

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 2, Project Alternatives

2023

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2A, Previous Studies and Concepts Considered

For more than 45 years, State and City of New York officials and stakeholder and advocacy groups have studied various concepts for addressing traffic congestion in Manhattan, including introducing tolls. These concepts, and associated studies, are described here and summarized in **Table 2A-1** at the end of this section.

In 1973, then-New York State Governor Nelson Rockefeller and then-New York City Mayor John Lindsay submitted to the U.S. Environmental Protection Agency, as part of New York State's plan to achieve compliance with the Clean Air Act, a proposal for a congestion management plan that included tolls on the East and Harlem River Bridges. According to an article in *The New York Times* when the plan was canceled, the U.S. Environmental Protection Agency determined that other measures being taken by the state and city to invest in its public transit system made tolling the bridges unnecessary at that time. Other traffic control measures were put into effect at that time including bus and bicycle lanes, a reduction in on-street parking spaces, and introduction of vehicle inspections related to emissions.

In April 2007, then-Mayor Michael Bloomberg released New York City's PlaNYC, a long-term plan that included a congestion pricing proposal for the area of Manhattan south of 86th Street (Item 2 in Table 2A-1). The revenues generated by the congestion fee were to be used to fund capital investments in the transit network.² In this concept, passenger vehicles and trucks entering, leaving, and operating within the area of Manhattan south of 86th Street during the business day (weekdays 6:00 a.m. to 6:00 p.m.) would pay a daily fee. Emergency vehicles, transit vehicles, taxis, FHVs, and vehicles with handicapped license plates would be exempt. Roads on the periphery (the West Side Highway/Route 9A and the Franklin D. Roosevelt [FDR] Drive) would not be included in the zone. The tolling concept included a credit provided to vehicles that paid inbound tolls at bridges or tunnels. This concept was predicted to result in a 6.3 percent reduction in average vehicle-miles traveled (VMT) in the area of Manhattan south of 86th Street.

In response to the proposal included in PlaNYC, in July 2007, the State of New York created the New York City Traffic Congestion Mitigation Commission, a 17-member body appointed by the governor based on recommendations from the New York City mayor and leaders in the New York State Assembly, New York State Senate, and New York City Council. The mandate of the commission was to study and evaluate approaches to reducing congestion in the busiest parts of Manhattan, including the PlaNYC proposal and other concepts to be developed by the new commission, and recommend a comprehensive traffic congestion mitigation plan. The legislation that established the commission required any recommendation to achieve at least a 6.3 percent reduction in average VMT in the area south of 86th Street, which was the amount identified by PlaNYC as achievable with that concept. Building from the PlaNYC proposal, the Traffic Congestion Mitigation Commission evaluated congestion reduction concepts for the area of Manhattan south of 86th Street (Items 3a through 3f in Table 2A-1) and used the 6.3 percent reduction in average VMT in the area south of 86th Street as a screening threshold for the additional concepts under consideration.

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¹ The New York Times. "City Drops Proposal to Charge Bridge Tolls." September 15, 1981.

² The City of New York, Mayor Michael R. Bloomberg. April 2007. *PlaNYC: A Greener, Greater New York*. http://www.nyc.gov/html/planyc/downloads/pdf/publications/full_report_2007.pdf.

Appendix 2A, Project Alternatives: Previous Studies and Concepts Considered

The Traffic Congestion Mitigation Commission studied a range of different concepts for reducing congestion (Item 3a in **Table 2A-1**), including the following:

- Providing telecommuting incentives
- Increasing the cost of parking in the business district
- Reducing the use of government-issued parking permits
- Providing additional taxi stands to reduce cruising
- Increasing cab fares and fees charged to cabs
- Raising tolls or implementing variable tolls on existing facilities
- Adding East River bridge tolls
- Rationing license plates
- Instituting mandatory carpooling
- Creating High-Occupancy Toll lanes
- Establishing congestion pricing with the following parameters:
 - With a 60th Street northern boundary
 - With an 86th Street northern boundary
 - With no intra-zonal charge and no free periphery
 - With variable charges or extended hours
 - With an exemption for hybrid vehicles
 - With a credit for other tolls paid
- Introducing various truck restrictions

The Traffic Congestion Mitigation Commission compared this wide range of concepts against the following:

- Evaluation criteria related to reductions in VMT
- Social and environmental considerations
- Potential revenues raised for the MTA
- Feasibility
- The degree to which the concept was based on congestion mitigation approaches that have been successfully implemented in other cities

Using this approach, the Traffic Congestion Mitigation Commission identified five options with different approaches to reducing congestion—congestion pricing, bridge tolling, pricing of parking and taxis, and license plate rationing—and evaluated those in more detail (Items 2, 3b, 3c, 3d, and 3e in **Table 2A-1**). Based on that evaluation, in January 2008, the Traffic Congestion Mitigation Commission issued a report that recommended a modified version of the PlaNYC concept, with the northern boundary of the tolling zone at 60th Street (Item 3f in **Table 2A-1**). The boundary was shifted so that trips from the Upper East Side and Upper West Side to Midtown and south of Midtown would be subject to the toll. In this modified plan, passenger vehicles and trucks entering the area of Manhattan south of 60th Street during the business day (weekdays 6:00 a.m. to 6:00 p.m.) would pay a daily fee. Roads on the periphery (the West Side Highway/Route 9A and the FDR Drive) were included in the zone. A credit would be provided to vehicles that paid inbound tolls at bridges or tunnels. The recommended concept also included a package of parking

and taxi policies to discourage driving within the zone, including placing a surcharge on FHVs during certain hours, increasing parking meter rates, and eliminating resident parking tax exemptions. To address the possibility that drivers would park in the neighborhoods adjacent to the tolling zone and complete their trip with transit, the Traffic Congestion Mitigation Commission's plan included a recommendation that the City of New York be required to offer communities a residential parking permit program prior to the start of congestion pricing and to track park-and-ride activity as part of a comprehensive monitoring program. The Traffic Congestion Mitigation Commission concluded that the recommended plan would exceed the 6.3 percent VMT reduction required by the state legislation that established the commission, would raise an estimated \$491 million per year for transportation investment, and would have considerably lower operating and capital costs and a simpler fee structure than the original PlaNYC proposal. A tolling zone boundary at 60th Street (with the area south of 60th Street included in the zone) rather than 86th Street would also lead to many more intra-Manhattan trips being charged the toll. However, the recommendation was not enacted by the New York State Legislature and did not advance.³

In 2015, a citizens' group known as Move NY released a proposal, dubbed the Move NY Fair Plan, to reduce congestion in the Manhattan CBD and generate revenue for MTA (Item 4 in **Table 2A-1**). That plan involved adjusting tolls throughout New York City, including the following:

- Implementing new tolls on the four untolled East River bridges that connect to the Manhattan CBD (Brooklyn, Manhattan, Williamsburg, and Ed Koch Queensboro Bridges)
- Charging a toll for vehicles entering the Manhattan CBD by crossing at 60th Street
- Providing a credit to vehicles that enter the Manhattan CBD for tolls paid at the RFK Bridge within the previous hour
- Reducing tolls on TBTA's other bridges that do not lead to the Manhattan CBD

The plan also included a new surcharge on FHVs in the Manhattan CBD instead of a CBD toll.⁴ While this proposal by a citizens' group had no official status and thus could not be approved or implemented without further action by others, its recommendations were considered by a panel formed by New York State Governor Andrew M. Cuomo in October 2017 (discussed below).

In October 2017, then-New York State Governor Andrew M. Cuomo created the Fix NYC Advisory Panel—consisting of community representatives, government officials, and business leaders from across the New York City region—to recommend actions to address the increasing traffic congestion in the Manhattan CBD and to identify sources of revenue to address deficiencies in the transit system. The panel examined various congestion pricing approaches for the Manhattan CBD, among other potential options, and considered programs implemented in other cities (Singapore, London, Stockholm, and Milan) (Item 5 in **Table 2A-1**). In

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Report to the Traffic Congestion Mitigation Commission and Recommended Implementation Plan. January 31, 2008. https://www.dot.ny.gov/programs/congestion-mitigation-commission/final-recommendation.

^{4 &}lt;a href="https://movenewyork.wordpress.com/watch-read-learn/">https://movenewyork.wordpress.com/watch-read-learn/.

Appendix 2A, Project Alternatives: Previous Studies and Concepts Considered

its January 2018 final report, the panel recommended short-term investments to improve connectivity between the Manhattan CBD and surrounding areas, including the following:

- Improving enforcement of traffic laws within the Manhattan CBD
- Addressing the distribution of government-issued parking permits, which are often used illegally and contribute to congestion
- Investigating the contribution of commuter, intercity, charter, and tour buses to congestion in Manhattan
- Reforming taxi regulations
- Implementing a surcharge on taxi and FHV trips in Manhattan south of 96th Street (This surcharge was implemented in February 2019.)

The report also recommended the long-term strategy of installing a tolling program for the Manhattan CBD, defined as the area "bounded by 60th Street on the north and Battery Park on the south, the Hudson River on the west and the East River on the east." The recommended tolling program would exempt the FDR Drive from the Brooklyn Bridge to 60th Street from tolling and provide a credit to drivers using already tolled facilities to enter the pricing zone (the Lincoln, Holland, Hugh L. Carey, and Queens-Midtown Tunnels).⁵

Informed by the work of the Fix NYC Advisory Panel, the New York State Legislature created the Metropolitan Transportation Sustainability Advisory Workgroup as part of the fiscal year 2018 New York state budget. The workgroup—which was made up of government officials, transportation professionals, and representatives of business and commuter interest groups—examined actions that State of New York and local governments could take to address regional transportation needs, including reducing traffic congestion and suggesting new sources of funding for the region's public transit system. The panel recommended that congestion pricing be adopted to reduce congestion and generate new revenue to modernize the MTA system, as documented in its December 2018 report. The panel's recommendations informed the MTA Reform and Traffic Mobility Act (Traffic Mobility Act), which was enacted on April 1, 2019, as part of the fiscal year 2020 New York State budget.

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⁵ Fix NYC Advisory Panel Report. January 2018.

Metropolitan Transportation Sustainability Advisory Workgroup Report. December 2018. https://pfnyc.org/wp-content/uploads/2018/12/2018-12-Metropolitan-Transportation-Sustainability-Advisory-Workgroup-Report.pdf.

Table 2A-1. Concepts Considered for Reducing Congestion in the Manhattan CBD

CONCEPT	PURPOSE	KEY CHARACTERISTICS	RESULT
1. 1973 Transportation Control Plan	To reduce congestion in the Manhattan CBD to meet requirements of the Clean Air Act	Tolls on the East River and Harlem River Bridges	Did not move forward.
2. 2007 PlaNYC Mayor's Plan	To reduce congestion in the Manhattan CBD and provide revenues for MTA capital and operating costs	Passenger vehicles and trucks entering, leaving, and operating within (i.e., intra-zonal) the area of Manhattan south of 86th Street during the business day (weekdays 6 a.m. to 6 p.m.) would pay a daily fee. Emergency vehicles, transit vehicles, taxis and FHVs, and vehicles with handicapped license plates would be exempt. Roads on the periphery (West Side Highway/Route 9A and FDR Drive) would not be included in the zone. Credit provided to vehicles that paid inbound toll at bridges or tunnels. Revenue to be directed to transportation system improvements. This concept was predicted to result in a 6.3% reduction in average VMT in the area south of 86th Street.	The 2008 Traffic Congestion and Mitigation Commission found that the mayor's plan had high capital and operating costs, required a large number of charging stations (each equipped with E-ZPass and license plate recognition monitors, and did not include a charge on taxi and livery trips into and out of the charging zone. Based on this evaluation, the commission recommended a different concept, the Recommended Modified Congestion Pricing Plan (Item 3f in this table) as the concept that best met the goals of the study.
3a. 2008 Traffic Congestion Mitigation Commission Study: Long List of Options	To reduce congestion in the Manhattan Business District with a minimum of at least 6.3% reduction in average VMT in the area south of 86th Street	A range of different approaches to reducing congestion, including telecommuting incentives; increasing the cost of parking in the Manhattan CBD; reducing the use of parking placards by public employees; additional taxi stands to reduce cruising; increasing cab fares and fees charged to cabs; raising tolls or implementation of variable tolls on existing facilities; East River bridge tolls; license plate rationing; mandatory carpooling; creation of High-Occupancy Toll lanes; congestion pricing with a 60th Street northern boundary; congestion pricing with an 86th Street northern boundary; congestion pricing with no intra-zonal charge and no free periphery; congestion pricing with variable charges or extended hours; congestion pricing with an exemption for hybrid vehicles; congestion pricing with a credit for other tolls paid; and various truck restrictions.	After evaluation, the 2008 Traffic Congestion and Mitigation Commission focused on five options for further consideration (Items 2, 3b, 3c, 3d, and 3e in this table). These five options best met the goals of the study, including reducing VMT by at least 6.3% and raising funds for transit investment. Many of the other approaches did not achieve the target VMT reduction or raised other issues of concern.

Appendix 2A, Project Alternatives: Previous Studies and Concepts Considered

Table 2A-1. Concepts Considered for Reducing Congestion in the Manhattan CBD (continued)

CONCEPT	PURPOSE	KEY CHARACTERISTICS	RESULT
3b. 2008 Traffic Congestion Mitigation Commission Study: Alternative Congestion Pricing Plan	To reduce congestion in the Manhattan Business District with a minimum of at least 6.3% reduction in average VMT in the area south of 86th Street	Tolls on the East River and Harlem River Bridges; bus and bicycle lanes; reduction in and controls on on-street parking spaces; introduction of vehicle inspections related to emissions	The U.S. Environmental Protection Agency ruled that tolls on the bridges were not necessary given the investments the state and city were making in public transit at that time. The other components of the plan were implemented.
3c. 2008 Traffic Congestion Mitigation Commission Study: East River and Harlem River Toll Plan	To reduce congestion in the Manhattan Business District with a minimum of at least 6.3% reduction in average VMT in the area south of 86th Street	All untolled East River and Harlem River crossings would be subject to inbound and outbound tolls. These tolls would be in effect 24 hours a day, seven days a week and would match the existing toll rates East River crossings.	The 2008 Traffic Congestion and Mitigation Commission found that the concept did not distinguish between drivers who contributed to peak-period congestion and those who did not, failed to address trips starting and ending in Manhattan, would have adverse economic impacts on commercial vehicles and trips between the Bronx and Upper Manhattan, and given its greater impact on traffic between the Bronx and Upper Manhattan, would have a disproportionate impact on a small proportion of low- and moderate-income workers lacking transit alternatives.
3d. 2008 Traffic Congestion Mitigation Commission Study: License Plate Rationing Plan	To reduce congestion in the Manhattan Business District with a minimum of at least 6.3% reduction in average VMT in the area south of 86th Street	License plate rationing would restrict a set of vehicles from entering Manhattan south of 86th Street on certain days based on the last digit of the vehicle's license plate. New York City would ban each vehicle once every five days (i.e., restricting 20% of all vehicles each weekday from 6 a.m. to 6 p.m.).	The 2008 Traffic Congestion and Mitigation Commission found that the concept would not generate revenue, would reduce Port Authority of New York and New Jersey and MTA revenue, and would have to be coupled with a broad-based tax to fund transit improvements.

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Table 2A-1. Concepts Considered for Reducing Congestion in the Manhattan CBD (continued)

CONCEPT	PURPOSE	KEY CHARACTERISTICS	RESULT
3e. 2008 Traffic Congestion Mitigation Commission Study: Combination Plan	To reduce congestion in the Manhattan Business District with a minimum of at least 6.3% reduction in average VMT in the area south of 86th Street	The concept provided a series of measures that would increase the cost of on-street and off-street parking in Manhattan south of 60th Street, and would raise the New York City parking tax for garages, eliminate the resident parking tax exemption within the zone, increase meter rates within the zone, and charge an overnight parking fee for all on-street spaces within the zone. The concept also called for reducing by 10,000 the number of government parking placards used to commute to jobs in the zone. To reduce taxi traffic, the concept applied a surcharge on all taxi trips within, into, or out of the area of Manhattan south of 86th Street.	The 2008 Traffic Congestion and Mitigation Commission found that the concept would reduce VMT by only 3.2%.
3f. 2008 Traffic Congestion Mitigation Commission Study: Recommended Modified Congestion Pricing Plan	To reduce congestion in the Manhattan Business District with a minimum of at least 6.3% reduction in average VMT in the area south of 86th Street	Passenger vehicles and trucks entering the area of Manhattan south of 60th Street during the business day (weekdays 6 a.m. to 6 p.m.) would pay a daily fee. A tolling zone boundary at 60th Street rather than 86th Street would lead to many more intra-Manhattan trips being charged the toll. Roads on the periphery (West Side Highway/Route 9A and FDR Drive) were included in the zone. Credit provided to vehicles that paid inbound toll at bridges or tunnels. Also included a package of parking and taxi policies to discourage driving within the zone, including a surcharge on FHVs during certain hours, increased parking meter rates, and elimination of resident parking tax exemption. Revenue to be directed to transportation system improvements.	The 2008 Traffic Congestion and Mitigation Commission recommended this concept that best met the goals of the study, including a 6.8% reduction in VMT. The commission found that this concept would generate \$520 million a year in revenue, was less expensive to build and operate than the PlaNYC concept, and did not raise significant regional equity concerns. The recommendation was not enacted by the New York State Legislature.
4. 2015 Move NY Fair Plan proposed by citizens' group known as Move NY	To reduce congestion in the Manhattan CBD and provide revenues for MTA capital and operating costs	This concept modified tolls throughout New York City, including new tolls at 60th Street for vehicles entering the Manhattan CBD, and added a new surcharge on FHVs operating in the Manhattan CBD. Generated revenue would be dedicated to transit and roadway improvements.	Fix NYC Advisory Panel incorporated components into that panel's recommendations (Item 5 in this table).

Appendix 2A, Project Alternatives: Previous Studies and Concepts Considered

Table 2A-1. Concepts Considered for Reducing Congestion in the Manhattan CBD (continued)

	CONCEPT	PURPOSE	KEY CHARACTERISTICS	RESULT
5.	2018 Fix NYC Advisory Panel Recommendation	To reduce traffic congestion in the Manhattan CBD and provide revenue for MTA capital and operating costs	Fix NYC Advisory Panel reviewed congestion pricing systems in place in London, Singapore, Stockholm, and Milan; evaluated a range of road pricing concepts, including priced managed lanes, conventional tolls, zone-based charging, truck tolling, and adjusted parking surcharges and vehicle registration fees. Fix NYC Advisory Panel recommended a phased congestion reduction plan, including increased enforcement of traffic laws, a surcharge on FHVs in the Manhattan CBD, and a zone pricing program for all vehicles entering the Manhattan CBD south of 60th Street. Daily toll for inbound vehicles entering Monday through Friday, 6 a.m. to 8 p.m. Buses and FHVs to be exempt from the zone charge. FDR Drive to be exempt. Potential implementation of variable pricing schedule.	An FHV surcharge was enacted in 2018. A number of the panel's other recommendations were incorporated into the 2019 MTA Reform and Traffic Mobility Act.
6.	2018 Metropolitan Transportation Sustainability Advisory Workgroup Recommendation	To address regional transportation needs, including excess traffic congestion, and to suggest new sources of sustainable funding for the region's public transit system	Recommended measures included implementing a new congestion pricing zone for the Manhattan CBD with generated revenue to be dedicated to MTA.	Congestion pricing recommendations were incorporated into the 2019 MTA Reform and Traffic Mobility Act.

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2B, MTA Reform and Traffic Mobility Act

- New York State Vehicle and Traffic Law as amended, Title 8, Respective Powers of State and Local Authorities
 - Article 38, Regulation of Traffic by Public Authorities and Commissions, Section 1630(4)
 - Article 44-c, Central Business District Tolling Program (Sections 1701 1706)
- New York State Public Authorities Law as amended, Article 3, Bridge and Tunnel Authorities, Title 3, Triborough Bridge Authority
 - Section 553(9-s and 12-a) Powers of the authority
 - Section 553-j Additional powers and provisions in relation to central business district tolling program
 - Section 553-k Traffic mobility review board
 - Section 566-a Tax contract by the state
- New York State Public Officers Law, Article 6, Freedom of Information Law, Section 87(2)(p)
- New York State Tax Law as amended, Article 22, Personal Income Tax, Part 1,
 General, Section 606 Credits Against Tax

New York State Vehicle and Traffic Law, as amended, Title 8, Respective Powers of State and Local Authorities

- Article 38, Regulation of Traffic by Public Authorities and Commissions, Section 1630(4)
- Article 44-c, Central Business District Tolling Program (Sections 1701 1706)

Appendix 2B, Project Alternatives: MTA Reform and Traffic Mobility Act

New York State Vehicle and Traffic Law, as amended, Title 8, Respective Powers of State and Local Authorities Article 38, Regulation of Traffic by Public Authorities and Commissions Section 1630(4)

§ 1630. Regulation of traffic on highways under the jurisdiction of certain public authorities and commissions.

The New York state thruway authority, a county park commission, the Niagara Falls bridge commission, a parkway authority, a bridge authority, including the Buffalo and Fort Erie public bridge authority, the metropolitan transportation authority, the Long Island Rail Road, the Metro-North Commuter Railroad, the office of parks, recreation and historic preservation, the department of environmental conservation, the department of agriculture and markets, the industrial exhibit authority or a bridge and tunnel authority may by ordinance, order, rule or regulation prohibit, restrict or regulate traffic on or pedestrian use of any highway, property or facility under its jurisdiction. The provisions of section sixteen hundred of this title shall be applicable to such ordinances, orders, rules and regulations, provided, however, that such ordinances, orders, rules and regulations shall supersede the provisions of this chapter where inconsistent or in conflict with respect to the following enumerated subjects:

. . .

4. Charging of tolls, taxes, fees, licenses or permits for the use of the highway or any of its parts or entry into or remaining within the central business district established by article forty-four-C of this chapter, where the imposition thereof is authorized by law.

New York State Vehicle and Traffic Law, as amended, Title 8, Respective Powers of State and Local Authorities Article 44-c, Central Business District Tolling Program (§§ 1701 – 1706)

§ 1701. Legislative findings and declaration.

The ongoing failures of the tracks, signals, switches, electrical power, and other transportation infrastructure throughout the subway system in the city of New York continue to have a significant deleterious impact on the health, safety, and livelihood of commuters, tourists, resident New Yorkers, as well as business and commerce in the metropolitan commuter transportation district, which is the recognized economic engine of the state of New York, and thereby have adversely affected the economy of the state of New York. Temporary actions have been taken to address the safety of subway, bus and commuter rail riders in the short term including an emergency declaration and increased capital funding for the subways in the most recently adopted state budget. The legislature, however, determines that a long-term and sustainable solution is necessary in order to ensure stable and reliable funding to repair and revitalize this significantly important mass transit asset.

The legislature further finds and declares that traffic congestion in the city of New York ranks second worst among cities in the United States and third worst among cities in the world, and results in significant cost to the New York metropolitan area economy and in turn the state's economy at estimates exceeding one hundred billion dollars over the next five years. Travel speeds in the city of New York's central business district have dropped more than seventeen percent in two thousand sixteen to an average of 6.8 miles per hour and in Midtown Manhattan, the most congested area of the city-the area from fifty-ninth street to thirty-fifth street and from ninth avenue to the east river-the average vehicular speed is 4.7 miles per hour. Congestion in these areas is crippling and impacts the everyday lives of residents, commuters, taxi and forhire vehicle traffic, bus transit and emergency services, and is a significant contributor to decreased air quality.

These issues have been recognized by both the Fix NYC Advisory Panel and the Metropolitan Transportation Sustainability Advisory Workgroup as significant impediments to everyday New Yorkers.

In order to ensure a safe and efficient mass transit system within the city of New York and to protect the public health and safety of New York's residents, a program to establish tolls for vehicles entering or remaining in the most congested area of the state is found to be necessary and to be a matter of substantial state concern.

§ 1702. Short title.

This act shall be known as and may be cited as "the traffic mobility act".

§ 1703. Definitions.

For the purposes of this article, unless the context otherwise requires:

- 1. "City" means the city of New York.
- 2. "Central business district toll" means a toll charged for entry into or remaining in the central business district as described in section seventeen hundred four of this article.
- 3. "Central business district tolling program" means the program for charging tolls for vehicles that enter or remain in the central business district and includes the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center.
- 4. "Central business district" means the area described in section seventeen hundred four of this article for which tolls shall be charged for a vehicle's entry into or remaining in such district.
- 5. "Central business district tolling infrastructure" means the devices and structures including but not limited to gantries, clear signage delineating entry into the central business district and toll amounts, and power and communication lines that the Triborough bridge and tunnel authority will plan, design, construct, and use as part of the central business district tolling program. Such infrastructure shall be planned, designed, installed and constructed pursuant to the memorandum of understanding executed pursuant to subdivision two-a of section seventeen hundred four of this article.
- 6. "Central business district tolling collection system" means the electronic system of collecting tolls or other charges using electronic data and/or images that the Triborough bridge and tunnel authority will plan, design, install and construct pursuant to the memorandum of understanding executed pursuant to subdivision two-a of section seventeen hundred four of this article, and that such authority shall operate as part of the central business district tolling program.
- 7. "Central business district tolling customer service center" means the customer contact and back-office system and operation services for the collection of central business district tolls and enforcement of central business district toll violations that the Triborough bridge and tunnel authority will plan, design, implement and operate as part of the central business district tolling program.
- 8. "Operation date" means the date determined by the Triborough bridge and tunnel authority, which shall not be earlier than December thirty-first, two thousand twenty, for the beginning of the operation and enforcement of the central business district tolling program. The operation and enforcement date shall commence only after an initial program testing period of thirty days where no collection of any tolls, fees, or other charges shall be authorized. As of the commencement date of operation and enforcement, there shall be a period of sixty days where only the established tolls may be collected without the collection of other fees or charges or fines.
- 9. "Triborough bridge and tunnel authority" means the corporation organized pursuant to section five hundred fifty-two of the public authorities law as consolidated pursuant to section five hundred fifty-two-a of the public authorities law or any successor corporation or corporation into which it may be consolidated.

§ 1704. Establishment of central business district tolling program.

- 1. The Triborough bridge and tunnel authority shall establish the central business district tolling program.
- 2. The central business district tolling program will operate in the central business district. The central business district shall include the geographic area in the borough of Manhattan south of and inclusive of sixtieth street to the extent practicable but shall not include the FDR Drive, and New York state route 9A otherwise known as the "West Side highway" including the Battery Park Underpass and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West St. The boundaries of the central business district shall not be modified, expanded, or reduced and shall incorporate the outer bounds of the aforementioned district to the extent practicable.
- 2-a. The Triborough bridge and tunnel authority shall enter into a memorandum of understanding with the city department of transportation for purposes of coordinating the planning, design, installation, construction and maintenance of the central business district tolling infrastructure including required signage. The Memorandum shall address the use of existing systems, devices and other facilities owned and operated by the city for the purposes of a central business district tolling program, as well as reimbursable costs associated with the planning, design, installation, construction and maintenance of such program. Such memorandum of understanding shall be entered into no later than sixty days from the effective date of this article.
- 3. (a) Notwithstanding any law to the contrary, the Triborough bridge and tunnel authority, pursuant to the memorandum of understanding executed pursuant to subdivision two-a of this section with the city department of transportation shall plan, design, install, construct, and maintain the central business district tolling infrastructure. The city of New York shall cooperate and consult with the Triborough bridge and tunnel authority to facilitate the planning, design, construction, timely implementation, and maintenance of the central business district tolling infrastructure and shall not unduly hinder or delay the planning, designing, installation, operation, construction, timely implementation, or maintenance of the same. Notwithstanding any provision of law to the contrary, the city of New York shall, pursuant to the memorandum of understanding executed pursuant to subdivision two-a of this section with the Triborough bridge and tunnel authority, be authorized to provide for the use of existing systems, devices and other facilities owned and operated by the city, including, but not limited to systems and devices installed pursuant to sections one thousand one hundred eleven-a, one thousand one hundred eleven-c, and one thousand one hundred eighty-b of this chapter to facilitate the Triborough bridge and tunnel authority's central business district tolling program and shall work with the Triborough bridge and tunnel authority to facilitate the same.
- (b) The Triborough bridge and tunnel authority shall, pursuant to the memorandum of understanding executed pursuant to subdivision two-a of this section with the city department of transportation, plan, design, install, construct, and maintain a central business district toll collection system and implement and operate the same to collect the central business district toll.

- (c) The Triborough bridge and tunnel authority shall plan, design, implement and operate a central business district toll customer service center.
- (d) The central business district tolling program shall be planned, designed, implemented and operated to facilitate payment of central business district tolls by credit or debit card, check or automated clearing house payment, by telephone or over the internet or any other method of payment that the Triborough bridge and tunnel authority may implement.
- (e) All procurements of goods, services or construction of any kind by the Triborough bridge and tunnel authority for the central business district tolling program shall be deemed to be subject only to the same requirements that otherwise apply to procurements by the Triborough bridge and tunnel authority.
- (f) Signage shall be clearly delineated to provide notice at a reasonable distance prior to, and upon entry into, the central business district and upon exit from the central business district. Signage prior to entry must include the toll rates to be charged. Additionally, signage shall be provided, where practicable, to provide drivers adequate notice to avoid entry into the central business district. Design, placement and installation of signage by the Triborough bridge and tunnel authority shall be performed pursuant to the memorandum of understanding executed pursuant to subdivision two-a of this section with the city department of transportation.
- 4. The central business district tolling infrastructure, the central business district toll collection system and the central business district tolling customer service center shall be completed by the operation date.
- 5. Responsibility for maintenance of the central business district tolling infrastructure after the operation date shall be performed by the Triborough bridge and tunnel authority pursuant to the memorandum of understanding executed pursuant to subdivision two-a of this section with the city department of transportation.
- 6. The planning, designing, constructing, installing or maintaining of the central business district tolling program and the planning, designing, installing, constructing, operating or maintaining of the central business district toll collection system by the Triborough bridge and tunnel authority including the establishment by such authority of central business district tolls, and any other fees or rentals for the use of its projects and any changes thereafter shall not be subject to the provisions of article eight of the environmental conservation law, the provisions of chapter six of article forty-three or chapter five of title sixty-two of the rules of the city of New York, or the provisions of section one hundred ninety-seven-c of the New York city charter, relating to a uniform land use review procedure, nor the provisions of any other local law of the city of New York of like or similar effect including approvals or charges associated with the use of property owned and maintained by the city of New York necessary for the installation of central business district tolling infrastructure nor shall the determination of the central business district toll amounts by the Triborough bridge and tunnel authority board be subject to any such provisions of law. The planning, designing, installing, constructing or maintaining of the central business district tolling program by the Triborough bridge and tunnel authority shall be performed pursuant to the memorandum of understanding executed pursuant to subdivision two-a of this section.

§ 1704-a. Central business district toll.

- 1. Consistent with the goals of reducing traffic congestion within the central business district and funding capital projects the Triborough bridge and tunnel authority shall have the power, subject to agreements with its bondholders, and applicable Federal law to establish and charge variable tolls and fees for vehicles entering or remaining in the central business district at any time and shall have the power, subject to agreements with bondholders, and applicable Federal law to make rules and regulations for the establishment and collection of central business district tolls, fees, and other charges. For purposes of establishing a central business district toll or tolls the board shall, at minimum, ensure annual revenues and fees collected under such program, less costs of operation of the same, provide for sufficient revenues into the central business district tolling capital lockbox fund, established pursuant to section five hundred fifty-three-j of the public authorities law necessary to fund fifteen billion dollars for capital projects for the 2020 to 2024 MTA capital program, and any additional revenues above that amount to be available for any successor programs. Additionally, no toll may be established and charged on passenger vehicles registered pursuant to subdivision six of section four hundred one of this chapter more than once per day for purposes of entering the central business district.
- 2. No qualifying authorized emergency vehicle as defined pursuant to section one hundred one of this chapter or a qualifying vehicle transporting a person with disabilities shall be charged a central business district toll if it enters or remains in the central business district. Application for such toll exemption shall be made in such manner as prescribed by the Triborough bridge and tunnel authority and shall contain such information as the authority may reasonably require.
- 3. (a) The Triborough bridge and tunnel authority shall implement a plan for credits, discounts and/or exemptions for tolls paid on bridges and crossings informed by the recommendations of the traffic mobility review board.
- (b) The Triborough bridge and tunnel authority shall be authorized to provide additional credits, discounts and exemptions informed by the recommendations of the traffic mobility review board and a traffic study that considers impact.
- 4. The Triborough bridge and tunnel authority shall implement a plan to address credits, discounts, and/or exemptions for for-hire vehicles as defined by, and subject to a surcharge imposed by, article twenty-nine-C of the tax law for a for-hire transportation trip, informed by the recommendation of the traffic mobility review board.

§ 1705. Disposition of revenue and penalties.

The Triborough bridge and tunnel authority shall establish and collect central business district tolls, fees and other charges as provided in subdivision twelve-a of section five hundred fifty-three of the public authorities law.

Appendix 2B, Project Alternatives: MTA Reform and Traffic Mobility Act

§ 1706. Reporting.

Beginning one year after the operation date and every two years thereafter, the Triborough bridge and tunnel authority, in consultation with the city department of transportation shall report on the effect of the central business district tolling program on traffic congestion in and around the central business district and on mass transit use and taxi and for-hire vehicle use including the vehicle-miles traveled for each trip within the central business district for taxis and for-hire vehicles; the current and historic volume and type of vehicles including, but not limited to, commercial trucks, transportation network companies, taxis, private cars, and tour buses, entering the central business district; environmental improvements, including but not limited to, air quality, and emissions trends in and around the central business district; congestion reduction measures; and transit ridership and average bus speeds within the central business district, and on all receipts and expenditures relating to the central business district tolling program. The department of transportation of the city of New York shall be required to assist in gathering and providing to the Triborough bridge and tunnel authority traffic impact data and other related data as directed by the Triborough bridge and tunnel authority for purposes of compiling such report. The report shall be readily available to the public, and shall be posted on the authority's website and be submitted to the governor, the director of the budget, the temporary president of the senate, the speaker of the assembly, the mayor and council speaker of the city of New York, the metropolitan transportation authority board and the metropolitan transportation authority capital program review board.

New York State Public Authorities Law, as amended, Article 3, Bridge and Tunnel Authorities, Title 3, Triborough Bridge Authority

- Section 553(9-s and 12-a) Powers of the authority
- Section 553-j Additional powers and provisions in relation to central business district tolling program
- Section 553-k Traffic mobility review board
- Section 566-a Tax contract by the state

New York State Public Authorities Law, as amended Article 3: Bridge and Tunnel Authorities Title 3: Triborough Bridge Authority

§ 553. Powers of the authority.

The authority shall have the power

. . .

9-s. To acquire, design, construct, maintain, operate, improve and reconstruct, so long as its corporate existence shall continue, the following projects,

. . .

- (s) The central business district tolling program to the extent specified in article forty-four-C of the vehicle and traffic law and in this title.
- 12-a. To establish and charge variable tolls, fees and other charges for vehicles entering or remaining within the central business district and to make rules and regulations for the collection of such tolls, fees and other charges, subject to and in accordance with such agreement with bondholders and applicable federal law as may be made as hereinafter provided. Subject to agreements with bondholders and applicable federal law, all tolls, fees and other revenues derived from the central business district tolling program shall be applied to the payment of operating, administration, and other necessary expenses of the authority properly allocable to such program, including the capital costs of such program, and to the payment of interest or principal of bonds, notes or other obligations of the authority or the metropolitan transportation authority issued for transit and commuter projects as provided in section five hundred fifty-three-j of this title, and shall not be subject to distribution under section five hundred sixty-nine-c of this title or section twelve hundred nineteen-a of this chapter. The provisions of section twenty-eight hundred four of this chapter shall not be applicable to the tolls and fees established by the authority pursuant to this subdivision. Any such fares, tolls, and other charges shall be established and changed only if approved by resolution of the authority adopted by not less than a majority vote of the whole number of members of the authority then in office, with the chairman having one additional vote in the event of a tie vote, and only after a public hearing.

New York State Public Authorities Law, as amended Article 3: Bridge and Tunnel Authorities Title 3: Triborough Bridge Authority

§ 553-j. Additional powers and provisions in relation to central business district tolling program

- 1. The authority shall establish a fund to be known as the central business district tolling capital lockbox fund which shall be kept separate from and shall not be commingled with any other monies of the authority. The fund shall consist of all monies received by the authority pursuant to article forty-four-C of the vehicle and traffic law, subdivision twelve-a of section five hundred fifty-three of this title, and revenues of the real estate transfer tax deposited pursuant to subdivision (b) of section fourteen hundred twenty-one of the tax law, and sales tax pursuant to subdivision (c) of section eleven hundred forty-eight of the tax law, subparagraph (B) of paragraph five of subdivision (c) of section twelve hundred sixty-one of the tax law, and funds appropriated from the central business district trust fund established pursuant to section ninety-nine-ff of the state finance law.
- * 2. Monies in the fund shall be applied, subject to agreements with bondholders and applicable federal law, to the payment of operating, administration, and other necessary expenses of the authority, or to the city of New York subject to the memorandum of understanding executed pursuant to subdivision two-a of section seventeen hundred four of the vehicle and traffic law properly allocable to such program, including the planning, designing, constructing, installing or maintaining of the central business district tolling program, including, without limitation, the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center, and the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs. Monies in the fund may be: (a) pledged by the authority to secure and be applied to the payment of the bonds, notes or other obligations of the authority to finance the costs of the central business district tolling program, including, without limitation, the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center, and the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto, the payment of federal government loans, security or credit arrangements or other agreements related thereto; or (b) used by the authority for the payment of such capital costs of the central business district tolling program and the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs; or (c) transferred to the metropolitan transportation authority and (1) pledged by the metropolitan transportation authority to secure and be applied to the payment of the bonds, notes or other obligations of the metropolitan transportation authority to finance the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto, the payment of federal government loans,

security or credit arrangements or other agreements related thereto, or (2) used by the metropolitan transportation authority for the payment of the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs, or (3) subject to approval by the board of the metropolitan transportation authority and the director of the budget, used by the metropolitan transportation authority in all or any of the fiscal years of the authority beginning in 2020 through 2021 to offset decreases in revenue, including but not limited to, lost taxes, fees, charges, fares and tolls, due in whole or in part, or increases in operating costs due in whole to the state disaster emergency caused by the novel coronavirus, COVID-19. Such revenues shall only supplement and shall not supplant any federal, state, or local funds expended by the authority or the metropolitan transportation authority, or such authority's or metropolitan transportation authority's affiliates or subsidiaries for such respective purposes. Central business district toll revenues may be used as required to obtain, utilize, or maintain federal authorization to collect tolls on federal aid highways. Provided further that, in the event the authority or metropolitan transportation authority receives funds or reimbursements, including without limitation from the federal government or insurance maintained by the authority or metropolitan transportation authority, due in whole or in part to the novel coronavirus, COVID-19, any monies from the fund used to offset decreases in revenue or increases in operating costs due in whole or in part to the state disaster emergency caused by the novel coronavirus, COVID-19, shall be repaid after the authority or the metropolitan transportation authority fully repays any public or private borrowings, draws on any lines of credit, issuances of revenue anticipation notes, any internal loans, and use of corpus of OPEB Trust to pay current retiree healthcare cost necessitated by COVID-19 revenue shortfall. Such obligation to repay shall be limited to the availability of any excess monies, and any such funds or reimbursements in excess of the amounts needed to fully repay such amounts shall be transferred to the fund and used for the purposes originally intended for such fund.

* NB Effective until April 3, 2022

* 2. Monies in the fund shall be applied, subject to agreements with bondholders and applicable federal law, to the payment of operating, administration, and other necessary expenses of the authority, or to the city of New York subject to the memorandum of understanding executed pursuant to subdivision two-a of section seventeen hundred four of the vehicle and traffic law properly allocable to such program, including the planning, designing, constructing, installing or maintaining of the central business district tolling program, including, without limitation, the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center, and the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs. Monies in the fund may be: (a) pledged by the authority to secure and be applied to the payment of the bonds, notes or other obligations of the authority to finance the costs of the central business district tolling program, including, without limitation, the central business district tolling infrastructure, the central business district tolling collection system and the central business district tolling customer service center, and the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto, the payment of federal government loans, security or credit

arrangements or other agreements related thereto; or (b) used by the authority for the payment of such capital costs of the central business district tolling program and the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs; or (c) transferred to the metropolitan transportation authority and (1) pledged by the metropolitan transportation authority to secure and be applied to the payment of the bonds, notes or other obligations of the metropolitan transportation authority to finance the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs, including debt service, reserve requirements, if any, the payment of amounts required under bond and note facilities or agreements related thereto, the payment of federal government loans, security or credit arrangements or other agreements related thereto, or (2) used by the metropolitan transportation authority for the payment of the costs of any metropolitan transportation authority capital projects included within the 2020 to 2024 MTA capital program or any successor programs. Such revenues shall only supplement and shall not supplant any federal, state, or local funds expended by the authority or the metropolitan transportation authority, or such authority's or metropolitan transportation authority's affiliates or subsidiaries for such respective purposes. Central business district toll revenues may be used as required to obtain, utilize, or maintain federal authorization to collect tolls on federal aid highways.

* NB Effective April 3, 2022

3. Any monies deposited in the fund shall be held in the fund free and clear of any claim by any person arising out of or in connection with article forty-four-C of the vehicle and traffic law and subdivision twelve-a of section five hundred fifty-three of this title. Without limiting the generality of the foregoing, no person paying any amount that is deposited into the fund shall have any right or claim against the authority or the metropolitan transportation authority, any of their bondholders, any of the authority's or the metropolitan transportation authority's subsidiaries or affiliates to any monies in or distributed from the fund or in respect of a refund, rebate, credit or reimbursement of monies arising out of or in connection with article forty-four-C of the vehicle and traffic law and subdivision twelve-a of section five hundred fifty-three of this title.

3-a. Of the capital project costs paid by this fund: eighty percent shall be capital project costs of the New York city transit authority and its subsidiary, Staten Island Rapid Transit Operating Authority, and MTA Bus with priority given to the subway system, new signaling, new subway cars, track and car repair, accessibility, buses and bus system improvements and further investments in expanding transit availability to areas in the outer boroughs that have limited mass transit options; ten percent shall be capital project costs of the Long Island Rail Road, including but not limited to, parking facilities, rolling stock, capacity enhancements, accessibility, and expanding transit availability to areas in the Metropolitan Commuter Transportation District that have limited mass transit options; and ten percent shall be capital project costs of the Metro-North Commuter Railroad Company, including but not limited to, parking facilities, rolling stock, capacity enhancements, accessibility, and expanding transit availability to areas in the Metropolitan Commuter Transportation District that have limited mass transit options.

- * 4. The authority shall report annually on all receipts and expenditures of the fund. The report shall detail operating expenses of the central business district tolling program and all fund expenditures including capital projects. If, during the period of the report, any monies in the fund were used by the authority or the metropolitan transportation authority to offset decreases in revenue lost in whole or in part due to the state disaster emergency caused by novel coronavirus, COVID-19, or increases in operating costs in whole due to the novel coronavirus, COVID-19, the report shall also provide: (a) details of such decreases in revenue in whole, (b) details of such decreases in revenue in part, (c) details of such increases in costs, (d) the methodology used by the authority or metropolitan transportation authority to calculate such changes, and (e) explanation for attributing a particular increase in cost or a particular decrease in revenue, to the state disaster emergency caused by coronavirus, COVID-19. The report shall be readily available to the public, and shall be posted on the authority's website and be submitted to the governor, the temporary president of the senate, the speaker of the assembly, the comptroller, the director of the budget, the mayor and council of the city of New York, the metropolitan transportation authority board, and the metropolitan transportation authority capital program review board.
- * NB Effective until April 3, 2022
- * 4. The authority shall report annually on all receipts and expenditures of the fund. The report shall detail operating expenses of the central business district tolling program and all fund expenditures including capital projects. The report shall be readily available to the public, and shall be posted on the authority's website and be submitted to the governor, the temporary president of the senate, the speaker of the assembly, the mayor and council of the city of New York, the metropolitan transportation authority board, and the metropolitan transportation authority capital program review board.
- * NB Effective April 3, 2022
- 5. Any operating funding used for the purposes of a central business district tolling program from this fund shall be approved, annually, in a plan of expenditures, by the director of the budget.

New York State Public Authorities Law, as amended Article 3: Bridge and Tunnel Authorities Title 3: Triborough Bridge Authority

§ 553-k. Traffic mobility review board

- 1. The authority's board shall establish the "traffic mobility review" board (board), which shall consist of a chair and five members, that shall be made up of regional representation, one of whom shall be recommended by the mayor of the city of New York, one of whom shall reside in the Metro North Region, and one of whom shall reside in the Long Island Rail Road Region. Members of the board must have experience in at least one of the following areas: public finance; transportation; mass transit; or management. The chair and the members of the board shall be appointed by the authority.
- 2. The board shall make a recommendation regarding the central business district toll amounts to be established pursuant to article forty-four-C of the vehicle and traffic law, which shall include a variable-pricing structure, no sooner than November fifteenth, two thousand twenty and no later than December thirty-first, two thousand twenty, or no later than thirty days before a central business district tolling program is initiated, whichever is later. Such recommendation shall be submitted to the board of the Triborough bridge and tunnel authority for consideration before the Triborough bridge and tunnel authority board may approve central business district toll amounts that may be established and adopted.
- 3. For purposes of recommending a central business district toll or tolls in addition to the goal of reducing traffic within the central business district, the board shall, at minimum, ensure that annual revenues and fees collected under such program, less costs of such program, provide for revenues into the central business district tolling capital lockbox fund, established pursuant to section five hundred fifty-three-j of this chapter, necessary to fund fifteen billion dollars for capital projects for the 2020 to 2024 capital program, and any additional revenues above that amount to be available for any successor program. The board shall consider for purposes of its recommendations, factors including but not limited to, traffic patterns, traffic mitigation measures, operating costs, public impact, public safety, hardships, vehicle type, discounts for motorcycles, peak and off-peak rates and environmental impacts, including but not limited to air quality and emissions trends. The board shall recommend a plan for credits, discounts, and/or exemptions for tolls paid on bridges and crossings which shall be informed by a traffic study associated with the impact of any such credits, discounts and/or exemptions on the recommended toll. The board shall recommend a plan for credits, discounts, and/or exemptions for for-hire vehicles defined, and subject to a surcharge imposed by, article twenty-nine-C of the tax law for a for-hire transportation trip based on factors including, but not limited to, initial market entry costs associated with licensing and regulation, comparative contribution to congestion in the central business district, and general industry impact. The board shall produce a detailed report that provides information regarding the board's review and analysis for purposes of establishing its recommendations, including but not limited to, all of the considerations referred to in this subdivision. The board shall not recommend a toll that provides for charging passenger vehicles registered pursuant to subdivision six of section four hundred one of the vehicle and traffic law more than once per day.

Appendix 2B, Project Alternatives: MTA Reform and Traffic Mobility Act

- 4. The authority, its subsidiaries, affiliates, and subsidiaries of affiliates, the city of New York, and any state agency or authority shall provide any assistance necessary to assist in the completion of the board's work and promptly respond to any requests for information or consultation consistent with the purposes of this section.
- 5. The Metropolitan Transportation Authority capital plan shall be reviewed by the traffic mobility review board.
- 6. Members of the board shall serve without compensation.

New York State Public Authorities Law, as amended Article 3: Bridge and Tunnel Authorities Title 3: Triborough Bridge Authority

§ 566-a. Tax contract by the state

- 1. It is hereby found, determined and declared that the authority and the carrying out of its corporate purposes is in all respects for the benefit of the people of the state of New York, for the improvement of their health, welfare and prosperity, and, in the case of some of the said purposes, for the promotion of their traffic, and that said purposes are public purposes and, in the case of those purposes which consist of vehicular bridges, vehicular tunnels and approaches thereto and the central business district tolling program, the project is an essential part of the public highway system and the authority will be performing an essential governmental function in the exercise of the powers conferred by this title, and the state of New York covenants with the purchasers and with all subsequent holders and transferees of bonds issued after January first, nineteen hundred thirty-nine by the authority pursuant to this title, in consideration of the acceptance of any payment for the bonds that the bonds of the authority issued after January first, nineteen hundred thirty-nine pursuant to this title and the income therefrom, and all moneys, funds, tolls and other revenues pledged to pay or secure the payment of such bonds, shall at all times be free from taxation except for estate taxes and taxes on transfers by or in contemplation of death.
- 2. Nothing herein shall be construed to repeal or supersede any tax exemptions heretofore or hereafter granted by general or other laws.

Appendix 2B, Project Alternatives: MTA Reform and Traffic Mobility Act

New York State Public Officers Law, as amended Article 6, Freedom of Information Law

- Section 87(2)(p) - Access to agency records

New York State Public Officers Law, as amended Article 6, Freedom of Information Law Section 87(2)(p)

§ 87. Access to agency records.

2. Each agency shall, in accordance with its published rules, make available for public inspection and copying all records, except those records or portions thereof that may be withheld pursuant to the exceptions of rights of access appearing in this subdivision. A denial of access shall not be based solely on the category or type of such record and shall be valid only when there is a particularized and specific justification for such denial. Each agency shall, in accordance with its published rules, make available for public inspection and copying all records, except that such agency may deny access to records or portions thereof that:

. . .

- * (p) are data or images produced by an electronic toll collection system under authority of article forty-four-C of the vehicle and traffic law and in title three of article three of the public authorities law.
- * NB There are 2 par (p)'s

Appendix 2B, Project Alternatives: MTA Reform and Traffic Mobility Act

New York State Tax Law, as amended Article 2, Personal Income Tax Part 1, General

- Section 606 - Credits Against Tax

Appendix 2B-20 2023

New York State Tax Law, as amended Article 22, Personal Income Tax Part 1, General

§ 606. Credits Against Tax.

- * (jjj) Central business district toll credit.
- (1) For taxable years beginning on or after January first, two thousand twenty-one, a resident individual whose primary residence is located in the central business district established pursuant to article forty-four-C of the vehicle and traffic law and whose New York adjusted gross income for the taxable year is less than sixty thousand dollars shall be entitled to a credit as calculated pursuant to paragraph two of this subsection.
- (2) The credit shall be equal to the aggregate amount of central business district tolls paid by the taxpayer during the taxable year pursuant to the central business district tolling program authorized by article forty-four-C of the vehicle and traffic law. Provided, however, that any toll that would constitute a trade or business expense under section 162 of the internal revenue code shall be excluded.
- (3) If the amount of the credit allowed under this subsection for any taxable year shall exceed the taxpayer's tax for such year, the excess shall be treated as an overpayment of tax to be credited or refunded in accordance with the provisions of section six hundred eighty-six of this article, provided, however, that no interest shall be paid thereon.

* NB There are 3 subsection (jjj)'s

2C, Memorandum of Understanding between TBTA and NYCDOT

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY 2 Broadway New York, NY 10004

-and-

THE CITY OF NEW YORK DEPARTMENT OF TRANSPORTATION 55 Water Street New York, NY 10041

Memorandum of Understanding ("Agreement")

This Agreement, made and effective on the 11th day of June 2019 (the "Effective Date"), is entered into between the City of New York (the "City"), a municipal corporation acting on behalf of its Department of Transportation with offices at 55 Water Street, New York, NY 10041 ("NYCDOT"), and the Triborough Bridge and Tunnel Authority, a public benefit corporation of the State of New York with offices at 2 Broadway, New York, NY 10004 ("TBTA").

WHEREAS, pursuant to the MTA reform and traffic mobility act (the "Act") TBTA is establishing a "central business district tolling program" (the "Program"), as defined in Article 44-C of the New York State Vehicle and Traffic Law ("VTL")

WHEREAS, TBTA will operate the Program in the "central business district" (the "CBD"), as defined in VTL §1703(4), commencing on the "operation date" ("Operation Date"), as defined in VTL § 1703(8).

WHEREAS, pursuant to VTL §1704(2-a), TBTA and NYCDOT enter into this Agreement for purposes of coordinating and facilitating the planning, design, installation, construction, and maintenance of the central business district tolling infrastructure as defined by VTL §1703, including required signage ("infrastructure").

WHEREAS, pursuant to VTL §1704(3), TBTA and NYCDOT enter into this Agreement for purposes of coordinating and facilitating the planning, design, installation, construction, and maintenance of the equipment and devices which are located in the Impacted Public Right of Way (as defined herein) to collect electronic data and/or images as part of the central business district toll collection system as defined by VTL §1703 ("toll collection system equipment").

WHEREAS, TBTA, in consultation with NYCDOT, shall plan, design, implement, and maintain the infrastructure and toll collection system equipment in such a way as to protect public safety.

WHEREAS, this Agreement also addresses TBTA's right to use existing systems, devices and other facilities owned and operated by NYCDOT for the purposes of the Program, as well as actual reimbursable costs to the City of New York, including NYCDOT and other agencies, associated with the planning, design, installation, construction, operation and maintenance of the Program, in accordance with VTL §1704(2-a), properly allocable to the Program;

WHEREAS, TBTA requires access to a portion of the street and sidewalk, as well as any other poles, lines or appurtenances (the "Impacted Public Right of Way") in order to install, maintain, and repair the infrastructure; and

WHEREAS, TBTA requires access to the Impacted Public Right of Way in order to install, maintain, and repair the toll collection system equipment; and

WHEREAS, by this Agreement, NYCDOT has agreed to allow TBTA to use the Impacted Public Right of Way, subject to the following terms and conditions.

IT IS HEREBY AGREED:

- 1. Access Granted. (a) NYCDOT hereby grants to TBTA and its designees (e.g. contractors, subcontractors and suppliers) a license to use and maintain the Impacted Public Right of Way and within the same to install, inspect, maintain, repair or remove the infrastructure in strict accordance with Exhibit A attached hereto and Section 6, Permitting, herein. (b) NYCDOT hereby grants to TBTA and its designees (e.g. contractors, subcontractors and suppliers) a license to use and maintain the Impacted Public Right of Way and within the same to install, inspect, maintain, repair or remove the toll collection system equipment in strict accordance with Section 6, Permitting, herein.
- 2. TBTA's Right To Operate the Infrastructure and Toll Collection System Equipment. NYCDOT agrees that TBTA has the right to operate the infrastructure and toll collection system equipment in the Impacted Public Right of Way.
- 3. Term. This Agreement is for a ten (10) year term, commencing on the Effective Date, and it will automatically renew for successive ten (10) year terms, unless terminated earlier in accordance with this Agreement, provided however that it shall not be terminated in whole or in part in any way that would prevent TBTA's collection of Program tolls so long as there are any outstanding bonds, notes or other obligations that have been secured by funds in the Central Business District Tolling Capital Lockbox Fund established pursuant to Public Authorities Law §553-j.
- 4. Reimbursement to NYCDOT and other City Agencies. TBTA shall reimburse NYCDOT and other City entities ("City Agencies") for actual costs of work performed and services provided by NYCDOT and other City Agencies, their consultants and contractors: (i) associated with the planning, design, installation, construction and maintenance of the infrastructure, including signage, and the toll collection system equipment that is subject to this Agreement, in accordance with VTL §1704(2-a); (ii) associated with the Traffic Study (described in Section 9, Traffic Study, herein), Evaluation Report (described in Section 10, Evaluation Report, herein) and Parking Study (described in §9 of the Act); and (iii) otherwise requested by TBTA and agreed to by NYCDOT, properly allocable to the Program as determined by TBTA.

NYCDOT shall keep and cause their consultants and contractors to keep, for a minimum of six (6) years, all appropriate cost records and accounts relating to the NYCDOT's reimbursable costs under this Agreement. NYCDOT will notify and request that other City Agencies require the same of their consultants and contractors.

NYCDOT shall submit quarterly reimbursement requests and projected costs for the next quarter to TBTA for costs pertaining to the Program. Upon approval of each reimbursement request pursuant to New York State Public Authorities Law § 553-j(2), TBTA shall make such payment to NYCDOT within three (3) months of receipt of each quarterly reimbursement request. NYCDOT shall submit such reimbursement requests within six (6) months of the cost being incurred.

5. TBTA Special Obligation.

- a. TBTA is authorized to undertake this Program by virtue of the provisions of Article 44-C of the VTL, Central Business District Tolling Program.
- b. For reimbursable costs payable to NYCDOT before the Program has begun collecting tolls, this Agreement constitutes a special obligation of TBTA, payable solely from the \$100 million appropriated by the Legislature as an advance to the Metropolitan Transportation Authority ("MTA") for the capital project costs of the planning, design, acquisition and construction, required or expected to be required to implement the Program or from other financing mechanisms to be determined which will also be fully reimbursed from net revenues generated from the Program. TBTA represents that these monies will be adequate to fund the NYCDOT reimbursable costs under the Agreement. NYCDOT reimbursable costs under this Agreement are not payable from any other monies of TBTA, including, without limitation, monies received by TBTA from the operation of the other projects and facilities set forth in subdivision 9 of Section 553 of the New York State Public Authorities Law, other than the Central Business District Tolling Program, except as otherwise provided above.
- c. For reimbursable costs payable to NYCDOT after the Program has begun collecting tolls, the Agreement constitutes a special obligation of TBTA, payable solely from monies deposited into the central business district tolling capital lockbox fund and available for use by TBTA thereunder ("Central Business District Tolling Program Receipts"), which fund has been established in accordance with Section 553-j of the New York State Public Authorities Law (the "CBD Lockbox Fund"), subject to agreements with bondholders secured by the Central Business District Tolling Program Receipts. NYCDOT reimbursable costs under this Agreement are not payable from any other monies of TBTA, including, without limitation, monies received by TBTA from the operation of the other projects and facilities set forth in subdivision 9 of Section 553 of the New York State Public Authorities Law, other than the Central Business District Tolling Program. TBTA represents that the estimated Central Business District Tolling Program Receipts to be deposited in the CBD Lockbox Fund will be adequate to fund the NYCDOT reimbursable costs under this Agreement.

6. Permitting.

a. TBTA voluntarily agrees to direct its contractors to obtain permits to occupy, open or close City roadways and sidewalks from the NYCDOT

- Office of Construction Mitigation and Coordination ("OCMC") for the installation, maintenance, repair or removal of the infrastructure and toll collection system equipment ("Contractor OCMC Permits").
- b. In accordance with NYCDOT's obligation to not unduly hinder or delay the planning, designing, installation, operation, construction, timely implementation, or maintenance of the infrastructure, NYCDOT agrees that OCMC shall implement an expedited process for the issuance of Contractor OCMC Permits. OCMC shall dedicate the necessary staff to process Contractor OCMC Permits in an expedited and prioritized manner and shall issue Contractor OCMC Permits within two (2) business days of application from TBTA contractors, except for an event deemed to be a force majeure. NYCDOT will also provide a process for TBTA's contractor to receive an immediate Contractor OCMC Permit for required work in the event of an emergency that imperils life, health, safety or operation of the infrastructure or toll collection system equipment.
- c. Notwithstanding anything to the contrary herein, TBTA expressly reserves its right to assert in the Dispute Resolution process herein that it is not legally obligated to obtain Contractor OCMC Permits and pending a final determination rendered as a result of the Dispute Resolution process, to immediately direct its contractor to stop obtaining Contractor OCMC Permits for the installation, maintenance, repair or removal of the infrastructure or toll collection system equipment.
- d. All disputes regarding Contractor OCMC Permits shall be resolved solely in accordance with Section 24, Dispute Resolution, in lieu of any OCMC appeals process.
- 7. NYCDOT Responsibilities and TBTA Responsibilities. In support of the Program, NYCDOT shall cooperate and consult with TBTA to facilitate the planning, design, construction, timely implementation, and maintenance of the infrastructure and toll collection system equipment, and shall not unduly hinder or delay the planning, designing, installation, operation, construction, timely implementation, or maintenance of the same. NYCDOT shall provide assistance for the planning, design, construction, timely implementation, and maintenance of the infrastructure and toll collection system equipment including, but not limited to the following:
 - a. NYCDOT shall provide to TBTA detailed information on all NYCDOT planned projects that may impact the collection of Program tolls including but not limited to street improvement projects, capital street reconstruction projects, and capital bridge maintenance and repair projects in the vicinity of the 60th Street cordon, on FDR Drive south of 61St Street, on Route 9A south of 61St Street, on the Battery Park Underpass, and on the four East River Bridges or connecting ramps. NYCDOT will seek to schedule and implement such projects so as to minimize interference with the Program.
 - b. NYCDOT shall facilitate TBTA engagement with other City Agencies, including but not limited to the New York City Department of Parks and Recreation, the New York City Department of Design and Construction, the

New York City Department of Environmental Protection, the New York City Police Department, and the New York City Fire Department regarding the Program. This engagement shall include the identification and coordination of other City Agency construction and maintenance projects in the vicinity of the 60th Street cordon, the FDR Drive south of 61St Street, on Route 9A south of 61St Street, the Battery Park Underpass and on the four East River Bridges or connecting ramps.

- c. NYCDOT shall review in a timely manner all TBTA requests for street design changes in support of the Program, including but not limited to changes in street direction, street geometry, curb regulations, or turn restrictions. If NYCDOT finds such changes feasible, NYCDOT will implement such changes or allow the TBTA or its contractor to implement such changes.
- d. NYCDOT shall provide to TBTA traffic impact data and other related data, as requested by TBTA, for the Evaluation Report and other uses relevant to the Program.
- e. NYCDOT shall promptly furnish TBTA any necessary available records, engineering reports, inspection reports and other technical information that may be required for the planning, design, installation, construction and maintenance of the infrastructure and toll collection system equipment.
- f. Upon request by TBTA for specific locations, NYCDOT will provide to TBTA existing engineering drawings for bridges, streets, and other NYCDOT structures, as well as other street furniture drawings that NYCDOT may have. The drawings may be subject to non-disclosure conditions as determined by NYCDOT.
- g. NYCDOT will provide to TBTA the locations of existing NYCDOT cameras, E-ZPass readers, and fiber optic communication network. The disclosure of the locations may be subject to non-disclosure conditions as determined by NYCDOT.
- h. NYCDOT will provide the maintenance, repair and regular replacement of signage required for the Program within the City of New York in strict accordance with Exhibit C attached hereto.
- i. NYCDOT shall provide Contractor OCMC Permits for access required by TBTA's designers and contractors for the purpose of planning, evaluating, surveying, designing, construction, maintaining and operating the infrastructure and the toll collection system equipment. Such Contractor OCMC Permits shall include lane closures, street closures, bridge closures, street opening, sidewalk closures and sidewalk opening, as set forth in Section 6, Permitting, herein.
- j. NYCDOT shall facilitate TBTA's engagement with other City Agencies for the use of existing systems, devices and other facilities owned and operated by other City Agencies for the purposes of the Program.

Unless expressly set forth in this Agreement as a NYCDOT responsibility, TBTA will be responsible for installing, inspecting, maintaining and repairing or replacing the infrastructure. TBTA's responsibilities shall also include providing utility support to the infrastructure, including electricity, and any and all changes in sewers or other subsurface structures necessitated by the construction or removal of the infrastructure, including the laying or relaying of pipes, conduits, sewers or other structures. TBTA shall protect all property, which may in any way be disturbed by the construction of the infrastructure or toll collection system equipment, and it shall replace or restore the Impacted Public Right of Way and any other affected property, which is disturbed during the construction of the infrastructure or toll collection system equipment, consistent with Section 19, Removal or Deactivation of the Infrastructure, herein.

TBTA will be responsible for installing, inspecting, maintaining and repairing or replacing the toll collection system equipment. TBTA's responsibilities shall also include providing utility support to the toll collection system equipment, including electricity, and any and all changes in sewers or other subsurface structures necessitated by the construction or removal of the toll collection system equipment, including the laying or relaying of pipes, conduits, sewers or other structures. TBTA shall protect all property, which may in any way be disturbed by the construction of the infrastructure or toll collection system equipment, and it shall replace or restore the Impacted Public Right of Way and any other affected property, which is disturbed during the construction of the infrastructure or toll collection system equipment, consistent with Section 19, Removal or Deactivation of the Infrastructure, herein.

NYCDOT's review and consultation on any elements of the infrastructure or other components of the Program, or its failure to exercise its right to consult or seek changes in any elements of the infrastructure or other components of the Program, shall not relieve TBTA of its obligation to install, operate, inspect, maintain, repair or remove the infrastructure and to install, operate, inspect, maintain, repair or remove the toll collection system equipment as provided in this Agreement.

- 8. <u>Engagement with Federal Agencies.</u> It is possible that approval from the United States Department of Transportation ("USDOT"), acting through the Federal Highway Administration ("FHWA"), will be required to implement the Program. If the USDOT determines that the Program requires federal approval:
 - a. TBTA, NYCDOT and the New York State Department of Transportation ("NYSDOT") shall jointly submit an application for such approval.
 - b. TBTA, NYCDOT and NYSDOT shall jointly negotiate any required agreement with USDOT for approval of the Program.
 - c. TBTA, NYCDOT and NYSDOT shall not execute any agreement for the Program with USDOT that bars or limits access to or the use of federal funding by the City, NYSDOT or the MTA.
 - d. TBTA and MTA have hired a consultant to prepare federally-compliant environmental documents for the Program, pursuant to the National

Environmental Policy Act ("NEPA"), Section 4(f) of the Department of Transportation Act, Section 106 of the National Historic Preservation Act, and any other relevant laws. TBTA, MTA and NYCDOT shall establish an environmental review working group that will collaboratively develop the environmental documentation, with NYSDOT. TBTA shall provide NYCDOT with the opportunity to review and comment on draft environmental documents prior to submission to USDOT.

- 9. Traffic Study. Pursuant to §10 of the Act, TBTA and NYCDOT shall jointly undertake a Traffic Study (the "Traffic Study") that includes the CBD and surrounding areas that shall be provided to the Traffic Mobility Review Board (as defined in Public Authorities Law §553-k) for purposes of allowing such Board to make recommendations consistent with Public Authorities Law §553-k. The Traffic Study will include an evaluation of the impact of various variable pricing structures and the impacts of any credits, discounts and/or exemptions on traffic and thus on the recommended toll as well as of traffic patterns and environmental impacts including but not limited to air quality and emission trends.
- 10. Evaluation Report. TBTA may jointly with NYCDOT or individually prepare an Evaluation Report (the "Evaluation Report") beginning one year after the Operation Date and every two years thereafter. Each Evaluation Report will include but not be limited to an evaluation of the effect of the Program after the Operation Date on traffic congestion in and around the CBD, travel patterns, mass transit usage, environmental improvements and receipts and expenditures relating to the Program. NYCDOT shall assist in gathering and providing TBTA with traffic impact and other related data.
- 11. <u>Public Outreach.</u> NYCDOT and TBTA agree that the success of the Program depends on public acceptance and understanding and to that end, the parties agree to cooperate and collaborate on a public outreach campaign for the Program.
 - a. TBTA or MTA will provide the draft Public Outreach Plan (POP) to NYCDOT for the purpose of review and consultation.
 - b. To the extent feasible, TBTA or MTA will provide five (5) days advance notice to NYCDOT of all public meetings relating to the infrastructure.
 - c. To the extent feasible, TBTA or MTA will provide outreach materials related to the infrastructure to NYCDOT for review and comment five (5) days prior to public release.
 - d. TBTA or MTA will notify NYCDOT of all meetings with stakeholders related to the installation and operation of the infrastructure.
 - e. NYCDOT will provide staff support to all public outreach meetings related to the infrastructure to the extent practicable and provided NYCDOT received advance notice as detailed above.
- 12. <u>Design Requirements.</u> TBTA will site and design the infrastructure in accordance with the Design Requirements outlined in Exhibit A hereto, so far as practicable. TBTA will site and design the toll collection system equipment in accordance with applicable Design Requirements outlined in Exhibit A hereto, so far as practicable.

- a. TBTA will provide proposed sites, designs, and engineering drawings to NYCDOT for review and consultation, in accordance with Exhibit A herein.
- b. NYCDOT and TBTA will designate at least one technical subject matter expert to serve on a Technical Expert Panel and be available for consultation by the TBTA selection committee for the contractor that will design, build, and maintain the infrastructure and toll collection system equipment. The NYCDOT technical subject matter expert will attend all oral presentations by proposers and TBTA will provide to the NYCDOT technical subject matter expert portions of all proposals pertaining to the infrastructure. Each subject matter expert shall execute a Conflict of Interest/Non-disclosure Form.
- 13. <u>Construction Requirements.</u> TBTA will perform all work in strict accordance with the Release for Construction Design Drawings (as defined in Exhibit A) for the infrastructure, in consultation with NYCDOT.

TBTA will take all reasonable efforts to minimize disruption to activities on, and to prevent damage to, any personal property and structures of the NYCDOT and others located at, on or near the Impacted Public Right of Way.

TBTA shall furnish, within ninety (90) days of receipt, to the NYCDOT as-built record documents, showing accurately and distinctly the location, size and type of such construction, and complete dimensions of the infrastructure and toll collection system equipment, as well as the location and dimensions of all substructures encountered during the progress of the work.

- Coordination with Full and Partial Road Closures. NYCDOT streets and bridges are 14. regularly closed to traffic for maintenance, repair, capital reconstruction, special events (such as parades and street fairs), emergency response, and security purposes (such as during presidential visits and United Nations General Assembly). NYCDOT shall provide advance notice to TBTA of planned closures of any streets that could have an impact on the Program including but not limited to streets in the immediate vicinity of the 60th Street cordon, the FDR Drive, Route 9A, West Street, the Battery Park Underpass, and the Ed Koch Queensboro, Williamsburg, Manhattan, and Brooklyn Bridges. NYCDOT will close streets and bridges at its sole discretion, and it will not be liable for any damages or loss of revenue in connection with the Program resulting from such closures. NYCDOT will make reasonable efforts to mitigate the impact on the program due to such closures, and may facilitate engagement between TBTA and other City Agencies to do the same. NYCDOT, in coordination with NYPD, will develop a process to provide the TBTA Operations Command Center with notifications of unplanned closures as soon as NYCDOT becomes aware of such closures.
- 15. <u>Maintenance and Repair of Infrastructure and Impacted Public Right of Way.</u> TBTA shall be responsible for the maintenance and repair of the infrastructure and toll collection system.
 - a. The TBTA shall submit a maintenance and repair plan to NYCDOT five (5) to seven (7) days prior to the Operation Date for NYCDOT review and consultation. The plan shall detail TBTA's standard procedures for routine

and emergency maintenance and repair of the infrastructure and the toll collection system equipment, including locations, equipment or vehicles to be used, typical maintenance and protection of traffic plans, time of day restrictions, and typical work duration.

- b. TBTA shall address safety critical repairs, including a fallen or listing infrastructure or any other condition that poses an immediate threat to public safety, as soon as practicable upon notification.
- c. TBTA shall keep the infrastructure, toll collection system equipment and the Impacted Public Right of Way in good, clean, graffiti-free, and safe condition at all times.
- d. TBTA shall give written notice to the NYCDOT at least forty-eight (48) hours before it performs any work to replace any major structural component of the infrastructure, except that no such notice shall be required with respect to any routine maintenance of, or repairs made to, the infrastructure, however, TBTA and its contractors will obtain Contractor OCMC Permits associated with such work as described in Section 6, Permitting.
- 16. NYCDOT's Rights to Access Impacted Public Right of Way. TBTA shall allow NYCDOT a right of way under, through and above any and all parts of the infrastructure and any portions of the Impacted Public Right of Way subject to the terms below.

NYCDOT will give written notice to TBTA if the infrastructure and toll collection system equipment may be disturbed by work, including but not limited to capital street reconstruction, water main and sewer maintenance, repair, or replacement, or sidewalk reconstruction. At the beginning of each fiscal year, NYCDOT shall provide TBTA with a list of anticipated capital street reconstruction, water main and sewer maintenance, repair or replacement or sidewalk reconstruction projects for the year. NYCDOT shall seek to stage its work in a manner so as to minimize any impact on the infrastructure and toll collection system equipment and shall assist the TBTA in coordination with other City Agencies regarding their work. TBTA or its contractor shall accommodate the work of NYCDOT and other City Agencies by protecting the infrastructure and toll collection system equipment or by replacing the permanently installed infrastructure with temporary infrastructure and toll collection system equipment, deploying mobile toll collection equipment, temporarily relocating the toll collection equipment, or by employing another strategy. The cost of all such replacement, protection, temporary relocation, or use of mobile toll collection equipment shall be at the sole cost and expense of TBTA. The NYCDOT will endeavor to provide thirty (30) day notice of such condition, but it reserves the right to require action sooner in cases of emergency.

17. Preventing NYCDOT Interference with the Infrastructure, Toll Collection System Equipment and/or the Collection of Program Tolls. NYCDOT and its contractors shall not install any street light poles, traffic signal poles, gantries or other street furniture in locations that would interfere with, impair or impede in any way the infrastructure, toll collection system equipment and/or TBTA's collection of Program tolls.

- 18. <u>Use of NYCDOT Existing Systems, Devices and other Facilities.</u> NYCDOT shall, consistent with this Agreement, grant TBTA permission to mount toll collection system equipment on existing NYCDOT infrastructure, including bridge structures and existing gantry structures.
 - a. No toll collection system equipment will be placed on existing streetlight or signal poles if the poles cannot withstand the additional load or if the mounting of such equipment is technically infeasible. NYCDOT may grant TBTA permission to site infrastructure at the location of existing streetlight poles which cannot be used because they cannot withstand the additional load.
 - b. At locations where TBTA places infrastructure at the site of an existing NYCDOT streetlight pole, the infrastructure will include a streetlight luminaire to provide illumination of the vehicle detection area. TBTA shall maintain the luminaire as necessary at its sole cost.
- 19. Removal or Deactivation of the Infrastructure. If TBTA ceases to use the infrastructure and toll collection system equipment for the Program or after the expiration or termination of this Agreement, within a reasonable period of time, TBTA shall remove the infrastructure and toll collection system equipment, and restore the Impacted Public Right of Way, as well as any other affected City property, to its condition immediately prior to the installation of the infrastructure and toll collection system equipment or to a condition otherwise agreed upon by NYCDOT and TBTA. The removal and restoration shall be at the sole cost and expense of TBTA.

Notwithstanding the foregoing, TBTA shall be bound by all the terms and conditions of this Agreement, until the infrastructure is removed and the Impacted Public Right of Way and any such other affected City property is restored.

- 20. <u>Data Sharing.</u> TBTA shall work to share data with NYCDOT. TBTA will provide NYCDOT with a real time data feed, as it becomes available, of vehicles entering the CBD at all entry points to the CBD. At NYCDOT's sole cost (to be deducted by TBTA from an reimbursable costs due to NYCDOT under Section 4, Reimbursement to NYCDOT and Other City Agencies), TBTA shall anonymize the real time data to exclude any personally identifiable information, including license plate numbers or E-ZPass account numbers but the data will include vehicle classifications. On or before the Effective Date, TBTA shall provide NYCDOT with historical data from 2015 to the present of vehicle volumes and classifications on all TBTA crossings.
- 21. <u>Safety.</u> TBTA shall cause its contractors and consultants to perform work to the infrastructure and toll collection system equipment in the Impacted Public Right of Way with regard to the safety of life and property.
- 22. <u>Labor.</u> NYCDOT and TBTA agree that nothing in the Agreement or the Program shall be construed to impede, infringe or diminish the rights and benefits that accrue to employees and employers through collective bargaining agreements.

23. <u>Notices.</u> The parties agree that the following persons shall serve as designated persons for the giving or receipt of notices under this Agreement and all notices shall be provided by email and, unless receipt of the e-mail is acknowledged by the recipient by e-mail, by regular mail, as follows:

If to NYCDOT:

Senior Director for Special Projects
New York City Department of Transportation
55 Water Street, 9th floor
New York, NY 10041
Currently: wcarry@dot.nyc.gov

With copy to:
Deputy General Counsel
New York City Department of Transportation
55 Water Street, 9th floor
New York, NY 10041
Currently: spondish@dot.nyc.gov

If to TBTA:

Senior Vice President, Business Operations & Transformation Officer Triborough Bridge and Tunnel Authority
2 Broadway, 23rd Floor
New York, NY 10004
Currently: acdecerreno@mtabt.org

With copy to:
Senior Vice President and General Counsel
Triborough Bridge and Tunnel Authority
2 Broadway, 24th Floor
New York, NY 10004
Currently: mterry@mtabt.org

24. Dispute Resolution.

- a. If a dispute arises in connection with this Agreement, NYCDOT and TBTA will first attempt to resolve the dispute at the staff level. If the dispute cannot be resolved at the staff level, the parties will elevate the dispute to the NYCDOT Commissioner (or her/his designee) and the MTA Chairman (or her/his designee) (collectively "Parties' Executives"). The Parties' Executives will review the dispute with their respective staffs and participate in a meeting in an attempt to resolve the dispute. If the dispute cannot be resolved at the meeting between the Parties' Executives, then either party may institute a legal action to resolve the dispute.
- b. <u>Choice of law.</u> This Agreement shall be governed by and construed in accordance with the laws of the State of New York.

- c. <u>Venue</u>. Any action under this Agreement shall be brought in a Court of competent jurisdiction in the State of New York, County of New York.
- 25. <u>Agreement Subject to Existing Rights.</u> This Agreement is subject to whatever right, title or interests the owners of abutting property or others may have and TBTA acquires no right, title or interest in the property occupied by the infrastructure and toll system equipment.
- 26. Restrictions Against Transfer of Use of Agreement. This Agreement shall not, either in whole or in part, be sold, assigned, leased or sublet in any manner, without the express written consent of the NYCDOT, which may be granted in its sole, reasonable discretion. Notwithstanding the foregoing, TBTA may freely transfer or sublicense its license to use, maintain and operate the infrastructure and toll collection system equipment to any subsidiary or affiliate agency of TBTA or any successor corporation or corporation into which it may be consolidated or the Metropolitan Transportation Authority ("MTA") without the express written consent of NYCDOT.
- 27. <u>Laws, Rules and Regulations.</u> TBTA shall strictly conform to all laws, rules and regulations in connection with the Program consistent with Article 44-C of the Vehicle and Traffic Law and it will require that its contractors and consultants obtain Contractor OCMC Permits, in accordance with the requirements of Section 6, Permitting, for all activities including site assessment, construction staging, construction activities, maintenance and repair work requiring TBTA's contractor to occupy, open or close City roadways and sidewalks in connection with the infrastructure and toll collection system equipment in the Impacted Public Right of Way, subject to TBTA's rights pursuant Section 6, Permitting, above.

28. Indemnification and Insurance – TBTA.

To the extent permitted by law, TBTA agrees to defend, indemnify and hold harmless the City, including its officials and employees, against claims for damages by reason of bodily injury or death or damage arising out of work performed by TBTA or its employees, agents, servants, contractors and subcontractors in connection with the infrastructure and/or toll collection system equipment of the Program in the Impacted Public Right of Way and Program signage, as defined in Exhibit C, installed by TBTA or its employees, agents, servants, contractors or subcontractors to the extent that claims for such damages are not covered and paid by insurers or paid by the third parties. However, this indemnification shall not include any damages that result from the acts, omissions or negligence of the City, its agents, employees or representatives.

a. TBTA shall be solely responsible for the safety and protection of its employees, agents, servants, contractors and subcontractors, and for the safety and protection of the employees, agents, or servants, of its contractors and subcontractors for work performed by TBTA or its employees, agents, servants, contractors and subcontractors on the infrastructure and/or toll collection system equipment in the Impacted Public Right of Way and Program signage.

- b. TBTA shall be solely responsible for taking all reasonable precautions to protect the persons and property of the City or others from damage, loss or injury resulting from any and all work performed by TBTA or its employees, agents, servants, contractors and subcontractors on the infrastructure and/or toll collection system equipment in the Impacted Public Right of Way and Program signage under this Agreement.
- c. TBTA shall conduct operations in connection with work performed by TBTA or its agents and assigns on the infrastructure and/or toll collection system equipment in the Impacted Public Right of Way and Program signage in compliance with, and shall not cause or permit violation of any and all applicable federal, or state environmental, health and/or safetyrelated laws, regulations, standards, decisions of the courts consistent with Article 44-C of the Vehicle and Traffic Law, Contractor OCMC Permits or Contractor OCMC Permit conditions consistent with this Agreement, currently existing or as amended or adapted in the future which are or become applicable to operations under this Agreement (collectively "Environmental Laws"). Except as may be agreed by the NYCDOT as part of this Agreement, TBTA shall not cause or permit, or allow any of TBTA's personnel to cause or permit any Hazardous Materials to be brought upon, stored, used, generated, treated or disposed of on any property in connection with operations under this Agreement. Existing Hazardous Materials which may be disturbed by the work shall be abated and disposed of in accordance with TBTA Standard Specifications. As used herein, "Hazardous Materials" means any chemical, substance or material which is now or becomes in the future listed, defined or regulated in any manner by any Environmental Law based upon, directly or indirectly, its properties or effects.
- d. During the entire term of this Agreement, TBTA shall require that any of its contractors performing work in connection with the infrastructure and/or toll collection system equipment in the Impacted Public Right of Way and Program signage add the City, including its officials and employees, as additional insureds to any insurance policy required by NYCDOT pursuant to Exhibit B attached hereto.

29. Indemnification and Insurance – NYCDOT.

NYCDOT agrees to defend, indemnify and hold harmless TBTA, including its officials and employees, against claims for damages by reason of bodily injury or death or damage arising out of work performed by NYCDOT or its employees, agents, servants, contractors and subcontractors in or around the Impacted Public Right of Way that impacts the infrastructure or toll collection system equipment and in connection with Program signage, as defined in Exhibit C, to the extent that claims for such damages are not covered and paid by insurers or paid by the third parties, excluding, however, this indemnification shall not include any damages that result from the acts, omissions or negligence of TBTA, its employees, agents, servants, contractors and subcontractors.

a. NYCDOT shall be solely responsible for the safety and protection of its employees, agents, servants, contractors and subcontractors, and for the

- safety and protection of the employees, agents, or servants of its contractors and subcontractors for work performed in or around the Impacted Public Right of Way that impacts the infrastructure or toll collection system equipment and in connection with Program signage.
- b. NYCDOT shall be solely responsible for taking all reasonable precautions to protect the persons and property of TBTA or others from damage, loss or injury resulting from any and all work by NYCDOT.
- c. NYCDOT shall conduct operations in connection with the work performed in and around the Impacted Public Right of Way that impacts the infrastructure or toll collection system equipment and in connection with Program signage in compliance with, and shall not cause or permit violation of any and all applicable federal, state or local environmental, health and/or safety-related laws, regulations, standards, decisions of the courts, authorizations, currently existing or as amended or adapted in the future which are or become applicable to operations under this Agreement (collectively "Environmental Laws"). Except as may be agreed by TBTA as part of this Agreement, NYCDOT shall not cause or permit, or allow any of NYCDOT's personnel to cause or permit any Hazardous Materials to be brought upon, stored, used, generated, treated or disposed of on any property in connection with operations under this Agreement. As used herein, "Hazardous Materials" means any chemical, substance or material which is now or becomes in the future listed, defined or regulated in any manner by any Environmental Law based upon, directly or indirectly, its properties or effects.
- d. During the entire term of this Agreement, NYCDOT shall require that any of its contractors performing work in connection with Program signage to add TBTA, the Metropolitan Transportation Authority, including its subsidiaries and affiliates and their officials and employees, as additional insureds to any insurance policy required by TBTA.
- 30. Notice of Claims. The parties will (i) notify each other promptly of any personal injury or property damage occurring to or claimed by any occupant, individual or entity on or relating to the Impacted Public Right of Way in connection with the Program of which it has knowledge; (ii) forward to each other copies of any summons, subpoena, or other like legal document received relating to the Impacted Public Right of Way and Program signage, as defined in Exhibit C, in connection with the Program; and (iii) notify each other promptly of any subpoena, demand for documents under the Freedom of Information Law ("FOIL") or other like legal document received relating to Program documents that NYCDOT has obtained from TBTA, on the one hand, and that TBTA has obtained from NYCDOT, on the other.
- 31. <u>All Legal Provisions Deemed Included.</u> Each and every provision required by law applicable to this Agreement is hereby deemed to be a part of this Agreement, whether actually inserted or not.

- 32. <u>Severability/Unlawful Provisions Deemed Stricken.</u> If this Agreement contains any unlawful provision not an essential part of the Agreement, the unlawful provision shall be deemed of no effect and shall, upon notice by either party, be deemed stricken from the Agreement without affecting the binding force of the remainder.
- 33. <u>Advertising.</u> No advertisement or other materials unrelated to the operation of the Program shall be placed on, affixed to, programed from, or in any way displayed on the Impacted Public Right of Way by TBTA or its contractor unless expressly authorized in writing by the NYCDOT.
- 34. <u>Modification or Amendment.</u> This Agreement may not be modified or amended except by written agreement executed by the parties hereto.
- 35. No Third Party Beneficiaries. Nothing in this Agreement, express or implied is intended to confer on any person or entity, other than TBTA, MTA, the City and NYCDOT, any rights or remedies under or by reason of this Agreement.
- 36. <u>Counterparts.</u> This Agreement may be executed in one or more counterparts which, when taken together, shall constitute one and the same.
- 37. NYCDOT Signage. Notwithstanding any other provisions of this agreement, NYCDOT may place regulatory street signage on infrastructure in locations that do not obstruct the operation of the Program with prior written permission from TBTA. Upon request from TBTA, NYCDOT will remove any such signage from the infrastructure.

In Witness Whereof, the parties hereto have caused this Agreement to be executed.

Acce	pted and agreed to:		
NYC	DOT:	TBTA:	
The C	(Signature) (Signature) (Print Name of Signatory) (Title)	Triborough Bridge and Tunnel Authority By: (Signature) PATRICK J. FOYE (Print Name of Signatory) CHAIRMAN + CE C (Title) 6/11/2019	2
	(Dota)	(Data)	

Approved as to Form

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Exhibit A: Design Requirements

The design of the infrastructure shall adhere to the following principles and guidelines, so far as practicable:

Design and Siting Principles:

- 1. The infrastructure will be sited and designed so as to protect the safety of all road users, including pedestrians, cyclists, and motorists.
- 2. The infrastructure will be sited and designed so as to not further impede pedestrian and cyclist circulation, the path of travel for persons with disabilities, bus boarding at bus stops, curb access for pick-ups and drop-offs, and access for emergency vehicles.
- 3. At surface street locations where sidewalk space is constrained and/or there are very high pedestrian volumes, TBTA will consider expanding the sidewalk to accommodate the infrastructure.
- 4. Infrastructure should be designed to have as minimal a visual profile where feasible as determined by TBTA.
- 5. At surface street locations, the infrastructure will have the same or similar appearance to the extent feasible as determined by TBTA as adjacent NYCDOT standard signal and streetlight poles or as NYCDOT's family of street furniture.
- 6. At surface street locations within landmark districts, the infrastructure will have the same or similar appearance as the decorative light and signal poles or other street furniture used in that district to the extent feasible as determined by TBTA.
- 7. Infrastructure on NYCDOT structures, including ramps and bridges, shall be designed so as to minimize any structural impacts on the underlying structures.

Siting Guidelines:

- 8. At surface street locations, new poles will be placed at the location of existing streetlight poles where feasible as determined by TBTA. The streetlight will be replaced with a new structure, which shall include a streetlight luminaire to provide illumination of the vehicle detection area. TBTA shall maintain the structure and the vehicle detection area luminaire.
- 9. At surface street locations, infrastructure will be placed in accordance with NYCDOT's required clearances for street furniture, to the greatest extent possible.
- 10. At surface street locations, infrastructure will be placed so as not to block sightlines for traffic control signs and signals.
- 11. At surface street locations, supporting cabinets will be placed on poles, underground, or in adjacent buildings to the extent feasible as determined by TBTA. In areas with constrained pedestrian circulation, pole-mounted equipment should be placed above the pedestrian plane to the extent feasible as determined by TBTA.
- 12. Infrastructure will not be placed directly at intersections; TBTA will use mid-block locations to avoid conflicts with pedestrians, ADA requirements, and street user sightlines to the extent feasible as determined by TBTA.
- 13. Infrastructure will not be placed immediately in front of historic landmarks to the extent feasible as determined by TBTA.
- 14. Infrastructure will be placed so as to not block significant view corridors of historic landmarks, scenic landmarks, or open spaces, to the extent feasible as determined by TBTA.
- 15. TBTA will place infrastructure on the ramps of roadways with access and exit ramps and avoid placing structures in the immediate vicinity of where bridge ramps meet the surface street grid to the extent feasible as determined by TBTA.

16. On bridges, TBTA will consider maintenance access when siting cabinets and other supporting equipment so as not to necessitate lane closures for maintenance and repair.

Design and Engineering Standards

Notwithstanding anything to the contrary herein or in the requirements set forth below, in accordance with Vehicle & Traffic Law §1704(6), TBTA and its contractors shall not be subject to the provisions of article eight of the environmental conservation law, the provisions of chapter six of article forty-three or chapter five of title sixty-two of the rules of the City of New York, or the provisions of section one hundred ninety-seven-c of the New York City Charter, relating to a uniform land use review procedure, nor the provisions of any other local law of the City of New York of like or similar effect including approvals or charges associated with the use of property owned and maintained by the City of New York necessary for the installation of the infrastructure.

The guidance documents below are generally listed in the order of precedence; however, in the event of a conflict among them, TBTA will consult with NYCDOT to resolve or reconcile the conflict.

Only references to Materials, Products, Standards and Construction in the following documents apply. References to sections including but not limited to measurement, prices, items, pay units, payments, guarantees, lists of spare parts, delivery do not apply.

General

- 1. NYCDOT Specifications, including:
 - NYCDOT Standard Highway Specifications Vol. 1 and 2, specifically excluding Division 1
 - o NYCDOT Standard Details of Construction
 - NYCDOT Specification for Traffic Signals and Intelligent Transportation Systems
 Construction and Equipment, specifically excluding Section GS.1 NYCDOT
 General Specifications
 - NYCDOT Standard Drawings for Traffic Signals
 NYCDOT Standard Typical Markings Specifications
- 2. FHWA Manual on Uniform Traffic Control Devices (MUTCD)
- 3. AASHTO Policy on Geometric Design of Highways and Streets (Green Book)
- 4. NYCDOT Street Design Manual
- 5. Other Relevant NYCDOT Specifications

Bridge Specific

- 1. NYSDOT bridge and construction standards which can be found at the NYSDOT website: https://www.dot.ny.gov/publications, with TBTA Exceptions.
- 2. AASHTO: LRFD Bridge Design Specifications, Manual for Bridge Evaluation, Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals

General Guidance Documents

1. NACTO Street Design Guide

NYCDOT Review and Consultation.

TBTA intends to conduct a five step process for the design of the infrastructure. At each step, TBTA shall provide design documents to NYCDOT upon completion of TBTA's initial review of design documents from TBTA's contractor for completeness and applicability. TBTA shall convene a design review meeting with NYCDOT, and document NYCDOT design comments and TBTA responses to those comments. NYCDOT shall designate a team of design reviewers empowered to make design decisions on behalf of the agency. NYCDOT's design reviews shall be limited to ensuring compliance with the Contract Documents. The NYCDOT design review team will be afforded the same number of days to perform their reviews as the TBTA design review team.

The NYCDOT liaison team shall coordinate reviews among other City Agencies, such as but not limited to, the New York City Department of Design and Construction, the New York City Department of Environmental Protection, the New York City Department of Parks and Recreation, the New York City Fire Department, and the New York City Police Department, and provide consolidated comments to TBTA and assist in the timely resolution of such comments.

In the event that TBTA proposes placing infrastructure or toll collection system equipment on a NYCDOT bridge ramp, bridge, or bridge or highway gantry, TBTA shall conduct an inspection and structural analysis in accordance with the design and engineering standards, provide the analysis, including calculations, to NYCDOT for review, and document NYCDOT comments and TBTA responses to those comments. In the event that TBTA proposes placing toll collection system equipment on existing streetlight poles or on new poles or structures, TBTA shall conduct a structural analysis in accordance with the design and engineering standards, provide the analysis to NYCDOT for review, and document NYCDOT comments and TBTA responses to those comments. NYCDOT shall review and provide its response for both types of structural analyses within five (5) calendar days. NYCDOT shall not unreasonably withhold consent for TBTA's use of the existing streetlight poles, signal poles and sign gantries.

The TBTA design process is shown below. TBTA shall direct its contractor to incorporate NYCDOT reviews into the Design Review Plan. Design documents for steps 2-5 shall include at a minimum: civil, MPT, signage, street marking, and utility plans and elevations and sections of the infrastructure.

Step	Description	Review Period	
1. Proposale	Review of infrastructure concepts for each of the respondents to the DBOM RFP	14 calendar days	
2.e Preliminary Designe	Selected TBTA contractor's first submission; level to be determined	5 calendar days	
3.e Detailed Designe	Selected TBTA contractor's second submission; level to be determined	5 calendar days	
4.e Final Designe	100% design	5 calendar days	
5.e Release for Constructione Designe	Final review prior to construction	5 calendar days	

Exhibit B

A. Insurance – TBTA's Contractor's Insurance

TBTA shall cause its contractor, at its contractor's sole cost and expense, to procure policies of insurance to be in force and maintained at all times during the installation and maintenance of the infrastructure and/or toll collection system equipment in the Impacted Public Right of Way and Program signage in accordance with the terms set forth below:

- 1. TBTA's contractor shall maintain or cause to be maintained Commercial General Liability (CGL) insurance protecting the insureds from claims for property damage and/or bodily injury, including death, arising out of or in connection with this Agreement or the construction, existence, use or removal of the infrastructure, toll collection system equipment and Program signage, as defined in Exhibit C. This insurance shall be in the amount of at least Two Million Dollars (\$2,000,000) per occurrence and Ten Million Dollars (\$10,000,000) aggregate. Coverage shall be at least as broad as that provided by the most recently issued Insurance Services Office ("ISO") Form CG 0001.
- 2. The CGL insurance shall name the City of New York, together with its officials and employees, as an Additional Insured with coverage at least as broad as the most recent edition of ISO Forms CG 2026 and 2037. The City's limits of coverage for the CGL insurance required shall be the greater of (i) the minimum limits set forth in this Agreement or (ii) the limits provided to TBTA under all primary, excess and umbrella policies covering operations under this Agreement.
- 3. Prior to commencement of any work within the Impacted Public Right of Way or in connection with Program signage, TBTA's contractor shall submit proof of the required insurance in a form acceptable to the NYCDOT prior to the beginning of any work within the Impacted Public Right of Way and/or in connection with Program signage. This shall include (i) a Certificate of Insurance certifying the issuance and effectiveness of such insurance with the specified minimum limits and the status of the City of New York as additional insured (with coverage at least as broad as the most recent edition of ISO Forms CG 2026 and 2037), and (ii) a duly executed Certification by Broker in the form required by the NYCDOT. In addition, prior to the expiration date of all policies, TBTA's contractor shall submit proof satisfactory to the NYCDOT of either renewals of such policies or the issuance of new policies in compliance with the requirements herein. Notwithstanding the foregoing, TBTA's contractor shall be obligated to provide the City with a copy of any policy of insurance required hereunder upon request.
- 4. Acceptance by NYCDOT of a Certificate of Insurance or any other action or inaction by NYCDOT does not waive the obligation of TBTA's contractor to ensure that insurance, fully consistent with the requirements herein, is secured and maintained, nor does it waive the liability of TBTA's contractor for its failure to do so.

- 5. TBTA's contractor may propose to satisfy its insurance obligations through a type of insurance other than Commercial General Liability insurance so long as such insurance provides materially the same level of coverage, both for TBTA and the City, as otherwise required herein. NYCDOT, in its sole discretion, will determine whether such insurance satisfies the insurance obligations of TBTA's contractor hereunder.
- 6. Where notice of loss, damage, occurrence, accident, claim or suit is required under a policy maintained in accordance with this Agreement, TBTA's contractor shall notify in writing all insurance carriers that issued potentially responsive policies of any such event relating to, arising out of or in connection with this Agreement or the construction, existence, use or removal of the infrastructure, toll collection system equipment and Program signage no later than twenty (20) days after such event. Such notice shall expressly specify that "this notice is being given on behalf of the City of New York as Insured as well as the Named Insured." Such notice shall also contain the following information: the number of the insurance policy, the name of the named insured, the date and location of the damage, occurrence, or accident, and the identity of the persons or things injured, damaged or lost. TBTA's contractor shall simultaneously send a copy of such notice to the City of New York c/o Insurance Claims Specialist, Affirmative Litigation Division, New York City Law Department, 100 Church Street, New York, New York 10007.
- 7. In the event TBTA's contractor receives notice, from an insurance company or other person, that any insurance policy required under this Agreement shall expire or be cancelled or terminated (or has expired or been cancelled or terminated) for any reason, TBTA's contractor shall immediately forward a copy of such notice to NYCDOT. Notwithstanding the foregoing, TBTA's contractor shall ensure that there is no interruption in any of the insurance coverage required hereunder.
- 8. Policies of insurance required under this Agreement shall be primary and non-contributing to any insurance or self-insurance maintained by the City.
- 9. Wherever this Agreement requires that insurance coverage be "at least as broad" as a specified form (including all ISO forms), there is no obligation that the form itself be used, provided that TBTA's contractor can demonstrate that the alternative form or endorsement contained in its policy provides coverage at least as broad as the specified form.
- 10. The insurance coverage required herein shall not relieve TBTA of any liability under this Agreement, nor shall it preclude the City from exercising any rights or taking such other actions as are available to it under any other provisions of this Agreement or the law.

Exhibit C: Maintenance, Repair and Replacement of Program Signage

- 1. TBTA shall cause its contractor to fabricate and install the initial signage required for the Program within the City of New York ("Program signage").
- 2. NYCDOT shall perform maintenance, repair and regular replacement of static Program signage within the City of New York to the satisfaction of TBTA. NYCDOT shall commence such services when TBTA begins collecting tolls under the Program, or as directed by TBTA.
 - a. If NYCDOT fails to perform such maintenance, repair and regular replacement of Program signage within the City of New York to the satisfaction of TBTA, TBTA shall have the right to terminate this portion of the Agreement with thirty (30) days' notice to NYCDOT ("termination notice").
 - b. Upon receipt of the termination notice, NYCDOT shall stop all work in connection with the maintenance, repair and replacement of Program signage. NYCDOT shall be entitled only to those approved actual reimbursable costs incurred in connection with the maintenance, repair and replacement of Program signage prior to the receipt of the termination notice.
 - c. If TBTA terminates this portion of the Agreement and undertakes its own signage maintenance, repair and replacement program, then TBTA shall install signs based on standards agreed upon with NYCDOT, and will conduct all work in accordance with Section 6, Permitting, of the Agreement.
- 3. NYCDOT shall address safety critical repairs within three (3) days. NYCDOT shall respond at its earliest availability to any situation where there is an imminent threat to life safety.
 - a. If NYCDOT fails to repair or replace such Program signage within three (3) days of notice or immediate repair or replacement is necessary, TBTA shall have the right to cause such repair or replacement to be made and will conduct all work in accordance with Section 6, Permitting, of the Agreement.
 - b. TBTA shall provide notification to NYCDOT of any such work occurring within one business day of that work, including time, date, location, support type, and sign type.
- 4. NYCDOT shall establish a process for TBTA or its contractor to submit routine maintenance, repair, and replacement requests to NYCDOT.
 - a. NYCDOT will address TBTA maintenance, repair, or regular replacement requests within thirty (30) days.
 - b. If NYCDOT fails to respond to a maintenance, repair and regular replacement request within thirty (30) days, TBTA shall have the right to cause such routine maintenance, repair or replacement and will conduct all work in accordance with Section 6, Permitting, of the Agreement.

- c. TBTA shall provide notification to NYCDOT of any such work occurring within one business day of that work, including time, date, location, support type, and sign type.
- 5. NYCDOT will also perform other sign replacement or modifications as requested by TBTA in connection with the Program, beyond regular replacement, including but not limited to signs reflecting toll rate changes, provided that TBTA provides at least sixty (60) days' notice of any changes needed to signs.
 - a. If NYCDOT fails to respond to such sign replacement or modification request within sixty (60) days, TBTA shall have the right to cause such a replacement or modification and will conduct all work in accordance with Section 6, Permitting, of the Agreement.
 - b. TBTA shall provide notification to NYCDOT of any such work occurring within one business day of that work, including time, date, location, support type, and sign type.
- 6. During the first year of performing maintenance, repair and regular replacement of the Program signage, NYCDOT shall notify TBTA if it identifies any pattern of flaws or defects in Program signage that may arise from defects in the material or workmanship of such signage so that TBTA has an opportunity to have such defects repaired by TBTA's contractor.

