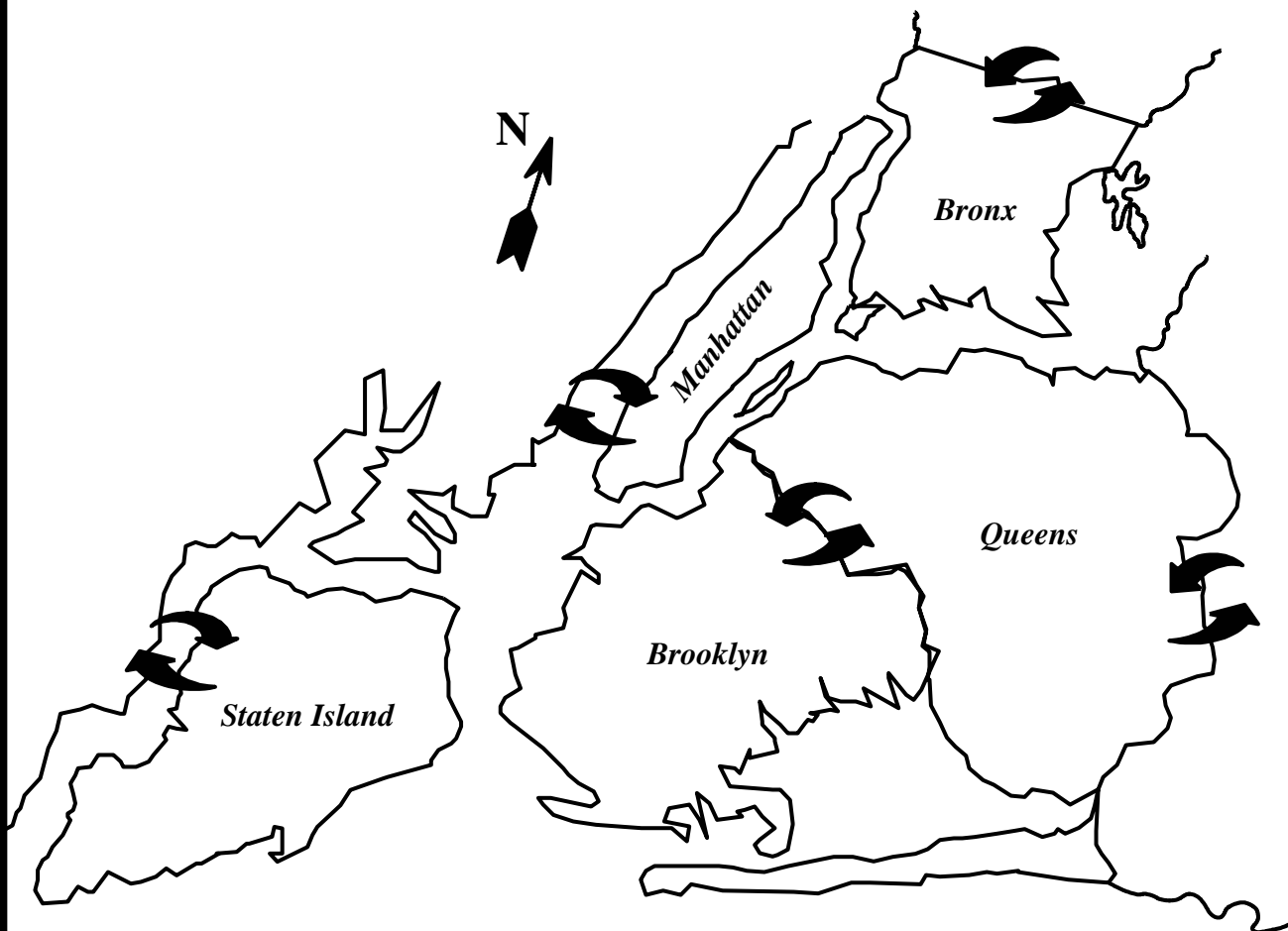


New York City Screenline Traffic Flow 2006



The City of New York
Michael R. Bloomberg, Mayor



New York City Department of Transportation
Janette Sadik-Khan

A member of the New York Metropolitan Transportation Council

New York City Screenline Traffic Flow 2006

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Prepared by:
New York City Department of Transportation

Janette Sadik-Khan
Commissioner

Lori A. Ardito
First Deputy Commissioner

David Woloch
Deputy Commissioner/Senior Policy Advisor

Michael Primeggia
Deputy Commissioner

Naim Rasheed
Director, Traffic Planning

Ann Marie Sledge-Doherty
Deputy Director, Traffic Planning

Richard P. Roan
Traffic Planning

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INTRODUCTION

The 2006 *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 2006 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 1993–2005. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2006–2007 and 2007–2008 program years.

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

The five functional systems are defined as:

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

NEW YORK CITY SCREENLINE

SUMMARY

2006 Daily Traffic

- Nearly 2,273,000 daily motor vehicles crossed the 32 New York City border screenline monitoring locations in 2006, 0.8% fewer than the 2005 daily volume of 2,292,000.
- Since the first survey in 1963, the highest volumes have been at the Queens–Nassau border. In 2006, 934,500 daily vehicles were counted at the fifteen Queens–Nassau monitoring locations, 41.1% of the total traffic recorded at the City boundaries. The eleven Bronx–Westchester locations yielded 27.5% of the total (624,600), the three Manhattan–New Jersey river crossings 23.7% (537,700), and the three Staten Island–New Jersey bridges 7.7% (175,900). 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 77,000 vehicles were recorded entering the City limits. Between 6-10 am, a total of 279,800 vehicles entered the City from Nassau and Westchester Counties, and New Jersey.
- During the 4-5 pm evening peak hour, 77,900 vehicles were recorded leaving the City. Between 3-7 pm, 304,900 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.

10-Year Trends (1996-2006)

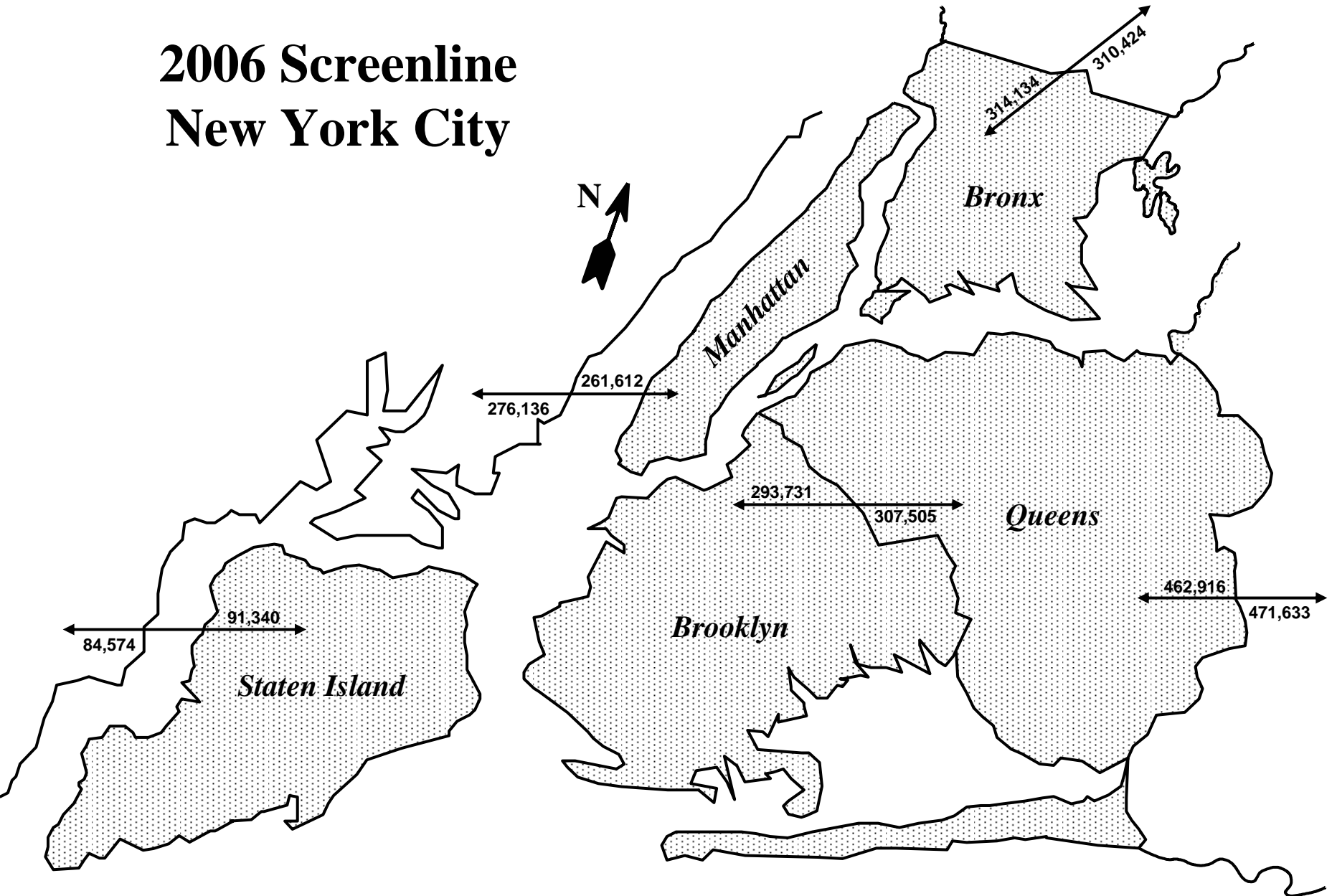
- Total monitored daily traffic volume at the City boundaries increased 9.1% during this ten-year period, to 2,272,800 in 2006 from 2,083,900 in 1996. This represents an average annual growth rate of 0.9%.
- The largest increase occurred at the eleven Bronx–Westchester border monitoring sites, where traffic volume was 14.0% higher in 2006 than in 1996: 624,600 daily vehicles vs. 548,000, an average annual growth rate of 1.3%.
- Volume at the fifteen monitored Queens–Nassau locations rose 4.3%, to 934,500 daily vehicles in 2006 from 896,100 in 1996, an average annual growth rate of 0.4%.
- On the three Hudson River crossings between Manhattan and New Jersey, daily traffic increased 9.0%, to 537,700 in 2006 from 493,200 in 1996, an average annual growth rate of 0.9%.
- On the three bridges between Staten Island and New Jersey, daily traffic increased 20.0%, to 175,900 in 2006 from 146,600 in 1996, an average annual growth rate of 1.8%.

Historical Comparisons

- In 1963, when the first comprehensive New York City border screenline data were collected, average daily two-way volume at the 29 locations studied was 1,109,200 (volumes on Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens were not collected prior to 1986). The 546,600 daily vehicles recorded at the Queens–Nassau border accounted for 49.3% of the total.
- During the ten years between 1963 and 1973, volume recorded at the City borders rose 36.2% to an average of 1,510,700 vehicles per day (401,500 additional vehicles), with increases exceeding 20% at all border screenlines. Daily volume on the three Staten Island–New Jersey bridges nearly tripled to 81,000 from 27,400. The largest numerical increase was at the Manhattan–New Jersey screenline, where daily volume rose to 397,200 vehicles from 265,600, an increase of 49.5%. Bronx–Westchester traffic rose 34.1% to 361,700 from 269,700, while traffic between Queens and Nassau was up 22.7% to 670,700 from 546,600.
- Growth subsided between 1973 and 1982, with volume recorded at the City borders rising 10.4% during the nine-year period, to 1,667,300 daily vehicles. Traffic continued to increase at all City boundaries: Staten Island–New Jersey up 31.6% to 106,700, Bronx–Westchester up 14.4% to 413,800, Manhattan–New Jersey up 9.2% to 433,700, and Queens–Nassau up 6.3% to 713,100.
- Between 1982 and 1986, there was increased growth, as monitored traffic at the City borders increased 14.8% during the four-year period, to 1,914,800 daily vehicles (excluding Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was not counted in 1982). Daily volume was up 29.8% to 138,400 on the Staten Island–New Jersey bridges, up 14.6% to 474,000 at the Bronx–Westchester border, up 14.5% to 816,600 between Queens and Nassau, and up 12.0% to 485,800 crossing the Hudson River between Manhattan and New Jersey.
- From 1986 to 1996, monitored traffic at the New York City boundaries increased modestly, rising by just 6.8% during that ten-year period, to 2,083,900 in 1996 from 1,951,000 in 1986. The largest volume increase was at the Queens–Nassau screenline, where daily volume was up 6.2%, to 896,100 in 1996 from 843,500 in 1986 (+52,600 daily vehicles). The largest percentage increase was at the Bronx–Westchester screenline, where daily traffic increased 13.4%, to 548,000 from 483,300. Staten Island–New Jersey daily volume rose 5.9%, to 146,600 from 138,400. Traffic between Manhattan and New Jersey increased 1.5%, to 493,200 from 485,800.
- From 1963 to 2006, daily two-way traffic at the 29 City border locations monitored throughout the period doubled, to 2,224,000 in 2006 from 1,109,200 in 1963.
- Staten Island–New Jersey traffic expanded by 542%, to 175,900 daily vehicles in 2006 from 27,400 in 1963, largely as a result of the opening of the Verrazano–Narrows Bridge in 1964.
- Manhattan–New Jersey volume doubled, to 537,700 in 2006 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 43-year period from 1963 to 2006, continuously monitored daily traffic increased 128% between The Bronx and Westchester (to 613,900 from 269,700), and 64% between Queens and Nassau (to 896,400 from 546,600).

