247,690	258,856
6-10am	37,789	26,136	11,916	9,734	18,245	7,173	67,950	43,043
10am-1pm	21,135	18,032	6,952	5,875	9,191	7,014	37,278	30,921
1-3pm	13,784	14,720	4,285	5,006	5,421	6,631	23,490	26,357
3-7pm	32,193	42,527	10,954	8,921	9,112	18,499	52,259	69,947
6am-7pm	104,901	101,415	34,107	29,536	41,969	39,317	180,977	170,268

* To Manhattan

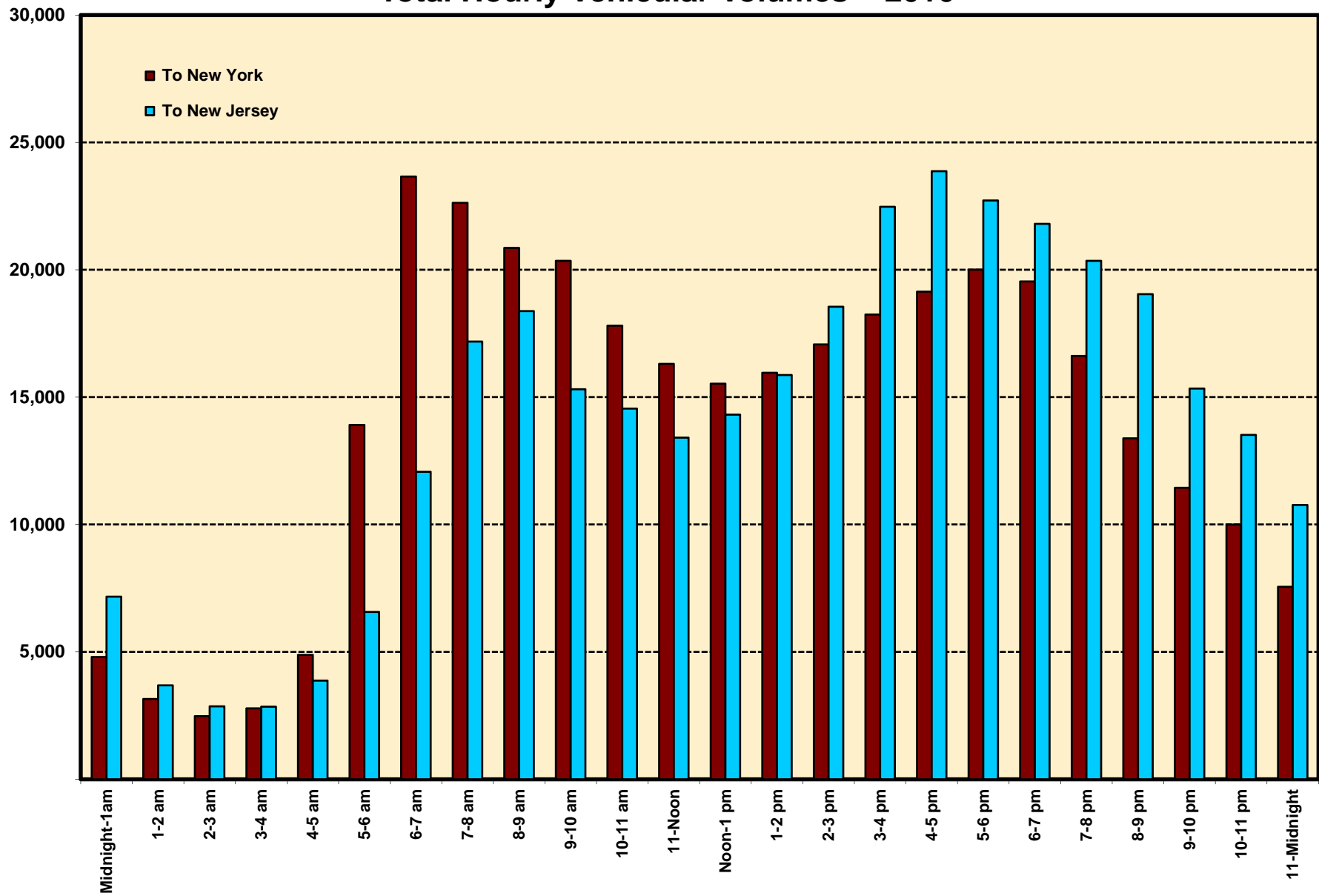
2010 Screenline Volumes New York - New Jersey (cont'd)

	Bayonne Bridge		Goethals Bridge		Outerbridge Crossing		Staten Island Totals		Grand Totals	
	<i>* S/B</i>	<i>N/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>To Staten Is.</i>	<i>To N.J.</i>	<i>To N.Y.</i>	<i>To N.J.</i>
Mid-1am	144	70	622	274	470	397	1,236	741	4,798	7,168
1-2am	103	50	420	214	300	256	823	520	3,150	3,686
2-3am	80	39	308	198	255	176	643	413	2,478	2,865
3-4am	76	41	333	209	284	183	693	433	2,782	2,850
4-5am	111	61	493	341	649	253	1,253	655	4,886	3,874
5-6am	223	217	1,189	838	1,682	514	3,094	1,569	13,912	6,569
6-7am	405	664	1,978	1,671	2,508	1,140	4,891	3,475	23,662	12,069
7-8am	511	1,131	2,056	2,550	2,535	2,025	5,102	5,706	22,631	17,184
8-9am	513	1,067	2,003	2,763	2,334	2,336	4,850	6,166	20,861	18,380
9-10am	425	613	2,016	2,137	2,271	1,803	4,712	4,553	20,351	15,310
10-11am	404	392	1,878	1,980	1,916	1,609	4,198	3,981	17,808	14,554
11-Noon	405	387	1,824	1,805	1,772	1,540	4,001	3,732	16,309	13,413
Noon-1	424	394	1,913	1,742	1,834	1,510	4,171	3,646	15,531	14,313
1-2pm	483	385	2,085	1,765	1,972	1,505	4,540	3,655	15,960	15,871
2-3pm	629	402	2,264	2,098	2,110	1,910	5,003	4,410	17,073	18,551
3-4pm	785	419	2,376	2,318	2,244	2,509	5,405	5,246	18,243	22,473
4-5pm	943	491	2,586	2,587	2,508	2,537	6,037	5,615	19,144	23,870
5-6pm	1,262	463	2,816	2,287	2,822	2,635	6,900	5,385	20,008	22,721
6-7pm	1,151	397	2,682	1,823	2,503	2,454	6,336	4,674	19,542	21,803
7-8pm	759	313	2,224	1,348	2,010	2,164	4,993	3,825	16,618	20,352
8-9pm	495	266	1,801	1,083	1,611	2,397	3,907	3,746	13,384	19,043
9-10pm	369	195	1,467	882	1,335	1,408	3,171	2,485	11,442	15,337
10-11pm	308	172	1,219	647	1,042	966	2,569	1,785	10,001	13,521
11-Mid	240	104	917	456	757	714	1,914	1,274	7,558	10,769
24 hr Total	11,248	8,733	39,470	34,016	39,724	34,941	90,442	77,690	338,132	336,546
6-10am	1,854	3,475	8,053	9,121	9,648	7,304	19,555	19,900	87,505	62,943
10am-1pm	1,233	1,173	5,615	5,527	5,522	4,659	12,370	11,359	49,648	42,280
1-3pm	1,112	787	4,349	3,863	4,082	3,415	9,543	8,065	33,033	34,422
3-7pm	4,141	1,770	10,460	9,015	10,077	10,135	24,678	20,920	76,937	90,867
6am-7pm	8,340	7,205	28,477	27,526	29,329	25,513	66,146	60,244	247,123	230,512

* To Staten Island

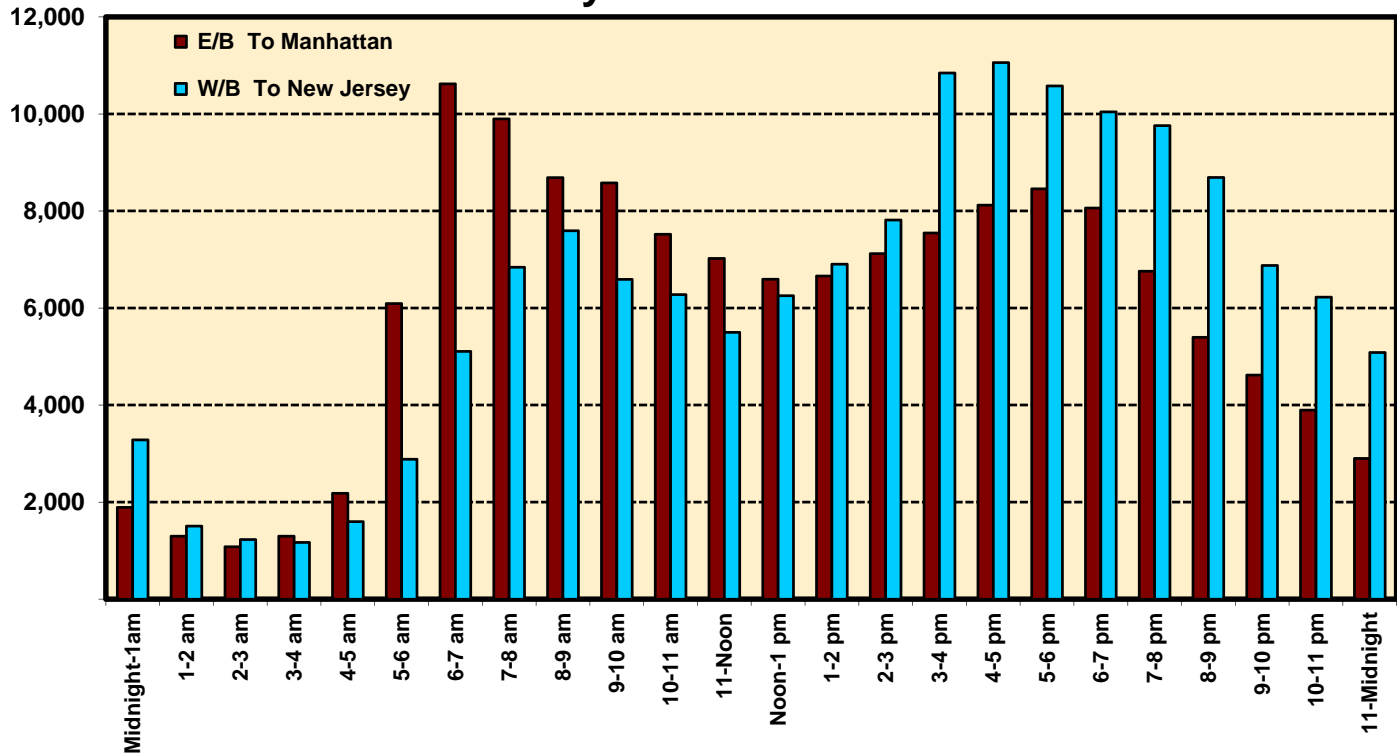
New York – New Jersey Screenline Volumes

Total Hourly Vehicular Volumes ~ 2010

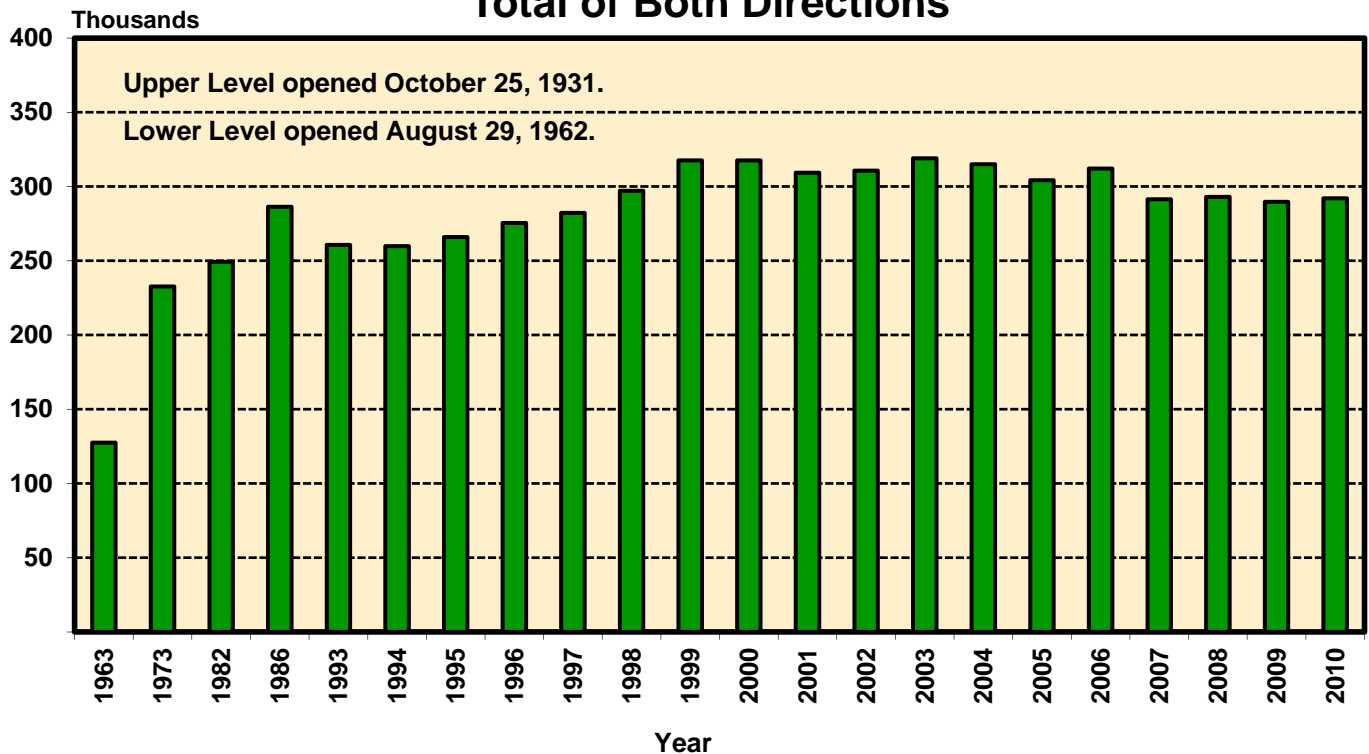


New York – New Jersey Screenline Volumes

George Washington Bridge ~ 2010 Hourly Vehicular Volumes

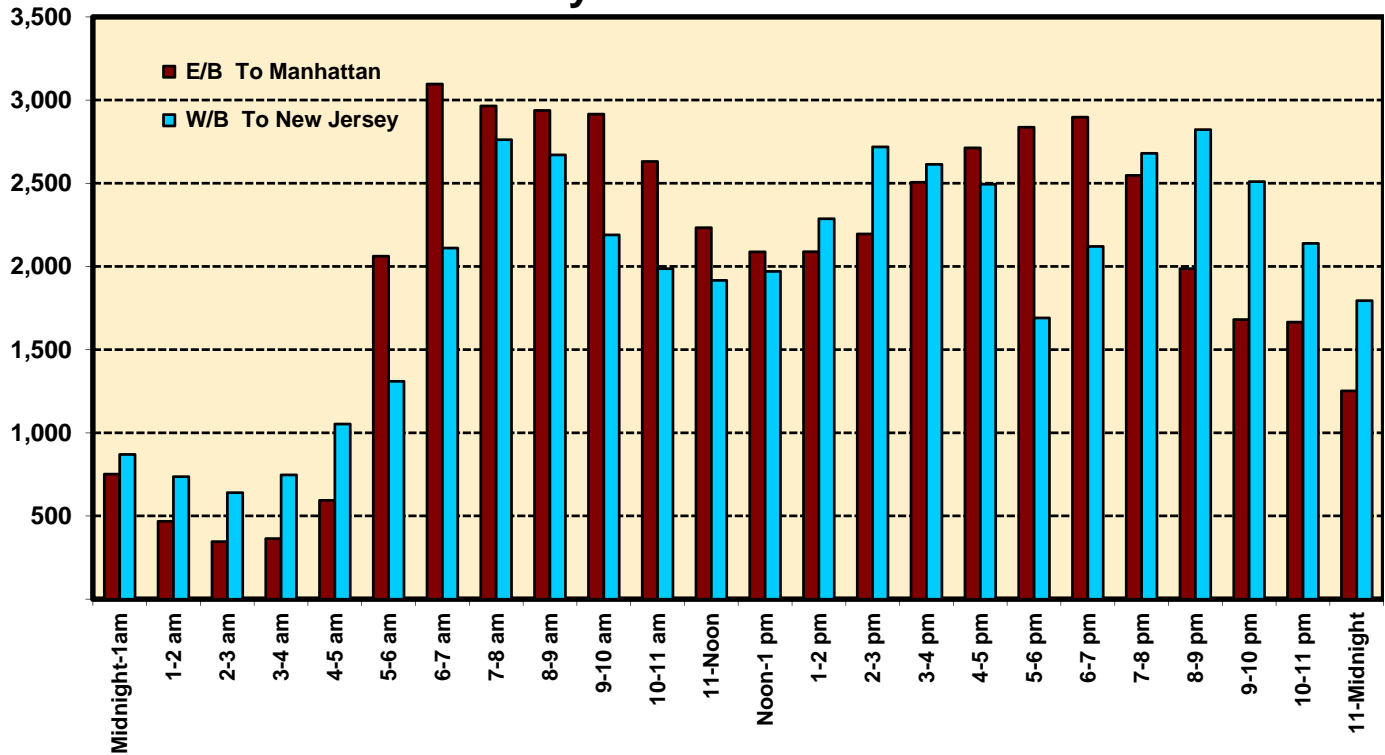


George Washington Bridge Average Daily Traffic Volumes Total of Both Directions

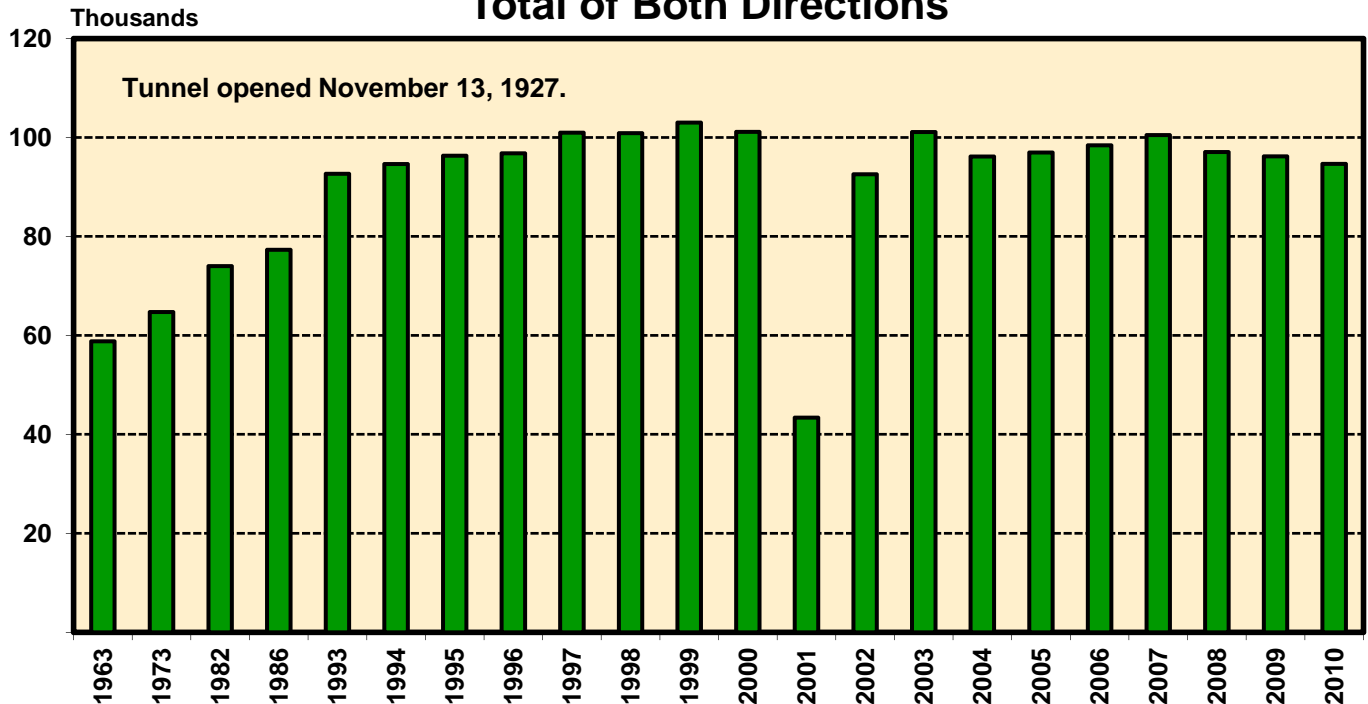


New York – New Jersey Screenline Volumes

Holland Tunnel ~ 2010 Hourly Vehicular Volumes



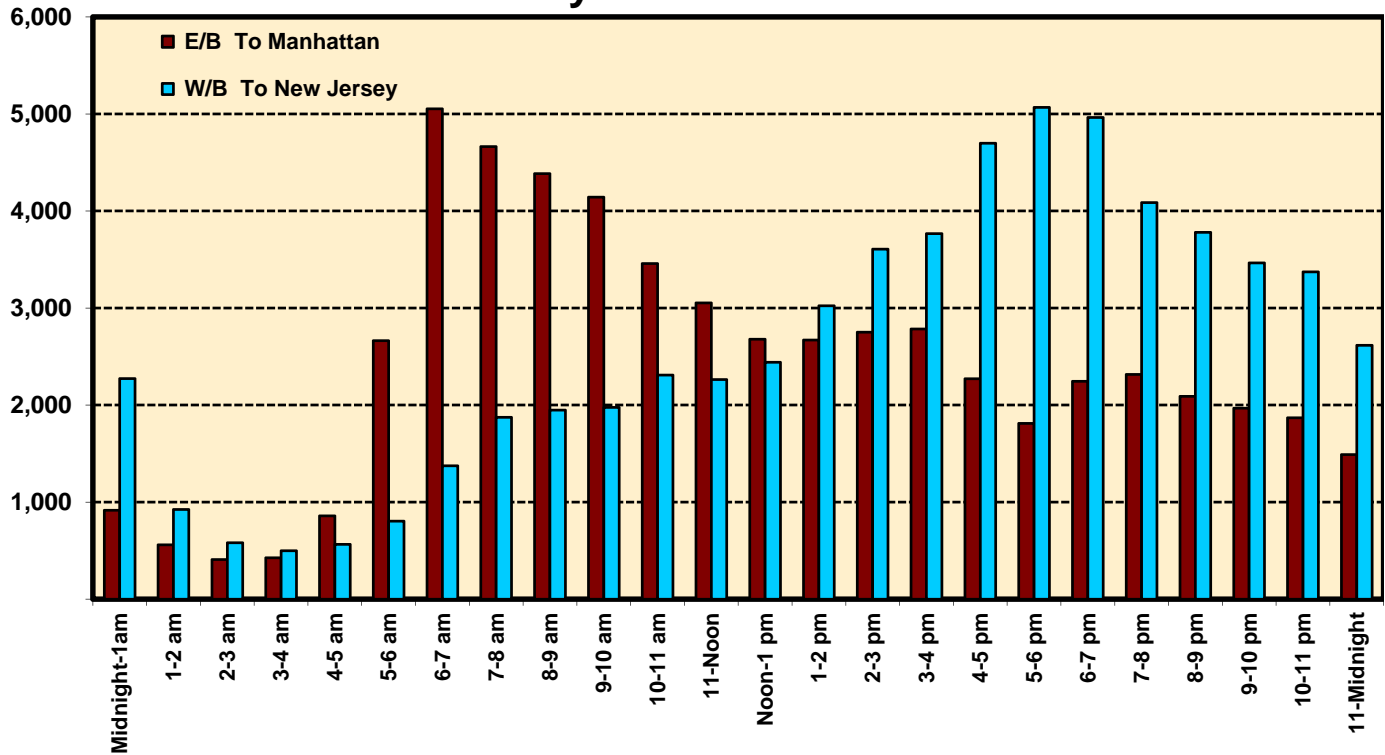
Holland Tunnel Average Daily Traffic Volumes Total of Both Directions