2D, CBD Tolling Program Signage

Figure 2D-1. Overview of Areas Containing Project Signage

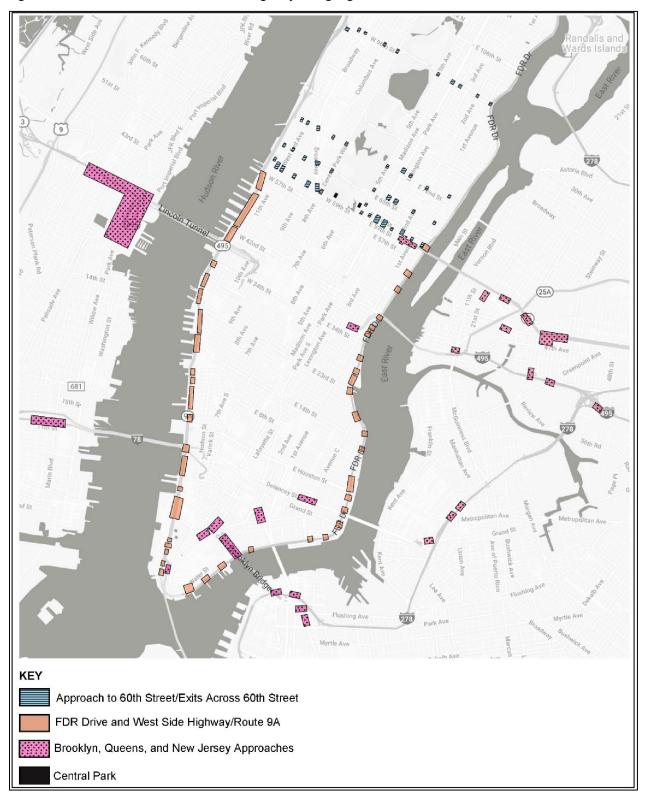
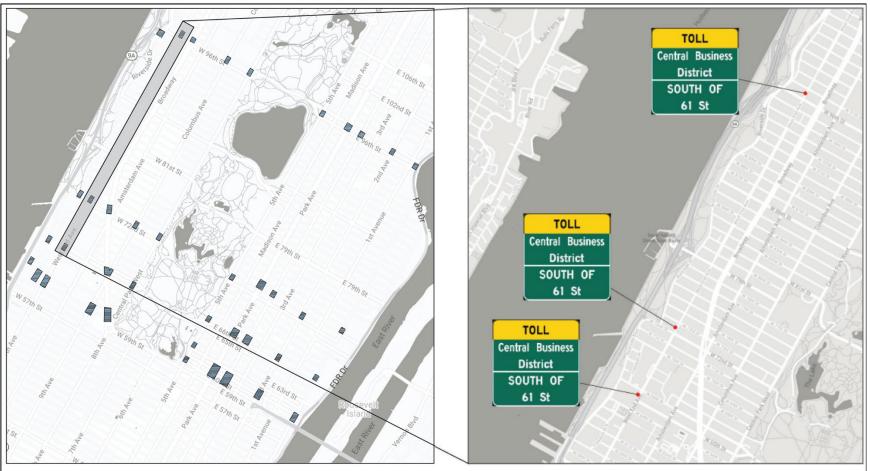
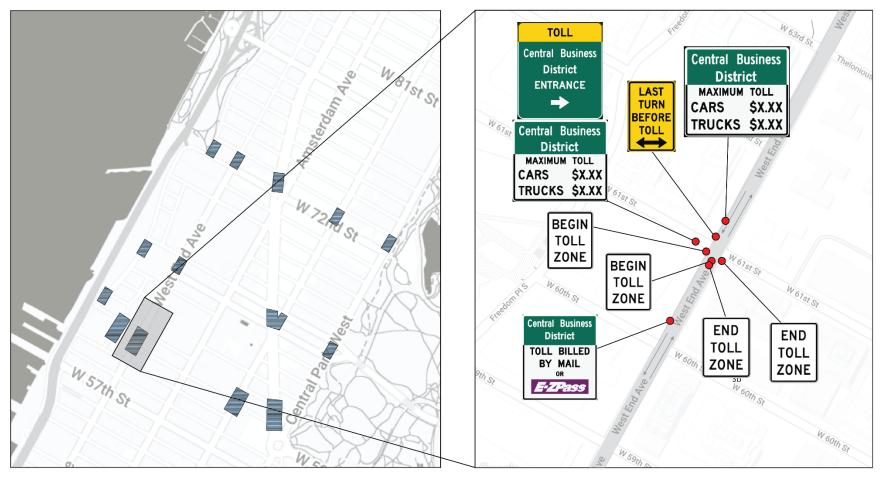


Figure 2D-2. Typical Signage along Avenues Approaching 60th Street



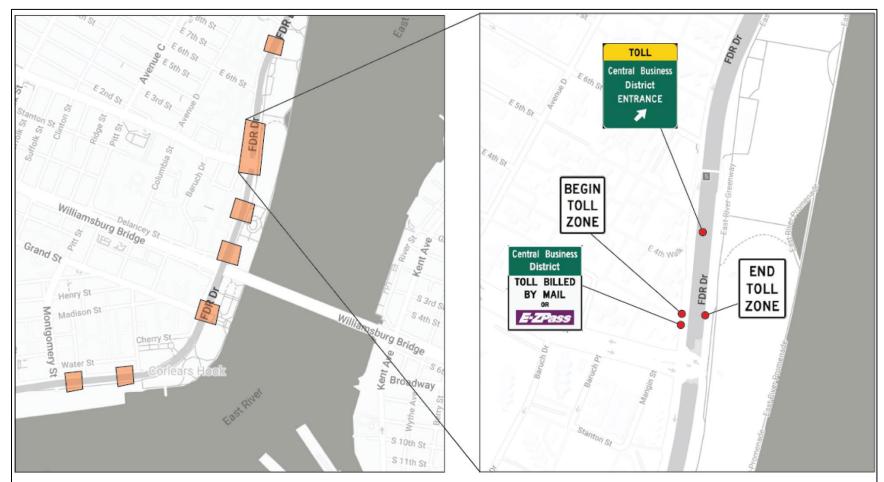
Signage sequence along West End Avenue approaching 60th Street is used as a representative example of signage along similar approaches.

Figure 2D-3. Typical Signage in Vicinity of 60th Street



Appendix 2D, Project Alternatives: CBD Tolling Program Signage

Figure 2D-4. Typical Signage at FDR Drive Entries and Exits



Signage sequence along FDR Drive between E. Houston St. and E. 6th St. is used as a representative example of signage along similar approaches.

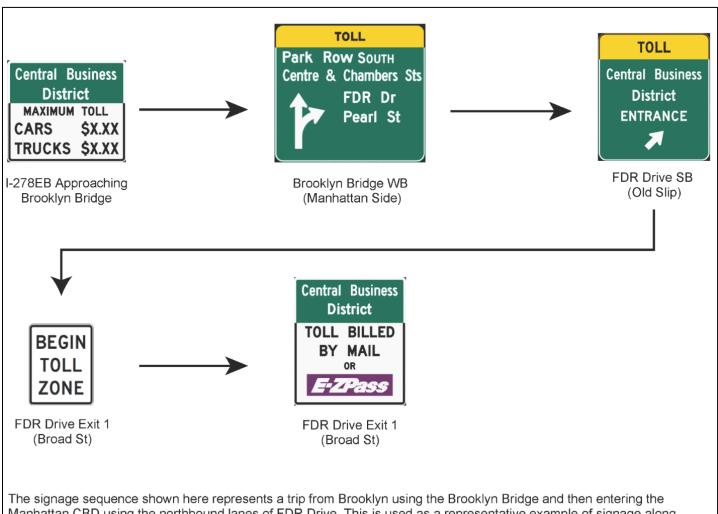
Figure 2D-5. Typical Signage at a West Side Highway/Route 9A Intersection



Signage sequence along West Side Highway/Route 9A between Morris St. and W. Thames St. is used as a representative example of the signage along similar approaches.

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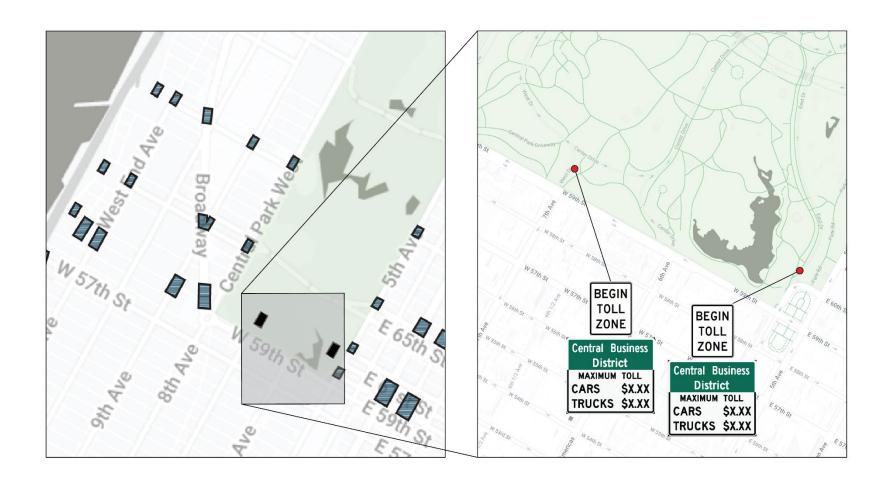
Figure 2D-6. Typical Signage from East River Crossing into the Manhattan CBD



Manhattan CBD using the northbound lanes of FDR Drive. This is used as a representative example of signage along similar East River crossing approaches.

Appendix 2D-6

Figure 2D-7. Signage in Central Park



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2E, Definition of Tolling Scenarios

Table 2E-1. Tolling Scenarios Evaluated in this Environmental Assessment

	SCENARIO A	SCENARIO B4	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F	SCENARIO G
			Low Crossing Credits for Vehicles Using Tunnels to Access	High Crossing Credits for Vehicles	High Crossing Credits for Vehicles Using Tunnels to Access the	High Crossing Credits for Vehicles Using Manhattan Bridges and Tunnels to	
		Base Plan	the Manhattan CBD,	Using Tunnels to	Manhattan CBD, with	Access the Manhattan	Base Plan with
2424457524		with Caps and	with Some Caps and	Access the	Some Caps and	CBD, with Some Caps	Same Tolls for All
PARAMETER ¹	Base Plan	Exemptions	Exemptions	Manhattan CBD	Exemptions	and Exemptions	Vehicle Classes
TOLL RATES ^{2,3}							
Off-Peak Toll			T		T		
Weekday Off-Peak Hours	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.	10 a.m. to 4 p.m.	8 p.m. to 10 p.m.
Off-Peak Auto E-ZPass Rate	\$6.90	\$7.61	\$10.50	\$14.27	\$17.25	\$17.25	\$8.70
Off-Peak Auto Tolls by Mail Rate	\$10.35	\$11.42	\$15.75	\$21.40	\$25.88	\$25.88	\$12.15
Off-Peak Small Truck E-ZPass Rate	\$13.80	\$15.23	\$21.00	\$28.53	\$34.50	\$48.75	\$8.70
Off-Peak Small Truck Tolls by Mail Rate	\$20.70	\$22.84	\$31.50	\$42.80	\$51.75	\$63.75	\$12.15
Off-Peak Large Truck E-ZPass Rate	\$20.70	\$22.84	\$31.50	\$42.80	\$51.75	\$61.50	\$8.70
Off-Peak Large Truck Tolls by Mail Rate	\$31.05	\$34.26	\$47.25	\$64.19	\$77.63	\$78.75	\$12.15
Peak Toll							
Weekday Peak Hours	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.	6 a.m. to 10 a.m.; 4 p.m. to 8 p.m.	6 a.m. to 8 p.m.
Weekend Peak Hours	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.
Peak Auto E-ZPass Rate	\$9.20	\$10.15	\$14.00	\$19.02	\$23.00	\$23.00	\$11.60
Peak Auto Tolls by Mail Rate	\$13.80	\$15.23	\$21.00	\$28.53	\$34.50	\$34.50	\$16.20
Peak Small Truck E-ZPass Rate	\$18.40	\$20.30	\$28.00	\$38.04	\$46.00	\$65.00	\$11.60
Peak Small Truck Tolls by Mail Rate	\$27.60	\$30.45	\$42.00	\$57.06	\$69.00	\$85.00	\$16.20
Peak Large Truck E-ZPass Rate	\$27.60	\$30.45	\$42.00	\$57.06	\$69.00	\$82.00	\$11.60
Peak Large Truck Tolls by Mail Rate	\$41.40	\$45.68	\$63.00	\$85.59	\$103.50	\$105.00	\$16.20
Overnight Toll							
Weekday Overnight Hours	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.	8 p.m. to 6 a.m.	10 p.m. to 6 a.m.
Weekend Overnight Hours	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.
Overnight Auto E-ZPass Rate	\$4.60	\$5.08	\$7.00	\$9.51	\$11.50	\$11.50	\$6.96
Overnight Auto Tolls by Mail Rate	\$6.90	\$7.61	\$10.50	\$14.27	\$17.25	\$17.25	\$9.72
Overnight Small Truck E-ZPass Rate	\$9.20	\$10.15	\$14.00	\$19.02	\$23.00	\$32.50	\$6.96
Overnight Small Truck Tolls by Mail Rate	\$13.80	\$15.23	\$21.00	\$28.53	\$34.50	\$42.50	\$9.72
Overnight Large Truck E-ZPass Rate	\$13.80	\$15.23	\$21.00	\$28.53	\$34.50	\$41.00	\$6.96
Overnight Large Truck Tolls by Mail Rate	\$20.70	\$22.84	\$31.50	\$42.80	\$51.75	\$52.50	\$9.72

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	SCENARIO A	SCENARIO B4	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F	SCENARIO G
		Base Plan with Caps and	Low Crossing Credits for Vehicles Using Tunnels to Access the Manhattan CBD, with Some Caps and	High Crossing Credits for Vehicles Using Tunnels to Access the	High Crossing Credits for Vehicles Using Tunnels to Access the Manhattan CBD, with Some Caps and	High Crossing Credits for Vehicles Using Manhattan Bridges and Tunnels to Access the Manhattan CBD, with Some Caps	Base Plan with Same Tolls for All
PARAMETER ¹	Base Plan	Exemptions	Exemptions	Manhattan CBD	Exemptions	and Exemptions	Vehicle Classes
POTENTIAL CROSSING CREDITS							
Credit Toward the CBD Toll for Tolls Paid at the Queens-Midtown, Hugh L. Carey, Lincoln, Holland Tunnels	No	No	Yes	Yes	Yes	Yes	No
Credit Toward the CBD Toll for Tolls Paid at the Robert F. Kennedy, Henry Hudson, George Washington Bridges	No	No	No	No	No	Yes	No
Level of Credits	NA	NA	Up to \$6.55	Up to \$13.10	Up to \$13.10	Up to \$13.10	NA
POTENTIAL EXEMPTIONS AND LIM	ITS (CAPS) ON NUM	BER OF TOLLS PE	R DAY				
Autos and motorcycles	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day
Commercial vans	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day	Once per day
Taxis	No cap	Once per day	Exempt	No cap	Exempt	Once per day	No cap
For-hire vehicles	No cap	Once per day	Three times per day	No cap	Three times per day	Once per day	No cap
Small and large trucks	No cap	Twice per day	No cap	No cap	No cap	Once per day	No cap
Buses	No cap	Exempt	No cap	No cap	Transit buses – Exempt No cap on other buses	Exempt	No cap

The parameters in this table were assumed for modeling purposes to allow an evaluation of the range of potential effects would result from implementation of the CBD Tolling Alternative.

Actual toll rates, potential credits/exemptions, and/or other discounts, and the time of day when the toll rates would apply, would be determined by the TBTA Board after recommendation by the Traffic Mobility Review Board.

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Tolls may be higher during peak periods, which are periods when traffic is greatest in the Manhattan CBD. These would be defined by TBTA in the final toll schedule. All tolling scenarios also include a variable toll on designated "Gridlock Alert" days, although the modeling conducted for the Project did not reflect this higher toll since it considers typical days rather than days with unusually high traffic levels.

³ Motorcycles and commercial vans would pay the auto rate.

⁴ For Tolling Scenario B, a toll rate of approximately \$13.20 for autos would be necessary to meet the objective of raising sufficient revenue to fund \$15 billion for the MTA Capital Program; see Table 2E-2 for more information on this modified tolling scenario, Tolling Scenario B1.

Table 2E-2. Additional Tolling Scenarios Considered: Tolling Scenarios B1 and G1

	SCENARIO B1	SCENARIO G1
PARAMETER ¹	Base Plan with Caps and Exemptions [– Meets Revenue Target]	Base Plan with Same Tolls for All Vehicle Classes, and Cap for Taxis/FHVs
TOLL RATES ^{2, 3}		
Off-Peak Toll		
Weekday Off-Peak Hours	8 p.m. to 10 p.m.	8 p.m. to 10 p.m.
Off-Peak Auto E-ZPass Rate	\$9.90	\$9.57
Off-Peak Auto Tolls by Mail Rate	\$14.84	\$13.37
Off-Peak Small Truck E-ZPass Rate	\$19.79	\$9.57
Off-Peak Small Truck Tolls by Mail Rate	\$29.69	\$13.37
Off-Peak Large Truck E-ZPass Rate	\$29.69	\$9.57
Off-Peak Large Truck Tolls by Mail Rate	\$44.53	\$13.37
Peak Toll		
Neekday Peak Hours	6 a.m. to 8 p.m.	6 a.m. to 8 p.m.
Weekend Peak Hours	10 a.m. to 10 p.m.	10 a.m. to 10 p.m.
Peak Auto E-ZPass Rate	\$13.20	\$12.76
Peak Auto Tolls by Mail Rate	\$19.79	\$17.82
Peak Small Truck E-ZPass Rate	\$26.39	\$12.76
Peak Small Truck Tolls by Mail Rate	\$39.59	\$17.82
Peak Large Truck E-ZPass Rate	\$39.59	12.76
Peak Large Truck Tolls by Mail Rate	\$59.38	\$17.82
Overnight Toll		
Weekday Overnight Hours	10 p.m. to 6 a.m.	10 p.m. to 6 a.m.
Weekend Overnight Hours	10 p.m. to 10 a.m.	10 p.m. to 10 a.m.
Overnight Auto E-ZPass Rate	\$6.60	\$7.66
Overnight Auto Tolls by Mail Rate	\$9.90	\$10.69
Overnight Small Truck E-ZPass Rate	\$13.20	\$7.66
Overnight Small Truck Tolls by Mail Rate	\$19.79	\$10.69
Overnight Large Truck E-ZPass Rate	\$19.79	\$7.66
Overnight Large Truck Tolls by Mail Rate	\$29.69	\$10.69

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	SCENARIO B1	SCENARIO G1
PARAMETER¹	Base Plan with Caps and Exemptions [- Meets Revenue Target]	Base Plan with Same Tolls for All Vehicle Classes, and Cap for Taxis/FHVs
POTENTIAL CROSSING CREDITS		
Credit Toward the CBD Toll for Tolls Paid at the Queens-Midtown, Hugh L. Carey, Lincoln, Holland Tunnels	No	No
Credit Toward the CBD Toll for Tolls Paid at the Robert F. Kennedy, Henry Hudson, George Washington Bridges	No	No
Level of Credits	NA	NA
Autos and motorcycles	Once per day	Once per day
Commercial vans	Once per day	Once per day
Taxis	Exempt	Once per day
For-hire vehicles	Exempt	Once per day
Small and large trucks	No cap	No cap
Buses	Transit buses – Exempt No cap on other buses	No cap

The parameters in this table were assumed for modeling purposes to allow an evaluation of the range of potential effects would result from implementation of the CBD Tolling Alternative. Actual toll rates, potential credits/exemptions, and/or other discounts, and the time of day when the toll rates would apply, would be determined by the TBTA Board after recommendation by the Traffic Mobility Review Board.

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Tolls may be higher during peak periods, which are periods when traffic is greatest in the Manhattan CBD. These would be defined by TBTA in the final toll schedule. All tolling scenarios also include a variable toll on designated "Gridlock Alert" days, although the modeling conducted for the Project did not reflect this higher toll since it considers typical days rather than days with unusually high traffic levels.

Motorcycles and commercial vans would pay the auto rate.

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4A.1, Transportation: Implementation of Tolls in the Best Practice Model

2023

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Acronyms

BPM	Best Practice Model
CBD	Central Business District
CTPP	Census Transportation Planning Package
EA	Environmental Assessment
FHV	For-Hire Vehicle
HOV	High-Occupancy Vehicle
MTA	Metropolitan Transportation Authority
NYCDOT	New York City Department of Transportation
PANYNJ	Port Authority of New York and New Jersey
SOV	Single-Occupancy Vehicle
TBTA	Triborough Bridge and Tunnel Authority
TLC	Taxi and Limousine Commission

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Appendix 4A.1 Transportation: Implementation of Tolls in the Best Practice Model

4A.1-1 IMPLEMENTATION OF CROSSING CREDITS

Tolling Scenario A represents the tolling scenario under the CBD Tolling Alternative most closely defined by the New York State Legislature in enacting the MTA Reform and Traffic Mobility Act. The subsequent tolling scenarios represent variations on Tolling Scenario A, most notably in the application of crossing credits to drivers crossing bridges or tunnels into Manhattan that are already tolled and varying toll rates. **Chapter 2, "Project Alternatives,"** describes these credit tolling scenarios.

For implementation in the Best Practice Model (BPM), crossing credits relative to the amount currently paid on the Port Authority of New York and New Jersey (PANYNJ) and TBTA facilities were added to trips in the BPM that are identified as crossing a PANYNJ or TBTA facility and also entering the Manhattan CBD.

To reflect the tolling scenarios for the CBD Tolling Alternative, the BPM required certain formulas to mimic crossing credits. For example, the BPM uses tolls as a general calibration value for the Hudson River and East River crossings, resulting in modeled toll values that vary slightly from observed values for each crossing. Crossing credits for the CBD Tolling Alternative needed to be consistent with the observed toll values, rather than the modeled toll values.

To overcome this issue for PANYNJ and TBTA facilities within the Manhattan CBD, the crossing credits were applied directly to the BPM's relevant toll links where the vehicle would enter the Manhattan CBD. For example, a one-way credit on the Queens-Midtown Tunnel was implemented by removing the Manhattan CBD toll link at the exit of the Queens-Midtown Tunnel. The Queens-Midtown Tunnel toll value was used as a proxy value for crediting tolls paid at the Hugh L. Carey Tunnel, the PANYNJ Manhattan Hudson River crossings, and the Robert F. Kennedy Bridge.

For PANYNJ and TBTA facilities in Upper Manhattan, a select link analysis was conducted to identify origins and destinations of trips that accessed the Manhattan CBD via the George Washington Bridge, Henry Hudson Bridge, or the Robert F. Kennedy Bridge. Trips identified by this select link analysis were then placed in unique trip tables and assigned to the network using discounted Manhattan CBD tolling rates based on the appropriate crossing credits for each tolling scenario.

4A.1-2 PUBLIC TRANSIT VEHICLES

In the BPM, all public transit vehicles (e.g., MTA New York City Transit, MTA Bus Company, and New Jersey Transit) and private commuter buses were considered insensitive to Manhattan CBD tolling, because such buses were assigned a fixed route and headway based on existing or planned service. Transit vehicles in the model were not allowed to deviate from those routes or headways based on tolls or congestion.

The BPM analysis did not adjust fares for public transit. This analysis assumed that if public transit vehicles were to pay the Manhattan CBD toll, the additional cost would not be passed to the customer. Thus, no additional cost was added in the BPM to the fares for transit passengers entering the Manhattan CBD.

4A.1-3 DESTINATION CHOICE AND MODE CHOICE UPDATES

Prior to the analysis in this EA, MTA and its consultants updated the destination and mode choice calibration in the BPM. The changes were introduced to better match 2012–2016 Census Transportation Planning Package (CTPP) worker travel flows from the U.S. Census Bureau and American Association of State Highway and Transportation Officials. The CTPP is derived from the U.S. Census Bureau's annual American Community Survey, and it reveals key information about how and where people travel to work.

The updated calibration was done by changing mode choice parameters, which indirectly change destination choice probabilities to better match observed data from the CTPP. The updates focused primarily on worker flows from Kings (Brooklyn) and Queens County into the Manhattan CBD. **Table 4A.1-1** shows the worker flows from before and after the mode and destination choice adjustments compared to low and high estimates from the CTPP. The calibration was completed at a county level except for New York County (Manhattan), which was split between the Manhattan CBD and non-Manhattan CBD portion of the county. The high and low estimates from the CTPP represent the estimates from the U.S. Census Bureau plus or minus the reported margin of error.

Table 4A.1-1 Worker Flow Calibration to the Manhattan CBD

WORKER FLOWS	TARGET (Source: 2012–2016 CTPP)		CALIBRATION SCENARIO	
(by Residency)	Low	High	2017S	2017J7.1
New York City Counties	1,050,720	1,117,785	1,187,255	1,079,639
Bronx	100,194	108,994	143,016	81,541
Kings (Brooklyn)	280,015	291,057	91,492	255,552
New York (Manhattan CBD)	233,052	249,574	266,746	230,695
New York (Manhattan - Other)	196,029	211,499	276,514	224,101
Queens	212,049	223,067	389,958	255,571
Richmond (Staten Island)	29,381	33,594	19,529	32,179
Long Island	93,322	104,074	126,898	145,995
Nassau	67,875	74,273	123,153	96,937
Suffolk	25,447	29,801	3,745	49,058
New York Counties North of New York City	82,091	92,579	69,180	94,084
Westchester	61,142	67,446	36,487	65,442
Other New York Counties North of NYC	20,949	25,133	32,693	28,642
Portions of Northern and Central New Jersey	148,572	162,640	199,272	214,733
Hudson County	54,714	60,230	27,756	55,685
Other New Jersey Counties	93,858	102,410	171,516	159,048
Connecticut counties	24,671	28,335	21,713	45,689
TOTAL	1,399,376	1,505,413	1,604,318	1,580,140

Source: Best Practice Model, WSP 2021

4A.1-4 TAXIS AND OTHER FOR-HIRE VEHICLES

The BPM includes trips completed in taxis and for-hire vehicles (FHVs) like Uber, Lyft, and Via, in trip tables separate from other private autos. The BPM was updated to better reflect the most recent trends in taxi and FHV travel behavior in Manhattan. The BPM mode choice parameters were updated to match taxi and

Appendix 4A.1-2 2023

FHV travel characteristics from the New York City Taxi and Limousine Commission (TLC) October 2017 data. **Table 4A.1-2** includes a comparison of modeled and targeted 2017 taxi and FHV trips. Any changes in the calibration of taxis and FHVs largely came at the expense of reduced transit ridership.

Table 4A.1-2 Taxi and For-Hire Vehicle Model Results Compared with Target Data

MODEL	MANHATTAN	NON-MANHATTAN	TOTAL
Manhattan	306,742	1,742	308,484
Non-Manhattan	26,377	84,845	111,222
TOTAL	333,119	86,587	419,706

TARGETS	MANHATTAN NON-MANHATTAN		TOTAL	
Manhattan	310,640	1,734	312,374	
Non-Manhattan	26,362	84,536	110,898	
TOTAL	337,002	86,270	423,272	

Sources: "Model" derived from Best Practice Model, WSP 2021; "Targets" derived from New York City Taxi and Limousine Commission October 2017 data

Note: Rows represent origins and columns represent destinations. For example, in the lower left of the top table, 26,377 taxi and FHV vehicle trips are modeled from locations outside of Manhattan to locations in Manhattan.

Unlike private autos, for the purpose of the model, each taxi or FHV entry into the Manhattan CBD would be assessed the Manhattan CBD toll in some tolling scenarios, and as a result, taxis and FHVs would be charged the full toll each time they would cross the 60th Street Manhattan CBD boundary for those tolling scenarios. For the actual implementation of the CBD Tolling Program, the Traffic Mobility Review Board will make recommendations on the treatment of taxis and FHVs, which will be considered by TBTA. Taxis and FHVs would potentially be exempt from the Manhattan CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

This EA evaluates taxi and FHV tolling policy by using a blended toll rate based on observed number of entries into the Manhattan CBD, toll policy, and Manhattan CBD toll rates by vehicle class. NYCDOT provided observed data from October 2017 that, on average, taxis enter the Manhattan CBD seven times per day, and FHV vehicles enter the Manhattan CBD two times per day. NYCDOT also provided data on total entries into the Manhattan CBD by vehicle class, indicating 83,000 taxi daily entries and 70,000 FHV daily entries into the zone. These two data points were then used to derive a weighted average of entries of 4.72 vehicle entries per day. The Manhattan CBD toll values used in the BPM used these observed data points to develop a weighted toll average for taxi and FHV vehicle class.

4A.1-5 BEST PRACTICE MODEL NETWORK UPDATES

The BPM networks were updated to add additional projects implemented since the adoption of New York Metropolitan Transportation Council Regional Transportation Plan in 2017. **Table 4A.1-3** includes a complete list of the network coding changes implemented for this EA.

Table 4A.1-3 Best Practice Model Network Coding Changes for Projects after New York Metropolitan Transportation Council 2017 Regional Transportation Plan

NO.	DESCRIPTION
1.	Fixed two-way coding of 63rd Street near Queensboro Bridge
2.	Fixed off-ramp on Queensboro from upper to lower roadway
3.	Corrected Queensboro Bridge lower level/upper roadway ramp on the Queens side
4.	Connected Queensboro upper/lower roadway to the correct on-ramps
5.	Dualized and tolled cordon links
6.	Moved the toll links north of 60th Street on the east side of Manhattan
7.	Updated HWYTRANS.DBF based on all the network changes
8.	Lowered the inbound Williamsburg Bridge capacity on the span
9.	Lowered West Side Highway/Route 9A hub bound link capacity
10.	Fixed two-way coding of 61st Street near Queensboro Bridge
11.	Added 60th Street between the ramp and First Avenue
12.	Connected Queensboro upper high-occupancy vehicle lane to 57th Street
13.	Updated Queensboro Bridge on-ramps lane attributes (due to the changes in item 4 of this list)
14.	Recoded 14th Street in Manhattan based on recent transit lane conversion
15.	Incorporated two-way tolling for the Verrazzano-Narrows Bridge
16.	SPDMOD (speed modification) update on High-Capacity Transit links
17.	Extended northbound L train to Canarsie-Rockaway Parkway Station
18.	Updated northbound L train headway and capacity
19.	Updated AM capacity on Long Island Rail Road Ronkonkoma branch
20.	Updated Queensboro Bridge capacity and high-occupancy vehicle lane calibration
21.	Updated Central Business District centroid connectors
22.	Removed 72nd Street traversal
23.	Incorporated Brooklyn Bridge bike lanes
24.	Incorporated Queensboro Bridge bike lanes
25.	Updated Fifth Avenue busway
26.	Updated 14th Street bus and truck lanes
27.	Incorporated Brooklyn-Queens Expressway modifications
28.	Updated Jay/Smith/Tillary bus and truck lanes
29.	Incorporated 21st Street (Queens) bus lane
30.	Updated Queensboro Bridge lower level links on Queens side
31.	Incorporated Queensboro Bridge high-occupancy vehicle and general-purpose lane swap (only in tolling scenarios)

Source: Best Practice Model, WSP 2021

4A.1-6 BEST PRACTICE MODEL ASSIGNMENT PROCEDURES

The BPM derives roadway volumes from a Multi-Modal, Multi-Class assignment routine in Caliper's TransCAD software. This is a capacity constrained roadway assignment process. The multiclass traffic assignment process assigns different user classes (e.g., income groups) and modes of traffic to a network simultaneously. In practice, this replicates the behavior that car, taxi, truck, and bus volumes affect travel speeds for everyone. This also allows for the model to replicate certain vehicle type restrictions like truck prohibitions and different toll policies by vehicle type.

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Transit demand is derived using a TransCAD Equilibrium Pathfinder Assignment. This procedure minimizes the generalized cost of each traveler across all possible transit paths. The generalized cost for transit assignment is a combination of fares, travel time, and crowding. Transit assignment, like roadway assignment, use a multiclass assignment procedure to segment commuter rail and noncommuter rail transit markets.

Fares for all transit service in 2023 and 2045 are consistent with the NYMTC 2045 Regional Transportation Plan.

On-road vehicle and transit travel demand is a function of total person-level travel demand and mode choice. The BPM determines the total level of travel expected by purpose and income based on population and economic activity and then segments that travel into mode and time of day. These demand tables segmented by mode, purpose, income, and time of day are provided to the TransCAD assignment methods described above.

The BPM assignment procedures for roadway and transit both include capacity constraints on each facility. These capacity constraints vary based on the type of facility, so highways have more capacity than a local street and a subway has more capacity than a commuter bus. Because the model assigns roadway and transit traffic in iterative cycles, assigned volumes are compared to facility capacities and travel times on the facility are updated in successive iterations. This process represents the real-world conditions of congestion on roadways and the perceived travel time due to discomfort on transit vehicles. Through successive iterations, traffic finds new routes to complete their journeys. A completed or equilibrium assignment is one that has converged where no traveler is better off by choosing an alternative path.

4A.1-7 VALUE OF TIME

In this EA, the BPM stratifies the value of time across a journey's purpose and income. Value of time is the monetary value that a person considers their time is worth while traveling. This value varies by trip purpose and income. Work trips have the highest value of time while discretionary travels have lower values of time. High-income travelers have increased values of time than low-income travelers. This approach is consistent with Federal Highway Administration's *The Value of Travel Time Savings: Departmental Guidance for Conducting Economic Evaluations Revision 2 (2014 Update)*.

The BPM uses the following stratification for value of time in this environmental analysis (**Table 4A.1-4**). The BPM segments income into three categories:

- 15 percent lowest-income households
- 70 percent middle-income households
- 15 percent highest-income households

Appendix 4A.1, Transportation: Implementation of Tolls in the Best Practice Model

Table 4A.1-4 Value of Time Stratification

INCOME	PURPOSE	OCCUPANCY	VALUE [(CENTS/MINUTE, 2010 CENTS)]	VALUE [(CENTS/MINUTE, 2019 CENTS)]
Low	Work	SOV	14.04 [cents]	18.39 [cents]
Low	Work	HOV2	22.81 [cents]	29.88 [cents]
Low	Work	HOV3+	31.00 [cents]	40.60 [cents]
Low	Non-Work	SOV	7.02 [cents]	9.20 [cents]
Low	Non-Work	HOV2	10.64 [cents]	13.94 [cents]
Low	Non-Work	HOV3+	13.84 [cents]	18.13 [cents]
Med	Work	SOV	21.94 [cents]	28.74 [cents]
Med	Work	HOV2	35.64 [cents]	46.69 [cents]
Med	Work	HOV3+	48.44 [cents]	63.46 [cents]
Med	Non-Work	SOV	10.97 [cents]	14.37 [cents]
Med	Non-Work	HOV2	16.63 [cents]	21.78 [cents]
Med	Non-Work	HOV3+	21.63 [cents]	28.33 [cents]
High	Work	SOV	35.78 [cents]	46.87 [cents]
High	Work	HOV2	58.13 [cents]	76.14 [cents]
High	Work	HOV3+	79.00 [cents]	103.48 [cents]
High	Non-Work	SOV	17.89 [cents]	23.44 [cents]
High	Non-Work	HOV2	27.12 [cents]	35.52 [cents]
High	Non-Work	HOV3+	35.27 [cents]	46.21 [cents]

Note: SOV = Single-Occupancy Vehicle; HOV= High-Occupancy Vehicle

As one example of how income stratification affects travel into the Manhattan CBD, **Table 4A.1-5** reveals how drive-alone work-vehicle trips would decline at different rate by income class. Note that from **Table 4A.1-4**, the value of time in 2019 *[cents]* for using a single-occupancy vehicles for work purpose is assumed as the following:

- 18.39 *[cents]*/ *[minute]* for the lowest-income households
- 28.74 *[cents]*/ *[minute]* for middle-income households
- 46.87 *[cents]/[minute]* for highest-income households

Low-income work-vehicle trips into the Manhattan CBD would be reduced between 49 percent and 53 percent while high-income work-vehicle trips into the Manhattan CBD would be reduced between 32 percent and 40 percent. Because high-income travelers have a higher value of time, the BPM assumes that they would be less likely to switch modes or switch paths than lower-income households.

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Table 4A.1-5 Daily Drive-Alone Work-Vehicle Trips by Income Entering the Manhattan CBD (2023)

INCOME CATEGORY	NO ACTION	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F	SCENARIO G
	5,234	2,614	2,566	2,608	2,652	2,468	2,452	2,517
Lowest Income	Difference	-2,620	-2,668	-2,626	-2,582	-2,766	-2,782	-2,717
IIICOIIIE	Percentage	-50.1%	-51.0%	-50.2%	-49.3%	-52.8%	-53.2%	-51.9%
	209,971	122,856	120,637	118,821	116,793	112,310	114,648	117,643
Medium Income	Difference	-87,115	-89,334	-91,150	-93,178	-97,661	-95,323	-92,337
income	Percentage	-41.5%	-42.5%	-43.4%	-44.4%	-46.5%	-45.4%	-44.0%
	111,053	76,074	74,472	72,976	71,215	67,233	69,071	73,252
Highest Income	Difference	-34,978	-36,580	-38,077	-39,838	-43,820	-41,982	-37,801
IIICOIIIE	Percentage	-31.5%	-32.9%	-34.3%	-35.9%	-39.5%	-37.8%	-34.0%
	326,258	201,545	197,675	194,405	190,659	182,012	186,171	193,403
TOTAL	Difference	-124,713	-128,583	-131,853	-135,599	-144,246	-140,087	-132,855
	Percentage	-38.2%	-39.4%	-40.4%	-41.6%	-44.2%	-42.9%	-40.7%

Source: Best Practice Model, WSP 2021

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4A.2, Transportation:

Travel Forecast Tolling Scenario Summaries and Detailed Tables (2023 and 2045)

2023

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Acronyms

CBD	Central Business District
EA	Environmental Assessment
FDR Drive	Franklin D. Roosevelt Drive
FHV	For-Hire Vehicle
MTA	Metropolitan Transportation Authority
NYCDOT	New York City Department of Transportation
NYMTC	New York Metropolitan Transportation Council
PANYNJ	Port Authority of New York and New Jersey
TBTA	Triborough Bridge and Tunnel Authority
	Vehicle-Miles Traveled

4A.2.1 TRAVEL FORECAST TOLLING SCENARIO SUMMARIES

The following sections describe the opening year (2023) travel pattern changes for each tolling scenario followed by horizon year (2045) travel pattern changes for each tolling scenario compared to the No Action Alternative. While the results of the 2045 model runs are different in terms of actual numbers (because they reflect the longer-term background growth in the model's forecast), the patterns from tolling scenario to tolling scenario are consistent between 2023 and 2045. For reference, **Chapter 2, "Project Alternatives,"** provides descriptions of each tolling scenario.

4A.2.1 Tolling Scenario A (2023)

All passenger and commercial vehicles (except those exempted by the enabling legislation) entering or remaining in the Manhattan CBD would pay the Manhattan CBD entry toll, which would vary by vehicle type, time of day, and payment method (e.g., E-ZPass, Tolls by Mail). There would be no crossing credits offered to reduce the Manhattan CBD toll. This tolling scenario would reduce vehicular demand to the Manhattan CBD and divert drivers who would have previously traveled through the Manhattan CBD between New Jersey and Brooklyn, Queens, and Long Island, to instead choose routes through Upper Manhattan, the Bronx, or Staten Island.

Under Tolling Scenario A, total vehicle-miles traveled (VMT) in the Manhattan CBD would be reduced by 7.8 percent compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A**, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7). Transit mode share to the Manhattan CBD would grow by 1.1 percent, from 78.2 percent to 79.3 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A**, Table 4A-8). Total vehicles entering the Manhattan CBD would also decline by 15.4 percent in this tolling scenario (see **Subchapter 4A**, Table 4A-5).

For Tolling Scenario A, traffic entering Manhattan via the Lincoln and Holland Tunnels would decrease, while traffic entering Manhattan on the George Washington Bridge would increase. The diversion to the George Washington Bridge would result from traffic attempting to avoid the Manhattan CBD when traveling between origins and destinations outside the Manhattan CBD. For example, in the No Action Alternative, an auto trip between Jersey City and the Upper West Side in Manhattan would likely use the Lincoln or Holland Tunnel because these facilities provide the most direct time-path, and no toll differential exists among the different Manhattan Hudson River crossings. With the introduction of Manhattan CBD tolling, drivers would pay the Manhattan CBD toll, in addition to the existing Port Authority of New York and New Jersey (PANYNJ) toll, for traveling through the Manhattan CBD. As a result, many of these trips would instead divert to the George Washington Bridge to avoid the Manhattan CBD toll despite the longer travel times.

For Tolling Scenario A, truck trips entering the Manhattan CBD would decline by 11.6 percent. Since this tolling scenario would toll trucks each time they enter or remain in the Manhattan CBD, trucks from New Jersey would be more likely to remain on West Side avenues in Manhattan to travel north and south rather than leave and re-enter the Manhattan CBD via the West Side Highway/Route 9A. This would result in additional truck traffic on these avenues near the Lincoln Tunnel.

4A.2.2 Tolling Scenario B (2023)

Tolling Scenario B differs from Tolling Scenario A in its treatment of potential tolling exemptions and caps for buses and commercial vehicles. For Tolling Scenario B, all buses (e.g., transit buses, charter buses) would be exempt from paying

1 Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

the Manhattan CBD toll, taxis and FHVs would be charged only once per day, and trucks would be charged up to two times a day. The Manhattan CBD toll for Tolling Scenario B would also be higher than for Tolling Scenario A.

Total VMT for Tolling Scenario B would be reduced by 7.6 percent in the Manhattan CBD compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). The transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.2 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would also decline by 15.7 percent in this tolling scenario (see **Subchapter 4A, Table 4A-5**).

Tolling Scenario B would not offer any crossing credits for vehicles entering Manhattan on TBTA and PANYNJ crossings. As a result, the diversion effects described for Tolling Scenario A would apply to Tolling Scenario B.

In Tolling Scenario B, the taxi and FHV toll would be charged only once per day per vehicle, and, as a result, the Manhattan CBD toll would likely be spread across multiple trips and passengers during the day. While the cost to access the Manhattan CBD would increase for taxis and FHVs relative to the No Action Alternative, the increased cost per trip would be greater for private automobiles, which are less able to spread the cost across multiple trips and drivers. This could encourage some drivers to switch to taxis, FHVs, or transit.¹

For Tolling Scenario B, truck trips entering the Manhattan CBD would decline by 12.3 percent. On average, commercial trucks enter the Manhattan CBD only 1.5 times per day.² Because most trucks enter the Manhattan CBD fewer than two times per day, capping toll payments at twice per day for truck would have a minimal impact on trucks entering the Manhattan CBD.

Tolling Scenario B with 30 Percent Higher Tolls (2023). Model results indicate that Tolling Scenario B would not generate sufficient revenue to meet the Project objective related to raising sufficient annual net revenues to fund \$15 billion for capital projects for the MTA Capital Program. It was retained in this analysis to provide consideration of a tolling scenario with lower toll rates and substantial caps and exemptions, which was a combination repeatedly requested by the public during development of this EA. To meet the revenue goal, an additional variation of the original Tolling Scenario B was modeled. In this variation, toll rates were increased 30 percent from the original Tolling Scenario B for all vehicle classes across all time periods. All other tolling policies in this variation are consistent with the original Tolling Scenario B.

This variation of Tolling Scenario B would reduce VMT in the Manhattan CBD by 8.6 percent compared to the No Action Alternative (Table 4A.2-1). This variation would also reduce traffic entering the Manhattan CBD by 17.5 percent (Table 4A.2-2). This variation would have minor changes to transit ridership where transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.5 percent of the total journeys accessing the Manhattan CBD. This is a 0.3 percent greater transit mode share than the original Tolling Scenario B, and less than the transit mode share increases in Tolling Scenarios D, E, and F. For this variation of Tolling Scenario B, truck trips entering the Manhattan CBD would decline 13.8 percent.

² TBTA Entry Data from November 7, 2019, from the Hugh L. Carey Tunnel and Queens-Midtown Tunnel.

Table 4A.2-1. Daily Vehicle-Miles Traveled: Tolling Scenario B and Tolling Scenario B with 30 Percent Higher Tolls (2023)

LOCATIONS	NO ACTION	SCENARIO B	SCENARIO B (PERCENTAGE CHANGE)	SCENARIO B (WITH 30% HIGHER TOLLS)	SCENARIO B (WITH 30% HIGHER TOLLS) (PERCENTAGE CHANGE)
New York State	122,186,497	121,789,089	-0.3%	121,698,669	-0.4%
New York City	47,131,752	46,784,237	-0.7%	46,708,460	-0.9%
Manhattan CBD	3,244,791	2,998,489	-7.6%	2,965,910	-8.6%
CBD Core	1,217,727	1,152,471	-5.4%	1,143,029	-6.1%
Peripheral Highways (south of 60th Street; excluded from the toll)	2,027,064	1,846,018	-8.9%	1,822,881	-10.1%
West Side Highway/Route 9A	610,657	513,887	-15.8%	508,096	-16.8%
FDR Drive	720,682	729,706	1.3%	727,868	1.0%
Bridges & Tunnels	695,725	602,425	-13.4%	586,917	-15.6%
NYC Subarea 1 (see Figure 4A-2)	2,218,077	2,049,528	-7.6%	2,029,541	-8.5%
NYC Subarea 2 (see Figure 4A-2)	6,660,953	6,630,016	-0.5%	6,617,073	-0.7%
NYC Subarea 3 (see Figure 4A-2)	35,007,931	35,106,204	0.3%	35,095,936	0.3%
Long Island Counties (2)	41,585,545	41,595,736	0.0%	41,620,213	0.1%
New York Counties North of New York City (5)	33,469,200	33,409,116	-0.2%	33,369,996	-0.3%
New Jersey Counties (14)	97,578,100	97,590,826	0.0%	97,595,190	0.0%
Connecticut Counties (2)	34,909,870	34,856,848	-0.2%	34,873,079	-0.1%
TOTAL	254,674,467	254,236,763	-0.2%	254,166,938	-0.2%

Note: The number of counties is indicated within parentheses ().

Table 4A.2-2. Daily Vehicles Entering the Manhattan CBD by Crossing Location: No Action Alternative, Tolling Scenario B, and Tolling Scenario B with 30 Percent Higher Tolls (2023)

CROSSING LOCATION	NO ACTION	SCENARIO B	SCENARIO B (Percentage Change)	SCENARIO B (WITH 30% HIGHER TOLLS)	SCENARIO B (WITH 30% HIGHER TOLLS) (Percentage Change)
60th Street	276,466	221,318	-19.9%	217,484	-21.3%
FDR Drive and West Side Highway/Route 9A ¹	161,696	152,322	-5.8%	151,952	-6.0%
West Side Avenues	28,026	22,743	-18.9%	22,128	-21.0%
East Side Avenues	86,744	46,253	-46.7%	43,404	-50.0%
Queens	142,596	124,315	-12.8%	123,032	-13.7%
Brooklyn	187,486	167,624	-10.6%	164,160	-12.4%
New Jersey	109,602	90,704	-17.2%	86,219	-21.3%
TOTAL Entering	716,150	603,961	-15.7%	590,895	-17.5%

Vehicle volumes entering the Manhattan CBD reported in this table for the Franklin D. Roosevelt (FDR) Drive and the West Side Highway/Route 9A are all vehicles traveling south on these facilities at 60th Street regardless of whether the vehicle eventually enters the Manhattan CBD from one of these facilities. Some vehicles reported in this table may use the West Side Highway/Route 9A and the FDR Drive to access the Hugh L. Carey Tunnel or Brooklyn Bridge without ever entering the Manhattan CBD. The volumes here are reported in this manner to be consistent with counts published in the annual New York Metropolitan Transportation Council (NYMTC) Hub Bound Travel Data Report.

4A.2.3 Tolling Scenario C (2023)

Tolling Scenario C differs from Tolling Scenario A in several ways:

- Tolling Scenario C would have a higher Manhattan CBD toll (approximately 50 percent greater than Tolling Scenario A).
- Tolling Scenario C would provide a crossing credit for vehicles that paid tolls on the Queens-Midtown Tunnel, Hugh L. Carey Tunnel, Lincoln Tunnel, and Holland Tunnel.
- Tolling Scenario C would provide an exemption for taxis and a three-time daily cap for FHVs.

Tolling Scenario C would have higher toll rates compared to Tolling Scenarios A and B. These increased tolls would offset the cost of providing crossing credits to Manhattan CBD tunnel customers. This tolling scenario would result in a larger reduction in VMT in the Manhattan CBD compared to Tolling Scenarios A and B, with an 8.0 percent decrease in Manhattan CBD VMT compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7**). Transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.6 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-8**). Total vehicles entering the Manhattan CBD would decline by 17.3 percent for Tolling Scenario C (see **Subchapter 4A, Table 4A-5**). In Tolling Scenario C, truck trips entering the Manhattan CBD would decline by 14.1 percent.

Potential crossing credits for Tolling Scenario C would reduce cost differences between NYCDOT and TBTA East River crossings entering the Manhattan CBD. In this tolling scenario, for example, a driver entering the Manhattan CBD during the day would pay the same combined toll with crossing credits entering on any East River crossing. As a result, the proportion of East River crossings via the Queens-Midtown Tunnel and Hugh L. Carey Tunnel would increase from 11 percent in the No Action Alternative to 17 percent for Tolling Scenario C. Even with the increased proportion of drive trips using these facilities to enter the Manhattan CBD, total drive journeys entering the Manhattan CBD would decline for Tolling Scenario C.

4A.2.4 Tolling Scenario D (2023)

Tolling Scenario D would offer Manhattan CBD crossing credits for vehicle trips using the Queens-Midtown Tunnel, Hugh L. Carey Tunnel, Holland Tunnel, or Lincoln Tunnel that would be higher than those offered for Tolling Scenario C. The higher crossing credits offered in this tolling scenario would result in a higher Manhattan CBD toll rate than Tolling Scenario C. Similar to Tolling Scenario A, taxis, FHVs, and commercial vehicles would be assessed a toll each time they enter or remain in the Manhattan CBD.

Tolling Scenario D would reduce VMT in the Manhattan CBD by 8.7 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7). This tolling scenario would result in greater VMT reductions than Tolling Scenarios A, B, and C in New York City Subarea 1. Because higher crossing credits would require higher tolls to meet the Project's net revenue goal, traffic would be reduced in areas of Upper Manhattan and Downtown Brooklyn nearest the crossings where no crossing credits would apply. In these areas, the TBTA crossing credits included for Tolling Scenario D would also reduce VMT due to driver diversions from untolled river crossings to more direct, tolled river crossings. Transit mode share to the Manhattan CBD would grow from 78.2 percent to 80.3 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-8). Total vehicles entering the Manhattan CBD would decline by 18.7 percent for Tolling Scenario D (see Subchapter 4A, Table 4A-5). In Tolling Scenario D, truck trips entering the Manhattan CBD would decline by 14.4 percent.

Recognizing that the tolls on the tunnels entering the Manhattan CBD would be higher than the crossing credit provided for Tolling Scenario C, Tolling Scenario D would provide a higher crossing credit against the Manhattan CBD toll that is closer to what PANYNJ customers, or TBTA customers traveling in both directions, would pay at the tunnels. This would increase the share of East River traffic on TBTA facilities connecting to the Manhattan CBD to 22 percent, from 11 percent in the No Action Alternative.

For the Hudson River crossings, volumes on the George Washington Bridge to Manhattan would decline. Some drivers bound to the Manhattan CBD from west of the Hudson River would divert to the Lincoln Tunnel and Holland Tunnel seeking crossing credits. These Manhattan CBD-bound driver diversions would be greater than the number of drivers switching to the bridge to avoid the Manhattan CBD toll for trips through the Manhattan CBD. This would lead to a net decline on Manhattan-bound vehicles on the George Washington Bridge.

4A.2.5 Tolling Scenario E (2023)

For Tolling Scenario E, increased tolls are the primary difference from Tolling Scenario D. Tolling Scenario E would exempt transit buses from paying the Manhattan CBD toll, which would result in a higher toll rate for other vehicle classes to maintain net revenue goals for the program. Tolling Scenario E along with Tolling Scenario F would have the highest tolls of any tolling scenario—approximately 20 percent higher than Tolling Scenario D and 150 percent higher than Tolling Scenario A. Tolling Scenario E would offer the same crossing credits as Tolling Scenario D on all tolled crossings into the Manhattan CBD.

Tolling Scenario E would reduce Manhattan CBD VMT by 9.2 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7). This tolling scenario would have the highest toll rates (along with Tolling Scenario F), which is the most significant factor in reducing VMT within the Manhattan CBD. Transit mode share to the Manhattan CBD would grow from 78.2 percent to 80.5 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-8). Total vehicles entering the Manhattan CBD would also decline by 19.9 percent in this tolling scenario (see Subchapter 4A, Table 4A-5). In Tolling Scenario E, truck trips entering the Manhattan CBD would decline by 17.1 percent.

The crossing credit impacts on diversions would be largely the same for Tolling Scenario E compared to Tolling Scenario D. The higher crossing credit for Tolling Scenario E would reduce the share of Hudson River traffic heading to Manhattan on the George Washington Bridge compared to the lower crossing credit for Tolling Scenario C. However, higher tolls would increase Hudson River diversions from the Lincoln and Holland Tunnels to the George Washington Bridge compared to Tolling Scenario D. In summary, traffic into Manhattan for Tolling Scenario E would decrease 1 percent compared to the No Action Alternative.

4A.2.6 Tolling Scenario F (2023)

Tolling Scenario F differs from the other tolling scenarios in its approach to tolling crossing credits and time periods for tolling. Tolling Scenario F would offer the same higher crossing credit as Tolling Scenarios D and E, but the crossing credit would apply to all tolled crossings into Manhattan. As a result, the crossing credit would also be available to drivers using the George Washington Bridge, Henry Hudson Bridge, and the Robert F. Kennedy Bridge to reach the Manhattan CBD. This tolling scenario would also reduce the amount of time the peak-period toll would be charged from 14 hours to 8 hours (4 hours in the AM peak and 4 hours in the PM peak) compared to the other tolling scenarios.

Appendix 4A.2, Transportation: Travel Forecast Tolling Scenario Summaries and Detailed Tables (2023 and 2045)

Tolling Scenario F would reduce VMT in the Manhattan CBD by 7.1 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7). Transit mode share to the Manhattan CBD would grow from 78.2 percent to 80.0 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-8). Total vehicles entering the Manhattan CBD would decline by 18.3 percent in this tolling scenario (see Subchapter 4A, Table 4A-5). In Tolling Scenario F, truck trips entering the Manhattan CBD would decline by 20.2 percent.

In Tolling Scenario F (along with Tolling Scenario B), the taxi and FHV toll would be charged only once per day per vehicle and, as a result, likely would be spread across multiple trips and passengers. While the cost to access the Manhattan CBD would increase for taxis and FHVs, it would increase more for private automobiles on a per trip rate. A low taxi and FHV toll spread across multiple trips plus improved travel times could encourage some drivers to switch to taxis and FHVs as well as transit.

4A.2.7 Tolling Scenario G (2023)

The Project Sponsors added Tolling Scenario G to this Environmental Assessment in response to concerns raised during early public outreach for the Project. This tolling scenario differs from all other tolling scenarios in that tolls would be the same for all vehicle classes. Like other tolling scenarios, tolls would vary by time period. No crossing credits would be offered in Tolling Scenario G, and by most metrics the tolling scenario would have similar effects to Tolling Scenarios A and B. One noticeable effect of Tolling Scenario G would be a significant reduction in truck diversions because through-trucks would be more likely to traverse the Manhattan CBD when the truck toll is equal to all other vehicle classes. As a result of equalizing tolls for trucks, the peak and off-peak E-ZPass rates would be 26 percent higher than Tolling Scenario A, and overnight tolls would be 60 percent of peak rates instead of 50 percent under Tolling Scenario A. Similar to Tolling Scenario A, taxis, FHVs, and trucks would be charged for each entry.

Tolling Scenario G would reduce VMT in the Manhattan CBD by 8.4 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-7). Transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.6 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-8). Total vehicles entering the Manhattan CBD would decline by 17.1 percent in this tolling scenario (see Subchapter 4A, Table 4A-5). In Tolling Scenario G, truck trips entering the Manhattan CBD would decline by 7.4 percent, compared to a decline of 11.6 percent in Tolling Scenario A and greater declines in other tolling scenarios.

During early public outreach for the Project, truck diversions were raised as a concern. Tolling Scenario G would decrease the level of truck diversions around the Manhattan CBD, as indicated by volumes on key bridges in the region. Tolling Scenario G would have a 0.5 percent decrease in daily truck volumes on the George Washington Bridge compared to the No Action Alternative, whereas every other tolling scenario would have an increase of 1 percent to 3 percent. On the Throgs Neck Bridge, Tolling Scenario G would have a 0.8 percent increase in daily truck volumes compared to the No Action Alternative, but this would be well below the 4 percent to 6 percent increases seen in other tolling scenarios. On the Verrazzano-Narrows Bridge, Tolling Scenario G would have a 0.8 percent increase in daily truck volumes compared to the No Action Alternative; other tolling scenarios would have increases of 2 percent to 6 percent. Within the Manhattan CBD, truck traffic would still decrease, but not as substantially as with other tolling scenarios.

Tolling Scenario G with Taxis/FHVs Capped at Once Per Day (2023). A variation of Tolling Scenario G was run to test the impact of adding a one-charge-per-day cap to taxis and FHVs. Adding this cap required increasing tolls on other vehicles

by about 10 percent to meet the Project's revenue goal. This toll increase was low enough so as not to notably affect the results from Tolling Scenario G.

This Tolling Scenario G variation would reduce VMT in the Manhattan CBD by 8.2 percent compared to the No Action Alternative; the original Tolling Scenario G would reduce VMT by 8.4 percent. This variation would also reduce traffic entering the Manhattan CBD by 16.9 percent; the original Tolling Scenario G would reduce traffic entering the Manhattan CBD by 17.1 percent. This variation would have minor changes to transit ridership where transit mode share to the Manhattan CBD would grow from 78.2 percent to 79.2 percent of the total journeys accessing the Manhattan CBD; the transit mode share in the original Tolling Scenario G would be 79.4 percent.

In this variation of Tolling Scenario G, truck trips entering the Manhattan CBD would decline by 8.1 percent, compared to a decline of 7.4 percent in Tolling Scenario G. On key diversions bridges, this variation of Tolling Scenario G would perform as follows:

- a 0.2 percent decrease in daily truck volumes on the George Washington Bridge, versus a 0.5 percent decrease in Tolling Scenario G
- a 1.4 percent increase in daily truck volumes on the Throgs Neck Bridge, versus a 0.8 percent increase in Tolling Scenario G
- a 0.5 percent increase in daily truck volumes on the Verrazzano-Narrows Bridge, versus a 0.8 percent increase in Tolling Scenario G

4A.2.8 Tolling Scenario A (2045)

For Tolling Scenario A, total VMT in the Manhattan CBD would be reduced by 6.7 percent compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A**, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14). Transit mode share to the Manhattan CBD would grow by 1.1 percent, from 79.7 percent to 80.8 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A**, Table 4A-15). Total vehicles entering the Manhattan CBD would also decline by 13.7 percent in this tolling scenario (see **Subchapter 4A**, Table 4A-12).

For Tolling Scenario A, truck trips entering the Manhattan CBD would decline by 11.9 percent. Because this tolling scenario tolls trucks each time they enter or remain in the Manhattan CBD, trucks from New Jersey would be more likely to remain on West Side avenues in Manhattan to travel north and south rather than leave and re-enter the Manhattan CBD via the West Side Highway/Route 9A. This would result in additional truck traffic on these avenues near the Lincoln Tunnel.

4A.2.9 Tolling Scenario B (2045)

Total VMT for Tolling Scenario B would be reduced by 6.0 percent in the Manhattan CBD compared to the No Action Alternative, with more modest reductions citywide and regionwide (see **Subchapter 4A**, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14). The transit mode share to the Manhattan CBD would grow from 79.7 percent to 80.5 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A**, Table 4A-15). Total vehicles entering the Manhattan CBD would also decline by 13.3 percent for this tolling scenario (see **Subchapter 4A**, Table 4A-12).

In Tolling Scenario B, the taxi and FHV toll would be charged only once per day per vehicle, and, as a result, the Manhattan CBD toll would likely be spread across multiple trips and passengers during the day. While the cost to access the Manhattan CBD would increase for taxis and FHVs relative to the No Action Alternative, the increased cost per trip would be greater for private automobiles, which are less able to spread the cost across multiple trips and drivers. This could encourage some drivers to switch to taxis, FHVs, and transit.

For Tolling Scenario B, truck trips entering the Manhattan CBD would decline by 12.5 percent. On average, commercial trucks enter the Manhattan CBD only 1.5 times per day.³ Therefore, capping Manhattan CBD toll payments for trucks at twice per day would have minimal effect on truck-trip behavior compared to Tolling Scenario A, which would have no daily toll cap on trucks.

4A.2.10 Tolling Scenario C (2045)

Tolling Scenario C would have higher toll rates compared to Tolling Scenarios A and B. These increased tolls would offset the cost of providing crossing credits to Manhattan CBD tunnel customers. This tolling scenario would result in more reductions in VMT in the Manhattan CBD as Tolling Scenarios A and B, with a 7.2 percent decrease in Manhattan CBD VMT compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14**). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81 percent of the total journeys accessing the Manhattan CBD (see **Subchapter 4A, Table 4A-15**). Total vehicles entering the Manhattan CBD would decline by 15.3 percent for Tolling Scenario C (see **Subchapter 4A, Table 4A-12**). In Tolling Scenario C, truck trips entering the Manhattan CBD would decline by 13.2 percent.

4A.2.11 Tolling Scenario D (2045)

Tolling Scenario D would reduce VMT in the Manhattan CBD by 8.4 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14). This tolling scenario would result in greater VMT reductions than Tolling Scenarios A, B, and C in New York City Subarea 1. Because higher crossing credits would require higher tolls to maintain net revenue goals, traffic would be reduced in areas of Upper Manhattan and Downtown Brooklyn nearest the crossings where no crossing credits would apply. In these areas, the TBTA crossing credits included in Tolling Scenario D would also reduce VMT because of driver diversions from untolled river crossings to more direct, tolled river crossings. Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.7 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-15). Total vehicles entering the Manhattan CBD would decline by 17.7 percent for Tolling Scenario D (see Subchapter 4A, Table 4A-12). In Tolling Scenario D, truck trips entering the Manhattan CBD would decline by 14.4 percent.

Tolling Scenario E would reduce Manhattan CBD VMT by 8.7 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.9 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-15). Total vehicles entering the Manhattan CBD would also decline by 18.7 percent for this tolling scenario (see Subchapter 4A, Table 4A-12). In Tolling Scenario E, truck trips entering the Manhattan CBD would decline by 16.6 percent.

4A.2.13 Tolling Scenario F (2045)

Tolling Scenario F would reduce VMT in the Manhattan CBD by 7.5 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.5 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-15). Total vehicles entering the Manhattan CBD would decline by 17.2 percent for this tolling scenario (see Subchapter 4A, Table 4A-12). In Tolling Scenario F, truck trips entering the Manhattan CBD would decline by 16.5 percent.

4A.2.14 Tolling Scenario G (2045)

Tolling Scenario G would reduce VMT in the Manhattan CBD by 7.6 percent compared to the No Action Alternative (see Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling," Table 4A-14). Transit mode share to the Manhattan CBD would grow from 79.7 percent to 81.0 percent of the total journeys accessing the Manhattan CBD (see Subchapter 4A, Table 4A-15). Total vehicles entering the Manhattan CBD would decline by 15.3 percent (see Subchapter 4A, Table 4A-12), and truck trips entering the Manhattan CBD would decline by 6.1 percent.

⁴A.2.12 Tolling Scenario E (2045)

³ TBTA Entry Data from November 7, 2019, from the Hugh L. Carey Tunnel and Queens-Midtown Tunnel.

4A.2.2 TRAVEL FORECAST DETAILED TABLES

Table 4A.2-3. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023)

				Daily Vo	Percent Change											
					Scenario											
Scenario	No Action	Α	В	С	Scenario D	E	F	G	Α	В	С	D	Е	F	G	
(by Screen Line/ Crossing)														•		
Total	1,414,585	1,213,964	1,209,856	1,186,011	1,165,190	1,148,053	1,171,689	1,190,707	-14%	-14%	-16%	-18%	-19%	-17%	-16%	
Inbound	716,150	605,913	590,895	592,015	581,926	573,295	585,168	594,002	-15%	-17%	-17%	-19%	-20%	-18.3%	-17.1%	
Outbound	698,410	608,023	593,230	593,964	583,232	574,733	586,493	596,676	-13%	-15%	-15%	-16%	-18%	-16%	-15%	
60th Street	530,784	448,516	449,884	432,313	415,589	411,849	425,651	441,908	-15.5%	-15.2%	-18.6%	-21.7%	-22.4%	-19.8%	-16.7%	
Inbound	276,466	220,659	217,484	208,405	198,437	196,294	204,011	216,999	-20.2%	-21.3%	-24.6%	-28.2%	-29.0%	-26.2%	-21.5%	
Outbound	254,307	227,843	225,799	223,892	217,136	215,545	221,627	224,896	-10.4%	-11.2%	-12.0%	-14.6%	-15.2%	-12.9%	-11.6%	
FDR DRIVE+WEST SIDE HWY	291,185	276,569	277,869	273,016	265,672	263,647	270,783	274,822	-5.0%	-4.6%	-6.2%	-8.8%	-9.5%	-7.0%	-5.6%	
West Side Highway / Route 9A	122,140	112,694	113,191	110,074	106,877	105,727	108,784	111,538	-7.7%	-7.3%	-9.9%	-12.5%	-13.4%	-10.9%	-8.7%	
am	25,702	25,071	24,997	24,489	23,993	23,769	24,316	24,818	-2.5%	-2.7%	-4.7%	-6.6%	-7.5%	-5.4%	-3.4%	
md	35,198	32,221	32,826	32,176	30,600	30,831	31,532	32,176	-8.5%	-6.7%	-8.6%	-13.1%	-12.4%	-10.4%	-8.6%	
pm	26,248	25,281	25,353	24,786	24,381	24,288	24,750	25,098	-3.7%	-3.4%	-5.6%	-7.1%	-7.5%	-5.7%	-4.4%	
nt	34,992	30,121	30,015	28,623	27,903	26,839	28,186	29,446	-13.9%	-14.2%	-18.2%	-20.3%	-23.3%	-19.5%	-15.8%	
FDR Drive	169,045	163,875	164,678	162,942	158,795	157,920	161,999	163,284	-3.1%	-2.6%	-3.6%	-6.1%	-6.6%	-4.2%	-3.4%	
am	34,583	34,087	34,140	34,092	33,858	33,882	34,483	34,020	-1.4%	-1.3%	-1.4%	-2.1%	-2.0%	-0.3%	-1.6%	
md	47,506	45,244	46,147	46,139	45,226	45,310	46,489	45,180	-4.8%	-2.9%	-2.9%	-4.8%	-4.6%	-2.1%	-4.9%	
	40,079	39,049	39,133	38,753	37,976	38,038	38,679	38,916	-2.6%	-2.4%	-3.3%	-5.2%	-5.1%	-3.5%	-2.9%	
pm nt		45,495		43,958			42,348	45,168	-2.0%	-3.5%	-6.2%			-9.7%	-3.6%	
nt nt	46,877	<u>45,495</u> 52,383	45,258		41,735	40,690						-11.0%	-13.2%			
VEST AVENUES	68,392		53,572	50,586	47,820	47,219	49,818	51,662	-23.4%	-21.7%	-26.0%	-30.1%	-31.0%	-27.2%	-24.5%	
West End Ave	9,898	3,684	3,763	2,894	2,325	2,136	2,721	3,747	-62.8%	-62.0%	-70.8%	-76.5%	-78.4%	-72.5%	-62.1%	
<u>am</u>	2,312	925	932	681	574	486	629	963	-60.0%	-59.7%	-70.5%	-75.2%	-79.0%	-72.8%	-58.3%	
md	2,706	1,124	1,164	843	674	607	826	1,193	-58.5%	-57.0%	-68.8%	-75.1%	-77.6%	-69.5%	-55.9%	
pm	2,930	1,090	1,151	1,001	733	744	898	1,084	-62.8%	-60.7%	-65.8%	-75.0%	-74.6%	-69.4%	-63.0%	
nt	1,950	545	516	369	344	299	368	507	-72.1%	-73.5%	-81.1%	-82.4%	-84.7%	-81.1%	-74.0%	
Broadway	33,773	28,170	28,585	27,511	25,951	25,477	26,726	27,285	-16.6%	-15.4%	-18.5%	-23.2%	-24.6%	-20.9%	-19.2%	
am	7,916	6,807	6,792	6,480	6,053	5,825	6,349	6,542	-14.0%	-14.2%	-18.1%	-23.5%	-26.4%	-19.8%	-17.4%	
md	9,108	7,000	7,239	6,826	6,094	6,065	6,520	6,773	-23.1%	-20.5%	-25.1%	-33.1%	-33.4%	-28.4%	-25.6%	
рт	10,673	9,138	9,398	8,991	8,694	8,557	8,694	8,965	-14.4%	-11.9%	-15.8%	-18.5%	-19.8%	-18.5%	-16.0%	
nt	6,076	5,225	5,156	5,214	5,110	5,030	5,163	5,005	-14.0%	-15.1%	-14.2%	-15.9%	-17.2%	-15.0%	-17.6%	
Amsterdam	12,033	7,318	7,711	7,099	6,696	6,671	7,265	7,388	-39.2%	-35.9%	-41.0%	-44.4%	-44.6%	-39.6%	-38.6%	
am	1,684	1,036	1,020	897	955	897	922	1,133	-38.5%	-39.4%	-46.7%	-43.3%	-46.7%	-45.2%	-32.7%	
md	3,278	1,822	1,845	1,684	1,693	1,748	1,950	1,891	-44.4%	-43.7%	-48.6%	-48.4%	-46.7%	-40.5%	-42.3%	
pm	5,264	3,502	3,862	3,352	2,815	2,992	3,155	3,349	-33.5%	-26.6%	-36.3%	-46.5%	-43.2%	-40.1%	-36.4%	
nt	1,807	958	984	1,166	1,233	1,034	1,238	1,015	-47.0%	-45.5%	-35.5%	-31.8%	-42.8%	-31.5%	-43.8%	
Columbus Ave	8,945	9,615	9,955	9,318	9,112	9,237	9,233	9,751	7.5%	11.3%	4.2%	1.9%	3.3%	3.2%	9.0%	
am	2,651	2,663	2,790	2,598	2,566	2,609	2,629	2,753	0.5%	5.2%	-2.0%	-3.2%	-1.6%	-0.8%	3.8%	
md	3,170	3,188	3,483	3,192	3,155	3,162	3,092	3,254	0.6%	9.9%	0.7%	-0.5%	-0.3%	-2.5%	2.6%	
pm	1,801	1,781	1,837	1,749	1,715	1,755	1,778	1,772	-1.1%	2.0%	-2.9%	-4.8%	-2.6%	-1.3%	-1.6%	
nt	1,323	1,983	1,845	1,779	1,676	1,711	1,734	1,972	49.9%	39.5%	34.5%	26.7%	29.3%	31.1%	49.1%	
Eighth Avenue	3,743	3,596	3,558	3,764	3,736	3,698	3,873	3,491	-3.9%	-4.9%	0.6%	-0.2%	-1.2%	3.5%	-6.7%	
am	643	698	664	770	932	871	921	633	8.6%	3.3%	19.8%	44.9%	35.5%	43.2%	-1.6%	
md	1,011	880	910	896	854	867	864	832	-13.0%	-10.0%	-11.4%	-15.5%	-14.2%	-14.5%	-17.7%	
pm	1,253	1,182	1,166	1,212	1,159	1,182	1,240	1,198	-5.7%	-6.9%	-3.3%	-7.5%	-5.7%	-1.0%	-4.4%	
nt	836	836	818	886	791	778	848	828	0.0%	-2.2%	6.0%	-5.4%	-6.9%	1.4%	-1.0%	
EAST AVENUES	171,207	119,564	118,443	108,711	102,097	100,983	105,050	115,424	-30.2%	-30.8%	-36.5%	-40.4%	-0.9 <i>%</i> -41.0%	-38.6%	-32.6%	
Fifth Avenue	12,394	9,575	9,598	9,055	8,318	8,258	8,660	9,327	-30.2%	-22.6%	-26.9%	-32.9%	-33.4%	-30.0%	-32.0%	
	3,768	3,168	3,166	2,981	2,738	2,691	2,945	3,068	-15.9%	-16.0%	-20.9%	-32.9%	-33.4%	-30.1%	-24.1%	
<u>am</u> md	4,709	3,768	3,100	3,222	2,738	2,927	3,073	3,008	-15.9%	-16.0%	-20.9%	-27.3%	-28.6%	-21.8%	-18.6%	
pm	2,150	1,606	1,634	1,582	1,465	1,493	1,530	1,614	-25.3%	-24.0%	-26.4%	-31.9%	-30.6%	-28.8%	-24.9%	
nt	1,767	1,409	1,301	1,270	1,176	1,147	1,112	1,315	-20.3%	-26.4%	-28.1%	-33.4%	-35.1%	-37.1%	-25.6%	

				Daily Vo	olumes		Percent Change										
					Scenario					Scenario							
Scenario	No Action	Α	В	С	D	E	F	G	Α	В	С	D	E	F	G		
(by Screen Line/ Crossing)																	
Total	1,414,585	1,213,964	1,209,856	1,186,011	1,165,190	1,148,053	1,171,689	1,190,707	-14%	-14%	-16%	-18%	-19%	-17%	-16%		
Inbound	716,150	605,913	590,895	592,015	581,926	573,295	585,168	594,002	-15%	-17%	-17%	-19%	-20%	-18.3%	-17.1%		
Outbound	698,410	608,023	593,230	593,964	583,232	574,733	586,493	596,676	-13%	-15%	-15%	-16%	-18%	-16%	-15%		
	1 0 707	1 0.474	0.004	0.440	0.050	0.070	0.000	0.440	-	-	40.00/	-	-	-	-		
Madison Avenue	3,727	3,171	3,231	3,118	2,959	2,878	2,926	3,140	-14.9%	-13.3%	-16.3%	-20.6%	-22.8%	-21.5%	-15.7%		
am	462	433	432	424	428	430	437	420	-6.3%	-6.5%	-8.2%	-7.4%	-6.9%	-5.4%	-9.1%		
md	936	867	883	855	857	859	856	829	-7.4%	-5.7%	-8.7%	-8.4%	-8.2%	-8.5%	-11.4%		
pm	2,091	1,679	1,716	1,653	1,481	1,414	1,431	1,694	-19.7%	-17.9%	-20.9%	-29.2%	-32.4%	-31.6%	-19.0%		
nt Dark Avenue	238	192	200	186	193	175	202	197	-19.3%	-16.0%	-21.8%	-18.9%	-26.5%	-15.1%	-17.2%		
Park Avenue	18,411	14,583	14,538	14,191	12,968	12,668	13,336	13,959	-20.8%	-21.0%	-22.9%	-29.6%	-31.2%	-27.6%	-24.2%		
am	4,828	3,901	3,905	3,799	3,558	3,353	3,652	3,772	-19.2%	-19.1%	-21.3%	-26.3%	-30.6%	-24.4%	-21.9%		
md	4,860	3,590 4,242	3,676	3,420	3,176	3,012	3,205	3,533	-26.1%	-24.4%	-29.6%	-34.7%	-38.0%	-34.1%	-27.3%		
pm	5,188		4,302	4,177	3,884	3,860	4,003	4,009	-18.2%	-17.1%	-19.5%	-25.1%	-25.6%	-22.8%	-22.7%		
nt	3,535 14,798	2,850 10,597	2,655	2,795 9,140	2,350 7,982	2,443 7,718	2,476	2,645	-19.4% -28.4%	-24.9% -27.9%	-20.9% -38.2%	-33.5% -46.1%	-30.9% -47.8%	-30.0% -42.9%	-25.2% -27.3%		
Lexington Avenue	3,677	2,293	10,671 2,329	2,135	1,879	1,863	8,448 1,978	10,751 2,323	-28.4%	-27.9% -36.7%	-38.2% -41.9%	-46.1% -48.9%	-47.8% -49.3%	-42.9% -46.2%			
am	6,294	4,900	4,820	3,817	3,177	3,029	3,415	4,983	-37.0%	-30.7%	-41.9%	-40.9% -49.5%	-49.3% -51.9%	-40.2% -45.7%	-36.8% -20.8%		
md	2,134	1,432	1,462	1,474				1,481	-32.9%		-39.4%	-36.1%		-32.1%	-30.6%		
pm nt	2,693	1,972	2,060	1,714	1,363 1,563	1,414	1,449 1,606	1,461	-32.9%	-31.5% -23.5%	-36.4%	-30.1% -42.0%	-33.7%	-32.1% -40.4%	-30.6%		
nt Third Avenue	14,212	10,537	10,490	9,783	8,558	1,412 8,341	8,795	10,054	-25.9%	-23.5% -26.2%	-31.2%	-39.8%	-47.6% -41.3%	-38.1%	-27.1%		
	2,388	1,990	1,826	1,834	1,676	1,553	1,659	1,859	-25.9%	-23.5%	-31.2%	-39.6%	-35.0%	-30.1%	-29.3%		
am	5,207	3,833	3,842	3,554	2,811	2,795	2,920	3,599	-16.7%	-23.3%	-23.2%	-29.6% -46.0%	-46.3%	-43.9%	-30.9%		
md	4,658	3,304	3,352	3,005	2,747	2,793	2,920	3,399	-20.4%	-28.0%	-31.7%	-41.0%	-40.3% -42.0%	-43.9%	-30.9%		
pm nt	1,959	1,410	1,470	1,390	1,324	2,702 1,291	1,311	1,447	-29.1%	-25.0% -25.0%	-35.5%	-32.4%	-34.1%	-37.0%	-32.4%		
nt Second Avenue	39,264	17,362	16,626	14,152	13,485	13,301	14,184	15,297	-20.0%	-23.0% -57.7%	-64.0%	-32.4% -65.7%	-34.1% -66.1%	-63.9%	-20.1% -61.0%		
	8,739	5,211	5,052	4,696	5,206	5,032	5,261	4,719	-40.4%	-42.2%	-46.3%	-40.4%	-42.4%	-39.8%	-46.0%		
am md	11,336	5,009	4,687	3,681	3,266	3,394	3,674	4,618	-55.8%	- 42.2% -58.7%	-67.5%	-71.2%	-70.1%	-67.6%	-59.3%		
pm	8,793	3,753	3,710	3,362	3,274	3,394 3,143	3,337	3,437	-57.3%	-57.8%	-61.8%	-62.8%	-64.3%	-62.0%	-60.9%		
nt	10,396	3,389	3,177	2,413	1,739	1,732	1,912	2,523	-67.4%	-69.4%	-76.8%	-83.3%	-83.3%	-81.6%	-75.7%		
First Avenue	5,642	5,019	5,272	4,967	5,276	5,111	5,418	5,193	-11.0%	-6.6%	-12.0%	-6.5%	-9.4%	-4.0%	-8.0%		
am	1,709	1,527	1,557	1,499	1,943	1,770	2,000	1,549	-10.6%	-8.9%	-12.3%	13.7%	3.6%	17.0%	-9.4%		
md	1,319	1,416	1,407	1,341	1,226	1,226	1,358	1,432	7.4%	6.7%	1.7%	-7.1%	-7.1%	3.0%	8.6%		
pm	1,724	1,436	1,670	1,547	1,585	1,387	1,443	1,546	-16.7%	-3.1%	-10.3%	-8.1%	-19.5%	-16.3%	-10.3%		
nt	890	640	638	580	522	728	617	666	-28.1%	-28.3%	-34.8%	-41.3%	-18.2%	-30.7%	-25.2%		
York Avenue	23,046	13,733	13,591	12,481	11,842	11,793	12,225	13,239	-40.4%	-41.0%	-45.8%	-48.6%	-48.8%	-47.0%	-42.6%		
am	4,385	2,576	2,545	2,363	2,226	2,188	2,248	2,482	-41.3%	-42.0%	-46.1%	-49.2%	-50.1%	-48.7%	-43.4%		
md	6,974	4,392	4,584	3,964	3,652	3,690	3,922	4,236	-37.0%	-34.3%	-43.2%	-47.6%	-47.1%	-43.8%	-39.3%		
pm	4,325	2,728	2,446	2,267	2,030	2,153	2,048	2,669	-36.9%	-43.4%	-47.6%	-53.1%	-50.2%	-52.6%	-38.3%		
nt	7,362	4,037	4,016	3,887	3,934	3,762	4,007	3,852	-45.2%	-45.4%	-47.2%	-46.6%	-48.9%	-45.6%	-47.7%		
Ed Koch Queensboro Ramp	39,713	34,987	34,426	31,824	30,709	30,915	31,058	34,464	-11.9%	-13.3%	-19.9%	-22.7%	-22.2%	-21.8%	-13.2%		
am	7,646	5,244	5,284	5,092	5,084	5,235	5,223	5,196	-31.4%	-30.9%	-33.4%	-33.5%	-31.5%	-31.7%	-32.0%		
md	15,217	12,289	11,930	10,586	9,709	9,733	9,910	11,908	-19.2%	-21.6%	-30.4%	-36.2%	-36.0%	-34.9%	-21.7%		
pm	7,954	5,429	5,402	4,908	4,911	4,748	4,928	5,368	-31.7%	-32.1%	-38.3%	-38.3%	-40.3%	-38.0%	-32.5%		
nt	8,896	12,025	11,810	11,238	11,005	11,199	10,997	11,992	35.2%	32.8%	26.3%	23.7%	25.9%	23.6%	34.8%		
Queens	268,300	226,698	225,076	226,946	237,025	235,706	238,171	222,545	-15.5%	-16.1%	-15.4%	-11.7%	-12.1%	-11.2%	-17.1%		
Inbound	142,596	125,030	123,032	130,029	136,799	136,652	137,229	123,298	-12.3%	-13.7%	-8.8%	-4.1%	-4.2%	-3.8%	-13.5%		
Outbound	125,702	101,665	98,264	96,913	100,223	99,051	100,940	99,242	-19.1%	-21.8%	-22.9%	-20.3%	-21.2%	-19.7%	-21.0%		
Ed Koch Queensboro Bridge	186,973	152,370	150,390	130,569	113,066	112,169	113,833	148,715	-18.5%	-19.6%	-30.2%	-39.5%	-40.0%	-39.1%	-20.5%		
am	38,293	32,207	31,839	28,658	26,733	26,384	26,670	31,281	-15.9%	-16.9%	-25.2%	-30.2%	-31.1%	-30.4%	-18.3%		
md	58,127	47,256	46,789	42,846	37,359	37,496	37,849	46,252	-18.7%	-19.5%	-26.3%	-35.7%	-35.5%	-34.9%	-20.4%		
pm	40,997	32,279	31,961	27,824	25,524	24,984	25,738	31,564	-21.3%	-22.0%	-32.1%	-37.7%	-39.1%	-37.2%	-23.0%		
nt	49,556	40,628	39,801	31,241	23,450	23,305	23,576	39,618	-18.0%	-19.7%	-37.0%	-52.7%	-53.0%	-52.4%	-20.1%		
TIL.	10,000	10,020	00,001	<u> </u>	20,100	20,000	20,010	00,010	10.070	10.170	01.070	JE.170	00.070	OE. 170	20.170		

Appendix 4A.2, Transportation: Travel Forecast Tolling Scenario Summaries and Detailed Tables (2023 and 2045)

Continue					Daily Vo	olumes		Percent Change										
Property 1.444,935 1.213,844 1.208,886 1.388,911 1.168,190 1.148,1803 1.171,189 1.160,190 1.464, 1.175 1					_	Scenario					•		Scenario					
Total (1.414.55) (23.98) (23.9		No Action	Α	В	С	D	E	F	G	Α	В	С	D	Е	F	G		
Indexem								=							.=			
Department																		
Camena Aldroon Turnel			•	•														
Authors Millor Turnol 19.27 74.28 74.88 99.377 123.959 123.957 124.938 73.890 4.978 4.28 15.75 52.4% 57.9% 52.9% 4.2% 6.2%	Outbound	698,410	608,023	593,230	593,964	583,232	5/4,/33	586,493	596,676									
mel 28,788 22,581 26,581 26,591 26,500 30,244 35,900 30,405 20,590 -7,5% -7,5% -2.8% 25.1% 25.9% -2.9% -1.7% mt 13,052 12,201 12,201 22,510 30,790 30,905 30,902 12,007 -1.0% -1.0	Queens-Midtown Tunnel	81,327	74,328	74,686	96,377	123,959	123,537	124,338	73,830	_								
per 19:055 17.744 17.600 21:059 25.502 25.387 25.443 17.250 -1-0.096 9-16 30.45 20.45 20.76 -1-17.96 rt 13.022 17.201 17.241 23.451 33.025 30.505 34.505 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 35.005 34.505 34.	am	19,352	18,072	18,054	20,872	23,344	23,234	23,540	18,078	-6.6%	-6.7%	7.9%	20.6%	20.1%	21.6%	-6.6%		
Mathematic Mat	md	28,738	26,581	26,541	29,530	36,234	35,960	36,463	26,369	-7.5%	-7.6%	2.8%	26.1%	25.1%	26.9%	-8.2%		
Brooken 83 (803 350.570 349.383 333.372 314.584 300.743 311.455 344.495 10.5% 14.87% 14.87% 14.97% 20.5% 12.0% 10.0000 10.	pm	19,615	17,474	17,660	21,456	25,582		25,443	17,326	-10.9%	-10.0%	9.4%	30.4%	29.4%	29.7%	-11.7%		
Inhorated 18/1486 186,154 164,160 152,790 138,880 137,992 137,386 166,509 1-0.3% -1-2.4% -1-8.5% -25.9% -26.7% -1-7.5% -1-7.	nt	13,622	12,201	12,431	24,519	38,799	38,956	38,892	12,057	-10.4%	-8.7%	80.0%	184.8%	186.0%	185.5%	-11.5%		
Outbound D4,111 18,2347 177,994 190,571 175,696 172,644 174,082 178,980 1.10 178, 1.15 1	Brooklyn	391,603	350,510	349,383	333,372	314,584	309,743	311,458	344,495	-10.5%	-10.8%	-14.9%	-19.7%	-20.9%	-20.5%	-12.0%		
Williamsburg Bridge 122.207 101,542 101,260 93,732 75,150 75,951 78,004 89,789 16,9% 17,1% 23,3% 36,1% 37,9% 36,2% 19,	Inbound	187,486	168,154	164,160	152,790	138,880	137,092	137,368	165,509	-10.3%	-12.4%	-18.5%	-25.9%	-26.9%	-26.7%	-11.7%		
md	Outbound	204,111	182,347	177,994	180,571	175,696	172,644	174,082	178,980	-10.7%	-12.8%	-11.5%	-13.9%	-15.4%	-14.7%	-12.3%		
md	Williamsburg Bridge	122,207	101,542	101,260	93,732	78,130	75,951	78,004	98,789	-16.9%	-17.1%	-23.3%	-36.1%	-37.9%	-36.2%	-19.2%		
pm 30.486 26.445 20.272 24.704 20.928 20.440 20.884 25.807 1-33.3% 1-4.0% 1-9.0% 31.4% 33.0% 31.5% 1-5.4% 1 1.3 m 1 1.3 m 1 1.4 m 1 1.	am	25,067	20,643	20,367	19,853	18,651	18,153	18,242	20,011	-17.6%	-18.7%	-20.8%	-25.6%	-27.6%	-27.2%	-20.2%		
Merhaten Bridge 88.94 88.593 88.021 55.533 38.198 35.697 86.2697 92.6% -19.9% 32.4% 56.4% 57.1% 54.6% 22.4% am 23.366 18.859 18.743 15.546 117.15 11.042 10.791 18.221 21.3% 21.3% 35.5% 55.5% 56.87 56.87 56.87 56.2% 52.8% am 23.366 18.859 18.743 15.546 117.15 11.042 10.791 18.221 21.3% 21.3% 21.3% 35.5% 55.5% 56.8% 56.8% 56.1% 56.9% 59.7% 58	md	34,143	28,314	28,522	27,192	23,711	23,398	24,101	27,740	-17.1%	-16.5%	-20.4%	-30.6%	-31.5%	-29.4%	-18.8%		
Manhatta Bridge 88,594 68,593 68,021 55,533 38,195 35,697 86,567 66,289 22,6% 22,2% 37,3% 56,9% 55,7% 52,5% 10	рт	30,486	26,445	26,212	24,704	20,928	20,440	20,894	25,801	-13.3%	-14.0%	-19.0%	-31.4%	-33.0%	-31.5%	-15.4%		
md 23.986 18.899 18.743 15.548 117.15 11.042 10.791 18.221 21.3% 21.8% 35.1% 51.1% 53.9% 55.0% 23.9% md 24.322 19.880 19.389 16.184 10.759 10.020 10.688 11.891 19.1% 20.4% 33.5% 51.1% 55.8% 56.8% 56.0% 23.9% pm 21.763 16.699 16.736 13.701 9.699 8.974 9.219 16.080 23.3% 23.1% 37.0% 55.8% 58.8% 56.1% 21.9% nt 18.53 13.555 13.173 10.100 6.022 5.661 5.699 13.001 22.00% 20.0% 20.0% 46.6% 45.6% 55.8% 58.8% 57.6% 20.0% 19.0% 19.0% 10.0% 10.0% 10.0% 20.0% 10.0% 10.0% 20.0% 20.0% 46.6% 45.6% 45.8% 45.8% 47.6% 20.8% 19.0% 19.0% 10.0% 10.0% 20.0% 10.0% 20.0% 20.0% 46.6% 45.5% 45.8% 45.8% 45.76% 20.8% 19.0% 10.0% 20.0% 10.0% 20.0% 10.0% 20.0% 10.0% 20.0% 10.0% 20.0% 20.0% 46.6% 45.5% 45.8% 45.8% 45.76% 20.8% 10.0% 20.0% 20.0% 20	nt	32,511	26,140	26,159	21,983	14,840	13,960	14,767	25,237	-19.6%	-19.5%	-32.4%	-54.4%	-57.1%	-54.6%	-22.4%		
md 24,926 18,899 18,743 15,548 11,715 11,042 10,791 18,221 21,318 25,118 55,118 55,118 55,018 22,919 md 24,322 19,800 19,309 16,184 10,759 10,000 10,688 19,917 19,118 20,418 33,518 55,118 55,818 55,018 22,919 mm 21,763 16,699 16,736 13,701 9,699 8,974 9,219 16,000 23,318 22,118 37,018 55,818 56,118 10,100 602 56,6 56,000 10,200 1	Manhattan Bridge	88,594	68,593	68,021	55,533	38,195	35,697	36,567	66,289	-22.6%	-23.2%	-37.3%	-56.9%	-59.7%	-58.7%	-25.2%		
md 24,322 19,880 19,369 16,184 10,759 10,020 10,688 19,887 -19,1% -20,4% -33,3% -55,6% -56,6% -21,9% nm 21,763 16,689 16,736 13,701 9,689 8,74 9,219 16,180 -23,3% -23,3% -23,18 37,0% -55,6% -58,8% -56,1% -21,9% nm 18,553 13,355 13,173 10,100 6,022 5,661 5,869 13,001 -28,0% -29,0% -45,6% -67,6% -49,5% -88,8% -57,6% -20,6% nm 18,653 118,751 113,780 99,005 97,657 96,384 118,810 -1,5% -2,0% -61,% -18,3% -19,4% -20,4% nm 24,676 24,636 24,551 24,001 22,907 22,883 22,419 24,460 -1,0% -1,3% -3,5% -79,6% -61,% -19,4% -20,4% nm 33,865 33,162 32,970 31,695 27,286 27,164 26,574 32,775 -2,0% -2,6% -6,4% -19,4% -19,5% -21,5% -1,2% nm 27,157 26,147 29,932 25,090 22,246 23,114 22,98 25,99 -3,7% -4,6% -76,6% -76,6% -30,0% -11,4% -14,9% -	am		18,859	18,743		11,715	11,042	10,791	18,221	-21.3%	-21.8%	-35.1%	-51.1%	-53.9%	-55.0%			
Brooklyn Bridge 121.147 119.354 118.751 113.780 99.005 97.657 96.384 118.810 1.5% 2.90% 45.6% 46.75% 68.5% 68.4% 29.9% am 24.876 24.638 24.551 24.001 22.907 22.683 22.419 24.480 -1.0% -1.3% -3.5% -7.9% -8.8% -9.9% -1.6% am 24.876 24.638 24.551 24.001 22.907 22.683 22.419 24.480 -1.0% -1.3% -3.5% -7.9% -8.8% -9.9% -1.6% am 23.856 33.162 32.970 31.695 27.286 27.164 25.574 32.775 -2.0% -2.6% -4.6% -19.4% -19.8% -2.1.5% -3.2% pm 27.157 26.147 25.592 25.090 32.466 23.114 22.988 25.899 -3.7% -4.5% -4.5% -1.6% -1.6% -1.6% -1.0% -	md		19,680				10,020	10,688	18,987	-19.1%	-20.4%	-33.5%	-55.8%					
Brooklyn Bridge 121,147 119,354 118,751 113,780 99,005 97,657 96,384 118,810 -1.5% -2.0% -6.1% -1.83% -1.9.4% -2.0.4% -1.9% -1.9% -1.9% -1.0% -1.0% -1.3% -2.0% -6.1% -1.0% -1.3% -2.0% -6.1% -1.0% -1	рт	21,763	16,699	16,736	13,701	9,699	8,974	9,219	16,080	-23.3%	-23.1%	-37.0%	-55.4%	-58.8%	-57.6%	-26.1%		
Brooklyn Bridge 121,147 119,354 118,751 113,780 99,005 97,657 96,384 118,810 -1.5% -2.0% -6.1% -1.83% -1.94% -2.04% -1.9% am 24,876 24,638 24,551 24,007 22,683 22,419 24,480 -1.0% -1.3% -3.5% -7.9% -8.8% -9.9% -1.6% am 33,856 33,162 32,970 31,885 27,286 27,164 26,574 32,775 -2.0% -2.6% -6.4% -1.94% -1.9.8% -2.1.5% -3.2% pm 27,157 26,147 25,932 25,099 23,246 23,114 22,988 25,899 -3.7% -4.5% -7.6% -1.4.4% -1.9.8% -1.5.9% -4.6% at 1.9 mm 27,157 26,147 25,932 25,099 23,246 23,114 22,988 25,899 -3.7% -4.5% -7.6% -1.4.4% -1.9.8% -1.5.9% -4.6% am 15,352,89 35,407 35,298 32,994 25,566 24,696 24,403 35,656 0.4% 0.1% -6.4% -1.9.4% -1.9.8% -1.5.4% -4.6% am 16,739 17,349 17,445 18,493 21,045 21,096 21,440 17,352 3.6% 4.2% 11.9% 66,4% 68,4% 68,5% 1.6% am 16,739 17,349 17,445 18,493 21,045 21,096 21,440 17,352 3.6% 4.2% 10.5% 25,606 24,696 24,409 18,599 28,830 28,990 18,450 -0.7% -0.7% 9.3% 54,3% 53,4% 54,2% -1.9% pm 16,909 18,624 18,590 20,647 25,569 25,507 25,619 15,464 6.337 22,0% 27,844 6.338 6.34% 21,0%	nt	18,553	13,355		10,100	6,022	5,661	5,869	13,001	-28.0%	-29.0%	-45.6%	-67.5%	-69.5%	-68.4%			
## 14.876 ## 24.638	Brooklyn Bridge	121,147	119,354	118,751	113,780	99,005	97,657	96,384	118,810	-1.5%	-2.0%	-6.1%		-19.4%	-20.4%			
md 33.856 33.162 32.970 31.695 27.286 27.164 26.574 32.775 2.0% 2.6% 6.4% 19.4% 19.8% 21.5% 3.2% pm 27,157 26.147 25.932 25.090 23.246 23.114 22.988 25.899 -3.7% 4.5% 7.6% 14.4% 14.9% 19.8% 21.5% 3.2% nt 33.528 35.607 35.298 32.994 25.566 24.696 24.403 35.656 0.4% 0.1% 6.6% 27.5% 30.0% -30.0% 11.1% Hugh Carey Tunnel 59.655 61.021 61.351 70.327 99.254 100.438 100.503 60.607 2.3% 2.8% 17.9% 66.4% 68.4% 68.5% 1.6% am 16.739 17.349 17.445 18.493 21.045 21.096 21.440 17.352 3.6% 4.2% 10.5% 25.7% 26.0% 28.1% 37.7% md 18.798 18.663 18.669 20.545 29.99 28.830 28.990 18.450 -0.7% -0.7% 9.3% 54.3% 53.4% 54.2% 1.9% pm 18.908 18.624 18.590 20.647 25.589 25.667 25.619 18.488 1.5% 1.5% 1.7% 9.2% 35.34% 382.6% 369.4% 11.6% 15.210 6.385 6.647 10.642 23.621 25.145 24.454 6.337 22.6% 27.6% 104.3% 353.4% 382.6% 369.4% 21.6% 18.590 18.8240 185.513 193.380 197.992 190.755 196.409 181.759 1.59% 1-17.1% 1-3.6% 11.6% 1-2.8% 1.9% 0.000 11.4290 96.168 91.173 92.588 90.177 87.493 89.844 93.558 1.59% 20.22% 1-19.0% 21.1% 23.4% 22.14% 11.090 96.168 91.173 92.588 90.177 87.493 89.844 93.558 1.59% 20.22% 1-19.0% 21.1% 21.5% 1.5% 1.10% 13.834 26.791 25.253 24.765 24.970 20.325 20.961 20.459 20.478 20.454 1.0.9% 11.19% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.2% 11.3% 11.6% 11.5%	· •	24,876	24,638	24,551	24,001	22,907	22,683		24,480	-1.0%	-1.3%	-3.5%	-7.9%	-8.8%	-9.9%	-1.6%		
pm	md		33,162		31,695		27,164			-2.0%		-6.4%		-19.8%	-21.5%	-3.2%		
nt 35,258 35,407 35,298 32,994 25,566 24,696 24,403 35,656 0.4% 0.1% -6.4% -27,5% -30,0% -30,8% 1.1% Hugh Carey Tunnel 58,655 61,021 61,351 70,327 99,254 100,438 100,503 60,607 2.3% 2.8% 17.9% 66,4% 68,5% 1.6% md 16,739 17,349 17,445 18,493 21,045 21,096 21,440 17,352 3.6% 4.2% 10,5% 25,7% 26,0% 28,1% 3.7% md 18,798 18,663 18,669 20,545 28,999 28,830 28,990 18,450 -0.7% -0.7% 9,3% 54,3% 53,4% 54,2% -1.9% pm 18,908 18,669 20,545 28,999 25,367 25,619 18,468 -1.5% -1.7% 9,2% 35,33 34,2% 35,55% -2.3% nt 5,210 6,337 22,6% 26% 104,3% <td></td>																		
Hugh Carey Tunnel	nt																	
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pm 18,908 18,624 18,590 20,647 25,589 25,367 25,619 18,468 -1.5% -1.7% 9.2% 35.3% 34.2% 35.5% -2.3% nt 5,210 6,385 6,647 10,642 23,621 25,145 24,454 6,337 22.6% 27.6% 104.3% 353.4% 382.6% 389.44 21.6% New Jersey 233,898 188,240 185,513 193,380 197,992 190,755 196,409 181,759 -1.59% -1.1% 13.6% 11.6% -1.4.8% -12.3% -18.8% Inbound 109,602 92,070 86,219 100,791 107,810 103,257 106,560 88,196 -16.0% -2.1.3% -8.0% -1.6% -5.8% -2.28% -19.5% Outbound 114,290 96,168 91,173 92,588 90,177 87,493 89,844 93,558 -15.9% -20,2% -19.0% -21.1% -23.4% -21.4% -18.1% Holland Tunnel	md	18,798	18,663	18,669	20,545				18,450	-0.7%	-0.7%	9.3%		53.4%		-1.9%		
nt 5,210 6,385 6,647 10,642 23,621 25,145 24,454 6,337 22.6% 27.6% 104.3% 353.4% 382.6% 369.4% 21.6% New Jersey 223,898 188,240 185,513 193,380 197,992 190,755 196,409 181,759 -15.9% -17.1% -13.6% -11.6% -14.8% -12.3% -18.8% Inbound 109,602 92,070 86,219 100,791 107,810 103,257 106,560 88,196 -16.0% -21.3% -8.0% -1.6% -5.8% -2.8% -19.5% Outbound 114,290 96,168 91,173 92,588 90,177 87,493 89,844 93,558 -15.9% -20,2% -19.0% -21.1% -23.4% -21.4% -18.1% Holland Tunnel 108,683 93,896 92,321 93,934 95,129 91,000 93,926 90,220 -13.6% -12.5% -16.3% -13.6% -17.0% am 23,564 <		18,908	18,624		20,647	25,589			18,468	-1.5%		9.2%		34.2%	35.5%	-2.3%		
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	nt	30,200	22,593	22,251	25,708	28,034	27,505	27,879	21,326	-25.2%	-26.3%	-14.9%	-7.2%	-8.9%	-7.7%	-29.4%		