2006 Screenline New York City



2005 vs. 2006
Screenline Traffic Volume Trends
Both Directions

Page 1 of 2

BRONX-WESTCHESTER	Highway Functional Classification	2005	2006	Percent Change
Boston Road	Principal Arterial	24,469	24,403	- 0.3 %
Broadway	Principal Arterial	16,452	15,938	- 3.1 %
Bronx River Parkway	Principal Arterial	94,470	92,123	- 2.5 %
Henry Hudson Parkway	Principal Arterial	101,107	99,344	- 1.7 %
Hutchinson River Parkway	Principal Arterial	92,255	88,445	- 4.1 %
Major Deegan Expressway	Interstate	110,871	113,213	2.1 %
Major Deegan Svce Roads	Principal Arterial	10,686	10,963	2.6 %
New England Thruway	Interstate	136,208	135,159	- 0.8 %
Riverdale Avenue	Principal Arterial	11,803	11,470	- 2.8 %
Van Cortlandt Park East	Minor Arterial	10,731	10,675	- 0.5 %
Webster Avenue	Local	11,324	10,535	- 7.0 %
White Plains Road	Principal Arterial	12,974	12,290	- 5.3 %
Total Bronx-Westchester Screenline		633,350	624,558	- 1.4 %

QUEENS-NASSAU

Beach Channel Drive	Minor Arterial	23,649	25,801	9.1 %
Central Avenue	Minor Arterial	14,671	15,570	6.1 %
Grand Central Parkway	Principal Arterial	175,240	156,163	-10.9 %
Grand Central Parkway Svce Road	Minor Arterial	11,152	9,631	-13.6 %
Hempstead Avenue	Principal Arterial	44,027	40,965	- 7.0 %
Hillside Avenue	Principal Arterial	26,527	23,123	-12.8 %
Jamaica Avenue	Principal Arterial	31,620	29,614	- 6.3 %
Laurelton Parkway	Principal Arterial	169,154	168,859	- 0.2 %
Linden Boulevard	Principal Arterial	29,644	28,298	- 4.5 %
Long Island Expressway	Interstate	156,765	182,847	16.6 %
Long Island Exp Svce Roads	Principal Arterial	28,059	9,053	-67.7 %
Merrick Boulevard	Minor Arterial	19,535	19,033	- 2.6 %
Northern Boulevard	Principal Arterial	41,874	41,360	- 1.2 %
Rockaway Boulevard	Principal Arterial	73,344	73,767	0.6 %
Seagirt Boulevard	Principal Arterial	19,851	22,557	13.6 %
Sunrise Highway	Principal Arterial	71,008	66,819	- 5.9 %
Union Turnpike	Principal Arterial	22,969	21,089	- 8.2 %
Total Queens-Nassau Screenline		959,089	934,549	- 2.6 %

2005 vs. 2006
Screenline Traffic Volume Trends
Both Directions

Page 2 of 2

NEW YORK - NEW JERSEY	Highway Functional Classification	2005	2006	Percent Change
George Washington Bridge	Interstate	304,302	312,078	2.6 %
Holland Tunnel	Interstate	96,960	98,425	1.5 %
Lincoln Tunnel	Principal Arterial	126,455	127,245	0.6 %
Bayonne Bridge	Principal Arterial	21,755	24,230	11.4 %
Goethals Bridge	Interstate	68,790	65,378	- 5.0 %
Outerbridge Crossing	Principal Arterial	81,108	86,306	6.4 %
Total New York - New Jersey Screenline		699,370	713,662	2.0 %

BROOKLYN - QUEENS

Newtown Creek Bridges				
Grand Street Bridge	Principal Arterial	13,016	12,893	- 0.9 %
Greenpoint Avenue Bridge	Principal Arterial	29,449	29,840	1.3 %
Kosciuszko Bridge	Interstate	198,813	184,341	- 7.3 %
Pulaski Bridge	Principal Arterial	38,911	38,224	- 1.8 %
Subtotal, Newtown Creek Bridges		280,189	265,298	- 5.3 %

Other Facilities

Atlantic Avenue	Principal Arterial	25,960	24,056	- 7.3 %
Cooper Street	Minor Arterial	9,782	9,293	- 5.0 %
Cornelia Street	Local	1,787	1,660	- 7.1 %
Decatur Street	Collector	2,003	2,247	12.2 %
DeKalb Avenue	Minor Arterial	6,209	5,306	-14.5 %
Greene Avenue	Minor Arterial	1,551	1,854	19.5 %
Jackie Robinson Parkway	Principal Arterial	73,527	70,833	- 3.7 %
Linden Boulevard	Principal Arterial	49,887	52,069	4.4 %
Linden Street	Collector	2,123	2,192	3.3 %
Shore Parkway	Principal Arterial	152,126	157,809	3.7 %
Sutter Avenue	Minor Arterial	9,748	8,619	-11.6 %
Subtotal, Other Facilities		334,703	335,938	0.4 %

Total Brooklyn - Queens Screenline		614,892	601,236	- 2.2 %
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**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
Bronx - Westchester	308,307	314,460	315,038	320,086	323,025	314,134
Queens - Nassau	473,363	468,813	485,332	480,260	473,349	462,916
N.J. - Manhattan	222,389	254,895	260,117	262,050	256,289	261,612
N.J. - Staten Island	94,413	90,510	92,108	90,852	89,928	91,340
Totals	1,098,472	1,128,678	1,152,595	1,153,248	1,142,591	1,130,002

**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
Bronx - Westchester	298,359	305,478	304,411	307,208	310,325	310,424
Queens - Nassau	473,364	475,193	483,362	485,345	485,740	471,633
N.J. - Manhattan	236,555	277,944	287,332	274,346	271,428	276,136
N.J. - Staten Island	82,838	88,630	82,474	83,416	81,725	84,574
Totals	1,091,116	1,147,245	1,157,579	1,150,315	1,149,218	1,142,767

* 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 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
Bronx - Westchester	606,666	619,938	619,449	627,294	633,350	624,558
Queens - Nassau	946,727	944,006	968,694	965,605	959,089	934,549
N.J. - Manhattan	458,944	532,839	547,449	536,396	527,717	537,748
N.J. - Staten Island	177,251	179,140	174,582	174,268	171,653	175,914
Totals	2,189,588	2,275,923	2,310,174	2,303,563	2,291,809	2,272,769

* 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 from toll records.

2006 Screenline Volumes New York City

	<i>Bronx-Westchester</i>		<i>Queens-Nassau</i>		<i>New York-New Jersey</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	3,772	4,313	5,244	7,269	3,853	6,356	1,192	1,058	14,061	18,996
1-2am	2,278	2,923	3,047	4,339	2,545	4,152	761	661	8,631	12,075
2-3am	1,823	2,312	2,228	2,888	2,043	2,888	634	496	6,728	8,584
3-4am	2,017	2,405	2,539	2,438	2,213	2,433	640	539	7,409	7,815
4-5am	3,678	3,661	5,161	3,308	3,740	3,072	1,092	761	13,671	10,802
5-6am	8,944	7,188	15,126	7,711	10,643	5,121	3,195	1,654	37,908	21,674
6-7am	19,008	13,886	27,509	18,181	19,638	9,994	5,094	4,166	71,249	46,227
7-8am	24,427	19,379	29,508	27,879	18,129	13,155	4,911	6,784	76,975	67,197
8-9am	20,352	18,862	26,477	31,186	16,812	13,456	4,644	7,072	68,285	70,576
9-10am	17,172	14,827	25,376	25,812	16,200	12,038	4,567	5,124	63,315	57,801
10-11am	14,998	13,676	23,218	22,656	14,497	10,774	4,073	4,333	56,786	51,439
11-Noon	14,598	13,839	22,338	22,987	12,710	10,782	3,996	4,069	53,642	51,677
Noon-1	14,409	14,585	22,983	23,617	11,719	11,579	4,086	3,841	53,197	53,622
1-2pm	14,917	15,536	23,078	25,140	11,636	13,059	4,563	3,912	54,194	57,647
2-3pm	16,500	18,327	24,648	28,298	12,334	15,024	5,133	4,438	58,615	66,087
3-4pm	18,424	21,430	26,921	31,936	13,495	17,252	5,753	5,250	64,593	75,868
4-5pm	20,305	21,585	28,978	31,519	14,272	19,110	6,521	5,707	70,076	77,921
5-6pm	21,511	21,934	31,508	30,815	14,355	19,430	7,319	5,336	74,693	77,515
6-7pm	19,907	19,583	29,116	30,540	14,543	18,603	6,621	4,843	70,187	73,569
7-8pm	16,018	16,483	24,590	27,270	12,710	17,450	5,218	3,973	58,536	65,176
8-9pm	12,594	13,557	20,203	21,909	10,019	15,292	3,925	3,453	46,741	54,211
9-10pm	11,055	11,985	17,982	17,529	9,064	13,255	3,146	2,627	41,247	45,396
10-11pm	8,951	10,436	14,829	15,162	8,169	11,858	2,428	2,548	34,377	40,004
11-Mid	6,476	7,712	10,309	11,244	6,273	10,003	1,828	1,929	24,886	30,888
24 hr Total	314,134	310,424	462,916	471,633	261,612	276,136	91,340	84,574	1,130,002	1,142,767
6-10am	80,959	66,954	108,870	103,058	70,779	48,643	19,216	23,146	279,824	241,801
10am-1pm	44,005	42,100	68,539	69,260	38,926	33,135	12,155	12,243	163,625	156,738
1-3pm	31,417	33,863	47,726	53,438	23,970	28,083	9,696	8,350	112,809	123,734
3-7pm	80,147	84,532	116,523	124,810	56,665	74,395	26,214	21,136	279,549	304,873
6am-7pm	236,528	227,449	341,658	350,566	190,340	184,256	67,281	64,875	835,807	827,146

BRONX - WESTCHESTER SCREENLINE

SUMMARY

2006 Daily Traffic

- On a typical 2006 weekday, 624,600 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 1.4% fewer than the 633,400 daily vehicles recorded in 2005.
- Some 86.3% of the recorded vehicles (539,200 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 135,200 daily vehicles, is the most-traveled Bronx-Westchester highway, carrying 21.6% of the total traffic on the monitored thoroughfares. The Major Deegan Expressway (including service roads) is second with 124,200 daily vehicles, 19.9% of the total. The Henry Hudson Parkway serves 99,300 daily vehicles (15.9%), the Bronx River Parkway 92,100 (14.8%), and the Hutchinson River Parkway 88,400 (14.2%).
- Boston Road is the busiest surface arterial monitored, averaging 24,400 vehicles per day, 3.9% of the total.
- The morning inbound (southbound) peak hour occurred during 7-8am, when 24,400 vehicles were recorded entering The Bronx from Westchester. The Henry Hudson Parkway carried 5,100 of those peak hour inbound vehicles, with another 4,900 on the Major Deegan Expressway and its service road, and 4,600 on the Bronx River Parkway.
- During the 6-10 am inbound rush period, 81,000 vehicles were recorded entering The Bronx. Some 16,700 of those vehicles were the Major Deegan Expressway and its service road, with another 16,300 accommodated by the Henry Hudson Parkway, and 14,200 on the Bronx River Parkway.
- A total of 21,900 vehicles were counted crossing the screenline from The Bronx into Westchester during the 5-6 pm evening peak hour. Nearly 4,300 of those vehicles used the Major Deegan Expressway and its service road.
- During the 3-7 pm evening rush period, 84,500 vehicles were recorded leaving The Bronx. The Major Deegan Expressway and its service road accommodated 17,300 of those northbound vehicles.
- Reverse traffic was heavy during the 3-7 pm evening period, with an inbound volume of 80,100, compared to the outbound total of 84,500. During this period, the New England Thruway actually carried more inbound than outbound traffic (16,300 inbound vs. 14,300 outbound), consistent with recent screenline counts.
- Reverse traffic was less intense during the 6-10 am morning period: 81,000 inbound vs. 67,000 outbound. New England Thruway traffic was heavier in the reverse direction: 17,000 outbound vs. 12,100 inbound.

10-Year Trends (1996-2006)

- Bronx-Westchester screenline traffic increased 14.0% during this ten-year period, to 624,600 daily vehicles in 2006, from 548,000 in 1996. This represents an average annual growth rate of 1.3%.
- The largest increases since 1996 occurred on the Henry Hudson Parkway and the New England Thruway, with average annual growth rates of 2.3% and 2.1%, respectively. Volume on the Henry Hudson Parkway was 26.0% higher in 2006 than in 1996 (99,300 daily vehicles vs. 78,900). Daily volume on the New England Thruway was up 23.2%, to 135,200 in 2006 from 109,700 in 1996.
- The biggest decline occurred on Broadway, where volume was down 3.5%, to 15,900 daily vehicles in 2006 from 16,500 in 1996.

