

2016 New York City Screenline Traffic Flow



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A member of the New York Metropolitan Transportation Council

2016 New York City Screenline Traffic Flow

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2016
NEW YORK CITY
SCREENLINE TRAFFIC FLOW

2,262,402

**daily vehicles crossed the
32 monitored City border
screenline locations in
2016.**

0.8% Increase

**from the 2,243,627 daily
vehicles recorded in 2015.**

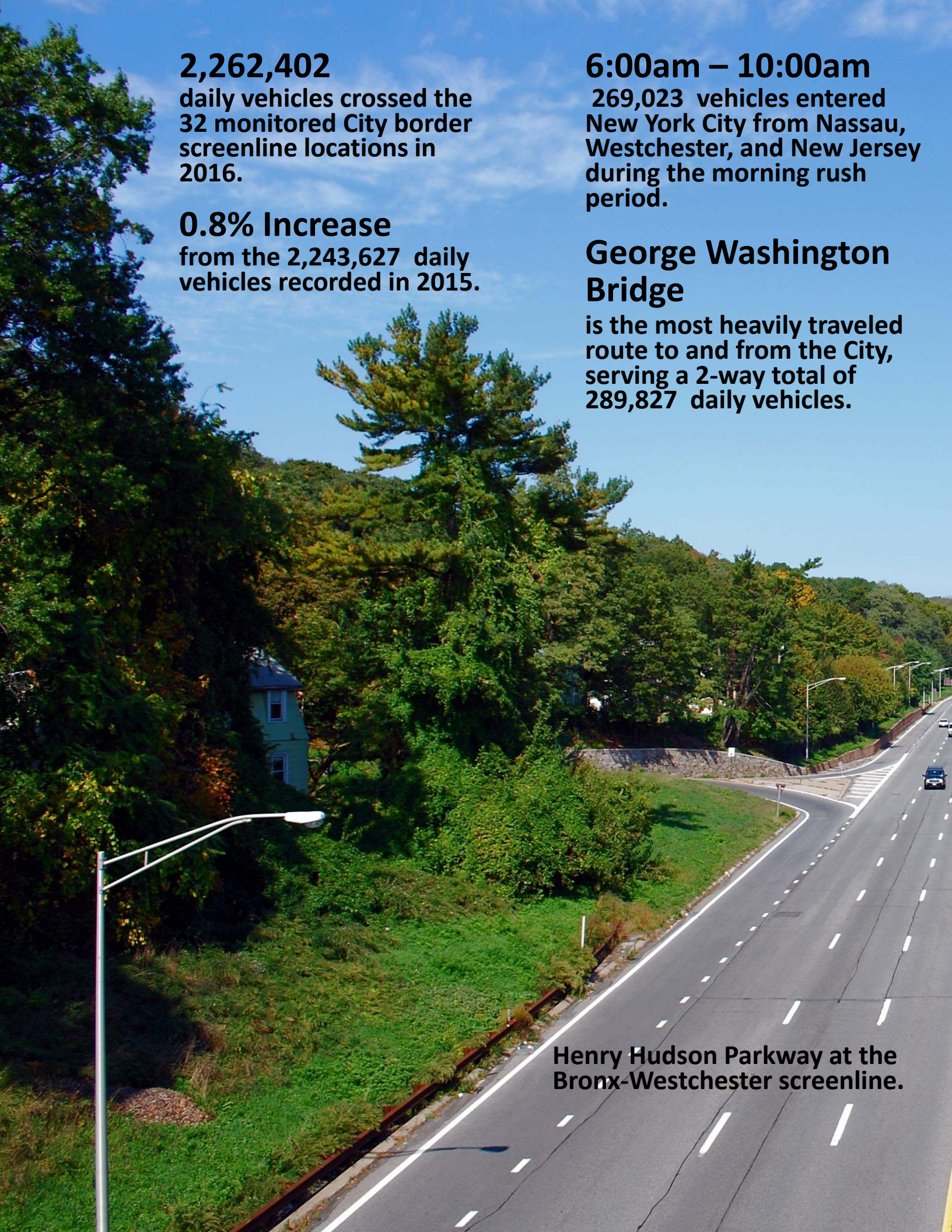
6:00am – 10:00am

**269,023 vehicles entered
New York City from Nassau,
Westchester, and New Jersey
during the morning rush
period.**

**George Washington
Bridge**

**is the most heavily traveled
route to and from the City,
serving a 2-way total of
289,827 daily vehicles.**

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



Queens-Nassau

The highest volumes were at the 15 monitored Queens-Nassau border locations: 958,616 daily vehicles in 2016 (42.4% of total monitored traffic at the City borders).

Manhattan-New Jersey

492,614 daily vehicles crossed the Hudson River between Manhattan and New Jersey (21.8%).

Bronx-Westchester

642,188 daily vehicles crossed the 11 monitored Bronx-Westchester border locations (28.4% of the total monitored traffic at the City borders).

Staten Island-New Jersey

168,984 daily vehicles traveled between Staten Island and New Jersey (7.5%).

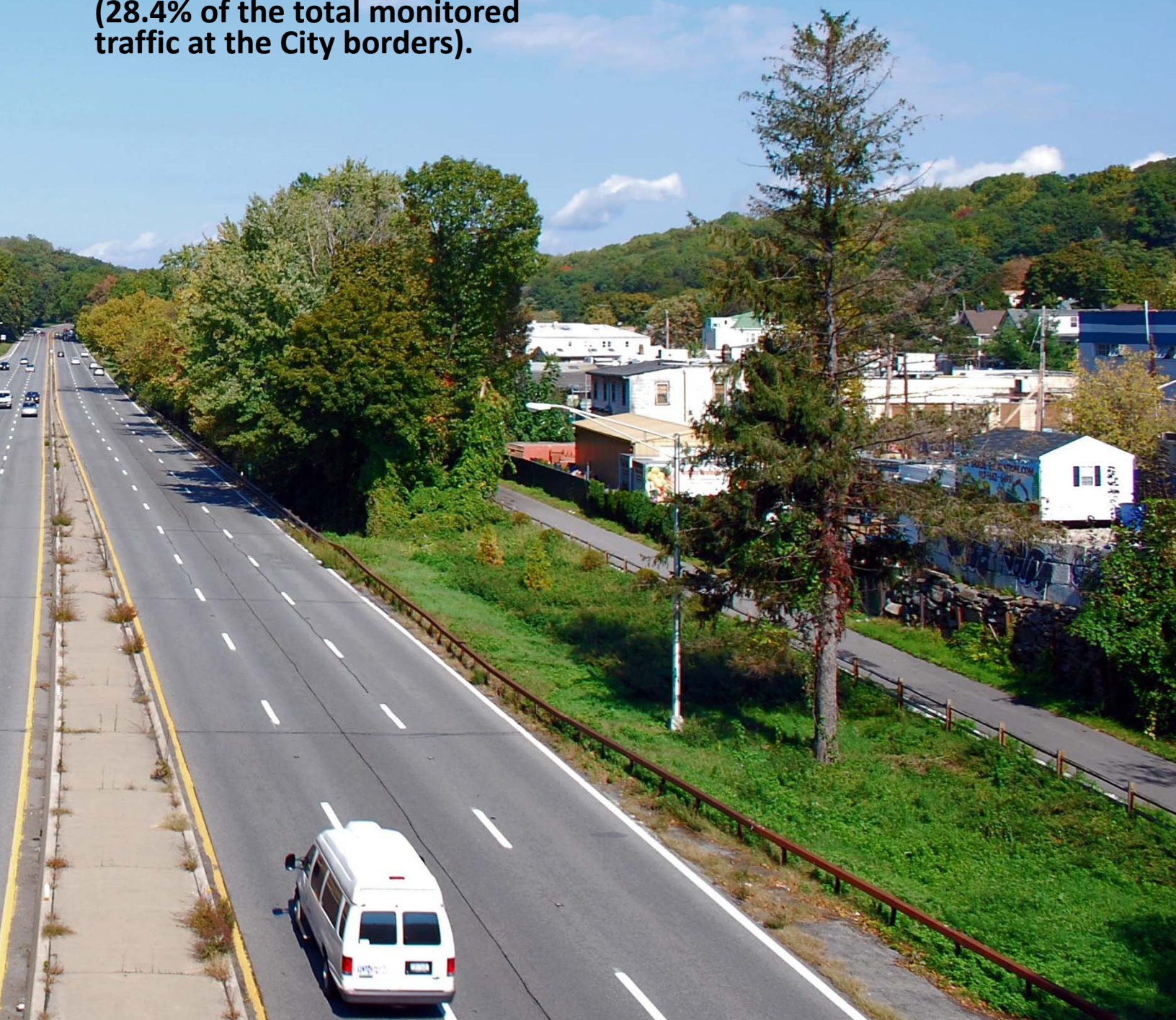


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Introduction



**South Conduit Avenue Eastbound & Sunrise Highway Westbound
at Queens-Nassau Screenline
Looking West**

INTRODUCTION

The 2016 *New York City Screenline Traffic Flow* report is an annual publication prepared by the New York City Department of Transportation (NYCDOT), and funded by the Unified Planning Work Program (UPWP) under the Planning Program of the Moving Ahead for Progress (MAP-21) Act.

The report presents vehicular volumes and historical comparisons across the Bronx–Westchester, Queens–Nassau, Manhattan–New Jersey, Staten Island–New Jersey, and Brooklyn–Queens screenlines.

The average hourly volumes by direction for 2016 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 1993-2014. The statistical analysis presented in the report was performed by staff of NYCDOT during the 2016–2017 and 2017–2018 program years.

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

The five functional classifications are defined as follows:

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

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

Summary



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

SUMMARY

2016 Daily Traffic

- 2,262,402 motor vehicles crossed the 32 New York City border screenline monitoring locations on a typical weekday in 2016, an increase of 0.8% from the 2,243,627 daily vehicles recorded in 2015.
 - 42.4% of recorded vehicles were at the Queens–Nassau border (958,616 daily vehicles).
 - 28.4% at the Bronx–Westchester border (642,188 daily vehicles).
 - 21.8% at the three Manhattan–New Jersey river crossings operated by the Port Authority of New York and New Jersey (492,614 daily vehicles).
 - 7.5% at the three Port Authority Staten Island–New Jersey bridges (168,984 daily vehicles).
- During the 6-7 am inbound morning peak hour, 75,286 vehicles entered the City limits from Nassau, Westchester, and New Jersey. Between 6-10 am, a total of 269,023 vehicles entered the City.
- During the 5-6 pm outbound evening peak hour, 75,578 vehicles left the City. Between 3-7 pm, 297,506 left.
- Traffic crossing the City boundaries was heavy throughout the day. The combined total of entries and departures exceeded 100,000 vehicles per hour continuously from 6 am until 9 pm.

Bronx - Westchester

- On a typical 2016 weekday, 642,188 vehicles crossed the eleven Bronx-Westchester screenline monitoring locations, 3.2% more than the 622,479 daily vehicles recorded in 2015.
- 87.9% of the recorded vehicles (564,682 per day) were on the five limited access highways (interstate and principal arterials) that cross the screenline. The breakdown among the five limited access facilities was as follows.
 - Heaviest volume on the New England Thruway: 134,117 daily vehicles, 20.9% of the Bronx-Westchester screenline total.
 - 130,048 on the Major Deegan Expressway and service roads, 20.3%.
 - 105,765 on the Henry Hudson Parkway, 16.5%.
 - 101,831 on the Bronx River Parkway, 15.9%.
 - 92,921 on the Hutchinson River Parkway, 14.5%.
- Boston Road is the busiest principal arterial monitored, with 22,063 vehicles per day, 3.4% of the screenline total.

- During the 6-7 am inbound morning peak hour, 22,698 vehicles entered The Bronx from Westchester, with 88.6% (19,739 vehicles) using the five limited access facilities according to the following breakdown.
 - 4,613 on the Henry Hudson Parkway.
 - 4,450 on the Major Deegan Expressway and its service road.
 - 3,547 on the New England Thruway.
 - 2,961 on the Hutchinson River Parkway.
 - 4,168 on the Bronx River Parkway.
- Between 6-10 am, 80,615 vehicles entered The Bronx, with 88.1% (71,053 vehicles) using the five limited access facilities as follows.
 - 15,768 on the Major Deegan Expressway and its service road.
 - 16,802 on the Henry Hudson Parkway.
 - 12,186 on the New England Thruway.
 - 14,424 on the Bronx River Parkway.
 - 11,873 on the Hutchinson River Parkway.
- During the 4-5 pm outbound evening peak hour, 22,048 vehicles crossed from The Bronx into Westchester. A total of 19,126 (86.7% of the total) used the five limited access highways as follows.
 - 4,688 on the Major Deegan Expressway and its service road.
 - 3,747 on the Henry Hudson Parkway.
 - 4,207 on the Bronx River Parkway.
 - 3,899 on the New England Thruway.
 - 2,585 on the Hutchinson River Parkway.
- Between 3-7 pm, 85,234 vehicles left The Bronx, with 74,779 (87.7%) using the five limited access facilities as follows.
 - 18,435 on the Major Deegan Expressway and its service road.
 - 14,864 on the New England Thruway.
 - 14,888 on the Henry Hudson Parkway.
 - 15,775 on the Bronx River Parkway.
 - 10,817 on the Hutchinson River Parkway.

Queens - Nassau

- A total of 958,616 motor vehicles crossed the fifteen Queens-Nassau screenline monitoring locations on a typical 2016 weekday, 0.1% fewer than the 959,660 daily vehicles recorded in 2015
- The three limited access highways that cross the screenline accommodated more than half (57.6%) of the recorded vehicles (552,536 per day).
 - 224,901 on the Long Island Expressway and its service roads (23.5%).
 - 168,555 on the Laurelton Parkway (17.6%).
 - 159,080 on the Grand Central Parkway and its service road (16.6%).
- Busiest Queens-Nassau Screenline arterials:
 - Rockaway Boulevard, 75,716 vehicles per day.
 - Sunrise Highway/South Conduit Avenue, 67,177 vehicles per day.
 - Northern Boulevard, 39,201 per day.
 - Hempstead Avenue, 45,962 vehicles per day.
- During the 6-7 am inbound morning peak hour, 27,905 vehicles entered Queens from Nassau. A total of 16,178 of those vehicles (58.0% of the total) were on the three limited access facilities.
 - 6,472 on the Long Island Expressway and service road.
 - 5,298 on the Laurelton Parkway.
 - 4,408 on the Grand Central Parkway and service road.
- Between 8-9 am, 30,373 vehicles entered Nassau from Queens, including 17,513 (57.7% of the total) using the three limited access facilities.
 - 6,875 on the Long Island Expressway and service road.
 - 5,871 on the Grand Central Parkway and service road.
 - 4,767 on the Laurelton Parkway.
- During the 6-10 am rush period, 103,483, vehicles entered Queens from Nassau, and 104,347 entered Nassau from Queens. The three limited access facilities served 56,999 of the Queens-bound vehicles, and 63,575 of the Nassau-bound vehicles.
 - Long Island Expressway and service roads: 22,572 to Queens; 25,109 to Nassau.
 - Laurelton Parkway: 16,225 to Queens; 17,911 to Nassau.
 - Grand Central Parkway and its service road: 18,202 to Queens; 20,555 to Nassau.
- The evening outbound peak hour occurred between 6-7 pm, when 31,022 vehicles entered Nassau from Queens. The three limited access facilities were used by 16,880 of these Nassau-bound vehicles.
 - 6,344 on the Long Island Expressway and service road.
 - 5,801 on the Laurelton Parkway.

- 4,735 on the Grand Central Parkway and service road.
- The evening inbound peak hour occurred between 5-6 pm, when 30,170 vehicles entered Queens from Nassau. The three limited access facilities were used by 16,306 of these Queens-bound vehicles.
 - 6,644 on the Long Island Expressway and service road.
 - 4,400 on the Laurelton Parkway.
 - 5,262 on the Grand Central Parkway and service road.
- During the 3-7 pm rush period, 123,277 vehicles entered Nassau from Queens, and 114,047 entered Queens from Nassau. The three limited access facilities were used by 64,607 of the Nassau-bound vehicles and 62,323 of the Queens-bound vehicles.
 - Long Island Expressway and service roads: 25,254 to Nassau; 24,850 to Queens.
 - Laurelton Parkway: 22,700 to Nassau; 16,881 to Queens.
 - Grand Central Parkway and service road: 16,653 to Nassau; 20,592 to Queens.
- Volumes were heavy throughout the day between Queens and Nassau, with 2-way traffic exceeding 40,000 vehicles per hour continuously between 6 am and 9 pm.

New York – New Jersey

- On a fall 2016 weekday, 661,598 motor vehicles traveled between New York City and New Jersey via the six bridges and tunnels operated by the Port Authority of New York and New Jersey (PANYNJ), 0.02% more than the 661,488 daily vehicles recorded in 2015.
- Manhattan-New Jersey traffic decreased 1.1%, to 492,614 daily vehicles in 2016 from 498,270 in 2015.
 - George Washington Bridge traffic decreased 1.8%, to 289,827 daily vehicles in 2016 from 295,120 in 2015. This is the busiest of all New York City screenline locations, carrying 43.8% of total New York City-New Jersey traffic, and 58.8% of Manhattan-New Jersey traffic.
 - Holland Tunnel traffic increased 0.5%, to 89,792 daily vehicles in 2016 from 89,367 in 2015.
 - Lincoln Tunnel traffic decreased 0.7%, to 112,995 daily vehicles in 2016 from 113,783 in 2015.
- 19,073 vehicles entered Manhattan from New Jersey during the 6-7 am morning peak hour. The George Washington Bridge was used by 11,474 (60.2%) of those Manhattan-bound peak hour vehicles.
- During the 6-10 am inbound rush period, Manhattan vehicle entries from New Jersey amounted to 65,137. The George Washington Bridge was the route for 57.9% of these 6-10 am entries (37,705 vehicles).
- 17,535 vehicles departed Manhattan for New Jersey during the 5-6 pm evening peak hour, with the George Washington Bridge accommodating 10,864 (62.0%) of those departing vehicles.

- During the 3-7 pm evening rush period, 67,475 vehicles crossed the Hudson River from Manhattan to New Jersey. The George Washington Bridge carried 60.2% of that departing traffic (40,601 vehicles).
- Staten Island-New Jersey traffic increased 4.9%, to 168,984 daily vehicles in 2016 from 163,218 in 2015.
 - Bayonne Bridge traffic decreased 16.7%, to 9,025 daily vehicles in 2016 from 10,840 in 2015.
 - Goethals Bridge traffic increased 5.4%, to 82,852 daily vehicles in 2016 from 78,605 in 2015.
 - Outerbridge Crossing traffic increased 4.5%, to 77,107 daily vehicles in 2016 from 73,773 in 2015.
- Between 6-10 am, 20,058 vehicles crossed from Staten Island to New Jersey while 19,788 vehicles entered Staten Island.
- Between 3-7 pm, traffic entering Staten Island from New Jersey amounted to 24,757 vehicles, while traffic bound for New Jersey totaled 21,520 vehicles.

Brooklyn - Queens

- On a typical 2016 weekday, 592,046 vehicles crossed the fifteen monitored Brooklyn-Queens screenline locations, 0.4% fewer than the 594,534 daily vehicles recorded in 2015.
- Except for the four bridges over Newtown Creek (monitored annually in the New York City Bridge Traffic Volumes report), traffic volumes at the Brooklyn-Queens screenline were analyzed for the first time in 1993.
- Over two-thirds (67.5%) of the vehicles (399,797 per day) crossing the Brooklyn-Queens screenline used the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore (Belt) Parkway.
- Some 41.4% (245,138 per day) were crossing Newtown Creek via the Grand Street, J.J. Byrne, Kosciuszko, and Pulaski Bridges.
- The Shore Parkway (Belt) is the busiest Brooklyn-Queens screenline highway, with two-way daily volume of 164,820 daily vehicles, 27.8% of all traffic on the monitored thoroughfares and 41.2% of the three limited access (interstate and principal arterial) facilities that cross the screenline: Jackie Robinson Parkway (formerly Interborough Parkway), Kosciuszko Bridge (Brooklyn-Queens Expressway), and Shore (Belt) Parkway.
- Busiest Brooklyn-Queens Screenline arterials in 2016:
 - Kosciuszko Bridge, 162,581 vehicles per day.
 - Jackie Robinson Parkway, 72,396 vehicles per day.
 - Linden Boulevard, 52,916 vehicles per day.
 - Pulaski Bridge, 40,722 vehicles per day.
 - J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge), 31,622 vehicles per day.

- Atlantic Avenue, 23,099 vehicles per day.
- Morning traffic to Brooklyn peaked between 7-8 am, when 18,439 vehicles entered Brooklyn.
 - 4,408 on the Kosciuszko Bridge.
 - 4,951 on the Belt Parkway (Shore Parkway).
- Morning traffic to Queens peaked also between 7-8 am, at 15,821 vehicles.
 - 3,986 on the Kosciuszko Bridge.
 - 4,576 on the Belt Parkway (Shore Parkway).
- During the 6-10 am rush period, 68,712 vehicles entered Brooklyn and 59,140 entered Queens.
 - Kosciuszko Bridge: 16,065 to Brooklyn; 15,342 to Queens.
 - Belt Parkway (Shore Parkway): 18,846 to Brooklyn; 17,415 to Queens.
- Evening traffic to Brooklyn peaked between 3-4 pm, with 16,276 vehicles entering Brooklyn from Queens.
 - 3,468 on Kosciuszko Bridge.
 - 4,377 on Belt Parkway (Shore Parkway).
- Evening traffic to Queens peaked between 5-6 pm, with 17,881 vehicles entering Queens from Brooklyn.
 - 4,281 on Kosciuszko Bridge.
 - 4,696 on Belt Parkway (Shore Parkway).
- During the 3-7 pm rush period, 70,056 vehicles entered Queens and 63,227 entered Brooklyn.
 - Kosciuszko Bridge: 16,365 to Queens; 14,384 to Brooklyn.
 - Belt Parkway (Shore Parkway): 18,666 to Queens; 17,503 to Brooklyn.

2015 vs. 2016 Screenline Traffic Volume Trends Both Directions

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| BRONX-WESTCHESTER | Highway Functional Classification | 2015 | 2016 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| Boston Road | Principal Arterial | 23,114 | 22,063 | - 4.5 % |
| Broadway | Principal Arterial | 14,837 | 15,250 | 2.8 % |
| Bronx River Parkway | Principal Arterial | 97,157 | 101,831 | 4.8 % |
| Henry Hudson Parkway | Principal Arterial | 99,338 | 105,765 | 6.5 % |
| Hutchinson River Parkway | Principal Arterial | 87,678 | 92,921 | 6.0 % |
| Major Deegan Expressway * | Interstate | 125,157 | 130,048 | 3.9 % |
| New England Thruway | Interstate | 135,565 | 134,117 | - 1.1 % |
| Riverdale Avenue | Principal Arterial | 9,671 | 9,023 | - 6.7 % |
| Van Cortlandt Park East | Minor Arterial | 8,153 | 8,512 | 4.4 % |
| Webster Avenue | Local | 9,691 | 10,306 | 6.3 % |
| White Plains Road | Principal Arterial | 12,118 | 12,352 | 1.9 % |
| Total Bronx-Westchester Screenline | | 622,479 | 642,188 | 3.2 % |

QUEENS-NASSAU

| | | | | |
|---------------------------------------|--------------------|----------------|----------------|----------------|
| Beach Channel Drive | Minor Arterial | 21,973 | 22,343 | 1.7 % |
| Central Avenue | Minor Arterial | 13,409 | 11,764 | - 12.3 % |
| Grand Central Parkway * | Principal Arterial | 164,941 | 159,080 | - 3.6 % |
| Hempstead Avenue | Principal Arterial | 40,078 | 45,962 | 14.7 % |
| Hillside Avenue | Principal Arterial | 26,166 | 26,652 | 1.9 % |
| Jamaica Avenue | Principal Arterial | 29,192 | 27,075 | - 7.3 % |
| Laurelton Parkway | Principal Arterial | 166,150 | 168,555 | 1.4 % |
| Linden Boulevard | Principal Arterial | 26,933 | 26,610 | - 1.2 % |
| Long Island Expressway * | Interstate | 220,988 | 224,901 | 1.8 % |
| Merrick Boulevard | Minor Arterial | 21,907 | 20,280 | - 7.4 % |
| Northern Boulevard | Principal Arterial | 40,690 | 39,201 | - 3.7 % |
| Rockaway Boulevard | Principal Arterial | 75,001 | 75,716 | 1.0 % |
| Seagirt Boulevard | Principal Arterial | 22,775 | 21,269 | - 6.6 % |
| Sunrise Highway | Principal Arterial | 67,725 | 67,177 | - 0.8 % |
| Union Turnpike | Principal Arterial | 21,732 | 22,031 | 1.4 % |
| Total Queens-Nassau Screenline | | 959,660 | 958,616 | - 0.1 % |

* Includes Service Roads.

2015 vs. 2016 Screenline Traffic Volume Trends

Both Directions

Page 2 of 3

| NEW YORK - NEW JERSEY | Highway Functional Classification | 2015 | 2016 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| Manhattan - New Jersey | | | | |
| George Washington Bridge | Interstate | 295,120 | 289,827 | - 1.8 % |
| Holland Tunnel | Interstate | 89,367 | 89,792 | 0.5 % |
| Lincoln Tunnel | Principal Arterial | 113,783 | 112,995 | - 0.7 % |
| Subtotal, Manhattan - New Jersey | | 498,270 | 492,614 | - 1.1 % |
| Staten Island - New Jersey | | | | |
| Bayonne Bridge | Principal Arterial | 10,840 | 9,025 | - 16.7 % |
| Goethals Bridge | Interstate | 78,605 | 82,852 | 5.4 % |
| Outerbridge Crossing | Principal Arterial | 73,773 | 77,107 | 4.5 % |
| Subtotal, Staten Island - New Jersey | | 163,218 | 168,984 | 3.5 % |
| Total New York - New Jersey Screenline | | 661,488 | 661,598 | 0.0 % |

NEW YORK CITY BORDERS TOTAL

| | | | |
|---|------------------|------------------|--------------|
| Bronx - Westchester | 622,479 | 642,188 | |
| Queens - Nassau | 959,660 | 958,616 | |
| Manhattan - New Jersey | 498,270 | 492,614 | |
| Staten Island - New Jersey | 163,218 | 168,984 | |
| Total New York City Border Screenlines | 2,243,627 | 2,262,402 | 0.8 % |

2015 vs. 2016 Screenline Traffic Volume Trends Both Directions

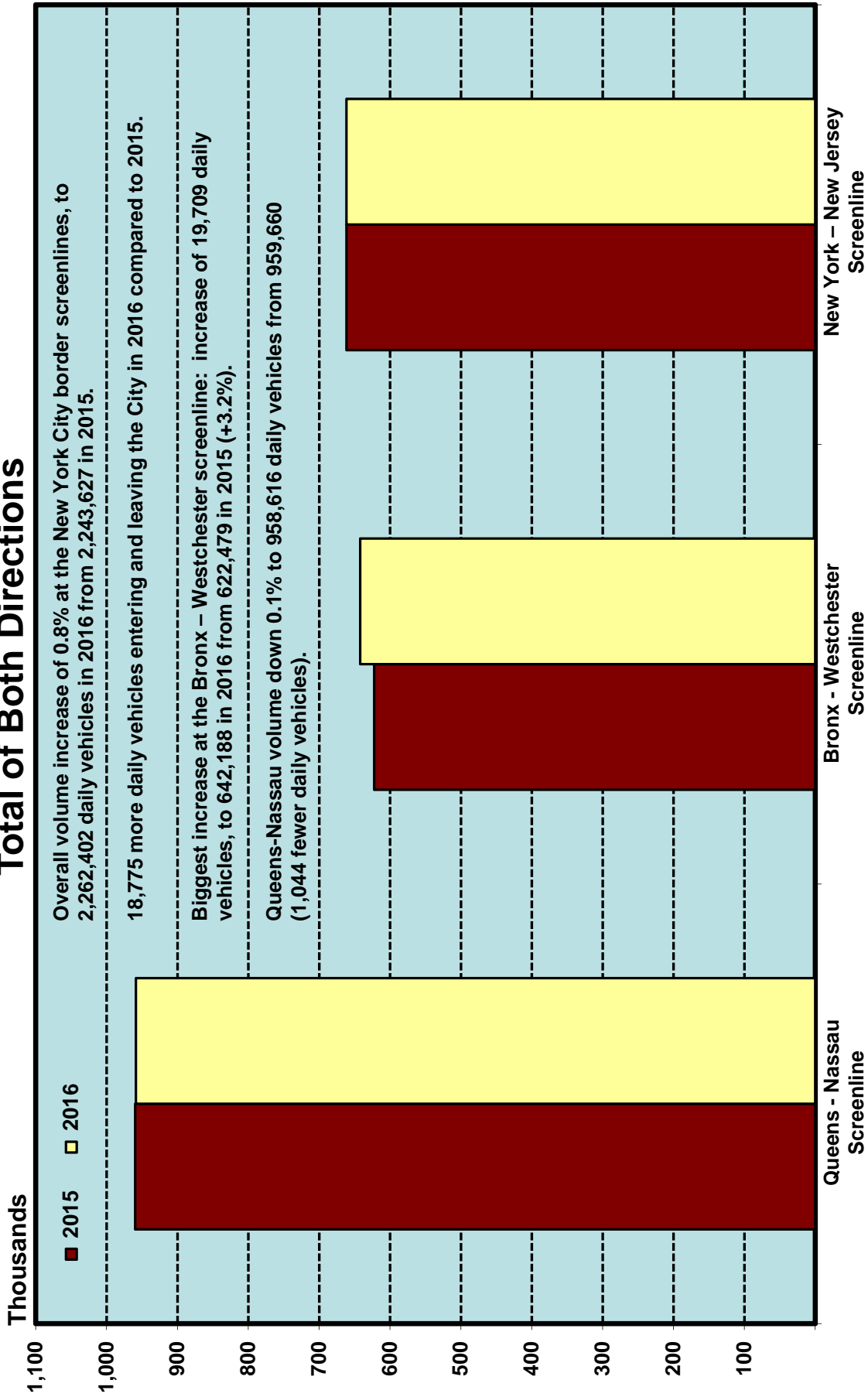
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| BROOKLYN - QUEENS | Highway Functional Classification | 2015 | 2016 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| Newtown Creek Bridges | | | | |
| Grand Street Bridge | Principal Arterial | 12,546 | 10,213 | - 18.6 % |
| J.J. Byrne Memorial Bridge * | Principal Arterial | 28,361 | 31,622 | 11.5 % |
| Kosciuszko Bridge | Interstate | 179,137 | 162,581 | - 9.2 % |
| Pulaski Bridge | Principal Arterial | 40,485 | 40,722 | 0.6 % |
| Subtotal, Newtown Creek Bridges | | 260,529 | 245,138 | - 5.9 % |
| Other Facilities | | | | |
| Atlantic Avenue | Principal Arterial | 23,359 | 23,099 | - 1.1 % |
| Cooper Street | Minor Arterial | 9,953 | 9,066 | - 8.9 % |
| Cornelia Street | Local | 1,952 | 1,969 | 0.9 % |
| Decatur Street | Collector | 2,418 | 2,588 | 7.0 % |
| DeKalb Avenue | Minor Arterial | 4,633 | 4,512 | - 2.6 % |
| Greene Avenue | Minor Arterial | 1,459 | 1,527 | 4.7 % |
| Jackie Robinson Parkway | Principal Arterial | 68,017 | 72,396 | 6.4 % |
| Linden Boulevard | Principal Arterial | 43,183 | 52,916 | 22.5 % |
| Linden Street | Collector | 2,017 | 2,278 | 12.9 % |
| Shore Parkway | Principal Arterial | 166,331 | 164,820 | - 0.9 % |
| Sutter Avenue | Minor Arterial | 10,683 | 11,737 | 9.9 % |
| Subtotal, Other Facilities | | 334,005 | 346,908 | 3.9 % |
| Total Brooklyn - Queens Screenline | | 594,534 | 592,046 | - 0.4 % |

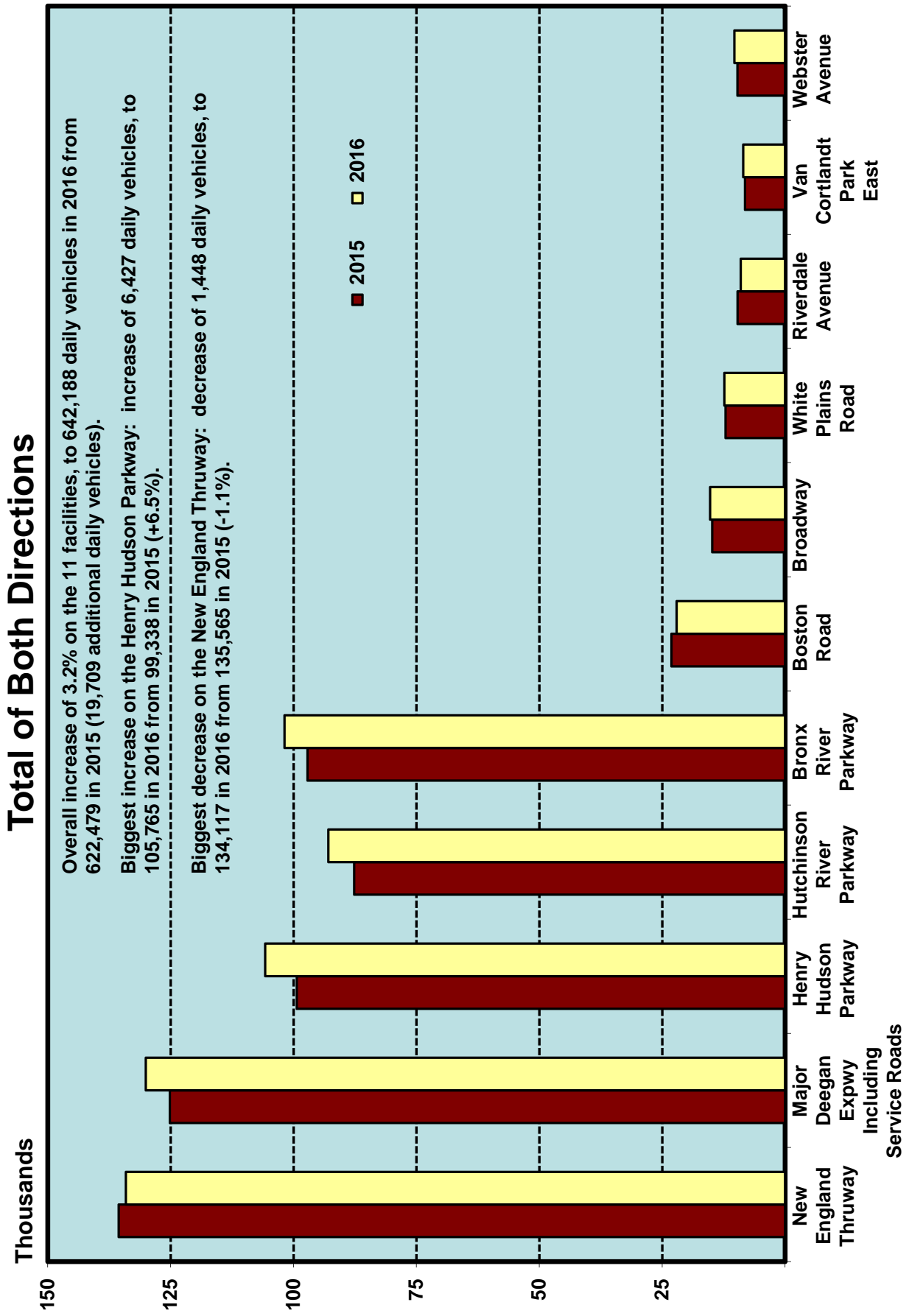
* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

New York City Screenlines ~ Daily Volumes 2016 vs. 2015

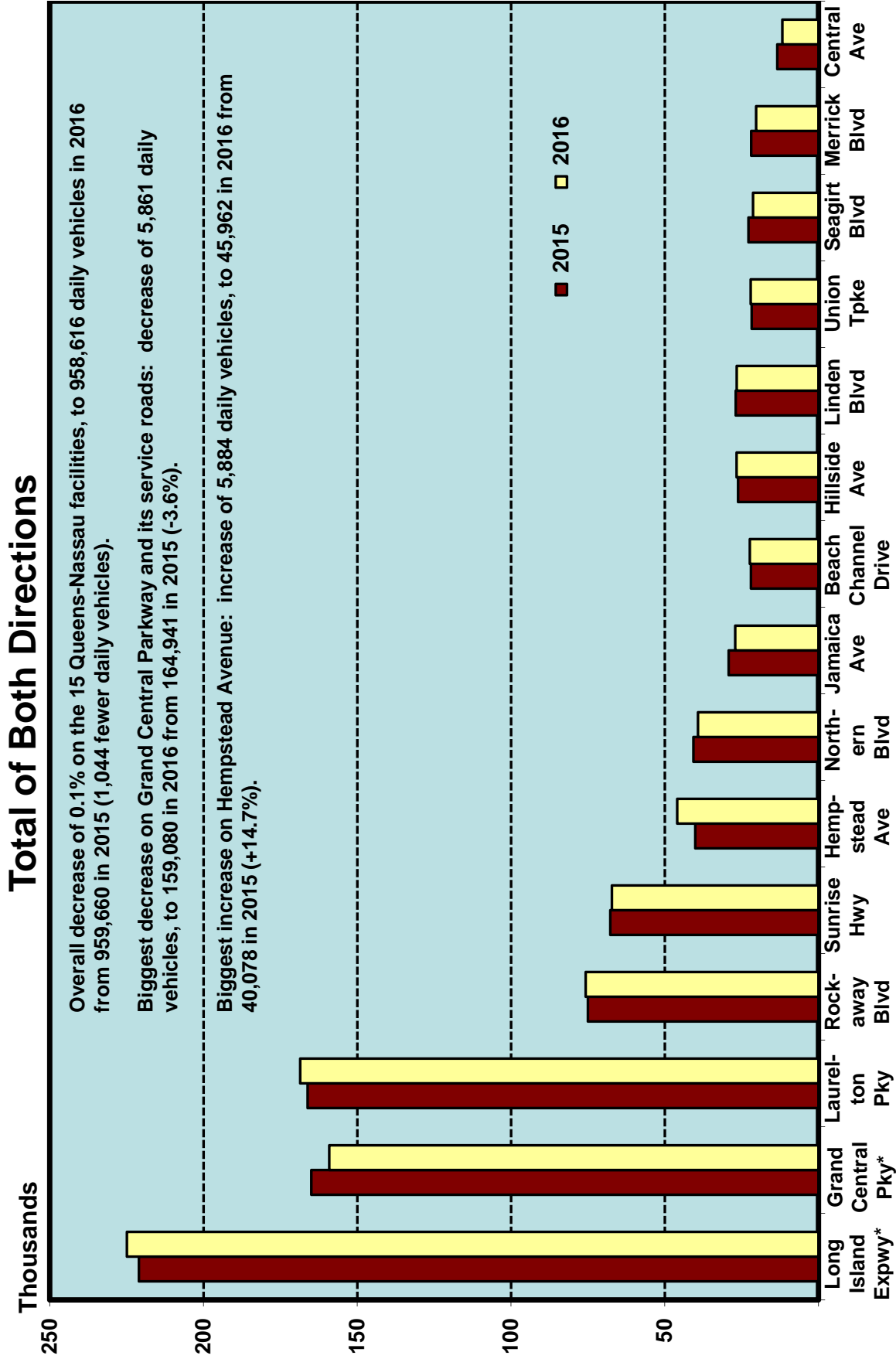
Total of Both Directions



Bronx – Westchester Screenline Daily Volumes 2016 vs. 2015



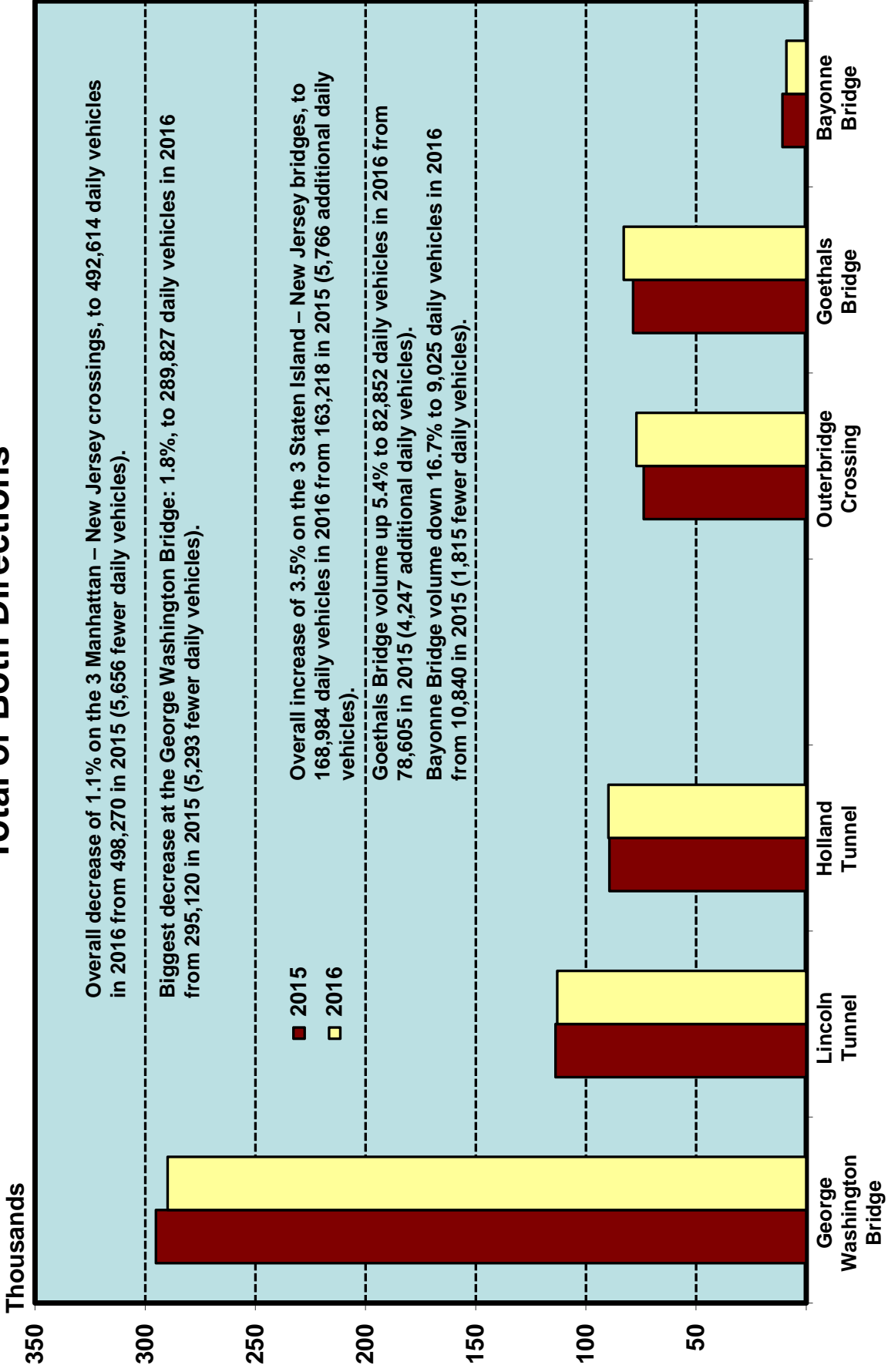
Queens – Nassau Screenline Daily Volumes 2016 vs. 2015



* Includes service roads.

New York – New Jersey Screenline Daily Volumes 2016 vs. 2015

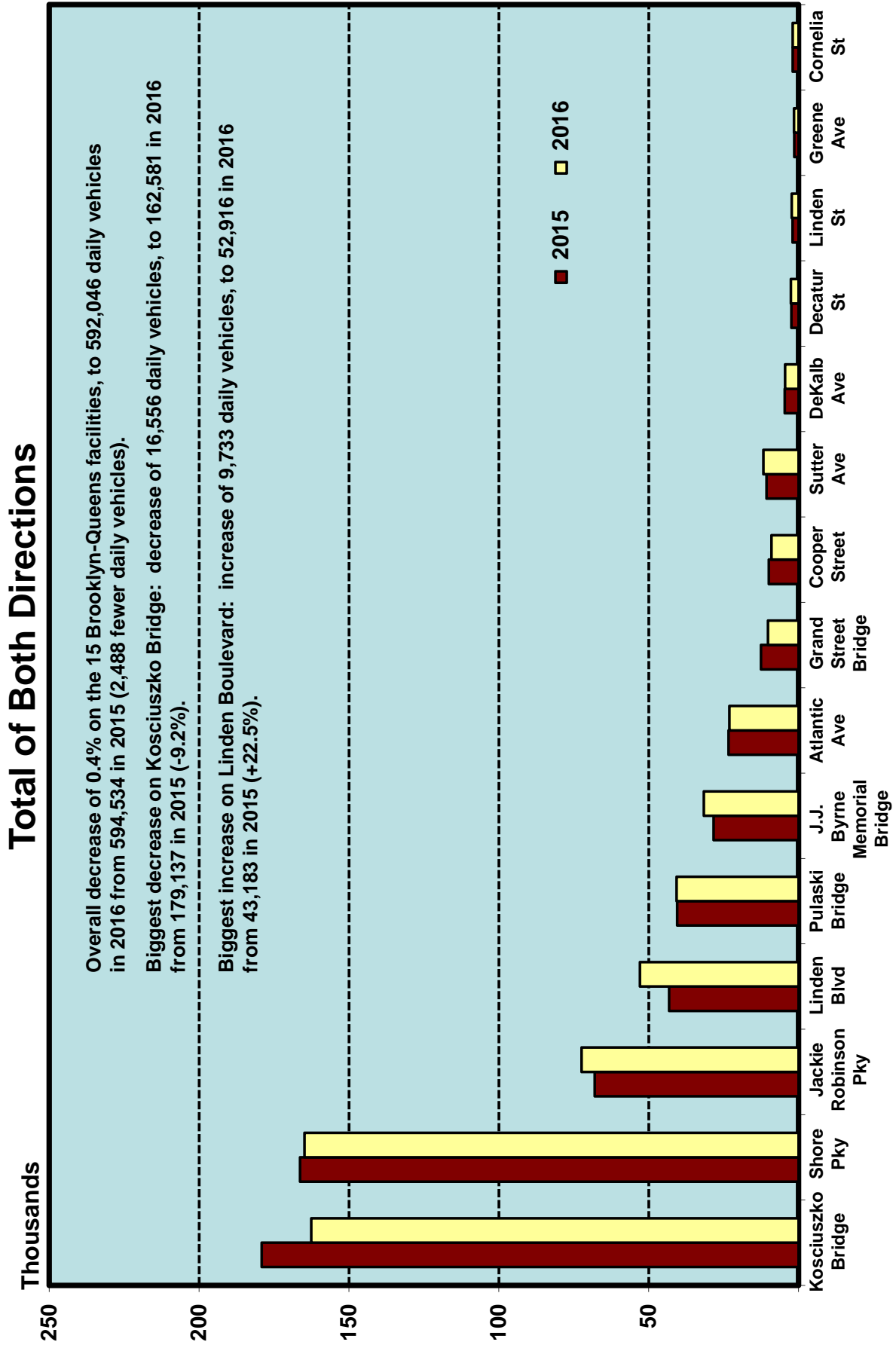
Total of Both Directions



Manhattan – New Jersey Crossings

Staten Island – New Jersey Bridges

Brooklyn - Queens Screenline Daily Volumes 2016 vs. 2015



10-Year Trends ~ 2006-2016



**Jackie Robinson Parkway at Brooklyn-Queens Screenline
Looking East**

TEN-YEAR TRENDS: 2006-2016

Total monitored traffic volume at the City boundaries decreased 0.5% during this ten-year period, to 2,262,402 daily vehicles in 2016 from 2,272,769 in 2006 (10,367 fewer daily vehicles).

Bronx – Westchester Screenline

- Overall increase of 2.8% at the eleven Bronx-Westchester screenline monitoring sites, to 642,188 daily vehicles in 2016 from 624,558 in 2006 (17,630 more daily vehicles).
- Volume decreases on six of the eleven monitored facilities.
- Largest decrease on Riverdale Avenue: down by -2,447 daily vehicles, to 9,023 daily vehicles in 2016 from 11,470 in 2006 (-21.3%).
- Largest increase on the Bronx River Parkway: up 10.5% to 101,831 daily vehicles in 2016 from 92,123 in 2006 (+9,708 daily vehicles).

Queens – Nassau Screenline

- Overall increase of 2.6%, at the fifteen Queens-Nassau screenline monitoring locations, to 958,616 daily vehicles in 2016 from 934,549 in 2006 (24,067 additional daily vehicles).
- Largest increase on the Long Island Expressway and its service roads: up 17.2% to 224,901 daily vehicles in 2016 from 191,900 in 2006 (33,001 additional daily vehicles).
- Largest decrease on the Grand Central Parkway and its service road: decrease of 6,714 daily vehicles to 159,080 in 2016 from 165,794 in 2006 (-4.0%).

Manhattan – New Jersey Screenline

- Overall decrease of 8.4% on the three Hudson River crossings between Manhattan and New Jersey, to 492,614 daily vehicles in 2016 from 537,748 in 2006 (45,134 fewer daily vehicles).
- Decreases on all three Manhattan-New Jersey crossings.
- Largest decrease at the George Washington Bridge: decrease of 22,251 daily vehicles, to 289,827 in 2016 from 312,078 in 2006 (-7.1%).

Staten Island – New Jersey Screenline

- Overall decrease of 3.9% on the three Staten Island-New Jersey bridges, to 168,984 daily vehicles in 2016 from 175,914 in 2006 (6,930 fewer daily vehicles).
- Largest decrease on the Bayonne Bridge: -62.8%, to 9,025 daily vehicles in 2016 from 24,230 in 2006 (15,205 fewer daily vehicles).
- Only increase on the Goethals Bridge: increase of 26.7% to 82,852 daily vehicles in 2016 from 65,378 in 2006.

Brooklyn – Queens Screenline

- Overall decrease of 1.5% at the fifteen monitored Brooklyn-Queens screenline locations, to 592,046 daily vehicles in 2016 from 601,236 in 2006 (9,190 fewer daily vehicles).
- Largest decrease on the Kosciuszko Bridge: decrease of 21,760 daily vehicles, to 162,581 in 2016 from 184,341 in 2006 (-11.8%).
- Largest increase on Shore Parkway: increase of 7,011 daily vehicles, to 164,820 in 2016 from 157,809 in 2006 (+4.4%).

10-Year Volume Trends ~ 2006 - 2016

New York City Screenline Traffic Volumes

Both Directions

Page 1 of 2

| BRONX-WESTCHESTER | Highway Functional Classification | 2006 | 2016 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| Boston Road | Principal Arterial | 24,403 | 22,063 | - 9.6 % |
| Broadway | Principal Arterial | 15,938 | 15,250 | - 4.3 % |
| Bronx River Parkway | Principal Arterial | 92,123 | 101,831 | 10.5 % |
| Henry Hudson Parkway | Principal Arterial | 99,344 | 105,765 | 6.5 % |
| Hutchinson River Parkway | Principal Arterial | 88,445 | 92,921 | 5.1 % |
| Major Deegan Expressway * | Interstate | 124,176 | 130,048 | 4.7 % |
| New England Thruway | Interstate | 135,159 | 134,117 | - 0.8 % |
| Riverdale Avenue | Principal Arterial | 11,470 | 9,023 | - 21.3 % |
| Van Cortlandt Park East | Minor Arterial | 10,675 | 8,512 | - 20.3 % |
| Webster Avenue | Local | 10,535 | 10,306 | - 2.2 % |
| White Plains Road | Principal Arterial | 12,290 | 12,352 | 0.5 % |
| Total Bronx-Westchester Screenline | | 624,558 | 642,188 | 2.8 % |

QUEENS-NASSAU

| | | | | |
|---------------------------------------|--------------------|----------------|----------------|--------------|
| Beach Channel Drive | Minor Arterial | 25,801 | 22,343 | - 13.4 % |
| Central Avenue | Minor Arterial | 15,570 | 11,764 | - 24.4 % |
| Grand Central Parkway * | Principal Arterial | 165,794 | 159,080 | - 4.0 % |
| Hempstead Avenue | Principal Arterial | 40,965 | 45,962 | 12.2 % |
| Hillside Avenue | Principal Arterial | 23,123 | 26,652 | 15.3 % |
| Jamaica Avenue | Principal Arterial | 29,614 | 27,075 | - 8.6 % |
| Laurelton Parkway | Principal Arterial | 168,859 | 168,555 | - 0.2 % |
| Linden Boulevard | Principal Arterial | 28,298 | 26,610 | - 6.0 % |
| Long Island Expressway * | Interstate | 191,900 | 224,901 | 17.2 % |
| Merrick Boulevard | Minor Arterial | 19,033 | 20,280 | 6.6 % |
| Northern Boulevard | Principal Arterial | 41,360 | 39,201 | - 5.2 % |
| Rockaway Boulevard | Principal Arterial | 73,767 | 75,716 | 2.6 % |
| Seagirt Boulevard | Principal Arterial | 22,557 | 21,269 | - 5.7 % |
| Sunrise Highway | Principal Arterial | 66,819 | 67,177 | 0.5 % |
| Union Turnpike | Principal Arterial | 21,089 | 22,031 | 4.5 % |
| Total Queens-Nassau Screenline | | 934,549 | 958,616 | 2.6 % |

* Includes Service Roads.

10-Year Volume Trends ~ 2006 - 2016

New York City Screenline Traffic Volumes

Both Directions

Page 2 of 2

| NEW YORK - NEW JERSEY | Highway Functional Classification | 2006 | 2016 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| George Washington Bridge | Interstate | 312,078 | 289,827 | - 7.1 % |
| Holland Tunnel | Interstate | 98,425 | 89,792 | - 8.8 % |
| Lincoln Tunnel | Principal Arterial | 127,245 | 112,995 | - 11.2 % |
| Bayonne Bridge | Principal Arterial | 24,230 | 9,025 | - 62.8 % |
| Goethals Bridge | Interstate | 65,378 | 82,852 | 26.7 % |
| Outerbridge Crossing | Principal Arterial | 86,306 | 77,107 | - 10.7 % |
| Total New York - New Jersey Screenline | | 713,662 | 661,598 | - 7.3 % |

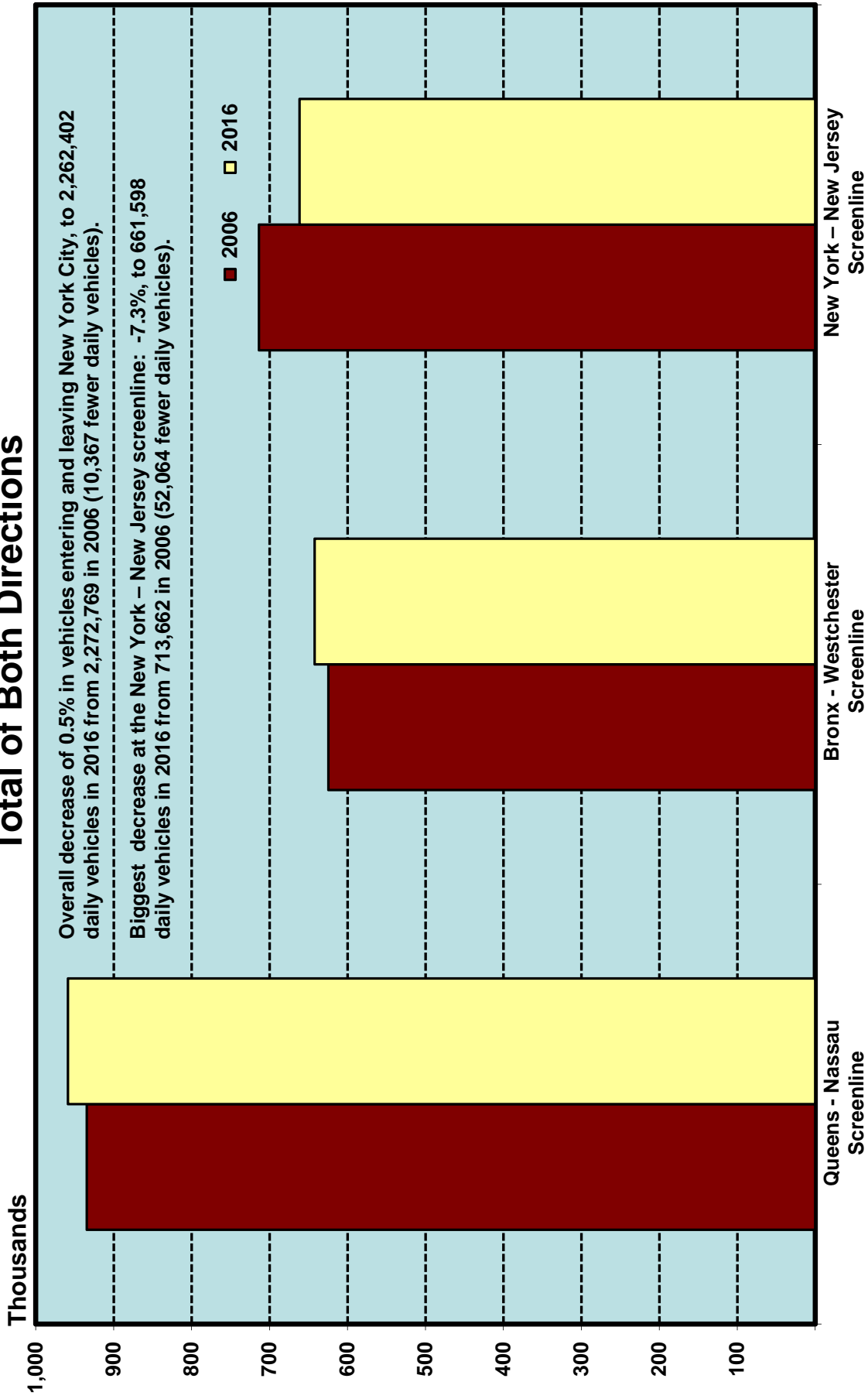
| BROOKLYN - QUEENS | Highway Functional Classification | 2006 | 2016 | Percent Change |
|---|--|----------------|----------------|---------------------------|
| Newtown Creek Bridges | | | | |
| Grand Street Bridge | Principal Arterial | 12,893 | 10,213 | - 20.8 % |
| J.J. Byrne Memorial Bridge * | Principal Arterial | 29,840 | 31,622 | 6.0 % |
| Kosciuszko Bridge | Interstate | 184,341 | 162,581 | - 11.8 % |
| Pulaski Bridge | Principal Arterial | 38,224 | 40,722 | 6.5 % |
| Subtotal, Newtown Creek Bridges | | 265,298 | 245,138 | - 7.6 % |
| Other Facilities | | | | |
| Atlantic Avenue | Principal Arterial | 24,056 | 23,099 | - 4.0 % |
| Cooper Street | Minor Arterial | 9,293 | 9,066 | - 2.4 % |
| Cornelia Street | Local | 1,660 | 1,969 | 18.6 % |
| Decatur Street | Collector | 2,247 | 2,588 | 15.2 % |
| DeKalb Avenue | Minor Arterial | 5,306 | 4,512 | - 15.0 % |
| Greene Avenue | Minor Arterial | 1,854 | 1,527 | - 17.6 % |
| Jackie Robinson Parkway | Principal Arterial | 70,833 | 72,396 | 2.2 % |
| Linden Boulevard | Principal Arterial | 52,069 | 52,916 | 1.6 % |
| Linden Street | Collector | 2,192 | 2,278 | 3.9 % |
| Shore Parkway | Principal Arterial | 157,809 | 164,820 | 4.4 % |
| Sutter Avenue | Minor Arterial | 8,619 | 11,737 | 36.2 % |
| Subtotal, Other Facilities | | 335,938 | 346,908 | 3.3 % |
| Total Brooklyn - Queens Screenline | | 601,236 | 592,046 | - 1.5 % |

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

10-Year Volume Changes ~ 2006 - 2016

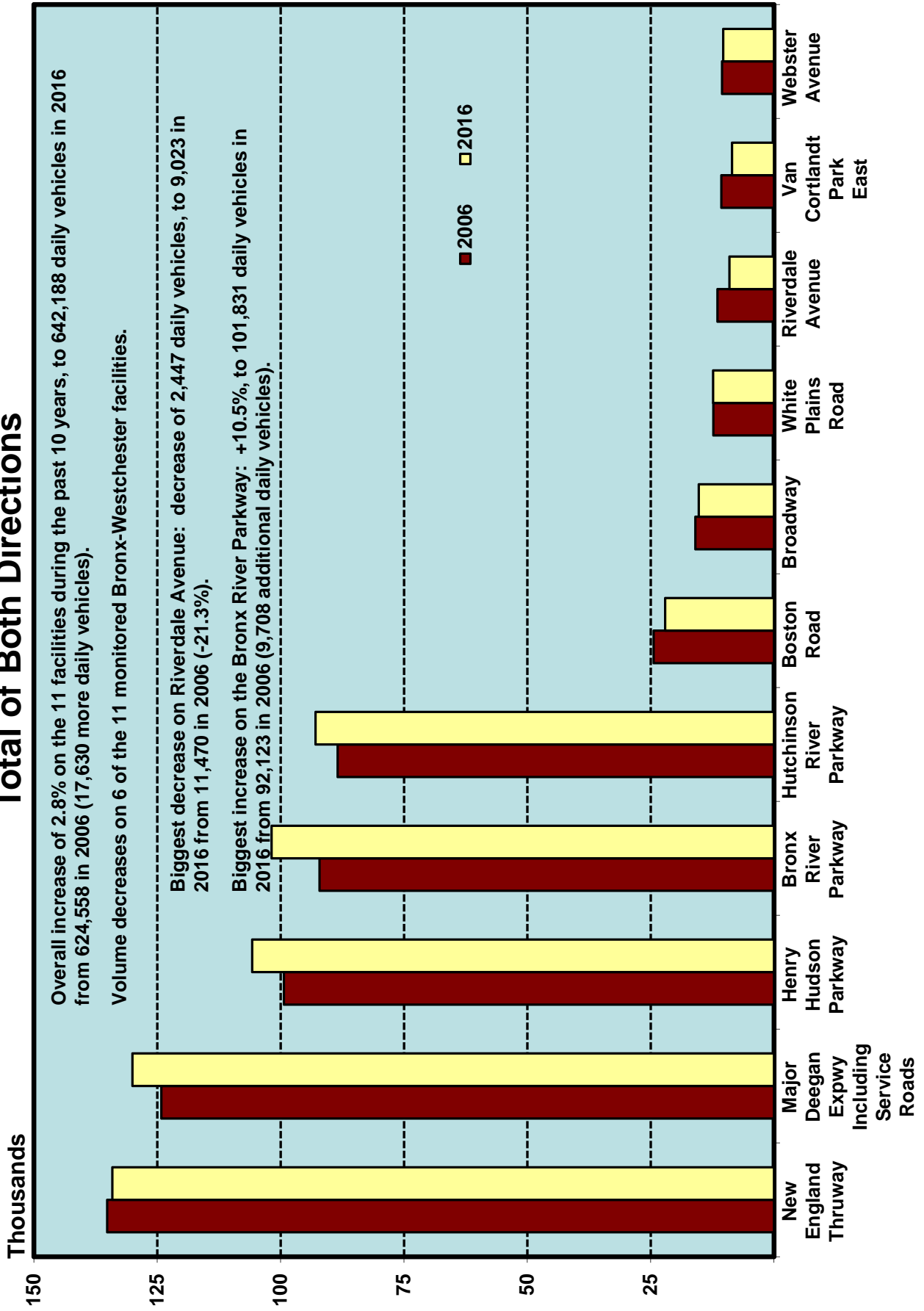
New York City Screenlines Daily Volumes

Total of Both Directions



10-Year Volume Changes ~ 2006 - 2016

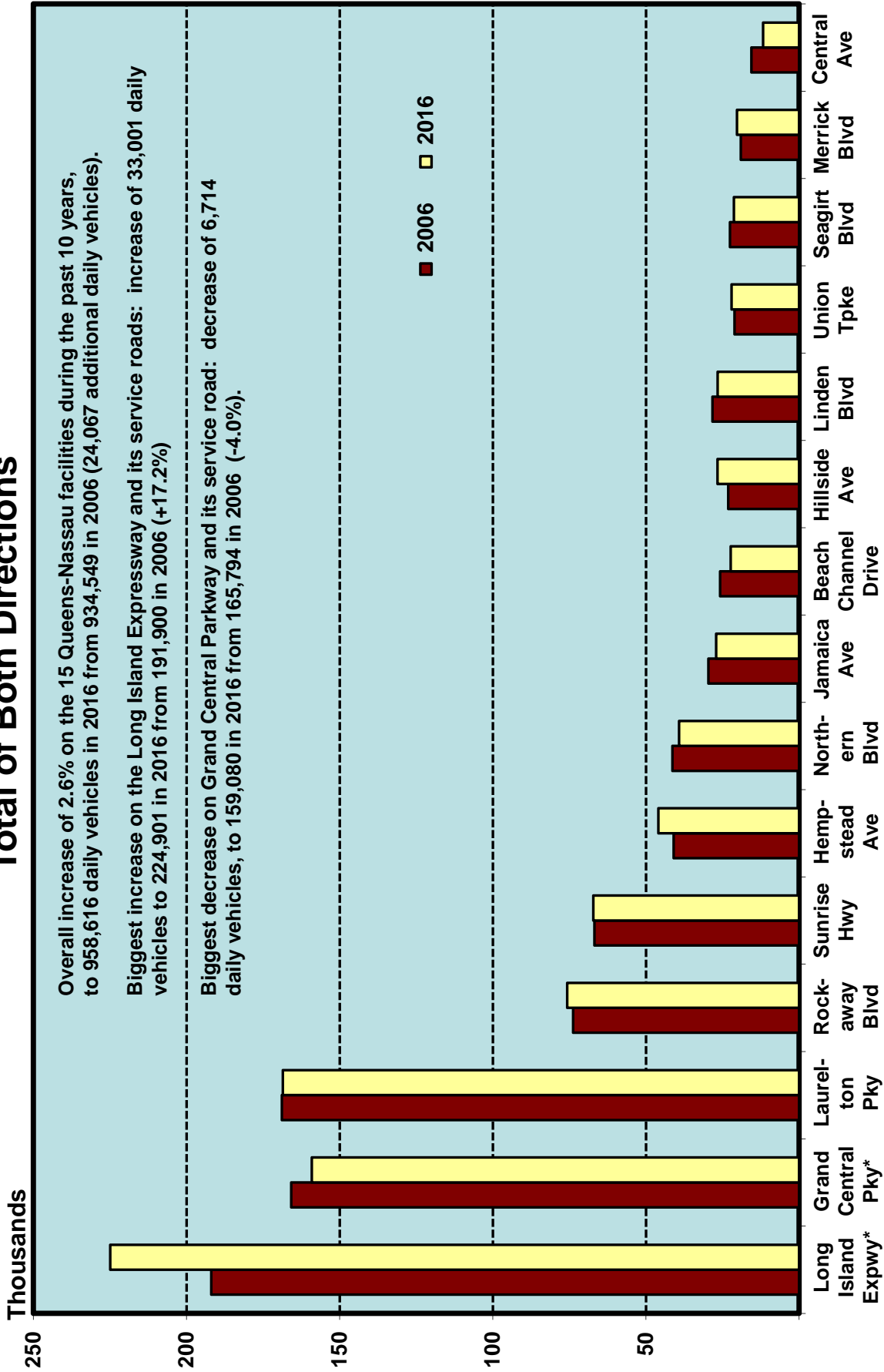
Bronx – Westchester Screenline Daily Volumes Total of Both Directions



10-Year Volume Changes ~ 2006 - 2016

Queens – Nassau Screenline Daily Volumes

Total of Both Directions

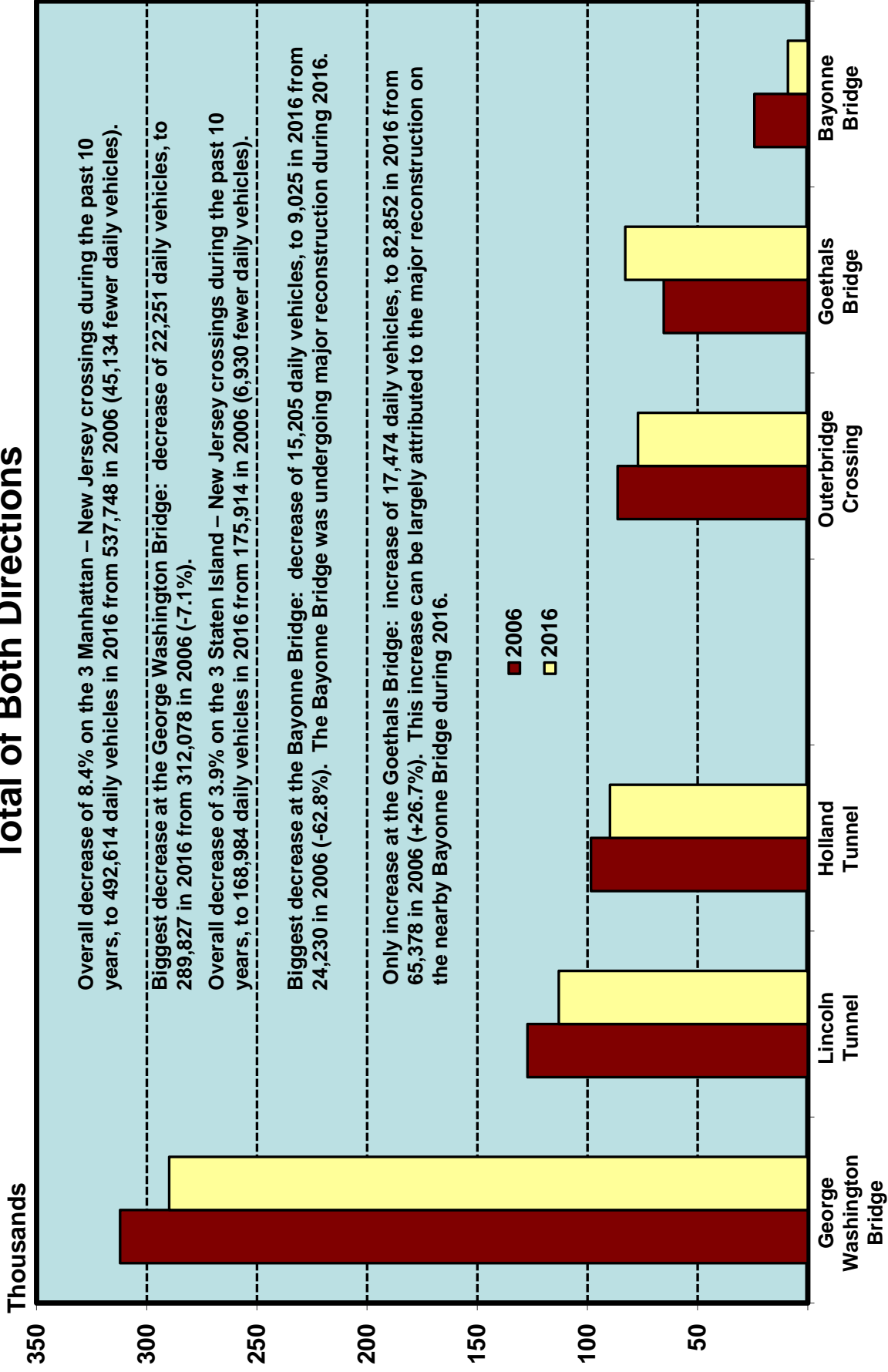


* Includes service roads.