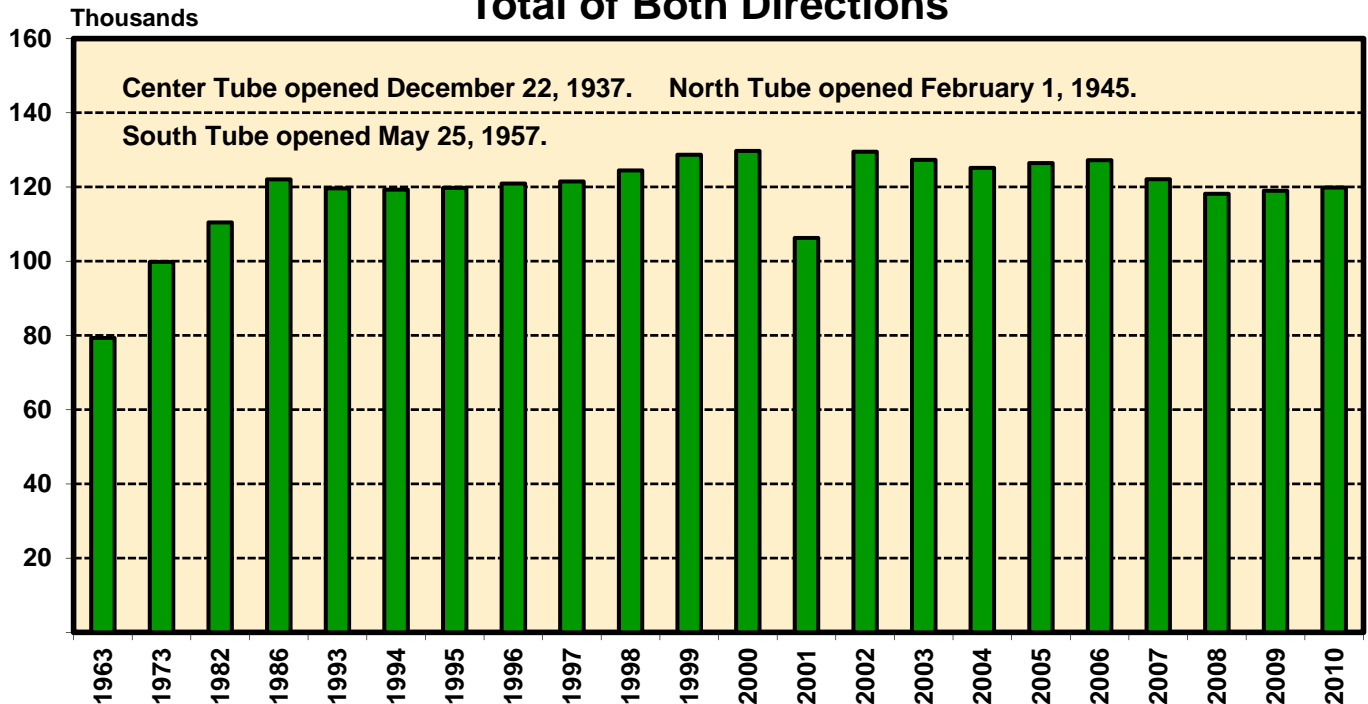
Following 9/11/2001, Holland Tunnel daily traffic volume fell 57% compared to fall 2000. Inbound volume was down 75%; outbound down 40%.

New York – New Jersey Screenline Volumes

Lincoln Tunnel ~ 2010 Hourly Vehicular Volumes



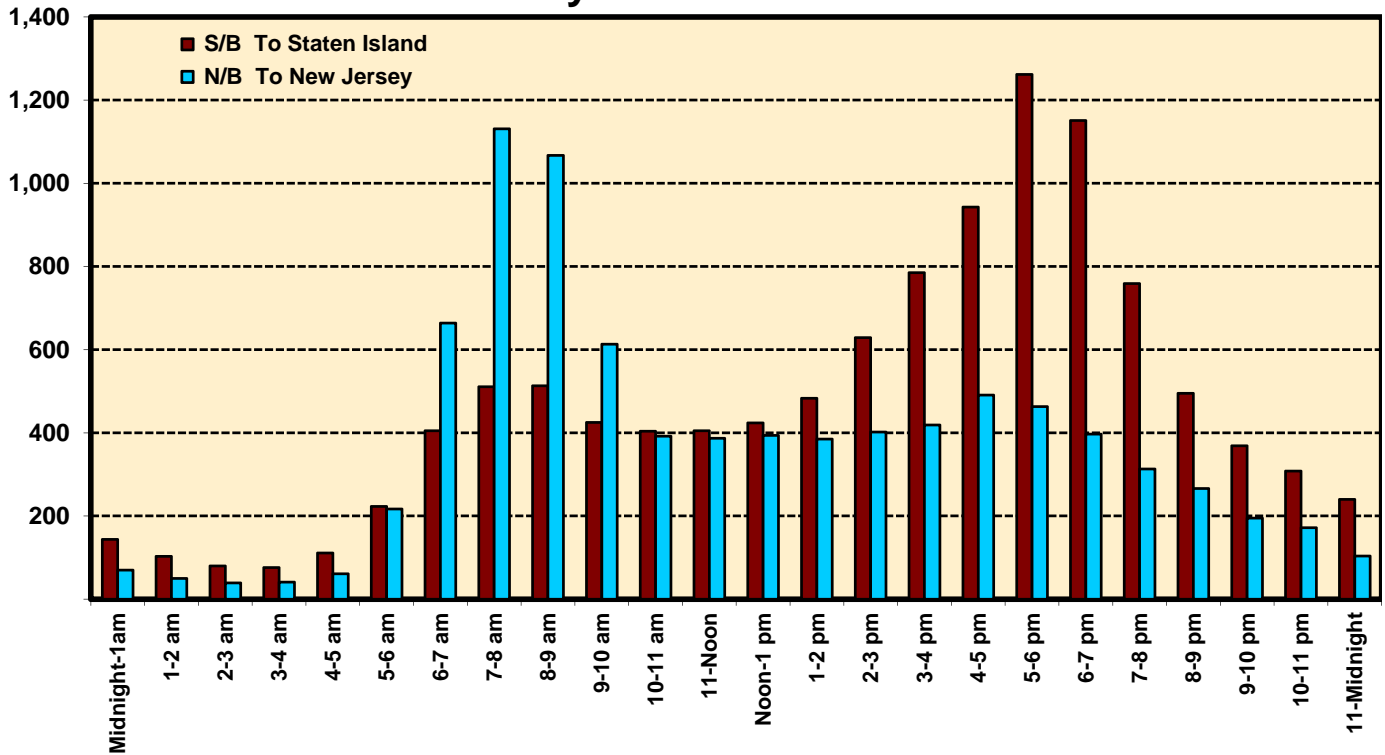
Lincoln Tunnel Average Daily Traffic Volumes Total of Both Directions



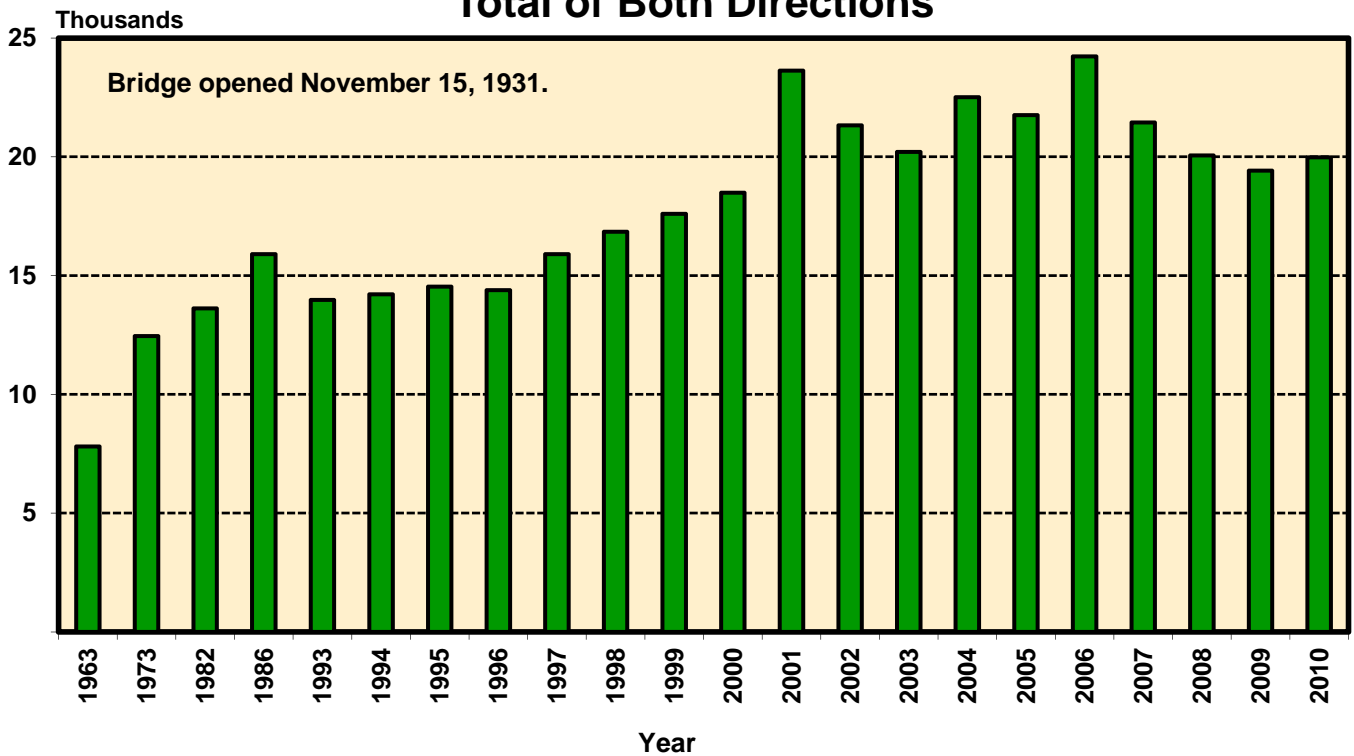
Following 9/11/2001, Lincoln Tunnel daily traffic volume fell 18% compared to fall 2000. Inbound volume was down 13%; outbound down 23%.