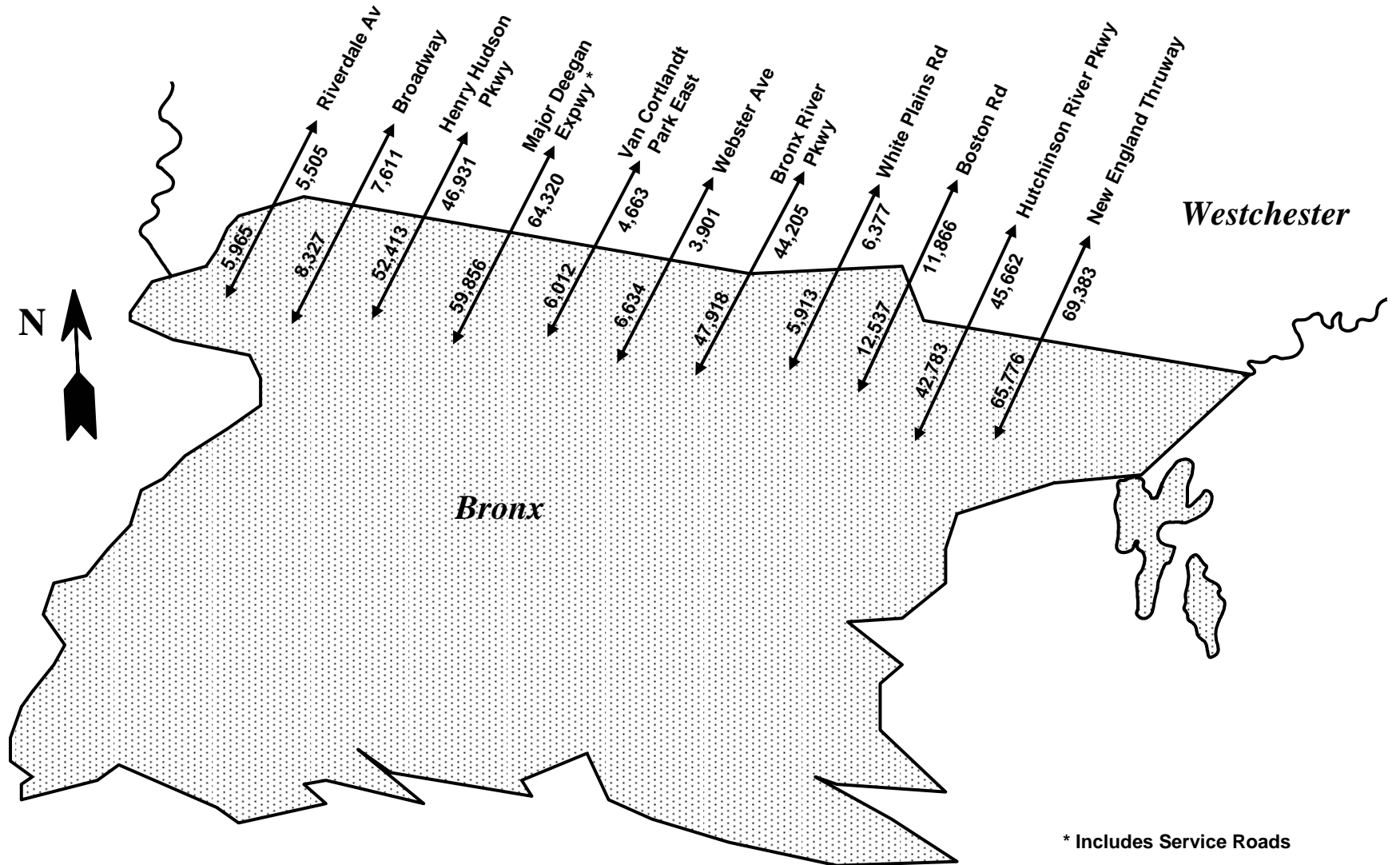
Historical Comparisons

- In 1963, the first year that Bronx-Westchester screenline data were analyzed, average daily two-way volume on the ten roadways studied was 269,700 (volumes on Van Cortlandt Park East were not collected prior to 1986). The Major Deegan Expressway and the New England Thruway were the most-traveled facilities, serving 68,300 and 56,100 vehicles per day, respectively.
- By 1973, daily volume had risen 34.1% to 361,700, some 92,000 more than in 1963. The Major Deegan Expressway remained the highest volume facility, carrying 90,900 daily vehicles, 33.2% more than in 1963, followed by 82,600 on the New England Thruway, 47.4% above the 1963 count. Daily traffic on the Hutchinson River Parkway jumped 80.1% to 29,100 from 16,200. Traffic on Boston Road doubled, to 22,800 daily vehicles from 11,000.
- Between 1973 and 1982, growth moderated, with average daily traffic rising 14.4% to 413,800 daily vehicles. The largest increase occurred on the Hutchinson River Parkway, where daily traffic rose 65.9% to 48,300 from 29,100.
- Growth accelerated between 1982 and 1986, boosting Bronx-Westchester traffic to 474,000 daily vehicles, an increase of 14.6% over the four-year period (excluding 9,200 on Van Cortlandt Park East where traffic was not counted in 1982). Large increases in daily volumes were recorded on the Henry Hudson Parkway (up 27.5% to 53,300 from 41,800), the Major Deegan Expressway (up 27.0% to 124,900 from 98,300), and the Bronx River Parkway (up 20.3% to 79,200 from 65,800).
- From 1986 to 1996, Bronx-Westchester screenline traffic volume increased 13.4%, to 548,000 from 483,300 (including Van Cortlandt Park East, where traffic was counted for the first time in 1986). The largest increases occurred on the Hutchinson River Parkway (up 52.3%, to 82,700 daily vehicles from 54,300), and on the Henry Hudson Parkway (up 48.1%, to 78,900 from 53,300). The only significant decline was on the Major Deegan Expressway, where daily volume decreased 11.2%, to 110,900 in 1996 from 124,900 in 1986.
- During the 43 years from 1963 to 2006, total daily traffic on the ten facilities monitored throughout the period more than doubled, to 613,900 from 269,700.
- Most of the growth in Bronx-Westchester traffic since 1963 has occurred on the five limited access highways crossing the screenline. Of the 344,200 additional daily vehicles on the ten continuously-monitored facilities, 325,600 (95% of the total

increase) are on the limited access highways. The fastest growth occurred on the Hutchinson River Parkway, where daily volume soared 448%, to 88,400 daily vehicles from 16,200. Henry Hudson Parkway volume more than tripled, to 99,300 from 29,000. New England Thruway volume climbed 141%, to 135,200 from 56,100. Bronx River Parkway volume doubled (to 92,100 from 44,100), while volume on the Major Deegan Expressway and its service roads was up 82% (to 124,200 from 68,300).

- Boston Road exhibited the largest change of any arterial facility since 1963, with daily volume rising 122%, to 24,400 from 11,000. Volume on White Plains Road increased 33% to 12,300 daily vehicles from 9,200.

2006 Screenline Daily Volumes Bronx-Westchester



* Includes Service Roads

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

To Bronx

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
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
Boston Rd	13,262	12,997	13,839	13,016	12,370	12,537
Broadway	8,143	7,989	8,117	8,125	8,196	8,327
Bronx River Pky	46,681	49,382	47,061	47,666	48,587	47,918
Henry Hudson Pky	51,091	52,378	51,151	51,983	54,310	52,413
Hutchinson River Pky	44,624	46,446	44,690	48,534	46,537	42,783
Major Deegan Exp *	54,052	56,811	59,430	58,735	58,734	59,856
New England Thruway	66,091	64,042	66,454	66,869	68,815	65,776
Riverdale Ave	5,816	5,643	5,490	6,098	6,167	5,965
Van Cortlandt Pk E	5,399	5,816	5,874	6,193	5,952	6,012
Webster Ave	6,605	6,736	6,804	6,885	7,003	6,634
White Plains Rd	6,543	6,220	6,128	5,982	6,354	5,913
Totals	308,307	314,460	315,038	320,086	323,025	314,134

* 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
Boston Rd	12,825	12,296	13,198	11,596	12,099	11,866
Broadway	8,152	8,005	8,353	7,778	8,256	7,611
Bronx River Pky	42,812	45,596	43,908	46,473	45,883	44,205
Henry Hudson Pky	44,236	45,624	47,583	46,067	46,797	46,931
Hutchinson River Pky	44,027	47,490	44,858	47,731	45,718	45,662
Major Deegan Exp *	62,772	62,022	64,285	63,451	62,823	64,320
New England Thruway	61,554	62,469	61,103	63,168	67,393	69,383
Riverdale Ave	6,143	5,187	5,464	5,261	5,636	5,505
Van Cortlandt Pk E	4,961	4,801	4,625	4,577	4,779	4,663
Webster Ave	4,236	4,811	4,630	4,523	4,321	3,901
White Plains Rd	6,641	7,177	6,404	6,583	6,620	6,377
Totals	298,359	305,478	304,411	307,208	310,325	310,424

* 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
Boston Rd	26,087	25,293	27,037	24,612	24,469	24,403
Broadway	16,295	15,994	16,470	15,903	16,452	15,938
Bronx River Pky	89,493	94,978	90,969	94,139	94,470	92,123
Henry Hudson Pky	95,327	98,002	98,734	98,050	101,107	99,344
Hutchinson River Pky	88,651	93,936	89,548	96,265	92,255	88,445
Major Deegan Exp *	116,824	118,833	123,715	122,186	121,557	124,176
New England Thruway	127,645	126,511	127,557	130,037	136,208	135,159
Riverdale Ave	11,959	10,830	10,954	11,359	11,803	11,470
Van Cortlandt Pk E	10,360	10,617	10,499	10,770	10,731	10,675
Webster Ave	10,841	11,547	11,434	11,408	11,324	10,535
White Plains Rd	13,184	13,397	12,532	12,565	12,974	12,290
Totals	606,666	619,938	619,449	627,294	633,350	624,558

* Includes service roads

2006 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	112	101	109	158	473	493	328	698	381	567	642	552	46	128
1-2am	62	59	67	82	209	273	191	351	186	314	374	427	34	68
2-3am	42	41	48	60	159	196	117	216	121	175	310	407	23	52
3-4am	67	48	49	52	182	171	117	131	133	148	354	557	23	36
4-5am	120	84	76	55	382	244	300	156	363	261	750	1,218	35	35
5-6am	213	177	172	101	1,188	672	1,153	404	1,126	875	2,173	2,402	108	63
6-7am	452	424	381	229	3,468	1,860	3,691	1,372	2,260	2,335	4,152	3,396	255	201
7-8am	816	667	647	341	4,627	3,152	5,122	2,580	3,239	3,165	4,536	3,121	355	306
8-9am	842	762	597	397	3,348	3,047	4,215	2,816	2,926	2,895	3,742	2,615	304	329
9-10am	702	681	454	337	2,804	1,816	3,275	1,898	2,429	2,448	3,108	2,539	257	277
10-11am	670	642	393	353	2,138	1,572	2,645	1,636	2,017	2,117	2,595	2,648	232	287
11-Noon	688	709	403	339	1,959	1,686	2,311	1,778	1,890	1,888	2,547	2,649	237	336
Noon-1	732	780	415	375	1,933	1,772	2,264	1,903	1,840	2,113	2,569	2,812	237	329
1-2pm	771	770	428	383	1,990	2,016	2,254	2,169	2,194	2,274	2,531	3,237	232	311
2-3pm	804	842	465	410	2,279	2,642	2,648	2,699	2,482	2,765	2,666	3,988	240	374
3-4pm	844	932	549	480	2,755	3,775	3,165	3,429	2,669	3,077	2,896	4,156	253	460
4-5pm	870	864	555	521	3,205	3,847	3,559	3,580	2,911	3,031	3,123	4,163	255	490
5-6pm	896	891	555	573	3,398	3,870	3,836	4,068	2,940	2,984	3,475	3,750	273	534
6-7pm	783	698	481	555	3,134	3,150	3,552	3,747	2,670	2,778	3,192	3,263	263	483
7-8pm	635	518	430	480	2,357	2,435	2,482	3,196	2,463	2,586	2,537	2,624	213	401
8-9pm	497	427	341	428	1,842	1,775	1,776	2,395	1,845	2,176	2,267	2,463	183	333
9-10pm	390	327	277	368	1,697	1,493	1,457	2,128	1,558	1,875	2,116	2,204	152	280
10-11pm	290	259	244	298	1,371	1,302	1,158	2,073	1,262	1,612	1,658	1,570	121	228
11-Mid	239	163	191	236	1,020	946	797	1,508	878	1,203	1,125	1,014	87	204
24 hr Total	12,537	11,866	8,327	7,611	47,918	44,205	52,413	46,931	42,783	45,662	55,438	57,775	4,418	6,545
6-10am	2,812	2,534	2,079	1,304	14,247	9,875	16,303	8,666	10,854	10,843	15,538	11,671	1,171	1,113
10am-1pm	2,090	2,131	1,211	1,067	6,030	5,030	7,220	5,317	5,747	6,118	7,711	8,109	706	952
1-3pm	1,575	1,612	893	793	4,269	4,658	4,902	4,868	4,676	5,039	5,197	7,225	472	685
3-7pm	3,393	3,385	2,140	2,129	12,492	14,642	14,112	14,824	11,190	11,870	12,686	15,332	1,044	1,967
6am-7pm	9,870	9,662	6,323	5,293	37,038	34,205	42,537	33,675	32,467	33,870	41,132	42,337	3,393	4,717

* To Bronx

2006 Screenline Volumes Bronx - Westchester (cont'd)

	New England		Van Cortlandt				Webster Ave		White Plains Rd		Totals	
	Thruway		Riverdale Ave		Park East		Webster Ave		White Plains Rd		To Bronx	To Westchester
	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B	S/B*	N/B		
Mid-1am	1,409	1,317	47	70	60	54	55	47	110	128	3,772	4,313
1-2am	971	1,155	27	33	39	43	33	20	85	98	2,278	2,923
2-3am	877	1,041	16	18	33	27	26	15	51	64	1,823	2,312
3-4am	968	1,154	16	16	23	25	25	12	60	55	2,017	2,405
4-5am	1,468	1,480	27	21	34	29	58	15	65	63	3,678	3,661
5-6am	2,340	2,238	103	54	94	54	173	42	101	106	8,944	7,188
6-7am	3,232	3,454	275	148	228	135	408	128	206	204	19,008	13,886
7-8am	3,246	4,913	505	302	372	229	647	257	315	346	24,427	19,379
8-9am	2,736	4,785	466	335	377	258	519	248	280	375	20,352	18,862
9-10am	2,919	3,825	360	302	280	220	326	179	258	305	17,172	14,827
10-11am	3,171	3,492	289	239	283	224	286	176	279	290	14,998	13,676
11-Noon	3,402	3,448	306	276	289	240	295	191	271	299	14,598	13,839
Noon-1	3,140	3,417	325	299	327	258	320	209	307	318	14,409	14,585
1-2pm	3,220	3,228	310	310	351	276	320	198	316	364	14,917	15,536
2-3pm	3,411	3,326	377	353	406	304	413	240	309	384	16,500	18,327
3-4pm	3,614	3,603	445	411	432	356	416	318	386	433	18,424	21,430
4-5pm	4,052	3,600	440	401	450	340	459	303	426	445	20,305	21,585
5-6pm	4,333	3,651	421	402	476	403	459	346	449	462	21,511	21,934
6-7pm	4,251	3,451	366	405	418	347	389	273	408	433	19,907	19,583
7-8pm	3,651	3,132	259	326	331	270	303	207	357	308	16,018	16,483
8-9pm	2,845	2,627	197	277	270	206	249	184	282	266	12,594	13,557
9-10pm	2,592	2,577	160	206	215	156	193	135	248	236	11,055	11,985
10-11pm	2,239	2,525	138	160	133	115	160	84	177	210	8,951	10,436
11-Mid	1,689	1,944	90	141	91	94	102	74	167	185	6,476	7,712
24 hr Total	65,776	69,383	5,965	5,505	6,012	4,663	6,634	3,901	5,913	6,377	314,134	310,424
6-10am	12,133	16,977	1,606	1,087	1,257	842	1,900	812	1,059	1,230	80,959	66,954
10am-1pm	9,713	10,357	920	814	899	722	901	576	857	907	44,005	42,100
1-3pm	6,631	6,554	687	663	757	580	733	438	625	748	31,417	33,863
3-7pm	16,250	14,305	1,672	1,619	1,776	1,446	1,723	1,240	1,669	1,773	80,147	84,532
6am-7pm	44,727	48,193	4,885	4,183	4,689	3,590	5,257	3,066	4,210	4,658	236,528	227,449