Table 4A.2-4. Summary – Vehicle-Miles Traveled (2023)

				Percent Change											
					Scenario							Scenario			
Scenario	No Action	Α	В	С	D	E	F	G	Α	В	C	D	E	F	G
(by Screen Line/ Crossing)															
Manhattan CBD	3,244,791	2,993,214	2,998,489	2,984,080	2,963,211	2,946,339	3,016,013	2,970,819	-7.8%	-7.6%	-8.0%	-8.7%	-9.2%	-7.1%	-8.4%
New York City	47,131,752	46,743,670	46,784,237	46,572,720	46,461,121	46,404,913	46,578,412	46,713,541	-0.8%	-0.7%	-1.2%	-1.4%	-1.5%	-1.2%	-0.9%
Manhattan CBD	3,244,791	2,993,214	2,998,489	2,984,080	2,963,211	2,946,339	3,016,013	2,970,819	-7.8%	-7.6%	-8.0%	-8.7%	-9.2%	-7.1%	-8.4%
CBD Core	1,217,727	1,150,843	1,152,471	1,161,407	1,159,162	1,147,545	1,183,476	1,142,077	-7.6%	-7.0%	-4.6%	-4.8%	-5.8%	-2.8%	-6.2%
Peripheral Highways (south of 60th Street; excluded from the toll)	2,027,064	1,842,371	1,846,018	1,822,673	1,804,049	1,798,794	1,832,537	1,828,742	-9.1%	-8.9%	-10.1%	-4.0%	-11.3%	-2.6% -9.6%	-0.2 <i>%</i> -9.8%
RT9A - S of 60th	610,657	510,785	513,887	493,396	485,167	486,404	501,603	508,951	-16.4%	-15.8%	-10.1%	-20.5%	-20.3%	-17.9%	-16.7%
FDR - S of 60th	720,682	725,459	729,706	718,820	705,903	710,555	721,421	727,101	0.7%	1.3%	-0.3%	-20.5%	-1.4%	0.1%	0.9%
Bridge & Tunnels - S of 60th*	695,725	606,127	602,425	610,457	612,979	601,835	609,513	592,690	-12.9%	-13.4%	-12.3%	-11.9%	-13.5%	-12.4%	-14.8%
Zone 1	2,218,077	2,049,561	2,049,528	2,004,366	1,955,714	1,944,168	1,962,310	2,031,243	-7.6%	-7.6%	-9.6%	-11.8%	-12.3%	-12.4%	-8.4%
Manhattan: 60th St - 82nd St	687,178	611,298	614,228	596,527	579,197	576,383	588,785	605,889	-11.0%	-10.6%	-13.2%	-11.0%	-16.1%	-14.3%	-11.8%
Long Island City	634,642	576,941	574,378	573,434	584,367	581,662	585,542	569,080	-9.1%	-9.5%	-9.6%	-7.9%	-8.3%	-7.7%	-10.3%
Downtown Brooklyn	507,721	490,094	489,809	469,669	438,875	434,721	434,188	487,809	-3.5%	-3.5%	-7.5%	-13.6%	-14.4%	-14.5%	-3.9%
Williamsburg	388,536	371,228	371,113	364,736	353,275	351,402	353,795	368,465	-4.5%	-4.5%	-6.1%	-9.1%	-9.6%	-8.9%	-5.2%
Zone 2	6,660,953	6,626,001	6,630,016	6,588,313	6,578,676	6,568,162	6,596,549	6,615,308	-0.5%	-0.5%	-1.1%	-1.2%	-1.4%	-1.0%	-0.7%
Manhattan: 82nd St - 126th St	1,683,098	1,664,870	1,674,332	1,654,877	1,629,759	1,624,558	1,644,204	1,674,029	-1.1%	-0.5%	-1.7%	-3.2%	-3.5%	-2.3%	-0.7%
Inner Brooklyn	2,382,944	2,364,550	2,364,723	2,342,062	2,352,282	2,350,184	2,351,128	2,356,477	-0.8%	-0.8%	-1.7%	-1.3%	-1.4%	-1.3%	-1.1%
Inner Queens	2,594,911	2,596,581	2,590,961	2,591,374	2,596,635	2,593,420	2,601,217	2,584,802	0.1%	-0.2%	-0.1%	0.1%	-0.1%	0.2%	-0.4%
Zone 3	35,007,931	35,074,894	35,106,204	34,995,961	34,963,520	34,946,244	35,003,540	35,096,171	0.1%	0.2%	0.0%	-0.1%	-0.2%	0.0%	0.3%
Upper Manhattan: Above 126th St	1,668,523	1,666,606	1,673,122	1,655,734	1,629,152	1,623,144	1,633,549	1,676,495	-0.1%	0.3%	-0.8%	-2.4%	-2.7%	-2.1%	0.5%
Outer Brooklyn	6,682,723	6,685,405	6,695,192	6,683,132	6,677,077	6,672,230	6,674,480	6,701,884	0.0%	0.2%	0.0%	-0.1%	-0.2%	-0.1%	0.3%
Outer Queens	15,180,594	15,139,719	15,150,768	15,086,757	15,101,340	15,099,256	15,119,805	15,121,886	-0.3%	-0.2%	-0.6%	-0.5%	-0.5%	-0.4%	-0.4%
Staten Island	3,986,457	4,071,055	4,078,180	4,078,983	4,076,004	4,085,745	4,080,602	4,098,570	2.1%	2.3%	2.3%	2.2%	2.5%	2.4%	2.8%
Bronx	7,489,634	7,512,109	7,508,942	7,491,355	7,479,947	7,465,869	7,495,104	7,497,336	0.3%	0.3%	0.0%	-0.1%	-0.3%	0.1%	0.1%
New York State	122,186,497	121,752,302	121,789,089	121,438,634	121,227,956	121,111,122	121,464,091	121,662,622	-0.4%	-0.3%	-0.6%	-0.8%	-0.9%	-0.6%	-0.4%
New York City	47,131,752	46,743,670	46,784,237	46,572,720	46,461,121	46,404,913	46,578,412	46,713,541	-0.8%	-0.7%	-1.2%	-1.4%	-1.5%	-1.2%	-0.9%
Long Island	41,585,545	41,609,407	41,595,736	41,546,248	41,503,705	41,497,676	41,598,789	41,573,420	0.1%	0.0%	-0.1%	-0.2%	-0.2%	0.0%	0.0%
Upstate	33,469,200	33,399,225	33,409,116	33,319,666	33,263,130	33,208,533	33,286,890	33,375,661	-0.2%	-0.2%	-0.4%	-0.6%	-0.8%	-0.5%	-0.3%
Connecticut	34,909,870	34,878,673	34,856,848	34,830,279	34,846,493	34,842,671	34,893,239	34,844,682	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	0.0%	-0.2%
New Jersey	97,578,100	97,594,939	97,590,826	97,748,567	97,733,034	97,665,181	97,768,338	97,642,310	0.0%	0.0%	0.2%	0.2%	0.1%	0.2%	0.1%
Total	254,674,467	254,225,914	254,236,763	254,017,480	253,807,483	253,618,974	254,125,668	254,149,614	-0.2%	-0.2%	-0.3%	-0.3%	-0.4%	-0.2%	-0.2%

Appendix 4A.2, Transportation: Travel Forecast Tolling Scenario Summaries and Detailed Tables (2023 and 2045)

Table 4A.2-5. Transit Boardings by Mode (2023)

	Transit Boardings (AM Period)												Change							Percent Change						
Mode					Scenario		Scenario							Scenario												
	No Action	Α	В	С	D	Е	F	G	Α	В	C	D	Ε	F	G	Α	В	С	D	Е	F	G				
Total Volume	6,352,866	6,432,577	6,434,921	6,449,184	6,457,649	6,465,941	6,461,019	6,438,473	79,711	82,055	96,318	104,784	113,075	108,154	85,607	1.3%	1.3%	1.5%	1.6%	1.8%	1.7%	1.3%				
Commuter Rail	454,520	456,756	457,863	459,632	461,635	463,109	462,013	458,867	2,236	3,343	5,112	7,115	8,589	7,493	4,346	0.5%	0.7%	1.1%	1.6%	1.9%	1.6%	1.0%				
Long Island Rail Road	142,651	143,452	143,989	144,244	144,733	145,544	144,560	144,084	802	1,339	1,593	2,083	2,894	1,910	1,433	0.6%	0.9%	1.1%	1.5%	2.0%	1.3%	1.0%				
Metro-North Railroad	152,203	153,128	153,437	154,108	154,850	154,296	155,020	153,491	925	1,234	1,905	2,647	2,093	2,817	1,288	0.6%	0.8%	1.3%	1.7%	1.4%	1.9%	0.8%				
New Jersey Transit Rail	159,666	160,175	160,437	161,280	162,051	163,268	162,433	161,292	509	770	1,614	2,385	3,602	2,767	1,626	0.3%	0.5%	1.0%	1.5%	2.3%	1.7%	1.0%				
Urban Rail	3,151,234	3,197,895	3,200,431	3,205,407	3,212,195	3,215,961	3,212,751	3,202,009	46,661	49,197	54,173	60,961	64,727	61,517	50,775	1.5%	1.6%	1.7%	1.9%	2.1%	2.0%	1.6%				
NYCT Subway	3,005,224	3,050,101	3,052,683	3,056,840	3,063,552	3,066,614	3,063,577	3,053,144	44,877	47,459	51,616	58,328	61,390	58,353	47,920	1.5%	1.6%	1.7%	1.9%	2.0%	1.9%	1.6%				
PATH	133,736	134,860	134,691	135,588	135,818	136,438	136,206	135,934	1,124	955	1,852	2,082	2,702	2,471	2,198	0.8%	0.7%	1.4%	1.6%	2.0%	1.8%	1.6%				
SIRR	12,274	12,934	13,057	12,978	12,826	12,909	12,967	12,931	660	783	704	552	635	694	657	5.4%	6.4%	5.7%	4.5%	5.2%	5.7%	5.4%				
Bus	2,689,564	2,718,960	2,717,507	2,724,787	2,724,456	2,727,511	2,726,657	2,718,457	29,396	27,943	35,224	34,892	37,948	37,093	28,893	1.1%	1.0%	1.3%	1.3%	1.4%	1.4%	1.1%				
NYCT Bus	2,037,319	2,063,136	2,062,997	2,068,001	2,067,753	2,069,107	2,068,898	2,062,926	25,817	25,678	30,682	30,434	31,788	31,579	25,607	1.3%	1.3%	1.5%	1.5%	1.6%	1.6%	1.3%				
NJT Bus	471,109	474,344	473,456	474,079	474,279	476,321	475,663	474,260	3,235	2,347	2,970	3,170	5,212	4,554	3,151	0.7%	0.5%	0.6%	0.7%	1.1%	1.0%	0.7%				
Others	181,136	181,480	181,053	182,707	182,424	182,084	182,096	181,271	345	-83	1,571	1,288	948	960	136	0.2%	0.0%	0.9%	0.7%	0.5%	0.5%	0.1%				
Other Transit	57,548	58,966	59,120	59,358	59,363	59,360	59,598	59,140	1,418	1,572	1,810	1,815	1,811	2,050	1,592	2.5%	2.7%	3.1%	3.2%	3.1%	3.6%	2.8%				
Ferries	57,548	58,966	59,120	59,358	59,363	59,360	59,598	59,140	1,418	1,572	1,810	1,815	1,811	2,050	1,592	2.5%	2.7%	3.1%	3.2%	3.1%	3.6%	2.8%				
Roosevelt Tram	153	154	154	156	154	154	155	159	1	1	3	1	1	2	6	0.5%	0.8%	1.7%	0.6%	0.7%	1.0%	4.1%				

Table 4A.2-6. Cordon Volumes by Station/Route (2023)

			Cordo	n Volumes (AM Peak Pe	eriod)												Perc	ent Cha	nge		
	Baseline				Scenario							Scenario						5	Scenario			
	No Action	Α	В	С	D	Ε	F	G	Α	В	С	D	Е	F	G	Α	В	С	D	Ε	F	G
Commuter Rail																						
Inbound	240,930	242,734	243,593	244,140	245,232	245,754	245,205	243,572	1,804	2,663	3,210	4,302	4,824	4,274	2,641	0.7%	1.1%	1.3%	1.8%	2.0%	1.8%	1.1%
Long Island Rail Road (Penn Station)	83,870	84,697	84,929	84,903	85,326	85,825	85,285	84,960	827	1,059	1,033	1,456	1,955	1,416	1,091	1.0%	1.3%	1.2%	1.7%	2.3%	1.7%	1.3%
Metro-North Railroad (Grand Central Terminal)	97,340	97,832	98,426	99,003	99,215	98,861	99,258	98,133	492	1,086	1,663	1,875	1,521	1,918	793	0.5%	1.1%	1.7%	1.9%	1.6%	2.0%	0.8%
New Jersey Transit (New York - Penn Station)	59,721	60,205	60,239	60,235	60,691	61,068	60,662	60,478	484	518	514	970	1,348	941	757	0.8%	0.9%	0.9%	1.6%	2.3%	1.6%	1.3%
Scenario		Α	В	С	D	Ε	F	G	Α	В	С	D	Ε	F	G	Α	В	С	D	Е	F	G
NYCT Subway																						
Inbound	878,509	891,951	892,551	894,951	898,214	899,469	898,532	892,734	13,442	14,043	16,442	19,705	20,960	20,023	14,225	1.5%	1.6%	1.9%	2.2%	2.4%	2.3%	1.6%
60th Street Cordon	276,917	280,723	280,491	281,147	282,960	283,386	282,138	280,980	3,806	3,575	4,230	6,043	6,470	5,221	4,063	1.4%	1.3%	1.5%	2.2%	2.3%	1.9%	1.5%
Broadway (1,2,3)	74,725	75,638	75,573	75,834	76,444	76,571	76,077	75,661	913	848	1,109	1,719	1,846	1,352	936	1.2%	1.1%	1.5%	2.3%	2.5%	1.8%	1.3%
8th Avenue (A, C, B, D)	88,153	89,321	89,270	89,419	89,950	90,086	89,703	89,413	1,168	1,117	1,266	1,797	1,933	1,550	1,260	1.3%	1.3%	1.4%	2.0%	2.2%	1.8%	1.4%
Lexington Avenue (4, 5, 6)	89,537	90,920	90,841	91,003	91,510	91,610	91,460	91,015	1,383	1,303	1,465	1,973	2,073	1,922	1,478	1.5%	1.5%	1.6%	2.2%	2.3%	2.1%	1.7%
2nd Avenue (Q)	24,502	24,843	24,808	24,891	25,055	25,119	24,898	24,890	342	307	390	553	618	397	389	1.4%	1.3%	1.6%	2.3%	2.5%	1.6%	1.6%
Queens Cordon	249,675	254,348	253,872	254,674	255,134	256,033	255,951	254,032	4,673	4,198	4,999	5,460	6,358	6,276	4,357	1.9%	1.7%	2.0%	2.2%	2.5%	2.5%	1.7%
63rd Street (F)	53,897	54,770	54,677	54,762	54,801	54,970	54,909	54,829	874	780	865	904	1,073	1,012	933	1.6%	1.4%	1.6%	1.7%	2.0%	1.9%	1.7%
60th Street (R)	18,272	18,816	18,772	18,907	18,905	19,073	19,062	18,805	544	500	635	633	801	790	533	3.0%	2.7%	3.5%	3.5%	4.4%	4.3%	2.9%
60th Street (N, W)	30,668	31,268	31,140	31,314	31,370	31,424	31,476	31,158	600	472	647	703	756	808	490	2.0%	1.5%	2.1%	2.3%	2.5%	2.6%	1.6%
53rd Street (E, M)	78,555	79,837	79,848	80,008	80,143	80,444	80,400	79,787	1,282	1,293	1,453	1,588	1,889	1,845	1,232	1.6%	1.6%	1.8%	2.0%	2.4%	2.3%	1.6%
Steinway Tunnel (7)	68,283	69,656	69,436	69,683	69,915	70,122	70,104	69,452	1,373	1,153	1,400	1,632	1,839	1,821	1,169	2.0%	1.7%	2.1%	2.4%	2.7%	2.7%	1.7%
Brooklyn Cordon	351,917	356,879	358,188	359,130	360,120	360,050	360,443	357,722	4,962	6,271	7,213	8,203	8,133	8,526	5,805	1.4%	1.8%	2.0%	2.3%	2.3%	2.4%	1.6%
14th Street (L)	42,607	43,209	43,337	43,466	43,573	43,562	43,583	43,316	602	730	859	966	955	976	709	1.4%	1.7%	2.0%	2.3%	2.2%	2.3%	1.7%
Williamsburg Bridge (J, M, Z)	37,216	37,924	38,050	38,256	38,366	38,408	38,411	38,070	708	834	1,040	1,150	1,193	1,195	854	1.9%	2.2%	2.8%	3.1%	3.2%	3.2%	2.3%
Rutgers Street (F)	37,006	37,403	37,504	37,709	37,807	37,822	37,921	37,495	397	498	702	801	815	915	488	1.1%	1.3%	1.9%	2.2%	2.2%	2.5%	1.3%
Manhattan Bridge (B, D, N, Q)	100,921	102,440	102,952	103,144	103,654	103,527	103,630	102,549	1,520	2,031	2,224	2,734	2,606	2,710	1,628	1.5%	2.0%	2.2%	2.7%	2.6%	2.7%	1.6%
Cranberry Street (A, C)	66,013	66,783	66,866	67,001	67,063	67,061	67,173	66,976	770	854	988	1,050	1,049	1,160	963	1.2%	1.3%	1.5%	1.6%	1.6%	1.8%	1.5%
Clark Street (2, 3)	29,316	29,788	29,874	29,944	29,992	30,073	30,030	29,845	472	557	628	676	757	714	529	1.6%	1.9%	2.1%	2.3%	2.6%	2.4%	1.8%
Montague Street (R)	10,143	10,164	10,167	10,243	10,218	10,258	10,301	10,205	21	25	101	75	116	158	63	0.2%	0.2%	1.0%	0.7%	1.1%	1.6%	0.6%
Joralmon Street (4, 5)	28,696	29,168	29,437	29,367	29,446	29,338	29,393	29,267	472	741	671	750	643	697	571	1.6%	2.6%	2.3%	2.6%	2.2%	2.4%	2.0%
PATH																						
Inbound	112,505	113,767	113,566	114,289	114,542	115,239	115,042	114,476	1,262	1,061	1,784	2,038	2,735	2,537	1,972	1.1%	0.9%	1.6%	1.6%	2.4%	2.3%	1.8%
Christopher Street	40,731	41,399	41,286	41,537	41,837	42,286	42,068	41,661	668	554	806	1,106	1,555	1,337	930	1.6%	1.4%	2.0%	2.7%	3.8%	3.3%	2.3%
World Trade Center	71,773	72,368	72,280	72,752	72,705	72,953	72,974	72,815	595	507	978	932	1,179	1,201	1,042	0.8%	0.7%	1.4%	1.3%	1.6%	1.7%	1.5%

Table 4A.2-7. Change in Mode Share to the Manhattan CBD (2023)

	_			Daily Jou	rneys						Pe	rcent Change)		
					Scenario							Scenario			
Scenario	No Action	Α	В	С	D	Ε	F	G	Α	В	С	D	E	F	G
Total Person Journeys to CBD	1,923,709	1,923,389	1,926,803	1,924,490	1,918,125	1,919,494	1,924,087	1,922,925	0%	0%	0%	0%	0%	0%	0%
Drive Alone	191,338	177,348	174,838	169,542	164,844	158,694	160,639	173,398	-7%	-9%	-11%	-14%	-17%	-16%	-9%
HOV / Shared Ride	143,494	143,308	141,797	141,450	140,446	137,800	139,564	143,075	0%	-1%	-1%	-2%	-4%	-3%	0%
Taxi / FHV	32,324	25,270	31,884	28,323	19,944	25,762	31,739	23,871	-22%	-1%	-12%	-38%	-20%	-2%	-26%
Commuter Rail	369,131	374,592	375,796	376,912	379,603	381,204	379,710	376,742	1%	2%	2%	3%	3%	3%	2%
Other Transit (e.g., subway / bus)	1,131,771	1,147,036	1,147,670	1,152,765	1,157,977	1,161,024	1,157,362	1,150,352	1%	1%	2%	2%	3%	2%	2%
Walk and Bike	51,958	51,873	50,891	51,547	51,227	51,059	51,138	51,648	0%	-2%	-1%	-1%	-2%	-2%	-1%
School Bus	3,693	3,962	3,927	3,951	4,084	3,951	3,935	3,839	7%	6%	7%	11%	7%	7%	4%
Total Person Journeys from CBD	161,833	159,806	160,976	160,207	158,892	158,479	159,884	159,898	-1%	-1%	-1%	-2%	-2%	-1%	-1%
Drive Alone	13,638	12,441	12,446	12,085	12,025	11,535	11,800	12,389	-9%	-9%	-11%	-12%	-15%	-13%	-9%
HOV / Shared Ride	30,100	29,714	29,269	29,160	28,667	28,300	28,587	29,225	-1%	-3%	-3%	-5%	-6%	-5%	-3%
Taxi / FHV	4,366	3,184	4,168	3,669	2,372	3,124	3,916	2,960	-27%	-5%	-16%	-46%	-28%	-10%	-32%
Commuter Rail	3,120	2,954	2,960	3,007	2,951	3,019	2,927	3,060	-5%	-5%	-4%	-5%	-3%	-6%	-2%
Other Transit (e.g., subway / bus)	78,771	79,372	79,771	79,881	80,507	80,096	80,195	79,856	1%	1%	1%	2%	2%	2%	1%
Walk and Bike	29,188	29,371	29,564	29,703	29,588	29,593	29,601	29,634	1%	1%	2%	1%	1%	1%	2%
School Bus	2,650	2,770	2,798	2,702	2,782	2,812	2,858	2,774	5%	6%	2%	5%	6%	8%	5%
Total Person Journeys within CBD	879,667	880,292	879,506	882,033	883,365	883,222	880,713	881,592	0%	0%	0%	0%	0%	0%	0%
Drive Alone	7,581	7,576	7,652	7,679	7,650	7,610	7,546	7,778	0%	1%	1%	1%	0%	0%	3%
HOV / Shared Ride	26,570	26,798	27,222	27,220	27,024	26,846	26,607	27,705	1%	2%	2%	2%	1%	0%	4%
Taxi / FHV	28,005	27,711	28,262	28,003	28,397	28,195	28,082	28,619	-1%	1%	0%	1%	1%	0%	2%
Commuter Rail									-	-	-	-	-		
Other Transit (e.g., subway / bus)	240,385	241,162	239,319	241,255	242,475	242,522	241,327	239,993	0%	0%	0%	1%	1%	0%	0%
Walk and Bike	572,877	572,877	572,805	573,716	573,689	573,977	573,110	573,376	0%	0%	0%	0%	0%	0%	0%
School Bus	4,249	4,168	4,246	4,160	4,130	4,072	4,041	4,121	-2%	0%	-2%	-3%	-4%	-5%	-3%

Table 4A.2-8. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023)

				Daily Volun	nes						Pe	rcent Change			
					Scenario							Scenario			
Scenario	No Action	Α	В	С	D	E	F	G	Α	В	С	D	E	F	G
(by Screen Line/ Crossing)															
Total	113,058	113,749	128,235	123,915	108,180	120,128	133,196	110,059	0.6%	13.4%	9.6%	-4.3%	6.3%	17.8%	-2.7%
60th Street	39,536	36,877	45,022	45,026	37,509	43,401	50,894	34,730	-6.7%	13.9%	13.9%	-5.1%	9.8%	28.7%	-12.2%
Inbound	21,015	20,019	24,298	25,149	21,748	24,771	28,755	18,992	-4.7%	15.6%	19.7%	3.5%	17.9%	36.8%	-9.6%
Outbound	18,551	16,890	20,758	19,906	15,791	18,661	22,168	15,771	-9.0%	11.9%	7.3%	-14.9%	0.6%	19.5%	-15.0%
FDR DRIVE+WEST SIDE HWY	23,612	18,074	22,638	22,250	16,844	20,638	25,349	16,906	-23.5%	-4.1%	-5.8%	-28.7%	-12.6%	7.4%	-28.4%
West Side Highway / Route 9A	10,965	8,425	10,350	9,694	6,992	8,839	10,899	7,945	-23.2%	-5.6%	-11.6%	-36.2%	-19.4%	-0.6%	-27.5%
FDR Drive	12,647	9,649	12,288	12,556	9,852	11,799	14,450	8,961	-23.7%	-2.8%	-0.7%	-22.1%	-6.7%	14.3%	-29.1%
WEST AVENUES	6,720	4,749	6,108	5,172	4,408	5,320	6,114	4,499	-29.3%	-9.1%	-23.0%	-34.4%	-20.8%	-9.0%	-33.1%
West End Ave	946	626	813	623	340	506	728	545	-33.8%	-14.1%	-34.1%	-64.1%	-46.5%	-23.0%	-42.4%
Broadway	2,734	1,614	2,097	1,706	1,235	1,579	1,791	1,575	-41.0%	-23.3%	-37.6%	-54.8%	-42.2%	-34.5%	-42.4%
Amsterdam	1,292	1,227	1,602	1,406	1,475	1,732	1,895	1,156	-5.0%	24.0%	8.8%	14.2%	34.1%	46.7%	-10.5%
Columbus Ave	1,258	694	903	635	449	518	660	636	-44.8%	-28.2%	-49.5%	-64.3%	-58.8%	-47.5%	-49.4%
Eighth Avenue	490	588	693	802	909	985	1,040	587	20.0%	41.4%	63.7%	85.5%	101.0%	112.2%	19.8%
EAST AVENUES	9,204	14,054	16,276	17,604	16,257	17,443	19,431	13,325	52.7%	76.8%	91.3%	76.6%	89.5%	111.1%	44.8%
Fifth Avenue	1,472	914	1,142	863	623	706	877	801	-37.9%	-22.4%	-41.4%	-57.7%	-52.0%	-40.4%	-45.6%
Madison Avenue	236	162	179	178	125	101	104	136	-31.4%	-24.2%	-24.6%	-47.0%	-57.2%	-55.9%	-42.4%
Park Avenue	1,739	1,405	1,622	1,571	1,233	1,349	1,561	1,315	-19.2%	-6.7%	-9.7%	-29.1%	-22.4%	-10.2%	-24.4%
Lexington Avenue	651	906	1,045	1,550	1,192	1,338	1,426	852	39.2%	60.5%	138.1%	83.1%	105.5%	119.0%	30.9%
Third Avenue	898	580	791	852	705	872	999	590	-35.4%	-11.9%	-5.1%	-21.5%	-2.9%	11.2%	-34.3%
Second Avenue	1,086	5,247	5,852	6,360	6,964	7,292	7,863	5,107	383.1%	438.9%	485.6%	541.3%	571.5%	624.0%	370.3%
First Avenue	380	1,232	1,360	1,263	1,715	1,570	1,850	1,118	224.2%	257.9%	232.4%	351.3%	313.2%	386.8%	194.2%
York Avenue	2,108	1,649	1,899	1,616	1,321	1,522	1,821	1,562	-21.8%	-9.9%	-23.3%	-37.3%	-27.8%	-13.6%	-25.9%
Ed Koch Queensboro Ramp	634	1,959	2,386	3,351	2,379	2,693	2,930	1,844	209.0%	276.3%	428.5%	275.2%	324.8%	362.1%	190.9%
Queens	39,427	43,248	45,890	40,624	34,508	37,005	38,519	42,528	9.7%	16.4%	3.0%	-12.5%	-6.1%	-2.3%	7.9%
Inbound	20,102	21,565	22,906	17,668	14,714	15,785	16,512	21,119	7.3%	13.9%	-12.1%	-26.8%	-21.5%	-17.9%	5.1%
Outbound	19,327	21,685	22,985	22,960	19,797	21,223	22,011	21,412	12.2%	18.9%	18.8%	2.4%	9.8%	13.9%	10.8%
Ed Koch Queensboro Bridge	5,320	10,140	11,429	19,506	25,473	27,371	28,479	9,678	90.6%	114.8%	266.7%	378.8%	414.5%	435.3%	81.9%
Queens-Midtown Tunnel	34,107	33,108	34,461	21,118	9,035	9,634	10,040	32,850	-2.9%	1.0%	-38.1%	-73.5%	-71.8%	-70.6%	-3.7%
Brooklyn	23,211	19,207	22,881	24,457	22,499	25,535	29,748	18,339	-17.3%	-1.4%	5.4%	-3.1%	10.0%	28.2%	-21.0%
Inbound	10,709	8,597	10,322	13,250	12,184	13,659	15,808	8,189	-19.7%	-3.6%	23.7%	13.8%	27.5%	47.6%	-23.5%
Outbound	12,509	10,618	12,566	11,212	10,320	11,884	13,946	10,158	-15.1%	0.5%	-10.4%	-17.5%	-5.0%	11.5%	-18.8%
Williamsburg Bridge	5,544	5,468	7,013	9,046	10,687	12,260	13,904	5,435	-1.4%	26.5%	63.2%	92.8%	121.1%	150.8%	-2.0%
Manhattan Bridge	2,245	1,681	2,454	2,286	1,725	2,348	3,080	1,519	-25.1%	9.3%	1.8%	-23.2%	4.6%	37.2%	-32.3%
Brooklyn Bridge	2,576	1,455	1,870	1,902	2,503	2,832	3,630	1,278	-43.5%	-27.4%	-26.2%	-2.8%	9.9%	40.9%	-50.4%
Hugh Carey Tunnel	12,846	10,603	11,544	11,223	7,584	8,095	9,134	10,107	-17.5%	-10.1%	-12.6%	-41.0%	-37.0%	-28.9%	-21.3%
New Jersey	10,884	14,417	14,442	13,808	13,664	14,187	14,035	14,462	32.5%	32.7%	26.9%	25.5%	30.3%	29.0%	32.9%
Inbound	5,251	7,149	7,146	6,497	6,014	6,530	6,336	7,187	36.1%	36.1%	23.7%	14.5%	24.4%	20.7%	36.9%
Outbound	5,637	7,272	7,299	7,314	7,654	7,661	7,701	7,278	29.0%	29.5%	29.7%	35.8%	35.9%	36.6%	29.1%
Holland Tunnel	3,718	6,301	6,525	6,292	6,659	6,984	6,788	6,681	69.5%	75.5%	69.2%	79.1%	87.8%	82.6%	79.7%
Lincoln Tunnel	7,166	8,116	7,917	7,516	7,005	7,203	7,247	7,781	13.3%	10.5%	4.9%	-2.2%	0.5%	1.1%	8.6%

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Table 4A.2-9. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023)

	<u> </u>	•	·	D !! .V !											
				Daily Volumes							Pei	rcent Change			
	N. A.				Scenario		_	3				Scenario		_	
Scenario	No Action	Α	В	C	D	Е	F	G	Α	В	C	D	E	F	G
(by Screen Line/ Crossing) Total	424 527	100 522	407 700	105 607	105 100	102 104	00 011	442 062	-10.7%	44 20/	43 40/	42 20/	46 00/	40 70/	-6.3%
Total	121,537	108,532	107,799	105,607	105,409	102,104	98,811	113,863	-10.7%	-11.3%	-13.1%	-13.3%	-16.0%	-18.7%	-0.3%
60th Street	46,128	37,375	37,158	35,747	35,140	33,948	34,905	39,058	-19.0%	-19.4%	-22.5%	-23.8%	-26.4%	-24.3%	-15.3%
Inbound	23,792	18,572	18,388	17,224	16,602	15,978	16,584	19,559	-21.9%	-22.7%	-27.6%	-30.2%	-32.8%	-30.3%	-17.8%
Outbound	22,366	18,829	18,800	18,550	18,564	18,000	18,350	19,528	-15.8%	-15.9%	-17.1%	-17.0%	-19.5%	-18.0%	-12.7%
FDR DRIVE+WEST SIDE HWY	4,118	4,202	4,281	4,338	4,749	4,684	4,816	4,388	2.0%	4.0%	5.3%	15.3%	13.7%	16.9%	6.6%
West Side Highway / Route 9A	1,366	1,962	1,995	1,990	2,186	2,058	2,223	2,067	43.6%	46.0%	45.7%	60.0%	50.7%	62.7%	51.3%
FDR Drive	2,752	2,240	2,286	2,348	2,563	2,626	2,593	2,321	-18.6%	-16.9%	-14.7%	-6.9%	-4.6%	-5.8%	-15.7%
WEST AVENUES	16,382	13,660	13,505	12,789	12,718	12,321	12,642	14,132	-16.6%	-17.6%	-21.9%	-22.4%	-24.8%	-22.8%	-13.7%
West End Ave	3,555	1,974	1,883	1,261	1,118	839	1,066	2,161	-44.5%	-47.0%	-64.5%	-68.6%	-76.4%	-70.0%	-39.2%
Broadway	5,864	6,029	6,073	6,143	6,320	6,379	6,291	5,967	2.8%	3.6%	4.8%	7.8%	8.8%	7.3%	1.8%
Amsterdam	3,616	2,361	2,233	1,934	1,758	1,627	1,716	2,691	-34.7%	-38.2%	-46.5%	-51.4%	-55.0%	-52.5%	-25.6%
Columbus Ave	2,269	2,162	2,177	2,260	2,326	2,292	2,376	2,185	-4.7%	-4.1%	-0.4%	2.5%	1.0%	4.7%	-3.7%
Eighth Avenue	1,078	1,134	1,139	1,191	1,196	1,184	1,193	1,128	5.2%	5.7%	10.5%	10.9%	9.8%	10.7%	4.6%
EAST AVENUES	25,628	19,513	19,372	18,620	17,673	16,943	17,447	20,538	-23.9%	-24.4%	-27.3%	-31.0%	-33.9%	-31.9%	-19.9%
Fifth Avenue	1,933	1,596	1,579	1,498	1,476	1,483	1,461	1,592	-17.4%	-18.3%	-22.5%	-23.6%	-23.3%	-24.4%	-17.6%
Madison Avenue	773	755	752	758	753	730	748	706	-2.3%	-2.7%	-1.9%	-2.6%	-5.6%	-3.2%	-8.7%
Park Avenue	4,132	3,438	3,465	3,368	3,298	3,288	3,246	3,553	-16.8%	-16.1%	-18.5%	-20.2%	-20.4%	-21.4%	-14.0%
Lexington Avenue	3,086	2,568	2,536	2,661	2,672	2,662	2,720	2,505	-16.8%	-17.8%	-13.8%	-13.4%	-13.7%	-11.9%	-18.8%
Third Avenue	3,705	3,708	3,744	3,639	3,586	3,381	3,575	3,763	0.1%	1.1%	-1.8%	-3.2%	-8.7%	-3.5%	1.6%
Second Avenue	5,643	3,980	3,869	3,381	2,689	2,332	2,544	4,763	-29.5%	-31.4%	-40.1%	-52.3%	-58.7%	-54.9%	-15.6%
First Avenue	2,583	2,353	2,351	2,365	2,296	2,162	2,267	2,599	-8.9%	-9.0%	-8.4%	-11.1%	-16.3%	-12.2%	0.6%
York Avenue	1,189	779	737	630	584	575	576	721	-34.5%	-38.0%	-47.0%	-50.9%	-51.6%	-51.6%	-39.4%
Ed Koch Queensboro Ramp	2,584	336	339	320	319	330	310	336	-87.0%	-86.9%	-87.6%	-87.7%	-87.2%	-88.0%	-87.0%
Queens	23,198	21,929	21,746	21,178	20,879	20,143	20,635	23,063	-5.5%	-6.3%	-8.7%	-10.0%	-13.2%	-11.0%	-0.6%
Inbound	12,762	11,950	11,901	11,851	11,382	11,070	11,060	12,299	-6.4%	-6.7%	-7.1%	-10.8%	-13.3%	-13.3%	-3.6%
Outbound	10,440	9,983	9,848	9,330	9,501	9,077	9,579	10,767	-4.4%	-5.7%	-10.6%	-9.0%	-13.1%	-8.2%	3.1%
Ed Koch Queensboro Bridge	17,286	16,372	16,281	15,812	14,156	13,259	14,675	17,578	-5.3%	-5.8%	-8.5%	-18.1%	-23.3%	-15.1%	1.7%
Queens-Midtown Tunnel	5,912	5,557	5,465	5,366	6,723	6,884	5,960	5,485	-6.0%	-7.6%	-9.2%	13.7%	16.4%	0.8%	-7.2%
Brooklyn	33,616	32,029	31,900	31,460	31,774	30,914	25,829	33,088	-4.7%	-5.1%	-6.4%	-5.5%	-8.0%	-23.2%	-1.6%
Inbound	15,032	14,504	14,467	13,958	14,295	13,857	11,482	15,020	-3.5%	-3.8%	-7.1%	-4.9%	-7.8%	-23.6%	-0.1%
Outbound	18,590	17,534	17,439	17,510	17,486	17,064	14,353	18,075	-5.7%	-6.2%	-5.8%	-5.9%	-8.2%	-22.8%	-2.8%
Williamsburg Bridge	8,582	8,741	8,694	8,806	8,596	8,598	8,375	8,972	1.9%	1.3%	2.6%	0.2%	0.2%	-2.4%	4.5%
Manhattan Bridge	12,781	10,887	10,816	11,164	9,900	9,763	9,390	11,747	-14.8%	-15.4%	-12.7%	-22.5%	-23.6%	-26.5%	-8.1%
Brooklyn Bridge	4,486	4,255	4,256	4,332	4,934	4,973	3,717	4,298	-5.1%	-5.1%	-3.4%	10.0%	10.9%	-17.1%	-4.2%
Hugh Carey Tunnel	7,767	8,146	8,134	7,158	8,344	7,580	4,347	8,071	4.9%	4.7%	-7.8%	7.4%	-2.4%	-44.0%	3.9%
New Jersey	18,595	17,199	16,995	17,222	17,616	17,099	17,442	18,654	-7.5%	-8.6%	-7.4%	-5.3%	-8.0%	-6.2%	0.3%
Inbound	10,551	9,890	9,759	10,342	10,896	10,605	10,489	10,651	-6.3%	-7.5%	-2.0%	3.3%	0.5%	-0.6%	0.9%
Outbound	8,047	7,311	7,238	6,883	6,722	6,495	6,957	8,008	-9.1%	-10.1%	-14.5%	-16.5%	-19.3%	-13.5%	-0.5%
Holland Tunnel	9,305	9,131	9,065	9,078	9,152	8,935	9,209	9,941	-1.9%	-2.6%	-2.4%	-1.6%	-4.0%	-1.0%	6.8%
Lincoln Tunnel	9,290	8,068	7,930	8,144	8,464	8,164	8,233	8,713	-13.2%	-14.6%	-12.3%	-8.9%	-12.1%	-11.4%	-6.2%

Table 4A.2-10. Work Journeys to the Manhattan CBD by Origin County (2023)

				Daily Jour	neys Scenario						Pe	rcent Change Scenario	!		
Scenario	No Action	Α	В	С	D	E	F	G	Α	В	С	D	E	=	G
Total Work Journeys to CBD	1,561,067	1,561,030	1,561,015	1,561,093	1,561,040	1,561,081	1,561,059	1,561,017	0%	0%	0%	0%	0%	0%	0%
•		, ,	, ,	, ,	, ,	, ,	, ,	, ,							
CBD	164,814	165,096	164,894	165,304	165,480	165,649	165,289	165,093	0%	0%	0%	0%	1%	0%	0%
CBD	164,814	165,096	164,894	165,304	165,480	165,649	165,289	165,093	0%	0%	0%	0%	1%	0%	0%
New York City	843,655	839,085	838,585	837,467	835,931	835,102	835,957	837,507	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Upper Manhattan	175,876	174,686	175,138	174,570	174,556	174,752	174,170	174,207	-1%	0%	-1%	-1%	-1%	-1%	-1%
Bronx	97,518	96,911	96,821	96,598	96,359	96,172	96,741	96,409	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Brooklyn	282,439	280,663	280,595	279,906	279,684	279,165	280,197	280,463	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Queens	260,444	258,756	257,996	257,996	257,335	256,897	256,624	258,367	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Staten Island	27,378	28,069	28,035	28,397	27,997	28,116	28,225	28,061	3%	2%	4%	2%	3%	3%	2%
Long Island	128,802	131,412	131,993	131,253	131,272	131,777	130,636	132,202	2%	2%	2%	2%	2%	1%	3%
Nassau	87,416	89,363	89,962	89,120	88,381	88,830	87,993	89,996	2%	3%	2%	1%	2%	1%	3%
Suffolk	41,386	42,049	42,031	42,133	42,891	42,947	42,643	42,206	2%	2%	2%	4%	4%	3%	2%
Gunoik	41,000	72,040	72,001	42,100	72,001	72,071	72,070	72,200	270	270	270	470	770	070	
Upstate New York	101,745	99,988	100,411	100,742	100,272	100,014	100,247	100,347	-2%	-1%	-1%	-1%	-2%	-1%	-1%
Dutchess	5,989	5,960	5,909	5,982	5,987	6,031	5,961	6,065	0%	-1%	0%	0%	1%	0%	1%
Orange	14,672	14,595	14,741	14,940	15,391	15,585	15,418	14,754	-1%	0%	2%	5%	6%	5%	1%
Putnam	1,648	1,665	1,628	1,629	1,618	1,685	1,645	1,663	1%	-1%	-1%	-2%	2%	0%	1%
Rockland	8,569	8,310	8,504	8,396	8,526	8,509	8,247	8,518	-3%	-1%	-2%	-1%	-1%	-4%	-1%
Westchester	70,867	69,458	69,629	69,795	68,750	68,204	68,976	69,347	-2%	-2%	-2%	-3%	-4%	-3%	-2%
New Jersey	264,412	268,175	267,738	269,024	271,000	272,034	271,413	269,303	1%	1%	2%	2%	3%	3%	2%
Bergen	35,099	35,399	35,160	35,660	35,818	36,087	35,949	35,421	1%	0%	2%	2%	3%	2%	1%
Essex	31,127	31,297	31,485	31,602	31,715	31,901	31,840	31,816	1%	1%	2%	2%	2%	2%	2%
Hudson	82,484	83,408	83,175	83,495	83,911	84,762	84,609	83,716	1%	1%	1%	2%	3%	3%	1%
Hunterdon	3,050	3,074	3,124	3,102	3,126	3,161	3,136	3,094	1%	2%	2%	2%	4%	3%	1%
Mercer	7,175	7,206	7,238	7,284	7,295	7,287	7,254	7,254	0%	1%	2%	2%	2%	1%	1%
Middlesex	28,278	28,713	28,846	28,745	29,169	28,942	29,046	28,864	2% 2%	2%	2%	3% 2%	2%	3% 1%	2% 0%
Monmouth Morris	19,481 10,136	19,879 10,439	19,522 10,403	19,674 10,424	19,935 10,632	19,727 10,643	19,655 10,523	19,424 10,506	3%	0% 3%	1% 3%	5%	1% 5%	4%	4%
Ocean	11,322	11,429	11,451	11,495	11,564	11,506	11,538	11,497	1%	1%	2%	2%	2%	2%	2%
Passaic	8,228	8,798	8,672	8,828	9,032	9,042	8,876	8,875	7%	5%	7%	10%	10%	8%	8%
Somerset	5,977	6,159	6,124	6,223	6,198	6,298	6,259	6,146	3%	2%	4%	4%	5%	5%	3%
Sussex	3,348	3,369	3,425	3,353	3,367	3,319	3,339	3,400	1%	2%	0%	1%	-1%	0%	2%
Union	17,759	18,059	18,162	18,188	18,273	18,404	18,429	18,324	2%	2%	2%	3%	4%	4%	3%
Warren	948	946	951	951	965	955	960	966	0%	0%	0%	2%	1%	1%	2%
11011011	0.0	0.10	001	001	000	000	000		0,0	0,0	0 70	270	170	170	
Connecticut	57,639	57,274	57,394	57,303	57,085	56,505	57,517	56,565	-1%	0%	-1%	-1%	-2%	0%	-2%
Fairfield	37,853	37,404	37,634	37,596	37,104	36,530	37,532	36,665	-1%	-1%	-1%	-2%	-3%	-1%	-3%
New Haven	19,786	19,870	19,760	19,707	19,981	19,975	19,985	19,900	0%	0%	0%	1%	1%	1%	1%

Table 4A.2-11. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045)

				Daily V	olumes						Р	ercent Chan	ge		
					Scenario				=			Scenario			
Scenario (by Screen Line/ Crossing)	No Action	Α	В	С	D	Е	F	G	Α	В	С	D	Е	F	G
Total	1,480,286	1,292,709	1,298,008	1,268,589	1,230,549	1,216,169	1,239,285	1,269,601	-13%	-12%	-14%	-17%	-18%	-16%	-14%
Inbound	750,695	647,822	650,479	635,851	617,517	610,279	621,900	636,184	-14%	-13%	-15%	-18%	-19%	-17%	-15.3%
Outbound	729,559	644,852	647,500	632,704	613,005	605,868	617,357	633,393	-12%	-11%	-13%	-16%	-17%	-15%	-13%
	_									-	-	-	-	-	-
60th Street	549,072	473,220	479,431	460,828	438,623	436,372	446,477	469,509	-13.8%	-12.7%	-16.1%	-20.1%	-20.5%	-18.7%	-14.5
Inbound	288,876	236,408	239,250	226,243	212,735	211,409	216,884	233,737	-18.2%	-17.2%	-21.7%	-26.4%	-26.8%	-24.9%	-19.1
Outbound	260,182	236,796	240,172	234,572	225,878	224,955	229,583	235,764	-9.0%	-7.7%	-9.8%	-13.2%	-13.5%	-11.8%	-9.4%
FDR DRIVE+WEST SIDE HWY	301,343	288,193	291,892	285,093	276,703	275,597	280,729	287,393	-4.4%	-3.1%	-5.4%	-8.2%	-8.5%	-6.8%	-4.6%
West Side Highway / Route 9A	124,950	117,457	118,920	115,127	111,092	110,371	112,823	116,458	-6.0%	-4.8%	-7.9%	-11.1%	-11.7%	-9.7%	-6.8%
am	26,409	25,842	26,232	25,580	25,080	25,175	25,424	25,745	-2.1%	-0.7%	-3.1%	-5.0%	-4.7%	-3.7%	-2.5%
md	35,767	33,953	34,492	33,809	32,466	32,622	33,110	33,621	-5.1%	-3.6%	-5.5%	-9.2%	-8.8%	-7.4%	-6.0%
рт	26,791	25,949	26,143	25,589	25,067	25,072	25,363	25,797	-3.1%	-2.4%	-4.5%	-6.4%	-6.4%	-5.3%	-3.7%
nt	35,983	31,713	32,053	30,149	28,479	27,502	28,926	31,295	-11.9%	-10.9%	-16.2%	-20.9%	-23.6%	-19.6%	-13.0
FDR Drive	176,393	170,736	172,972	169,966	165,611	165,226	167,906	170,935	-3.2%	-1.9%	-3.6%	-6.1%	-6.3%	-4.8%	-3.1%
am	35,876	35,591	35,904	35,980	35,525	35,727	35,945	35,852	-0.8%	0.1%	0.3%	-1.0%	-0.4%	0.2%	-0.19
md	49,880	48,193	49,129	48,748	47,821	47,663	48,944	48,246	-3.4%	-1.5%	-2.3%	-4.1%	-4.4%	-1.9%	-3.39
рт	41,521	40,448	40,849	40,091	39,071	39,406	39,737	40,247	-2.6%	-1.6%	-3.4%	-5.9%	-5.1%	-4.3%	-3.19
nt	49,116	46,504	47,090	45,147	43,194	42,430	43,280	46,590	-5.3%	-4.1%	-8.1%	-12.1%	-13.6%	-11.9%	-5.19
VEST AVENUES	72,502	56,201	57,660	54,867	50,856	50,545	52,999	56,491	-22.5%	-20.5%	-24.3%	-29.9%	-30.3%	-26.9%	-22.1
West End Ave	10,141	3,914	4,226	3,391	2,516	2,424	3,024	4,322	-61.4%	-58.3%	-66.6%	-75.2%	-76.1%	-70.2%	-57.4
am	2,742	1,163	1,248	983	767	753	841	1,336	-57.6%	-54.5%	-64.2%	-72.0%	-72.5%	-69.3%	-51.3
md	3,007	1,210	1,294	970	777	751	962	1,380	-59.8%	-57.0%	-67.7%	-74.2%	-75.0%	-68.0%	-54.1
рт	2,280	1,008	1,130	990	610	607	814	1,020	-55.8%	-50.4%	-56.6%	-73.2%	-73.4%	-64.3%	-55.3
nt	2,112	533	554	448	362	313	407	586	-74.8%	-73.8%	-78.8%	-82.9%	-85.2%	-80.7%	-72.3
Broadway	34,340	29,214	29,590	28,539	26,644	26,387	27,354	28,641	-14.9%	-13.8%	-16.9%	-22.4%	-23.2%	-20.3%	-16.6
am	8,486	7,413	7,356	7,314	6,655	6,584	6,769	7,238	-12.6%	-13.3%	-13.8%	-21.6%	-22.4%	-20.2%	-14.7
md	9,086	7,245	7,487	7,070	6,345	6,246	6,738	7,205	-20.3%	-17.6%	-22.2%	-30.2%	-31.3%	-25.8%	-20.7
рт	10,649	9,199	9,342	9,026	8,618	8,631	8,617	9,088	-13.6%	-12.3%	-15.2%	-19.1%	-19.0%	-19.1%	-14.7
nt	6,119	5,357	5,405	5,129	5,026	4,926	5,230	5,110	-12.5%	-11.7%	-16.2%	-17.9%	-19.5%	-14.5%	-16.5
Amsterdam	13,296	8,508	8,776	8,388	7,821	7,614	8,283	8,730	-36.0%	-34.0%	-36.9%	-41.2%	-42.7%	-37.7%	-34.3
am	1,825	1,107	1,082	970	898	870	909	1,210	-39.3%	-40.7%	-46.8%	-50.8%	-52.3%	-50.2%	-33.7
md	3,528	2,091	2,084	1,957	1,745	1,740	1,871	2,213	-40.7%	-40.9%	-44.5%	-50.5%	-50.7%	-47.0%	-37.3
рт	6,075	4,241	4,587	4,265	3,860	3,814	4,185	4,193	-30.2%	-24.5%	-29.8%	-36.5%	-37.2%	-31.1%	-31.0
nt	1,868	1,069	1,023	1,196	1,318	1,190	1,318	1,114	-42.8%	-45.2%	-36.0%	-29.4%	-36.3%	-29.4%	-40.4
Columbus Ave	10,785	10,941	11,335	10,628	10,040	10,246	10,362	11,120	1.4%	5.1%	-1.5%	-6.9%	-5.0%	-3.9%	3.19
am	3,422	3,297	3,412	3,262	3,025	3,091	3,183	3,316	-3.7%	-0.3%	-4.7%	-11.6%	-9.7%	-7.0%	-3.1
md	3,964	3,742	3,950	3,617	3,452	3,601	3,518	3,806	-5.6%	-0.4%	-8.8%	-12.9%	-9.2%	-11.3%	-4.0
рт	1,968	1,979	2,017	1,840	1,766	1,786	1,859	1,953	0.6%	2.5%	-6.5%	-10.3%	-9.2%	-5.5%	-0.8
nt	1,431	1,923	1,956	1,909	1,797	1,768	1,802	2,045	34.4%	36.7%	33.4%	25.6%	23.5%	25.9%	42.9
Eighth Avenue	3,940	3,624	3,733	3,921	3,835	3,874	3,976	3,678	-8.0%	-5.3%	-0.5%	-2.7%	-1.7%	0.9%	-6.6
am	693	697	713	748	878	879	863	652	0.6%	2.9%	7.9%	26.7%	26.8%	24.5%	-5.9
md	960	858	853	884	853	881	902	861	-10.6%	-11.1%	-7.9%	-11.1%	-8.2%	-6.0%	-10.3
рт	1,468	1,248	1,314	1,365	1,235	1,236	1,277	1,292	-15.0%	-10.5%	-7.0%	-15.9%	-15.8%	-13.0%	-12.0
nt	819	821	853	924	869	878	934	873	0.2%	4.2%	12.8%	6.1%	7.2%	14.0%	6.6%

				Daily V	olumes						P	ercent Chan	ge		
					Scenario							Scenario			
Scenario	No Action	Α	В	С	D	E	F	G	Α	В	C	D	Ε	F	G
(by Screen Line/ Crossing)	1	1					1		1	1					
EAST AVENUES	175,227	128,826	129,879	120,868	111,064	110,230	112,749	125,625	-26.5%	-25.9%	-31.0%	-36.6%	-37.1%	-35.7%	-28.3%
Fifth Avenue	13,688	10,357	10,635	9,866	9,084	8,954	9,305	10,313	-24.3%	-22.3%	-27.9%	-33.6%	-34.6%	-32.0%	-24.7%
am	4,262	3,688	3,718	3,606	3,340	3,250	3,382	3,603	-13.5%	-12.8%	-15.4%	-21.6%	-23.7%	-20.6%	-15.5%
md	5,324	3,600	3,749	3,492	3,075	3,091	3,237	3,668	-32.4%	-29.6%	-34.4%	-42.2%	-41.9%	-39.2%	-31.1%
pm	2,178	1,638	1,715	1,546	1,547	1,565	1,565	1,644	-24.8%	-21.3%	-29.0%	-29.0%	-28.1%	-28.1%	-24.5%
nt	1,924	1,431	1,453	1,222	1,122	1,048	1,121	1,398	-25.6%	-24.5%	-36.5%	-41.7%	-45.5%	-41.7%	-27.3%
Madison Avenue	4,135	3,557	3,673	3,532	3,361	3,329	3,451	3,574	-14.0%	-11.2%	-14.6%	-18.7%	-19.5%	-16.5%	-13.6%
am	504	478 894	483	475	467	466	471	473	-5.2%	-4.2%	-5.8%	-7.3%	-7.5%	-6.5%	-6.2%
md	933 2,424	1,990	888 2.110	878 1,990	882 1,835	876 1,776	877	881	-4.2% -17.9%	-4.8% -13.0%	-5.9% -17.9%	-5.5% -24.3%	-6.1% -26.7%	-6.0% -21.4%	-5.6% -15.9%
pm nt	274	1,990	192	189	1,033	211	1,906 197	2,039 181	-17.9%	-13.0%	-31.0%	-35.4%	-20.7%	-21.4%	-33.9%
Park Avenue	19,120	15,565	15,774	15,288	14,537	13,927	14,552	15,240	-18.6%	-29.9% -17.5%	-20.0%	-30.4%	-23.0%	-23.9%	-33.9%
	5,447	4,692	4,776	4,636	4,339	4,212	4,363	4,589	-13.9%	-12.3%	-14.9%	-24.0 %	-21.27%	-19.9%	-20.3 %
am md	5,082	3,833	3,820	3,666	3,475	3,403	3,500	3,724	-13.9%	-12.3%	-14.9%	-31.6%	-33.0%	-31.1%	-15.6%
pm	5,339	4,419	4,465	4,384	4,323	4,085	4,172	4,322	-17.2%	-16.4%	-27.9% -17.9%	-19.0%	-23.5%	-21.9%	-19.0%
nt	3,252	2,621	2,713	2,602	2,400	2,227	2,517	2,605	-19.4%	-16.6%	-20.0%	-26.2%	-31.5%	-22.6%	-19.9%
Lexington Avenue	12,954	9,343	9,394	8,438	7,528	7,611	7,613	9,448	-27.9%	-27.5%	-34.9%	-41.9%	-41.2%	-41.2%	-27.1%
am	4,078	2,531	2,615	2,444	2,237	2,173	2,294	2,566	-37.9%	-35.9%	-40.1%	-45.1%	-46.7%	-43.7%	-37.1%
md	4,945	4,249	4,113	3,683	3,003	3,158	2,998	4,397	-14.1%	-16.8%	-25.5%	-39.3%	-36.1%	-39.4%	-11.1%
pm	1,830	1,167	1,258	1,147	1,159	1,186	1,203	1,160	-36.2%	-31.3%	-37.3%	-36.7%	-35.2%	-34.3%	-36.6%
nt	2,101	1,396	1,408	1,164	1,129	1,094	1,118	1,325	-33.6%	-33.0%	-44.6%	-46.3%	-47.9%	-46.8%	-36.9%
Third Avenue	14,732	11,117	11,374	10,467	8,672	8,892	8,798	10,586	-24.5%	-22.8%	-29.0%	-41.1%	-39.6%	-40.3%	-28.1%
am	2,657	2,016	2,037	1,929	1,764	1,815	1,770	1,833	-24.1%	-23.3%	-27.4%	-33.6%	-31.7%	-33.4%	-31.0%
md	4,589	3,792	3,998	3,547	2,671	2,707	2,729	3,790	-17.4%	-12.9%	-22.7%	-41.8%	-41.0%	-40.5%	-17.4%
pm	5,105	3,847	3,867	3,545	2,998	3,072	3,015	3,547	-24.6%	-24.3%	-30.6%	-41.3%	-39.8%	-40.9%	-30.5%
nt	2,381	1,462	1,472	1,446	1,239	1,298	1,284	1,416	-38.6%	-38.2%	-39.3%	-48.0%	-45.5%	-46.1%	-40.5%
Second Avenue	40,494	21,084	20,913	18,165	15,893	15,843	16,747	18,875	-47.9%	-48.4%	-55.1%	-60.8%	-60.9%	-58.6%	-53.4%
am	9,631	6,535	6,568	6,140	5,685	5,698	5,921	5,890	-32.1%	-31.8%	-36.2%	-41.0%	-40.8%	-38.5%	-38.8%
md	11,156	6,460	6,568	5,419	4,417	4,545	4,685	6,186	-42.1%	-41.1%	-51.4%	-60.4%	-59.3%	-58.0%	-44.6%
pm	9,085	4,499	4,453	4,012	3,615	3,620	3,747	4,194	-50.5%	-51.0%	-55.8%	-60.2%	-60.2%	-58.8%	-53.8%
nt	10,622	3,590	3,324	2,594	2,176	1,980	2,394	2,605	-66.2%	-68.7%	-75.6%	-79.5%	-81.4%	-77.5%	-75.5%
First Avenue	6,164	5,765	6,078	5,871	5,663	5,308	5,736	5,937	-6.5%	-1.4%	-4.8%	-8.1%	-13.9%	-6.9%	-3.7%
am	2,202	1,993	2,014	1,952	1,867	1,844	1,911	1,987	-9.5%	-8.5%	-11.4%	-15.2%	-16.3%	-13.2%	-9.8%
md	1,430	1,601	1,640	1,585	1,564	1,496	1,561	1,640	12.0%	14.7%	10.8%	9.4%	4.6%	9.2%	14.7%
pm	1,755	1,488	1,774	1,733	1,641	1,417	1,635	1,622	-15.2%	1.1%	-1.3%	-6.5%	-19.3%	-6.8%	-7.6%
nt	777	683	650	601	591	551	629	688	-12.1%	-16.3%	-22.7%	-23.9%	-29.1%	-19.0%	-11.5%
York Avenue	23,130	14,003	13,978	13,323	11,794	12,032	12,062	13,801	-39.5%	-39.6%	-42.4%	-49.0%	-48.0%	-47.9%	-40.3%
am	4,535	2,600	2,627	2,392	2,200	2,157	2,098	2,448	-42.7%	-42.1%	-47.3%	-51.5%	-52.4%	-53.7%	-46.0%
md	7,308	4,514	4,721	4,475	3,785	3,805	4,073	4,507	-38.2%	-35.4%	-38.8%	-48.2%	-47.9%	-44.3%	-38.3%
pm	4,177	2,440	2,269	2,018	1,855	1,999	1,915	2,474	-41.6%	-45.7%	-51.7%	-55.6%	-52.1%	-54.2%	-40.8%
nt	7,110	4,449	4,361	4,438	3,954	4,071	3,976	4,372	-37.4%	-38.7%	-37.6%	-44.4%	-42.7%	-44.1%	-38.5%
Ed Koch Queensboro Ramp	40,810	38,035	38,060	35,918	34,532	34,334	34,485	37,851	-6.8%	-6.7%	-12.0%	-15.4%	-15.9%	-15.5%	-7.3%
am	8,172	6,250	6,294	6,108	6,041	5,972	6,002	6,237	-23.5%	-23.0%	-25.3%	-26.1%	-26.9%	-26.6%	-23.7%
md	15,526	13,262	13,453	12,756	11,677	11,523	11,669	13,353	-14.6%	-13.4%	-17.8%	-24.8%	-25.8%	-24.8%	-14.0%
pm	8,411	6,202	6,105	5,628	5,493	5,540	5,655	6,103	-26.3%	-27.4%	-33.1%	-34.7%	-34.1%	-32.8%	-27.4%
nt	8,701	12,321	12,208	11,426	11,321	11,299	11,159	12,158	41.6%	40.3%	31.3%	30.1%	29.9%	28.2%	39.7%
Queens	291,091	253,735	252,884	253,353	254,874	253,653	255,827	248,183	-12.8%	-13.1%	-13.0%	-12.4%	-12.9%	-12.1%	-14.7%
Inbound	154,348	138,824	138,730	142,997	147,894	147,558	148,430	136,884	-10.1%	-10.1%	-7.4%	-4.2%	-4.4%	-3.8%	-11.3%

				Daily V	olumes						Р	ercent Chan	ge		
				•	Scenario				_			Scenario			
Scenario	No Action	Α	В	С	D	E	F	G	Δ	В	С	D	Е	F	G
(by Screen Line/ Crossing)	Tto 7 totion	^			_	_	•		^				_	•	
Outbound	136,738	114,904	114,147	110,352	106,975	106,091	107,391	111,295	-16.0%	-16.5%	-19.3%	-21.8%	-22.4%	-21.5%	-18.6%
Ed Koch Queensboro Bridge	197,846	166,725	165,822	148,303	141,166	139,726	140,873	161,957	-15.7%	-16.2%	-25.0%	-28.6%	-29.4%	-28.8%	-18.1%
am	42,221	36,712	36,676	33,980	32,041	31,626	31,820	35,481	-13.0%	-13.1%	-19.5%	-24.1%	-25.1%	-24.6%	-16.0%
md	62,631	52,936	53,021	50,245	47,626	47,231	47,633	51,650	-15.5%	-15.3%	-19.8%	-24.0%	-24.6%	-23.9%	-17.5%
pm	42,940	34,959	34,766	31,385	30,046	29,768	30,328	34,205	-18.6%	-19.0%	-26.9%	-30.0%	-30.7%	-29.4%	-20.3%
nt	50,054	42,118	41,359	32,693	31,453	31,101	31,092	40,621	-15.9%	-17.4%	-34.7%	-37.2%	-37.9%	-37.9%	-18.8%
Queens-Midtown Tunnel	93,245	87,010	87,062	105,050	113,708	113,927	114,954	86,226	-6.7%	-6.6%	12.7%	21.9%	22.2%	23.3%	-7.5%
am	21,318	20,294	20,323	22,461	24,206	24,031	24,399	20,241	-4.8%	-4.7%	5.4%	13.5%	12.7%	14.5%	-5.1%
md	32,800	30,994	31,149	33,041	34,751	34,679	35,178	30,774	-5.5%	-5.0%	0.7%	5.9%	5.7%	7.3%	-6.2%
pm	22,094	20,087	20,082	23,055	24,200	24,066	24,167	19,888	-9.1%	-9.1%	4.3%	9.5%	8.9%	9.4%	-10.0%
nt	17,033	15,635	15,508	26,493	30,551	31,151	31,210	15,323	-8.2%	-9.0%	55.5%	79.4%	82.9%	83.2%	-10.0%
Brooklyn	408,468	365,716	367,350	351,031	330,025	325,233	330,740	358,827	-10.5%	-10.1%	-14.1%	-19.2%	-20.4%	-19.0%	-12.2%
Inbound	192,604	172,530	173,247	159,307	143,498	141,693	143,711	169,120	-10.4%	-10.1%	-17.3%	-25.5%	-26.4%	-25.4%	-12.2%
Outbound	215,854	193,179	194,093	191,710	186,518	183,531	187,019	189,699	-10.5%	-10.1%	-11.2%	-13.6%	-15.0%	-13.4%	-12.1%
Williamsburg Bridge	133,193	111,152	111,231	103,933	93,227	91,002	93,740	108,000	-16.5%	-16.5%	-22.0%	-30.0%	-31.7%	-29.6%	-18.9%
am	28,657	23,603	23,402	22,828	21,703	21,184	21,445	23,086	-17.6%	-18.3%	-20.3%	-24.3%	-26.1%	-25.2%	-19.4%
md	37,751	31,457	31,715	30,384	28,285	27,954	28,793	30,496	-16.7%	-16.0%	-19.5%	-25.1%	-26.0%	-23.7%	-19.2%
pm	32,592	28,375	28,569	27,062	24,497	24,023	24,458	27,939	-12.9%	-12.3%	-17.0%	-24.8%	-26.3%	-25.0%	-14.3%
nt	34,193	27,717	27,545	23,659	18,742	17,841	19,044	26,479	-18.9%	-19.4%	-30.8%	-45.2%	-47.8%	-44.3%	-22.6%
Manhattan Bridge	89,149	69,587	69,972	57,934	44,967	42,409	44,757	67,431	-21.9%	-21.5%	-35.0%	-49.6%	-52.4%	-49.8%	-24.4%
am	24,240	19,181	19,463	16,306	12,866	12,271	12,375	18,619	-20.9%	-19.7%	-32.7%	-46.9%	-49.4%	-48.9%	-23.2%
md	24,873	20,349	20,465	17,550	12,633	12,068	13,529	19,843	-18.2%	-17.7%	-29.4%	-49.2%	-51.5%	-45.6%	-20.2%
pm	21,682	16,501	16,605	13,896	10,852	10,144	10,448	15,847	-23.9%	-23.4%	-35.9%	-49.9%	-53.2%	-51.8%	-26.9%
nt	18,354	13,556	13,439	10,182	8,616	7,926	8,405	13,122	-26.1%	-26.8%	-44.5%	-53.1%	-56.8%	-54.2%	-28.5%
Brooklyn Bridge	123,306	120,792	121,064	115,635	109,739	109,409	109,590	120,164	-2.0%	-1.8%	-6.2%	-11.0%	-11.3%	-11.1%	-2.5%
am	26,213	25,670	25,654	24,973	24,514	24,414	24,590	25,498	-2.1%	-2.1%	-4.7%	-6.5%	-6.9%	-6.2%	-2.7%
md	34,357	33,511	33,801	32,465	31,177	31,323	31,190	33,385	-2.5%	-1.6%	-5.5%	-9.3%	-8.8%	-9.2%	-2.8%
pm	27,393	26,147	26,223	25,070	24,595	24,477	24,521	26,020	-4.5%	-4.3%	-8.5%	-10.2%	-10.6%	-10.5%	-5.0%
nt	35,343	35,464	35,386	33,127	29,453	29,195	29,289	35,261	0.3%	0.1%	-6.3%	-16.7%	-17.4%	-17.1%	-0.2%
Hugh Carey Tunnel	62,820	64,185	65,083	73,529	82,092	82,413	82,653	63,232	2.2%	3.6%	17.0%	30.7%	31.2%	31.6%	0.7%
am	17,654	18,302	18,449	19,366	20,680	20,680	20,734	18,011	3.7%	4.5%	9.7%	17.1%	17.1%	17.4%	2.0%
md	20,946	20,546	20,963	22,234	24,001	24,044	24,374	20,168	-1.9%	0.1%	6.1%	14.6%	14.8%	16.4%	-3.7%
рm	19,208	19,230	19,455	21,136	22,606	22,545	22,662	18,859	0.1%	1.3%	10.0%	17.7%	17.4%	18.0%	-1.8%
nt	5,012	6,107	6,216	10,793	14,805	15,144	14,883	6,194	21.8%	24.0%	115.3%	195.4%	202.2%	196.9%	23.6%
New Jersey	231,655	200,038	198,343	203,377	207,027	200,911	206,241	193,082	-13.6%	-14.4%	-12.2%	-10.6%	-13.3%	-11.0%	-16.7%
Inbound	114,867	100,060	99,252	107,304	113,390	109,619	112,875	96,443	-12.9%	-13.6%	-6.6%	-1.3%	-4.6%	-1.7%	-16.0%
Outbound	116,785	99,973	99,088	96,070	93,634	91,291	93,364	96,635	-14.4%	-15.2%	-17.7%	-19.8%	-21.8%	-20.1%	-17.3%
Holland Tunnel	112,293	98,676	97,801	98,923	97,997	95,322	97,637	94,418	-12.1%	-12.9%	-11.9%	-12.7%	-15.1%	-13.1%	-15.9%
am	24,403	22,357	22,225	22,221	22,072	21,685	21,709	21,681	-8.4%	-8.9%	-8.9%	-9.6%	-11.1%	-11.0%	-11.2%
md	30,664	26,921	26,656	26,726	26,521	25,498	26,919	26,141	-12.2%	-13.1%	-12.8%	-13.5%	-16.8%	-12.2%	-14.8%
pm	24,319	21,872	21,729	21,790	21,856	21,047	21,114	21,160	-10.1%	-10.7%	-10.4%	-10.1%	-13.5%	-13.2%	-13.0%
nt	32,907	27,526	27,191	28,186	27,548	27,092	27,895	25,436	-16.4%	-17.4%	-14.3%	-16.3%	-17.7%	-15.2%	-22.7%
Lincoln Tunnel	119,362	101,362	100,542	104,454	109,030	105,589	108,604	98,664	-15.1%	-15.8%	-12.5%	-8.7%	-11.5%	-9.0%	-17.3%
am	25,320	23,616	23,552	24,101	24,429	24,076	23,987	23,045	-6.7%	-7.0%	-4.8%	-3.5%	-4.9%	-5.3%	-9.0%
md	35,984	30,238	29,793	30,254	30,590	29,902	31,337	29,419	-16.0%	-17.2%	-15.9%	-15.0%	-16.9%	-12.9%	-18.2%
pm	26,762	23,685	23,679	23,597	23,506	22,830	22,925	23,049	-11.5%	-11.5%	-11.8%	-12.2%	-14.7%	-14.3%	-13.9%
nt	31,296	23,823	23,518	26,502	30,505	28,781	30,355	23,151	-23.9%	-24.9%	-15.3%	-2.5%	-8.0%	-3.0%	-26.0%

Table 4A.2-12. Summary – Vehicle-Miles Traveled (2045)

				Daily	VMT						Pe	rcent Chan	ge		
					Scenario							Scenario			
Scenario	No Action	Α	В	С	D	Е	F	G	Α	В	C	D	Ε	F	G
(by Screen Line/ Crossing)															
Manhattan CBD	3,402,711	3,173,972	3,199,881	3,156,249	3,117,142	3,106,570	3,147,541	3,144,017	-6.7%	-6.0%	-7.2%	-8.4%	-8.7%	-7.5%	-7.6%
N. W. L. Alv.	10 = 10 0 1 1	10 000 500	10.001.700	12 222 222	10.017.077	10 000 000	10.011.001	10.071.110	0.00/	0.00/	4.40/	4 =0/	4 =0/	4 =0/	4.00/
New York City	49,748,914	49,306,506	49,361,708	49,206,260	48,917,855	48,908,967	49,014,661	49,271,140	-0.9%	-0.8%	-1.1%	-1.7%	-1.7%	-1.5%	-1.0%
Manhattan CBD	3,402,711	3,173,972	3,199,881	3,156,249	3,117,142	3,106,570	3,147,541	3,144,017	-6.7%	-6.0%	-7.2%	-8.4%	-8.7%	-7.5%	-7.6%
CBD Core	1,262,019	1,211,069	1,219,101	1,222,077	1,236,236	1,230,340	1,246,015	1,197,152	-4.0%	-3.4%	-3.2%	-2.0%	-2.5%	-1.3%	-5.1%
Peripheral Highways (south of 60th Street; excluded from the toll)	2,140,692	1,962,903	1,980,780	1,934,172	1,880,906	1,876,230	1,901,526	1,946,865	-8.3%	-7.5%	-9.6%	-12.1%	-12.4%	-11.2%	-9.1%
RT9A - S of 60th	647,671	554,316	562,018	528,271	500,214	499,855	509,900	550,459	-14.4%	-13.2%	-18.4%	-22.8%	-22.8%	-21.3%	-15.0%
FDR - S of 60th	758,659	760,056	770,395	754,497	733,879	739,383	743,921	763,263	0.2%	1.5%	-0.5%	-3.3%	-2.5%	-1.9%	0.6%
Bridge & Tunnels - S of 60th*	734,362	648,531	648,367	651,404	646,813	636,992	647,705	633,143	-11.7%	-11.7%	-11.3%	-11.9%	-13.3%	-11.8%	-13.8%
Zone 1	2,349,929	2,195,311	2,199,825	2,155,278	2,113,309	2,104,806	2,123,309	2,173,895	-6.6%	-6.4%	-8.3%	-10.1%	-10.4%	-9.6%	-7.5%
Manhattan: 60th St - 82nd St	691,669	619,654	625,994	609,607	588,882	587,032	597,706	615,867	-10.4%	-9.5%	-11.9%	-14.9%	-15.1%	-13.6%	-11.0%
Long Island City	700,142	652,642	650,449	648,608	652,055	649,766	653,025	642,138	-6.8%	-7.1%	-7.4%	-6.9%	-7.2%	-6.7%	-8.3%
Downtown Brooklyn	530,763	515,559	515,095	495,020	479,948	477,863	479,718	511,255	-2.9%	-3.0%	-6.7%	-9.6%	-10.0%	-9.6%	-3.7%
Williamsburg	427,355	407,456	408,287	402,043	392,424	390,145	392,860	404,635	-4.7%	-4.5%	-5.9%	-8.2%	-8.7%	-8.1%	-5.3%
Zone 2	7,142,863	7,086,769	7,098,540	7,060,838	7,013,071	7,012,113	7,032,663	7,083,658	-0.8%	-0.6%	-1.1%	-1.8%	-1.8%	-1.5%	-0.8%
Manhattan: 82nd St - 126th St	1,812,034	1,776,710	1,791,117	1,769,374	1,739,044	1,735,671	1,749,819	1,786,850	-1.9%	-1.2%	-2.4%	-4.0%	-4.2%	-3.4%	-1.4%
Inner Brooklyn	2,542,834	2,523,392	2,524,419	2,502,611	2,492,284	2,490,072	2,492,966	2,511,791	-0.8%	-0.7%	-1.6%	-2.0%	-2.1%	-2.0%	-1.2%
Inner Queens	2,787,995	2,786,667	2,783,004	2,788,853	2,781,743	2,786,370	2,789,878	2,785,017	0.0%	-0.2%	0.0%	-0.2%	-0.1%	0.1%	-0.1%
Zone 3	36,853,411	36,850,454	36,863,462	36,833,895	36,674,333	36,685,478	36,711,148	36,869,570	0.0%	0.0%	-0.1%	-0.5%	-0.5%	-0.4%	0.0%
Upper Manhattan: Above 126th St	1,809,655	1,803,988	1,807,284	1,789,372	1,763,748	1,755,041	1,767,328	1,806,866	-0.3%	-0.1%	-1.1%	-2.5%	-3.0%	-2.3%	-0.2%
Outer Brooklyn	6,926,352	6,930,342	6,934,043	6,925,110	6,896,220	6,900,201	6,894,299	6,923,525	0.1%	0.1%	0.0%	-0.4%	-0.4%	-0.5%	0.0%
Outer Queens	15,879,972	15,790,320	15,792,442	15,789,011	15,733,285	15,740,134	15,760,898	15,782,430	-0.6%	-0.6%	-0.6%	-0.9%	-0.9%	-0.7%	-0.6%
Staten Island	4,158,480	4,235,660	4,234,612	4,246,527	4,227,463	4,242,170	4,224,254	4,252,251	1.9%	1.8%	2.1%	1.7%	2.0%	1.6%	2.3%
Bronx	8,078,952	8,090,144	8,095,081	8,083,875	8,053,617	8,047,932	8,064,369	8,104,498	0.1%	0.2%	0.1%	-0.3%	-0.4%	-0.2%	0.3%
Biolix	0,010,002	0,000,111	0,000,001	0,000,010	0,000,011	0,011,002	3,551,555	3,101,100	0.170	0.270	0.170	0.070	0.170	0.270	- 0.070
New York State	134,186,361	133,549,102	133,603,123	133,407,441	133,011,541	132,941,187	133,056,675	133,576,575	-0.5%	-0.4%	-0.6%	-0.9%	-0.9%	-0.8%	-0.5%
New York City	49,748,914	49,306,506	49,361,708	49,206,260	48,917,855	48,908,967	49,014,661	49,271,140	-0.9%	-0.8%	-1.1%	-1.7%	-1.7%	-1.5%	-1.0%
Long Island	46,813,526	46,752,292	46,709,696	46,716,462	46,732,209	46,699,238	46,688,529	46,757,385	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	-0.3%	-0.1%
Upstate	37,623,921	37,490,304	37,531,719	37,484,719	37,361,477	37,332,982	37,353,485	37,548,050	-0.4%	-0.2%	-0.4%	-0.7%	-0.8%	-0.7%	-0.2%
Connecticut	35,063,470	35,045,234	35,006,855	35,042,347	35,004,182	35,002,445	34,998,648	35,059,459	-0.1%	-0.2%	-0.1%	-0.2%	-0.2%	-0.2%	0.0%
New Jersey	107,907,842	107,914,688	107,948,940	108,040,676	107,970,946	107,950,075	108,024,196	107,882,082	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%
Total	277,157,673	276,509,024	276,558,918	276,490,464	275,986,669	275,893,707	276,079,519	276,518,116	-0.2%	-0.2%	-0.2%	-0.4%	-0.5%	-0.4%	-0.2%

Appendix 4A.2, Transportation: Travel Forecast Tolling Scenario Summaries and Detailed Tables (2023 and 2045)

Table 4A.2-13. Transit Boardings by Mode (2045)

			Т	ransit Boardin	gs (AM Period					Change						Per	cent Cha	nge				
Mode				Scer	ario							Scenario						;	Scenario			
	No Action	Α	В	С	D	Е	F	G	Α	В	С	D	Е	F	G	Α	В	С	D	Ε	F	G
Total Volume	7,101,708	7,191,188	7,182,951	7,197,443	7,216,330	7,225,106	7,219,657	7,191,067	89,480	81,243	95,736	114,623	123,398	117,950	89,359	1.3%	1.1%	1.3%	1.6%	1.7%	1.7%	1.3%
																						i .
Commuter Rail	566,907	571,260	571,647	572,767	575,243	575,759	575,844	571,840	4,353	4,740	5,859	8,336	8,852	8,937	4,932	0.8%	0.8%	1.0%	1.5%	1.6%	1.6%	0.9%
Long Island Rail Road	182,379	183,350	183,968	183,855	184,739	184,062	184,856	183,867	971	1,589	1,476	2,360	1,684	2,477	1,488	0.5%	0.9%	0.8%	1.3%	0.9%	1.4%	0.8%
Metro-North Railroad	206,505	208,301	208,346	208,583	209,623	210,064	210,407	208,441	1,796	1,841	2,079	3,118	3,559	3,902	1,936	0.9%	0.9%	1.0%	1.5%	1.7%	1.9%	0.9%
New Jersey Transit Rail	178,024	179,609	179,334	180,329	180,881	181,634	180,582	179,532	1,585	1,310	2,305	2,857	3,610	2,558	1,508	0.9%	0.7%	1.3%	1.6%	2.0%	1.4%	0.8%
Urban Rail	3,517,783	3,569,779	3,566,213	3,572,869	3,582,744	3,589,853	3,585,948	3,571,053	51,996	48,429	55,086	64,961	72,069	68,164	53,270	1.5%	1.4%	1.6%	1.8%	2.0%	1.9%	1.5%
NYCT Subway	3,344,746	3,394,538	3,390,882	3,397,112	3,406,542	3,413,503	3,409,708	3,395,715	49,792	46,137	52,366	61,796	68,757	64,962	50,969	1.5%	1.4%	1.6%	1.8%	2.1%	1.9%	1.5%
PATH	160,294	161,896	162,044	162,348	162,744	162,808	162,830	162,030	1,601	1,750	2,054	2,450	2,514	2,536	1,736	1.0%	1.1%	1.3%	1.5%	1.6%	1.6%	1.1%
SIRR	12,743	13,346	13,286	13,410	13,459	13,541	13,409	13,308	603	543	667	715	798	666	565	4.7%	4.3%	5.2%	5.6%	6.3%	5.2%	4.4%
Bus	2,958,355	2,990,052	2,985,085	2,991,551	2,997,749	2,998,714	2,997,421	2,988,399	31,697	26,730	33,197	39,395	40,359	39,066	30,044	1.1%	0.9%	1.1%	1.3%	1.4%	1.3%	1.0%
NYCT Bus	2,182,751	2,209,043	2,206,110	2,211,296	2,215,888	2,217,583	2,214,448	2,210,288	26,292	23,358	28,544	33,136	34,831	31,697	27,537	1.2%	1.1%	1.3%	1.5%	1.6%	1.5%	1.3%
NJT Bus	562,497	567,619	566,723	567,631	567,841	568,634	569,748	566,447	5,122	4,225	5,134	5,344	6,137	7,251	3,950	0.9%	0.8%	0.9%	1.0%	1.1%	1.3%	0.7%
Others	213,106	213,389	212,253	212,625	214,021	212,497	213,224	211,664	283	-853	-481	915	-609	118	-1,442	0.1%	-0.4%	-0.2%	0.4%	-0.3%	0.1%	-0.7%
Other Transit	58,663	60,097	60,006	60,256	60,594	60,780	60,444	59,775	1,435	1,343	1,594	1,931	2,117	1,782	1,113	2.4%	2.3%	2.7%	3.3%	3.6%	3.0%	1.9%
Ferries	58,663	60,097	60,006	60,256	60,594	60,780	60,444	59,775	1,435	1,343	1,594	1,931	2,117	1,782	1,113	2.4%	2.3%	2.7%	3.3%	3.6%	3.0%	1.9%
Roosevelt Tram	195	202	201	202	203	204	204	206	6	6	7	7	9	9	10	3.3%	2.9%	3.4%	3.8%	4.8%	4.5%	5.4%

Table 4A.2-14. Cordon Volumes by Station/Route (2045)

		(Cordon Volu	mes (AM Pe	eak Period)													Perc	ent Cha	nge		
					Scenario							Scenario						Scer	ario			
	No Action	Α	В	С	D	Е	F	G	Α	В	С	D	Е	F	G	Α	В	С	D	Е	F	G
Commuter Rail																						
Inbound	309,638	313,033	312,689	313,316	315,353	315,608	314,947	313,359	3,395	3,051	3,678	5,715	5,970	5,308	3,721	1.1%	1.0%	1.2%	1.8%	1.9%	1.7%	1.2%
Long Island Rail Road (Penn Station)	72,372	73,202	73,362	73,243	73,570	73,493	73,654	73,388	830	990	872	1,199	1,121	1,283	1,016	1.1%	1.4%	1.2%	1.7%	1.5%	1.8%	1.4%
Long Island Rail Road (Grand Central Terminal)	52,023	52,204	52,376	52,304	52,551	52,449	52,744	52,422	181	353	281	528	426	721	399	0.3%	0.7%	0.5%	1.0%	0.8%	1.4%	0.8%
Metro-North Railroad (Grand Central Terminal)	100,383	101,948	101,587	101,784	102,959	103,271	102,611	101,627	1,565	1,204	1,401	2,576	2,888	2,228	1,245	1.6%	1.2%	1.4%	2.6%	2.9%	2.2%	1.2%
Metro-North Railroad (Penn Station)	22,907	23,102	22,922	23,288	23,302	23,299	23,278	23,296	195	14	381	394	391	370	388	0.9%	0.1%	1.7%	1.7%	1.7%	1.6%	1.7%
New Jersey Transit (New York - Penn Station)	61,953	62,577	62,442	62,696	62,972	63,097	62,660	62,626	624	489	743	1,018	1,144	707	673	1.0%	0.8%	1.2%	1.6%	1.8%	1.1%	1.1%
Scenario		Α	В	С	D	E	F	G	Α	В	С	D	Ξ	F	G	Α	В	С	D	E	F	G
NYCT Subway																						
Inbound	900,899	913,149	912,186	914,960	918,589	921,066	919,986	913,556	12,250	11,287	14,061	17,690	20,166	19,086	12,657	1.4%	1.3%	1.6%	2.0%	2.2%	2.1%	1.4%
60th Street Cordon	311,854	315,733	315,406	315,712	317,561	318,083	317,253	315,867	3,879	3,553	3,858	5,708	6,229	5,400	4,014	1.2%	1.1%	1.2%	1.8%	2.0%	1.7%	1.3%
Broadway (1,2,3)	77,497	78,349	78,356	78,328	78,800	78,943	78,727	78,407	853	860	832	1,303	1,446	1,231	910	1.1%	1.1%	1.1%	1.7%	1.9%	1.6%	1.2%
8th Avenue (A, C, B, D)	93,471	94,274	94,262	94,396	94,818	94,810	94,710	94,165	803	791	925	1,347	1,339	1,239	694	0.9%	0.8%	1.0%	1.4%	1.4%	1.3%	0.7%
Lexington Avenue (4, 5, 6)	69,415	70,708	70,455	70,606	70,967	71,251	70,951	70,680	1,294	1,040	1,191	1,553	1,836	1,536	1,266	1.9%	1.5%	1.7%	2.2%	2.6%	2.2%	1.8%
2nd Avenue (Q)	71,471	72,401	72,333	72,381	72,977	73,079	72,865	72,615	930	861	910	1,505	1,608	1,394	1,144	1.3%	1.2%	1.3%	2.1%	2.2%	2.0%	1.6%
Queens Cordon	216,444	219,084	218,732	219,880	220,478	221,276	221,502	218,757	2,639	2,288	3,436	4,033	4,832	5,058	2,313	1.2%	1.1%	1.6%	1.9%	2.2%	2.3%	1.1%
63rd Street (F)	51,020	51,428	51,545	51,757	51,778	51,913	52,072	51,535	408	525	737	758	893	1,052	515	0.8%	1.0%	1.4%	1.5%	1.7%	2.1%	1.0%
60th Street (R)	12,902	13,201	13,130	13,166	13,232	13,299	13,308	13,120	299	229	264	331	398	407	218	2.3%	1.8%	2.0%	2.6%	3.1%	3.2%	1.7%
60th Street (N, W)	28,709	29,302	29,273	29,335	29,478	29,557	29,612	29,243	593	564	626	769	848	903	534	2.1%	2.0%	2.2%	2.7%	3.0%	3.1%	1.9%
53rd Street (E, M)	60,056	60,820	60,652	61,069	61,387	61,587	61,494	60,770	764	595	1,013	1,330	1,531	1,438	713	1.3%	1.0%	1.7%	2.2%	2.5%	2.4%	1.2%
Steinway Tunnel (7)	63,757	64,332	64,132	64,553	64,603	64,920	65,015	64,090	575	374	796	845	1,163	1,258	332	0.9%	0.6%	1.2%	1.3%	1.8%	2.0%	0.5%
Brooklyn Cordon	372,601	378,333	378,048	379,369	380,550	381,707	381,230	378,932	5,732	5,446	6,767	7,949	9,105	8,629	6,330	1.5%	1.5%	1.8%	2.1%	2.4%	2.3%	1.7%
14th Street (L)	49,801	50,573	50,580	50,776	50,834	51,051	50,906	50,664	772	779	975	1,033	1,250	1,104	863	1.6%	1.6%	2.0%	2.1%	2.5%	2.2%	1.7%
Williamsburg Bridge (J, M, Z)	35,369	36,215	36,279	36,266	36,439	36,558	36,471	36,161	847	910	897	1,070	1,189	1,102	792	2.4%	2.6%	2.5%	3.0%	3.4%	3.1%	2.2%
Rutgers Street (F)	41,591	42,114	42,088	42,190	42,328	42,426	42,318	42,162	522	497	598	737	834	727	571	1.3%	1.2%	1.4%	1.8%	2.0%	1.7%	1.4%
Manhattan Bridge (B, D, N, Q)	107,696	109,253	109,141	109,823	110,234	110,557	110,340	109,597	1,557	1,445	2,127	2,538	2,861	2,643	1,901	1.4%	1.3%	2.0%	2.4%	2.7%	2.5%	1.8%
Cranberry Street (A, C)	71,587	72,583	72,481	72,701	72,852	73,038	72,947	72,610	995	894	1,114	1,265	1,450	1,360	1,023	1.4%	1.2%	1.6%	1.8%	2.0%	1.9%	1.4%
Clark Street (2, 3)	29,111	29,626	29,539	29,553	29,717	29,754	29,915	29,636	515	428	442	606	643	804	525	1.8%	1.5%	1.5%	2.1%	2.2%	2.8%	1.8%
Montague Street (R)	11,089	11,148	11,163	11,210	11,231	11,279	11,268	11,272	59	74	121	142	190	179	183	0.5%	0.7%	1.1%	1.3%	1.7%	1.6%	1.7%
Joralemon Street (4, 5)	26,356	26,821	26,776	26,850	26,914	27,043	27,065	26,829	465	420	493	558	686	709	473	1.8%	1.6%	1.9%	2.1%	2.6%	2.7%	1.8%
PATH																						
Inbound	134,735	136,302	136,291	136,790	137,253	137,339	137,264	136,396	1,567	1,556	2,055	2,518	2,604	2,529	1,661	1.2%	1.2%	1.5%	1.5%	1.9%	1.9%	1.2%
Christopher Street	43,258	44,123	43,992	44,361	44,498	44,538	44,611	44,112	865	733	1,103	1,240	1,280	1,352	853	2.0%	1.7%	2.5%	2.9%	3.0%	3.1%	2.0%
World Trade Center	91,477	92,179	92,300	92,429	92,755	92,801	92,653	92,284	702	823	952	1,278	1,324	1,176	807	0.8%	0.9%	1.0%	1.4%	1.4%	1.3%	0.9%

Table 4A.2-15. Change in Mode Share to the Manhattan CBD (2045)

				Daily Jou								Percent Change	е		
					Scenario							Scenario			
Scenario	No Action	Α	В	С	D	Ε	F	G	Α	В	С	D	Е	F	G
Total Person Journeys to CBD	2,060,217	2,059,673	2,063,862	2,061,591	2,056,916	2,058,663	2,061,603	2,058,403	0%	0%	0%	0%	0%	0%	0%
Drive Alone	195,550	179,719	179,065	172,758	166,999	160,143	161,776	177,186	-8%	-8%	-12%	-15%	-18%	-17%	-9%
HOV / Shared Ride	137,365	137,579	137,323	137,086	135,196	133,715	134,701	137,052	0%	0%	0%	-2%	-3%	-2%	0%
Taxi / FHV	32,052	24,713	31,887	27,656	19,757	25,329	30,582	23,340	-23%	-1%	-14%	-38%	-21%	-5%	-27%
Commuter Rail	434,018	441,246	440,810	442,498	446,877	447,609	445,970	443,261	2%	2%	2%	3%	3%	3%	2%
Other Transit (e.g., subway / bus)	1,204,475	1,220,058	1,218,095	1,224,960	1,231,326	1,235,246	1,232,204	1,220,754	1%	1%	2%	2%	3%	2%	1%
Walk and Bike	53,205	52,634	52,918	52,894	52,808	52,810	52,531	53,039	-1%	-1%	-1%	-1%	-1%	-1%	0%
School Bus	3,552	3,724	3,764	3,739	3,953	3,811	3,839	3,771	5%	6%	5%	11%	7%	8%	6%
Total Person Journeys from CBD	176,050	175,227	176,212	174,978	173,235	173,467	174,685	174,340	0%	0%	-1%	-2%	-1%	-1%	-1%
Drive Alone	14,103	13,096	13,145	12,919	12,217	12,147	12,140	12,895	-7%	-7%	-8%	-13%	-14%	-14%	-9%
HOV / Shared Ride	32,631	32,135	32,170	31,637	31,603	30,924	31,264	32,100	-2%	-1%	-3%	-3%	-5%	-4%	-2%
Taxi / FHV	4,689	3,548	4,454	3,832	2,507	3,302	4,270	3,183	-24%	-5%	-18%	-47%	-30%	-9%	-32%
Commuter Rail	3,310	3,408	3,518	3,291	3,413	3,314	3,373	3,409	3%	6%	-1%	3%	0%	2%	3%
Other Transit (e.g., subway / bus)	86,971	88,026	87,936	88,192	88,496	88,473	88,434	88,144	1%	1%	1%	2%	2%	2%	1%
Walk and Bike	31,641	32,207	32,264	32,351	32,188	32,561	32,462	32,038	2%	2%	2%	2%	3%	3%	1%
School Bus	2,705	2,807	2,725	2,756	2,811	2,746	2,742	2,571	4%	1%	2%	4%	2%	1%	-5%
Total Person Journeys within CBD	920,923	921,442	919,896	923,570	924,139	924,368	922,735	922,384	0%	0%	0%	0%	0%	0%	0%
Drive Alone	7,792	7,631	7,861	7,439	7,601	7,765	7,594	7,630	-2%	1%	-5%	-2%	0%	-3%	-2% 1%
HOV / Shared Ride	26,492	27,528	27,479	27,066	27,334	27,005	26,795	26,854	4%	4%	2%	3%	2%	1%	1%
Taxi / FHV	29,189	29,450	29,354	29,935	29,513	29,346	29,389	29,533	1%	1%	3%	1%	1%	1%	1%
Commuter Rail									-	-	-	-	-	-	-
Other Transit (e.g., subway / bus)	250,811	251,057	250,070	251,735	252,596	252,968	252,425	252,483	0%	0%	0%	1%	1%	1%	1%
Walk and Bike	602,457	601,649	600,870	603,242	602,958	603,087	602,497	601,645	0%	0%	0%	0%	0%	0%	0%
School Bus	4,182	4,127	4,262	4,153	4,137	4,197	4,035	4,239	-1%	2%	-1%	-1%	0%	-4%	1%

Table 4A.2-16. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045)

				Daily Volur	nes						Pe	ercent Change			
		_		·	Scenario							Scenario			
Scenario	No Action	Α	В	С	D	Е	F	G	Α	В	С	D	Е	F	G
(by Screen Line/ Crossing)															
Total	132,656	138,683	154,909	151,623	135,041	147,599	158,508	136,033	4.5%	16.8%	14.3%	1.8%	11.3%	19.5%	2.5%
60th Street	41,578	41,765	50,684	51,367	43,181	49,315	55,614	40,153	0.4%	21.9%	23.5%	3.9%	18.6%	33.8%	-3.4%
Inbound	22,780	23,265	27,915	29,344	25,933	29,118	32,416	22,413	2.1%	22.5%	28.8%	13.8%	27.8%	42.3%	-1.6%
Outbound	18,825	18,530	22,801	22,055	17,277	20,226	23,226	17,772	-1.6%	21.1%	17.2%	-8.2%	7.4%	23.4%	-5.6%
FDR DRIVE+WEST SIDE HWY	24,426	17,867	22,244	21,729	18,256	21,771	25,592	16,884	-26.9%	-8.9%	-11.0%	-25.3%	-10.9%	4.8%	-30.9%
West Side Highway / Route 9A	11,197	7,805	9,461	8,713	7,094	8,544	10,067	7,447	-30.3%	-15.5%	-22.2%	-36.6%	-23.7%	-10.1%	-33.5%
FDR Drive	13,229	10,062	12,783	13,016	11,162	13,227	15,525	9,437	-23.9%	-3.4%	-1.6%	-15.6%	0.0%	17.4%	-28.7%
WEST AVENUES	6,880	5,755	7,255	6,334	4,763	5,556	6,674	5,291	-16.4%	5.5%	-7.9%	-30.8%	-19.2%	-3.0%	-23.1%
West End Ave	758	1,024	1,422	1,177	649	766	1,143	910	35.1%	87.6%	55.3%	-14.4%	1.1%	50.8%	20.1%
Broadway	2,756	1,672	1,991	1,668	1,161	1,437	1,665	1,479	-39.3%	-27.8%	-39.5%	-57.9%	-47.9%	-39.6%	-46.3%
Amsterdam	1,431	1,418	1,809	1,657	1,351	1,581	1,843	1,281	-0.9%	26.4%	15.8%	-5.6%	10.5%	28.8%	-10.5%
Columbus Ave	1,493	977	1,247	934	682	726	972	924	-34.6%	-16.5%	-37.4%	-54.3%	-51.4%	-34.9%	-38.1%
Eighth Avenue	442	664	786	898	920	1,046	1,051	697	50.2%	77.8%	103.2%	108.1%	136.7%	137.8%	57.7%
EAST AVENUES	10,272	18,143	21,185	23,304	20,162	21,988	23,348	17,978	76.6%	106.2%	126.9%	96.3%	114.1%	127.3%	75.0%
Fifth Avenue	1,929	940	1,166	788	529	658	780	958	-51.3%	-39.6%	-59.1%	-72.6%	-65.9%	-59.6%	-50.3%
Madison Avenue	209	110	184	152	154	127	204	127	-47.4%	-12.0%	-27.3%	-26.3%	-39.2%	-2.4%	-39.2%
Park Avenue	1,872	1,580	1,827	1,772	1,418	1,626	1,886	1,544	-15.6%	-2.4%	-5.3%	-24.3%	-13.1%	0.7%	-17.5%
Lexington Avenue	608	797	1,052	1,428	1,055	1,231	1,166	778	31.1%	73.0%	134.9%	73.5%	102.5%	91.8%	28.0%
Third Avenue	959	758	994	1,058	1,040	1,341	1,333	712	-21.0%	3.6%	10.3%	8.4%	39.8%	39.0%	-25.8%
Second Avenue	1,343	7,570	8,531	9,717	9,243	10,016	10,209	7,608	463.7%	535.2%	623.5%	588.2%	645.8%	660.2%	466.5%
First Avenue	554	1,855	1,994	2,099	1,849	1,837	1,997	1,835	234.8%	259.9%	278.9%	233.8%	231.6%	260.5%	231.2%
York Avenue	2,128	1,820	2,065	1,778	1,267	1,619	1,839	1,674	-14.5%	-3.0%	-16.4%	-40.5%	-23.9%	-13.6%	-21.3%
Ed Koch Queensboro Ramp	670	2,713	3,372	4,512	3,607	3,533	3,934	2,742	304.9%	403.3%	573.4%	438.4%	427.3%	487.2%	309.3%
Queens	51,738	57,927	60,848	55,870	51,454	53,728	54,879	57,848	12.0%	17.6%	8.0%	-0.5%	3.8%	6.1%	11.8%
Inbound	25,996	28,635	30,072	24,689	21,247	22,083	22,614	28,577	10.2%	15.7%	-5.0%	-18.3%	-15.1%	-13.0%	9.9%
Outbound	25,745	29,296	30,778	31,184	30,210	31,649	32,268	29,274	13.8%	19.5%	21.1%	17.3%	22.9%	25.3%	13.7%
Ed Koch Queensboro Bridge	7,468	14,678	16,418	27,707	31,369	33,102	33,680	14,513	96.5%	119.8%	271.0%	320.0%	343.3%	351.0%	94.3%
Queens-Midtown Tunnel	44,270	43,249	44,430	28,163	20,085	20,626	21,199	43,335	-2.3%	0.4%	-36.4%	-54.6%	-53.4%	-52.1%	-2.1%
Brooklyn	28,064	23,897	28,051	29,656	26,520	29,540	33,347	22,929	-14.8%	0.0%	5.7%	-5.5%	5.3%	18.8%	-18.3%
Inbound	12,826	10,654	12,596	15,798	15,189	16,714	18,682	10,197	-16.9%	-1.8%	23.2%	18.4%	30.3%	45.7%	-20.5%
Outbound	15,246	13,251	15,461	13,864	11,338	12,832	14,671	12,740	-13.1%	1.4%	-9.1%	-25.6%	-15.8%	-3.8%	-16.4%
Williamsburg Bridge	7,208	7,896	9,499	11,956	12,349	14,284	15,763	7,603	9.5%	31.8%	65.9%	71.3%	98.2%	118.7%	5.5%
Manhattan Bridge	2,253	1,955	2,921	2,595	1,618	2,117	2,963	1,797	-13.2%	29.6%	15.2%	-28.2%	-6.0%	31.5%	-20.2%
Brooklyn Bridge	3,497	1,887	2,473	2,253	1,737	2,042	2,597	1,657	-46.0%	-29.3%	-35.6%	-50.3%	-41.6%	-25.7%	-52.6%
Hugh Carey Tunnel	15,106	12,159	13,158	12,852	10,816	11,097	12,024	11,872	-19.5%	-12.9%	-14.9%	-28.4%	-26.5%	-20.4%	-21.4%
New Jersey	11,276	15,094	15,326	14,730	13,886	15,016	14,668	15,103	33.9%	35.9%	30.6%	23.1%	33.2%	30.1%	33.9%
Inbound	5,259	7,306	7,457	6,618	5,865	6,721	6,417	7,312	38.9%	41.8%	25.8%	11.5%	27.8%	22.0%	39.0%
Outbound	6,020	7,790	7,872	8,115	8,024	8,297	8,254	7,794	29.4%	30.8%	34.8%	33.3%	37.8%	37.1%	29.5%
Holland Tunnel	3,915	6,603	6,859	6,788	6,748	7,594	7,136	6,834	68.7%	75.2%	73.4%	72.4%	94.0%	82.3%	74.6%
Lincoln Tunnel	7,361	8,491	8,467	7,942	7,138	7,422	7,532	8,269	15.4%	15.0%	7.9%	-3.0%	0.8%	2.3%	12.3%

Note: Taxis and FHVs would potentially be exempt from the CBD toll, receive a toll discount, or be subject to some other toll reduction such as a cap.