10-Year Volume Changes ~ 2006 – 2016

New York – New Jersey Screenline Daily Volumes

Total of Both Directions



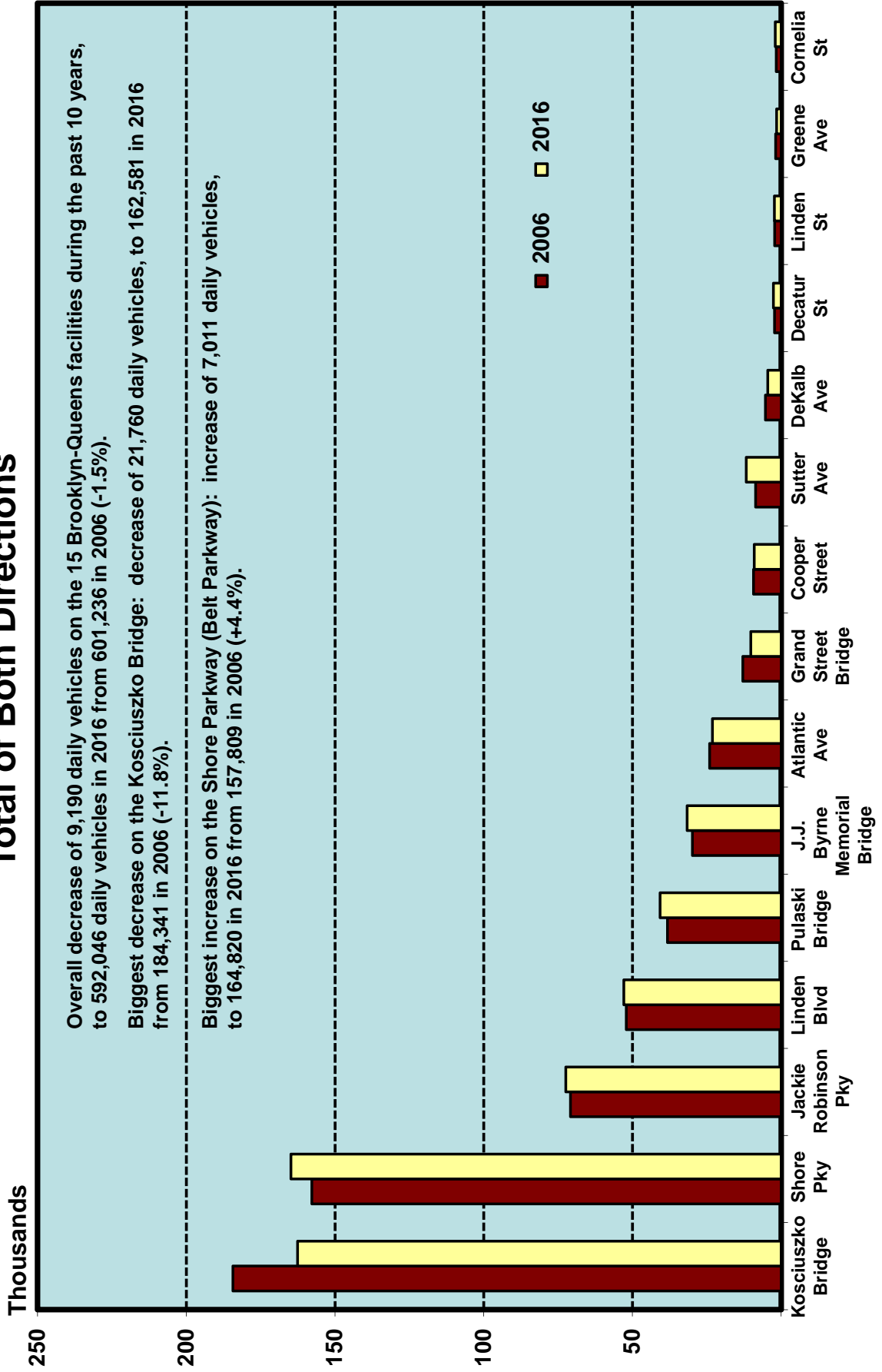
Manhattan – New Jersey Crossings

Staten Island – New Jersey Bridges

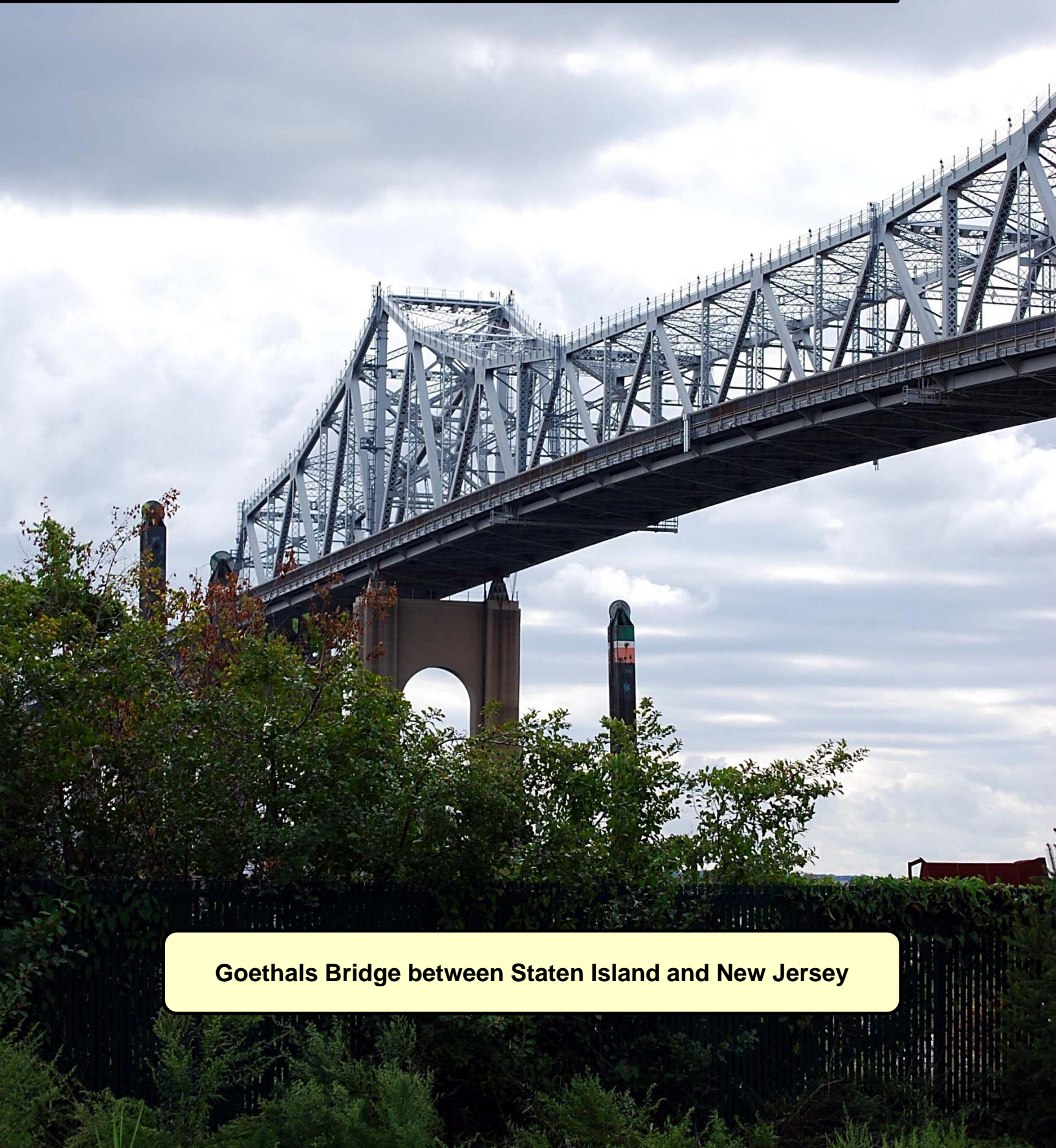
10-Year Volume Changes ~ 2006 - 2016

Brooklyn - Queens Screenline Daily Volumes

Total of Both Directions



New York City Screenline



Goethals Bridge between Staten Island and New Jersey

NEW YORK CITY SCREENLINE

In 1963, when the first comprehensive New York City border screenline data were collected, average daily two-way volume at the 29 locations studied was 1,109,201.

- Queens - Nassau screenline: 546,550 daily vehicles, 49.3% of total monitored New York City border screenlines volume.
- Bronx – Westchester screenline: 269,650 daily vehicles, 24.3%.
- Manhattan - New Jersey screenline: 265,603 daily vehicles, 23.9%.
- Staten Island – New Jersey screenline: 27,398 daily vehicles, 2.5%.
- Volumes on Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens, were not collected prior to 1986.

1963 - 1973

Traffic volume recorded at the City borders rose 36.2%, to an average of 1,510,653 vehicles per day in 1973 from 1,109,201 in 1963 (401,452 additional daily vehicles).

- Increases exceeded 20% at all City border screenlines.
- Volume on the three Staten Island – New Jersey bridges nearly tripled, to 81,034 daily vehicles in 1973 from 27,398 in 1963.
- Largest numerical increase at the Manhattan – New Jersey screenline, where daily volume increased to 397,203 daily vehicles in 1973 from 265,603 in 1963 (+49.5%, or 131,600 additional daily vehicles).
- Bronx – Westchester traffic increased 34.1% to 361,714 daily vehicles from 269,650.
- Queens - Nassau traffic increased 22.7% to 670,702 daily vehicles from 546,550.

1973 - 1982

Growth slowed during this nine-year period, with volume recorded at the City borders rising 10.4% to 1,667,312 daily vehicles 1982 from 1,510,653 in 1973.

- Traffic continued to increase at all City boundaries.
- Staten Island – New Jersey traffic increased 31.6% to 106,672 daily vehicles in 1982 from 81,034 in 1973.
- Bronx – Westchester traffic increased 14.4% to 413,750 daily vehicles from 361,714.
- Manhattan – New Jersey traffic increased 9.2% to 433,744 daily vehicles from 397,203.
- Queens - Nassau traffic increased 6.3% to 713,146 daily vehicles from 670,702.

1982 - 1986

Faster growth resumed, as monitored traffic at the City borders increased 14.8% during this four-year period, to 1,914,827 daily vehicles in 1986 from 1,667,312 in 1982 (excluding Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was not counted in 1982).

- Staten Island – New Jersey traffic increased 29.8%, to 138,436 daily vehicles in 1986 from 106,672 in 1982.
- Bronx – Westchester traffic increased 14.6% to 474,013 daily vehicles from 413,750.
- Queens – Nassau traffic increased 14.5% to 816,627 daily vehicles from 713,146.
- Manhattan – New Jersey traffic increased 12.0% to 485,751 daily vehicles from 433,744.

1986 - 1996

Monitored traffic at the New York City boundaries increased 6.8% during this ten-year period, to 2,083,875 daily vehicles in 1996 from 1,950,977 in 1986 (including Van Cortlandt Park East in The Bronx, and Central Avenue and Seagirt Boulevard in Queens where traffic was counted for the first time in 1986).

- Bronx – Westchester traffic increased 13.4%, to 547,972 daily vehicles in 1996 from 483,252 in 1986.
- Queens - Nassau traffic increased 6.2%, to 896,144 daily vehicles from 843,538.
- Staten Island – New Jersey traffic increased 5.9%, to 146,565 daily vehicles from 138,436.
- Traffic between Manhattan and New Jersey increased 1.5%, to 493,194 daily vehicles in 1996 from 485,751 in 1986.

1996 - 2006

From 1996 to 2006, monitored traffic at the New York City boundaries increased 9.1%, to 2,272,769 daily vehicles in 2006 from 2,083,875 in 1996.

- Bronx – Westchester traffic increased 14.0%, to 624,558 daily vehicles in 2006 from 547,972 in 1996.
- Queens - Nassau traffic increased 4.3%, to 934,549 daily vehicles 2006 from 896,144 in 1996.
- Staten Island – New Jersey daily volume increased 20.0%, to 175,914 from 146,565.
- Manhattan - New Jersey daily volume increased 9.0%, to 537,748 from 493,194.

2006 - 2016

During the most recent ten-year period, from 2006 to 2016, monitored traffic at the New York City boundaries decreased 0.5%, to 2,262,402 daily vehicles in 2016 from 2,272,769 in 2006.

- Bronx – Westchester traffic increased 2.8%, to 642,188 daily vehicles in 2016 from 624,558 in 2006.

- Manhattan - New Jersey traffic decreased 8.4%, to 492,614 daily vehicles from 537,748.
- Staten Island - New Jersey traffic decreased 3.9%, to 168,984 daily vehicles from 175,914.
- Queens - Nassau traffic increased 2.6%, to 958,616 daily vehicles in 2016 from 934,549 in 2006.

1963 - 2016

From 1963 to 2016, daily two-way traffic at the 29 City border locations monitored throughout the period nearly doubled, to 2,220,857 in 2016 from 1,109,201 in 1963.

- Staten Island – New Jersey traffic skyrocketed by 516.8%, to 168,984 daily vehicles in 2016 from 27,398 in 1963, largely as a result of the opening of the Verrazano–Narrows Bridge in 1964.
- Manhattan – New Jersey traffic increased 85.5%, to 492,614 daily vehicles in 2016 from 265,603 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 167,304 daily vehicles from 111,090.
- During the 53-year period from 1963 to 2016, continuously monitored daily traffic increased 135% between The Bronx and Westchester (to 633,676 from 269,650), and 69.4% between Queens and Nassau (to 925,583 from 546,550).

New York City Screenline

2016 Daily Volumes



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

Entering New York City

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

Entering New York City

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 320,086 | 323,025 | 314,134 | 325,814 | 304,452 | 312,818 | 313,603 | 305,764 | 305,217 | 309,307 | 315,416 | 316,524 | 325,963 |
| Queens - Nassau | 480,260 | 473,349 | 462,916 | 469,587 | 477,437 | 473,526 | 480,213 | 475,313 | 483,838 | 486,161 | 478,260 | 480,729 | 471,144 |
| NJ - Manhattan | 262,050 | 256,289 | 261,612 | 258,412 | 247,975 | 249,308 | 247,690 | 236,301 | 238,204 | 234,628 | 233,180 | 236,859 | 241,283 |
| NJ - Staten Island | 90,852 | 89,928 | 91,340 | 92,438 | 88,392 | 89,461 | 90,442 | 88,053 | 87,004 | 84,411 | 84,320 | 86,796 | 89,870 |
| Totals | 1,153,248 | 1,142,591 | 1,130,002 | 1,146,251 | 1,118,256 | 1,125,113 | 1,131,948 | 1,105,431 | 1,114,263 | 1,114,507 | 1,111,176 | 1,120,908 | 1,128,260 |

* 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.

* 1963 NY - NJ volumes not available by direction.

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

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

| Leaving New York City | | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|------------------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | | 307,208 | 310,325 | 310,424 | 310,024 | 294,146 | 296,486 | 303,875 | 295,745 | 299,420 | 301,025 | 304,760 | 305,955 | 316,225 |
| Queens - Nassau | | 485,345 | 485,740 | 471,633 | 482,622 | 474,068 | 482,075 | 483,455 | 482,345 | 480,382 | 483,843 | 478,931 | 478,931 | 487,472 |
| NJ - Manhattan | | 274,346 | 271,428 | 276,136 | 255,562 | 260,294 | 255,552 | 258,856 | 254,808 | 244,353 | 245,191 | 244,632 | 261,411 | 251,331 |
| NJ - Staten Island | | 83,416 | 81,725 | 84,574 | 77,790 | 77,384 | 76,043 | 77,690 | 81,483 | 76,702 | 73,856 | 71,298 | 76,422 | 79,114 |
| Totals | | 1,150,315 | 1,149,218 | 1,142,767 | 1,125,998 | 1,105,892 | 1,110,156 | 1,123,876 | 1,114,381 | 1,100,857 | 1,103,915 | 1,099,621 | 1,122,719 | 1,134,142 |

* 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.
* 1963 NY - NJ volumes not available by direction.

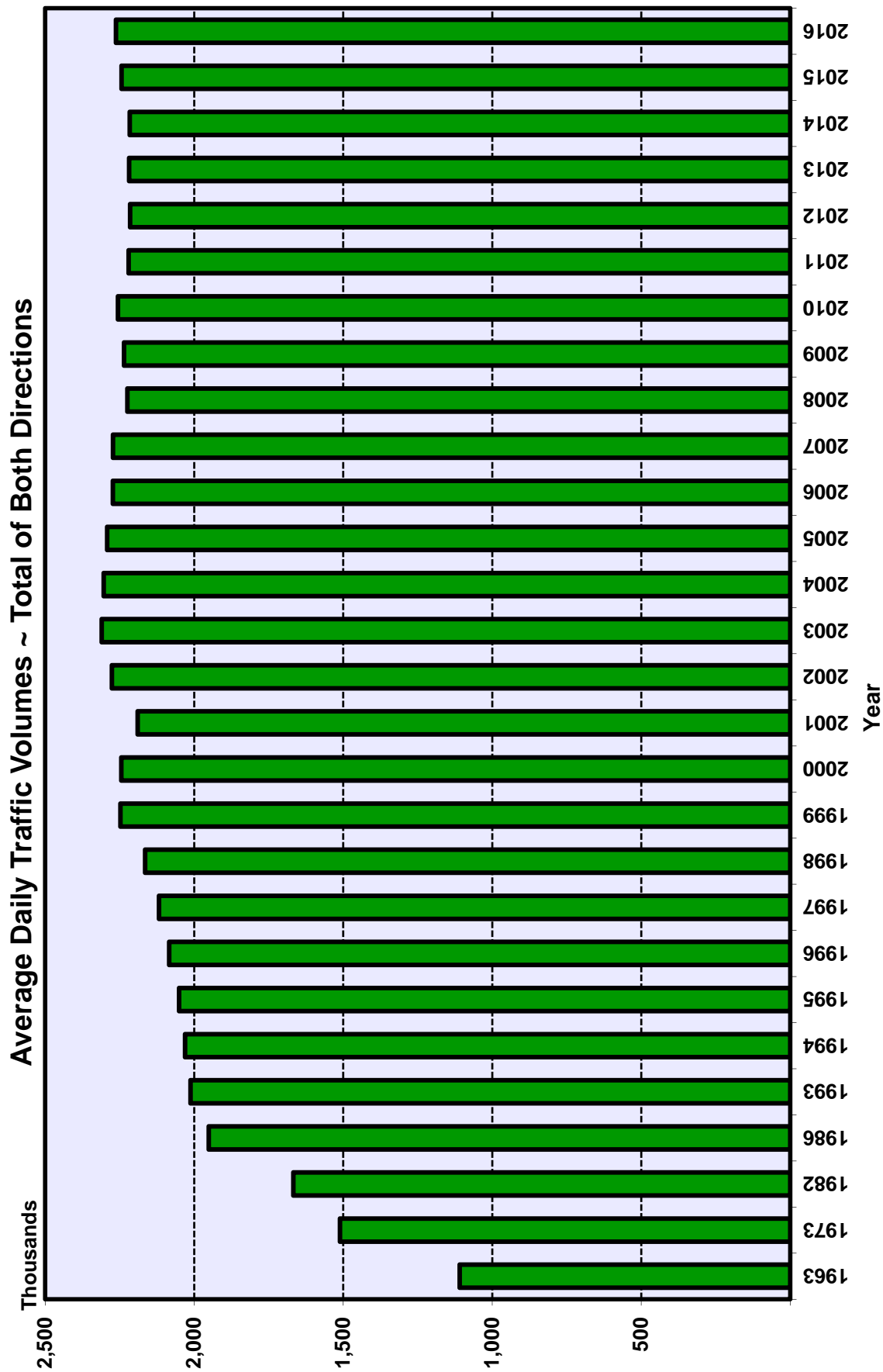
**New York City Screenline
Historical Comparisons
Average Daily Traffic Volumes
(Continued)**

| Both Directions | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 269,650 | 361,714 | 413,750 | 483,252 | 506,191 | 515,653 | 531,941 | 547,972 | 554,683 | 565,746 | 584,015 | 591,022 | 606,666 | 619,938 | 619,449 |
| Queens - Nassau | 546,550 | 670,702 | 713,146 | 843,538 | 892,318 | 897,175 | 892,743 | 896,144 | 907,131 | 919,403 | 947,043 | 940,147 | 946,727 | 944,006 | 968,694 |
| NJ - Manhattan | 265,603 | 397,203 | 433,744 | 485,751 | 473,069 | 473,799 | 482,098 | 493,194 | 504,788 | 522,512 | 549,352 | 548,465 | 458,944 | 532,839 | 547,449 |
| NJ - Staten Island | 27,398 | 81,034 | 106,672 | 138,436 | 140,775 | 143,875 | 143,657 | 146,565 | 151,578 | 156,786 | 166,890 | 164,668 | 177,251 | 179,140 | 174,582 |
| 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 | 2,189,588 | 2,275,923 | 2,310,174 |

| Both Directions | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Bronx - Westchester | 627,294 | 633,350 | 624,558 | 635,838 | 598,598 | 609,304 | 617,478 | 601,509 | 604,637 | 610,332 | 620,176 | 622,479 | 642,188 |
| Queens - Nassau | 965,605 | 959,089 | 934,549 | 952,209 | 951,505 | 955,601 | 963,668 | 957,658 | 964,220 | 970,004 | 957,191 | 959,660 | 958,616 |
| NJ - Manhattan | 536,396 | 527,717 | 537,748 | 513,974 | 508,269 | 504,860 | 506,546 | 491,109 | 482,557 | 479,819 | 477,812 | 498,270 | 492,614 |
| NJ - Staten Island | 174,268 | 171,653 | 175,914 | 170,228 | 165,776 | 165,504 | 168,132 | 169,536 | 163,706 | 158,267 | 155,618 | 163,218 | 168,984 |
| Totals | 2,303,563 | 2,291,809 | 2,272,769 | 2,272,249 | 2,224,148 | 2,235,269 | 2,255,824 | 2,219,812 | 2,215,120 | 2,218,422 | 2,210,797 | 2,243,627 | 2,262,402 |

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

New York City Border Screenline Historical Comparisons



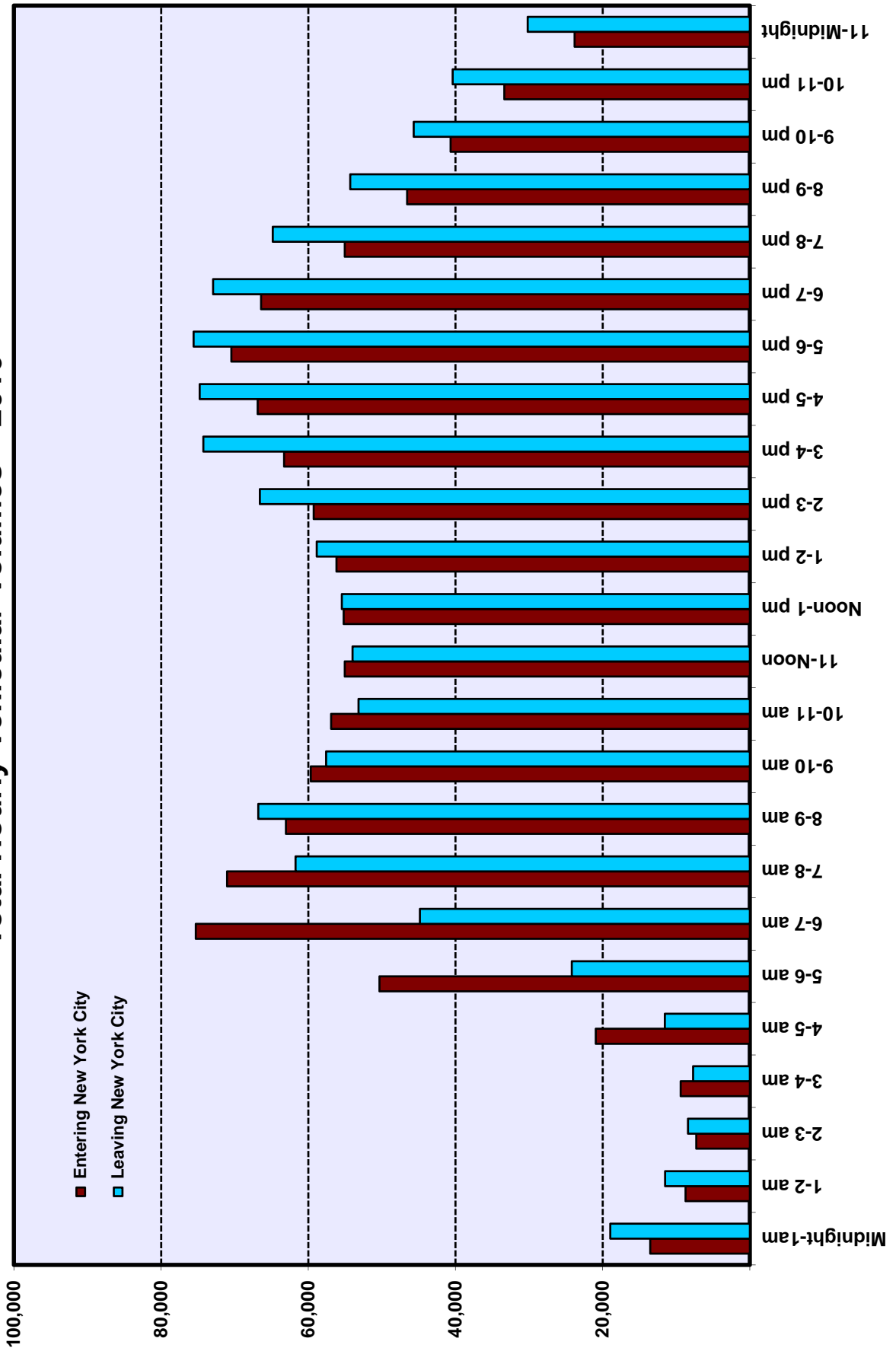
Includes Bronx-Westchester, Queens-Nassau, and New York-New Jersey Screenlines.

New York City Border Screenline Traffic Volumes ~ 2016

| | New York-New Jersey | | | | | | | | | | NYC Totals | |
|--------------------|---------------------|----------------|----------------|----------------|----------------|----------------|---------------|---------------|------------------|------------------|------------|--|
| | Bronx-Westchester | | Queens-Nassau | | Manhattan | | Staten Island | | To N.Y.C. | From N.Y.C. | | |
| | To Bronx | To W'chstr | To Qns. | To Nas. | To Manh. | To N.J. | To S.I. | To N.J. | To N.Y.C. | From N.Y.C. | | |
| Mid-1am | 3,845 | 4,707 | 4,925 | 7,963 | 3,508 | 5,410 | 1,262 | 879 | 13,540 | 18,959 | | |
| 1-2am | 2,509 | 2,782 | 2,971 | 4,525 | 2,450 | 3,688 | 806 | 512 | 8,736 | 11,507 | | |
| 2-3am | 2,004 | 2,136 | 2,630 | 3,205 | 1,968 | 2,637 | 666 | 425 | 7,268 | 8,403 | | |
| 3-4am | 2,419 | 2,315 | 3,897 | 2,796 | 2,285 | 2,207 | 799 | 389 | 9,400 | 7,707 | | |
| 4-5am | 4,726 | 3,477 | 10,601 | 4,278 | 4,118 | 2,985 | 1,492 | 808 | 20,937 | 11,548 | | |
| 5-6am | 12,468 | 7,085 | 21,490 | 9,255 | 12,568 | 5,763 | 3,799 | 2,083 | 50,325 | 24,186 | | |
| 6-7am | 22,698 | 12,895 | 27,905 | 19,237 | 19,073 | 8,922 | 5,610 | 3,782 | 75,286 | 44,836 | | |
| 7-8am | 22,502 | 17,985 | 26,786 | 27,116 | 16,684 | 10,983 | 5,068 | 5,649 | 71,040 | 61,733 | | |
| 8-9am | 18,566 | 18,878 | 24,961 | 30,373 | 14,791 | 11,532 | 4,713 | 6,006 | 63,031 | 66,789 | | |
| 9-10am | 16,849 | 14,953 | 23,831 | 27,621 | 14,589 | 10,383 | 4,397 | 4,621 | 59,666 | 57,578 | | |
| 10-11am | 15,651 | 14,423 | 23,330 | 24,388 | 13,810 | 10,186 | 4,114 | 4,170 | 56,905 | 53,167 | | |
| 11-Noon | 15,666 | 14,742 | 23,290 | 24,494 | 12,263 | 10,702 | 3,818 | 4,038 | 55,037 | 53,976 | | |
| Noon-1 | 15,730 | 14,979 | 24,308 | 25,540 | 11,336 | 11,260 | 3,817 | 3,670 | 55,191 | 55,449 | | |
| 1-2pm | 15,947 | 16,083 | 24,939 | 26,406 | 11,165 | 12,471 | 4,124 | 3,897 | 56,175 | 58,857 | | |
| 2-3pm | 17,237 | 18,832 | 25,905 | 28,985 | 11,624 | 14,210 | 4,502 | 4,559 | 59,268 | 66,586 | | |
| 3-4pm | 18,793 | 21,545 | 27,184 | 30,962 | 11,995 | 16,486 | 5,314 | 5,259 | 63,286 | 74,252 | | |
| 4-5pm | 19,948 | 22,048 | 28,930 | 30,741 | 12,045 | 16,339 | 5,948 | 5,620 | 66,871 | 74,748 | | |
| 5-6pm | 21,383 | 21,658 | 30,170 | 30,552 | 12,081 | 17,535 | 6,813 | 5,833 | 70,447 | 75,578 | | |
| 6-7pm | 19,615 | 19,983 | 27,763 | 31,022 | 12,349 | 17,115 | 6,682 | 4,808 | 66,409 | 72,928 | | |
| 7-8pm | 15,815 | 17,816 | 23,762 | 28,247 | 10,722 | 15,147 | 4,740 | 3,615 | 55,039 | 64,825 | | |
| 8-9pm | 13,316 | 14,940 | 20,670 | 23,394 | 8,864 | 13,022 | 3,726 | 2,947 | 46,576 | 54,303 | | |
| 9-10pm | 11,690 | 12,742 | 17,552 | 18,639 | 8,200 | 12,065 | 3,211 | 2,222 | 40,653 | 45,668 | | |
| 10-11pm | 9,517 | 11,201 | 13,929 | 15,992 | 7,347 | 11,286 | 2,571 | 1,904 | 33,364 | 40,383 | | |
| 11-Mid | 7,069 | 8,020 | 9,415 | 11,741 | 5,448 | 8,997 | 1,878 | 1,418 | 23,810 | 30,176 | | |
| 24 hr Total | 325,963 | 316,225 | 471,144 | 487,472 | 241,283 | 251,331 | 89,870 | 79,114 | 1,128,260 | 1,134,142 | | |
| 6-10am | 80,615 | 64,711 | 103,483 | 104,347 | 65,137 | 41,820 | 19,788 | 20,058 | 269,023 | 230,936 | | |
| 10am-1pm | 47,047 | 44,144 | 70,928 | 74,422 | 37,409 | 32,148 | 11,749 | 11,878 | 167,133 | 162,592 | | |
| 1-3pm | 33,184 | 34,915 | 50,844 | 55,391 | 22,789 | 26,681 | 8,626 | 8,456 | 115,443 | 125,443 | | |
| 3-7pm | 79,739 | 85,234 | 114,047 | 123,277 | 48,470 | 67,475 | 24,757 | 21,520 | 267,013 | 297,506 | | |
| 6am-7pm | 240,585 | 229,004 | 339,302 | 357,437 | 173,805 | 168,124 | 64,920 | 61,912 | 818,612 | 816,477 | | |

New York City Border Screenline Volumes

Total Hourly Vehicular Volumes ~ 2016



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

Bronx-Westchester Screenline



**Webster Avenue at Bronx-Westchester Screenline
Looking South**

BRONX - WESTCHESTER SCREENLINE

In 1963, the first year that Bronx - Westchester screenline data were analyzed, average daily two-way volume on the ten roadways studied was 269,650 vehicles.

- The Major Deegan Expressway (including service roads) was the most-traveled facility, serving 68,280 vehicles per day, 25.3% of total monitored Bronx - Westchester traffic.
- The New England Thruway carried 56,070 vehicles per day, 20.8% of the total.
- Volumes on Van Cortlandt Park East were not collected prior to 1986.

1963 - 1973

Traffic crossing the Bronx – Westchester screenline increased 34.1%, to an average of 361,714 vehicles per day in 1973 from 269,650 in 1963 (92,064 additional daily vehicles).

- Major Deegan Expressway traffic (including service roads) increased 33.2%, to 90,920 daily vehicles in 1973 from 68,280 in 1963.
- New England Thruway traffic increased 47.4%, to 82,620 daily vehicles in 1973 from 56,070 in 1963.
- Hutchinson River Parkway traffic increased 80.1%, 29,090 daily vehicles from 16,150.
- Traffic on Boston Road doubled, to 22,813 daily vehicles from 10,980.

1973 - 1982

Growth moderated during this nine-year period, as average daily traffic recorded at the Bronx – Westchester screenline increased 14.4% to 413,750 daily vehicles in 1982 from 361,714 in 1973.

- Hutchinson River Parkway had the largest increase, +65.9% to 48,263 daily vehicles in 1982 from 29,090 in 1973.

1982 - 1986

Growth accelerated between 1982 and 1986, increasing Bronx - Westchester traffic to 474,013 daily vehicles, an increase of 14.6% over the four-year period (excluding Van Cortlandt Park East where traffic was not counted in 1982).

- Henry Hudson Parkway traffic increased 27.5%, to 53,263 daily vehicles in 1986 from 41,776 in 1982.
- On the Major Deegan Expressway and its service roads, traffic increased 27.0%, to 124,872 daily vehicles in 1986 from 98,288 in 1982.
- Bronx River Parkway daily traffic increased 20.3% to 79,194 from 65,843.

1986 - 1996

During this ten-year period, traffic crossing the Bronx - Westchester border increased by 13.4%, to 547,972 daily vehicles in 1996 from 483,252 in 1986 (including Van Cortlandt Park East, where traffic was counted for the first time in 1986).

- Henry Hudson Parkway traffic increased 48.1%, to 78,869 daily vehicles in 1996 from 53,263 in 1986 (25,606 additional daily vehicles).
- Hutchinson River Parkway traffic increased 52.3%, to 82,688 daily vehicles from 54,287 (28,401 additional daily vehicles).

1996 - 2006

Bronx - Westchester screenline traffic volume increased 14.0%, to 624,558 in 2006 from 547,972 in 1996.

- Henry Hudson Parkway traffic increased 26.0% to 99,344 daily vehicles in 2006 from 78,869 in 1996.
- New England Thruway traffic increased 23.2% to 135,159 daily vehicles from 109,749.
- Hutchinson River Parkway traffic increased 7.0%, to 88,445 daily vehicles from 82,688.
- Bronx River Parkway traffic increased 12.5%, to 92,123 daily vehicles from 81,879.

2006 - 2016

During the most recent ten-year period, from 2006 to 2016, Bronx - Westchester screenline traffic overall has decreased by 2.8%, to 642,188 daily vehicles in 2016 from 624,558 in 2006.

- Decreases occurred on six of the eleven monitored facilities.
- The largest decrease occurred on the Riverdale Avenue, where daily volume decreased by 2,447 vehicles, to 9,023 in 2016 from 11,470 in 2006 (-21.3%).
- The largest increase was on the Bronx River Parkway, where traffic increased by 10.5%, to 101,831 daily vehicles in 2016 from 92,123 in 2006 (9,708 additional daily vehicles).

1963 - 2016

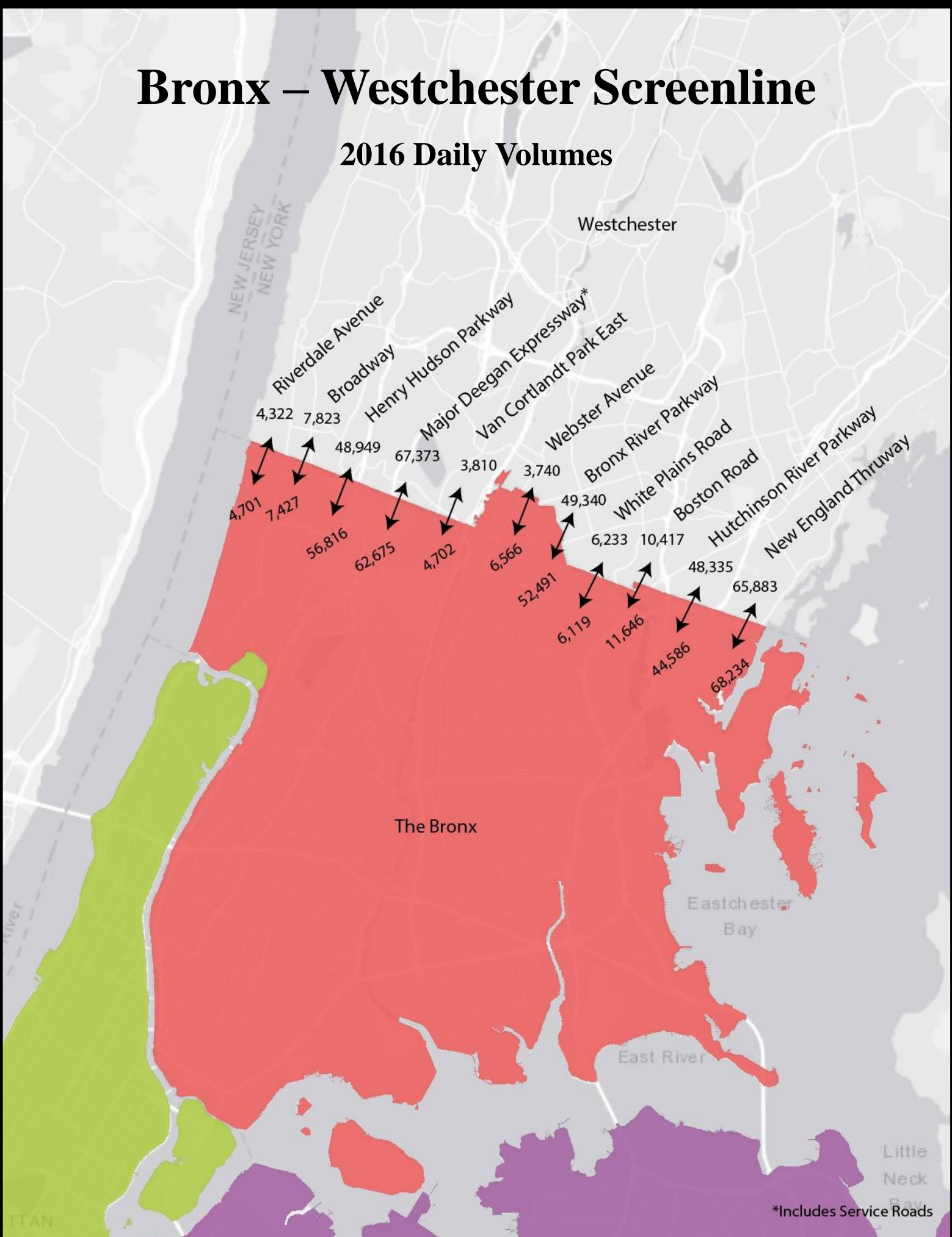
During the 53 years from 1963 to 2016, total daily traffic on the ten Bronx – Westchester facilities monitored throughout the period more than doubled, to 633,676 from 269,650.

- Most of the growth in Bronx - Westchester traffic since 1963 has occurred on the five limited access highways crossing the screenline.
- Of the 364,026 additional daily vehicles on the ten continuously-monitored facilities, 351,052 (96.4% of the total increase) are on the limited access highways.
- The fastest growth occurred on the Hutchinson River Parkway, where traffic volume soared 475%, to 92,921 daily vehicles in 2016 from 16,150 in 1963.
- Henry Hudson Parkway volume more than tripled, to 105,765 daily vehicles in 2016 from 29,010 in 1963.

- New England Thruway Traffic volume climbed 139%, to 134,117 daily vehicles from 56,070.
- Bronx River Parkway daily traffic volume more than doubled, to 101,831 from 44,120.
- Traffic volume on the Major Deegan Expressway and its service roads was up 91%, to 130,048 daily vehicles from 68,280.
- Boston Road exhibited the largest change of any arterial facility since 1963, with daily traffic volume rising 101%, to 22,063 from 10,980.

Bronx – Westchester Screenline

2016 Daily Volumes



*Includes Service Roads

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

To Bronx

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

To Bronx

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 13,016 | 12,370 | 12,537 | 12,418 | 12,210 | 11,578 | 11,788 | 12,445 | 12,361 | 11,877 | 12,884 | 12,584 | 11,646 |
| Broadway | 8,125 | 8,196 | 8,327 | 7,971 | 7,641 | 7,560 | 7,612 | 7,172 | 7,808 | 7,329 | 6,979 | 7,343 | 7,427 |
| Bronx River Pky | 47,666 | 48,587 | 47,918 | 47,563 | 46,292 | 48,112 | 48,391 | 45,340 | 48,709 | 48,235 | 48,457 | 49,872 | 52,491 |
| Henry Hudson Pky | 51,983 | 54,310 | 52,413 | 55,925 | 50,068 | 50,862 | 52,077 | 50,327 | 49,260 | 51,631 | 52,990 | 52,338 | 56,816 |
| Hutch River Pky | 48,534 | 46,537 | 42,783 | 47,698 | 45,313 | 45,184 | 46,677 | 44,321 | 42,048 | 42,742 | 43,006 | 43,354 | 44,586 |
| Major Deegan Exp* | 58,735 | 58,734 | 59,856 | 61,525 | 57,220 | 59,121 | 57,429 | 54,972 | 55,165 | 57,627 | 59,506 | 60,646 | 62,675 |
| New England Thruway | 66,869 | 68,815 | 65,776 | 68,247 | 62,231 | 67,328 | 66,730 | 69,032 | 66,234 | 68,478 | 69,775 | 69,089 | 68,234 |
| Riverdale Ave | 6,098 | 6,167 | 5,965 | 6,160 | 5,550 | 4,835 | 5,001 | 5,523 | 5,217 | 4,655 | 4,828 | 5,026 | 4,701 |
| Van Cortlandt Pk E* | 6,193 | 5,952 | 6,012 | 5,388 | 5,636 | 5,842 | 5,443 | 4,811 | 5,389 | 4,795 | 4,555 | 4,283 | 4,702 |
| Webster Ave | 6,885 | 7,003 | 6,634 | 6,412 | 6,214 | 6,349 | 6,232 | 5,913 | 6,234 | 5,678 | 5,994 | 6,037 | 6,566 |
| White Plains Rd | 5,982 | 6,354 | 5,913 | 6,507 | 6,077 | 6,047 | 6,223 | 5,908 | 6,792 | 6,260 | 6,442 | 5,952 | 6,119 |
| Totals | 320,086 | 323,025 | 314,134 | 325,814 | 304,452 | 312,818 | 313,603 | 305,764 | 305,217 | 309,307 | 315,416 | 316,524 | 325,963 |

* Includes service roads.

* Van Cortlandt Park East not counted prior to 1986

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

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

To Westchester

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 11,596 | 12,099 | 11,866 | 11,932 | 10,897 | 10,124 | 12,144 | 12,156 | 11,307 | 10,641 | 10,969 | 10,530 | 10,417 |
| Broadway | 7,778 | 8,256 | 7,611 | 7,848 | 7,745 | 7,646 | 7,705 | 7,354 | 7,653 | 7,246 | 7,127 | 7,494 | 7,823 |
| Bronx River Pky | 46,473 | 45,883 | 44,205 | 44,441 | 41,385 | 41,516 | 43,302 | 40,710 | 42,665 | 44,690 | 44,185 | 47,285 | 49,340 |
| Henry Hudson Pky | 46,067 | 46,797 | 46,931 | 48,400 | 43,637 | 45,120 | 45,809 | 43,261 | 45,713 | 44,565 | 46,833 | 47,000 | 48,949 |
| Hutch River Pky | 47,731 | 45,718 | 45,662 | 42,052 | 45,660 | 46,478 | 46,568 | 46,023 | 45,812 | 45,395 | 47,023 | 44,324 | 48,335 |
| Major Deegan Exp* | 63,451 | 62,823 | 64,320 | 64,498 | 62,438 | 62,827 | 62,988 | 61,650 | 61,463 | 63,910 | 65,891 | 64,511 | 67,373 |
| New England Thruway | 63,168 | 67,393 | 69,383 | 69,530 | 62,241 | 63,167 | 66,065 | 65,744 | 65,179 | 66,119 | 64,723 | 66,476 | 65,883 |
| Riverdale Ave | 5,261 | 5,636 | 5,505 | 5,581 | 5,355 | 4,703 | 4,591 | 4,875 | 5,005 | 4,375 | 3,998 | 4,645 | 4,322 |
| Van Cortlandt Pk E* | 4,577 | 4,779 | 4,663 | 4,537 | 4,738 | 4,810 | 4,714 | 4,311 | 4,369 | 4,339 | 4,055 | 3,870 | 3,810 |
| Webster Ave | 4,523 | 4,321 | 3,901 | 4,301 | 3,649 | 3,764 | 3,579 | 3,561 | 3,682 | 3,353 | 3,529 | 3,654 | 3,740 |
| White Plains Rd | 6,583 | 6,620 | 6,377 | 6,904 | 6,401 | 6,331 | 6,410 | 6,100 | 6,572 | 6,392 | 6,427 | 6,166 | 6,233 |
| Totals | 307,208 | 310,325 | 310,424 | 310,024 | 294,146 | 296,486 | 303,875 | 295,745 | 299,420 | 301,025 | 304,760 | 305,955 | 316,225 |

* Includes service roads.

* Van Cortlandt Park East not counted prior to 1986

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

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

Both Directions

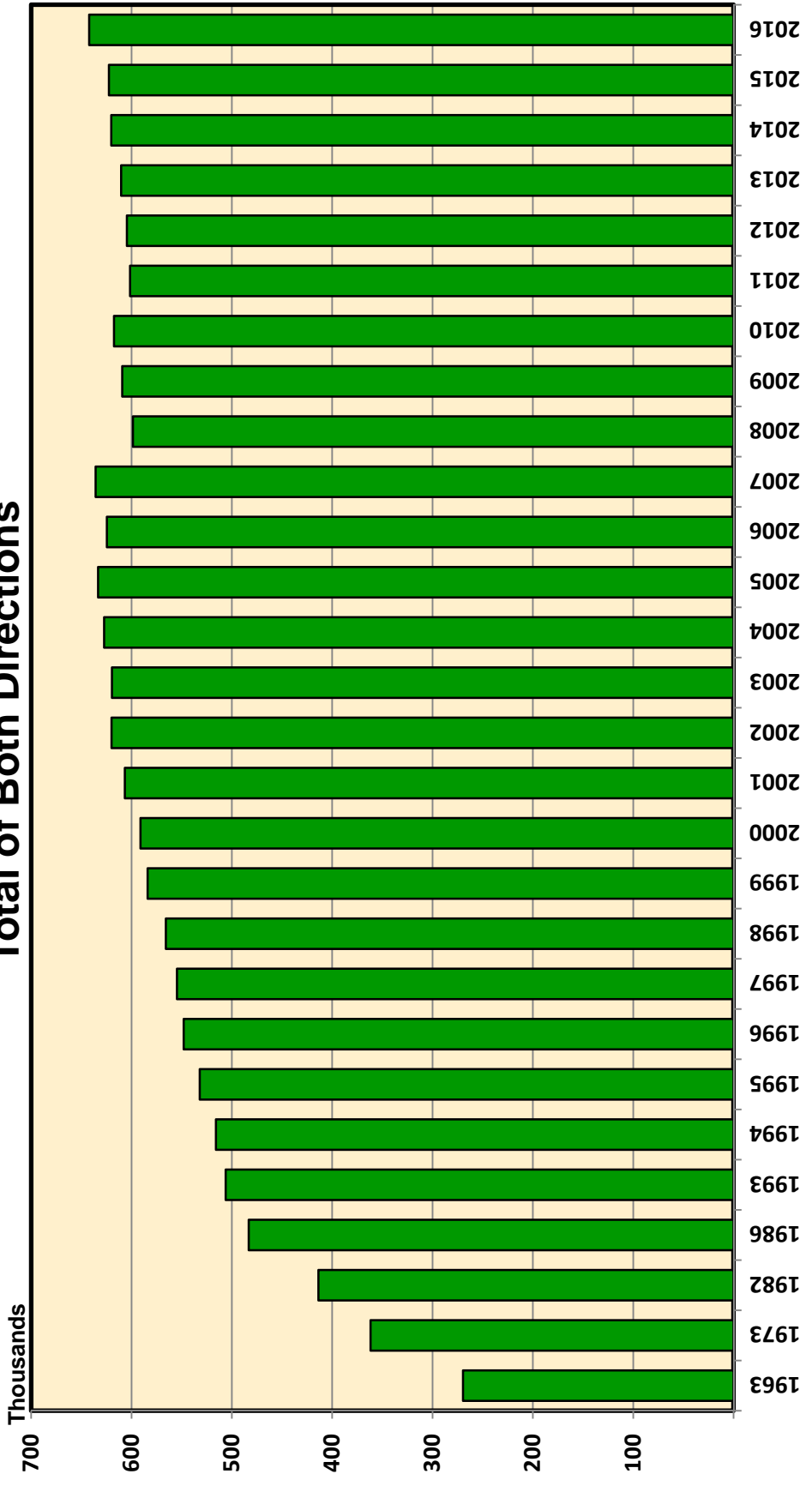
| Both Directions | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Boston Rd | 24,612 | 24,469 | 24,403 | 24,350 | 23,107 | 21,702 | 23,932 | 24,601 | 23,668 | 22,518 | 23,853 | 23,114 | 22,063 |
| Broadway | 15,903 | 16,452 | 15,938 | 15,819 | 15,386 | 15,206 | 15,317 | 14,526 | 15,461 | 14,575 | 14,106 | 14,837 | 15,250 |
| Bronx River Pky | 94,139 | 94,470 | 92,123 | 92,004 | 87,677 | 89,628 | 91,693 | 86,050 | 91,374 | 92,925 | 92,642 | 97,157 | 101,831 |
| Henry Hudson Pky | 98,050 | 101,107 | 99,344 | 104,325 | 93,705 | 95,982 | 97,886 | 93,588 | 94,973 | 96,196 | 99,823 | 99,338 | 105,765 |
| Hutch River Pky | 96,265 | 92,255 | 88,445 | 89,750 | 90,973 | 91,662 | 93,245 | 90,344 | 87,860 | 88,137 | 90,029 | 87,678 | 92,921 |
| Major Deegan Exp* | 122,186 | 121,557 | 124,176 | 126,023 | 119,658 | 121,948 | 120,417 | 116,622 | 116,628 | 121,537 | 125,397 | 125,157 | 130,048 |
| New England Thruway | 130,037 | 136,208 | 135,159 | 137,777 | 124,472 | 130,495 | 132,795 | 134,776 | 131,413 | 134,597 | 134,498 | 135,565 | 134,117 |
| Riverdale Ave | 11,359 | 11,803 | 11,470 | 11,741 | 10,905 | 9,538 | 9,592 | 10,398 | 10,222 | 9,030 | 8,826 | 9,671 | 9,023 |
| Van Cortlandt Pk E* | 10,770 | 10,731 | 10,675 | 9,925 | 10,374 | 10,652 | 10,157 | 9,122 | 9,758 | 9,134 | 8,610 | 8,153 | 8,512 |
| Webster Ave | 11,408 | 11,324 | 10,535 | 10,713 | 9,863 | 10,113 | 9,811 | 9,474 | 9,916 | 9,031 | 9,523 | 9,691 | 10,306 |
| White Plains Rd | 12,565 | 12,974 | 12,290 | 13,411 | 12,478 | 12,378 | 12,633 | 12,008 | 13,364 | 12,652 | 12,869 | 12,118 | 12,352 |
| Totals | 627,294 | 633,350 | 624,558 | 635,838 | 598,598 | 609,304 | 617,478 | 601,509 | 604,637 | 610,332 | 620,176 | 622,479 | 642,188 |

* Includes service roads.

* Van Cortlandt Park East not counted prior to 1986

Bronx – Westchester Screenline

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2016 Screenline Volumes Bronx - Westchester

| | Boston Rd | | Broadway | | Bronx River Parkway | | Henry Hudson Parkway | | Hutchinson River Parkway | | Major Deegan Expressway | | Major Deegan (Service Rd) | |
|--------------------|---------------|---------------|--------------|--------------|---------------------|---------------|----------------------|---------------|--------------------------|---------------|-------------------------|---------------|---------------------------|--------------|
| | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B |
| Mid-1am | 49 | 48 | 62 | 101 | 642 | 532 | 383 | 669 | 461 | 731 | 946 | 1,266 | 42 | 137 |
| 1-2am | 43 | 34 | 47 | 69 | 305 | 275 | 190 | 338 | 219 | 320 | 639 | 790 | 37 | 85 |
| 2-3am | 59 | 39 | 50 | 48 | 215 | 177 | 135 | 202 | 151 | 196 | 490 | 500 | 21 | 51 |
| 3-4am | 72 | 67 | 88 | 60 | 251 | 200 | 142 | 139 | 191 | 179 | 539 | 529 | 24 | 34 |
| 4-5am | 209 | 161 | 217 | 103 | 467 | 317 | 383 | 199 | 523 | 377 | 996 | 735 | 40 | 33 |
| 5-6am | 364 | 317 | 406 | 219 | 1,622 | 803 | 1,689 | 521 | 1,543 | 1,234 | 2,742 | 1,365 | 149 | 80 |
| 6-7am | 676 | 464 | 696 | 311 | 4,168 | 1,832 | 4,613 | 1,443 | 2,961 | 2,564 | 4,201 | 2,458 | 249 | 175 |
| 7-8am | 655 | 527 | 536 | 408 | 4,101 | 2,909 | 4,697 | 2,653 | 3,486 | 2,985 | 3,928 | 3,005 | 402 | 255 |
| 8-9am | 565 | 582 | 399 | 350 | 3,292 | 3,366 | 3,961 | 2,967 | 2,936 | 2,678 | 3,417 | 2,999 | 307 | 318 |
| 9-10am | 601 | 535 | 332 | 342 | 2,863 | 2,229 | 3,531 | 1,951 | 2,490 | 2,606 | 3,028 | 2,608 | 236 | 284 |
| 10-11am | 674 | 640 | 351 | 342 | 2,437 | 1,952 | 3,114 | 1,826 | 2,206 | 2,607 | 2,674 | 2,632 | 194 | 277 |
| 11-Noon | 704 | 723 | 371 | 355 | 2,247 | 1,912 | 2,807 | 1,983 | 2,136 | 2,589 | 2,588 | 2,799 | 200 | 307 |
| Noon-1 | 754 | 751 | 366 | 361 | 2,290 | 2,100 | 2,734 | 2,126 | 2,150 | 2,459 | 2,643 | 2,740 | 200 | 290 |
| 1-2pm | 742 | 706 | 437 | 407 | 2,360 | 2,375 | 2,689 | 2,367 | 2,074 | 2,695 | 2,612 | 2,878 | 211 | 324 |
| 2-3pm | 773 | 749 | 423 | 471 | 2,692 | 3,459 | 3,135 | 2,991 | 2,237 | 2,677 | 2,780 | 3,330 | 203 | 347 |
| 3-4pm | 816 | 720 | 420 | 545 | 2,899 | 4,122 | 3,460 | 3,647 | 2,504 | 2,684 | 2,971 | 4,047 | 223 | 454 |
| 4-5pm | 842 | 757 | 437 | 633 | 3,092 | 4,207 | 3,694 | 3,747 | 2,639 | 2,585 | 3,252 | 4,135 | 245 | 553 |
| 5-6pm | 812 | 712 | 411 | 597 | 3,532 | 3,987 | 3,782 | 3,832 | 2,792 | 2,638 | 3,699 | 4,238 | 244 | 575 |
| 6-7pm | 680 | 582 | 364 | 537 | 3,322 | 3,459 | 3,397 | 3,662 | 2,621 | 2,910 | 3,321 | 3,929 | 213 | 504 |
| 7-8pm | 558 | 475 | 262 | 449 | 2,634 | 2,817 | 2,450 | 3,333 | 2,366 | 2,755 | 2,656 | 3,546 | 180 | 381 |
| 8-9pm | 393 | 325 | 277 | 373 | 2,205 | 2,116 | 1,933 | 2,681 | 1,890 | 2,414 | 2,452 | 3,078 | 149 | 331 |
| 9-10pm | 268 | 225 | 218 | 317 | 1,998 | 1,747 | 1,688 | 2,220 | 1,632 | 2,018 | 2,356 | 2,756 | 124 | 287 |
| 10-11pm | 226 | 167 | 157 | 249 | 1,609 | 1,461 | 1,318 | 1,995 | 1,384 | 1,985 | 2,091 | 2,540 | 113 | 212 |
| 11-Mid | 111 | 111 | 100 | 176 | 1,248 | 986 | 891 | 1,457 | 994 | 1,449 | 1,566 | 1,979 | 82 | 197 |
| 24 hr Total | 11,646 | 10,417 | 7,427 | 7,823 | 52,491 | 49,340 | 56,816 | 48,949 | 44,586 | 48,335 | 58,587 | 60,882 | 4,088 | 6,491 |
| 6-10am | 2,497 | 2,108 | 1,963 | 1,411 | 14,424 | 10,336 | 16,802 | 9,014 | 11,873 | 10,833 | 14,574 | 11,070 | 1,194 | 1,032 |
| 10am-1pm | 2,132 | 2,114 | 1,088 | 1,058 | 6,974 | 5,964 | 8,655 | 5,935 | 6,492 | 7,655 | 7,905 | 8,171 | 594 | 874 |
| 1-3pm | 1,515 | 1,455 | 860 | 878 | 5,052 | 5,834 | 5,824 | 5,358 | 4,311 | 5,372 | 5,392 | 6,208 | 414 | 671 |
| 3-7pm | 3,150 | 2,771 | 1,632 | 2,312 | 12,845 | 15,775 | 14,333 | 14,888 | 10,556 | 10,817 | 13,243 | 16,349 | 925 | 2,086 |
| 6am-7pm | 9,294 | 8,448 | 5,543 | 5,659 | 39,295 | 37,909 | 45,614 | 35,195 | 33,232 | 34,677 | 41,114 | 41,798 | 3,127 | 4,663 |

* To Bronx

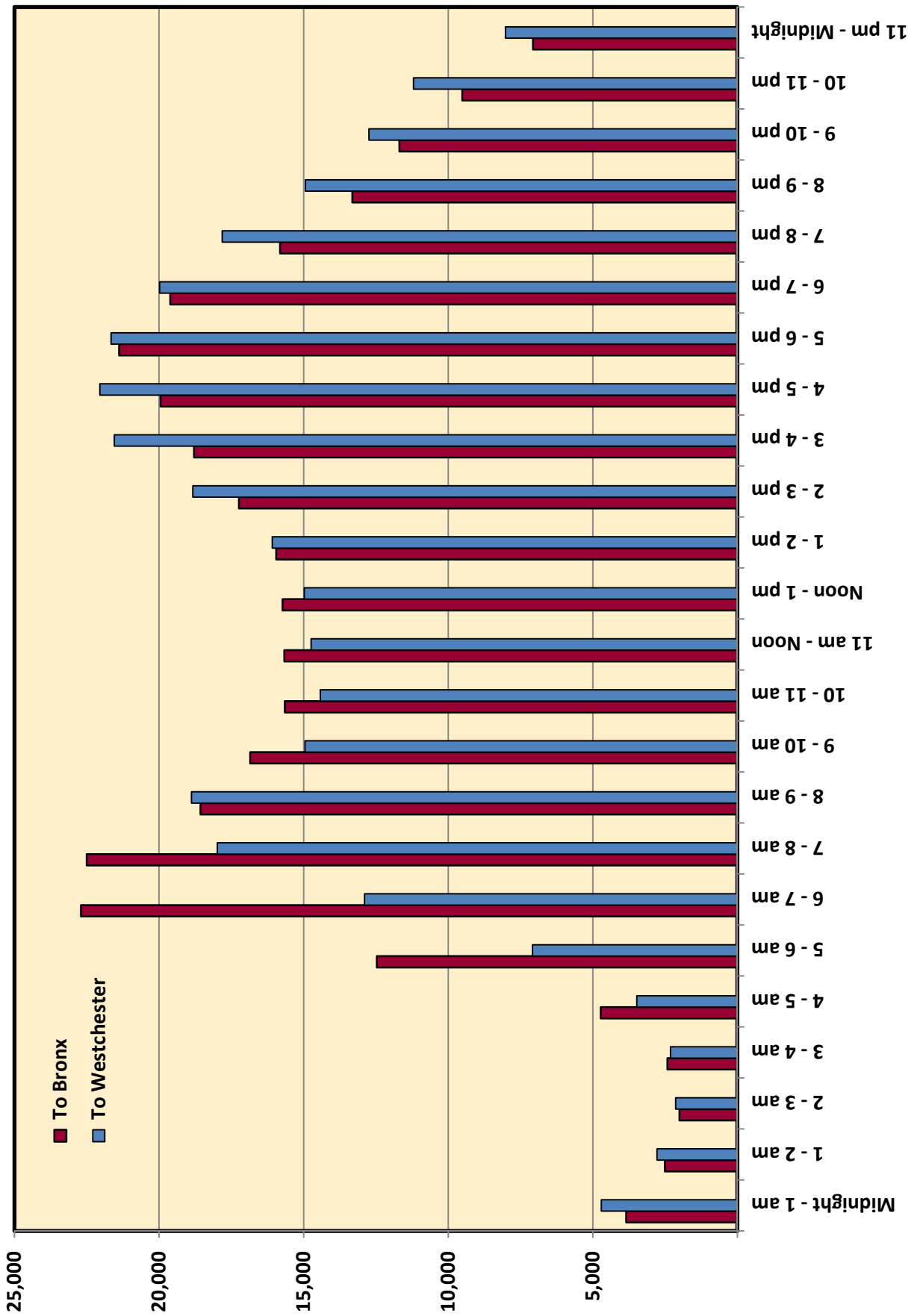
2016 Screenline Volumes Bronx - Westchester (cont'd)

| | New England Thruway | | Riverdale Ave | | Van Cortlandt | | Webster Ave | | White Plains Rd | | Totals | |
|--------------------|---------------------|---------------|---------------|--------------|---------------|--------------|--------------|--------------|-----------------|--------------|----------------|----------------|
| | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | S/B* | N/B | To Bronx | To Westchester |
| Mid-1am | 1,091 | 1,059 | 20 | 29 | 33 | 30 | 44 | 30 | 72 | 75 | 3,845 | 4,707 |
| 1-2am | 901 | 755 | 13 | 15 | 25 | 18 | 40 | 26 | 50 | 57 | 2,509 | 2,782 |
| 2-3am | 766 | 824 | 11 | 14 | 21 | 13 | 35 | 16 | 50 | 56 | 2,004 | 2,136 |
| 3-4am | 919 | 976 | 22 | 15 | 33 | 27 | 54 | 19 | 84 | 70 | 2,419 | 2,315 |
| 4-5am | 1,374 | 1,296 | 97 | 39 | 101 | 51 | 160 | 37 | 159 | 129 | 4,726 | 3,477 |
| 5-6am | 2,899 | 1,976 | 249 | 127 | 174 | 100 | 371 | 90 | 260 | 253 | 12,468 | 7,085 |
| 6-7am | 3,547 | 2,785 | 424 | 196 | 279 | 173 | 543 | 160 | 341 | 334 | 22,698 | 12,895 |
| 7-8am | 3,321 | 4,223 | 344 | 259 | 284 | 197 | 433 | 208 | 315 | 356 | 22,502 | 17,985 |
| 8-9am | 2,593 | 4,773 | 263 | 218 | 218 | 159 | 339 | 174 | 276 | 294 | 18,566 | 18,878 |
| 9-10am | 2,725 | 3,574 | 235 | 193 | 214 | 169 | 314 | 172 | 280 | 290 | 16,849 | 14,953 |
| 10-11am | 2,924 | 3,274 | 234 | 209 | 241 | 206 | 312 | 163 | 290 | 295 | 15,651 | 14,423 |
| 11-Noon | 3,443 | 3,164 | 261 | 257 | 253 | 205 | 330 | 183 | 326 | 265 | 15,666 | 14,742 |
| Noon-1 | 3,392 | 3,182 | 252 | 238 | 247 | 205 | 363 | 198 | 339 | 329 | 15,730 | 14,979 |
| 1-2pm | 3,454 | 3,221 | 335 | 274 | 291 | 264 | 396 | 216 | 346 | 356 | 15,947 | 16,083 |
| 2-3pm | 3,550 | 3,594 | 342 | 318 | 313 | 261 | 405 | 253 | 384 | 382 | 17,237 | 18,832 |
| 3-4pm | 3,981 | 3,932 | 330 | 306 | 335 | 336 | 413 | 333 | 441 | 419 | 18,793 | 21,545 |
| 4-5pm | 4,212 | 3,899 | 314 | 377 | 352 | 325 | 439 | 381 | 430 | 449 | 19,948 | 22,048 |
| 5-6pm | 4,690 | 3,716 | 264 | 318 | 335 | 300 | 423 | 332 | 399 | 413 | 21,383 | 21,658 |
| 6-7pm | 4,591 | 3,317 | 222 | 261 | 292 | 230 | 310 | 225 | 282 | 367 | 19,615 | 19,983 |
| 7-8pm | 3,826 | 3,211 | 153 | 208 | 229 | 190 | 246 | 166 | 255 | 285 | 15,815 | 17,816 |
| 8-9pm | 3,278 | 2,969 | 111 | 161 | 168 | 119 | 214 | 128 | 246 | 245 | 13,316 | 14,940 |
| 9-10pm | 2,777 | 2,644 | 106 | 131 | 124 | 95 | 184 | 91 | 215 | 211 | 11,690 | 12,742 |
| 10-11pm | 2,191 | 2,165 | 66 | 101 | 77 | 75 | 122 | 81 | 163 | 170 | 9,517 | 11,201 |
| 11-Mid | 1,789 | 1,354 | 33 | 58 | 63 | 62 | 76 | 58 | 116 | 133 | 7,069 | 8,020 |
| 24 hr Total | 68,234 | 65,883 | 4,701 | 4,322 | 4,702 | 3,810 | 6,566 | 3,740 | 6,119 | 6,233 | 325,963 | 316,225 |
| 6-10am | 12,186 | 15,355 | 1,266 | 866 | 995 | 698 | 1,629 | 714 | 1,212 | 1,274 | 80,615 | 64,711 |
| 10am-1pm | 9,759 | 9,620 | 747 | 704 | 741 | 616 | 1,005 | 544 | 955 | 889 | 47,047 | 44,144 |
| 1-3pm | 7,004 | 6,815 | 677 | 592 | 604 | 525 | 801 | 469 | 730 | 738 | 33,184 | 34,915 |
| 3-7pm | 17,474 | 14,864 | 1,130 | 1,262 | 1,314 | 1,191 | 1,585 | 1,271 | 1,552 | 1,648 | 79,739 | 85,234 |
| 6am-7pm | 46,423 | 46,654 | 3,820 | 3,424 | 3,654 | 3,030 | 5,020 | 2,998 | 4,449 | 4,549 | 240,585 | 229,004 |