* To Bronx

QUEENS - NASSAU SCREENLINE

SUMMARY

2006 Daily Traffic

- A total of 934,500 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on a typical 2006 weekday, 2.6% fewer than the 959,100 daily vehicles recorded in 2005.
- The three limited access highways that cross the screenline accommodated more than half (56.3%) of the recorded vehicles (526,500 per day).
- The Long Island Expressway (including service roads) was the highest volume Queens-Nassau facility in 2006, with a total two-way volume of 191,100 daily vehicles, 20.5% of the total daily traffic on the monitored thoroughfares. The Laurelton Parkway was second with 168,900 daily vehicles (18.1% of the total), followed by 165,800 on the Grand Central Parkway and its service road (17.7%).
- Rockaway Boulevard and Sunrise Highway are the busiest surface arterials, with average daily volumes of 73,800 and 66,900 vehicles, respectively.
- Other high volume principal arterials are Northern Boulevard and Hempstead Avenue, serving 41,400 and 41,000 daily vehicles, respectively.
- The morning inbound peak hour occurred during 7-8am, when 29,500 vehicles were recorded entering Queens from Nassau. The Long Island Expressway (including service road) was the route for 5,800 of those morning inbound peak hour vehicles, with the Laurelton Parkway accommodating an additional 5,200, and the Grand Central Parkway (including service road) serving another 5,000.
- The morning outbound peak hour occurred during 8-9am, when 31,200 vehicles were recorded entering Nassau from Queens. The Grand Central Parkway (including service road) was the route for 6,700 of those morning outbound peak hour vehicles. The Long Island Expressway (including service road) accommodated 5,800. Another 5,000 used the Laurelton Parkway.
- During the 6-10 am rush period, traffic was almost equally heavy in both directions (108,900 vehicles entering Queens, 103,100 entering Nassau). The Long Island Expressway and its service roads carried a total of 42,400 vehicles, 21,800 to Queens and 20,600 to Nassau. The Laurelton Parkway was used by 20,300 Queens-bound vehicles, and 18,100 entering Nassau. On the Grand Central Parkway and its service road, the heavier volume was in the eastbound direction (leaving New York City), with 20,100 entering Queens and 22,000 entering Nassau.
- The evening outbound peak hour occurred during 3-4pm, when 31,900 vehicles were recorded departing Queens for Nassau. The Laurelton Parkway was used by 5,900 of those evening outbound peak hour vehicles. Another 5,800 used the Grand Central Parkway and its service road. The Long Island Expressway and its service road accommodated an additional 5,500.
- The evening inbound peak hour occurred during 5-6pm, when 31,500 vehicles were recorded departing Nassau for Queens. The Long Island Expressway (including service

road) was used by 6,400 of those inbound evening peak hour vehicles. Another 5,700 used the Grand Central Parkway and its service road, with the Laurelton Parkway accommodating an additional 4,800.

- Throughout the 3-7 pm evening rush period, traffic was heavy in both directions, with 124,800 vehicles entering Nassau, and 116,500 entering Queens. The Laurelton Parkway served 23,600 vehicles entering Nassau and 17,900 entering Queens. On both the Grand Central Parkway and the Long Island Expressway facilities, the heavier volumes were in the westbound direction (entering New York City). The Long Island Expressway and its service roads accommodated 21,200 vehicles entering Nassau and 23,200 entering Queens. The Grand Central Parkway and its service road were used by 20,900 vehicles entering Nassau and 21,600 entering Queens.
- Volumes were heavy crossing the Queens-Nassau screenline throughout the day, with two-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

10-Year Trends (1996-2006)

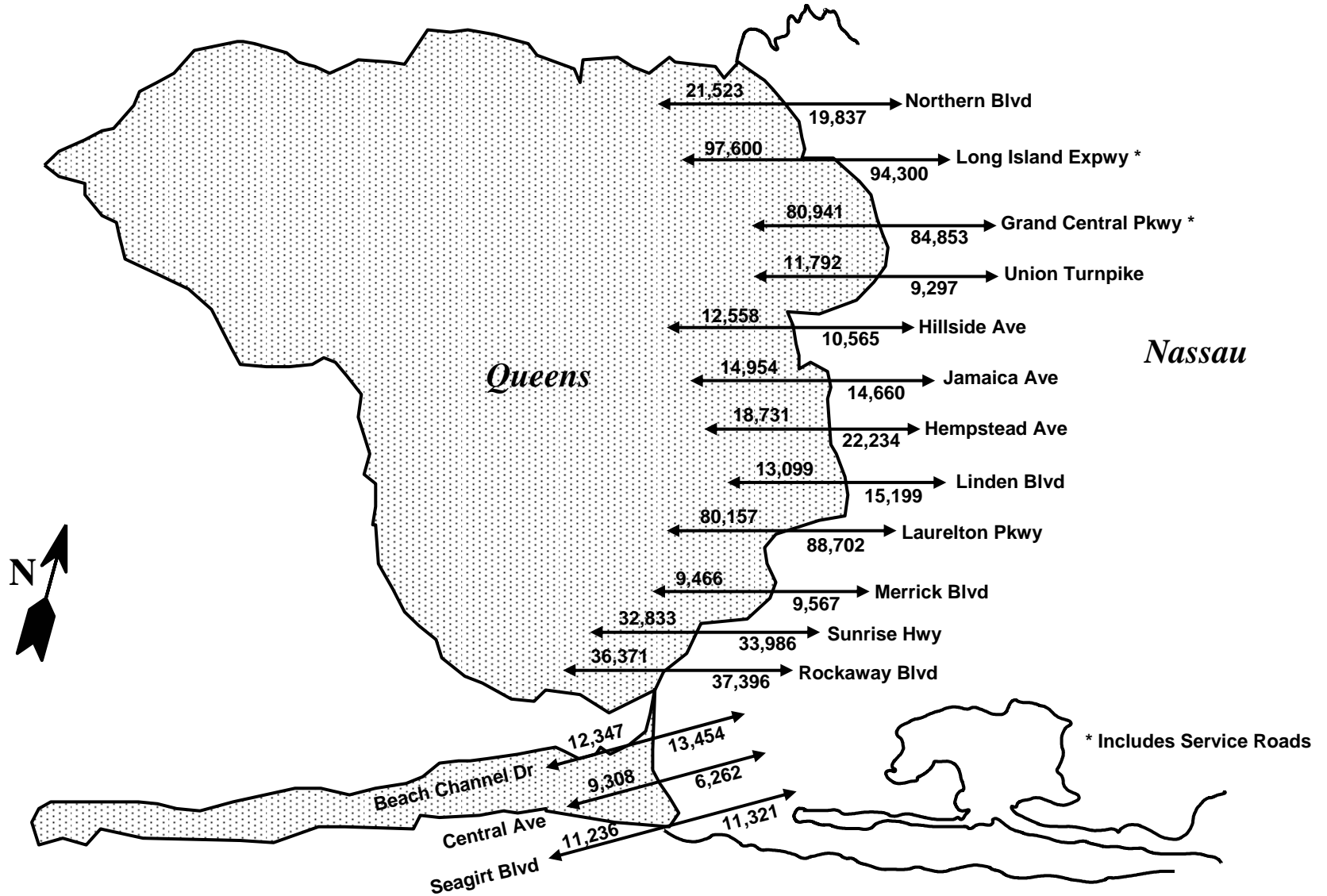
- Traffic growth between Queens and Nassau has been moderate since 1996. Monitored daily volume rose 4.3% to 934,500 in 2006 from 896,100 in 1996. This represents an average annual growth rate of 0.4%.
- The largest volume increase since 1996 occurred on the Laurelton Parkway (growth of 25,100 daily vehicles, or 1.6% annually, to 168,900 from 143,700). This was followed by Rockaway Boulevard (growth of 7,600 daily vehicles, or 1.1% annually, to 73,800 from 66,200), and the Grand Central Parkway and its service road (growth of 7,100 daily vehicles, or 0.4% annually, to 165,800 from 158,700).
- The largest percentage increases occurred on Seagirt Boulevard (up 35.2%, or 3.1% annually, to 22,600 daily vehicles from 16,700), the Laurelton Parkway (17.5%, or 1.6% annually, to 168,900 from 143,700), and Central Avenue (up 12.2%, or 1.2% annually, to 15,600 from 13,900).
- The most significant declines since 1996 occurred on the Long Island Expressway and its service roads (decrease of 4.5%, or 0.5% annually, to 191,100 daily vehicles from 201,000), Hillside Avenue (decrease of 10.5%, or 1.1% annually, to 23,100 from 25,800), and Union Turnpike (decrease of 8.7%, or 0.9% annually, to 21,100 from 23,100).

Historical Comparisons

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

- Between 1973 and 1982, growth slowed, as volume increased just 6.3% to 713,100 daily vehicles. The largest numerical increase occurred on Laurelton Parkway, where daily traffic rose 23.2%, to 121,700 from 98,800. The largest percentage increase occurred on Northern Boulevard where daily traffic increased 26.4%, to 42,000 daily vehicles from 33,200.
- Growth intensified between 1982 and 1986, raising daily volume to 816,600, an increase of 14.5% over the four-year period (excluding 14,500 on Central Avenue and 12,400 on Seagirt Boulevard where volumes were not counted in 1982). Large increases in daily volume were recorded on the Grand Central Parkway (up 30.8% to 144,000 from 110,000), Laurelton Parkway (up 22.0% to 148,400 from 121,700), the Long Island Expressway (up 12.8% to 189,000 from 167,600), and Rockaway Boulevard (up 22.0% to 56,700 from 46,500).
- From 1986 to 1996, growth was moderate, as Queens-Nassau screenline volume increased 6.2% during that ten-year period, to 896,100 daily vehicles from 843,500. The largest volume increase occurred on the Grand Central Parkway and its service road (increase of 14,700 daily vehicles, or 10.2%, to 158,700 from 144,000). On the Long Island Expressway and its service roads, daily volume increased by 12,000, or 6.3%, to 201,000 from 189,000). The largest percentage increases occurred on Seagirt Boulevard (up 34.7%, to 16,700 daily vehicles from 12,400), and Linden Boulevard (up 21.1%, to 27,900 from 23,100). The biggest decline in daily volume was on the Laurelton Parkway (decrease of 4,700 daily vehicles, or 3.1%, to 143,700 from 148,400).
- During the 43 years from 1963 to 2006, daily traffic on the thirteen Queens-Nassau facilities monitored throughout the period increased 64.0%, to 896,400 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 349,900 additional daily vehicles on the thirteen continuously-monitored facilities, 245,600 (70.2% of the total increase) are on the three limited access routes. The Grand Central Parkway alone absorbed over one-third the total screenline traffic increase, its daily volume more than tripling, to 165,800 in 2006 from 51,700 in 1963. On the Laurelton Parkway, volume nearly doubled (to 168,900 daily vehicles from 85,400). Daily traffic on the Long Island Expressway rose 33.5% (to 191,900 from 143,800).
- Surface arterials undergoing the most significant volume changes since 1963 are Rockaway Boulevard, where volume doubled, to 73,800 daily vehicles from 36,500, Northern Boulevard (up 42.0% to 41,400 from 29,100), Jamaica Avenue (up 93.6% to 29,600 from 15,300), and Linden Boulevard (up 97.5% to 28,300 from 14,300).

2006 Screenline Daily Volumes Queens-Nassau



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

To Queens

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

To Queens

	2001	2002	2003	2004	2005	2006
Beach Channel Dr	13,128	13,403	13,844	12,542	11,997	12,347
Central Ave	8,014	9,231	9,319	8,681	8,909	9,308
Grand Central Pky *	91,225	89,054	94,792	92,464	92,993	80,941
Hempstead Ave	22,474	19,797	26,866	20,781	19,270	18,731
Hillside Ave	14,049	13,735	12,140	13,697	13,472	12,558
Jamaica Ave	14,504	15,324	15,044	15,601	15,903	14,954
Laurelton Pky	82,194	77,076	72,783	85,728	80,245	80,157
Linden Blvd	11,565	12,485	12,904	12,869	13,521	13,099
Long Island Exp *	90,205	97,818	99,694	91,797	92,491	97,600
Merrick Blvd	9,833	9,559	10,538	10,441	9,841	9,466
Northern Blvd	24,221	22,943	23,695	23,054	20,807	21,523
Rockaway Blvd	36,893	33,865	34,633	35,464	36,156	36,371
Seagirt Blvd	8,044	10,341	11,263	10,665	10,046	11,236
Sunrise Hwy	34,519	30,922	34,542	33,706	35,166	32,833
Union Tpke	12,495	13,260	13,275	12,770	12,532	11,792
Totals	473,363	468,813	485,332	480,260	473,349	462,916

* 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
Beach Channel Dr	11,532	12,207	12,484	11,702	11,652	13,454
Central Ave	4,910	5,175	5,100	5,541	5,762	6,262
Grand Central Pky *	89,640	89,813	92,426	92,233	93,399	84,853
Hempstead Ave	22,176	23,621	24,466	22,881	24,757	22,234
Hillside Ave	13,526	13,593	12,864	12,676	13,055	10,565
Jamaica Ave	13,702	14,869	14,721	15,126	15,717	14,660
Laurelton Pky	89,251	85,216	86,229	89,675	88,909	88,702
Linden Blvd	15,136	15,327	16,528	15,619	16,123	15,199
Long Island Exp *	92,593	92,794	90,940	92,065	92,333	94,300
Merrick Blvd	9,568	9,920	10,052	10,565	9,694	9,567
Northern Blvd	21,584	21,243	21,970	21,748	21,067	19,837
Rockaway Blvd	35,134	36,098	37,929	38,468	37,188	37,396
Seagirt Blvd	7,895	10,051	11,634	10,379	9,805	11,321
Sunrise Hwy	34,099	31,920	33,123	34,421	35,842	33,986
Union Tpke	12,618	13,346	12,896	12,246	10,437	9,297
Totals	473,364	475,193	483,362	485,345	485,740	471,633