Table 4A.2-17. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045)

	<u> </u>			Delle Velem							р.				
				Daily Volum							Pe	rcent Change			
Scenario	No Action	Δ	В	C	Scenario	-	F	G	Λ	В	C	Scenario D	-	-	G
(by Screen Line/ Crossing)	NO ACTION	Α	В	C	ע	Е	r	G	А	Ь	C	U	-	Г	G
Total	140,805	124,489	123,697	122,869	121,203	118,152	118,163	133,112	-11.6%	-12.2%	-12.7%	-13.9%	-16.1%	-16.1%	-5.5%
Total	140,000	124,403	125,031	122,003	121,200	110,102	110,100	100,112	-11.070	-12.2 /0	-12.770	-13.3 /0	-10.170	-10.170	-3.5 /0
60th Street	52,051	41,877	41,575	40,337	39,157	38,317	38,943	43,833	-19.5%	-20.1%	-22.5%	-24.8%	-26.4%	-25.2%	-15.8%
Inbound	27,554	21,729	21,532	20,309	19,279	18,808	19,279	22,946	-21.1%	-21.9%	-26.3%	-30.0%	-31.7%	-30.0%	-16.7%
Outbound	24,527	20,172	20,073	20,058	19,909	19,540	19,696	20,954	-17.8%	-18.2%	-18.2%	-18.8%	-20.3%	-19.7%	-14.6%
FDR DRIVE+WEST SIDE HWY	4,739	4,684	4,653	4,979	5,295	5,370	5,228	4,803	-1.2%	-1.8%	5.1%	11.7%	13.3%	10.3%	1.4%
West Side Highway / Route 9A	1,609	2,180	2,183	2,372	2,493	2,492	2,443	2,242	35.5%	35.7%	47.4%	54.9%	54.9%	51.8%	39.3%
FDR Drive	3,130	2,504	2,470	2,607	2,802	2,878	2,785	2,561	-20.0%	-21.1%	-16.7%	-10.5%	-8.1%	-11.0%	-18.2%
WEST AVENUES	19,208	15,421	15,245	14,583	14,145	13,943	14,205	16,274	-19.7%	-20.6%	-24.1%	-26.4%	-27.4%	-26.0%	-15.3%
West End Ave	4,623	2,284	2,187	1,666	1,329	1,152	1,344	2,809	-50.6%	-52.7%	-64.0%	-71.3%	-75.1%	-70.9%	-39.2%
Broadway	6,450	6,596	6,635	6,849	6,956	7,060	6,988	6,517	2.3%	2.9%	6.2%	7.8%	9.5%	8.3%	1.0%
Amsterdam	4,247	2,700	2,585	2,279	2,056	1,944	2,043	3,172	-36.4%	-39.1%	-46.3%	-51.6%	-54.2%	-51.9%	-25.3%
Columbus Ave	2,771	2,675	2,669	2,587	2,553	2,545	2,587	2,642	-3.5%	-3.7%	-6.6%	-7.9%	-8.2%	-6.6%	-4.7%
Eighth Avenue	1,117	1,166	1,169	1,202	1,251	1,242	1,243	1,134	4.4%	4.7%	7.6%	12.0%	11.2%	11.3%	1.5%
EAST AVENUES	28,104	21,772	21,677	20,775	19,717	19,004	19,510	22,756	-22.5%	-22.9%	-26.1%	-29.8%	-32.4%	-30.6%	-19.0%
Fifth Avenue	2,013	1,856	1,853	1,720	1,643	1,616	1,670	1,869	-7.8%	-7.9%	-14.6%	-18.4%	-19.7%	-17.0%	-7.2%
Madison Avenue	887	831	828	825	824	823	831	818	-6.3%	-6.7%	-7.0%	-7.1%	-7.2%	-6.3%	-7.8%
Park Avenue	4,186	3,474	3,507	3,425	3,433	3,363	3,386	3,462	-17.0%	-16.2%	-18.2%	-18.0%	-19.7%	-19.1%	-17.3%
Lexington Avenue	3,803	3,281	3,253	3,266	3,275	3,293	3,361	3,222	-13.7%	-14.5%	-14.1%	-13.9%	-13.4%	-11.6%	-15.3%
Third Avenue	3,927	4,051	4,040	4,039	3,789	3,639	3,721	4,038	3.2%	2.9%	2.9%	-3.5%	-7.3%	-5.2%	2.8%
Second Avenue	6,070	4,432	4,341	3,790	3,091	2,729	2,951	5,289	-27.0%	-28.5%	-37.6%	-49.1%	-55.0%	-51.4%	-12.9%
First Avenue	2,753	2,653	2,663	2,665	2,689	2,567	2,628	2,919	-3.6%	-3.3%	-3.2%	-2.3%	-6.8%	-4.5%	6.0%
York Avenue	1,330	851	849	721	644	634	632	794	-36.0%	-36.2%	-45.8%	-51.6%	-52.3%	-52.5%	-40.3%
Ed Koch Queensboro Ramp	3,135	343	343	324	329	340	330	345	-89.1%	-89.1%	-89.7%	-89.5%	-89.2%	-89.5%	-89.0%
Queens	25,494	24,760	24,583	23,990	23,102	22,203	22,599	26,008	-2.9%	-3.6%	-5.9%	-9.4%	-12.9%	-11.4%	2.0%
Inbound	14,324	13,561	13,469	13,350	12,946	12,498	12,636	13,912	-5.3%	-6.0%	-6.8%	-9.6%	-12.7%	-11.8%	-2.9%
Outbound	11,174	11,202	11,116	10,642	10,159	9,707	9,968	12,107	0.3%	-0.5%	-4.8%	-9.1%	-13.1%	-10.8%	8.3%
Ed Koch Queensboro Bridge	19,337	19,124	18,998	18,354	17,339	16,401	17,884	20,399	-1.1%	-1.8%	-5.1%	-10.3%	-15.2%	-7.5%	5.5%
Queens-Midtown Tunnel	6,157	5,636	5,585	5,636	5,763	5,802	4,715	5,609	-8.5%	-9.3%	-8.5%	-6.4%	-5.8%	-23.4%	-8.9%
Brooklyn	34,484	31,412	31,265	31,554	31,733	31,150	30,743	33,905	-8.9%	-9.3%	-8.5%	-8.0%	-9.7%	-10.8%	-1.7%
Inbound	14,068	13,071	13,001	12,782	12,689	12,589	12,790	14,164	-7.1%	-7.6%	-9.1%	-9.8%	-10.5%	-9.1%	0.7%
Outbound	20,423	18,347	18,270	18,779	19,053	18,570	17,962	19,756	-10.2%	-10.5%	-8.0%	-6.7%	-9.1%	-12.1%	-3.3%
Williamsburg Bridge	10,192	10,141	10,073	10,221	10,491	10,334	10,309	11,200	-0.5%	-1.2%	0.3%	2.9%	1.4%	1.1%	9.9%
Manhattan Bridge	15,711	13,062	12,976	13,170	12,923	12,472	12,250	14,453	-16.9%	-17.4%	-16.2%	-17.7%	-20.6%	-22.0%	-8.0%
Brooklyn Bridge	3,920	3,578	3,594	3,613	3,838	3,884	3,831	3,655	-8.7%	-8.3%	-7.8%	-2.1%	-0.9%	-2.3%	-6.8%
Hugh Carey Tunnel	4,661	4,631	4,622	4,550	4,481	4,460	4,353	4,597	-0.6%	-0.8%	-2.4%	-3.9%	-4.3%	-6.6%	-1.4%
New Jersey	28,776	26,440	26,274	26,988	27,211	26,482	25,878	29,366	-8.1%	-8.7%	-6.2%	-5.4%	-8.0%	-10.1%	2.1%
Inbound	18,333	17,080	17,028	18,057	18,652	18,086	17,325	18,704	-6.8%	-7.1%	-1.5%	1.7%	-1.3%	-5.5%	2.0%
Outbound	10,447	9,363	9,248	8,934	8,561	8,400	8,556	10,669	-10.4%	-11.5%	-14.5%	-18.1%	-19.6%	-18.1%	2.1%
Holland Tunnel	14,154	13,032	13,013	13,260	13,355	12,993	12,409	15,178	-7.9%	-8.1%	-6.3%	-5.6%	-8.2%	-12.3%	7.2%
Lincoln Tunnel	14,622	13,408	13,261	13,728	13,856	13,489	13,469	14,188	-8.3%	-9.3%	-6.1%	-5.2%	-7.7%	-7.9%	-3.0%

Table 4A.2-18. Work Journeys to the Manhattan CBD by Origin County (2045)

				Daily Jour	nevs						Pe	rcent Change			
				ĺ	Scenario							Scenario			
Scenario	No Action	Α	В	С	D	Е	F	G	Α	В	С	D	Ε	F	G
Total Work Journeys to CBD	1,721,640	1,721,655	1,721,653	1,721,653	1,721,648	1,721,648	1,721,661	1,721,658	0%	0%	0%	0%	0%	0%	0%
CBD	176,850	176,489	176,318	176,869	177,285	177,255	176,945	176,898	0%	0%	0%	0%	0%	0%	0%
CBD	176,850	176,489	176,318	176,869	177,285	177,255	176,945	176,898	0%	0%	0%	0%	0%	0%	0%
New York City	900,213	896,111	895,284	894,681	892,272	891,895	892,553	893,645	0%	-1%	-1%	-1%	-1%	-1%	-1% -1%
Upper Manhattan	181,180	179,641	180,058	179,640	179,104	179,291	179,192	179,662	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Bronx	110,581	109,817	109,447	109,567	109,724	109,634	109,951	109,627	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Brooklyn	306,259	304,652	304,406	304,288	302,575	302,669	303,268	303,730	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Queens	274,950	274,259	273,649	273,230	272,605	271,943	272,024	273,063	0%	0%	-1%	-1%	-1%	-1%	-1%
Staten Island	27,243	27,742	27,724	27,956	28,264	28,358	28,118	27,563	2%	2%	3%	4%	4%	3%	1%
Long Island	153,583	154,954	156,151	155,085	154,165	153,939	154,948	155,847	1%	2%	1%	0%	0%	1%	1%
Nassau	106,854	107,027	108,324	107,046	105,860	105,833	106,850	107,663	0%	1%	0%	-1%	-1%	0%	1% 1%
Suffolk	46,729	47,927	47,827	48,039	48,305	48,106	48,098	48,184	3%	2%	3%	3%	3%	3%	3%
Guiloik	40,720	41,521	71,021	40,000	40,000	40,100	40,030	40,104	370	270	370	370	370	370	370
Upstate New York	123,941	122,506	123,195	122,872	123,358	122,661	123,197	123,330	-1%	-1%	-1%	0%	-1%	-1%	0%
Dutchess	6,965	7,092	6,857	6,941	6,995	7,031	7,033	7,035	2%	-2%	0%	0%	1%	1%	1%
Orange	21,067	21,108	21,359	21,542	21,825	22,000	21,966	21,365	0%	1%	2%	4%	4%	4%	1%
Putnam	2,076	2,044	2,023	1,968	1,994	1,974	1,965	1,929	-2%	-3%	-5%	-4%	-5%	-5%	-7%
Rockland	10,303	9,752	10,279	10,534	10,212	10,069	10,435	10,202	-5%	0%	2%	-1%	-2%	1%	-1%
Westchester	83,530	82,510	82,677	81,887	82,332	81,587	81,798	82,799	-1%	-1%	-2%	-1%	-2%	-2%	-1%
New Jersey	288,193	292,469	292,005	293,257	294,986	296,494	295,065	292,459	1%	1%	2%	2%	3%	2%	1%
Bergen	37,798	37,866	37,844	38,344	38,555	38,674	38,729	37,651	0%	0%	1%	2%	2%	2%	0%
Essex	32,027	32,599	32,352	32,488	32,528	32,724	32,797	32,481	2%	1%	1%	2%	2%	2%	1%
Hudson	101,924	103,139	102,857	103,166	103,802	104,590	104,024	103,336	1%	1%	1%	2%	3%	2%	1%
Hunterdon	2,557	2,575	2,554	2,595	2,626	2,580	2,577	2,609	1%	0%	1%	3%	1%	1%	2%
Mercer	8,184	8,235	8,264	8,314	8,333	8,252	8,282	8,288	1%	1%	2%	2%	1%	1%	1%
Middlesex	29,124	29,635	29,510	29,645	29,982	29,791	29,670	29,558	2%	1%	2%	3%	2%	2%	1%
Monmouth	17,905	18,162	18,215	18,102	18,282	18,280	18,086	18,227	1%	2%	1%	2%	2%	1%	2%
Morris	8,629	8,881	9,006	9,080	9,024	9,219	9,026	8,900	3%	4%	5%	5%	7%	5%	3%
Ocean	12,604	12,650	12,759	12,695	12,633	12,725	12,706	12,639	0%	1%	1%	0%	1%	1%	0%
Passaic	9,327	10,028	10,035	10,190	10,319	10,409	10,171	10,112	8%	8%	9%	11%	12%	9%	8%
Somerset	5,287	5,494	5,464	5,517	5,490	5,661	5,561	5,476	4%	3%	4%	4%	7%	5%	4%
Sussex	3,248	3,263	3,285	3,333	3,279	3,338	3,305	3,297	0%	1%	3%	1%	3%	2%	2%
Union	18,494	18,829	18,764	18,689	19,013	19,132	19,029	18,759	2%	1%	1%	3%	3%	3%	1%
Warren	1,085	1,113	1,096	1,099	1,120	1,119	1,102	1,126	3%	1%	1%	3%	3%	2%	4%
Connecticut	70 060	70 126	70 700	70 000	70 502	70.404	70 052	70.470	00/	00/	00/	10/	10/	00/	10/
Connecticut Fairfield	78,860 49,537	79,126	78,700	78,889	79,582	79,404	78,953	79,479 49,767	0%	0%	0% -1%	1%	1%	0%	1%
		49,470	49,133	49,254	49,855	49,715	49,330		0%	-1%		1%	0%	0%	0% 1%
New Haven	29,323	29,656	29,567	29,635	29,727	29,689	29,623	29,712	1%	1%	1%	1%	1%	1%	1%

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4A.3, Transportation: Representative Commuting Costs by Auto and Transit

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4A.3-1 EXISTING/NO ACTION ALTERNATIVE BASELINE

Manhattan's CBD is the anchor of the regional economy and a destination for millions of daily trips. As discussed in many chapters of this EA, the vast majority of these trips are made by public transportation, but there are also tens of thousands of trips made by auto commuters. There are many reasons why a person may opt to drive to Manhattan, but choosing to drive is an expensive undertaking and it does not particularly result in substantial time savings compared to a transit journey.

As discussed in **Subchapter 4B, "Transportation: Highways and Local Intersections,"** the regional highway network carries traffic on a complex web of roads and highways that provide access to the Manhattan CBD through the key portals of the tunnels and bridges that access Manhattan Island. These roads are congested and prone to chronic delays and have associated bridge, tunnel, or turnpike tolls that together create an overall effect of slow travel speeds and expensive driver costs. Travel in Manhattan is on local streets and avenues with typically very slow speeds, and parking is limited and expensive.

To establish perspective, a representational typical commute from throughout the region has been evaluated to estimate the distance, duration, and daily cost of a trip either by auto or by transit. As shown in **Figure 4A.3-1**, this includes locations in New York City (Bronx, Queens, Brooklyn, and Staten Island), on Long Island (Central Islip), in New York communities north of New York City (Spring Valley, Croton-on-Hudson, and Brewster), in New Jersey (Ridgewood to the north, Nutley in the central area, and Princeton to the south), and Connecticut (Fairfield). Trip destinations to both a lower and upper Manhattan CBD location were evaluated because they could reflect different routing and transit options.

As shown on **Figure 4A.3-1** and summarized in **Table 4A.3-1**, driving within New York City to and from the Manhattan CBD logically had the shortest distances travelled (between 9 miles and 16 miles) but also the slowest travel speeds (between 10 miles per hour and 19 miles per hour). Daily costs were generally between \$55 and \$78 per day, with the highest cost being to and from Staten Island with both longer travel distances and more tolls. In comparison, a transit trip costs between \$8 and \$14.

On Long Island, the representational trip from Central Islip to the Manhattan CBD is estimated at about \$100 per day on a roughly 50-mile trip that can be expected to take up to 2 hours under normal conditions with travel speeds of about 27 miles per hour. A transit trip for the same destination would be about \$20 per day and have similar, but somewhat faster, travel times compared to driving.

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The auto route distance and duration were measured by the Best Practice Model (BPM) travel demand model. (See Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling" for more information on the BPM.) The BPM duration estimates reflect typical levels of congestion and are within the range of total trip times that Google Maps predicts for any given route. A typical driving route and transit route were obtained by reviewing Google Map's recommended directions for an approximately 7:30 a.m. morning commute trip (and were compared for consistency with the BPM results). Costs include the daily round-trip mileage expense using IRS 2022 auto operating rate of 58.5 cents per mile, all applicable tolls, parking, and an added level of local destination travel once parked in Manhattan. For transit, the costs include the single or combination of fares and an added level of origin parking and destination travel.

Appendix 4A.3, Transportation: Representative Commuting Costs by Auto and Transit

For the northern suburbs, costs range from \$85 to \$111 per day and reflect more highway travel as average speeds are between 25 miles per hour and 38 miles per hour. Trip lengths are all well over 1 hour. Transit costs for these locations range from \$17 to \$23 per day and have similar travel times to the auto trips when travel to and from the transit origin and destination are added to the total travel time.

From New Jersey, the greater trip lengths from Princeton and Ridgewood combined with tunnel tolls and New Jersey Turnpike tolls result in daily auto trip costs of between \$75 and \$120. While these trips are more highway-oriented, travel speeds are still only 30 miles per hour or less with travel times that can reach or exceed 2 hours in each direction. In comparison, Nutley (located just about 15 miles west of the Lincoln Tunnel) has a cost similar to trips within New York City at about \$62 per day but with slow travel times that result in over 1 hour of travel for the short distance. The transit costs for these locations range from \$18 to \$20 per day.

Appendix 4A.3-2 2023



Figure 4A.3-1. Representative Commuting Costs in the Regional Study Area

Source: WSP, Best Practice Model, Google Maps

Notes: Table 4A.3-1 summarizes the assumed routes for these representative commutes.

- 1. Cost based on auto distance as measured by the Best Practice Model (BPM) travel demand model and averaged for two destinations within the CBD (World Trade Center and 42nd Street, Bryant Park).
- 2. A typical driving route and transit route were obtained by reviewing recommended directions from Google Maps for an approximately 7:30 a.m. commute trip (and were compared for consistency with the BPM results).
- 3. Costs include the daily round-trip mileage expense using IRS Q1 2022 auto operating rate of 58.5 cents per mile, all applicable tolls, and parking.
- 4. For transit, the costs include the single or combination of fares and an added level of origin parking and destination travel cost. Fares are calculated based on the per day cost of monthly passes (trip cost assumptions discussed in more detail further on in this appendix)

Appendix 4A.3, Transportation: Representative Commuting Costs by Auto and Transit

Table 4A.3-1. Travel Times and Cost

				AU	TO		TRA	NSIT
COUNTIES	MORNING COMMUTE TRIP ORIGIN	TRIP DESTINATION	BPM ONE- WAY DISTANCE (Miles)	BPM ONE- WAY DRIVE TIME Minutes (plus 10) ¹	AVERAGE SPEED (Miles per Hour)	ROUND TRIP AUTO COST (Total)	GOOGLE MAPS ONE- WAY TRAVEL TIME Minutes (plus 20)1	ROUND TRIP TRANSIT COST (Total)
New York City Counties	The Bronx	Lower CBD	14.8	56.6	19.0	\$61.88	60	\$16.49
	Fordham University	Upper CBD	12.6	54.7	16.9	\$59.33	42	\$11.41
		AVERAGE	14	56		\$61	51	\$14
	Kings (Brooklyn)	Lower CBD	7.8	38.8	16.2	\$53.69	47	\$7.85
	Brooklyn College	Upper CBD	9.6	63.3	10.8	\$55.86	56	\$7.85
		AVERAGE	9	51		\$55	52	\$8
	Queens	Lower CBD	12.3	54.1	16.7	\$58.98	59	\$7.85
	Rego Park	Upper CBD	8.6	42.7	15.8	\$54.70	49	\$7.85
		AVERAGE	10	48		\$57	54	\$8
	Richmond (Staten Island)	Lower CBD	14.6	63.8	16.3	[\$67.21]	90	\$15.17
	New Dorp	Upper CBD	18.4	78.8	16.0	[\$80.52]	79	\$7.85
		AVERAGE	16	71		[\$74]	85	\$12
Long Island Counties	Nassau/Suffolk	Lower CBD	49.1	121.2	26.5	\$102.04	106	\$22.45
	Central Islip	Upper CBD	45.3	108.6	27.6	\$97.66	96	\$17.37
		AVERAGE	47	115		\$100	101	\$20
New York Counties	Dutchess/Putnam	Lower CBD	60.8	103.0	39.2	\$115.75	122	\$25.33
North of New York City	Brewster (Southeast)	Upper CBD	58.4	102.0	38.1	\$105.86	101	\$20.25
		AVERAGE	60	103		\$111	112	\$23
	Orange/Rockland	Lower CBD	34.7	87.3	27.0	\$85.91	98	\$17.86
	Spring Valley	Upper CBD	32.4	86.3	25.5	\$83.13	90	\$16.09
		AVERAGE	34	87		\$85	94	\$17
	Westchester	Lower CBD	41.8	84.2	33.8	\$86.45	94	\$20.73
	Croton-on-Hudson	Upper CBD	39.4	83.2	32.3	\$83.67	73	\$15.65
		AVERAGE	41	84		\$85	84	\$18

Appendix 4A.3-4 2023

				AU	TO		TRA	NSIT
COUNTIES	MORNING COMMUTE TRIP ORIGIN	TRIP DESTINATION	BPM ONE- WAY DISTANCE (Miles)	BPM ONE- WAY DRIVE TIME Minutes (plus 10) ¹	AVERAGE SPEED (Miles per Hour)	ROUND TRIP AUTO COST (Total)	GOOGLE MAPS ONE- WAY TRAVEL TIME Minutes (plus 20)1	ROUND TRIP TRANSIT COST (Total)
New Jersey Counties	North New Jersey	Lower CBD	26.4	80.1	22.6	\$76.10	71	\$17.34
	Ridgewood	Upper CBD	24.0	79.1	20.8	\$73.32	81	\$23.47
		AVERAGE	25	80		\$75	76	\$20
	Central New Jersey	Lower CBD	16.1	67.3	16.9	\$64.11	63	\$19.20
	Nutley	Upper CBD	13.0	62.4	14.9	\$60.51	52	\$14.17
		AVERAGE	15	65		\$62	58	\$17
	South New Jersey	Lower CBD	50.1	122.2	26.8	\$116.06	82	\$20.22
	Princeton	Upper CBD	52.4	114.9	30.0	\$124.79	96	\$15.81
		AVERAGE	51	119		\$120	89	\$18
Connecticut Counties	Fairfield	Lower CBD	58.5	111.4	34.6	\$113.11	122	\$25.33
	Fairfield	Upper CBD	55.0	114.9	31.5	\$101.83	102	\$20.25
		AVERAGE	57	113		\$107	112	\$23

Source: WSP, BPM, Google Maps

NOTES:

Miles = Route as determined by BPM.

Cost per mile = IRS standard operating costs of 58.5 cents per mile.

Auto and travel routes as established by Google Maps for a typical weekday 7:30 a.m. commute:

- All trips include 10 minutes of final destination travel by other mode at Manhattan CBD destination (walk, bus, subway). All transit trips include 20 minutes of travel (10 minutes at origin and 10 minutes at destination)
- Destination Parking = 50 percent monthly (\$20/day) and 50 percent daily (\$40/day) or a weighted average cost of \$30.
- Origin Parking = 75 percent free (\$0) and 25 percent (\$5) or a weighted average of \$1.25.
- Destination Travel Cost: assumes 75 percent walk (\$0 cost), 20 percent bus/subway (\$5.08 assuming 25 days on an unlimited past, and 5 percent taxi (\$10 per trip) or a weighted average cost of \$1.76.
- ⁵ Daily transit cost set at monthly/unlimited used over 25 days. (e.g., MTA Transit is \$127/25=5.08.)

4A.3-2 NEW YORK CITY COUNTIES

The Bronx (Fordham University)

To/From World Trade Center

By Car

- Bronx River Parkway
- RFK Bridge (toll both ways)
- FDR to Pearl Street Exit

By Transit

- Metro-North Railroad to Grand Central (Monthly pass used for 25 days: 216/25 = 8.64 per day)
- Nos. 4/5 subway to Fulton Street (30-day unlimited used for 25 days: 127/25 = 5.08)

To/From Bryant Park

By Car

- Bronx River Parkway
- RFK Bridge (tolls both ways)
- FDR Drive to East 49th Street Exit

By Transit

Metro-North Railroad to Grand Central (Monthly pass used for 25 days: 216/25 = 8.64 per day)

Kings (Brooklyn College)

To/From World Trade Center

By Car

- NY 27
- I-278
- Hugh L. Carey Tunnel (toll both ways)

By Transit

- Q/5 subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

To/From Bryant Park

By Car

- NY 27
- I-278
- Hugh L. Carey Tunnel (toll each way)
- FDR Drive

By Transit

- Q subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

Appendix 4A.3-6 2023

Queens (Rego Park—Queens Boulevard and 65th Avenue)

To/From World Trade Center

By Car

- I-495 Long Island Expressway
- Queens–Midtown Tunnel (toll both ways)
- FDR Drive
- West Side Highway/Route 9A

By Transit

M subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

To/From Bryant Park

By Car

- I-495 Long Island Expressway
- Queens–Midtown Tunnel (toll each way)

By Transit

M subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

Richmond (Staten Island—New Dorp Lane and Richmond Road)

To/From World Trade Center

By Car

- I-278
- Verrazzano Narrows Bridge (toll both directions)
- Brooklyn–Queens Expressway (I-278)
- Hugh L. Carey Tunnel (tolls both directions)

By Transit

SIM15 (7-day pass used for 5 days: 62/5 = 12.4; also good for local bus/subway)

To/From Bryant Park

By Car

- I-278
- Bayonne Bridge (toll southbound only)
- NJ 440
- I-78
- Holland Tunnel (tolls eastbound only)
- Sixth Avenue

• By Transit

- SIM 15/2 (7-day pass used for 5 days: 62/5 = 12.4; also good for local bus/subway)
- SIR—Ferry—2 Subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day; SI Ferry is free)

4A.3-3 LONG ISLAND COUNTIES

Nassau and Suffolk Counties (Central Islip)

To/From World Trade Center

- By Car
 - I-495
 - I-278
 - Queens–Midtown Tunnel (tolls both way)
 - FDR Drive

By Transit

- LIRR Ronkonkoma Branch (365 monthly over 25 days, or 14.60 per day)
- E subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

To/From Bryant Park

- By Car
 - I-495
 - Queens–Midtown Tunnel (tolls both ways)

By Transit

LIRR Ronkonkoma Branch (365 monthly over 25 days, or 14.60 per day)

4A.3-4 NEW YORK COUNTIES NORTH OF NEW YORK CITY

Dutchess/Putnam Counties (Brewster)

To/From World Trade Center

- By Car
 - I-684
 - Hutchinson River Parkway
 - I-278 Bruckner
 - RFK Bridge (tolls both ways)
 - FDR Drive
 - West Side Highway/Route 9A at West Street

By Transit

- Metro-North Railroad Harlem Line (437 monthly over 25 days, = 17.48 per day)
- Nos. 4/5 subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

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To/From Bryant Park

By Car

- I-684
- Hutchinson River Parkway
- Cross County Parkway
- Saw Mill Parkway
- Henry Hudson Bridge (tolls both ways)
- West Side Highway/Route 9A

By Transit

- Metro-North Railroad Harlem Line (437 monthly over 25 days, or 17.48 per day)

Orange/Rockland Counties (Spring Valley)

To/From World Trade Center

• By Car

- Palisades Interstate Parkway
- George Washington Bridge (tolls inbound)
- West Side Highway/Route 9A

By Transit

- Metro-North Railroad Pascack Valley Train to Hoboken (267 monthly over 25 days, or 10.68 per day)
- PATH (110.25 unlimited, used for 25 round trips = 4.41 per day)

To/From Bryant Park

By Car

- Palisades Interstate Parkway
- George Washington Bridge (tolls inbound)
- West Side Highway/Route 9A

By Transit

Rockland Coaches (330 monthly over 25 days, = 13.32 per day)

Westchester County (Croton-on-Hudson)

To/From World Trade Center

By Car

- Route 9/9A
- Saw Mill Parkway
- Henry Hudson Bridge (tolls both ways)
- West Side Highway/Route 9A

Appendix 4A.3, Transportation: Representative Commuting Costs by Auto and Transit

By Transit

- Metro-North Railroad Hudson Line (322 monthly over 25 days, or 12.88 per day)
- Nos. 4/5 subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

To/From Bryant Park

By Car

- Route 9/9A
- Saw Mill Parkway
- Henry Hudson Bridge (tolls both ways)
- West Side Highway/Route 9A

By Transit

Metro-North Railroad Hudson Line (322 monthly over 25 days, or 12.88 per day)

4A.3-5 NEW JERSEY COUNTIES

South Jersey (Princeton)

To/From World Trade Center

By Car

- Route 1
- New Jersey Turnpike (toll both directions)
- I-78
- Holland Tunnel (inbound tolls)

By Transit

- NJ TRANSIT Princeton Junction to Newark Penn (326 monthly over 25 days, or13.04 per day)
- PATH (110.25 unlimited, used for 25 round trips = 4.41 per day)

To/From Bryant Park

By Car

- Route 1
- New Jersey Turnpike (tolls both directions)
- I-495
- Lincoln Tunnel (tolls inbound)

By Transit

- NJ TRANSIT Princeton Junction to New York Penn (365 monthly over 25 days, or 13.04 per day)

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Central Jersey (Nutley)

To/From World Trade Center

By Car

- Route 3
- Route 9
- I-78
- Holland Tunnel (inbound tolls)

By Transit

- NJ TRANSIT (15.20 two-way reduced by 25 percent, or 11.40 per day)
- A/E subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

To/From Bryant Park

By Car

- Route 3
- I-495
- Lincoln Tunnel (tolls inbound)
- West Side Highway/Route 9A at West Street

By Transit

NJ TRANSIT (15.20 two-way reduced by 25 percent, or 11.40 per day)

Northern Jersey (Ridgewood)

To/From World Trade Center

By Car

- Route 17
- I-95/New Jersey Turnpike (18/17 north of tolls)
- Route 1/Tonnelle Avenue
- Holland Tunnel (inbound tolls)

By Transit

- NJ TRANSIT train to Hoboken (254 monthly over 25 days, or 10.16 per day)
- PATH (110.25 unlimited, used for 25 round trips = 4.41 per day)

To/From Bryant Park

By Car

- Route 17
- New Jersey Turnpike (toll both ways)
- I-495
- Lincoln Tunnel (tolls inbound)

Appendix 4A.3, Transportation: Representative Commuting Costs by Auto and Transit

By Transit

- NJ TRANSIT train to Hoboken (254 monthly over 25 days, or 10.16 per day)
- PATH (110.25 unlimited, used for 20 round trips = 5.51 per day)
- R subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

4A.3-6 CONNECTICUT COUNTIES

Fairfield County (Fairfield)

To/From World Trade Center

By Car

- I-95
- I-278
- RFK Bridge (tolls both ways)
- FDR Drive
- West Side Highway/Route 9A at West Street

By Transit

- Metro-North Railroad New Haven Line (391 monthly over 25 days, or 15.64 per day)
- Nos. 4/5 subway (30-day unlimited used for 25 days: 127/25 = 5.08 per day)

To/From Bryant Park

By Car

- I-95
- I-287
- Hutchinson River Parkway
- Cross County Parkway
- Saw Mill Parkway
- Henry Hudson Bridge (tolls both ways)
- West Side Highway/Route 9A

By Transit

Metro-North Railroad New Haven Line (391 monthly over 25 days, or 15.64 per day)

Appendix 4A.3-12 2023

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.1, Transportation:

Transportation and Traffic Methodology for NEPA Evaluation

2023

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Attachments

Attachment A. Methodology to Develop Local Traffic Volumes

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Acronyms

BPM	Best Practice Model
BTA	Balanced Transportation Analyzer
CBD	Central Business District
CEQR	City Environmental Quality Review
CFR	Code of Federal Regulations
EA	Environmental Assessment
ETC	Estimated Time of Completion
FDR Drive	Franklin D. Roosevelt Drive
FHV	For-Hire Vehicle
	Federal Highway Administration
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HOV	High-Occupancy Vehicles
LOS	Level of Service
MPO	Metropolitan Planning Organization
MTA	Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NYCDOT	New York City Department of Transportation
NYMTC	New York Metropolitan Transportation Council
NYSDOT	New York State Department of Transportation
PATH	Port Authority Trans-Hudson
RFK Bridge	Robert F. Kennedy Bridge
TAZ	Transportation Analysis Zone
TBTA	Triborough Bridge and Tunnel Authority
VMT	Vehicle-Miles Traveled
VPPP	Value Pricing Pilot Program

Appendix 4B.1-ii 2023

Appendix 4B.1 Transportation and Traffic Methodology for NEPA Evaluation

4B.1-1 OVERVIEW

FHWA in cooperation with the TBTA—an affiliate of the MTA—the NYSDOT, and the NYCDOT (collectively, the Project Sponsors) have prepared this Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) and the NEPA implementing regulations promulgated by the Council on Environmental Quality (40 CFR Parts 1500—1508) and FHWA (23 CFR Part 771). FHWA is serving as the lead Federal agency for the NEPA review. The EA will analyze the potential effects of implementing a program to reduce congestion in the Manhattan CBD in New York, New York. The Project purpose is to reduce traffic congestion in the Manhattan CBD in a manner that will generate revenue for future transportation improvements, pursuant to acceptance into FHWA's Value Pricing Pilot Program (VPPP).

Appendix 4B.1 provides a summary of the initial transportation and traffic methodology that was shared with FHWA at the onset of their NEPA lead agency responsibility (and as updated based on their review of the initial submission). As such, the appendix has been used to guide and develop the transportation studies and the impact assessment chapters of the EA. Each impact assessment chapter of the EA has refined impact assessment methodologies and assessment results building from this original methodology framework for transportation modeling and traffic impact assessment.

4B.1-2 MODELING APPROACH

The environmental review will establish the No Action Alternative, which will be compared to the CBD Tolling Alternative, which for the EA review comprises multiple tolling scenarios for future analysis years 2023 (estimated time of completion or ETC) and 2045 (horizon year for conformity and indirect and cumulative project effects¹). The tolling scenarios will include variations in toll pricing as developed in coordination with variations in potential bridge and tunnel crossing credits. As appropriate, detailed impact assessment will be undertaken based on the determination of a specific tolling scenario.

The No Action Alternative and CBD Tolling Alternative will be analyzed for impacts upon regional travel patterns and local traffic conditions resulting from implementation of the Project. To incorporate all of these aspects into the overall modeling effort, the following model will be utilized:

• Best Practice Model (BPM), the regional travel demand forecasting model, developed by the New York Metropolitan Transportation Council (NYMTC), the region's metropolitan planning organization (MPO).

To evaluate local traffic effects, the environmental review will also include a localized traffic assessment of 15 study areas consisting of approximately 102 intersections, including those immediately adjacent to the

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The CBD Tolling Alternative is required to demonstrate conformity with The New York Metropolitan Transportation Council (NYMTC)'s latest conformity model (2020U) for all analysis years up to the horizon year of 2045.

area of the Manhattan CBD subject to the toll. The review will evaluate 10 key highway corridors, leading to and from bridges or tunnels that connect to the Manhattan CBD or facilities used to bypass the Manhattan CBD entirely, which could experience an increase in traffic due to diversion of traffic in some toll scenarios.

Chapter 4, "Transportation," and associated appendices of the NEPA document will include detailed outputs from the modeling work discussed in this methodology memo.

Setting Toll Rates and Schedules

The toll rate is a key variable in the modeling to determine shifts in travel patterns and among modes. However, the toll rate also changes depending upon whether crossing credits, exemptions or discounts are given to any facilities as ultimately, by statute, the Project must generate sufficient net revenues to fund \$15 billion for the MTA 2020–2024 Capital Program. In other words, the more crossing credits, exemptions or discounts, the higher the toll must be.

TBTA, assisted by MTA Planning, will use the Balanced Transportation Analyzer (BTA) initially to determine the toll rates to be used under different credit/exemption/discount tolling scenarios. The toll rates projected by the BTA for each of these tolling scenarios will then be used to model regional transportation effects using BPM.

The NEPA document will include a toll schedule for each tolling scenario, covering all time periods for the day. These rates will be presented in current 2019 dollars and escalated for the 2023 and 2045 CBD Tolling Alternative analysis years.

Regional Traffic Analysis

This analysis is based on a compilation of existing travel characteristics and forecasts of changes in travel demand using the BPM. It is the primary tool used to evaluate the effects of large-scale regional transportation projects included in the New York Regional Transportation Plan. It is adopted by NYMTC's member agencies for use in regional transportation planning analyses and is the Federally recognized transportation forecasting tool for the region.

With the toll schedule generated by the BTA, the environmental review will use the BPM to model changes in regional travel patterns throughout the 28-county BPM study area. The BPM relies on socioeconomic forecasts developed by NYMTC specifically for long-range transportation forecasting and planning for use in the BPM. This forecast includes changes in population, households by income, as well as changes in employment by occupational class, and are provided at the Transportation Analysis Zone (TAZ) level as inputs to the BPM. Growth rates (or declines) between zones drive the overall growth or decline in tripmaking behavior in the model.

The NEPA document will provide summaries of NYMTC forecasts at the district and/or county level for a more complete understanding of the key drivers affecting trip-making growth in the region. Districts, such as the Manhattan CBD, will be aggregations of TAZs to better understand travel pattern changes to, from, and within the Manhattan CBD. The document will also summarize how the BPM utilizes the underlying

population and employment data combined with all the regional transportation linkages to model route and mode choice.

For each CBD Tolling Alternative scenario, BPM outputs will be screened to identify any highways and roadways in the region with high volume-to-capacity (v/c) ratios and significant percentage changes in traffic volumes during the four time periods of analysis for the BPM (AM, midday [MD], PM, and Late Night [LN]) as shown in **Table 4B.1-1** for each tolling scenario. For the local traffic analysis, because the BPM does not model weekend travel patterns, the environmental review will assume that the traffic changes during the Saturday peak period will be similar to the weekday MD period. This assumption is consistent with data provided by StreetLight Data, Inc. (a third-party traffic data source), which shows similar general traffic conditions for the Saturday peak period and the weekday MD period. Saturday peak-period hours vary by location and will be detailed in the local traffic analysis.

Table 4B.1-1. Best Practice Model Analysis Periods

TIME PERIODS	TIME PERIOD
Weekday Morning Peak (AM)	6 a.m. to 10 a.m.
Weekday Midday (MD)	10 a.m. to 4 p.m.
Weekday Afternoon Peak (PM)	4 p.m. to 8 p.m.
Weekday Late Night (LN)	8 p.m. to 6 a.m.

Source: Best Practice Model, 2022

Specifically, this screening will identify roadway segments with a v/c ratio over 0.90 that experience a 5 percent or more increase in the traffic volume for any period and tolling scenario compared with the No Action Alternative.

Additionally, the screening will also identify changes in roadway volumes along key highways including the Gowanus Expressway, Staten Island Expressway, Brooklyn-Queens Expressway, Long Island Expressway, Trans-Manhattan/Cross Bronx Expressway, Major Deegan Expressway, I-78, NJ-495, Franklin D. Roosevelt Drive (FDR Drive), and West Side Highway/Route 9A.

MEASURES TO ASSESS REGIONAL TRAVEL IMPACT

In addition to identifying significant volume changes on key roadways, the following measures will also be analyzed to assess the effects of the CBD Tolling Alternative scenarios on regional travel patterns.

• VMT: The NEPA document will analyze the change in vehicle-miles traveled (VMT) per capita across the tolling scenarios and across time. This analysis will determine whether people would drive less under the tolling scenarios. Less driving could indicate a change to higher capacity modes such as transit, high-occupancy vehicles (HOVs), or trip suppression from people choosing not to travel due to increased costs.

The shift to higher capacity modes could be further analyzed through person-volumes on the region's major corridors indicating a shift toward bus and HOV.

Reductions in VMT and increases in person-volumes on roadways could be leading indicators of improved air quality and greater system efficiency.

Regional Transit Analysis

The BPM is an activity-based model that simulates the number and types of journeys made on an average weekday in the region by each resident. Activity-based models such as the BPM use the concept of journeys. A journey is defined as travel between principal and anchor locations such as home, work, or school but the BPM also predicts related trips linked in with the anchor travel (e.g., intermediate stops such as a day care center or a gym). This makes for a more realistic analysis that is based on the various decisions made by travelers between these locations, such as mode, purpose, destination, frequency, and location of intermediate stops, and time of day. The BPM generates over 28.8 million journeys per average weekday day from the New York City region's 8.2 million households.

The potential for effects from the CBD Tolling Alternative scenarios on the regional transit system will be analyzed using the BPM.

For transit modes, the BPM contains all the routes, stations, service frequencies and fares for transit service throughout the metropolitan region, including the following.

- MTA subway, bus, and commuter rail
- New Jersey Transit Corporation(NJ TRANSIT) commuter rail, light rail, and bus
- Port Authority Trans-Hudson (PATH) trains
- Ferries
- Other public buses such as the Bee-Line in Westchester County and Nassau Inter-County Express (NICE) in Nassau County
- Private transit bus operators

The model generates an estimate of demand by access mode (walk or drive) by two major modes—commuter rail and subway—and all other transit.

Using the BPM, the NEPA document will provide an overarching description of notable transit and travel changes. This will include information on changes in mode share and evaluate factors that inform route choices for trips into and out of the Manhattan CBD, as well as trips within and in the vicinity of the Manhattan CBD. The NEPA document will be written in non-technical language to allow the general public to understand how and why trips change in each tolling scenario.

Local Traffic Analysis

The change in regional travel demand is expected to have localized effects on traffic conditions, particularly in areas where there could be increases in traffic based on diversions or new travel patterns associated with the Project. Therefore, the focus of the traffic analysis will be to analyze the potential traffic effects of the Project by identifying those localized areas most likely to experience meaningful increases in traffic volumes.

IDENTIFICATION OF STUDY AREAS—KEY LOCAL INTERSECTIONS

Localized study areas have been established to evaluate key intersections on either side of bridge and tunnel crossings into Manhattan and other locations where there could be a potential traffic impact. The

environmental review will provide a map and detailed inventory of the 102 intersections that comprise the 15 study areas where localized traffic will be evaluated, including:

- East Side around 60th Street, Manhattan
- West Side at 60th Street, Manhattan
- Robert F. Kennedy (RFK) Bridge, the Bronx side
- RFK Bridge, Manhattan side
- Long Island City, Queens including areas around the RFK Bridge and Ed Koch Queensboro Bridge
- Queens-Midtown Tunnel, Queens side
- Queens-Midtown Tunnel, Manhattan side
- Downtown Brooklyn areas around the Brooklyn Bridge and Manhattan Bridge
- Red Hook Brooklyn in the area around the Hugh L. Carey Tunnel
- Downtown Manhattan including the areas around the Hugh L. Carey Tunnel, Brooklyn Bridge,
 Manhattan Bridge
- West Side Highway/Route 9A (Twelfth Avenue and West 24th Street)
- Midtown Manhattan in the area around the Lincoln Tunnel and Port Authority Bus Terminal
- New Jersey in the area around the Holland Tunnel
- Lower East Side/ China Town/ Two Bridges study area
- Little Dominican Republic study area near George Washington Bridge

Local intersections at the New Jersey approaches to the George Washington Bridge are not included at the intersection level analysis because traffic on the bridge primarily comes from the regional highways instead of the local streets.

IDENTIFICATION OF STUDY AREAS—KEY HIGHWAY SEGMENTS

Based on the initial BPM screening, a traffic count program on key highway segments (e.g., highway crossings into the Manhattan CBD) in both directions will be undertaken, as needed. Current traffic count data from previous studies will be utilized to the maximum extent possible. It is anticipated that the highway segments most likely to be affected would be the approaches to tolled facilities that could experience higher traffic volumes under certain toll credit scenarios. These highway segments are anticipated to include the Gowanus Expressway, Long Island Expressway, the NJ-495 approach to the Lincoln Tunnel, and I-78 approach to the Holland Tunnel. In addition, there may be diversion to the Staten Island Expressway and the Trans-Manhattan/Cross Bronx Expressway because some motorists could take a more circumferential route between Brooklyn/Queens and New Jersey via the Verrazzano-Narrows Bridge or the George Washington Bridge to avoid paying the CBD toll. Following extended examination of the BPM results, additional analyses will be conducted on the FDR Drive, the Bayonne Bridge, the RFK Bridge and a segment of the Eastern Spur in New Jersey, totaling ten highway segments analyzed.

TRAFFIC IMPACT ASSESSMENT

The traffic assessment will be undertaken for the 2023 analysis year to reflect the first year of implementation. For this assessment, existing traffic conditions will first be reviewed and validated reflect existing (2019) conditions. No growth rate will be applied due to the COVID-19 pandemic. Balanced existing

traffic flows will be developed where applicable for the weekday AM, MD, PM, and LN peak hours. Synchro networks will be prepared and calibrated to reflect existing (2019) conditions.

To assess the 2023 No Action Alternative and the 2023 CBD Tolling Alternative scenarios, this analysis will first require adjusting BPM results to assign incremental changes in traffic to specific routes and intersections. In lieu of applying a background growth rate to existing volumes to estimate No Action volumes, a No Action increment from the BPM will be added to existing volumes to develop the No Action volumes. For the No Action Alternative and CBD Tolling Alternative scenarios, the BPM results will be adjusted to account for any deviations between calibrated BPM results and hub-bound traffic counts at up to 10 locations (e.g., vicinity of crossings into the Manhattan CBD) during the four time periods of analysis. BPM adjustments include the following:

- Converting peak-period volumes to peak analysis hour volumes
- Applying capacity constraints at the tunnels and bridges crossing into the Manhattan CBD
- Applying a bounce-back adjustment to account for excessive delays due to the diversion of traffic to alternate routes.

A perceived delay adjustment will also be evaluated to reflect a higher cost for time spent in queue conditions. **Attachment A** summarizes the detailed methodology of applying these adjustment factors to BPM results to determine local traffic volumes.

The future assignments for the CBD Tolling Alternative scenario chosen for analysis will then be added to the existing and No Action volumes and imported into Synchro networks for capacity and delay analysis to determine whether the future CBD Tolling Alternative conditions are likely to cause negative traffic effects. Conceptual traffic mitigation measures will be developed for intersections that may be potentially adversely affected.

A screening assessment will be conducted based on the City Environmental Quality Review (CEQR) screening thresholds for those intersections with a projected net increase of 50 or more vehicles. A secondary screening criterion of an increase of 50 or more vehicles for any movement will also be applied where the net increase in intersection traffic volume is below 50 vehicles.

In addition to the local intersection analysis, the environmental review will also analyze highway corridors most likely to experience the largest increase in traffic volumes under the representative tolling scenario during the four analysis time periods (AM, MD, PM, and LN) described above for the No Action Alternative and CBD Tolling Alternative scenarios. The highway analysis will utilize calibrated Vissim models at the approaches to the Queens-Midtown Tunnel, Hugh L. Carey Tunnel, Holland Tunnel, Lincoln Tunnel, the Verrazzano-Narrows Bridge, and will include merging, diverging, and weaving lane segments as part of the analysis. The FDR Drive and Trans-Manhattan/Cross Bronx Expressway will be analyzed qualitatively due to lack of available data. The Bayonne Bridge, RFK Bridge and New Jersey Turnpike Eastern Spur will be analyzed using Highway Capacity Software (HCS).

MEASURES TO ASSESS TRAFFIC EFFECTS—HIGHWAYS.

Tolling scenarios with the largest increase in local traffic volumes will be analyzed using microsimulation software, the HCS where speeds are 40 mph or greater,² or a qualitative and analytic method depending on the availability of micro-simulation models, pre-COVID-19 pandemic traffic data, existing speeds, and the level of congestion. TBTA, in consultation with NYCDOT and NYSDOT, adopted a preliminary evaluation criteria for determining potential adverse traffic effects along highways as follows:

- At speeds below 20 mph, an increase in traffic volumes of up to 5 percent would not be considered significant.
- At speeds of 20 mph or above, an increase in traffic volumes of up to 10 percent would not be considered significant and thus is appropriate for determining the significance of traffic effects along highways potentially affected by the Project.

Where a detailed traffic analysis is performed using the Vissim model or HCS an additional State Environmental Quality Review Act (SEQRA) criterion will be applied to determine adverse highway effects that relies on an increase in delay of 2.5 minutes or greater. This criterion is derived from an examination of average weekday travel times to the Manhattan CBD from the outer boroughs based on for-hire vehicle (FHV) recorded travel time and distance between passenger pickups and drop-offs prior to the COVID-19 pandemic and during spring 2022 when average travel times rebounded to pre-pandemic levels.

Average travel times to the Manhattan CBD from the outer boroughs during the weekday between 6:00 a.m. and 8:00 p.m. vary from about 35 minutes from Brooklyn, 45 minutes from the Bronx, 45 minutes from Queens, and about 58 minutes from Staten Island. A 2.5-minute increase in travel time under the SEQRA threshold would represent about a 5 percent increase in total travel time, depending on the trip origin, with shorter trips experiencing a higher percentage change and longer trips experiencing a smaller percentage change in travel time. See Appendix 4B.7, "Transportation: Average Weekday Travel Times to the Manhattan CBD."

Because up to a 2.5-minute increase in travel time would not be noticeable to most drivers over the length of the average trip, it is an appropriate threshold for determining adverse traffic effects. This threshold was applied at all locations where a detailed traffic analysis was performed. Where a detailed traffic analysis will not be performed due to the lack of availability of a calibrated Vissim model, or where reliable pre-COVID-19 traffic data are not available, the following SEQRA criteria will be used to determine adverse effects: an increase in traffic volumes greater than 5 percent at speeds of less than 20 mph, or an increase in traffic volumes greater than 10 percent at speeds of 20 mph or higher.

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The Highway Capacity Software (HCS) is a macroscopic traffic simulation software that implements the methodology in the Highway Capacity Manual (HCM) 6th Edition. This tool is useful when speeds are generally 40 mph or higher. It provides level of service (LOS), speed, and density as measures of performance. At LOS F, this software does not provide useful output and, therefore, cannot be used effectively under congested conditions.

Measures to Assess Traffic Effects—Intersections. Intersection level of service (LOS) is typically based on the average delay per vehicle, either for the intersection as a whole or for specific lane groups (e.g., westbound left-turn lane). The analysis methodology and impact threshold guidance will be based on the SEQRA standards. In accordance with the SEQRA guidelines adopted by TBTA for the determination of adverse traffic effects at signalized intersections, an increase in delay for any intersection during the peak hour of greater than 5 seconds at LOS E or F is considered an adverse traffic effect requiring mitigation.

These traffic analyses will be conducted using Synchro and all Synchro inputs and outputs will be shared with NYCDOT technical reviewers and will be included in the environmental document. All traffic intersection analyses will be evaluated for the incremental change in volume and LOS between the No Action Alternative and CBD Tolling Alternative conditions consistent with the applicable SEQRA guidance.

PARKING ANALYSES

The enabling legislation requires NYCDOT to prepare a parking study 18 months after implementation of the program.

The BPM has shown an overall reduction in vehicle trips to the Manhattan CBD as a result of the CBD Tolling Alternative in all tolling scenarios. The decrease in vehicle trips would also result in a decrease in parking demand in the Manhattan CBD. Consequently, the CBD Tolling Alternative would not create a parking shortfall in the Manhattan CBD, and a detailed assessment of the effects of the CBD Tolling Alternative on parking supply and demand in the Manhattan CBD is not necessary.

With the CBD Tolling Alternative, the number of commuters and visitors to the Manhattan CBD who would use transit for their trip would increase. Some of these commuters and visitors would drive to commuter rail and subway stations outside the Manhattan CBD to access transit to complete their trip. Consequently, the CBD Tolling Alternative would increase the number of drivers who would seek parking near commuter rail and subway stations outside the Manhattan CBD. These commuters and visitors would create demand for on- and off-street parking near the commuter rail and subway stations they use for their trip to the Manhattan CBD.

The NEPA document will assess the future effects of the Project on parking in the outer boroughs. The proposed methodology will determine baseline supply and utilization in areas up to 1/4-mile from the subway stations or transit hubs where "park & ride" auto to transit demand resulting from toll avoidance is expected to be the greatest. Based upon results from the model, the incremental parking demand will be added to the future baseline (No Action Alternative) levels to determine whether the shift in travel patterns would result in the potential for parking shortfalls within the outer borough study area.

This assessment of parking conditions outside the Manhattan CBD relies upon estimates of transit usage produced by the BPM for the Project.

The parking assessment is being conducted using the methodologies outlined in the City of New York's 2020 *City Environmental Quality Review (CEQR Technical Manual)*, which recommends a screening procedure to determine whether quantified analyses of transportation conditions are warranted.³ Using that screening approach, if a project would result in 50 or more peak-hour vehicle trips at an intersection, then further analyses might be warranted to assess the potential for adverse effects on parking. For locations that would experience an increase of fewer than 50 peak-hour vehicle trips due to a project, further analysis of parking is typically not warranted.

The socioeconomic section of the NEPA document will qualitatively examine broader effects of the shifts in parking demand including changes to the demand for off-street parking. It will also look at the potential for new cost differentials to emerge such as increases or decreases in parking costs based on changes to demand.

DATA COLLECTED AS PART OF THE NEPA ANALYSIS

The NEPA transportation and traffic analyses are built on an extensive baseline of data collected in June 2019, with additional data collection that occurred in fall 2019. The combination of assembled existing data obtained from NYCDOT and available public documents with the newly collected data ensures that the analyses are built on a well-supported existing conditions baseline. The data collection, calibration and balancing of intersection traffic and pedestrian volumes was done in coordination with NYCDOT and is consistent with the CEQR Technical Manual guidance. For broader calibration of BPM volumes and traffic count data for Manhattan CBD crossings, the collected and modeled data was correlated with the NYMTC Hub Bound Travel Data Report 2019. The NEPA document will summarize the data collection effort (location, dates, time periods collected) and the original data collection will be shared with NYCDOT and other agencies as part of the environmental record.

THIRD-PARTY DATA SOURCES

The transportation and traffic analysis will utilize third-party data provided by StreetLight Data, Inc. These data are being used to further define trip origin and destination to inform how to assign traffic on the local road network. The data provided by StreetLight Data, Inc. does not require further calibration with existing traffic counts. The NEPA document will include details about the source material and describe its use as part of the traffic assessment.

While the MTA Reform and Traffic Mobility Act exempts the Project from the environmental review procedures of CEQR, the methodology of the CEQR Technical Manual was used for this analysis because it provides a widely accepted methodology for conducting a parking assessment in New York City.

Attachment A. Methodology to Develop Local Traffic Volumes

A.1. HOURLY FACILITY TRAFFIC VOLUMES

This section describes the method used to develop hourly traffic volumes for existing, 2023 No Action Alternative, and 2023 CBD Tolling Alternative conditions.

A.1.1. Existing Traffic Volumes

Existing hourly facility traffic volumes are available for all Manhattan CBD crossings based on transaction data at TBTA tolled facilities for the Hugh L. Carey Tunnel, the Queens—Midtown Tunnel, and the RFK Bridge. Port Authority of New York and New Jersey trans-Hudson transaction data are available for 2018 inbound (to Manhattan) traffic and 2017 outbound (exiting Manhattan) traffic. NYCDOT toll-free bridge counts are available in the *Hub Bound Travel Data Report 2019*. Counts were recently taken in June 2019 at the 60th Street exit from the Manhattan CBD. A 0.5 percent annual background growth rate was applied to the pre-2019 traffic data to estimate the existing 2019 traffic volumes. This growth rate is twice the growth rate suggested in the *CEQR Technical Manual* to account for some additional traffic generated by local development projects.

A.1.2. 2023 No Action Alternative Traffic Volumes

The 2023 No Action Alternative increment traffic volumes were derived by distributing the adjusted peak-period increment traffic volumes from the No Action Alternative BPM facilities to each hour of the day. The No Action Alternative BPM increment is the difference between and the 2023 No Action Alternative BPM and the calibrated existing conditions BPM. The peak-period traffic volumes were distributed to individual hours using the same temporal distribution as the existing facility counts. The No Action Alternative BPM reflects roadway network changes expected to be in place by 2023 including the Brooklyn Bridge bike lanes, Queensboro Bridge bike lanes, and Brooklyn-Queens Expressway lane reduction. No additional background growth rates were applied since the existing volumes and BPM baseline represent pre-pandemic volumes that are not yet fully recovered and are expected to remain flat within the framework of the 2023 No Action Alternative analysis year. ⁴

A.1.3. 2023 CBD Tolling Alternative Increment Hourly Traffic Volumes

The 2023 CBD Tolling Alternative increment traffic volumes were derived by distributing the adjusted peak-period increment traffic volumes from the CBD Tolling Alternative BPM facilities to each hour of the day. The 2023 CBD Tolling Alternative increment is the difference between the 2023 CBD Tolling Alternative BPM and the 2023 No Action Alternative BPM. The peak-period traffic volumes were distributed to individual hours using the same temporal distribution as the existing facility counts.

Traffic counts on local streets and NYCDOT bridges in the Manhattan CBD in May 2021 and May 2022 indicate that traffic volumes are at 85 percent to 90 percent of pre-COVID-19 pandemic traffic levels, although traffic volumes on TBTA and PANYNJ facilities have nearly recovered to pre-pandemic levels.

A.1.4. 2023 CBD Tolling Alternative Total Hourly Traffic Volumes

Both the 2023 No Action Alternative and CBD Tolling Alternative hourly traffic volumes were derived by adding the appropriate hourly increment to the preceding analysis (No Action Alternative is added to existing conditions, CBD Tolling Alternative is added to the No Action Alternative) hourly volumes and then subtracting or adding the hourly "bounce-back" traffic volumes. A facility that is projected to have a large incremental increase could see the increment decrease slightly due to volume (traffic) diverting to a facility with more available capacity, which would result in a smaller positive increment. A facility that is projected to have a large incremental decrease could see the increment increase slightly due to volume diverting from a facility with less available capacity, resulting in a smaller negative increment. The bounce-back methodology is further detailed in the section below.

A.2. ADJUSTMENT OF PROJECTED CHANGES IN BPM PERIOD FACILITY VOLUMES

Figure A-1 presents a flow chart describing the adjustment of projected changes in peak-period facility volumes as projected by the BPM. These steps are summarized below. This process is followed when establishing both the No Action Alternative and CBD Tolling Alternative increments, with the only differences between the following:

- The No Action Alternative calibration factor is based on the difference between the *Hub Bound Travel Data Report 2019* and the existing BPM, while the CBD Tolling Alternative calibration factor is based on the difference between the *Hub Bound Travel Data Report 2019* and the No Action Alternative BPM.
- The No Action Alternative increment is based on the initial difference between the existing and No
 Action Alternative BPM results, while the CBD Tolling Alternative increment is based on the initial
 difference between the No Action Alternative and CBD Tolling Alternative BPM results.

A.2.1. Adjustment for Calibration Variance at Each Facility

The period increment between the modeled BPM facility volume and the hub-bound⁵ or count volume represents an under or over assignment of facility traffic. This over-under assignment of facility volumes needs to be accounted for and an adjustment needs to be made to the initial changes in facility volumes projected by the BPM. The proposed increment, whether positive or negative has an impact on the necessary adjustment. There are four possible scenarios based on these relationships of the BPM assignment and the proposed BPM increment. The table below breaks down each possible scenario.

Hub-bound refers to travel to the Manhattan CBD tolling area and is a term used by NYMTC. The geographic coverage of the Hub and the Manhattan CBD tolling area are the same.

Scenarios	<u>A</u> BPM Percent Difference (Over/Under Assigned)	<u>B</u> BPM Increment (Positive/Negative)	<u>C</u> Adjusted BPM Increment	<u>Reason</u>
Scenario 1	Over Assigned (+)	Positive (+)	Positive (+) [Absolute Increase]	The real facility has less traffic (more available capacity) than it does in the BPM, so it could attract more trips.
Scenario 2	Over Assigned (+)	Negative (-)	Negative (-) [Absolute Decrease]	The real facility has less traffic than it does in the BPM. There is less traffic to lose so it could lose fewer trips.
Scenario 3	Under Assigned (-)	Positive (+)	Positive (+) [Absolute Decrease]	The real facility has more traffic (less available capacity) than it does in the BPM, so it could attract fewer trips.
Scenario 4	Under Assigned (-)	Negative (-)	Negative (-) [Absolute Increase]	The real facility has more traffic than it does in the BPM. There is more traffic to lose so it could lose more trips.

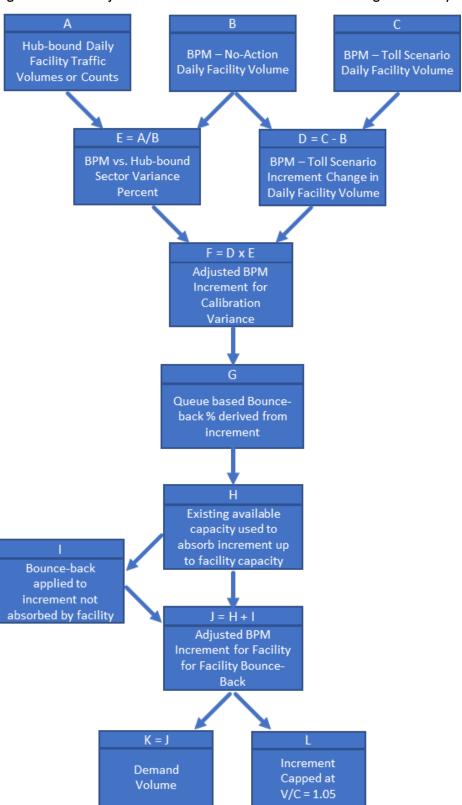


Figure A-1 Adjustment of Period Best Practice Model Changes in Facility Volumes⁶

A.2.2. Adjustment for Sector Calibration Variance

The period BPM sector volumes are generally consistent with the hub-bound sector volumes; however, there is a need to adjust for some over or under assignment of traffic. Sectors are defined regions within BPM, generally broken down by New York City borough. For instance, if the BPM period sector traffic volume is over-assigned by 5 percent, then it is assumed that the diverted traffic would also be about 5 percent too high. Therefore, in Step 2, a 5 percent reduction is applied to the Step 1 adjusted increase in BPM facility volume to account for the over assignment in period BPM sector volumes. Similarly, if the assigned sector volumes are 5 percent too low, then the Step 1 adjusted BPM change in facility volumes must be increased to account for the under assignment of sector traffic volumes.

A.2.3. Bounce-back Hourly Facility Traffic Volumes

Unlike a network simulation model, the BPM as a travel demand model relies on a conventional static assignment method in TransCAD for the loading of origin-destination demand to the links of the highway network. While it does consider capacity constraints at the Manhattan CBD crossings and all links in the network, over congestion is expressed as simple link-level v/c ratios, which are used to calculate travel time delays on each link. Therefore, post assignment analysis of the hourly traffic volumes can yield more realistic estimates of traffic flow characteristics particularly on the arterial system and at intersections. For specific segments and links utilized in the traffic study the distribution of adjusted period BPM flow increments may result in traffic volumes that cannot be accommodated resulting in excessive delays which may result in a bounce-back of traffic from the alternate facility to the original facility. The premise of this portion of the methodology is to determine how a system equilibrium would look following the implementation of any of the CBD Tolling Alternative scenarios.

The No Action Alternative delay and the CBD Tolling Alternative delay are calculated based on estimated queue length. Estimated queue length is determined by converting the additional volume from the No Action Alternative to CBD Tolling Alternative scenarios into a queue length by assuming 20 feet per vehicle. The additional queue is only considered if the v/c ratio is greater than 1.0. Based on the estimated increase in queue, a delay function, using a congested speed of about 6.5 mph, calculates a projected delay for each vehicle. This delay value is then multiplied by a perceived delay factor of 1.5 which is used to reflect a higher perceived cost for time spent in queue conditions. This factor is supported via several studies that detail how a traveler perceives delay as taking longer than it may take realistically. A delay cost is calculated by multiplying the new delay factor by a \$35 per hour value of time. Based on the delay cost, using the bounce-back curve shown in Figure A-2, the percent bounce-back is determined for the hourly increment. Any additional increment over the capacity of the facility is subject to this bounce-back percentage. The volume that is "bounced" returns to the facility it was likely to have originally used under existing conditions. Table A-2 show the method of calculating the hourly bounce-back traffic volumes.

Variance adjustments are based on the ratio of Hub-bound volumes vs. BPM assigned volumes and were applied by four sectors as described below: New Jersey sector for the George Washington Bridge, Lincoln Tunnel, and Holland Tunnel; Brooklyn sector for Hugh L. Carey T, Brooklyn Bridge, and Manhattan Bridge; Queens sector for Williamsburg Bridge, Queens Midtown Tunnel, Queensboro Bridge, and RFK Bridge; 60th Street Sector for Route 9A, west side avenues, east side avenues, and the FDR Drive

Table A-1. Hourly Existing, No Action Alternative and CBD Tolling Alternative Facility Volumes (Hugh L. Carey Tunnel Manhattan-bound Example)

		Existing I	nbound	d - May 2019	9		No Action	Inboun	d - May 202	:1		2021 Bas	e Actio	n Incremen	t		В	ounceb	ack		Ad	justed Incr	ement v	w/Bounceb	ack	TOTA	L 2021 Acti	on Inbo	und Traffic	Volume
Hour Starting	(Cars	T	rucks	T . (.)		Cars	Т	rucks	F . (.)		Cars	Т	rucks	T . (.)		Cars	T	rucks	T. (.)	(Cars	Т	rucks	T . (.)		Cars	Ti	rucks	T. (.)
	TBM	E-ZPass	TBM	E-ZPass	Total	TBM	E-ZPass	TBM	E-ZPass	Total	TBM	E-ZPass	TBM	E-ZPass	Total	TBM	E-ZPass	TBM	E-ZPass	Total	TBM	E-ZPass	TBM	E-ZPass	Total	TBM	E-ZPass	TBM	E-ZPass	Total
12:00 AM	6	108	0	15	129	6	113	0	16	135	7	120	0	17	144	0	0	0	0	0	7	120	0	17	144	13	233	0	32	279
1:00 AM	3	55	0	7	65	3	58	0	7	68	3	61	0	8	72	0	0	0	0	0	3	61	0	8	72	6	119	0	15	140
2:00 AM	2	33	0	6	41	2	35	0	6	43	2	37	0	7	46	0	0	0	0	0	2	37	0	7	46	4	71	0	13	89
3:00 AM	1	38	0	6	45	1	40	0	6	47	1	42	0	7	50	0	0	0	0	0	1	42	0	7	50	2	82	0	13	97
4:00 AM	3	116	0	18	137	3	121	0	19	143	3	129	0	20	152	0	0	0	0	0	3	129	0	20	152	6	250	0	39	296
5:00 AM	17	785	2	97	901	18	821	2	101	942	19	874	2	108	1,003	0	0	0	0	0	19	874	2	108	1,003	37	1,695	4	209	1,945
6:00 AM	40	1,722	4	191	1,957	46	1,960	5	217	2,228	13	575	1	64	653	-11	-488	-1	-54	-555	2	87	0	10	99	48	2,047	5	227	2,326
7:00 AM	37	1,919	2	235	2,193	40	2,117	2	256	2,416	12	621	1	75	708	-11	-596	-1	-72	-680	0	25	0	3	28	41	2,142	2	259	2,444
8:00 AM	37	1,735	2	201	1,975	42	1,983	2	229	2,256	12	582	1	67	662	-11	-519	-1	-60	-591	1	62	0	7	71	43	2,045	2	236	2,327
9:00 AM	35	1,612	2	142	1,791	40	1,835	2	162	2,039	12	538	1	47	598	-6	-291	0	-26	-324	5	247	0	22	274	45	2,081	3	183	2,313
10:00 AM	48	1,812	4	126	1,990	56	2,115	5	147	2,322	18	684	2	48	751	-17	-657	-1	-46	-721	1	27	0	2	30	57	2,142	5	149	2,352
11:00 AM	46	1,538	3	104	1,691	56	1,861	4	126	2,046	18	602	1	41	662	-11	-357	-1	-24	-393	7	245	0	17	269	63	2,105	4	142	2,315
12:00 PM	43	1,431	2	93	1,569	52	1,731	2	113	1,898	17	560	1	36	614	-6	-186	0	-12	-204	11	374	1	24	410	63	2,105	3	137	2,308
1:00 PM	45	1,351	2	108	1,506	54	1,634	2	131	1,822	18	528	1	42	589	-3	-96	0	-8	-107	14	432	1	35	482	69	2,067	3	165	2,304
2:00 PM	49	1,388	2	121	1,560	59	1,679	2	146	1,887	19	543	1	47	610	-6	-169	0	-15	-190	13	374	1	33	420	73	2,053	3	179	2,307
3:00 PM	53	1,408	2	132	1,595	64	1,703	2	160	1,930	21	551	1	52	624	-8	-216	0	-20	-244	13	335	0	31	379	77	2,038	3	191	2,309
4:00 PM	40	1,137	1	152	1,330	42	1,201	1	161	1,405	43	1,217	1	163	1,424	-41	-1,173	-1	-157	-1,372	2	44	0	6	51	44	1,245	1	166	1,456
5:00 PM	32	1,023	1	144	1,200	35	1,104	1	155	1,295	35	1,118	1	157	1,312	-34	-1,078	-1	-152	-1,265	1	40	0	6	47	36	1,144	1	161	1,342
6:00 PM	30	1,043	1	134	1,208	32	1,126	1	145	1,304	33	1,141	1	147	1,321	-32	-1,100	-1	-141	-1,274	1	41	0	5	47	34	1,167	1	150	1,351
7:00 PM	40	1,112	1	76	1,229	43	1,208	1	83	1,335	44	1,224	1	84	1,353	-42	-1,180	-1	-81	-1,304	2	44	0	3	49	45	1,252	1	86	1,384
8:00 PM	30	783	0	40	853	31	819	0	42	892	33	871	0	45	949	0	0	0	0	0	33	871	0	45	949	65	1,690	0	86	1,841
9:00 PM	32	702	0	36	770	34	734	0	38	805	36	781	0	40	857	0	0	0	0	0	36	781	0	40	857	69	1,515	0	78	1,662
10:00 PM	26	626	0	31	683	27	655	0	32	714	29	697	0	35	760	0	0	0	0	0	29	697	0	35	760	56	1,352	0	67	1,475
11:00 PM	16	348	0	21	385	17	364	0	22	403	18	387	0	23	429	0	0	0	0	0	18	387	0	23	429	35	751	0	45	831
AM Peak TOTAL	149	6,989	10	769	7,916	168	7,895	11	864	8,938	49	2,315	3	253	2,621	-40	-1,895	-3	-212	-2,149	9	421	1	42	472	177	8,315	12	905	9,410
PM Peak TOTAL	142	4,315	4	506	4,967	153	4,639	4	543	5,339	155	4,700	4	550	5,409	-149	-4,531	-4	-530	-5,215	6	169	0	20	195	158	4,808	4	563	5,533
Off-Peak TOTAL	420	12,522	17	961	13,920	484	14,482	20	1,112	16,097	262	7,467	8	574	8,311	-51	-1,681	-3	-125	-1,859	211	5,786	5	449	6,451	694	20,268	25	1,561	22,549
Daily TOTAL	711	23,826	31	2,236	26,803	804	27,015	36	2,519	30,374	465	14,482	16	1,378	16,341	-240	-8,106	-10	-867	-9,223	225	6,376	6	511	7,118	1,030	33,391	41	3,030	37,492
Vehicle TOTAL	2	4,537	2	2,266	26,803	2	7,819	2	2,554	30,374	1	4,948	<u> </u>	1,394	16,341		8,346		-877	-9,223	6	,601		517	7,118	3	4,421	3	3,071	37,492
Facility TOTAL			26,803	3				30,37	4		-		16,34°	1				-9,223	3				7,118					37,492	1	

Table A-2. Percentage Bounce-Back by Hour— (Hugh L. Carey Tunnel Manhattan-bound Example)

Congested Uncongeste Excessive
Approach Speed d Speed Delay
Lanes 8.82 51.45 VOT/Min Multiplier
1,150 2 9.4 \$0.58 1.50

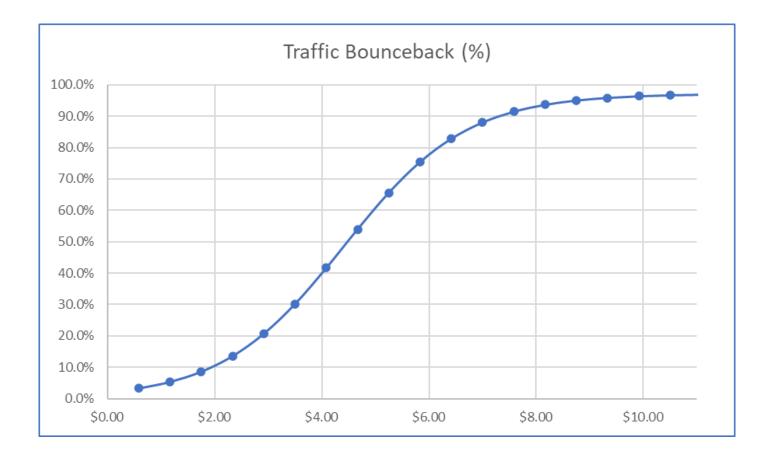
Hour	Number of	Capacity Per	HOV Volume	Total Vehicular Capacity in	Existing Volume	No Action Volume	Action Volume	Delta	No Action	Action V/C w/o Bounce-	No Action	Action Queue w/o Bounce-	Net Queue w/o Bounce-	Estimated	Perceived	PolovCost	Bounce- Back	Capped Bounce Back
Starting 12:00 AM	GP Lanes	GP Lane 1,150	Removed	GP 2,300	(PCE) 144	(PCE)	(PCE) 311	Volume 160	V/C 0.065	Back 0.135	Queue	Back	Back (ft)	Delay (min)	Delay 0.0	DelayCost \$-	(percent)* 2.54%	(percent)* 0.0%
1:00 AM	2	1,150		2,300	72	151 75	155	80	0.003	0.133	0	0	0	0	0.0	\$- \$-	2.54%	0.0%
2:00 AM	2	1,150		2,300	47	49	102	52	0.033	0.008	0	0	0	0	0.0	\$- \$-	2.54%	0.0%
3:00 AM	2	1,150		2,300	51	53	110	57	0.021	0.044	0	0	0	0	0.0	\$- \$-	2.54%	0.0%
4:00 AM	2	1,150		2,300	155	162	334	172	0.023	0.046	0	0	0	0	0.0	\$-	2.54%	0.0%
5:00 AM	2	1,150		2,300	1,000	1046	2159	1113	0.455	0.143	0	0	0	0	0.0	\$-	2.54%	0.0%
6:00 AM	2	1,150	751	2,300	2,151	2450	3168	718	1.065	1.377	2981	10164	7183	11	16.9	\$9.84	95.51%	95.5%
7:00 AM	2	1,150	913	2,300	2,430	2674	3458	784	1.163	1.503	2436	10277	7841	12	18.4	\$10.74	95.98%	96.0%
8:00 AM	2	1,150	985	2,300	2,178	2487	3217	729	1.081	1.399	3095	10389	7294	11	17.1	\$9.99	95.62%	95.6%
9:00 AM	2	1,150	859	2,300	1,935	2202	2848	646	0.958	1.238	0	9134	9134	14	21.5	\$12.51	96.30%	96.3%
10:00 AM	2	1,150		2,300	2,120	2474	3274	800	1.076	1.423	3540	11538	7998	13	18.8	\$10.96	96.05%	96.0%
11:00 AM	2	1,150		2,300	1,798	2175	2879	703	0.946	1.252	0	10806	10806	17	25.4	\$14.80	96.38%	96.4%
12:00 PM	2	1,150		2,300	1,664	2013	2664	651	0.875	1.158	0	9999	9999	16	23.5	\$13.70	96.36%	96.4%
1:00 PM	2	1,150		2,300	1,616	1955	2587	632	0.850	1.125	0	9712	9712	15	22.8	\$13.31	96.35%	96.3%
2:00 PM	2	1,150		2,300	1,683	2036	2694	658	0.885	1.171	0	10114	10114	16	23.8	\$13.86	96.37%	96.4%
3:00 PM	2	1,150		2,300	1,729	2092	2768	676	0.909	1.203	0	10389	10389	16	24.4	\$14.23	96.38%	96.4%
4:00 PM	1	1,150		1,150	1,483	1566	3154	1587	1.362	2.742	835	16708	15873	25	37.3	\$21.75	96.40%	96.4%
5:00 PM	1	1,150		1,150	1,345	1451	2921	1470	1.262	2.540	1061	15764	14703	23	34.5	\$20.14	96.40%	96.4%
6:00 PM	1	1,150		1,150	1,343	1449	2918	1469	1.260	2.537	1065	15751	14686	23	34.5	\$20.12	96.40%	96.4%
7:00 PM	1	1,150		1,150	1,306	1419	2857	1438	1.234	2.484	1130	15508	14378	23	33.8	\$19.70	96.40%	96.4%
8:00 PM	2	1,150		2,300	893	934	1928	994	0.406	0.838	0	0	0	0	0.0	\$-	2.54%	0.0%
9:00 PM	2	1,150		2,300	806	843	1740	897	0.366	0.756	0	0	0	0	0.0	\$-	2.54%	0.0%
10:00 PM	2	1,150		2,300	714	747	1541	795	0.325	0.670	0	0	0	0	0.0	\$-	2.54%	0.0%
11:00 PM	2	1,150		2,300	406	425	877	452	0.185	0.381	0	0	0	0	0.0	\$-	2.54%	0.0%
Facility TOTAL				PCE	29,069	32,928	50,663							*Bound	ce-back is only	applied after a f	acility is over ca	apacity

Figure A-2 Bounce-Back Curve (Percentage Bounce-Back versus Anticipated Cost of Delay)

		Xo	Midpoint	4.412204
VOT/Hour	\$35.00	L	Max Value	0.9712914
VOT/Min	\$0.58	K	Growth Rate	0.8755966
			Exponential value	2.7182818

Perceived Delay Factor 1

Delay	Perceived	Delay	Target	Bounceback	
(min)	Delay (min)	Cost	Bounceback	Curve	Variance
1	1.00	\$0.58	3.0%	3.3%	0.28%
2	2.00	\$1.17	5.0%	5.4%	0.35%
3	3.00	\$1.75	8.0%	8.6%	0.60%
4	4.00	\$2.33	10.0%	13.5%	3.54%
5	5.00	\$2.92	20.0%	20.6%	0.65%
6	6.00	\$3.50	30.0%	30.1%	0.14%
7	7.00	\$4.08	40.0%	41.6%	1.62%
8	8.00	\$4.67	50.0%	54.0%	3.95%
9	9.00	\$5.25	70.0%	65.6%	-4.38%
10	10.00	\$5.83	75.0%	75.4%	0.40%
11	11.00	\$6.42	85.0%	82.8%	-2.19%
12	12.00	\$7.00	88.0%	88.0%	0.00%
13	13.00	\$7.58	90.0%	91.4%	1.44%
14	14.00	\$8.17	94.0%	93.6%	-0.37%
15	15.00	\$8.75	95.0%	95.0%	0.00%
16	16.00	\$9.33	96.0%	95.8%	-0.16%
17	17.00	\$9.92	97.0%	96.4%	-0.65%
18	18.00	\$10.50	97.0%	96.7%	-0.34%
19	19.00	\$11.08	97.0%	96.8%	-0.15%
20	20.00	\$11.67	98.0%	97.0%	-1.04%
21	21.00	\$12.25	98.0%	97.0%	-0.97%
22	22.00	\$12.83	98.0%	97.1%	-0.93%
23	23.00	\$13.42	98.0%	97.1%	-0.91%
24	24.00	\$14.00	98.0%	97.1%	-0.89%



A.2.4. Capping Processed Traffic Volumes

The final step of the adjustment process deals with capping the processed increment based upon the capacity of the facility. The final incremental demand is split into two categories: demand volume and processed (capped) volume. The demand volume is the total number of vehicles that are committed to using a facility. Based on the magnitude of this volume, it is possible that the entire demand cannot be processed by the facility. As a result, a lower processed volume will emerge downstream of the facility. The processing ability of a facility is set to 105 percent of the facility capacity, a standard value used in traffic analysis. This demand volume is used in analysis of locations upstream of, or before entering, a facility. The processed volume is used in analysis of locations downstream of, or after exiting, a facility. **Table A-3** details the entire adjustment process that the period increment undergoes, prior to any capping.

A.3. INTERSECTION ASSIGNMENT

After the BPM results are normalized at each crossing facility, the hourly increment between the No Action Alternative and CBD Tolling Alternative facility volumes were distributed to the study locations for each analysis hour based on StreetLight Data, Inc. GPS travel data. The distribution was performed separately for inbound traffic (entering Manhattan), outbound traffic (exiting Manhattan), non-Manhattan locations, and Manhattan locations. These distributions were then combined to calculate the total traffic increment at each study location. The process is described below and illustrated in **Figure A-3**.

A.3.1. Inbound Assignment

NON-MANHATTAN

The percentage of facility trips that pass through each non-Manhattan intersection destined to a facility crossing during each peak period is calculated from data provided by StreetLight Data, Inc. This percentage is applied to the facility Action increment to calculate the inbound increment by facility for each intersection. After the facility increments are calculated they were added together to derive the total inbound increment for each non-Manhattan intersection location.

MANHATTAN CBD

The percentage of facility trips that pass through each Manhattan intersection originating at a facility crossing during each peak period was calculated from data provided by StreetLight Data, Inc. This percentage was applied to the facility Action increment to calculate the inbound increment by facility for each location. After the facility increments were calculated they were added together to derive the total inbound increment for each Manhattan intersection location.

A.3.2. Outbound Assignment

MANHATTAN CBD

The percentage of facility trips that pass through each Manhattan intersection destined to a facility crossing during each peak period was calculated from data provided by StreetLight Data, Inc. This percentage was applied to the facility Action increment to calculate the outbound increment by facility for each intersection. After the facility increments were calculated they were added together to derive the total outbound increment for each Manhattan location.

NON-MANHATTAN

The percentage of facility trips that pass through each non-Manhattan intersection originating at a facility crossing during each peak period was calculated from data provided by StreetLight Data, Inc. This percentage was applied to the facility Action increment to calculate the outbound increment by facility for each location. After the facility increments were calculated they were added together to derive the total outbound increment for each non-Manhattan intersection location.

A.3.3. Northern Manhattan (Non-Manhattan CBD) Assignment

The normalized volume entering the Manhattan CBD at 60th Street was assigned as southbound traffic at Manhattan intersection locations in the Upper East and Upper West study areas while the normalized volume exiting the Manhattan CBD at 60th Street were assigned as northbound traffic at Manhattan intersection locations in the Upper East and Upper West study areas.

Table A-3 Inbound Adjustment of Projected Best Practice Model AM Period Changes in Facility Volumes

	·				D	E	F = C x D x E				
	Δ	Α	В	C=B*(1-A) or C=B*(1+A)	Sector	Value of Time	Adjusted	G	Н		I = F + G + H
FACILITY	BPM No Build - Existing Counts	Percent Difference	BPM Scenario Increment	Adjusted BPM Increment	Adjustment	Adjustment	6AM - 10AM	Bounceback Loss	Bounceback Gain	Bounce-Back To	Total Facility Increment
Queensboro Bridge (Lower)	4,584	75%	(3,922)	(985)	0.826	1.000	(814)	0	1,115	50% QMT and 50% RFK	301
Queensboro Bridge (Upper NR)	1,082	16%	(2,562)	(2,140)	0.826	1.000	(1,767)	0	0	100% RFKM	(1,767)
Queensboro Bridge (Upper SR)	797	(2%)	(2,058)	(2,101)	0.826	1.000	(1,735)	0	710	100% RFKM	(1,025)
Queens-Midtown Tunnel	337	3%	4,146	4,253	0.826	1.000	3,512	(2,787)	0	40% QBB LL, 15% WBB, 10% BB, 10% MB, 25% QBB UL	725
Hugh L. Carey Tunnel	1,484	13%	2,598	2,944	0.890	1.000	2,621	(2,149)	0	20% WBB, 60% MB, and 20% BB	472
Holland Tunnel	606	6%	(356)	(336)	0.960	1.000	(323)	0	0	50% VNB and 50% GWB	(322)
Lincoln Tunnel	521	3%	(383)	(371)	0.960	1.000	(356)	0	0	100% LT	(356)
RFK Bridge - Manhattan	(2,184)	(19%)	961	777	0.642	1.000	499	(21)	0	60% QBB UL, 40% RFKM	477
Williamsburg Bridge	280	3%	(1,597)	(1,552)	0.890	1.000	(1,382)	0	848	35% QMT, 50% BB and 15% MB	(534)
Manhattan Bridge	6,311	59%	(10,331)	(4,281)	0.890	1.000	(3,812)	0	1,568	20% HCT, 40% WBB and 40% BB	(2,244)
Brooklyn Bridge	(2,320)	(16%)	(1,294)	(1,496)	0.890	1.000	(1,332)	0	709	20% HCT, 40% MB and 40% WB	(624)
George Washington Bridge	7,865	21%	(665)	(526)	0.960	1.000	(505)	0	0	50% HT and 50% LT	(505)
Henry Hudson Bridge	5,184	118%	(448)	81	0.458	1.000	37	0	0	100% RFKM	37
Verrazzano-Narrows Bridge	20,993	135%	(224)	80	0.425	1.000	34	(0)	0	50% HT and 50% LT	33
60th St Crossings	5,579	9%	(13,532)	(12,358)	0.920	1.000	(11,371)	0	9	-	(11,363)

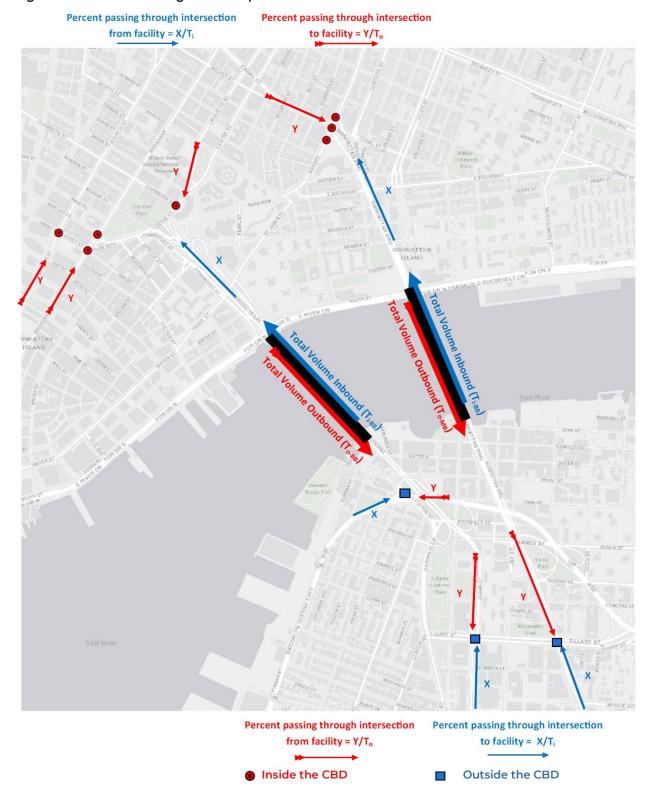


Figure A-3 Traffic Assignment to Specific Intersections

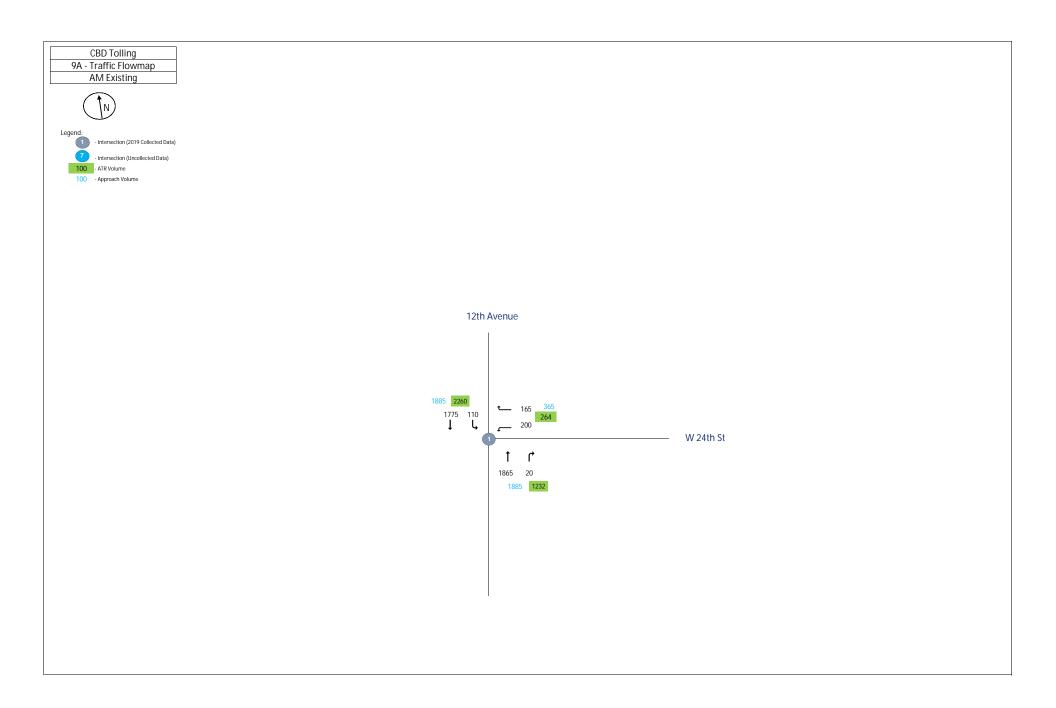
Figure A-4 Example of Traffic Assignment Methodology

		OUTBOUND (AWAY FROM CBI	D)		INBOUND (TOWARDS CBD)	
FACILITY SOURCE	% OF INCREMENT	TOTAL INCREMENT	ASSIGNED INCREMENT	ASSIGNED TO MOVEMENT(S)	% OF INCREMENT	TOTAL INCREMENT	ASSIGNED INCREMENT	ASSIGNED TO MOVEMENT(S)
George Washington Bridge	0.1%	342	1	N/A	1.9%	-115	-2	SBT
Holland Tunnel	7.5%	-294	-22	NBT	12.1%	-85	-10	SBT
Lincoln Tunnel	0.8%	-171	-1	N/A	3.3%	-120	-4	SBT
Verrazzano-Narrows Bridge	54.3%	5	2	N/A	-	-	0	N/A
Brooklyn Bridge	8.8%	196	17	SBT, WBL	1.5%	-356	-5	NBT, NBR
Hugh L. Carey Tunnel	97.6%	187	182	NBR	87.4%	324	283	WBL, WBR
Manhattan Bridge	0.9%	-201	-2	N/A	0.4%	-897	-3	SBT
Queensboro (59th Street) Bridge - Upper Level	0.0%	0	0	N/A	1.1%	4	0	NBT, NBR
Queensboro (59th Street) Bridge - Lower Level	0.1%	-499	0	N/A	1.1%	50	1	NBT, NBR
Queens Midtown Tunnel	0.5%	3	0	N/A	2.8%	106	3	NBT, NBR
Robert F. Kennedy (Triborough) Bridge	0.5%	474	2	N/A	2.0%	0	0	NBT, NBR
Williamsburg Bridge	1.0%	-172	-2	N/A	0.7%	12	0	SBT
11th Ave	7.9%	-70	-6	NBT	7.9%	-120	-9	SBT
10th Ave	2.6%	-200	-5	NBT	-	-	0	SBT
9th Ave	-	-	0	N/A	5.1%	-208	-11	SBT
Broadway	1.1%	0	0	NBT	1.1%	-157	-2	SBT
Queensboro Bridge Exit	3.1%	-161	-5	SBT, WBL	-	-	0	SBT
3rd Ave	0.4%	-252	-1	N/A	-	-	0	SBT
York Ave	5.9%	0	0	SBT, WBL	5.9%	-98	-6	SBT
2nd Ave	-	-	0	N/A	0.5%	-218	-1	SBT
1st Ave	3.3%	-283	-9	SBT, WBL	-	-	0	SBT
Lexington Ave	-	-	0	N/A	0.7%	-208	-1	SBT
Park Ave	0.4%	-161	-1	N/A	0.4%	0	0	SBT
Madison Ave	0.9%	-159	-1	N/A	-	-	0	SBT
5th Ave	-	-	0	N/A	0.5%	-174	-1	SBT
West Side Highway	0.1%	-503	-1	N/A	1.9%	-836	-16	SBT
FDR Drive	0.5%	-770	-4	N/A	2.0%	-972	-19	NBT, NBR
Sum (If Assigned)			152				195	

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

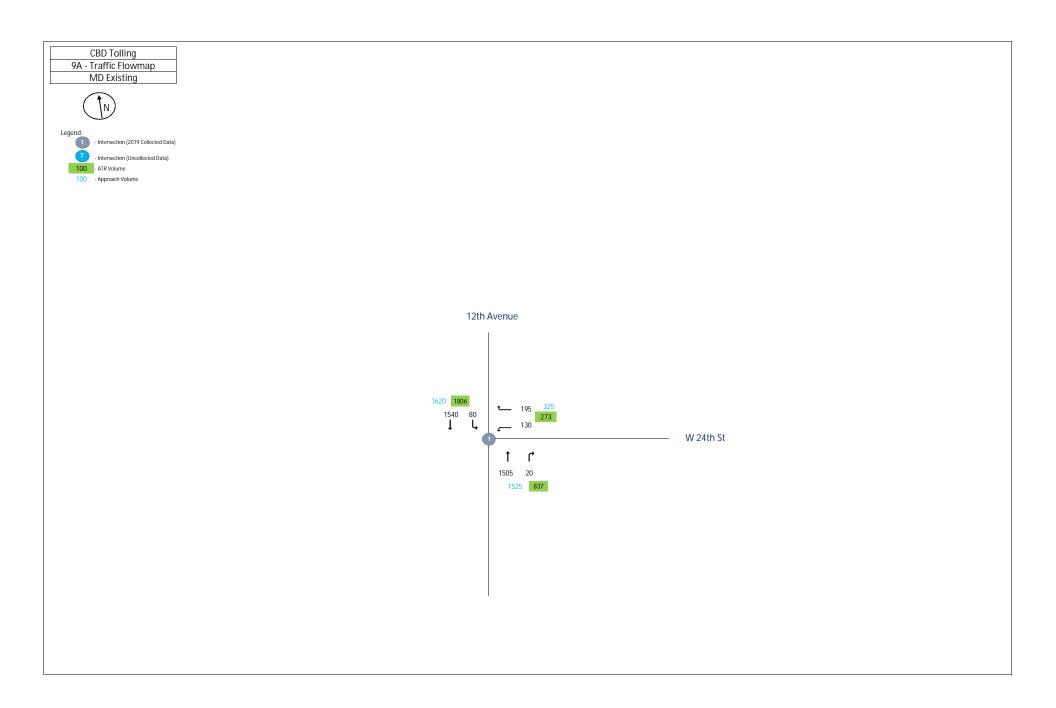
Appendix 4B.2, Transportation: Traffic Flow Maps

2023



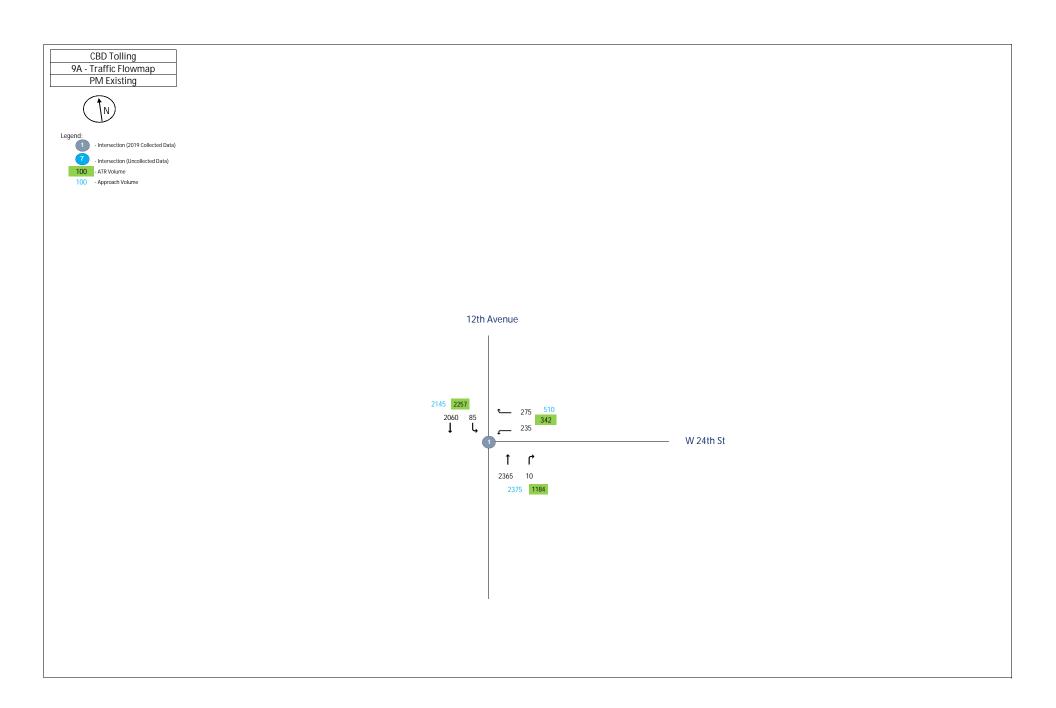
9A 8:00 AM

			Total Vehicles							
			Inbound/Outbound							
				Δ	M Pe	ak Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
12th Ave & 24th Street										
2019 (TMC-065)	1									
24th Street	1	EB	0	0	0	0	0			
24th Street	1	WB	0	200	0	165	0			
12th Ave	1	NB	0	0	1865	20	0			
12th Ave	1	SB	0	110	1775	0	0	4135		