New York – New Jersey Screenline Volumes

Bayonne Bridge ~ 2010 Hourly Vehicular Volumes

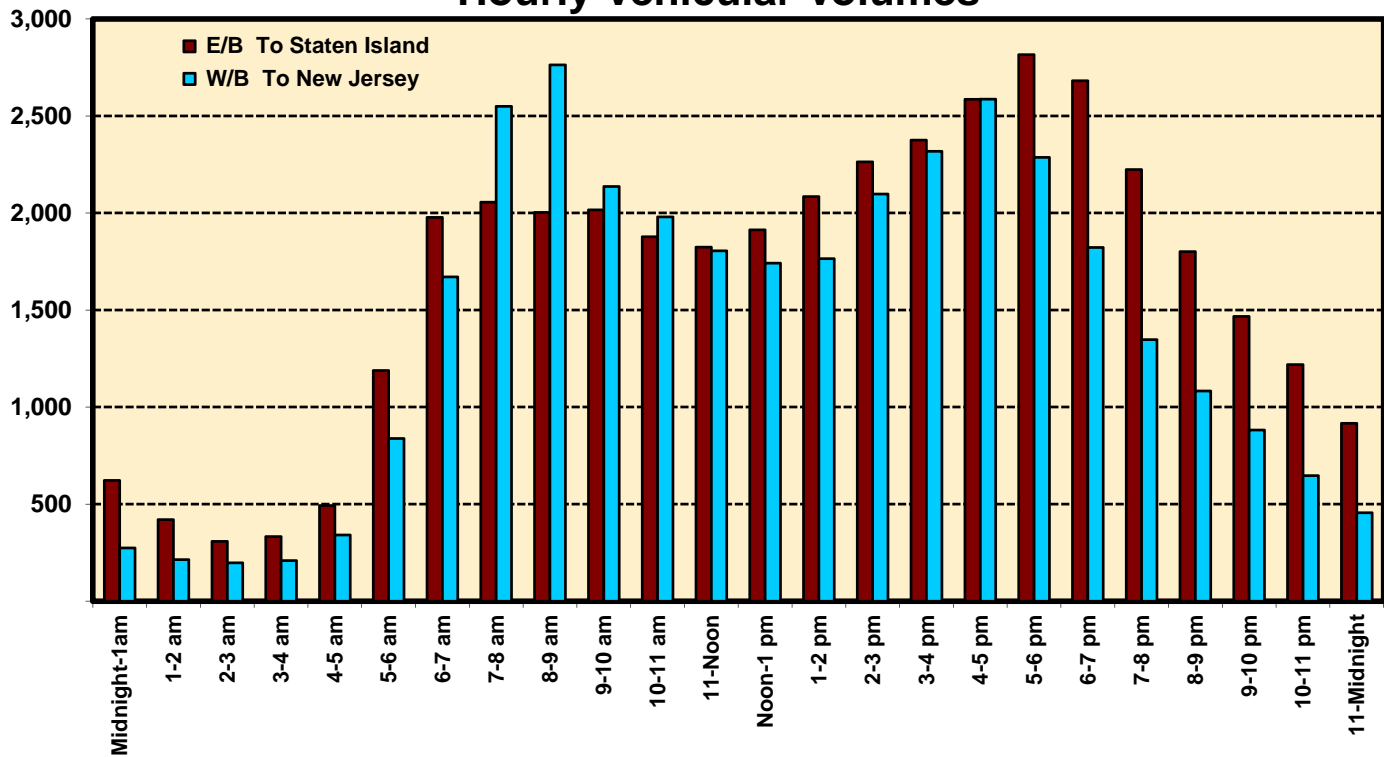


Bayonne Bridge Average Daily Traffic Volumes Total of Both Directions

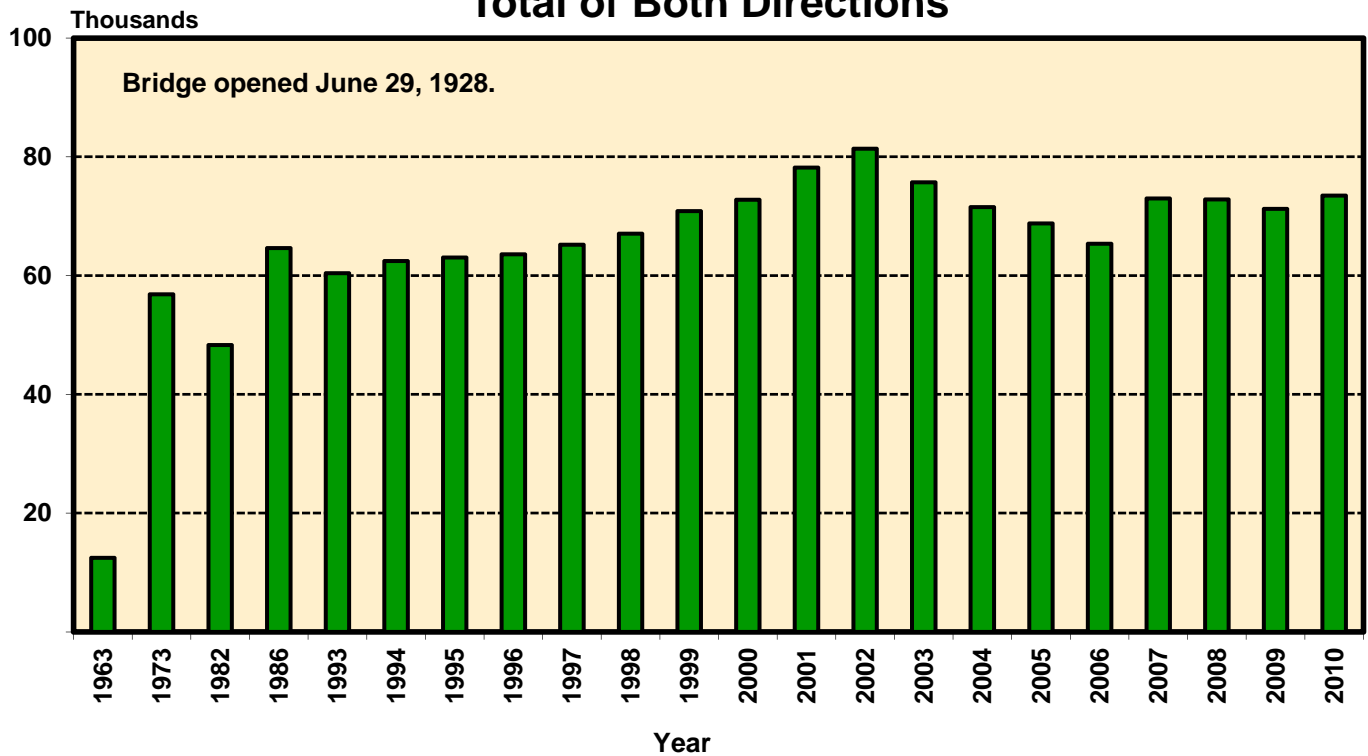


New York – New Jersey Screenline Volumes

Goethals Bridge ~ 2010 Hourly Vehicular Volumes

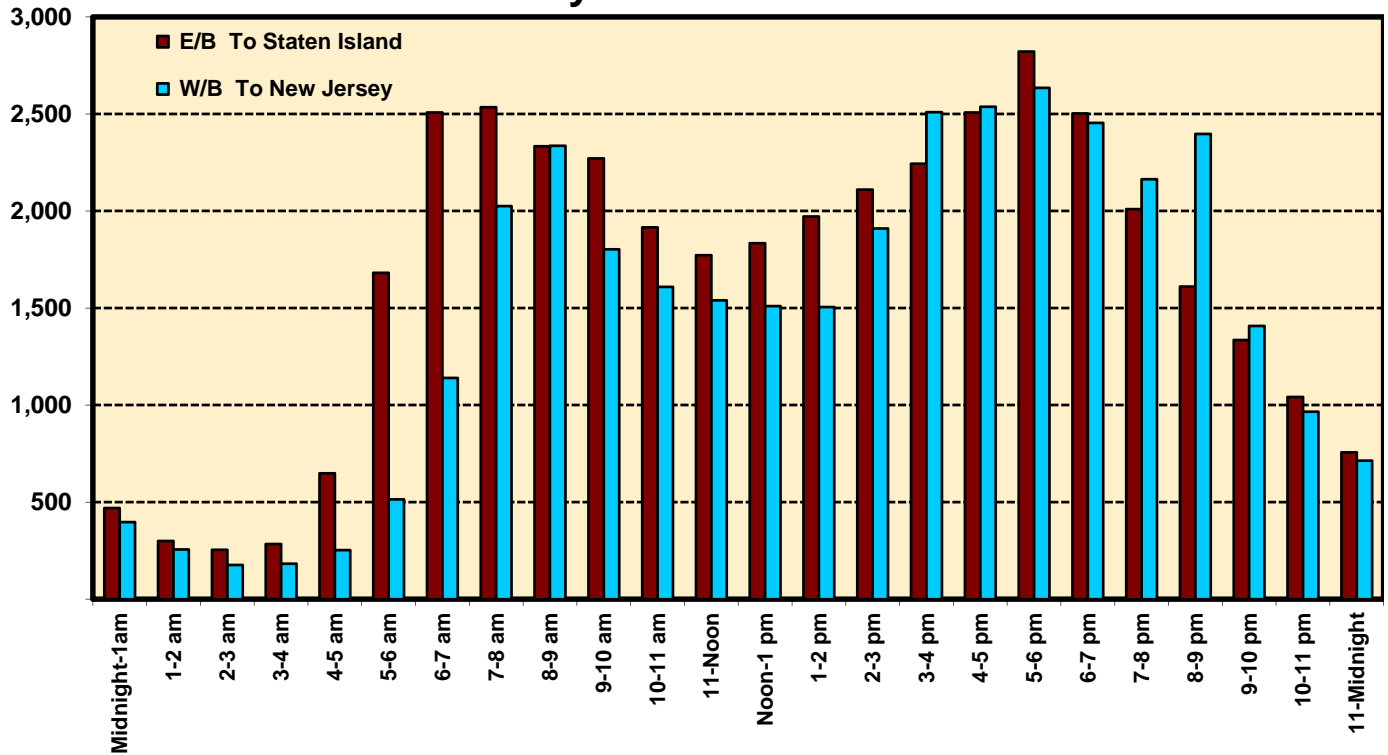


Goethals Bridge Average Daily Traffic Volumes Total of Both Directions

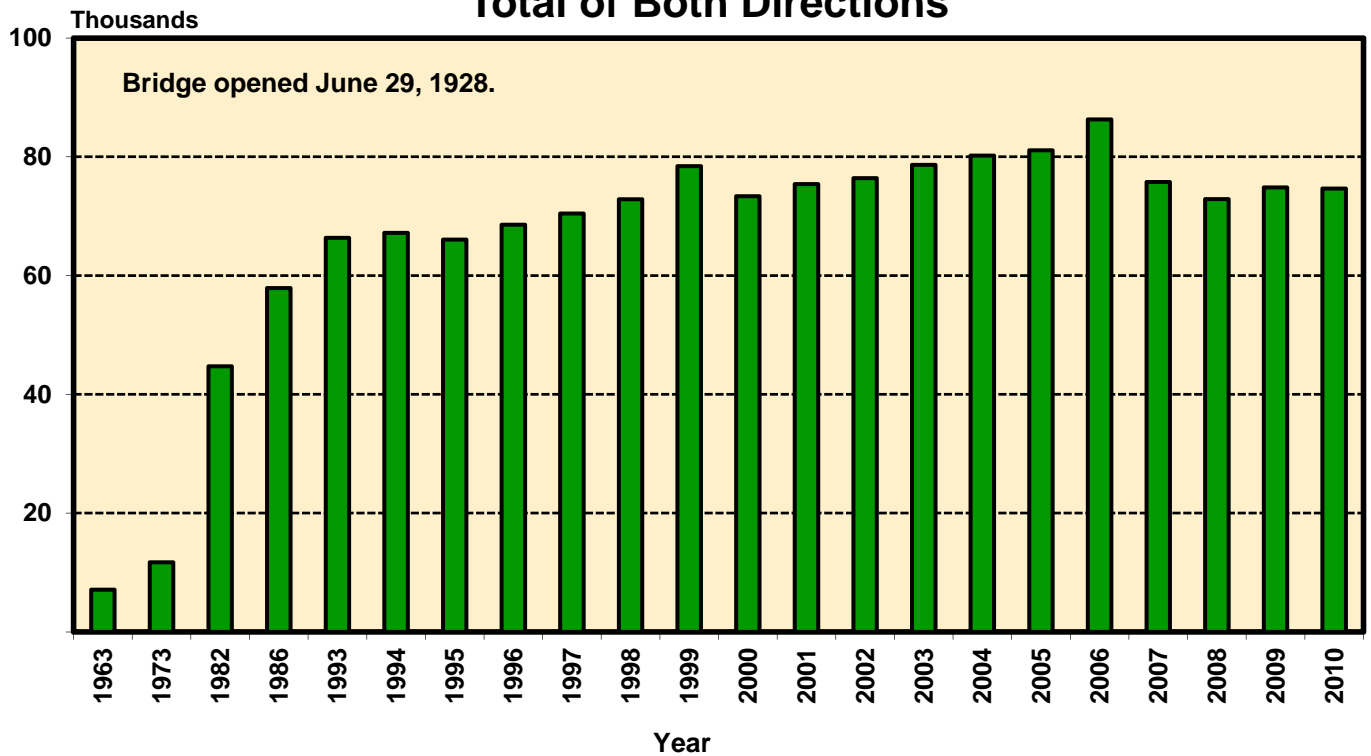


New York – New Jersey Screenline Volumes

Outerbridge Crossing ~ 2010 Hourly Vehicular Volumes



Outerbridge Crossing Average Daily Traffic Volumes Total of Both Directions



Brooklyn-Queens Screenline



Jackie Robinson Parkway at Brooklyn-Queens Screenline
Looking West

BROOKLYN - QUEENS SCREENLINE

Newtown Creek Bridges

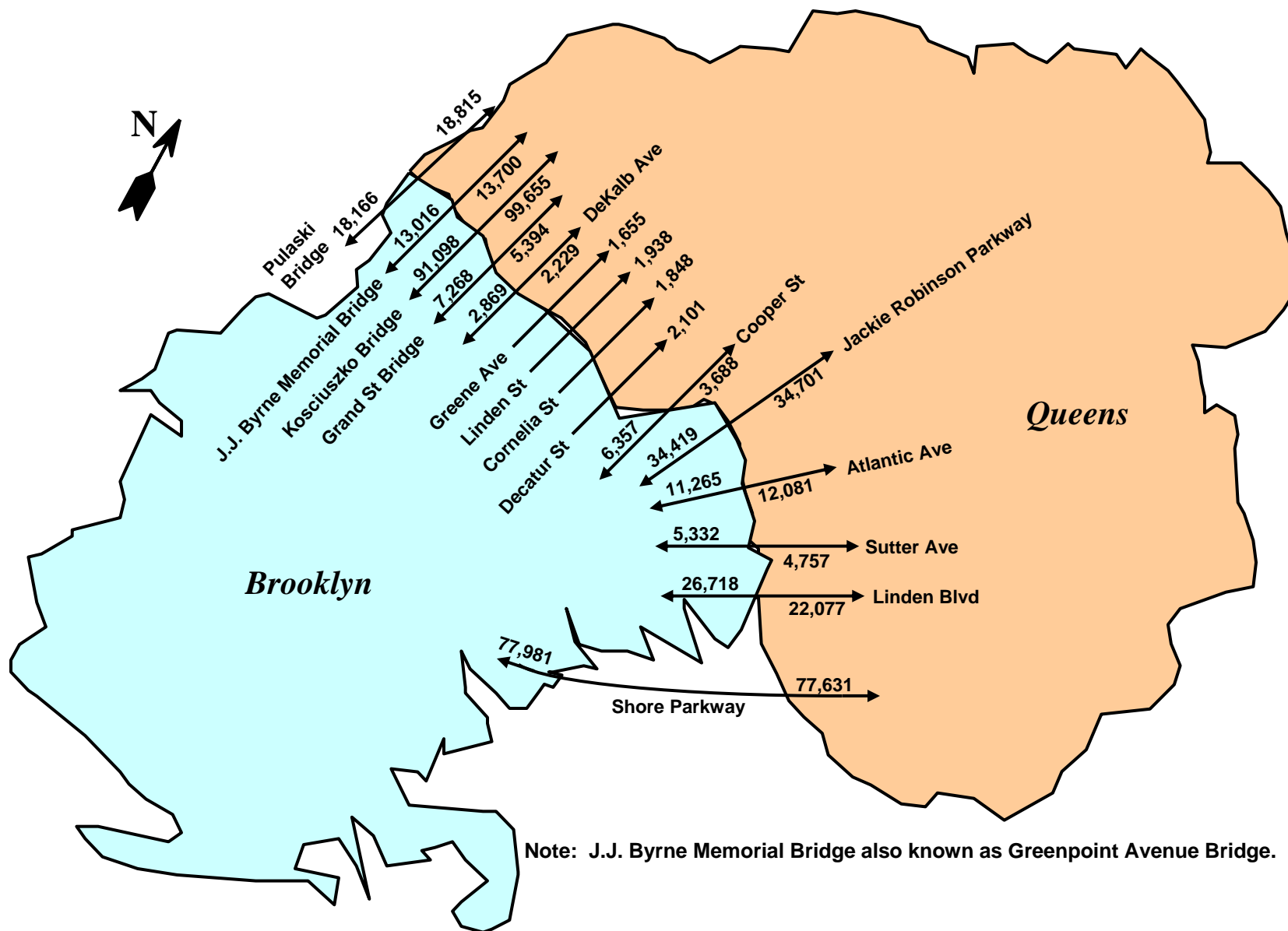
- In 1963, average two-way total daily volume on the four Newtown Creek bridges was 160,400. The Kosciuszko Bridge carried the bulk of that traffic, 102,200 daily vehicles (63.7% of the total). The Grand Street Bridge served 12,000 daily vehicles (7.5% of the total). Some 17,600 daily vehicles (11.0%) used the J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge). Finally, the Pulaski Bridge was the route of 28,600 vehicles per day (17.8%).
- By 1973, Newtown Creek crossings had increased 4.8% to 168,000 vehicles per day, just 7,600 more than ten years earlier. The Kosciuszko Bridge remained the most-traveled facility, although its volume slipped to 99,000 daily vehicles, 3.1% fewer than in 1963. The Grand Street Bridge was accommodating 11,700 daily vehicles (down 2.5%), the J.J. Byrne Memorial Bridge/Greenpoint Avenue Bridge 26,800 (up 52.0%), and the Pulaski Bridge 30,500 (up 6.7%).
- Between 1973 and 1982, daily volume crossing Newtown Creek rose 7.0%, to 179,800 vehicles. Growth was concentrated solely on the Kosciuszko Bridge, where daily volume rose 30.8% to 129,600. Daily volumes fell on the other three bridges: Grand Street Bridge down 21.5% to 9,200; J.J. Byrne (Greenpoint Avenue) Bridge down 33.2% to 17,900; and Pulaski Bridge down 24.1% to 23,100.
- From 1982 to 1986, traffic over Newtown Creek increased rapidly, by 25.0% to 224,800 daily vehicles, with increases occurring on three of the four bridges. By 1986, the Kosciuszko Bridge was carrying 168,300 daily vehicles (up 29.9% from 1982), the Grand Street Bridge 11,400 (up 24.0%), the Pulaski Bridge 30,800 (up 32.9%). The only decline was on the J.J. Byrne/Greenpoint Avenue Bridge, where daily traffic was 19.9% less in 1986 than in 1982 (14,300 vs. 17,900).
- Between 1986 and 1993, daily volume crossing Newtown Creek increased just 2.3% during the seven-year period, to 230,000 in 1993 from 224,800 in 1986. Growth was concentrated at the J.J. Byrne Memorial Bridge, where daily volume increased by 11,400 vehicles, to 25,700 in 1993 from 14,300 in 1986, a gain of 79.3%. Daily traffic on the Grand Street Bridge increased by 1,000 vehicles, to 12,400 in 1993 from 11,400 in 1986, a gain of 9.1%. On the Kosciuszko Bridge, daily volume decreased 1.0%, to 166,600 in 1993 from 168,300 in 1986. Volume on the Pulaski Bridge decreased 17.8%, to 25,300 daily vehicles in 1993 from 30,800 in 1986.
- Newtown Creek crossings increased 21.7% from 1993 to 2000, with increases recorded on all four bridges. The largest numerical increase occurred on the Kosciuszko Bridge, where daily volume increased to 200,900 in 2000 from 166,600 in 1993 (+20.6%). The largest percentage increase occurred on the Pulaski Bridge, where daily volume increased 48.0%, to 37,400 from 25,300.
- During the 47 years from 1963 to 2010, daily traffic crossing Newtown Creek increased 66.5%, to 267,100 from 160,400. Volumes increased on all four facilities: Kosciuszko Bridge up 86.7% to 190,800 from 102,200; J.J. Byrne Memorial Bridge up 51.5% to 26,700 from 17,600; Pulaski Bridge up 29.5% to 37,000 from 28,600; Grand Street Bridge up 5.3% to 12,700 from 12,000.

Other Facilities

- Volumes on facilities other than the Newtown Creek Bridges were collected at the Brooklyn-Queens screenline for the first time in 1993. The highest of these recorded volumes were on the limited access Shore Parkway (135,700 daily vehicles) and Jackie Robinson Parkway (52,300 daily vehicles). The highest surface arterial volumes were on Linden Boulevard (44,400 daily vehicles), and on Atlantic Avenue (27,500 daily vehicles).
- Daily volumes on these eleven facilities increased 15.5% from 1993 to 2000, to 333,700 total daily vehicles from 288,800. The largest increase was on the Jackie Robinson Parkway, where daily volume rose 36.4%, to 71,400 in 2000 from 52,300 in 1993.
- During the seventeen years from 1993 to 2010, total daily volumes on these eleven facilities increased 14.2%, to 329,600 from 288,800. The largest increases were on Shore Parkway (up 14.7% to 155,600 daily vehicles from 135,700, an increase of 19,900 daily vehicles), and on Jackie Robinson Parkway (up 32.1% to 69,100 daily vehicles from 52,300, an increase of 16,800 daily vehicles). On Atlantic Avenue, daily volume decreased 15.1%, to 23,300 from 27,500.

Brooklyn - Queens Screenline

2010 Daily Volumes Shown



Brooklyn-Queens Screenline Historical Comparisons Average Daily Traffic Volumes

To Brooklyn

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

To Brooklyn

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Grand Street Bridge	7,729	7,447	8,356	7,465	6,455	6,920	6,858	7,378	7,134	7,268
Greenpoint Ave Bridge	12,993	12,375	14,445	13,509	13,951	14,318	13,453	12,756	12,753	13,016
Kosciuszko Bridge	97,242	90,607	96,153	92,556	94,830	86,969	91,026	87,257	91,267	91,098
Pulaski Bridge	19,292	18,667	19,465	19,923	19,431	18,500	18,417	18,295	17,881	18,166
Newtown Creek Totals	137,256	129,096	138,419	133,453	134,667	126,707	129,754	125,686	129,035	129,548
Atlantic Ave	14,182	14,687	14,150	14,693	12,611	12,095	11,180	10,947	10,776	11,265
Cooper St	5,756	5,741	6,001	5,832	6,160	5,921	5,565	6,025	6,216	6,357
Cornelia St	One-Way to Queens									
Decatur St	One-Way to Queens									
DeKalb Ave	2,563	3,428	3,566	3,697	3,583	3,109	3,016	3,061	2,986	2,869
Greene Ave	One-Way to Queens									
Jackie Robinson Pky	35,760	37,175	36,445	35,680	36,037	34,799	34,804	33,302	33,337	34,419
Linden Blvd	27,130	27,698	25,717	27,251	28,195	27,119	25,993	23,784	23,209	26,718
Linden St	One-Way to Queens									
Shore Pky	75,478	69,587	75,682	76,608	76,393	79,763	81,339	79,589	81,737	77,981
Sutter Ave	3,821	3,851	4,090	4,137	4,810	4,218	4,685	4,896	5,075	5,332
Other Totals	164,690	162,167	165,651	167,898	167,789	167,024	166,582	161,604	163,336	164,941
Grand Totals	301,946	291,263	304,070	301,351	302,456	293,731	296,336	287,290	292,371	294,489

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

To Queens

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
Grand Street Bridge	N/A	N/A	3,987	4,999	5,430	5,963	5,650	5,466	5,797	7,497	6,528	7,761
Greenpoint Ave Bridge	N/A	15,462	9,850	7,062	12,397	12,803	13,199	13,160	12,277	12,741	14,262	13,402
Kosciuszko Bridge	N/A	55,926	66,127	86,951	88,221	85,354	87,283	90,775	99,988	102,427	97,094	99,020
Pulaski Bridge	N/A	16,855	13,228	15,304	12,276	12,617	14,044	15,412	15,826	16,124	15,251	19,428
Newtown Creek Totals	N/A	N/A	93,192	114,316	118,324	116,737	120,176	124,813	133,888	138,789	133,135	139,611
Atlantic Ave	N/A	N/A	N/A	N/A	13,545	15,026	15,005	14,166	14,425	14,315	14,728	14,264
Cooper St	N/A	N/A	N/A	N/A	5,199	5,431	5,649	6,132	3,886	3,598	3,702	3,663
Cornelia St	N/A	N/A	N/A	N/A	1,552	1,425	1,529	1,443	1,522	1,454	1,787	1,905
Decatur St	N/A	N/A	N/A	N/A	1,921	2,163	2,112	2,306	2,220	2,242	2,099	2,113
DeKalb Ave	N/A	N/A	N/A	N/A	2,117	2,381	2,297	2,311	2,481	2,316	2,588	2,372
Greene Ave	N/A	N/A	N/A	N/A	1,762	1,711	1,810	1,787	1,872	2,223	1,922	1,947
Jackie Robinson Pky	N/A	N/A	N/A	N/A	27,872	31,458	33,751	31,483	31,615	32,020	33,420	36,932
Linden Blvd	N/A	N/A	N/A	N/A	21,717	23,408	25,704	26,562	27,160	23,924	26,630	25,901
Linden St	N/A	N/A	N/A	N/A	1,063	2,315	2,360	2,552	2,400	2,420	2,439	2,477
Shore Pky	N/A	N/A	N/A	N/A	70,365	69,679	68,627	72,369	73,776	73,754	73,969	73,588
Sutter Ave	N/A	N/A	N/A	N/A	4,297	3,846	3,827	3,729	3,750	3,871	4,022	4,096
Other Totals	N/A	N/A	N/A	N/A	151,410	158,843	162,671	164,840	165,107	162,137	167,306	169,258
Grand Totals	N/A	N/A	N/A	N/A	269,734	275,580	282,847	289,653	298,995	300,926	300,441	308,869

To Queens

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Grand Street Bridge	6,166	5,641	5,783	5,994	6,561	5,973	5,727	5,653	5,442	5,394
Greenpoint Ave Bridge	13,773	13,931	14,310	14,928	15,498	15,522	13,574	14,170	13,884	13,700
Kosciuszko Bridge	99,323	93,772	98,344	101,056	103,983	97,372	95,467	94,526	97,055	99,655
Pulaski Bridge	19,770	19,681	18,881	20,223	19,480	19,724	18,804	18,724	18,222	18,815
Newtown Creek Totals	139,032	133,025	137,318	142,201	145,522	138,591	133,572	133,073	134,603	137,564
Atlantic Ave	13,713	14,249	14,336	13,903	13,349	11,961	11,066	10,613	10,701	12,081
Cooper St	3,761	3,533	3,140	3,388	3,622	3,372	3,378	3,477	3,482	3,688
Cornelia St	1,936	2,032	1,908	1,844	1,787	1,660	1,727	1,753	1,847	1,848
Decatur St	2,082	2,237	2,342	2,332	2,003	2,247	2,059	2,203	2,091	2,101
DeKalb Ave	2,347	2,464	2,544	2,607	2,626	2,197	2,258	2,341	2,548	2,229
Greene Ave	1,962	2,078	2,363	2,029	1,551	1,854	1,733	1,883	1,887	1,655
Jackie Robinson Pky	36,920	37,545	37,261	38,624	37,490	36,034	35,893	34,433	34,140	34,701
Linden Blvd	25,160	25,439	25,393	24,502	21,692	24,950	23,429	22,937	21,255	22,077
Linden St	2,544	2,609	2,270	2,161	2,123	2,192	2,012	1,992	1,936	1,938
Shore Pky	76,440	70,576	74,358	74,997	75,733	78,046	83,142	83,850	81,070	77,631
Sutter Ave	4,291	4,498	4,704	4,595	4,938	4,401	4,411	4,286	4,349	4,757
Other Totals	171,156	167,260	170,619	170,982	166,914	168,914	171,108	169,768	165,306	164,706
Grand Totals	310,188	300,285	307,937	313,183	312,436	307,505	304,680	302,841	299,909	302,270