* 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
Beach Channel Dr	24,660	25,610	26,328	24,244	23,649	25,801
Central Ave	12,924	14,406	14,419	14,222	14,671	15,570
Grand Central Pky *	180,865	178,867	187,218	184,697	186,392	165,794
Hempstead Ave	44,650	43,418	51,332	43,662	44,027	40,965
Hillside Ave	27,575	27,328	25,004	26,373	26,527	23,123
Jamaica Ave	28,206	30,193	29,765	30,727	31,620	29,614
Laurelton Pky	171,445	162,292	159,012	175,403	169,154	168,859
Linden Blvd	26,701	27,812	29,432	28,488	29,644	28,298
Long Island Exp *	182,798	190,612	190,634	183,862	184,824	191,900
Merrick Blvd	19,401	19,479	20,590	21,006	19,535	19,033
Northern Blvd	45,805	44,186	45,665	44,802	41,874	41,360
Rockaway Blvd	72,027	69,963	72,562	73,932	73,344	73,767
Seagirt Blvd	15,939	20,392	22,897	21,044	19,851	22,557
Sunrise Hwy	68,618	62,842	67,665	68,127	71,008	66,819
Union Tpke	25,113	26,606	26,171	25,016	22,969	21,089
Totals	946,727	944,006	968,694	965,605	959,089	934,549

* Includes service roads

2006 Screenline Volumes Queens - Nassau

	<i>Beach Channel</i>		<i>Grand Central Parkway</i>								<i>Hempstead Ave</i>		<i>Hillside Ave</i>	
	<i>Drive</i>		<i>Central Ave</i>		<i>Main Rdwy</i>		<i>Service Rdwy</i>		<i>Hempstead Ave</i>		<i>Hillside Ave</i>			
	<i>* S/B</i>	<i>N/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>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>		
Mid-1am	216	139	126	54	616	983	18	16	257	343	115	97		
1-2am	108	85	59	31	294	551	10	9	137	195	53	48		
2-3am	60	62	33	18	204	355	5	4	108	135	34	40		
3-4am	47	55	26	16	269	264	4	3	105	94	28	25		
4-5am	63	100	38	30	745	428	7	11	171	124	50	33		
5-6am	152	318	98	119	3,116	1,223	18	43	481	349	178	89		
6-7am	466	739	259	269	5,579	3,849	59	117	1,108	707	535	240		
7-8am	709	1,076	555	391	4,887	5,686	154	375	1,456	1,309	749	573		
8-9am	686	955	588	396	4,235	6,028	189	632	1,159	1,461	674	840		
9-10am	596	732	534	381	4,765	4,895	212	386	993	1,043	559	548		
10-11am	519	684	423	341	4,192	3,825	210	323	836	957	568	527		
11-Noon	522	671	400	354	3,684	3,829	251	316	860	969	612	532		
Noon-1	568	687	461	358	3,469	3,801	313	346	894	1,083	654	565		
1-2pm	598	748	499	373	3,417	4,179	304	343	939	1,110	692	610		
2-3pm	682	787	536	361	3,828	5,189	373	332	938	1,334	744	670		
3-4pm	733	950	577	453	4,594	5,410	380	350	1,016	1,517	810	785		
4-5pm	801	941	660	428	5,134	4,898	478	392	1,086	1,580	931	877		
5-6pm	908	858	751	424	5,109	4,392	544	390	1,203	1,628	1,125	846		
6-7pm	898	776	673	377	4,991	4,869	377	233	1,140	1,557	968	762		
7-8pm	857	615	572	343	3,902	4,778	255	151	1,081	1,358	764	630		
8-9pm	704	470	449	260	3,027	3,547	201	96	850	1,092	616	447		
9-10pm	593	390	395	200	2,727	2,653	148	61	771	938	504	354		
10-11pm	519	339	348	160	2,108	2,418	77	48	669	768	376	256		
11-Mid	342	277	248	125	1,424	1,797	38	29	473	583	219	171		
24 hr Total	12,347	13,454	9,308	6,262	76,316	79,847	4,625	5,006	18,731	22,234	12,558	10,565		
6-10am	2,457	3,502	1,936	1,437	19,466	20,458	614	1,510	4,716	4,520	2,517	2,201		
10am-1pm	1,609	2,042	1,284	1,053	11,345	11,455	774	985	2,590	3,009	1,834	1,624		
1-3pm	1,280	1,535	1,035	734	7,245	9,368	677	675	1,877	2,444	1,436	1,280		
3-7pm	3,340	3,525	2,661	1,682	19,828	19,569	1,779	1,365	4,445	6,282	3,834	3,270		
6am-7pm	8,686	10,604	6,916	4,906	57,884	60,850	3,844	4,535	13,628	16,255	9,621	8,375		

* To Queens

2006 Screenline Volumes Queens - Nassau (cont'd)

	Jamaica Ave		Laurelton Parkway		Linden Blvd		Long Island Expressway				Merrick Blvd	
	<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>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>	<i>* W/B</i>	<i>E/B</i>
Mid-1am	131	118	905	1,821	232	255	1,452	2,137	12	13	136	106
1-2am	67	63	560	1,035	128	141	970	1,467	4	5	78	70
2-3am	41	52	390	616	76	94	830	1,046	3	4	45	37
3-4am	51	43	573	479	76	70	871	986	3	6	28	24
4-5am	92	74	1,444	593	89	109	1,568	1,244	7	10	29	35
5-6am	315	190	4,401	1,596	242	284	3,556	2,163	26	29	51	94
6-7am	721	507	6,106	3,928	507	531	5,689	3,814	206	99	216	212
7-8am	976	906	5,171	5,012	851	803	5,319	5,111	470	286	500	392
8-9am	869	1,188	4,519	4,984	773	952	4,791	5,359	210	432	651	630
9-10am	769	936	4,534	4,131	631	731	4,982	5,234	159	287	603	503
10-11am	727	784	3,900	3,542	562	669	5,189	4,765	147	202	506	478
11-Noon	762	801	3,542	3,633	594	693	4,542	4,609	357	196	448	533
Noon-1	842	894	3,535	3,740	565	734	4,697	4,537	145	211	506	573
1-2pm	845	874	3,615	4,342	592	771	4,474	4,634	148	183	559	575
2-3pm	900	913	3,978	5,257	701	920	4,700	4,883	159	228	563	627
3-4pm	946	1,096	4,446	5,877	740	1,024	4,962	5,137	226	374	556	688
4-5pm	1,132	1,096	4,280	5,921	771	958	5,322	4,801	419	425	587	724
5-6pm	1,264	1,048	4,757	5,754	857	1,013	5,469	4,770	930	538	628	769
6-7pm	1,028	928	4,415	6,081	877	1,008	5,144	4,838	762	360	732	715
7-8pm	750	708	3,831	5,434	822	915	4,882	4,745	146	158	616	601
8-9pm	623	526	3,327	4,615	735	779	3,968	4,318	94	93	502	429
9-10pm	501	388	3,129	4,022	694	695	3,574	3,618	74	63	388	327
10-11pm	371	313	2,864	3,604	558	623	3,390	3,253	38	52	300	259
11-Mid	231	214	1,935	2,685	426	427	2,490	2,547	24	30	238	166
24 hr Total	14,954	14,660	80,157	88,702	13,099	15,199	92,831	90,016	4,769	4,284	9,466	9,567
6-10am	3,335	3,537	20,330	18,055	2,762	3,017	20,781	19,518	1,045	1,104	1,970	1,737
10am-1pm	2,331	2,479	10,977	10,915	1,721	2,096	14,428	13,911	649	609	1,460	1,584
1-3pm	1,745	1,787	7,593	9,599	1,293	1,691	9,174	9,517	307	411	1,122	1,202
3-7pm	4,370	4,168	17,898	23,633	3,245	4,003	20,897	19,546	2,337	1,697	2,503	2,896
6am-7pm	11,781	11,971	56,798	62,202	9,021	10,807	65,280	62,492	4,338	3,821	7,055	7,419

* To Queens

2006 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	146	140	362	628	138	90	302	280	80	49	5,244	7,269
1-2am	77	75	214	344	67	40	189	157	32	23	3,047	4,339
2-3am	47	43	144	220	39	27	147	124	22	11	2,228	2,888
3-4am	39	32	206	185	31	34	161	111	21	11	2,539	2,438
4-5am	77	44	395	219	40	72	321	151	25	31	5,161	3,308
5-6am	264	149	1,090	424	124	221	926	360	88	60	15,126	7,711
6-7am	938	451	2,246	1,174	591	512	1,837	813	446	219	27,509	18,181
7-8am	1,414	1,306	2,551	1,908	1,089	801	1,922	1,413	735	531	29,508	27,879
8-9am	1,350	1,577	2,448	2,196	875	789	1,866	1,878	594	889	26,477	31,186
9-10am	1,183	1,308	2,174	1,836	583	573	1,597	1,721	502	567	25,376	25,812
10-11am	1,104	1,087	1,841	1,725	442	478	1,499	1,782	553	487	23,218	22,656
11-Noon	1,186	1,046	1,899	1,827	464	508	1,601	1,937	614	533	22,338	22,987
Noon-1	1,300	1,105	2,005	1,889	510	505	1,735	1,984	784	605	22,983	23,617
1-2pm	1,271	1,173	2,055	1,944	535	590	1,815	2,061	720	630	23,078	25,140
2-3pm	1,312	1,159	2,102	2,148	569	732	1,820	2,161	743	597	24,648	28,298
3-4pm	1,359	1,316	2,240	2,481	659	1,156	1,904	2,588	773	734	26,921	31,936
4-5pm	1,489	1,437	2,205	2,522	745	1,003	1,957	2,766	981	750	28,978	31,519
5-6pm	1,574	1,474	2,230	2,557	822	885	2,121	2,728	1,216	741	31,508	30,815
6-7pm	1,468	1,478	2,010	2,571	742	710	1,953	2,668	938	609	29,116	30,540
7-8pm	1,145	1,187	1,812	2,424	611	495	1,862	2,248	682	480	24,590	27,270
8-9pm	918	814	1,423	2,082	496	359	1,772	1,672	498	310	20,203	21,909
9-10pm	835	601	1,079	1,614	443	278	1,746	1,128	381	199	17,982	17,529
10-11pm	651	496	922	1,416	356	259	1,074	760	208	138	14,829	15,162
11-Mid	376	339	718	1,062	265	204	706	495	156	93	10,309	11,244
24 hr Total	21,523	19,837	36,371	37,396	11,236	11,321	32,833	33,986	11,792	9,297	462,916	471,633
6-10am	4,885	4,642	9,419	7,114	3,138	2,675	7,222	5,825	2,277	2,206	108,870	103,058
10am-1pm	3,590	3,238	5,745	5,441	1,416	1,491	4,835	5,703	1,951	1,625	68,539	69,260
1-3pm	2,583	2,332	4,157	4,092	1,104	1,322	3,635	4,222	1,463	1,227	47,726	53,438
3-7pm	5,890	5,705	8,685	10,131	2,968	3,754	7,935	10,750	3,908	2,834	116,523	124,810
6am-7pm	16,948	15,917	28,006	26,778	8,626	9,242	23,627	26,500	9,599	7,892	341,658	350,566

* To Queens

NEW YORK - NEW JERSEY SCREENLINE

SUMMARY

2006 Daily Traffic

- On a fall 2006 weekday, 713,700 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), 2.0% more than the 699,400 recorded in fall of 2005.
- Manhattan-New Jersey traffic increased 1.9% (to 537,700 daily vehicles in 2006 from 527,700 in 2005), while daily volume between Staten Island and New Jersey increased 2.5% (to 175,900 from 171,700).
- The George Washington Bridge, with a total two-way volume of 312,100 daily vehicles in 2006, continues to be the highest volume crossing by a wide margin. In fall 2006, this facility carried 44% of total New York City-New Jersey traffic, and 58% of the volume between Manhattan and New Jersey. The George Washington Bridge, with eight lanes on the upper level and six lanes on the lower level, is the busiest of all screenline facilities citywide.
- The Lincoln Tunnel accommodated 127,200 daily vehicles in 2006; the Holland Tunnel, 98,400.
- The Outerbridge Crossing was the busiest Staten Island-New Jersey facility, with an average daily volume of 86,300 vehicles in 2006, up 6.4% from 81,100 in 2005. Traffic on the Goethals Bridge decreased 5.0%, to 65,400 daily vehicles in 2006 from 68,800 in 2005. The Bayonne Bridge accommodated 24,200 daily vehicles, an increase of 11.4% from the 21,800 daily vehicles recorded in 2005.
- Some 19,600 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 11,200 (57%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 70,800. The George Washington Bridge was the route for 56% of these 6-10 am entries (39,800 vehicles).
- Some 19,400 vehicles departed Manhattan for New Jersey during the 5-6 pm evening peak hour, with the George Washington Bridge accommodating 11,800 (61%) of those departing vehicles.
- During the 3-7 pm evening rush period, 74,400 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 60% of that departing traffic (44,700 vehicles).
- Total Staten Island-New Jersey traffic is predominantly westbound (to New Jersey) during the morning rush period and eastbound (to Staten Island) during the evening rush, as reflected at the Bayonne and Goethals Bridges. A separate pattern occurs at the Outerbridge Crossing where the heavier volumes are Staten Island-bound in the morning, and volumes are similar in both directions in the evening.

- Between 6-10 am, 23,100 vehicles crossed from Staten Island to New Jersey. During the same period, 19,200 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 26,200 vehicles, while traffic bound for New Jersey totaled 21,100.

10-Year Trends (1996-2006)

- Daily traffic between Manhattan and New Jersey increased 9.0% during this ten-year period, to 537,700 in 2006 from 493,200 in 1996, an average annual growth rate of 0.9%. The fastest growth rate was at the George Washington Bridge, where daily traffic rose 13.3%, or 1.3% annually (to 312,100 in 2006 from 275,500 in 1996). Traffic using the Holland Tunnel increased 1.7%, or 0.2% annually, to 98,400 daily vehicles in 2006 from 96,800 in 1996. Daily volume through the Lincoln Tunnel rose 5.2%, or 0.5% annually (to 127,200 in 2006 from 120,900 in 1996).
- Concurrently, daily volume on the three Staten Island-New Jersey bridges rose 20.0%, to 175,900 in 2006 from 146,600 in 1996, equivalent to an average annual growth rate of 1.8%. Daily traffic on the Outerbridge Crossing increased 25.9%, or 2.3% annually (to 86,300 in 2006 from 68,600 in 1996). Traffic using the Goethals Bridge was up 2.8%, or 0.3% annually (to 65,400 in 2006 from 63,600 in 1996). Bayonne Bridge traffic was up 68.4%, or 5.3% annually (to 24,200 in 2006 from 14,400 in 1996).