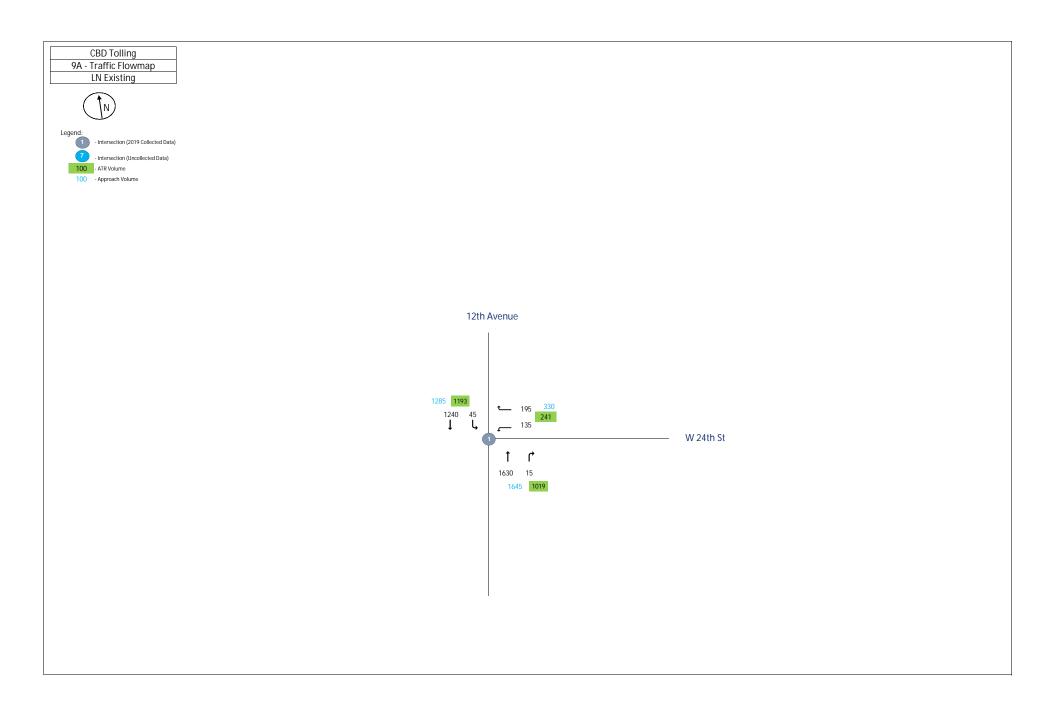
9A 1:00 PM

			Total Vehicles								
				Inbound/Outbound							
				N	ID Pe	ak Ho	ur				
Intersection	Node	Approach	L2	L	Т	R	R2	Total			
12th Ave & 24th Street											
2019 (TMC-065)	1										
24th Street	1	EB	0	0	0	0	0				
24th Street	1	WB	0	130	0	195	0				
12th Ave	1	NB	0	0	1505	20	0				
12th Ave	1	SB	0	80	1540	0	0	3470			



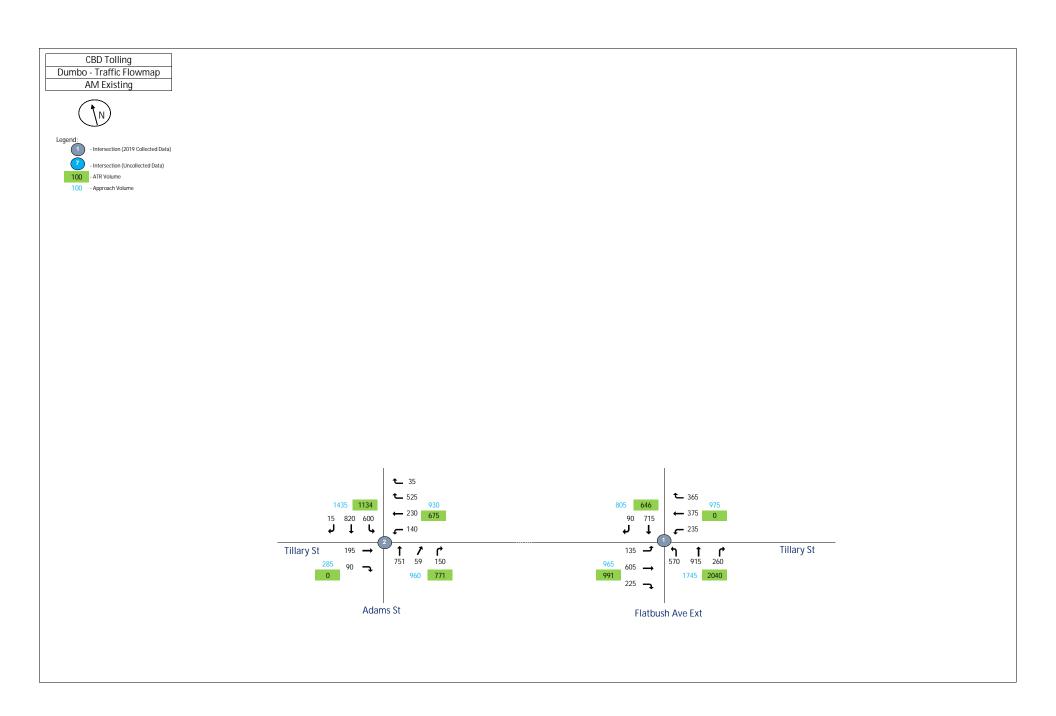
9A 5:00 PM

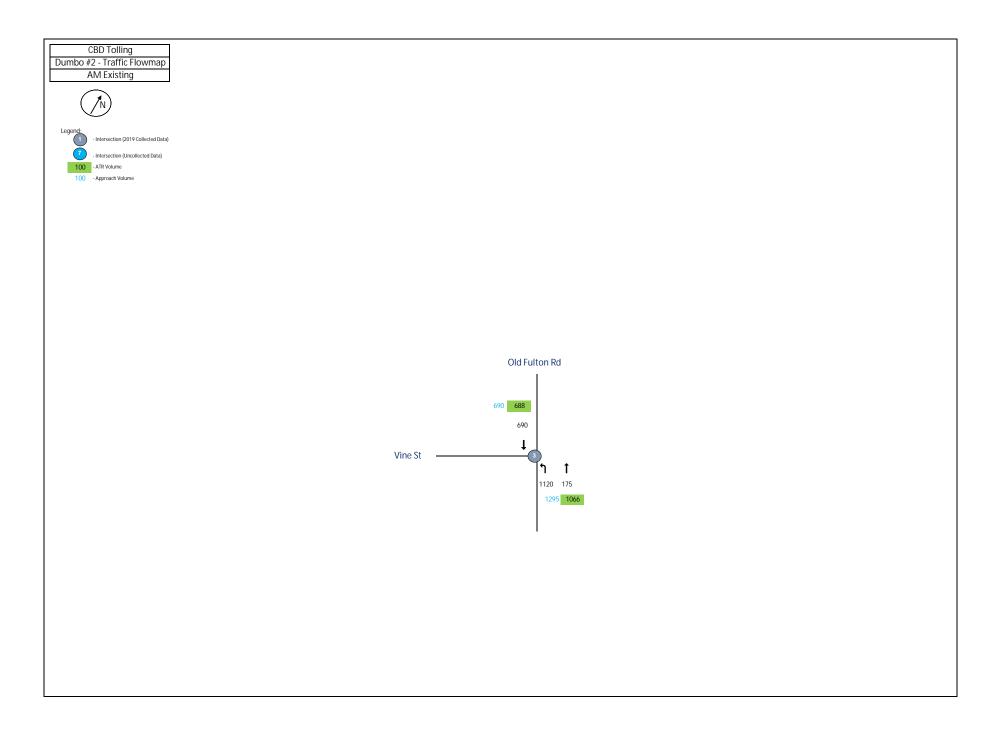
			Total Vehicles						
			Inbound/Outbound						
			PM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
12th Ave & 24th Street									
2019 (TMC-065)	1								
24th Street	1	EB	0	0	0	0	0		
24th Street	1	WB	0	235	0	275	0		
12th Ave	1	NB	0	0	2365	10	0		
12th Ave	1	SB	0	85	2060	0	0	5030	



9A 9:00 PM

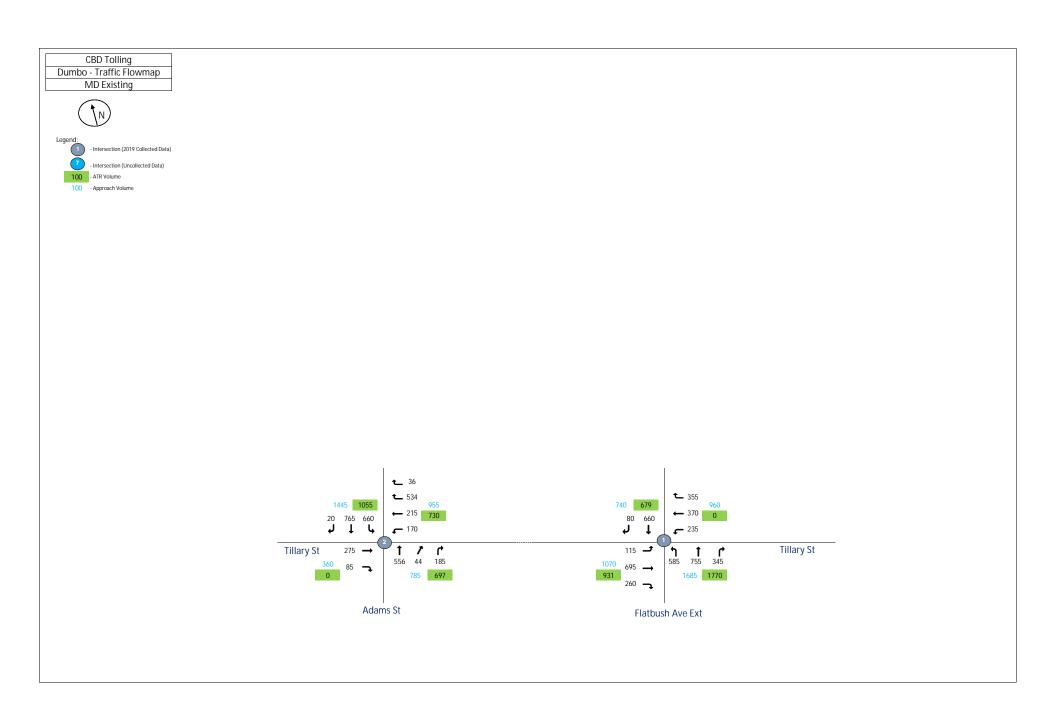
			Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
12th Ave & 24th Street									
2019 (TMC-065)	1								
24th Street	1	EB	0	0	0	0	0		
24th Street	1	WB	0	135	0	195	0		
12th Ave	1	NB	0	0	1630	15	0		
12th Ave	1	SB	0	45	1240	0	0	3260	

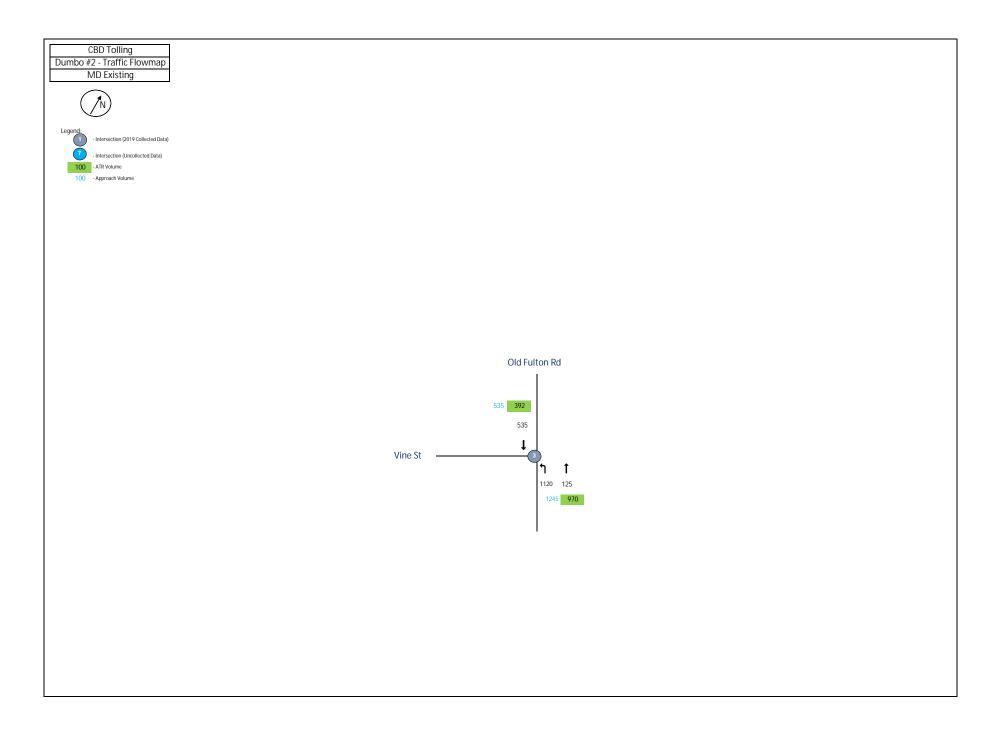




DUMBO **8:00:00 AM**

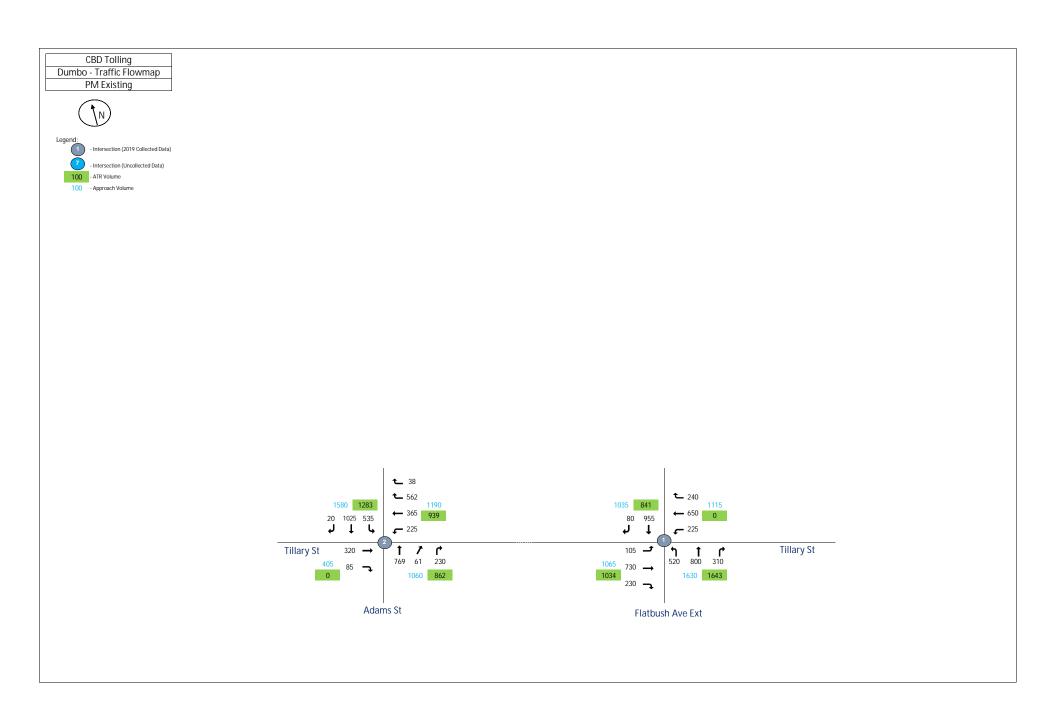
DOIVIDO	0.00.00 AIVI								
			Total Vehicles						
			Inbound/Outbound						
			AM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext				-		-			
2019 (TMC-007)	1								
Tillary St	1	EB	0	135	605	225	0		
Tillary St	1	WB	0	235	375	365	0		
Flatbush Ave ext	1	NB	0	570	915	260	0		
Flatbush Ave ext	1	SB	0	0	715	90	0	4490	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	195	90	0		
Tillary St	2	WB	0	140	230	525	35		
Adams St	2	NB	0	0	751	59	150		
Adams St	2	SB	0	600	820	15	0	3610	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	1120	175	0	0		
Old Fulton Rd	3	SB	0	0	690	0	0	1985	

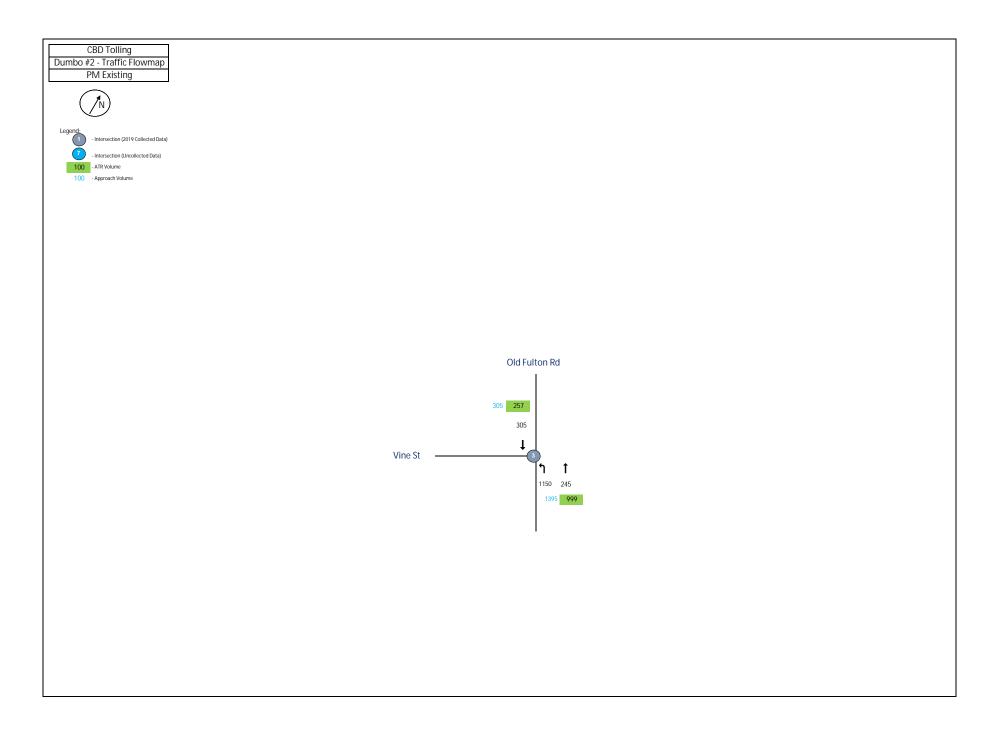




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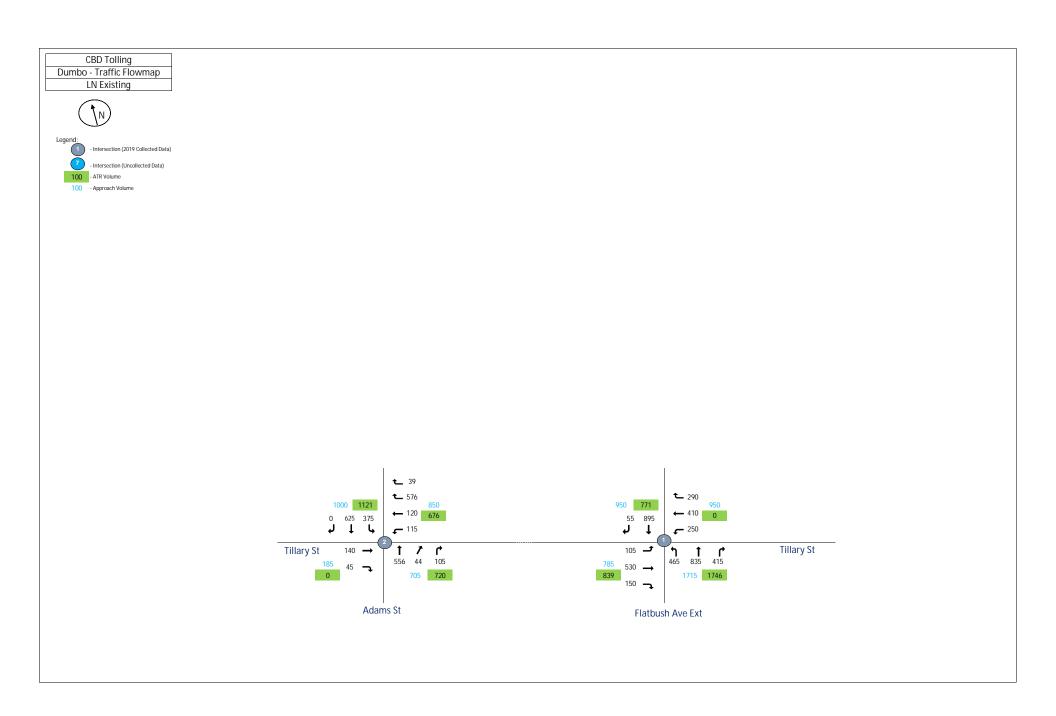
DOIVIDO	1.00.00 1 141									
			Total Vehicles							
			Inbound/Outbound							
					MD P	eak H	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Tillary St & Flatbush Ave ext										
2019 (TMC-007)	1									
Tillary St	1	EB	0	115	695	260	0			
Tillary St	1	WB	0	235	370	355	0			
Flatbush Ave ext	1	NB	0	585	755	345	0			
Flatbush Ave ext	1	SB	0	0	660	80	0	4455		
Tillary St & Adams St										
2019 (TMC-008)	2									
Tillary St	2	EB	0	0	275	85	0			
Tillary St	2	WB	0	170	215	534	36			
Adams St	2	NB	0	0	556	44	185			
Adams St	2	SB	0	660	765	20	0	3545		
Vine St & Old Fulton Rd										
2019 (TMC-009)	3									
Vine St	3	EB	0	0	0	0	0			
Vine St	3	WB	0	0	0	0	0			
Old Fulton Rd	3	NB	0	1120	125	0	0			
Old Fulton Rd	3	SB	0	0	535	0	0	1780		

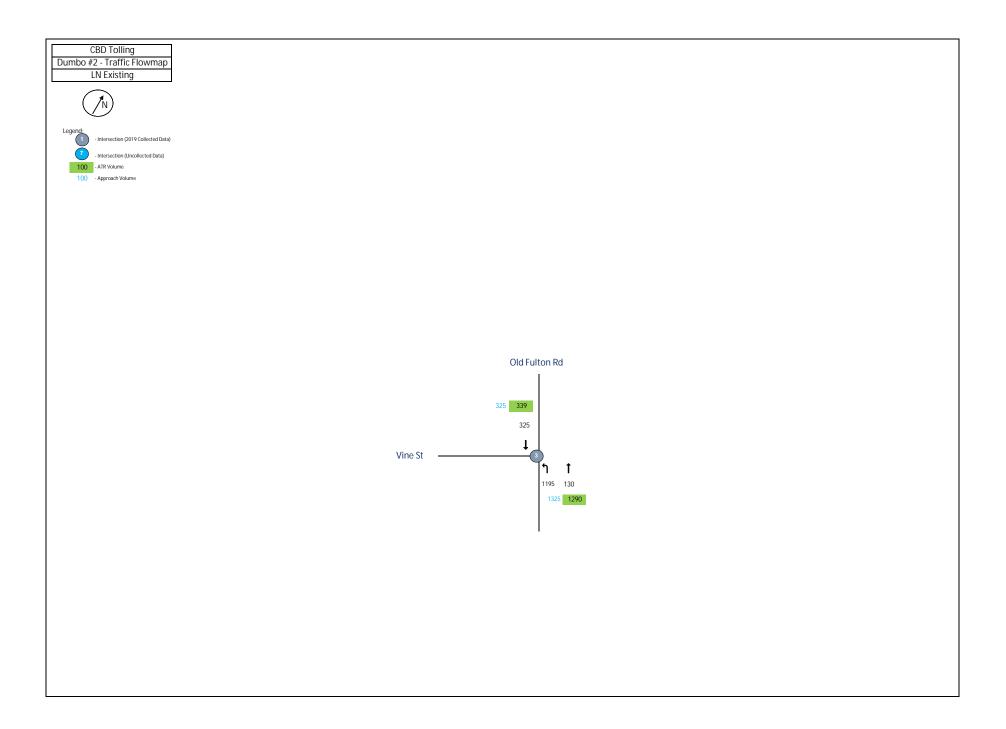




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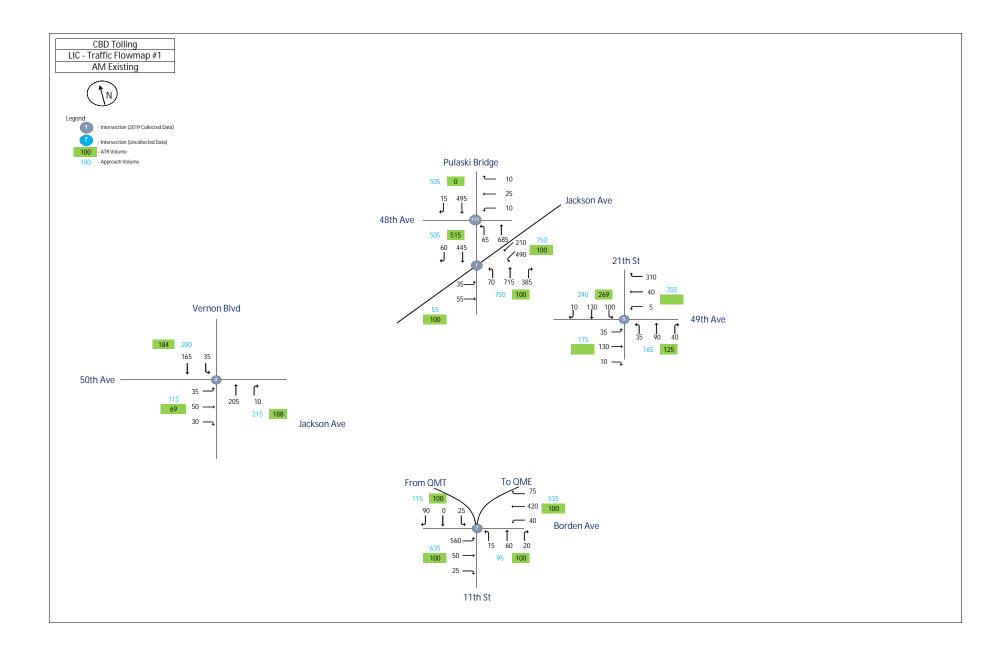
DOIVIDO	3.00.00 1 141									
			Total Vehicles							
			Inbound/Outbound							
					PM P	eak H	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Tillary St & Flatbush Ave ext						-				
2019 (TMC-007)	1									
Tillary St	1	EB	0	105	730	230	0			
Tillary St	1	WB	0	225	650	240	0			
Flatbush Ave ext	1	NB	0	520	800	310	0			
Flatbush Ave ext	1	SB	0	0	955	80	0	4845		
Tillary St & Adams St										
2019 (TMC-008)	2									
Tillary St	2	EB	0	0	320	85	0			
Tillary St	2	WB	0	225	365	562	38			
Adams St	2	NB	0	0	769	61	230			
Adams St	2	SB	0	535	1025	20	0	4235		
Vine St & Old Fulton Rd										
2019 (TMC-009)	3									
Vine St	3	EB	0	0	0	0	0			
Vine St	3	WB	0	0	0	0	0			
Old Fulton Rd	3	NB	0	1150	245	0	0			
Old Fulton Rd	3	SB	0	0	305	0	0	1700		

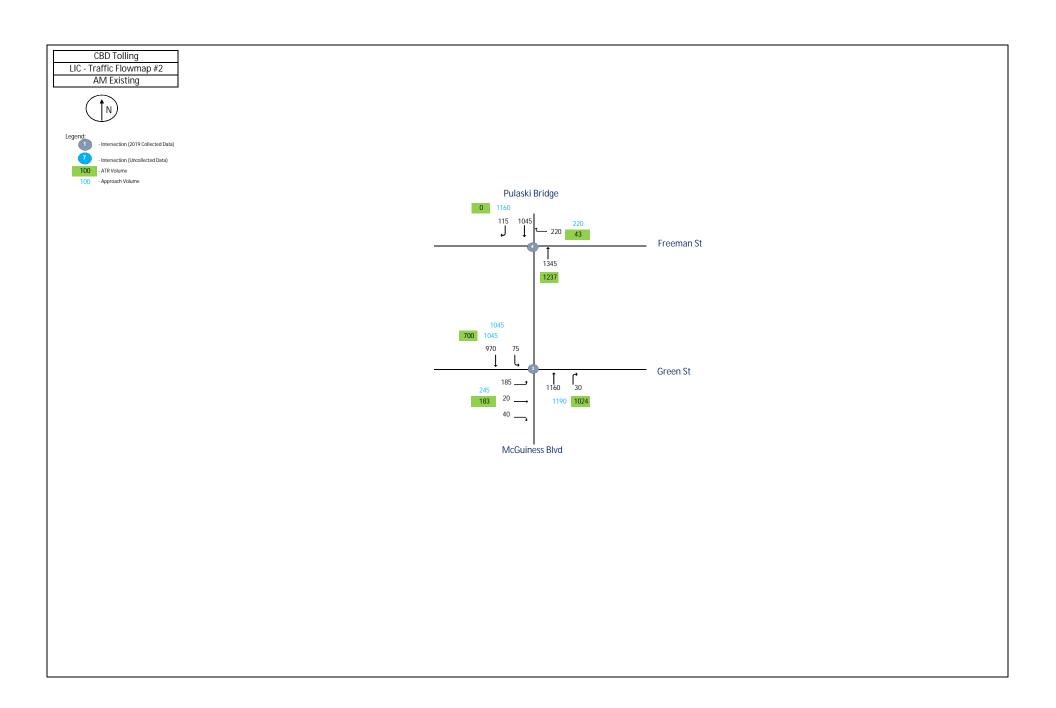


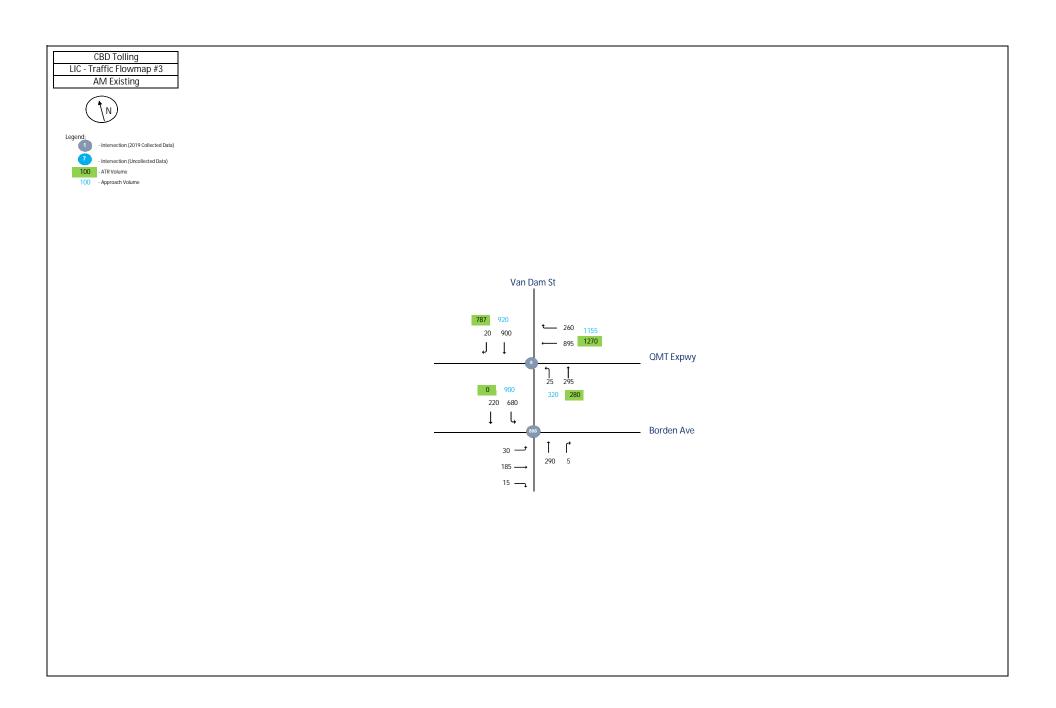


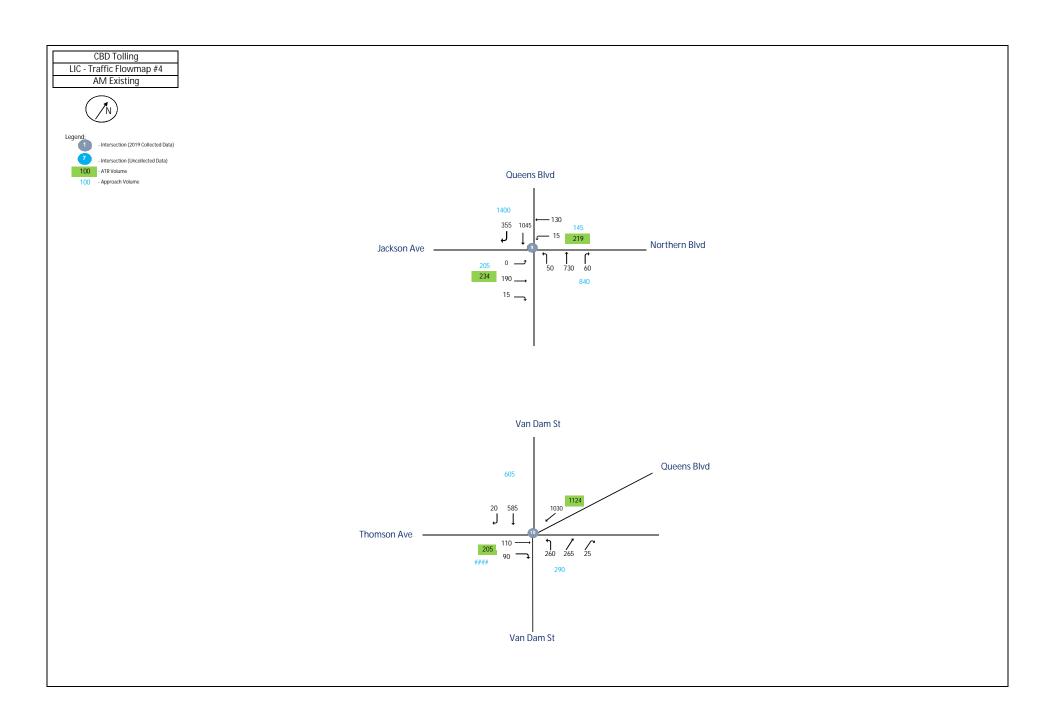
DUMBO 9:00:00 PM

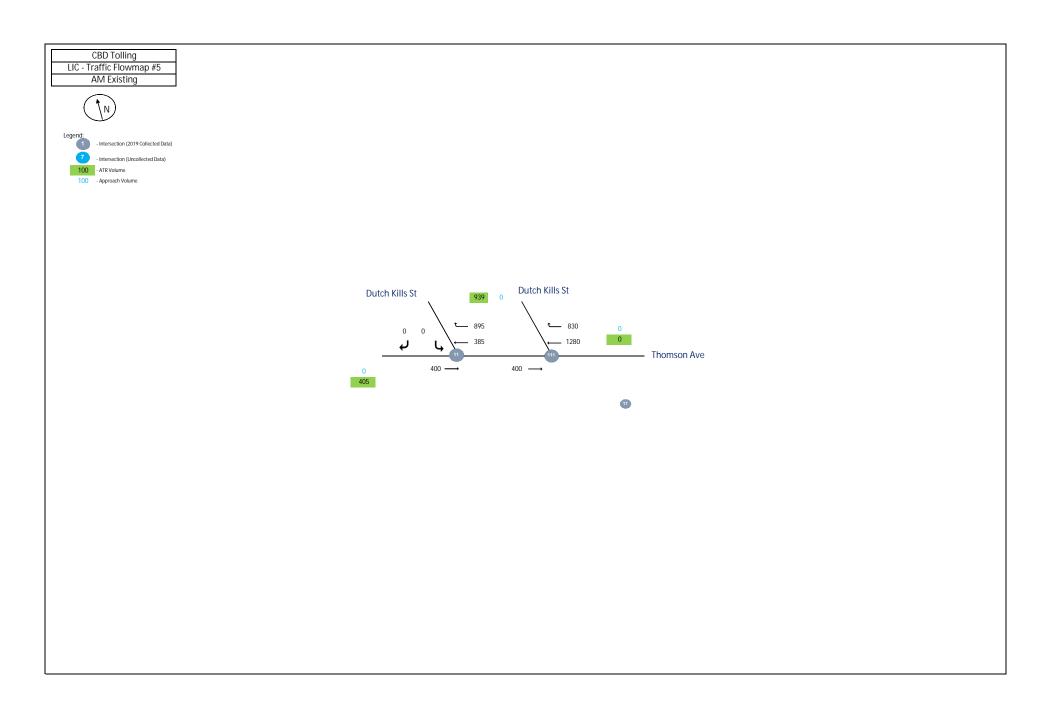
DOIVIBO	9.00.00 PIVI		_							
			Total Vehicles							
			Inbound/Outbound							
					LN Pe	ak Ho	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Tillary St & Flatbush Ave ext										
2019 (TMC-007)	1									
Tillary St	1	EB	0	105	530	150	0			
Tillary St	1	WB	0	250	410	290	0			
Flatbush Ave ext	1	NB	0	465	835	415	0			
Flatbush Ave ext	1	SB	0	0	895	55	0	4400		
Tillary St & Adams St										
2019 (TMC-008)	2									
Tillary St	2	EB	0	0	140	45	0			
Tillary St	2	WB	0	115	120	576	39			
Adams St	2	NB	0	0	556	44	105			
Adams St	2	SB	0	375	625	0	0	2740		
Vine St & Old Fulton Rd										
2019 (TMC-009)	3									
Vine St	3	EB	0	0	0	0	0			
Vine St	3	WB	0	0	0	0	0			
Old Fulton Rd	3	NB	0	1195	130	0	0			
Old Fulton Rd	3	SB	0	0	325	0	0	1650		

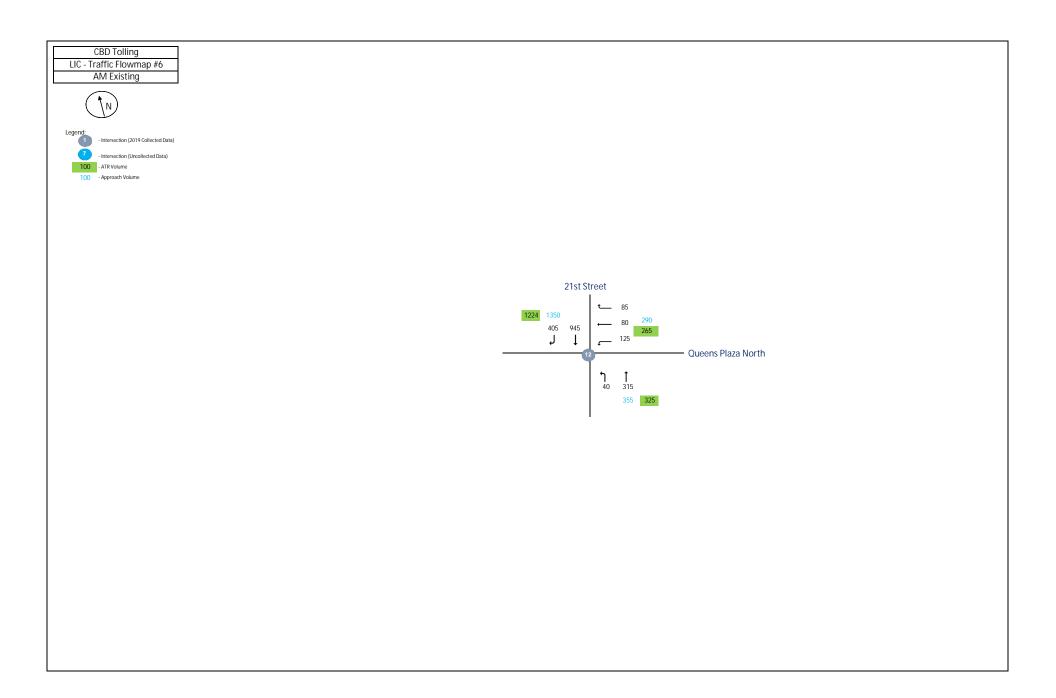








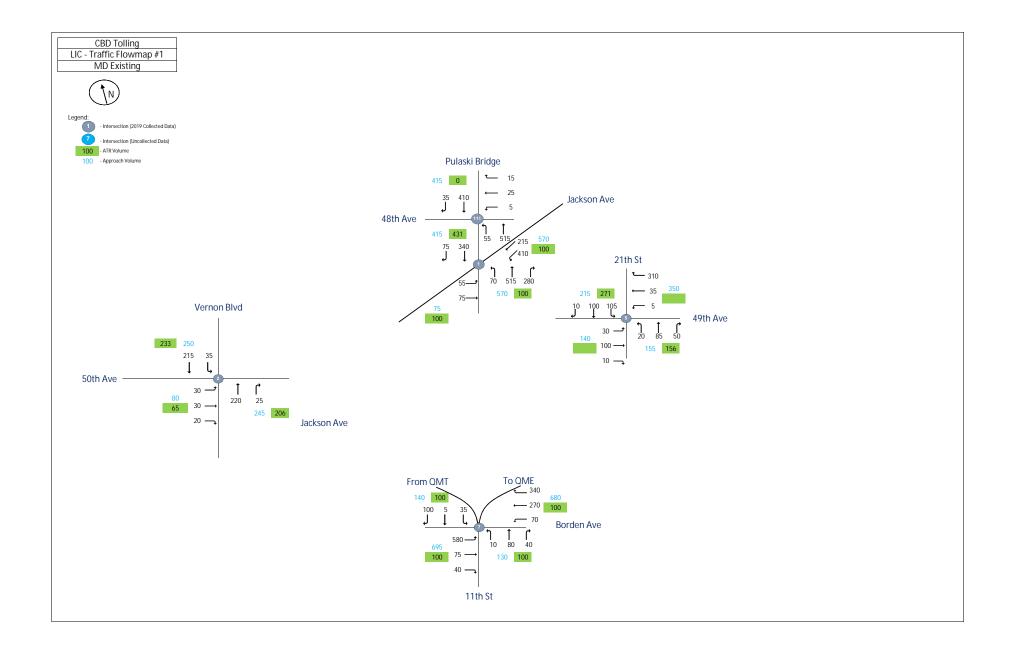


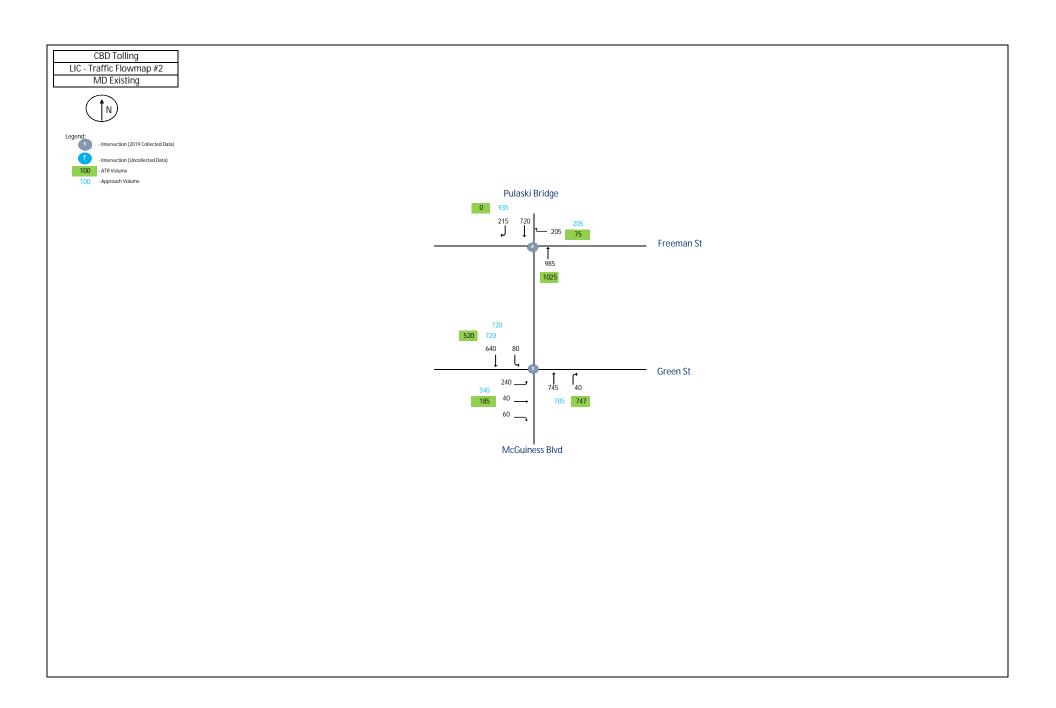


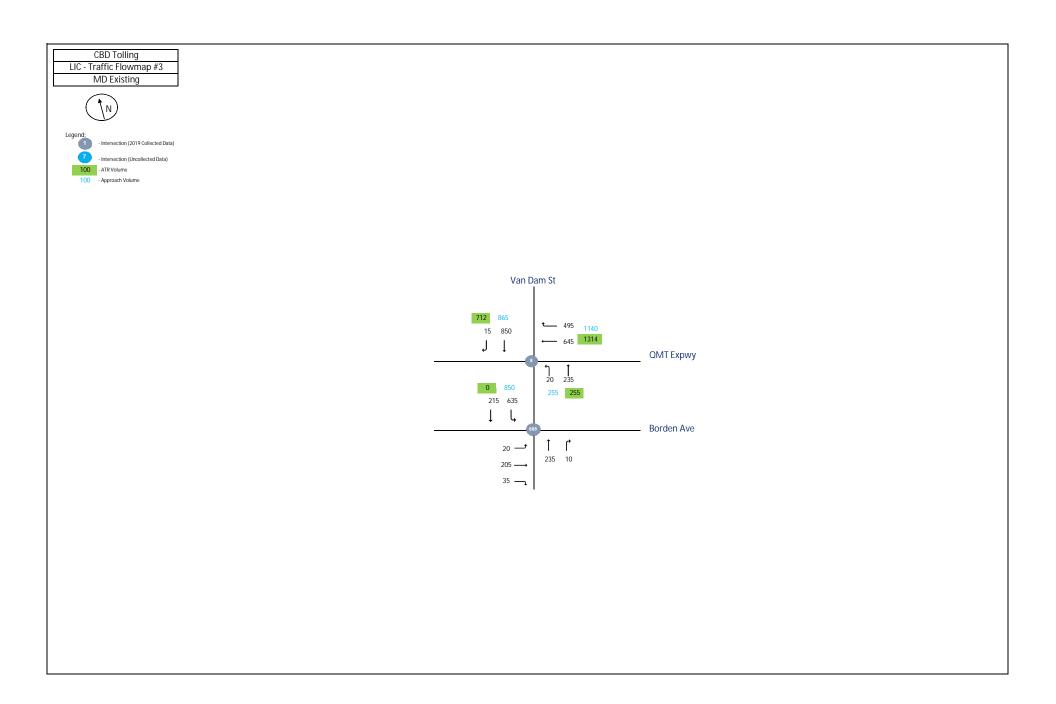
LIC **7:00:00 AM**

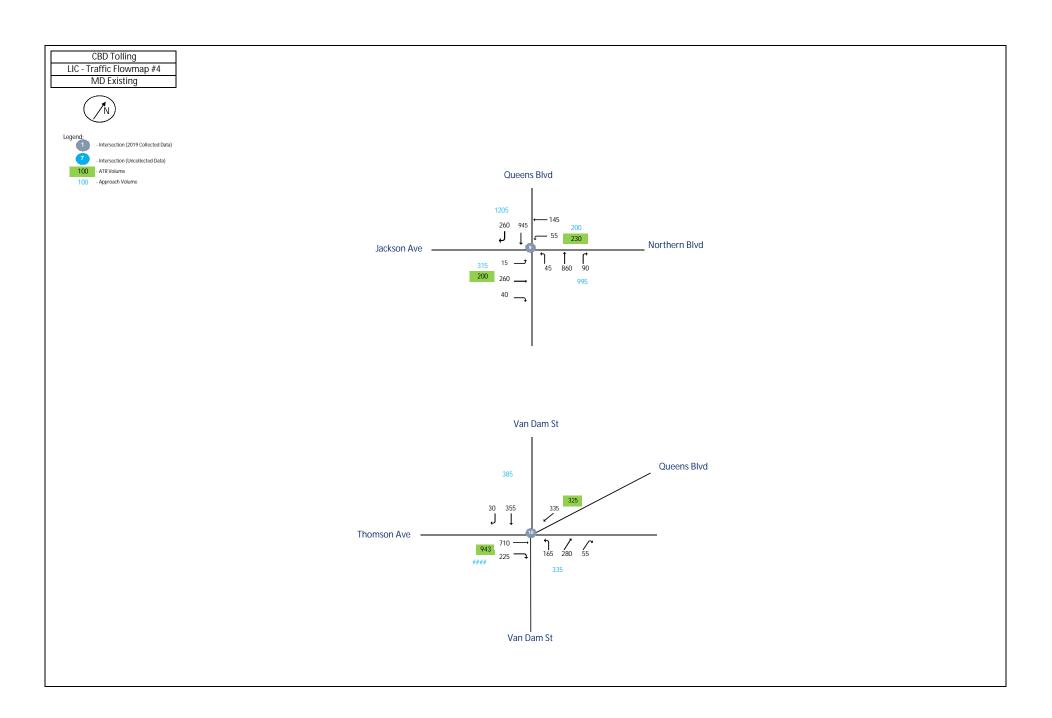
LIC	7:00:00 AM		Total Vehicles						
					oound				
				. 1	AM Pe				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	35	55	0	0		
Pulaski Bridge / 11th St	1	WB	0	490	210	0	0		
Jackson Ave	1	NB	0	70	715	385	0		
Jackson Ave	1	SB	0	0	445	60	0	2465	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	10	25	10	0		
48th St	111	NB	0	65	685	0	0		
48th St	111	SB	0	0	495	15	0	1305	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	35	50	30	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	205	10	0		
Vernon Blvd	2	SB	0	35	165	0	0	530	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	185	20	40	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	1160	30	0		
Pulsaki Btridge	3	SB	0	75	970	0	0	2480	
Pulsaki Bridge & Freeman St								2400	
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	220	0		
Pulsaki Bridge	4	NB	0	0	1345	0	0		
Pulsaki Btridge	4	SB	0		1045	115	0	2725	
49th Ave & 21st St	٦.	35			1045	113	U	2725	
2017> 2019 (LIC_5_TMC-6C)									
49th Ave	5 5	EB	0	35	130	10	0		
49th Ave	5	WB	0	55 5	40	310	0		
21th Ave	5	NB	0	35	40 90	40	0		
21th Ave 21th Ave	5	SB	0	100	130		0		
	3	JD.	U	100	120	10	U	935	
Borden Ave & 11th Street	_								
2018 2019 (LIC_7_TMC-6D)	7			F.C.0		25	_		
Borden Ave	7	EB	0	560	50	25	0		
Borden Ave	7	WB	0	40	420	75	0		
11th St	7	NB	0	15	60	20	0		
11th St	7	SB	0	25	0	90	0	1380	

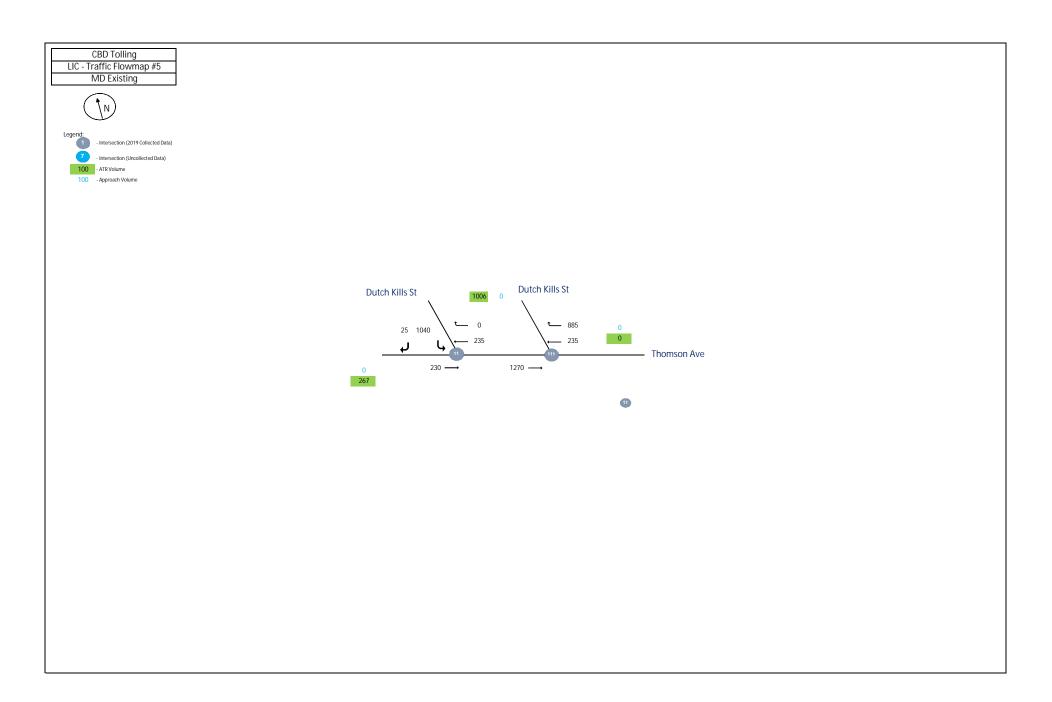
Van Dam St & QMT Expwy (North)	I		Ī				Ī	
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	895	260	0	
Van Dam St	8	NB	0	25	295	0	0	
Van Dam St	8	SB	0	0	900	20	0	2395
Van Dam St & QMT Expwy (South)		35	- Ť					2333
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	30	185	15	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	290	5	0	
Van Dam St	888	SB	0	680	220	0	0	1425
Queens Blvd & Jackson Ave (Mainline)	000	35	Ů	000	220		-	1423
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	1045	355	0	
Queens Blvd	9	WB	0	50	730	555 60	0	
Jackson Ave	9	NB	0	0	190	15	0	
Jackson Ave	9	SB	0	15	130	0	0	2590
Queens Blvd & Jackson Ave (Service Rd)	<u> </u>	36	- U	13	130		-	2550
2018> 2019 (LIC_9A_TMC-6F)	9A							
Queens Blvd	9A	EB	0	0	35	355	0	
Queens Blvd	9A 9A	WB	0	0	0	333	0	
Jackson Ave	9A 9A	NB	0	0	0	0	0	
Jackson Ave	9A 9A	SB	0	0	0	0	0	200
	9A	30	U	0	U	U	- 0	390
Thompson Ave & Queens Blvd	10							
2018> 2019 (LIC_10_TMC-6G)				0	0	110	00	
Queens Blvd	10	EB	0	0	0	110	90	
Queens Blvd	10	WB	0	0	1030	0	0	
Thompson Ave	10	NB CD	0	260	265	0	25	2225
Thompson Ave	10	SB	0	0	585	20	0	2385
Dutch Kills St & Thomson Ave (#1)	4.4							
2019 (TMC-005)	11			_			_	
Thomson Ave	11	EB	0	0	400	0	0	
Thomson Ave	11	WB	0	0		895	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	0	0	0	0	1680
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111		_	_		_	_	
Thomson Ave	1111	EB	0	0	400	0	0	
Thomson Ave	1111	WB	0	0	1280	830	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2510
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	125	80	85	0	
21st Street	12	NB	0	40	315	0	0	
21st Street	12	SB	0	0	945	405	0	1995

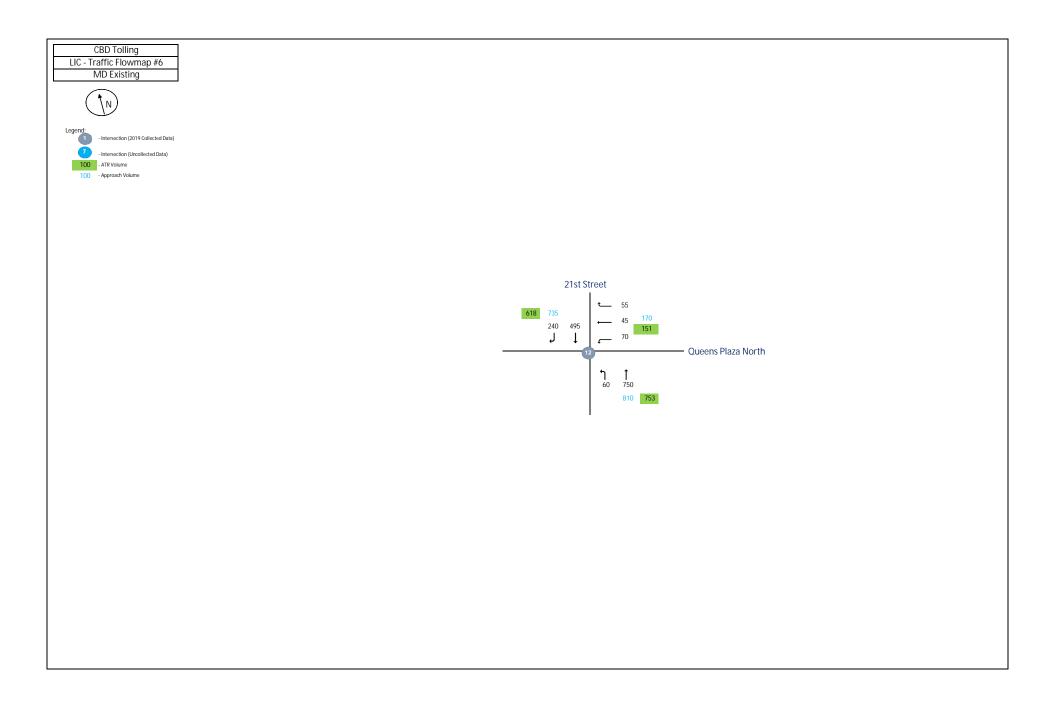








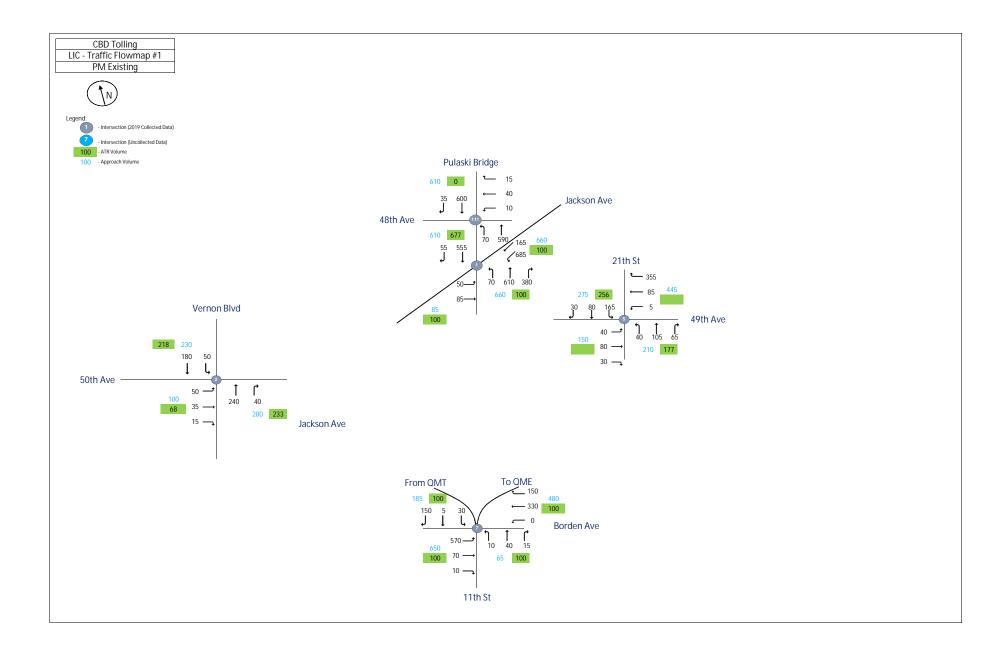


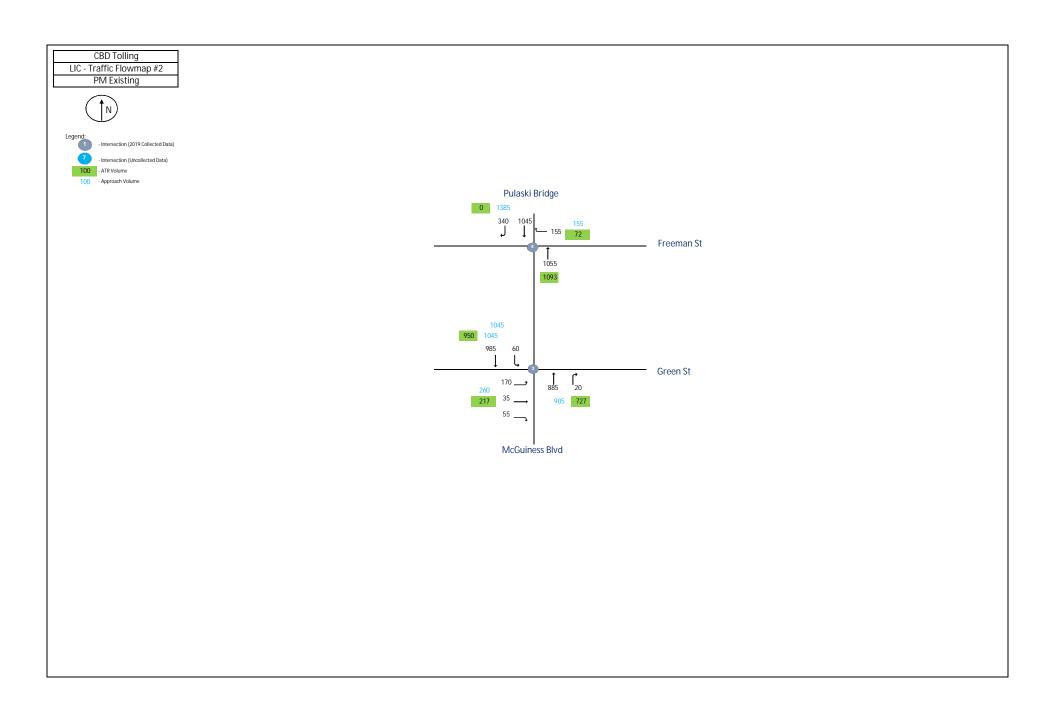


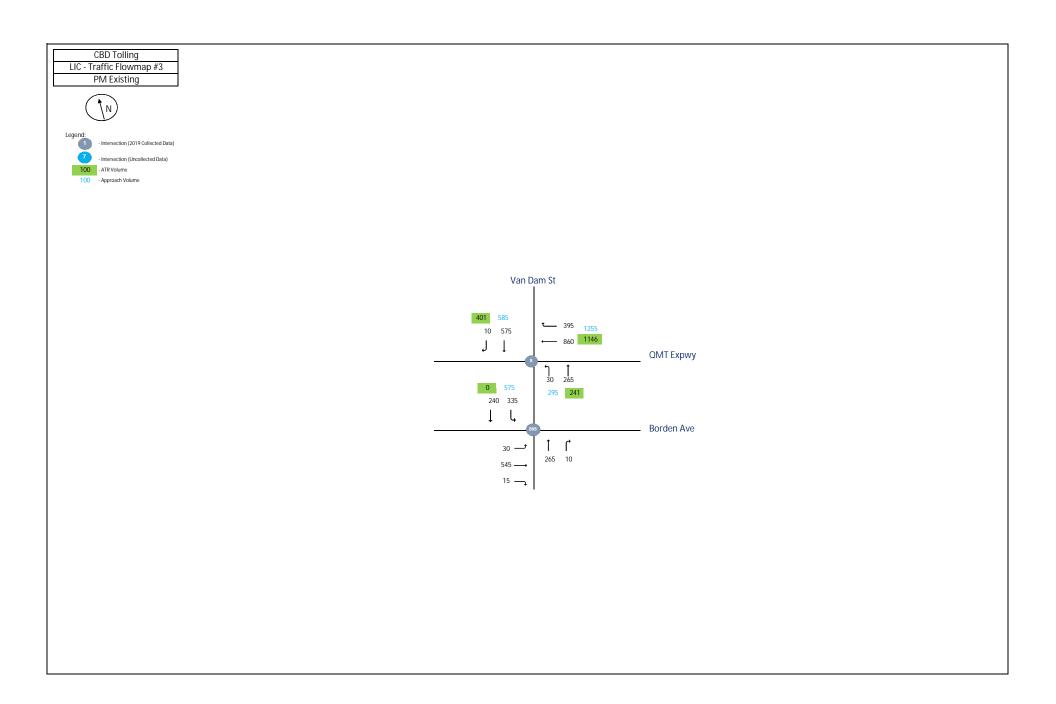
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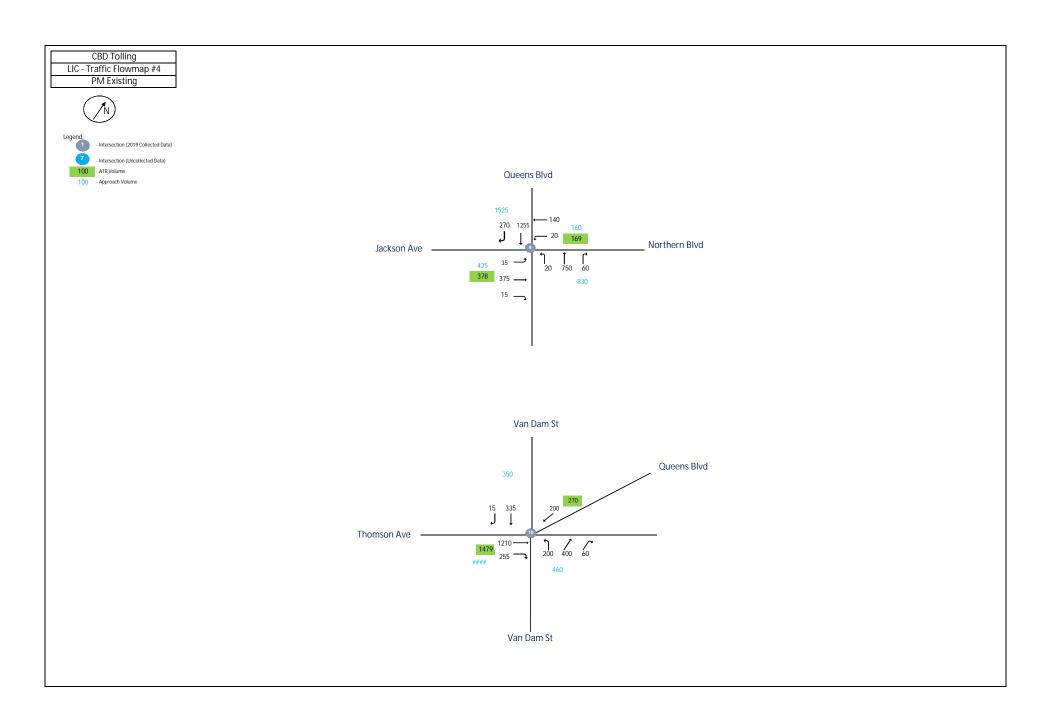
LIC	1:00:00 PM		Total Vehicles						
				Inbound/Outbound					
					MD Pe				
Intersection	Node	Approach	L2	L	T	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	55	75	0	0		
Pulaski Bridge / 11th St	1	WB	0	410	215	0	0		
Jackson Ave	1	NB	0	70	515	280	0		
Jackson Ave	1	SB	0	0	340	75	0	2035	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	5	25	15	0		
48th St	111	NB	0	55	515	0	0		
48th St	111	SB	0	0	410	35	0	1060	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	30	30	20	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	220	25	0		
Vernon Blvd	2	SB	0	35	215	0	0	575	
Pulsaki Bridge & Green St								373	
2019 (TMC-002)	3								
Green St	3	EB	0	240	40	60	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	745	40	0		
Pulsaki Btridge	3	SB	0	80	640	0	0	1845	
Pulsaki Bridge & Freeman St	<u> </u>	35			0.0			1043	
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	205	0		
Pulsaki Bridge	4	NB	0	0	985	0	0		
Pulsaki Btridge		SB	0	0	720	215	0	2125	
49th Ave & 21st St	4	36		- 0	720	213		2125	
	_								
2017> 2019 (LIC_5_TMC-6C)	5	ED	0	20	100	10	_		
49th Ave	5	EB	0	30	100	10	0		
49th Ave	5	WB	0	5	35	310	0		
21th Ave	5	NB	0	20	85	50	0		
21th Ave	5	SB	0	105	100	10	0	860	
Borden Ave & 11th Street	_								
2018 2019 (LIC_7_TMC-6D)	7		_						
Borden Ave	7	EB	0	580	75	40	0		
Borden Ave	7	WB	0	70	270	340	0		
11th St	7	NB	0	10	80	40	0		
11th St	7	SB	0	35	5	100	0	1645	

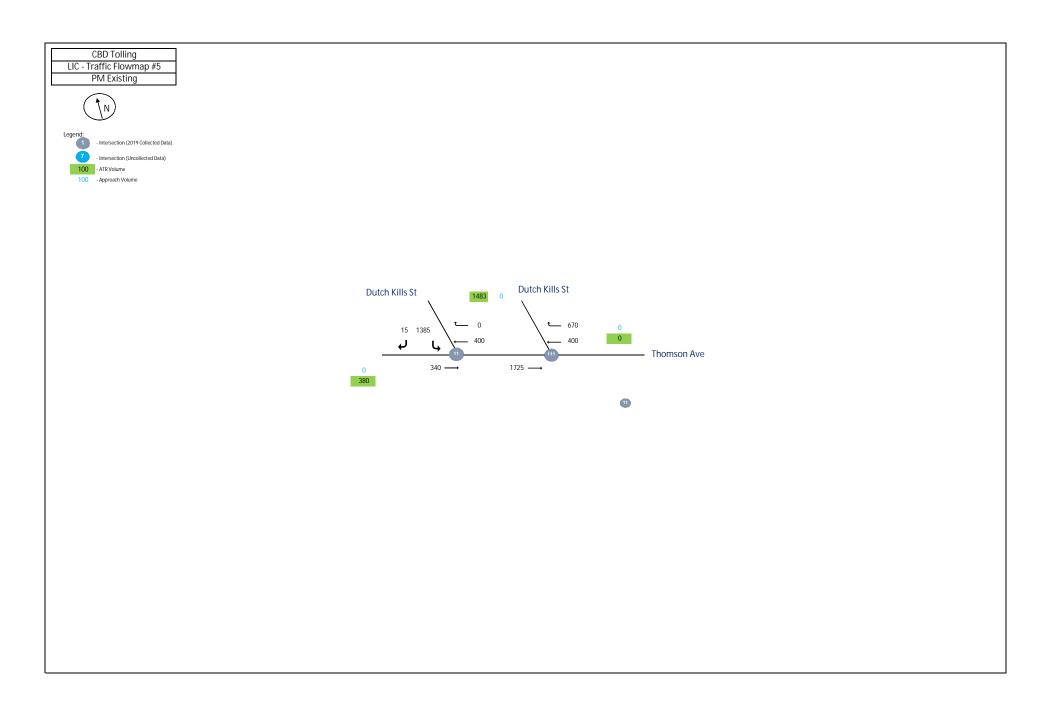
Van Dam St & QMT Expwy (North)		I						
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	645	495	0	
Van Dam St	8	NB	0	20	235	0	0	
Van Dam St	8	SB	0	0	850	15	0	2260
Van Dam St & QMT Expwy (South)								2200
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	20	205	35	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	235	10	0	
Van Dam St	888	SB	0	635	215	0	0	1355
Queens Blvd & Jackson Ave (Mainline)	000	35		- 000				1333
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	945	260	0	
Queens Blvd	9	WB	0	45	860	90	0	
Jackson Ave	9	NB	0	15	260	40	0	
Jackson Ave	9	SB	0	55	145	0	0	2715
Queens Blvd & Jackson Ave (Service Rd)	<u> </u>	36		33	143		U	2/13
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	45	260	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	305
Thompson Ave & Queens Blvd	37.	36					U	303
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	710	225	
Queens Blvd	10	WB	0	0	335	0	0	
Thompson Ave	10	NB	0	165	280	0	55	
Thompson Ave	10	SB	0	0	355	30	0	2155
Dutch Kills St & Thomson Ave (#1)	10	36			333	30	U	2133
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	230	0	0	
Thomson Ave	11	WB	0	0		0	0	
Dutch Kills St	11	NB	0	0	233	0	0	
Dutch Kills St	11	SB	0	1040	0	25	0	
Dutch Kills St & Thomson Ave (#2)	11	36		1040		23	- 0	1550
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	Λ	1270	0	0	
Thomson Ave Thomson Ave	1111	WB	0	0	235	885	0	
Dutch Kills St	1111	NB	0	0	233	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2390
21st Street & Queens Plaza North	1111	30		- 0	- 0	- 0		2330
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	70	45	55	0	
21st Street	12		0	60	45 750	55 0	_	
21st Street 21st Street	12	NB SB	0	0	495	240	0 0	
2131 011661	12	JD	U	U	433	240	U	1715

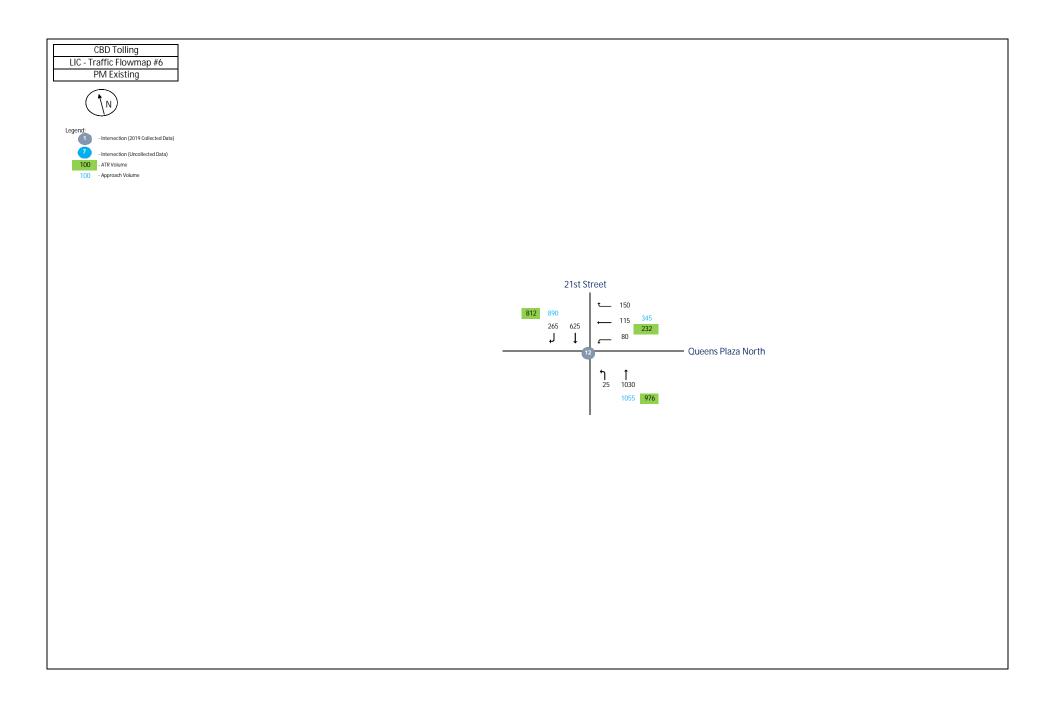








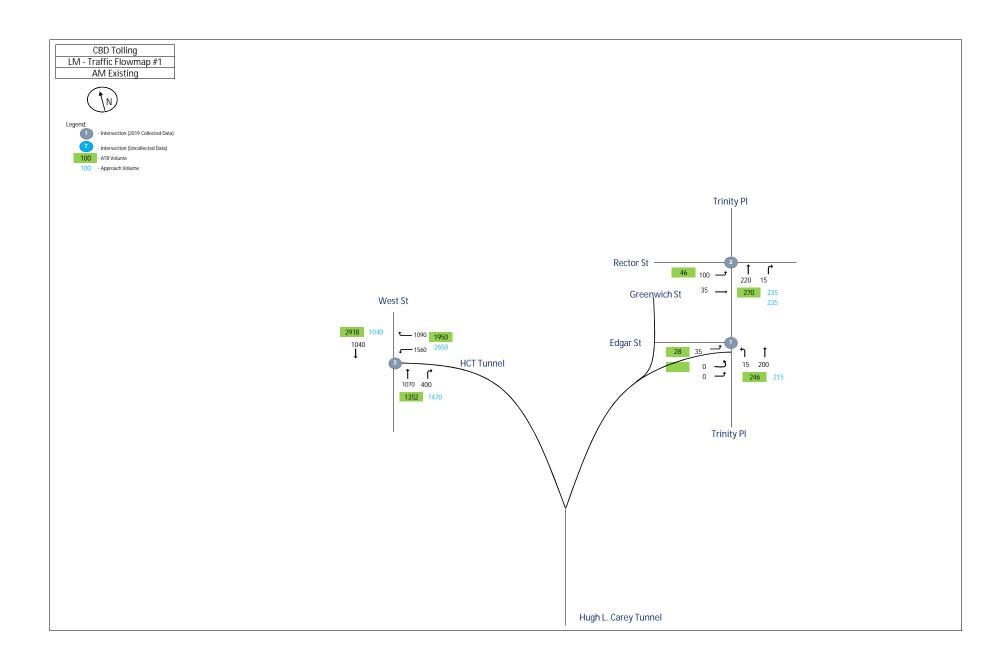




LIC **5:00:00 PM**

LIC	5:00:00 PM	Ī	Total Vehicles						
				Inbound/Outbound					
			10	. 1	PM Pe			Tatal	
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	50	85	0	0		
Pulaski Bridge / 11th St	1	WB	0	685	165	0	0		
Jackson Ave	1	NB	0	70	610	380	0		
Jackson Ave	1	SB	0	0	555	55	0	2655	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	10	40	15	0		
48th St	111	NB	0	70	590	0	0		
48th St	111	SB	0	0	600	35	0	1360	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	50	35	15	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	240	40	0		
Vernon Blvd	2	SB	0	50	180	0	0	610	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	170	35	55	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	885	20	0		
Pulsaki Btridge	3	SB	0	60	985	0	0	2210	
Pulsaki Bridge & Freeman St									
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	155	0		
Pulsaki Bridge	4	NB	0	0	1055	0	0		
Pulsaki Btridge	4	SB	0		1045	340	0	2595	
49th Ave & 21st St									
2017> 2019 (LIC_5_TMC-6C)	5								
49th Ave	5	EB	0	40	80	30	0		
49th Ave	5	WB	0	5	85	355	0		
21th Ave	5	NB	0	40	105	65	0		
21th Ave	5	SB	0	165	80	30	0	1000	
Borden Ave & 11th Street	,	30		103	00	30	- 0	1080	
	7								
2018 2019 (LIC_7_TMC-6D)	7		_	F70	70	10			
Borden Ave	7	EB	0	570	70	10	0		
Borden Ave	7	WB	0	0	330	150	0		
11th St	7	NB CD	0	10	40	15	0	4200	
11th St	7	SB	0	30	5	150	0	1380	

Van Dam St & QMT Expwy (North)	I		Ī					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	860	395	0	
Van Dam St	8	NB	0	30	265	0	0	
Van Dam St	8	SB	0	0	575	10	0	2135
Van Dam St & QMT Expwy (South)								
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	30	545	15	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	265	10	0	
Van Dam St	888	SB	0	335	240	0	0	1440
Queens Blvd & Jackson Ave (Mainline)	000	35	⊢	- 555	240			1440
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	1255	270	0	
Queens Blvd	9	WB	0	20	750	60	0	
Jackson Ave	9	NB	0	35	375	15	0	
Jackson Ave	9	SB	0	20	140	0	0	2940
Queens Blvd & Jackson Ave (Service Rd)	9	36		20	140		- 0	2940
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	ED	_	0	50	270	0	
Queens Blvd	9A 9A	EB WB	0	0	0	270	0 0	
Jackson Ave	9A 9A	NB	_	0		_	0	
Jackson Ave Jackson Ave			0	_	0	0		220
	9A	SB	0	0	0	U	0	320
Thompson Ave & Queens Blvd	40							
2018> 2019 (LIC_10_TMC-6G)	10			•	•	1210	255	
Queens Blvd	10	EB	0	0	0	1210	255	
Queens Blvd	10	WB	0	0	200	0	0	
Thompson Ave	10	NB	0	200	400	0	60	
Thompson Ave	10	SB	0	0	335	15	0	2675
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	340	0	0	
Thomson Ave	11	WB	0	0		0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	1385	0	15	0	2140
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0		1725	0	0	
Thomson Ave	1111	WB	0	0	400	670	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2795
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	80	115	150	0	
21st Street	12	NB	0	25	1030	0	0	
21st Street	12	SB	0	0	625	265	0	2290



CBD Tolling LM - Traffic Flowmap #2 AM Existing



Legend:

1

- Intersection (2019 Collected Data)

7

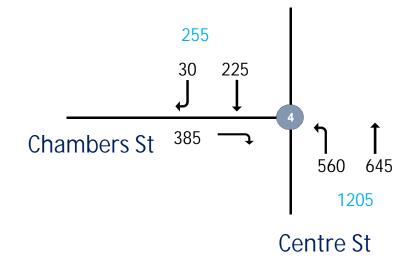
- Intersection (Uncollected Data)

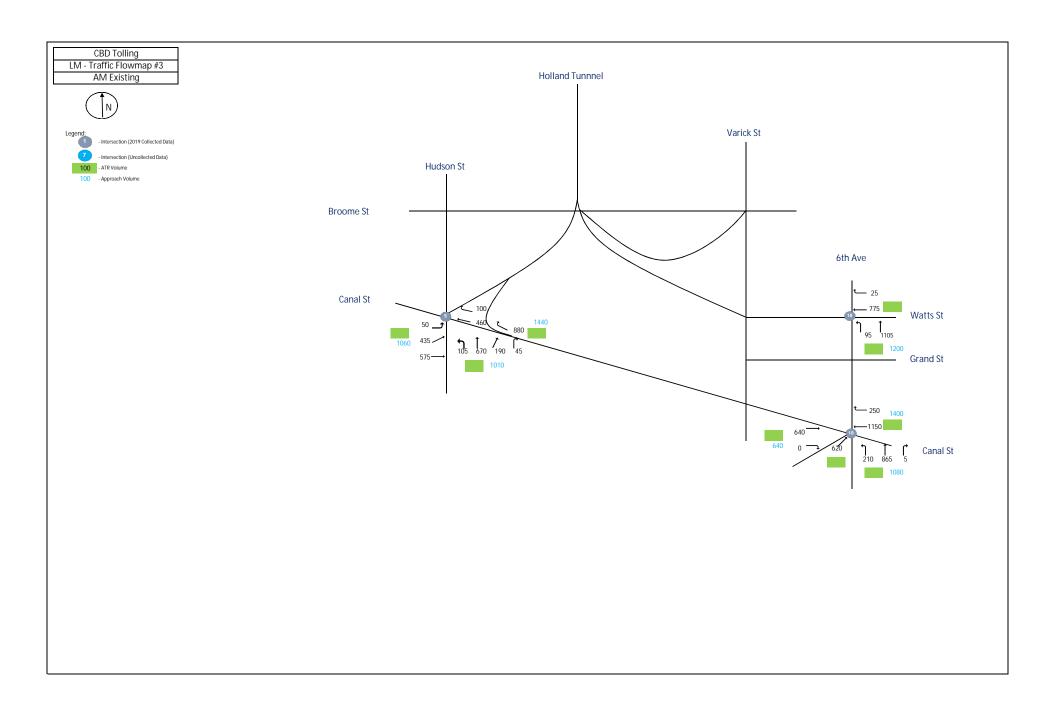
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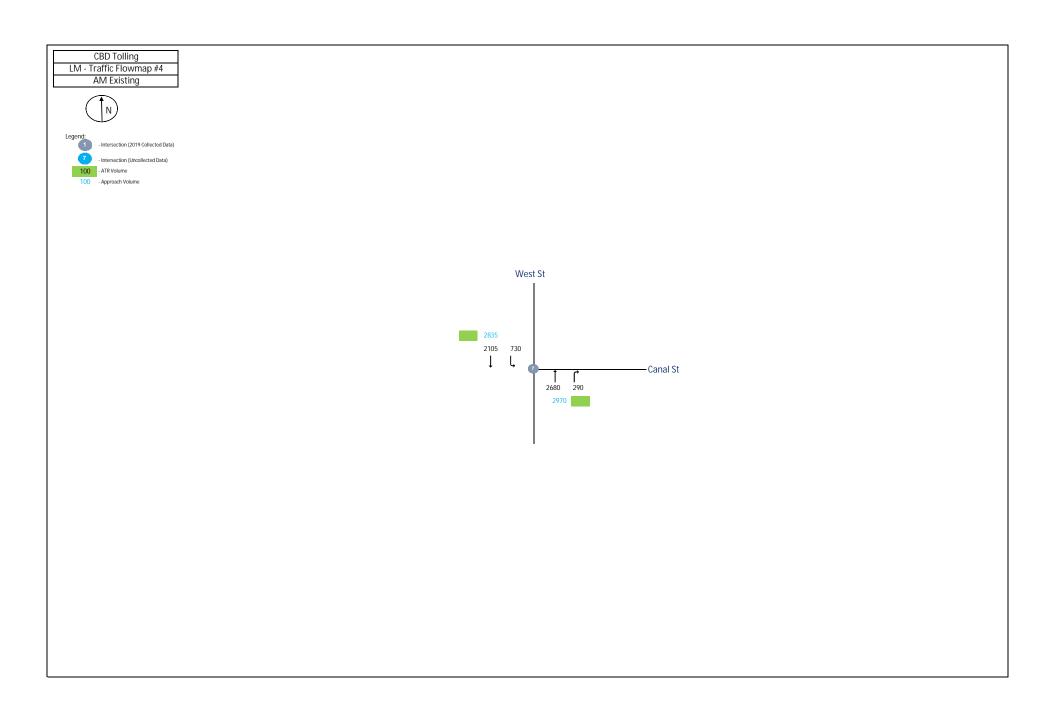
- ATR Volume

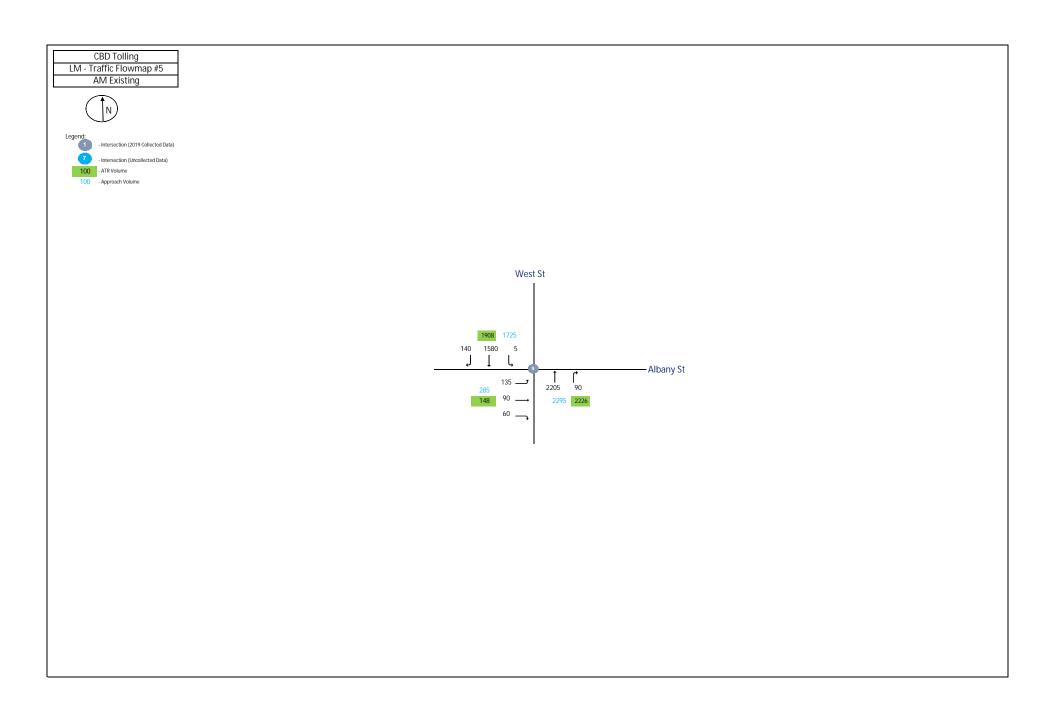
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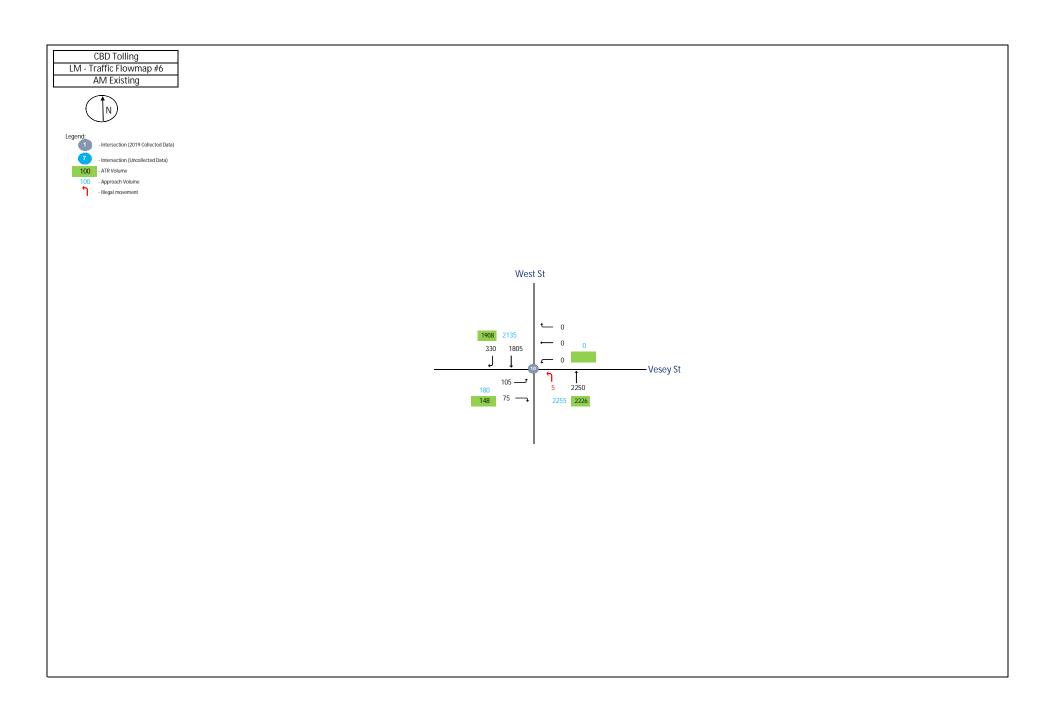
- Approach Volume

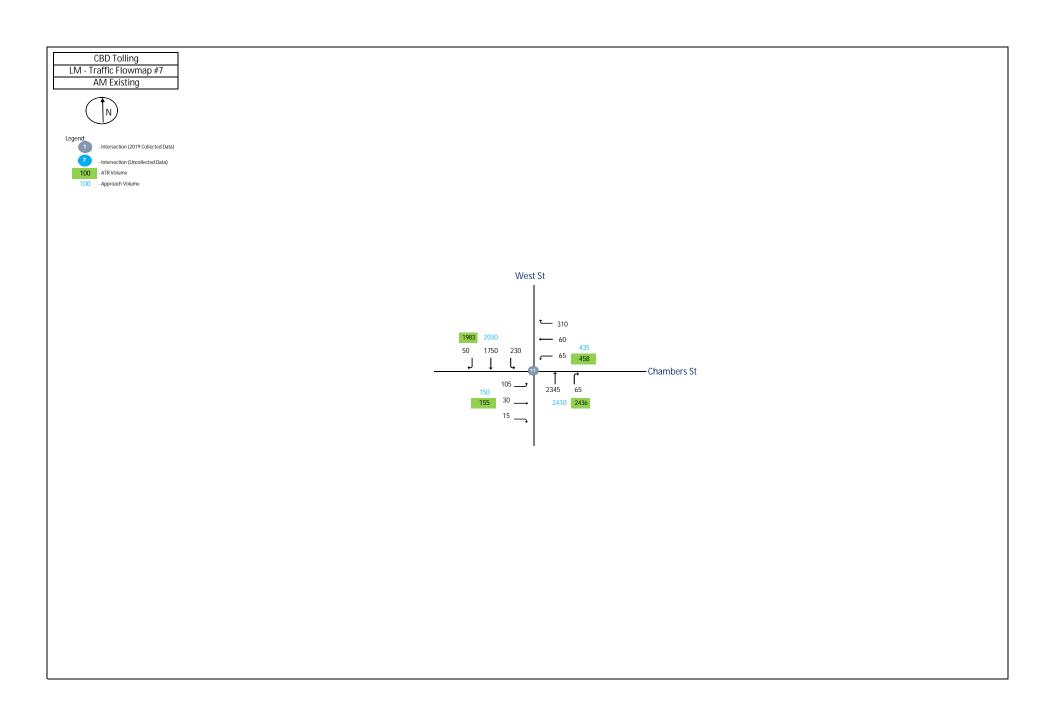


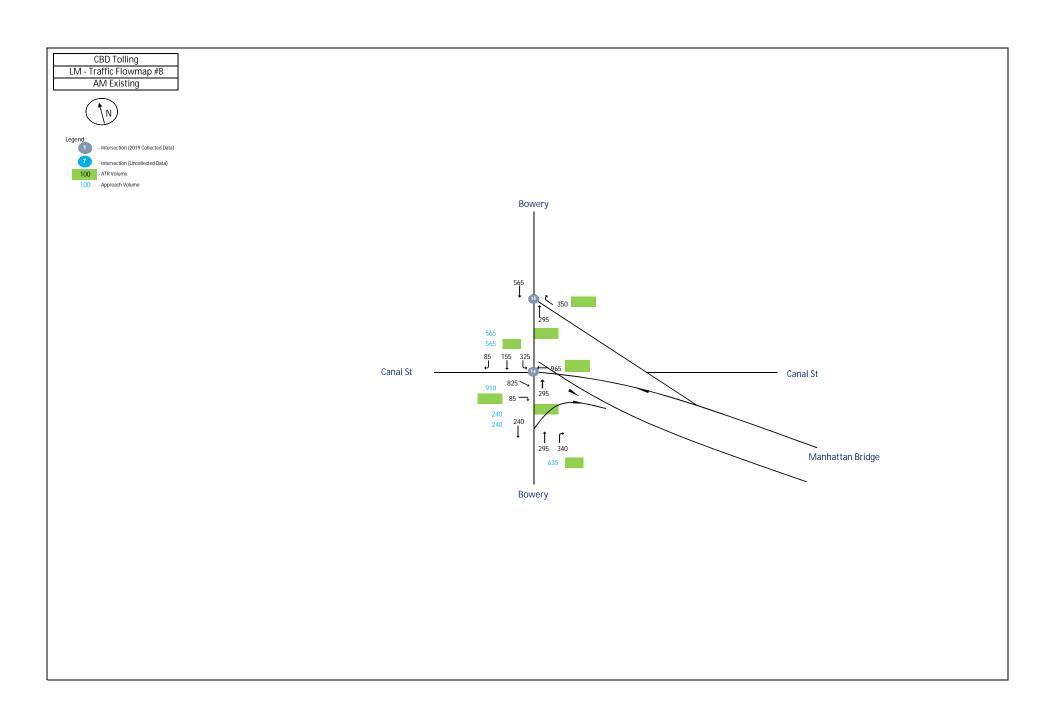








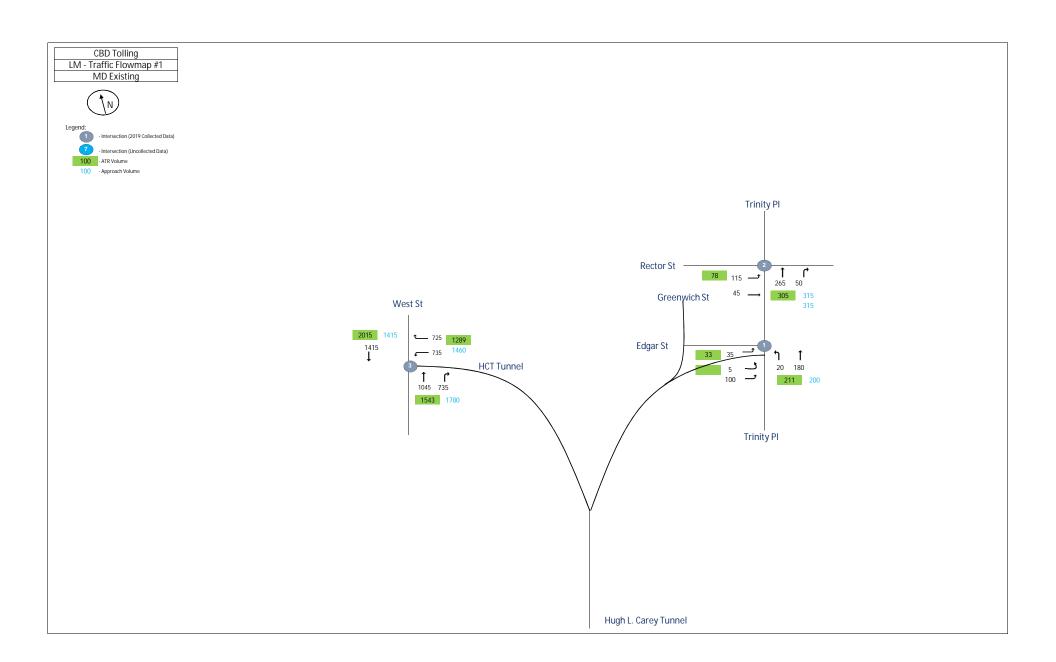




LM	8:00:00 AM							
					Total	Vehic	les	
				Inl	oound	I/Outb	ound	
					AM Pe	eak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Edgar St. and Trinity Pl.								
2019 (TMC-010)	1							
Edgar St.	1	EB	0	35	0	0	0	
478 Exit Ramp.	1	NE	0	0	0	0	0	
Trinity PI.	1	NB	0	15	200	0	0	
Trinity PI.	1	SB	0	0	0	0	0	250
Rector St. and Trinity Pl.								
2019 (TMC-011)	2							
Rector St.	2	EB	0	100	35	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity PI.	2	NB	0	0	220	15	0	
Trinity PI.	2	SB	0	0	0	0	0	370
West St. and HCT Exit.								
2019 (TMC-012)	3							
-	3	EB	0	0	0	0	0	
HCT Exit.	3	WB	0	1560	0	0	0	
West St.	3	NB	0	0	1070	0	400	
West St.	3	SB	0	0	1040	0	0	4070
West St. and HCT Exit.								
2019 (TMC-012)	333							
W. Thams St.	333	EB	0	0	0	0	0	
HCT Exit.	333	WB	0	0	0	1090	0	
West St.	333	NB	0	0	1070	0	0	
West St.	333	SB	0	0	1040	0	0	3200
Chambers St. and Centre St.								
2018	4							
Chambers St.	4	EB	0	0	0	385	0	
-	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	560	645	0	0	
Centre St.	4	SB	0	0	225	30	0	1845
Hudson St. and Canal St.								
2018	5							
Canal St.	5	EB	50	435	575	0	0	
Canal St.	5	WB	0	0	460	100	0	
Hudson St.	5	NB	0	105	670	190	45	
Hudson St.	5	SB	0	0	0	0	0	2630

Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	620	0	0	
Canal St.	555	WB	0	0	560	880	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	2060
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2680	290	0	
West St.	7	SB	0	730	2105	0	0	5805
West St. and Canal St S.								
2018	777							
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2680	0	0	
West St.	777	SB	0	0	2835	0	0	5515
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	135	90	60	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	2205	90	0	
West St.	9	SB	0	5	1580	140	0	4305
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	105	0	75	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	5	2250	0	0	
West St.	10	SB	0	0	1805	330	0	250
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	105	30	15	0	
Chambers St.	11	WB	0	65	60	310	0	
West St.	11	NB	0	0	2345	65	0	
West St.	11	SB	0	230	1750	50	0	5025