* To Bronx

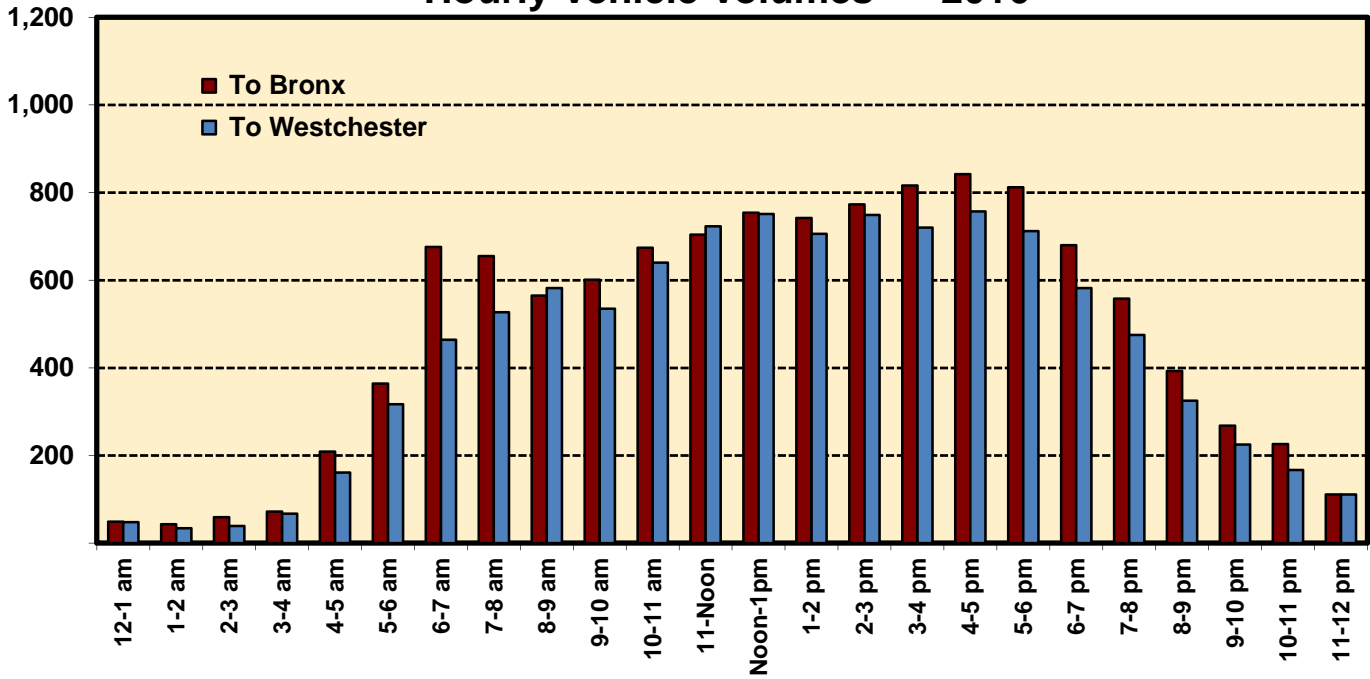
Bronx - Westchester Screenline

Total Hourly Vehicle Volumes ~ 2016

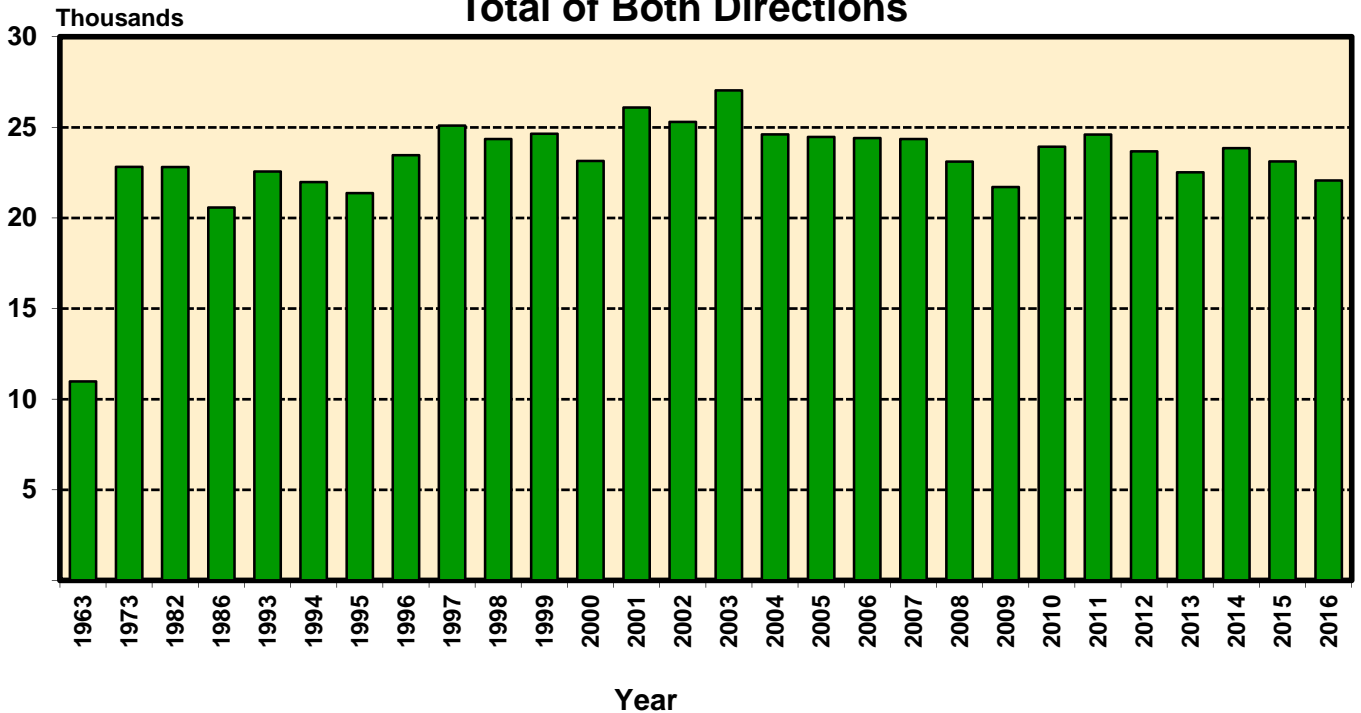


Bronx – Westchester Screenline Volumes

Boston Road Hourly Vehicle Volumes ~ 2016

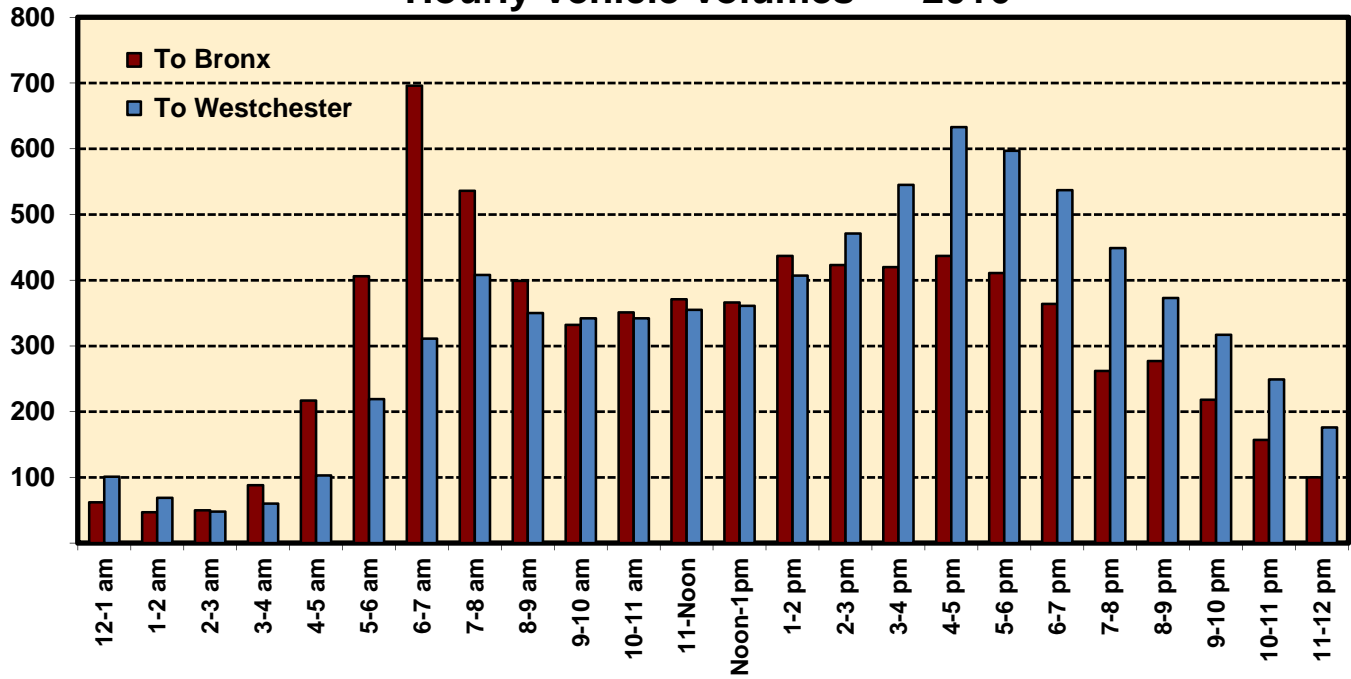


Boston Road Average Daily Traffic Volumes Total of Both Directions

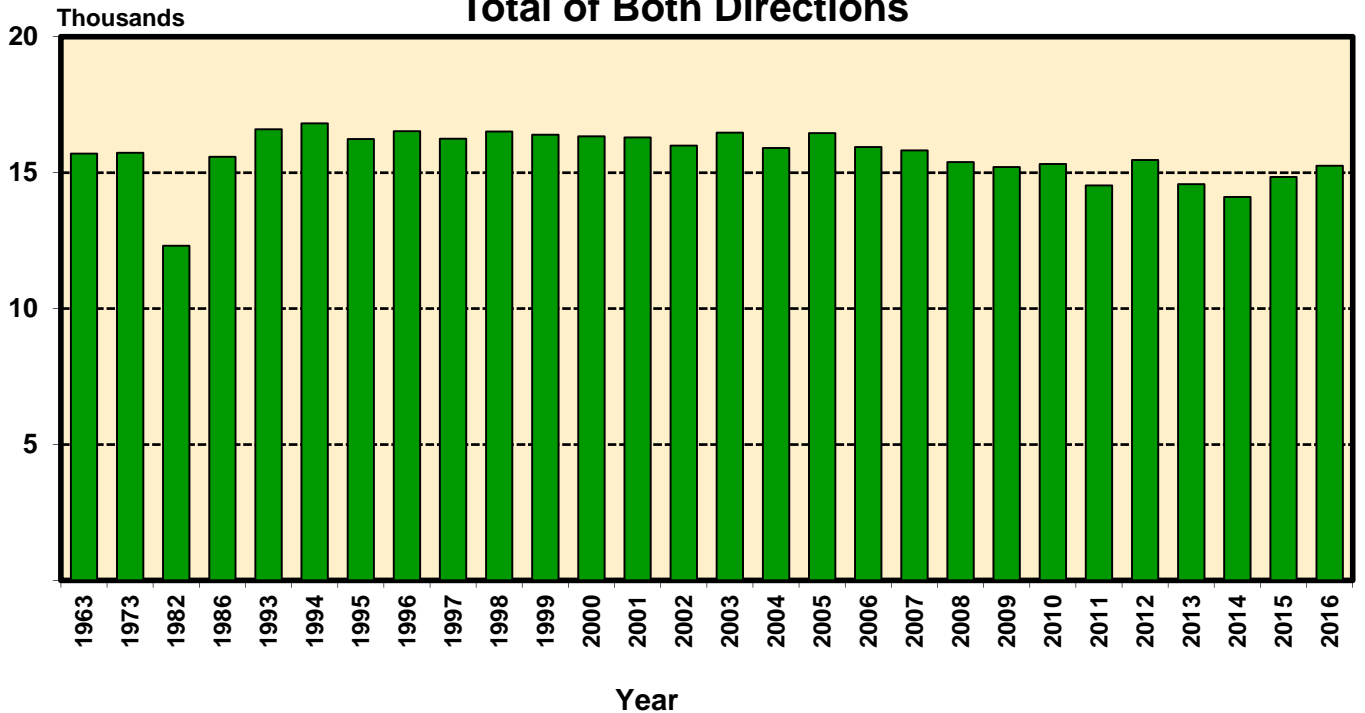


Bronx – Westchester Screenline Volumes

Broadway Hourly Vehicle Volumes ~ 2016

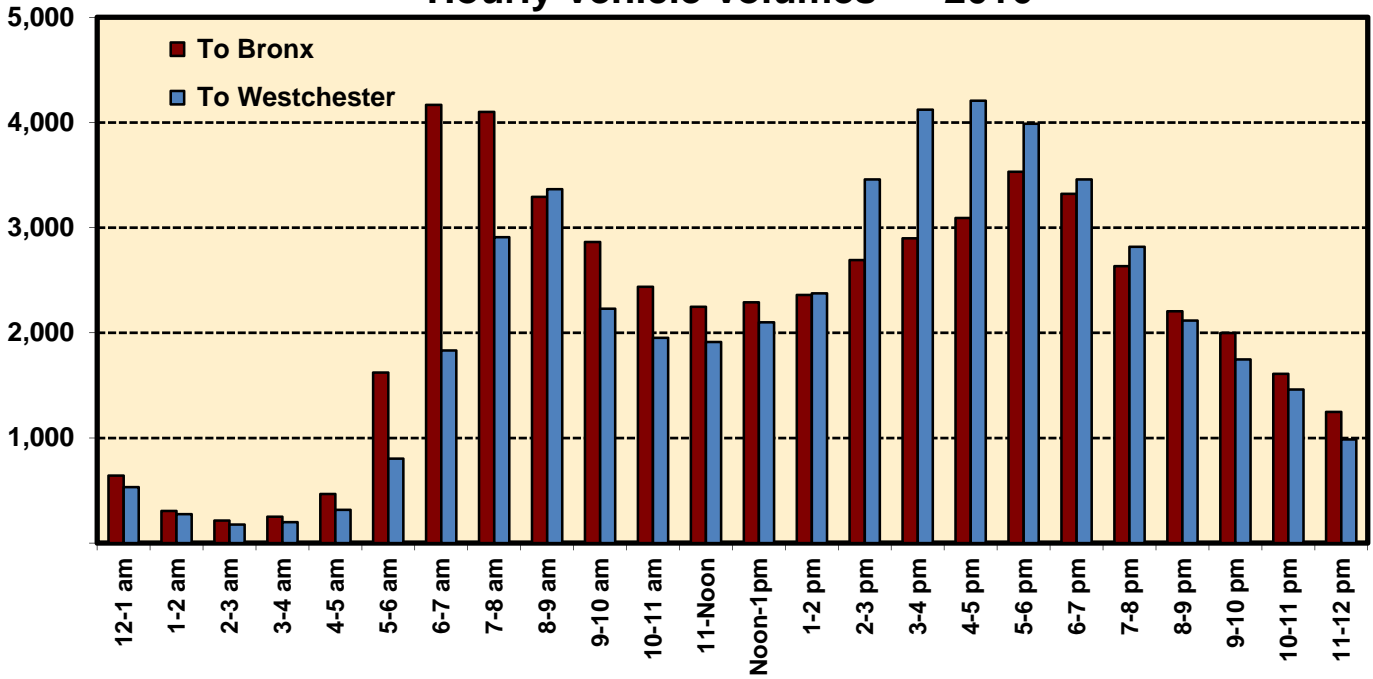


Broadway Average Daily Traffic Volumes Total of Both Directions

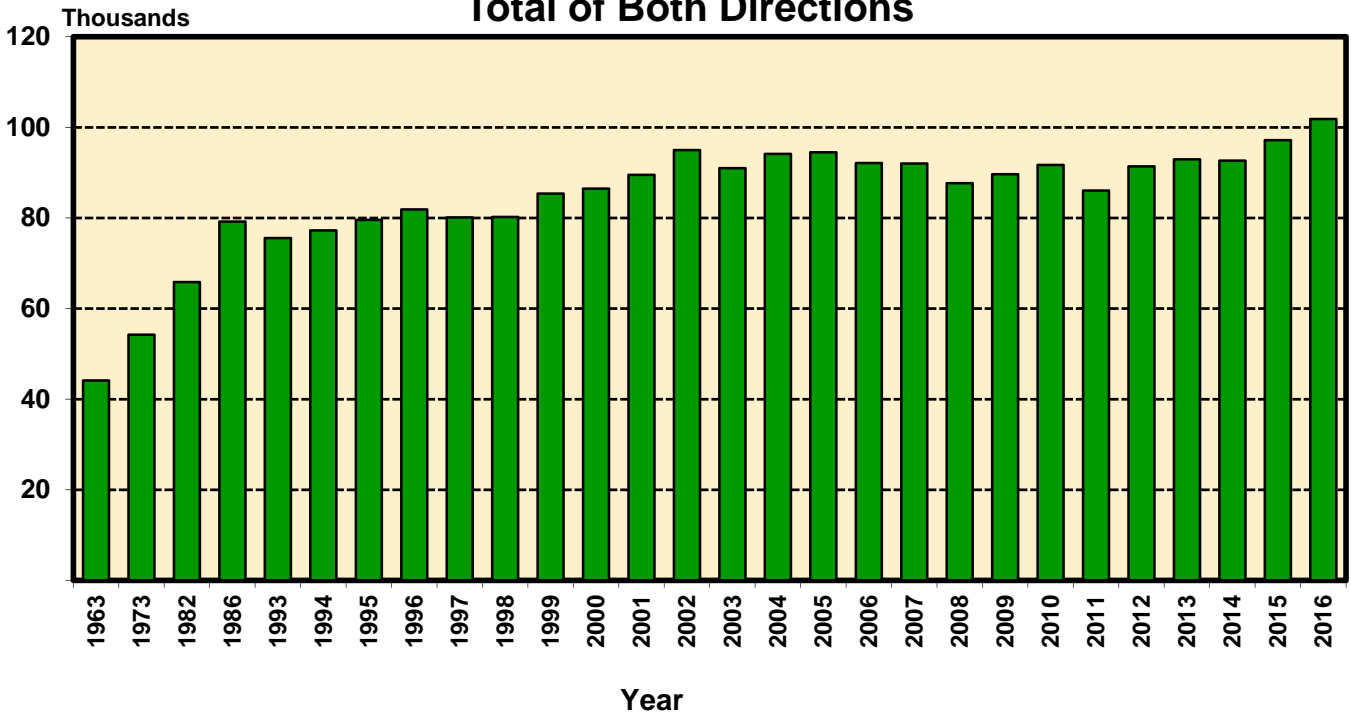


Bronx – Westchester Screenline Volumes

Bronx River Parkway Hourly Vehicle Volumes ~ 2016

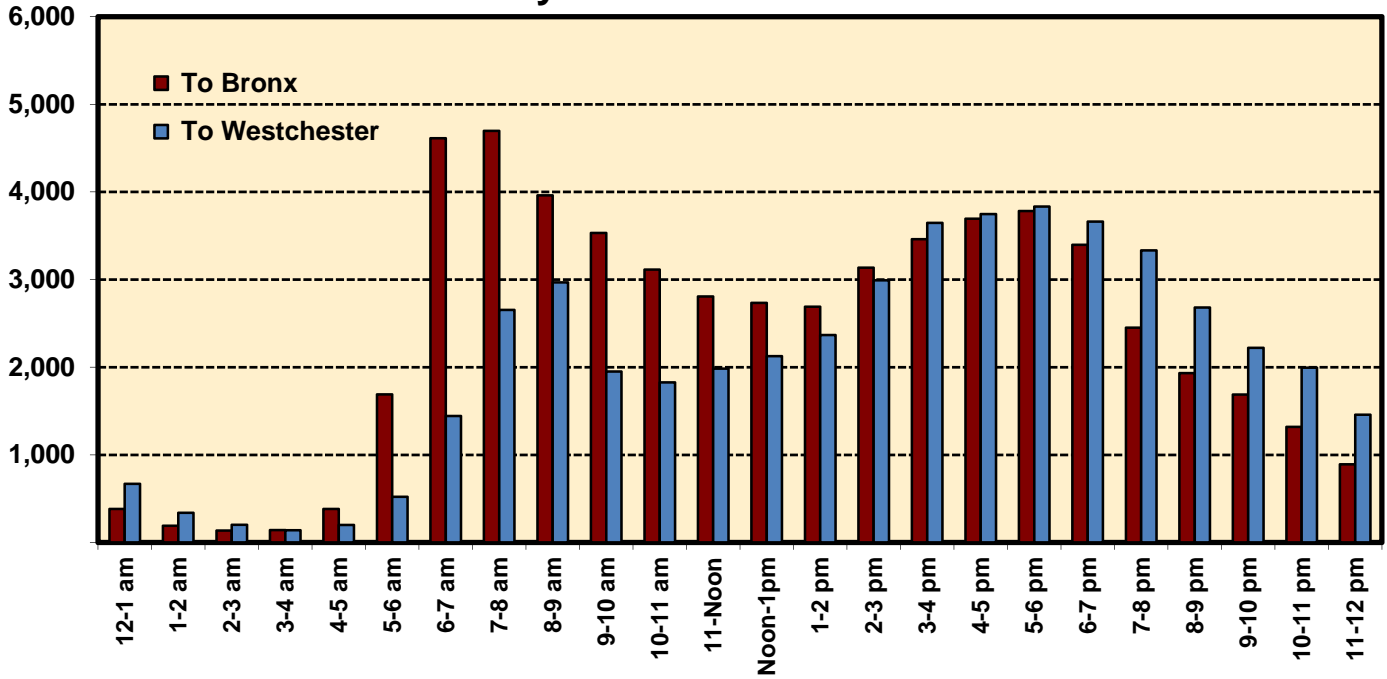


Bronx River Parkway Average Daily Traffic Volumes Total of Both Directions

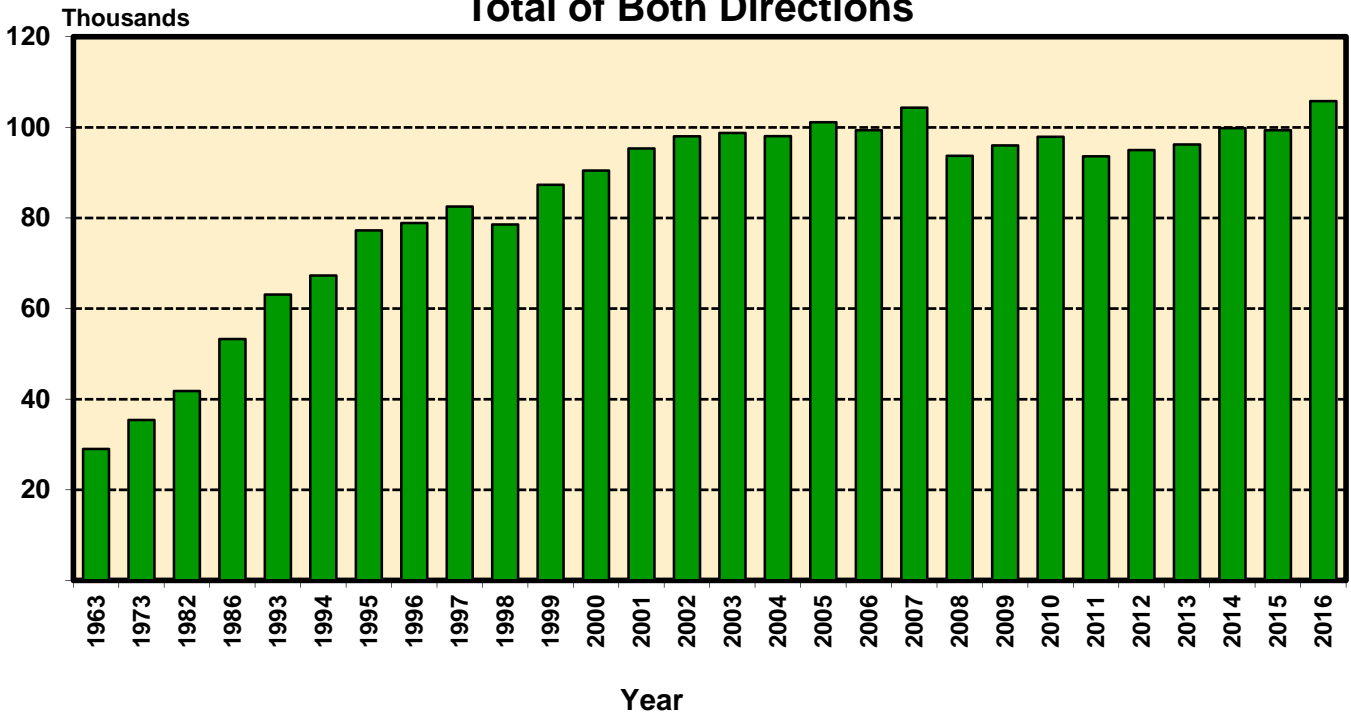


Bronx – Westchester Screenline Volumes

Henry Hudson Parkway Hourly Vehicle Volumes ~ 2016

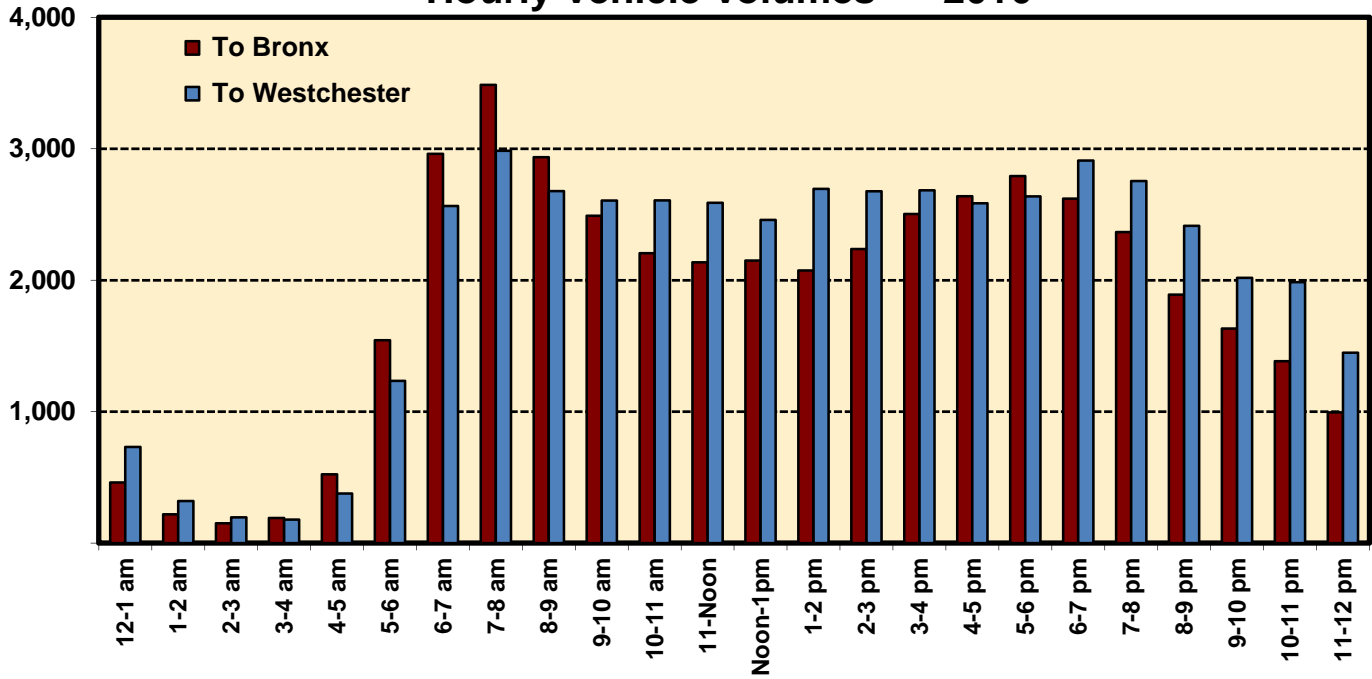


Henry Hudson Parkway Average Daily Traffic Volumes Total of Both Directions

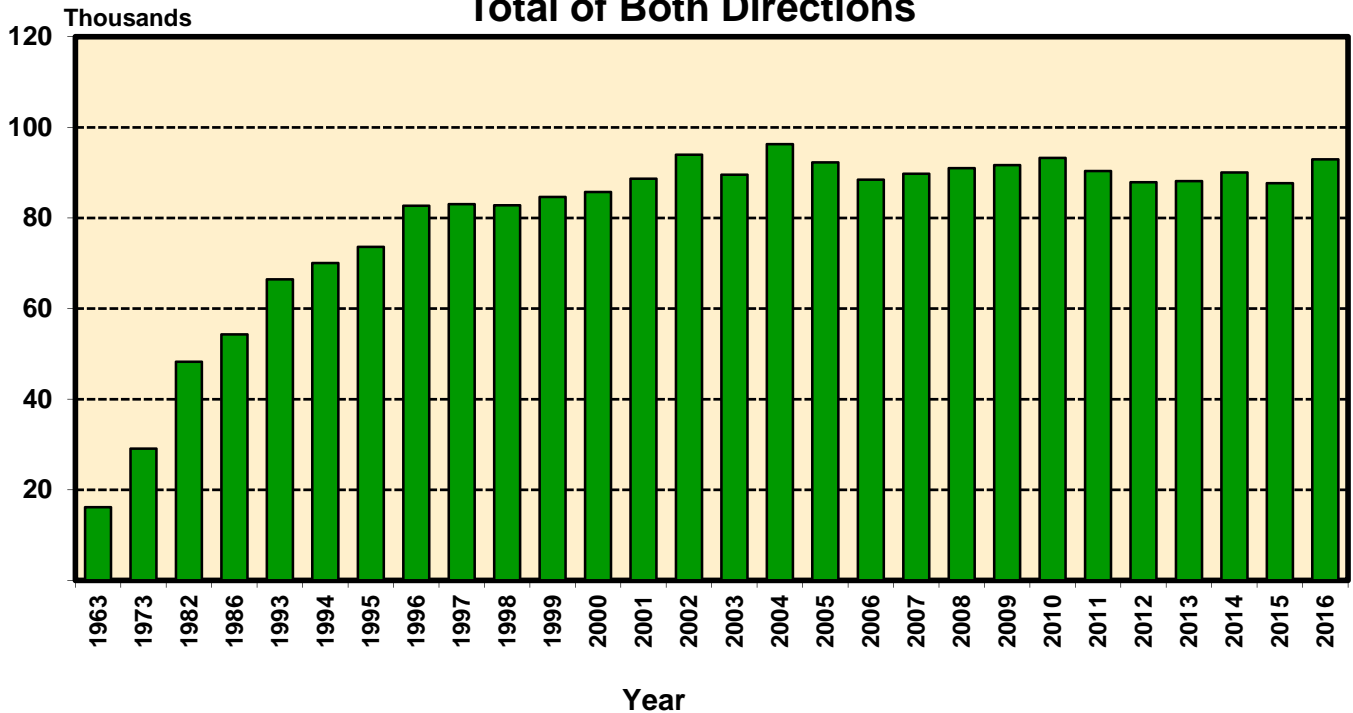


Bronx – Westchester Screenline Volumes

Hutchinson River Parkway Hourly Vehicle Volumes ~ 2016

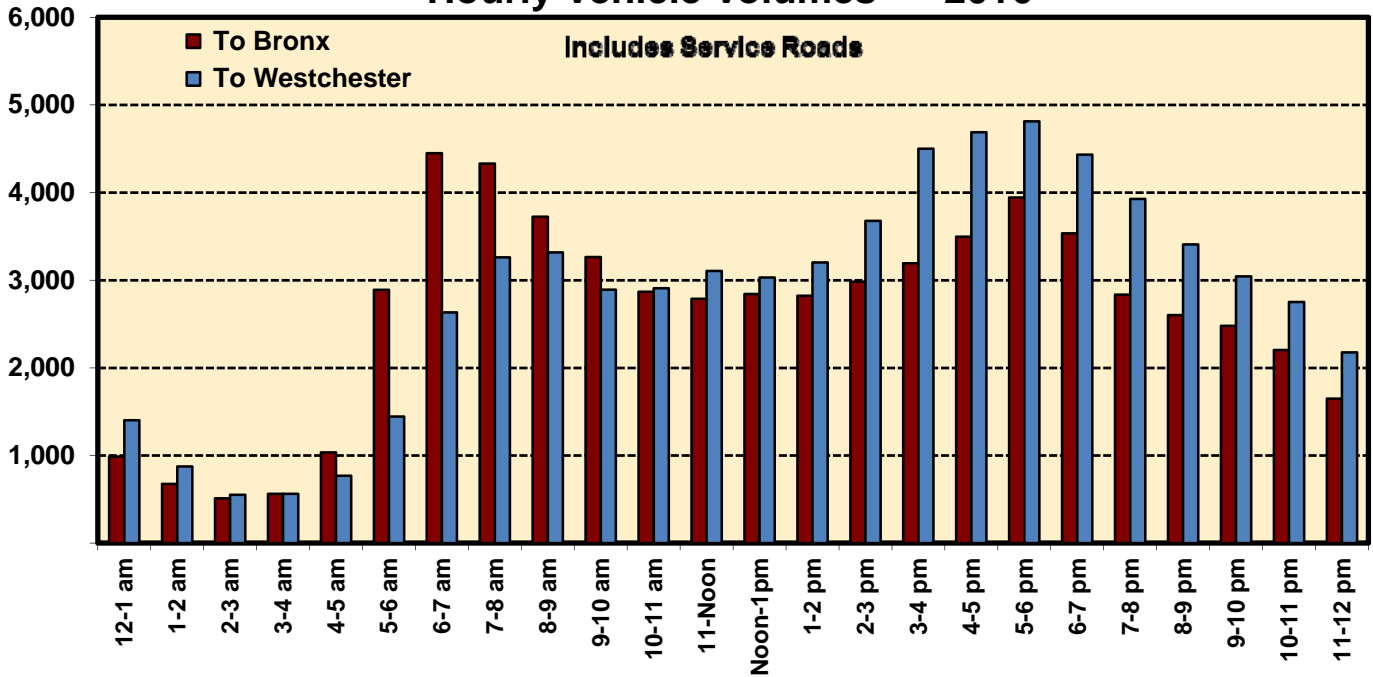


Hutchinson River Parkway Average Daily Traffic Volumes Total of Both Directions

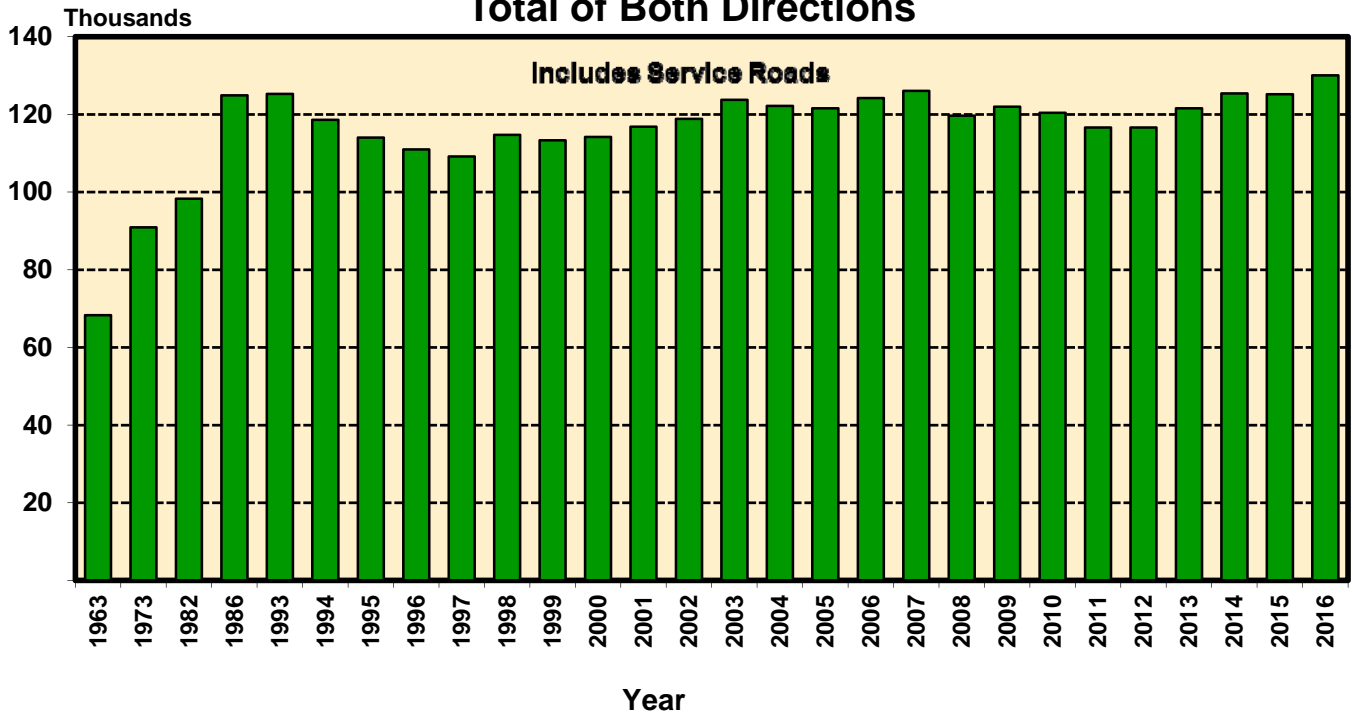


Bronx – Westchester Screenline Volumes

Major Deegan Expressway Hourly Vehicle Volumes ~ 2016

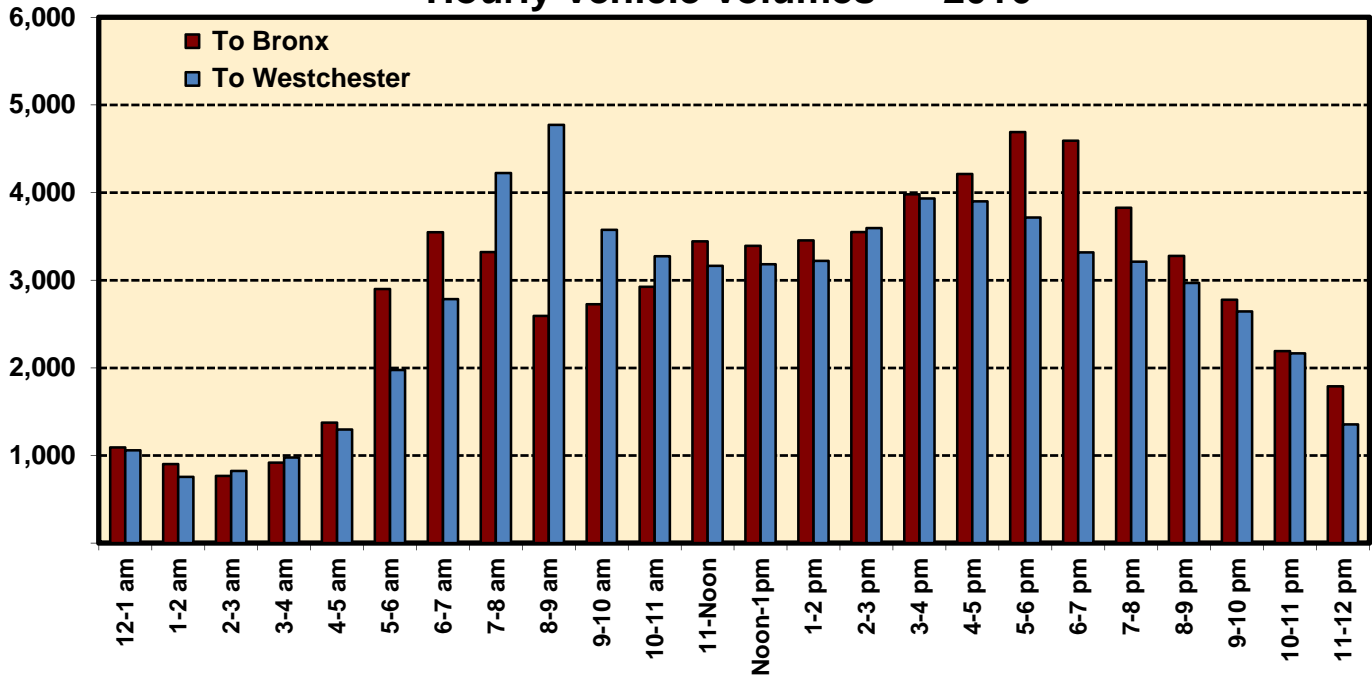


Major Deegan Expressway Average Daily Traffic Volumes Total of Both Directions

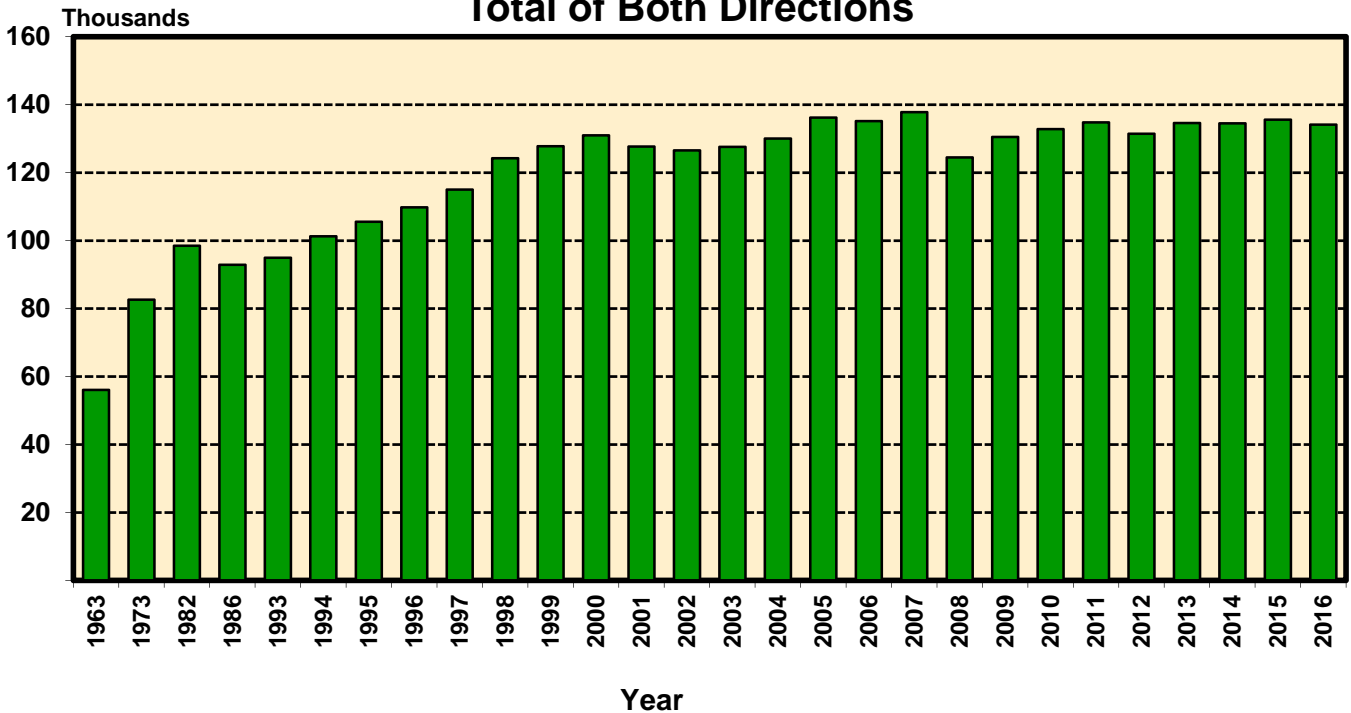


Bronx – Westchester Screenline Volumes

New England Thruway Hourly Vehicle Volumes ~ 2016

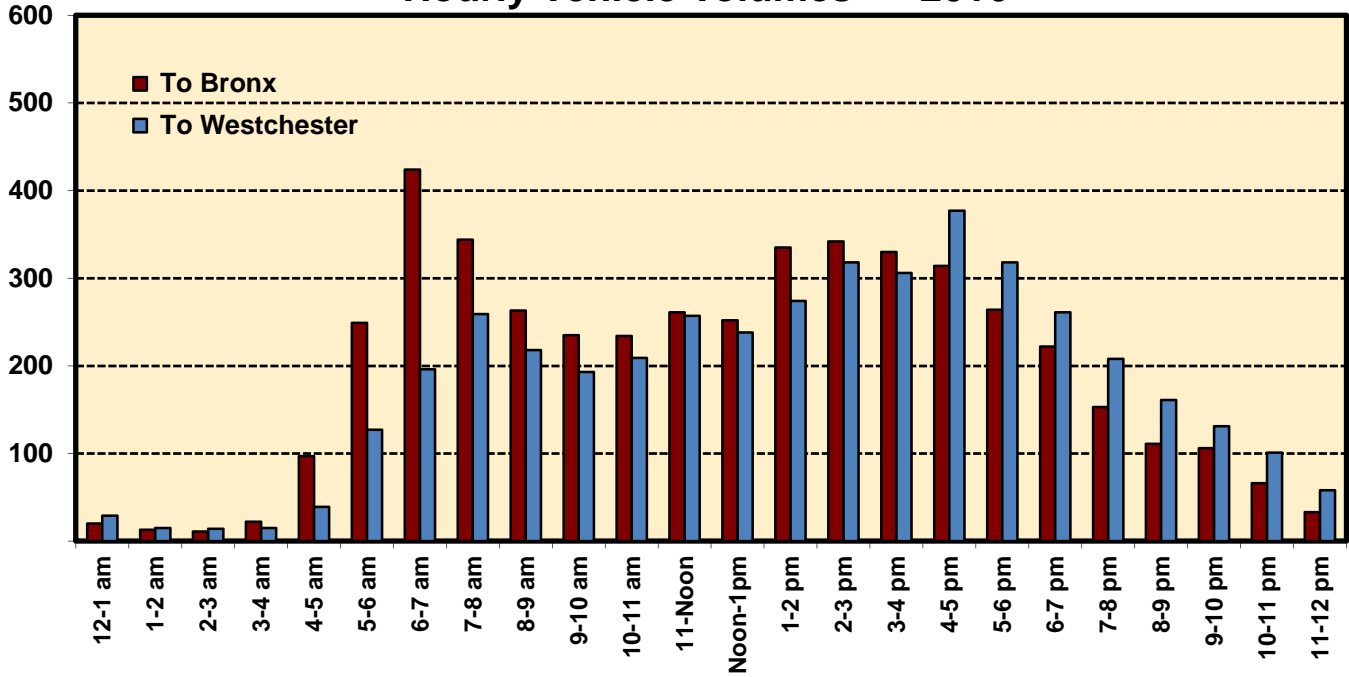


New England Thruway Average Daily Traffic Volumes Total of Both Directions

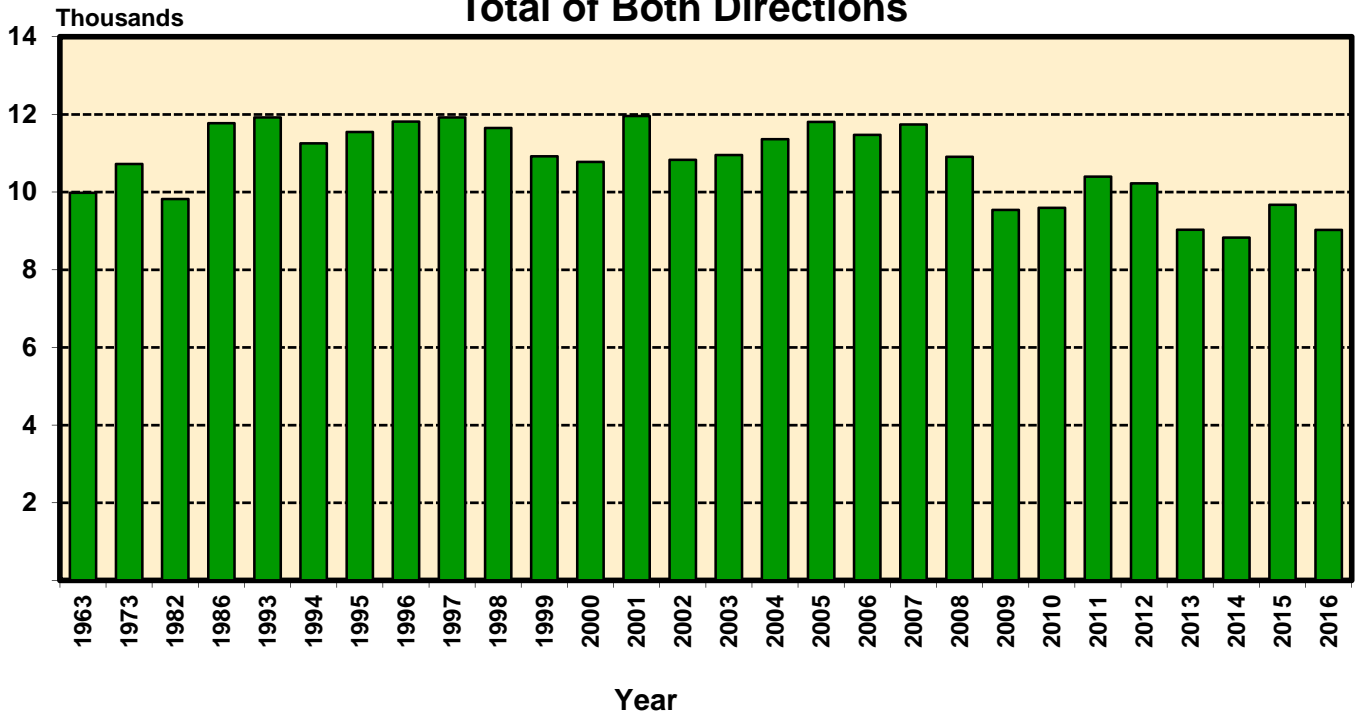


Bronx – Westchester Screenline Volumes

Riverdale Avenue Hourly Vehicle Volumes ~ 2016

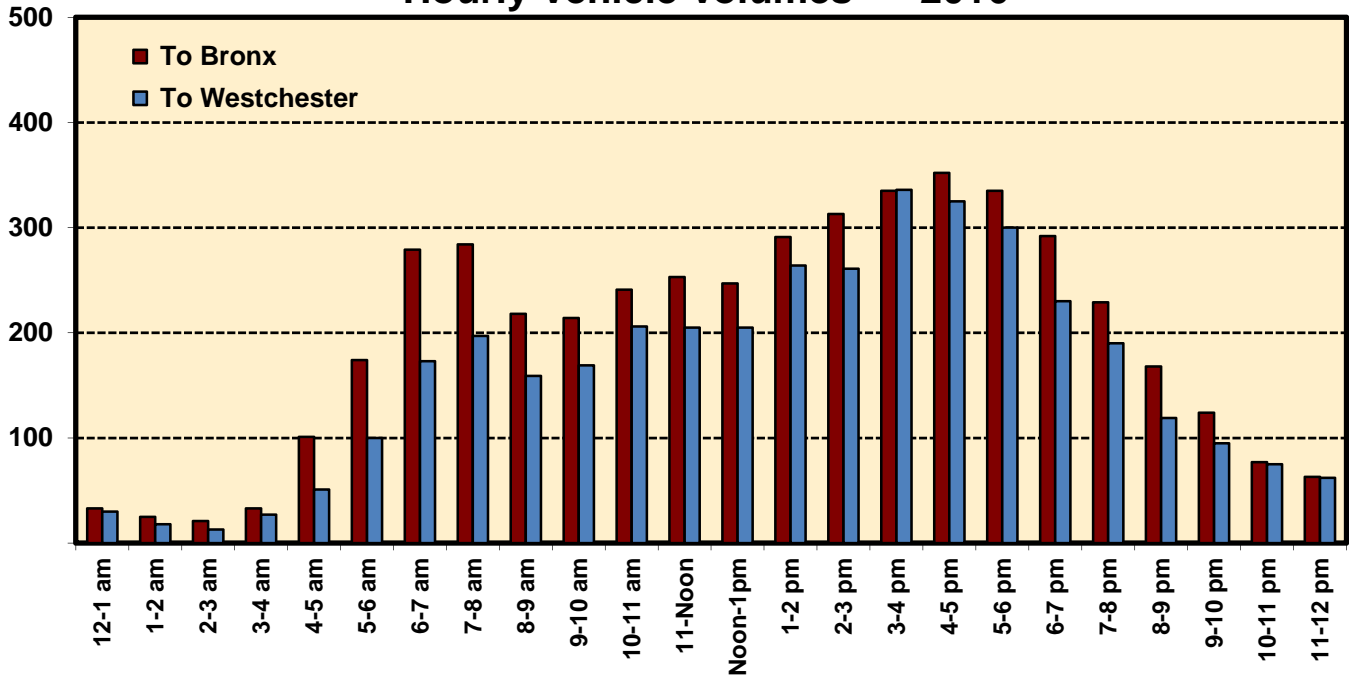


Riverdale Avenue Average Daily Traffic Volumes Total of Both Directions

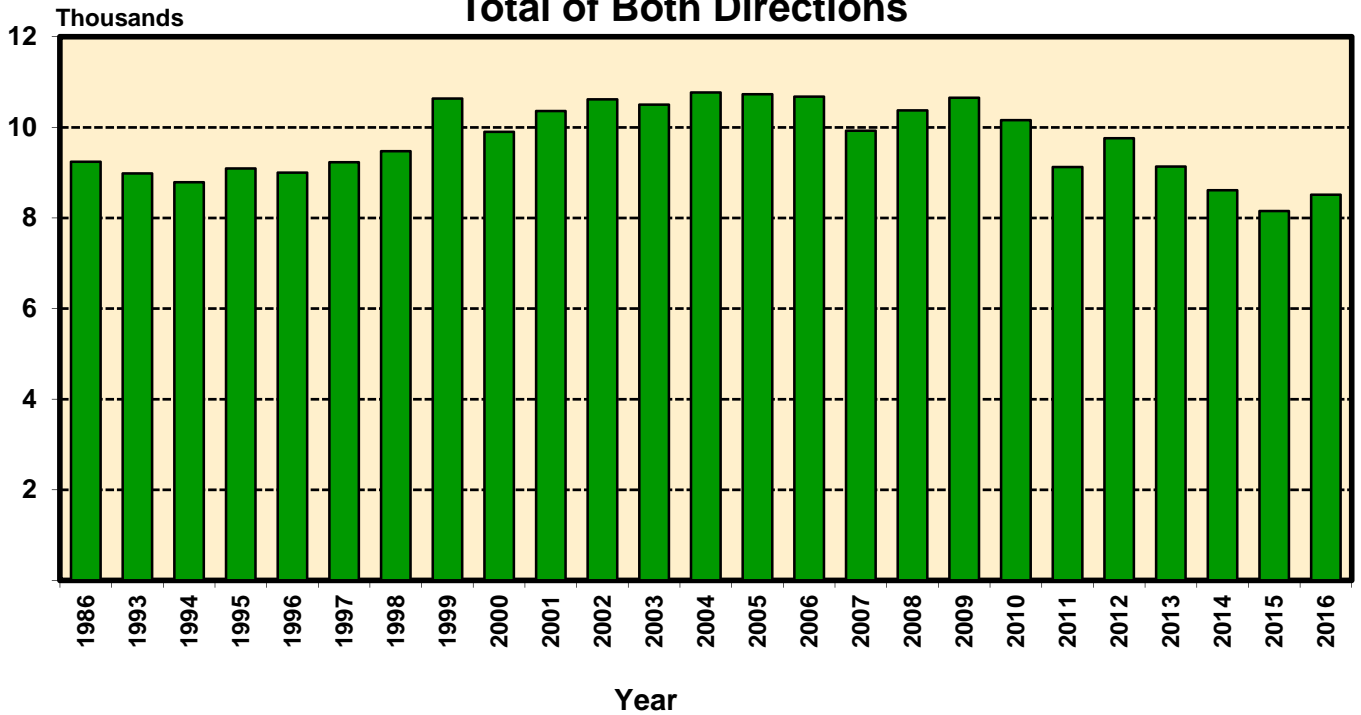


Bronx – Westchester Screenline Volumes

Van Cortlandt Park East Hourly Vehicle Volumes ~ 2016

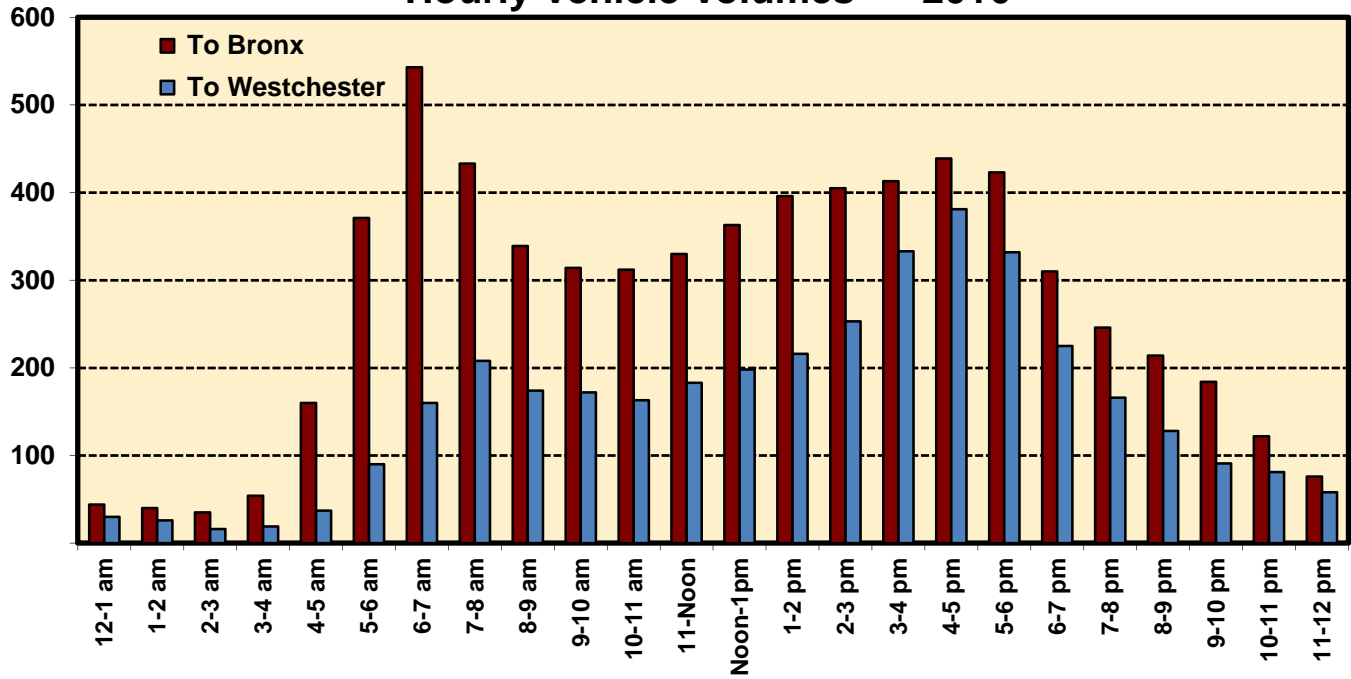


Van Cortlandt Park East Average Daily Traffic Volumes Total of Both Directions

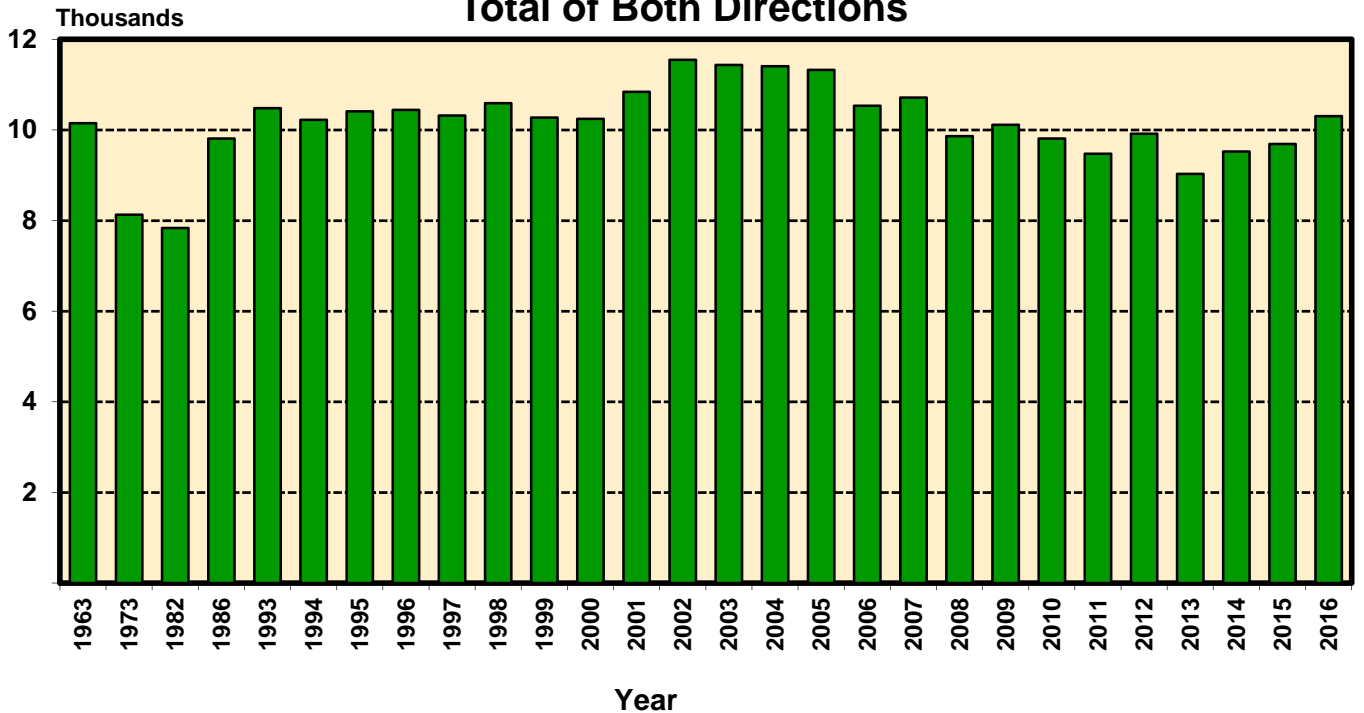


Bronx – Westchester Screenline Volumes

Webster Avenue Hourly Vehicle Volumes ~ 2016

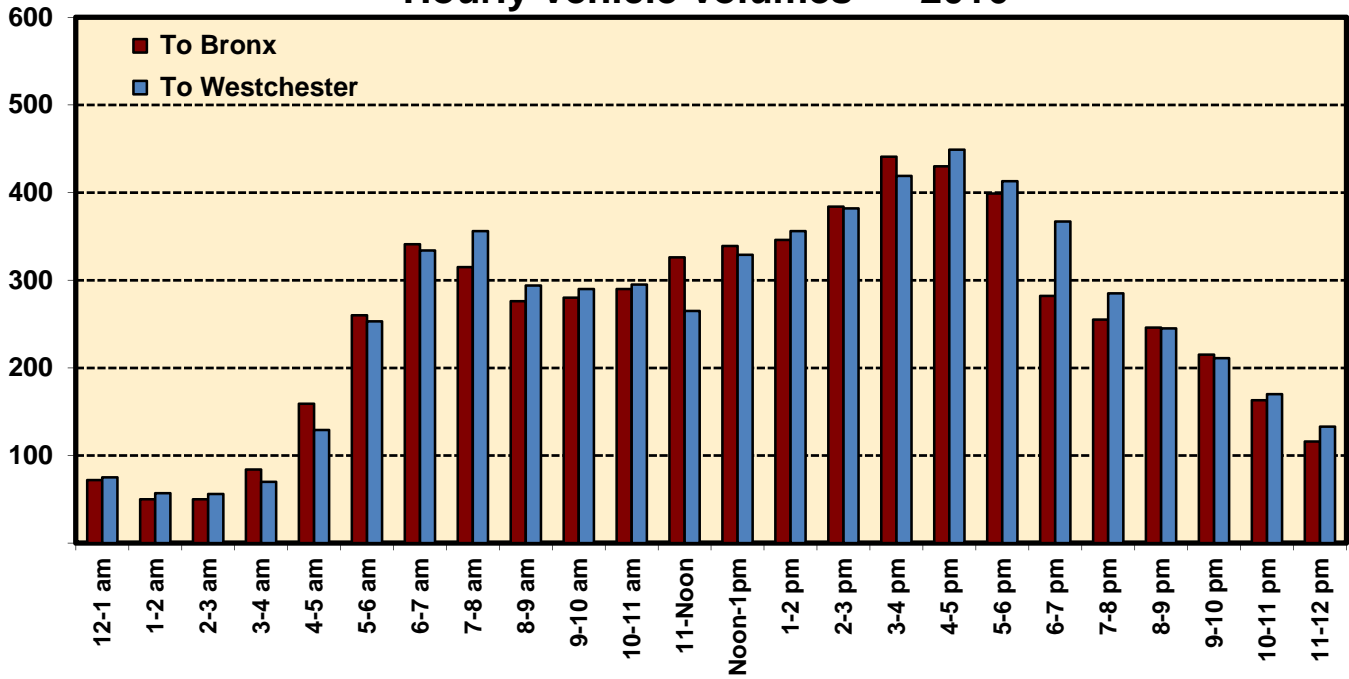


Webster Avenue Average Daily Traffic Volumes Total of Both Directions

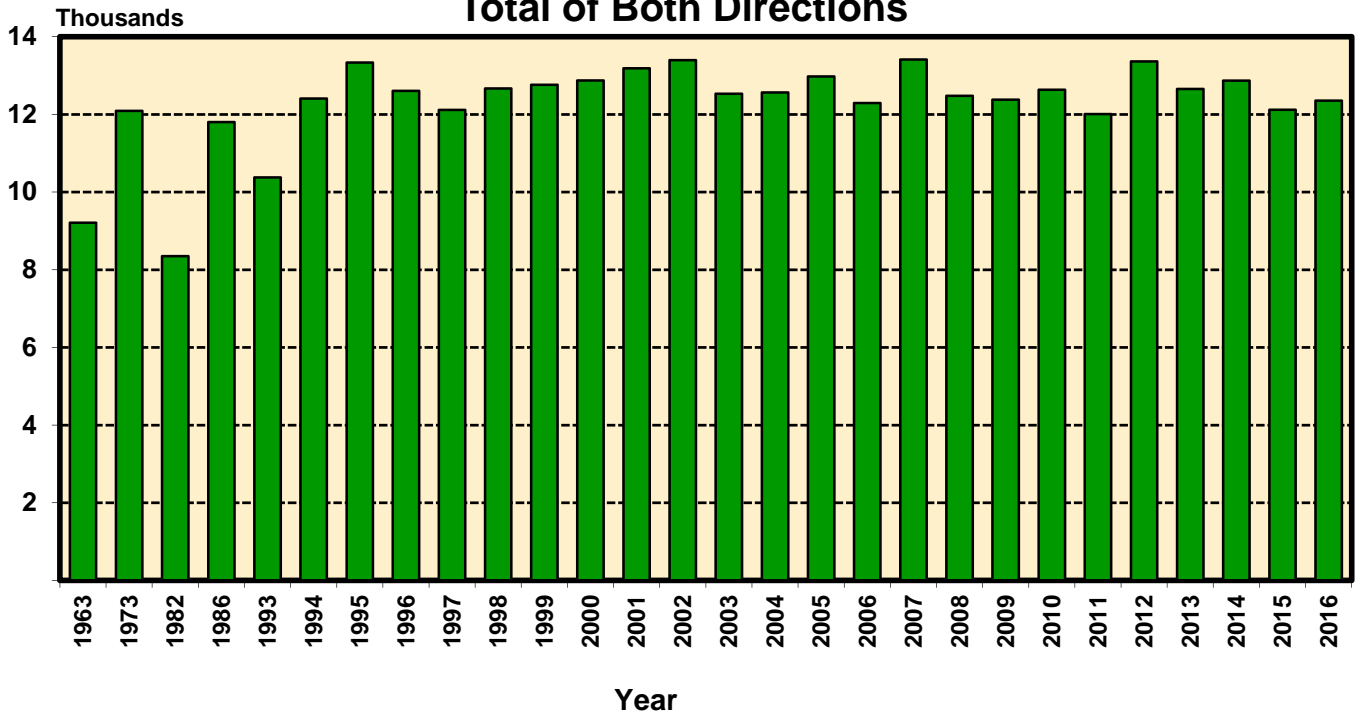


Bronx – Westchester Screenline Volumes

White Plains Road Hourly Vehicle Volumes ~ 2016



White Plains Road Average Daily Traffic Volumes Total of Both Directions



Queens-Nassau Screenline



**Jamaica Avenue at Queens-Nassau Screenline
Looking West**

QUEENS - NASSAU SCREENLINE

In 1963, the first year that Queens - Nassau screenline data were analyzed, average two-way traffic volume on the thirteen roadways studied was 546,550 vehicles per day.

- The Long Island Expressway (including service roads) was the most-traveled facility, serving 143,750 vehicles per day, 26.3% of total monitored Queens - Nassau traffic.
- Laurelton Parkway carried 85,440 vehicles per day, 15.6% of the total.
- Sunrise Highway served 59,470 daily vehicles, 10.9%.
- Grand Central Parkway and its service road accommodated 51,720 daily vehicles, 9.5%.
- Traffic volumes on Central Avenue and Seagirt Boulevard were not collected prior to 1986.

1963 - 1973

Traffic crossing the Queens – Nassau screenline increased 22.7%, to an average of 670,702 vehicles per day in 1973 from 546,550 in 1963 (124,152 additional daily vehicles).

- Grand Central Parkway traffic (including service road) doubled, to 104,836 daily vehicles in 1973 from 51,720 in 1963.
- Long Island Expressway traffic (including service roads) increased 19.8%, to 172,152 daily vehicles in 1973 from 143,750 in 1963.
- Laurelton Parkway traffic increased 15.6%, to 98,797 daily vehicles from 85,440.
- Jamaica Avenue traffic increased 49.0%, to 22,799 daily vehicles from 15,300.
- Rockaway Boulevard traffic increased 20.5%, to 43,921 daily vehicles from 36,460.

1973 - 1982

Between 1973 and 1982, growth slowed, as volume increased 6.3% to 713,146 daily vehicles from 670,702.

- The largest numerical increase occurred on Laurelton Parkway, where traffic increased by 22,877 daily vehicles, to 121,674 in 1982 from 98,797 in 1973 (+23.2%).
- The largest percentage increase occurred on Northern Boulevard where traffic increased 26.4%, to 42,033 daily vehicles from 33,244.
- The largest numerical and percentage decrease occurred on Sunrise Highway, where traffic decreased by 8.5%, to 57,397 daily vehicles in 1982 from 62,704 in 1973 (5,307 fewer daily vehicles).

1982 - 1986

Growth intensified between 1982 and 1986, as Queens – Nassau traffic increased 14.5%, to 816,627 daily vehicles, (excluding 14,520 on Central Avenue and 12,391 on Seagirt Boulevard where volumes were not counted in 1982).

- Grand Central Parkway traffic (including service road) increased 30.8%, to 143,966 daily vehicles in 1986 from 110,038 in 1982.
- Laurelton Parkway traffic increased 22.0%, to 148,408 daily vehicles from 121,674.
- Long Island Expressway traffic (including service roads) increased 12.8%, to 188,996 daily vehicles from 167,558.
- Rockaway Boulevard traffic increased 22.0%, to 56,735 daily vehicles from 46,514.

1986 - 1996

Growth was moderate during this period, as Queens - Nassau screenline volume increased 6.2%, to 896,144 daily vehicles in 1996 from 843,538 in 1986 (including Central Avenue and Seagirt Boulevard which were added to the monitoring schedule as of 1986).

- The largest volume increase was on Grand Central Parkway (including service road) where traffic increased by 14,691 daily vehicles, to 158,657 in 1996 from 143,966 in 1986 (+10.2%).
- The largest percentage increase was on Seagirt Boulevard (up 34.7%, to 16,687 daily vehicles from 12,391).
- The biggest decline was on Laurelton Parkway (decrease of 4,673 daily vehicles, or 3.1%, to 143,735 from 148,408).

1996 - 2006

Growth remained moderate from 1996 to 2006, as Queens - Nassau screenline traffic on the fifteen monitored facilities increased 4.3%, to 934,549 daily vehicles from 896,144.

- The largest volume increase occurred on the Laurelton Parkway (increase of 25,124 daily vehicles, or 17.5%, to 168,859 from 143,735).
- The largest percentage increase occurred on Seagirt Boulevard, where daily traffic increased 35.2%, to 22,557 daily vehicles in 2006 from 16,687 in 1996 (5,870 additional daily vehicles).
- The biggest decline was on the Long Island Expressway and its service roads (decrease of 9,044 daily vehicles, or 4.5%, to 191,900 from 200,944).

2006 - 2016

The past ten years, from 2006 to 2016, have been characterized by a small overall increase in daily Queens-Nassau traffic, with total volume on the fifteen monitored facilities increasing less than 3%, to 958,616 daily vehicles in 2016 from 934,549 in 2006.

- The largest increase was on the Long Island Expressway and its service roads, an increase of 33,001 daily vehicles, to 224,901 in 2016 from 191,900 in 2006 (+17.2%).

- The largest decrease was on the Grand Central Parkway and its service road, a decrease of 6,714 daily vehicles, to 159,080 in 2016 from 165,794 in 2006 (-4.0%).

1963 - 2016

During the 53 years from 1963 to 2016, daily traffic on the thirteen Queens - Nassau thoroughfares monitored throughout the period increased 69.4%, to 925,583 from 546,550. Traffic increased on all thirteen facilities.

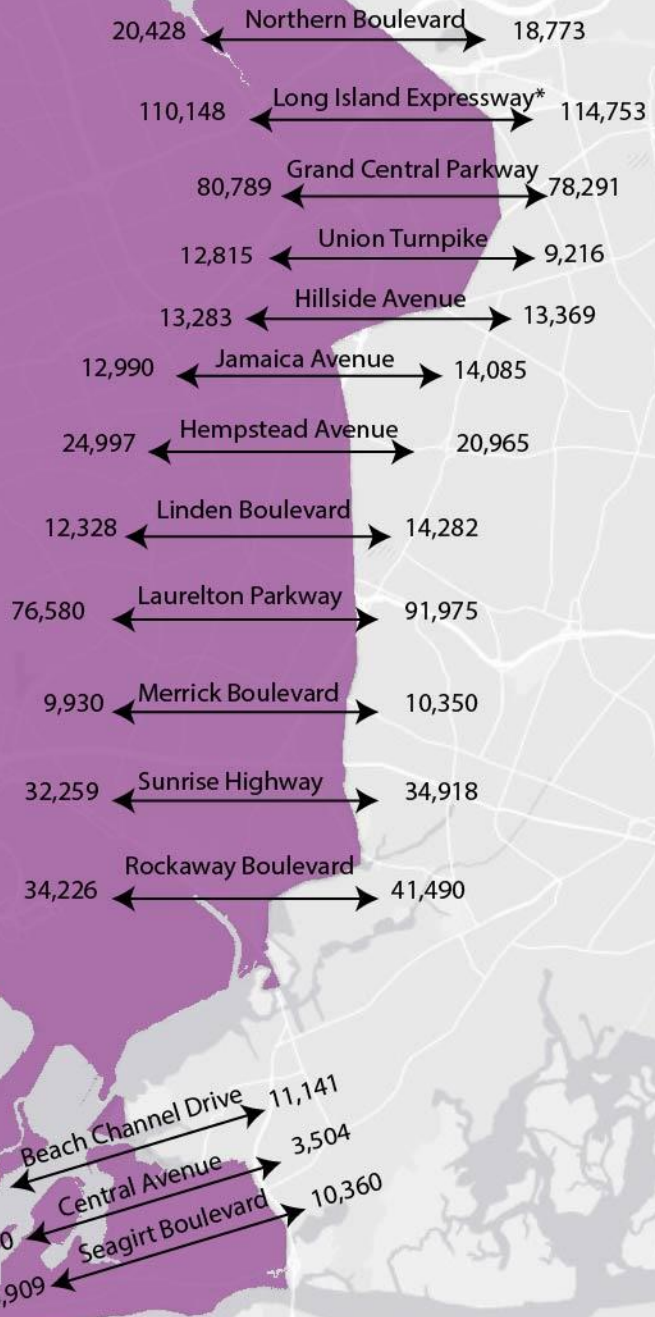
- Most of the growth in Queens - Nassau traffic since 1963 has occurred on the three limited access facilities crossing the screenline.
- Of the 379,033 additional daily vehicles on the thirteen continuously-monitored facilities, 271,626 (71.7% of the total increase) are on the three limited access routes.
- The Grand Central Parkway alone (including service road) absorbed over one-fourth the total screenline traffic increase, its daily volume more than tripling, to 159,080 in 2016 from 51,720 in 1963.
- Laurelton Parkway traffic nearly doubled, to 168,555 daily vehicles from 85,440.
- On the Long Island Expressway and its service roads, traffic increased 56.5%, to 224,901 daily vehicles from 143,750.
- Rockaway Boulevard traffic more than doubled, to 75,716 daily vehicles from 36,460.
- Jamaica Avenue traffic increased 77% to 27,075 daily vehicles from 15,300.
- Linden Boulevard traffic increased 85.7% to 26,610 daily vehicles from 14,330.