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

Both Directions

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

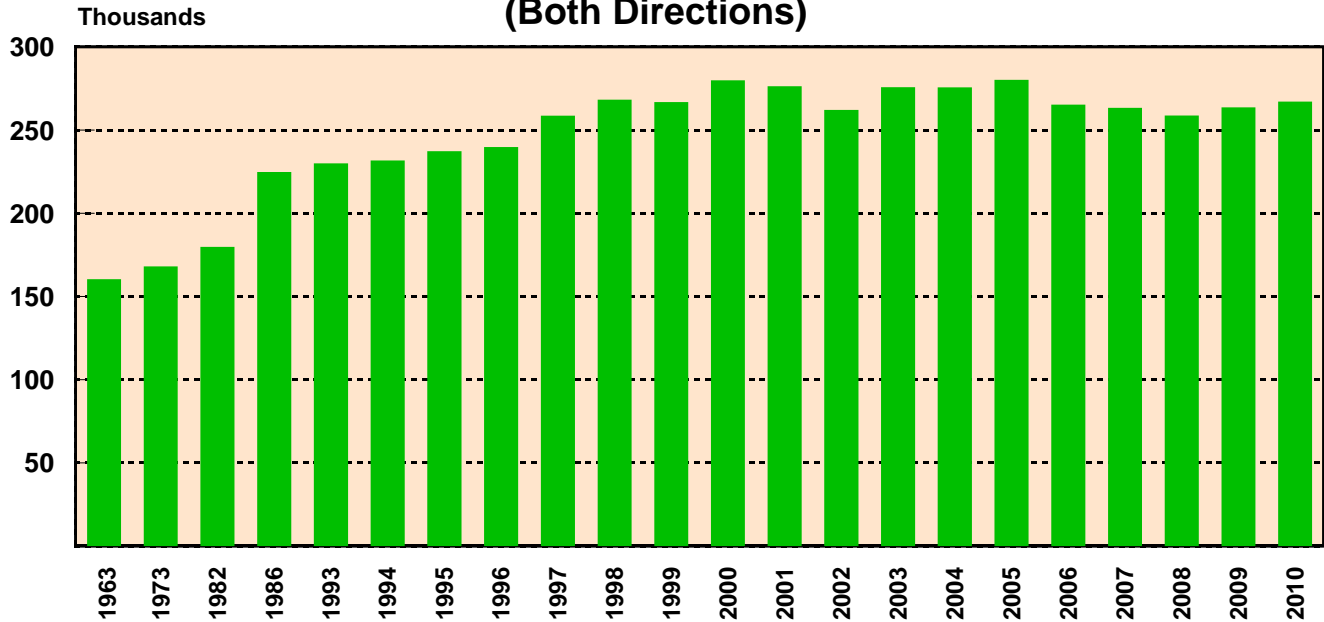
Both Directions

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Grand Street Bridge	13,895	13,088	14,139	13,459	13,016	12,893	12,585	13,031	12,576	12,662
Greenpoint Ave Bridge	26,766	26,306	28,755	28,437	29,449	29,840	27,027	26,926	26,637	26,716
Kosciuszko Bridge	196,565	184,379	194,497	193,612	198,813	184,341	186,493	181,783	188,322	190,753
Pulaski Bridge	39,062	38,348	38,346	40,146	38,911	38,224	37,221	37,019	36,103	36,981
Newtown Creek Totals	276,288	262,121	275,737	275,654	280,189	265,298	263,326	258,759	263,638	267,112
Atlantic Ave	27,895	28,936	28,486	28,596	25,960	24,056	22,246	21,560	21,477	23,346
Cooper St	9,517	9,274	9,141	9,220	9,782	9,293	8,943	9,502	9,698	10,045
Cornelia St	1,936	2,032	1,908	1,844	1,787	1,660	1,727	1,753	1,847	1,848
Decatur St	2,082	2,237	2,342	2,332	2,003	2,247	2,059	2,203	2,091	2,101
DeKalb Ave	4,910	5,892	6,110	6,304	6,209	5,306	5,274	5,402	5,534	5,098
Greene Ave	1,962	2,078	2,363	2,029	1,551	1,854	1,733	1,883	1,887	1,655
Jackie Robinson Pky	72,680	74,720	73,706	74,304	73,527	70,833	70,697	67,735	67,477	69,120
Linden Blvd	52,290	53,137	51,110	51,753	49,887	52,069	49,422	46,721	44,464	48,795
Linden St	2,544	2,609	2,270	2,161	2,123	2,192	2,012	1,992	1,936	1,938
Shore Pky	151,918	140,163	150,040	151,605	152,126	157,809	164,481	163,439	162,807	155,612
Sutter Ave	8,112	8,349	8,794	8,732	9,748	8,619	9,096	9,182	9,424	10,089
Other Totals	335,846	329,427	336,270	338,880	334,703	335,938	337,690	331,372	328,642	329,647
Grand Totals	612,134	591,548	612,007	614,534	614,892	601,236	601,016	590,131	592,280	596,759

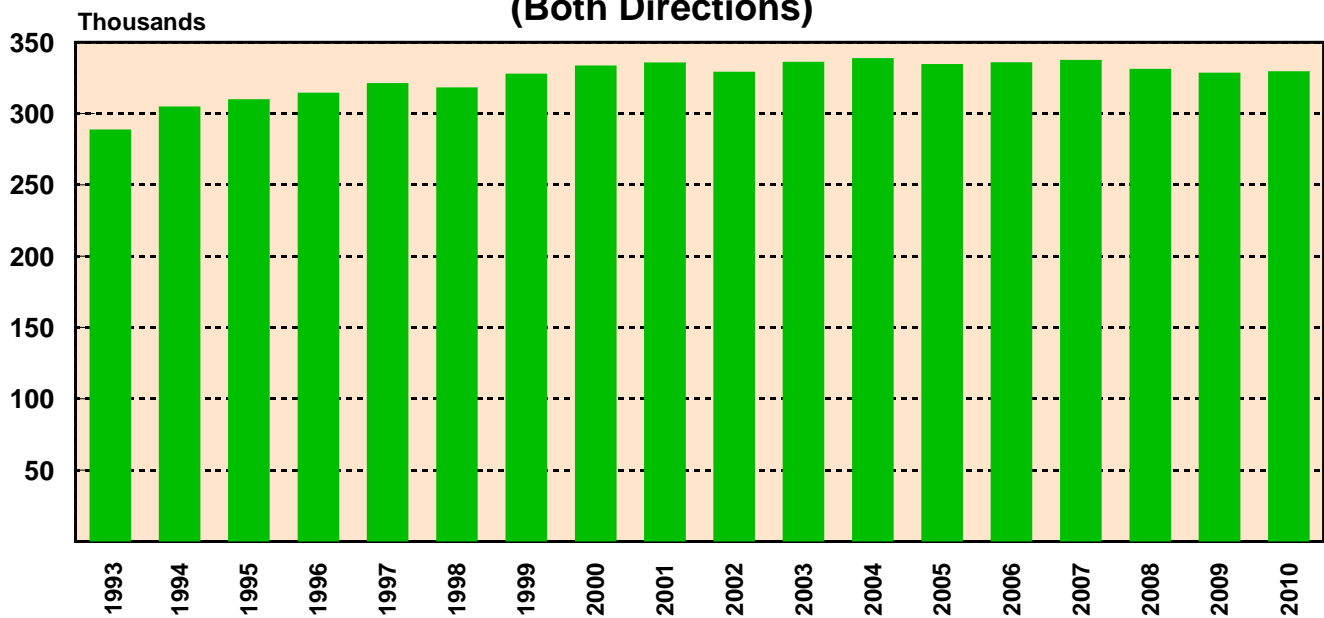
Brooklyn-Queens Screenline

Historical Comparisons Average Daily Traffic Volumes

**Total of 4 Newtown Creek Bridges
(Both Directions)**



**Total of Other Brooklyn-Queens Thoroughfares
(Both Directions)**



2010 Screenline Volumes Brooklyn - Queens

	Grand Street Bridge		J.J. Byrne Memorial Bridge**		Kosciuszko Bridge		Pulaski Bridge		Newtown Creek Totals	
	<i>W/B*</i>	<i>E/B</i>	<i>W/B*</i>	<i>E/B</i>	<i>W/B*</i>	<i>E/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>To Brooklyn</i>	<i>To Queens</i>
Mid-1am	72	63	104	173	2,047	2,806	361	266	2,584	3,308
1-2am	62	48	81	123	1,325	1,861	217	208	1,685	2,240
2-3am	57	58	63	107	1,033	1,405	152	172	1,305	1,742
3-4am	68	44	71	92	1,080	1,340	152	170	1,371	1,646
4-5am	100	74	115	149	1,916	1,915	182	289	2,313	2,427
5-6am	242	177	411	318	4,114	3,380	319	596	5,086	4,471
6-7am	446	226	856	577	5,144	5,021	619	1,130	7,065	6,954
7-8am	615	214	994	731	4,880	5,417	948	1,452	7,437	7,814
8-9am	581	253	961	771	4,745	5,231	1,129	1,469	7,416	7,724
9-10am	555	269	845	684	4,656	4,751	950	1,130	7,006	6,834
10-11am	488	277	835	597	4,756	4,469	819	920	6,898	6,263
11-Noon	483	300	823	680	4,703	4,771	923	955	6,932	6,706
Noon-1	384	336	722	719	4,614	5,068	892	1,041	6,612	7,164
1-2pm	399	353	620	763	4,590	4,789	942	1,039	6,551	6,944
2-3pm	455	358	692	936	4,723	4,673	1,055	1,081	6,925	7,048
3-4pm	472	408	843	1,119	4,515	4,829	1,384	1,149	7,214	7,505
4-5pm	454	446	902	1,103	4,101	5,159	1,549	1,196	7,006	7,904
5-6pm	404	500	905	1,102	4,466	5,218	1,487	1,065	7,262	7,885
6-7pm	266	352	615	866	4,453	5,063	1,100	896	6,434	7,177
7-8pm	217	224	453	664	4,597	5,224	786	737	6,053	6,849
8-9pm	152	157	363	500	4,101	5,085	671	551	5,287	6,293
9-10pm	104	101	324	380	3,942	4,681	568	484	4,938	5,646
10-11pm	103	78	241	303	3,624	3,980	502	445	4,470	4,806
11-Mid	89	78	177	243	2,973	3,519	459	374	3,698	4,214
24 hr Total	7,268	5,394	13,016	13,700	91,098	99,655	18,166	18,815	129,548	137,564
6-10am	2,197	962	3,656	2,763	19,425	20,420	3,646	5,181	28,924	29,326
10am-1pm	1,355	913	2,380	1,996	14,073	14,308	2,634	2,916	20,442	20,133
1-3pm	854	711	1,312	1,699	9,313	9,462	1,997	2,120	13,476	13,992
3-7pm	1,596	1,706	3,265	4,190	17,535	20,269	5,520	4,306	27,916	30,471
6am-7pm	6,002	4,292	10,613	10,648	60,346	64,459	13,797	14,523	90,758	93,922

* To Brooklyn

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

2010 Screenline Volumes Brooklyn - Queens (cont'd)

	Atlantic Ave		Cooper St		Cornelia St	Decatur St	DeKalb Ave		Greene Ave	Jackie Robinson Parkway			
	W/B*	E/B	S/B*	N/B	N/B	N/B	S/B*	N/B	N/B	W/B*	E/B		
Mid-1am	149	167	79	43	One Way to Queens	28	One Way to Queens	28	31	18	25	623	603
1-2am	99	127	54	30		14		18	21	16	16	324	342
2-3am	81	94	36	28		8		15	14	14	13	216	236
3-4am	73	71	34	22		13		13	14	18	11	166	235
4-5am	97	82	40	30		12		14	22	37	8	297	371
5-6am	226	162	102	52		13		30	60	87	21	699	778
6-7am	514	302	290	117		43		59	142	133	60	2,006	1,740
7-8am	812	464	548	179		74		102	264	131	104	2,646	1,899
8-9am	760	500	488	179		80		110	265	113	90	2,563	1,761
9-10am	607	496	354	157		81		90	141	102	77	1,985	1,474
10-11am	541	532	291	177	89	87	125	109	67	1,560	1,373		
11-Noon	536	600	284	168	95	107	132	128	86	1,508	1,472		
Noon-1	555	649	300	196	106	110	132	124	64	1,499	1,573		
1-2pm	570	658	297	196	113	113	155	131	78	1,530	1,822		
2-3pm	608	719	363	217	118	128	160	161	95	1,754	2,101		
3-4pm	679	868	375	308	120	180	183	171	115	1,993	2,280		
4-5pm	742	1,055	403	266	134	158	170	179	105	2,194	2,430		
5-6pm	772	1,094	444	267	140	167	189	156	134	2,295	2,539		
6-7pm	723	966	389	251	133	151	167	127	124	2,005	2,316		
7-8pm	622	764	343	240	128	118	142	89	100	1,681	1,955		
8-9pm	499	604	273	213	109	102	116	68	111	1,407	1,649		
9-10pm	411	488	233	149	77	89	101	52	70	1,276	1,433		
10-11pm	335	373	199	125	81	72	72	37	41	1,183	1,323		
11-Mid	254	246	138	78	39	40	51	28	40	1,009	996		
24 hr Total	11,265	12,081	6,357	3,688	1,848	2,101	2,869	2,229	1,655	34,419	34,701		
6-10am	2,693	1,762	1,680	632	278	361	812	479	331	9,200	6,874		
10am-1pm	1,632	1,781	875	541	290	304	389	361	217	4,567	4,418		
1-3pm	1,178	1,377	660	413	231	241	315	292	173	3,284	3,923		
3-7pm	2,916	3,983	1,611	1,092	527	656	709	633	478	8,487	9,565		
6am-7pm	8,419	8,903	4,826	2,678	1,326	1,562	2,225	1,765	1,199	25,538	24,780		

* To Brooklyn

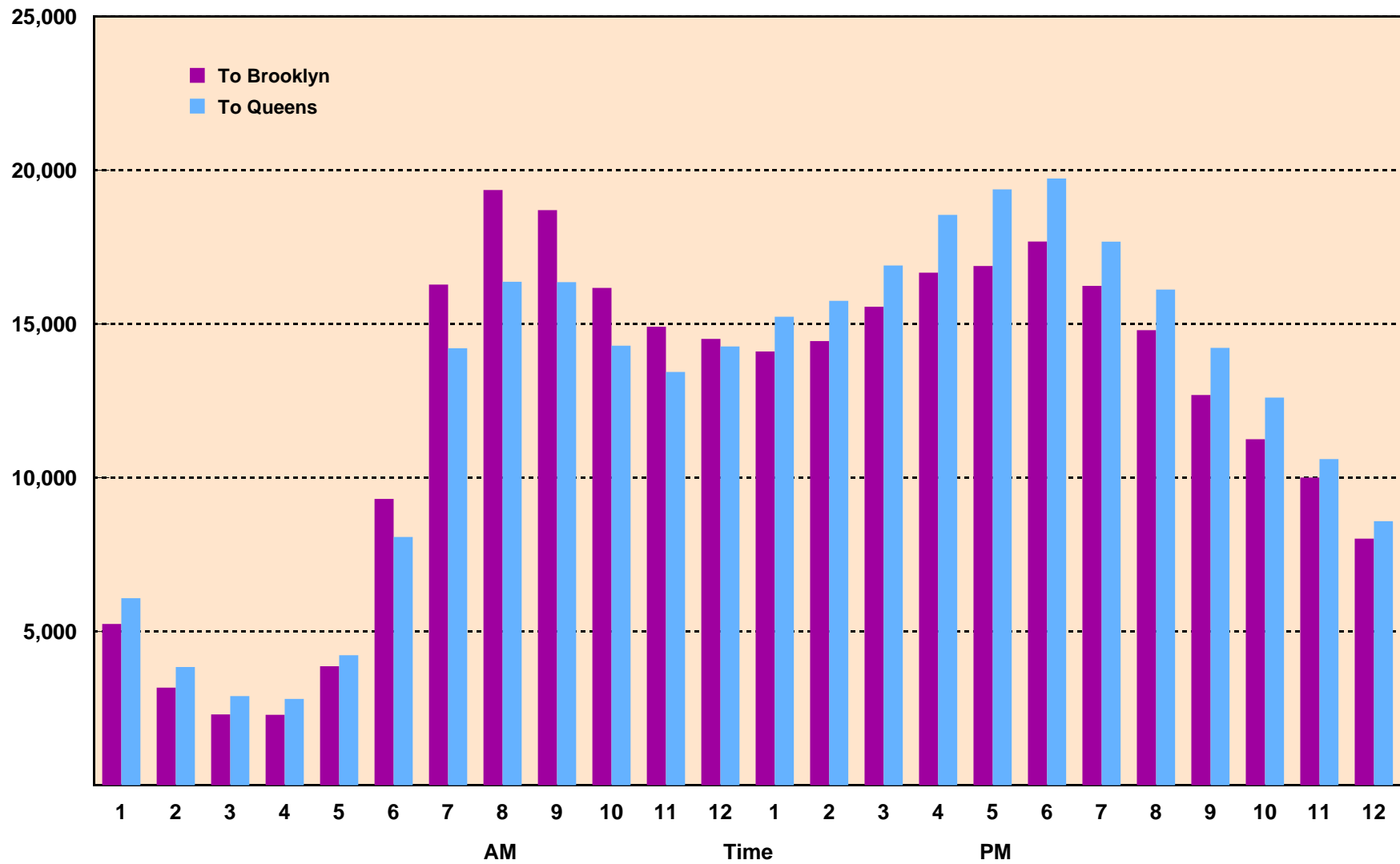
2010 Screenline Volumes Brooklyn - Queens (cont'd)

	<i>Linden Blvd</i>		<i>Linden St</i>	<i>Shore Parkway</i>		<i>Sutter Ave</i>		<i>Other Totals</i>		<i>Grand Totals</i>		
	<i>W/B*</i>	<i>E/B</i>	<i>N/B</i>	<i>W/B*</i>	<i>E/B</i>	<i>W/B*</i>	<i>E/B</i>	<i>To Brooklyn</i>	<i>To Queens</i>	<i>To Brooklyn</i>	<i>To Queens</i>	
Mid-1am	396	432	One Way to Queens	29	1,304	1,325	74	75	2,656	2,773	5,240	6,081
1-2am	217	245		21	723	733	48	39	1,486	1,601	3,171	3,841
2-3am	168	209		15	460	496	19	28	994	1,156	2,299	2,898
3-4am	185	199		17	417	538	29	22	918	1,159	2,289	2,805
4-5am	278	303		16	771	889	47	36	1,552	1,798	3,865	4,225
5-6am	663	428		30	2,360	1,910	112	88	4,222	3,599	9,308	8,070
6-7am	1,427	797		63	4,608	3,742	232	204	9,219	7,260	16,284	14,214
7-8am	2,065	888		84	5,214	4,334	375	304	11,924	8,563	19,361	16,377
8-9am	2,042	971		118	4,786	4,461	384	255	11,288	8,638	18,704	16,362
9-10am	1,561	975		92	4,268	3,707	255	212	9,171	7,463	16,177	14,297
10-11am	1,394	949		100	3,872	3,505	229	190	8,012	7,178	14,910	13,441
11-Noon	1,226	1,052		96	3,665	3,546	231	212	7,582	7,562	14,514	14,268
Noon-1	1,174	1,171		94	3,602	3,763	237	225	7,499	8,075	14,111	15,239
1-2pm	1,268	1,239		96	3,826	4,097	249	269	7,895	8,812	14,446	15,756
2-3pm	1,261	1,293		117	4,174	4,600	315	309	8,635	9,858	15,560	16,906
3-4pm	1,390	1,637		124	4,494	4,910	345	331	9,459	11,044	16,673	18,549
4-5pm	1,483	1,625		124	4,537	5,048	352	352	9,881	11,476	16,887	19,380
5-6pm	1,609	1,667		145	4,710	5,168	400	374	10,419	11,851	17,681	19,736
6-7pm	1,708	1,409		137	4,455	4,585	359	304	9,806	10,503	16,240	17,680
7-8pm	1,621	1,171		130	4,026	4,316	312	259	8,747	9,270	14,800	16,119
8-9pm	1,339	1,067		103	3,533	3,697	238	209	7,405	7,932	12,692	14,225
9-10pm	905	906		78	3,199	3,423	190	197	6,315	6,962	11,253	12,608
10-11pm	743	814		67	2,818	2,726	184	142	5,534	5,801	10,004	10,607
11-Mid	595	630		42	2,159	2,112	116	121	4,322	4,372	8,020	8,586
24 hr Total	26,718	22,077	1,938	77,981	77,631	5,332	4,757	164,941	164,706	294,489	302,270	
6-10am	7,095	3,631	357	18,876	16,244	1,246	975	41,602	31,924	70,526	61,250	
10am-1pm	3,794	3,172	290	11,139	10,814	697	627	23,093	22,815	43,535	42,948	
1-3pm	2,529	2,532	213	8,000	8,697	564	578	16,530	18,670	30,006	32,662	
3-7pm	6,190	6,338	530	18,196	19,711	1,456	1,361	39,565	44,874	67,481	75,345	
6am-7pm	19,608	15,673	1,390	56,211	55,466	3,963	3,541	120,790	118,283	211,548	212,205	