Bowey and Canal St./Manhattan	Bridge Off-Ran	пр						
2018	14							
Canal St.	14	EB	0	0	825	85	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	965	0	0	
Bowey	14	NB	0	0	295	340	0	
Bowey	14	SB	0	325	155	85	0	3075
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB						
Manhattan Bridge Off-Ramp	15	WB				350		
Bowey	15	NB			295			
Bowey	15	SB			565			1210
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	775	25	0	
6th Ave.	18	NB	0	95	1105	0	0	
6th Ave.	18	SB	0	0	0	0	0	2000
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	640	0	0	
Canal St.	19	WB	0	0	1150	250	0	
6th Ave.	19	NB	0	210	865	5	0	
Laight St.	19	NE	0	0	0	620	0	3740



CBD Tolling

LM - Traffic Flowmap #2 MD Existing



Legend:

1

- Intersection (2019 Collected Data)



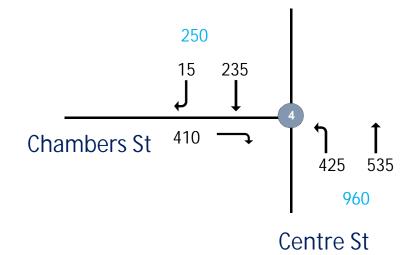
- Intersection (Uncollected Data)

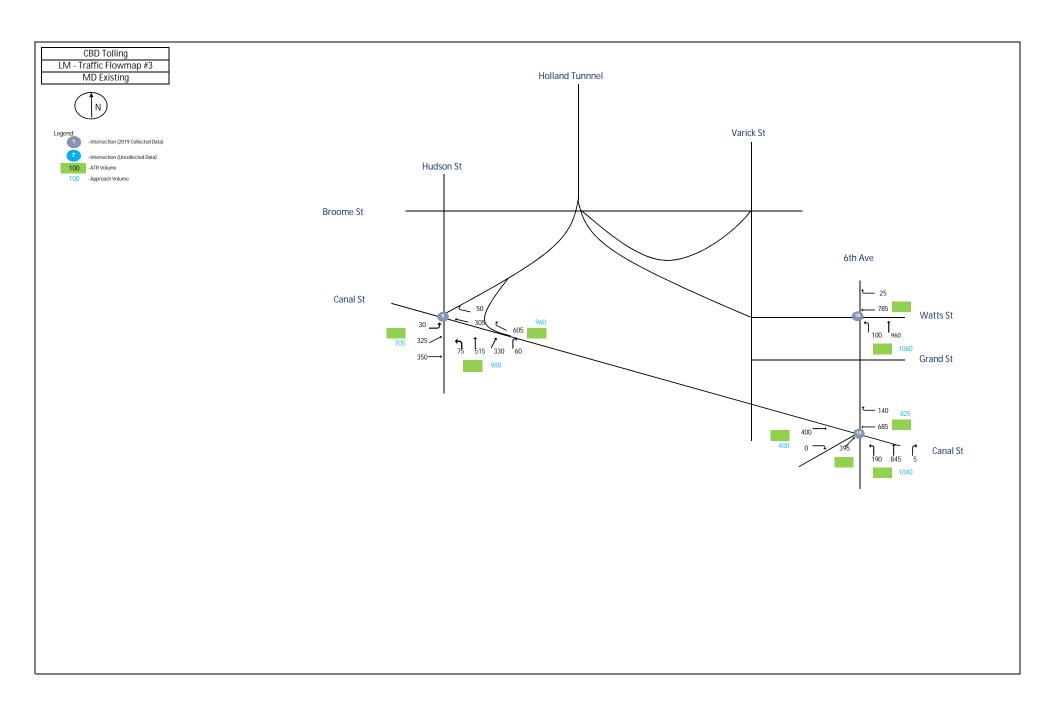
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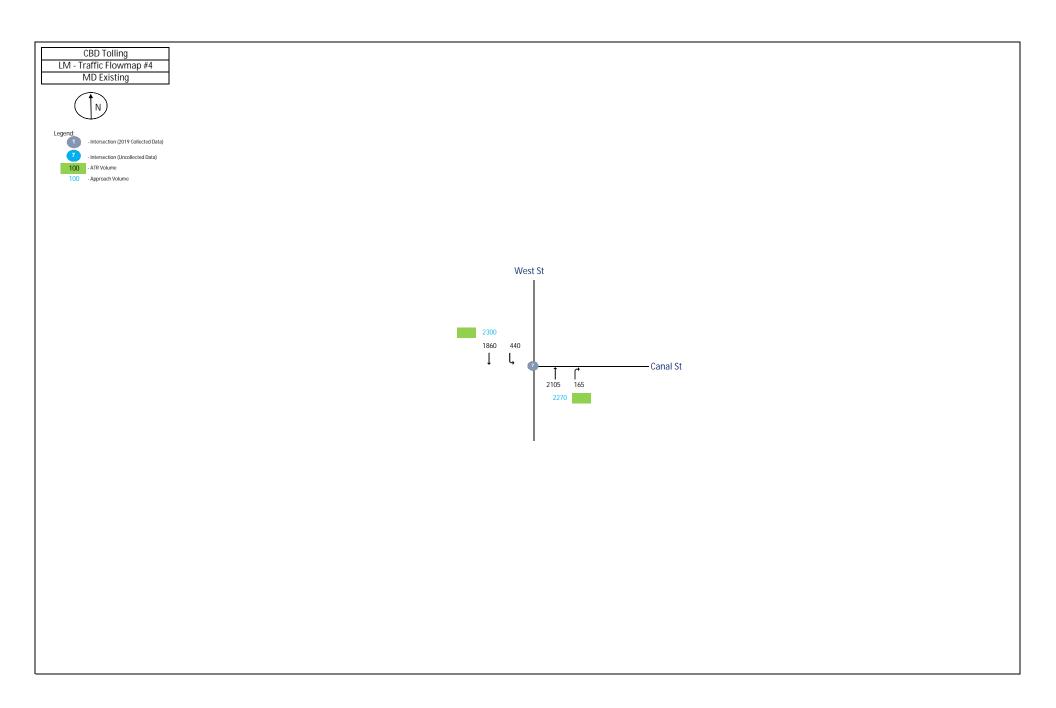
- ATR Volume

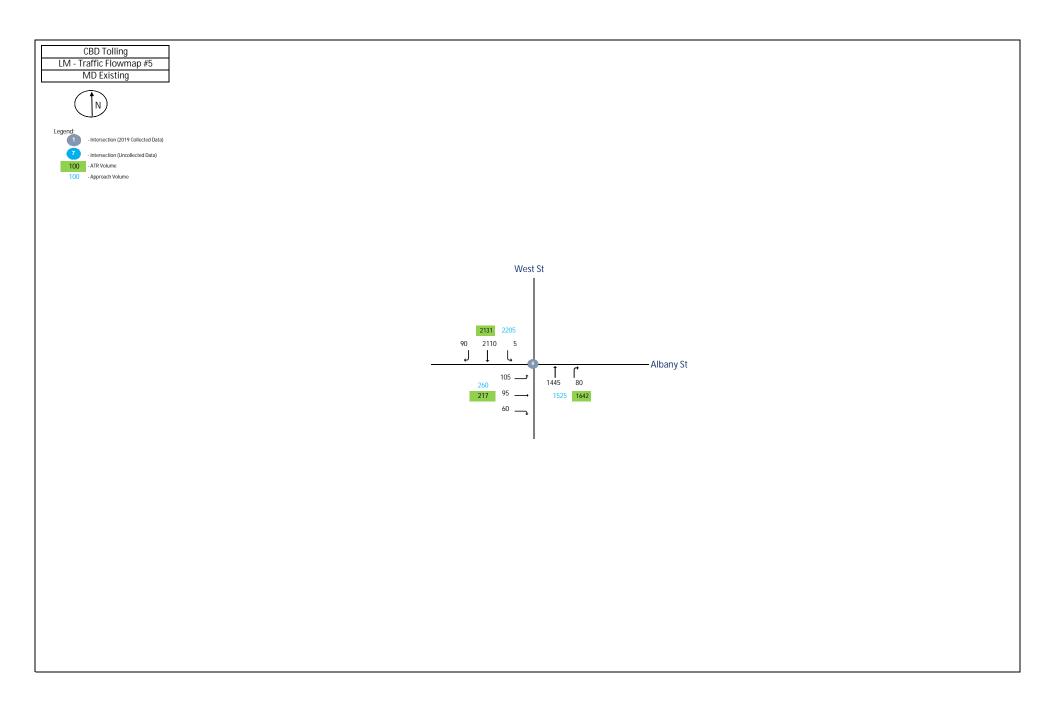
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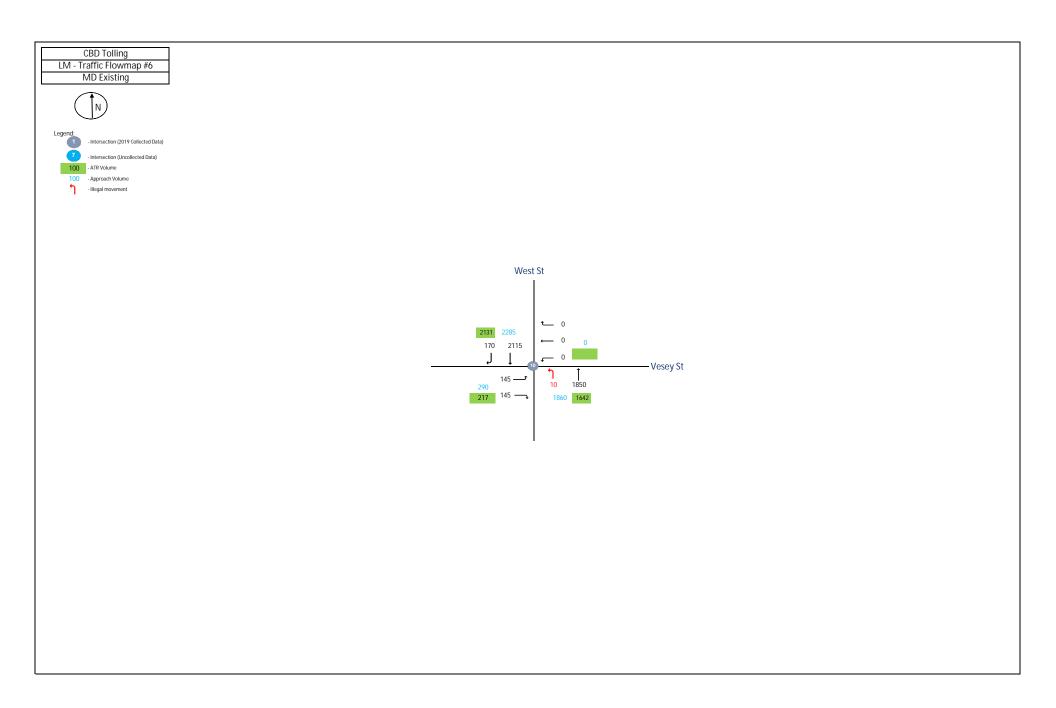
- Approach Volume

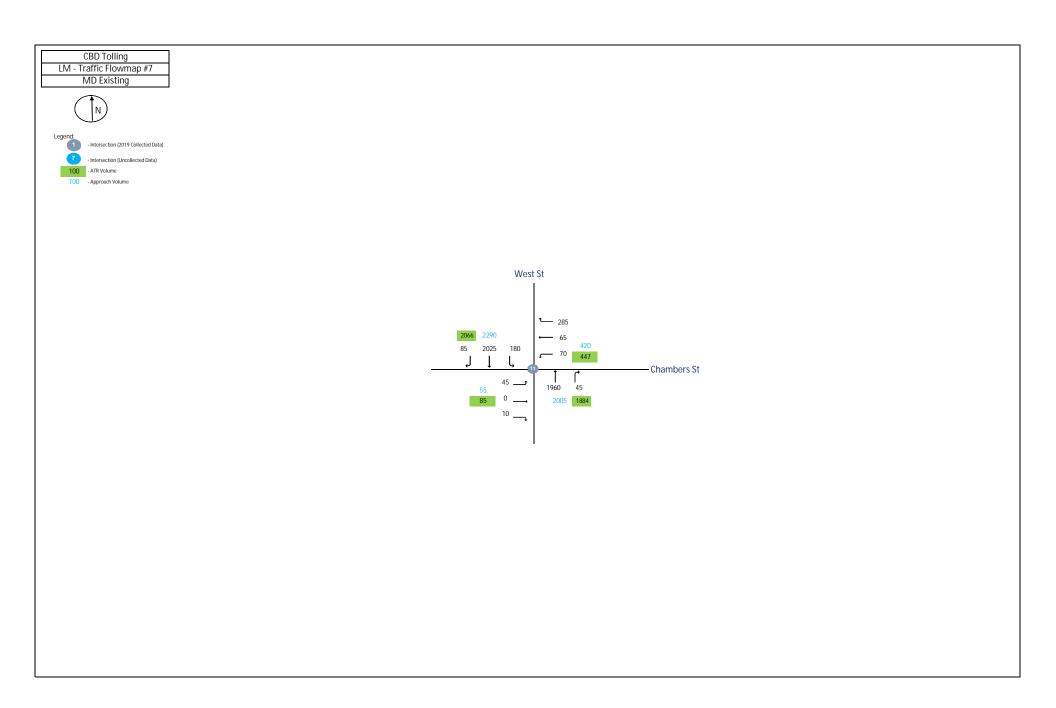


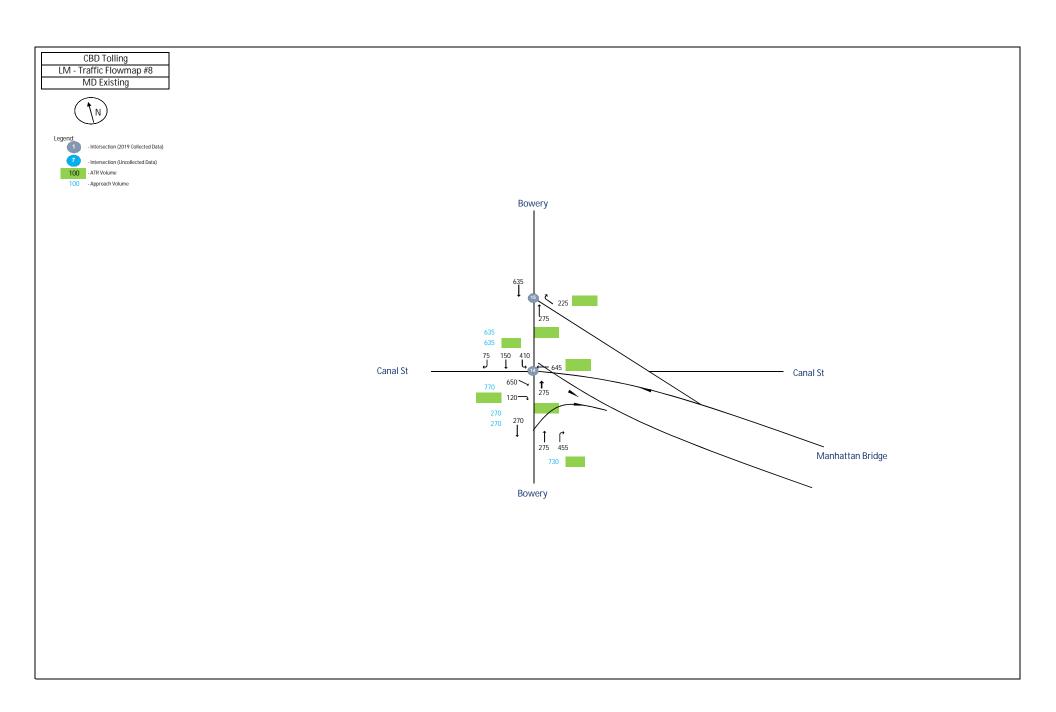








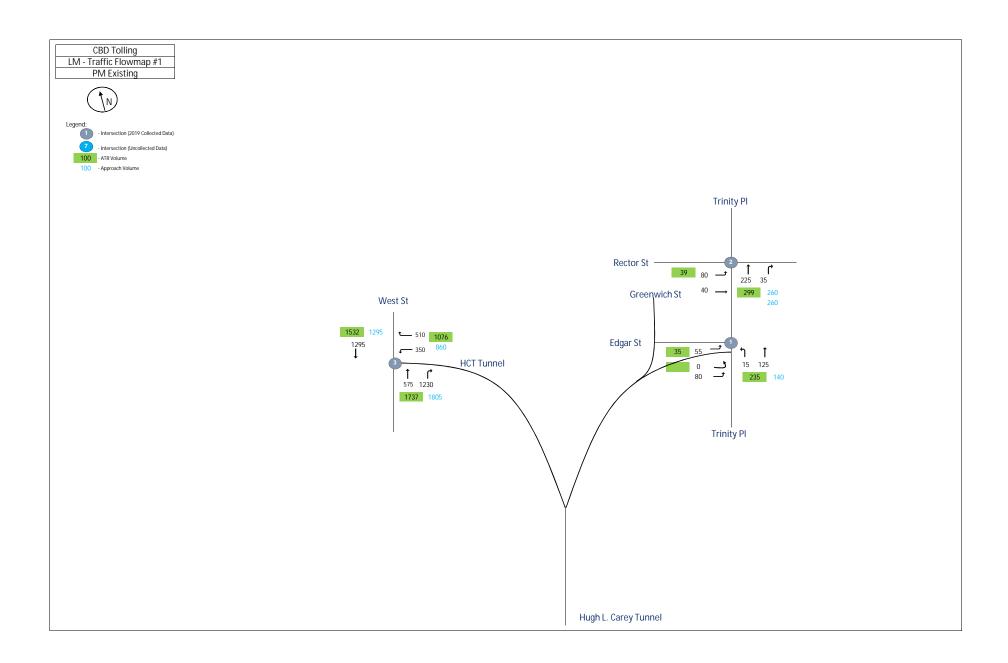




LIM	1:00:00 PM		Total Vehicles								
						/Outb					
						eak Ho					
Intersection	Node	Approach	L2	L	T	R	R2	Total			
Edgar St. and Trinity Pl.											
2019 (TMC-010)	1										
Edgar St.	1	EB	0	35	0	0	0				
478 Exit Ramp.	1	NE	5	100	0	0	0				
Trinity PI.	1	NB	0	20	180	0	0				
Trinity PI.	1	SB	0	0	0	0	0	340			
Rector St. and Trinity Pl.											
2019 (TMC-011)	2										
Rector St.	2	EB	0	115	45	0	0				
Rector St.	2	WB	0	0	0	0	0				
Trinity PI.	2	NB	0	0	265	50	0				
Trinity PI.	2	SB	0	0	0	0	0	475			
West St. and HCT Exit.											
2019 (TMC-012)	3										
- ,	3	EB	0	0	0	0	0				
HCT Exit.	3	WB	0	735	0	0	0				
West St.	3	NB	0	0	1045	0	735				
West St.	3	SB	0	0	1415	0	0	3930			
West St. and HCT Exit.											
2019 (TMC-012)	333										
W. Thams St.	333	EB	0	0	0	0	0				
HCT Exit.	333	WB	0	0	0	725	0				
West St.	333	NB	0	0	1045	0	0				
West St.	333	SB	0	0	1415	0	0	3185			
Chambers St. and Centre St.											
2018	4										
Chambers St.	4	EB	0	0	0	410	0				
-	4	WB	0	0	0	0	0				
Centre St.	4	NB	0	425	535	0	0				
Centre St.	4	SB	0	0	235	15	0	1620			
Hudson St. and Canal St.											
2018	5										
Canal St.	5	EB	30	325	350	0	0				
Canal St.	5	WB	0	0	305	50	0				
Hudson St.	5	NB	0	75	515	330	60				
Hudson St.	5	SB	0	0	0	0	0	2040			

Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	410	0	0	
Canal St.	555	WB	0	0	355	605	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1370
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2105	165	0	
West St.	7	SB	0	440	1860	0	0	4570
West St. and Canal St S.								
2018	777				_	_		
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2105	0	0	
West St.	777	SB	0	0	2300	0	0	4405
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	105	95	60	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1445	80	0	
West St.	9	SB	0	5	2110	90	0	3990
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	145	0	145	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	10	1850	0	0	
West St.	10	SB	0	0	2115	170	0	340
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	45	0	10	0	
Chambers St.	11	WB	0	70	65	285	0	
West St.	11	NB	0	0	1960	45	0	
West St.	11	SB	0	180	2025	85	0	4770

Bowey and Canal St./Manhattan	Bridge Off-Ran	np						
2018	14							
Canal St.	14	EB	0	0	650	120	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	645	0	0	
Bowey	14	NB	0	0	275	455	0	
Bowey	14	SB	0	410	150	75	0	2780
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB						
Manhattan Bridge Off-Ramp	15	WB				225		
Bowey	15	NB			275			
Bowey	15	SB			635			1135
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	785	25	0	
6th Ave.	18	NB	0	100	960	0	0	
6th Ave.	18	SB	0	0	0	0	0	1870
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	400	0	0	
Canal St.	19	WB	0	0	685	140	0	
6th Ave.	19	NB	0	190	845	5	0	
Laight St.	19	NE	0	0	0	395	0	2660



CBD Tolling LM - Traffic Flowmap #2 PM Existing



Legend:

1

- Intersection (2019 Collected Data)

7

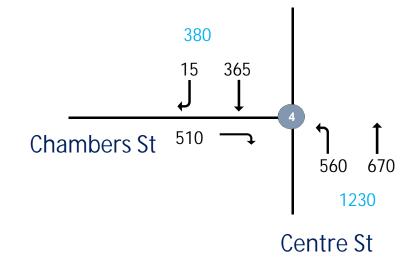
- Intersection (Uncollected Data)

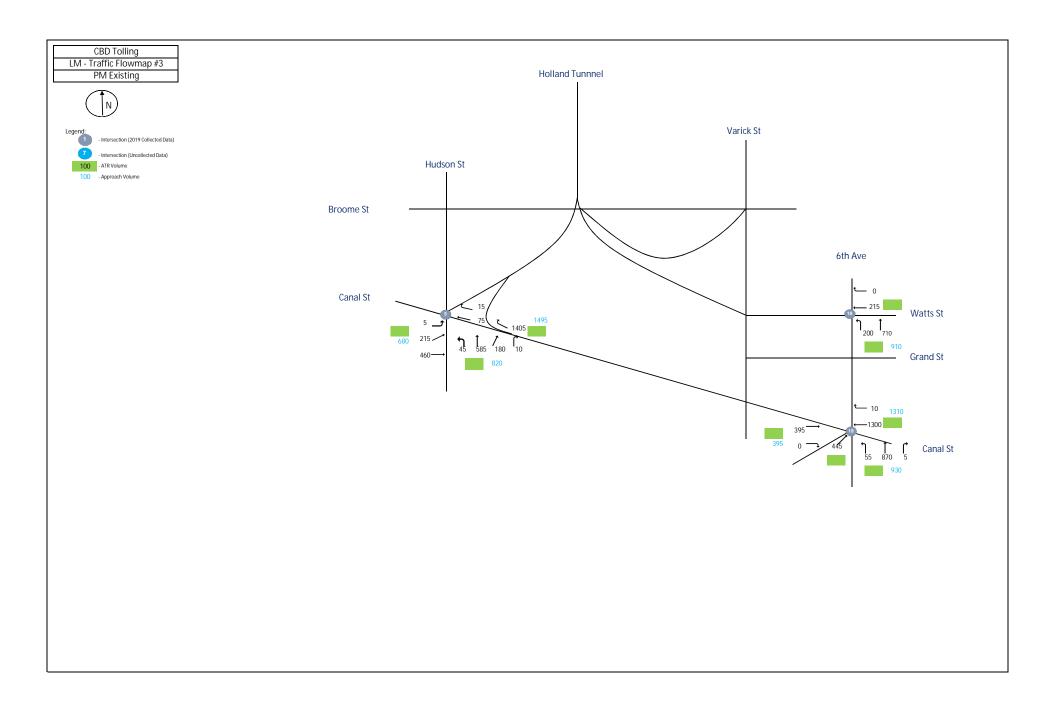
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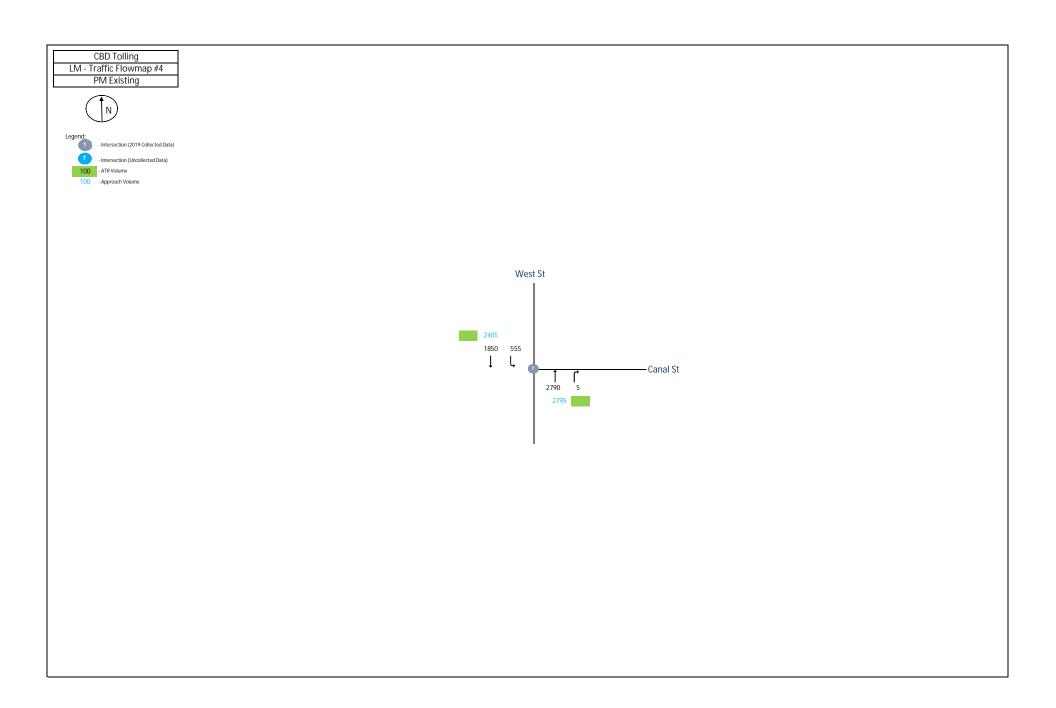
- ATR Volume

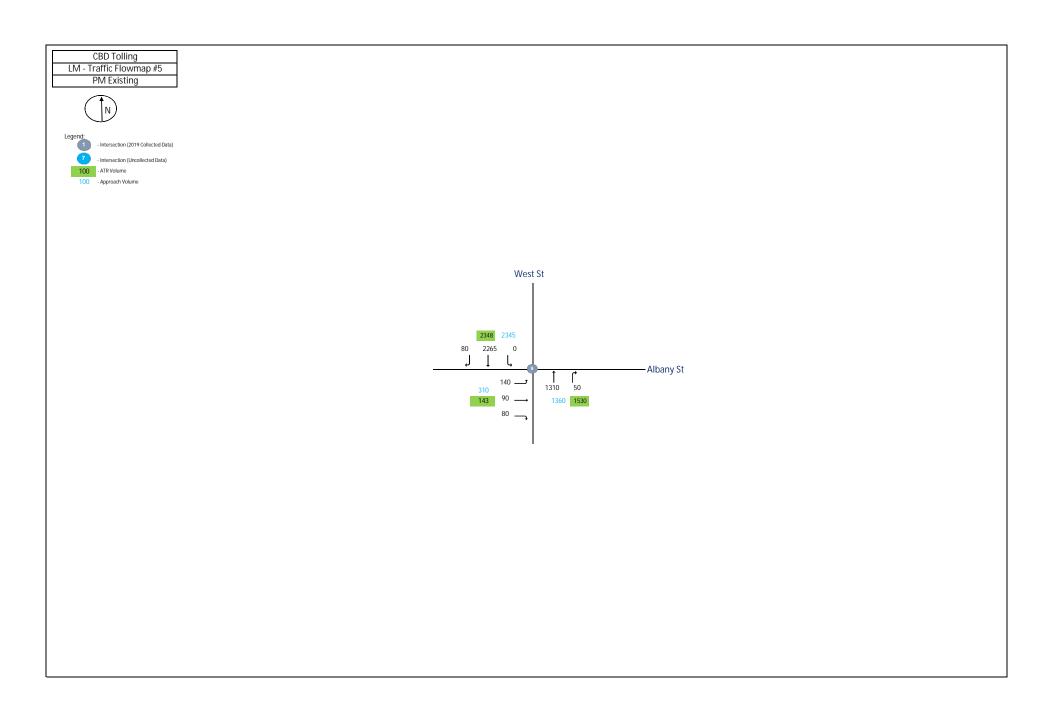
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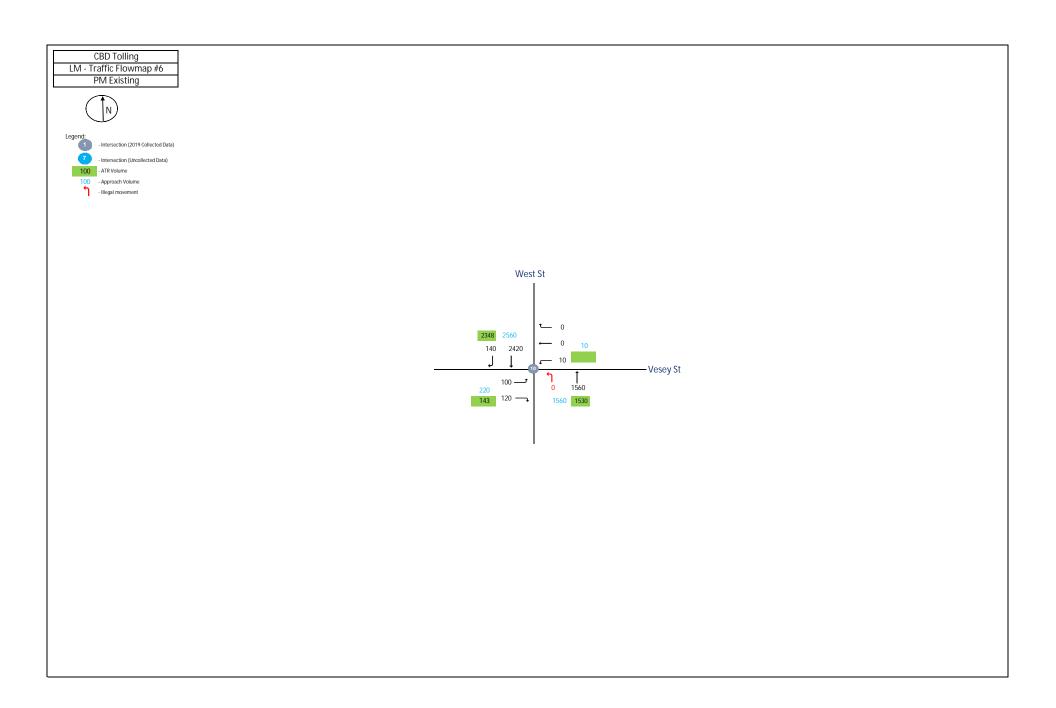
- Approach Volume

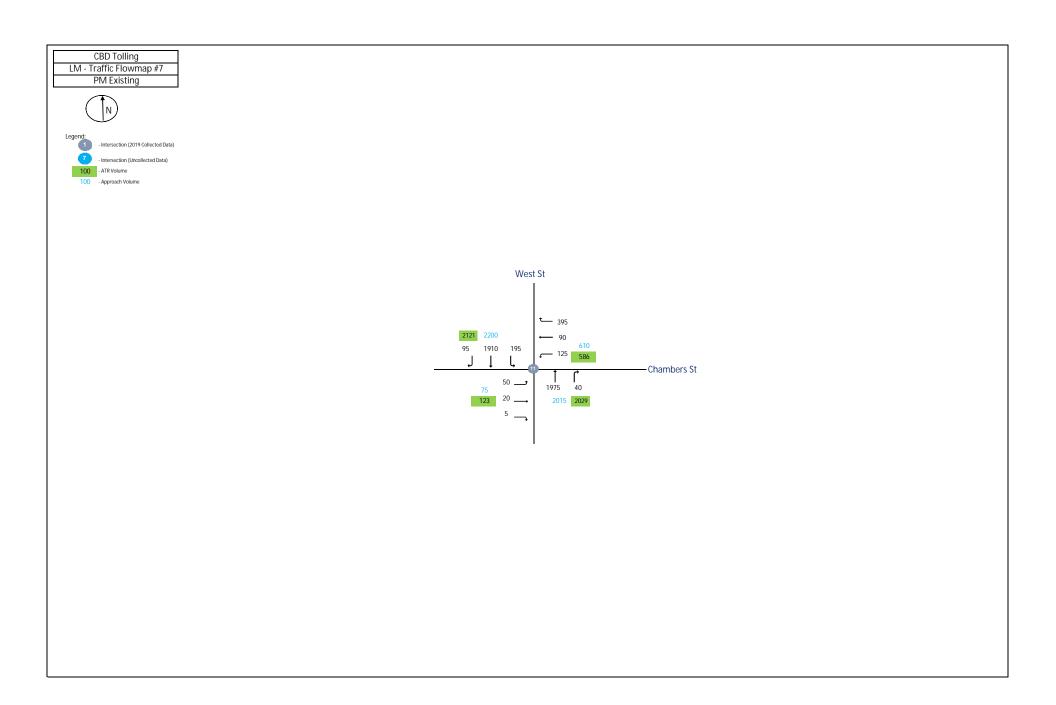


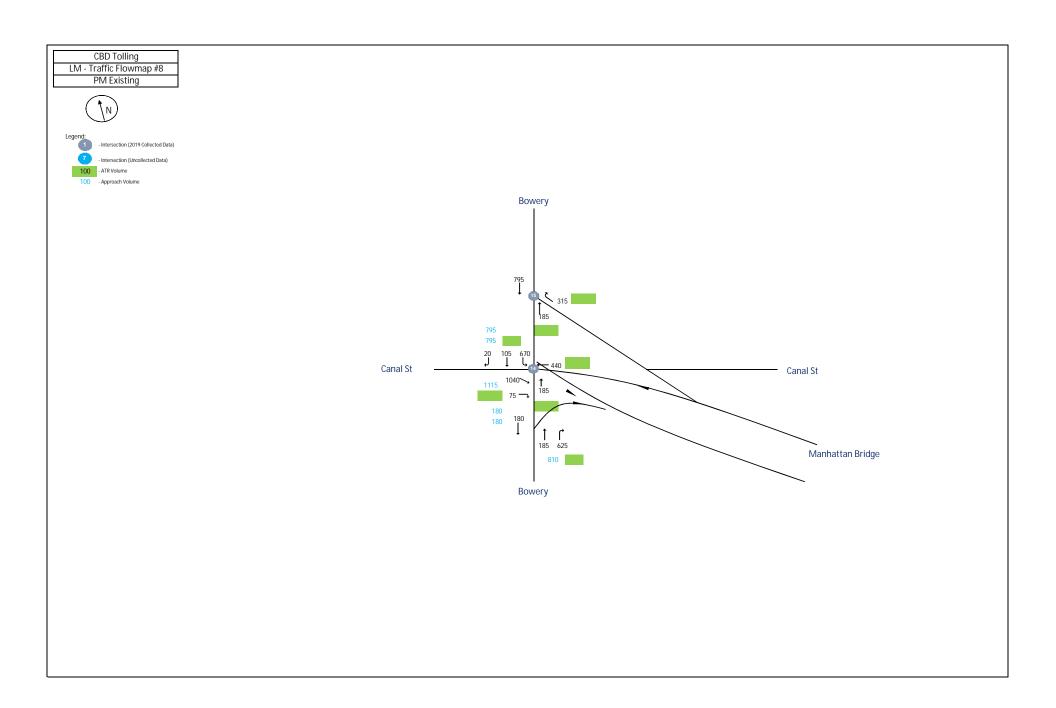








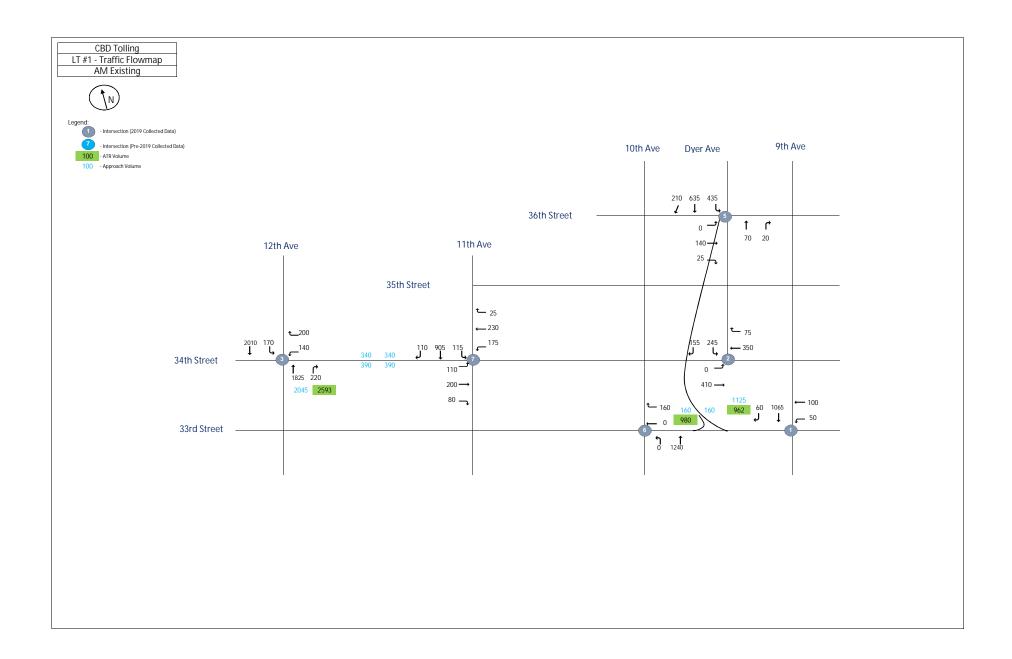


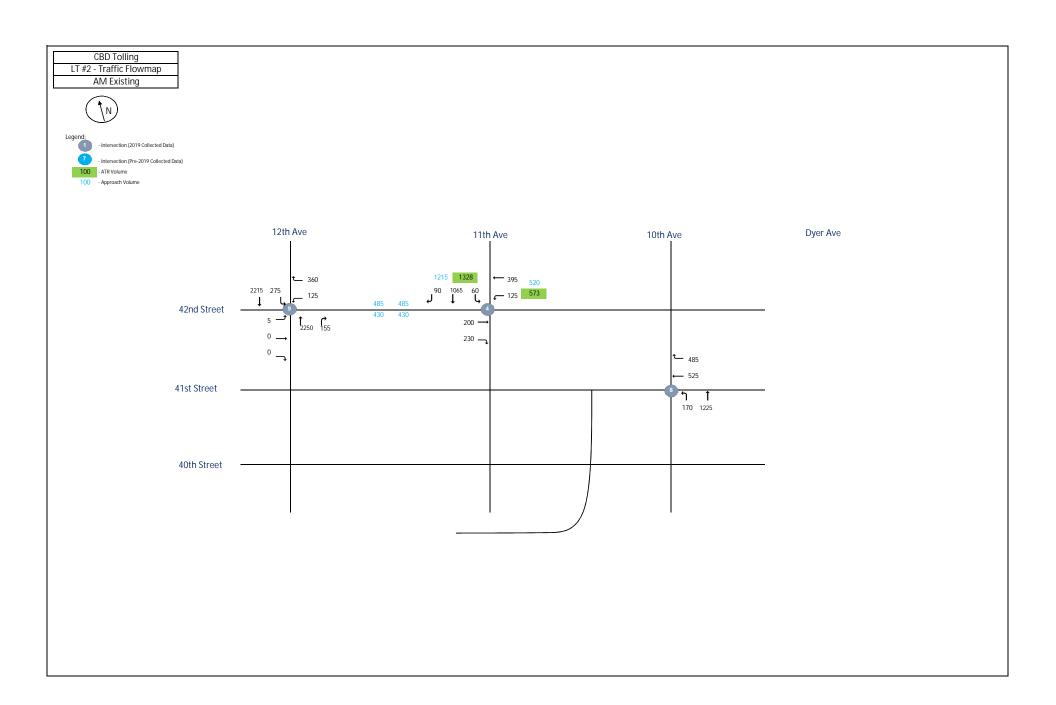


	5:00:00 PM		Total Vehicles							
					oound					
	l., ,		10		PM Pe			T = 1 - 1		
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Edgar St. and Trinity Pl.										
2019 (TMC-010)	1									
Edgar St.	1	EB	0	55	0	0	0			
478 Exit Ramp.	1	NE	0	80	0	0	0			
Trinity PI.	1	NB	0	15	125	0	0			
Trinity PI.	1	SB	0	0	0	0	0	275		
Rector St. and Trinity Pl.										
2019 (TMC-011)	2									
Rector St.	2	EB	0	80	40	0	0			
Rector St.	2	WB	0	0	0	0	0			
Trinity PI.	2	NB	0	0	225	35	0			
Trinity PI.	2	SB	0	0	0	0	0	380		
West St. and HCT Exit.										
2019 (TMC-012)	3									
-	3	EB	0	0	0	0	0			
HCT Exit.	3	WB	0	350	0	0	0			
West St.	3	NB	0	0	575	0	1230			
West St.	3	SB	0	0	1295	0	0	3450		
West St. and HCT Exit.										
2019 (TMC-012)	333									
W. Thams St.	333	EB	0	0	0	0	0			
HCT Exit.	333	WB	0	0	0	510	0			
West St.	333	NB	0	0	575	0	0			
West St.	333	SB	0	0	1295	0	0	2380		
Chambers St. and Centre St.										
2018	4									
Chambers St.	4	EB	0	0	0	510	0			
-	4	WB	0	0	0	0	0			
Centre St.	4	NB	0	560	670	0	0			
Centre St.	4	SB	0	0	365	15	0	2120		
Hudson St. and Canal St.										
2018	5									
Canal St.	5	EB	5	215	460	0	0			
Canal St.	5	WB	0	0	75	15	0			
Hudson St.	5	NB	0	45	585	180	10			
Hudson St.	5	SB	0	0	0	0	0	1590		

Hudson St. and Canal St.			ĺ					
2018	555							
Canal St.	555	EB	0	0	470	0	0	
Canal St.	555	WB	0	0	90	1405	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1965
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2790	5	0	
West St.	7	SB	0	555	1850	0	0	5200
West St. and Canal St S.								
2018	777							
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2790	0	0	
West St.	777	SB	0	0	2405	0	0	5195
West St. and Albany St.	_							
2019 (TMC-013)	9							
Albany St.	9	EB	0	140	90	80	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1310	50	0	
West St.	9	SB	0	0	2265	80	0	4015
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	100	0	120	0	
Vesey St.	10	WB	0	10	0	0	0	
West St.	10	NB	0	0	1560	0	0	
West St.	10	SB	0	0	2420	140	0	275
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	50	20	5	0	
Chambers St.	11	WB	0	125	90	395	0	
West St.	11	NB	0	0	1975	40	0	
West St.	11	SB	0	195	1910	95	0	4900

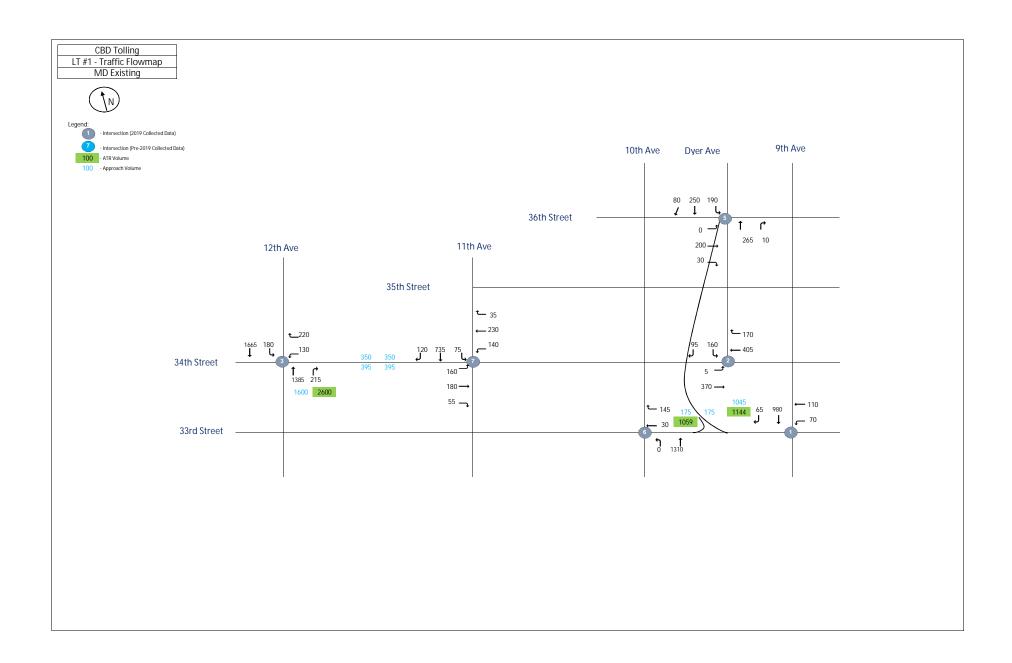
Bowey and Canal St./Manhattan	Bridge Off-Ran	пр					I	
2018	14							
Canal St.	14	EB	0	0	1040	75	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	440	0	0	
Bowey	14	NB	0	0	185	625	0	
Bowey	14	SB	0	670	105	20	0	3160
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB						
Manhattan Bridge Off-Ramp	15	WB				315		
Bowey	15	NB			185			
Bowey	15	SB			795			1295
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	215	0	0	
6th Ave.	18	NB	0	200	710	0	0	
6th Ave.	18	SB	0	0	0	0	0	1125
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	395	0	0	
Canal St.	19	WB	0	0	1300	10	0	
6th Ave.	19	NB	0	55	870	5	0	
Laight St.	19	NE	0	0	0	445	0	3080

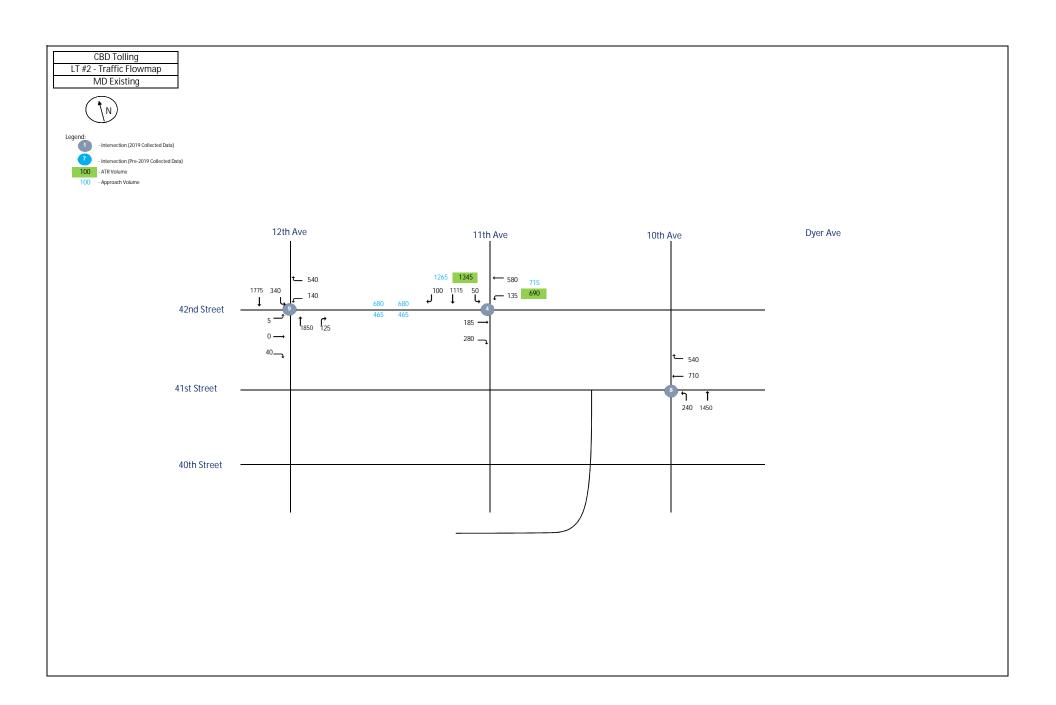




LT	8:00:00 AM	<u> </u>			T . 4 . I .	\/ - I ' -	•	
					Total			
					oound			
					AM Pe			
Intersection	Node	Approach	L2	L	Τ	R	R2	Total
33rd Street and 9th Avenue								
2019 (WRY-TMC-109)	1							
33rd Street	1	EB	0	0	0	0	0	
33rd Street	1	WB	0	50	100	0	0	
9th Avenue	1	NB	0	0	0	0	0	
9th Avenue	1	SB	0	0	1065	60	0	1275
34th Street and Dyer Avenue								
2019 (WRY-TMC-105)	2							
34th Street	2	EB	0	0	410	0	0	
34th Street	2	WB	0	0	350	75	0	
Dyer Avenue	2	NB	0	0	0	0	0	
Dyer Avenue	2	SB	0	245	0	155	0	1235
34th Street and 12th Avenue								
2019 (PABT-TMC-055)	3							
34th Street	3	EB	0	0	0	0	0	
34th Street	3	WB	0	140	0	200	0	
12th Avenue	3	NB	0	0	1825	220	0	
12th Avenue	3	SB	0	170	2010	0	0	4565
42nd Street and 11th Avenue								
2019 (PABT-TMC-052)	4							
42nd Street	4	EB	0	0	200	230	0	
42nd Street	4	WB	0	125	395	0	0	
11th Avenue	4	NB	0	0	0	0	0	
11th Avenue	4	SB	0	60	1065	90	0	2165
36th Street and Dyer Avenue								
2019 (PABT-TMC-060)	5							
36th Street	5	EB	0	0	140	25	0	
36th Street	5	WB	0	0	0	0	0	
Dyer Avenue	5	NB	0	0	70	20	0	
Dyer Avenue	5	SB	0	435	635	210	0	1535
33rd Street and 10th Avenue							ľ	
2019 (WRY-TMC-108)	6							
33rd Street	6	EB	0	0	0	0	0	
33rd Street	6	WB	0	0	0	160	0	
10th Avenue	6	NB	0	0	1240	0	0	
10th Avenue	6	SB	0	0	0	0	0	1400

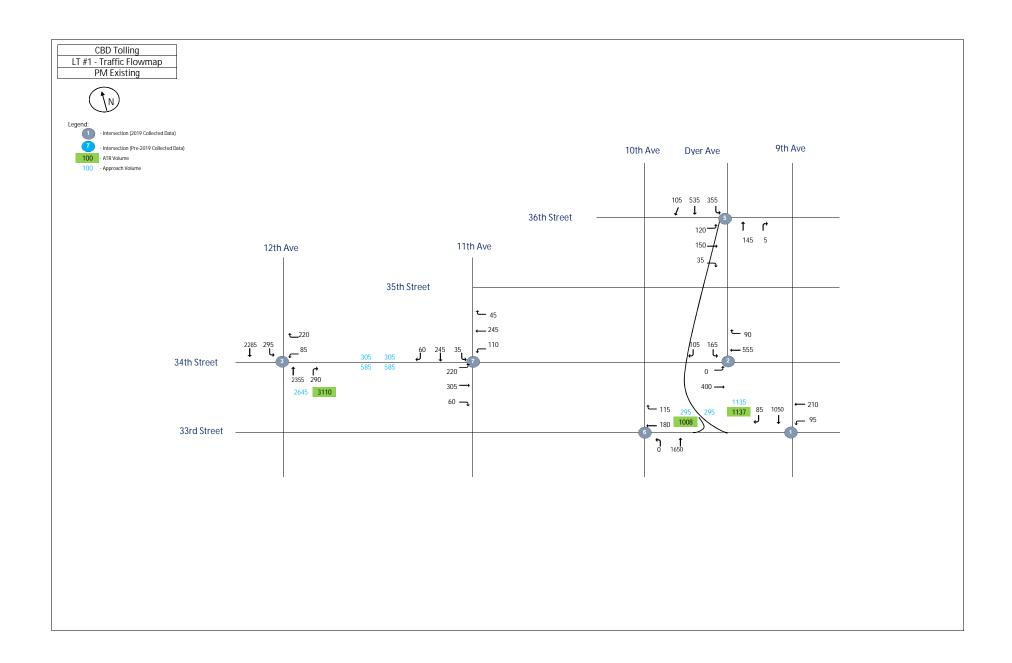
34th Street and 11th Avenue							ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	110	200	80	0	
34th Street	7	WB	0	175	230	25	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	115	905	110	0	1950
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	525	485	0	
11th Avenue	8	NB	0	170	1225	0	0	
11th Avenue	8	SB	0	0	0	0	0	2405
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	0	0	
42nd Street	9	WB	0	125	0	360	0	
12th Avenue	9	NB	0	0	2250	155	0	
12th Avenue	9	SB	0	275	2215	0	0	5385

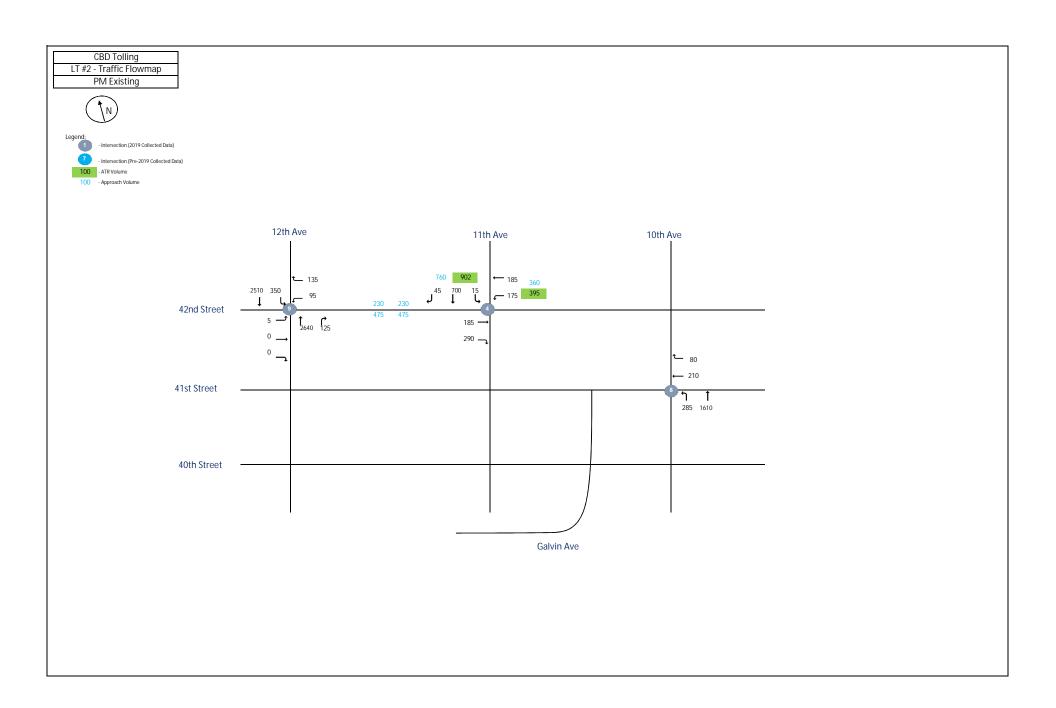




LT	1:00:00 PM		Total Vehicles						
					oound				
					MD Pe				
Intersection	Node	Approach	L2	L	Τ	R	R2	Total	
33rd Street and 9th Avenue									
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	70	110	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	980	65	0	1225	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	5	370	0	0		
34th Street	2	WB	0	0	405	170	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	160	0	95	0	1205	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	130	0	220	0		
12th Avenue	3	NB	0	0	1385	215	0		
12th Avenue	3	SB	0	180	1665	0	0	3795	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	185	280	0		
42nd Street	4	WB	0	135	580	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	50	1115	100	0	2445	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	200	30	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	265	10	0		
Dyer Avenue	5	SB	0	190	250	80	0	1025	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	30	145	0		
10th Avenue	6	NB	0	0	1310	0	0		
10th Avenue	6	SB	0	0	0	0	0	1485	

34th Street and 11th Avenue		1	1				ſ	
	_							
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	160	180	55	0	
34th Street	7	WB	0	140	230	35	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	75	735	120	0	1730
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	710	540	0	
11th Avenue	8	NB	0	240	1450	0	0	
11th Avenue	8	SB	0	0	0	0	0	2940
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	40	0	
42nd Street	9	WB	0	140	0	540	0	
12th Avenue	9	NB	0	0	1850	125	0	
12th Avenue	9	SB	0	340	1775	0	0	4815

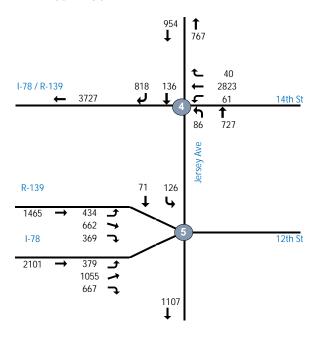


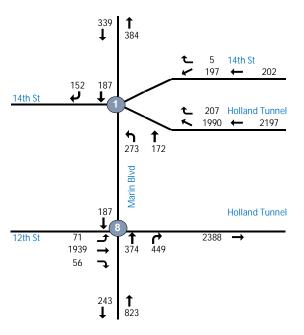


LT	5:00:00 PM				T = (= 1 '	\/_L'	1	
					Total			
					oound			
					PM Pe		our	
Intersection	Node	Approach	L2	L	T	R	R2	Total
33rd Street and 9th Avenue								
2019 (WRY-TMC-109)	1							
33rd Street	1	EB	0	0	0	0	0	
33rd Street	1	WB	0	95	210	0	0	
9th Avenue	1	NB	0	0	0	0	0	
9th Avenue	1	SB	0	0	1050	85	0	1440
34th Street and Dyer Avenue								
2019 (WRY-TMC-105)	2							
34th Street	2	EB	0	0	400	0	0	
34th Street	2	WB	0	0	555	90	0	
Dyer Avenue	2	NB	0	0	0	0	0	
Dyer Avenue	2	SB	0	165	0	105	0	1315
34th Street and 12th Avenue								
2019 (PABT-TMC-055)	3							
34th Street	3	EB	0	0	0	0	0	
34th Street	3	WB	0	85	0	220	0	
12th Avenue	3	NB	0	0	2355	290	0	
12th Avenue	3	SB	0	295	2285	0	0	5530
42nd Street and 11th Avenue								
2019 (PABT-TMC-052)	4							
42nd Street	4	EB	0	0	185	290	0	
42nd Street	4	WB	0	175	185	0	0	
11th Avenue	4	NB	0	0	0	0	0	
11th Avenue	4	SB	0	15	700	45	0	1595
36th Street and Dyer Avenue								
2019 (PABT-TMC-060)	5							
36th Street	5	EB	0	120	150	35	0	
36th Street	5	WB	0	0	0	0	0	
Dyer Avenue	5	NB	0	0	145	5	0	
Dyer Avenue	5	SB	0	355	535	105	0	1450
33rd Street and 10th Avenue								
2019 (WRY-TMC-108)	6							
33rd Street	6	EB	0	0	0	0	0	
33rd Street	6	WB	0	0	180	115	0	
10th Avenue	6	NB	0	0	1650	0	0	
10th Avenue	6	SB	0	0	0	0	0	1945

34th Street and 11th Avenue			1				ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	220	305	60	0	
34th Street	7	WB	0	110	245	45	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	35	245	60	0	1325
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	210	80	0	
11th Avenue	8	NB	0	285	1610	0	0	
11th Avenue	8	SB	0	0	0	0	0	2185
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	0	0	
42nd Street	9	WB	0	95	0	135	0	
12th Avenue	9	NB	0	0	2640	125	0	
12th Avenue	9	SB	0	350	2510	0	0	5860

New Jersey 2019 Existing Conditions AM Peak Hour

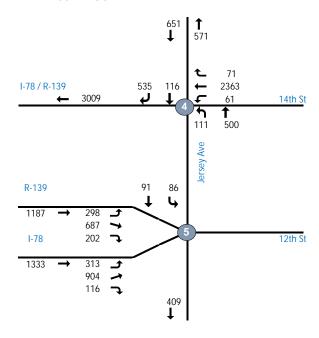


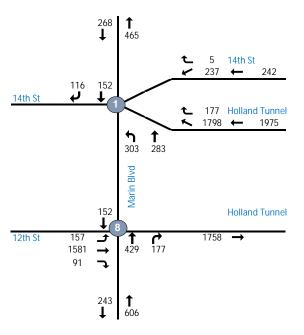


NJ 8:00:00 AM

				Total Vehicles						
				Inl	bound	/Outb	ound			
					AM Pe	eak Ho	our			
Intersection	Node	Approach	L2	L	Τ	R	R2	Total		
14th Street (E-W) & Jersey Avenue (N-S)										
NJ-TMC-007.xlsx										
n/a	4	EB	0	0	0	0	0			
14th Street	4	WB	0	61	2823	40	0			
Jersey Avenue	4	NB	0	86	727	0	0			
Jersey Avenue	4	SB	0	0	136	818	0	4691		
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)										
NJ-TMC-008.xlsx										
Holland Tunnel	1	WB	0	0	1990	207	0			
14th Street	1	SW	0	0	0	197	5			
Marin Boulevard	1	NB	0	273	172	0	0			
Marin Boulevard	1	SB	0	0	187	152	0	3183		
12th Street (E-W) & Jersey Avenue (N-S)										
NJ-TMC-009.xlsx	5									
R-139	5	SE	434	662	0	369	0			
I-78	5	EB	0	379	1055	667	0			
Jersey Avenue	5	NB	0	0	0	0	0			
Jersey Avenue	5	SB	0	126	71	0	0	3763		
12th Street (E-W) & Marin Blvd (N-S)										
NJ-TMC-010.xlsx	8									
12th Street/Holland Tunnel	8	EB	0	71	1939	56	0			
n/a	8	WB	0	0	0	0	0			
Marin Boulevard	8	NB	0	0	374	449	0			
Marin Boulevard	8	SB	0	0	187	0	0	3076		

New Jersey 2019 Existing Conditions MD Peak Hour

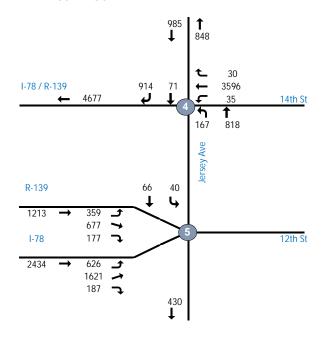


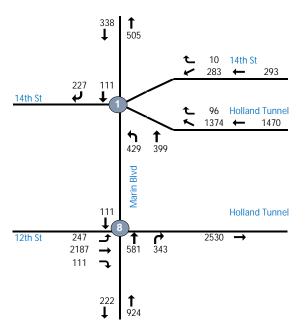


NJ 12:00:00 PM

					Total	Vehic	les	
				Inl	bound	/Outb	ound	
					MD Pe	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenu	e (N-S)							
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	61	2363	71	0	
Jersey Avenue	4	NB	0	111	500	0	0	
Jersey Avenue	4	SB	0	0	116	535	0	3757
14th Street/Holland Tunnel (E-W)	& Marin Boule	evard (N-S)						
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1798	177	0	
14th Street	1	SW	0	0	0	237	5	
Marin Boulevard	1	NB	0	303	283	0	0	
Marin Boulevard	1	SB	0	0	152	116	0	3071
12th Street (E-W) & Jersey Avenu	e (N-S)							
NJ-TMC-009.xlsx	5							
R-139	5	SE	298	687	0	202	0	
I-78	5	EB	0	313	904	116	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	86	91	0	0	2697
12th Street (E-W) & Marin Blvd (N	N-S)							
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	157	1581	91	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	429	177	0	
Marin Boulevard	8	SB	0	0	152	0	0	2587

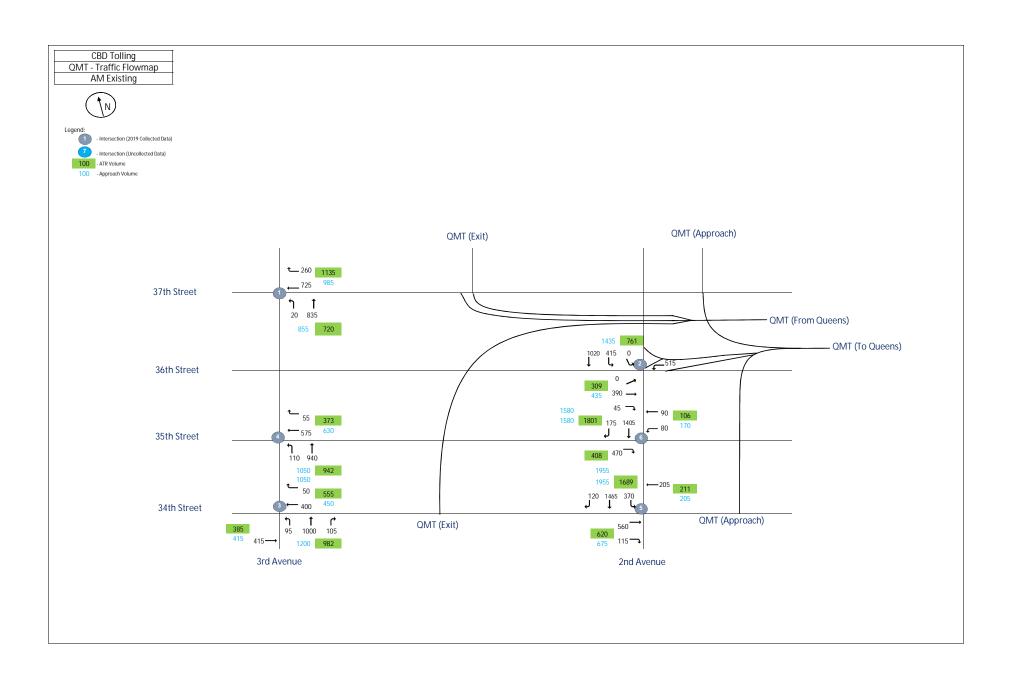
New Jersey 2019 Existing Conditions PM Peak Hour



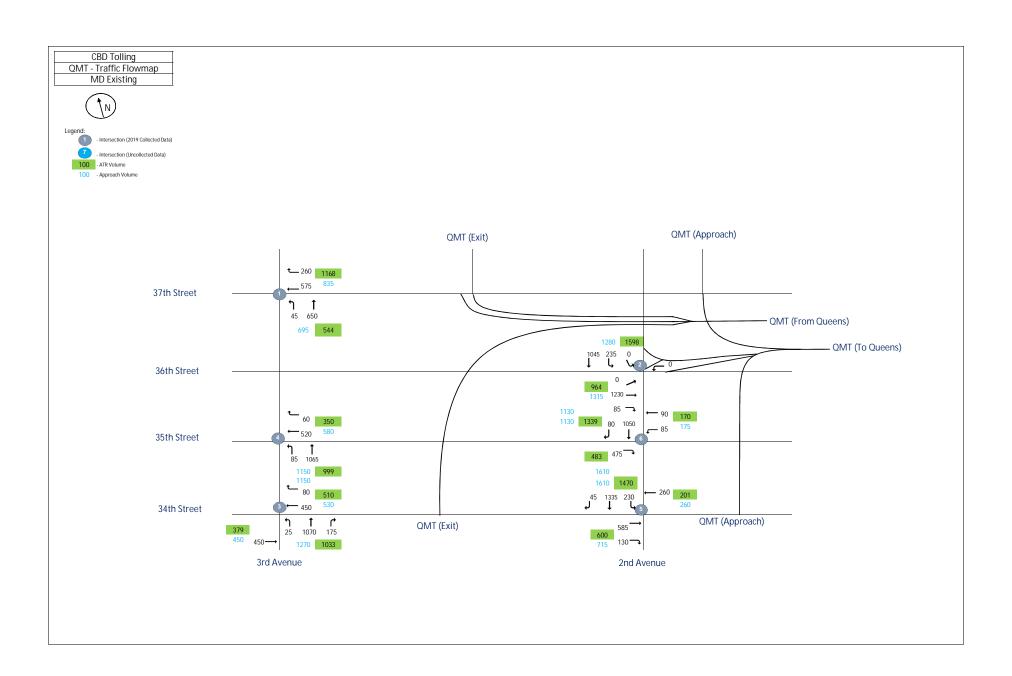


NJ 5:00:00 PM

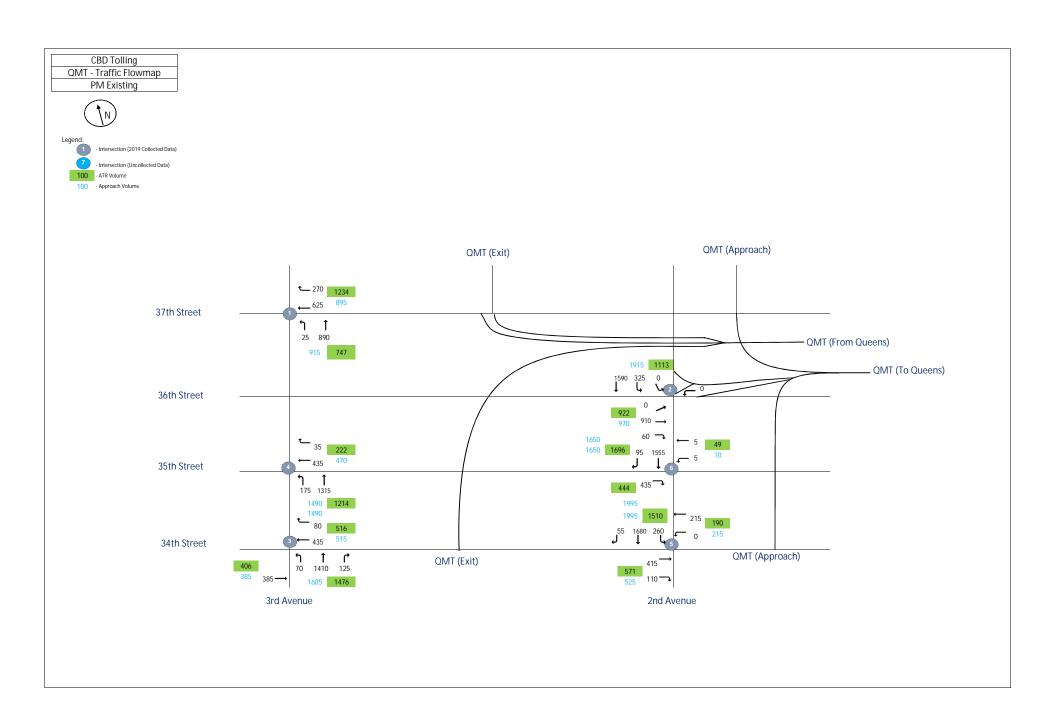
					Total	Vehic	les	
				Inl	bound	I/Outb	ound	
					PM P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenu	e (N-S)							
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	35	3596	30	0	
Jersey Avenue	4	NB	0	167	818	0	0	
Jersey Avenue	4	SB	0	0	71	914	0	5631
14th Street/Holland Tunnel (E-W)	& Marin Boule	evard (N-S)						
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1374	96	0	
14th Street	1	SW	0	0	0	283	10	
Marin Boulevard	1	NB	0	429	399	0	0	
Marin Boulevard	1	SB	0	0	111	227	0	2929
12th Street (E-W) & Jersey Avenu	e (N-S)							
NJ-TMC-009.xlsx	5							
R-139	5	SE	359	677	0	177	0	
I-78	5	EB	0	626	1621	187	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	40	66	0	0	3753
12th Street (E-W) & Marin Blvd (N	N-S)							
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	247	2187	111	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	581	343	0	
Marin Boulevard	8	SB	0	0	111	0	0	3580



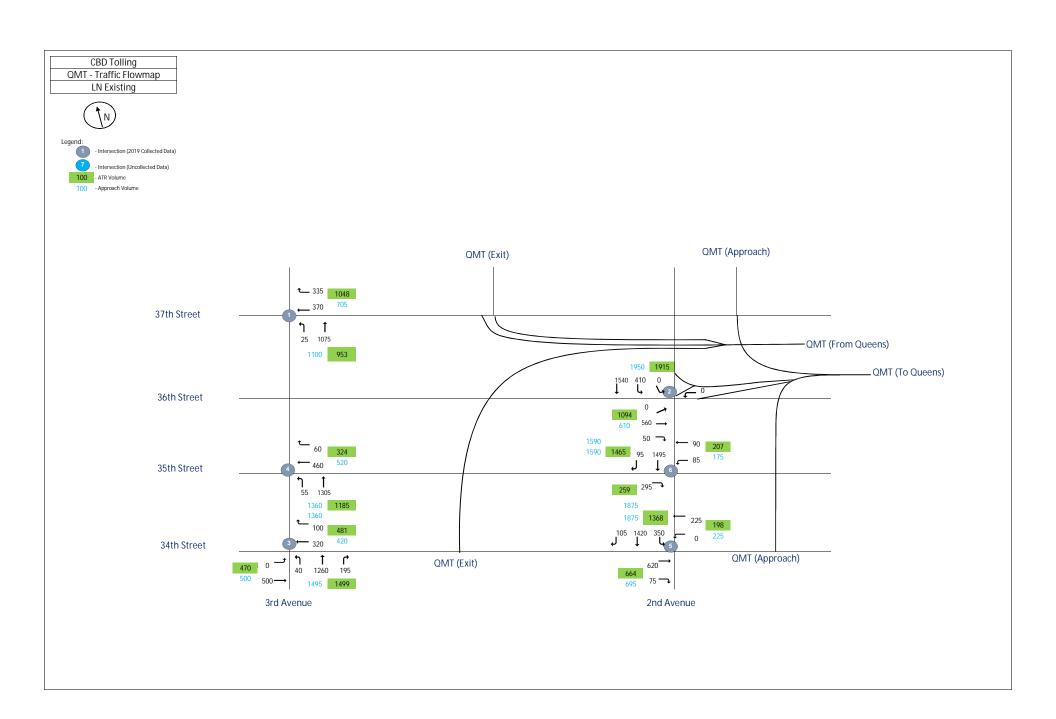
QM	8:00:00 AM		Total Vehicles						
							ound		
					AM P				
Intersection	Nodo	Annroach	L2	1 1	T	R	R2	Total	
37th St & 3rd Ave	Node	Approach	LZ		ı	11	112	TOtal	
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	725	260	0		
3rd Ave	1	NB	0	20	835	200	0		
3rd Ave	1	SB	0	0	0	0	0	1840	
36th St & 2nd Ave	<u> </u>	36						1040	
2019 (TMC-017)	2								
36th St	2	EB	0	0	390	45	0		
36th St	2	WB	0	515	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	415	1020	0	0	2385	
34th St & 3rd Ave	_	0.5		123	1020		J	2303	
2019 (TMC-018)	3								
34th St	3	EB	0	0	415	0	0		
34th St	3	WB	0	0	400	50	0		
3rd Ave	3	NB	0	95	1000	105	0		
	3	SB	0	0	0	0		2065	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	575	55	0		
3rd Ave	4	NB	0	110	940	0	0		
	4	SB	0	0	0	0	0	1680	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	560	115	0		
34th St	5	WB	0	0	205	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	370	1465	120	0	2835	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	470	0		
35th St	6	WB	0	80	90	0	0		
2nd Ave	6	NB	0	0	0	0			
2nd Ave	6	SB	0	0	1405	175	0	2220	



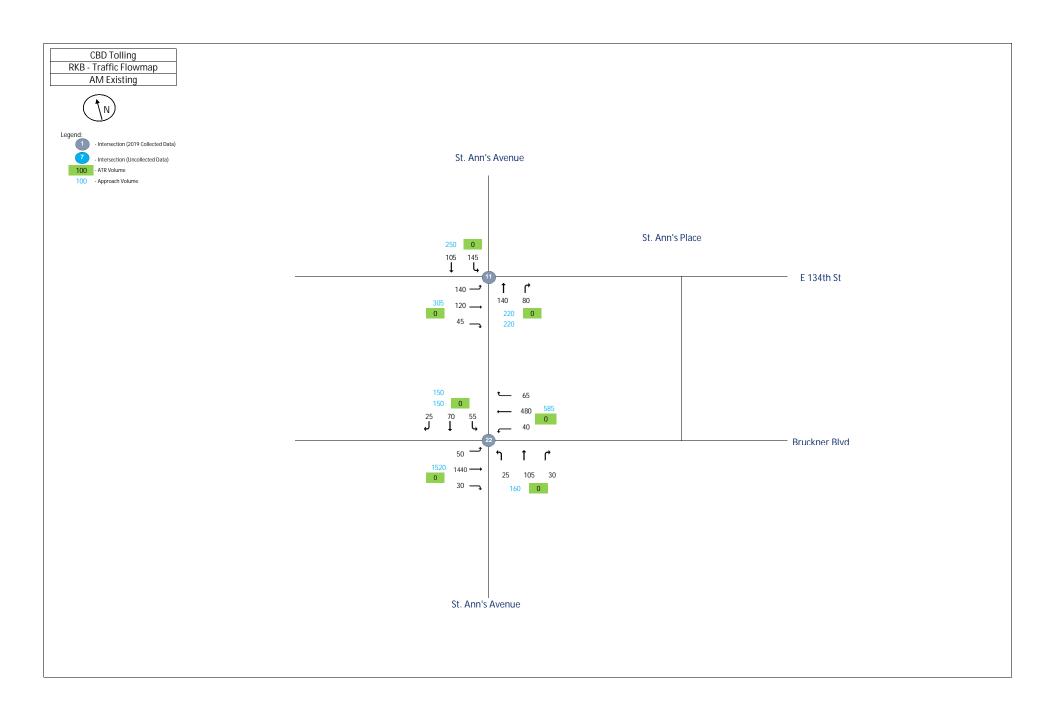
QIVI	1:00:00 PM		Total Vehicles						
							ound		
					MD P				
Intersection	Node	Approach	L2	L	T	R	R2	Total	
37th St & 3rd Ave	Hode	7.001.00011	1						
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	575	260	0		
3rd Ave	1	NB	0	45	650	0	0		
3rd Ave	1	SB	0	0	0	0	0	1530	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	1230	85	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	235	1045	0	0	2595	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	450	0	0		
34th St	3	WB	0	0	450	80	0		
3rd Ave	3	NB	0	25	1070	175	0		
	3	SB	0	0	0	0	0	2250	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	520	60	0		
3rd Ave	4	NB	0	85	1065	0	0		
	4	SB	0	0	0	0	0	1730	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	585	130	0		
34th St	5	WB	0	0	260	0	0		
2nd Ave	5	NB	0	0	0	0	0	_	
2nd Ave	5	SB	0	230	1335	45	0	2585	
35th St & 2nd Ave	_								
2019 (TMC-021)	6		_	-	_		ء ا		
35th St	6	EB	0	0	0	475	0		
35th St	6	WB	0	85	90	0	0		
2nd Ave	6	NB CD	0	0	0	0	0	4====	
2nd Ave	6	SB	0	0	1050	80	0	1780	



QM	5:00:00 PM		Total Vehicles						
							ound		
				. 1	PM P				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
37th St & 3rd Ave									
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	625	270	0		
3rd Ave	1	NB	0	25	890	0	0		
3rd Ave	1	SB	0	0	0	0	0	1810	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	910	60	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	325	1590	0	0	2885	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	385	0	0		
34th St	3	WB	0	0	435	80	0		
3rd Ave	3	NB	0	70	1410	125	0		
	3	SB	0	0	0	0	0	2505	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	435	35	0		
3rd Ave	4	NB	0	175	1315	0	0		
	4	SB	0	0	0	0	0	1960	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	415	110	0		
34th St	5	WB	0	0	215	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	260	1680	55	0	2735	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	435	0		
35th St	6	WB	0	5	5	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	1555	95	0	2095	

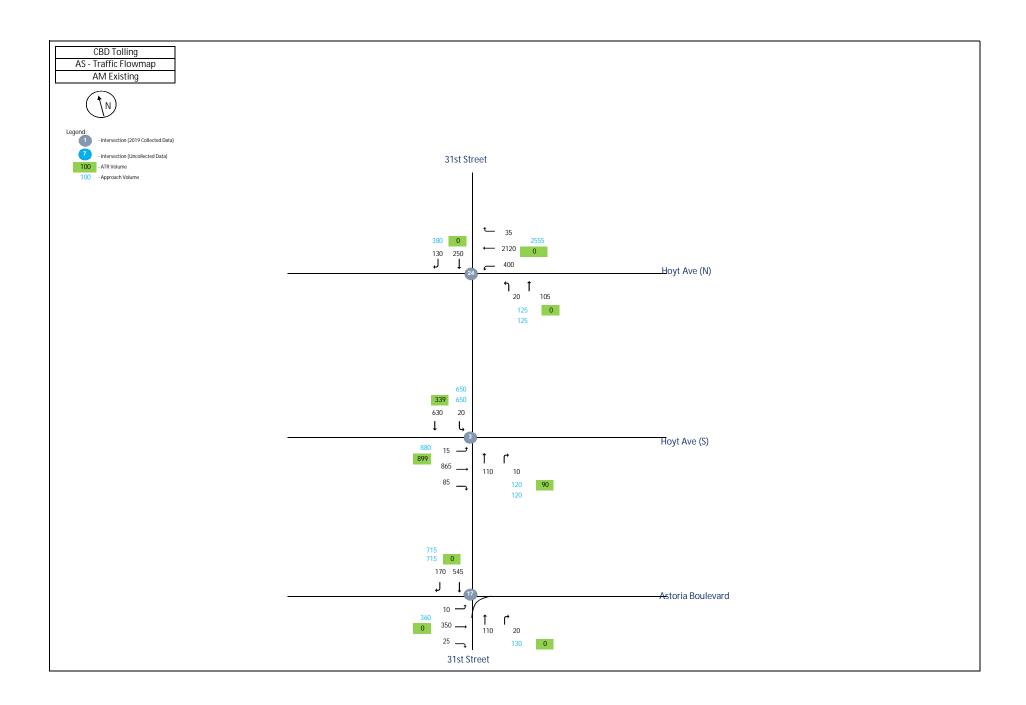


			Total Vehicles					
			Inbound/Outbound					
					LN Pe	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave				•	•			
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	370	335	0	
3rd Ave	1	NB	0	25	1075	0	0	
3rd Ave	1	SB	0	0	0	0	0	1805
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	560	50	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	410	1540	0	0	2560
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	500	0	0	
34th St	3	WB	0	0	320	100	0	
3rd Ave	3	NB	0	40	1260	195	0	
	3	SB	0	0	0	0	0	2415
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	460	60	0	
3rd Ave	4	NB	0	55	1305	0	0	
	4	SB	0	0	0	0	0	1880
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	620	75	0	
34th St	5	WB	0	0	225	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	350	1420	105	0	2795
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	295	0	
35th St	6	WB	0	85	90	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	1495	95	0	2060



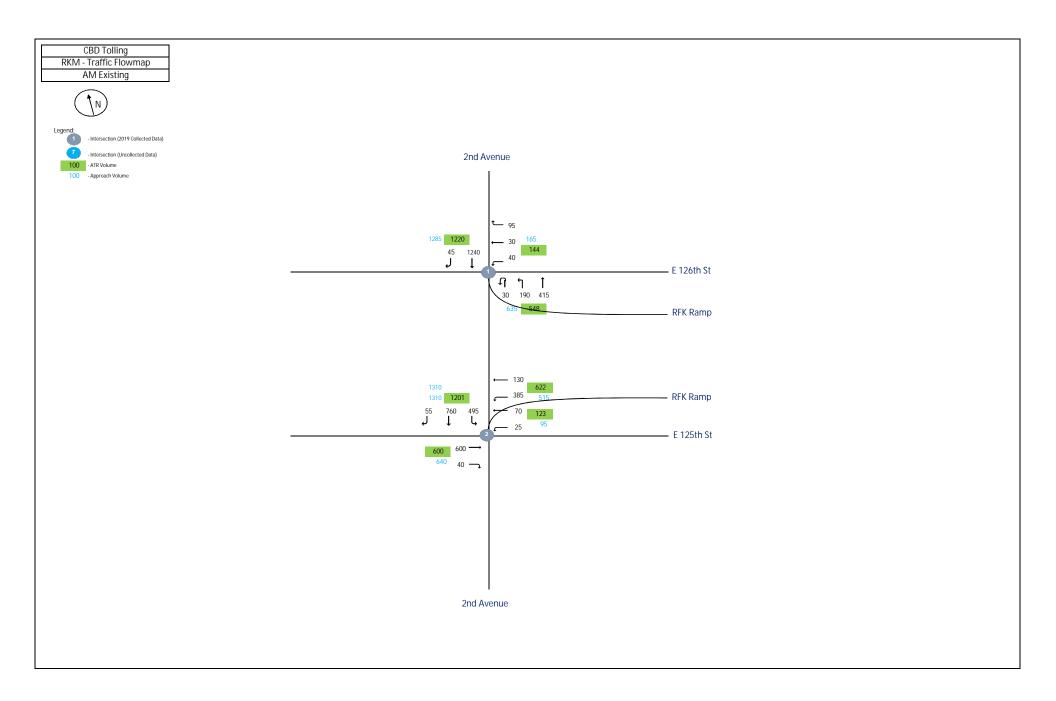
RKB 8:00 AM

			Total Vehicles						
			Inbound/Outbound						
				Δ	M Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	140	120	45	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	140	80	0		
St. Ann's Ave	11	SB	0	145	105	0	0	775	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	50	1440	30	0		
Bruckner Blvd	22	WB	0	40	480	65	0		
St. Ann's Ave	22	NB	0	25	105	30	0		
St. Ann's Ave	22	SB	0	55	70	25	0	2415	

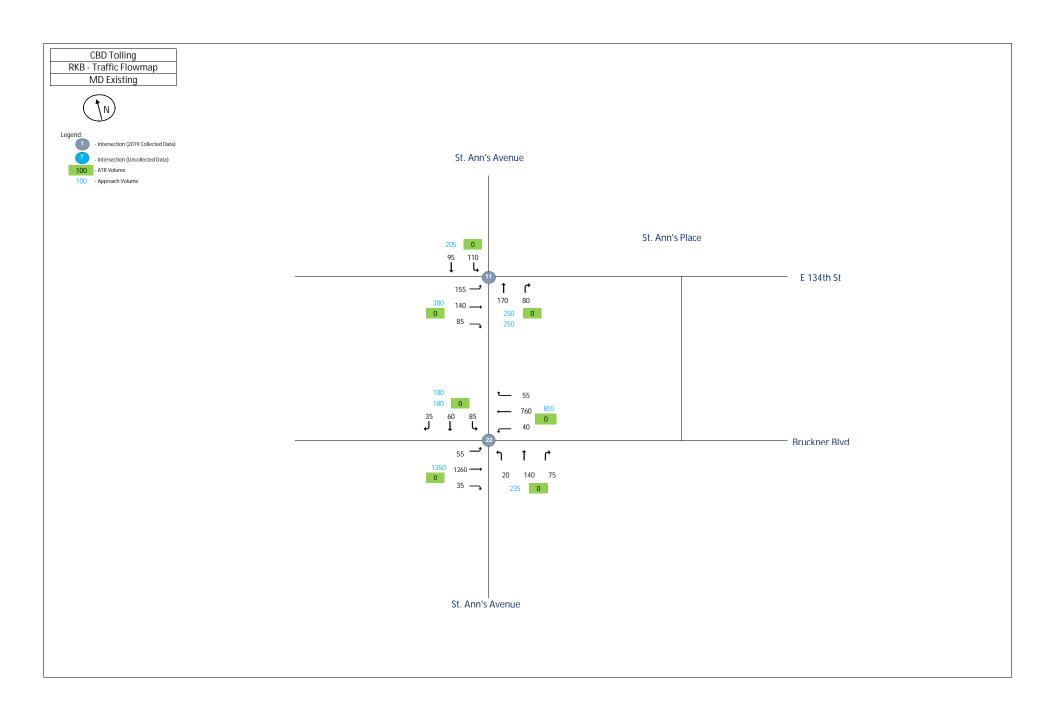


AS 7:15:00 AM

			Total Vehicles						
			Inbound/Outbound						
					AM Pe	ak H	our		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	10	350	25	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	110	20	0		
31st Street	17	SB	0	0	545	170	0	1230	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	400	2120	35	0		
31st Street	24	NB	0	20	105	0	0		
31st Street	24	SB	0	0	250	130	0	3060	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	15	865	85	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	110	10	0		
31st Street	3	SB	0	20	630	0	0	1735	

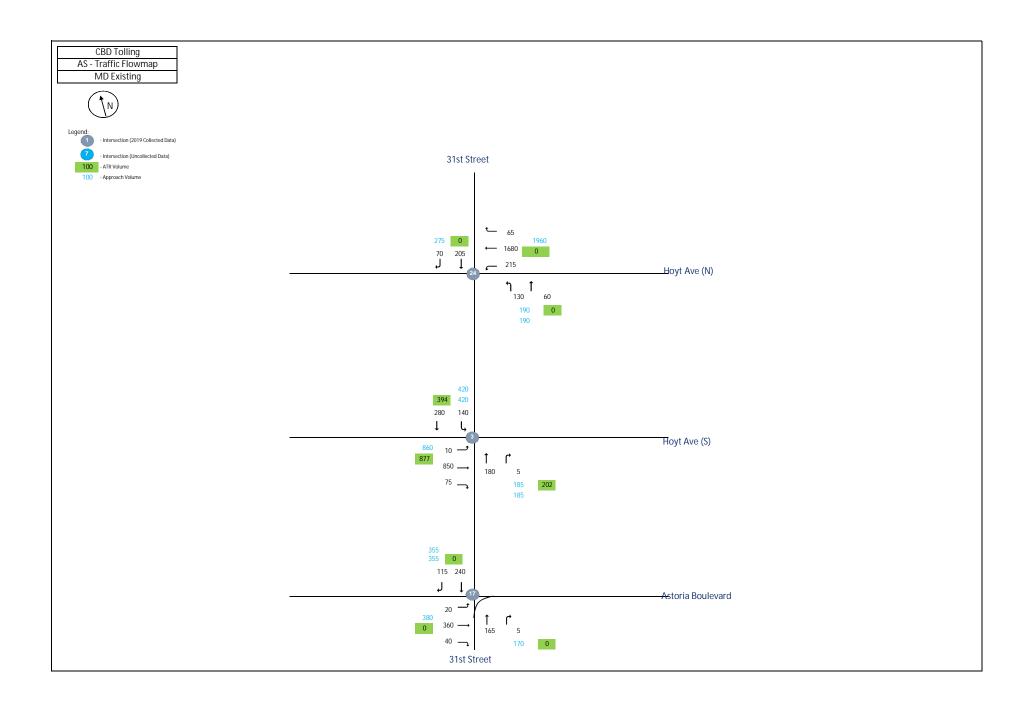


RKM	7:45 AM									
			Total Vehicles							
				Inbo	und/0	Outbo	ound			
				Al	M Pea	ık Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Tota		
E 126th Street and 2nd Ave										
2019 (TMC-058)										
RFK Ramp	1	NW	30	190	0	415	0			
E 126th Street	1	EB	0	0	0	0	0			
E 126th Street	1	WB	0	40	30	95	0			
2nd Ave	1	NB	0	0	0	0	0			
2nd Ave	1	SB	0	0	1240	45	0	1450		
E 125th Street and 2nd Ave										
2019 (TMC-059)	2									
E 125th Street	2	EB	0	0	600	40	0			
E 125th Street	2	WB	0	25	70	0	0			
2nd Ave	2	SW	0	385	0	130	0			
2nd Ave	2	SB	0	495	760	55	0	2560		



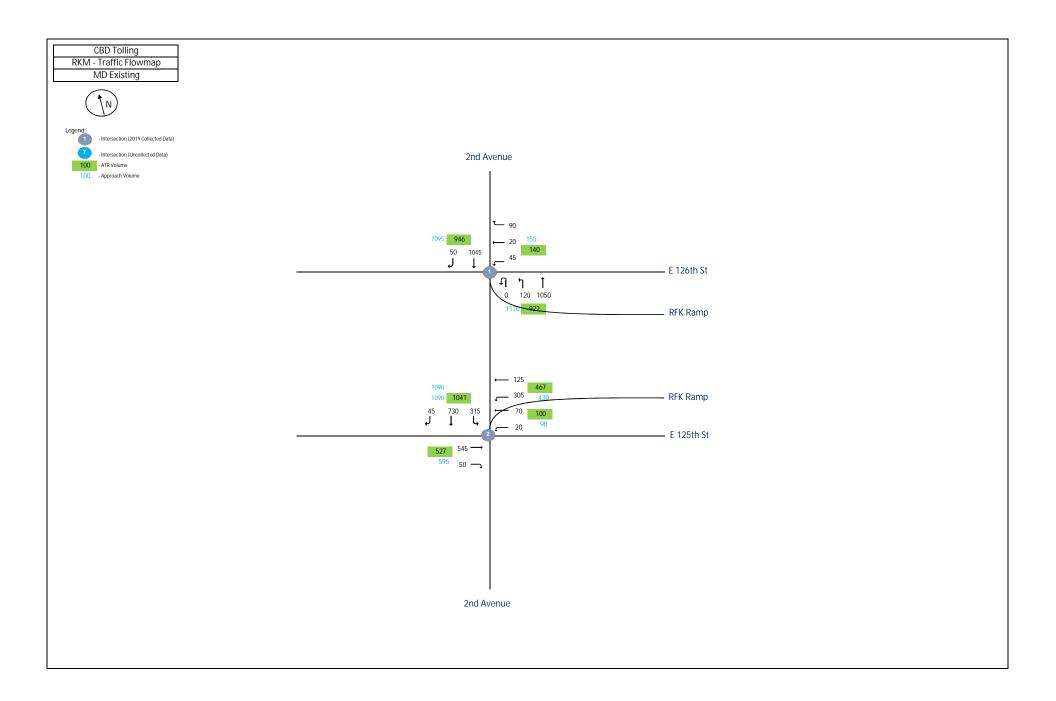
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			Total Vehicles						
			Inbound/Outbound						
				N	ID Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	155	140	85	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	170	80	0		
St. Ann's Ave	11	SB	0	110	95	0	0	835	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	55	1260	35	0		
Bruckner Blvd	22	WB	0	40	760	55	0		
St. Ann's Ave	22	NB	0	20	140	75	0		
St. Ann's Ave	22	SB	0	85	60	35	0	2620	



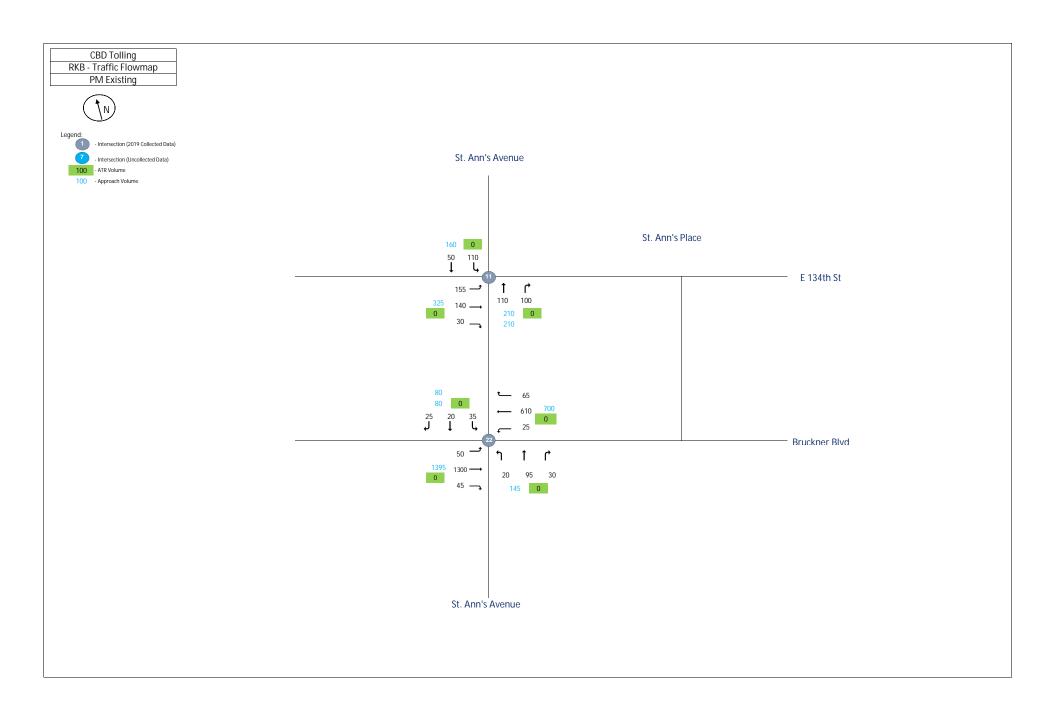
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			Total Vehicles						
			Inbound/Outbound						
					MD Pe	eak Ho	our		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	20	360	40	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	165	5	0		
31st Street	17	SB	0	0	240	115	0	945	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	215	1680	65	0		
31st Street	24	NB	0	130	60	0	0		
31st Street	24	SB	0	0	205	70	0	2425	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	10	850	75	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	180	5	0		
31st Street	3	SB	0	140	280	0	0	1540	



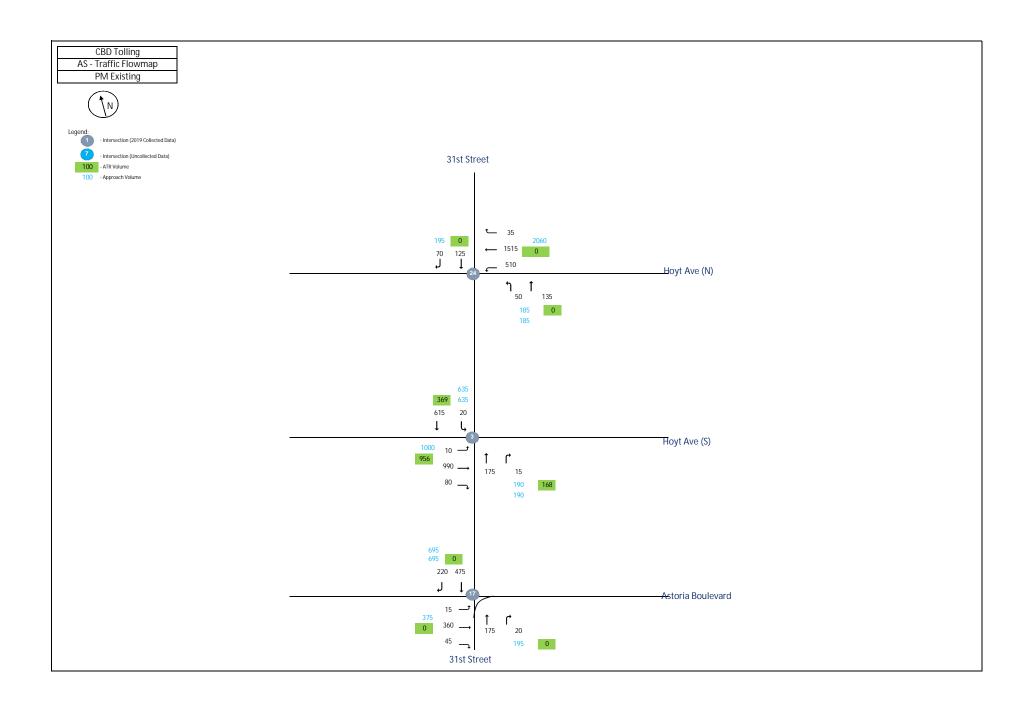
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			Total Vehicles						
			Inbound/Outbound						
			MD Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	0	120	0	1050	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	45	20	90	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	1045	50	0	1250	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	545	50	0		
E 125th Street	2	WB	0	20	70	0	0		
2nd Ave	2	SW	0	305	0	125	0		
2nd Ave	2	SB	0	315	730	45	0	2205	