Queens – Nassau Screenline

2016 Daily Volumes

Queens

Nassau



*Includes Service Roads

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

To Queens

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 10,610 | 11,954 | 12,411 | 12,510 | 11,817 | 11,609 | 11,980 | 11,830 | 12,317 | 12,220 | 12,794 | 13,845 | 13,128 | 13,403 | 13,844 |
| Central Ave | n/a | n/a | n/a | 7,396 | 8,367 | 7,848 | 8,189 | 8,421 | 8,181 | 8,780 | 8,095 | 8,647 | 8,014 | 9,231 | 9,319 |
| Grand Cent Pky * | 25,280 | 47,495 | 61,614 | 71,775 | 85,261 | 82,431 | 79,189 | 76,571 | 77,853 | 78,916 | 82,978 | 87,617 | 91,225 | 89,054 | 94,792 |
| Hempstead Ave | 18,720 | 19,167 | 22,230 | 19,671 | 21,008 | 21,512 | 21,103 | 21,294 | 21,568 | 21,561 | 27,530 | 24,487 | 22,474 | 19,797 | 26,866 |
| Hillside Ave | 12,230 | 11,728 | 9,799 | 11,485 | 12,333 | 13,149 | 12,635 | 12,967 | 13,087 | 13,836 | 16,828 | 14,070 | 14,049 | 13,735 | 12,140 |
| Jamaica Ave | 7,370 | 11,473 | 13,984 | 14,081 | 14,090 | 13,775 | 13,339 | 13,950 | 13,149 | 13,822 | 14,769 | 14,921 | 14,504 | 15,324 | 15,044 |
| Laurelton Pky | 42,980 | 48,873 | 67,940 | 72,147 | 64,216 | 69,082 | 68,967 | 68,838 | 75,601 | 77,315 | 76,246 | 76,654 | 82,194 | 77,076 | 72,783 |
| Linden Blvd | 6,840 | 10,470 | 11,863 | 12,767 | 18,190 | 19,846 | 19,517 | 12,870 | 12,431 | 12,961 | 13,717 | 12,782 | 11,565 | 12,485 | 12,904 |
| Long Island Exp * | 70,340 | 85,294 | 83,656 | 90,553 | 101,193 | 101,972 | 100,335 | 101,602 | 100,402 | 100,310 | 96,711 | 97,412 | 90,205 | 97,818 | 99,694 |
| Merrick Blvd | 7,880 | 8,140 | 10,631 | 9,708 | 8,803 | 9,633 | 9,694 | 9,478 | 9,255 | 9,517 | 9,563 | 9,434 | 9,833 | 9,559 | 10,538 |
| Northern Blvd | 14,450 | 17,659 | 20,288 | 20,232 | 21,275 | 21,011 | 22,350 | 21,962 | 21,962 | 21,149 | 22,897 | 22,912 | 24,221 | 22,943 | 23,695 |
| Rockaway Blvd | 18,470 | 22,448 | 21,300 | 26,676 | 28,200 | 30,587 | 31,508 | 31,914 | 31,392 | 33,930 | 35,957 | 36,447 | 36,893 | 33,865 | 34,633 |
| Seagirt Blvd | n/a | n/a | n/a | 6,161 | 8,025 | 8,412 | 8,687 | 8,426 | 8,767 | 8,410 | 7,656 | 8,765 | 8,044 | 10,341 | 11,263 |
| Sunrise Hwy | 28,730 | 31,403 | 28,592 | 30,256 | 32,839 | 26,643 | 30,314 | 32,806 | 33,980 | 32,638 | 35,872 | 36,606 | 34,519 | 30,922 | 34,542 |
| Union Tpke | 8,460 | 8,836 | 9,171 | 11,587 | 12,429 | 12,458 | 12,274 | 12,598 | 12,222 | 12,007 | 12,245 | 8,262 | 12,495 | 13,260 | 13,275 |
| Totals | 272,360 | 334,940 | 373,479 | 417,005 | 448,046 | 450,332 | 448,742 | 445,915 | 452,167 | 457,372 | 473,858 | 472,861 | 473,363 | 468,813 | 485,332 |

To Queens

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 12,542 | 11,997 | 12,347 | 15,377 | 12,685 | 12,010 | 12,515 | 11,927 | 12,244 | 12,583 | 10,853 | 10,937 | 11,202 |
| Central Ave | 8,681 | 8,909 | 9,308 | 8,321 | 9,051 | 8,778 | 8,833 | 8,839 | 9,133 | 8,968 | 9,802 | 8,762 | 8,260 |
| Grand Cent Pky * | 92,464 | 92,993 | 80,941 | 77,918 | 78,423 | 75,454 | 77,447 | 80,288 | 79,276 | 78,594 | 82,032 | 82,169 | 80,789 |
| Hempstead Av | 20,781 | 19,270 | 18,731 | 22,786 | 24,705 | 22,303 | 19,701 | 19,196 | 23,311 | 22,193 | 18,358 | 19,136 | 24,997 |
| Hillside Ave | 13,697 | 13,472 | 12,558 | 12,170 | 12,489 | 12,481 | 12,862 | 11,768 | 14,004 | 13,865 | 13,976 | 12,962 | 13,283 |
| Jamaica Ave | 15,601 | 15,903 | 14,954 | 14,524 | 14,433 | 14,318 | 14,947 | 14,285 | 14,625 | 12,774 | 13,262 | 14,759 | 12,990 |
| Laurelton Pky | 85,728 | 80,245 | 80,157 | 79,954 | 75,794 | 74,934 | 83,535 | 81,615 | 77,773 | 80,608 | 75,961 | 77,020 | 76,580 |
| Linden Blvd | 12,869 | 13,521 | 13,099 | 11,976 | 12,855 | 12,430 | 12,815 | 12,025 | 12,314 | 12,853 | 11,900 | 12,701 | 12,328 |
| Long Island Exp * | 91,797 | 92,491 | 97,600 | 101,793 | 115,433 | 119,082 | 115,357 | 113,144 | 114,363 | 116,638 | 117,487 | 115,779 | 110,148 |
| Merrick Blvd | 10,441 | 9,841 | 9,466 | 9,238 | 9,041 | 9,140 | 9,741 | 9,630 | 11,365 | 10,159 | 10,348 | 10,913 | 9,930 |
| Northern Blvd | 23,054 | 20,807 | 21,523 | 20,953 | 20,765 | 20,252 | 20,885 | 21,642 | 23,838 | 21,911 | 22,270 | 21,263 | 20,428 |
| Rockaway Blvd | 35,464 | 36,156 | 36,371 | 39,466 | 38,167 | 38,366 | 36,767 | 36,560 | 37,548 | 38,459 | 36,435 | 37,768 | 34,226 |
| Seagirt Blvd | 10,665 | 10,046 | 11,236 | 10,659 | 10,099 | 10,204 | 10,800 | 10,690 | 10,928 | 11,106 | 11,106 | 11,915 | 10,909 |
| Sunrise Hwy | 33,706 | 35,166 | 32,833 | 33,626 | 32,159 | 33,065 | 32,749 | 32,213 | 31,281 | 33,452 | 32,360 | 32,833 | 32,259 |
| Union Tpke | 12,770 | 12,532 | 11,792 | 10,826 | 11,338 | 10,709 | 11,259 | 11,491 | 11,835 | 12,178 | 12,110 | 11,812 | 12,815 |
| Totals | 480,260 | 473,349 | 462,916 | 469,587 | 477,437 | 473,526 | 480,213 | 475,313 | 483,838 | 486,161 | 478,260 | 480,729 | 471,144 |

* Includes service roads.
* Central Av & Seagirt Blvd not counted prior to 1986

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

To Nassau

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 9,050 | 11,472 | 14,759 | 13,165 | 11,107 | 11,198 | 11,923 | 12,037 | 12,642 | 12,022 | 11,929 | 11,740 | 11,532 | 12,207 | 12,484 |
| Central Ave | n/a | n/a | n/a | 7,124 | 5,424 | 4,959 | 5,022 | 5,452 | 4,905 | 5,215 | 4,711 | 5,119 | 4,910 | 5,175 | 5,100 |
| Grand Cent Pky * | 26,440 | 57,341 | 48,424 | 72,191 | 89,073 | 80,438 | 79,481 | 82,086 | 79,934 | 84,576 | 85,888 | 85,579 | 89,640 | 89,813 | 92,426 |
| Hempstead Ave | 16,680 | 16,293 | 13,555 | 18,035 | 19,155 | 21,008 | 20,722 | 19,453 | 20,328 | 20,815 | 22,359 | 22,400 | 22,176 | 23,621 | 24,466 |
| Hillside Ave | 11,270 | 10,297 | 10,625 | 11,419 | 13,089 | 14,398 | 13,247 | 12,860 | 13,324 | 13,077 | 15,482 | 13,901 | 13,526 | 13,593 | 12,864 |
| Jamaica Ave | 7,930 | 11,326 | 13,345 | 13,377 | 13,293 | 12,744 | 12,971 | 13,170 | 13,229 | 13,391 | 13,495 | 13,821 | 13,702 | 14,869 | 14,721 |
| Laurelton Pky | 42,460 | 49,924 | 53,734 | 76,261 | 73,044 | 76,773 | 75,841 | 74,897 | 79,808 | 82,005 | 84,544 | 82,489 | 89,251 | 85,216 | 86,229 |
| Linden Blvd | 7,490 | 8,260 | 7,697 | 10,283 | 10,718 | 10,660 | 11,626 | 15,038 | 15,443 | 15,660 | 15,797 | 15,679 | 15,136 | 15,327 | 16,528 |
| Long Island Exp * | 73,410 | 86,858 | 83,902 | 98,443 | 96,937 | 97,860 | 98,271 | 99,342 | 101,200 | 100,938 | 99,919 | 93,967 | 92,593 | 92,794 | 90,940 |
| Merrick Blvd | 7,760 | 8,080 | 7,296 | 9,206 | 9,339 | 9,866 | 10,205 | 9,871 | 9,933 | 9,852 | 9,595 | 9,482 | 9,568 | 9,920 | 10,052 |
| Northern Blvd | 14,680 | 15,585 | 21,745 | 20,741 | 20,477 | 21,524 | 20,619 | 19,876 | 19,987 | 19,854 | 20,747 | 22,049 | 21,584 | 21,243 | 21,970 |
| Rockaway Blvd | 17,990 | 21,473 | 25,214 | 30,059 | 32,317 | 33,958 | 35,009 | 34,237 | 32,226 | 32,193 | 34,598 | 37,683 | 35,134 | 36,098 | 37,929 |
| Seagirt Blvd | n/a | n/a | n/a | 6,230 | 8,124 | 7,899 | 8,093 | 8,261 | 7,727 | 8,112 | 8,452 | 8,806 | 7,895 | 10,051 | 11,634 |
| Sunrise Hwy | 30,740 | 31,301 | 28,805 | 29,145 | 32,406 | 32,821 | 30,458 | 33,147 | 34,178 | 34,158 | 34,796 | 34,389 | 34,099 | 31,920 | 33,123 |
| Union Tpke | 8,290 | 7,552 | 10,566 | 10,854 | 9,769 | 10,737 | 10,513 | 10,502 | 10,100 | 10,163 | 10,873 | 10,182 | 12,618 | 13,346 | 12,896 |
| Totals | 274,190 | 335,762 | 339,667 | 426,533 | 444,272 | 446,843 | 444,001 | 450,229 | 454,964 | 462,031 | 473,185 | 467,286 | 473,364 | 475,193 | 483,362 |

To Nassau

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 11,702 | 11,652 | 13,454 | 13,615 | 11,667 | 11,531 | 11,772 | 10,891 | 11,126 | 10,797 | 11,036 | 11,036 | 11,141 |
| Central Ave | 5,541 | 5,762 | 6,262 | 5,334 | 4,803 | 4,738 | 4,750 | 4,861 | 4,869 | 4,944 | 4,647 | 4,647 | 3,504 |
| Grand Cent Pky * | 92,233 | 93,399 | 84,853 | 84,831 | 80,185 | 80,967 | 85,415 | 84,211 | 82,991 | 79,923 | 82,772 | 82,772 | 78,291 |
| Hempstead Av | 22,881 | 24,757 | 22,234 | 23,292 | 21,910 | 22,191 | 22,005 | 21,470 | 20,996 | 20,801 | 20,942 | 20,942 | 20,965 |
| Hillside Ave | 12,676 | 13,055 | 10,565 | 12,158 | 12,411 | 11,080 | 10,673 | 10,404 | 12,161 | 13,086 | 13,204 | 13,204 | 13,369 |
| Jamaica Ave | 15,126 | 15,717 | 14,660 | 14,479 | 14,641 | 13,953 | 14,203 | 13,928 | 14,414 | 13,411 | 14,433 | 14,433 | 14,085 |
| Laurelton Pky | 89,675 | 88,909 | 88,702 | 93,700 | 83,373 | 87,118 | 86,706 | 88,528 | 86,570 | 88,803 | 89,130 | 89,130 | 91,975 |
| Linden Blvd | 15,619 | 16,123 | 15,199 | 13,996 | 11,912 | 13,919 | 14,815 | 13,708 | 16,081 | 13,884 | 14,232 | 14,232 | 14,282 |
| Long Island Exp * | 92,065 | 92,333 | 94,300 | 99,602 | 114,971 | 119,870 | 112,483 | 117,334 | 113,868 | 114,800 | 105,209 | 105,209 | 114,753 |
| Merrick Blvd | 10,565 | 9,694 | 9,567 | 9,421 | 10,467 | 9,426 | 10,581 | 9,804 | 11,398 | 10,701 | 10,994 | 10,994 | 10,350 |
| Northern Blvd | 21,748 | 21,067 | 19,837 | 18,072 | 18,718 | 18,372 | 18,253 | 18,291 | 19,557 | 19,417 | 19,427 | 19,427 | 18,773 |
| Rockaway Blvd | 38,468 | 37,188 | 37,396 | 38,293 | 37,293 | 36,742 | 37,297 | 38,157 | 38,475 | 39,409 | 37,233 | 37,233 | 41,490 |
| Seagirt Blvd | 10,379 | 9,805 | 11,321 | 11,783 | 9,808 | 10,064 | 10,498 | 10,143 | 10,338 | 11,090 | 10,860 | 10,860 | 10,360 |
| Sunrise Hwy | 34,421 | 35,842 | 33,986 | 35,272 | 32,835 | 33,329 | 34,963 | 32,411 | 29,316 | 33,385 | 34,892 | 34,892 | 34,918 |
| Union Tpke | 12,246 | 10,437 | 9,297 | 8,774 | 9,074 | 8,775 | 9,041 | 8,204 | 8,222 | 9,392 | 9,920 | 9,920 | 9,216 |
| Totals | 485,345 | 485,740 | 471,633 | 482,622 | 474,068 | 482,075 | 483,455 | 482,345 | 480,382 | 483,843 | 478,931 | 478,931 | 487,472 |

* Includes service roads.
* Central Av & Seagirt Blvd not counted prior to 1986

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

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 19,660 | 23,426 | 27,170 | 25,675 | 22,924 | 22,807 | 23,903 | 23,867 | 24,959 | 24,242 | 24,723 | 25,585 | 24,660 | 25,610 | 26,328 |
| Central Ave | n/a | n/a | n/a | 14,520 | 13,791 | 12,807 | 13,211 | 13,873 | 13,086 | 13,995 | 12,806 | 13,766 | 12,924 | 14,406 | 14,419 |
| Grand Cent Pky * | 51,720 | 104,836 | 110,038 | 143,966 | 174,334 | 162,869 | 158,657 | 157,787 | 163,492 | 168,866 | 173,196 | 180,865 | 178,867 | 187,218 | |
| Hempstead Ave | 35,400 | 35,460 | 35,785 | 37,706 | 40,163 | 42,520 | 41,825 | 40,747 | 41,896 | 42,376 | 49,889 | 46,887 | 44,650 | 43,418 | 51,332 |
| Hillside Ave | 23,500 | 22,025 | 20,424 | 22,904 | 25,422 | 27,547 | 25,882 | 25,827 | 26,411 | 26,913 | 32,310 | 27,971 | 27,575 | 27,328 | 25,004 |
| Jamaica Ave | 15,300 | 22,799 | 27,329 | 27,458 | 27,383 | 26,519 | 26,310 | 27,120 | 26,378 | 27,213 | 28,264 | 28,742 | 28,206 | 30,193 | 29,765 |
| Laurelton Pky | 85,440 | 98,797 | 121,674 | 148,408 | 137,260 | 145,855 | 144,808 | 143,735 | 155,409 | 159,320 | 160,790 | 159,143 | 171,445 | 162,292 | 159,012 |
| Linden Blvd | 14,330 | 18,730 | 19,560 | 23,050 | 28,908 | 30,506 | 31,143 | 27,908 | 27,874 | 28,621 | 29,514 | 28,461 | 26,701 | 27,812 | 29,432 |
| Long Island Exp * | 143,750 | 172,152 | 167,558 | 188,996 | 198,130 | 199,832 | 198,606 | 200,944 | 201,602 | 201,248 | 196,630 | 191,379 | 182,798 | 190,612 | 190,634 |
| Merrick Blvd | 15,640 | 16,220 | 17,927 | 18,914 | 18,142 | 19,489 | 19,899 | 19,349 | 19,188 | 19,369 | 19,158 | 18,916 | 19,401 | 19,479 | 20,590 |
| Northern Blvd | 29,130 | 33,244 | 42,033 | 40,973 | 41,752 | 42,899 | 41,630 | 42,226 | 41,949 | 41,003 | 43,644 | 44,961 | 45,805 | 44,186 | 45,665 |
| Rockaway Blvd | 36,460 | 43,921 | 46,514 | 56,735 | 60,517 | 64,545 | 66,517 | 66,151 | 63,618 | 66,123 | 70,555 | 74,130 | 72,027 | 69,963 | 72,562 |
| Seagirt Blvd | n/a | n/a | n/a | 12,391 | 16,149 | 16,311 | 16,780 | 16,687 | 16,494 | 16,522 | 16,108 | 17,571 | 15,939 | 20,392 | 22,897 |
| Sunrise Hwy | 59,470 | 62,704 | 57,397 | 59,401 | 65,245 | 59,464 | 60,772 | 65,953 | 68,158 | 66,796 | 70,668 | 70,995 | 68,618 | 62,842 | 67,665 |
| Union Tpke | 16,750 | 16,388 | 19,737 | 22,441 | 22,198 | 23,195 | 22,787 | 23,100 | 22,322 | 22,170 | 23,118 | 18,444 | 25,113 | 26,606 | 26,171 |
| Totals | 546,550 | 670,702 | 713,146 | 843,538 | 892,318 | 897,175 | 892,743 | 896,144 | 907,131 | 919,403 | 947,043 | 940,147 | 946,727 | 944,006 | 968,694 |

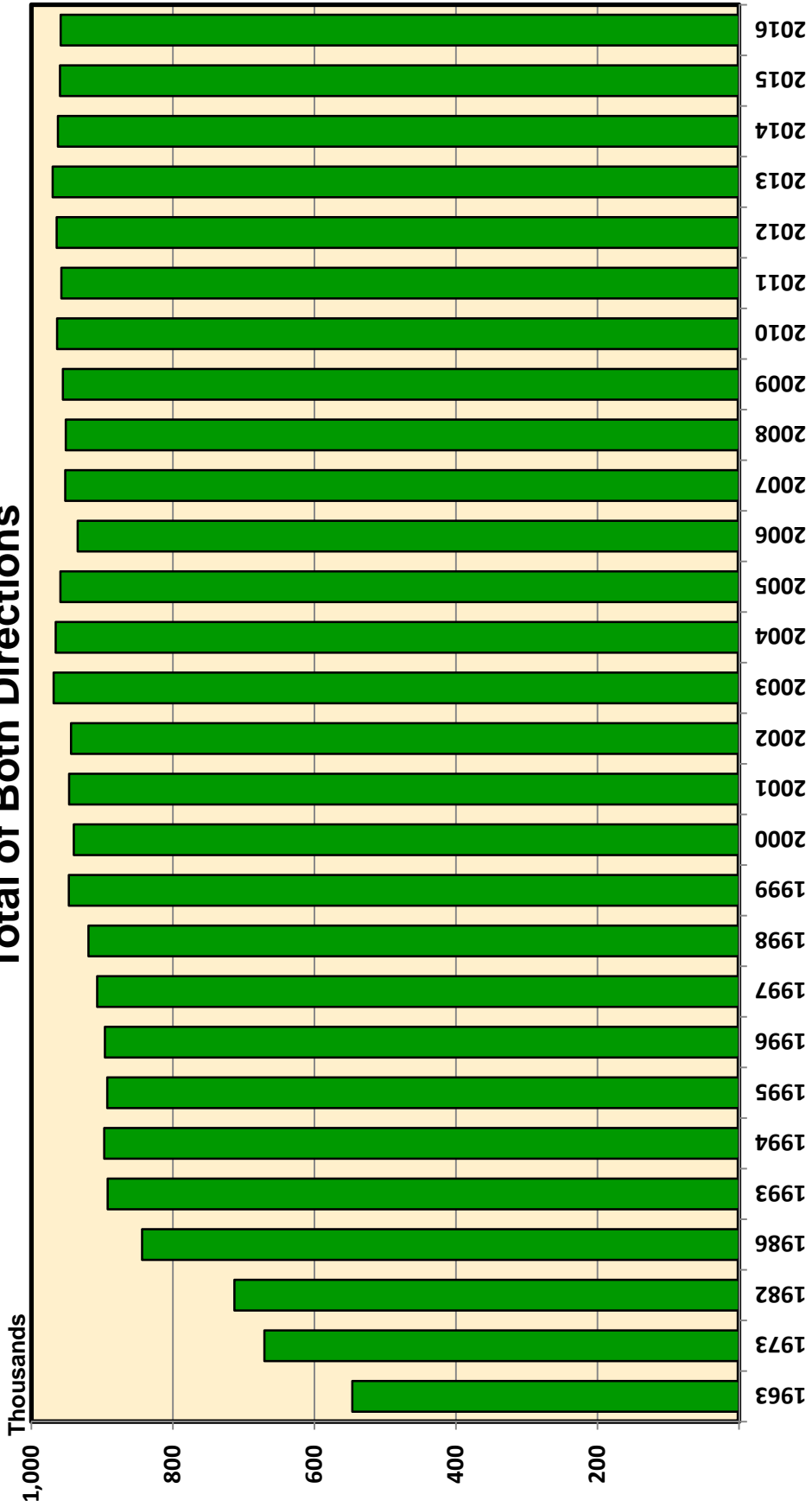
Both Directions

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Beach Channel Dr | 24,244 | 23,649 | 25,801 | 28,992 | 24,352 | 23,541 | 24,287 | 22,818 | 23,370 | 23,380 | 21,889 | 21,973 | 22,343 |
| Central Ave | 14,222 | 14,671 | 15,570 | 13,655 | 13,854 | 13,516 | 13,583 | 13,700 | 14,002 | 13,912 | 14,449 | 13,409 | 11,764 |
| Grand Cent Pky * | 184,697 | 186,392 | 165,794 | 162,749 | 158,608 | 156,421 | 162,862 | 164,499 | 162,267 | 158,517 | 164,804 | 164,941 | 159,080 |
| Hempstead Av | 43,662 | 44,027 | 40,965 | 46,078 | 46,615 | 44,494 | 41,706 | 40,666 | 44,307 | 42,994 | 39,300 | 40,078 | 45,962 |
| Hillside Ave | 26,373 | 26,527 | 23,123 | 24,328 | 24,900 | 23,561 | 23,535 | 22,172 | 26,165 | 26,951 | 27,180 | 26,166 | 26,652 |
| Jamaica Ave | 30,727 | 31,620 | 29,614 | 29,003 | 29,074 | 28,271 | 29,150 | 28,213 | 29,039 | 26,185 | 27,695 | 29,192 | 27,075 |
| Laurelton Pky | 175,403 | 169,154 | 168,859 | 173,654 | 159,167 | 162,052 | 170,241 | 170,143 | 164,343 | 169,411 | 165,091 | 166,150 | 168,555 |
| Linden Blvd | 28,488 | 29,644 | 28,298 | 25,972 | 24,767 | 26,349 | 27,630 | 25,733 | 28,395 | 26,737 | 26,132 | 26,933 | 26,610 |
| Long Island Exp * | 183,862 | 184,824 | 191,900 | 201,395 | 230,404 | 238,952 | 227,840 | 230,478 | 228,231 | 231,438 | 222,696 | 220,988 | 224,901 |
| Merrick Blvd | 21,006 | 19,535 | 19,033 | 18,659 | 19,508 | 18,566 | 20,322 | 19,434 | 22,763 | 20,860 | 21,342 | 21,907 | 20,280 |
| Northern Blvd | 44,802 | 41,874 | 41,360 | 39,025 | 39,483 | 38,624 | 39,138 | 39,933 | 43,395 | 41,328 | 41,697 | 40,690 | 39,201 |
| Rockaway Blvd | 73,932 | 73,344 | 73,767 | 77,759 | 75,460 | 75,108 | 74,064 | 74,717 | 76,023 | 77,868 | 73,668 | 75,001 | 75,716 |
| Seagirt Blvd | 21,044 | 19,851 | 22,557 | 22,442 | 19,907 | 20,268 | 21,298 | 20,833 | 21,266 | 22,016 | 21,966 | 22,775 | 21,269 |
| Sunrise Hwy | 68,127 | 71,008 | 66,819 | 68,898 | 64,994 | 66,394 | 67,712 | 64,624 | 60,597 | 66,837 | 67,252 | 67,725 | 67,177 |
| Union Tpke | 25,016 | 22,969 | 21,089 | 19,600 | 20,412 | 19,484 | 20,300 | 19,695 | 20,057 | 21,570 | 22,030 | 21,732 | 22,031 |
| Totals | 965,605 | 959,089 | 934,549 | 952,209 | 951,505 | 955,601 | 963,668 | 957,658 | 964,220 | 970,004 | 957,191 | 959,660 | 958,616 |

* Includes service roads.
* Central Av & Seagirt Blvd not counted prior to 1986

Queens – Nassau Screenline

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2016 Screenline Volumes Queens - Nassau

| | Beach Channel Drive | | Central Ave | | Main Rdwy | | Service Rdwy | | Hempstead Ave | | Hillside Ave | |
|--------------------|---------------------|---------------|--------------|--------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|
| | * S/B | N/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B |
| Mid-1am | 228 | 123 | 121 | 30 | 282 | 972 | 18 | 20 | 306 | 361 | 100 | 113 |
| 1-2am | 143 | 80 | 59 | 14 | 203 | 447 | 8 | 6 | 179 | 194 | 42 | 56 |
| 2-3am | 82 | 68 | 36 | 12 | 270 | 275 | 7 | 4 | 139 | 131 | 24 | 35 |
| 3-4am | 70 | 86 | 31 | 10 | 837 | 215 | 5 | 2 | 158 | 109 | 24 | 21 |
| 4-5am | 84 | 142 | 41 | 17 | 4,282 | 420 | 14 | 6 | 356 | 179 | 62 | 41 |
| 5-6am | 182 | 316 | 101 | 60 | 5,107 | 1,211 | 43 | 22 | 960 | 365 | 215 | 99 |
| 6-7am | 460 | 583 | 293 | 131 | 4,250 | 3,483 | 158 | 86 | 1,683 | 620 | 954 | 248 |
| 7-8am | 581 | 758 | 443 | 202 | 3,619 | 5,456 | 425 | 154 | 1,769 | 1,192 | 1,028 | 655 |
| 8-9am | 566 | 666 | 467 | 222 | 4,244 | 5,726 | 718 | 145 | 1,564 | 1,330 | 756 | 915 |
| 9-10am | 505 | 623 | 444 | 221 | 4,197 | 5,301 | 591 | 204 | 1,319 | 1,065 | 640 | 727 |
| 10-11am | 498 | 602 | 403 | 220 | 3,747 | 4,178 | 355 | 216 | 1,236 | 960 | 602 | 610 |
| 11-Noon | 497 | 612 | 391 | 196 | 3,551 | 4,026 | 343 | 255 | 1,198 | 964 | 629 | 654 |
| Noon-1 | 558 | 628 | 429 | 187 | 3,609 | 4,034 | 353 | 321 | 1,214 | 1,081 | 718 | 644 |
| 1-2pm | 590 | 645 | 440 | 215 | 4,100 | 4,237 | 354 | 300 | 1,294 | 1,139 | 714 | 727 |
| 2-3pm | 628 | 681 | 487 | 223 | 4,469 | 4,942 | 393 | 311 | 1,352 | 1,273 | 736 | 817 |
| 3-4pm | 662 | 697 | 505 | 233 | 4,712 | 4,159 | 600 | 364 | 1,303 | 1,361 | 771 | 1,035 |
| 4-5pm | 697 | 662 | 571 | 229 | 4,716 | 3,102 | 744 | 496 | 1,369 | 1,365 | 859 | 1,270 |
| 5-6pm | 732 | 667 | 626 | 269 | 4,529 | 3,302 | 733 | 495 | 1,468 | 1,381 | 1,102 | 1,272 |
| 6-7pm | 711 | 600 | 592 | 224 | 3,996 | 4,300 | 562 | 435 | 1,442 | 1,407 | 980 | 1,089 |
| 7-8pm | 722 | 527 | 501 | 183 | 2,919 | 4,476 | 201 | 287 | 1,241 | 1,261 | 768 | 801 |
| 8-9pm | 632 | 433 | 417 | 141 | 2,501 | 3,436 | 124 | 204 | 1,112 | 1,063 | 614 | 653 |
| 9-10pm | 563 | 390 | 343 | 108 | 1,839 | 2,356 | 74 | 142 | 972 | 868 | 447 | 415 |
| 10-11pm | 463 | 311 | 305 | 86 | 1,234 | 2,200 | 61 | 75 | 796 | 718 | 303 | 295 |
| 11-Mid | 348 | 241 | 214 | 71 | 666 | 1,454 | 26 | 33 | 567 | 578 | 195 | 177 |
| 24 hr Total | 11,202 | 11,141 | 8,260 | 3,504 | 73,879 | 73,708 | 6,910 | 4,583 | 24,997 | 20,965 | 13,283 | 13,369 |
| 6-10am | 2,112 | 2,630 | 1,647 | 776 | 16,310 | 19,966 | 1,892 | 589 | 6,335 | 4,207 | 3,378 | 2,545 |
| 10am-1pm | 1,553 | 1,842 | 1,223 | 603 | 10,907 | 12,238 | 1,051 | 792 | 3,648 | 3,005 | 1,949 | 1,908 |
| 1-3pm | 1,218 | 1,326 | 927 | 438 | 8,569 | 9,179 | 747 | 611 | 2,646 | 2,412 | 1,450 | 1,544 |
| 3-7pm | 2,802 | 2,626 | 2,294 | 955 | 17,953 | 14,863 | 2,639 | 1,790 | 5,582 | 5,514 | 3,712 | 4,666 |
| 6am-7pm | 7,685 | 8,424 | 6,091 | 2,772 | 53,739 | 56,246 | 6,329 | 3,782 | 18,211 | 15,138 | 10,489 | 10,663 |

* To Queens

2016 Screenline Volumes Queens - Nassau (cont'd)

| | Jamaica Ave | | Laurelton Parkway | | Linden Blvd | | Long Island Expressway | | | | Merrick Blvd | |
|--------------------|---------------|---------------|-------------------|---------------|---------------|---------------|------------------------|----------------|--------------|--------------|--------------|---------------|
| | * W/B | E/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | Main Rdwy | Service Rdwy | * W/B | E/B |
| Mid-1am | 129 | 120 | 1,050 | 2,159 | 208 | 223 | 1,359 | 2,345 | 7 | 12 | 86 | 150 |
| 1-2am | 67 | 73 | 600 | 1,196 | 119 | 121 | 933 | 1,518 | 4 | 5 | 51 | 90 |
| 2-3am | 51 | 57 | 495 | 755 | 81 | 76 | 971 | 1,222 | 3 | 4 | 37 | 64 |
| 3-4am | 58 | 40 | 682 | 580 | 72 | 69 | 1,406 | 1,162 | 2 | 4 | 37 | 41 |
| 4-5am | 103 | 89 | 1,697 | 813 | 110 | 129 | 2,782 | 1,639 | 5 | 7 | 62 | 45 |
| 5-6am | 363 | 193 | 5,109 | 1,787 | 304 | 279 | 5,955 | 3,287 | 105 | 30 | 239 | 100 |
| 6-7am | 748 | 463 | 5,298 | 4,032 | 700 | 489 | 5,454 | 5,316 | 1,018 | 127 | 724 | 229 |
| 7-8am | 804 | 801 | 4,398 | 4,471 | 773 | 790 | 4,967 | 6,189 | 594 | 238 | 661 | 415 |
| 8-9am | 705 | 1,030 | 3,373 | 4,767 | 689 | 822 | 4,940 | 6,484 | 193 | 391 | 577 | 565 |
| 9-10am | 658 | 935 | 3,156 | 4,641 | 562 | 717 | 5,204 | 6,062 | 202 | 302 | 453 | 516 |
| 10-11am | 636 | 759 | 3,348 | 4,141 | 548 | 649 | 5,565 | 5,507 | 319 | 217 | 456 | 509 |
| 11-Noon | 642 | 782 | 3,672 | 4,075 | 559 | 674 | 5,342 | 5,494 | 253 | 238 | 478 | 524 |
| Noon-1 | 648 | 784 | 3,674 | 4,307 | 601 | 730 | 5,477 | 5,698 | 181 | 228 | 532 | 569 |
| 1-2pm | 641 | 800 | 3,791 | 4,602 | 651 | 781 | 5,139 | 5,667 | 158 | 215 | 570 | 586 |
| 2-3pm | 673 | 846 | 3,898 | 4,859 | 630 | 896 | 5,431 | 5,917 | 159 | 308 | 578 | 635 |
| 3-4pm | 732 | 971 | 4,063 | 5,264 | 692 | 937 | 5,685 | 5,847 | 207 | 804 | 607 | 690 |
| 4-5pm | 937 | 1,088 | 4,207 | 5,871 | 713 | 948 | 5,974 | 5,074 | 405 | 1,146 | 606 | 774 |
| 5-6pm | 871 | 1,064 | 4,400 | 5,764 | 757 | 929 | 5,784 | 4,905 | 860 | 1,134 | 701 | 855 |
| 6-7pm | 913 | 917 | 4,211 | 5,801 | 761 | 926 | 5,023 | 5,563 | 912 | 781 | 681 | 840 |
| 7-8pm | 758 | 741 | 3,940 | 5,618 | 720 | 849 | 5,050 | 5,808 | 441 | 229 | 538 | 714 |
| 8-9pm | 662 | 563 | 3,470 | 5,004 | 652 | 725 | 4,757 | 5,330 | 112 | 108 | 473 | 540 |
| 9-10pm | 540 | 434 | 3,237 | 4,368 | 580 | 603 | 4,408 | 4,678 | 63 | 65 | 370 | 395 |
| 10-11pm | 399 | 316 | 2,819 | 4,030 | 479 | 565 | 3,760 | 4,165 | 39 | 46 | 246 | 302 |
| 11-Mid | 252 | 219 | 1,992 | 3,070 | 367 | 355 | 2,513 | 3,214 | 27 | 23 | 167 | 202 |
| 24 hr Total | 12,990 | 14,085 | 76,580 | 91,975 | 12,328 | 14,282 | 103,879 | 108,091 | 6,269 | 6,662 | 9,930 | 10,350 |
| 6-10am | 2,915 | 3,229 | 16,225 | 17,911 | 2,724 | 2,818 | 20,565 | 24,051 | 2,007 | 1,058 | 2,415 | 1,725 |
| 10am-1pm | 1,926 | 2,325 | 10,694 | 12,523 | 1,708 | 2,053 | 16,384 | 16,699 | 753 | 683 | 1,466 | 1,602 |
| 1-3pm | 1,314 | 1,646 | 7,689 | 9,461 | 1,281 | 1,677 | 10,570 | 11,584 | 317 | 523 | 1,148 | 1,221 |
| 3-7pm | 3,453 | 4,040 | 16,881 | 22,700 | 2,923 | 3,740 | 22,466 | 21,389 | 2,384 | 3,865 | 2,595 | 3,159 |
| 6am-7pm | 9,608 | 11,240 | 51,489 | 62,595 | 8,636 | 10,288 | 69,985 | 73,723 | 5,461 | 6,129 | 7,624 | 7,707 |

* To Queens

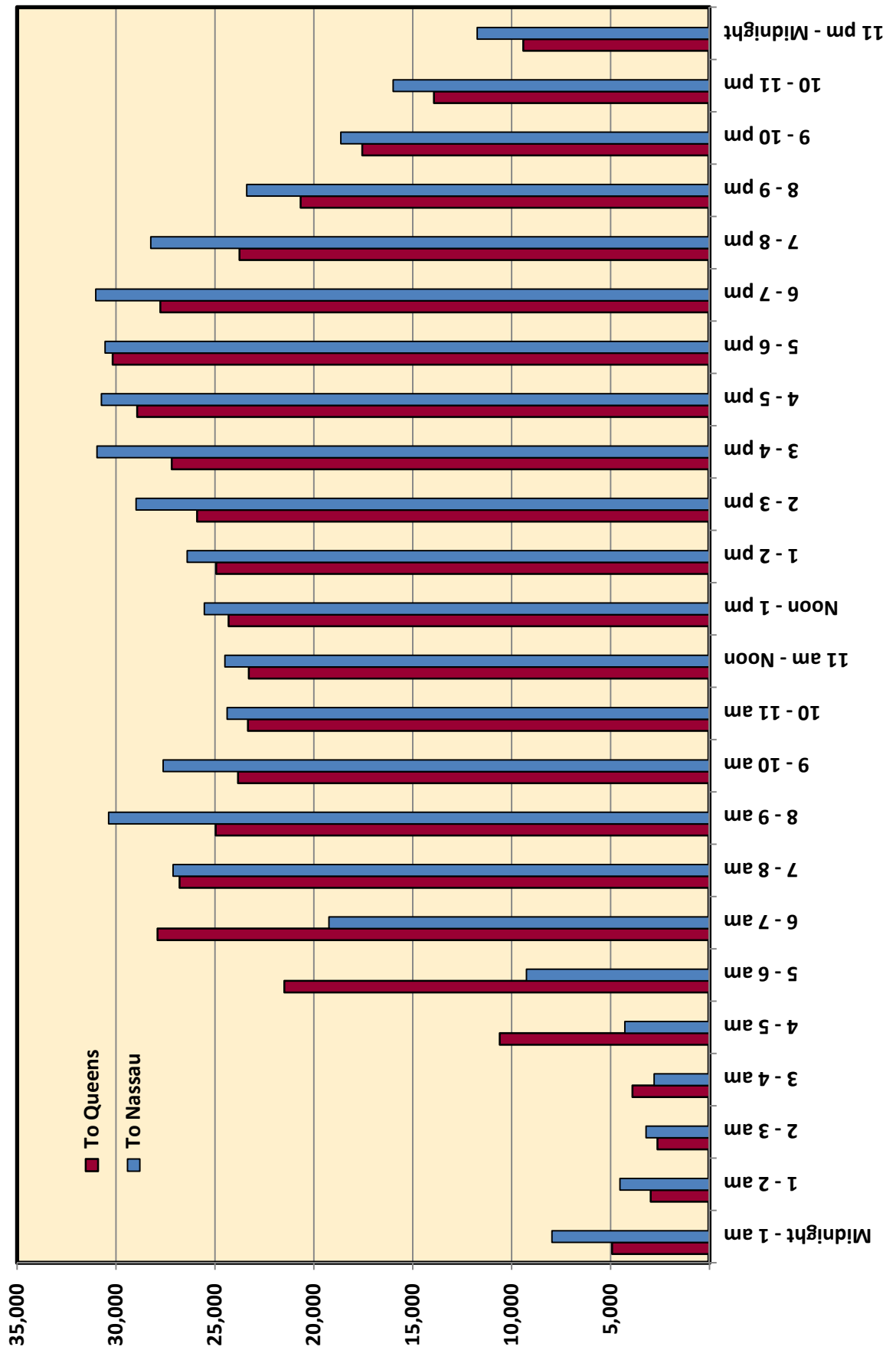
2016 Screenline Volumes Queens - Nassau (cont'd)

| | Northern Blvd | | Rockaway Blvd | | Seagirt Blvd | | Sunrise Hwy | | Union Tpke | | Totals | |
|--------------------|----------------------|---------------|----------------------|---------------|---------------------|---------------|--------------------|---------------|-------------------|--------------|----------------|----------------|
| | * W/B | E/B | * N/B | S/B | * W/B | E/B | * W/B | E/B | * W/B | E/B | To Queens | To Nassau |
| Mid-1am | 90 | 103 | 388 | 771 | 162 | 88 | 310 | 326 | 81 | 47 | 4,925 | 7,963 |
| 1-2am | 42 | 57 | 237 | 419 | 87 | 46 | 155 | 178 | 42 | 25 | 2,971 | 4,525 |
| 2-3am | 35 | 40 | 191 | 277 | 49 | 35 | 127 | 137 | 32 | 13 | 2,630 | 3,205 |
| 3-4am | 26 | 27 | 235 | 243 | 39 | 50 | 189 | 123 | 26 | 14 | 3,897 | 2,796 |
| 4-5am | 69 | 40 | 485 | 362 | 49 | 94 | 377 | 224 | 23 | 31 | 10,601 | 4,278 |
| 5-6am | 278 | 144 | 1,185 | 613 | 145 | 222 | 1,106 | 448 | 93 | 79 | 21,490 | 9,255 |
| 6-7am | 1,254 | 423 | 2,082 | 1,451 | 559 | 456 | 1,829 | 913 | 441 | 187 | 27,905 | 19,237 |
| 7-8am | 1,466 | 1,126 | 2,140 | 2,072 | 840 | 666 | 1,703 | 1,457 | 575 | 474 | 26,786 | 27,116 |
| 8-9am | 1,317 | 1,439 | 2,062 | 2,362 | 680 | 673 | 1,631 | 2,014 | 479 | 822 | 24,961 | 30,373 |
| 9-10am | 1,269 | 1,319 | 1,987 | 1,940 | 537 | 550 | 1,605 | 1,866 | 502 | 632 | 23,831 | 27,621 |
| 10-11am | 1,171 | 1,093 | 1,863 | 1,866 | 457 | 497 | 1,555 | 1,866 | 571 | 498 | 23,330 | 24,388 |
| 11-Noon | 940 | 972 | 1,904 | 2,086 | 461 | 507 | 1,679 | 1,931 | 751 | 504 | 23,290 | 24,494 |
| Noon-1 | 1,139 | 1,047 | 1,924 | 2,088 | 489 | 555 | 1,803 | 2,073 | 959 | 566 | 24,308 | 25,540 |
| 1-2pm | 1,166 | 1,094 | 1,957 | 2,195 | 553 | 555 | 1,892 | 2,038 | 929 | 610 | 24,939 | 26,406 |
| 2-3pm | 1,186 | 1,216 | 1,950 | 2,523 | 608 | 688 | 1,877 | 2,247 | 850 | 603 | 25,905 | 28,985 |
| 3-4pm | 1,301 | 1,326 | 1,988 | 3,040 | 651 | 902 | 1,868 | 2,590 | 837 | 742 | 27,184 | 30,962 |
| 4-5pm | 1,433 | 1,480 | 2,082 | 2,886 | 686 | 899 | 1,895 | 2,671 | 1,036 | 780 | 28,930 | 30,741 |
| 5-6pm | 1,433 | 1,446 | 2,090 | 2,819 | 795 | 792 | 1,962 | 2,737 | 1,327 | 721 | 30,170 | 30,552 |
| 6-7pm | 1,413 | 1,400 | 1,820 | 2,847 | 784 | 618 | 1,899 | 2,641 | 1,063 | 633 | 27,763 | 31,022 |
| 7-8pm | 1,165 | 1,056 | 1,582 | 2,581 | 657 | 470 | 1,776 | 2,189 | 783 | 457 | 23,762 | 28,247 |
| 8-9pm | 920 | 791 | 1,396 | 2,051 | 543 | 336 | 1,680 | 1,681 | 605 | 335 | 20,670 | 23,394 |
| 9-10pm | 606 | 563 | 1,089 | 1,637 | 449 | 241 | 1,555 | 1,153 | 417 | 223 | 17,552 | 18,639 |
| 10-11pm | 455 | 342 | 868 | 1,310 | 361 | 220 | 1,107 | 876 | 234 | 135 | 13,929 | 15,992 |
| 11-Mid | 254 | 229 | 721 | 1,051 | 268 | 200 | 679 | 539 | 159 | 85 | 9,415 | 11,741 |
| 24 hr Total | 20,428 | 18,773 | 34,226 | 41,490 | 10,909 | 10,360 | 32,259 | 34,918 | 12,815 | 9,216 | 471,144 | 487,472 |
| 6-10am | 5,306 | 4,307 | 8,271 | 7,825 | 2,616 | 2,345 | 6,768 | 6,250 | 1,997 | 2,115 | 103,483 | 104,347 |
| 10am-1pm | 3,250 | 3,112 | 5,691 | 6,040 | 1,407 | 1,559 | 5,037 | 5,870 | 2,281 | 1,568 | 70,928 | 74,422 |
| 1-3pm | 2,352 | 2,310 | 3,907 | 4,718 | 1,161 | 1,243 | 3,769 | 4,285 | 1,779 | 1,213 | 50,844 | 55,391 |
| 3-7pm | 5,580 | 5,652 | 7,980 | 11,592 | 2,916 | 3,211 | 7,624 | 10,639 | 4,263 | 2,876 | 114,047 | 123,277 |
| 6am-7pm | 16,488 | 15,381 | 25,849 | 30,175 | 8,100 | 8,358 | 23,198 | 27,044 | 10,320 | 7,772 | 339,302 | 357,437 |