* To Brooklyn

Brooklyn-Queens Screenline

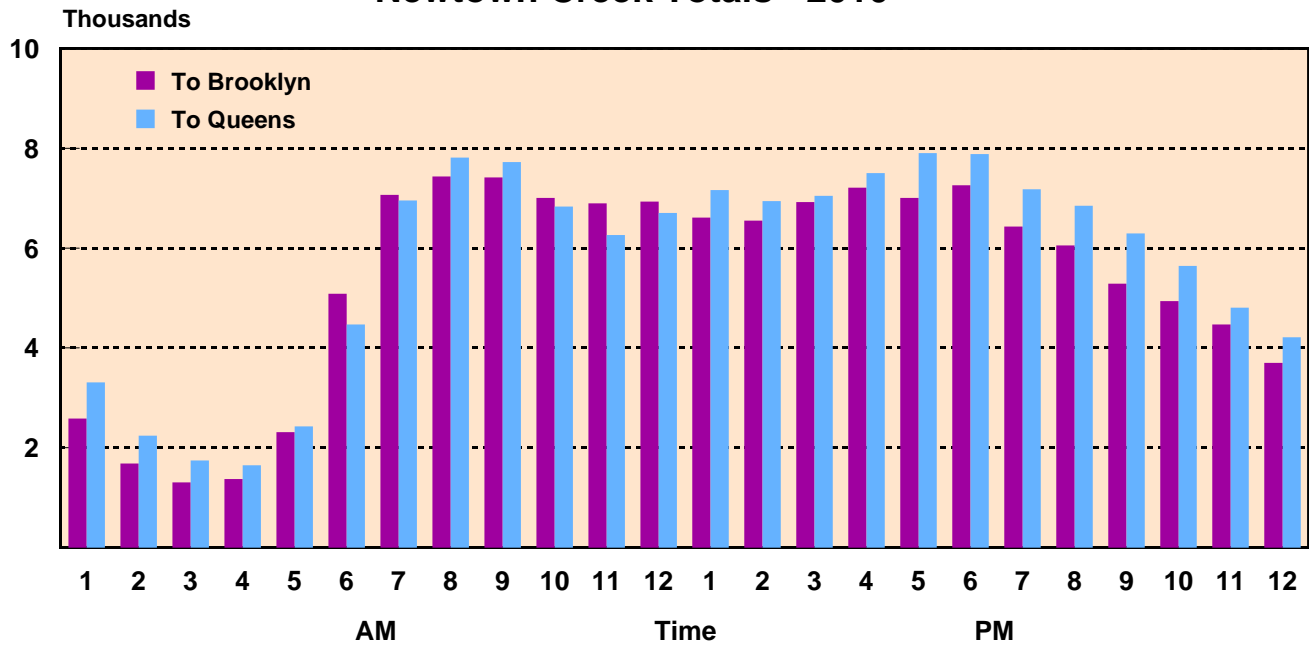
Total Hourly Vehicle Volumes - 2010



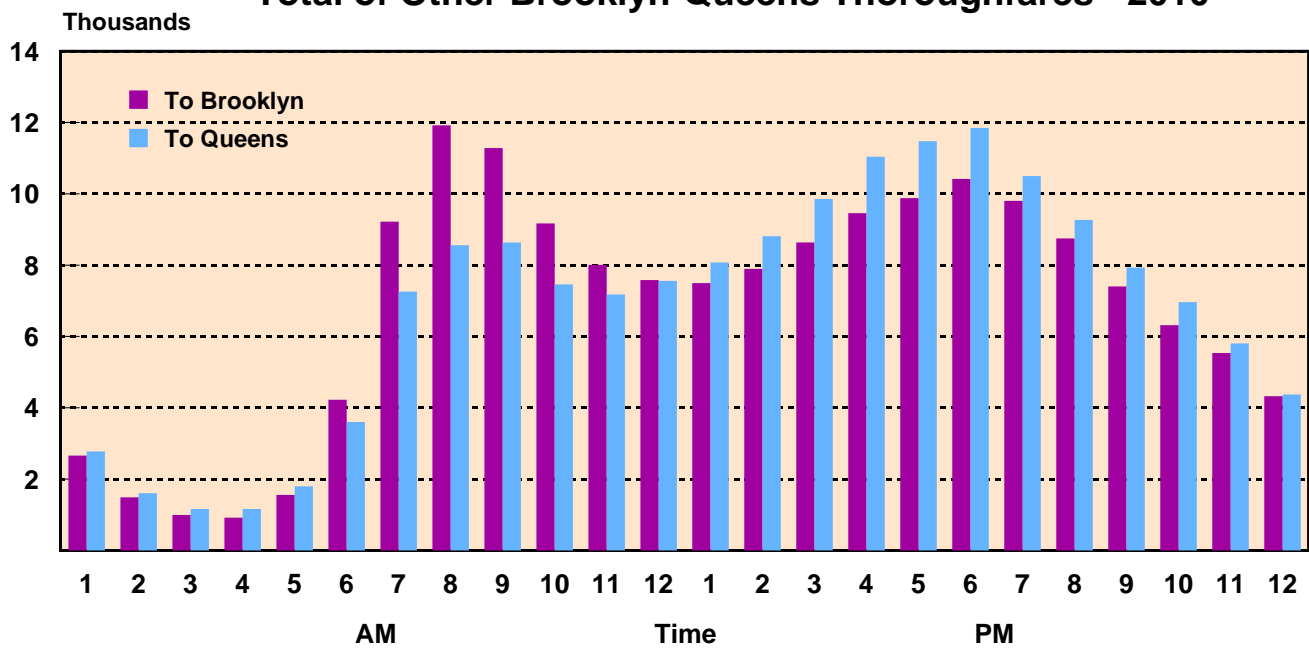
Brooklyn-Queens Screenline

Hourly Vehicle Volumes

Newtown Creek Totals - 2010

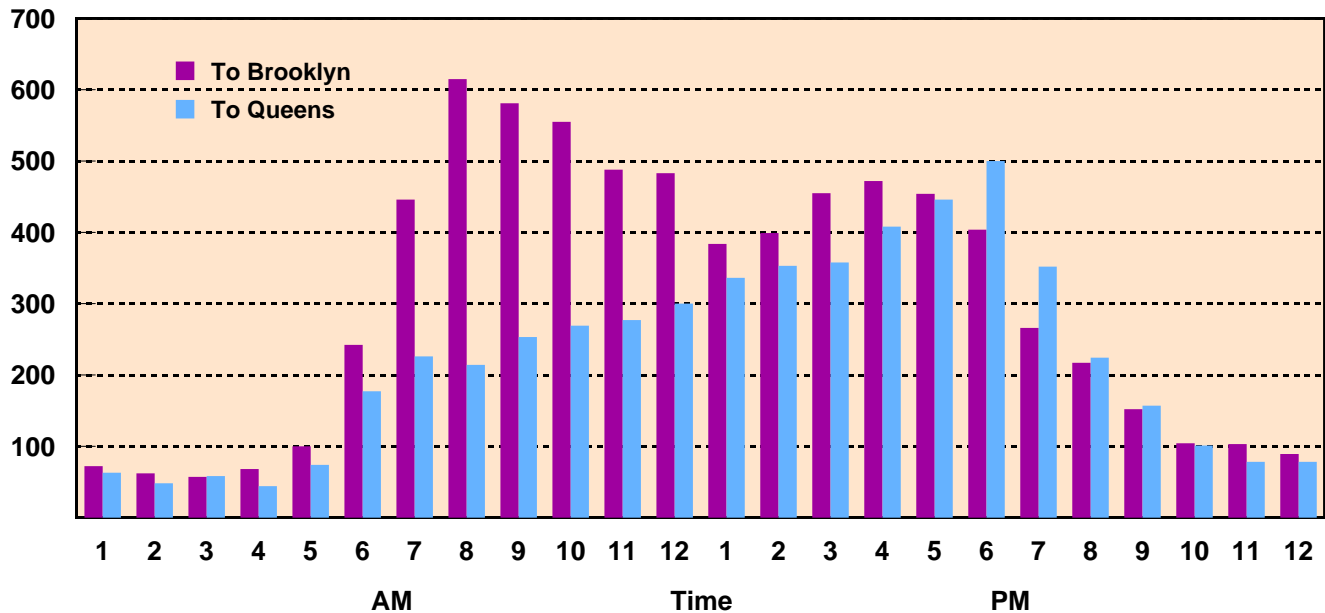


Total of Other Brooklyn-Queens Thoroughfares - 2010

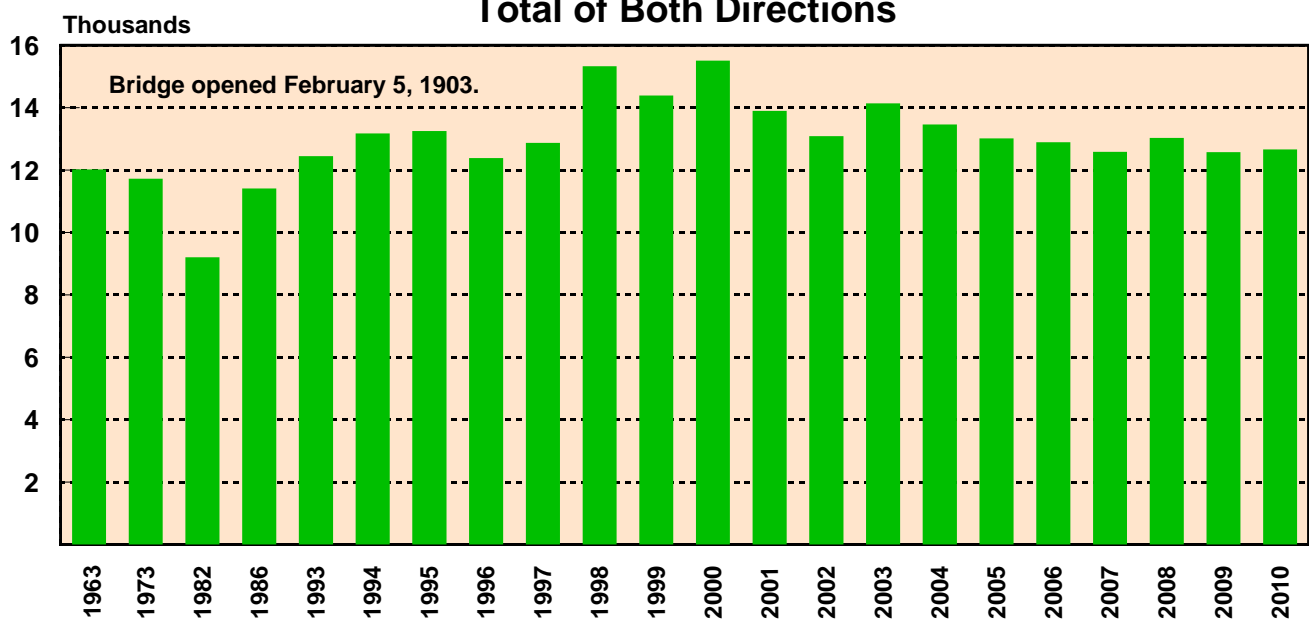


Brooklyn-Queens Screenline Volumes

Grand Street Bridge - 2010
Hourly Vehicular Volumes

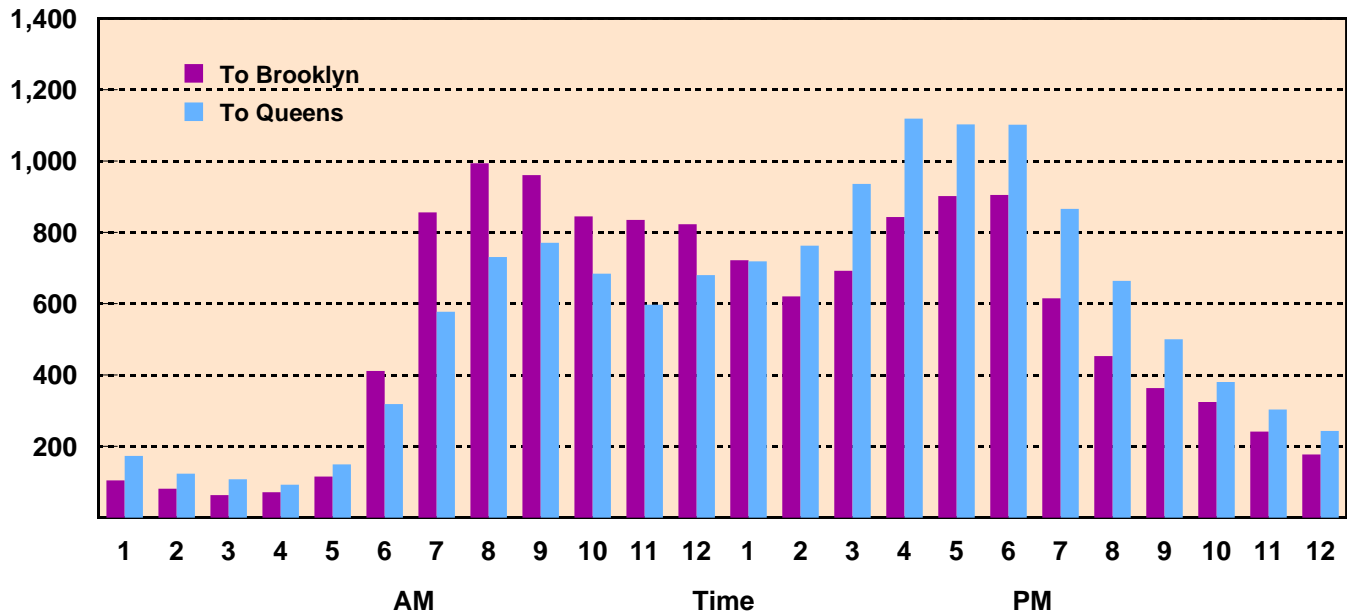


Grand Street Bridge
Average Daily Traffic Volumes
Total of Both Directions



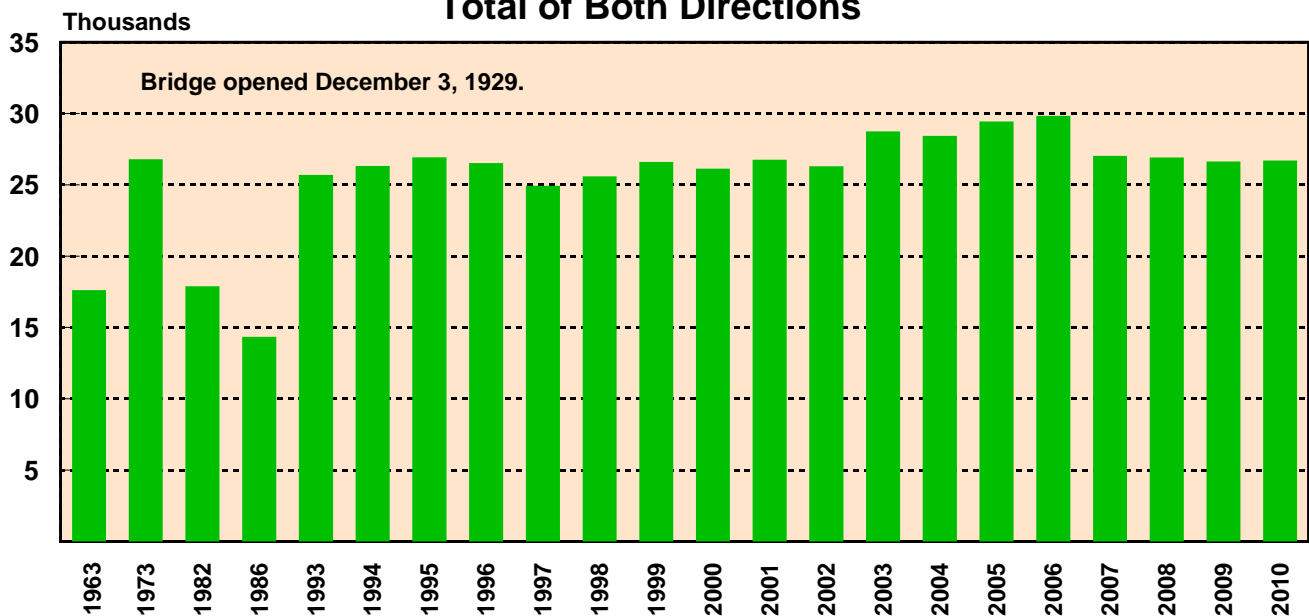
Brooklyn-Queens Screenline Volumes

J. J. Byrne Memorial Bridge - 2010 Hourly Vehicular Volumes



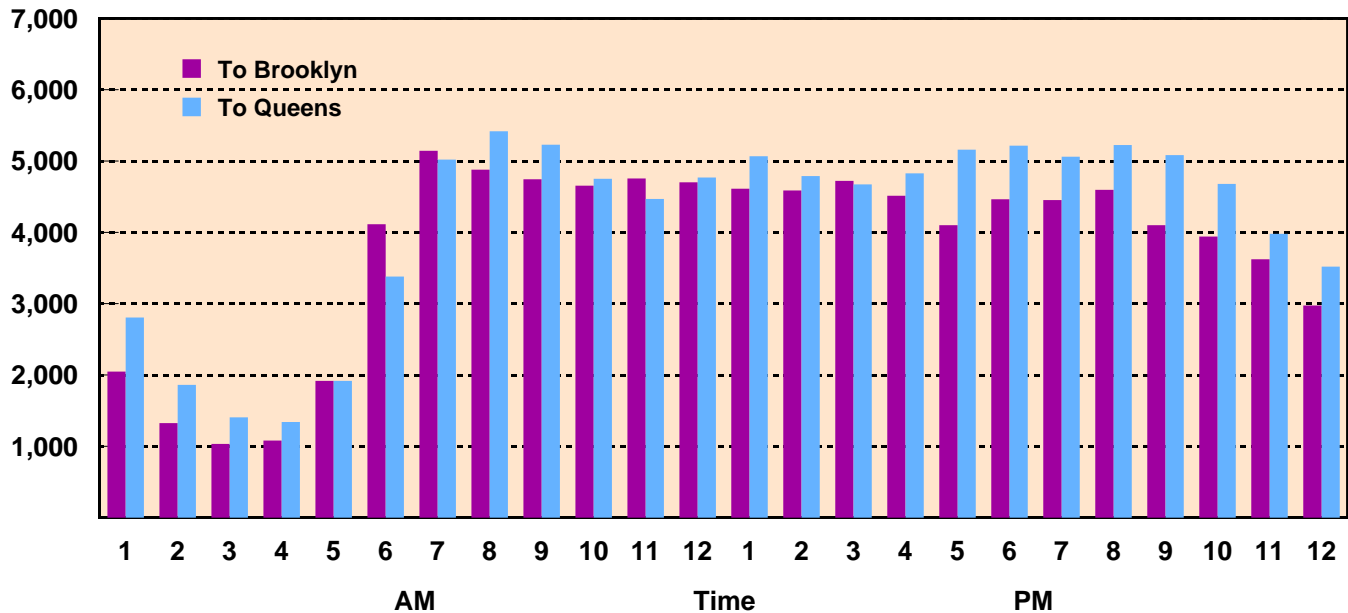
Note: J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