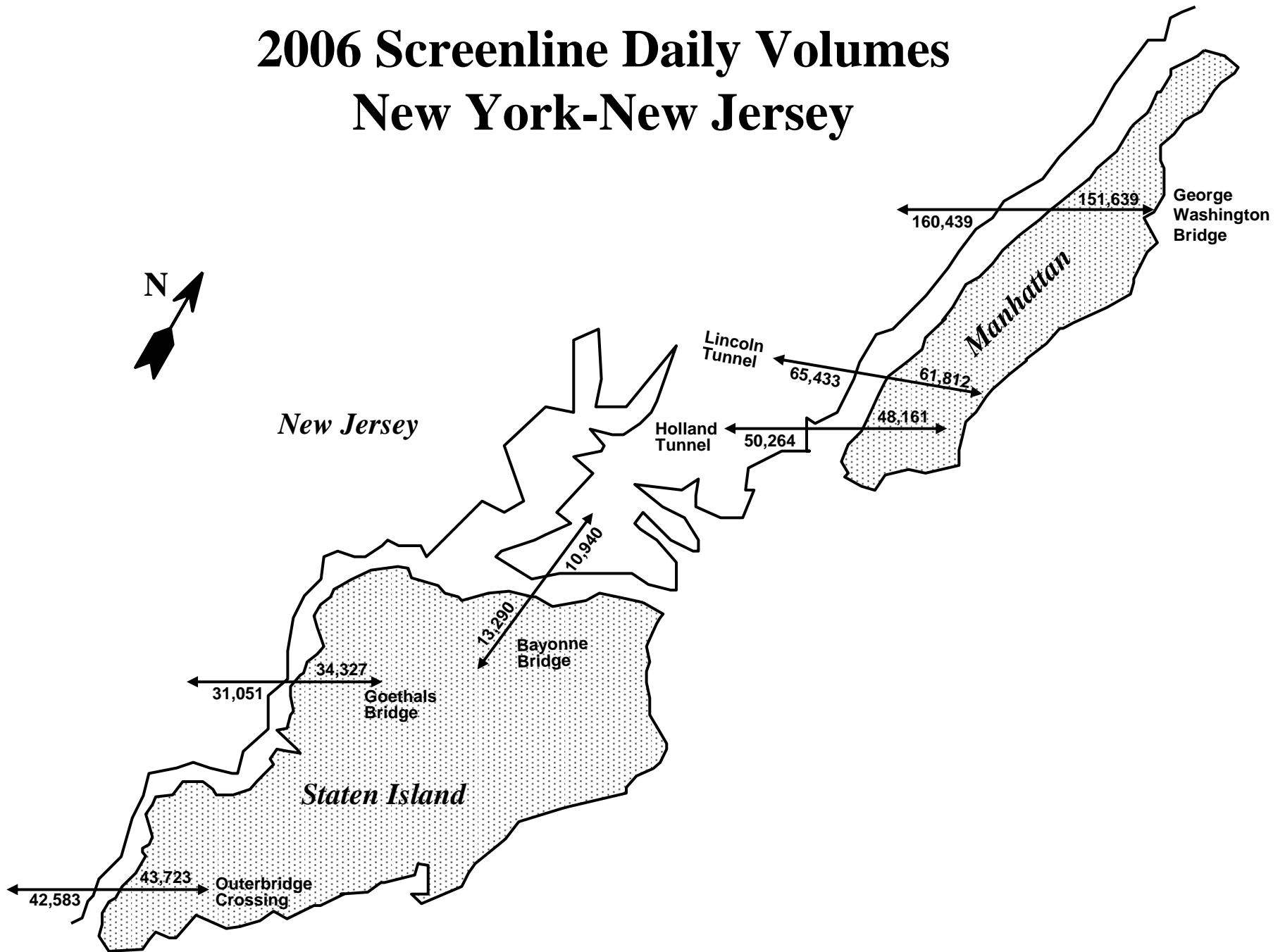
Historical Comparisons

- In 1963, daily traffic between Manhattan and New Jersey averaged 265,600 vehicles. The George Washington Bridge was the most heavily-traveled crossing, serving 127,500 vehicles per day (48.0% of the total).
- Between 1963 and 1973, Manhattan-New Jersey volume grew to 397,200 vehicles per day, an increase of 49.5% (131,600 additional daily vehicles). George Washington Bridge volume increased 82.6% (to 232,700 from 127,500), partly as a result of the opening of the lower level in 1962 and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route in 1963 which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan. That increase of 105,200 daily vehicles using the George Washington Bridge accounted for 80.0% of the total 1963-1973 growth in Manhattan-New Jersey screenline traffic. Lincoln Tunnel traffic increased 25.8% to 99,800 daily vehicles from 79,300 and Holland Tunnel traffic was up 10.1% to 64,700 from 58,800.
- Growth slowed considerably between 1973 and 1982, with daily Manhattan-New Jersey volume increasing by just 36,500 vehicles (+9.2%) to 433,700. Daily traffic was up 14.3% to 74,000 through the Holland Tunnel, up 10.7% to 110,500 through the Lincoln Tunnel, and up 7.1% to 249,300 via the George Washington Bridge.
- Faster growth resumed between 1982 and 1986, as daily Manhattan-New Jersey traffic reached 485,800, up 12.0% over the four-year period. Daily volume was up 14.9% to 286,400 via the George Washington Bridge, up 10.5% to 122,100 through the Lincoln Tunnel, and up 4.5% to 77,300 through the Holland Tunnel.
- During the ten years from 1986 to 1996, Manhattan-New Jersey traffic increased 1.5%, to 493,200 daily vehicles from 485,800. Volume was down 3.8% on the George Washington Bridge, to 275,500 daily vehicles from 286,400 (decrease of 10,900 daily vehicles), and down 0.9% at the Lincoln Tunnel (to 120,900 daily vehicles from

122,100). Those declines were more than offset by a 25.2% increase at the Holland Tunnel, to 96,800 daily vehicles from 77,300.

- During the 43 years from 1963 to 2006, daily traffic between Manhattan and New Jersey more than doubled, to 537,700 from 265,600. George Washington Bridge traffic climbed 145%, to 312,100 from 127,500. Volume increased 60% at the Lincoln Tunnel (to 127,200 from 79,300), and 67% at the Holland Tunnel (to 98,400 from 58,800).
- In 1963, Staten Island-New Jersey screenline traffic was only 27,400 vehicles per day. The highest volume was on the Goethals Bridge, 12,500 vehicles per day.
- By 1973, motor travel between Staten Island and New Jersey had nearly tripled, to 81,000 daily vehicles, amplified by the opening of the Verrazano-Narrows Bridge between Brooklyn and Staten Island in 1964. Much of the new traffic was simply passing through Staten Island. Goethals Bridge traffic jumped 355.6%, to 56,900 daily vehicles from 12,500 just ten years earlier. Daily volume increased 64.8% at the Outerbridge Crossing (to 11,700 from 7,100), and 59.6% at the Bayonne Bridge (to 12,500 from 7,800).
- Growth slowed between 1973 and 1982; nevertheless, Staten Island-New Jersey traffic volume rose to 106,700 daily vehicles, an increase of 31.6% during the nine-year period, the highest rate of any City border screenline. Virtually all growth was concentrated at the Outerbridge Crossing, where volume nearly quadrupled, to 44,700 daily vehicles. Completion of the West Shore Expressway in the late 1970s provided a continuous limited access route between the Outerbridge Crossing and the Verrazano-Narrows Bridge. Bayonne Bridge traffic increased 9.3%, to 13,600. On the other hand, daily volume on the Goethals Bridge decreased 15.0%, to 48,300.
- Renewed growth between 1982 and 1986 boosted daily Staten Island-New Jersey traffic volume to 138,400, a gain of 29.8% in just four years. Growth was fairly evenly distributed among the three facilities: Goethals Bridge up 33.8% to 64,600, Outerbridge Crossing up 29.4% to 57,900, Bayonne Bridge up 16.8% to 15,900.
- From 1986 to 1996, Staten Island-New Jersey traffic increased 5.9% over the ten-year period. An increase of 18.4% on the Outerbridge Crossing (to 68,600 daily vehicles from 57,900), more than offset decreases on the Bayonne Bridge (down 9.5% to 14,400 from 15,900) and the Goethals Bridge (down 1.6% to 63,600 from 64,600).
- During the 43 years from 1963 to 2006, daily traffic between Staten Island and New Jersey soared 542%, to 175,900 from just 27,400. Outerbridge Crossing traffic skyrocketed more than tenfold, to 86,400 from 7,100. Volume on the Goethals Bridge jumped 424%, to 65,400 from 12,500. Bayonne Bridge traffic more than tripled, to 24,200 from 7,800.

2006 Screenline Daily Volumes New York-New Jersey



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

To New York

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

To New York

	2001	2002	2003	2004	2005	2006
G Washington Bridge	155,233	150,758	150,233	152,418	147,861	151,639
Holland Tunnel	12,548	45,722	47,727	46,806	46,968	48,161
Lincoln Tunnel	54,608	58,415	62,157	62,826	61,460	61,812
Manhattan Totals	222,389	254,895	260,117	262,050	256,289	261,612
Bayonne Bridge*	14,098	11,684	11,627	12,275	11,933	13,290
Goethals Bridge*	39,315	40,419	38,828	37,559	36,905	34,327
Outerbridge Crossing*	41,000	38,407	41,653	41,018	41,090	43,723
Staten Island Totals	94,413	90,510	92,108	90,852	89,928	91,340
Grand Totals	316,802	345,405	352,225	352,902	346,217	352,952

**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
G Washington Bridge	154,077	160,013	168,796	162,648	156,441	160,439
Holland Tunnel	30,829	46,835	53,370	49,365	49,992	50,264
Lincoln Tunnel	51,649	71,096	65,166	62,333	64,995	65,433
Manhattan Totals	236,555	277,944	287,332	274,346	271,428	276,136
Bayonne Bridge*	9,533	9,643	8,581	10,235	9,822	10,940
Goethals Bridge*	38,881	40,965	36,896	33,973	31,885	31,051
Outerbridge Crossing*	34,424	38,022	36,997	39,208	40,018	42,583
Staten Island Totals	82,838	88,630	82,474	83,416	81,725	84,574
Grand Totals	319,393	366,574	369,806	357,762	353,153	360,710

* 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
G Washington Bridge	309,310	310,771	319,029	315,066	304,302	312,078
Holland Tunnel	43,377	92,557	101,097	96,171	96,960	98,425
Lincoln Tunnel	106,257	129,511	127,323	125,159	126,455	127,245
Manhattan Totals	458,944	532,839	547,449	536,396	527,717	537,748
Bayonne Bridge*	23,631	21,327	20,208	22,510	21,755	24,230
Goethals Bridge*	78,196	81,384	75,724	71,532	68,790	65,378
Outerbridge Crossing*	75,424	76,429	78,650	80,226	81,108	86,306
Staten Island Totals	177,251	179,140	174,582	174,268	171,653	175,914
Grand Totals	636,195	711,979	722,031	710,664	699,370	713,662

* 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.

2006 Screenline Volumes New York - New Jersey

	George Washington Bridge		Holland Tunnel		Lincoln Tunnel		Manhattan Totals	
	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	<i>* E/B</i>	<i>W/B</i>	To Manhattan	To N.J.
Mid-1am	2,003	3,264	850	1,046	1,000	2,046	3,853	6,356
1-2am	1,379	1,898	531	922	635	1,332	2,545	4,152
2-3am	1,190	1,518	375	654	478	716	2,043	2,888
3-4am	1,331	1,307	360	571	522	555	2,213	2,433
4-5am	2,228	1,627	566	795	946	650	3,740	3,072
5-6am	5,957	2,758	1,926	1,417	2,760	946	10,643	5,121
6-7am	11,167	6,069	3,243	2,327	5,228	1,598	19,638	9,994
7-8am	10,358	8,077	2,943	2,728	4,828	2,350	18,129	13,155
8-9am	9,359	8,516	3,041	2,687	4,412	2,253	16,812	13,456
9-10am	8,945	7,451	2,878	2,312	4,377	2,275	16,200	12,038
10-11am	7,980	6,451	2,590	2,133	3,927	2,190	14,497	10,774
11-Noon	7,259	6,464	2,128	1,996	3,323	2,322	12,710	10,782
Noon-1	6,769	6,744	1,971	2,150	2,979	2,685	11,719	11,579
1-2pm	6,801	7,360	2,008	2,435	2,827	3,264	11,636	13,059
2-3pm	7,325	8,698	2,139	2,732	2,870	3,594	12,334	15,024
3-4pm	8,157	10,551	2,448	2,799	2,890	3,902	13,495	17,252
4-5pm	9,034	11,440	2,668	2,825	2,570	4,845	14,272	19,110
5-6pm	9,354	11,757	2,956	2,747	2,045	4,926	14,355	19,430
6-7pm	9,281	10,947	2,871	2,666	2,391	4,990	14,543	18,603
7-8pm	7,548	10,289	2,583	2,790	2,579	4,371	12,710	17,450
8-9pm	5,760	8,667	2,019	2,719	2,240	3,906	10,019	15,292
9-10pm	5,059	7,072	1,861	2,569	2,144	3,614	9,064	13,255
10-11pm	4,256	6,152	1,837	2,345	2,076	3,361	8,169	11,858
11-Mid	3,139	5,362	1,369	1,899	1,765	2,742	6,273	10,003
24 hr Total	151,639	160,439	48,161	50,264	61,812	65,433	261,612	276,136
6-10am	39,829	30,113	12,105	10,054	18,845	8,476	70,779	48,643
10am-1pm	22,008	19,659	6,689	6,279	10,229	7,197	38,926	33,135
1-3pm	14,126	16,058	4,147	5,167	5,697	6,858	23,970	28,083
3-7pm	35,826	44,695	10,943	11,037	9,896	18,663	56,665	74,395
6am-7pm	111,789	110,525	33,884	32,537	44,667	41,194	190,340	184,256