* To Queens

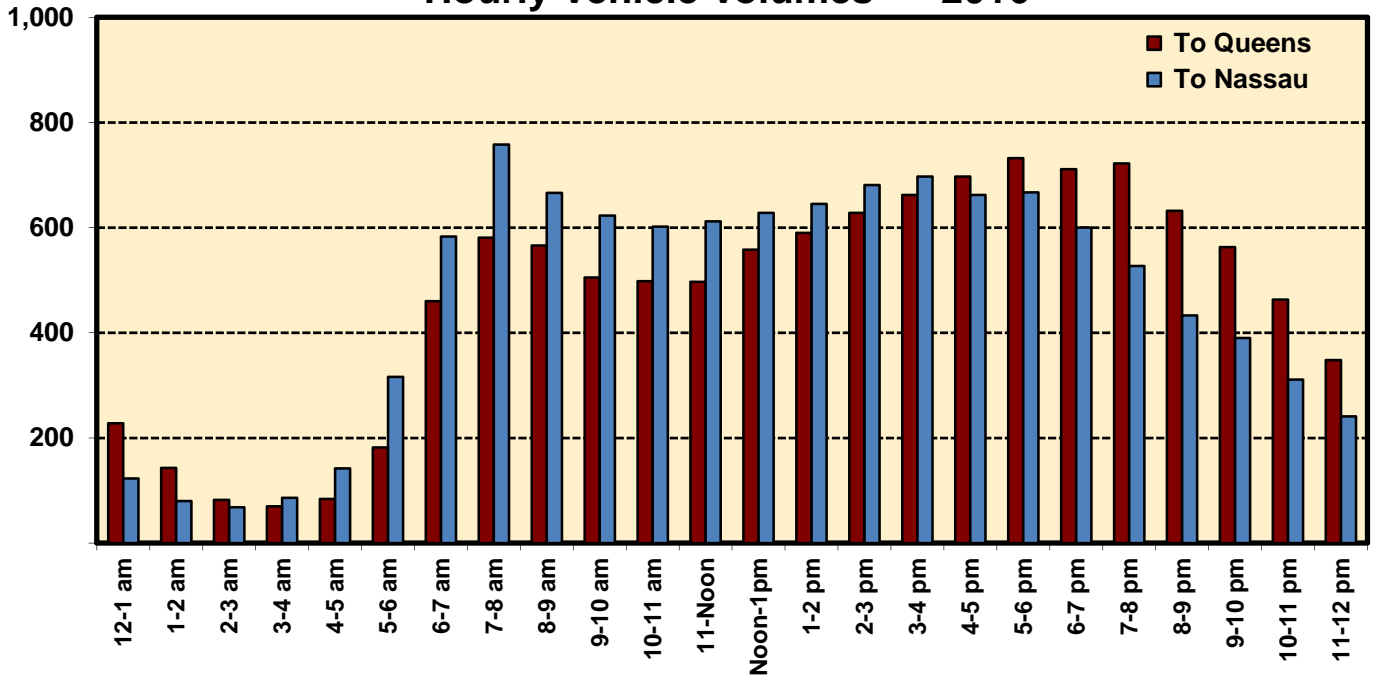
Queens - Nassau Screenline

Total Hourly Vehicle Volumes ~ 2016

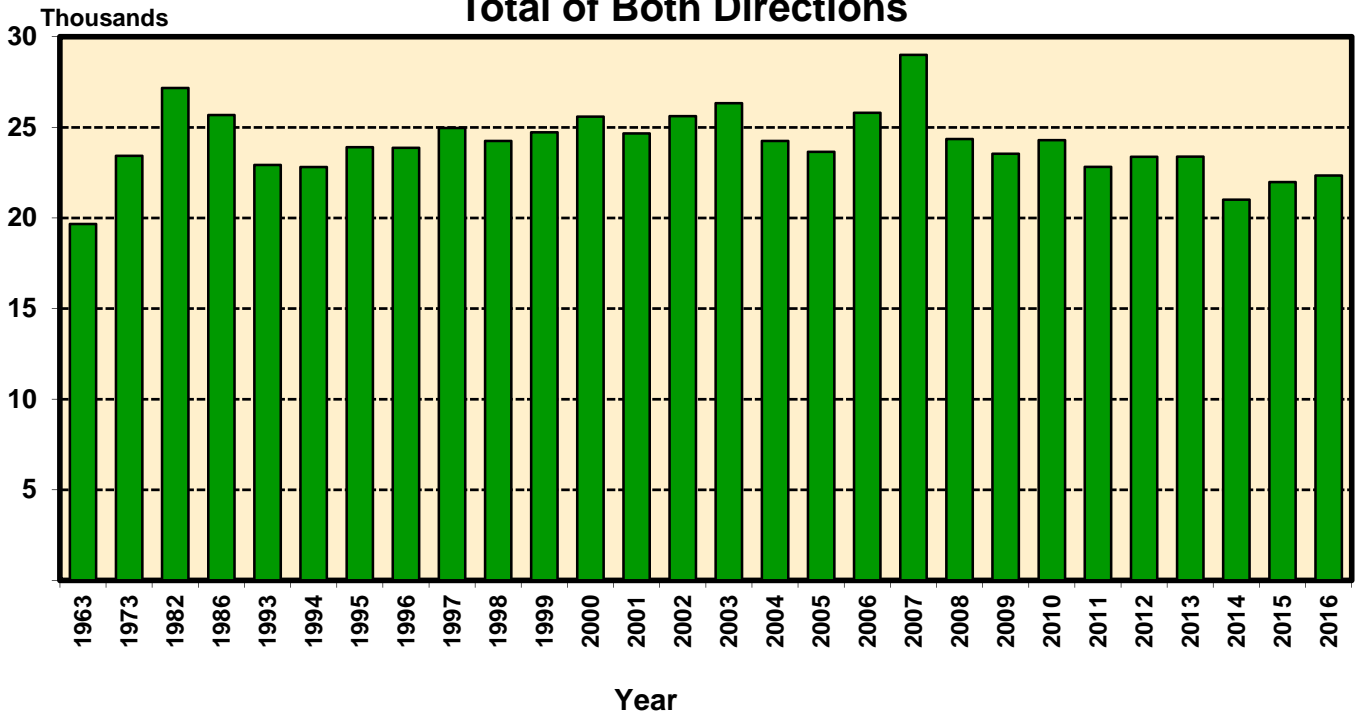


Queens – Nassau Screenline Volumes

Beach Channel Drive Hourly Vehicle Volumes ~ 2016

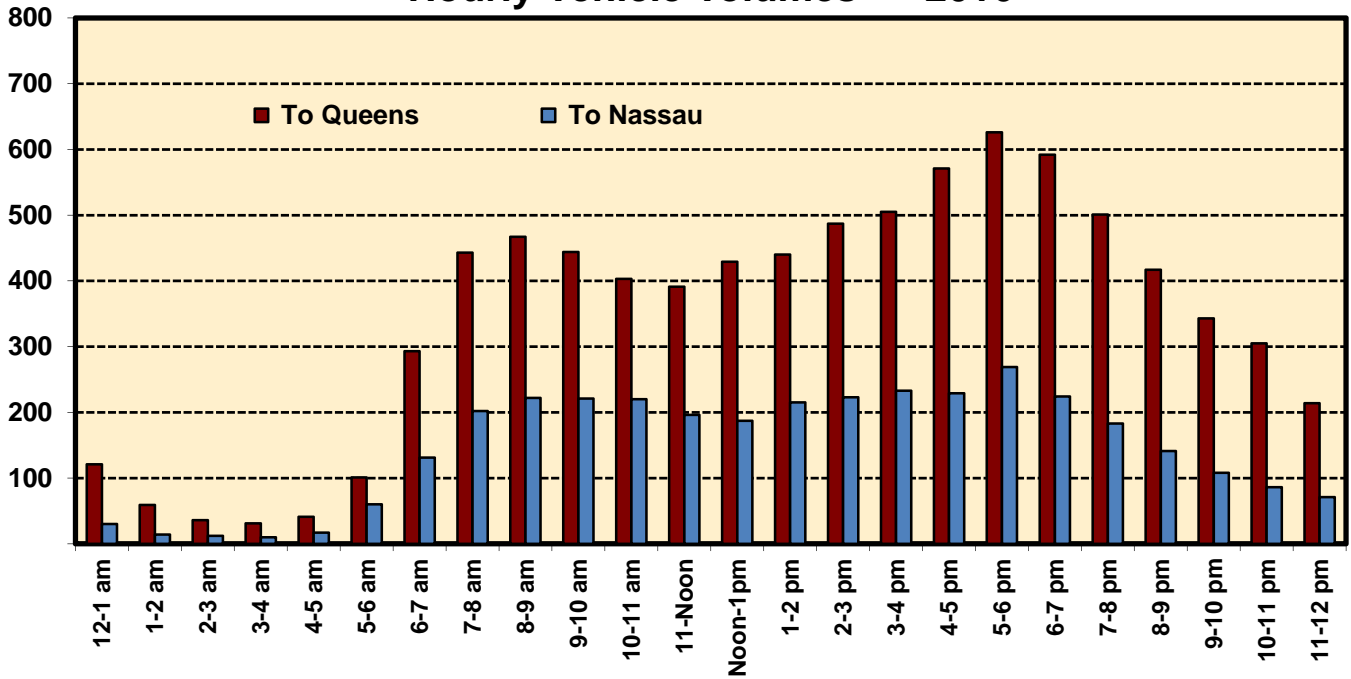


Beach Channel Drive Average Daily Traffic Volumes Total of Both Directions

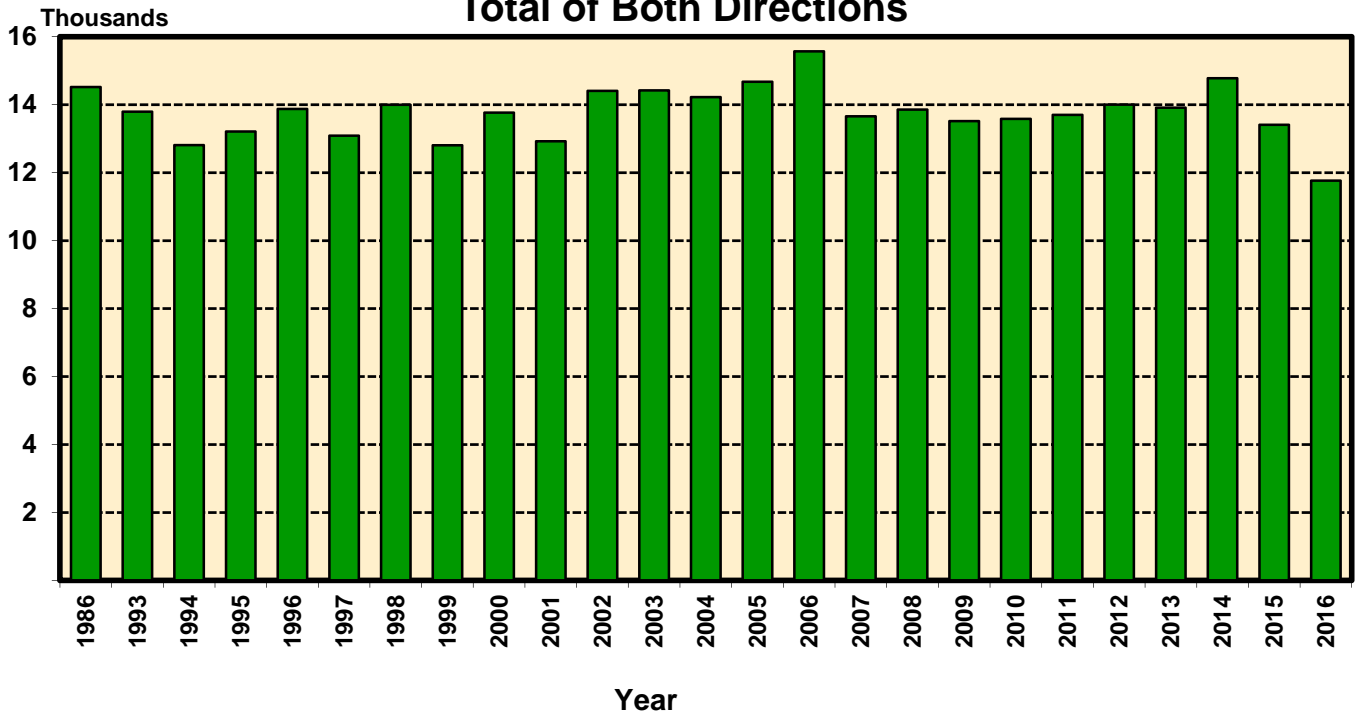


Queens – Nassau Screenline Volumes

Central Avenue Hourly Vehicle Volumes ~ 2016

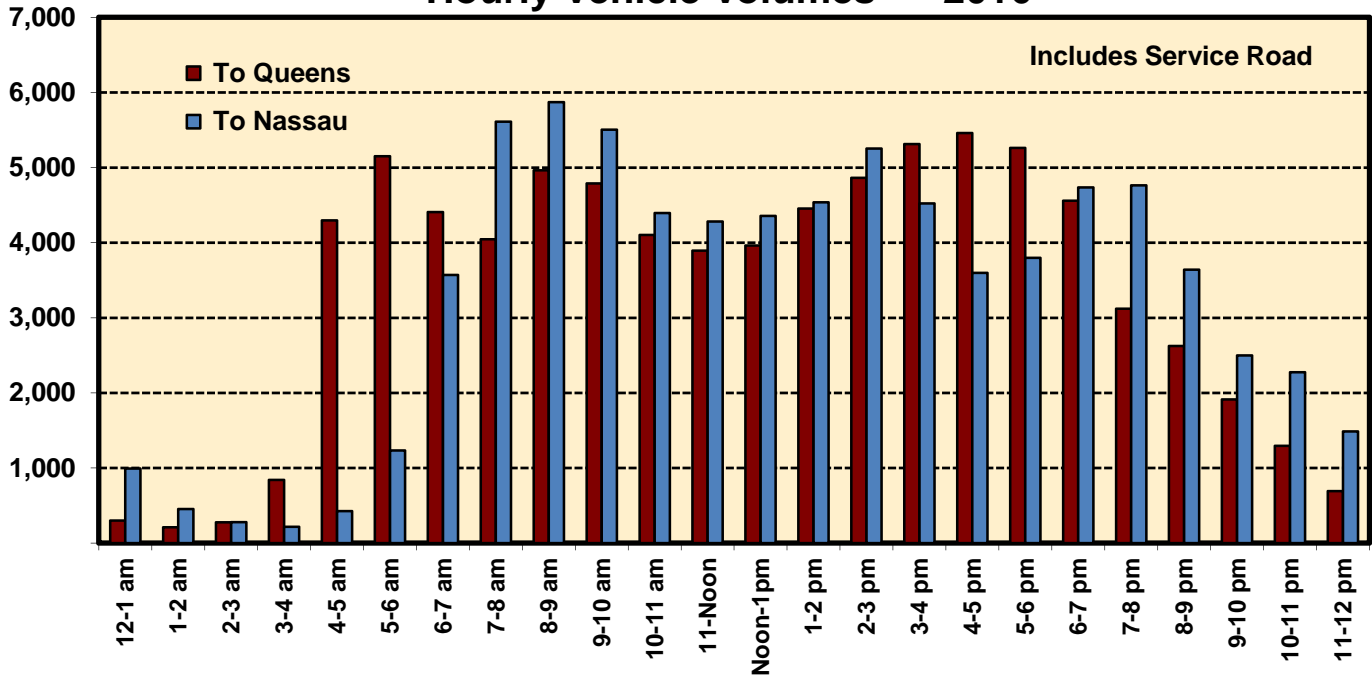


Central Avenue Average Daily Traffic Volumes Total of Both Directions

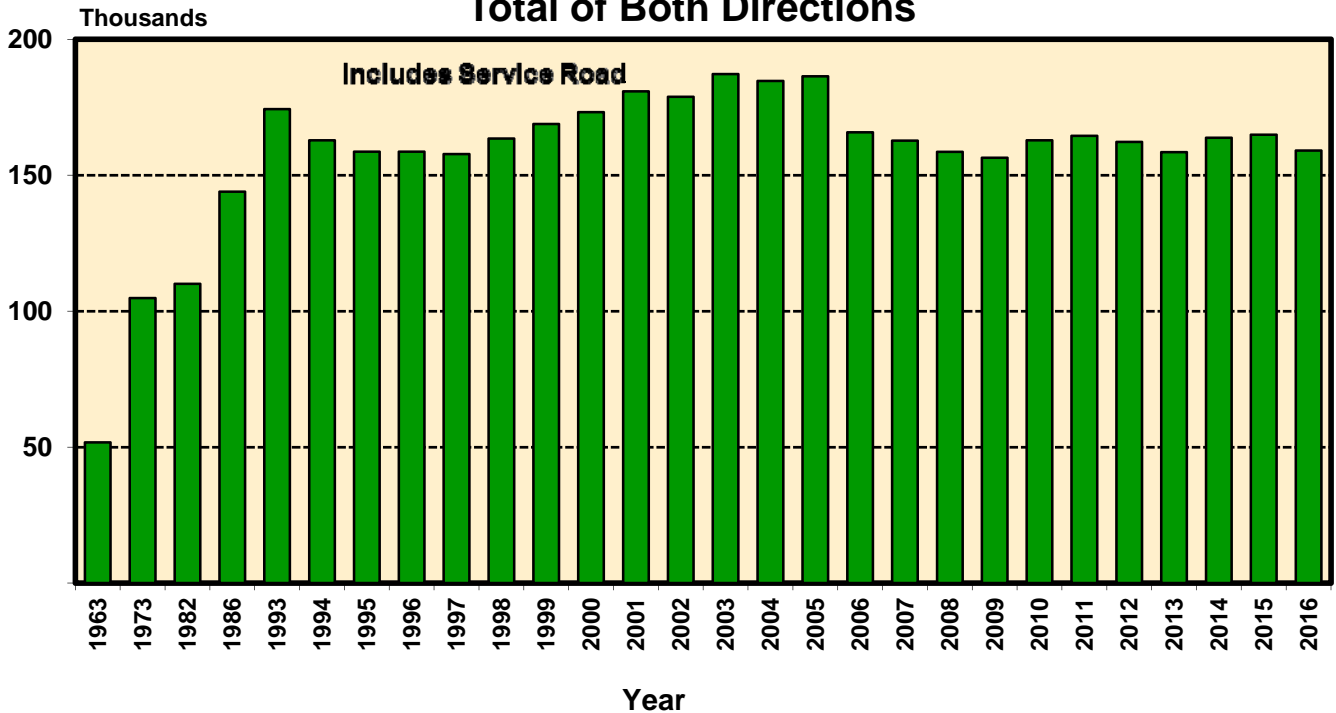


Queens – Nassau Screenline Volumes

Grand Central Parkway Hourly Vehicle Volumes ~ 2016

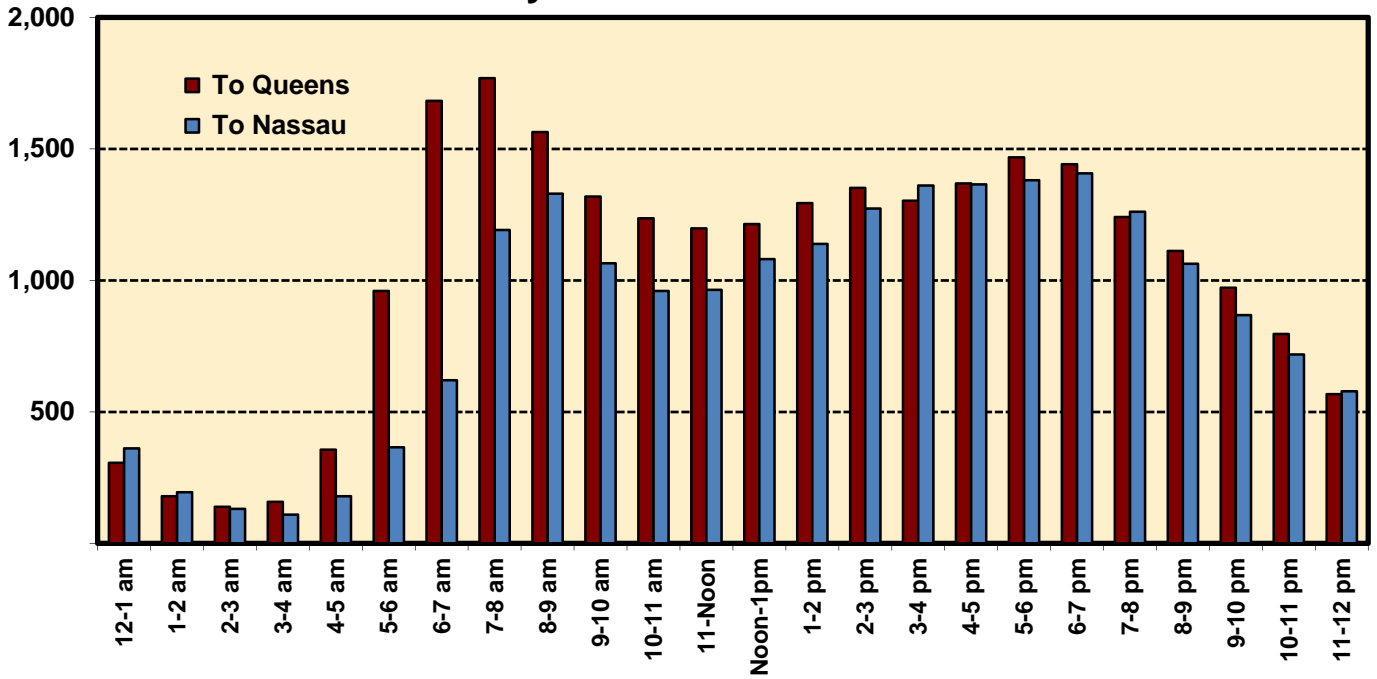


Grand Central Parkway Average Daily Traffic Volumes Total of Both Directions

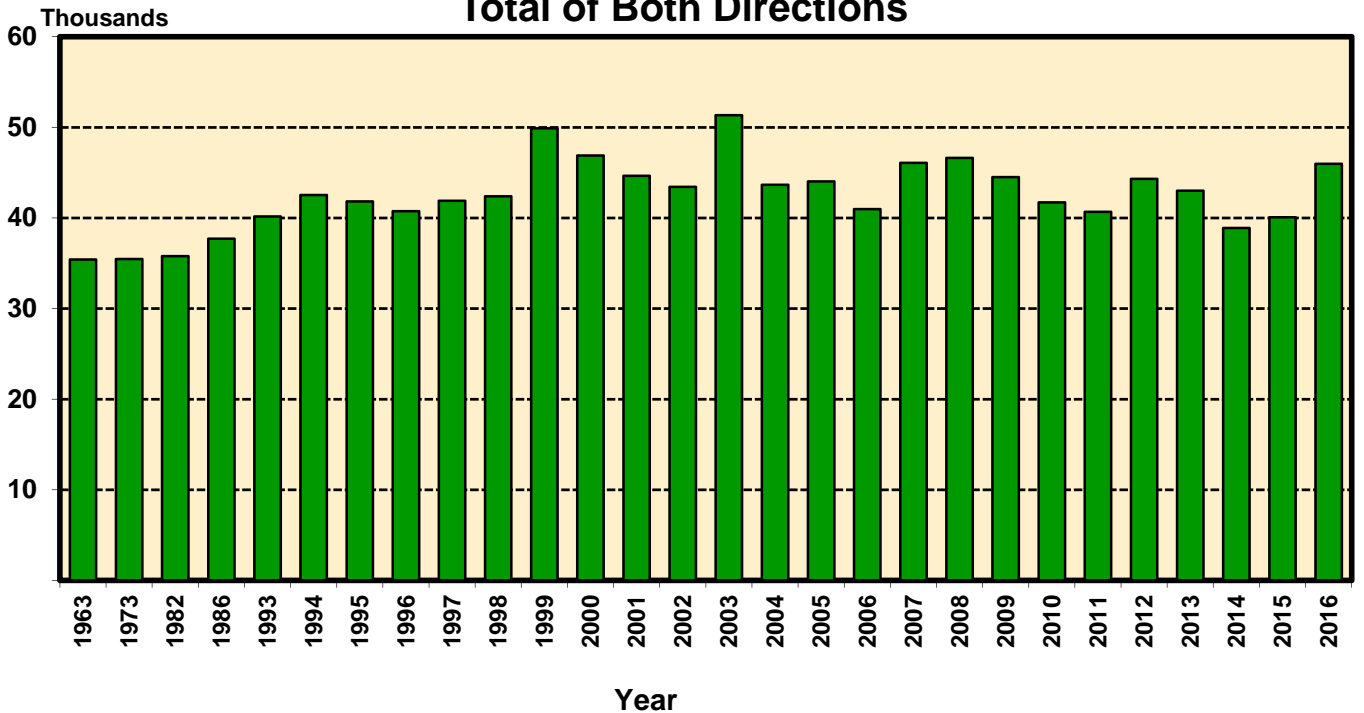


Queens – Nassau Screenline Volumes

Hempstead Avenue Hourly Vehicle Volumes ~ 2016

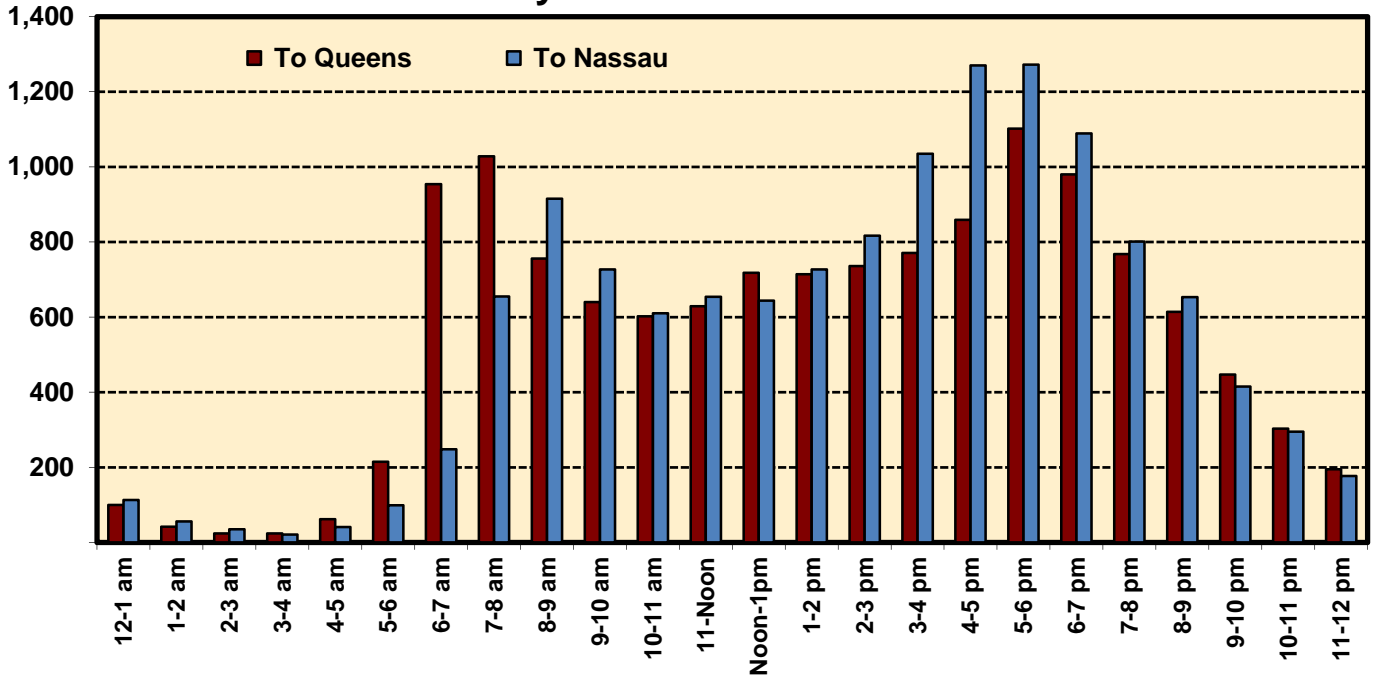


Hempstead Avenue Average Daily Traffic Volumes Total of Both Directions

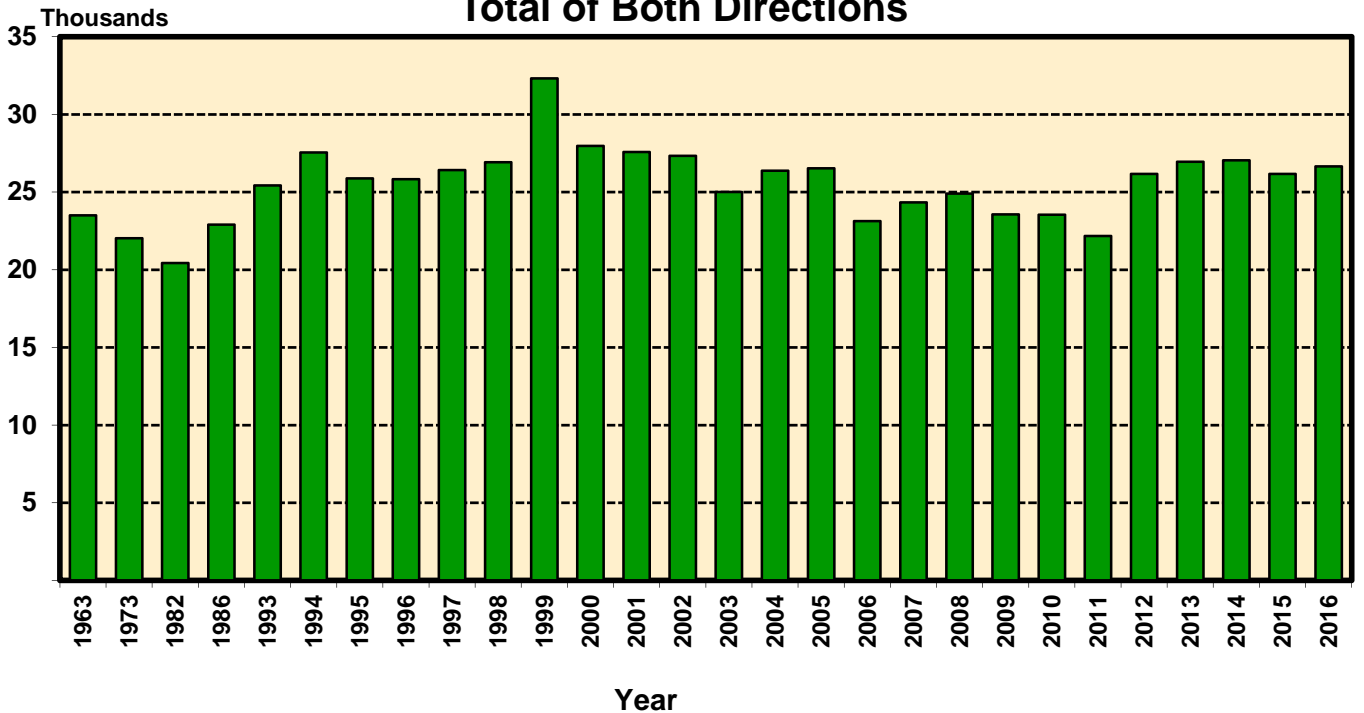


Queens – Nassau Screenline Volumes

Hillside Avenue Hourly Vehicle Volumes ~ 2016

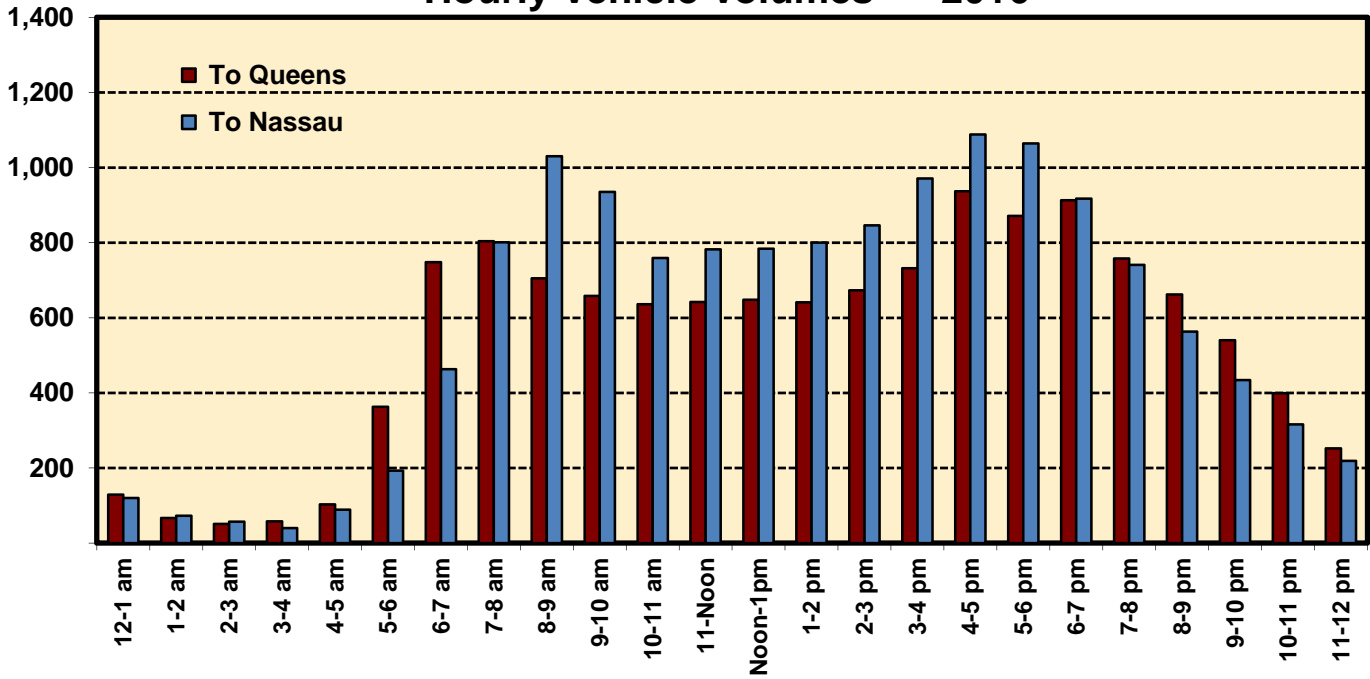


Hillside Avenue Average Daily Traffic Volumes Total of Both Directions

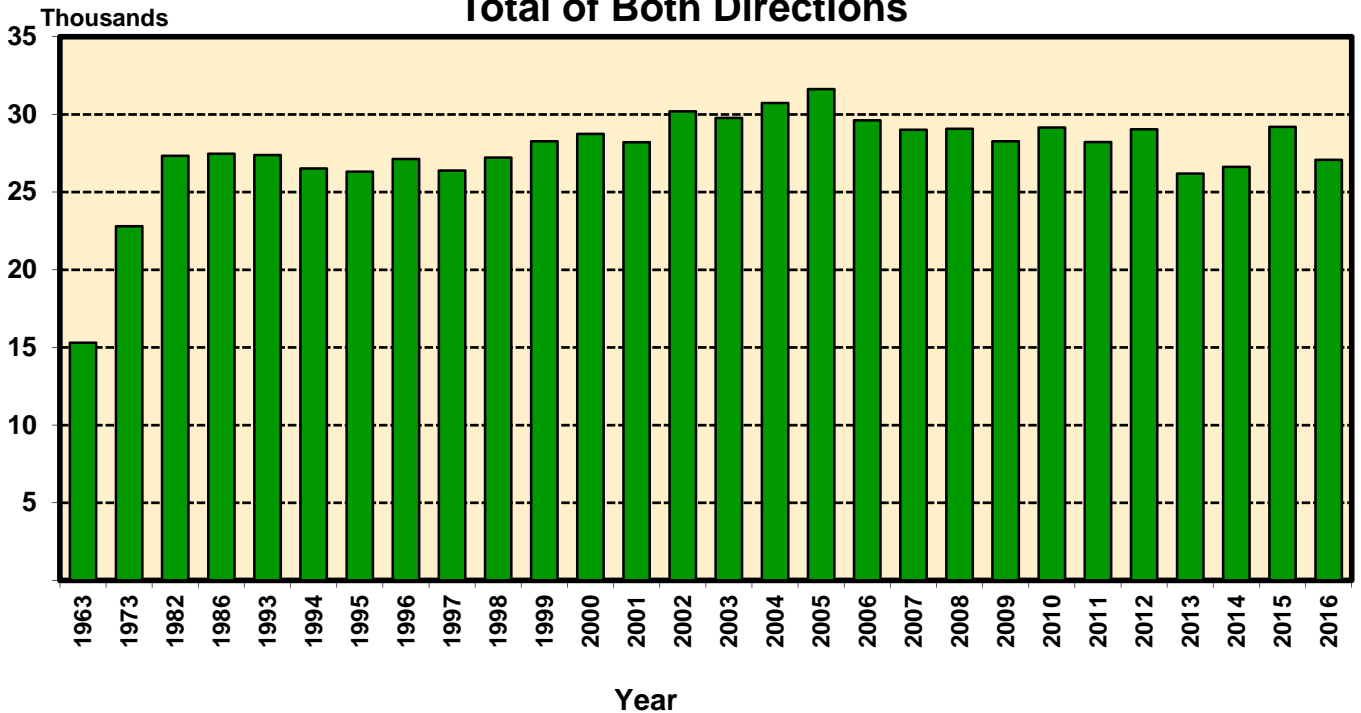


Queens – Nassau Screenline Volumes

Jamaica Avenue Hourly Vehicle Volumes ~ 2016

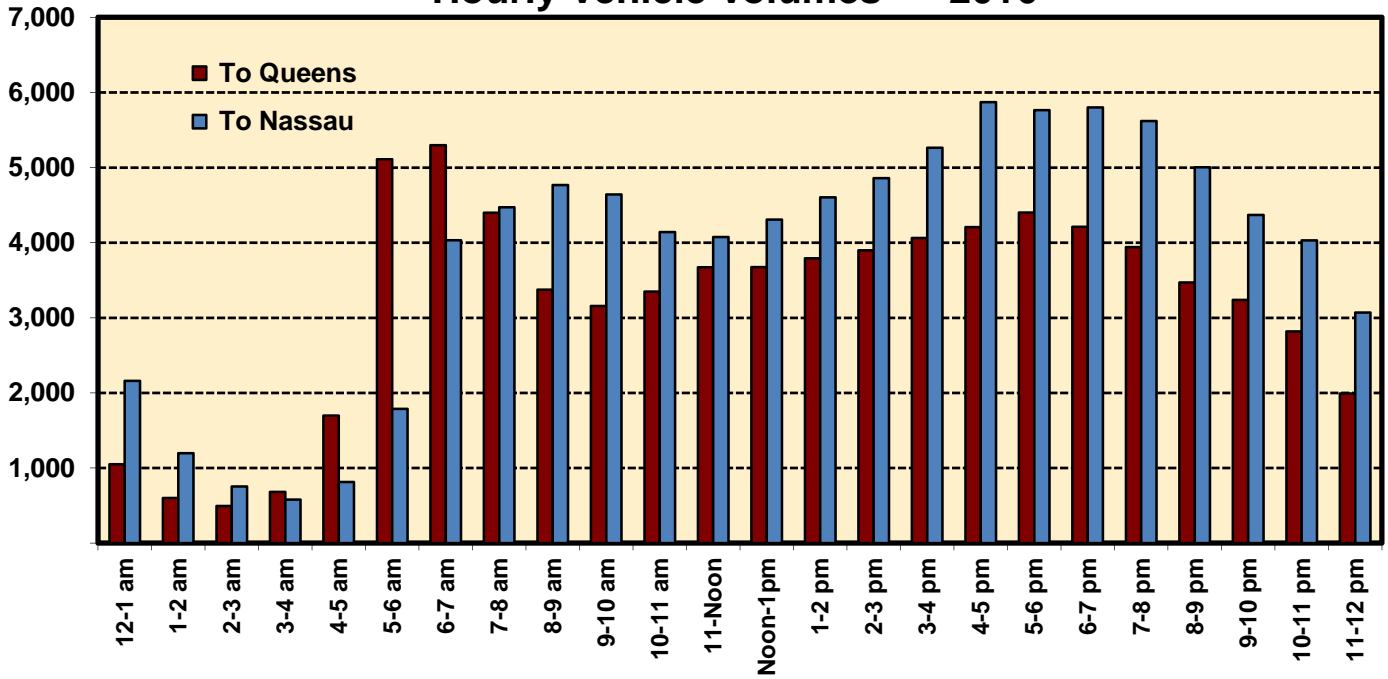


Jamaica Avenue Average Daily Traffic Volumes Total of Both Directions

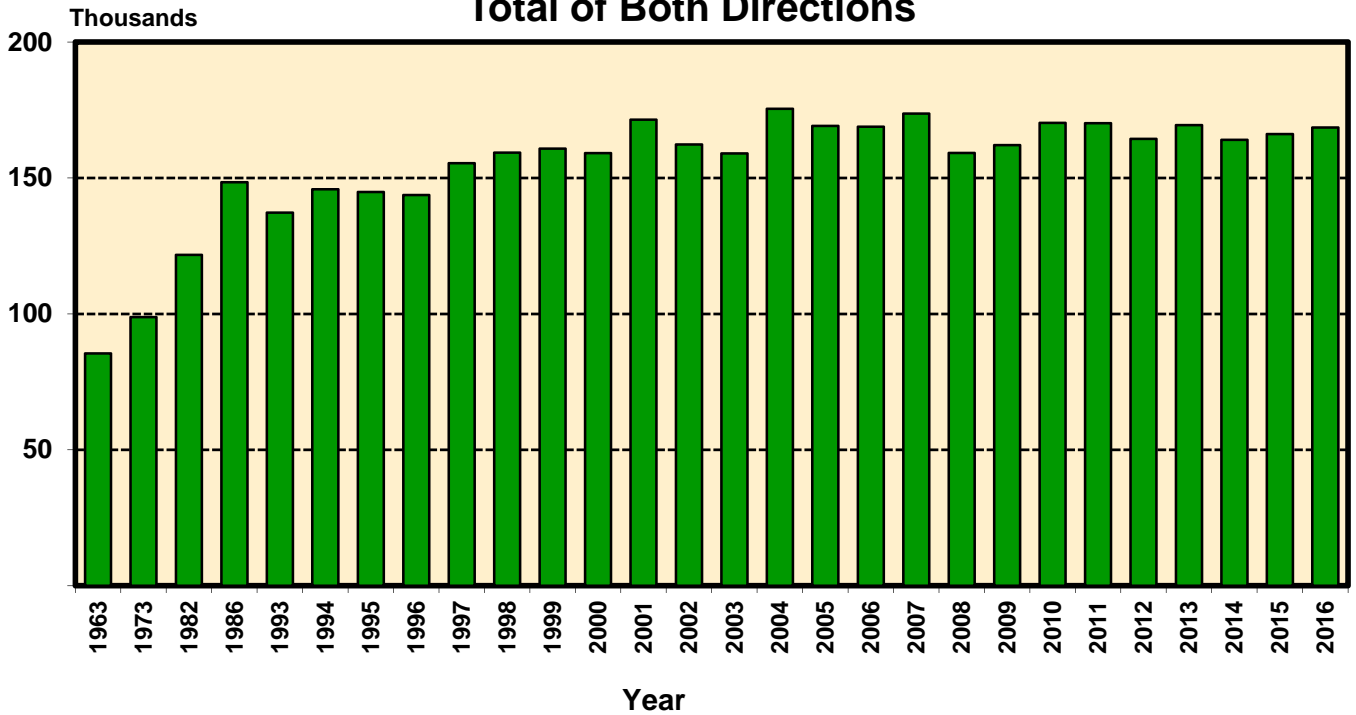


Queens – Nassau Screenline Volumes

Laurelton Parkway Hourly Vehicle Volumes ~ 2016

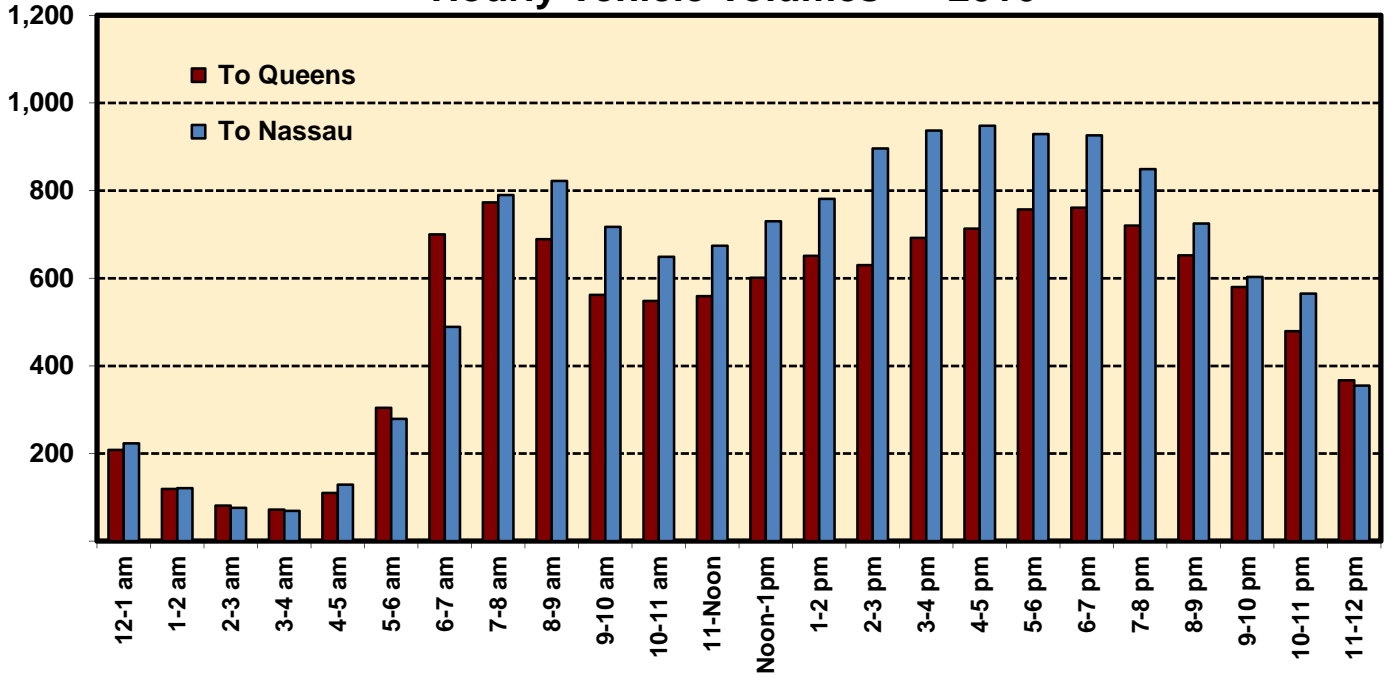


Laurelton Parkway Average Daily Traffic Volumes Total of Both Directions

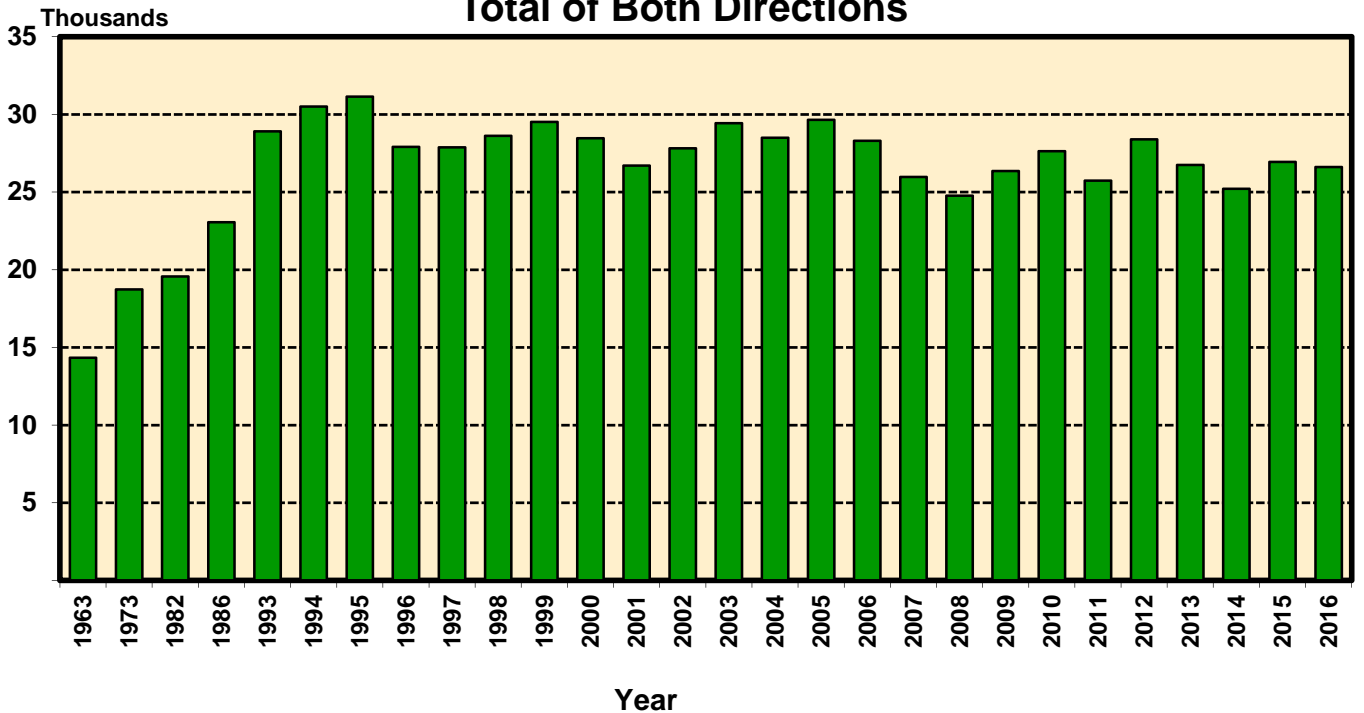


Queens – Nassau Screenline Volumes

Linden Boulevard Hourly Vehicle Volumes ~ 2016

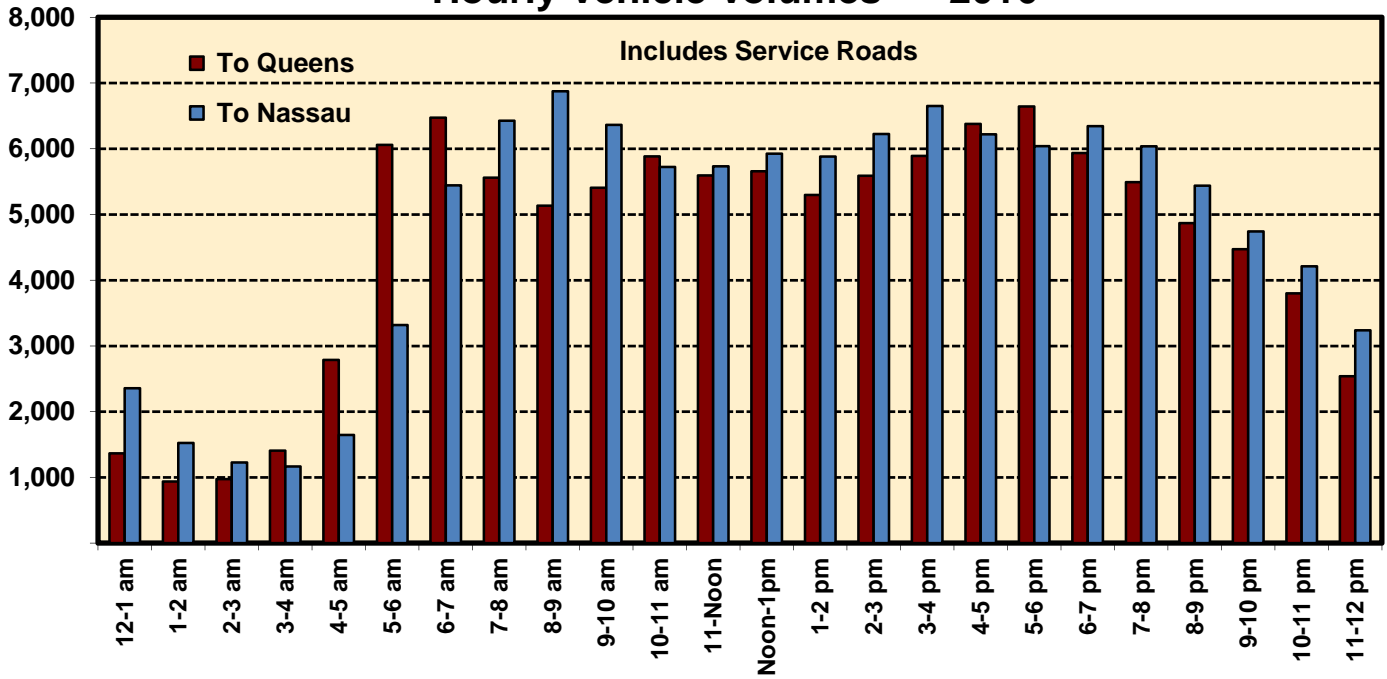


Linden Boulevard Average Daily Traffic Volumes Total of Both Directions

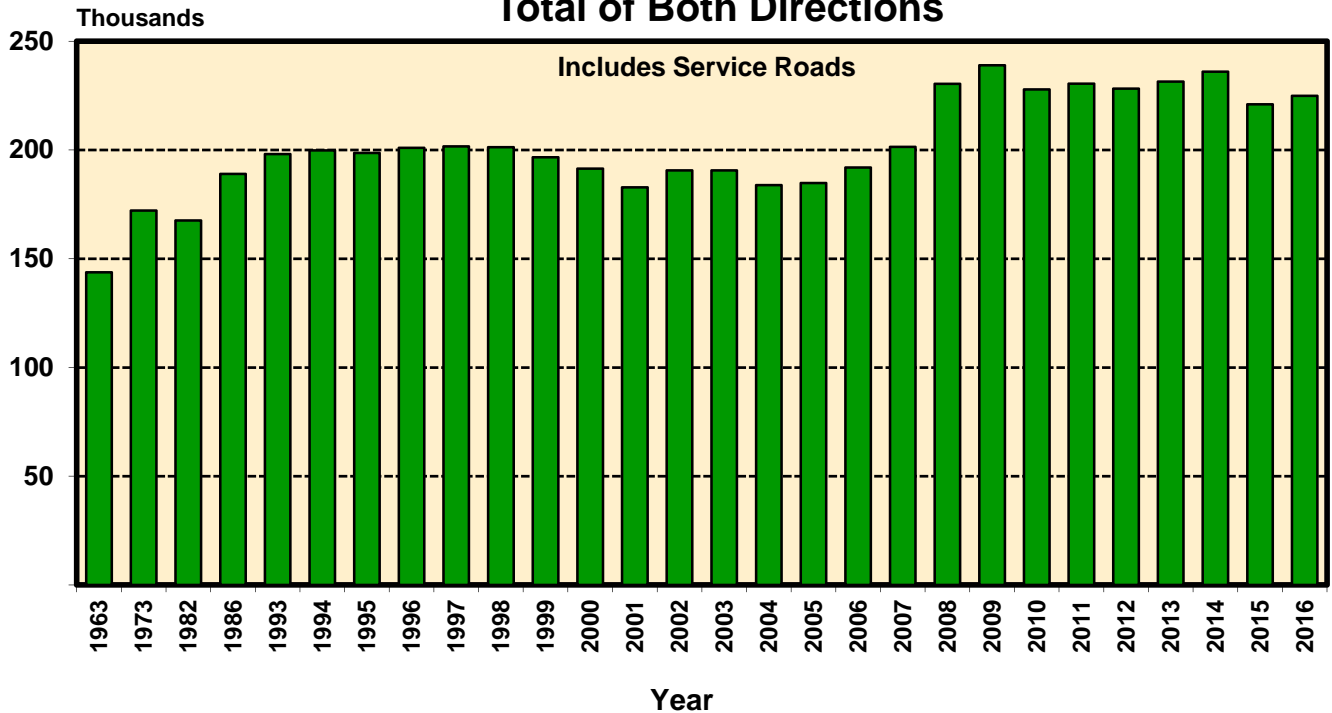


Queens – Nassau Screenline Volumes

Long Island Expressway Hourly Vehicle Volumes ~ 2016

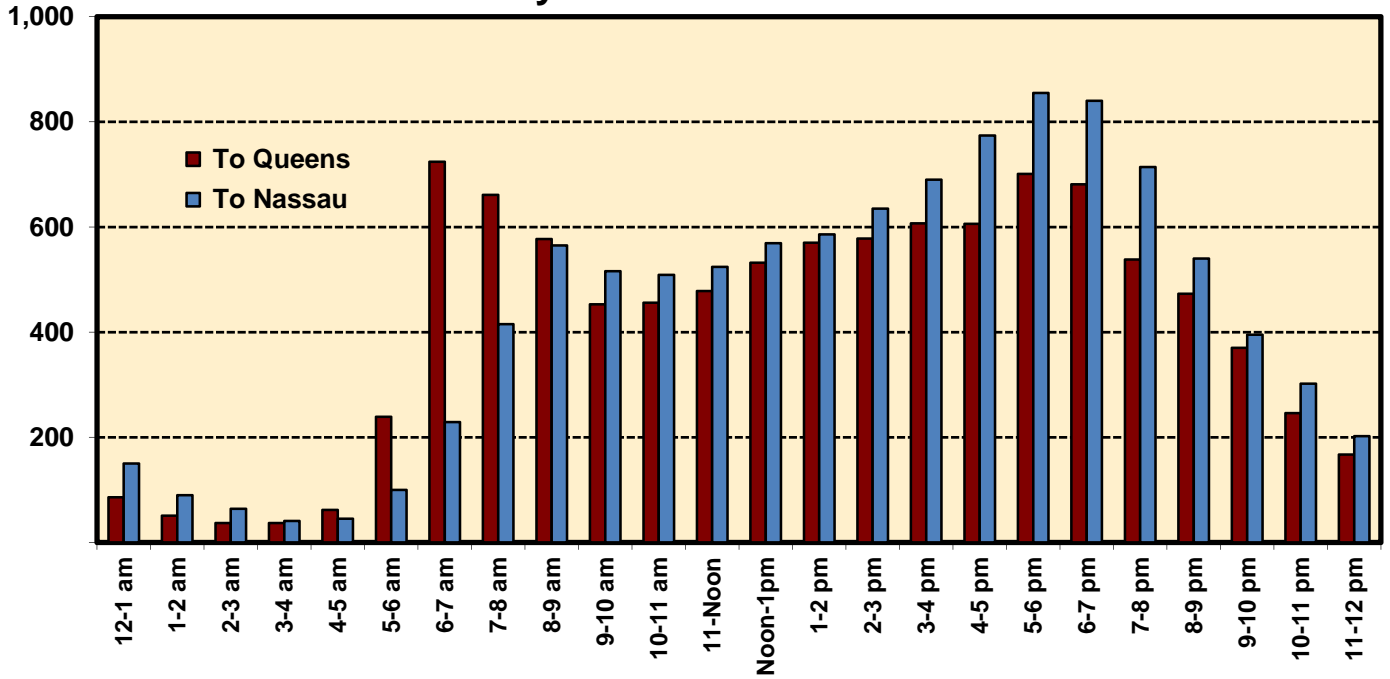


Long Island Expressway Average Daily Traffic Volumes Total of Both Directions

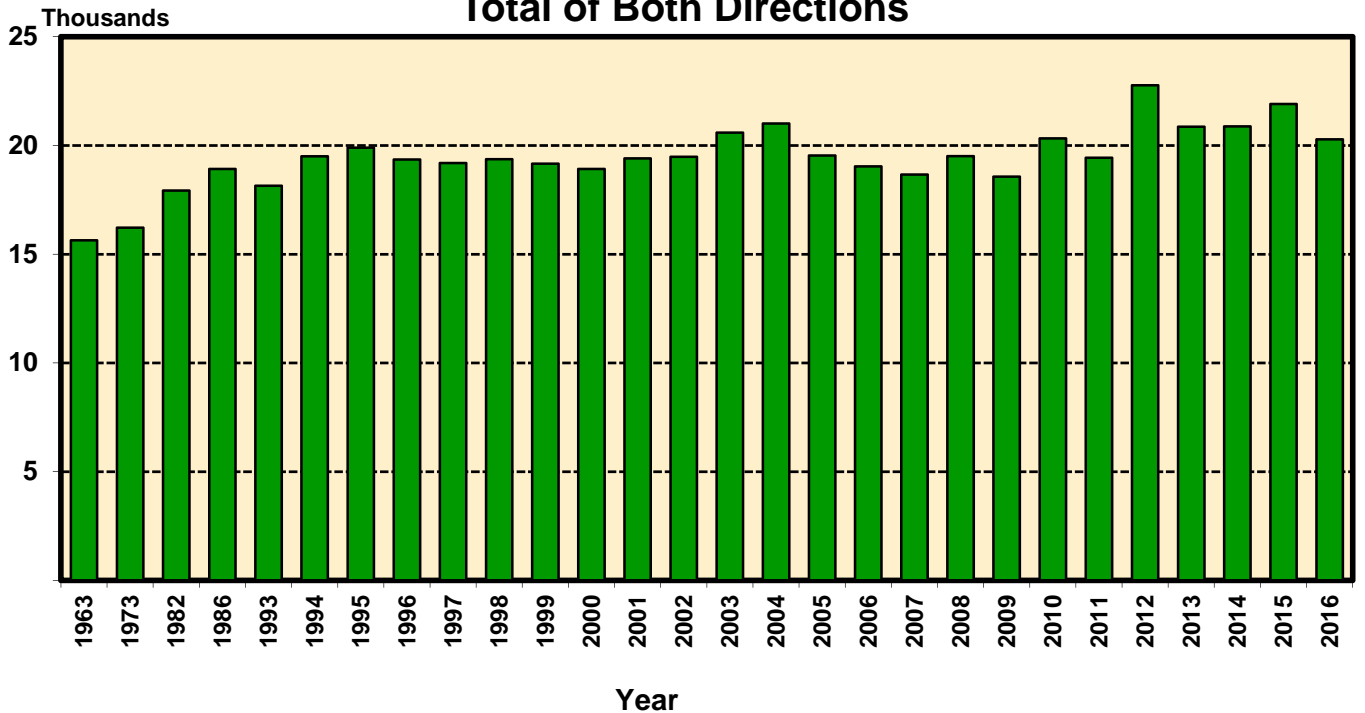


Queens – Nassau Screenline Volumes

Merrick Boulevard Hourly Vehicle Volumes ~ 2016

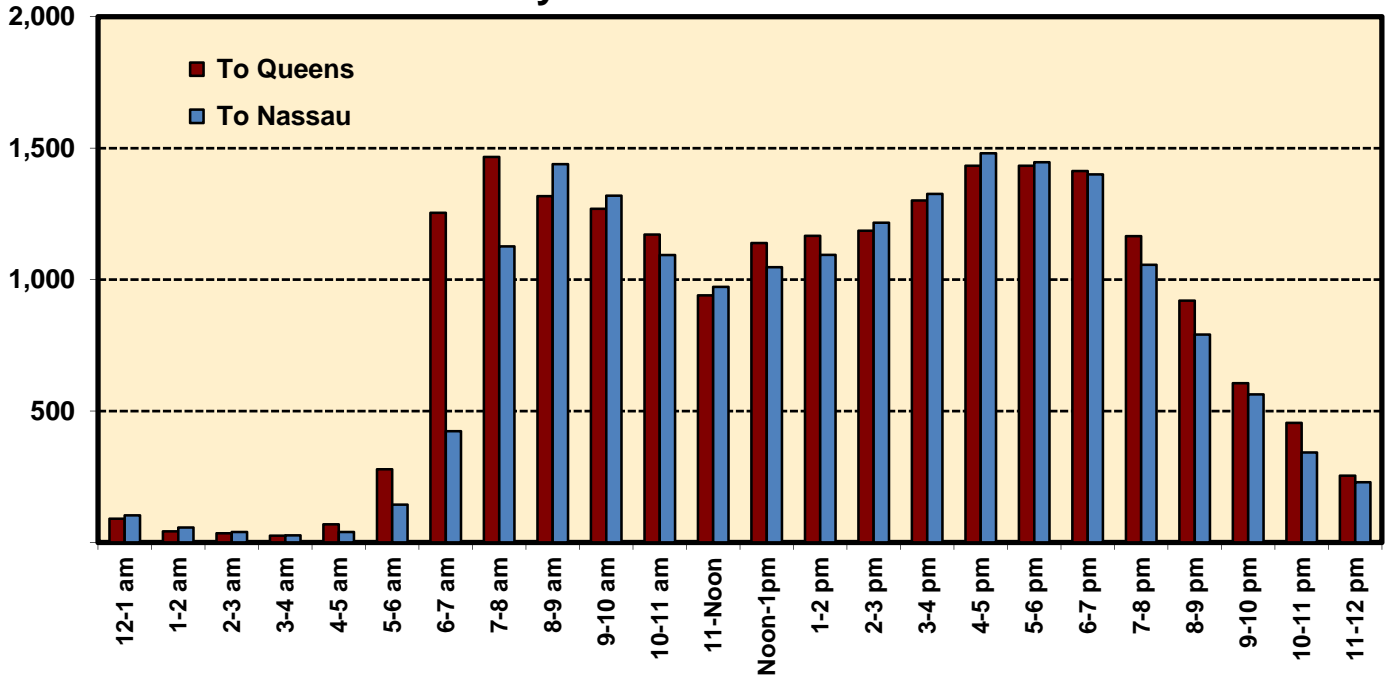


Merrick Boulevard Average Daily Traffic Volumes Total of Both Directions

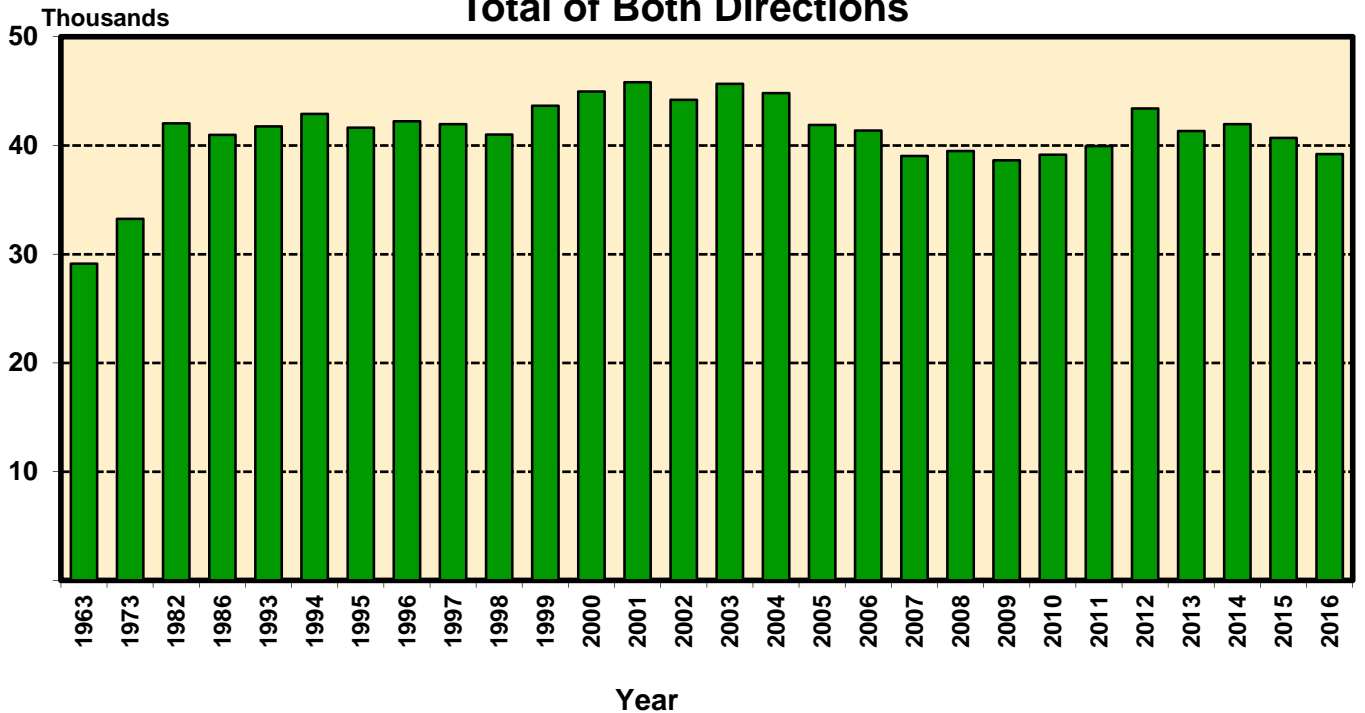


Queens – Nassau Screenline Volumes

Northern Boulevard Hourly Vehicle Volumes ~ 2016

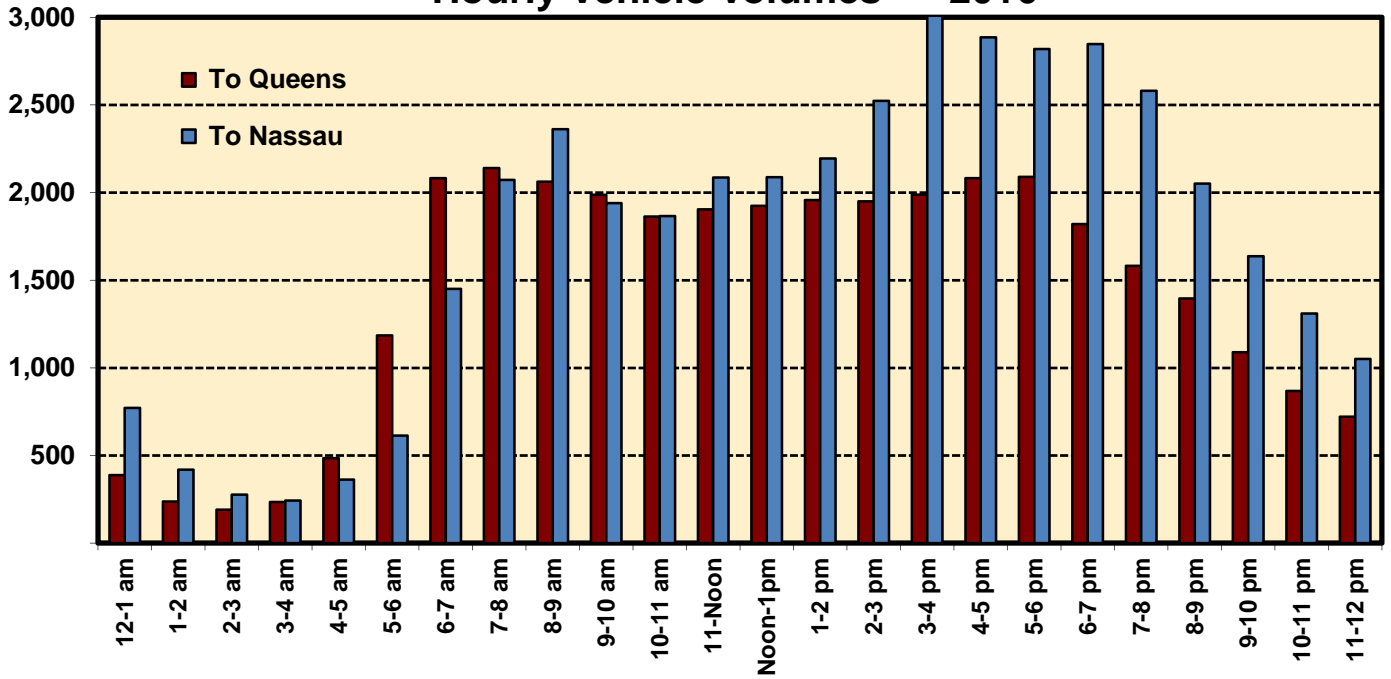


Northern Boulevard Average Daily Traffic Volumes Total of Both Directions

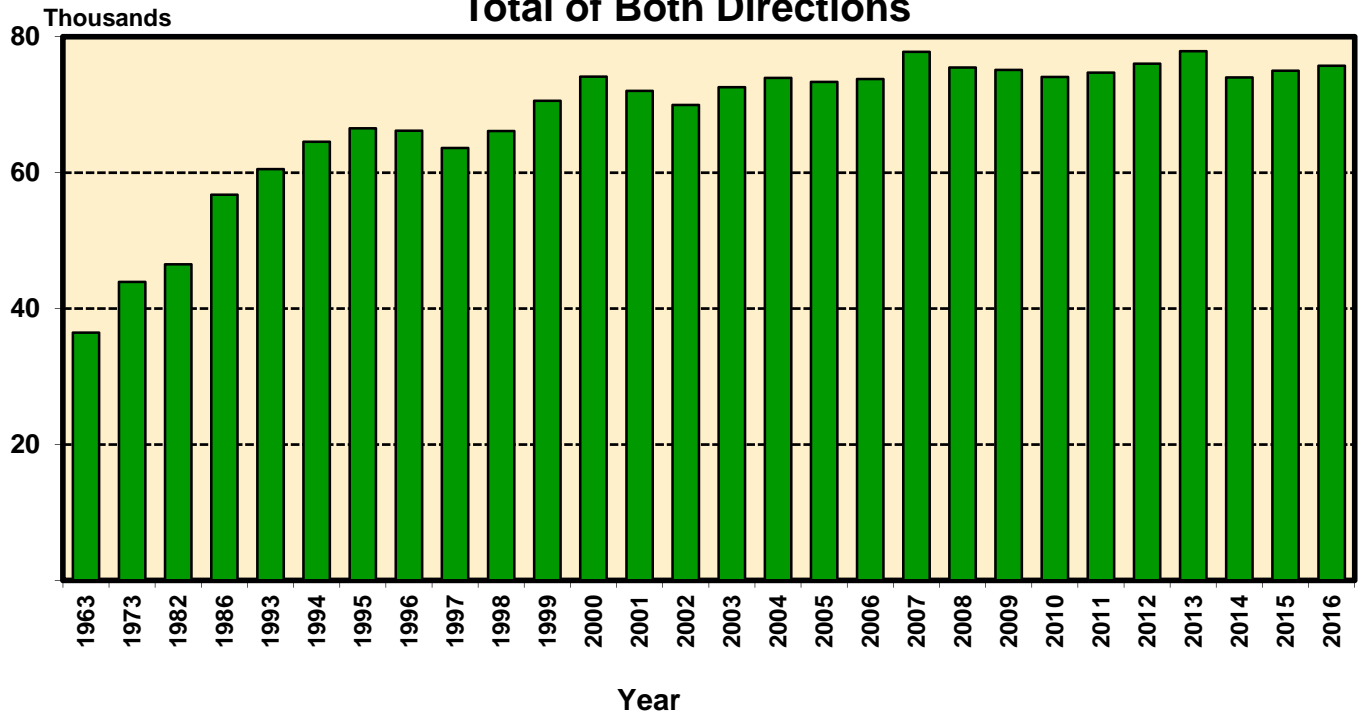


Queens – Nassau Screenline Volumes

Rockaway Boulevard Hourly Vehicle Volumes ~ 2016

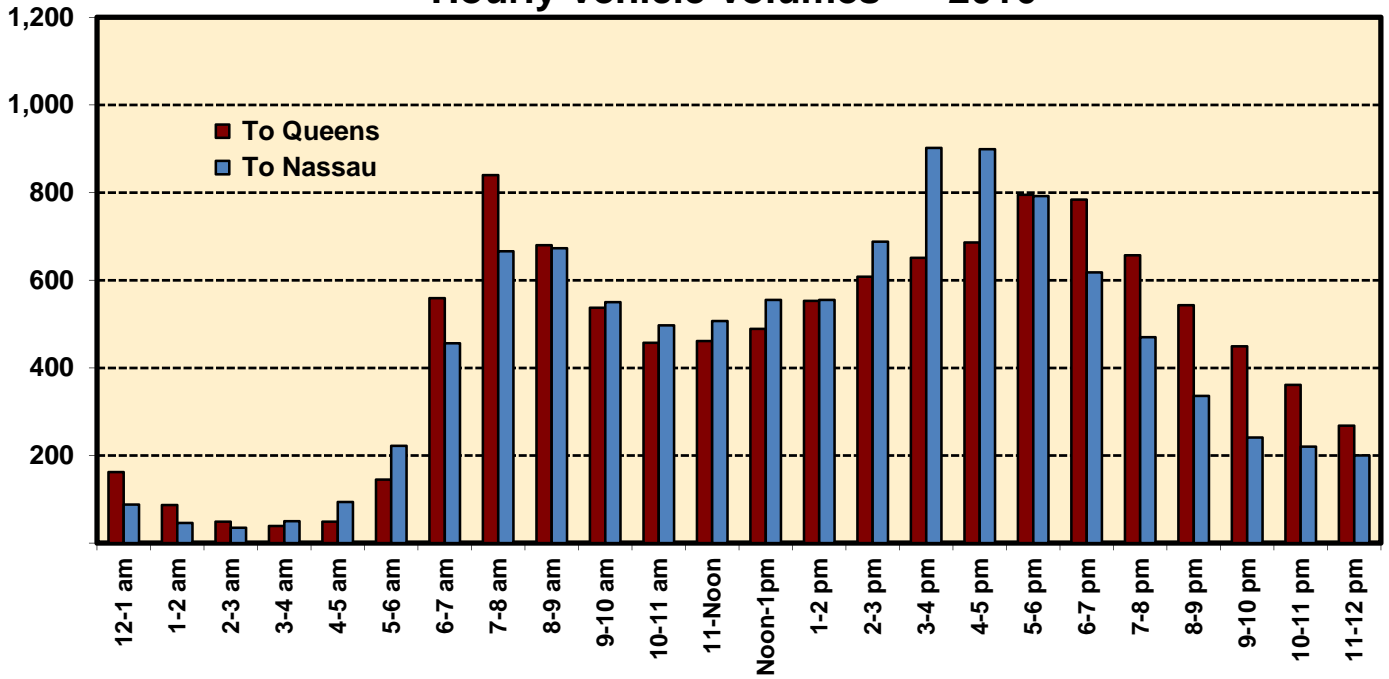


Rockaway Boulevard Average Daily Traffic Volumes Total of Both Directions

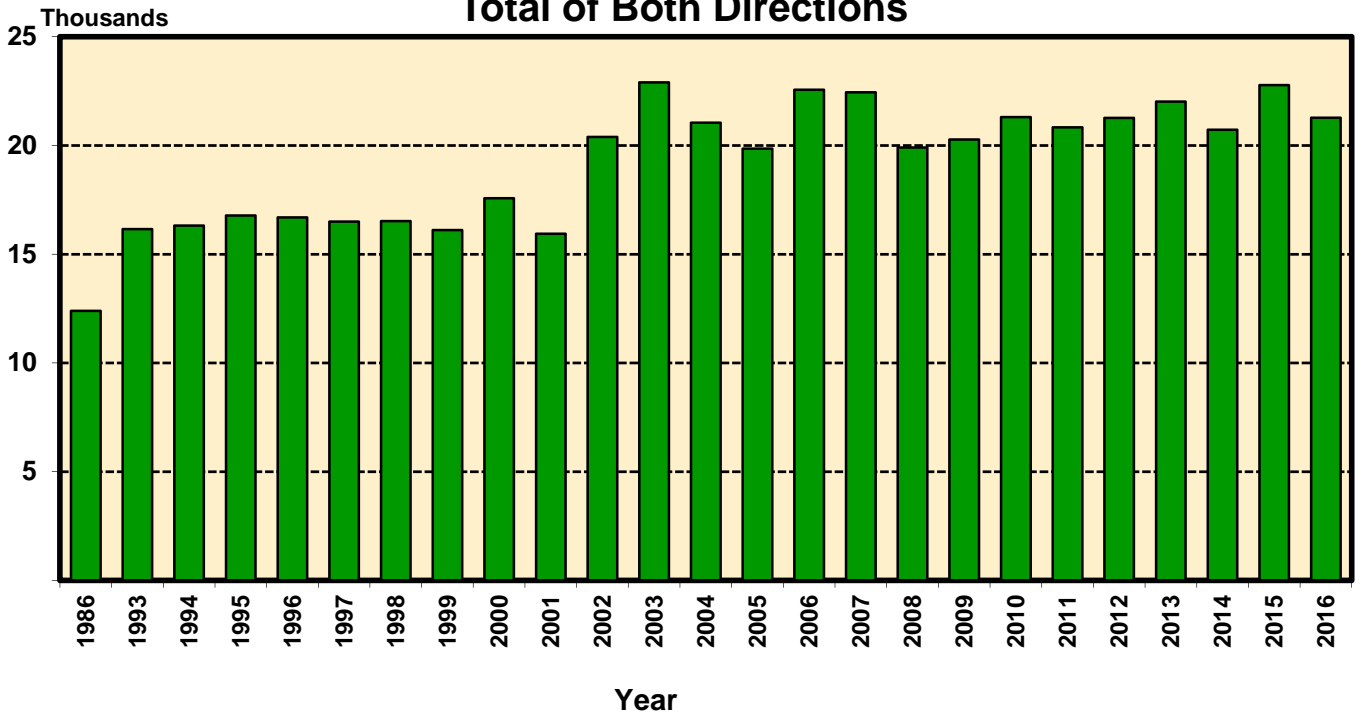


Queens – Nassau Screenline Volumes

Seagirt Boulevard Hourly Vehicle Volumes ~ 2016

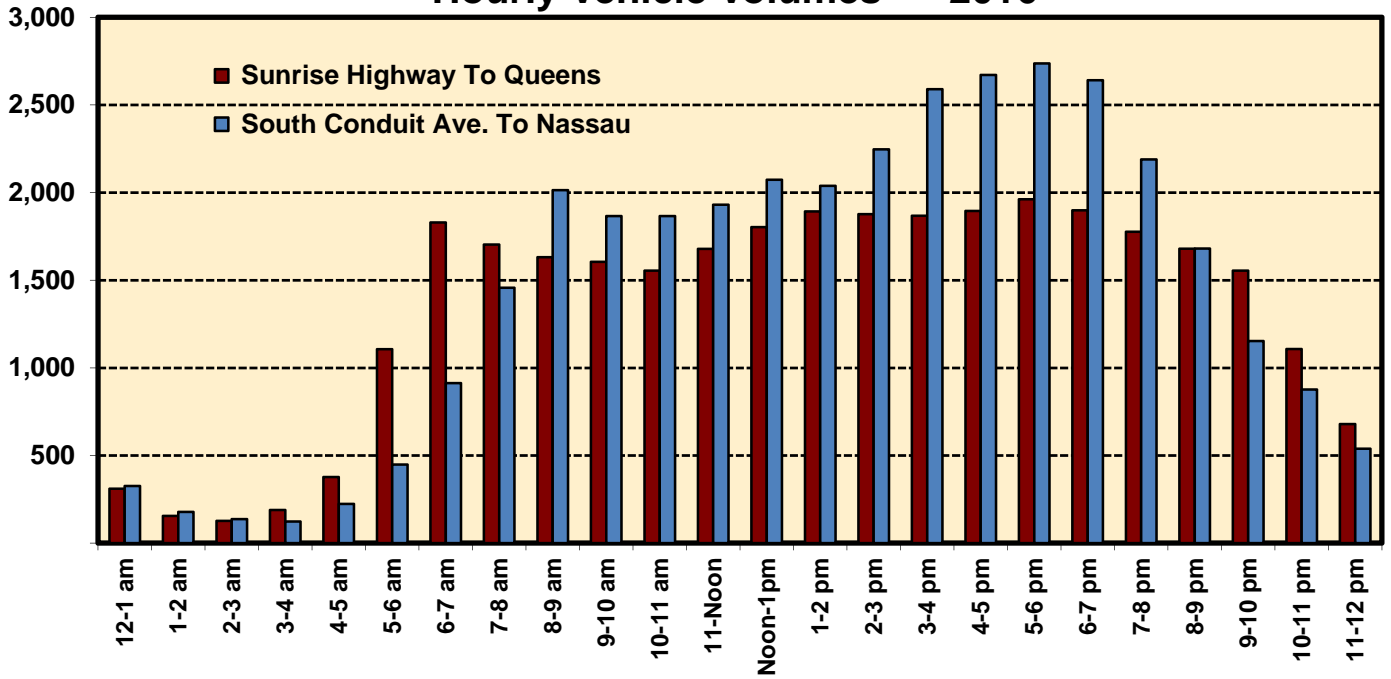


Seagirt Boulevard Average Daily Traffic Volumes Total of Both Directions

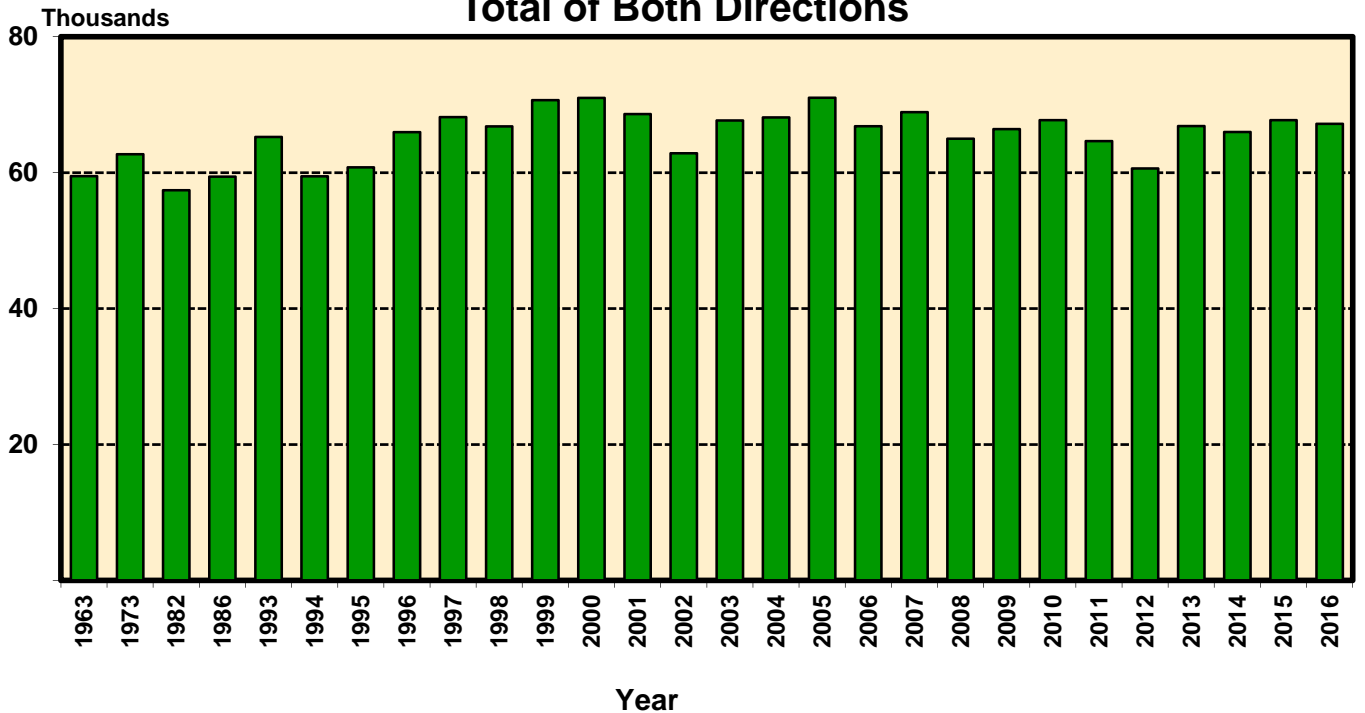


Queens – Nassau Screenline Volumes

Sunrise Highway/South Conduit Ave Hourly Vehicle Volumes ~ 2016

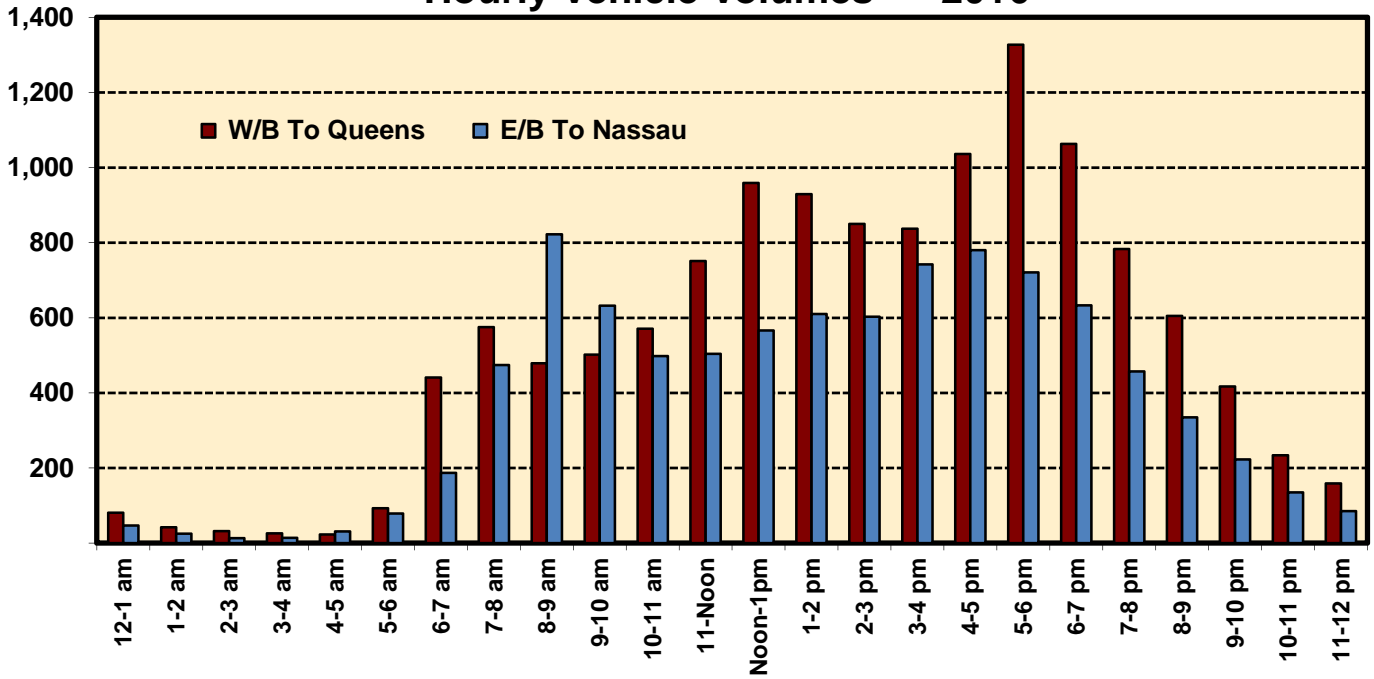


Sunrise Highway/South Conduit Ave. Average Daily Traffic Volumes Total of Both Directions

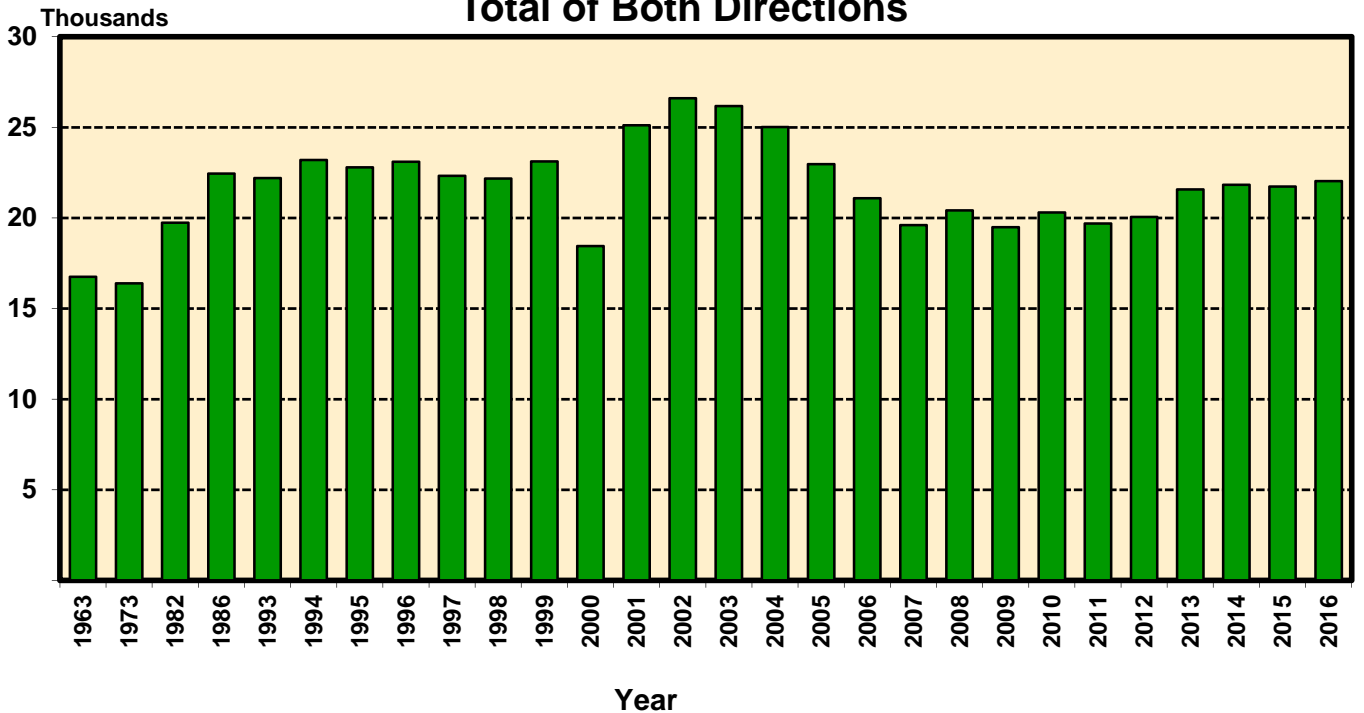


Queens – Nassau Screenline Volumes

Union Turnpike Hourly Vehicle Volumes ~ 2016



Union Turnpike Average Daily Traffic Volumes Total of Both Directions



New York – New Jersey Screenline



Bayonne Bridge

NEW YORK - NEW JERSEY SCREENLINE

Manhattan – New Jersey

In 1963, daily traffic between Manhattan and New Jersey averaged 265,603 vehicles.

- The George Washington Bridge was the most heavily-traveled crossing, serving 127,452 vehicles per day (48.0% of the total).
- The Holland Tunnel accommodated 58,814 daily vehicles.
- The Lincoln Tunnel was used by 79,337 daily vehicles.

1963 – 1973 Manhattan – New Jersey

Between 1963 and 1973, Manhattan - New Jersey traffic volume grew to 397,203 vehicles per day, an increase of 49.5% (131,600 additional daily vehicles).

- George Washington Bridge traffic increased 82.6% (to 232,686 daily vehicles in 1973 from 127,452 in 1963), partly as a result of the opening of the lower level, and the Alexander Hamilton Bridge/Trans-Manhattan Expressway route, which facilitated travel between Bronx/Queens/Long Island/New England and New Jersey via upper Manhattan.
- That increase of 105,234 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 99,786 daily vehicles from 79,337.
- Holland Tunnel traffic increased 10.1%, to 64,731 vehicles per day from 58,814.

1973 – 1982 Manhattan – New Jersey

Growth slowed considerably between 1973 and 1982, with daily Manhattan - New Jersey volume increasing by 36,541 vehicles (+9.2%) to 433,744.

- George Washington Bridge traffic increased 7.1%, to 249,294 daily vehicles in 1982 from 232,686 in 1973.
- Holland Tunnel traffic increased 14.3%, to 73,997 daily vehicles from 64,731.
- Lincoln Tunnel traffic increased 10.7%, to 110,453 daily vehicles from 99,786.

1982 – 1986 Manhattan – New Jersey

Faster growth resumed between 1982 and 1986, as daily Manhattan - New Jersey traffic reached 485,751, up 12.0% over the four-year period.

- George Washington Bridge traffic increased 14.9%, to 286,398 daily vehicles in 1986 from 249,294 in 1982.
- Holland Tunnel traffic increased 4.5%, to 77,300 daily vehicles from 73,997.
- Lincoln Tunnel traffic increased 10.5%, to 122,053 daily vehicles from 110,453.

1986 – 1996 Manhattan – New Jersey

From 1986 to 1996, Manhattan - New Jersey traffic decreased 1.5%, to 493,194 daily vehicles from 485,751.

- George Washington Bridge traffic decreased 3.8%, to 275,469 daily vehicles in 1996 from 286,398 in 1986.
- The only increase was at the Holland Tunnel, where traffic increased 25.2%, to 96,798 daily vehicles from 77,300.

1996 – 2006 Manhattan – New Jersey

Manhattan - New Jersey traffic increased 9.0%, to 537,748 daily vehicles in 2006 from 493,194 in 1996.

- George Washington Bridge traffic increased 13.3%, to 312,078 daily vehicles in 2006 from 275,469 in 1996.
- Lincoln Tunnel traffic increased 5.2%, to 127,245 daily vehicles from 120,927.
- Holland Tunnel traffic increased 1.7%, to 98,425 daily vehicles from 96,798.

2006 – 2016 Manhattan – New Jersey

During the most recent ten-year period, Manhattan – New Jersey traffic decreased 8.4%, to 492,614 daily vehicles in 2016 from 537,748 in 2006.

- George Washington Bridge traffic decreased 7.1%, to 289,827 daily vehicles from 312,078.
- Lincoln Tunnel traffic decreased 11.2%, to 112,995 daily vehicles from 127,245.
- Holland Tunnel traffic decreased 8.8%, to 89,792 daily vehicles from 98,425.

1963 – 2016 Manhattan – New Jersey

During the 53 years from 1963 to 2016, traffic between Manhattan and New Jersey increased 85.5%, to 492,614 daily vehicles from 265,603.

- George Washington Bridge traffic climbed 127.4%, to 289,827 daily vehicles from 127,452.
- Holland Tunnel traffic increased 52.7%, to 89,792 daily vehicles from 58,814.
- Lincoln Tunnel traffic increased 42.4%, to 112,995 daily vehicles from 79,337.

Staten Island – New Jersey

In 1963, Staten Island-New Jersey screenline traffic was only 27,398 vehicles per day. The highest volume was on the Goethals Bridge, 12,478 vehicles per day.

1963 – 1973 Staten Island – New Jersey

By 1973, motor travel between Staten Island and New Jersey had nearly tripled, to 81,034 daily vehicles in 1973 from 27,398 in 1963.

- Growth was spurred by the opening of the Verrazano-Narrows Bridge between Brooklyn and Staten Island in 1964.
- Much of the new traffic was simply passing through Staten Island.
- Goethals Bridge traffic jumped 356%, to 56,850 daily vehicles in 1973 from 12,478 in 1963.
- Outerbridge Crossing traffic increased 64.8%, to 11,726 daily vehicles from 7,114.
- Bayonne Bridge traffic increased 59.6%, to 12,458 daily vehicles from 7,806.

1973 – 1982 Staten Island – New Jersey

Growth slowed between 1973 and 1982. Nevertheless, Staten Island - New Jersey traffic volume rose to 106,672 daily vehicles, an increase of 31.6% during the nine-year period, the highest rate of any City border screenline.

- Growth was concentrated at the Outerbridge Crossing, where volume nearly quadrupled, to 44,740 daily vehicles in 1982 from 11,726 in 1973. Completion of the West Shore Expressway provided a continuous limited access route between the Outerbridge Crossing and the Verrazano-Narrows Bridge.
- Bayonne Bridge traffic increased 9.3%, to 13,622 daily vehicles from 12,458.
- On the other hand, volume on the Goethals Bridge decreased 15.0%, to 48,310 daily vehicles from 56,850.

1982 – 1986 Staten Island – New Jersey

Renewed growth between 1982 and 1986 boosted daily Staten Island - New Jersey traffic volume to 138,436 daily vehicles, an increase of 29.8% in just four years.

- Growth was fairly evenly distributed among the three facilities.
- Goethals Bridge traffic increased 33.8%, to 64,634 daily vehicles in 1986 from 48,310 in 1982.
- Outerbridge Crossing traffic increased 29.4% to 57,896 daily vehicles from 44,740.
- Bayonne Bridge traffic increased 16.8%, to 15,906 daily vehicles from 13,622.

1986 – 1996 Staten Island – New Jersey

From 1986 to 1996, Staten Island - New Jersey traffic increased by 5.9%, to 146,565 vehicles per day from 138,436.

- All growth occurred at the Outerbridge Crossing, where daily traffic increased 18.4%, to 68,575 daily vehicles in 1996 from 57,896 in 1986.
- Goethals Bridge traffic decreased 1.6%, to 63,601 daily vehicles from 64,634.
- Bayonne Bridge traffic decreased 9.5%, to 14,389 daily vehicles from 15,906.

1996 – 2006 Staten Island – New Jersey

From 1996 to 2006, Staten Island - New Jersey traffic increased 20.0%, to 175,914 daily vehicles from 146,565.

- Bayonne Bridge traffic increased 68.4%, to 24,230 daily vehicles from 14,389.
- Goethals Bridge traffic increased 2.8%, to 65,378 daily vehicles from 63,601.
- Outerbridge Crossing traffic increased 25.9%, to 86,306 daily vehicles from 68,575.

2006 – 2016 Staten Island – New Jersey

During the past ten years, Staten Island - New Jersey traffic decreased 3.9%, to 168,984 daily vehicles from 175,914.

- Bayonne Bridge traffic decreased 62.8%, to 9,025 daily vehicles from 24,230.
- Goethals Bridge traffic increased 26.7%, to 82,852 daily vehicles from 65,378.
- Outerbridge Crossing traffic decreased 10.7%, to 77,107 daily vehicles from 86,306.

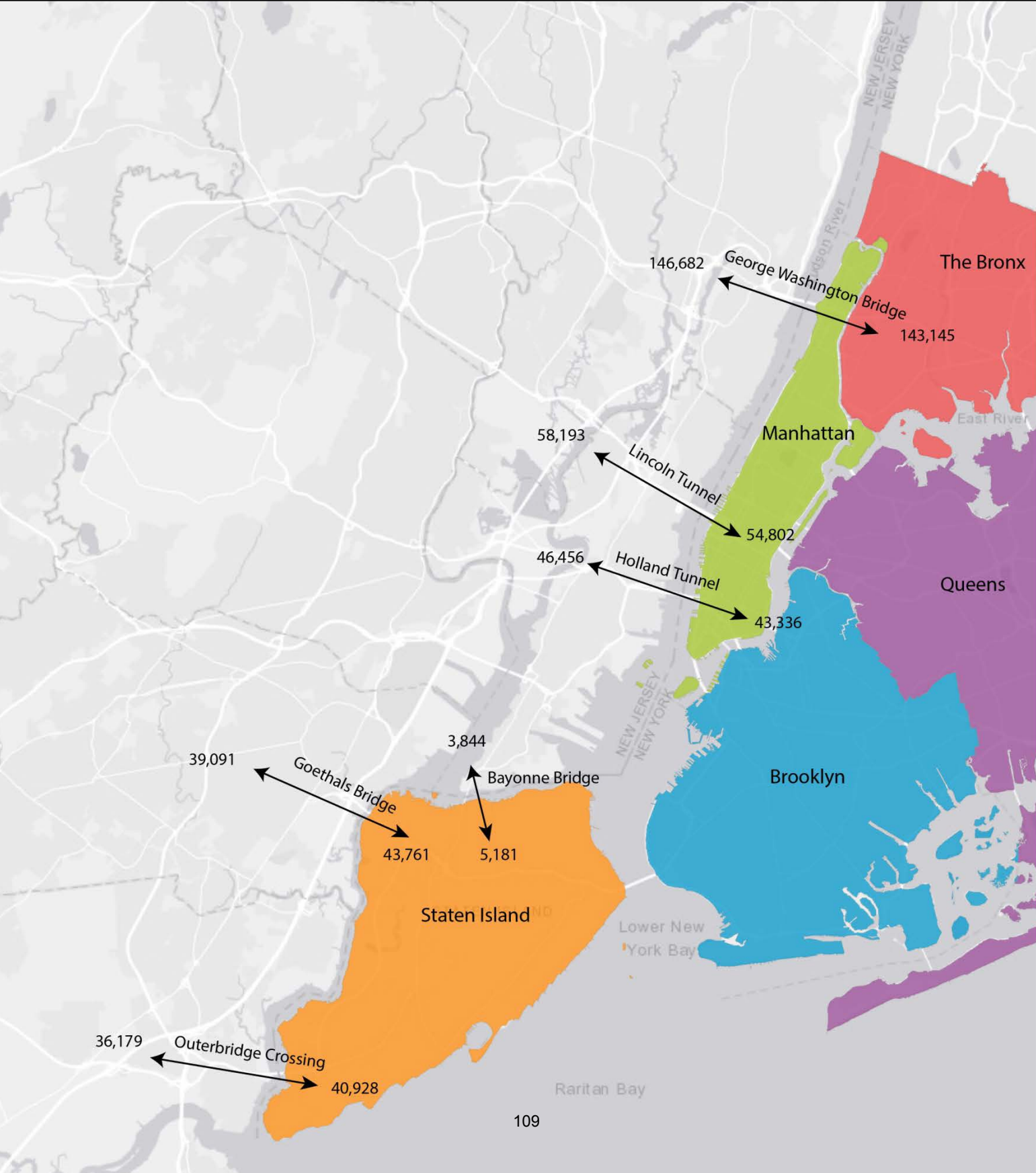
1963 – 2016 Staten Island – New Jersey

During the 53 years from 1963 to 2016, daily traffic between Staten Island and New Jersey soared 516.8%, to 168,984 daily vehicles from just 27,398.