J. J. Byrne Memorial Bridge Average Daily Traffic Volumes Total of Both Directions

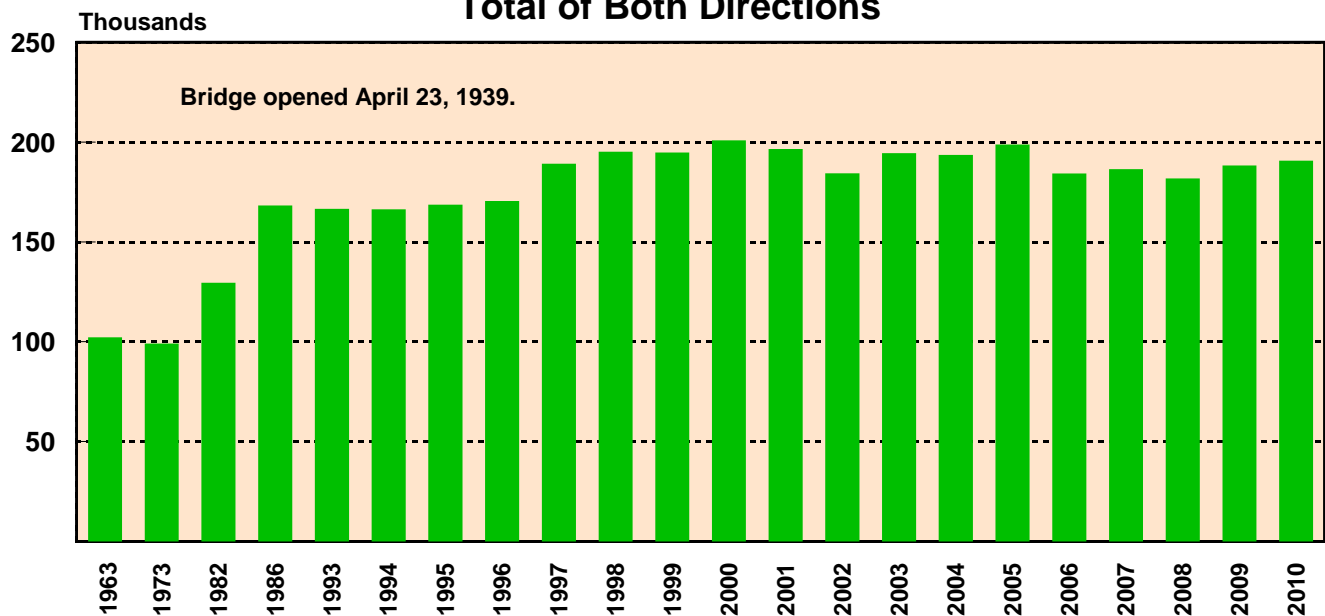


Brooklyn-Queens Screenline Volumes

Kosciuszko Bridge - 2010 Hourly Vehicular Volumes

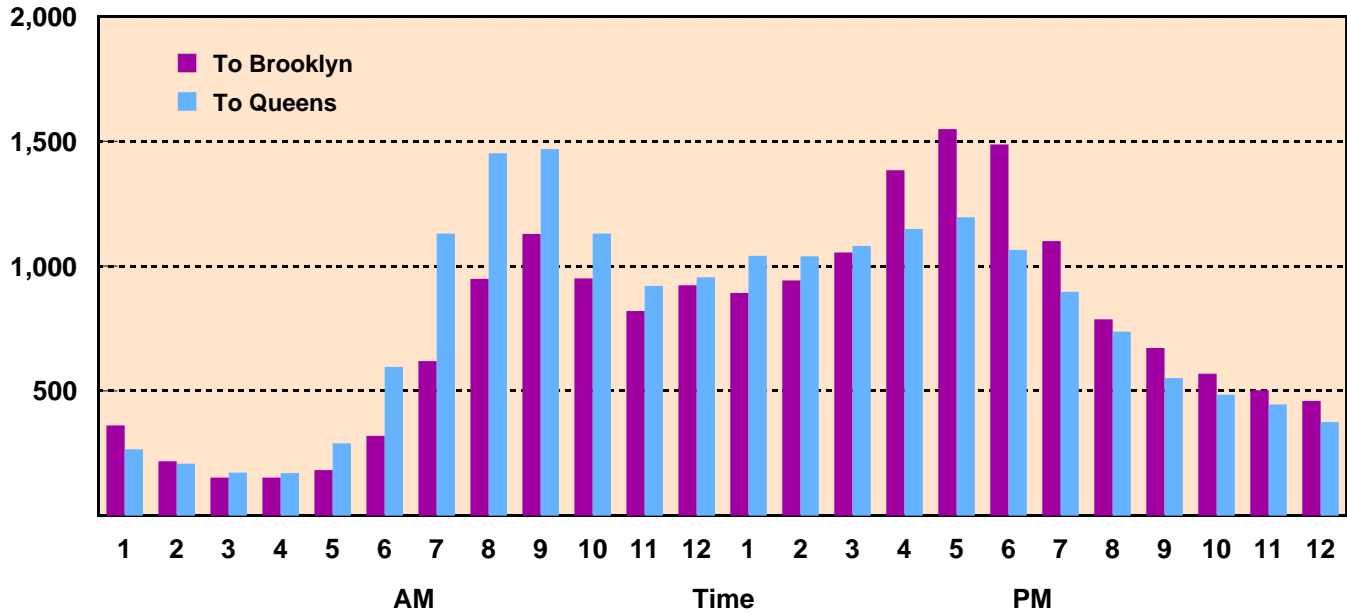


Kosciuszko Bridge Average Daily Traffic Volumes Total of Both Directions

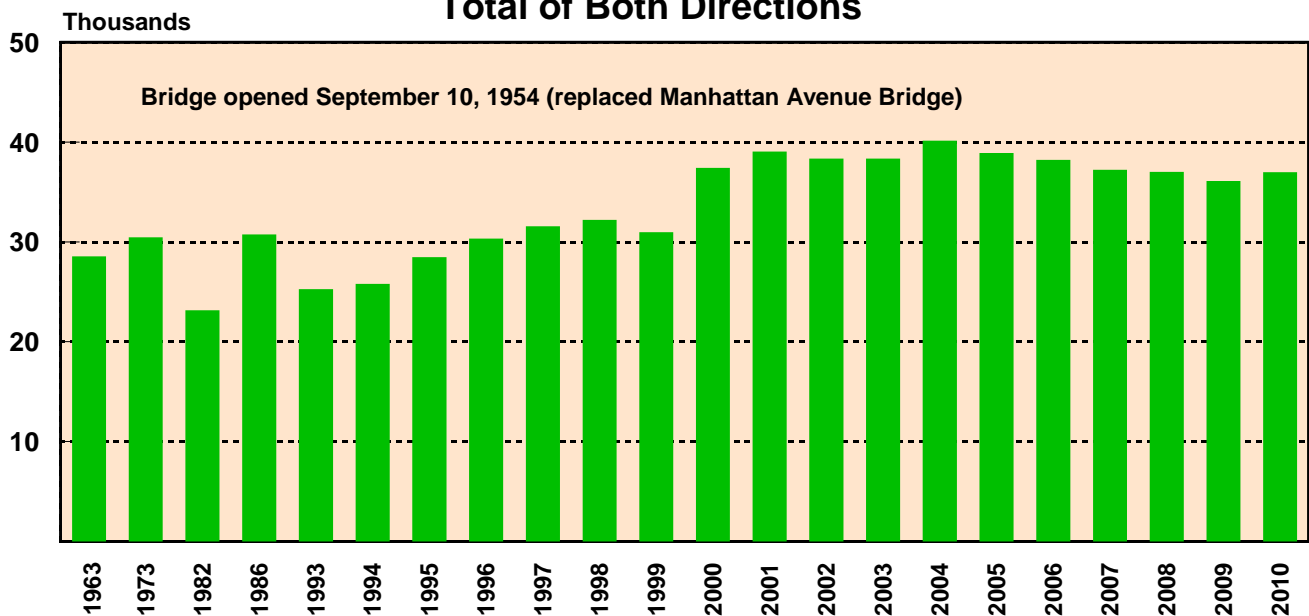


Brooklyn-Queens Screenline Volumes

Pulaski Bridge - 2010
Hourly Vehicular Volumes

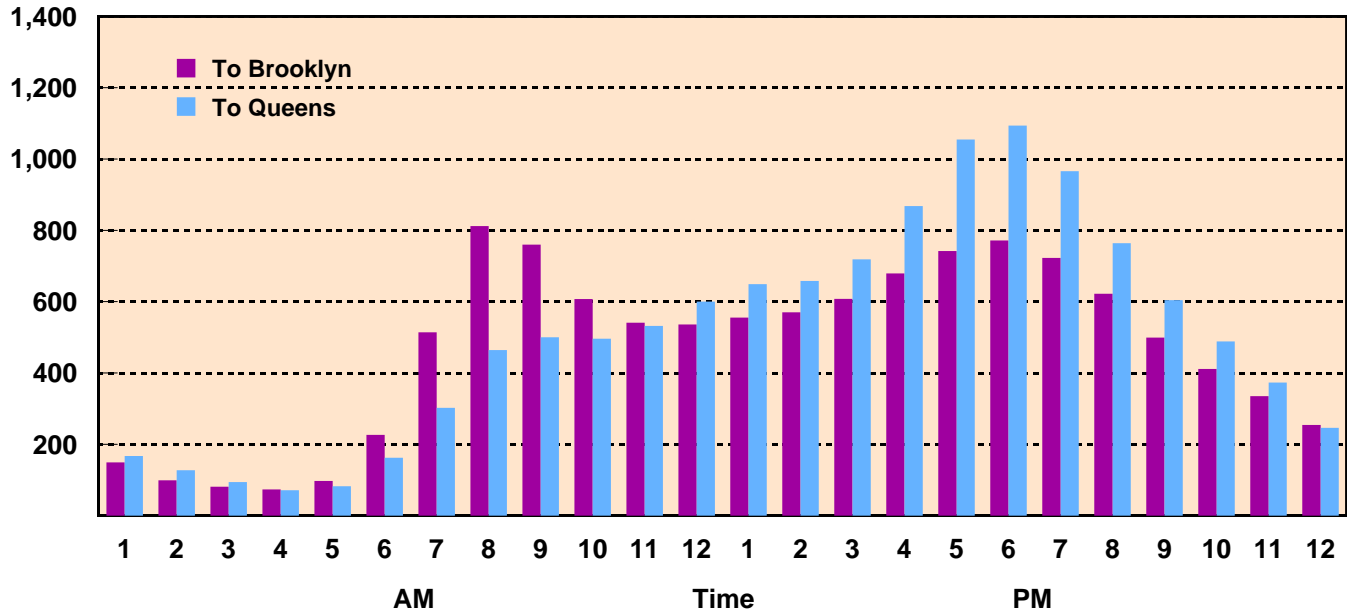


Pulaski Bridge
Average Daily Traffic Volumes
Total of Both Directions

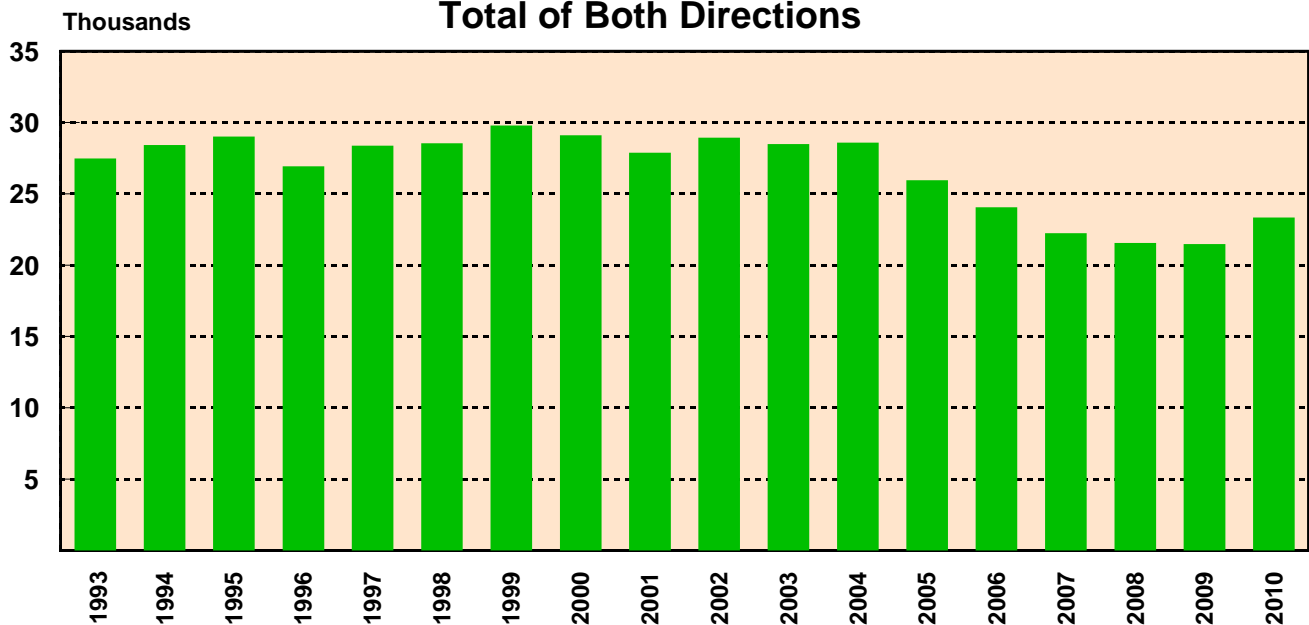


Brooklyn-Queens Screenline Volumes

Atlantic Avenue - 2010
Hourly Vehicular Volumes

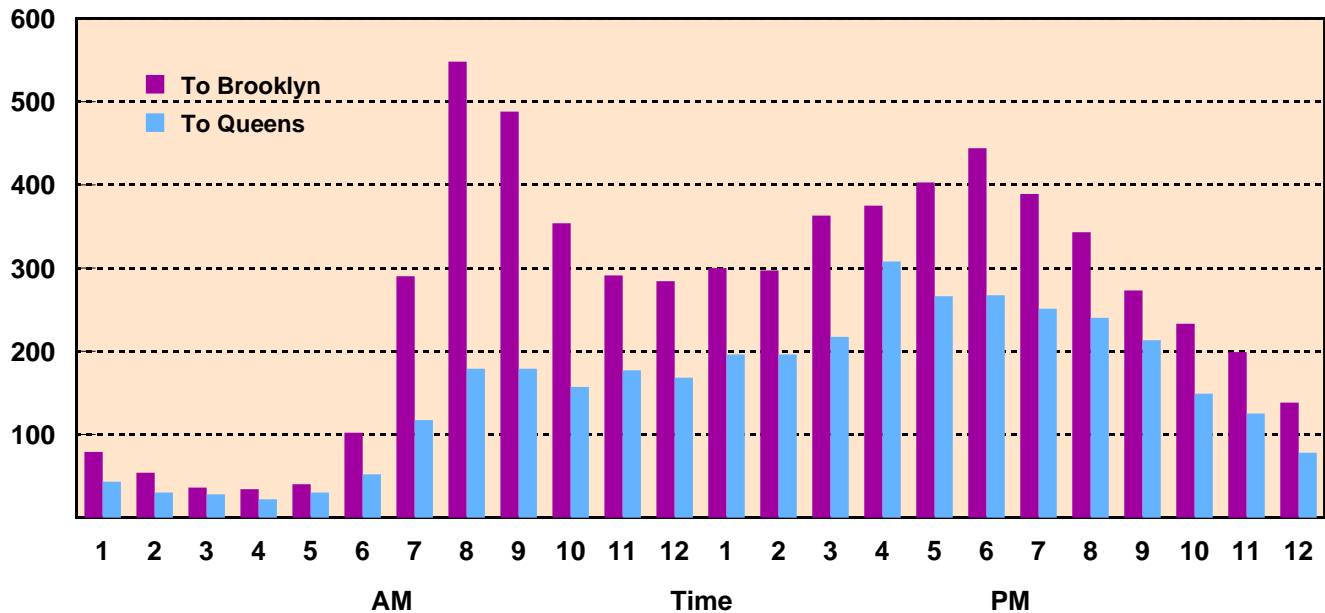


Atlantic Avenue
Average Daily Traffic Volumes
Total of Both Directions

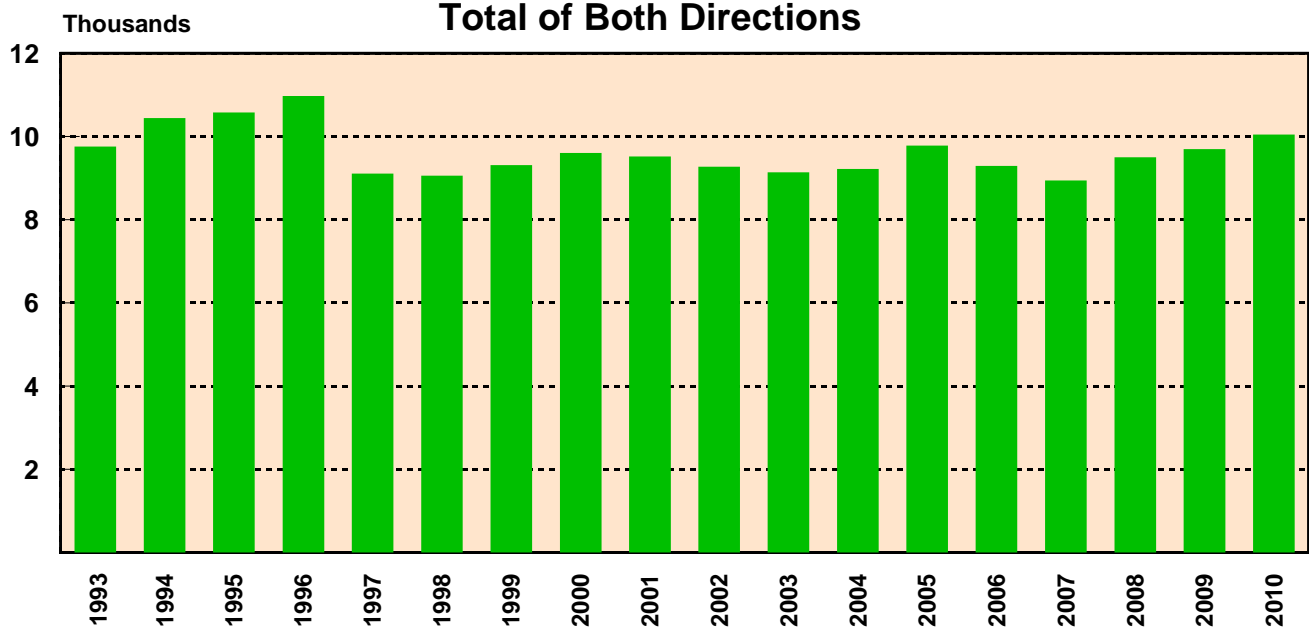


Brooklyn-Queens Screenline Volumes

Cooper Street - 2010
Hourly Vehicular Volumes

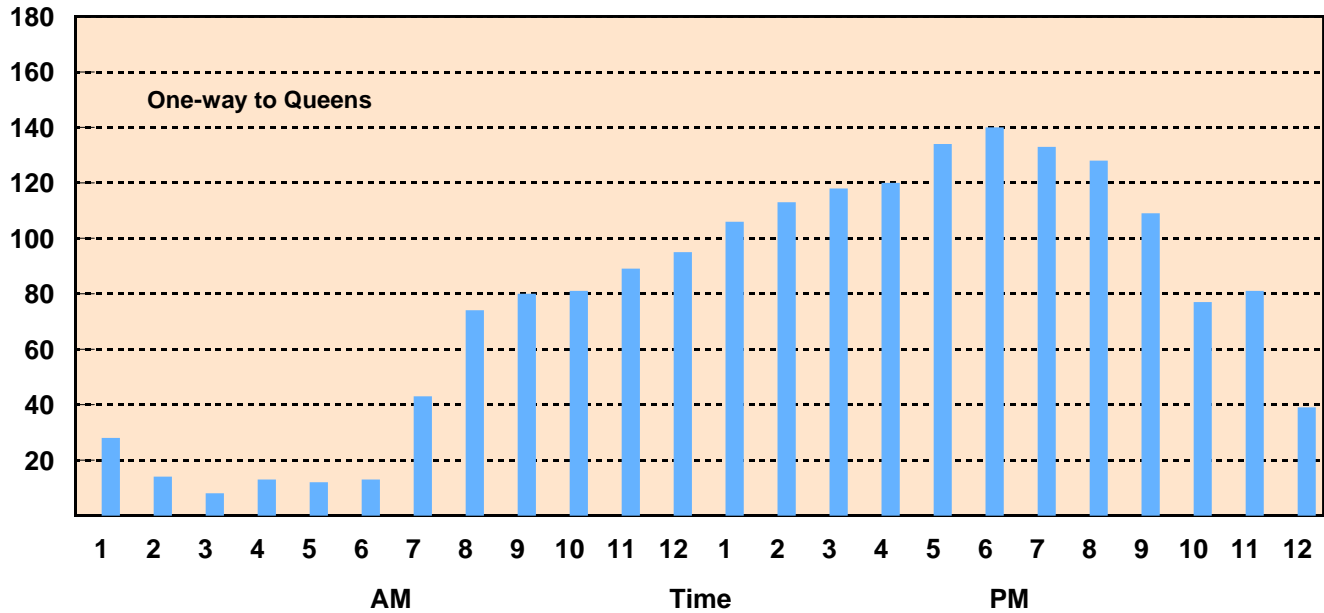


Cooper Street
Average Daily Traffic Volumes