* To Manhattan

2006 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>	To Staten Is.	To N.J.	To N.Y.	To N.J.
Mid-1am	314	194	167	150	711	714	1,192	1,058	5,045	7,414
1-2am	209	117	94	108	458	436	761	661	3,306	4,813
2-3am	166	106	64	65	404	325	634	496	2,677	3,384
3-4am	141	133	59	75	440	331	640	539	2,853	2,972
4-5am	183	198	83	104	826	459	1,092	761	4,832	3,833
5-6am	292	275	946	739	1,957	640	3,195	1,654	13,838	6,775
6-7am	415	838	1,822	1,752	2,857	1,576	5,094	4,166	24,732	14,160
7-8am	523	1,433	1,708	2,732	2,680	2,619	4,911	6,784	23,040	19,939
8-9am	515	1,379	1,750	2,797	2,379	2,896	4,644	7,072	21,456	20,528
9-10am	445	806	1,853	1,941	2,269	2,377	4,567	5,124	20,767	17,162
10-11am	424	482	1,763	1,744	1,886	2,107	4,073	4,333	18,570	15,107
11-Noon	440	386	1,776	1,608	1,780	2,075	3,996	4,069	16,706	14,851
Noon-1	459	399	1,765	1,508	1,862	1,934	4,086	3,841	15,805	15,420
1-2pm	556	384	1,981	1,552	2,026	1,976	4,563	3,912	16,199	16,971
2-3pm	695	415	2,263	1,704	2,175	2,319	5,133	4,438	17,467	19,462
3-4pm	902	438	2,463	2,033	2,388	2,779	5,753	5,250	19,248	22,502
4-5pm	1,098	468	2,701	2,298	2,722	2,941	6,521	5,707	20,793	24,817
5-6pm	1,441	476	2,877	1,997	3,001	2,863	7,319	5,336	21,674	24,766
6-7pm	1,221	413	2,757	1,755	2,643	2,675	6,621	4,843	21,164	23,446
7-8pm	773	320	2,251	1,442	2,194	2,211	5,218	3,973	17,928	21,423
8-9pm	504	284	1,642	1,315	1,779	1,854	3,925	3,453	13,944	18,745
9-10pm	489	294	1,021	645	1,636	1,688	3,146	2,627	12,210	15,882
10-11pm	591	392	295	560	1,542	1,596	2,428	2,548	10,597	14,406
11-Mid	494	310	226	427	1,108	1,192	1,828	1,929	8,101	11,932
24 hr Total	13,290	10,940	34,327	31,051	43,723	42,583	91,340	84,574	352,952	360,710
6-10am	1,898	4,456	7,133	9,222	10,185	9,468	19,216	23,146	89,995	71,789
10am-1pm	1,323	1,267	5,304	4,860	5,528	6,116	12,155	12,243	51,081	45,378
1-3pm	1,251	799	4,244	3,256	4,201	4,295	9,696	8,350	33,666	36,433
3-7pm	4,662	1,795	10,798	8,083	10,754	11,258	26,214	21,136	82,879	95,531
6am-7pm	9,134	8,317	27,479	25,421	30,668	31,137	67,281	64,875	257,621	249,131

* To Staten Island

BROOKLYN - QUEENS SCREENLINE

SUMMARY

2006 Daily Traffic

- On a typical 2006 weekday, 601,200 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations, 2.2% fewer than the 2005 count of 614,900. 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 (68.7%) of the vehicles (413,000 per day) crossing the Brooklyn-Queens screenline used the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore Parkway. Some 44.1% (265,300 per day) were crossing Newtown Creek via the Grand Street, Greenpoint Avenue, Kosciuszko, and Pulaski Bridges.
- The highest volume Brooklyn-Queens highway was the Kosciuszko Bridge on the Brooklyn-Queens Expressway, with two-way daily volume of 184,300 vehicles, 30.7% of all traffic on the monitored thoroughfares and 69.5% of Newtown Creek crossings. Shore Parkway was second with 157,800 vehicles per day, 26.2% of the total recorded screenline traffic.
- Shore Parkway, Jackie Robinson Parkway, Linden Boulevard, Pulaski Bridge, Greenpoint Avenue Bridge, and Atlantic Avenue were the busiest of the principal arterials surveyed, with average daily volumes of 157,800, 70,800, 52,100, 38,200, 29,800, and 24,100 vehicles, respectively.
- Just over 20,000 vehicles were recorded entering Brooklyn from Queens during the 7-8 am morning peak hour. The Kosciuszko Bridge and Shore Parkway accommodated 4,800 and 5,100 of those vehicles, respectively.
- Morning traffic to Queens also peaked between 7-8 am, at 17,300 vehicles, including 4,900 on the Kosciuszko Bridge and 4,500 on Shore Parkway.
- During the 6-10 am rush period, 72,700 vehicles were recorded entering Brooklyn, with the Kosciuszko Bridge and Shore Parkway carrying 19,200 and 18,800, respectively. Simultaneously, 65,300 vehicles entered Queens, including 19,400 on the Kosciuszko Bridge and 17,200 on Shore Parkway.
- Evening traffic entering Queens from Brooklyn peaked between 5-6 pm, when 19,700 vehicles were recorded. The Kosciuszko Bridge was the route of 5,100 of those vehicles, while another 5,000 used Shore Parkway.
- Evening traffic entering Brooklyn from Queens peaked between 4-5 pm, at 18,000 vehicles. The Kosciuszko Bridge was used by 4,600 of those vehicles, while another 4,500 were on Shore Parkway.
- During the 3-7 pm evening rush period, 76,100 vehicles were recorded entering Queens, while 68,500 were counted in the opposite direction. The Kosciuszko Bridge carried

20,000 to Queens and 17,800 to Brooklyn, while Shore Parkway carried 19,500 to Queens and 18,600 to Brooklyn.

10 Year Trends (1996-2006)

- Traffic between Brooklyn and Queens increased 8.5% during this ten-year period, to 601,200 daily vehicles in 2006 from 554,400 in 1996. This represents an average annual growth rate of 0.8%.
- The largest volume increase since 1996 occurred on the Kosciuszko Bridge over Newtown Creek (growth of 13,800 daily vehicles, or 0.8% annually, to 184,300 from 170,500). This was followed by the Shore Parkway (growth of 12,800 daily vehicles, or 0.8% annually, to 157,800 from 145,000), Jackie Robinson Parkway (growth of 10,000 daily vehicles, or 1.5% annually, to 70,800 from 60,800), and the Pulaski Bridge over Newtown Creek (growth of 7,900 daily vehicles, or 2.3% annually, to 38,200 from 30,300).
- The largest percentage increases occurred on Sutter Avenue (up 27.9%, or 2.5% annually, to 8,600 from 6,700), the Pulaski Bridge over Newtown Creek (up 26.0%, or 2.3% annually, to 38,200 from 30,300), and the Jackie Robinson Parkway (up 16.5%, or 1.5% annually, to 70,800 from 60,800).
- The largest decrease occurred on Atlantic Avenue (down 10.7%, or 1.1% annually, to 24,100 from 26,900).

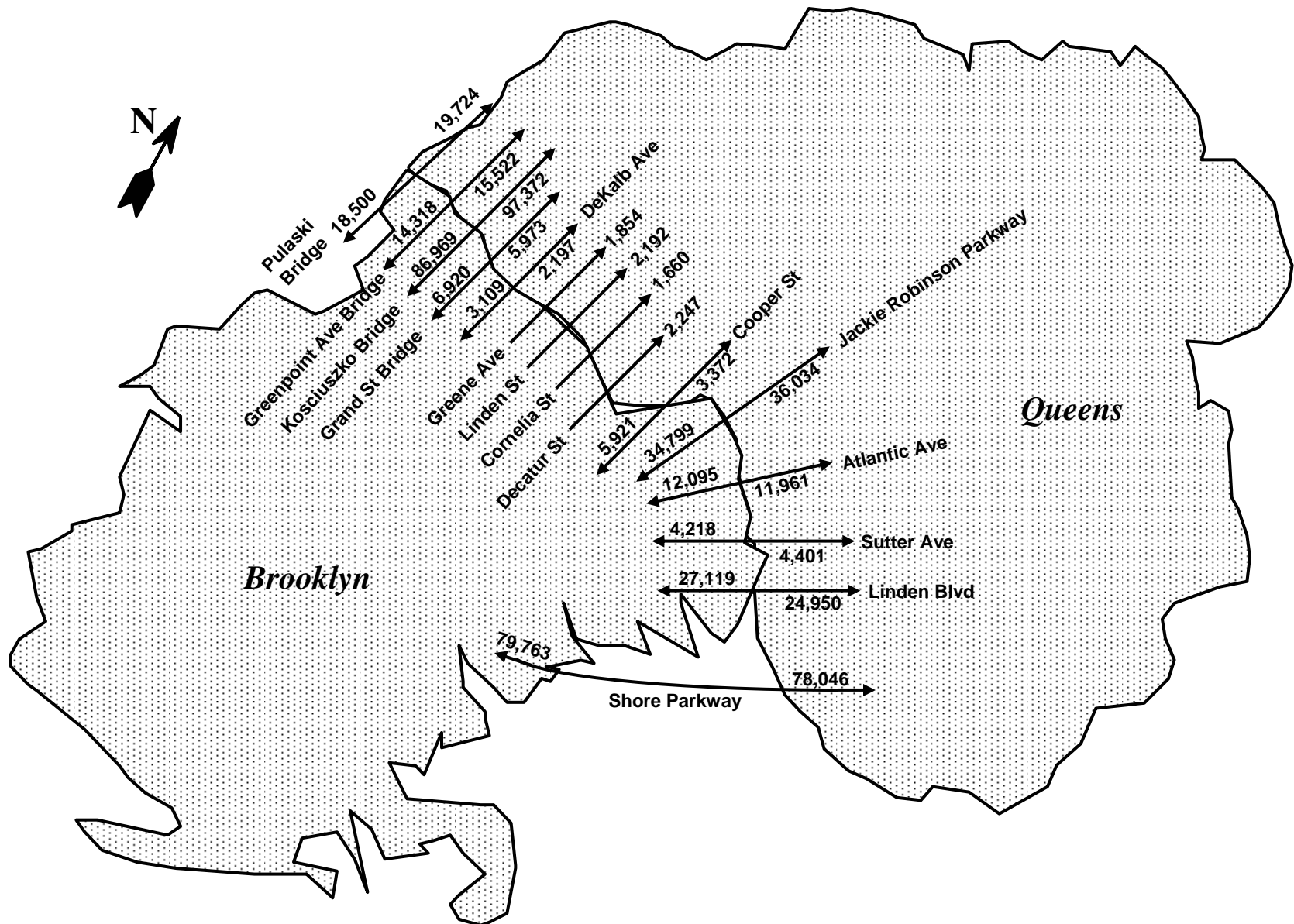
Historical Comparisons

- In 1963, average daily two-way total daily volume on the four Newtown Creek bridges was 160,400. The Kosciuszko Bridge carried the bulk of that traffic, 102,200 daily vehicles (63.7% of the total). The Grand Street Bridge served 12,000 daily vehicles (7.5%), the Greenpoint Avenue Bridge 17,600 (11.0%), and the Pulaski Bridge 28,600 (17.8%).
- By 1973, Newtown Creek crossings had increased 4.8% to 168,000 vehicles per day, just 7,600 more than ten years earlier. The Kosciuszko Bridge remained the most-traveled facility, although its volume slipped to 99,000 daily vehicles, 3.1% fewer than in 1963. The Grand Street Bridge was accommodating 11,700 daily vehicles (down 2.5%), the Greenpoint Avenue Bridge 26,800 (up 52.0%), and the Pulaski Bridge 30,500 (up 6.7%).
- Between 1973 and 1982, daily volume crossing Newtown Creek rose 7.0%, to 179,800 vehicles. Growth was concentrated solely on the Kosciuszko Bridge, where daily volume rose 30.8% to 129,600. Daily volumes fell on the other three bridges: Grand Street Bridge down 21.5% to 9,200, Greenpoint Avenue Bridge down 33.2% to 17,900, and Pulaski Bridge down 24.1% to 23,100.
- From 1982 to 1986, traffic over Newtown Creek increased rapidly, by 25.0% to 224,800 daily vehicles, with increases occurring on three of the four bridges. By 1986, the Kosciuszko Bridge was carrying 168,300 daily vehicles (up 29.9% from 1982), the Grand Street Bridge 11,400 (up 24.0%), the Pulaski Bridge 30,800 (up 32.9%). The only decline was on the Greenpoint Avenue Bridge, where daily traffic was 19.9% less in 1986 than in 1982 (14,300 vs. 17,900).
- Between 1986 and 1996, daily volume crossing Newtown Creek increased just 6.6% during the ten-year period, to 239,800 in 1996 from 224,800 in 1986. The growth was

concentrated at the Greenpoint Avenue Bridge, where daily volume increased 85.0%, to 26,500 in 1996 from 14,300 in 1986. On the Grand Street Bridge, daily volume increased 8.5%, to 12,400 from 11,400. Daily traffic on the Kosciuszko Bridge increased by just 1.3%, to 170,500 in 1996 from 168,300 in 1986. Volume on the Pulaski Bridge decreased 1.3%, to 30,300 daily vehicles in 1996 from 30,800 in 1986.

- During the 43 years from 1963 to 2006, daily traffic crossing Newtown Creek increased 65.4%, to 265,300 from 160,400. Volumes increased on all four facilities: Kosciuszko Bridge up 80.4% to 184,300 from 102,200; Greenpoint Avenue Bridge up 69.3% to 29,800 from 17,600; Pulaski Bridge up 33.8% to 38,200 from 28,600; Grand Street Bridge up 7.3% to 12,900 from 12,000.