- Outerbridge Crossing traffic skyrocketed more than nine fold, to 77,107 vehicles per day in 2016 from 7,114 in 1963.
- Goethals Bridge traffic soared 564.0%, to 82,852 daily vehicles from 12,478.

New York – New Jersey Screenline

2016 Daily Volumes



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

To New York

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-------------------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | N/A | 114,286 | 122,932 | 143,199 | 132,527 | 132,086 | 135,219 | 140,018 | 143,487 | 149,093 | 151,685 | 153,461 | 155,233 | 150,758 | 150,233 |
| Holland Tunnel | N/A | 32,521 | 37,009 | 35,513 | 44,461 | 45,482 | 45,484 | 46,688 | 47,692 | 47,985 | 49,658 | 49,486 | 12,548 | 45,722 | 47,727 |
| Lincoln Tunnel | N/A | 49,725 | 56,038 | 62,209 | 57,491 | 58,272 | 58,826 | 59,401 | 59,685 | 60,647 | 62,159 | 62,516 | 54,608 | 58,415 | 62,157 |
| Manhattan Totals | N/A | 196,532 | 215,979 | 240,921 | 234,479 | 235,840 | 239,529 | 246,107 | 250,864 | 257,725 | 263,502 | 265,463 | 222,389 | 254,895 | 260,117 |
| Bayonne Bridge | N/A | 6,229 | 6,811 | 7,953 | 8,147 | 8,283 | 8,472 | 8,384 | 9,268 | 9,628 | 9,709 | 10,309 | 14,098 | 11,684 | 11,627 |
| Goethals Bridge | N/A | 28,425 | 24,155 | 32,317 | 32,325 | 33,416 | 33,726 | 34,024 | 34,884 | 35,547 | 35,900 | 37,919 | 39,315 | 40,419 | 38,828 |
| Outerbridge X'g | N/A | 5,863 | 22,370 | 28,948 | 35,129 | 35,567 | 34,975 | 36,295 | 37,297 | 38,034 | 40,944 | 39,477 | 41,000 | 38,407 | 41,653 |
| Staten Is Totals | N/A | 40,517 | 53,336 | 69,218 | 75,601 | 77,266 | 77,173 | 78,703 | 81,449 | 83,209 | 86,553 | 87,705 | 94,413 | 90,510 | 92,108 |
| Grand Totals | N/A | 237,049 | 269,315 | 310,139 | 310,080 | 313,106 | 316,702 | 324,810 | 332,313 | 340,934 | 350,055 | 353,168 | 316,802 | 345,405 | 352,225 |

To New York

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 152,418 | 147,861 | 151,639 | 148,567 | 145,102 | 145,105 | 142,321 | 135,932 | 137,949 | 136,744 | 136,840 | 139,548 | 143,145 |
| Holland Tunnel | 46,806 | 46,968 | 48,161 | 48,226 | 46,061 | 46,696 | 47,827 | 45,519 | 46,524 | 45,416 | 43,212 | 43,049 | 43,336 |
| Lincoln Tunnel | 62,826 | 61,460 | 61,812 | 61,619 | 56,812 | 57,507 | 57,542 | 54,850 | 53,731 | 52,468 | 53,128 | 54,262 | 54,802 |
| Manhattan Totals | 262,050 | 256,289 | 261,612 | 258,412 | 247,975 | 249,308 | 247,690 | 236,301 | 238,204 | 234,628 | 233,180 | 236,859 | 241,283 |
| Bayonne Bridge | 12,275 | 11,933 | 13,290 | 12,469 | 11,094 | 10,985 | 11,248 | 10,460 | 10,672 | 10,503 | 8,591 | 6,032 | 5,181 |
| Goethals Bridge | 37,559 | 36,905 | 34,327 | 38,687 | 37,979 | 38,397 | 39,470 | 38,676 | 37,670 | 38,171 | 38,060 | 41,483 | 43,761 |
| Outerbridge X'g | 41,018 | 41,090 | 43,723 | 41,282 | 39,319 | 40,079 | 39,724 | 38,917 | 38,662 | 35,737 | 37,669 | 39,281 | 40,928 |
| Staten Is Totals | 90,852 | 89,928 | 91,340 | 92,438 | 88,392 | 89,461 | 90,442 | 88,053 | 87,004 | 84,411 | 84,320 | 86,796 | 89,870 |
| Grand Totals | 352,902 | 346,217 | 352,952 | 350,850 | 336,367 | 338,769 | 338,132 | 324,354 | 325,208 | 319,039 | 317,500 | 323,655 | 331,153 |

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

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

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 118,400 | 126,362 | 143,199 | 128,205 | 127,777 | 130,810 | 135,451 | 138,806 | 148,095 | 165,955 | 164,157 | 154,077 | 160,013 | 168,796 | 168,796 |
| Holland Tunnel | 32,210 | 36,988 | 41,787 | 48,224 | 49,155 | 50,826 | 50,110 | 53,294 | 52,887 | 53,362 | 51,651 | 30,829 | 46,835 | 53,370 | 53,370 |
| Lincoln Tunnel | 50,061 | 54,415 | 59,844 | 62,161 | 61,027 | 60,933 | 61,526 | 61,824 | 63,805 | 66,533 | 67,194 | 51,649 | 71,096 | 65,166 | 65,166 |
| Manhattan Totals | 200,671 | 217,765 | 244,830 | 238,590 | 237,959 | 242,569 | 247,087 | 253,924 | 264,787 | 285,850 | 283,002 | 236,555 | 277,944 | 287,332 | 287,332 |
| Bayonne Bridge | 6,229 | 6,811 | 7,953 | 5,832 | 5,929 | 6,064 | 6,005 | 6,635 | 7,218 | 7,894 | 8,184 | 9,533 | 9,643 | 8,581 | 8,581 |
| Goethals Bridge | 28,425 | 24,155 | 32,317 | 28,099 | 29,048 | 29,314 | 29,577 | 30,323 | 31,529 | 34,963 | 34,872 | 38,881 | 40,965 | 36,896 | 36,896 |
| Outerbridge X'g | 5,863 | 22,370 | 28,948 | 31,243 | 31,632 | 31,106 | 32,280 | 33,171 | 34,830 | 37,480 | 33,907 | 34,424 | 38,022 | 36,997 | 36,997 |
| Staten Is Totals | 40,517 | 53,336 | 69,218 | 65,174 | 66,609 | 66,484 | 67,862 | 70,129 | 73,577 | 80,337 | 76,963 | 82,838 | 88,630 | 82,474 | 82,474 |
| Grand Totals | 241,188 | 271,101 | 314,048 | 303,764 | 304,568 | 309,053 | 314,949 | 324,053 | 338,364 | 366,187 | 359,965 | 319,393 | 366,574 | 369,806 | 369,806 |

To New Jersey

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 162,648 | 156,441 | 160,439 | 142,824 | 147,957 | 144,589 | 149,726 | 143,964 | 138,699 | 140,901 | 143,944 | 155,572 | 146,682 |
| Holland Tunnel | 49,365 | 49,992 | 50,264 | 52,265 | 50,996 | 49,488 | 46,840 | 48,041 | 46,219 | 44,596 | 44,020 | 46,318 | 46,456 |
| Lincoln Tunnel | 62,333 | 64,995 | 65,433 | 60,473 | 61,341 | 61,475 | 62,290 | 62,803 | 59,435 | 59,694 | 56,668 | 59,521 | 58,193 |
| Manhattan Totals | 274,346 | 271,428 | 276,136 | 255,562 | 260,294 | 255,552 | 258,856 | 254,808 | 244,353 | 245,191 | 244,632 | 261,411 | 251,331 |
| Bayonne Bridge | 10,235 | 9,822 | 10,940 | 8,982 | 8,964 | 8,437 | 8,733 | 8,205 | 8,083 | 8,038 | 6,575 | 4,808 | 3,844 |
| Goethals Bridge | 33,973 | 31,885 | 31,051 | 34,312 | 34,855 | 32,833 | 34,016 | 36,904 | 35,465 | 34,815 | 32,359 | 37,122 | 39,091 |
| Outerbridge X'g | 39,208 | 40,018 | 42,583 | 34,496 | 33,565 | 34,773 | 34,941 | 36,374 | 33,154 | 31,003 | 32,364 | 34,492 | 36,179 |
| Staten Is Totals | 83,416 | 81,725 | 84,574 | 77,790 | 77,384 | 76,043 | 81,483 | 81,883 | 76,702 | 73,856 | 71,298 | 76,422 | 79,114 |
| Grand Totals | 357,762 | 353,153 | 360,710 | 333,352 | 337,678 | 331,595 | 336,546 | 336,291 | 321,055 | 319,047 | 315,930 | 337,833 | 330,445 |

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

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

Both Directions

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 127,452 | 232,686 | 249,294 | 286,398 | 260,732 | 259,863 | 266,029 | 275,469 | 282,293 | 297,188 | 317,640 | 317,618 | 309,310 | 310,771 | 319,029 |
| Holland Tunnel | 58,814 | 64,731 | 73,997 | 77,300 | 92,685 | 94,637 | 96,310 | 96,798 | 100,986 | 100,872 | 103,020 | 101,137 | 43,377 | 92,557 | 101,097 |
| Lincoln Tunnel | 79,337 | 99,786 | 110,453 | 122,053 | 119,652 | 119,299 | 119,759 | 120,927 | 121,509 | 124,452 | 128,692 | 129,710 | 106,257 | 129,511 | 127,323 |
| Manhattan Totals | 265,603 | 397,203 | 433,744 | 485,751 | 473,069 | 473,799 | 482,098 | 493,194 | 504,788 | 522,512 | 549,352 | 548,465 | 458,944 | 532,839 | 547,449 |
| Bayonne Bridge | 7,806 | 12,458 | 13,622 | 15,906 | 13,979 | 14,212 | 14,536 | 14,389 | 15,903 | 16,846 | 17,603 | 18,493 | 23,631 | 21,327 | 20,208 |
| Goethals Bridge | 12,478 | 56,850 | 48,310 | 64,634 | 60,424 | 62,464 | 63,040 | 63,601 | 65,207 | 67,076 | 70,863 | 72,791 | 78,196 | 81,384 | 75,724 |
| Outerbridge Xg | 7,114 | 11,726 | 44,740 | 57,896 | 66,372 | 67,199 | 66,081 | 68,575 | 70,468 | 72,864 | 78,424 | 73,384 | 75,424 | 76,429 | 78,650 |
| Staten Is Totals | 27,398 | 81,034 | 106,672 | 138,436 | 140,775 | 143,875 | 143,657 | 146,565 | 151,578 | 156,786 | 166,890 | 164,668 | 177,251 | 179,140 | 174,582 |
| Grand Totals | 293,001 | 478,237 | 540,416 | 624,187 | 613,844 | 617,674 | 625,755 | 639,759 | 656,366 | 679,298 | 716,242 | 713,133 | 636,195 | 711,979 | 722,031 |

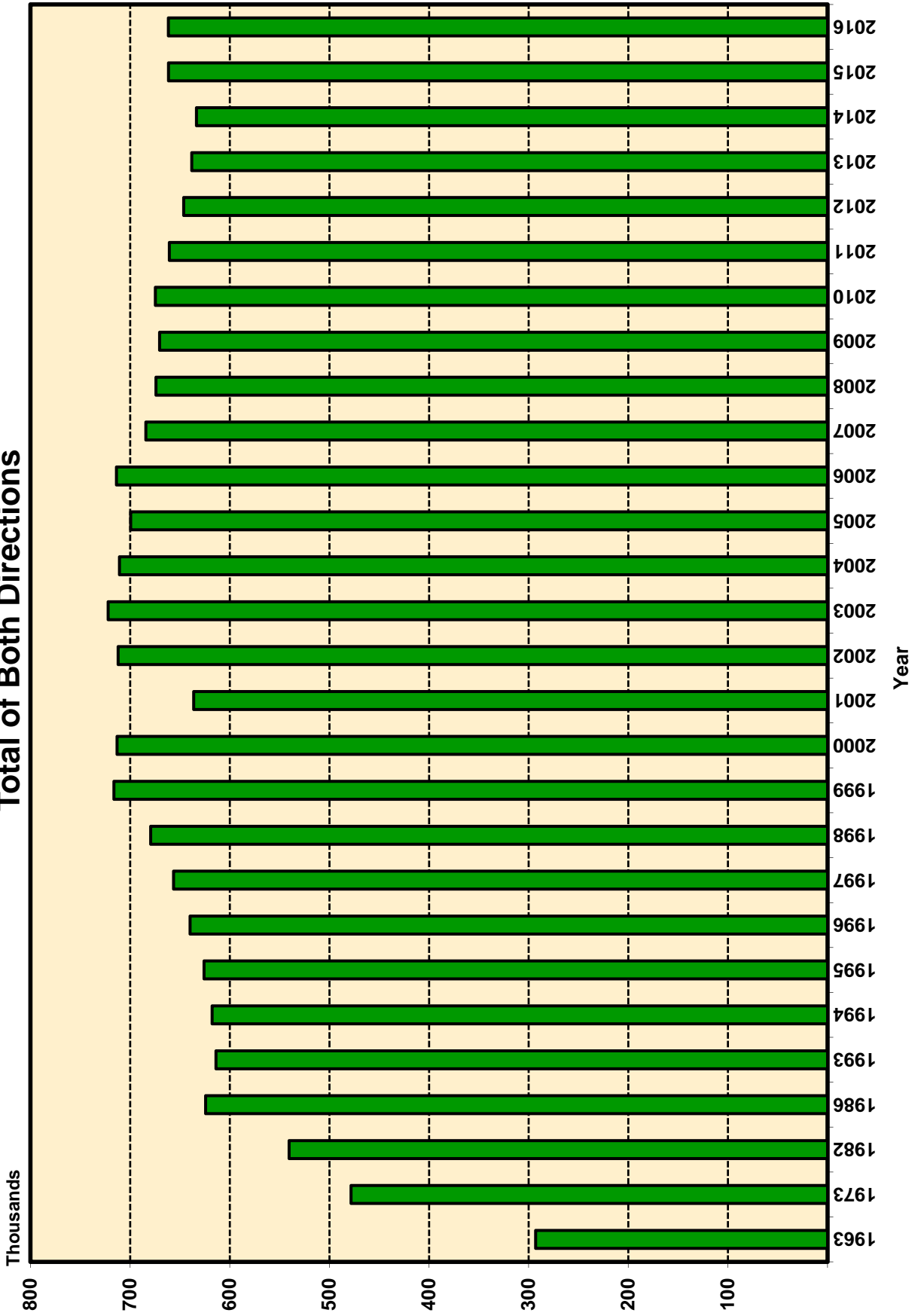
Both Directions

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| G Washington Bridge | 315,066 | 304,302 | 312,078 | 291,391 | 293,059 | 289,694 | 292,047 | 279,896 | 276,648 | 277,645 | 280,784 | 295,120 | 289,827 |
| Holland Tunnel | 96,171 | 96,960 | 98,425 | 100,491 | 97,057 | 96,184 | 94,667 | 93,560 | 92,743 | 90,012 | 87,232 | 89,367 | 89,792 |
| Lincoln Tunnel | 125,159 | 126,455 | 127,245 | 122,092 | 118,153 | 118,982 | 119,832 | 117,653 | 113,166 | 112,162 | 109,796 | 113,783 | 112,995 |
| Manhattan Totals | 536,396 | 527,717 | 537,748 | 513,974 | 508,269 | 504,860 | 506,546 | 491,109 | 482,557 | 479,819 | 477,812 | 498,270 | 492,614 |
| Bayonne Bridge | 22,510 | 21,755 | 24,230 | 21,451 | 20,058 | 19,422 | 19,981 | 18,665 | 18,755 | 18,541 | 15,166 | 10,840 | 9,025 |
| Goethals Bridge | 71,532 | 68,790 | 65,378 | 72,999 | 72,834 | 71,230 | 73,486 | 75,580 | 73,135 | 72,986 | 70,419 | 78,605 | 82,852 |
| Outerbridge Xg | 80,226 | 81,108 | 86,306 | 75,778 | 72,884 | 74,852 | 74,665 | 75,291 | 71,816 | 66,740 | 70,033 | 73,773 | 77,107 |
| Staten Is Totals | 174,268 | 171,653 | 175,914 | 170,228 | 165,776 | 165,504 | 168,132 | 169,536 | 163,706 | 158,267 | 155,618 | 163,218 | 168,984 |
| Grand Totals | 710,664 | 699,370 | 713,662 | 684,202 | 674,045 | 670,364 | 674,678 | 660,645 | 646,263 | 638,086 | 633,430 | 661,488 | 661,598 |

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

New York – New Jersey Screenline Volumes

Historical Comparisons
Average Daily Traffic Volumes
Total of Both Directions



2016 Screenline Volumes New York - New Jersey

| | George Washington Bridge | | Holland Tunnel | | Lincoln Tunnel | | Manhattan Totals | |
|--------------------|---------------------------------|----------------|-----------------------|---------------|-----------------------|---------------|-------------------------|----------------|
| | * E/B | W/B | * E/B | W/B | * E/B | W/B | To Manhattan | To N.J. |
| Mid-1am | 1,926 | 2,840 | 682 | 876 | 900 | 1,694 | 3,508 | 5,410 |
| 1-2am | 1,359 | 1,792 | 483 | 925 | 608 | 971 | 2,450 | 3,688 |
| 2-3am | 1,144 | 1,293 | 347 | 732 | 477 | 612 | 1,968 | 2,637 |
| 3-4am | 1,358 | 1,236 | 394 | 573 | 533 | 398 | 2,285 | 2,207 |
| 4-5am | 2,386 | 1,622 | 750 | 811 | 982 | 552 | 4,118 | 2,985 |
| 5-6am | 6,988 | 3,377 | 2,308 | 1,578 | 3,272 | 808 | 12,568 | 5,763 |
| 6-7am | 11,474 | 5,382 | 2,739 | 2,113 | 4,860 | 1,427 | 19,073 | 8,922 |
| 7-8am | 9,833 | 6,578 | 2,706 | 2,477 | 4,145 | 1,928 | 16,684 | 10,983 |
| 8-9am | 8,156 | 7,287 | 2,641 | 2,369 | 3,994 | 1,876 | 14,791 | 11,532 |
| 9-10am | 8,242 | 6,523 | 2,569 | 2,063 | 3,778 | 1,797 | 14,589 | 10,383 |
| 10-11am | 8,055 | 6,177 | 2,386 | 2,154 | 3,369 | 1,855 | 13,810 | 10,186 |
| 11-Noon | 7,294 | 6,330 | 2,072 | 2,131 | 2,897 | 2,241 | 12,263 | 10,702 |
| Noon-1 | 6,888 | 6,803 | 1,908 | 2,057 | 2,540 | 2,400 | 11,336 | 11,260 |
| 1-2pm | 6,867 | 7,197 | 1,853 | 2,397 | 2,445 | 2,877 | 11,165 | 12,471 |
| 2-3pm | 7,103 | 8,387 | 1,962 | 2,475 | 2,559 | 3,348 | 11,624 | 14,210 |
| 3-4pm | 7,509 | 10,266 | 2,122 | 2,297 | 2,364 | 3,923 | 11,995 | 16,486 |
| 4-5pm | 7,522 | 9,247 | 2,465 | 2,297 | 2,058 | 4,795 | 12,045 | 16,339 |
| 5-6pm | 7,756 | 10,864 | 2,587 | 1,995 | 1,738 | 4,676 | 12,081 | 17,535 |
| 6-7pm | 7,773 | 10,224 | 2,536 | 2,171 | 2,040 | 4,720 | 12,349 | 17,115 |
| 7-8pm | 6,523 | 8,553 | 2,091 | 2,351 | 2,108 | 4,243 | 10,722 | 15,147 |
| 8-9pm | 5,308 | 7,341 | 1,658 | 2,521 | 1,898 | 3,160 | 8,864 | 13,022 |
| 9-10pm | 4,680 | 6,630 | 1,556 | 2,510 | 1,964 | 2,925 | 8,200 | 12,065 |
| 10-11pm | 4,041 | 6,075 | 1,453 | 2,398 | 1,853 | 2,813 | 7,347 | 11,286 |
| 11-Mid | 2,960 | 4,658 | 1,068 | 2,185 | 1,420 | 2,154 | 5,448 | 8,997 |
| 24 hr Total | 143,145 | 146,682 | 43,336 | 46,456 | 54,802 | 58,193 | 241,283 | 251,331 |
| 6-10am | 37,705 | 25,770 | 10,655 | 9,022 | 16,777 | 7,028 | 65,137 | 41,820 |
| 10am-1pm | 22,237 | 19,310 | 6,366 | 6,342 | 8,806 | 6,496 | 37,409 | 32,148 |
| 1-3pm | 13,970 | 15,584 | 3,815 | 4,872 | 5,004 | 6,225 | 22,789 | 26,681 |
| 3-7pm | 30,560 | 40,601 | 9,710 | 8,760 | 8,200 | 18,114 | 48,470 | 67,475 |
| 6am-7pm | 104,472 | 101,265 | 30,546 | 28,996 | 38,787 | 37,863 | 173,805 | 168,124 |

* To Manhattan

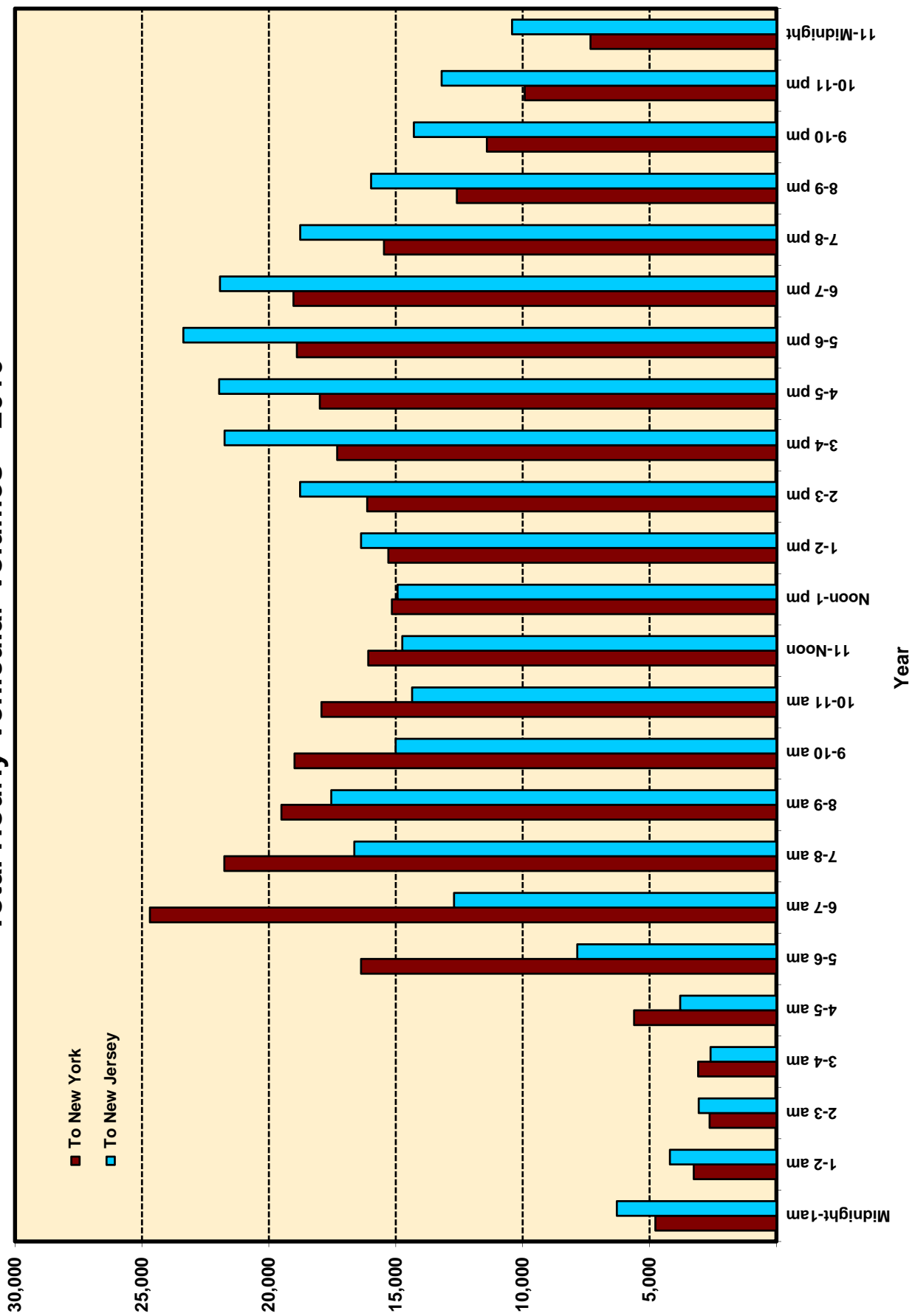
2016 Screenline Volumes New York - New Jersey (cont'd)

| | Bayonne Bridge | | Goethals Bridge | | Outerbridge Crossing | | Staten Island Totals | | Grand Totals | |
|--------------------|----------------|--------------|-----------------|---------------|----------------------|---------------|----------------------|---------------|----------------|----------------|
| | * S/B | N/B | * E/B | W/B | * E/B | W/B | To Staten Is. | To N.J. | To N.Y. | To N.J. |
| Mid-1am | 10 | 0 | 736 | 440 | 516 | 439 | 1,262 | 879 | 4,770 | 6,289 |
| 1-2am | 6 | 2 | 490 | 275 | 310 | 235 | 806 | 512 | 3,256 | 4,200 |
| 2-3am | 7 | 2 | 396 | 221 | 263 | 202 | 666 | 425 | 2,634 | 3,062 |
| 3-4am | 7 | 0 | 432 | 231 | 360 | 158 | 799 | 389 | 3,084 | 2,596 |
| 4-5am | 47 | 55 | 618 | 474 | 827 | 279 | 1,492 | 808 | 5,610 | 3,793 |
| 5-6am | 176 | 242 | 1,523 | 1,128 | 2,100 | 713 | 3,799 | 2,083 | 16,367 | 7,846 |
| 6-7am | 339 | 562 | 2,440 | 1,825 | 2,831 | 1,395 | 5,610 | 3,782 | 24,683 | 12,704 |
| 7-8am | 416 | 841 | 2,003 | 2,559 | 2,649 | 2,249 | 5,068 | 5,649 | 21,752 | 16,632 |
| 8-9am | 425 | 689 | 1,980 | 2,875 | 2,308 | 2,442 | 4,713 | 6,006 | 19,504 | 17,538 |
| 9-10am | 33 | 34 | 2,143 | 2,504 | 2,221 | 2,083 | 4,397 | 4,621 | 18,986 | 15,004 |
| 10-11am | 16 | 5 | 2,148 | 2,326 | 1,950 | 1,839 | 4,114 | 4,170 | 17,924 | 14,356 |
| 11-Noon | 19 | 6 | 1,995 | 2,137 | 1,804 | 1,895 | 3,818 | 4,038 | 16,081 | 14,740 |
| Noon-1 | 13 | 7 | 2,015 | 1,946 | 1,789 | 1,717 | 3,817 | 3,670 | 15,153 | 14,930 |
| 1-2pm | 19 | 1 | 2,215 | 2,130 | 1,890 | 1,766 | 4,124 | 3,897 | 15,289 | 16,368 |
| 2-3pm | 107 | 54 | 2,408 | 2,339 | 1,987 | 2,166 | 4,502 | 4,559 | 16,126 | 18,769 |
| 3-4pm | 643 | 341 | 2,511 | 2,343 | 2,160 | 2,575 | 5,314 | 5,259 | 17,309 | 21,745 |
| 4-5pm | 743 | 344 | 2,806 | 2,693 | 2,399 | 2,583 | 5,948 | 5,620 | 17,993 | 21,959 |
| 5-6pm | 1,031 | 321 | 3,012 | 2,851 | 2,770 | 2,661 | 6,813 | 5,833 | 18,894 | 23,368 |
| 6-7pm | 1,017 | 292 | 3,055 | 2,176 | 2,610 | 2,340 | 6,682 | 4,808 | 19,031 | 21,923 |
| 7-8pm | 88 | 37 | 2,630 | 1,616 | 2,022 | 1,962 | 4,740 | 3,615 | 15,462 | 18,762 |
| 8-9pm | 18 | 3 | 1,988 | 1,421 | 1,720 | 1,523 | 3,726 | 2,947 | 12,590 | 15,969 |
| 9-10pm | 1 | 1 | 1,713 | 1,008 | 1,497 | 1,213 | 3,211 | 2,222 | 11,411 | 14,287 |
| 10-11pm | 0 | 0 | 1,432 | 920 | 1,139 | 984 | 2,571 | 1,904 | 9,918 | 13,190 |
| 11-Mid | 0 | 5 | 1,072 | 653 | 806 | 760 | 1,878 | 1,418 | 7,326 | 10,415 |
| 24 hr Total | 5,181 | 3,844 | 43,761 | 39,091 | 40,928 | 36,179 | 89,870 | 79,114 | 331,153 | 330,445 |
| 6-10am | 1,213 | 2,126 | 8,566 | 9,763 | 10,009 | 8,169 | 19,788 | 20,058 | 84,925 | 61,878 |
| 10am-1pm | 48 | 18 | 6,158 | 6,409 | 5,543 | 5,451 | 11,749 | 11,878 | 49,158 | 44,026 |
| 1-3pm | 126 | 55 | 4,623 | 4,469 | 3,877 | 3,932 | 8,626 | 8,456 | 31,415 | 35,137 |
| 3-7pm | 3,434 | 1,298 | 11,384 | 10,063 | 9,939 | 10,159 | 24,757 | 21,520 | 73,227 | 88,995 |
| 6am-7pm | 4,821 | 3,497 | 30,731 | 30,704 | 29,368 | 27,711 | 64,920 | 61,912 | 238,725 | 230,036 |

* To Staten Island

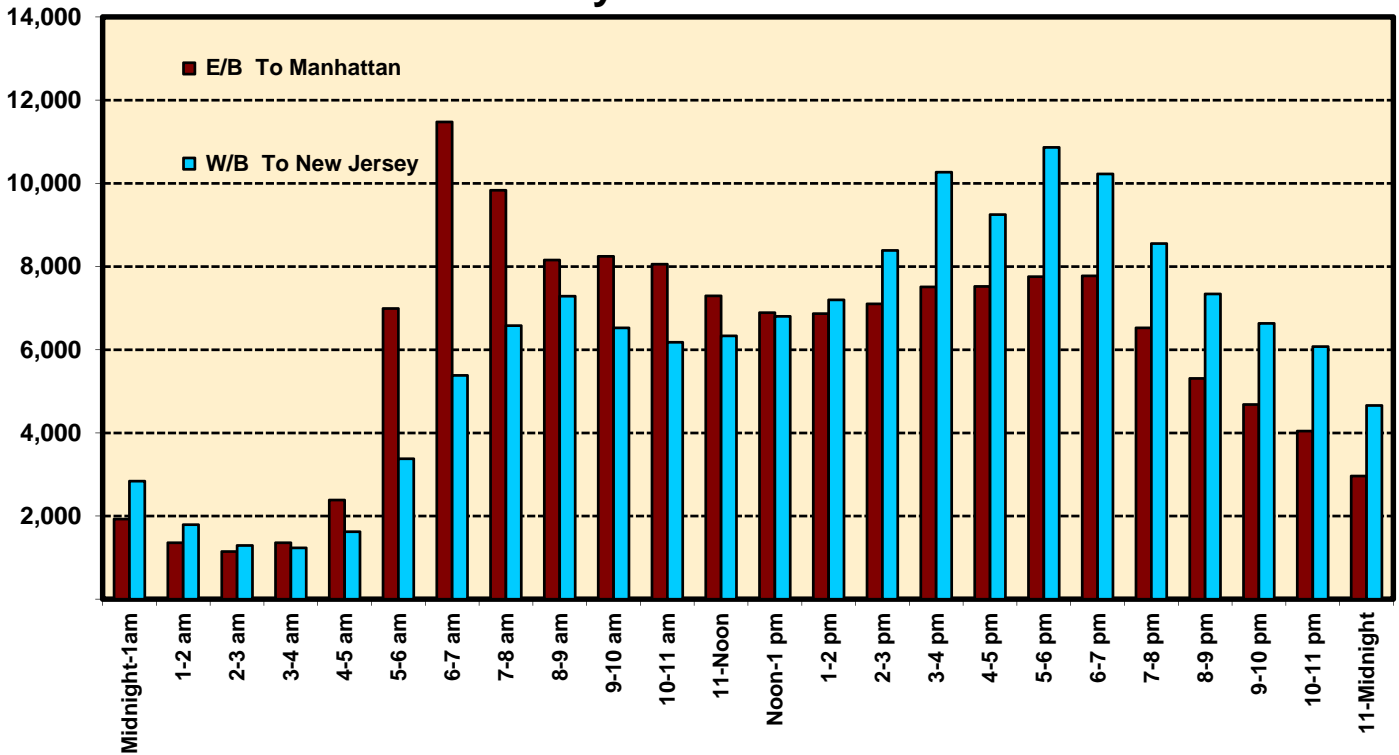
New York – New Jersey Screenline Volumes

Total Hourly Vehicular Volumes ~ 2016

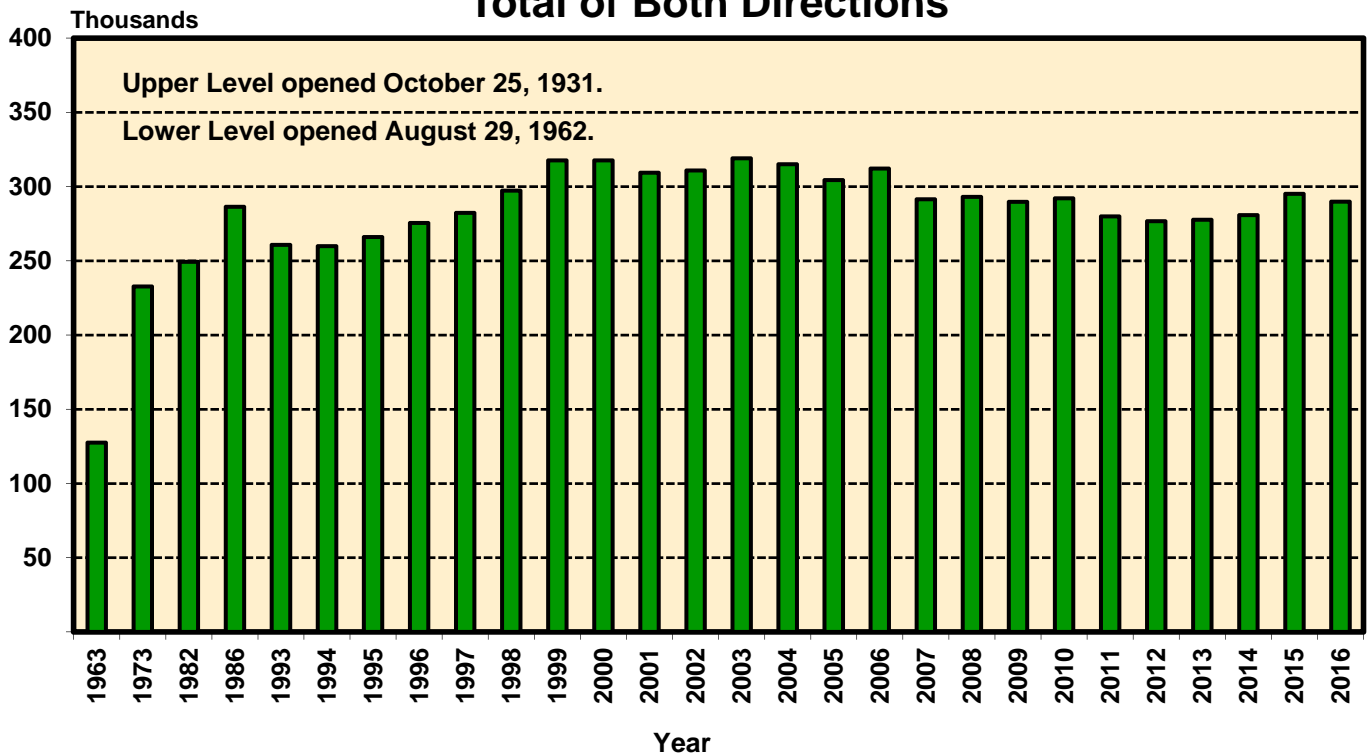


New York – New Jersey Screenline Volumes

George Washington Bridge ~ 2016 Hourly Vehicular Volumes

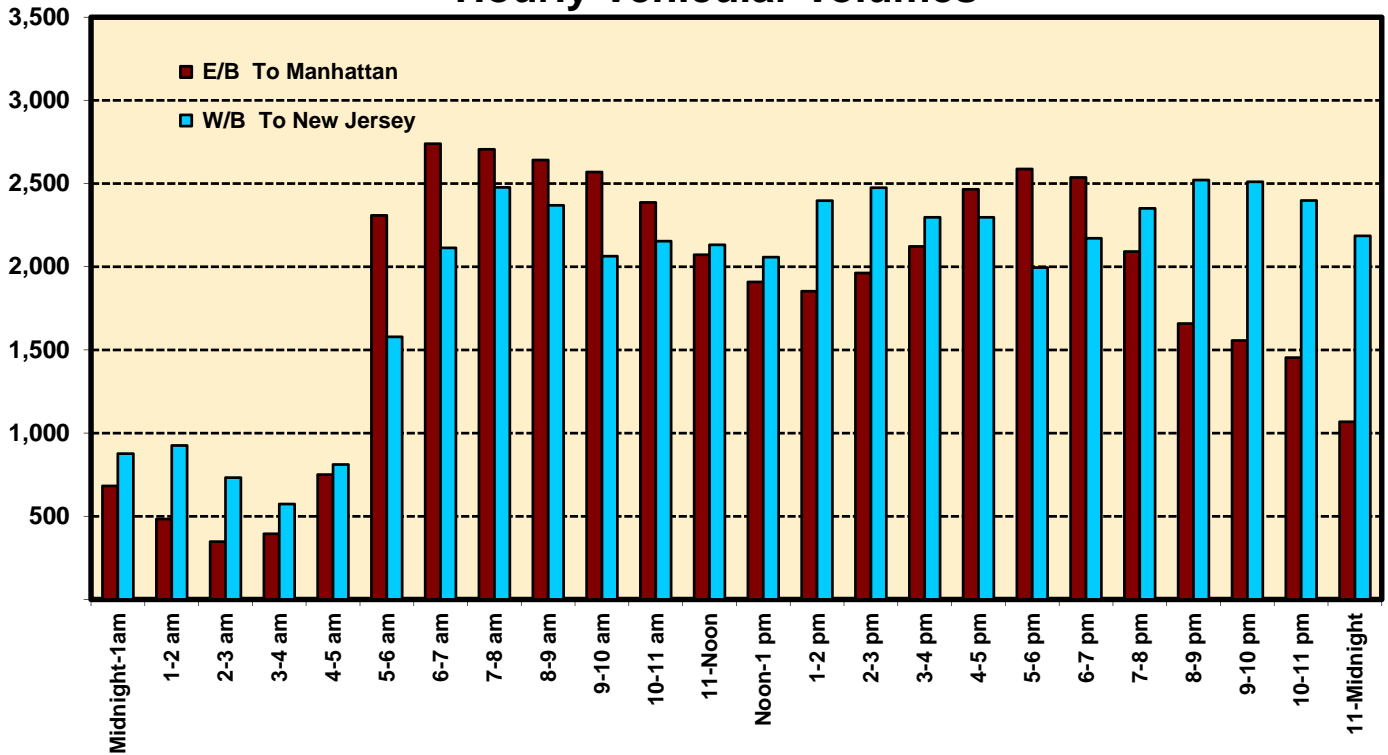


George Washington Bridge Average Daily Traffic Volumes Total of Both Directions

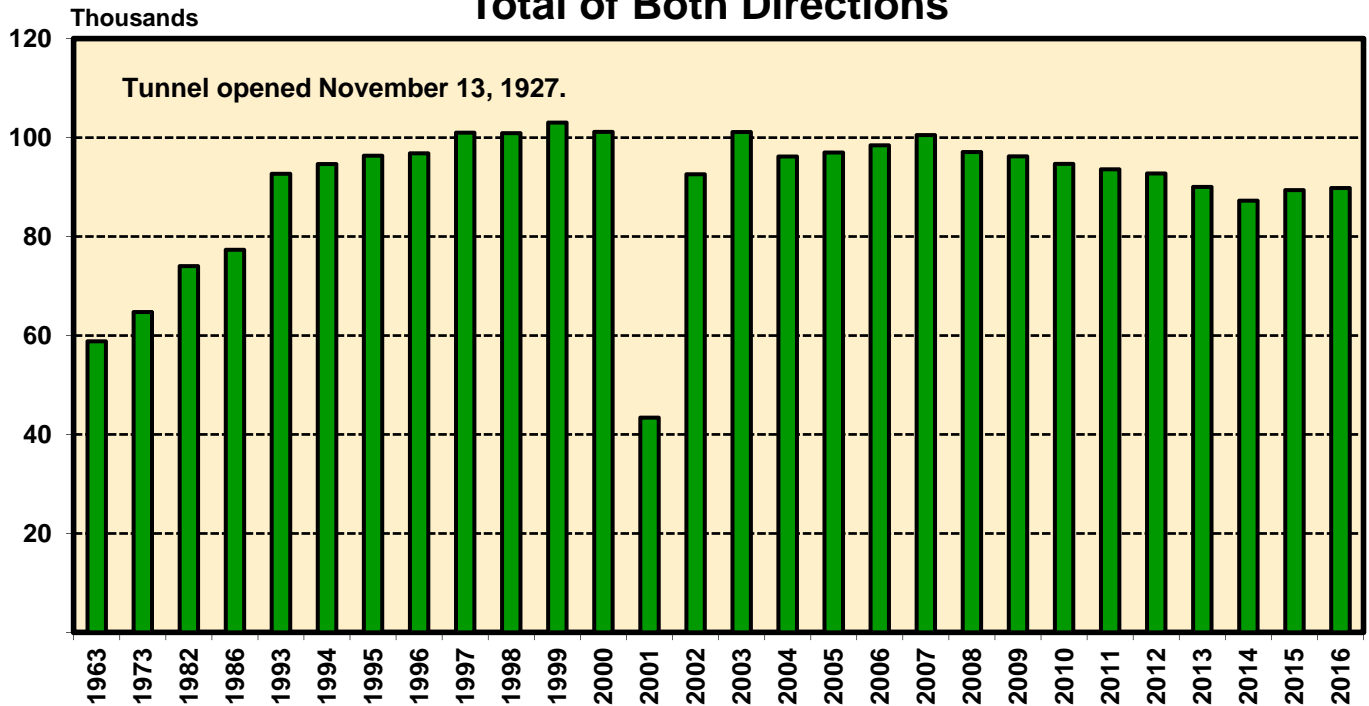


New York – New Jersey Screenline Volumes

Holland Tunnel ~ 2016 Hourly Vehicular Volumes



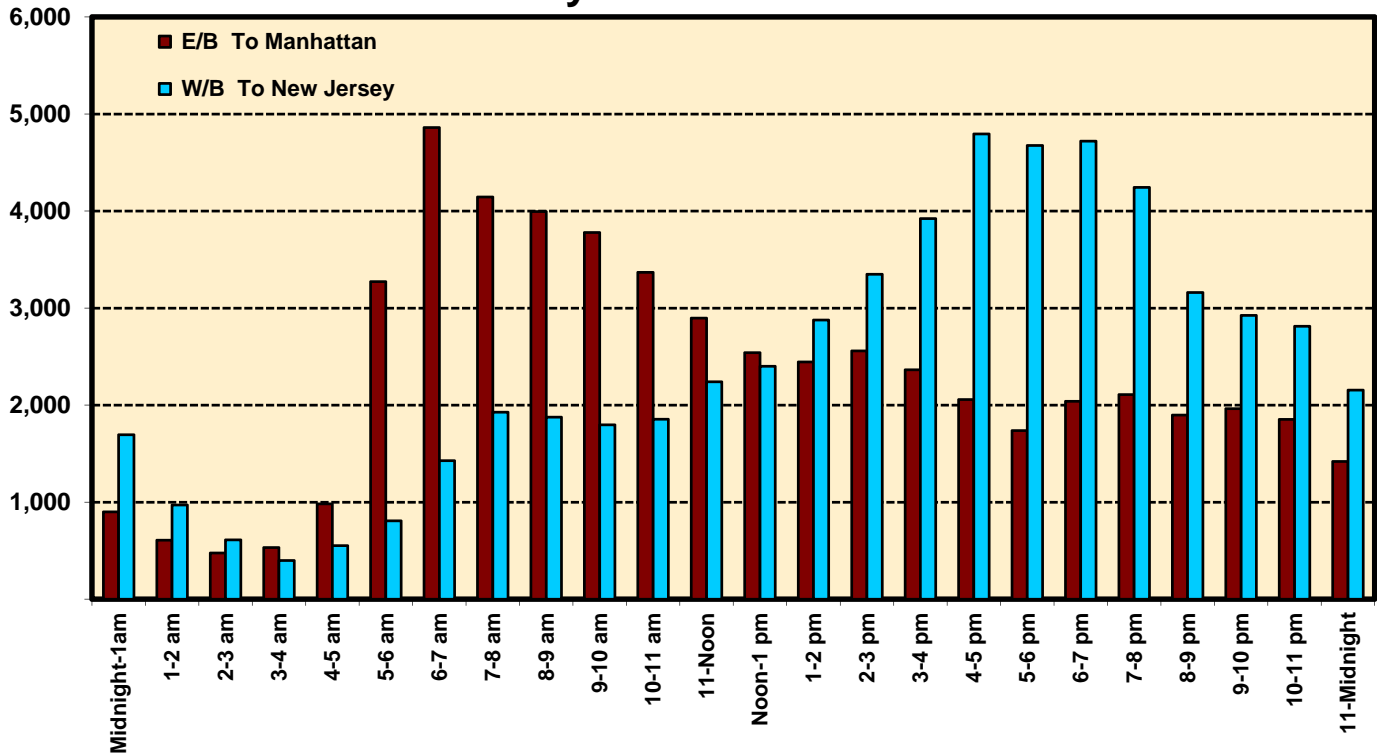
Holland Tunnel Average Daily Traffic Volumes Total of Both Directions



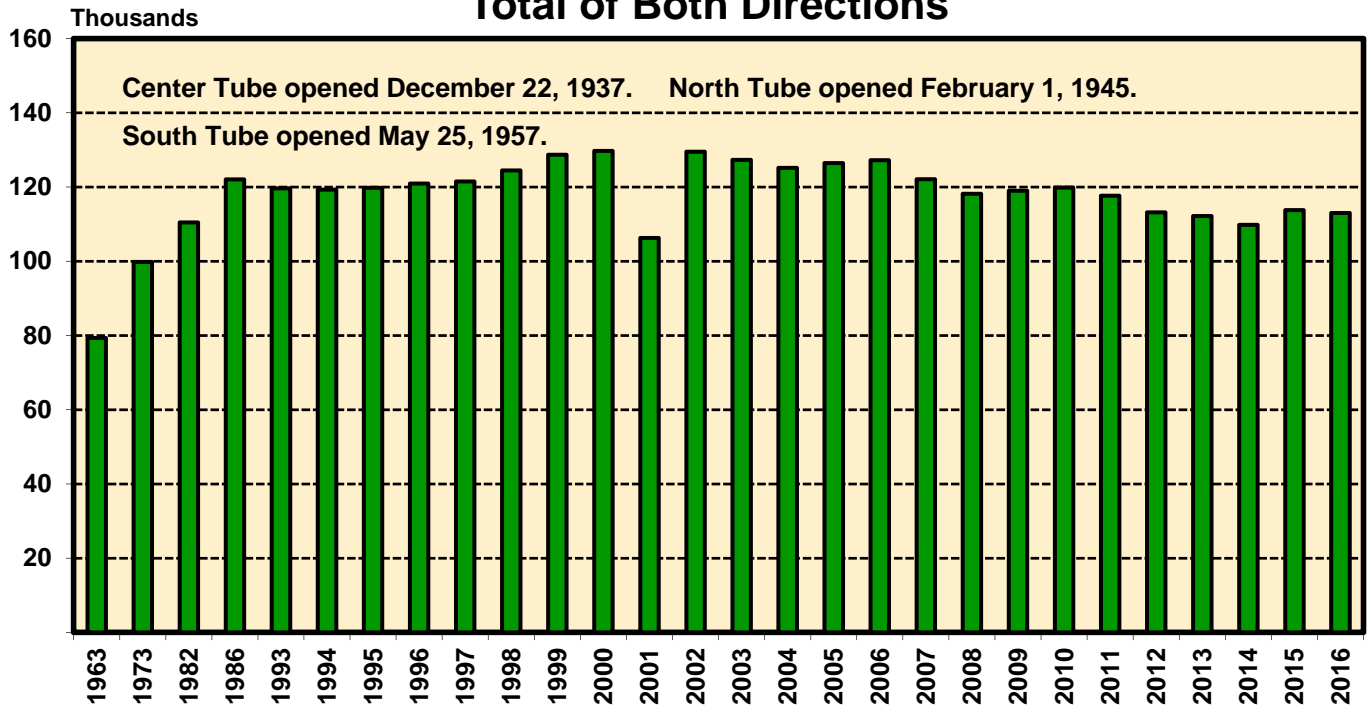
Following 9/11/2001, Holland Tunnel daily traffic volume fell 57% compared to fall 2000. Inbound volume was down 75%; outbound down 40%.

New York – New Jersey Screenline Volumes

Lincoln Tunnel ~ 2016 Hourly Vehicular Volumes



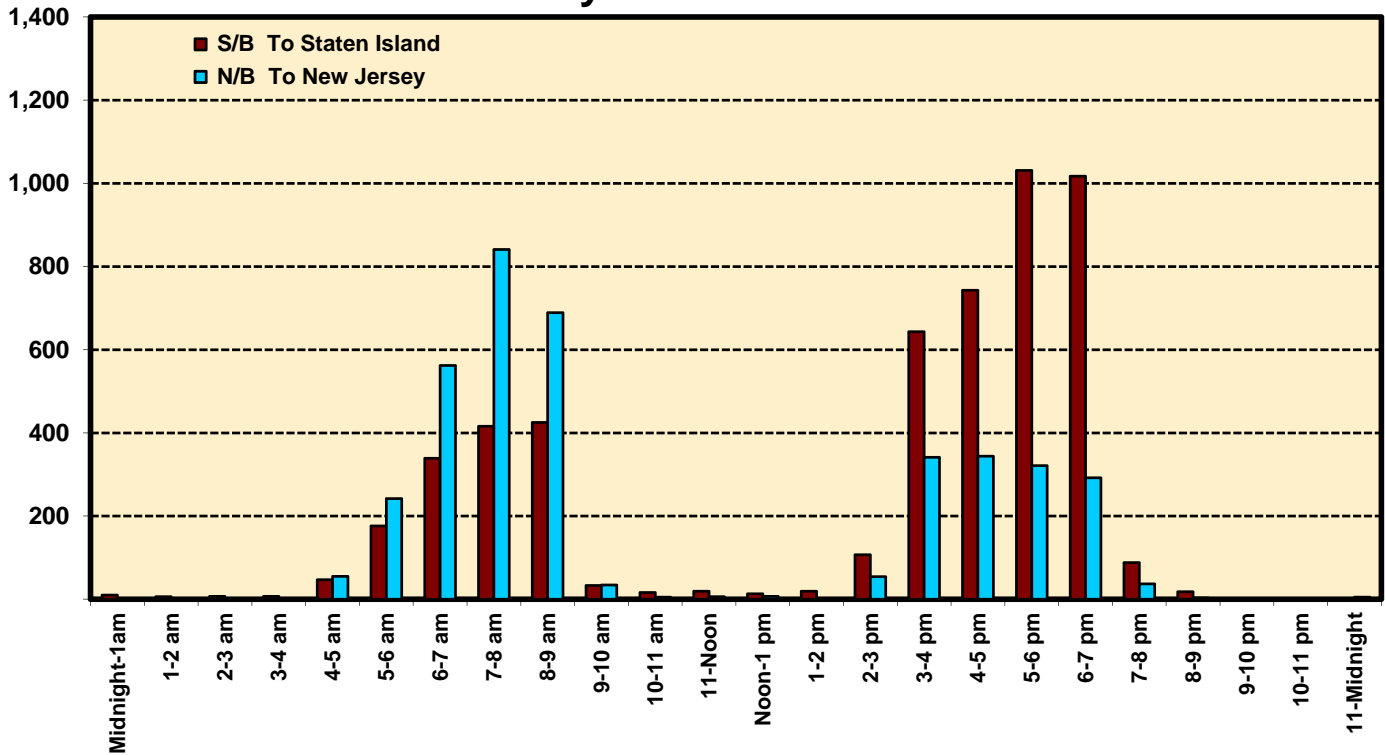
Lincoln Tunnel Average Daily Traffic Volumes Total of Both Directions



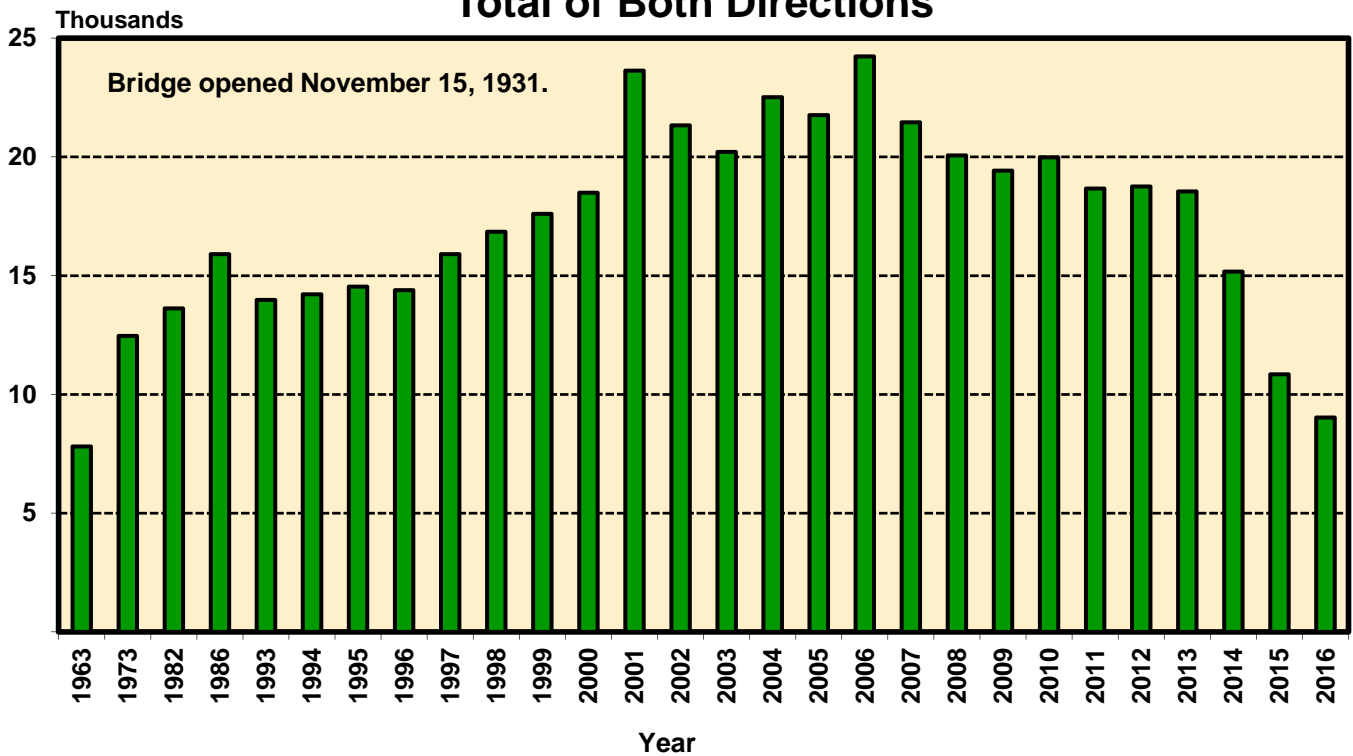
Following 9/11/2001, Lincoln Tunnel daily traffic volume fell 18% compared to fall 2000. Inbound volume was down 13%; outbound down 23%.

New York – New Jersey Screenline Volumes

Bayonne Bridge ~ 2016 Hourly Vehicular Volumes

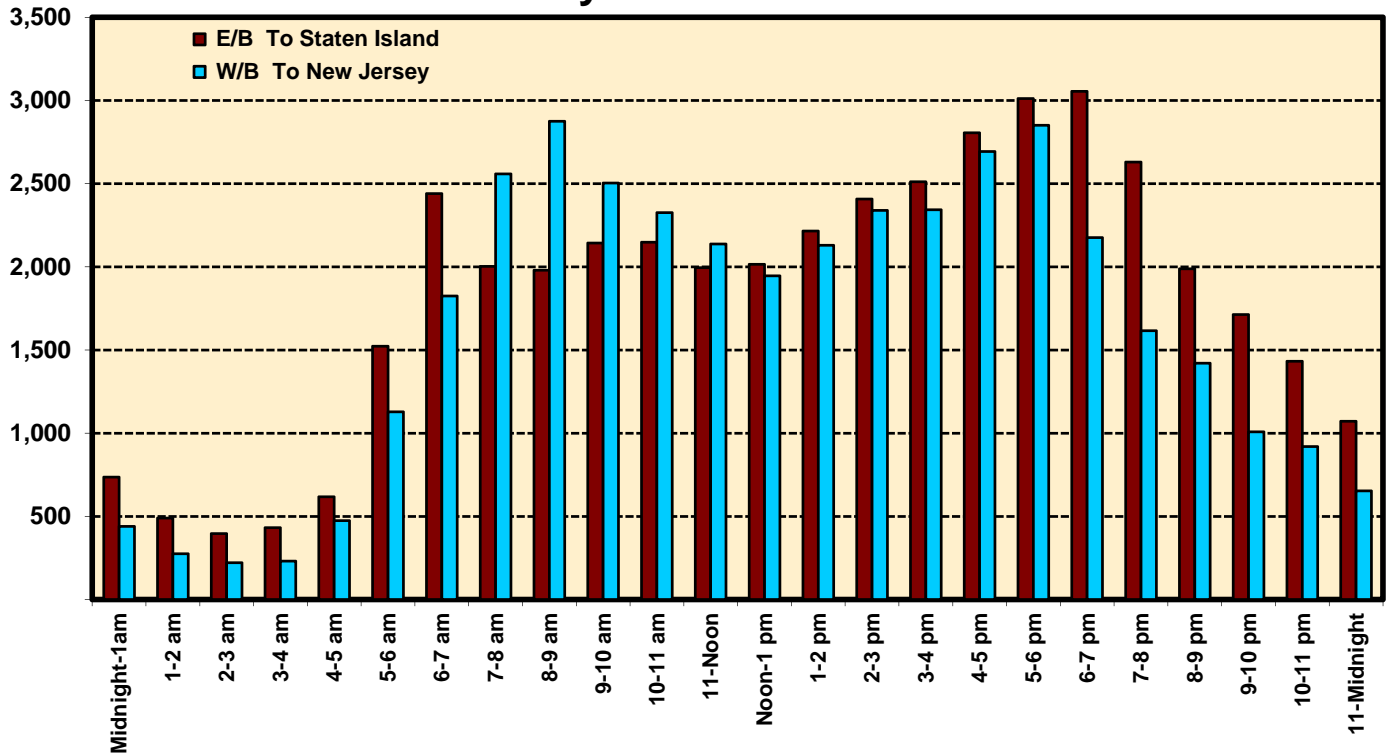


Bayonne Bridge Average Daily Traffic Volumes Total of Both Directions

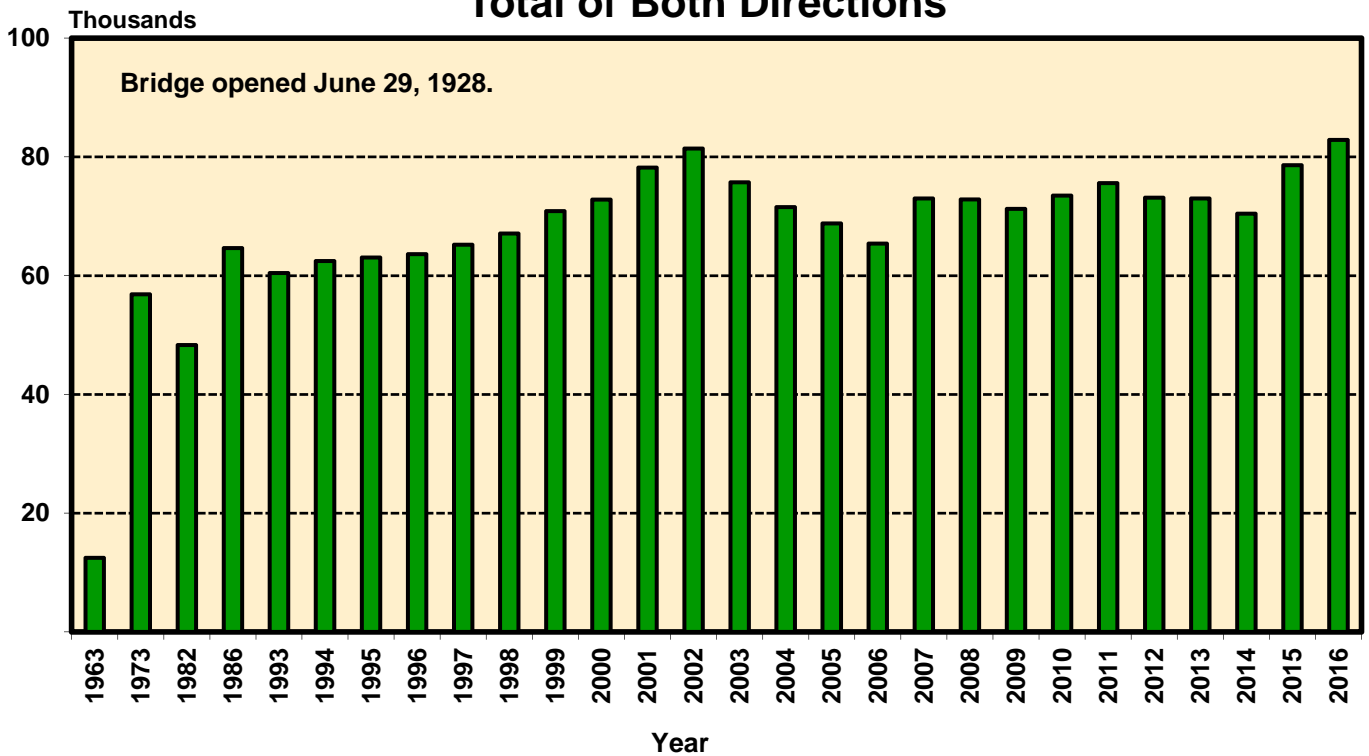


New York – New Jersey Screenline Volumes

Goethals Bridge ~ 2016 Hourly Vehicular Volumes

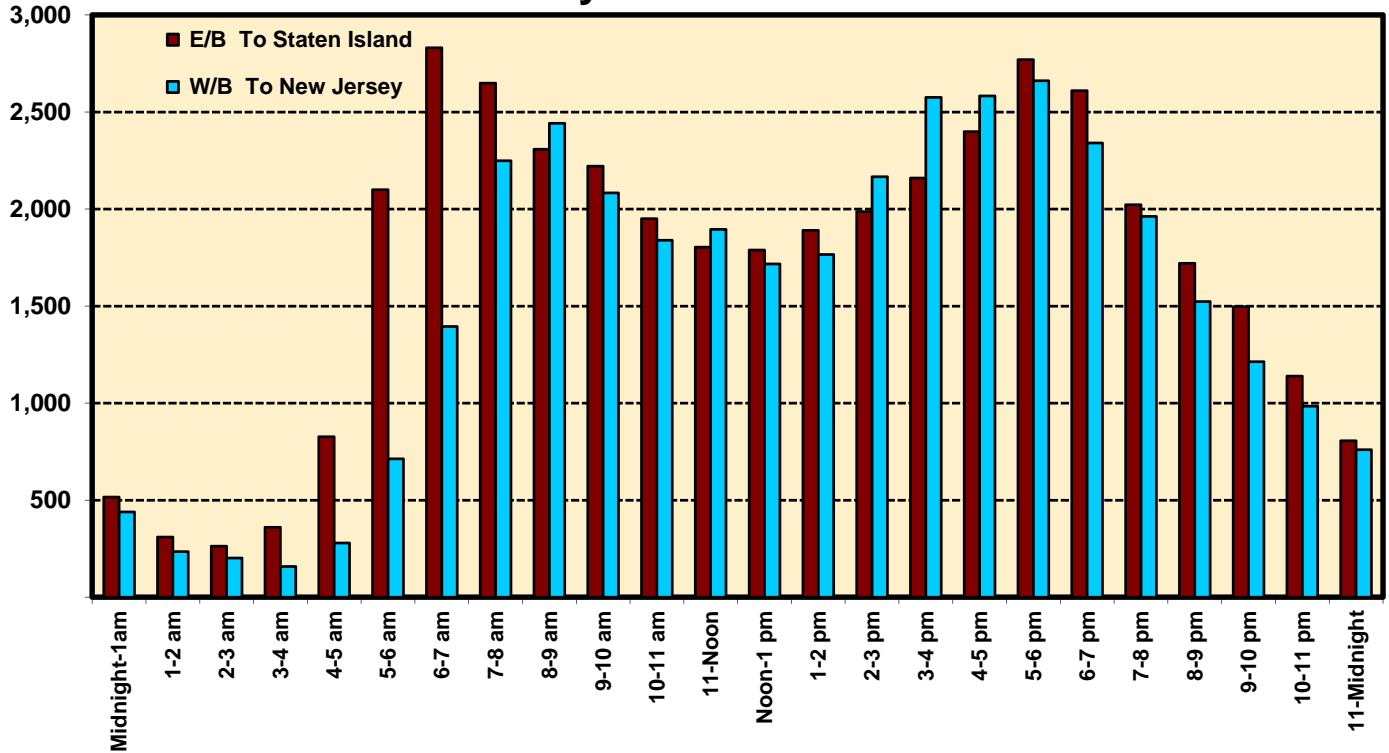


Goethals Bridge Average Daily Traffic Volumes Total of Both Directions

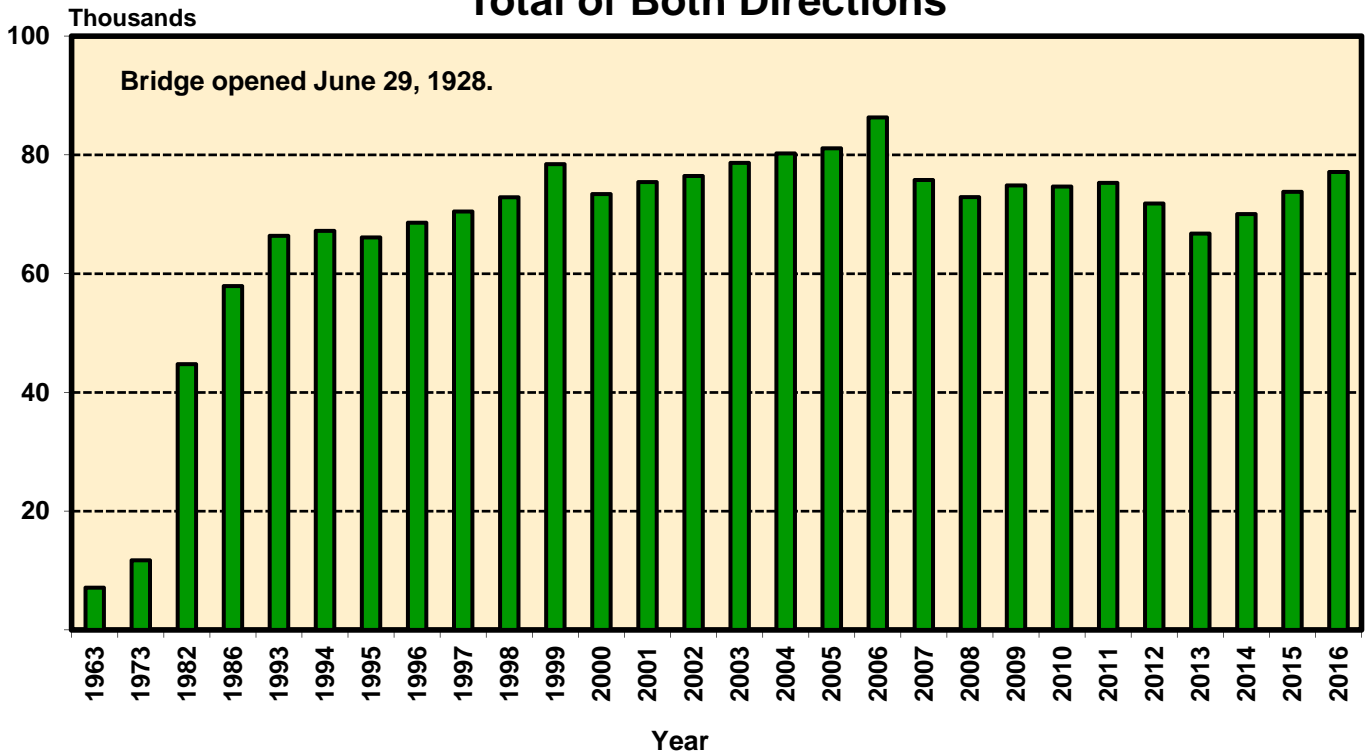


New York – New Jersey Screenline Volumes

Outerbridge Crossing ~ 2016 Hourly Vehicular Volumes



Outerbridge Crossing Average Daily Traffic Volumes Total of Both Directions



Brooklyn-Queens Screenline



**Atlantic Avenue at Brooklyn-Queens Screenline
Looking East**

BROOKLYN - QUEENS SCREENLINE

Newtown Creek Bridges

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

- The Kosciuszko Bridge carried the bulk of that traffic, 102,190 daily vehicles (63.7% of the total).
- The Grand Street Bridge served 12,020 daily vehicles (7.5% of the total).
- 17,630 daily vehicles (11.0%) used the J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge).
- The Pulaski Bridge was the route of 28,560 vehicles per day (17.8%).

1963 – 1973 Newtown Creek Bridges

Between 1963 and 1973, Newtown Creek crossings increased 4.8% to 168,037 vehicles per day, 7,637 more than ten years earlier.

- The Kosciuszko Bridge remained the most-traveled facility, although its volume decreased to 99,044 daily vehicles, 3.1% fewer than in 1963.
- The Grand Street Bridge volume decreased 2.5%, to 11,723 daily vehicles in 1973 from 12,020 in 1963.
- Traffic using the J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) increased 52.0%, to 26,798 daily vehicles in 1973 from 17,630 in 1963.
- Pulaski Bridge daily traffic increased 6.7%, to 30,472 from 28,560.

1973 – 1982 Newtown Creek Bridges

Between 1973 and 1982, Newtown Creek vehicular crossings increased 7.0% to 179,788 vehicles per day from 168,037.

- Growth was concentrated solely on the Kosciuszko Bridge, where daily volume increased 30.8% to 129,553 in 1982 from 99,044 in 1973.
- Daily volumes decreased on the other three bridges: Grand Street Bridge down 21.5% to 9,203; J.J. Byrne (Greenpoint Avenue) Bridge down 33.2% to 17,898; and Pulaski Bridge down 24.1% to 23,134.

1982 – 1986 Newtown Creek Bridges

From 1982 to 1986, traffic over Newtown Creek increased rapidly, by 25.0% to 224,816 daily vehicles in 1986 from 179,788 in 1982, with increases occurring on three of the four bridges.

- Kosciuszko Bridge traffic increased 29.9%, to 168,314 daily vehicles in 1986 from 129,553 in 1982.
- Grand Street Bridge traffic increased 24.0%, to 11,413 daily vehicles from 9,203.
- Pulaski Bridge traffic increased 32.9%, to 30,751 daily vehicles from 23,134.
- The only decrease was on the J.J. Byrne (Greenpoint Avenue) Bridge, where daily traffic was 19.9% less in 1986 than in 1982 (14,338 daily vehicles vs. 17,898).