Total of Both Directions

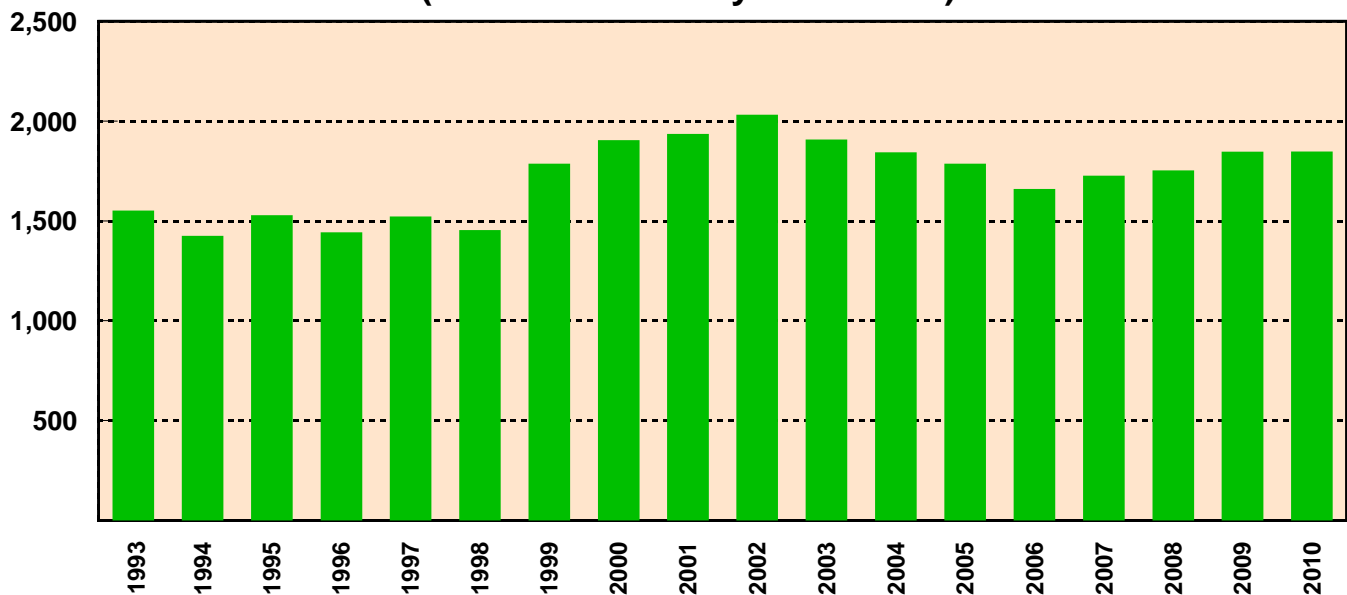


Brooklyn-Queens Screenline Volumes

Cornelia Street - 2010
Hourly Vehicular Volumes

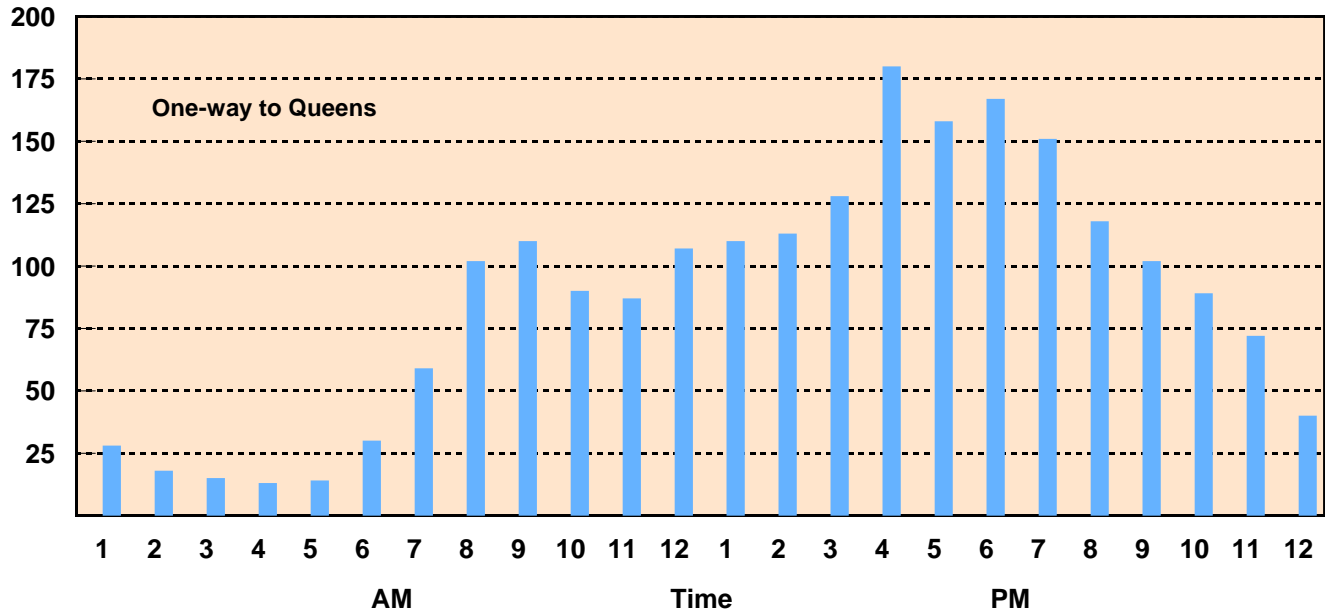


Cornelia Street
Average Daily Traffic Volumes
(Street is One-Way to Queens)

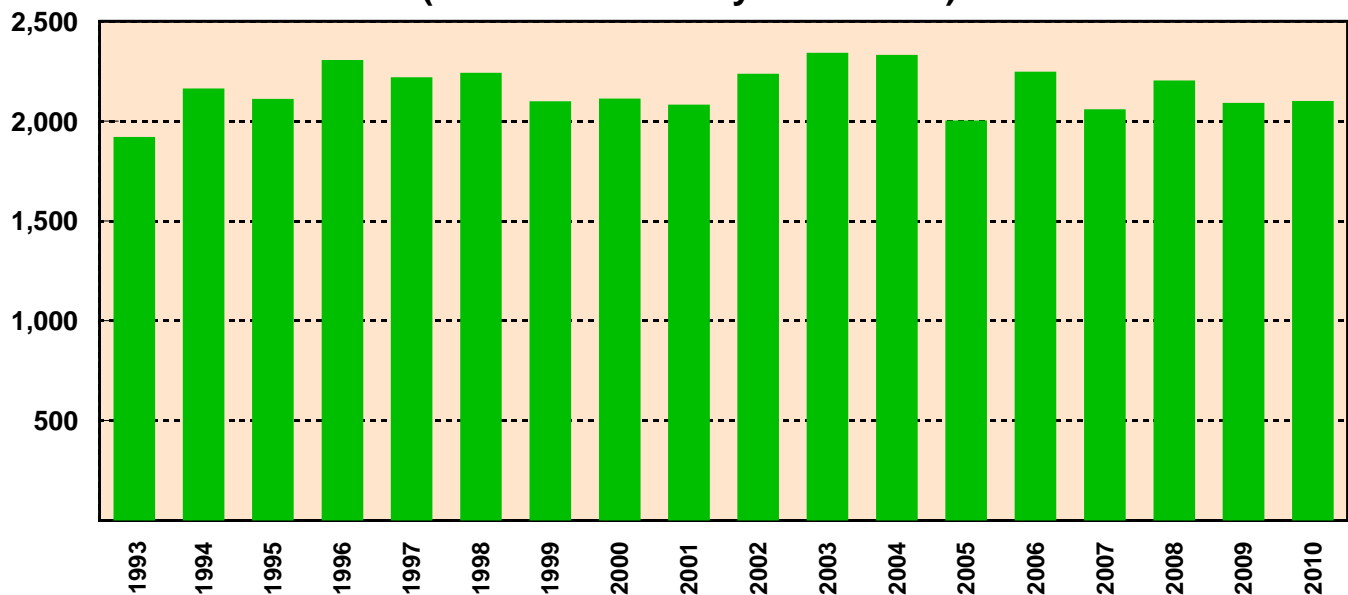


Brooklyn-Queens Screenline Volumes

Decatur Street - 2010
Hourly Vehicular Volumes

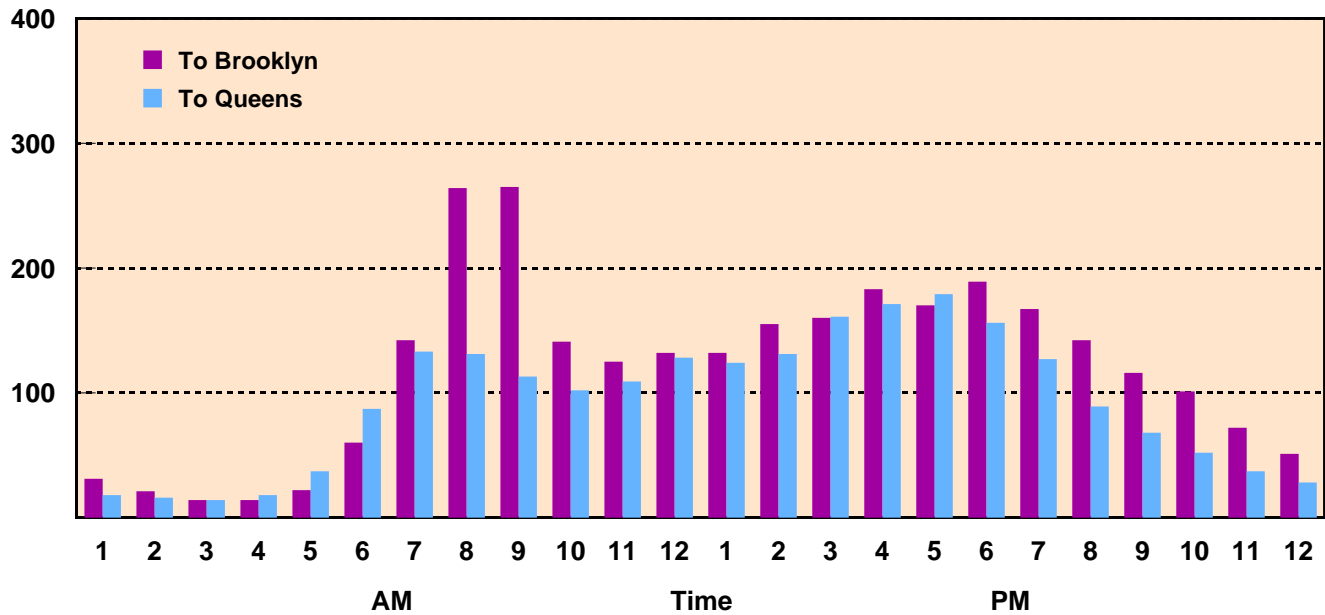


Decatur Street
Average Daily Traffic Volumes
(Street is One-Way to Queens)

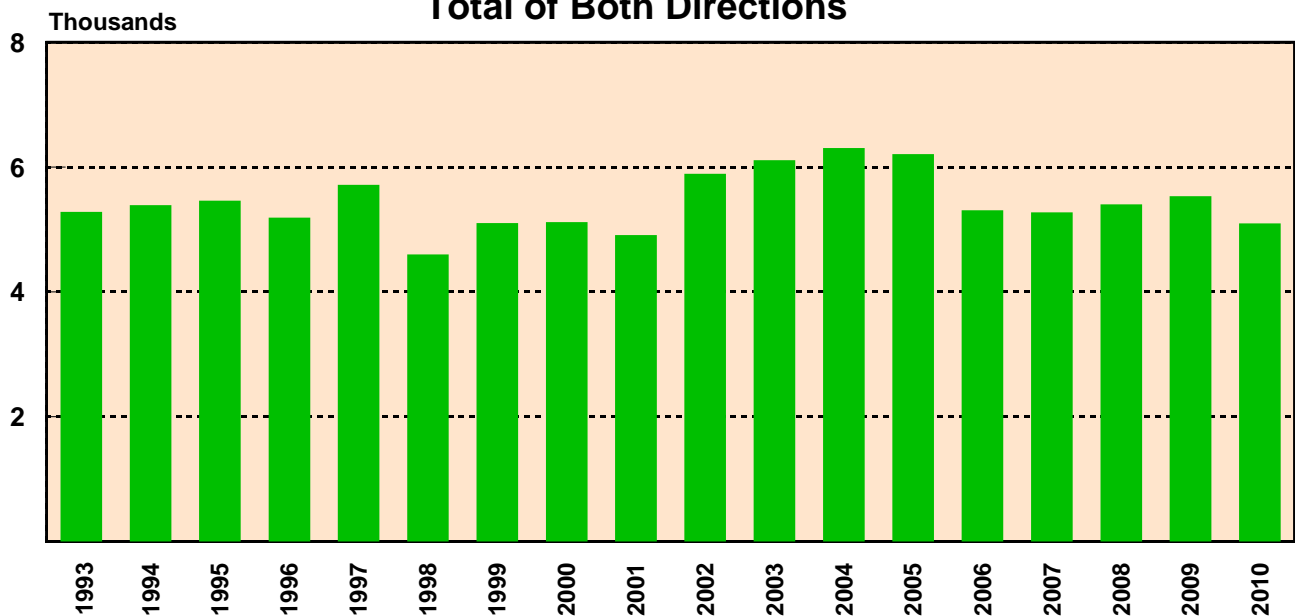


Brooklyn-Queens Screenline Volumes

**DeKalb Avenue - 2010
Hourly Vehicular Volumes**

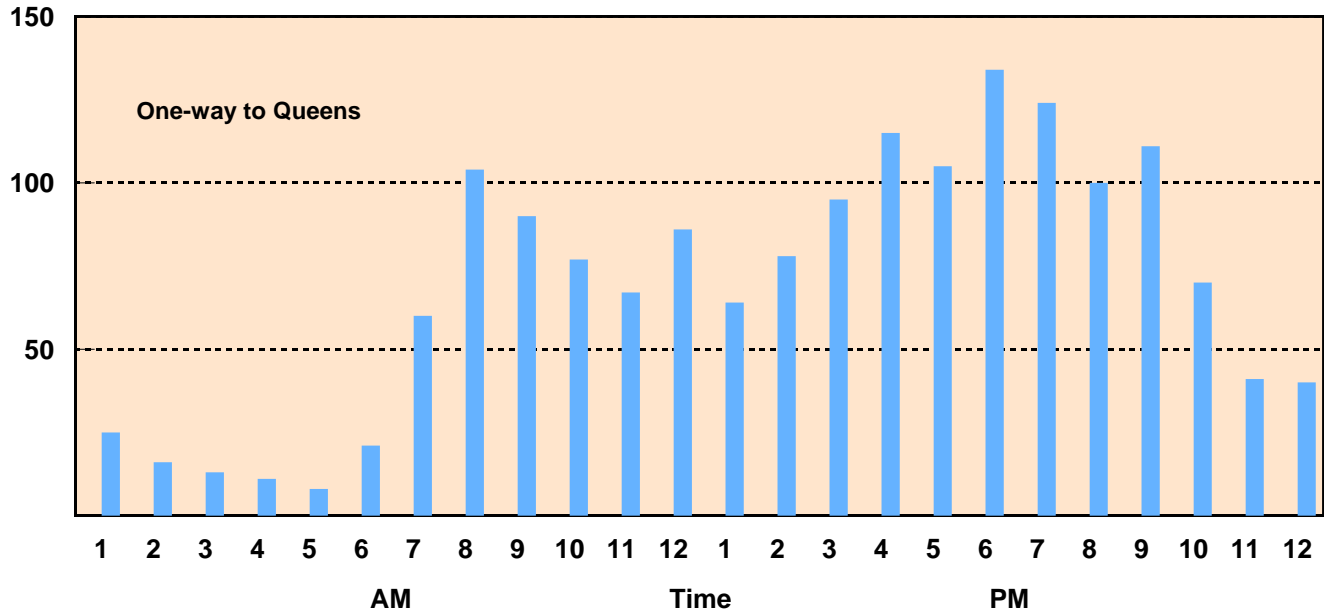


**DeKalb Avenue
Average Daily Traffic Volumes
Total of Both Directions**

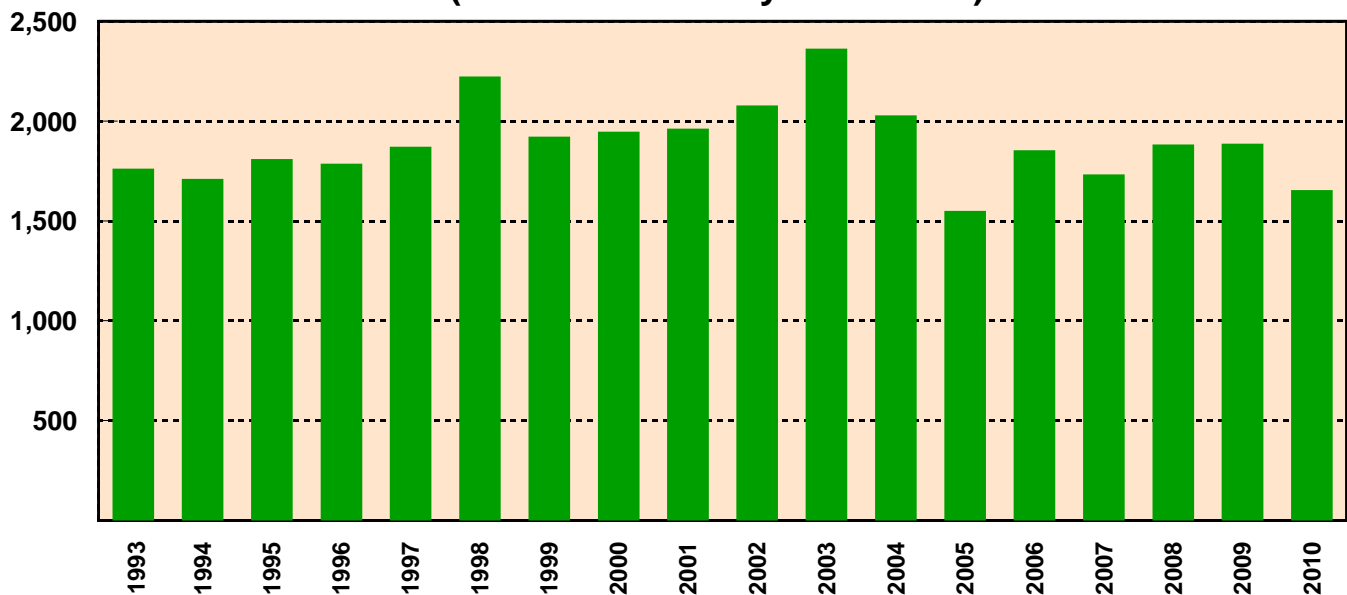


Brooklyn-Queens Screenline Volumes

Greene Avenue - 2010
Hourly Vehicular Volumes

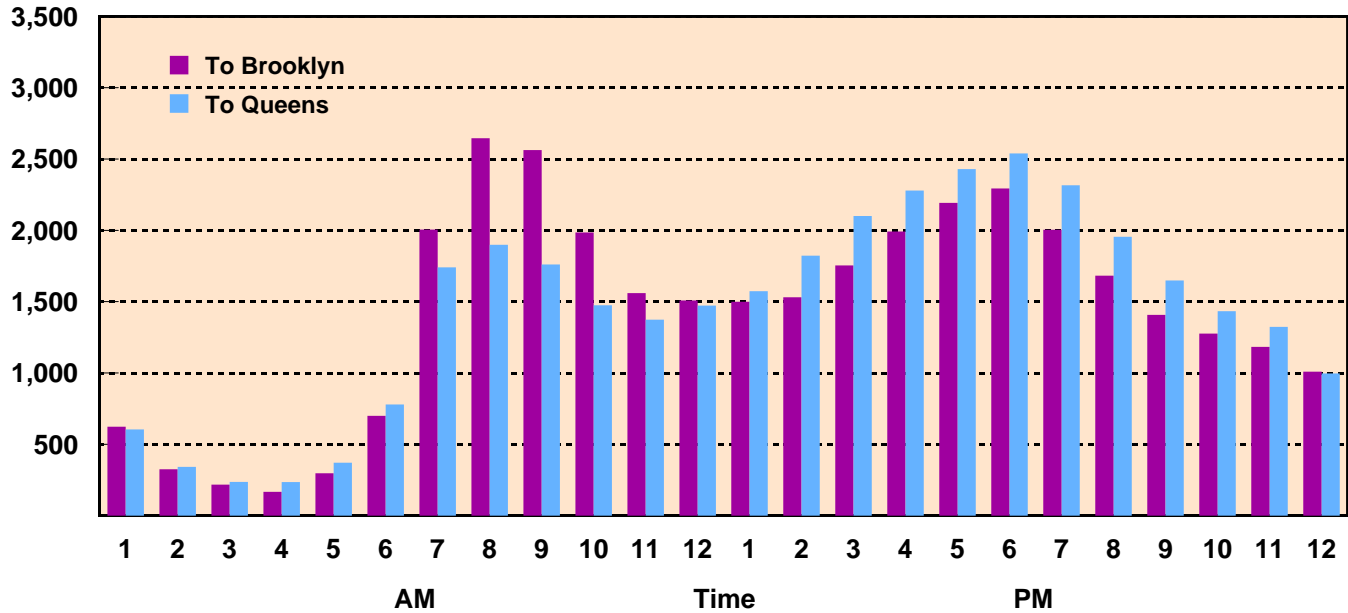


Greene Avenue
Average Daily Traffic Volumes
(Street is One-Way to Queens)