2006 Screenline Daily Volumes Brooklyn-Queens



Brooklyn-Queens Screenline Historical Comparisons Average Daily Traffic Volumes

To Brooklyn

	1963	1973	1982	1986	1993	1994	1995	1996	1997	1998	1999	2000
Grand Street Bridge	N/A	N/A	5,216	6,414	7,018	7,212	7,600	6,916	7,078	7,831	7,862	7,747
Greenpoint Ave Bridge	N/A	11,336	8,048	7,276	13,304	13,526	13,737	13,368	12,660	12,863	12,351	12,741
Kosciuszko Bridge	N/A	43,118	63,426	81,363	78,371	81,000	81,356	79,729	89,222	92,765	97,690	101,852
Pulaski Bridge	N/A	13,617	9,906	15,447	13,003	13,182	14,436	14,926	15,737	16,076	15,724	17,993
Newtown Creek Totals	N/A	N/A	86,596	110,500	111,696	114,920	117,129	114,939	124,697	129,535	133,627	140,333
Atlantic Ave	N/A	N/A	N/A	N/A	13,940	13,394	14,016	12,767	13,951	14,231	15,071	14,850
Cooper St	N/A	N/A	N/A	N/A	4,558	5,010	4,929	4,841	5,220	5,460	5,611	5,942
Cornelia St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>							
Decatur St	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>							
DeKalb Ave	N/A	N/A	N/A	N/A	3,163	3,010	3,166	2,879	3,234	2,283	2,515	2,746
Greene Ave	N/A	N/A	N/A	N/A	<i>One-Way to Queens</i>							
Jackie Robinson Pky	N/A	N/A	N/A	N/A	24,460	27,163	27,323	29,318	30,169	31,808	33,198	34,441
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	<i>One-Way to Queens</i>							
Shore Pky	N/A	N/A	N/A	N/A	65,341	71,124	71,538	72,633	73,618	74,085	73,484	76,366
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
Grand Street Bridge	7,729	7,447	8,356	7,465	6,455	6,920
Greenpoint Ave Bridge	12,993	12,375	14,445	13,509	13,951	14,318
Kosciuszko Bridge	97,242	90,607	96,153	92,556	94,830	86,969
Pulaski Bridge	19,292	18,667	19,465	19,923	19,431	18,500
Newtown Creek Totals	137,256	129,096	138,419	133,453	134,667	126,707
Atlantic Ave	14,182	14,687	14,150	14,693	12,611	12,095
Cooper St	5,756	5,741	6,001	5,832	6,160	5,921
Cornelia St	<i>One-Way to Queens</i>					
Decatur St	<i>One-Way to Queens</i>					
DeKalb Ave	2,563	3,428	3,566	3,697	3,583	3,109
Greene Ave	<i>One-Way to Queens</i>					
Jackie Robinson Pky	35,760	37,175	36,445	35,680	36,037	34,799
Linden Blvd	27,130	27,698	25,717	27,251	28,195	27,119
Linden St	<i>One-Way to Queens</i>					
Shore Pky	75,478	69,587	75,682	76,608	76,393	79,763
Sutter Ave	3,821	3,851	4,090	4,137	4,810	4,218
Other Totals	164,690	162,167	165,651	167,898	167,789	167,024
Grand Totals	301,946	291,263	304,070	301,351	302,456	293,731

**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
Grand Street Bridge	6,166	5,641	5,783	5,994	6,561	5,973
Greenpoint Ave Bridge	13,773	13,931	14,310	14,928	15,498	15,522
Kosciuszko Bridge	99,323	93,772	98,344	101,056	103,983	97,372
Pulaski Bridge	19,770	19,681	18,881	20,223	19,480	19,724
Newtown Creek Totals	139,032	133,025	137,318	142,201	145,522	138,591
Atlantic Ave	13,713	14,249	14,336	13,903	13,349	11,961
Cooper St	3,761	3,533	3,140	3,388	3,622	3,372
Cornelia St	1,936	2,032	1,908	1,844	1,787	1,660
Decatur St	2,082	2,237	2,342	2,332	2,003	2,247
DeKalb Ave	2,347	2,464	2,544	2,607	2,626	2,197
Greene Ave	1,962	2,078	2,363	2,029	1,551	1,854
Jackie Robinson Pky	36,920	37,545	37,261	38,624	37,490	36,034
Linden Blvd	25,160	25,439	25,393	24,502	21,692	24,950
Linden St	2,544	2,609	2,270	2,161	2,123	2,192
Shore Pky	76,440	70,576	74,358	74,997	75,733	78,046
Sutter Ave	4,291	4,498	4,704	4,595	4,938	4,401
Other Totals	171,156	167,260	170,619	170,982	166,914	168,914
Grand Totals	310,188	300,285	307,937	313,183	312,436	307,505

**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
Grand Street Bridge	13,895	13,088	14,139	13,459	13,016	12,893
Greenpoint Ave Bridge	26,766	26,306	28,755	28,437	29,449	29,840
Kosciuszko Bridge	196,565	184,379	194,497	193,612	198,813	184,341
Pulaski Bridge	39,062	38,348	38,346	40,146	38,911	38,224
Newtown Creek Totals	276,288	262,121	275,737	275,654	280,189	265,298
Atlantic Ave	27,895	28,936	28,486	28,596	25,960	24,056
Cooper St	9,517	9,274	9,141	9,220	9,782	9,293
Cornelia St	1,936	2,032	1,908	1,844	1,787	1,660
Decatur St	2,082	2,237	2,342	2,332	2,003	2,247
DeKalb Ave	4,910	5,892	6,110	6,304	6,209	5,306
Greene Ave	1,962	2,078	2,363	2,029	1,551	1,854
Jackie Robinson Pky	72,680	74,720	73,706	74,304	73,527	70,833
Linden Blvd	52,290	53,137	51,110	51,753	49,887	52,069
Linden St	2,544	2,609	2,270	2,161	2,123	2,192
Shore Pky	151,918	140,163	150,040	151,605	152,126	157,809
Sutter Ave	8,112	8,349	8,794	8,732	9,748	8,619
Other Totals	335,846	329,427	336,270	338,880	334,703	335,938
Grand Totals	612,134	591,548	612,007	614,534	614,892	601,236

2006 Screenline Volumes Brooklyn - Queens

	Grand Street Bridge		Greenpoint Ave 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	49	35	118	302	1,837	2,207	357	377	2,361	2,921
1-2am	41	45	86	283	1,199	1,725	209	316	1,535	2,369
2-3am	43	55	67	141	966	1,500	168	199	1,244	1,895
3-4am	47	61	79	96	1,117	1,800	150	164	1,393	2,121
4-5am	70	72	152	174	1,767	2,881	179	261	2,168	3,388
5-6am	204	183	425	358	3,768	4,141	326	653	4,723	5,335
6-7am	478	332	1,039	908	5,120	5,177	647	1,370	7,284	7,787
7-8am	656	246	1,015	1,029	4,803	4,940	1,023	1,575	7,497	7,790
8-9am	556	237	906	946	4,634	4,732	1,131	1,548	7,227	7,463
9-10am	646	261	808	824	4,649	4,582	954	1,243	7,057	6,910
10-11am	537	308	740	747	4,200	4,369	868	1,007	6,345	6,431
11-Noon	449	371	661	733	4,052	4,796	882	940	6,044	6,840
Noon-1	363	449	722	699	4,235	5,121	921	1,000	6,241	7,269
1-2pm	399	402	721	786	4,317	4,843	956	969	6,393	7,000
2-3pm	378	498	782	1,043	4,566	4,207	1,136	1,095	6,862	6,843
3-4pm	442	427	1,034	1,215	4,708	4,650	1,405	1,183	7,589	7,475
4-5pm	412	487	1,228	1,018	4,600	4,970	1,642	1,166	7,882	7,641
5-6pm	376	486	1,006	1,099	4,334	5,059	1,475	1,130	7,191	7,774
6-7pm	247	422	612	960	4,181	5,314	1,084	895	6,124	7,591
7-8pm	156	273	438	713	4,063	5,050	810	779	5,467	6,815
8-9pm	117	107	534	553	3,750	4,514	653	575	5,054	5,749
9-10pm	112	67	513	355	3,751	4,127	553	448	4,929	4,997
10-11pm	72	89	416	308	3,480	3,690	481	423	4,449	4,510
11-Mid	70	60	216	232	2,872	2,977	490	408	3,648	3,677
24 hr Total	6,920	5,973	14,318	15,522	86,969	97,372	18,500	19,724	126,707	138,591
6-10am	2,336	1,076	3,768	3,707	19,206	19,431	3,755	5,736	29,065	29,950
10am-1pm	1,349	1,128	2,123	2,179	12,487	14,286	2,671	2,947	18,630	20,540
1-3pm	777	900	1,503	1,829	8,883	9,050	2,092	2,064	13,255	13,843
3-7pm	1,477	1,822	3,880	4,292	17,823	19,993	5,606	4,374	28,786	30,481
6am-7pm	5,939	4,926	11,274	12,007	58,399	62,760	14,124	15,121	89,736	94,814

* To Brooklyn

2006 Screenline Volumes Brooklyn - Queens (cont'd)

	Atlantic Ave		Cooper St		Cornelia St	Decatur St	DeKalb Ave		Greene Ave	Jackie Robinson Parkway	
	<i>W/B*</i>	<i>E/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>N/B</i>	<i>N/B</i>	<i>S/B*</i>	<i>N/B</i>	<i>N/B</i>	<i>W/B*</i>	<i>E/B</i>
Mid-1am	143	148	71	42	23	27	30	22	22	600	561
1-2am	92	96	36	19	12	17	22	17	15	270	329
2-3am	67	68	20	24	9	10	18	14	10	169	224
3-4am	66	63	21	14	7	10	20	10	14	157	210
4-5am	105	92	39	18	9	15	25	15	13	291	371
5-6am	301	197	105	51	21	33	70	42	21	841	947
6-7am	668	339	295	143	47	76	189	88	54	2,154	2,070
7-8am	1,049	518	544	168	78	116	291	135	130	2,837	2,215
8-9am	902	643	509	187	92	131	253	139	96	2,638	1,947
9-10am	687	501	332	132	69	107	163	94	79	2,082	1,602
10-11am	559	565	269	137	73	101	127	116	81	1,608	1,375
11-Noon	567	588	266	163	91	125	140	118	91	1,473	1,386
Noon-1	577	629	267	164	108	136	146	113	96	1,404	1,514
1-2pm	602	679	272	193	98	133	147	127	88	1,453	1,772
2-3pm	651	691	326	220	112	144	178	140	104	1,707	2,203
3-4pm	699	860	333	277	124	160	196	165	124	2,046	2,445
4-5pm	778	1,007	381	285	116	172	193	156	113	2,456	2,582
5-6pm	818	1,099	437	269	118	176	206	170	135	2,275	2,599
6-7pm	753	943	355	232	120	145	192	147	142	1,990	2,419
7-8pm	589	712	292	183	99	118	167	128	131	1,719	1,936
8-9pm	470	540	258	165	84	107	125	88	95	1,351	1,612
9-10pm	393	429	206	119	64	71	92	65	86	1,168	1,363
10-11pm	322	331	169	97	53	72	70	53	71	1,110	1,357
11-Mid	237	223	118	70	33	45	49	35	43	1,000	995
24 hr Total	12,095	11,961	5,921	3,372	1,660	2,247	3,109	2,197	1,854	34,799	36,034
6-10am	3,306	2,001	1,680	630	286	430	896	456	359	9,711	7,834
10am-1pm	1,703	1,782	802	464	272	362	413	347	268	4,485	4,275
1-3pm	1,253	1,370	598	413	210	277	325	267	192	3,160	3,975
3-7pm	3,048	3,909	1,506	1,063	478	653	787	638	514	8,767	10,045
6am-7pm	9,310	9,062	4,586	2,570	1,246	1,722	2,421	1,708	1,333	26,123	26,129

* To Brooklyn

2006 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	417	444	25	1,413	1,338	45	63	2,719	2,715	5,080	5,636
1-2am	231	256	20	751	694	24	34	1,426	1,509	2,961	3,878
2-3am	192	199	13	443	505	16	22	925	1,098	2,169	2,993
3-4am	204	202	10	398	497	16	20	882	1,057	2,275	3,178
4-5am	320	299	14	741	833	38	31	1,559	1,710	3,727	5,098
5-6am	754	465	36	2,408	2,089	84	82	4,563	3,984	9,286	9,319
6-7am	1,593	1,067	61	4,470	3,965	224	248	9,593	8,158	16,877	15,945
7-8am	2,404	1,183	115	5,055	4,545	337	259	12,517	9,462	20,014	17,252
8-9am	2,386	1,268	121	4,843	4,800	335	258	11,866	9,682	19,093	17,145
9-10am	1,725	1,214	121	4,450	3,910	206	211	9,645	8,040	16,702	14,950
10-11am	1,316	1,140	126	4,173	3,405	180	188	8,232	7,307	14,577	13,738
11-Noon	1,234	1,252	143	3,710	3,406	181	185	7,571	7,548	13,615	14,388
Noon-1	1,294	1,327	126	3,628	3,458	192	224	7,508	7,895	13,749	15,164
1-2pm	1,277	1,356	122	3,783	3,810	198	233	7,732	8,611	14,125	15,611
2-3pm	1,322	1,500	148	4,104	4,467	228	272	8,516	10,001	15,378	16,844
3-4pm	1,496	1,814	170	4,641	4,994	276	316	9,687	11,449	17,276	18,924
4-5pm	1,560	1,776	150	4,464	4,823	298	345	10,130	11,525	18,012	19,166
5-6pm	1,452	1,815	166	4,887	4,990	293	348	10,368	11,885	17,559	19,659
6-7pm	1,394	1,519	129	4,608	4,729	280	272	9,572	10,797	15,696	18,388
7-8pm	1,239	1,241	125	4,563	4,464	227	211	8,796	9,348	14,263	16,163
8-9pm	975	1,129	89	3,670	3,876	175	182	7,024	7,967	12,078	13,716
9-10pm	864	961	65	3,294	3,553	144	161	6,161	6,937	11,090	11,934
10-11pm	793	851	60	2,971	2,757	130	137	5,565	5,839	10,014	10,349
11-Mid	677	672	37	2,295	2,138	91	99	4,467	4,390	8,115	8,067
24 hr Total	27,119	24,950	2,192	79,763	78,046	4,218	4,401	167,024	168,914	293,731	307,505
6-10am	8,108	4,732	418	18,818	17,220	1,102	976	43,621	35,342	72,686	65,292
10am-1pm	3,844	3,719	395	11,511	10,269	553	597	23,311	22,750	41,941	43,290
1-3pm	2,599	2,856	270	7,887	8,277	426	505	16,248	18,612	29,503	32,455
3-7pm	5,902	6,924	615	18,600	19,536	1,147	1,281	39,757	45,656	68,543	76,137
6am-7pm	20,453	18,231	1,698	56,816	55,302	3,228	3,359	122,937	122,360	212,673	217,174

* To Brooklyn