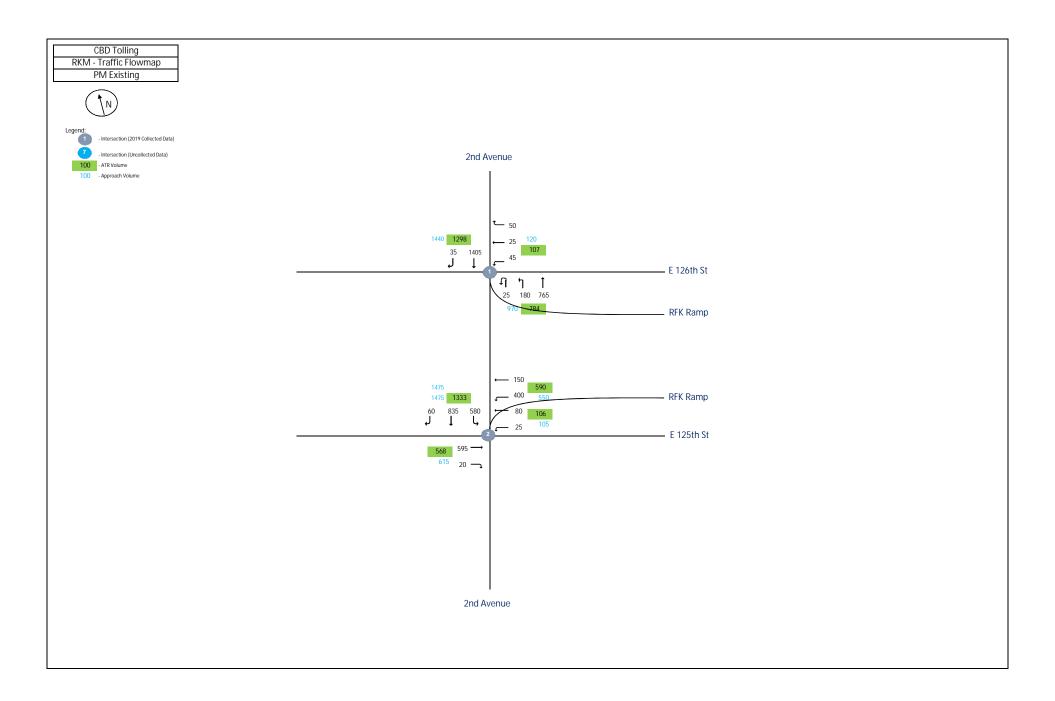
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			Total Vehicles						
			Inbound/Outbound						
				F	M Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	155	140	30	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	110	100	0		
St. Ann's Ave	11	SB	0	110	50	0	0	695	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	50	1300	45	0		
Bruckner Blvd	22	WB	0	25	610	65	0		
St. Ann's Ave	22	NB	0	20	95	30	0		
St. Ann's Ave	22	SB	0	35	20	25	0	2320	



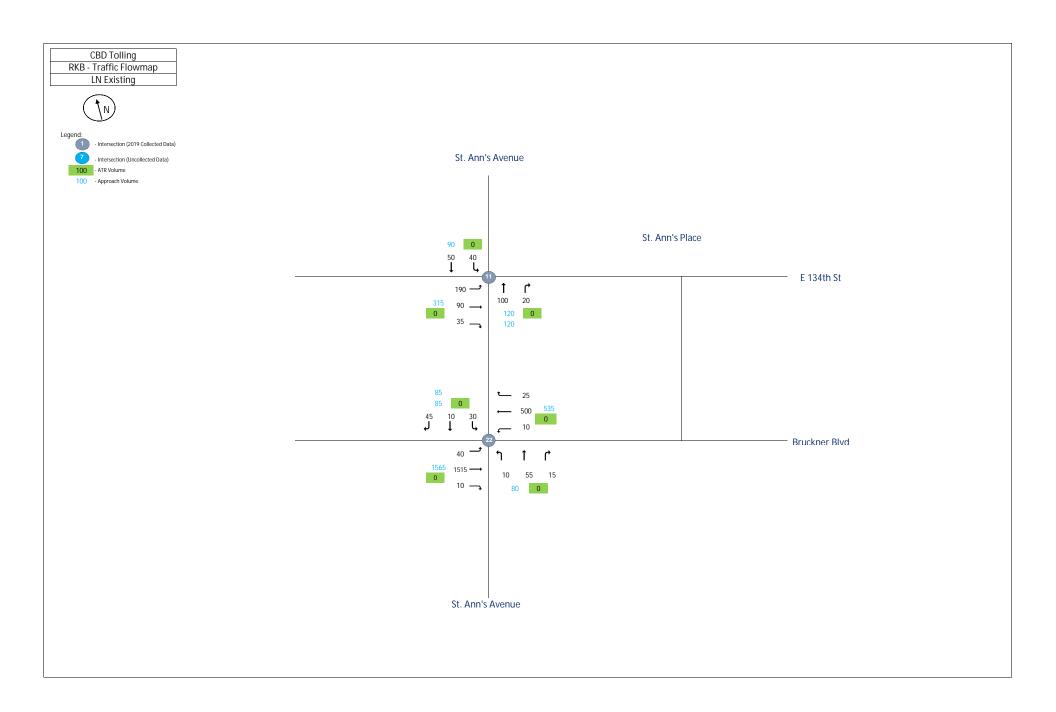
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	4.00.001101			•	Total '	Total Vehicles						
					ound							
					PM Pe							
Intersection	Node	Approach	L2	1	T	R	R2	Total				
31st Street and Astoria Blvd	Node	Арргоасп	LZ		•	11	112	Iotai				
	4=											
2019 (TMC-062)	17											
Astoria Blvd	17	EB	0	15	360	45	0					
Astoria Blvd	17	WB	0	0	0	0	0					
31st Street	17	NB	0	0	175	20	0					
31st Street	17	SB	0	0	475	220	0	1310				
31st Street and Hoyt Ave N												
2019 (TMC-063)	24											
Hoyt Ave N	24	EB	0	0	0	0	0					
Hoyt Ave N	24	WB	0	510	1515	35	0					
31st Street	24	NB	0	50	135	0	0					
31st Street	24	SB	0	0	125	70	0	2440				
31st Street and Hoyt Ave S												
2019 (TMC-064)	3											
Hoyt Ave S	3	EB	0	10	990	80	0					
	3		0	0	0	0	0					
31st Street	3	NB	0	0	175	15	0					
31st Street	3	SB	0	20	615	0	0	1905				



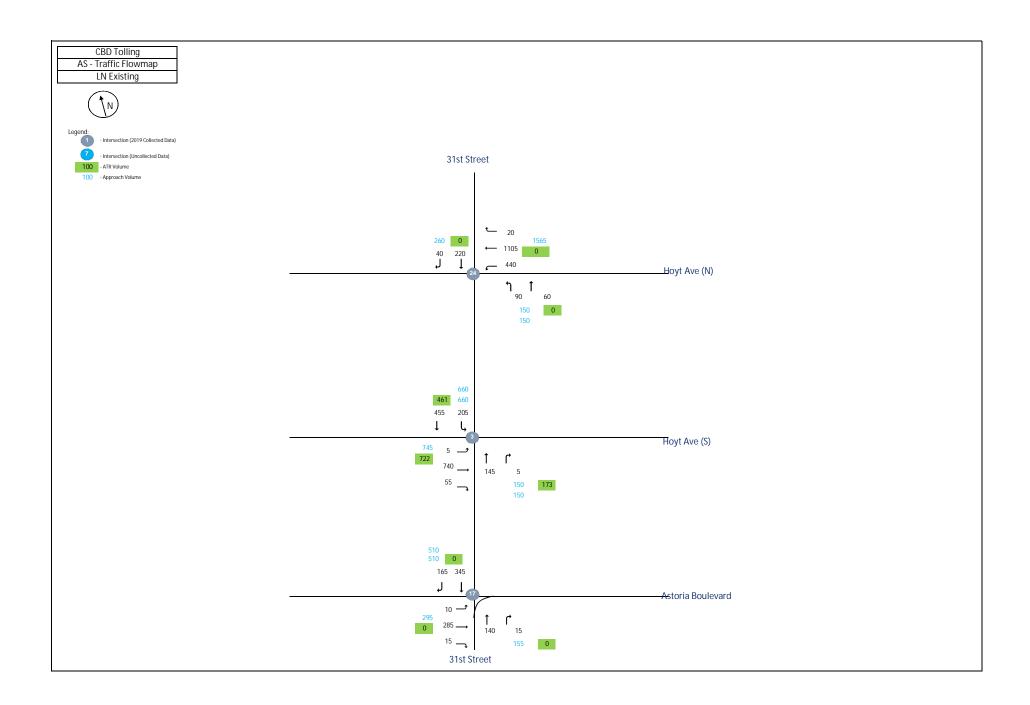
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			Total Vehicles						
			Inbound/Outbound						
				Pl	M Pea	ık Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	25	180	0	765	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	45	25	50	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	1405	35	0	1560	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	595	20	0		
E 125th Street	2	WB	0	25	80	0	0		
2nd Ave	2	SW	0	400	0	150	0		
2nd Ave	2	SB	0	580	835	60	0	2745	



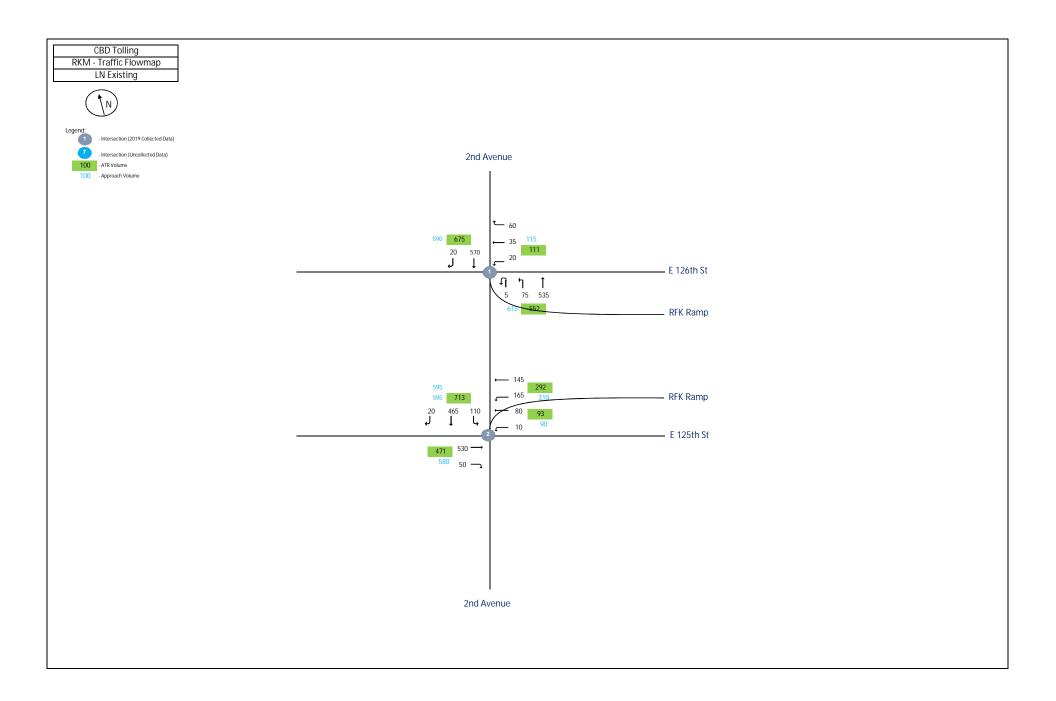
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			Total Vehicles						
			Inbound/Outbound						
				L	N Pea	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	190	90	35	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	100	20	0		
St. Ann's Ave	11	SB	0	40	50	0	0	525	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	40	1515	10	0		
Bruckner Blvd	22	WB	0	10	500	25	0		
St. Ann's Ave	22	NB	0	10	55	15	0		
St. Ann's Ave	22	SB	0	30	10	45	0	2265	



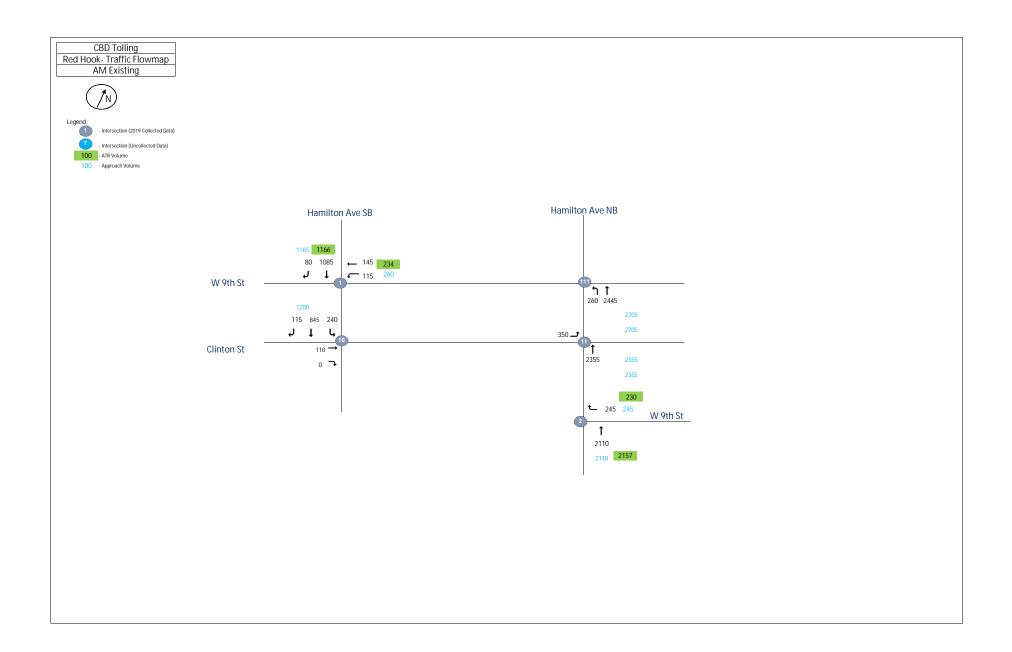
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	1	1			_ ,				
			Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	10	285	15	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	140	15	0		
31st Street	17	SB	0	0	345	165	0	975	
31st Street and Hoyt Ave N	1								
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	440	1105	20	0		
31st Street	24	NB	0	90	60	0	0		
31st Street	24	SB	0	0	220	40	0	1975	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	5	740	55	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	145	5	0		
31st Street	3	SB	0	205	455	0	0	1610	



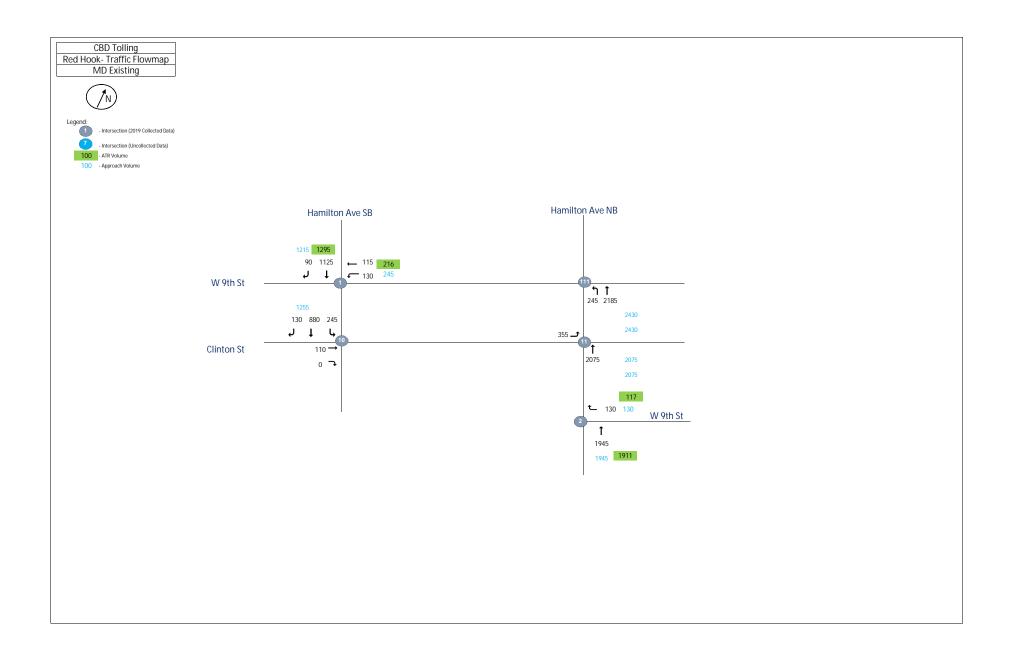
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			Total Vehicles							
			Inbound/Outbound							
				LI	N Pea	k Hou	ır			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 126th Street and 2nd Ave										
2019 (TMC-058)										
RFK Ramp	1	NW	5	75	0	535	0			
E 126th Street	1	EB	0	0	0	0	0			
E 126th Street	1	WB	0	20	35	60	0			
2nd Ave	1	NB	0	0	0	0	0			
2nd Ave	1	SB	0	0	570	20	0	705		
E 125th Street and 2nd Ave										
2019 (TMC-059)	2									
E 125th Street	2	EB	0	0	530	50	0			
E 125th Street	2	WB	0	10	80	0	0			
2nd Ave	2	SW	0	165	0	145	0			
2nd Ave	2	SB	0	110	465	20	0	1575		



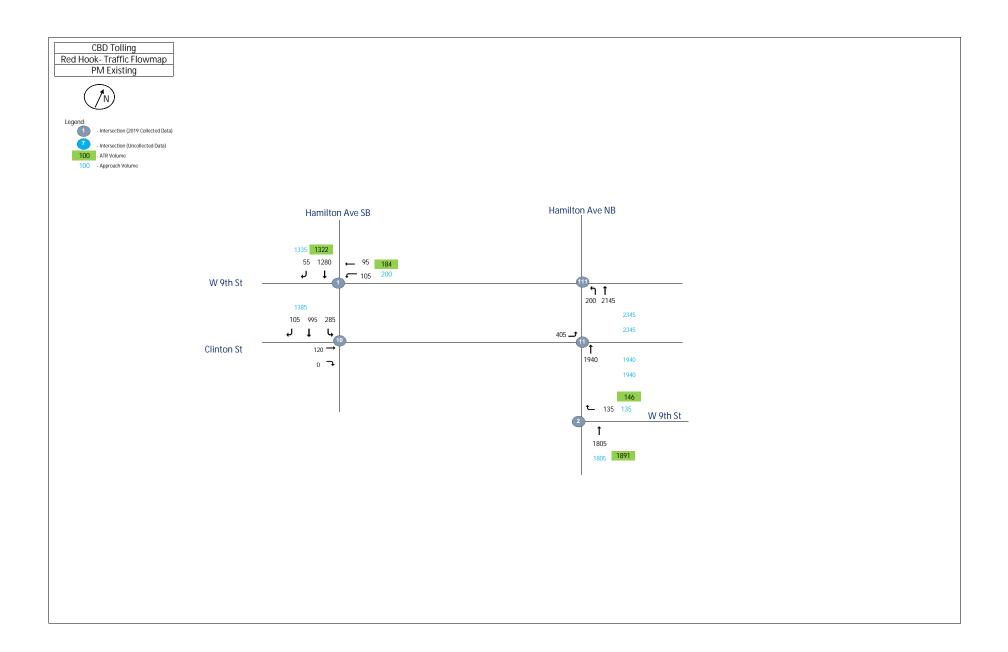
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			Total Vehicles							
				Inbo	und/O	utbo	und			
				ΑI	M Peal	k Hou	ır			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	1									
W 9th St	1	EB	0	0	0	0	0			
W 9th St	1	WB	0	115	145	0	0			
-	1		0	0	0	0	0			
Hamilton Ave SB	1	SB	0	0	1085	80	0	1425		
Hamilton Ave SB & Clinton St										
2019 (TMC-040)	10									
Clinton St	10	EB			110	0				
Clinton St	10	WB								
-	10									
Hamilton Ave SB	10	SB		240	845	115		1310		
Hamilton Ave NB & Clinton St EB										
2019 (TMC-040)	11									
Clinton St	11	EB		350						
-	11									
Hamilton Ave	11	NB			2355					
-	11							2705		
Hamilton Ave NB & W 9th St WB										
2019 (TMC-040)	111									
W 9th St	111	EB	0	0	0	0	0			
-	111	WB	0	0	0	0	0			
Hamilton Ave	111	NB	0	260	2445	0	0			
-	111	SB	0	0	0	0	0	2705		
Hamilton Ave NB & W 9th St										
2019 (TMC-041)	2									
-	2	EB	0	0	0	0	0			
W 9th St	2	WB	0	0	0	245	0			
Hamilton Ave	2	NB	0	0	2110	0	0			
-	2	SB	0	0	0	0		2355		



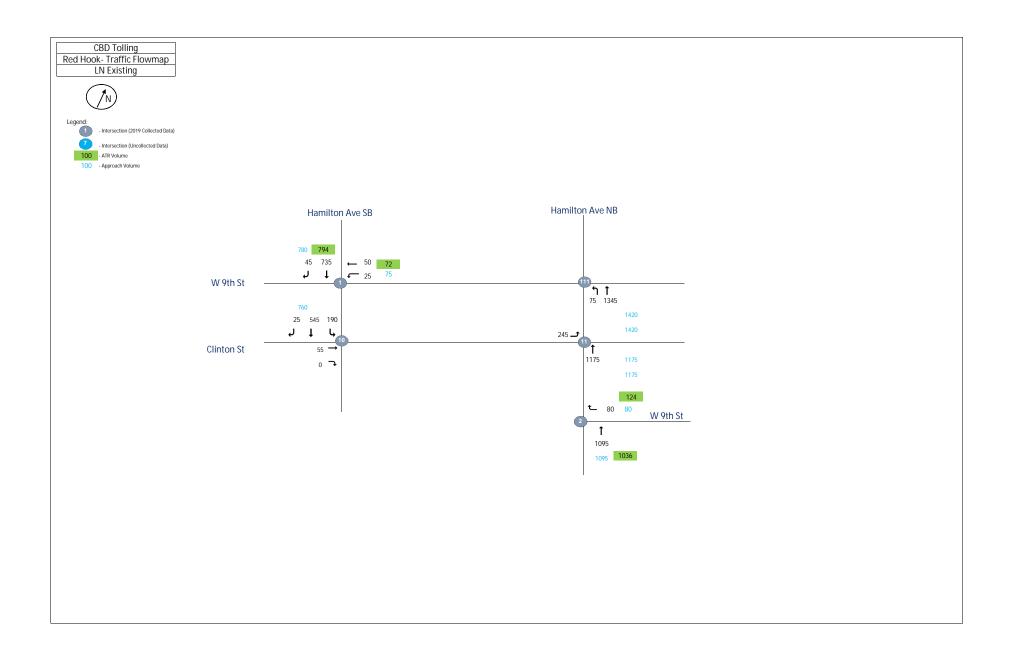
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			Total Vehicles							
				Inbo	und/O	utbo	und			
				M	D Peal	k Hou	ır			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	1									
W 9th St	1	EB	0	0	0	0	0			
W 9th St	1	WB	0	130	115	0	0			
Hamilton Ave SB	1		0	0	0	0	0			
Hamilton Ave SB	1	SB	0	0	1125	90	0	1460		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	10									
Clinton Avenue	10	EB			110	0				
Clinton Avenue	10	WB								
Hamilton Ave SB	10									
Hamilton Ave SB	10	SB		245	880	130		1365		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	11									
Clinton Avenue	11	EB		355						
Clinton Avenue	11									
Hamilton Ave	11	NB			2075					
Hamilton Ave	11							2430		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	111									
W 9th St	111	EB	0	0	0	0	0			
W 9th St	111	WB	0	0	0	0	0			
Hamilton Ave	111	NB	0	245	2185	0	0			
-	111	SB	0	0	0	0	0	2430		
Hamilton Ave NB & W 9th St										
2019 (TMC-041)	2									
W 9th St	2	EB	0	0	0	0	0			
W 9th St	2	WB	0	0	0	130	0			
Hamilton Ave	2	NB	0	0	1945	0	0			
Hamilton Ave	2	SB	0	0	0	0	0	2075		



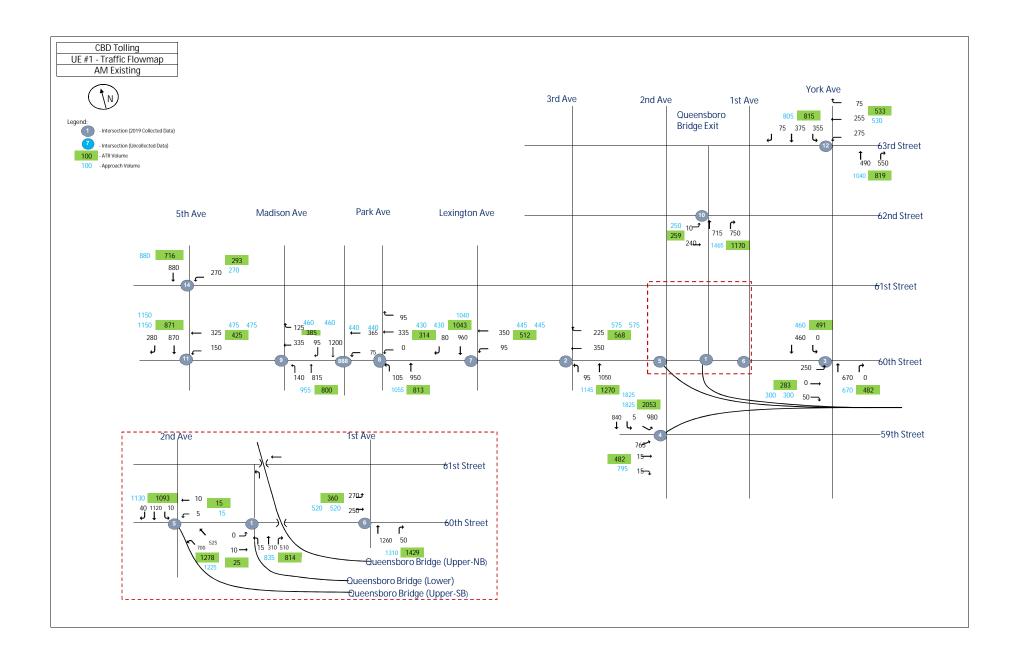
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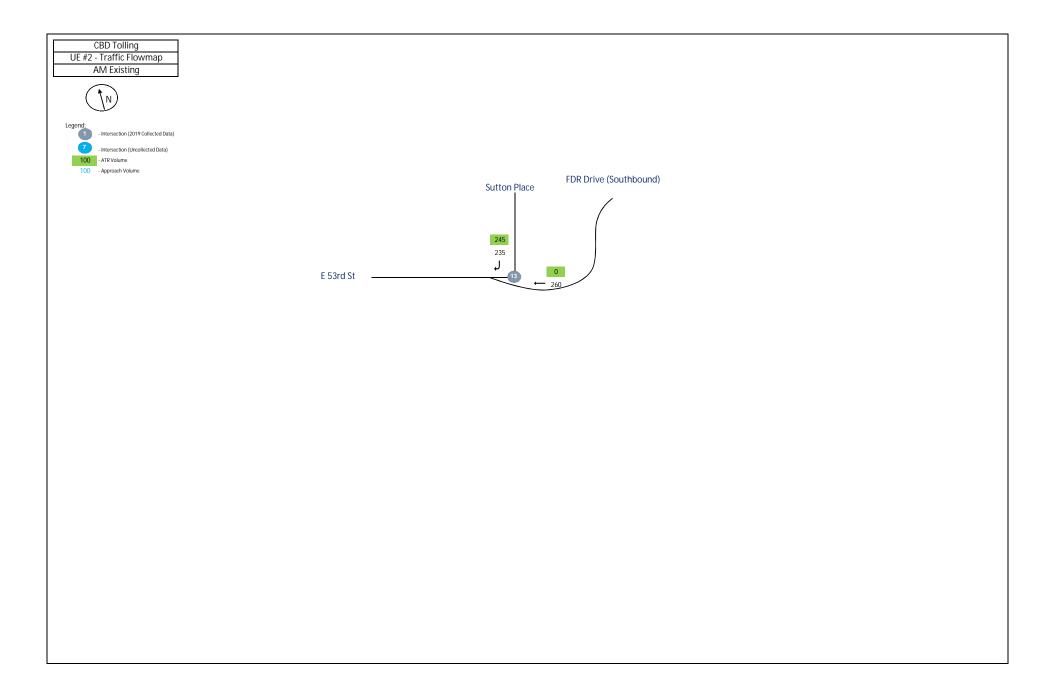
			Total Vehicles							
				Inbo	und/O	utbo	und			
				PI	M Peal	k Hou	ır			
Intersection	Node	Approach	L2	L	T	R	R2	Total		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	1									
W 9th St	1	EB	0	0	0	0	0			
W 9th St	1	WB	0	105	95	0	0			
Hamilton Ave SB	1		0	0	0	0	0			
Hamilton Ave SB	1	SB	0	0	1280	55	0	1535		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	10									
Clinton Avenue	10	EB			120	0				
Clinton Avenue	10	WB								
Hamilton Ave SB	10									
Hamilton Ave SB	10	SB		285	995	105		1505		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	11									
Clinton Avenue	11	EB		405						
Clinton Avenue	11									
Hamilton Ave	11	NB			1940					
Hamilton Ave	11							2345		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	111									
W 9th St	111	EB	0	0	0	0	0			
W 9th St	111	WB	0	0	0	0	0			
Hamilton Ave	111	NB	0	200	2145	0	0			
-	111	SB	0	0	0	0	0	2345		
Hamilton Ave NB & W 9th St										
2019 (TMC-041)	2									
W 9th St	2	EB	0	0	0	0	0			
W 9th St	2	WB	0	0	0	135	0			
Hamilton Ave	2	NB	0	0	1805	0	0			
Hamilton Ave	2	SB	0	0	0	0	0	1940		

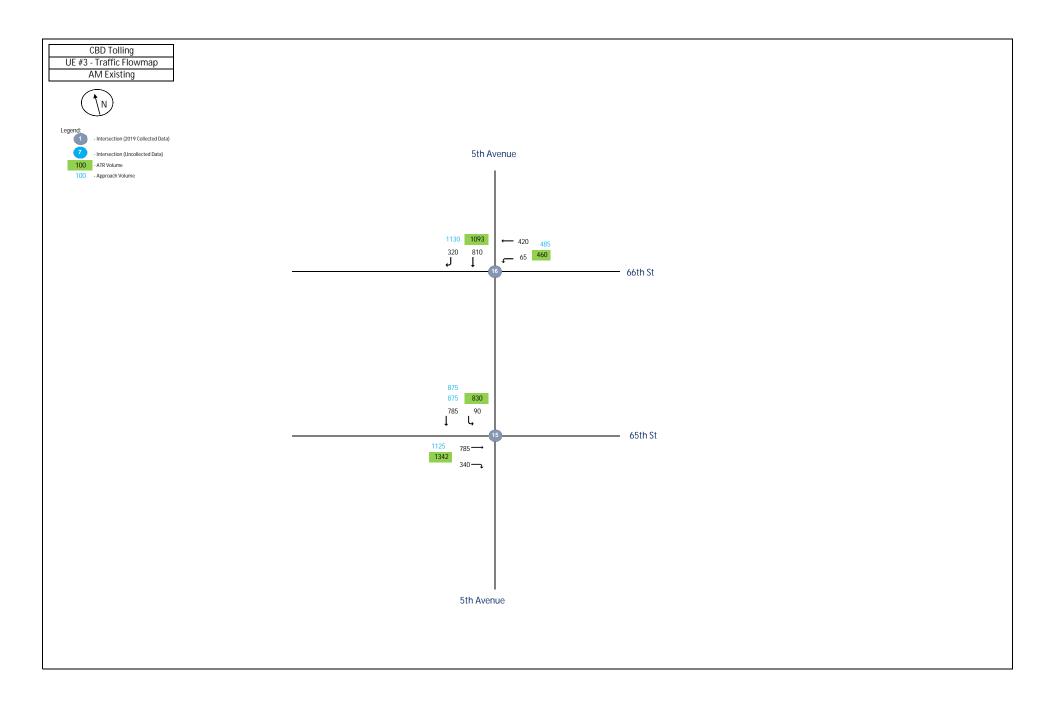


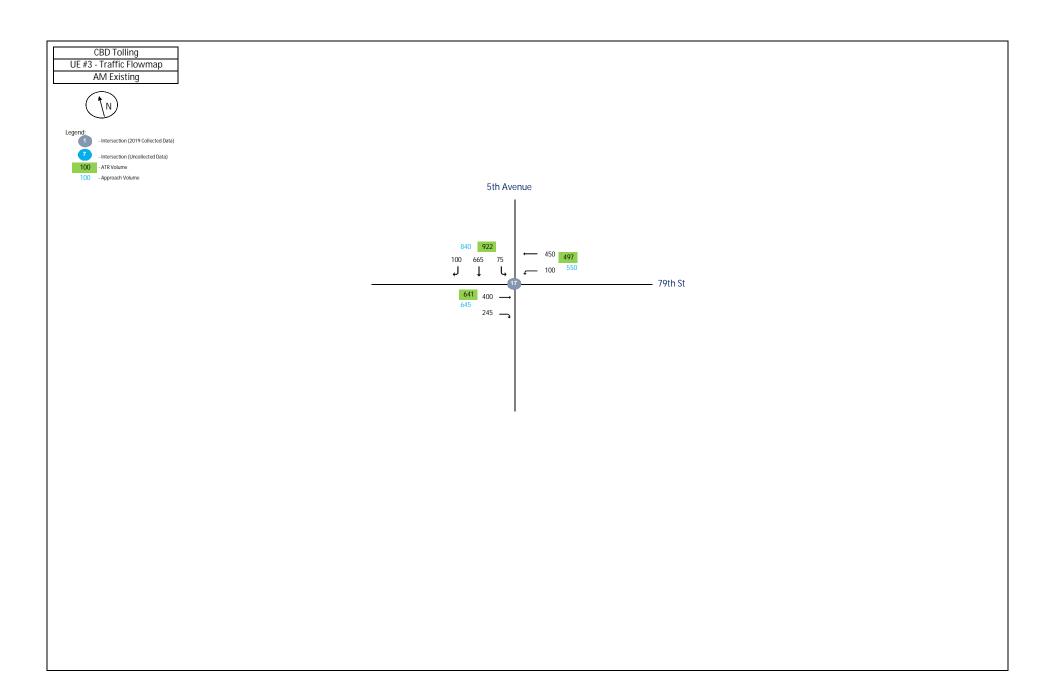
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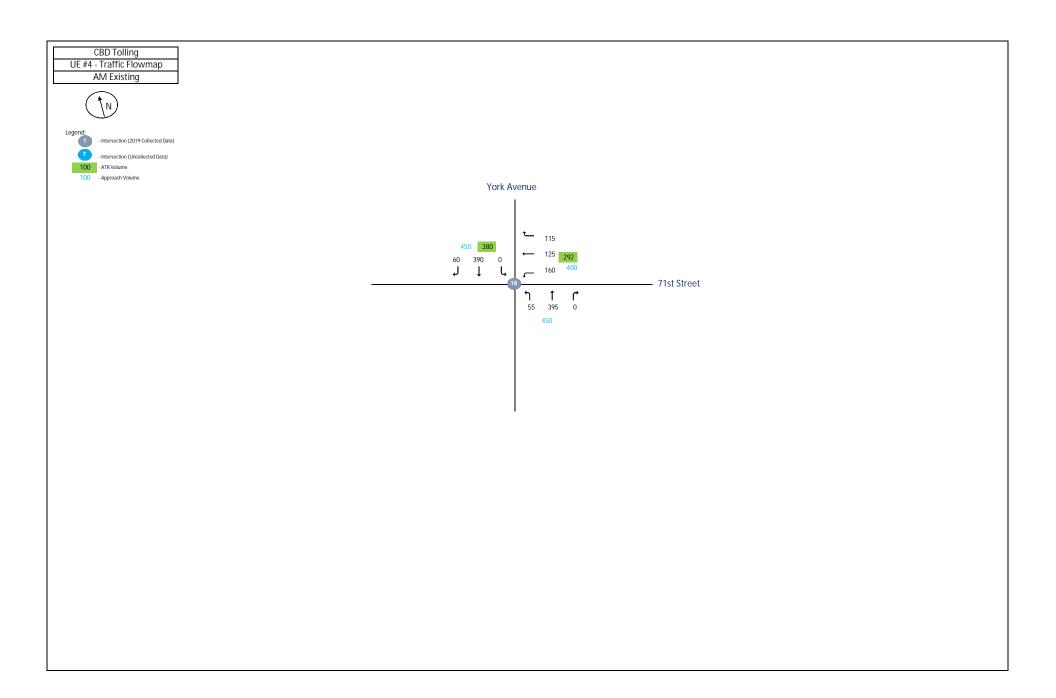
			Total Vehicles							
				Inbo	und/O	utbo	und			
				LI	N Peal	κ Ηοι	ır			
Intersection	Node	Approach	L2	L	T	R	R2	Total		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	1									
W 9th St	1	EB	0	0	0	0	0			
W 9th St	1	WB	0	25	50	0	0			
Hamilton Ave SB	1		0	0	0	0	0			
Hamilton Ave SB	1	SB	0	0	735	45	0	855		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	10									
Clinton Avenue	10	EB			55	0				
Clinton Avenue	10	WB								
Hamilton Ave SB	10									
Hamilton Ave SB	10	SB		190	545	25		815		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	11									
Clinton Avenue	11	EB		245						
Clinton Avenue	11									
Hamilton Ave	11	NB			1175					
Hamilton Ave	11							1420		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	111									
W 9th St	111	EB	0	0	0	0	0			
W 9th St	111	WB	0	0	0	0	0			
Hamilton Ave	111	NB	0	75	1345	0	0			
-	111	SB	0	0	0	0	0	1420		
Hamilton Ave NB & W 9th St										
2019 (TMC-041)	2									
W 9th St	2	EB	0	0	0	0	0			
W 9th St	2	WB	0	0	0	80	0			
Hamilton Ave	2	NB	0	0	1095	0	0			
Hamilton Ave	2	SB	0	0	0	0	0	1175		







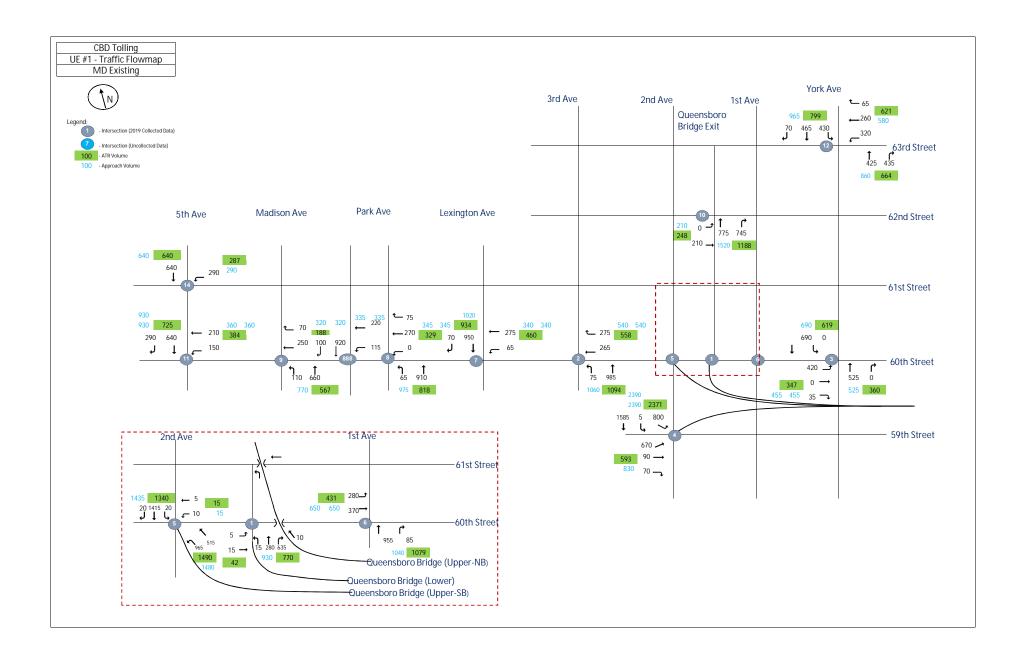


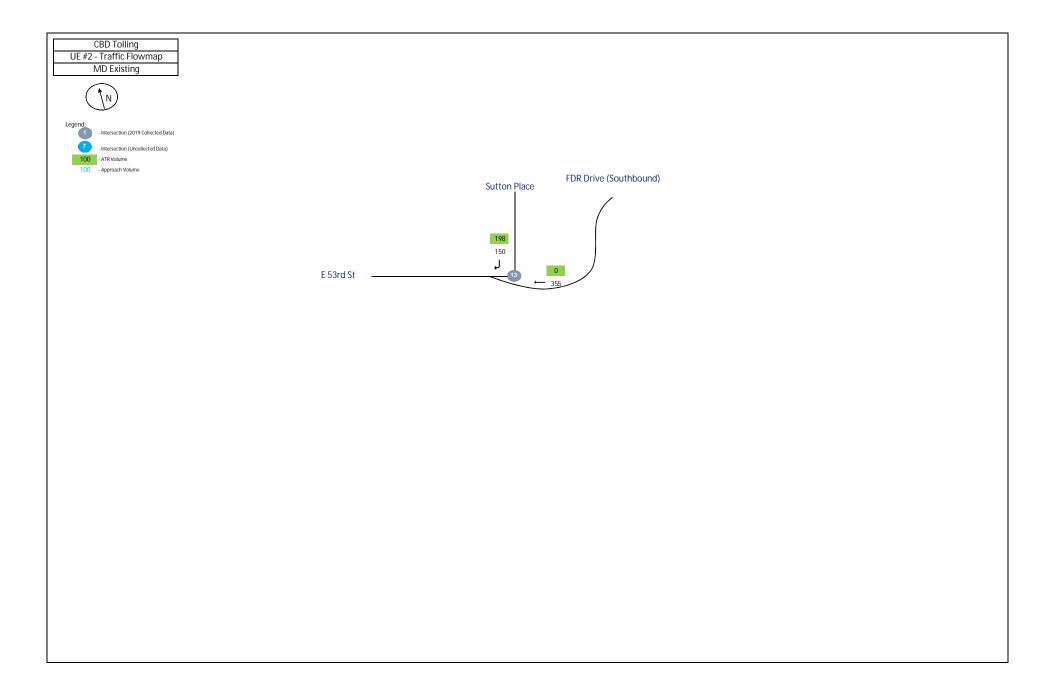


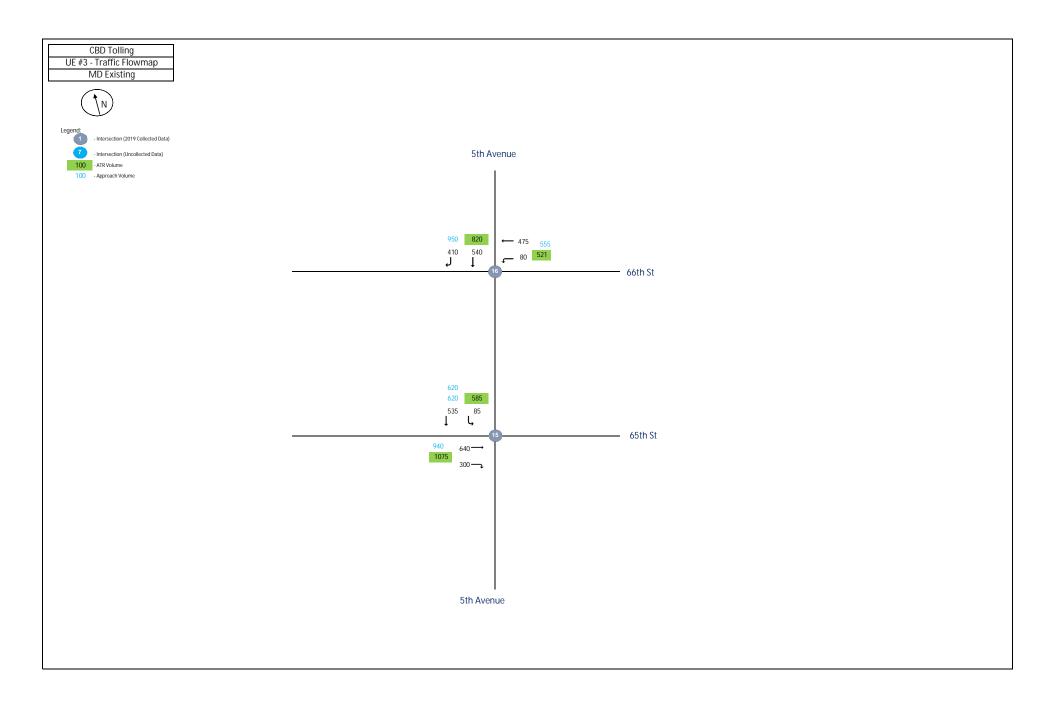
			Total Vehicles							
				Inl	oound	/Outb	ound			
					AM Pe	ak H	our			
Intersection	Node	Approach	L2	L	T	R	R2	Total		
60th Street & Queensboro Bridge	Exit									
2019 (TMC-022)	1									
60th Street	1	EB	0	0	10	0	0			
60th Street	1	WB	0	0	0	0	0			
Queensboro Bridge Exit	1	NB	0	15	310	510	0			
	1	SB	0	0	0	0	0	845		
60th Street & 3rd Ave										
2019 (TMC-023)	2									
	2	EB	0	0	0	0	0			
60th Street	2	WB	0	0	350	225	0			
3rd Ave	2	NB	0	95	1050	0	0			
	2	SB	0	0	0	0	0	1720		
60th St & York Ave										
2019 (TMC-024)	3									
60th St	3	EB	0	250	0	50	0			
60th St	3	WB	0	0	0	0	0			
York Ave	3	NB	0	0	670	0	0			
York Ave	3	SB	0	0	460	0	0	1430		
59th St & 2nd Ave										
2019 (TMC-025)										
Queensboro Bridge Exit (SWB)	4									
59th St	4	EB	0	0	765	15	15			
	4	WB	0	0	0	0	0			
	4	NB	0	0	0	0	0			
2nd Ave	4	SB	980	5	840	0	0	2620		
60th Street & 2nd Ave										
2019 (TMC-026)	5	WB(bridge)								
Queensboro Bridge Exit (NWB)	5	NW	700	525	0	0	0			
60th St	5	EB	0	0	0	0	0			
60th St	5	WB	0	5	10	0	0			
	5	NB	0	0	0	0	0			
2nd Ave	5	SB	10	0	1120	40	0	1185		
60th St & 1st Ave										
2019 (TMC-027)	6									
60th Ave	6	EB	0	270	250	0	0			
	6	WB	0	0	0	0	0			
1st Ave	6	NB	0	0	1260	50	0			
	6	SB	0	0	0	0	0	1830		

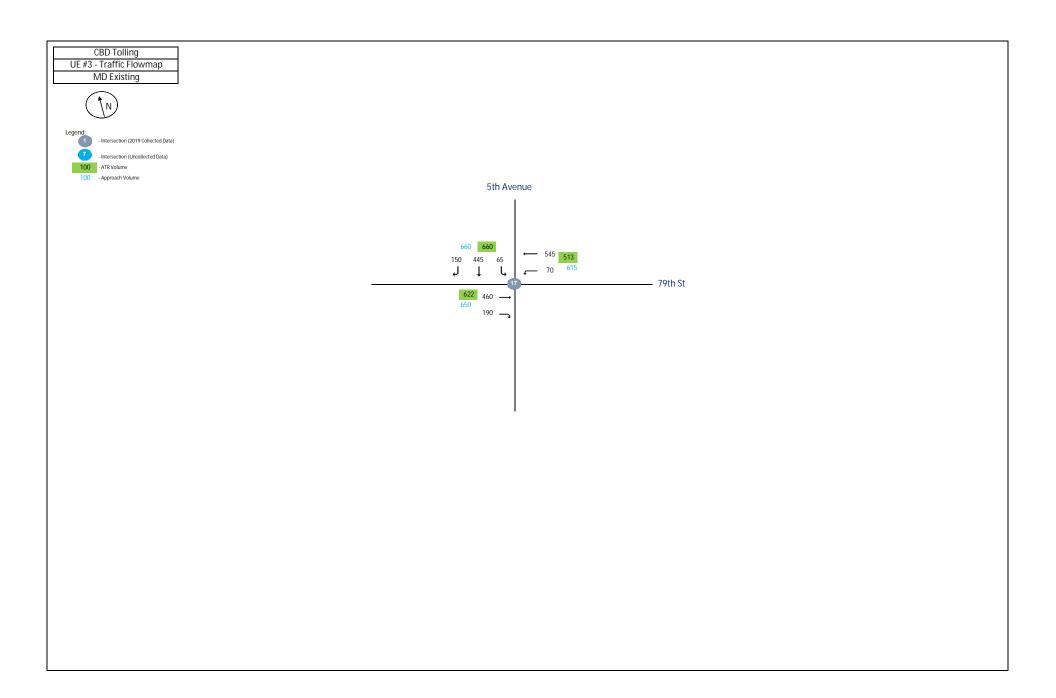
60th St & Lexington Ave							Ī	
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	95	350	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	960	80	0	1485
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	335	95	0	
Park Ave	8	NB	0	105	950	0	0	
Park Ave	8	SB	0	0	0	0	0	1485
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	75	365	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	1200	95	0	1735
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	335	125	0	
Madison Ave	9	NB	0	140	815	0	0	
	9	SB	0	0	0	0	0	1415
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	10	240	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	715	750	0	
-	10	SB	0	0	0	0	0	1715
60th St & 5th Ave								
2019 (TMC-032)	11							
	11	EB	0	0	0	0	0	
60th St	11	WB	0	150	325	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	870	280	0	1625

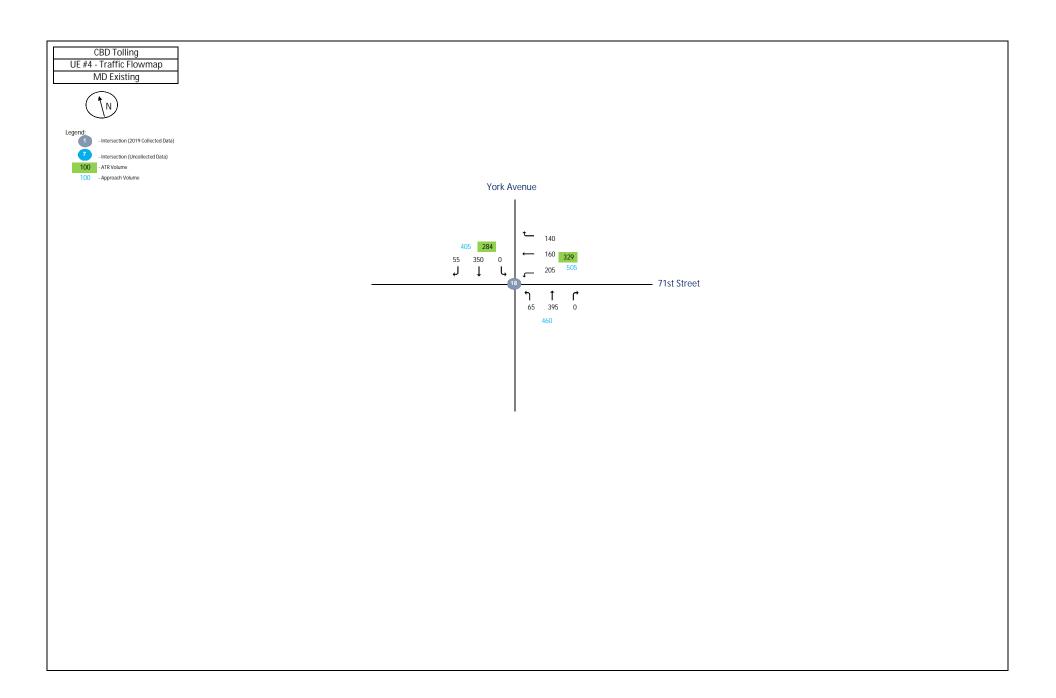
63rd St & York Ave							I	I
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	275	255	75	0	
York Ave	12	NB	0	0	490	550	0	
York Ave	12	SB	0	355	375	75	0	2450
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	260	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	235	0	495
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	270	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	880	0	0	1150
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	785	340	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	90	785	0	0	2000
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	65	420	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	810	320	0	1615
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	400	245	0	
79th St	17	WB	0	100	450	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	75	665	100	0	2035
71st St & York Ave								
2019 (TMC-039)	18		_	=	=	=	_	
	18	EB	0	0	0	0	0	
71st St	18	WB	0	160	125	115	0	
York Ave	18	NB	0	55	395	0	0	
York Ave	18	SB	0	0	390	60	0	1300







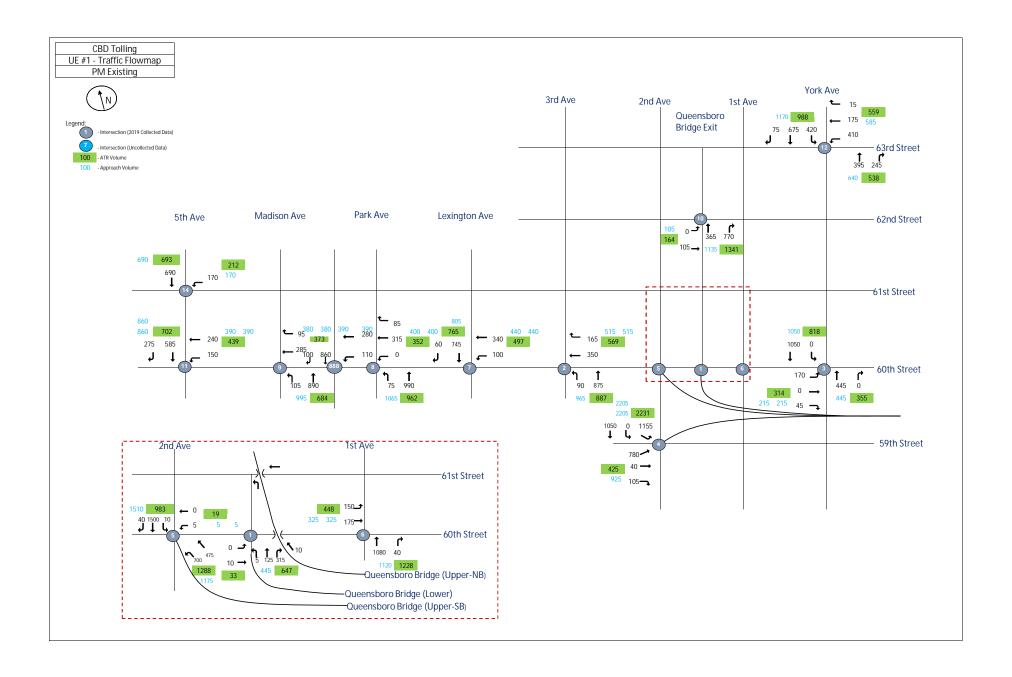


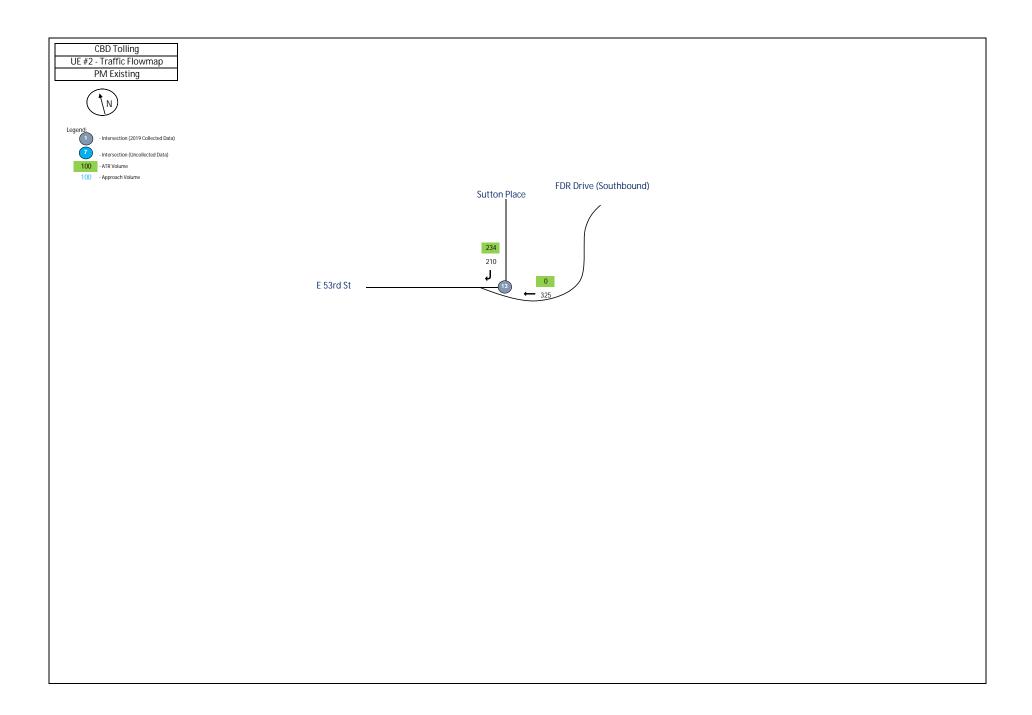


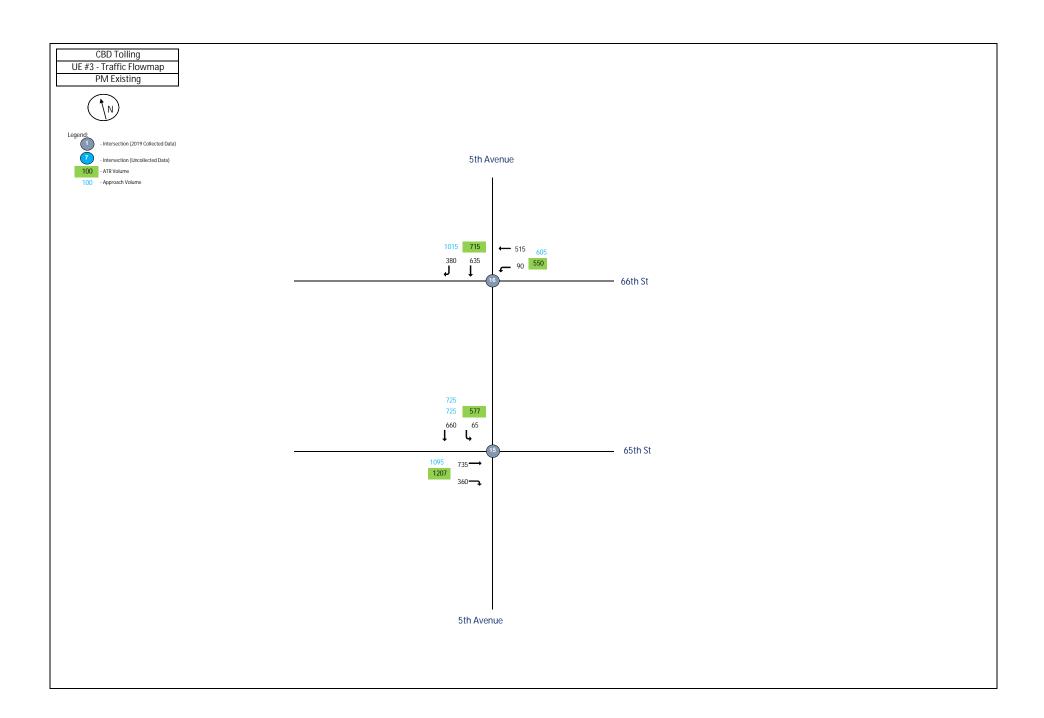
			Total Vehicles						
			Inbound/Outbound						
			MD PeakHour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
60th Street & Queensboro Bridge	Exit								
2019 (TMC-022)	1								
60th Street	1	EB	0	5	15	0	0		
60th Street	1	WB	0	0	0	0	0		
Queensboro Bridge Exit	1	NB	0	15	280	635	0		
	1	SB	0	0	0	0	0	950	
60th Street & 3rd Ave									
2019 (TMC-023)	2								
	2	EB	0	0	0	0	0		
60th Street	2	WB	0	0	265	275	0		
3rd Ave	2	NB	0	75	985	0	0		
	2	SB	0	0	0	0	0	1600	
60th St & York Ave									
2019 (TMC-024)	3								
60th St	3	EB	0	420	0	35	0		
60th St	3	WB	0	0	0	0	0		
York Ave	3	NB	0	0	525	0	0		
York Ave	3	SB	0	0	690	0	0	1670	
59th St & 2nd Ave									
2019 (TMC-025)									
Queensboro Bridge Exit (SWB)	4								
59th St	4	EB	0	0	670	90	70		
	4	WB	0	0	0	0	0		
	4	NB	0	0	0	0	0		
2nd Ave	4	SB	800	5	1585	0	0	3220	
60th Street & 2nd Ave									
2019 (TMC-026)	5	WB(bridge)							
Queensboro Bridge Exit (NWB)	5	NW	965	515	0	0	0		
60th St	5	EB	0	0	0	0	0		
60th St	5	WB	0	10	5	0	0		
	5	NB	0	0	0	0	0		
2nd Ave	5	SB	20	0	1415	20	0	1470	
60th St & 1st Ave									
2019 (TMC-027)	6								
60th Ave	6	EB	0	280	370	0	0		
-	6	WB	0	0	0	0	0		
1st Ave	6	NB	0	0	955	85	0		
-	6	SB	0	0	0	0	0	1690	

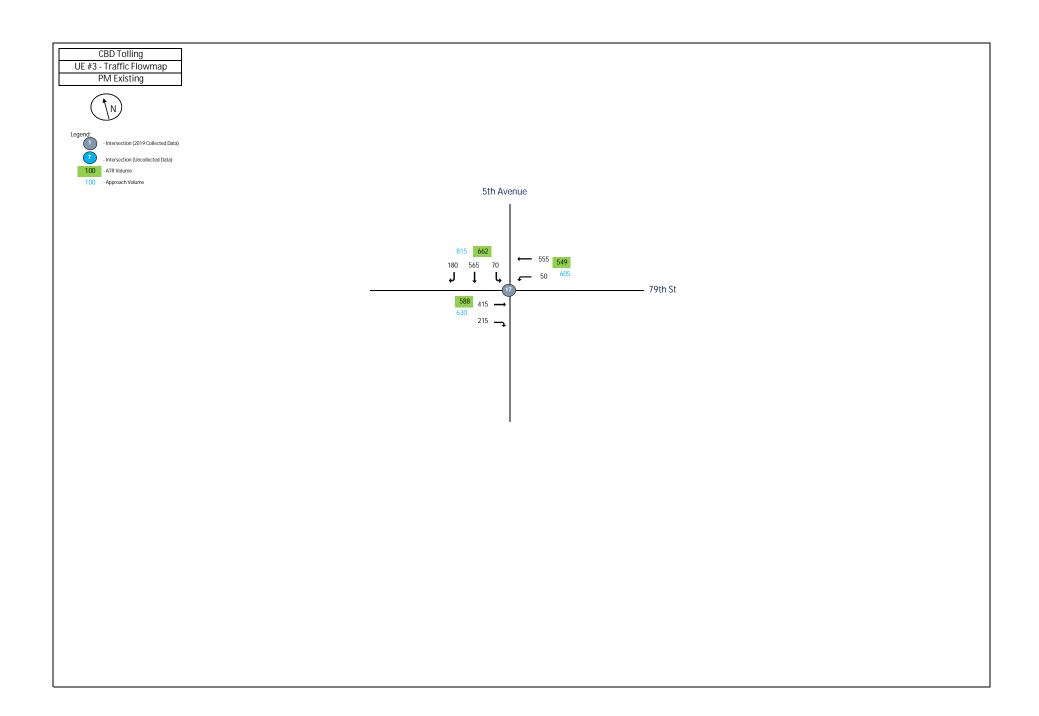
60th St & Lexington Ave								
2019 (TMC-028)	7			_	_			
	7	EB	0	0	0	0	0	
60th St	7	WB	0	65	275	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	950	70	0	1360
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	270	75	0	
Park Ave	8	NB	0	65	910	0	0	
Park Ave	8	SB	0	0	0	0	0	1320
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	115	220	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	920	100	0	1355
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	250	70	0	
Madison Ave	9	NB	0	110	660	0	0	
	9	SB	0	0	0	0	0	1090
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	210	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	775	745	0	
	10	SB	0	0	0	0	0	1730
60th St & 5th Ave								
2019 (TMC-032)	11							
,,	11	EB	0	0	0	0	0	
60th St	11	WB	0	150	210	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	640	290	0	1290

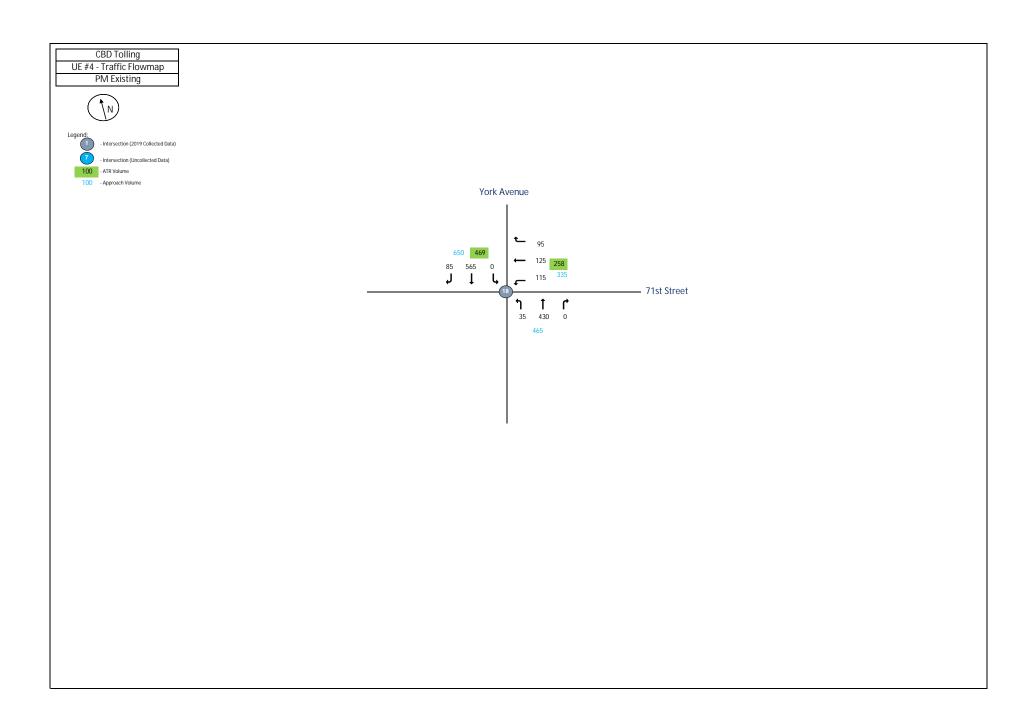
63rd St & York Ave							ı	
2019 (TMC-033)	12							
, , ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	320	260	65	0	
York Ave	12	NB	0	0	425	435	0	
York Ave	12	SB	0	430	465	70	0	2470
53rd St & FDR Drive								
2019 (TMC-034)	13							
, ,	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	355	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	150	0	505
61st St & 5th Ave								
2019 (TMC-035)	14							
,	14	EB	0	0	0	0	0	
61st St	14	WB	0	290	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	640	0	0	930
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	640	300	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	85	535	0	0	1560
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	80	475	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	540	410	0	1505
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	460	190	0	
79th St	17	WB	0	70	545	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	65	445	150	0	1925
71st St & York Ave								
2019 (TMC-039)	18							
	18	EB	0	0	0	0	0	
71st St	18	WB	0	205	160	140	0	
York Ave	18	NB	0	65	395	0	0	
York Ave	18	SB	0	0	350	55	0	1370







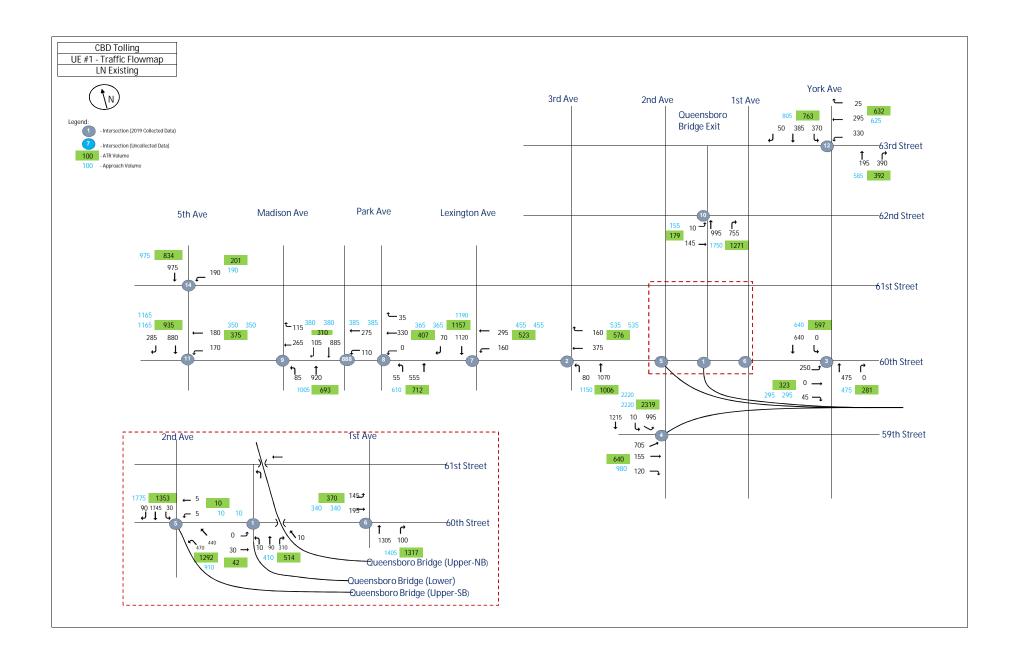


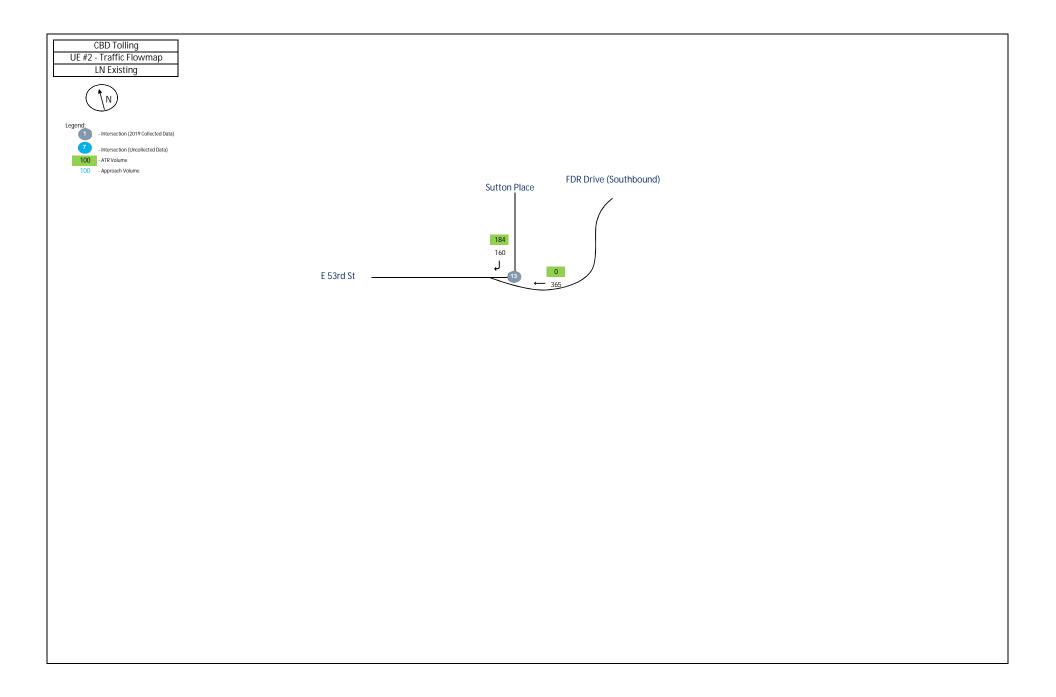


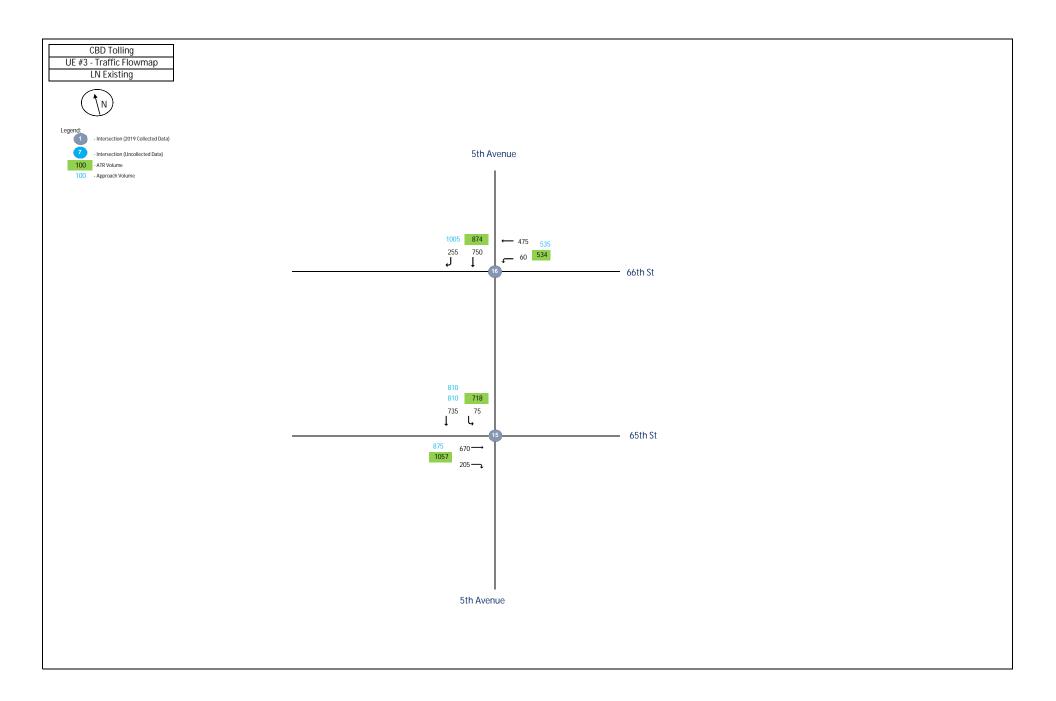
			Total Vehicles						
				Inl	oound	/Outb	ound		
					PM P	eakHo	ur		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
60th Street & Queensboro Bridge	Exit								
2019 (TMC-022)	1								
60th Street	1	EB	0	0	10	0	0		
60th Street	1	WB	0	0	0	0	0		
Queensboro Bridge Exit	1	NB	0	5	125	315	0		
	1	SB	0	0	0	0	0	455	
60th Street & 3rd Ave									
2019 (TMC-023)	2								
	2	EB	0	0	0	0	0		
60th Street	2	WB	0	0	350	165	0		
3rd Ave	2	NB	0	90	875	0	0		
	2	SB	0	0	0	0	0	1480	
60th St & York Ave									
2019 (TMC-024)	3								
60th St	3	EB	0	170	0	45	0		
60th St	3	WB	0	0	0	0	0		
York Ave	3	NB	0	0	445	0	0		
York Ave	3	SB	0	0	1050	0	0	1710	
59th St & 2nd Ave									
2019 (TMC-025)									
Queensboro Bridge Exit (SWB)	4								
59th St	4	EB	0	0	780	40	105		
	4	WB	0	0	0	0	0		
	4	NB	0	0	0	0	0		
2nd Ave	4	SB	1155	0	1050	0	0	3130	
60th Street & 2nd Ave									
2019 (TMC-026)	5	WB(bridge)							
Queensboro Bridge Exit (NWB)	5	NW	700	475	0	0	0		
60th St	5	EB	0	0	0	0	0		
60th St	5	WB	0	5	0	0	0		
	5	NB	0	0	0	0	0		
2nd Ave	5	SB	10	0	1500	40	0	1555	
60th St & 1st Ave									
2019 (TMC-027)	6								
60th Ave	6	EB	0	150	175	0	0		
	6	WB	0	0	0	0	0		
1st Ave	6	NB	0	0	1080	40	0		
	6	SB	0	0	0	0	0	1445	

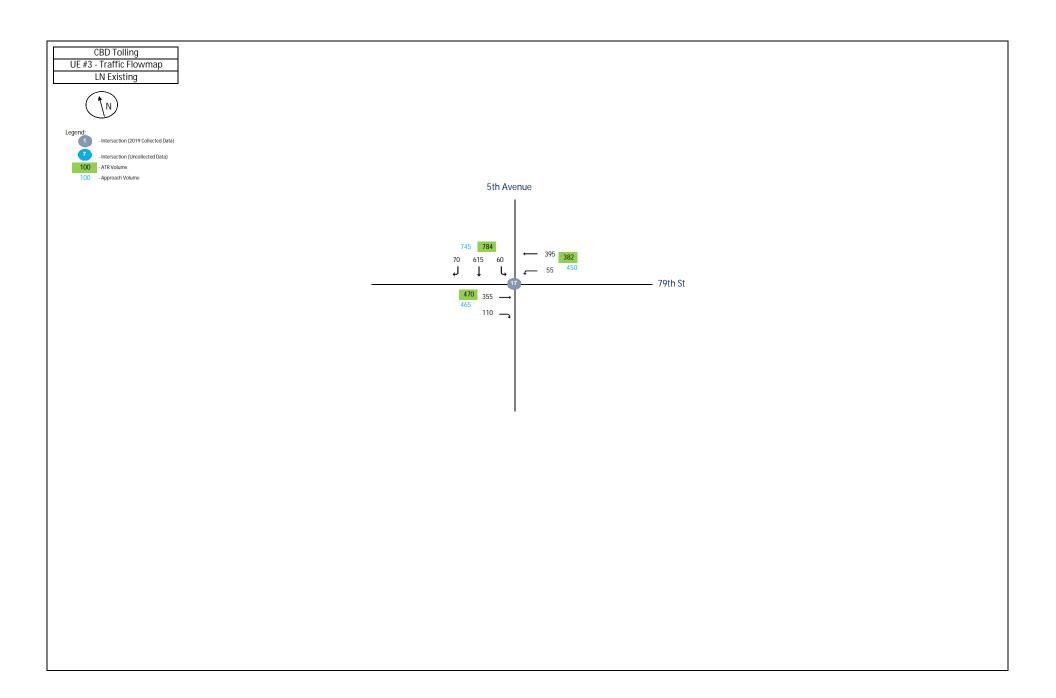
60th St & Lexington Ave	_							
2019 (TMC-028)	7		•	•	•	•	•	
	7	EB	0	0	0	0	0	
60th St	7	WB	0	100	340	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	745	60	0	1245
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	315	85	0	
Park Ave	8	NB	0	75	990	0	0	
Park Ave	8	SB	0	0	0	0	0	1465
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	110	280	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	860	100	0	1350
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	285	95	0	
Madison Ave	9	NB	0	105	890	0	0	
	9	SB	0	0	0	0	0	1375
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	105	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	365	770	0	
	10	SB	0	0	0	0	0	1240
60th St & 5th Ave								
2019 (TMC-032)	11							
(,	11	EB	0	0	0	0	0	
60th St	11	WB	0	150	240	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	585	275	0	1250

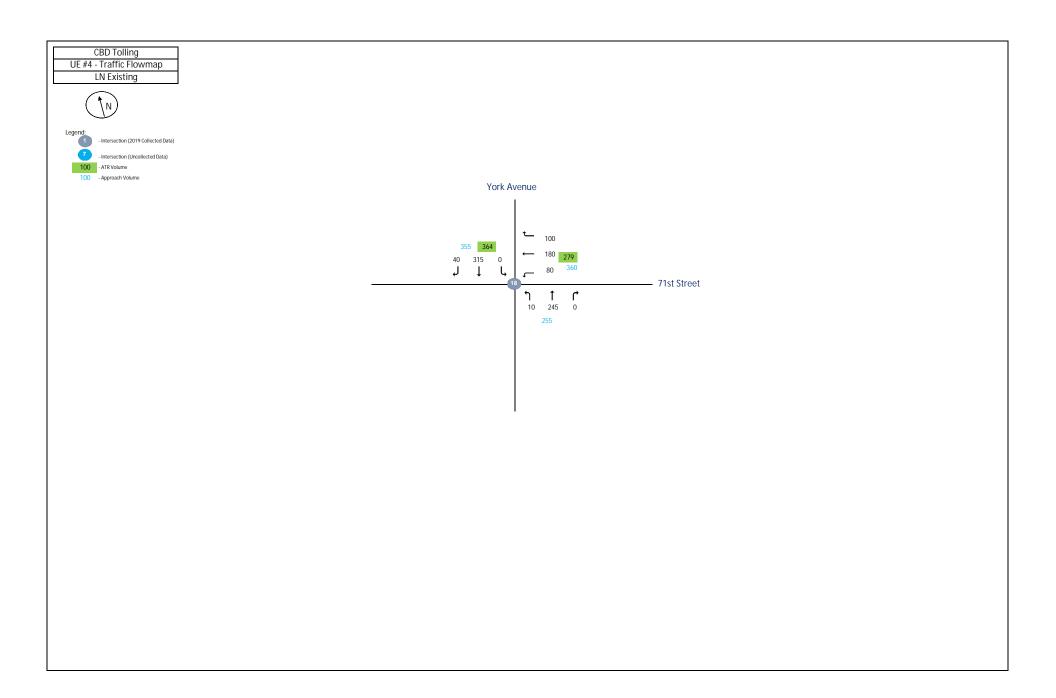
63rd St & York Ave			ĺ				ı	
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	410	175	15	0	
York Ave	12	NB	0	0	395	245	0	
York Ave	12	SB	0	420	675	75	0	2410
53rd St & FDR Drive								
2019 (TMC-034)	13							
, ,	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	325	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	210	0	535
61st St & 5th Ave								
2019 (TMC-035)	14							
,	14	EB	0	0	0	0	0	
61st St	14	WB	0	170	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	690	0	0	860
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	735	360	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	65	660	0	0	1820
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	90	515	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	635	380	0	1620
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	415	215	0	
79th St	17	WB	0	50	555	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	70	565	180	0	2050
71st St & York Ave								
2019 (TMC-039)	18							
	18	EB	0	0	0	0	0	
71st St	18	WB	0	115	125	95	0	
York Ave	18	NB	0	35	430	0	0	
York Ave	18	SB	0	0	565	85	0	1450







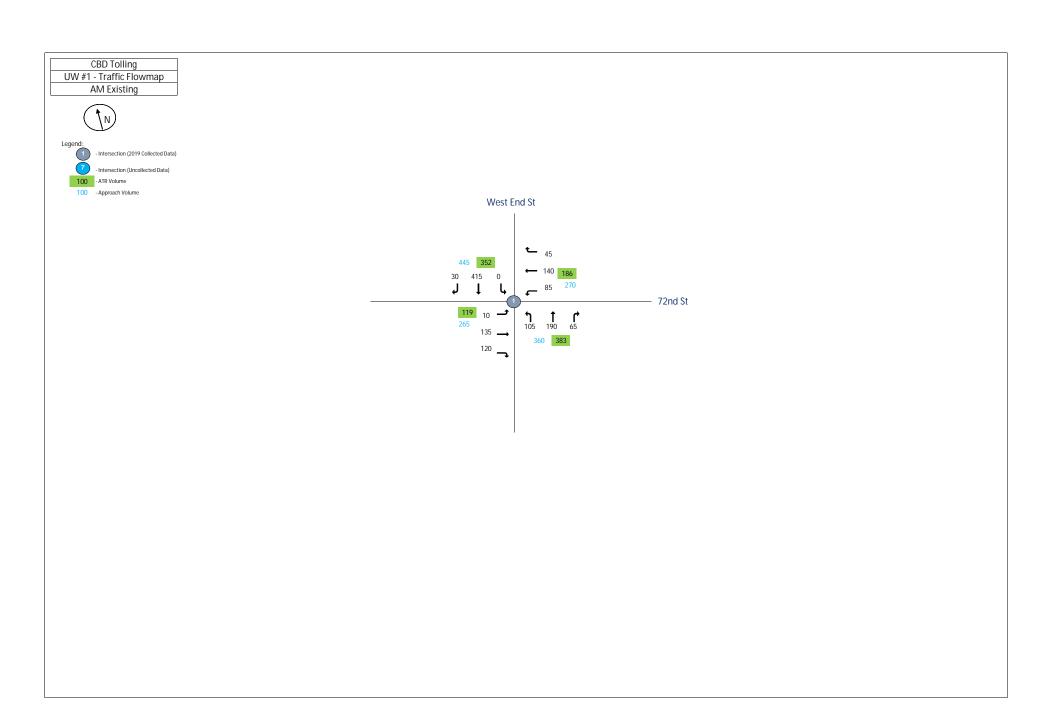


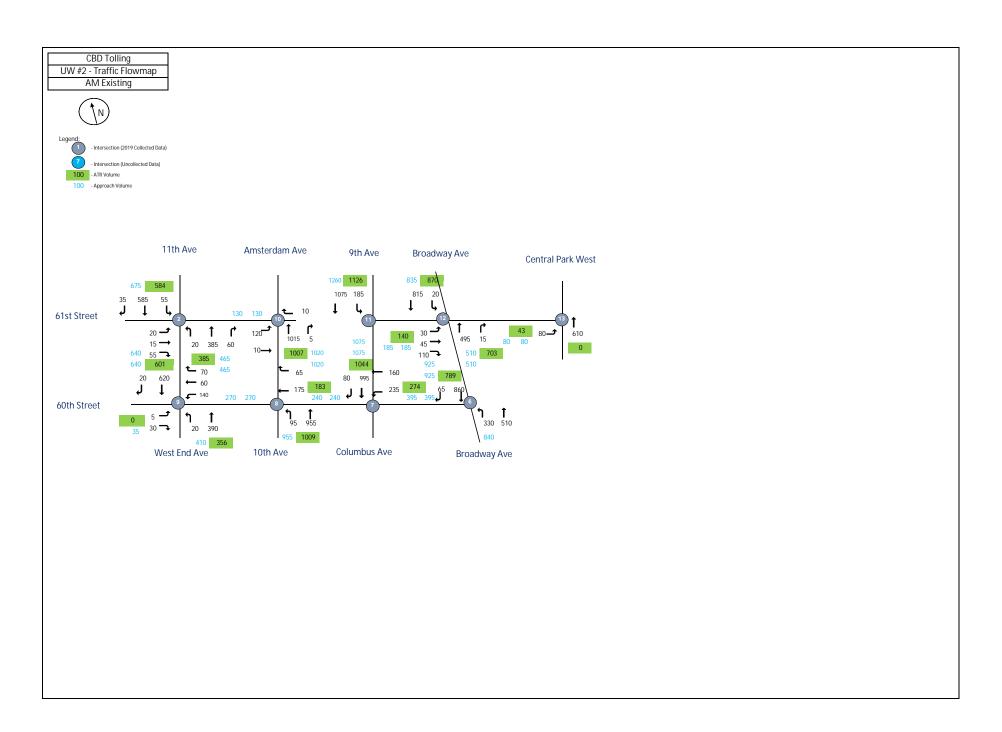


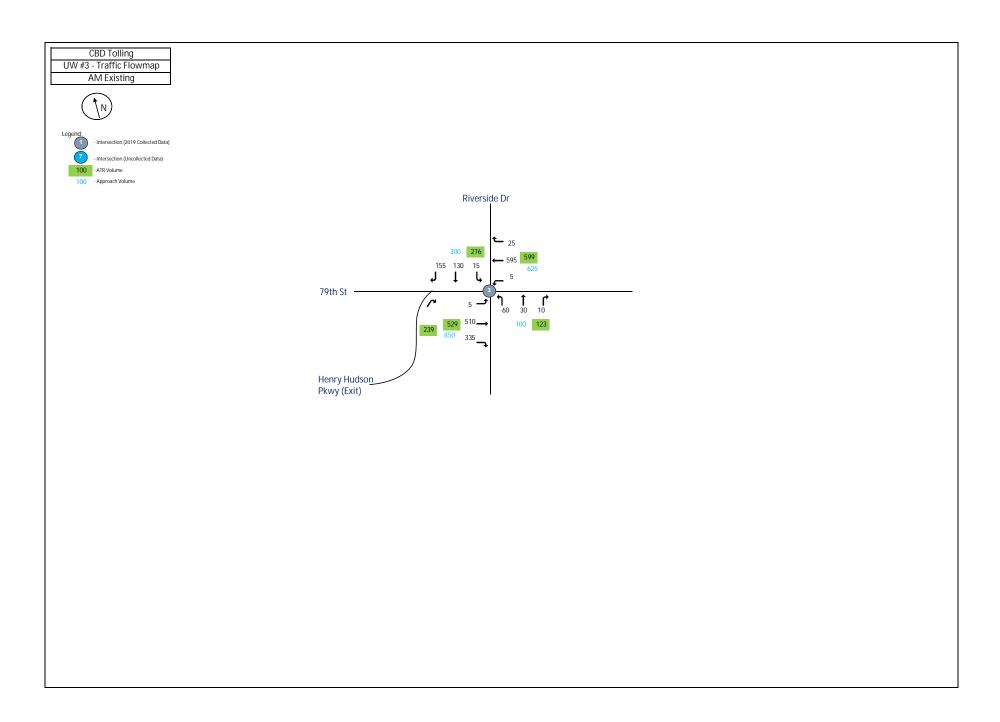
UE	9:00:00 PM		Total Vehicles							
					oound					
				••••	LN Pe					
Intersection	Node	Approach	L2	L	T	R	R2	Total		
60th Street & Queensboro Bridge	Exit					<u> </u>				
2019 (TMC-022)	1									
60th Street	1	EB	0	0	30	0	0			
60th Street	1	WB	0	0	0	0	0			
Queensboro Bridge Exit	1	NB	0	10	90	310	0			
-	1	SB	0	0	0	0	0	440		
60th Street & 3rd Ave										
2019 (TMC-023)	2									
	2	EB	0	0	0	0	0			
60th Street	2	WB	0	0	375	160	0			
3rd Ave	2	NB	0	80	1070	0	0			
	2	SB	0	0	0	0	0	1685		
60th St & York Ave										
2019 (TMC-024)	3									
60th St	3	EB	0	250	0	45	0			
60th St	3	WB	0	0	0	0	0			
York Ave	3	NB	0	0	475	0	0			
York Ave	3	SB	0	0	640	0	0	1410		
59th St & 2nd Ave										
2019 (TMC-025)										
Queensboro Bridge Exit (SWB)	4									
59th St	4	EB	0	0	705	155	120			
	4	WB	0	0	0	0	0			
	4	NB	0	0	0	0	0			
2nd Ave	4	SB	995	10	1215	0	0	3200		
60th Street & 2nd Ave										
2019 (TMC-026)	5	WB(bridge)								
Queensboro Bridge Exit (NWB)	5	NW	470	440	0	0	0			
60th St	5	EB	0	0	0	0	0			
60th St	5	WB	0	5	5	0	0			
	5	NB	0	0	0	0	0			
2nd Ave	5	SB	30	0	1745	90	0	1875		
60th St & 1st Ave										
2019 (TMC-027)	6									
60th Ave	6	EB	0	145	195	0	0			
	6	WB	0	0	0	0	0			
1st Ave	6	NB	0	0	1305	100	0			
	6	SB	0	0	0	0	0	1745		

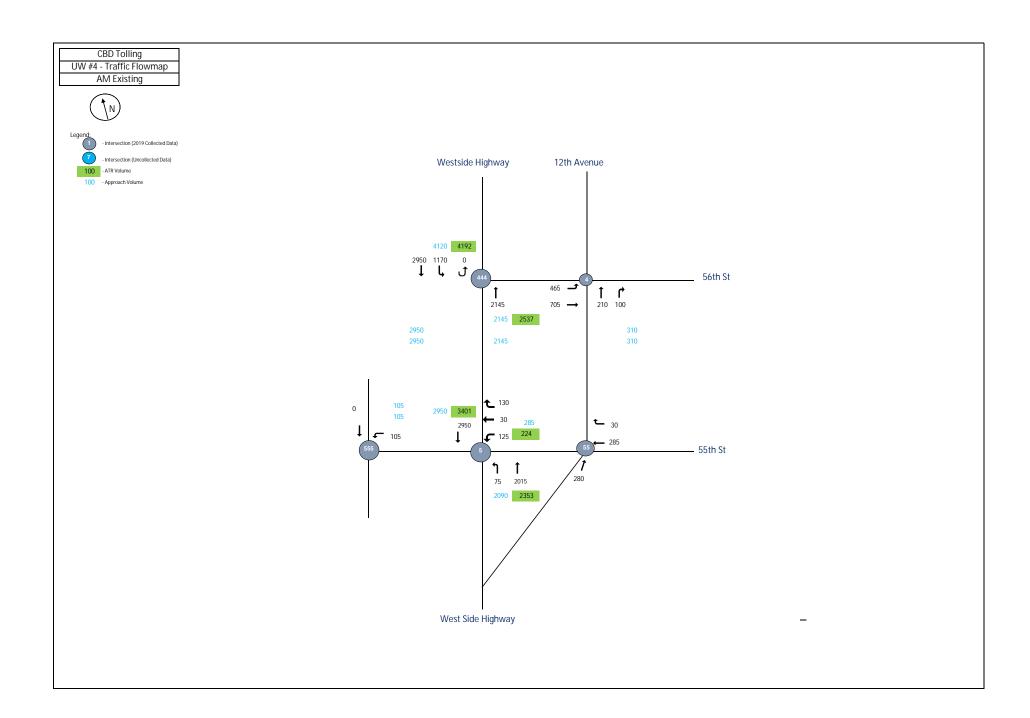
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	160	295	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	1120	70	0	1645
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	330	35	0	
Park Ave	8	NB	0	55	555	0	0	
Park Ave	8	SB	0	0	0	0	0	975
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	110	275	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	885	105	0	1375
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	265	115	0	
Madison Ave	9	NB	0	85	920	0	0	
	9	SB	0	0	0	0	0	1385
62nd St & Queensboror Bridge Exi	t							
2019 (TMC-031)	10							
62nd St	10	EB	0	10	145	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	995	755	0	
· ·	10	SB	0	0	0	0	0	1905
60th St & 5th Ave								
2019 (TMC-032)	11							
, ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	170	180	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	880	285	0	1515

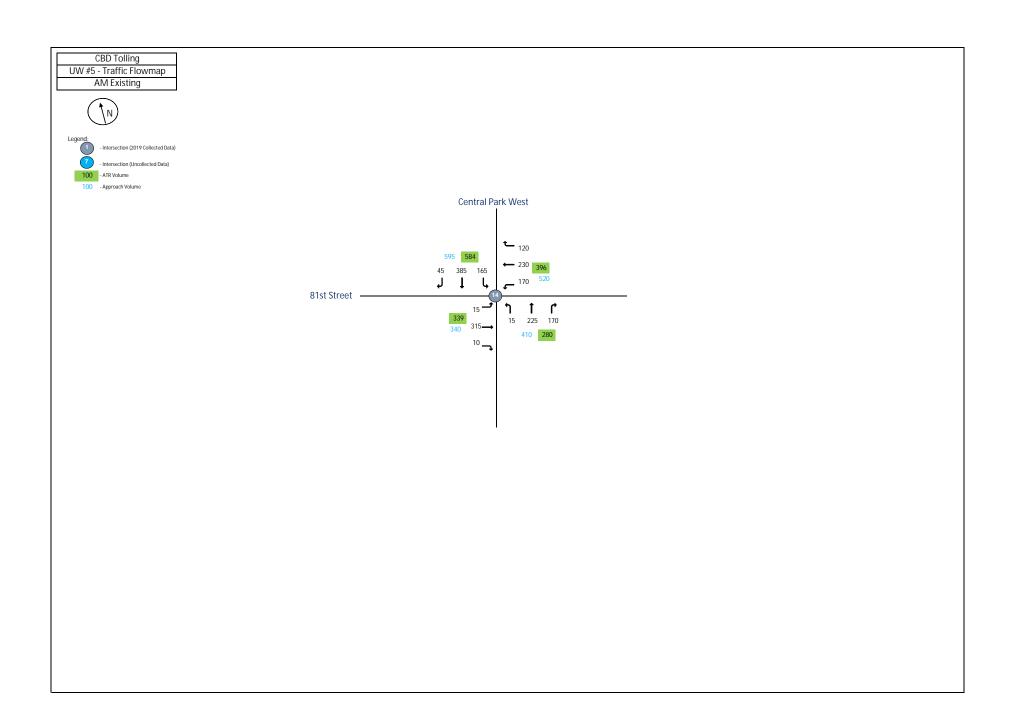
63rd St & York Ave							I	I
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	330	295	25	0	
York Ave	12	NB	0	0	195	390	0	
York Ave	12	SB	0	370	385	50	0	2040
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	365	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	160	0	525
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	190	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	975	0	0	1165
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	670	205	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	75	735	0	0	1685
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	60	475	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	750	255	0	1540
79th St & 5th Ave								
2019 (TMC-038)	17			_				
79th St	17	EB	0	0	355	110	0	
79th St	17	WB	0	55	395	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	60	615	70	0	1660
71st St & York Ave								
2019 (TMC-039)	18		_	_	_	_		
74 - 1 01	18	EB	0	0	0	0	0	
71st St	18	WB	0	80	180	100	0	
York Ave	18	NB CD	0	10	245	0	0	077
York Ave	18	SB	0	0	315	40	0	970