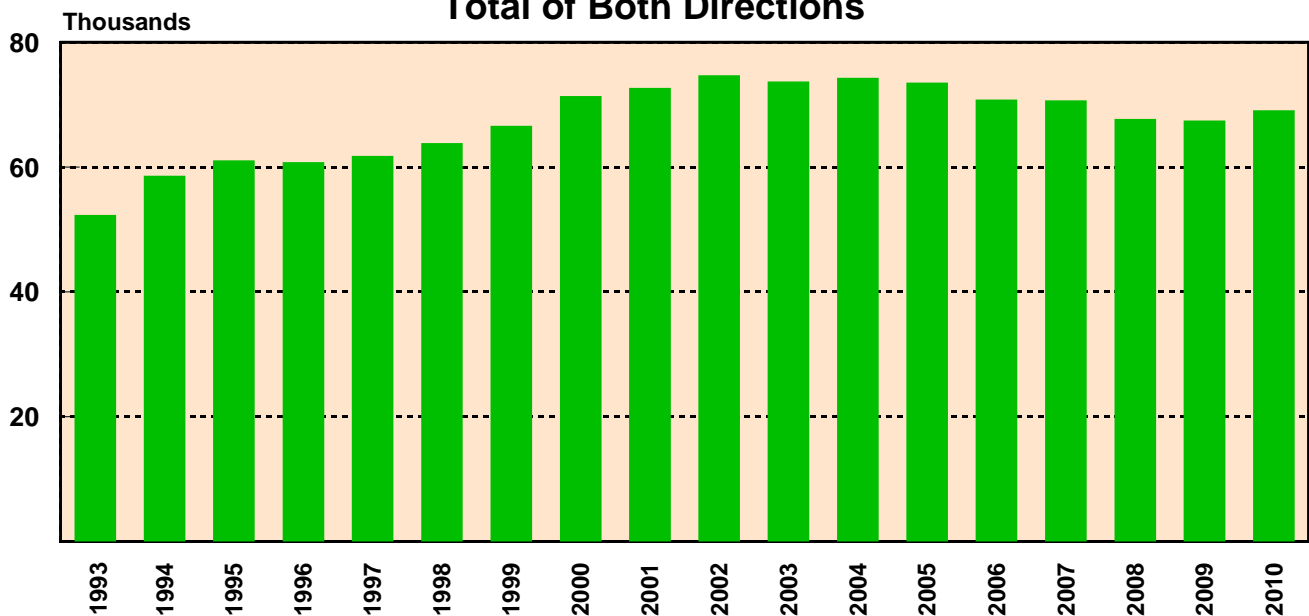


Brooklyn-Queens Screenline Volumes

Jackie Robinson Parkway - 2010
Hourly Vehicular Volumes

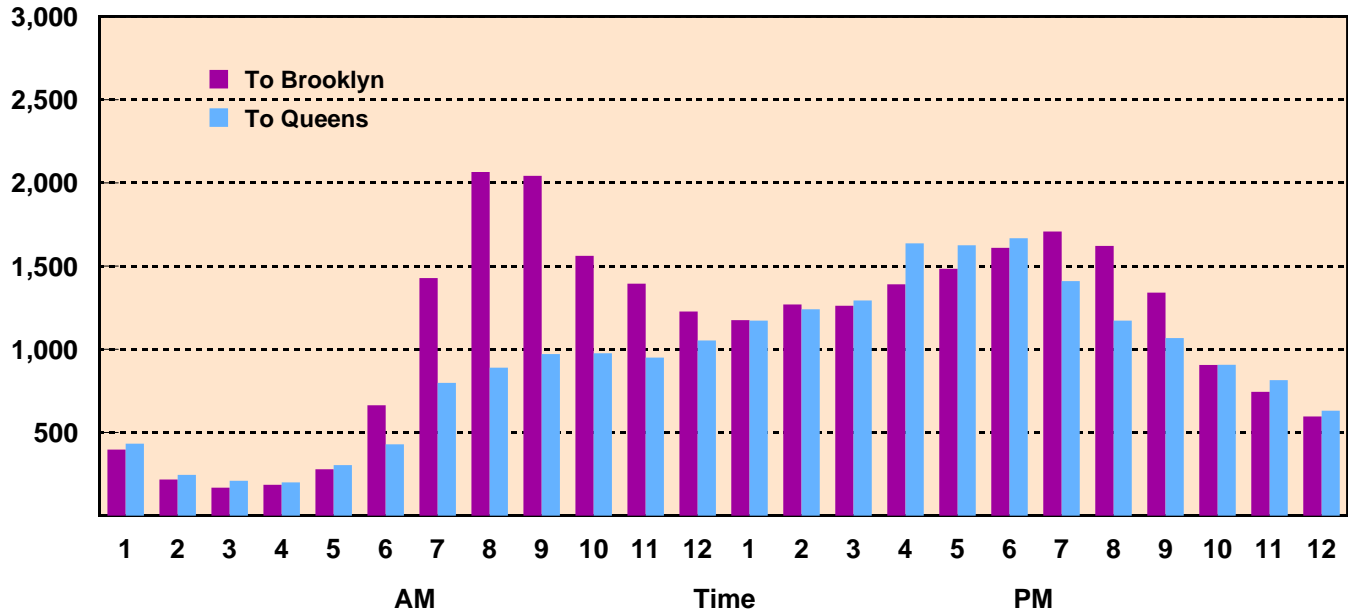


Jackie Robinson Parkway
Average Daily Traffic Volumes
Total of Both Directions

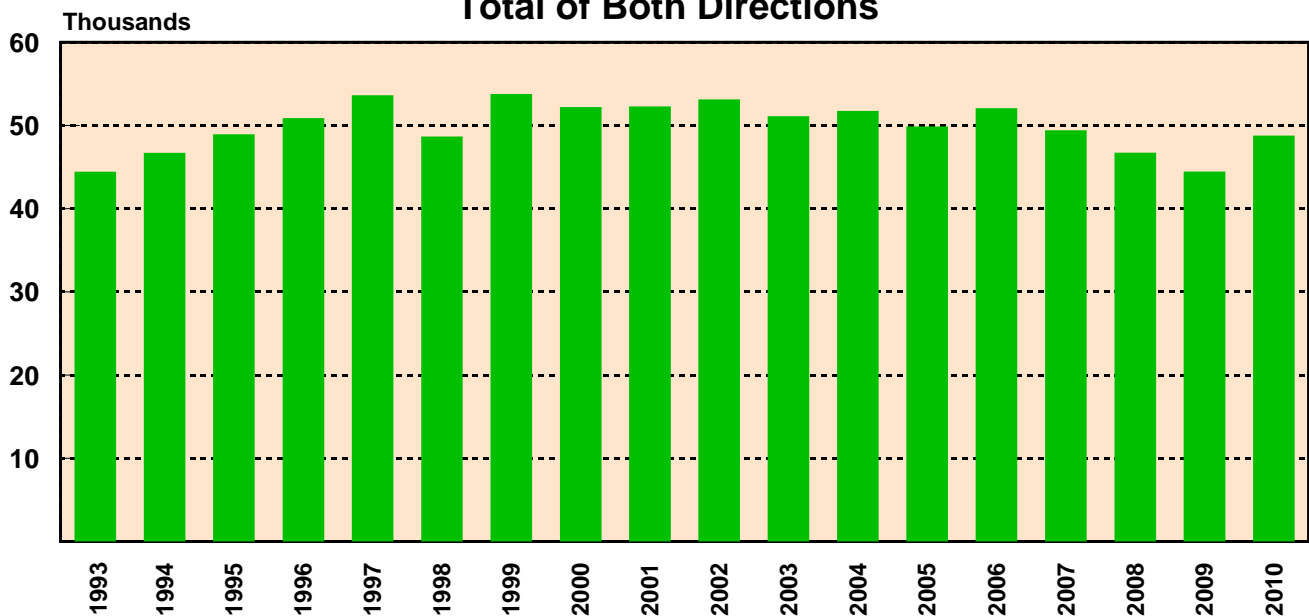


Brooklyn-Queens Screenline Volumes

Linden Boulevard - 2010
Hourly Vehicular Volumes

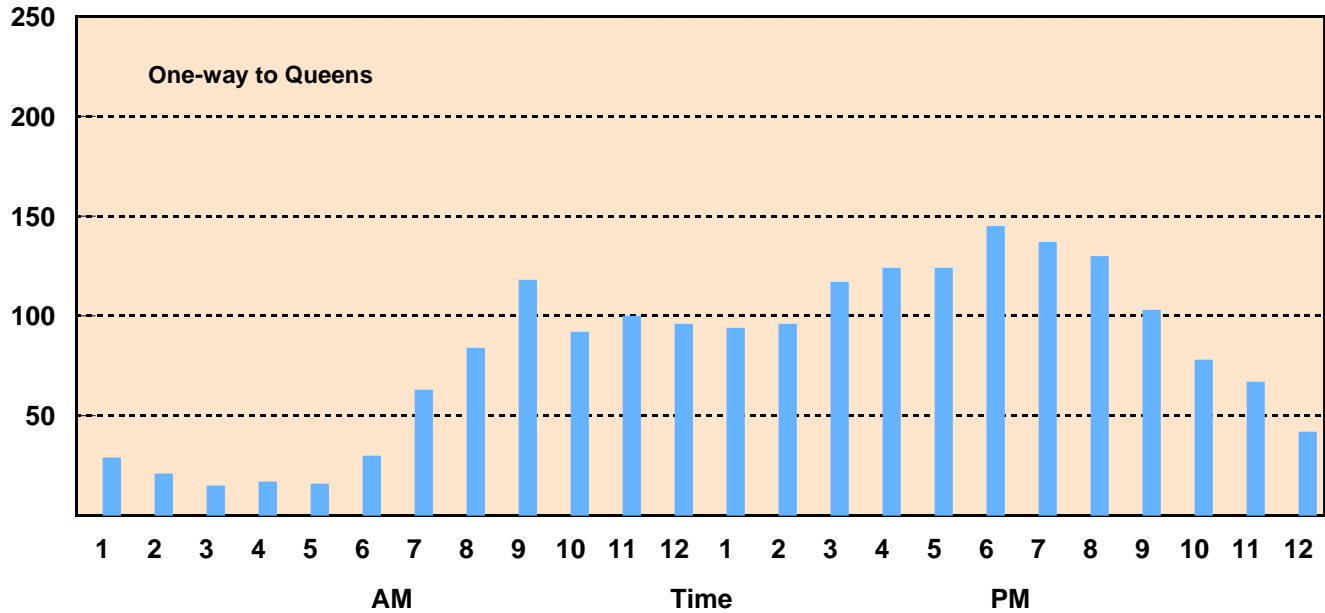


Linden Boulevard
Average Daily Traffic Volumes
Total of Both Directions

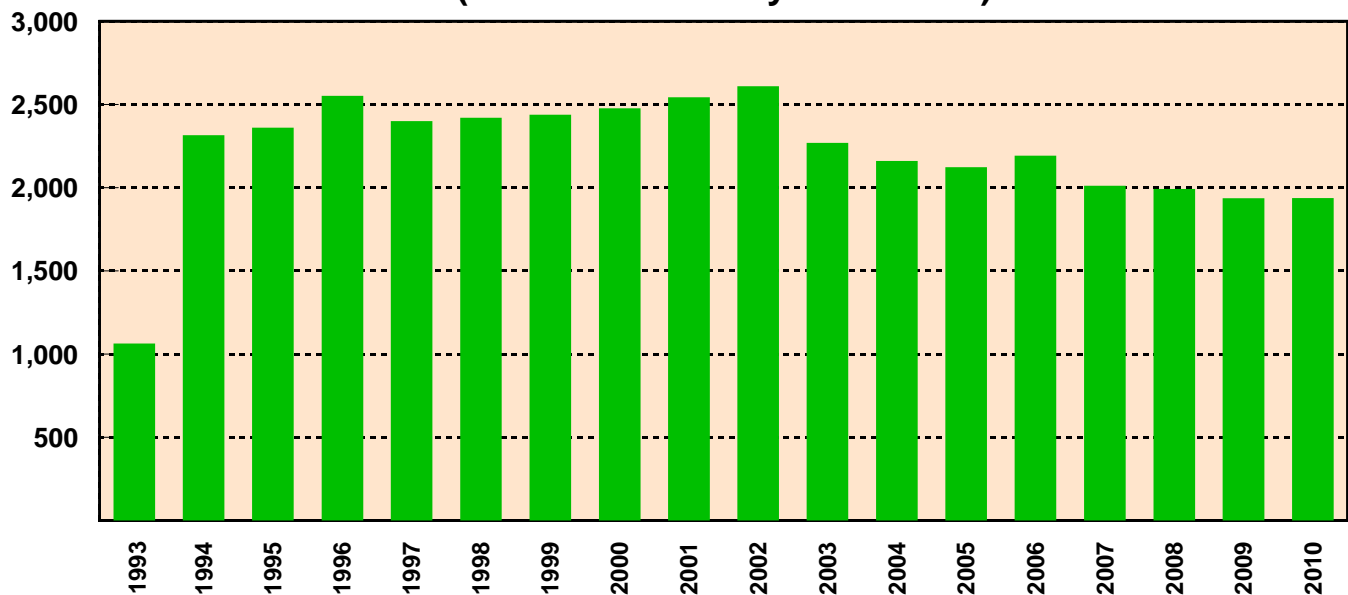


Brooklyn-Queens Screenline Volumes

Linden Street - 2010
Hourly Vehicular Volumes

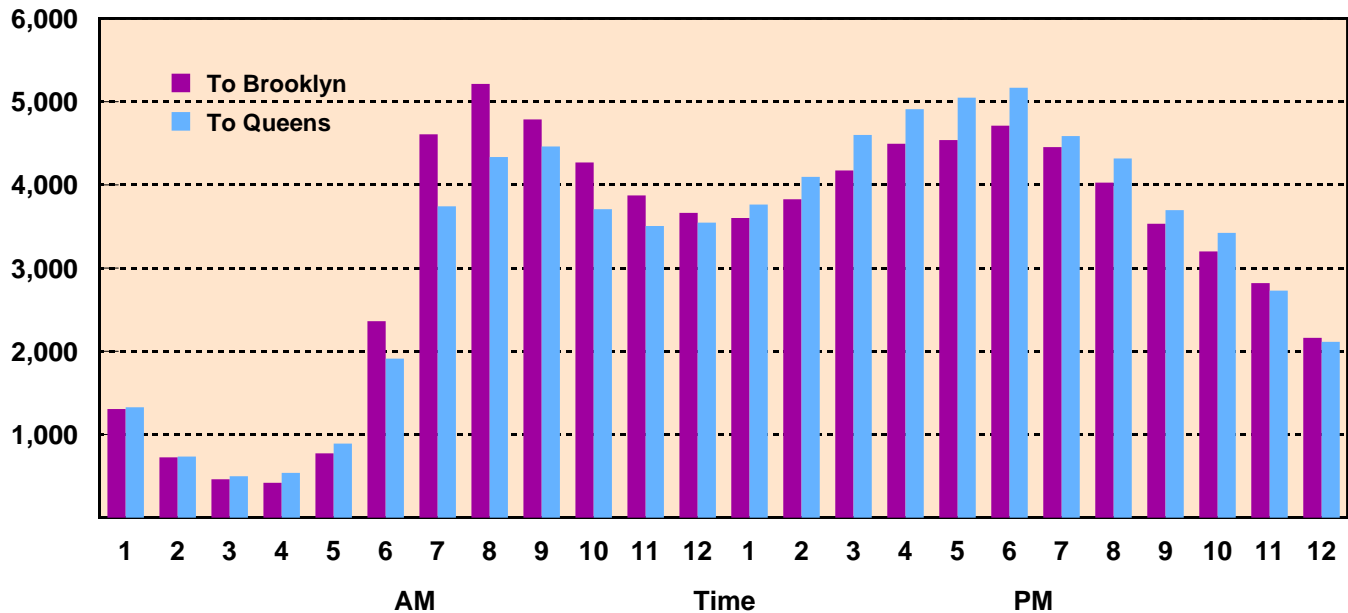


Linden Street
Average Daily Traffic Volumes
(Street is One-Way to Queens)

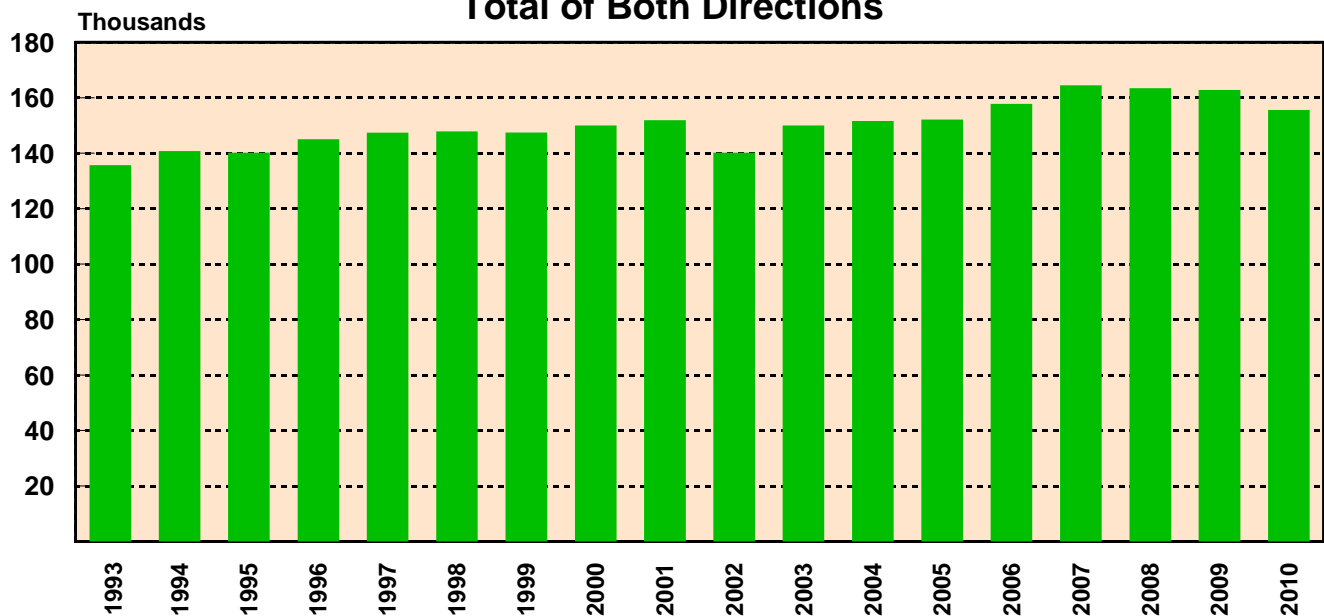


Brooklyn-Queens Screenline Volumes

Shore Parkway - 2010
Hourly Vehicular Volumes

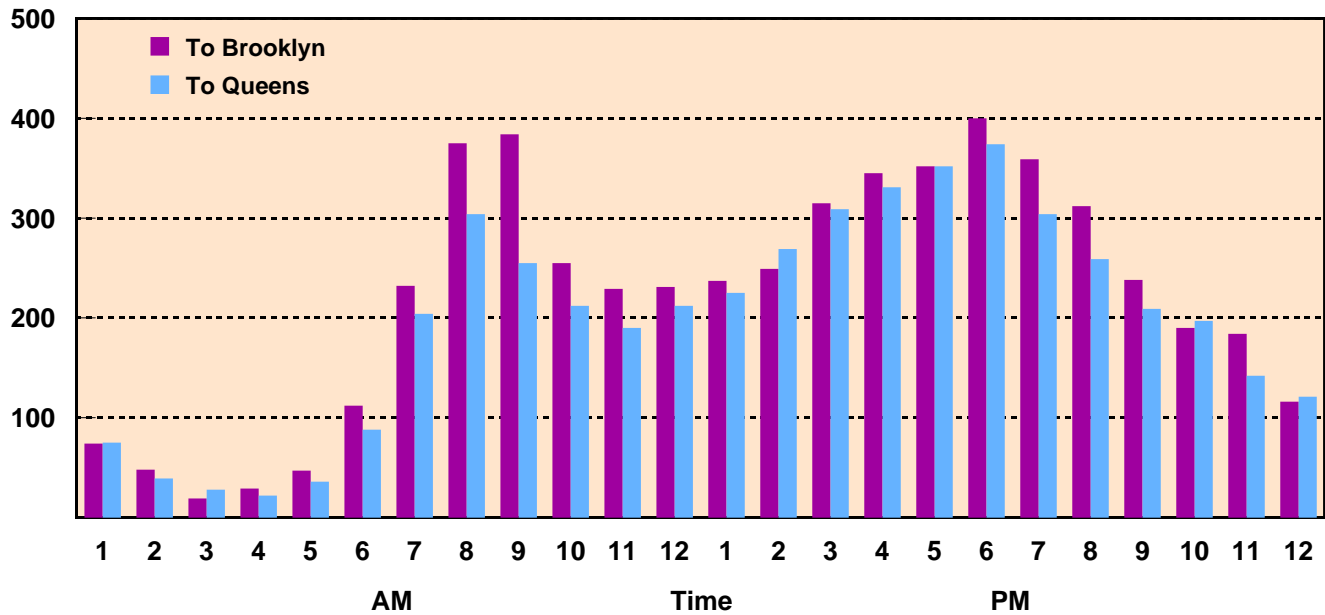


Shore Parkway
Average Daily Traffic Volumes
Total of Both Directions



Brooklyn-Queens Screenline Volumes

Sutter Avenue - 2010
Hourly Vehicular Volumes



Sutter Avenue
Average Daily Traffic Volumes
Total of Both Directions