1986 – 1996 Newtown Creek Bridges

Growth slowed between 1986 and 1996, as traffic crossing Newtown Creek increased 6.6% during that ten-year period, to 239,752 daily vehicles in 1996 from 224,816 in 1986.

- Growth was concentrated at the J.J. Byrne Memorial Bridge, where traffic increased 85%, to 26,528 daily vehicles in 1996 from 14,338 in 1986.
- Grand Street Bridge traffic increased 8.5%, to 12,382 daily vehicles in 1996 from 11,413 in 1986.
- Kosciuszko Bridge traffic increased just 1.3%, to 170,504 daily vehicles from 168,314.
- Pulaski Bridge traffic decreased 1.3%, to 30,338 daily vehicles from 30,751.

1996 – 2006 Newtown Creek Bridges

Faster growth resumed between 1996 and 2006, as Newtown Creek crossings increased 10.7%, to 265,298 daily vehicles in 2006 from 239,752 in 1996.

- The largest numerical increase occurred on the Kosciuszko Bridge, where daily volume increased to 184,341 in 2006 from 170,504 in 1996 (+8.1%).
- The largest percentage increase occurred on the Pulaski Bridge, where daily volume increased 26.6%, to 38,224 from 30,338.

2006 – 2016 Newtown Creek Bridges

During the most recent ten-year period, Newtown Creek crossings decreased 7.6%, to 245,138 daily vehicles in 2016 from 265,298 in 2006.

- The largest decrease occurred on the Kosciuszko Bridge: decrease of 21,760 daily vehicles, to 162,581 in 2016 from 184,341 in 2006 (-11.8%).

1963 – 2016 Newtown Creek Bridges

During the 53 years from 1963 to 2016, traffic crossing Newtown Creek increased 52.8%, to 245,138 daily vehicles in 2016 from 160,400 in 1963.

- Volumes increased on three of the four crossings.
- Kosciuszko Bridge traffic increased 59.1%, to 162,581 daily vehicles in 2016 from 102,190 in 1963.
- J.J. Byrne Memorial Bridge traffic increased 79.4%, to 31,622 daily vehicles from 17,630.
- Pulaski Bridge traffic increased 42.6%, to 40,722 daily vehicles from 28,560.
- Grand Street Bridge traffic decreased 15%, to 10,213 daily vehicles from 12,020.

Other Brooklyn – Queens Screenline Facilities

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

- Total volume on the eleven monitored facilities was 288,774 vehicles per day.

- The highest recorded volumes were on the two limited access facilities, Shore Parkway (Belt Parkway) and Jackie Robinson Parkway.
 - Shore Parkway (Belt Parkway) carried 135,706 daily vehicles, 47.0% of the total monitored traffic.
 - 52,332 daily vehicles (18.1% of the total) used the Jackie Robinson Parkway.
- The highest surface arterial volumes were on Linden Boulevard (44,441 daily vehicles), and on Atlantic Avenue (27,485 daily vehicles).

1993 – 2006 Other Brooklyn – Queens Screenline Facilities

Daily volumes on these eleven facilities increased 16.3%, to 335,938 daily vehicles in 2006 from 288,774 in 1993.

- Increases on nine of the eleven facilities.
- Jackie Robinson Parkway traffic increased 35.4%, to 70,833 vehicles per day in 2006 from 52,332 in 1993.
- Traffic on Shore Parkway (Belt Parkway) increased 16.3%, to 157,809 daily vehicles in 2006 from 135,706 in 1993.

2006 – 2016 Other Brooklyn – Queens Screenline Facilities

From 2006 to 2016, total volumes on these eleven facilities increased 3.3%, to 346,908 daily vehicles in 2016 from 335,938 in 2006.

- The largest increase occurred on Shore Parkway (Belt Parkway), an increase of 7,011 daily vehicles, to 164,820 in 2016 from 157,809 in 2006 (+4.4%).
- Linden Boulevard traffic decreased 1.6%, to 52,916 daily vehicles in 2016 from 52,069 in 2006.
- Jackie Robinson Parkway traffic increased 2.2%, to 72,396 daily vehicles from 70,833.

1993 – 2016 Other Brooklyn – Queens Screenline Facilities

During the 23 years from 1993 to 2016, total daily volumes on these eleven facilities increased by 20.1%, to 346,908 in 2016 from 288,774 in 1993.

- The largest increase was on Shore Parkway (Belt Parkway): up 21.5% to 164,820 daily vehicles in 2016 from 135,706 in 1993.
- The largest decrease was on Atlantic Avenue: down 16.0%, to 23,099 daily vehicles from 27,485, a decrease of 4,386 daily vehicles.

Brooklyn – Queens

Screenline 2016 Daily Volumes



Note: The J.J. Memorial Bridge is also known as Greenpoint Avenue Bridge

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

To Brooklyn

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-----------------------------|------------|------------|---------------|----------------|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Brg | N/A | N/A | 5,216 | 6,414 | 7,018 | 7,212 | 7,600 | 6,916 | 7,078 | 7,831 | 7,862 | 7,747 | 7,729 | 7,447 | 8,356 |
| J.J. Byrne Mem Brg* | N/A | 11,336 | 8,048 | 7,276 | 13,304 | 13,526 | 13,737 | 13,368 | 12,660 | 12,863 | 12,351 | 12,741 | 12,993 | 12,375 | 14,445 |
| Kosciuszko Brg | N/A | 43,118 | 63,426 | 81,363 | 78,371 | 81,000 | 81,356 | 79,729 | 89,222 | 92,765 | 97,690 | 101,852 | 97,242 | 90,607 | 96,153 |
| Pulaski Brg | N/A | 13,617 | 9,906 | 15,447 | 13,003 | 13,182 | 14,436 | 14,926 | 15,737 | 16,076 | 15,724 | 17,993 | 19,292 | 18,667 | 19,465 |
| Newtown Creek Totals | N/A | N/A | 86,596 | 110,500 | 111,696 | 114,920 | 117,129 | 114,939 | 124,697 | 129,535 | 133,627 | 140,333 | 137,256 | 129,096 | 138,419 |
| Atlantic Ave | N/A | N/A | N/A | N/A | 13,940 | 13,394 | 14,016 | 12,767 | 13,951 | 14,231 | 15,071 | 14,850 | 14,182 | 14,687 | 14,150 |
| Cooper St | N/A | N/A | N/A | N/A | 4,558 | 5,010 | 4,929 | 4,841 | 5,220 | 5,460 | 5,611 | 5,942 | 5,756 | 5,741 | 6,001 |
| Cornelia St | N/A | N/A | N/A | N/A | One-way to Queens | | | | | | | | | | |
| Decatur St | N/A | N/A | N/A | N/A | One-way to Queens | | | | | | | | | | |
| DeKalb Ave | N/A | N/A | N/A | N/A | 3,163 | 3,010 | 3,166 | 2,879 | 3,234 | 2,283 | 2,515 | 2,746 | 2,563 | 3,428 | 3,566 |
| Greene Ave | N/A | N/A | N/A | N/A | One-way to Queens | | | | | | | | | | |
| J. Robinson Pky | N/A | N/A | N/A | N/A | 24,460 | 27,163 | 27,323 | 29,318 | 30,169 | 31,808 | 33,198 | 34,441 | 35,760 | 37,175 | 36,445 |
| Linden Blvd | N/A | N/A | N/A | N/A | 22,724 | 23,305 | 23,248 | 24,324 | 26,472 | 24,758 | 27,165 | 26,299 | 27,130 | 27,698 | 25,717 |
| Linden St | N/A | N/A | N/A | N/A | One-way to Queens | | | | | | | | | | |
| Shore (Belt) Pky | N/A | N/A | N/A | N/A | 65,341 | 71,124 | 71,538 | 72,633 | 73,618 | 74,085 | 73,484 | 76,366 | 75,478 | 69,587 | 75,682 |
| Sutter Ave | N/A | N/A | N/A | N/A | 3,178 | 3,130 | 3,158 | 3,010 | 3,695 | 3,638 | 3,670 | 3,776 | 3,821 | 3,851 | 4,090 |
| Other Totals | N/A | N/A | N/A | N/A | 137,364 | 146,136 | 147,378 | 149,772 | 156,359 | 156,263 | 160,714 | 164,420 | 164,690 | 162,167 | 165,651 |
| Grand Totals | N/A | N/A | N/A | N/A | 249,060 | 261,056 | 264,507 | 264,711 | 281,056 | 285,798 | 294,341 | 304,753 | 301,946 | 291,263 | 304,070 |

To Brooklyn

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-----------------------------|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Brg | 7,465 | 6,455 | 6,920 | 6,858 | 7,378 | 7,134 | 7,268 | 7,231 | 7,272 | 9,103 | 8,216 | 7,156 | 5,134 |
| J.J. Byrne Mem Brg* | 13,509 | 13,951 | 14,318 | 13,453 | 12,756 | 12,753 | 13,016 | 12,238 | 12,436 | 12,178 | 13,107 | 13,484 | 15,356 |
| Kosciuszko Brg | 92,556 | 94,830 | 86,969 | 91,026 | 87,257 | 91,267 | 91,098 | 91,471 | 96,950 | 91,360 | 88,452 | 87,751 | 80,145 |
| Pulaski Brg | 19,923 | 19,431 | 18,500 | 18,417 | 18,295 | 17,881 | 18,166 | 19,288 | 18,258 | 19,393 | 20,126 | 19,634 | 19,886 |
| Newtown Creek Totals | 133,453 | 134,667 | 126,707 | 129,754 | 125,686 | 129,035 | 129,548 | 130,228 | 134,916 | 132,034 | 129,901 | 128,025 | 120,521 |
| Atlantic Ave | 14,693 | 12,611 | 12,095 | 11,180 | 10,947 | 10,776 | 11,265 | 11,913 | 11,655 | 12,570 | 12,571 | 11,744 | 12,014 |
| Cooper St | 5,832 | 6,160 | 5,921 | 5,565 | 6,025 | 6,216 | 6,357 | 5,910 | 6,109 | 6,335 | 5,884 | 6,491 | 6,232 |
| Cornelia St | One-way to Queens | | | | | | | | | | | | |
| Decatur St | One-way to Queens | | | | | | | | | | | | |
| DeKalb Ave | 3,697 | 3,583 | 3,109 | 3,016 | 3,061 | 2,986 | 2,869 | 2,904 | 3,121 | 2,628 | 2,804 | 2,689 | 2,831 |
| Greene Ave | One-way to Queens | | | | | | | | | | | | |
| J. Robinson Pky | 35,680 | 36,037 | 34,799 | 34,804 | 33,302 | 33,337 | 34,419 | 32,734 | 32,266 | 33,986 | 32,993 | 32,808 | 35,085 |
| Linden Blvd | 27,251 | 28,195 | 27,119 | 25,993 | 23,784 | 23,209 | 26,718 | 22,798 | 23,132 | 23,854 | 23,497 | 23,027 | 30,155 |
| Linden St | One-way to Queens | | | | | | | | | | | | |
| Shore (Belt) Pky | 76,608 | 76,393 | 79,763 | 81,339 | 79,589 | 81,737 | 77,981 | 74,208 | 78,936 | 84,633 | 81,366 | 83,079 | 81,836 |
| Sutter Ave | 4,137 | 4,810 | 4,218 | 4,685 | 4,896 | 5,075 | 5,332 | 5,109 | 5,244 | 5,730 | 5,979 | 5,596 | 6,276 |
| Other Totals | 167,898 | 167,789 | 167,024 | 166,582 | 161,604 | 163,336 | 164,941 | 155,576 | 160,463 | 169,736 | 165,094 | 165,434 | 174,429 |
| Grand Totals | 301,351 | 302,456 | 293,731 | 296,336 | 287,290 | 292,371 | 294,489 | 285,804 | 295,379 | 301,770 | 294,995 | 293,459 | 294,950 |

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

* Only Newtown Creek bridges counted prior to 1993

* Directional volumes not available for Grand Street Bridge 1963 & 1973, other 3 bridges 1963

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

To Queens

| | 1963 | 1973 | 1982 | 1986 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|-----------------------------|------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Brg | N/A | N/A | 3,987 | 4,999 | 5,430 | 5,963 | 5,650 | 5,466 | 5,797 | 7,497 | 6,528 | 7,761 | 6,166 | 5,641 | 5,783 |
| J.J. Byrne Mem Brg* | N/A | 15,462 | 9,850 | 7,062 | 12,397 | 12,803 | 13,199 | 13,160 | 12,277 | 12,741 | 14,262 | 13,402 | 13,773 | 13,931 | 14,310 |
| Kosciuszko Brg | N/A | 55,926 | 66,127 | 86,951 | 88,221 | 85,354 | 87,263 | 90,775 | 99,988 | 102,427 | 97,094 | 99,020 | 99,323 | 93,772 | 98,344 |
| Pulaski Brg | N/A | 16,855 | 13,228 | 15,304 | 12,276 | 12,617 | 14,044 | 15,412 | 15,826 | 16,124 | 15,251 | 19,428 | 19,770 | 19,681 | 18,881 |
| Newtown Creek Totals | N/A | 93,192 | 114,316 | 118,324 | 116,737 | 120,176 | 124,813 | 133,888 | 138,789 | 133,135 | 139,611 | 139,032 | 139,032 | 133,025 | 137,318 |
| Atlantic Ave | N/A | N/A | N/A | N/A | 13,545 | 15,026 | 15,005 | 14,166 | 14,425 | 14,315 | 14,728 | 14,264 | 13,713 | 14,249 | 14,336 |
| Cooper St | N/A | N/A | N/A | N/A | 5,199 | 5,431 | 5,649 | 6,132 | 3,886 | 3,598 | 3,702 | 3,663 | 3,761 | 3,533 | 3,140 |
| Cornelia St | N/A | N/A | N/A | N/A | 1,552 | 1,425 | 1,529 | 1,443 | 1,522 | 1,454 | 1,787 | 1,905 | 1,936 | 2,032 | 1,908 |
| Decatur St | N/A | N/A | N/A | N/A | 1,921 | 2,163 | 2,112 | 2,306 | 2,220 | 2,242 | 2,099 | 2,113 | 2,082 | 2,237 | 2,342 |
| DeKalb Ave | N/A | N/A | N/A | N/A | 2,117 | 2,381 | 2,297 | 2,311 | 2,481 | 2,316 | 2,588 | 2,372 | 2,347 | 2,464 | 2,544 |
| Greene Ave | N/A | N/A | N/A | N/A | 1,762 | 1,711 | 1,810 | 1,787 | 1,872 | 2,223 | 1,922 | 1,947 | 1,962 | 2,078 | 2,363 |
| J. Robinson Pky | N/A | N/A | N/A | N/A | 27,872 | 31,458 | 33,751 | 31,483 | 31,615 | 32,020 | 33,420 | 36,932 | 36,920 | 37,545 | 37,261 |
| Linden Blvd | N/A | N/A | N/A | N/A | 21,717 | 23,408 | 25,704 | 26,562 | 27,160 | 23,924 | 26,630 | 25,901 | 25,160 | 25,439 | 25,393 |
| Linden St | N/A | N/A | N/A | N/A | 1,063 | 2,315 | 2,360 | 2,552 | 2,400 | 2,420 | 2,439 | 2,477 | 2,544 | 2,609 | 2,270 |
| Shore (Belt) Pky | N/A | N/A | N/A | N/A | 70,365 | 69,679 | 68,627 | 72,369 | 73,776 | 73,754 | 73,969 | 73,588 | 76,440 | 70,576 | 74,358 |
| Sutter Ave | N/A | N/A | N/A | N/A | 4,297 | 3,846 | 3,827 | 3,729 | 3,750 | 3,871 | 4,022 | 4,096 | 4,291 | 4,498 | 4,704 |
| Other Totals | N/A | N/A | N/A | N/A | 151,410 | 158,843 | 162,671 | 164,840 | 165,107 | 162,137 | 167,306 | 169,258 | 171,156 | 167,260 | 170,619 |
| Grand Totals | N/A | N/A | N/A | N/A | 269,734 | 275,560 | 282,847 | 289,653 | 298,995 | 300,926 | 300,441 | 308,869 | 310,188 | 300,285 | 307,937 |

To Queens

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Brg | 5,994 | 6,561 | 5,973 | 5,727 | 5,653 | 5,442 | 5,394 | 5,089 | 5,323 | 4,740 | 5,446 | 5,390 | 5,079 |
| J.J. Byrne Mem Brg* | 14,928 | 15,498 | 15,522 | 13,574 | 14,170 | 13,884 | 13,700 | 13,471 | 13,943 | 13,523 | 14,729 | 14,877 | 16,266 |
| Kosciuszko Brg | 101,056 | 103,983 | 97,372 | 95,467 | 94,526 | 97,055 | 99,655 | 100,153 | 99,267 | 99,865 | 95,573 | 91,386 | 82,436 |
| Pulaski Brg | 20,223 | 19,480 | 19,724 | 18,804 | 18,724 | 18,222 | 18,815 | 18,134 | 18,609 | 19,683 | 20,279 | 20,851 | 20,836 |
| Newtown Creek Totals | 142,201 | 145,522 | 138,591 | 133,572 | 133,073 | 134,603 | 137,564 | 136,847 | 137,142 | 137,811 | 136,027 | 132,504 | 124,617 |
| Atlantic Ave | 13,903 | 13,349 | 11,961 | 11,066 | 10,613 | 10,701 | 12,081 | 12,006 | 11,967 | 12,642 | 11,944 | 11,615 | 11,085 |
| Cooper St | 3,388 | 3,622 | 3,372 | 3,378 | 3,477 | 3,482 | 3,688 | 3,077 | 3,425 | 3,362 | 3,172 | 3,462 | 2,834 |
| Cornelia St | 1,844 | 1,787 | 1,660 | 1,727 | 1,753 | 1,847 | 1,848 | 1,723 | 1,768 | 1,872 | 1,743 | 1,952 | 1,969 |
| Decatur St | 2,332 | 2,003 | 2,247 | 2,059 | 2,203 | 2,091 | 2,101 | 2,226 | 2,087 | 2,222 | 2,326 | 2,418 | 2,588 |
| DeKalb Ave | 2,607 | 2,626 | 2,197 | 2,258 | 2,341 | 2,548 | 2,229 | 2,230 | 2,154 | 2,140 | 1,968 | 1,944 | 1,681 |
| Greene Ave | 2,029 | 1,551 | 1,854 | 1,733 | 1,883 | 1,887 | 1,655 | 1,555 | 1,520 | 1,505 | 1,316 | 1,459 | 1,527 |
| J. Robinson Pky | 38,624 | 37,490 | 36,034 | 35,893 | 34,433 | 34,140 | 34,701 | 34,563 | 34,696 | 35,477 | 34,912 | 35,209 | 37,311 |
| Linden Blvd | 24,502 | 21,692 | 24,950 | 23,429 | 22,937 | 21,255 | 22,077 | 21,385 | 21,936 | 22,581 | 21,500 | 20,156 | 22,761 |
| Linden St | 2,161 | 2,123 | 2,192 | 2,012 | 1,992 | 1,936 | 1,938 | 1,776 | 1,923 | 2,015 | 2,027 | 2,017 | 2,278 |
| Shore (Belt) Pky | 74,997 | 75,733 | 78,046 | 83,142 | 83,850 | 81,070 | 77,631 | 66,426 | 73,021 | 79,607 | 78,938 | 83,252 | 82,984 |
| Sutter Ave | 4,595 | 4,938 | 4,401 | 4,411 | 4,286 | 4,349 | 4,757 | 4,579 | 4,537 | 4,803 | 5,013 | 5,087 | 5,461 |
| Other Totals | 170,982 | 166,914 | 168,914 | 171,108 | 169,768 | 165,306 | 164,706 | 151,546 | 159,034 | 168,226 | 164,859 | 168,571 | 172,479 |
| Grand Totals | 313,183 | 312,436 | 307,505 | 304,680 | 302,841 | 299,909 | 302,270 | 288,393 | 296,176 | 306,037 | 300,886 | 301,075 | 297,096 |

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

* Only Newtown Creek bridges counted prior to 1993

* Directional volumes not available for Grand Street Bridge 1963 & 1973, other 3 bridges 1963

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

Both Directions

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

Both Directions

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Grand Street Brg | 13,459 | 13,016 | 12,893 | 12,585 | 13,031 | 12,576 | 12,662 | 12,320 | 12,595 | 13,843 | 13,662 | 12,546 | 10,213 |
| J.J. Byrne Mem Brg* | 28,437 | 29,449 | 29,840 | 27,027 | 26,926 | 26,637 | 26,716 | 25,709 | 26,379 | 25,701 | 27,836 | 28,361 | 31,622 |
| Kosciuszko Brg | 193,612 | 198,813 | 184,341 | 186,493 | 181,783 | 188,322 | 190,763 | 191,624 | 196,217 | 191,225 | 184,025 | 179,137 | 162,581 |
| Pulaski Brg | 40,146 | 38,911 | 38,224 | 37,221 | 37,019 | 36,103 | 36,981 | 37,422 | 36,867 | 39,076 | 40,405 | 40,485 | 40,722 |
| Newtown Creek Totals | 275,654 | 280,189 | 265,298 | 263,326 | 258,759 | 263,638 | 267,112 | 267,075 | 272,058 | 269,845 | 265,928 | 260,529 | 245,138 |
| Atlantic Ave | 28,596 | 25,960 | 24,056 | 22,246 | 21,560 | 21,477 | 23,346 | 23,919 | 23,622 | 25,212 | 24,515 | 23,359 | 23,099 |
| Cooper St | 9,220 | 9,782 | 9,293 | 8,943 | 9,502 | 9,698 | 10,045 | 8,987 | 9,534 | 9,697 | 9,056 | 9,953 | 9,066 |
| Cornelia St | 1,844 | 1,787 | 1,660 | 1,727 | 1,753 | 1,847 | 1,848 | 1,723 | 1,768 | 1,872 | 1,743 | 1,952 | 1,969 |
| Decatur St | 2,332 | 2,003 | 2,247 | 2,059 | 2,203 | 2,091 | 2,101 | 2,226 | 2,087 | 2,222 | 2,326 | 2,418 | 2,588 |
| DeKalb Ave | 6,304 | 6,209 | 5,306 | 5,274 | 5,402 | 5,534 | 5,098 | 5,134 | 5,275 | 4,768 | 4,772 | 4,633 | 4,512 |
| Greene Ave | 2,029 | 1,551 | 1,854 | 1,733 | 1,883 | 1,887 | 1,655 | 1,555 | 1,520 | 1,505 | 1,316 | 1,459 | 1,527 |
| J. Robinson Pky | 74,304 | 73,527 | 70,833 | 70,697 | 67,735 | 67,477 | 69,120 | 67,297 | 66,962 | 69,463 | 67,905 | 68,017 | 72,396 |
| Linden Blvd | 51,753 | 49,887 | 52,069 | 49,422 | 46,721 | 44,464 | 48,795 | 44,183 | 45,068 | 46,435 | 44,997 | 43,183 | 52,916 |
| Linden St | 2,161 | 2,123 | 2,012 | 2,012 | 1,992 | 1,936 | 1,938 | 1,776 | 1,923 | 2,015 | 2,027 | 2,017 | 2,278 |
| Shore (Belt) Pky | 151,605 | 152,126 | 157,809 | 164,481 | 163,439 | 162,807 | 155,612 | 140,634 | 151,957 | 164,240 | 160,304 | 166,331 | 164,820 |
| Sutter Ave | 8,732 | 9,748 | 8,619 | 9,096 | 9,182 | 9,424 | 10,089 | 9,688 | 9,781 | 10,533 | 10,992 | 10,683 | 11,737 |
| Other Totals | 338,880 | 334,703 | 335,938 | 337,690 | 331,372 | 328,642 | 329,647 | 307,122 | 319,497 | 337,962 | 329,953 | 334,005 | 346,908 |
| Grand Totals | 614,534 | 614,892 | 601,236 | 601,016 | 590,131 | 592,280 | 596,759 | 574,197 | 591,555 | 607,807 | 595,881 | 594,534 | 592,046 |

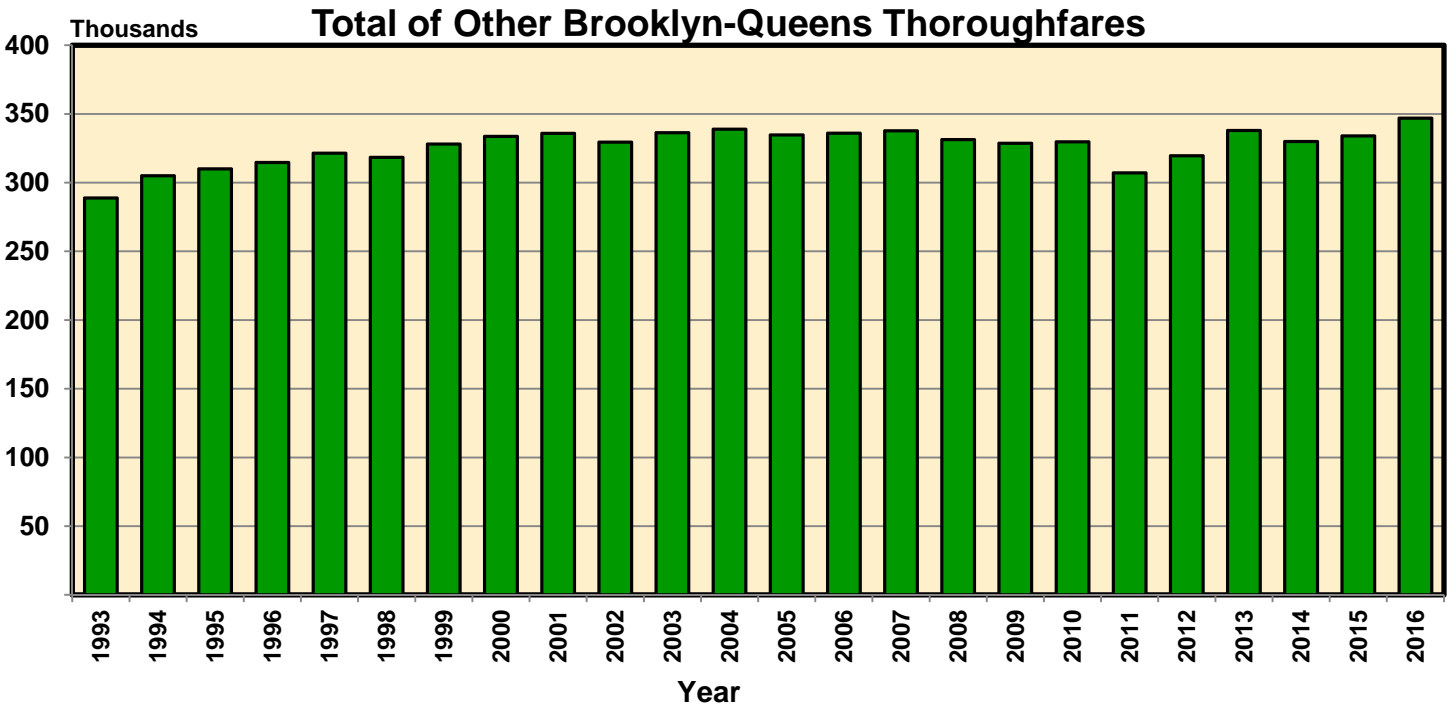
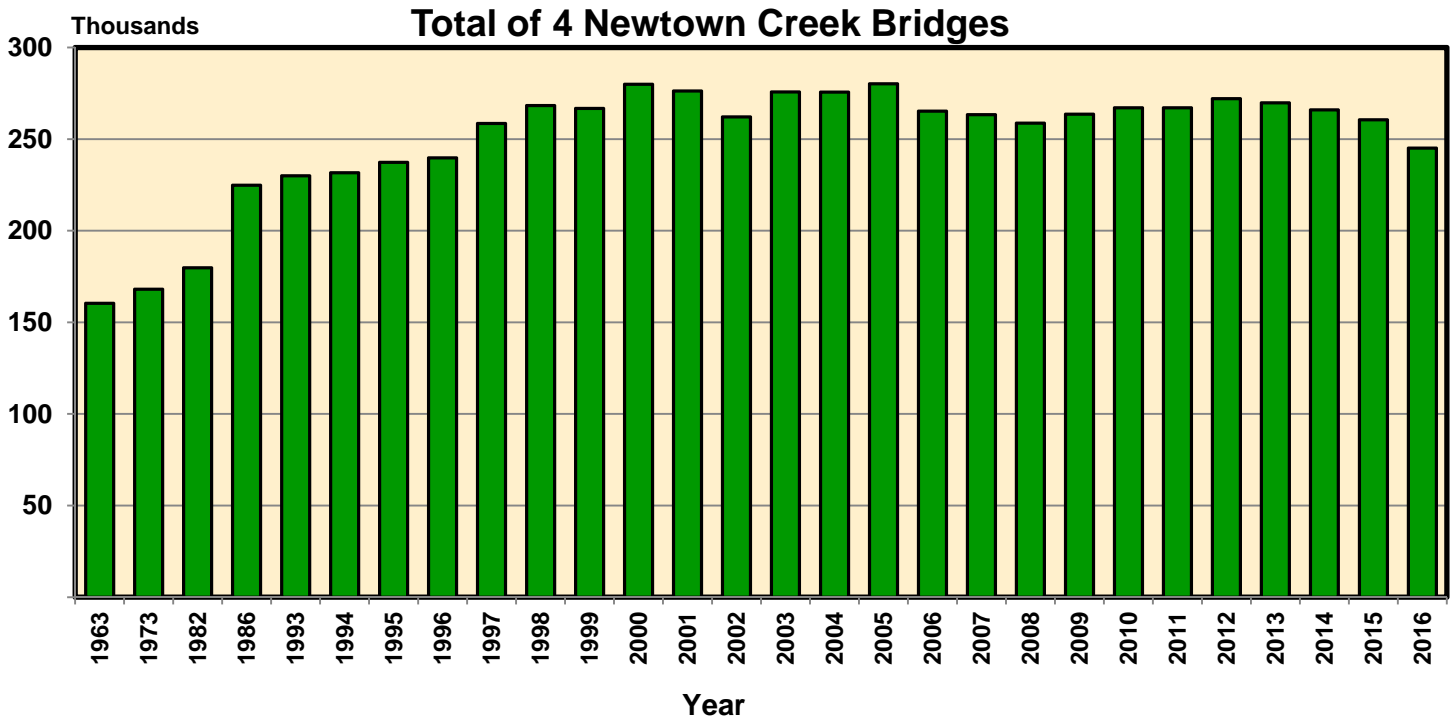
* J.J. Byrne Memorial Bridge also known as Greenpoint Avenue Bridge.

* Only Newtown Creek bridges counted prior to 1993

* Directional volumes not available for Grand Street Bridge 1963 & 1973, other 3 bridges 1963

Brooklyn – Queens Screenline Historical Comparisons

Average Daily Traffic Volumes ~ Total of Both Directions



2016 Screenline Volumes Brooklyn - Queens

| | Grand Street Bridge | | J.J. Byrne Memorial Bridge** | | Kosciuszko Bridge | | Pulaski Bridge | | Newtown Creek Totals | |
|--------------------|---------------------|--------------|------------------------------|---------------|-------------------|---------------|----------------|---------------|----------------------|----------------|
| | W/B* | E/B | W/B* | E/B | W/B* | E/B | S/B* | N/B | To Brooklyn | To Queens |
| Mid-1am | 96 | 32 | 88 | 186 | 2,085 | 2,778 | 261 | 252 | 2,530 | 3,248 |
| 1-2am | 50 | 30 | 97 | 131 | 1,455 | 1,994 | 176 | 187 | 1,778 | 2,342 |
| 2-3am | 34 | 24 | 106 | 156 | 1,183 | 1,509 | 152 | 184 | 1,475 | 1,873 |
| 3-4am | 41 | 30 | 197 | 191 | 1,253 | 1,299 | 207 | 287 | 1,698 | 1,807 |
| 4-5am | 72 | 66 | 520 | 425 | 2,207 | 2,084 | 387 | 633 | 3,186 | 3,208 |
| 5-6am | 147 | 161 | 961 | 715 | 4,467 | 3,265 | 724 | 1,175 | 6,299 | 5,316 |
| 6-7am | 191 | 304 | 1,114 | 848 | 4,479 | 3,697 | 1,069 | 1,535 | 6,853 | 6,384 |
| 7-8am | 209 | 387 | 1,076 | 906 | 4,408 | 3,986 | 1,163 | 1,484 | 6,856 | 6,763 |
| 8-9am | 233 | 369 | 1,038 | 723 | 3,862 | 3,930 | 1,045 | 1,216 | 6,178 | 6,238 |
| 9-10am | 257 | 322 | 993 | 748 | 3,316 | 3,729 | 1,007 | 1,041 | 5,573 | 5,840 |
| 10-11am | 262 | 332 | 858 | 809 | 3,200 | 3,602 | 968 | 1,123 | 5,288 | 5,866 |
| 11-Noon | 292 | 286 | 880 | 892 | 3,692 | 3,652 | 815 | 993 | 5,679 | 5,823 |
| Noon-1 | 299 | 261 | 836 | 916 | 3,832 | 3,863 | 884 | 938 | 5,851 | 5,978 |
| 1-2pm | 304 | 321 | 853 | 1,050 | 3,714 | 3,831 | 1,118 | 1,222 | 5,989 | 6,424 |
| 2-3pm | 349 | 328 | 1,014 | 1,189 | 3,627 | 3,975 | 1,492 | 1,271 | 6,482 | 6,763 |
| 3-4pm | 426 | 361 | 1,091 | 1,209 | 3,468 | 3,821 | 1,558 | 1,347 | 6,543 | 6,738 |
| 4-5pm | 433 | 375 | 1,006 | 1,165 | 3,543 | 4,007 | 1,458 | 1,241 | 6,440 | 6,788 |
| 5-6pm | 457 | 375 | 762 | 982 | 3,682 | 4,281 | 1,220 | 1,055 | 6,121 | 6,693 |
| 6-7pm | 343 | 289 | 548 | 796 | 3,691 | 4,256 | 934 | 837 | 5,516 | 6,178 |
| 7-8pm | 196 | 146 | 412 | 628 | 4,083 | 4,227 | 847 | 757 | 5,538 | 5,758 |
| 8-9pm | 149 | 95 | 285 | 469 | 4,022 | 3,968 | 717 | 592 | 5,173 | 5,124 |
| 9-10pm | 111 | 83 | 252 | 425 | 3,945 | 3,850 | 614 | 554 | 4,922 | 4,912 |
| 10-11pm | 93 | 57 | 237 | 403 | 3,922 | 3,481 | 581 | 514 | 4,833 | 4,455 |
| 11-Mid | 90 | 45 | 132 | 304 | 3,009 | 3,351 | 489 | 398 | 3,720 | 4,098 |
| 24 hr Total | 5,134 | 5,079 | 15,356 | 16,266 | 80,145 | 82,436 | 19,886 | 20,836 | 120,521 | 124,617 |
| 6-10am | 890 | 1,382 | 4,221 | 3,225 | 16,065 | 15,342 | 4,284 | 5,276 | 25,460 | 25,225 |
| 10am-1pm | 853 | 879 | 2,574 | 2,617 | 10,724 | 11,117 | 2,667 | 3,054 | 16,818 | 17,667 |
| 1-3pm | 653 | 649 | 1,867 | 2,239 | 7,341 | 7,806 | 2,610 | 2,493 | 12,471 | 13,187 |
| 3-7pm | 1,659 | 1,400 | 3,407 | 4,152 | 14,384 | 16,365 | 5,170 | 4,480 | 24,620 | 26,397 |
| 6am-7pm | 4,055 | 4,310 | 12,069 | 12,233 | 48,514 | 50,630 | 14,731 | 15,303 | 79,369 | 82,476 |

* To Brooklyn

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

2016 Screenline Volumes Brooklyn - Queens (cont'd)

| | Atlantic Ave | | Cooper St | | Cornelia St | | Decatur St | | DeKalb Ave | | Greene Ave | | Jackie Robinson Parkway | |
|--------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|-----|-------------------------|-----|
| | W/B* | E/B | S/B* | N/B | N/B | N/B | N/B | N/B | S/B* | N/B | N/B | N/B | W/B* | E/B |
| Mid-1am | 171 | 201 | 85 | 45 | 30 | 43 | 20 | 34 | 28 | 629 | 622 | | | |
| 1-2am | 110 | 127 | 57 | 36 | 23 | 29 | 15 | 22 | 17 | 285 | 344 | | | |
| 2-3am | 79 | 84 | 34 | 19 | 17 | 21 | 10 | 16 | 12 | 185 | 220 | | | |
| 3-4am | 80 | 70 | 38 | 18 | 10 | 14 | 8 | 18 | 9 | 183 | 242 | | | |
| 4-5am | 130 | 89 | 49 | 28 | 15 | 18 | 14 | 31 | 12 | 366 | 436 | | | |
| 5-6am | 298 | 197 | 107 | 49 | 19 | 39 | 34 | 67 | 23 | 1,001 | 1,070 | | | |
| 6-7am | 720 | 328 | 346 | 98 | 48 | 75 | 47 | 141 | 60 | 2,611 | 2,123 | | | |
| 7-8am | 987 | 503 | 488 | 112 | 91 | 106 | 90 | 235 | 91 | 2,106 | 2,153 | | | |
| 8-9am | 907 | 516 | 455 | 123 | 102 | 122 | 93 | 212 | 84 | 2,152 | 1,879 | | | |
| 9-10am | 671 | 456 | 341 | 134 | 91 | 102 | 83 | 155 | 72 | 2,164 | 1,737 | | | |
| 10-11am | 556 | 477 | 296 | 119 | 95 | 105 | 82 | 129 | 71 | 1,861 | 1,587 | | | |
| 11-Noon | 543 | 498 | 288 | 134 | 111 | 114 | 98 | 139 | 86 | 1,626 | 1,656 | | | |
| Noon-1 | 551 | 561 | 302 | 149 | 114 | 124 | 102 | 142 | 76 | 1,562 | 1,768 | | | |
| 1-2pm | 566 | 594 | 311 | 158 | 105 | 136 | 98 | 143 | 75 | 1,643 | 2,068 | | | |
| 2-3pm | 628 | 638 | 352 | 177 | 114 | 162 | 112 | 179 | 86 | 1,840 | 2,386 | | | |
| 3-4pm | 667 | 756 | 371 | 179 | 122 | 184 | 109 | 172 | 88 | 2,234 | 2,389 | | | |
| 4-5pm | 744 | 910 | 390 | 181 | 140 | 225 | 132 | 169 | 98 | 2,105 | 2,182 | | | |
| 5-6pm | 744 | 974 | 405 | 201 | 154 | 246 | 135 | 172 | 112 | 1,850 | 2,299 | | | |
| 6-7pm | 690 | 939 | 384 | 188 | 155 | 203 | 112 | 163 | 105 | 1,900 | 2,389 | | | |
| 7-8pm | 599 | 690 | 325 | 182 | 134 | 154 | 93 | 147 | 101 | 1,870 | 2,155 | | | |
| 8-9pm | 534 | 518 | 268 | 176 | 93 | 132 | 67 | 120 | 81 | 1,497 | 1,816 | | | |
| 9-10pm | 417 | 400 | 221 | 137 | 84 | 98 | 56 | 101 | 59 | 1,269 | 1,460 | | | |
| 10-11pm | 358 | 316 | 185 | 116 | 53 | 81 | 42 | 77 | 45 | 1,124 | 1,294 | | | |
| 11-Mid | 264 | 243 | 134 | 75 | 49 | 55 | 29 | 47 | 36 | 1,022 | 1,036 | | | |
| 24 hr Total | 12,014 | 11,085 | 6,232 | 2,834 | 1,969 | 2,588 | 1,681 | 2,831 | 1,527 | 35,085 | 37,311 | | | |
| 6-10am | 3,285 | 1,803 | 1,630 | 467 | 332 | 405 | 313 | 743 | 307 | 9,033 | 7,892 | | | |
| 10am-1pm | 1,650 | 1,536 | 886 | 402 | 320 | 343 | 282 | 410 | 233 | 5,049 | 5,011 | | | |
| 1-3pm | 1,194 | 1,232 | 663 | 335 | 219 | 298 | 210 | 322 | 161 | 3,483 | 4,454 | | | |
| 3-7pm | 2,845 | 3,579 | 1,550 | 749 | 571 | 858 | 488 | 676 | 403 | 8,089 | 9,259 | | | |
| 6am-7pm | 8,974 | 8,150 | 4,729 | 1,953 | 1,442 | 1,904 | 1,293 | 2,151 | 1,104 | 25,654 | 26,616 | | | |

* To Brooklyn

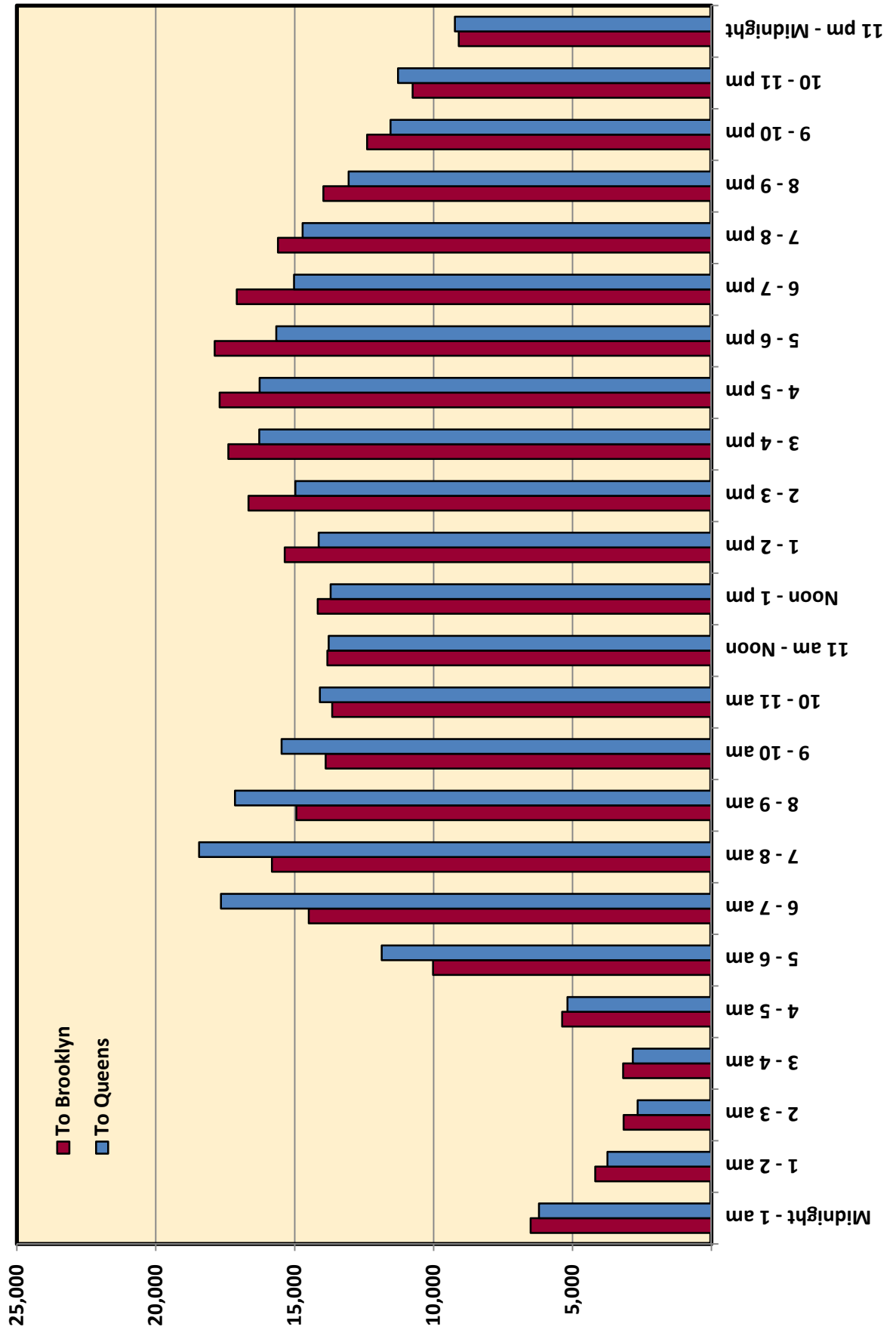
2016 Screenline Volumes Brooklyn - Queens (cont'd)

| | Linden Blvd | | Linden St | | Shore Parkway | | Sutter Ave | | Other Totals | | Grand Totals | | |
|--------------------|---------------|---------------|--------------|---------------|---------------|--------------|--------------|----------------|----------------|----------------|----------------|-------------|-----------|
| | W/B* | E/B | N/B | W/B* | E/B | W/B* | E/B | W/B* | E/B | To Brooklyn | To Queens | To Brooklyn | To Queens |
| Mid-1am | 735 | 402 | 35 | 1,932 | 1,764 | 90 | 71 | 3,676 | 3,261 | 6,206 | 6,509 | | |
| 1-2am | 342 | 240 | 25 | 1,097 | 940 | 50 | 44 | 1,963 | 1,840 | 3,741 | 4,182 | | |
| 2-3am | 196 | 194 | 18 | 634 | 657 | 38 | 34 | 1,182 | 1,286 | 2,657 | 3,159 | | |
| 3-4am | 231 | 233 | 18 | 539 | 717 | 43 | 31 | 1,132 | 1,370 | 2,830 | 3,177 | | |
| 4-5am | 353 | 299 | 21 | 1,001 | 1,193 | 65 | 40 | 1,995 | 2,165 | 5,181 | 5,373 | | |
| 5-6am | 828 | 520 | 39 | 3,104 | 2,618 | 162 | 98 | 5,567 | 4,706 | 11,866 | 10,022 | | |
| 6-7am | 1,874 | 737 | 67 | 4,774 | 4,288 | 336 | 239 | 10,802 | 8,110 | 17,655 | 14,494 | | |
| 7-8am | 2,346 | 879 | 91 | 4,951 | 4,576 | 470 | 366 | 11,583 | 9,058 | 18,439 | 15,821 | | |
| 8-9am | 2,188 | 929 | 108 | 4,627 | 4,474 | 429 | 274 | 10,970 | 8,704 | 17,148 | 14,942 | | |
| 9-10am | 1,783 | 945 | 105 | 4,494 | 4,077 | 289 | 241 | 9,897 | 8,043 | 15,470 | 13,883 | | |
| 10-11am | 1,571 | 1,035 | 114 | 4,145 | 3,873 | 248 | 225 | 8,806 | 7,783 | 14,094 | 13,649 | | |
| 11-Noon | 1,404 | 1,129 | 123 | 3,837 | 3,802 | 260 | 248 | 8,097 | 7,999 | 13,776 | 13,822 | | |
| Noon-1 | 1,278 | 1,151 | 119 | 3,750 | 3,768 | 270 | 263 | 7,855 | 8,195 | 13,706 | 14,173 | | |
| 1-2pm | 1,369 | 1,272 | 137 | 3,829 | 3,996 | 289 | 294 | 8,150 | 8,933 | 14,139 | 15,357 | | |
| 2-3pm | 1,478 | 1,419 | 151 | 3,628 | 4,342 | 390 | 313 | 8,495 | 9,900 | 14,977 | 16,663 | | |
| 3-4pm | 1,515 | 1,665 | 163 | 4,377 | 4,642 | 397 | 352 | 9,733 | 10,649 | 16,276 | 17,387 | | |
| 4-5pm | 1,623 | 1,803 | 170 | 4,373 | 4,670 | 418 | 403 | 9,822 | 10,914 | 16,262 | 17,702 | | |
| 5-6pm | 1,625 | 1,754 | 169 | 4,332 | 4,696 | 416 | 448 | 9,544 | 11,188 | 15,665 | 17,881 | | |
| 6-7pm | 1,561 | 1,617 | 150 | 4,421 | 4,658 | 389 | 392 | 9,508 | 10,908 | 15,024 | 17,086 | | |
| 7-8pm | 1,490 | 1,237 | 134 | 4,403 | 4,644 | 342 | 320 | 9,176 | 9,844 | 14,714 | 15,602 | | |
| 8-9pm | 1,168 | 1,046 | 120 | 4,014 | 4,536 | 285 | 258 | 7,886 | 8,843 | 13,059 | 13,967 | | |
| 9-10pm | 853 | 893 | 88 | 3,531 | 4,002 | 238 | 206 | 6,630 | 7,483 | 11,552 | 12,395 | | |
| 10-11pm | 1,165 | 756 | 60 | 3,323 | 3,374 | 214 | 165 | 6,446 | 6,302 | 11,279 | 10,757 | | |
| 11-Mid | 1,179 | 606 | 53 | 2,720 | 2,677 | 148 | 136 | 5,514 | 4,995 | 9,234 | 9,093 | | |
| 24 hr Total | 30,155 | 22,761 | 2,278 | 81,836 | 82,984 | 6,276 | 5,461 | 174,429 | 172,479 | 294,950 | 297,096 | | |
| 6-10am | 8,191 | 3,490 | 371 | 18,846 | 17,415 | 1,524 | 1,120 | 43,252 | 33,915 | 68,712 | 59,140 | | |
| 10am-1pm | 4,253 | 3,315 | 356 | 11,732 | 11,443 | 778 | 736 | 24,758 | 23,977 | 41,576 | 41,644 | | |
| 1-3pm | 2,847 | 2,691 | 288 | 7,457 | 8,338 | 679 | 607 | 16,645 | 18,833 | 29,116 | 32,020 | | |
| 3-7pm | 6,324 | 6,839 | 652 | 17,503 | 18,666 | 1,620 | 1,595 | 38,607 | 43,659 | 63,227 | 70,056 | | |
| 6am-7pm | 21,615 | 16,335 | 1,667 | 55,538 | 55,862 | 4,601 | 4,058 | 123,262 | 120,384 | 202,631 | 202,860 | | |

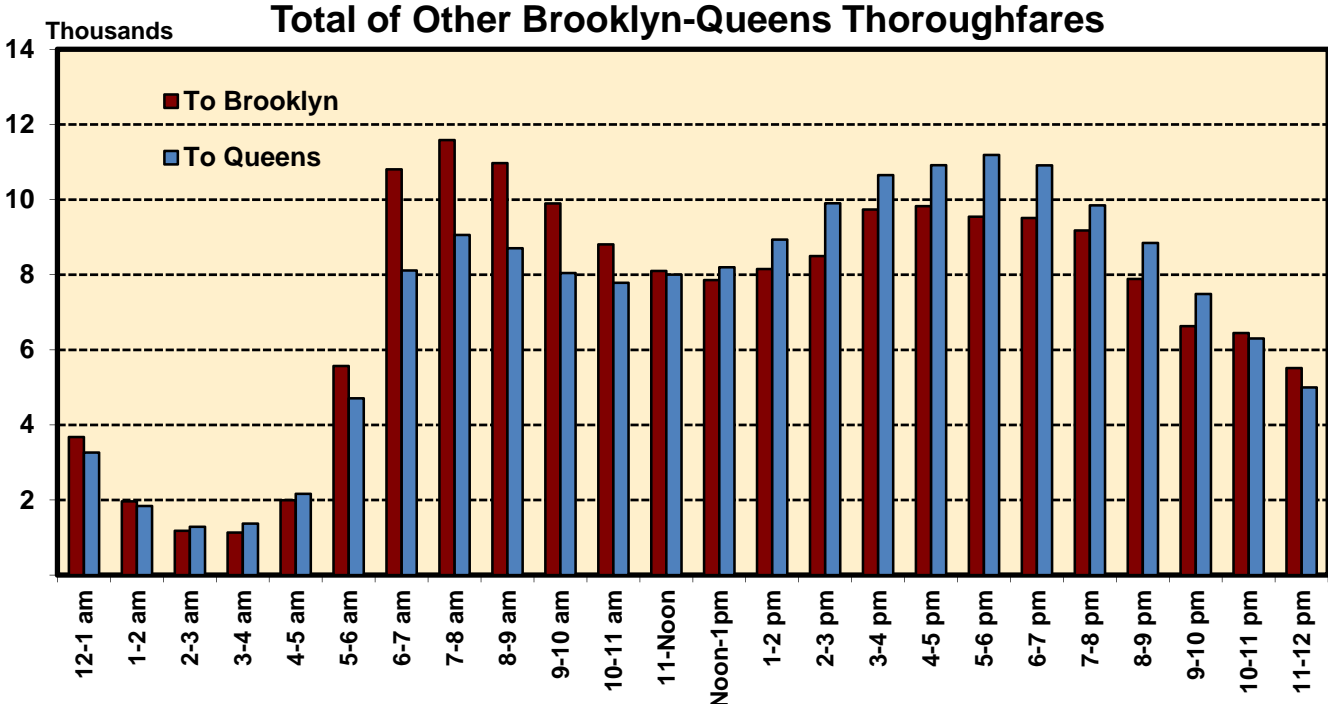
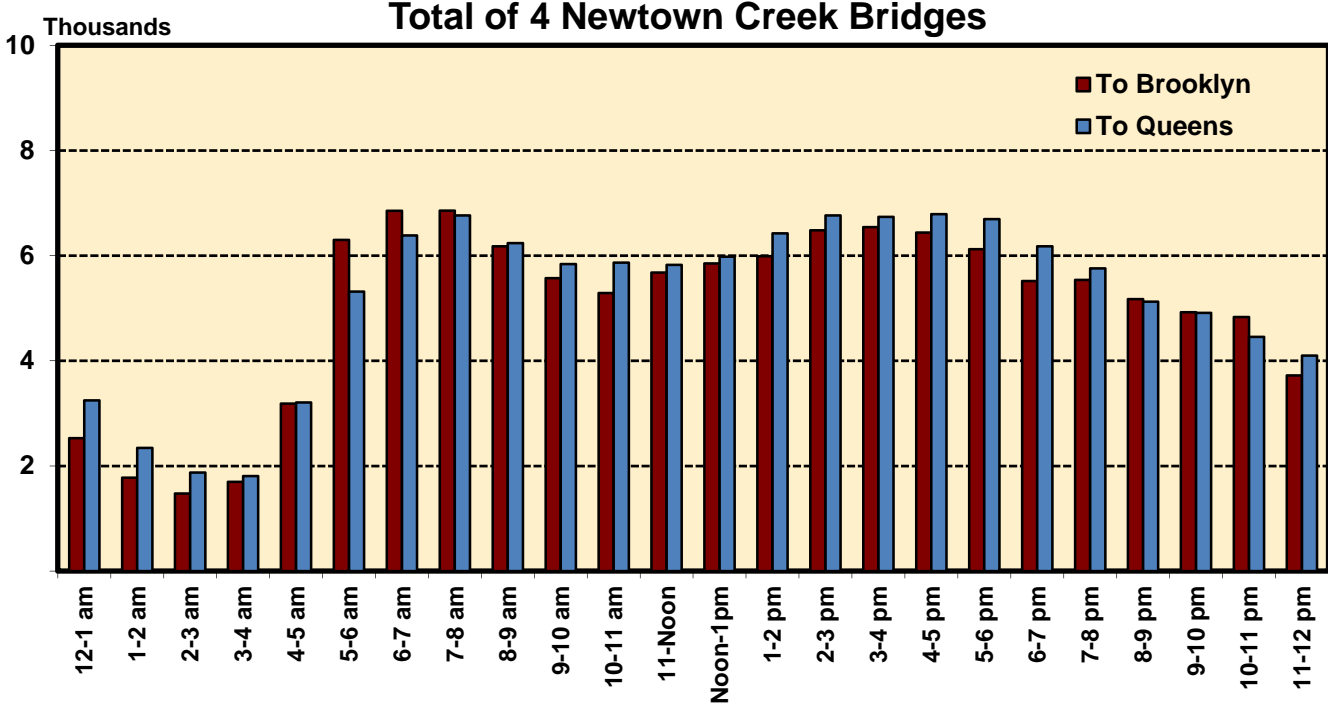
* To Brooklyn

Brooklyn – Queens Screenline

Total Hourly Vehicle Volumes ~ 2016

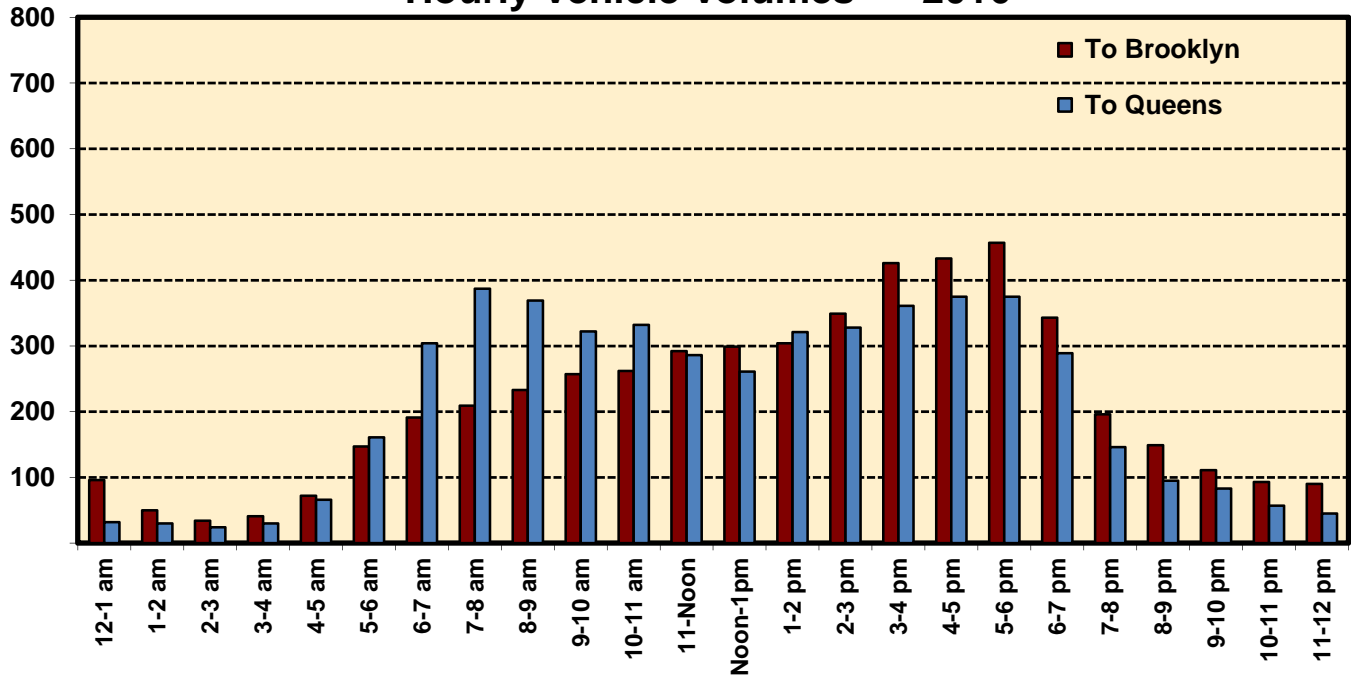


Brooklyn – Queens Screenline Hourly Vehicle Volumes ~ 2016

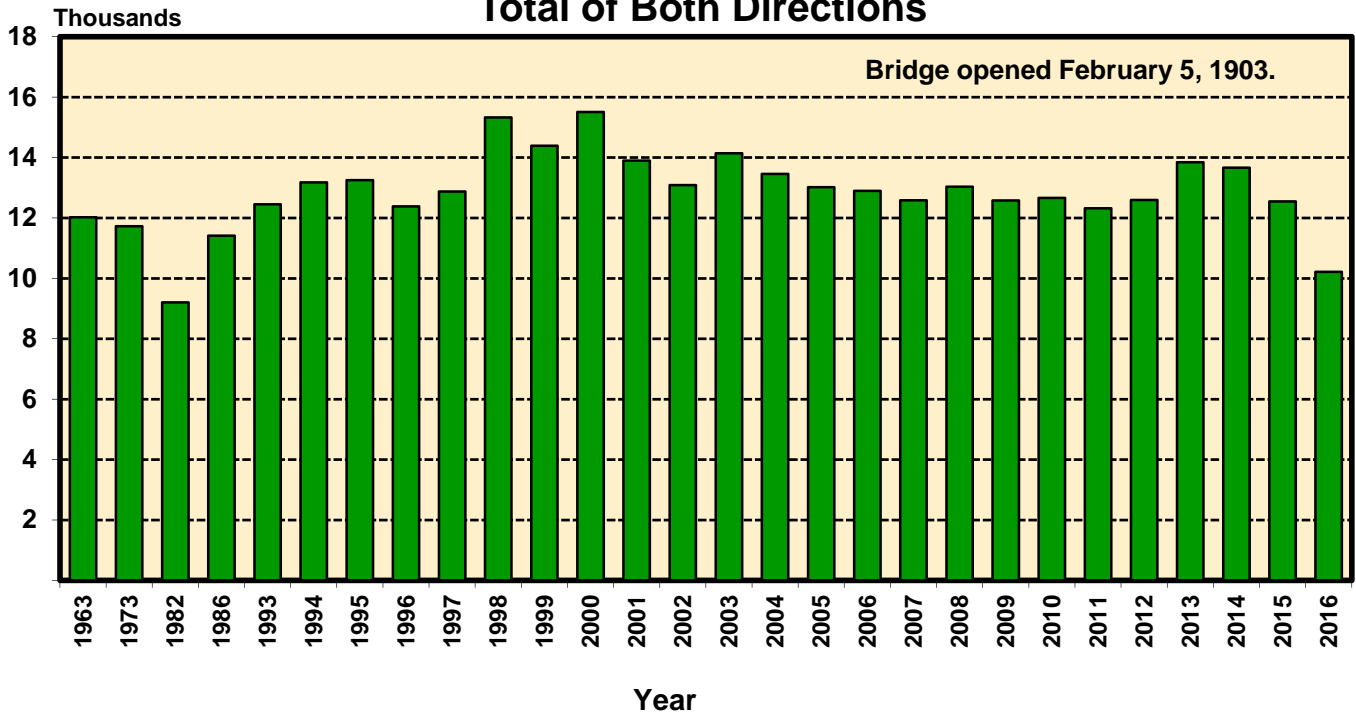


Brooklyn – Queens Screenline Volumes

Grand Street Bridge Hourly Vehicle Volumes ~ 2016

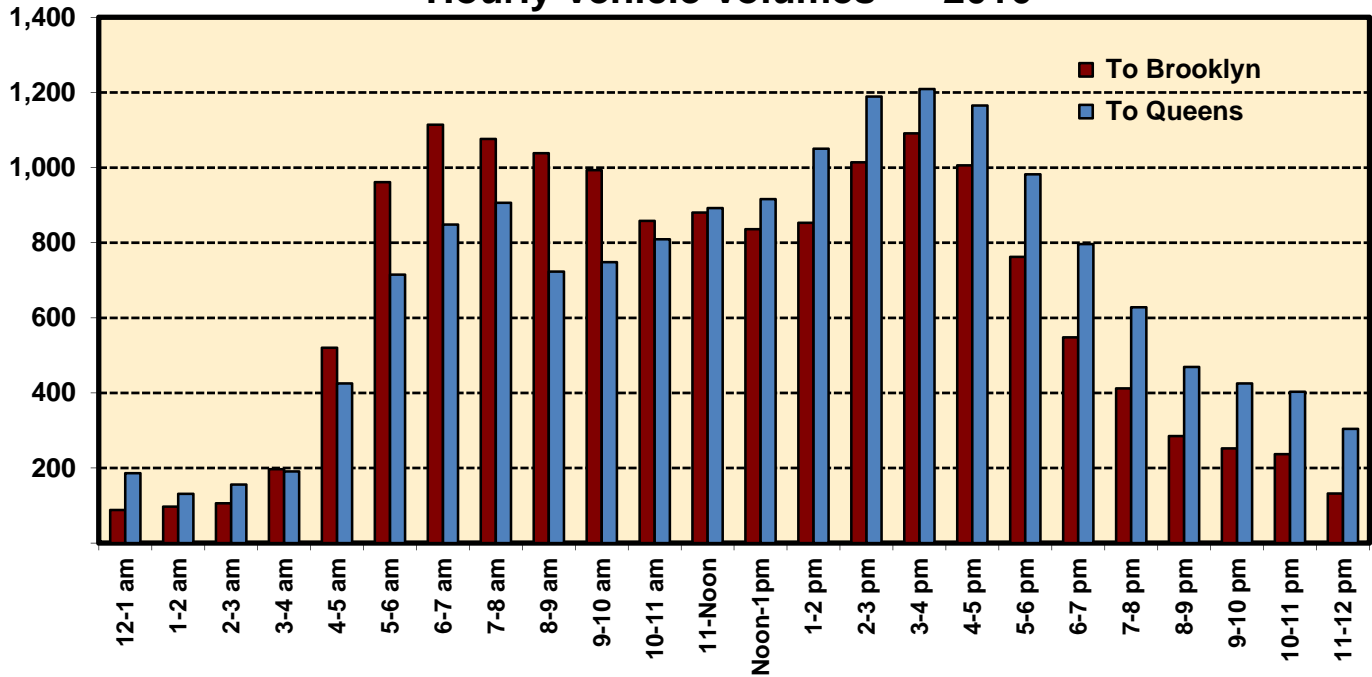


Grand Street Bridge Average Daily Traffic Volumes Total of Both Directions

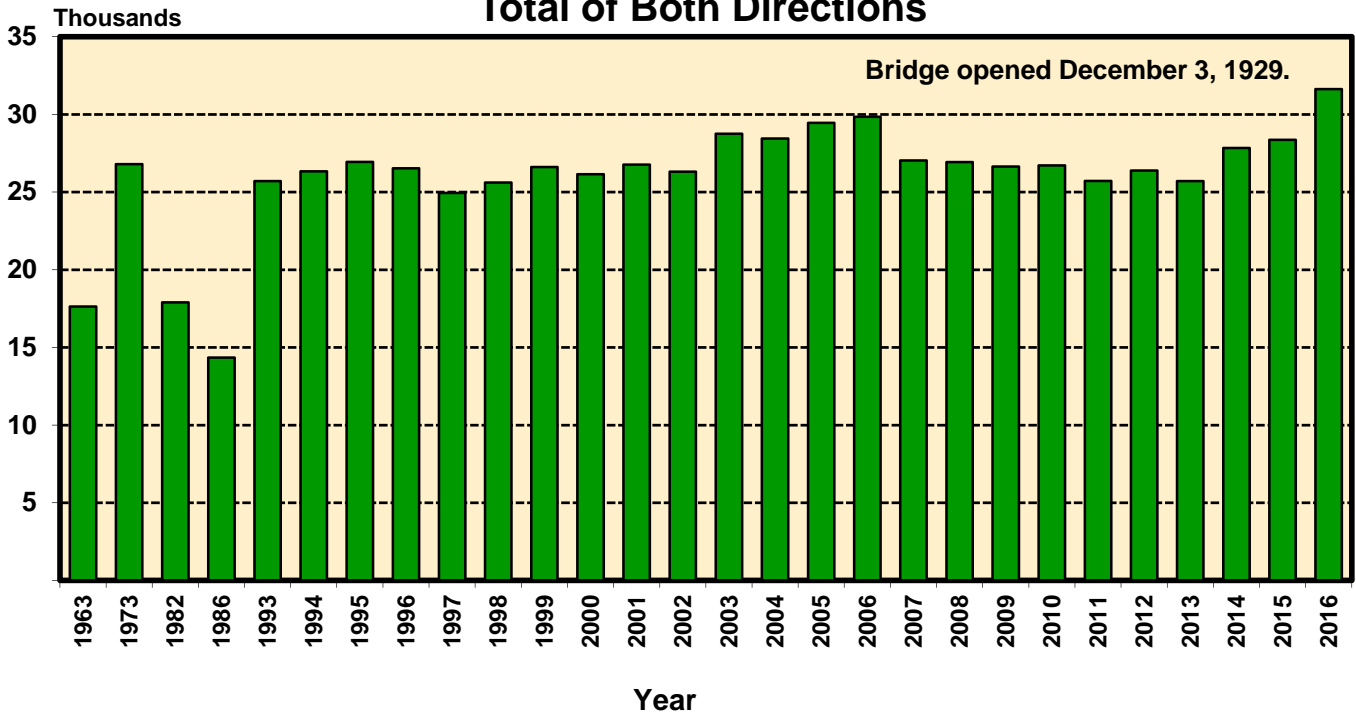


Brooklyn – Queens Screenline Volumes

J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) Hourly Vehicle Volumes ~ 2016

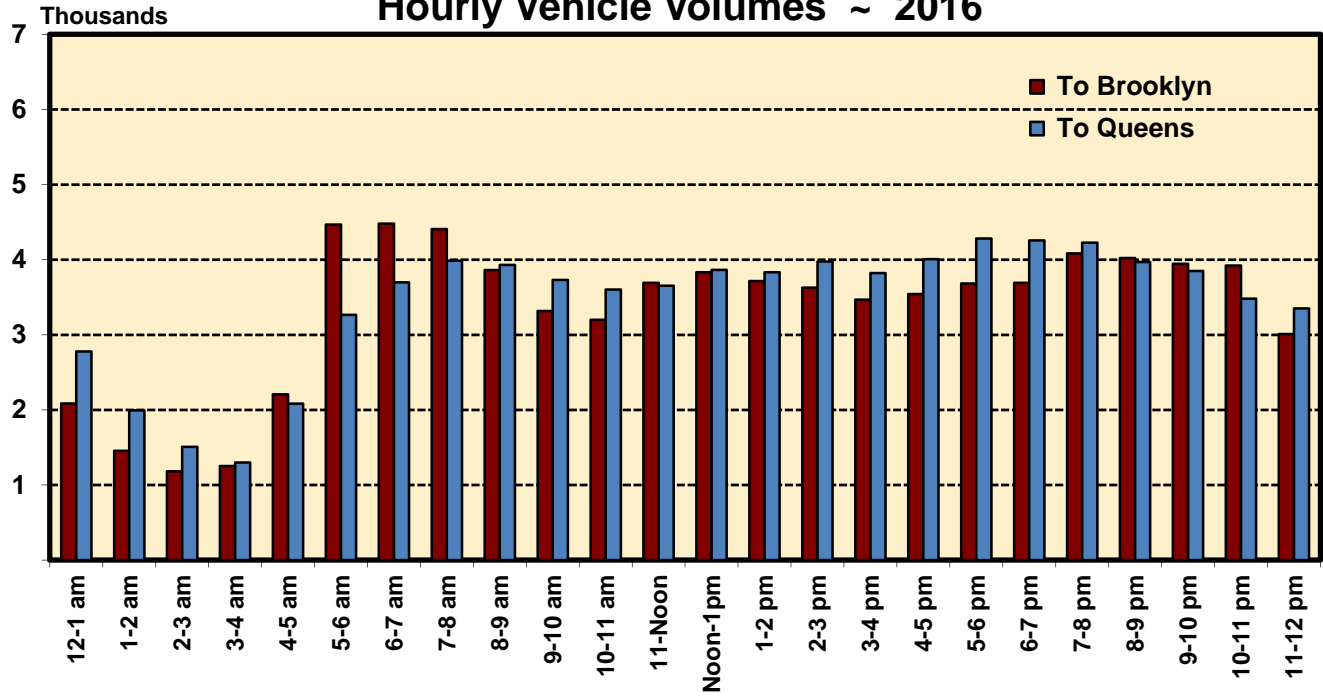


J.J. Byrne Memorial Bridge (Greenpoint Avenue Bridge) Average Daily Traffic Volumes Total of Both Directions

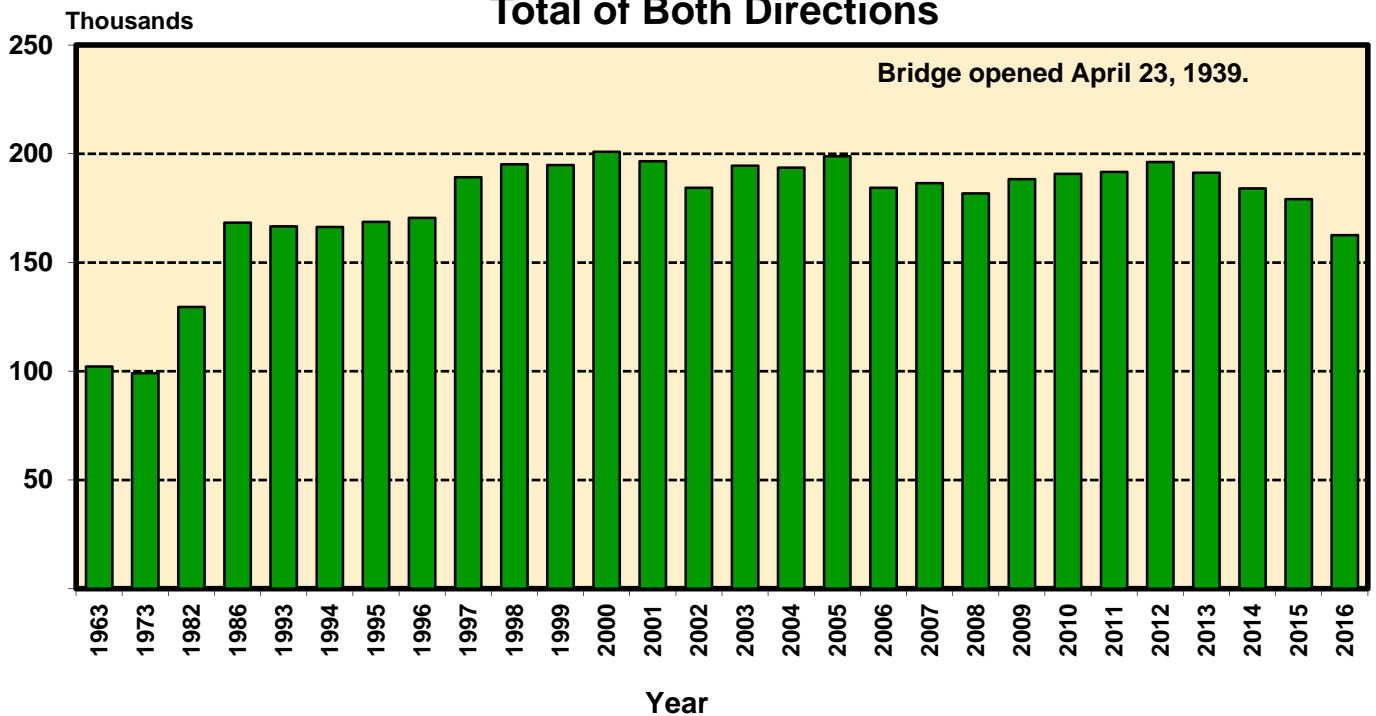


Brooklyn – Queens Screenline Volumes

Kosciuszko Bridge Hourly Vehicle Volumes ~ 2016

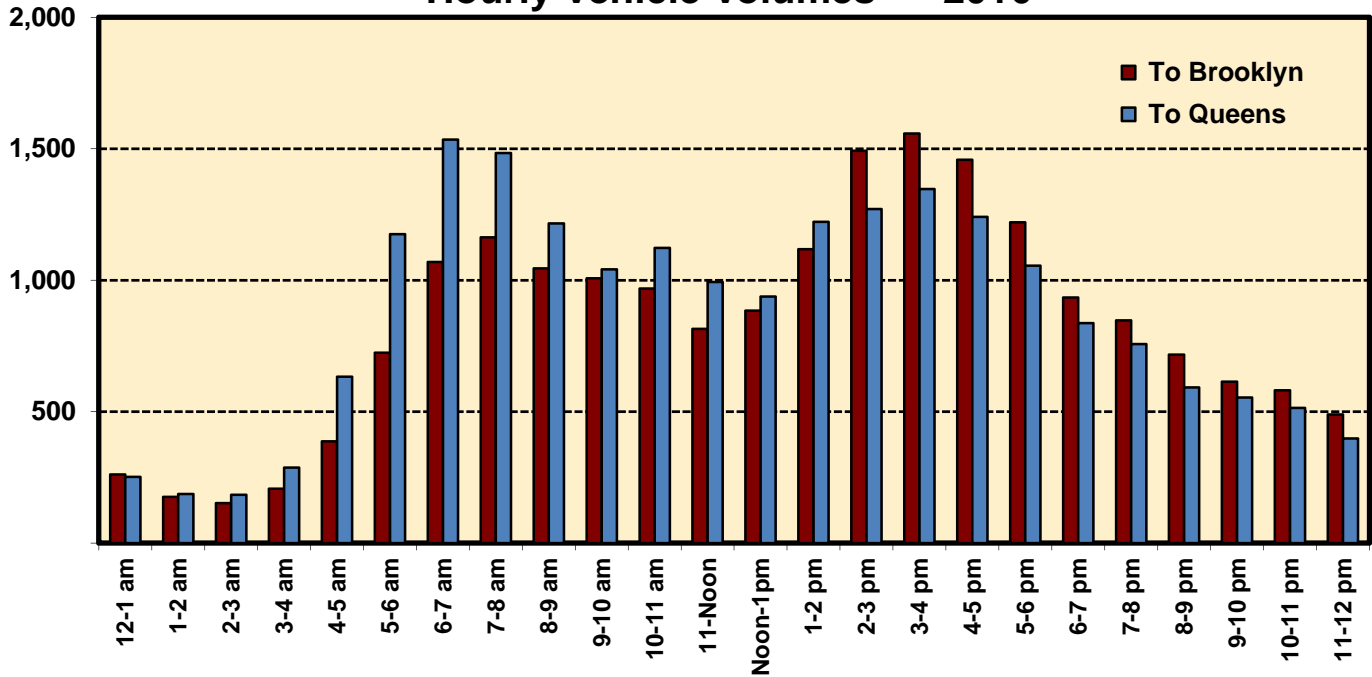


Kosciuszko Bridge Average Daily Traffic Volumes Total of Both Directions

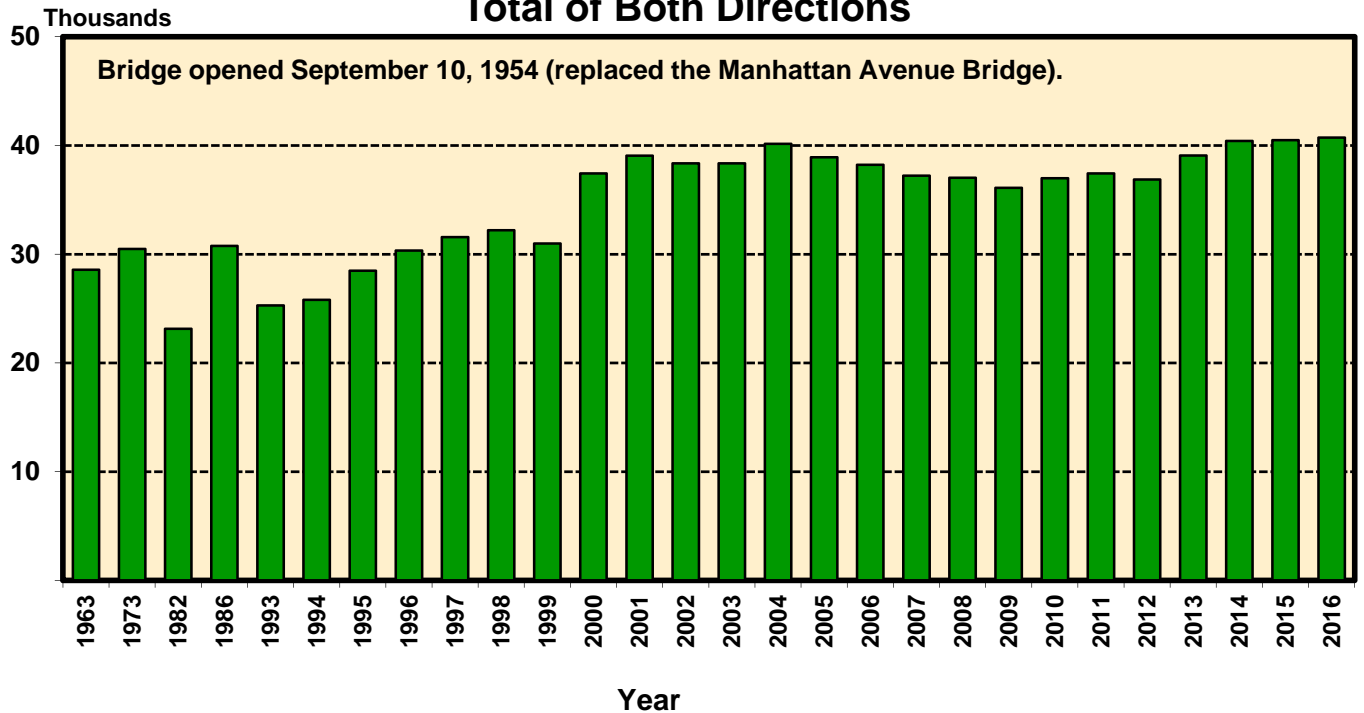


Brooklyn – Queens Screenline Volumes

Pulaski Bridge Hourly Vehicle Volumes ~ 2016

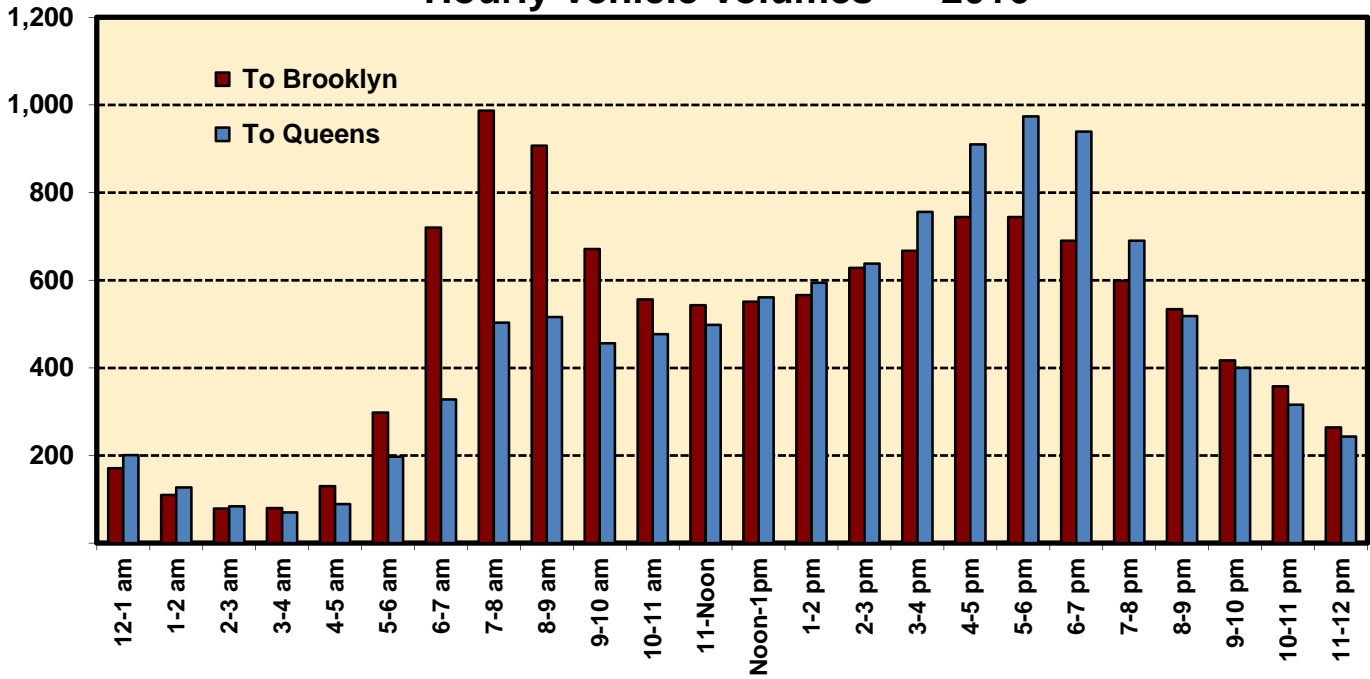


Pulaski Bridge Average Daily Traffic Volumes Total of Both Directions

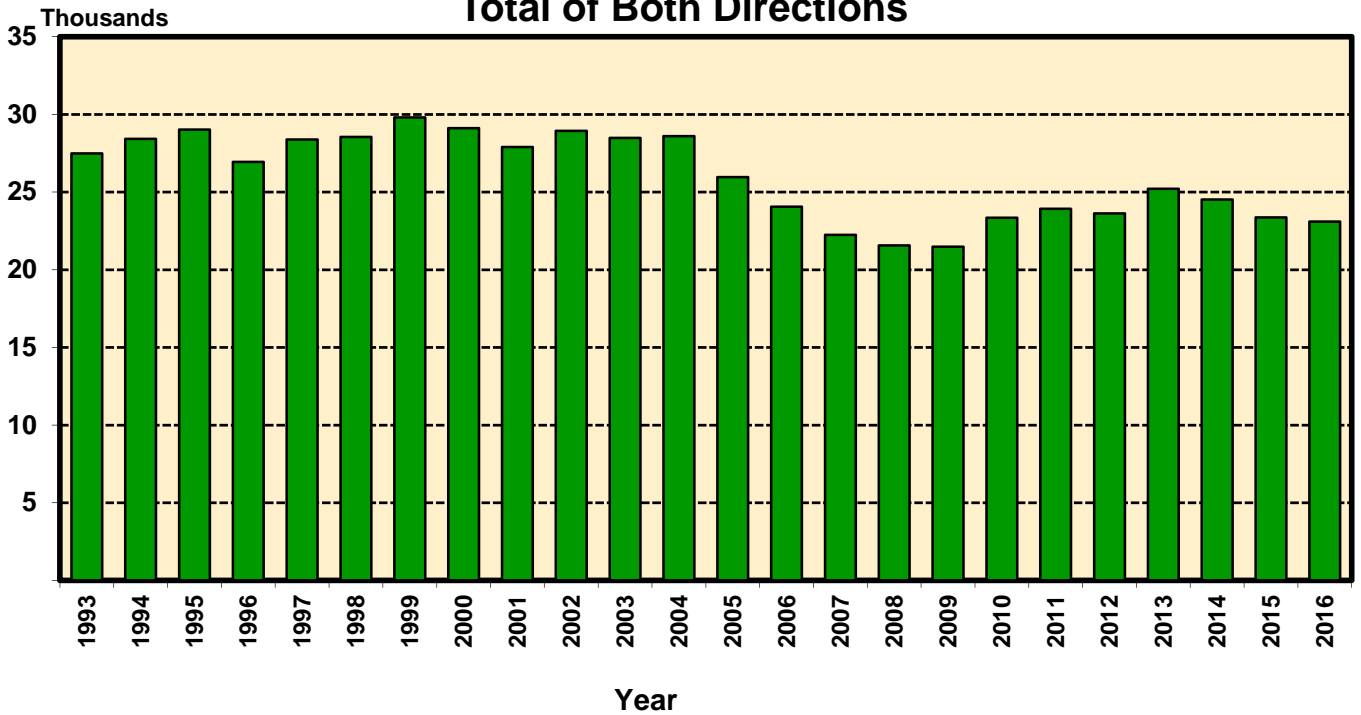


Brooklyn – Queens Screenline Volumes

Atlantic Avenue Hourly Vehicle Volumes ~ 2016

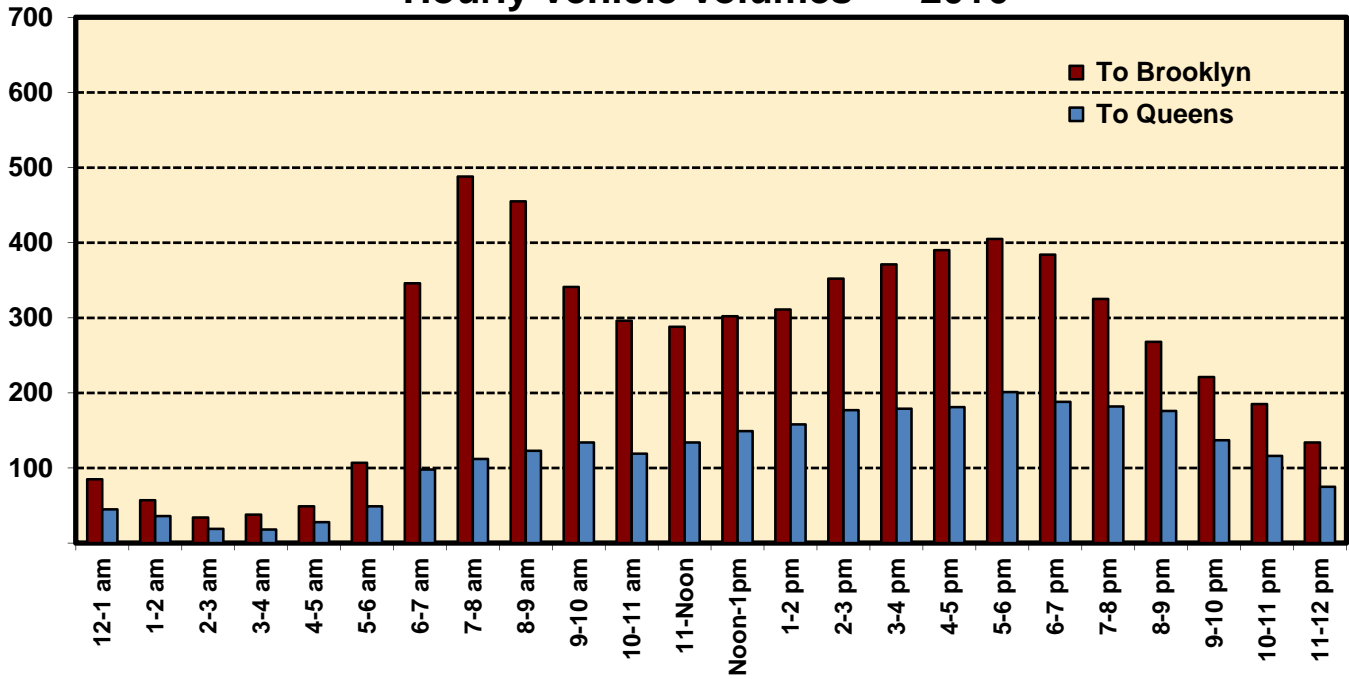


Atlantic Avenue Average Daily Traffic Volumes Total of Both Directions

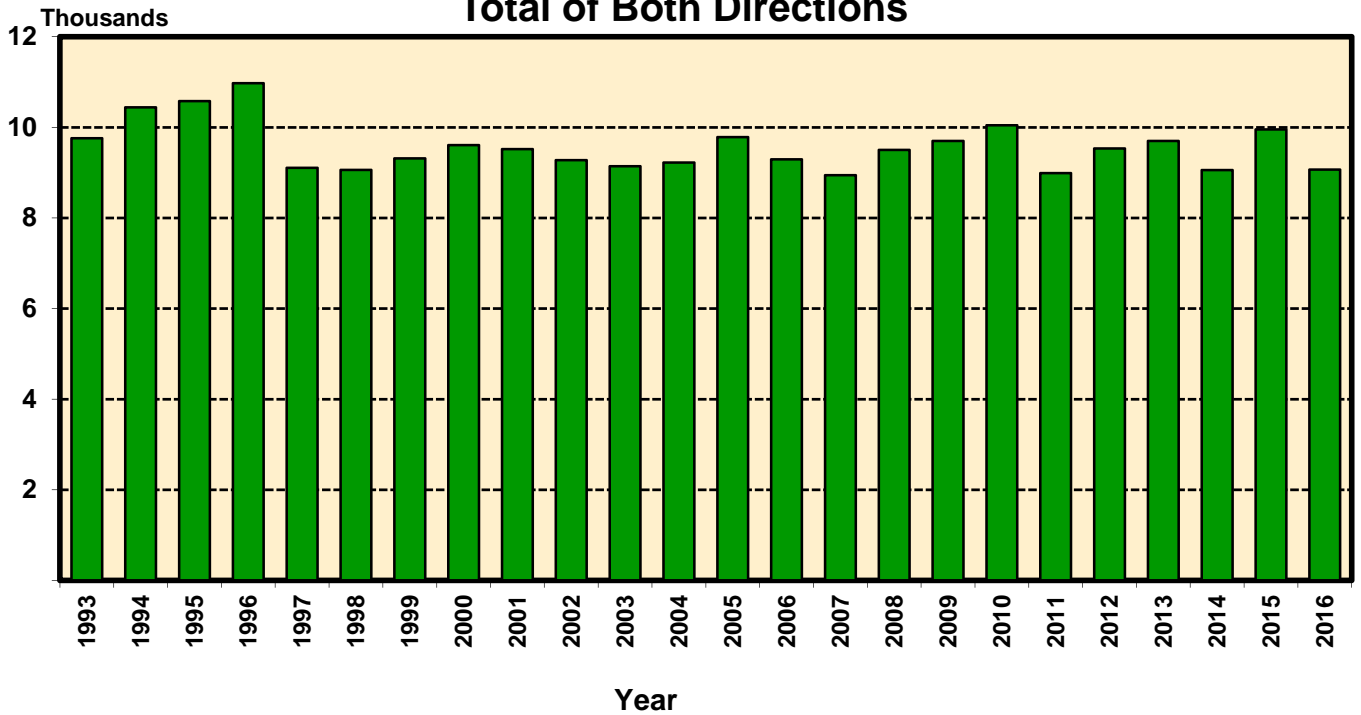


Brooklyn – Queens Screenline Volumes

Cooper Street Hourly Vehicle Volumes ~ 2016

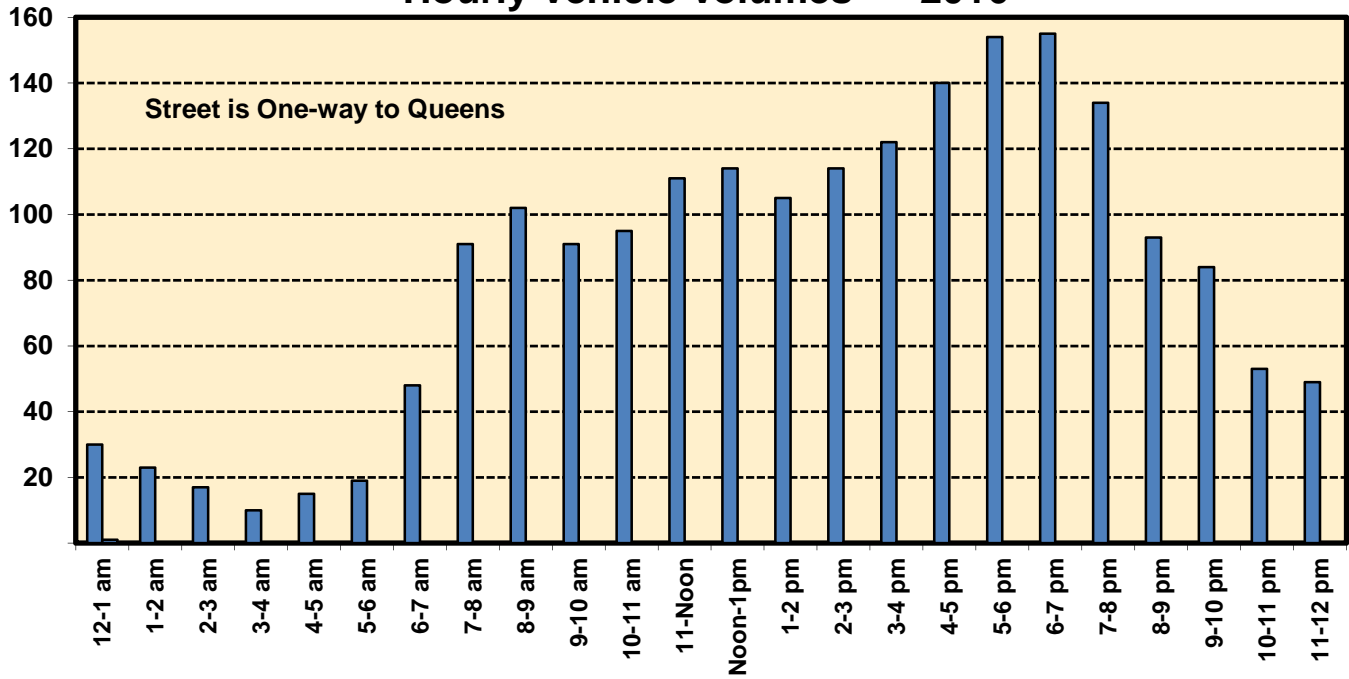


Cooper Street Average Daily Traffic Volumes Total of Both Directions



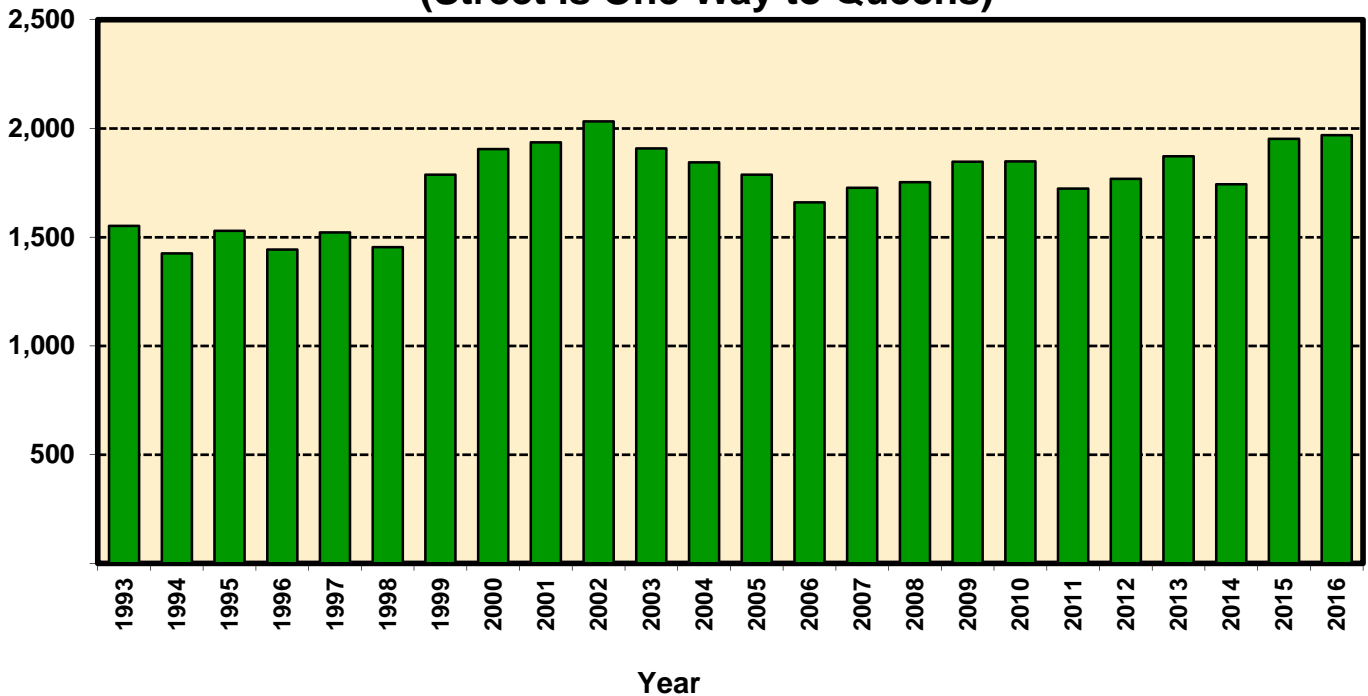
Brooklyn – Queens Screenline Volumes

Cornelia Street Hourly Vehicle Volumes ~ 2016



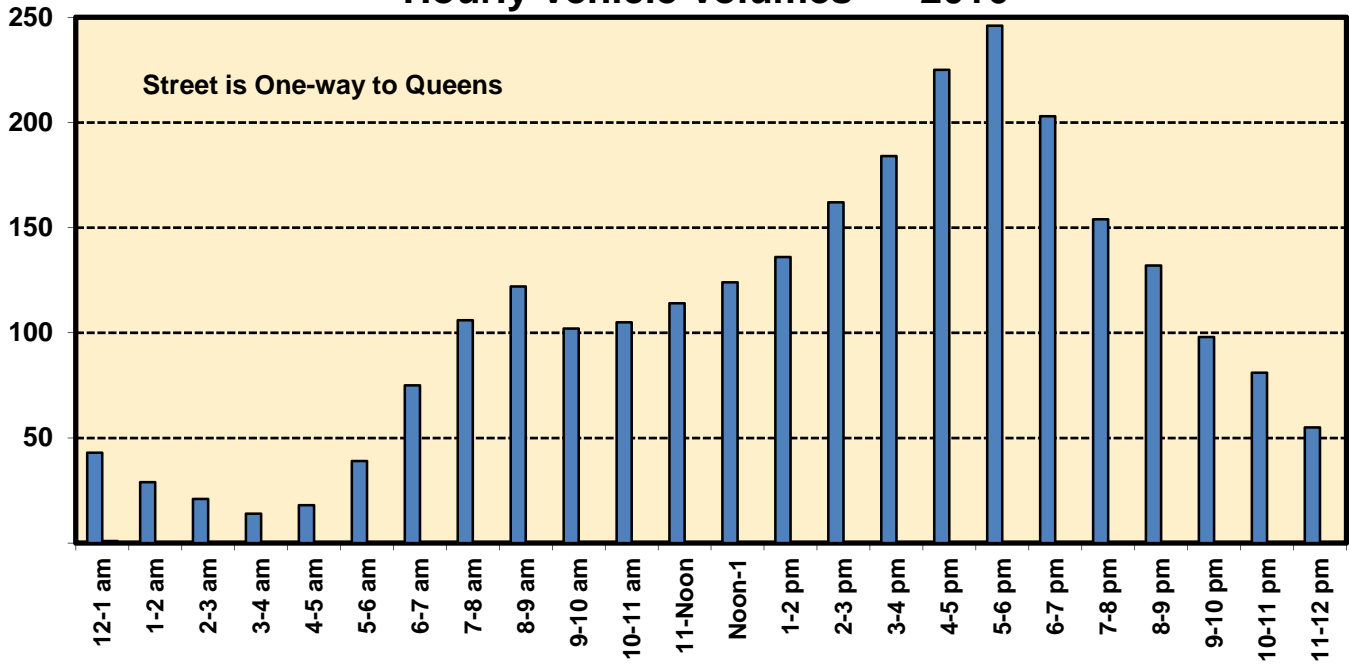
1,952

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

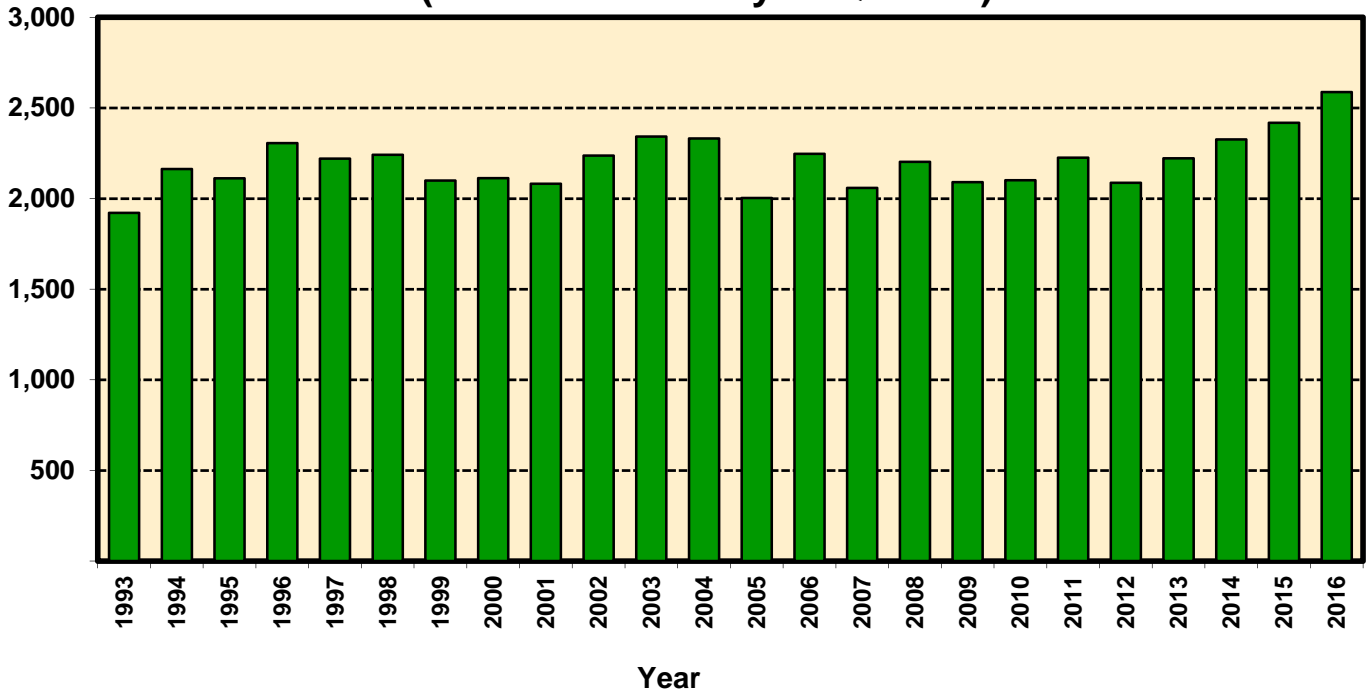


Brooklyn – Queens Screenline Volumes

Decatur Street Hourly Vehicle Volumes ~ 2016

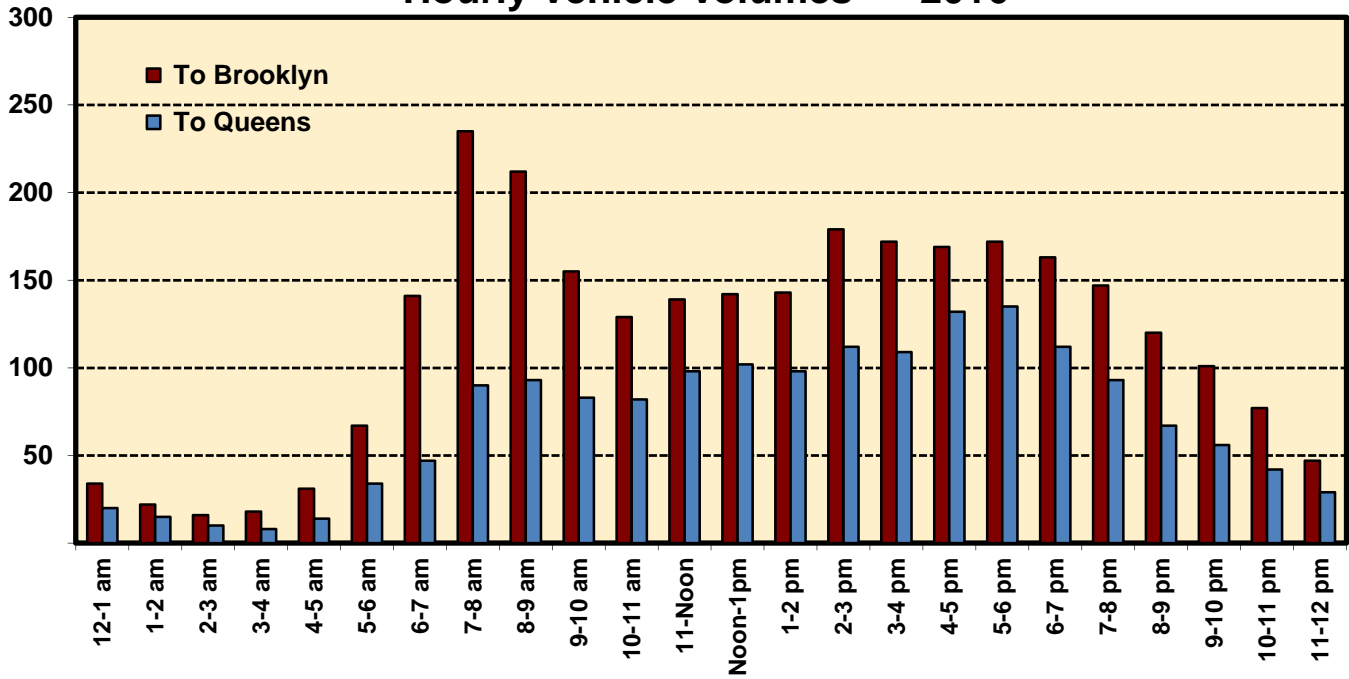


Decatur Street Average Daily Traffic Volumes (Street is One-Way to Queens)

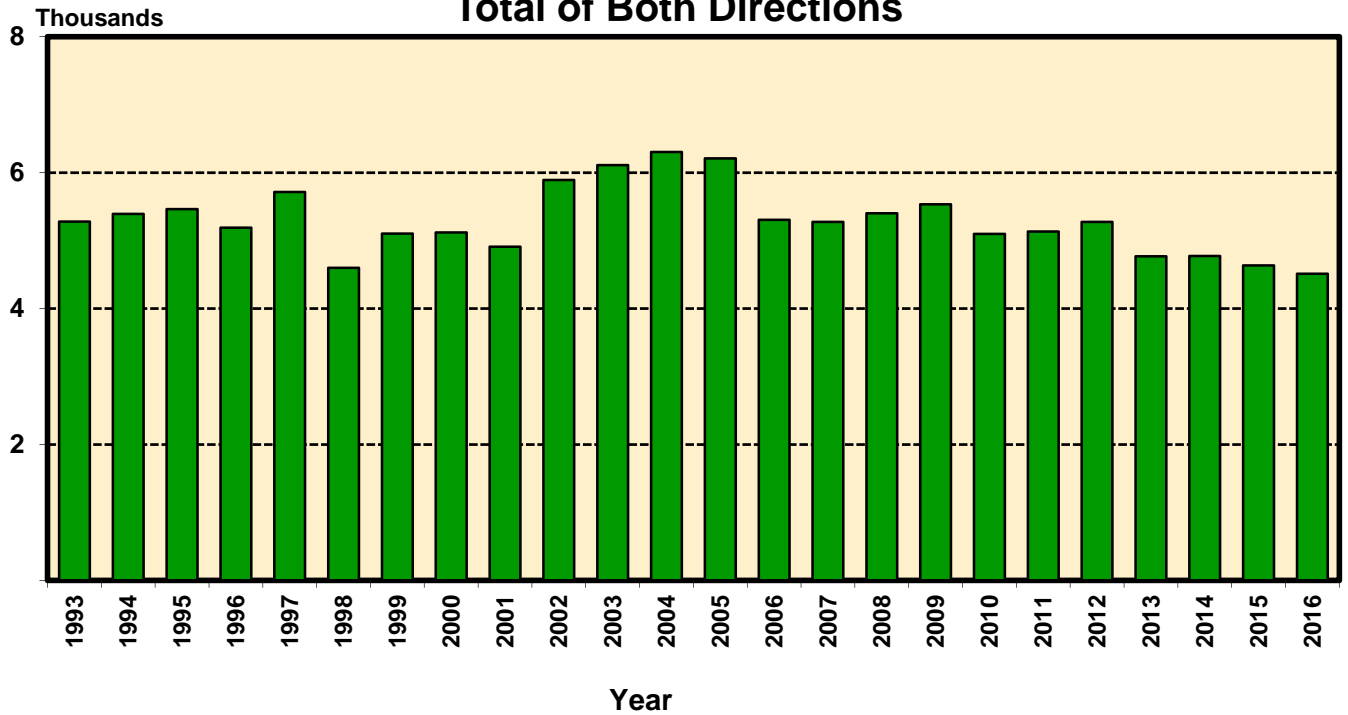


Brooklyn – Queens Screenline Volumes

DeKalb Avenue Hourly Vehicle Volumes ~ 2016

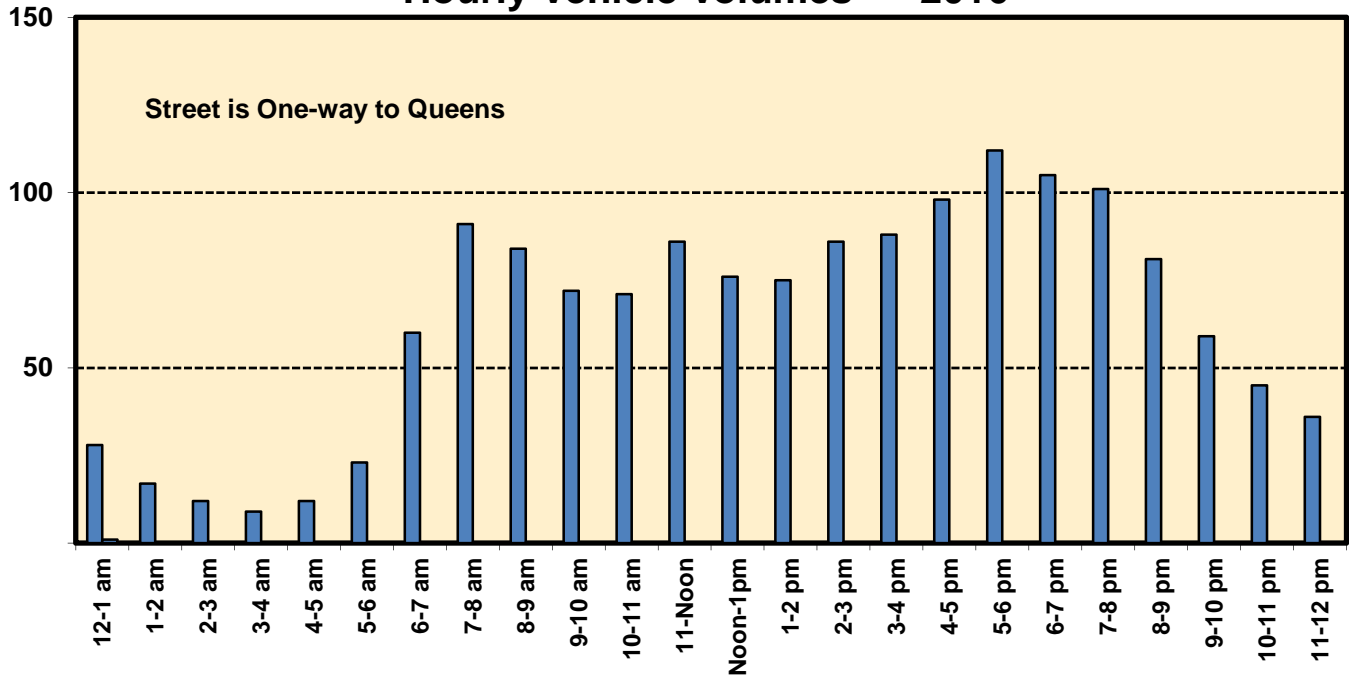


DeKalb Avenue Average Daily Traffic Volumes Total of Both Directions

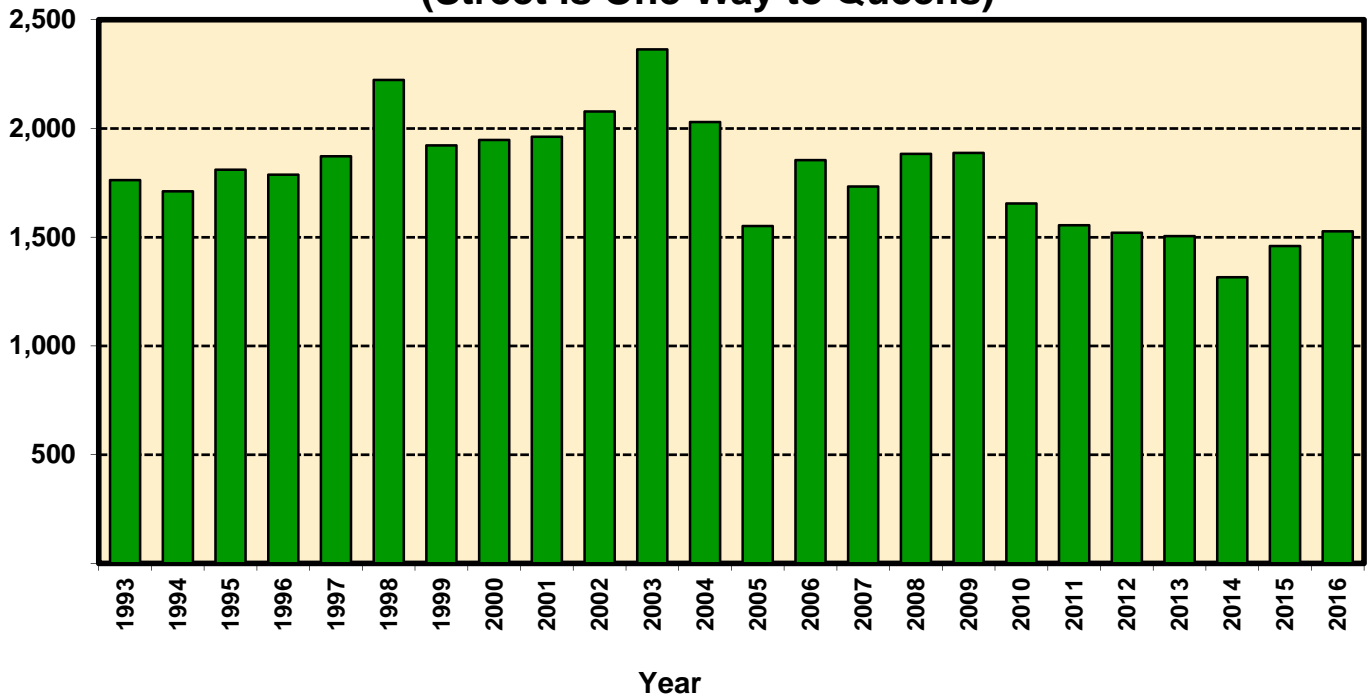


Brooklyn – Queens Screenline Volumes

Greene Avenue Hourly Vehicle Volumes ~ 2016

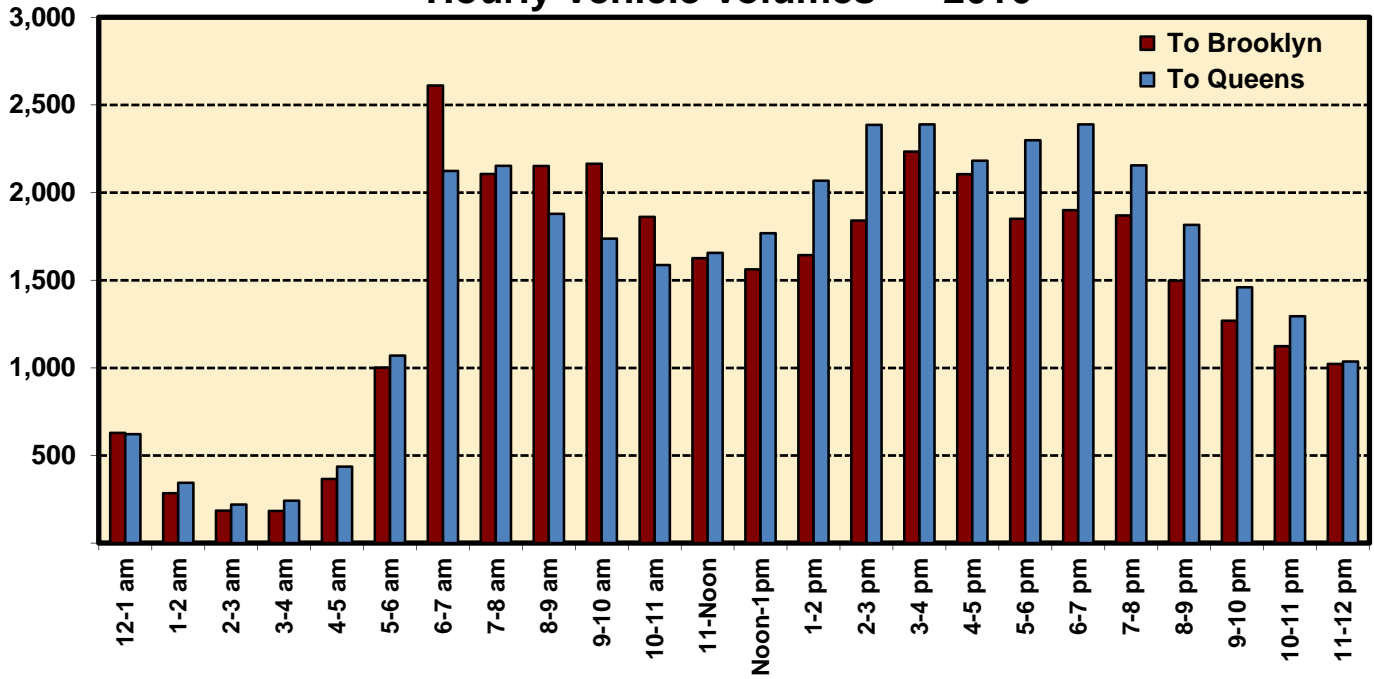


Greene Avenue Average Daily Traffic Volumes (Street is One-Way to Queens)

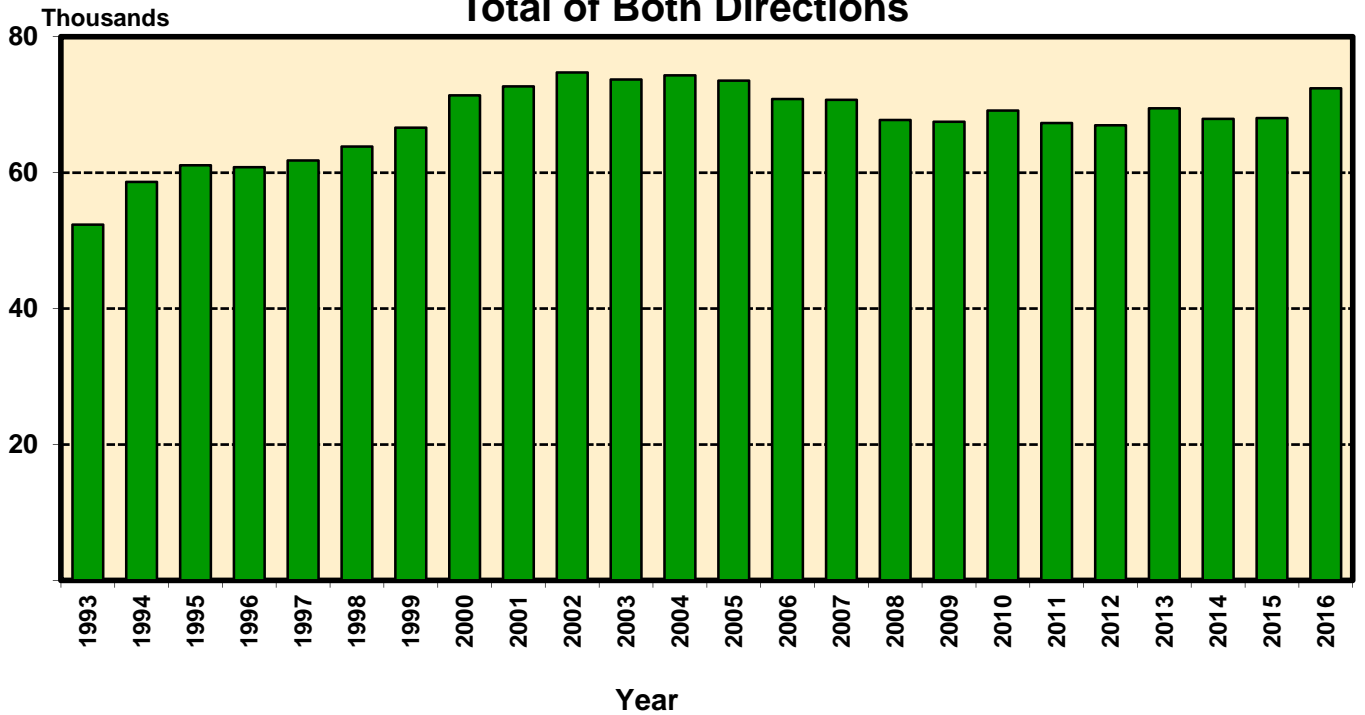


Brooklyn – Queens Screenline Volumes

Jackie Robinson Parkway Hourly Vehicle Volumes ~ 2016

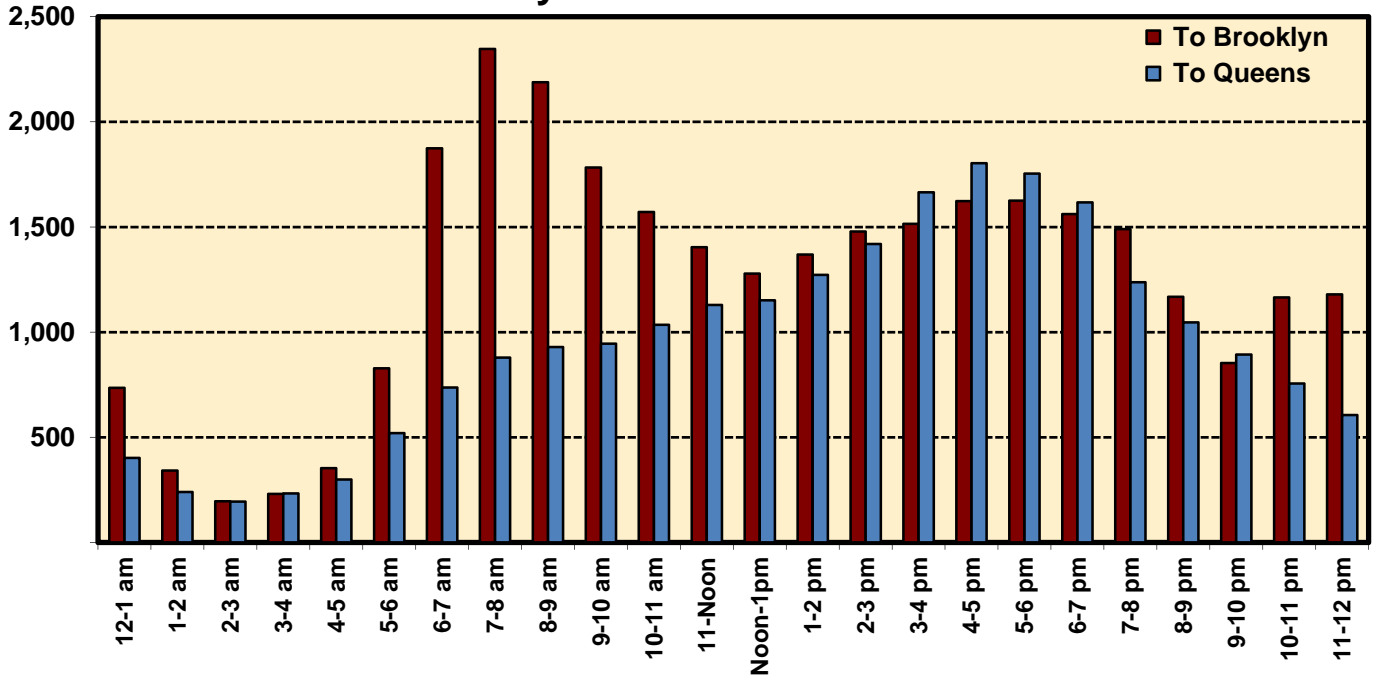


Jackie Robinson Parkway Average Daily Traffic Volumes Total of Both Directions

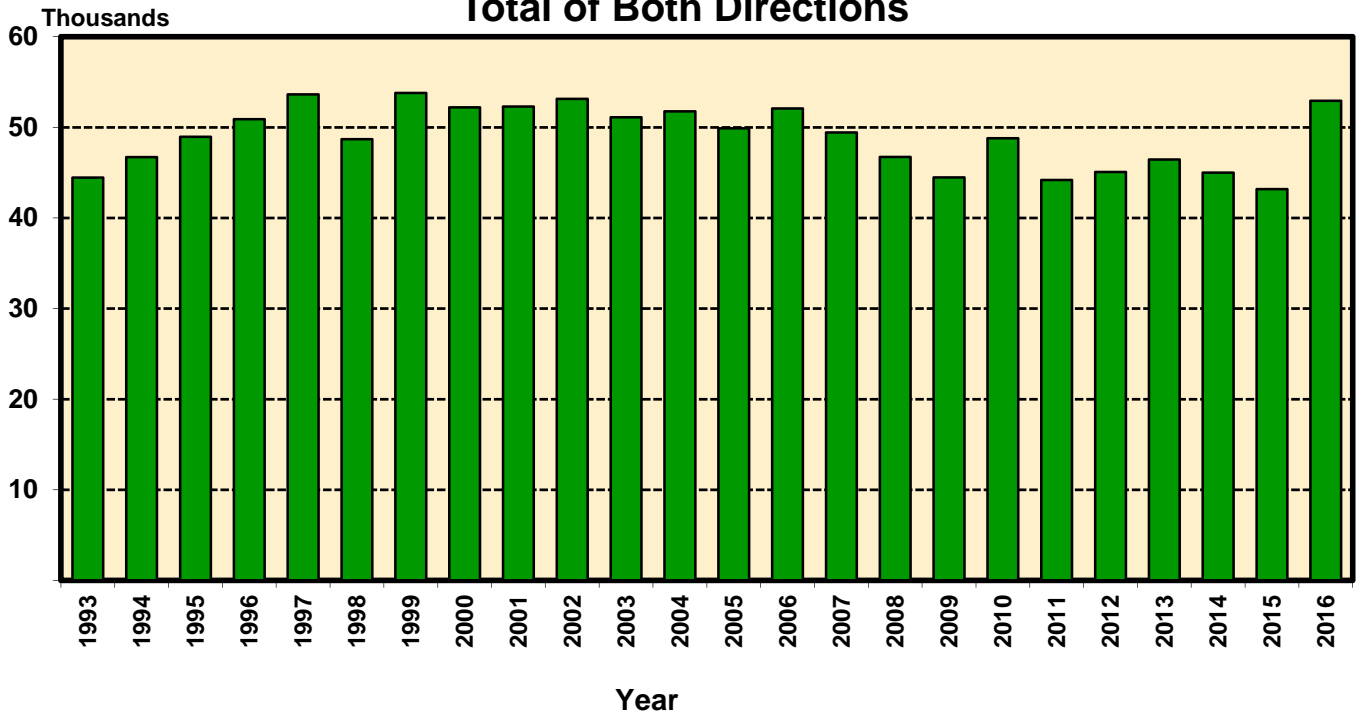


Brooklyn – Queens Screenline Volumes

Linden Boulevard Hourly Vehicle Volumes ~ 2016

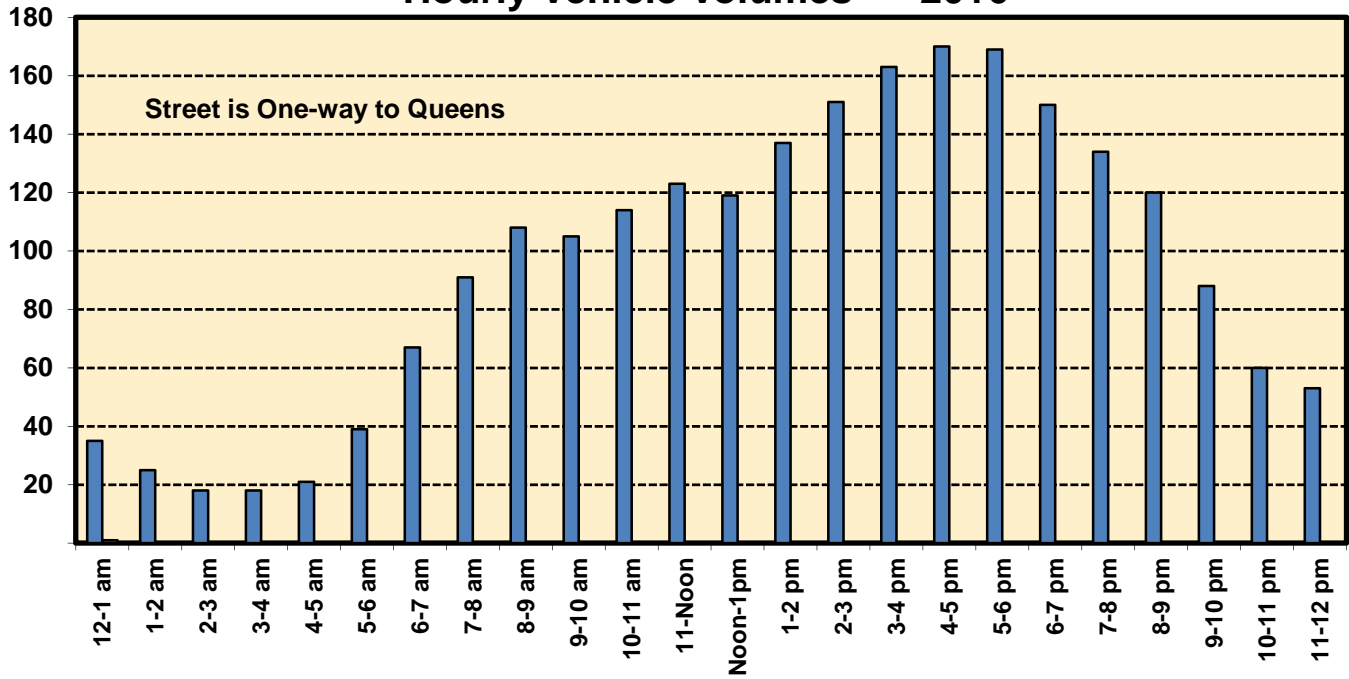


Linden Boulevard Average Daily Traffic Volumes Total of Both Directions

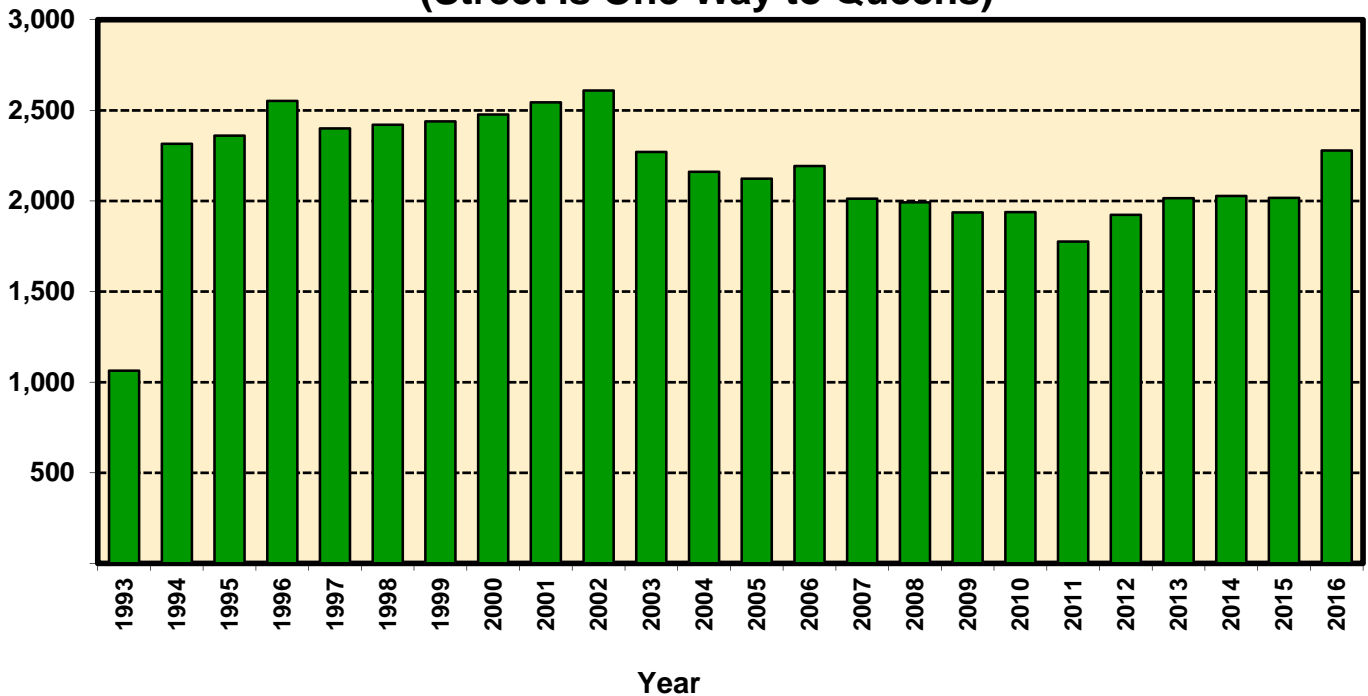


Brooklyn – Queens Screenline Volumes

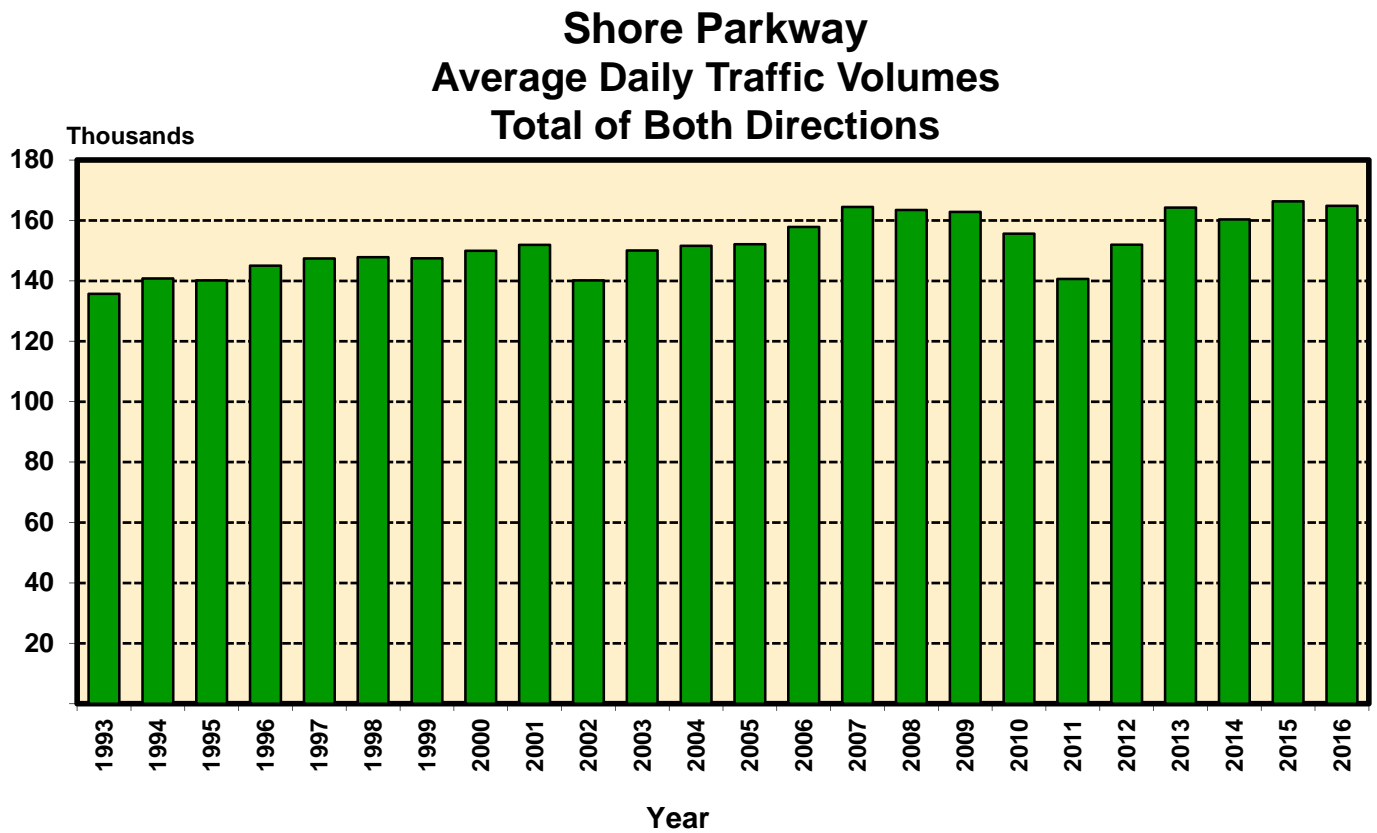
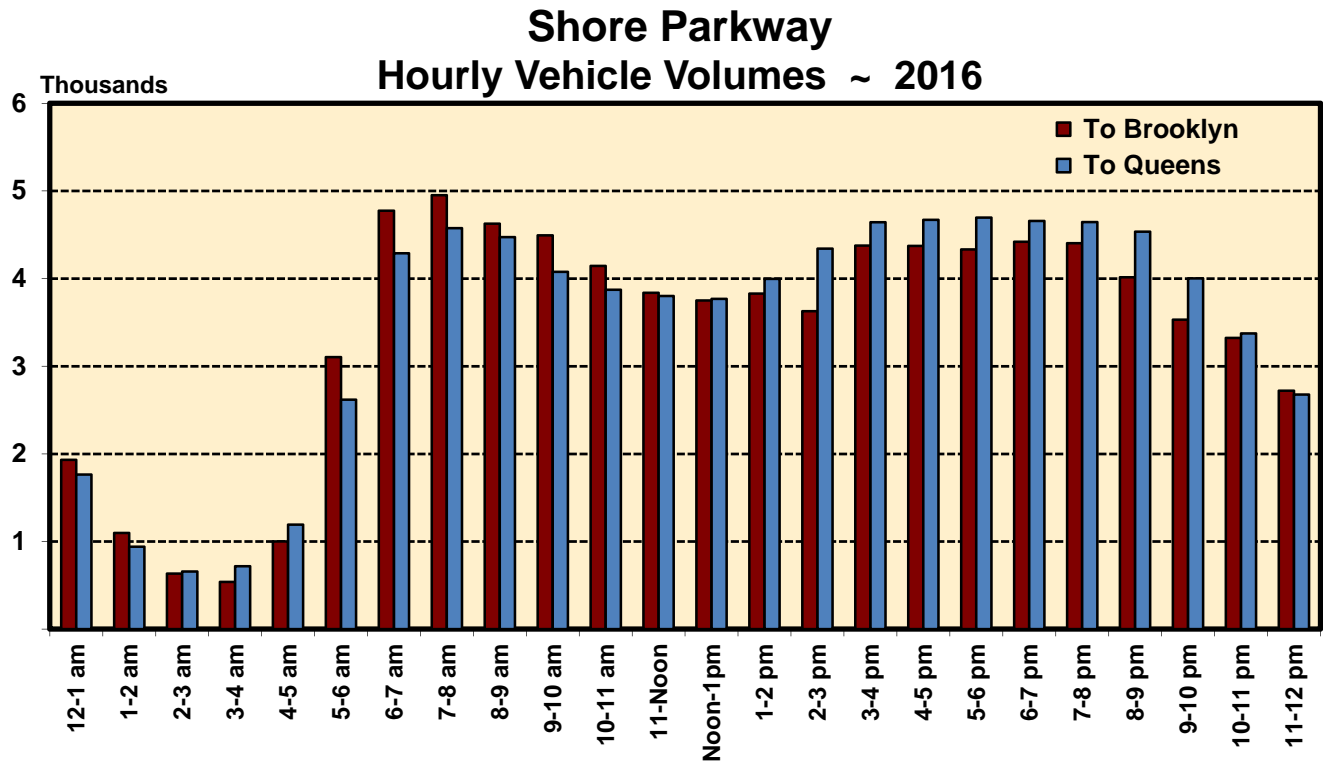
Linden Street Hourly Vehicle Volumes ~ 2016



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

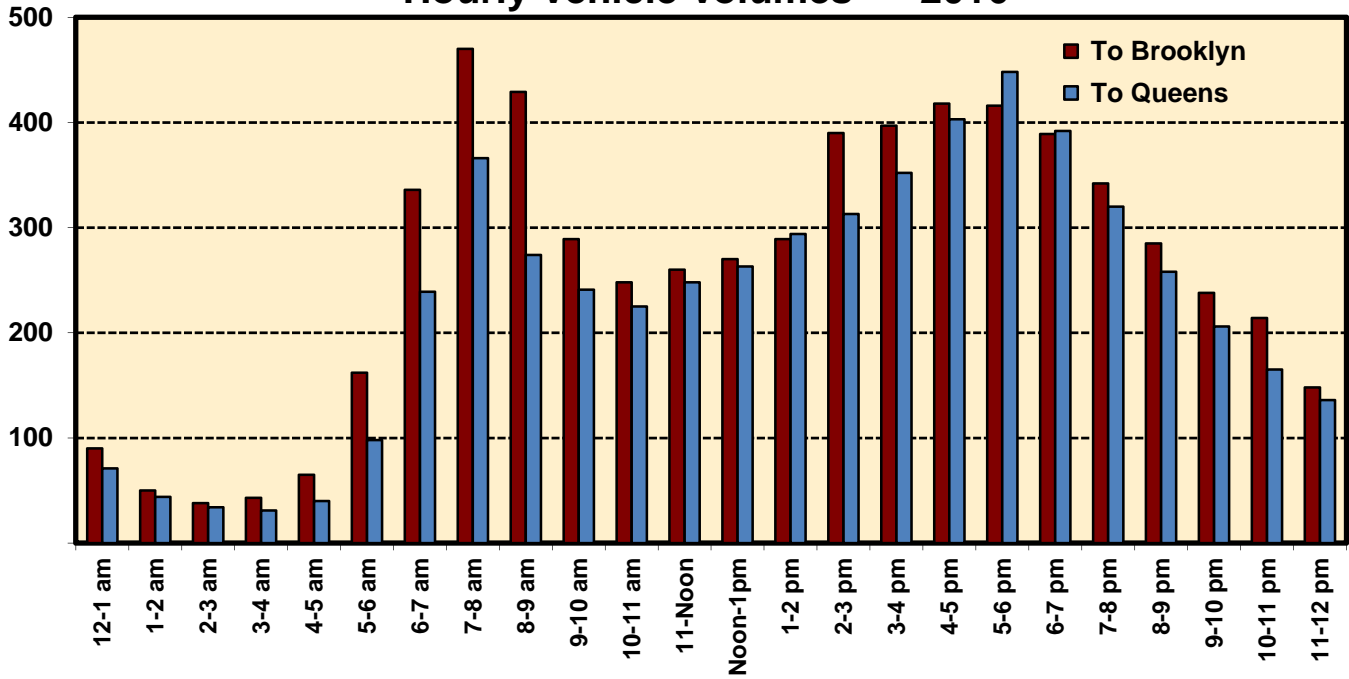


Brooklyn – Queens Screenline Volumes



Brooklyn – Queens Screenline Volumes

Sutter Avenue Hourly Vehicle Volumes ~ 2016



Sutter Avenue Average Daily Traffic Volumes Total of Both Directions