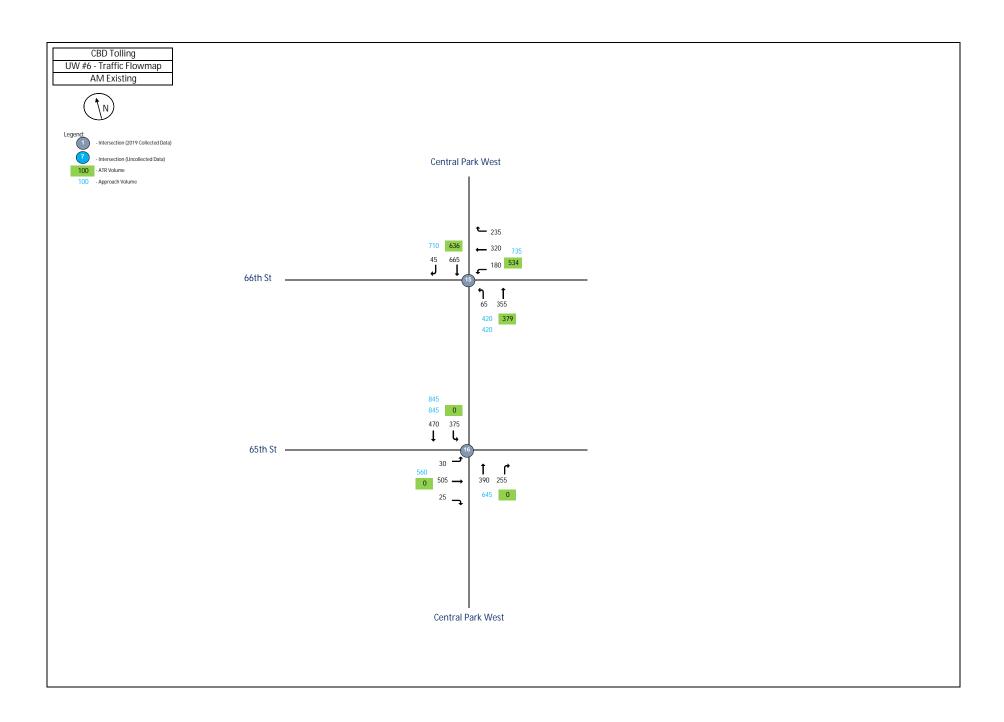










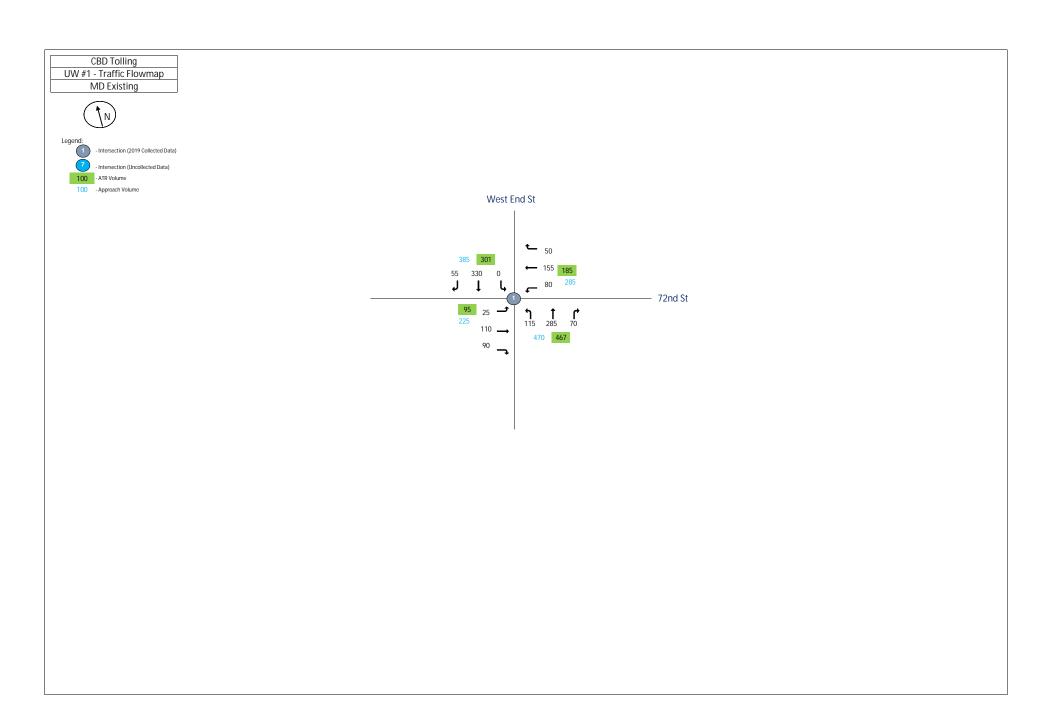


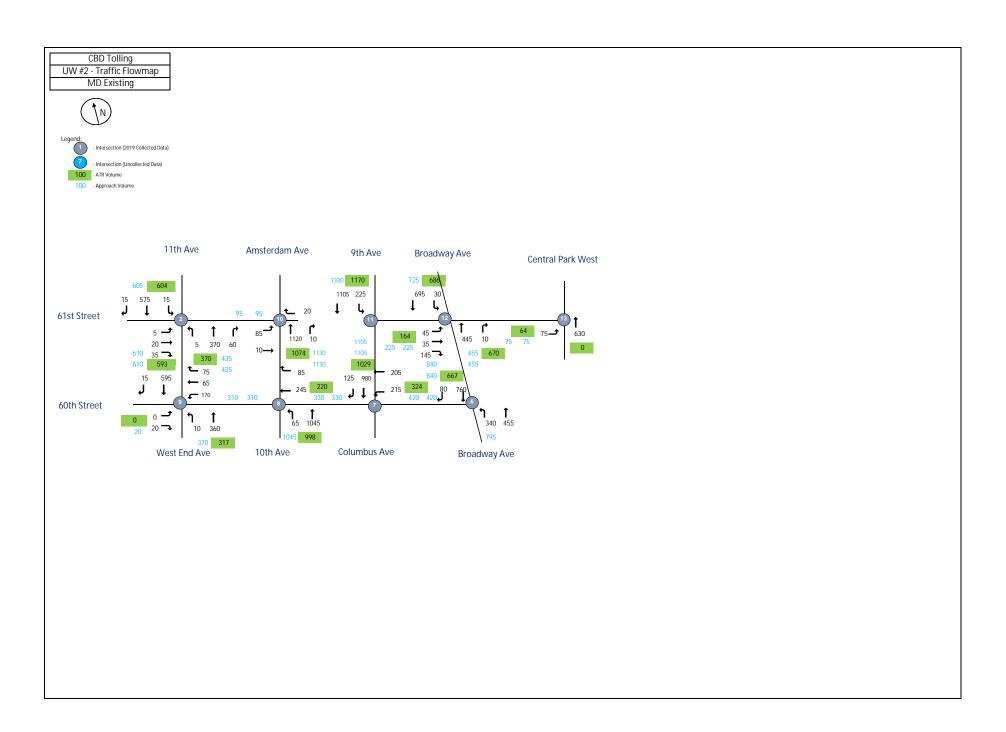
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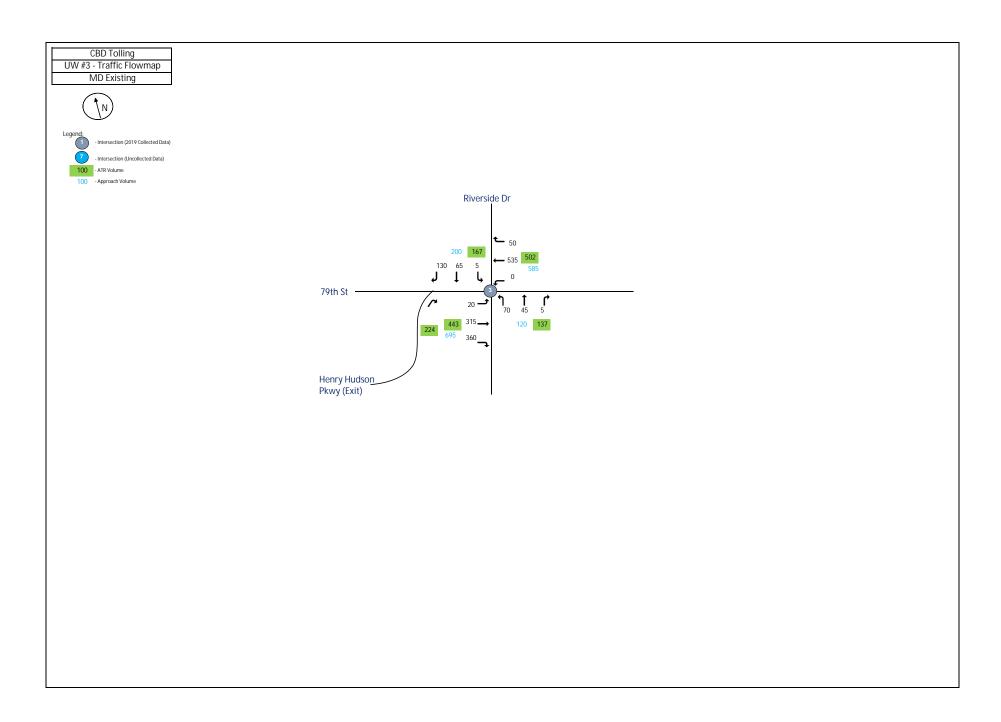
UW	8:00:00 AM		Total Vehicles							
					oound					
					AM P					
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
W 72nd St and West End St										
2019 (TMC-042)	1									
W 72nd St	1	EB	0	10	135	120	0			
W 72nd St	1	WB	0	85	140	45	0			
West End St	1	NB	0	105	190	65	0			
West End St	1	SB	0	0	415	30	0	1340		
W 61st St and West End St										
2019 (TMC-043)	2									
W 61st St	2	EB	0	20	15	55	0			
W 61st St	2	WB	0	0	0	0	0			
West End St	2	NB	0	20	385	60	0			
West End St	2	SB	0	55	585	35	0	1230		
W 79th St and Riverside Dr										
2019 (TMC-044)	3	NEB								
W 79th St	3	EB	0	5	510	335	0			
W 79th St	3	WB	0	5	595	25	0			
Riverside Dr	3	NB	0	60	30	10	0			
Riverside Dr	3	SB	0	15	130	155	0	1875		
W 79th St and Riverside Dr										
2019 (TMC-044)	333									
W 79th St	333	EB	0	0	0	0	0			
W 79th St	333	WB	0	0	0	0	0			
Riverside Dr	333	NB	0	0	0	0	0			
Riverside Dr	333	SB	0	0	0	0	0	0		
W 56th St and West Side Hwy										
2019 (TMC-045)	4									
-	4	EB	0	465	705	0	0			
W 56th St	4	WB	0	0	0	0	0			
West Side Hwy	4	NB	0	0	210	100	0			
West Side Hwy	4	SB	0	0	0	0	0	1480		
W 56th St and West Side Hwy								00		
2019 (TMC-045)	444									
-	444	EB	0	0	0	0	0			
W 56th St	444	WB	0	0	0	0	0			
West Side Hwy	444	NB	0	0	_	0	0			
West Side Hwy	444	SB	0		2950	0	0	6265		
W 55th St and West Side Hwy	777	36		11/0	2330	0		0203		
2019 (TMC-046)	5									
2013 (11VIC-040)	5	EB	0	0	0	0	0			
- W 55th St										
	5 5	WB	0	125	30 2015	130	0			
West Side Hwy		NB CD	0	75 0		0	0	F22F		
West Side Hwy	5	SB	0	U	2950	0	0	5325		

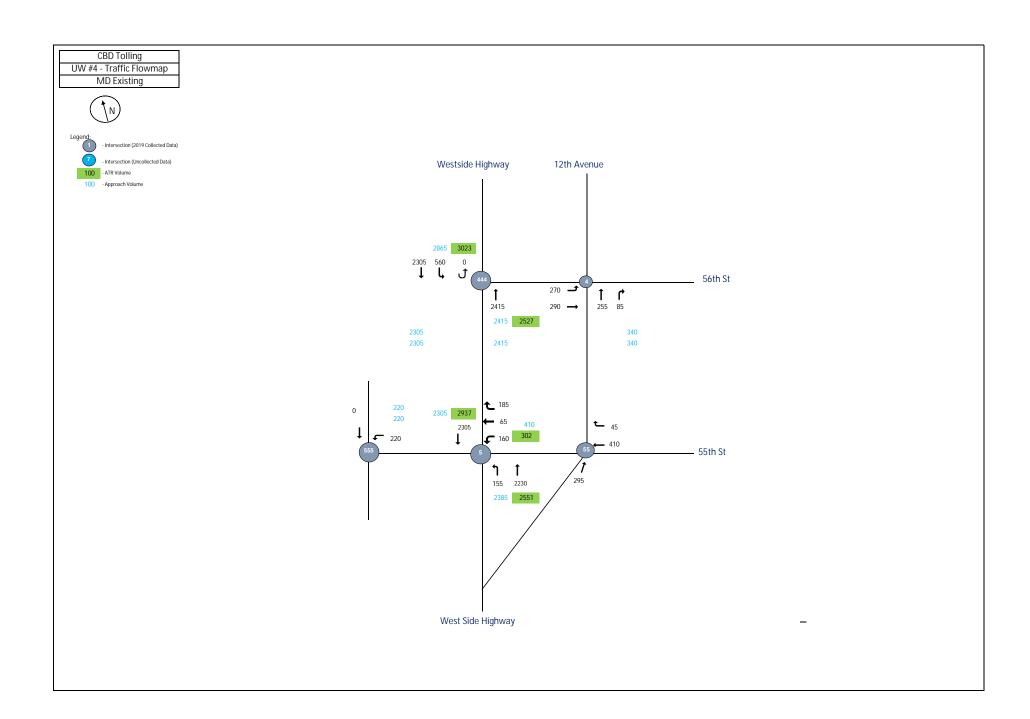
W 55th St and West Side Hwy								
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	285	30	0	
West Side Hwy	55	NB	0	0	280	0	0	
West Side Hwy	55	SB	0	0	0	0	0	595
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	105	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	105
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	330	510	0	0	
Broadway	6	SB	0	0	860	65	0	1765
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	235	160	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	995	80	0	1470
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	175	65	0	
10th Ave	8	NB	0	95	955	0	0	
10th Ave	8	SB	0	0	0	0	0	1290
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	5	0	30	0	
W 60th St	9	WB	0	140	60	70	0	
11th Ave	9	NB	0	20	390	0	0	
11th Ave	9	SB	0	0	620	20	0	1355
W 61st St and 10th Ave							\Box	
2019 (TMC-051)	10							
W 61st St	10	EB	0	120	10	0	0	
W 61st St	10	WB	0	0	0	10	0	
10th Ave	10	NB	0	0	1015	5	0	
10th Ave	10	SB	0	0	0	0	0	1160

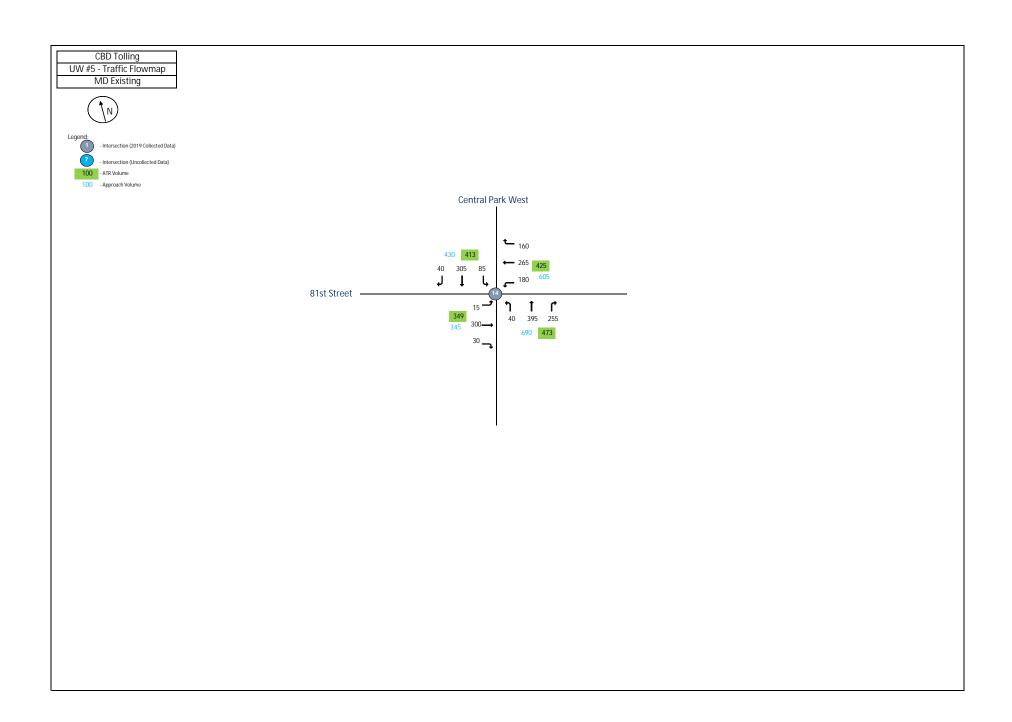
W 61st St and Columbus Ave							Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	185	1075	0	0	1260
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	30	45	110	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	495	15	0	
Broadway	12	SB	0	20	815	0	0	1530
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	80	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	610	0	0	
Central Park	13	SB	0	0	0	0	0	690
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	15	315	10	0	
W 79th St Transverse	14	WB	0	170	230	120	0	
Central Park	14	NB	0	15	225	170	0	
Central Park	14	SB	0	165	385	45	0	1865
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	180	320	235	0	
Central Park West	15	NB	0	65	355	0	0	
Central Park West	15	SB	0	0	665	45	0	1865
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	30	505	25	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	390	255	0	
Central Park West	16	SB	0	375	470	0	0	2050

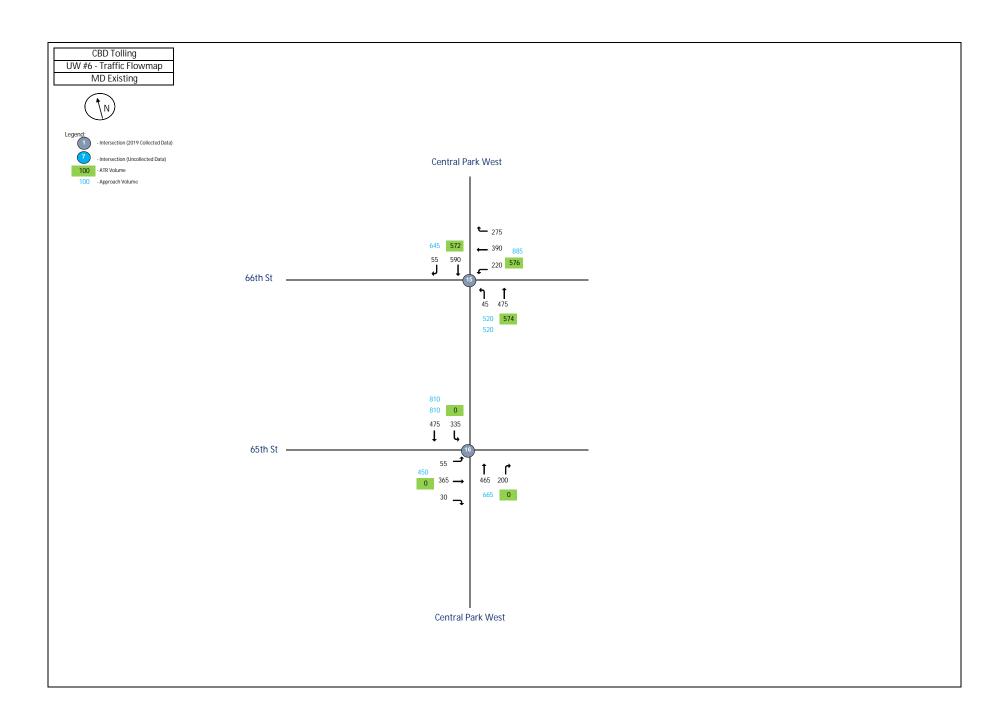










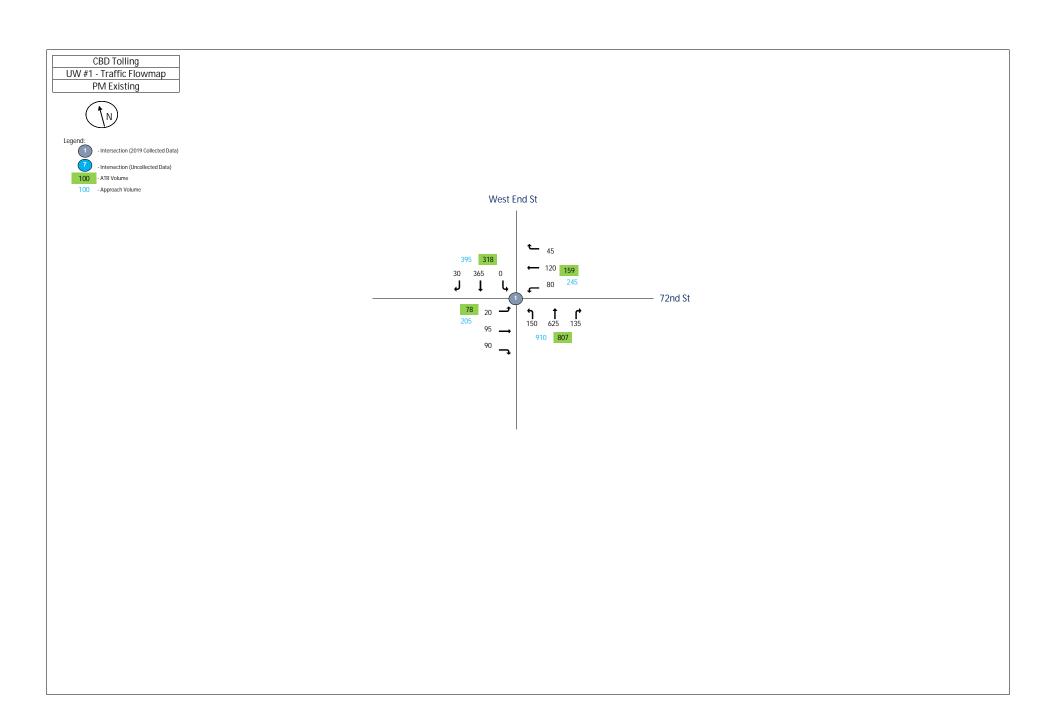


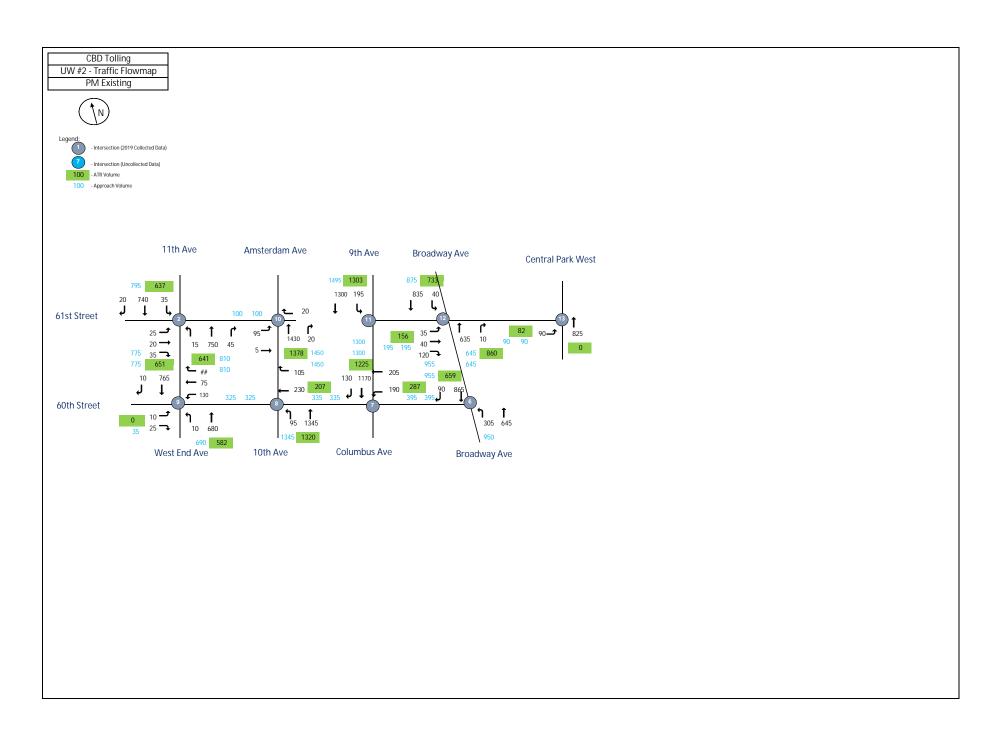
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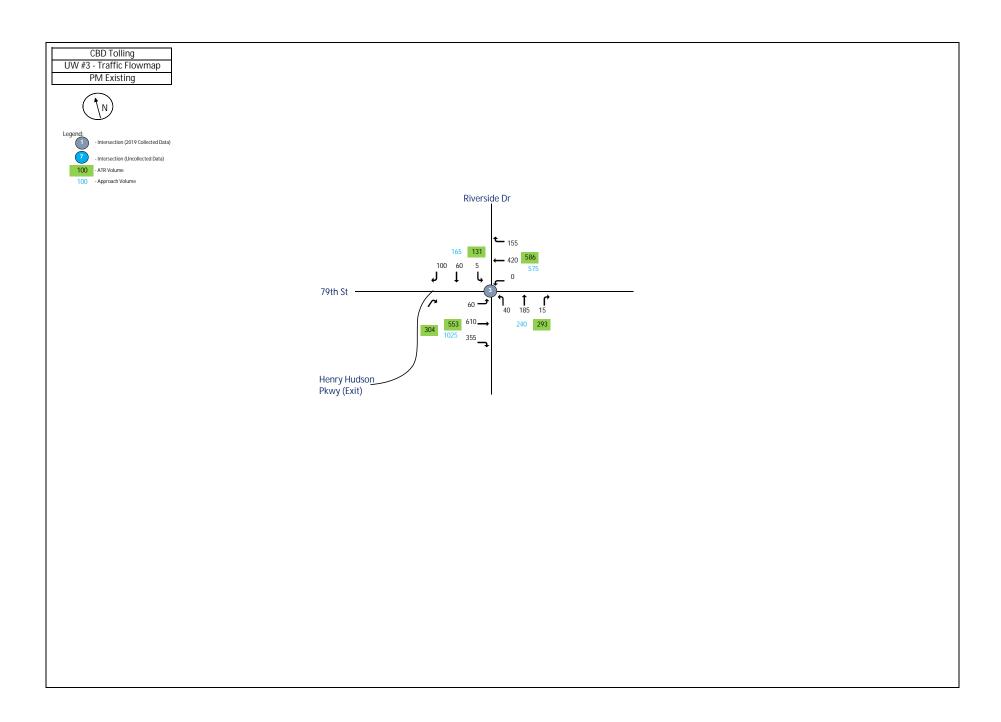
UW	1:00:00 PM		Total Vehicles							
						Outbou				
						k Hour				
Intersection	Node	Approach	L2	L	T	R	R2	Total		
W 72nd St and West End St										
2019 (TMC-042)	1									
W 72nd St	1	EB	0	25	110	90	0			
W 72nd St	1	WB	0	80	155	50	0			
West End St	1	NB	0	115	285	70	0			
West End St	1	SB	0		330	55	0			
W 61st St and West End St										
2019 (TMC-043)	2									
W 61st St	2	EB	0	5	20	35	0			
W 61st St	2	WB	0		0	0	0			
West End St	2	NB	0	5	370	60	0			
West End St	2	SB	0	_	575	15	0			
W 79th St and Riverside Dr								1100		
2019 (TMC-044)	3	NEB								
W 79th St	3	EB	0	20	315	360	0			
W 79th St	3	WB	0	0	535	50	0			
Riverside Dr	3	NB	0	70	45	5	0			
Riverside Dr	3	SB	0	5	65	130	0			
W 79th St and Riverside Dr		35			- 03	130		1000		
2019 (TMC-044)	333									
W 79th St	333	EB	0	0	0	0	0			
W 79th St	333	WB	0	0	0	0	0			
Riverside Dr	333	NB	0	0	0	0	0			
Riverside Dr	333	SB	0	0	0	0	0			
W 56th St and West Side Hwy	333	35								
2019 (TMC-045)	4									
- (1MO 040)	4	EB	0	270	290	0	0			
W 56th St	4	WB	0	0	0	0	0			
West Side Hwy	4	NB	0	0	255	85	0			
West Side Hwy	4	SB	0	_	0	0	0			
W 56th St and West Side Hwy	<u> </u>	35						300		
2019 (TMC-045)	444									
- (TMC-043)	444	EB	0	0	0	0	0			
W 56th St	444	WB	0	0	0	0	0			
West Side Hwy	444	NB	0		2415	0	0			
West Side Hwy	444	SB	0		2305	0	0			
W 55th St and West Side Hwy	****	ال ا		300	2303	- 0	U	3280		
2019 (TMC-046)	5									
- (1 MO-040)	5	EB	0	0	0	0	0			
- W 55th St	5	WB	0	160	65	185	0			
West Side Hwy	5	NB	0	155	2230	103	0			
West Side Hwy	5	SB	0		2305	0	0			
vvest Side i iwy)	JD.	U	U	2303	U	U	5100		

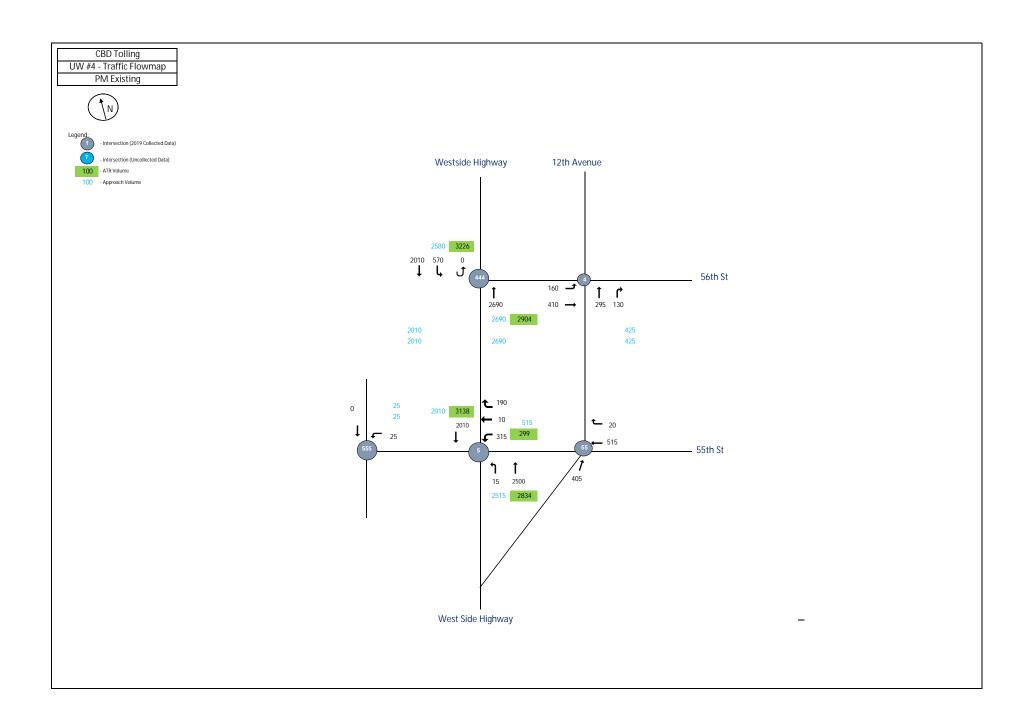
W 55th St and West Side Hwy	1		Ī					
2019 (TMC-046 B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	410	45	0	
West Side Hwy	55	NB	0	0	295	0	0	
West Side Hwy	55	SB	0	0	0	0	0	750
W 55th St and West Side Hwy								
2019 (TMC-046 B)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	220	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	220
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	340	455	0	0	
Broadway	6	SB	0	0	760	80	0	1635
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	215	205	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	980	125	0	1525
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	245	85	0	
10th Ave	8	NB	0	65	1045	0	0	
10th Ave	8	SB	0	0	0	0	0	1440
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	20	0	
W 60th St	9	WB	0	170	65	75	0	
11th Ave	9	NB	0	10	360	0	0	
11th Ave	9	SB	0	0	595	15	0	1310
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	85	10	0	0	
W 61st St	10	WB	0	0	0	20	0	
10th Ave	10	NB	0	0	1120	10	0	
10th Ave	10	SB	0	0	0	0	0	1245

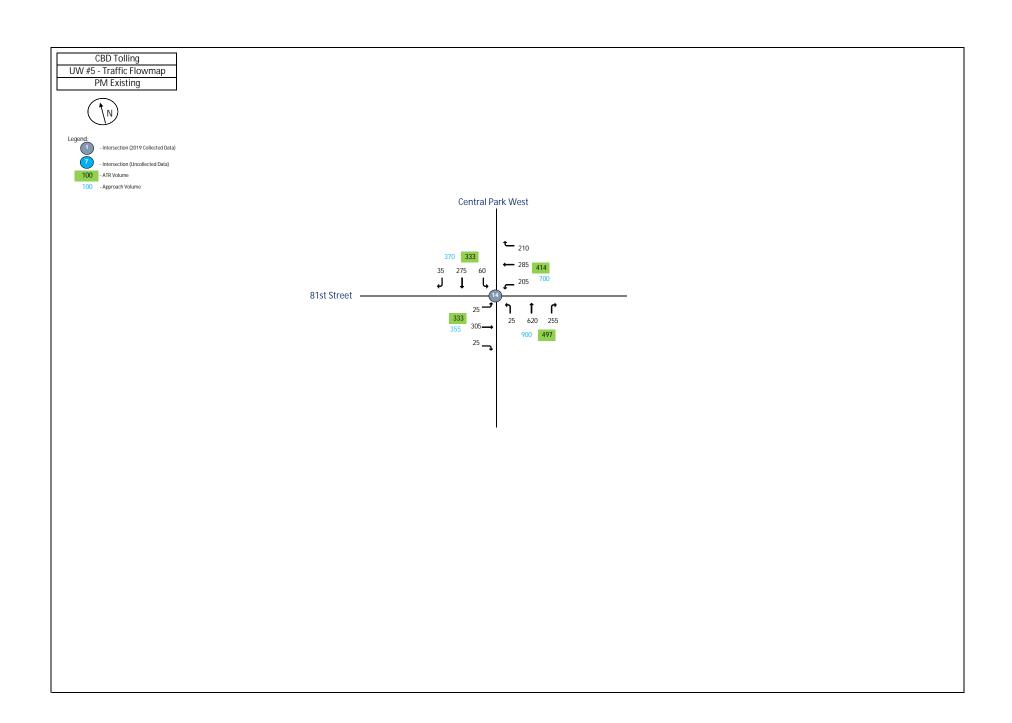
W 61st St and Columbus Ave]						
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	225	1105	0	0	1330
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	45	35	145	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	445	10	0	
Broadway	12	SB	0	30	695	0	0	1405
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	75	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	630	0	0	
Central Park	13	SB	0	0	0	0	0	705
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	15	300	30	0	
W 79th St Transverse	14	WB	0	180	265	160	0	
Central Park	14	NB	0	40	395	255	0	
Central Park	14	SB	0	85	305	40	0	2070
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	220	390	275	0	
Central Park West	15	NB	0	45	475	0	0	
Central Park West	15	SB	0	0	590	55	0	2050
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	55	365	30	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	465	200	0	
Central Park West	16	SB	0	335	475	0	0	1925

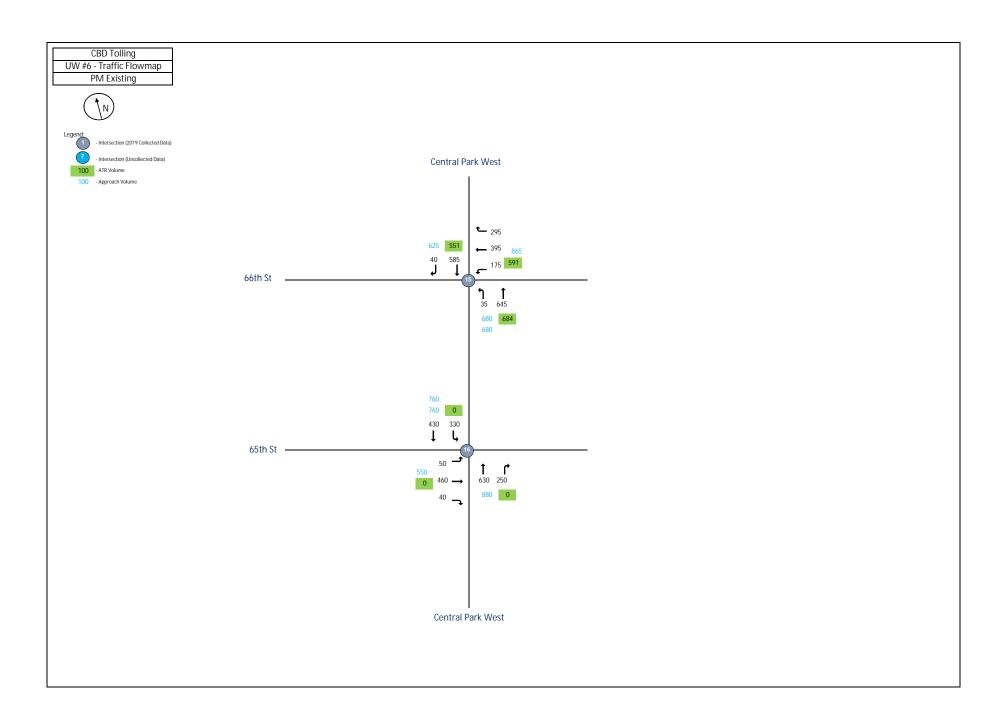










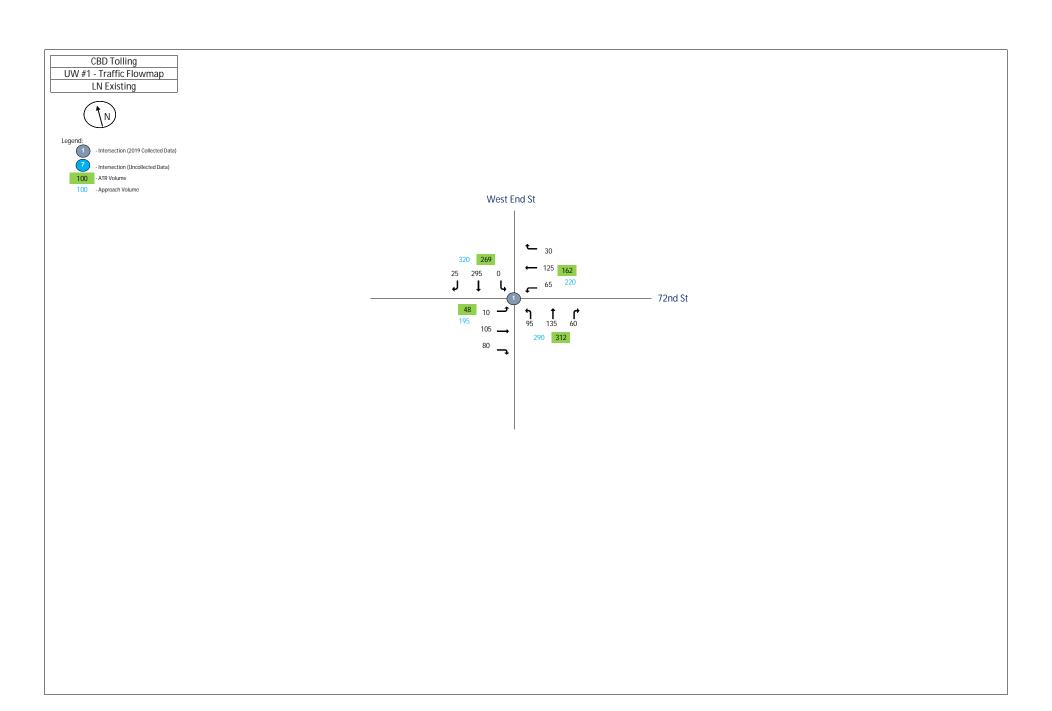


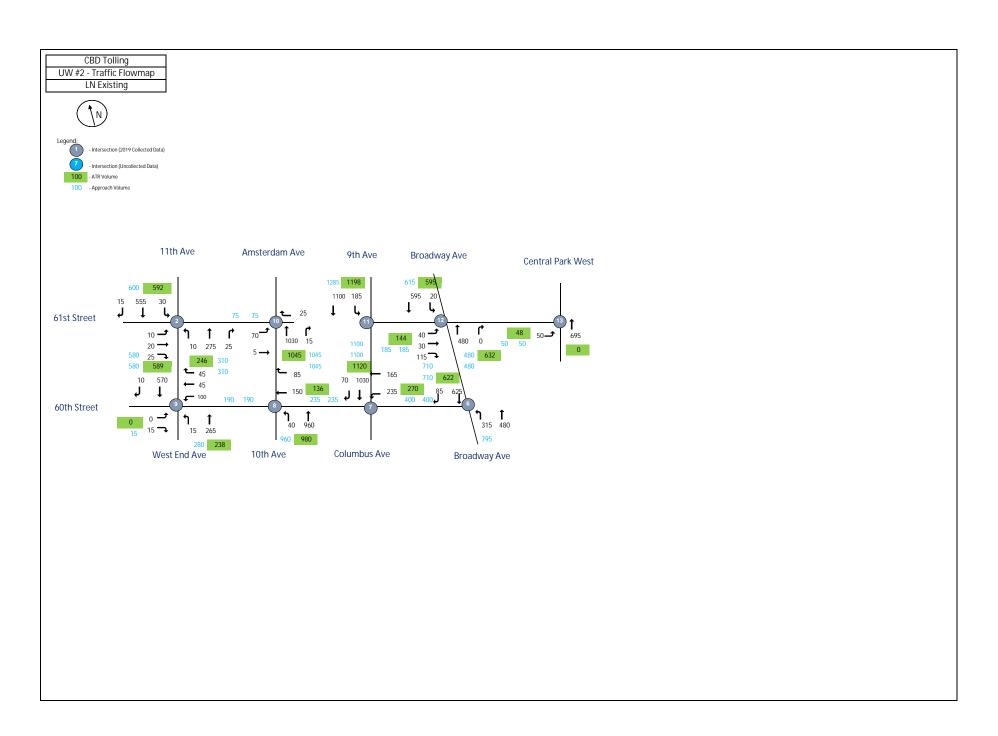
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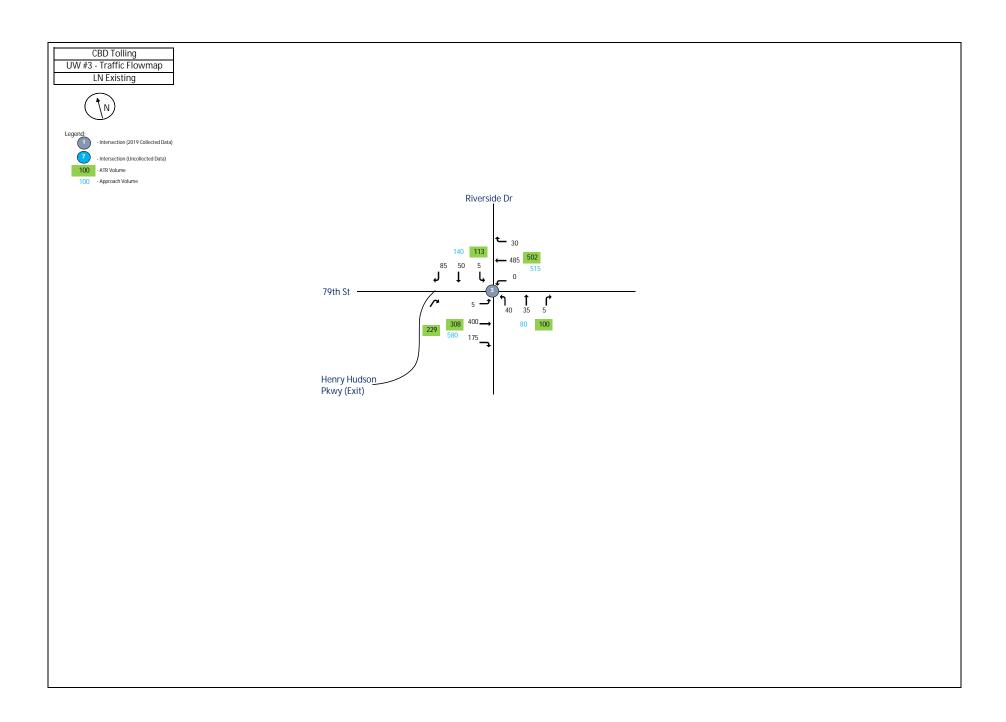
UW	5:00:00 PM		Total Vehicles							
						Outbou				
						k Hour				
Intersection	Node	Approach	L2	L	T	R	R2	Total		
W 72nd St and West End St		11		<u> </u>						
2019 (TMC-042)	1									
W 72nd St	1	EB	0	20	95	90	0			
W 72nd St	1	WB	0	80	120	45	0			
West End St	1	NB	0	150	625	135	0			
West End St	1	SB	0	0	365	30	0			
W 61st St and West End St										
2019 (TMC-043)	2									
W 61st St	2	EB	0	25	20	35	0			
W 61st St	2	WB	0	0	0	0	0			
West End St	2	NB	0	15	750	45	0			
West End St	2	SB	0	35	740	20	0			
W 79th St and Riverside Dr										
2019 (TMC-044)	3	NEB								
W 79th St	3	EB	0	60	610	355	0			
W 79th St	3	WB	0	0	420	155	0			
Riverside Dr	3	NB	0	40	185	15	0			
Riverside Dr	3	SB	0	5	60	100	0			
W 79th St and Riverside Dr										
2019 (TMC-044)	333									
W 79th St	333	EB	0	0	0	0	0			
W 79th St	333	WB	0	0	0	0	0			
Riverside Dr	333	NB	0	0	0	0	0			
Riverside Dr	333	SB	0	0	0	0	0	0		
W 56th St and West Side Hwy										
2019 (TMC-045)	4									
-	4	EB	0	160	410	0	0			
W 56th St	4	WB	0	0	0	0	0			
West Side Hwy	4	NB	0	0	295	130	0			
West Side Hwy	4	SB	0	0	0	0	0	995		
W 56th St and West Side Hwy										
2019 (TMC-045)	444									
-	444	EB	0	0	0	0	0			
W 56th St	444	WB	0	0	0	0	0			
West Side Hwy	444	NB	0	0	2690	0	0			
West Side Hwy	444	SB	0	570	2010	0	0	5270		
W 55th St and West Side Hwy										
2019 (TMC-046)	5									
-	5	EB	0	0	0	0	0			
W 55th St	5	WB	0	315	10	190	0			
West Side Hwy	5	NB	0	15	2500	0	0			
West Side Hwy	5	SB	0	0	2010	0	0	5040		

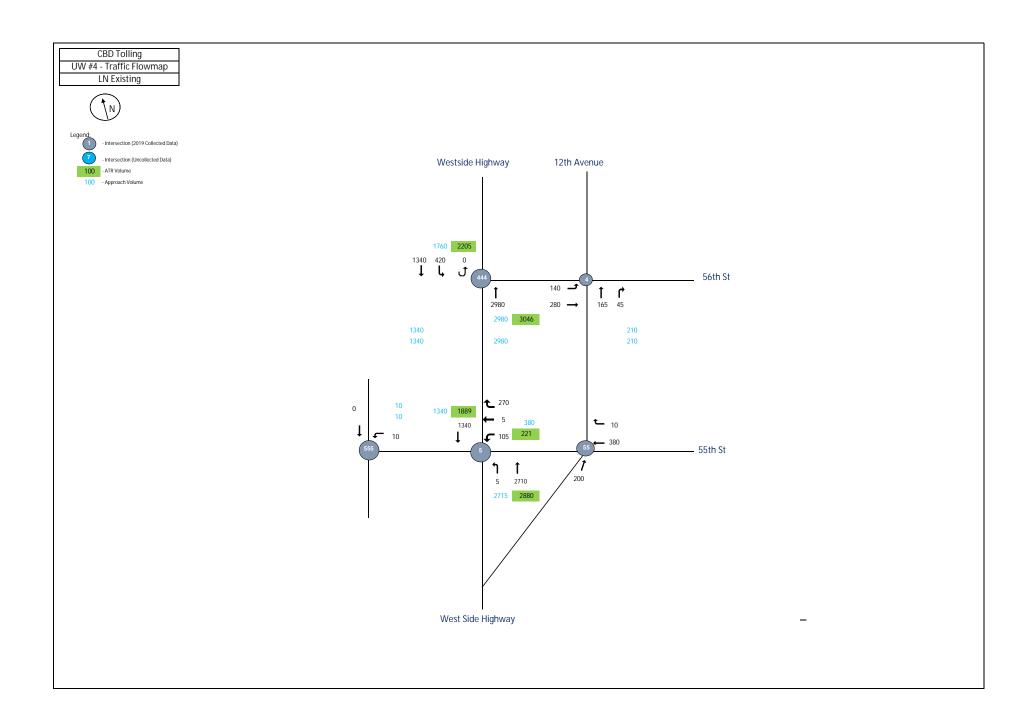
W 55th St and West Side Hwy	1		1					
2019 (TMC-046 B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	515	20	0	
West Side Hwy	55	NB	0	0	405	0	0	
West Side Hwy	55	SB	0	0	0	0	0	940
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	5	0	
W 55th St	555	WB	0	25	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	30
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	305	645	0	0	
Broadway	6	SB	0	0	865	90	0	1905
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	190	205	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	1170	130	0	1695
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	230	105	0	
10th Ave	8	NB	0	95	1345	0	0	
10th Ave	8	SB	0	0	0	0	0	1775
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	10	0	25	0	
W 60th St	9	WB	0	130	75	120	0	
11th Ave	9	NB	0	10	680	0	0	
11th Ave	9	SB	0	0	765	10	0	1825
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	95	5	0	0	
W 61st St	10	WB	0	0	0	20	0	
10th Ave	10	NB	0	0	1430	20	0	
10th Ave	10	SB	0	0	0	0	0	1570

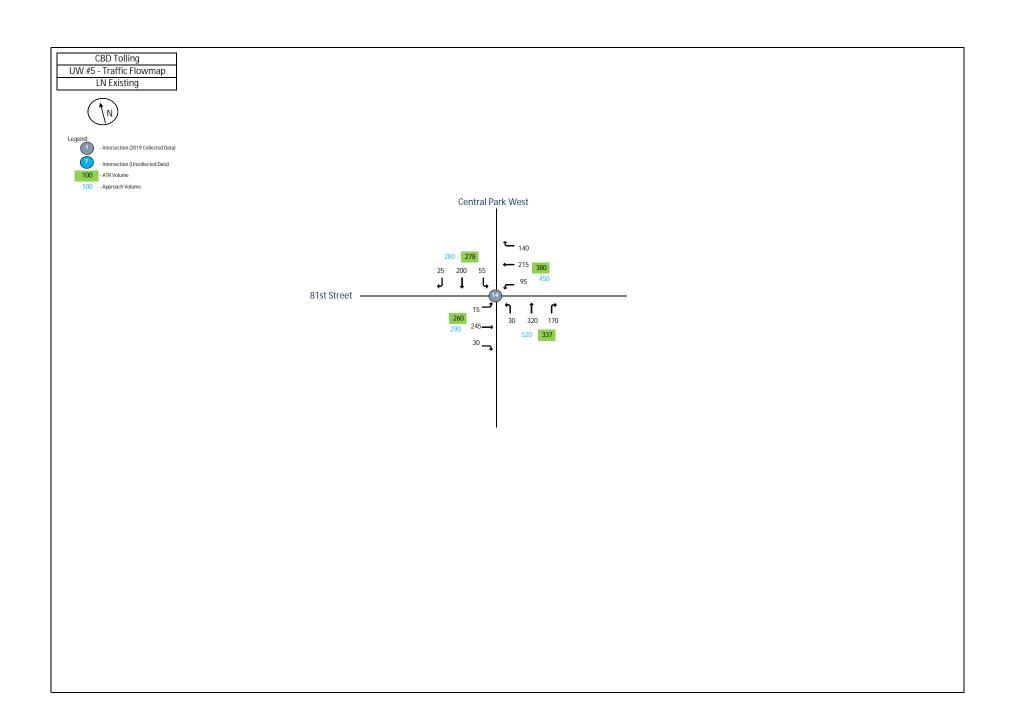
W 61st St and Columbus Ave]						
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	195	1300	0	0	1495
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	35	40	120	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	635	10	0	
Broadway	12	SB	0	40	835	0	0	1715
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	90	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	825	0	0	
Central Park	13	SB	0	0	0	0	0	915
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	25	305	25	0	
W 79th St Transverse	14	WB	0	205	285	210	0	
Central Park	14	NB	0	25	620	255	0	
Central Park	14	SB	0	60	275	35	0	2325
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	175	395	295	0	
Central Park West	15	NB	0	35	645	0	0	
Central Park West	15	SB	0	0	585	40	0	2170
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	50	460	40	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	630	250	0	
Central Park West	16	SB	0	330	430	0	0	2190

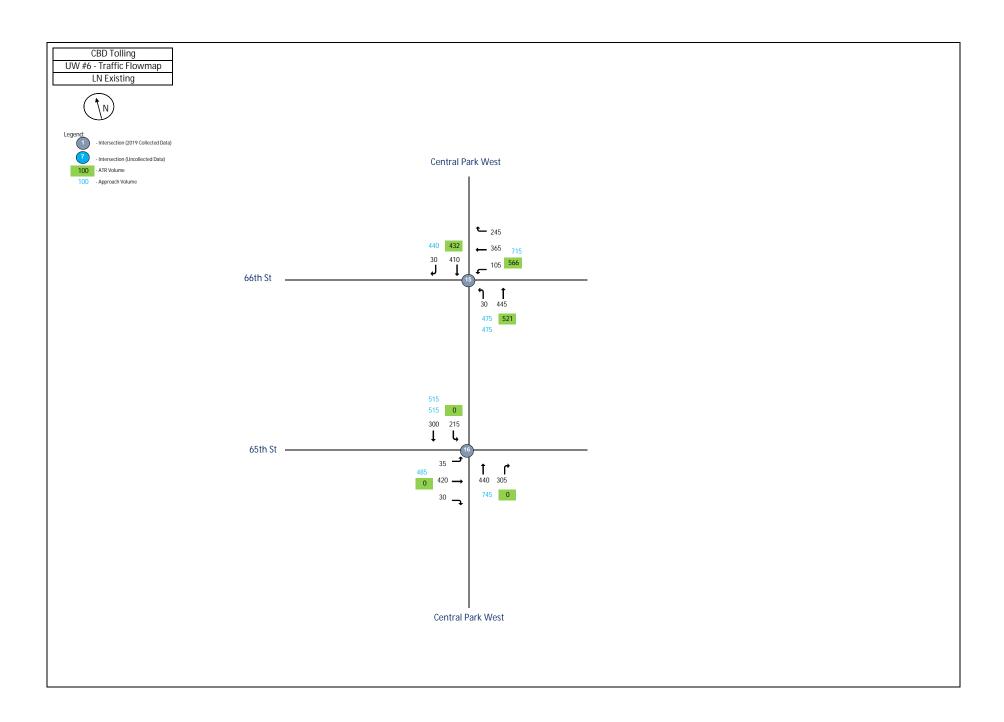










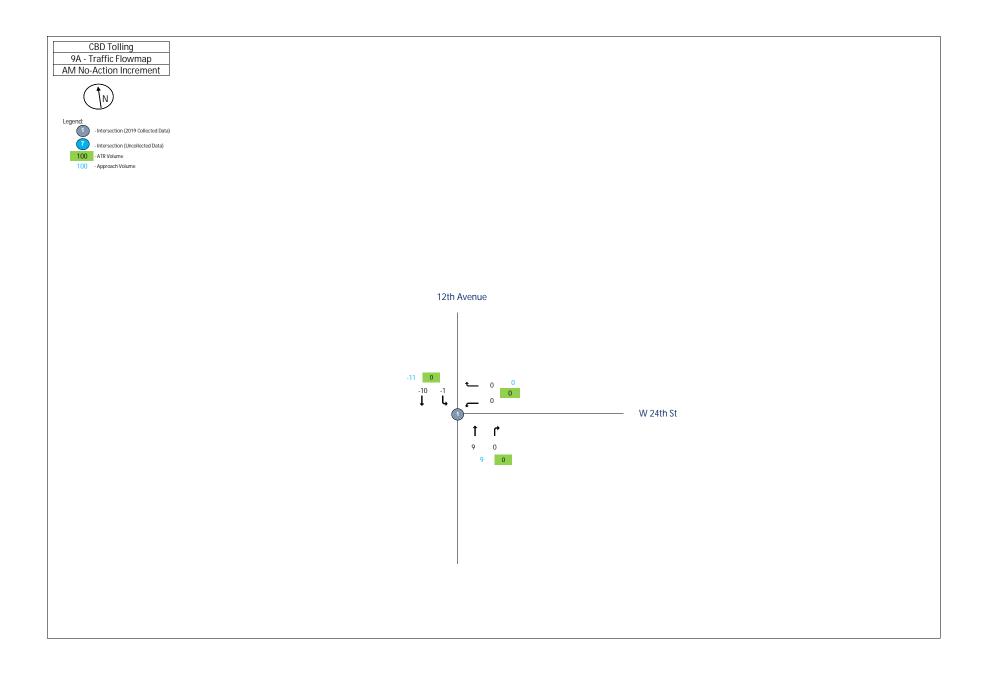


UW 9:00:00 PM

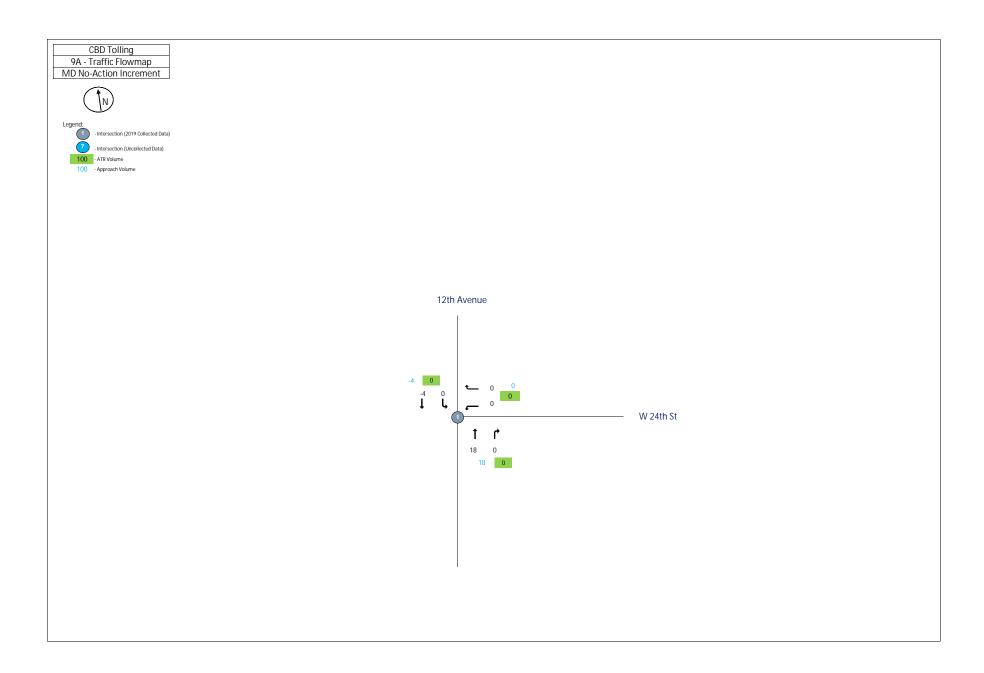
UW	9:00:00 PM	<u> </u>	Total Vehicles						
						Outbou			
						k Hour	IIU		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
W 72nd St and West End St	Nouc	Арргоасп	LZ		- '	11	112	Total	
2019 (TMC-042)	1								
W 72nd St	1	EB	0	10	105	80	0		
W 72nd St W 72nd St	1	WB	0	65	125	30	0		
West End St	1	NB	0	95	135	60	0		
West End St	1	SB	0	93	295	25	0		
W 61st St and West End St	1	30	- 0		293			1025	
2019 (TMC-043)	2								
W 61st St	2	EB	0	10	20	25	0		
W 61st St	2	WB	0	0	0	0	0		
West End St	2	NB	0	10	275	25	0		
West End St	2	SB	0	30	555	25 15	0		
W 79th St and Riverside Dr	<u> </u>	JD	"	30		13	0	905	
2019 (TMC-044)	3	NEB							
W 79th St	3	EB	0	5	400	175	0		
W 79th St	3	WB	0	0	485	30	0		
Riverside Dr	3	NB	0	40	35	5	0		
Riverside Dr	3	SB	0	5	50	85	0		
W 79th St and Riverside Dr	,	30	-		- 30	- 0.5	- 0	1313	
2019 (TMC-044)	333								
W 79th St	333	EB	0	0	0	0	0		
W 79th St	333	WB	0	0	0	0	0		
Riverside Dr	333	NB	0	0	0	0	0		
Riverside Dr	333	SB	0	0	0	0	0		
W 56th St and West Side Hwy	333	35	⊢					-	
2019 (TMC-045)	4								
-	4	EB	0	140	280	0	0		
W 56th St	4	WB	0	0	0	0	0		
West Side Hwy	4	NB	0	0	165	45	0		
West Side Hwy	4	SB	0	_	0	0	0		
W 56th St and West Side Hwy									
2019 (TMC-045)	444								
-	444	EB	0	0	0	0	0		
W 56th St	444	WB	0	0	0	0	0		
West Side Hwy	444	NB	0	0	2980	0	0		
West Side Hwy	444	SB	0	420	1340	0	0		
W 55th St and West Side Hwy				3				., 40	
2019 (TMC-046)	5								
-	5	EB	0	0	0	0	0		
W 55th St	5	WB	0	105	5	270	0		
West Side Hwy	5	NB	0	5	2710	0	0		
•									
West Side Hwy	5	SB	0	0	1340	0	0	4435	

W 55th St and West Side Hwy								
2019 (TMC-046 B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	380	10	0	
West Side Hwy	55	NB	0	0	200	0	0	
West Side Hwy	55	SB	0	0	0	0	0	590
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	10	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	10
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	315	480	0	0	
Broadway	6	SB	0	0	625	85	0	1505
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	235	165	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	1030	70	0	1500
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	150	85	0	
10th Ave	8	NB	0	40	960	0	0	
10th Ave	8	SB	0	0	0	0	0	1235
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	15	0	
W 60th St	9	WB	0	100	45	45	0	
11th Ave	9	NB	0	15	265	0	0	
11th Ave	9	SB	0	0	570	10	0	1065
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	70	5	0	0	
W 61st St	10	WB	0	0	0	25	0	
10th Ave	10	NB	0	0	1030	15	0	
10th Ave	10	SB	0	0	0	0	0	1145

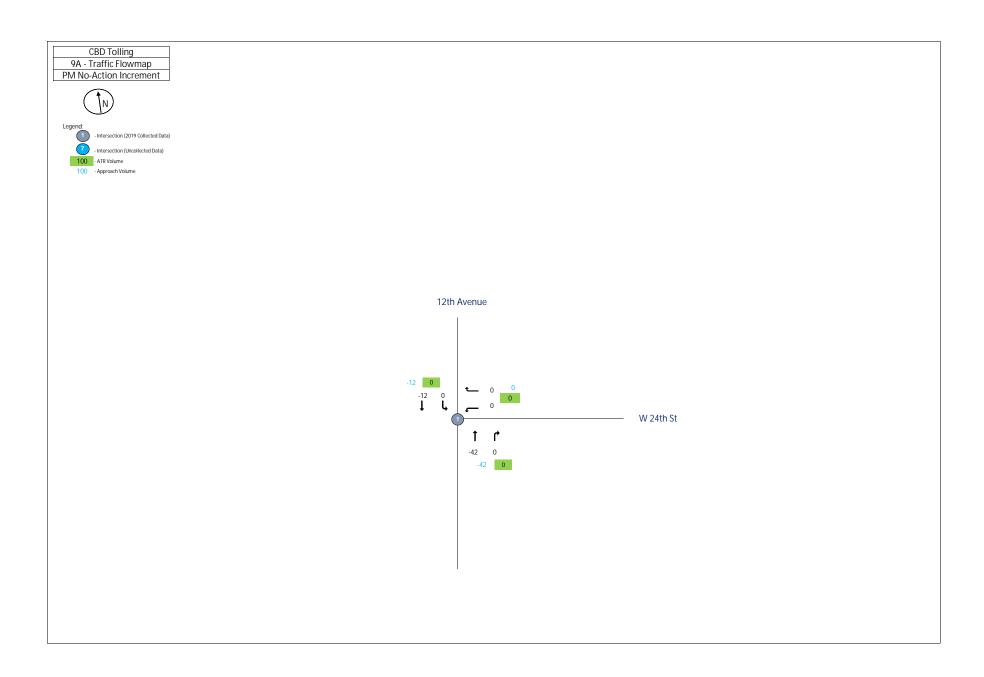
W 61st St and Columbus Ave]						
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	185	1100	0	0	1285
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	40	30	115	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	480	0	0	
Broadway	12	SB	0	20	595	0	0	1280
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	50	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	695	0	0	
Central Park	13	SB	0	0	0	0	0	745
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	15	245	30	0	
W 79th St Transverse	14	WB	0	95	215	140	0	
Central Park	14	NB	0	30	320	170	0	
Central Park	14	SB	0	55	200	25	0	1540
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	105	365	245	0	
Central Park West	15	NB	0	30	445	0	0	
Central Park West	15	SB	0	0	410	30	0	1630
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	35	420	30	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	440	305	0	
Central Park West	16	SB	0	215	300	0	0	1745



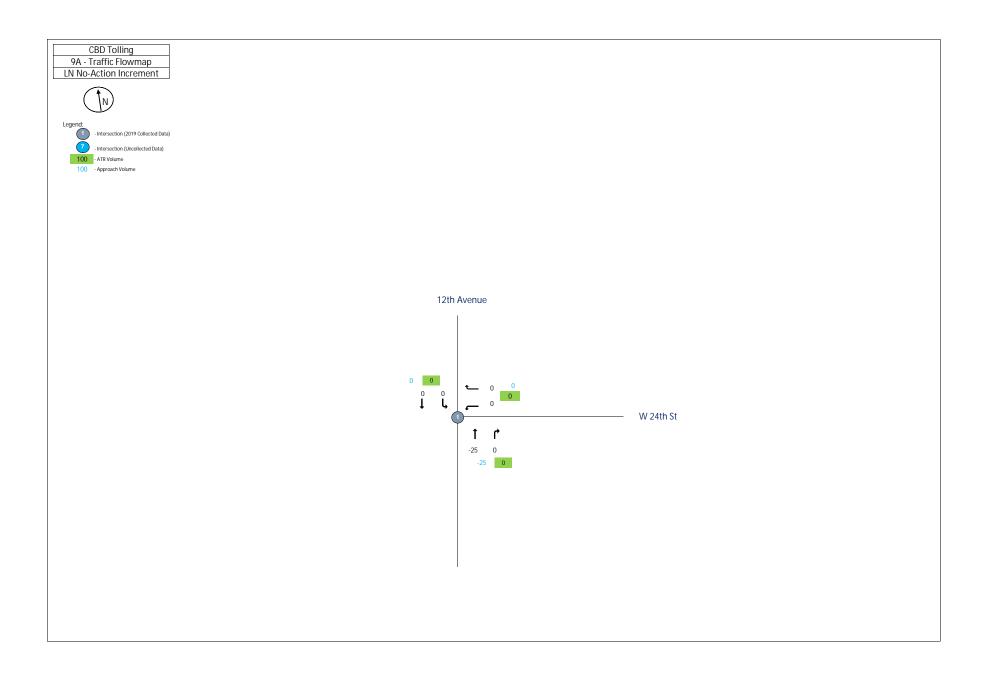
9A	8:00 AM							
				T	otal V	ehicl	es	
				Inbo	ound/	Outbo	ound	
				A	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	9	0	0	
12th Ave	1	SB	0	-1	-10	0	0	-2



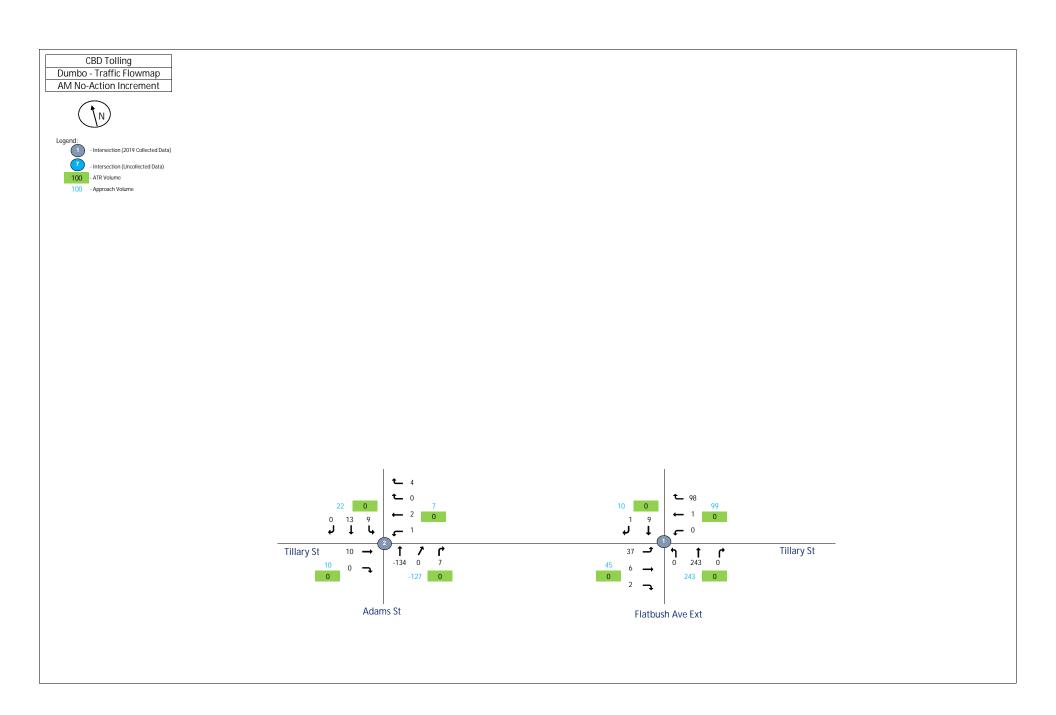
9A	1:00 PM							
				T	otal V	ehicl	es	
				Inbo	ound/	Outbo	ound	
				N	ID Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	18	0	0	
12th Ave	1	SB	0	0	-4	0	0	14

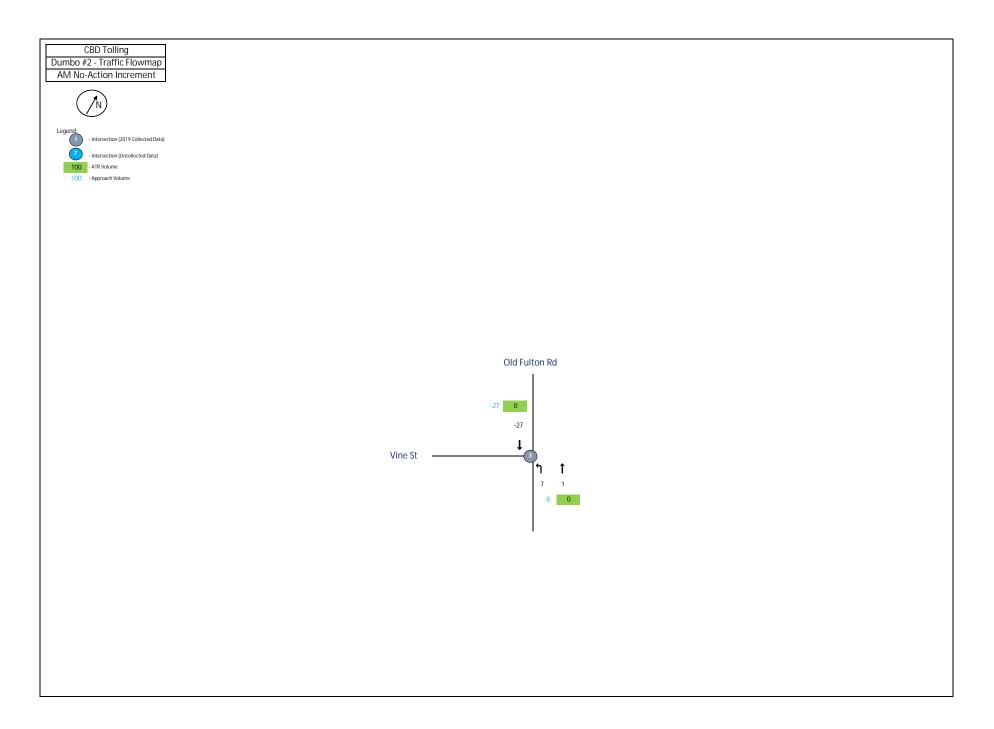


9A	5:00 PM							
				T	otal V	ehicl	es	
				Inb	ound/	Outbo	ound	
				P	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-42	0	0	
12th Ave	1	SB	0	0	-12	0	0	-54

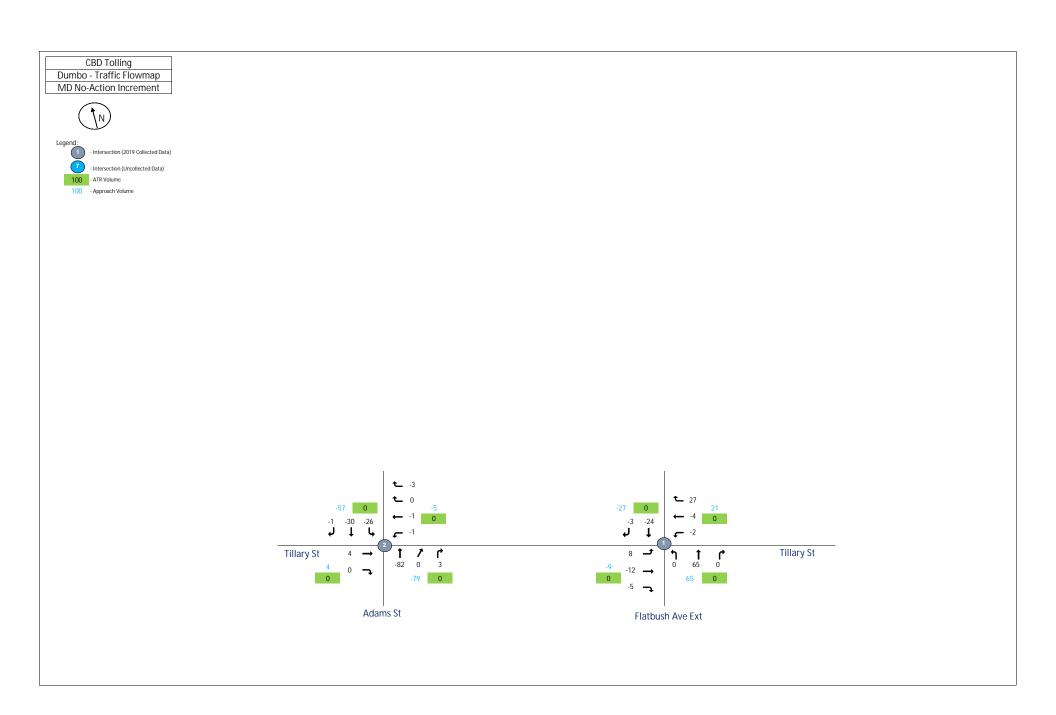


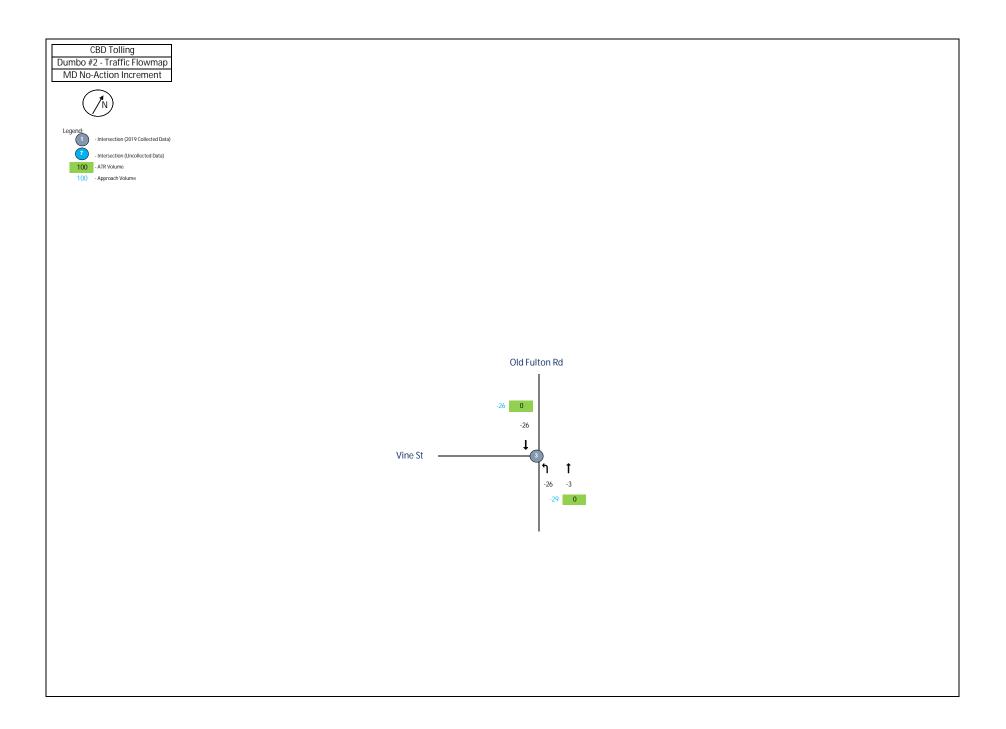
9A	9:00 PM							
				T	otal \	/ehicl	es	
			Inbound/Outbound LN Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-25	0	0	
12th Ave	1	SB	0	0	0	0	0	-25



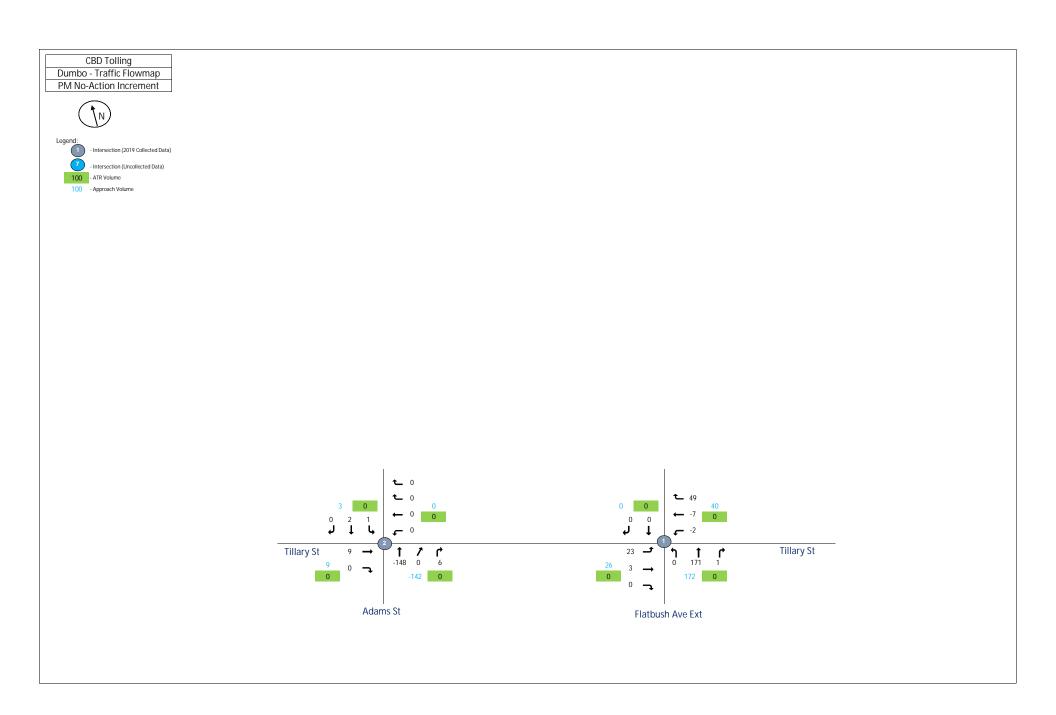


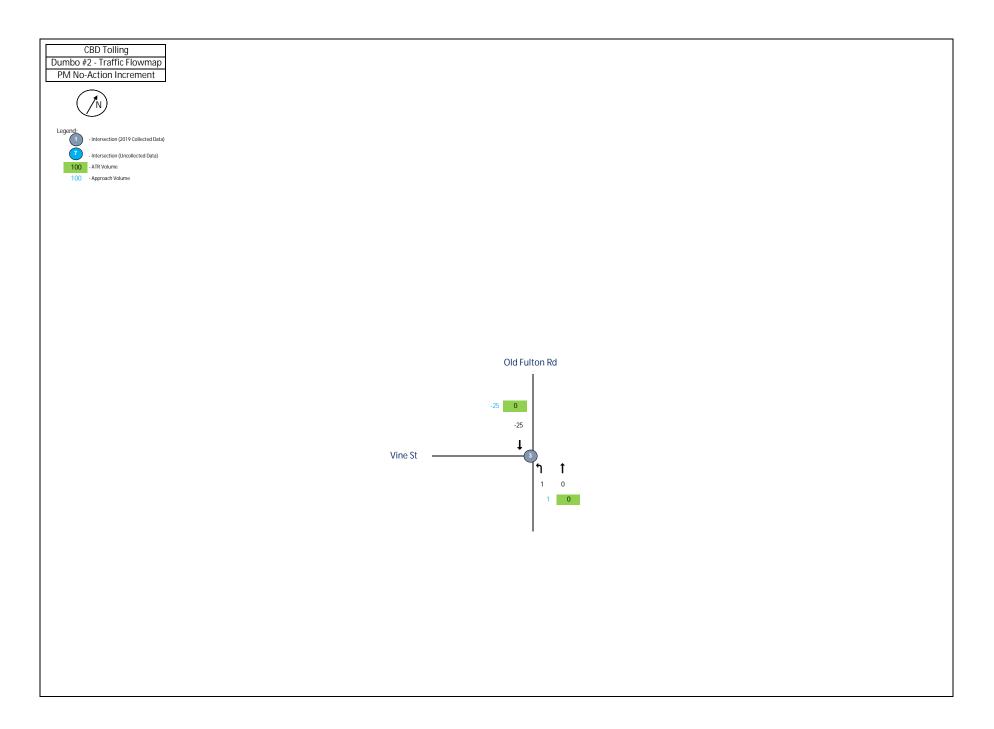
DUMBO	8:00:00 AM							
				•	Total	Vehic	les	
				Ink	ound	/Outb	ound	
				ı	AM P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	37	6	2	0	
Tillary St	1	WB	0	0	1	98	0	
Flatbush Ave ext	1	NB	0	0	243	0	0	
Flatbush Ave ext	1	SB	0	0	9	1	0	397
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	10	0	0	
Tillary St	2	WB	0	1	2	0	4	
Adams St	2	NB	0	0	-134	0	7	
Adams St	2	SB	0	9	13	0	0	-88
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	7	1	0	0	
Old Fulton Rd	3	SB	0	0	-27	0	0	-19



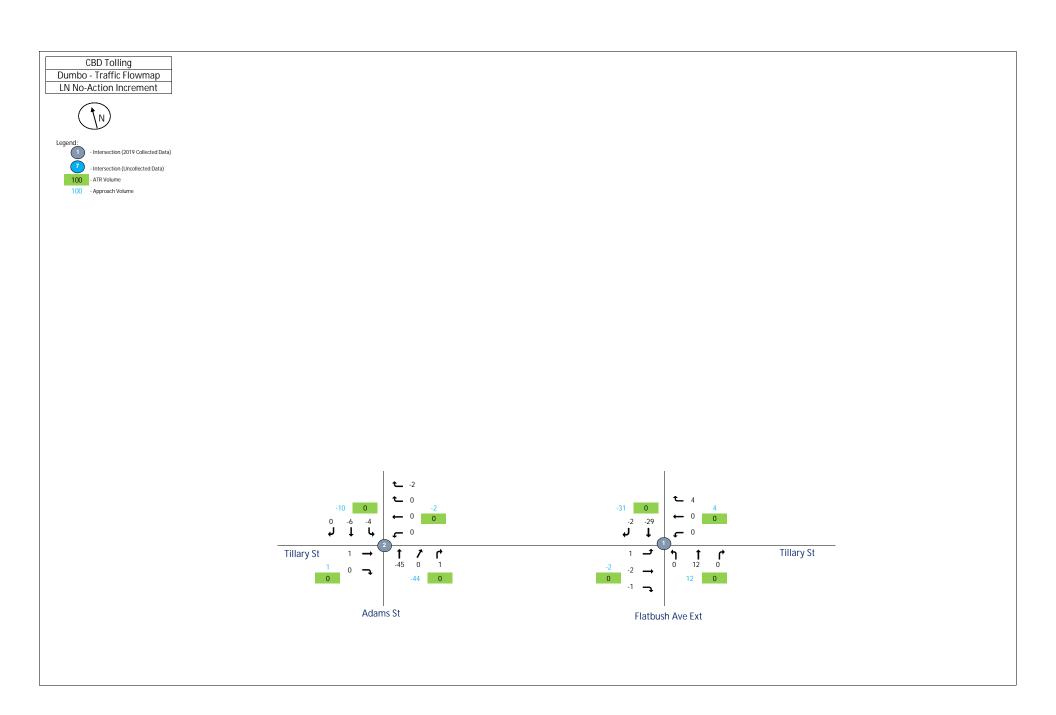


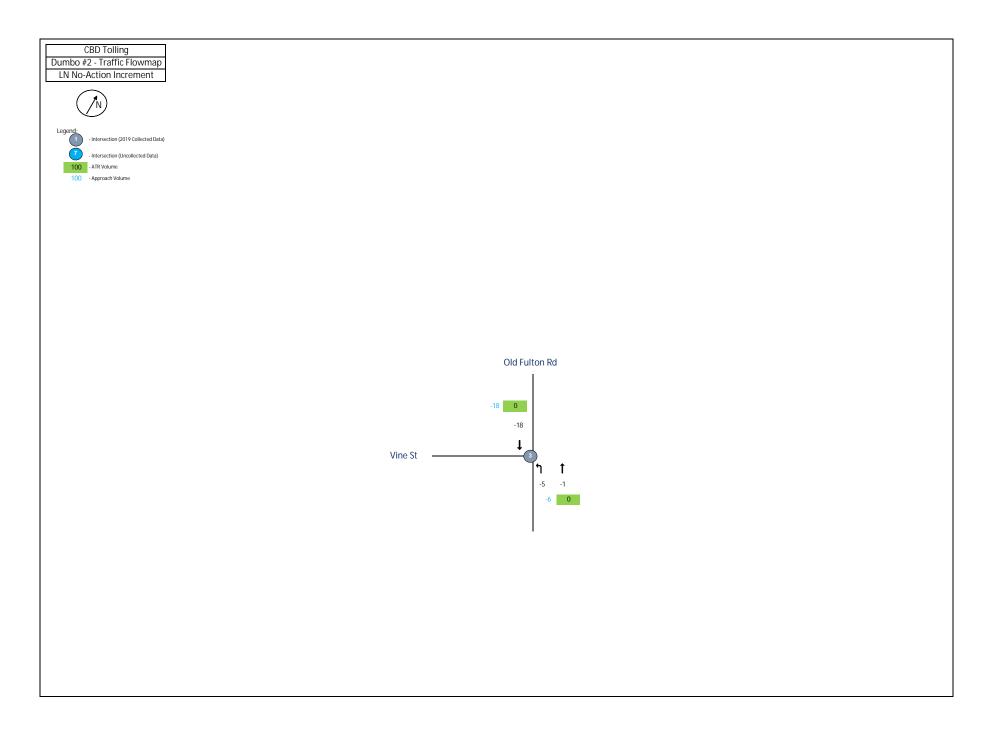
DUMBO	1:00:00 PM								
					Total	Vehic	les		
				Inbound/Outbound					
					MD P	eak H	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext									
2019 (TMC-007)	1								
Tillary St	1	EB	0	8	-12	-5	0		
Tillary St	1	WB	0	-2	-4	27	0		
Flatbush Ave ext	1	NB	0	0	65	0	0		
Flatbush Ave ext	1	SB	0	0	-24	-3	0	50	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	4	0	0		
Tillary St	2	WB	0	-1	-1	0	-3		
Adams St	2	NB	0	0	-82	0	3		
Adams St	2	SB	0	-26	-30	-1	0	-137	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	-26	-3	0	0		
Old Fulton Rd	3	SB	0	0	-26	0	0	-55	



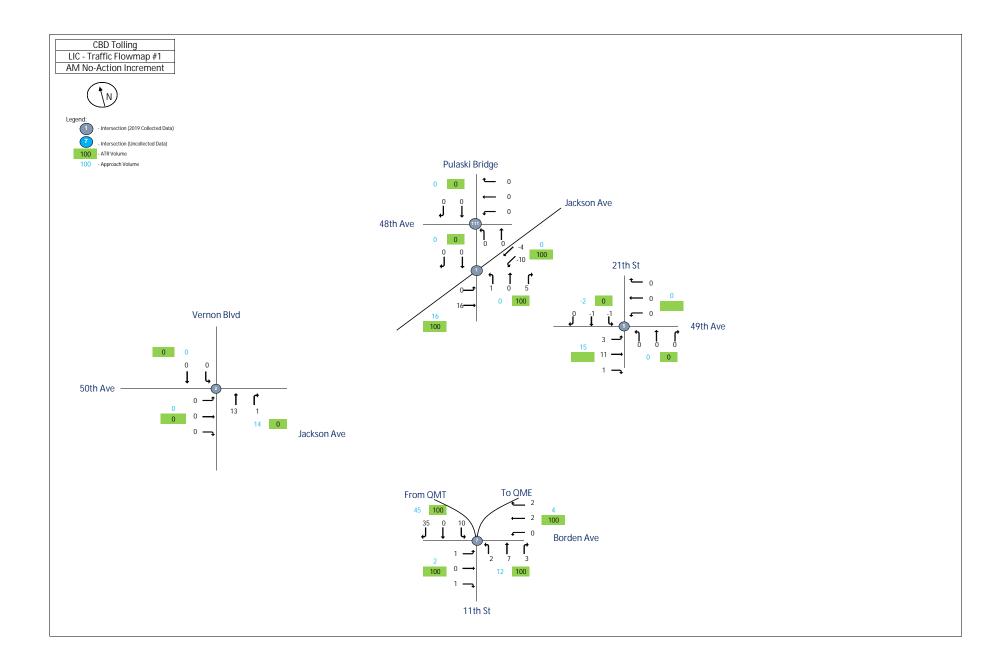


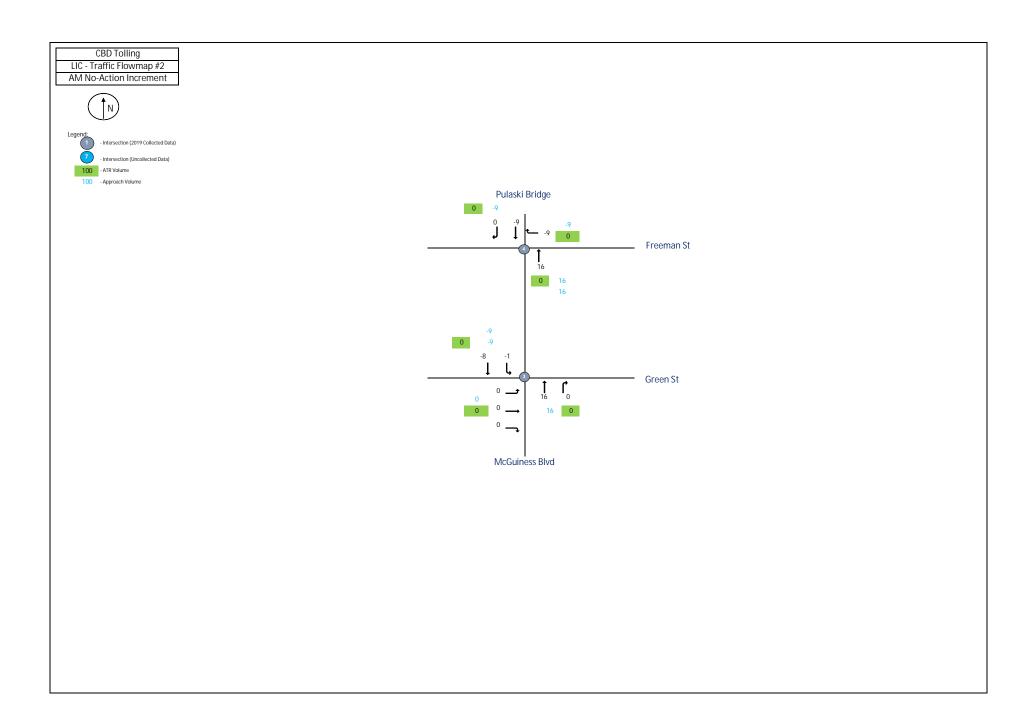
DUMBO	5:00:00 PM								
			Total Vehicles						
			Inbound/Outbound						
			PM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext				-					
2019 (TMC-007)	1								
Tillary St	1	EB	0	23	3	0	0		
Tillary St	1	WB	0	-2	-7	49	0		
Flatbush Ave ext	1	NB	0	0	171	1	0		
Flatbush Ave ext	1	SB	0	0	0	0	0	238	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	9	0	0		
Tillary St	2	WB	0	0	0	0	0		
Adams St	2	NB	0	0	-148	0	6		
Adams St	2	SB	0	1	2	0	0	-130	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	1	0	0	0		
Old Fulton Rd	3	SB	0	0	-25	0	0	-24	

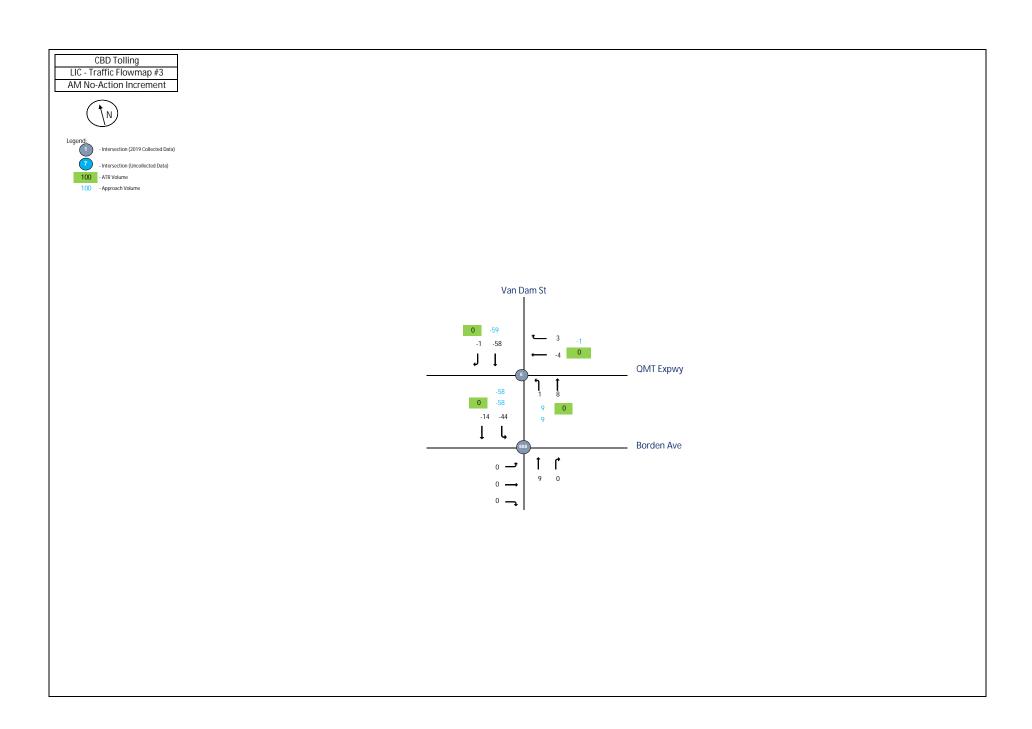


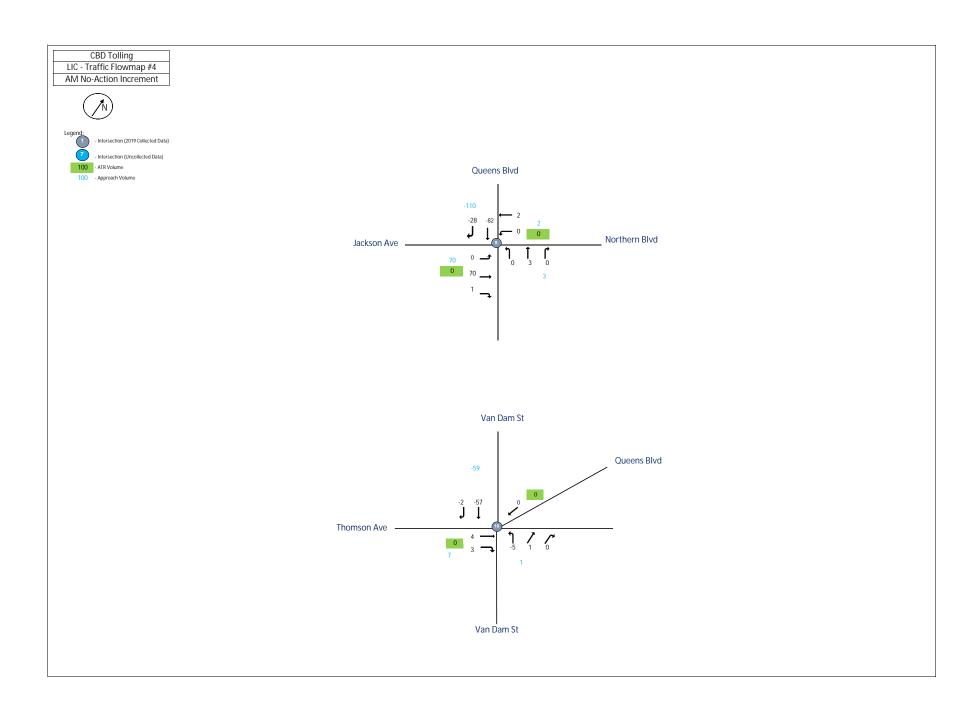


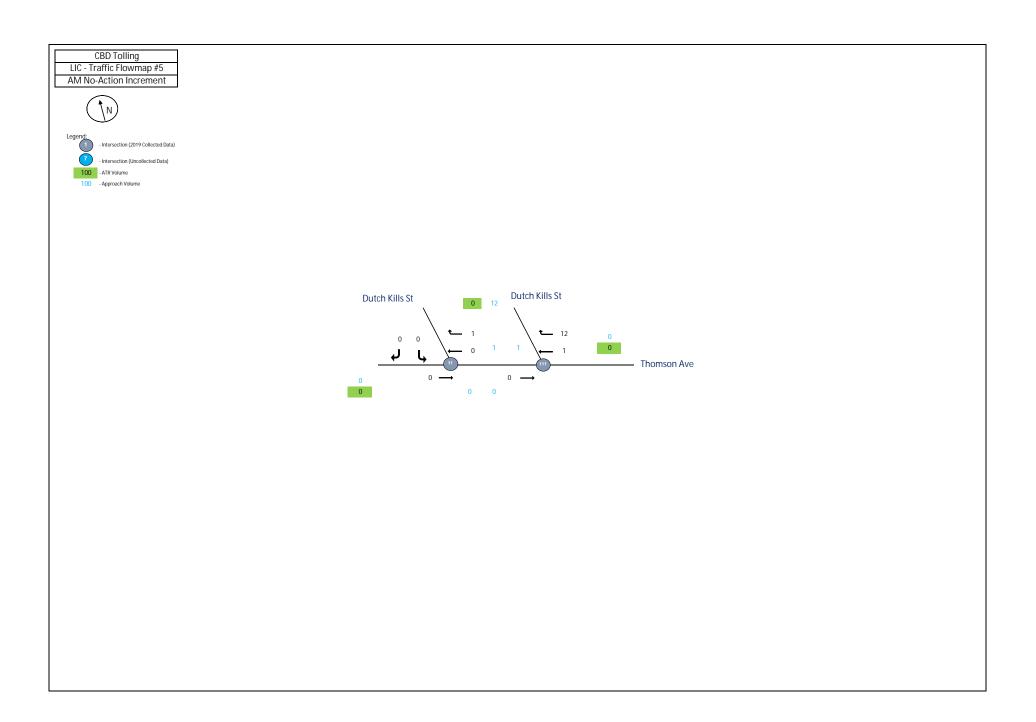
DUMBO	9:00:00 PM								
			Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext									
2019 (TMC-007)	1								
Tillary St	1	EB	0	1	-2	-1	0		
Tillary St	1	WB	0	0	0	4	0		
Flatbush Ave ext	1	NB	0	0	12	0	0		
Flatbush Ave ext	1	SB	0	0	-29	-2	0	-17	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	1	0	0		
Tillary St	2	WB	0	0	0	0	-2		
Adams St	2	NB	0	0	-45	0	1		
Adams St	2	SB	0	-4	-6	0	0	-55	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	-5	-1	0	0		
Old Fulton Rd	3	SB	0	0	-18	0	0	-24	

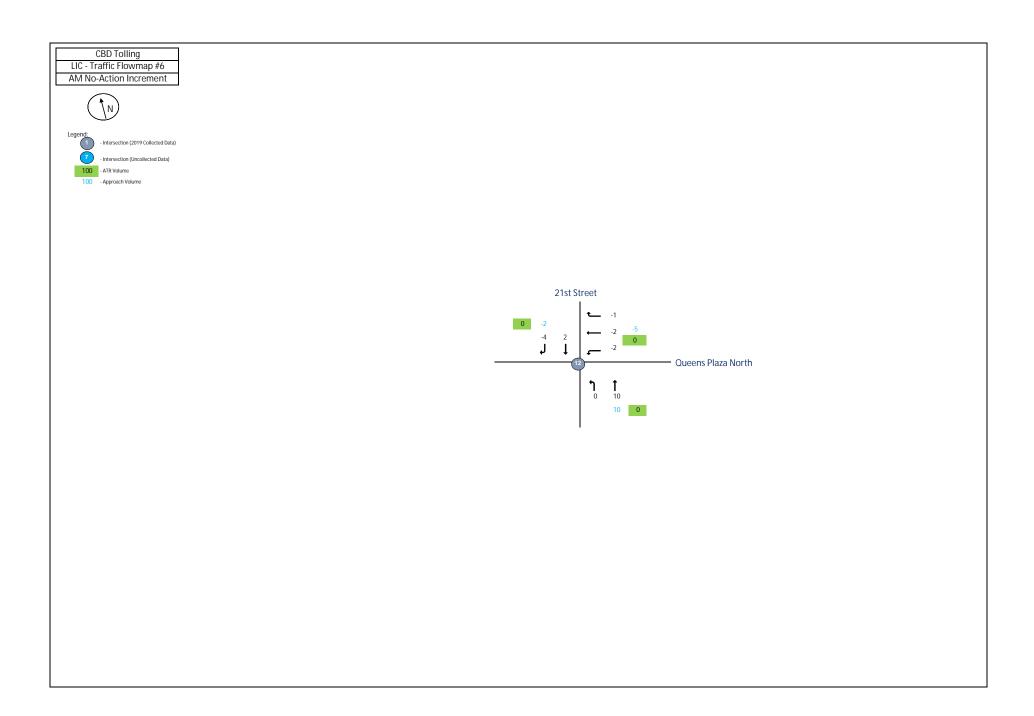








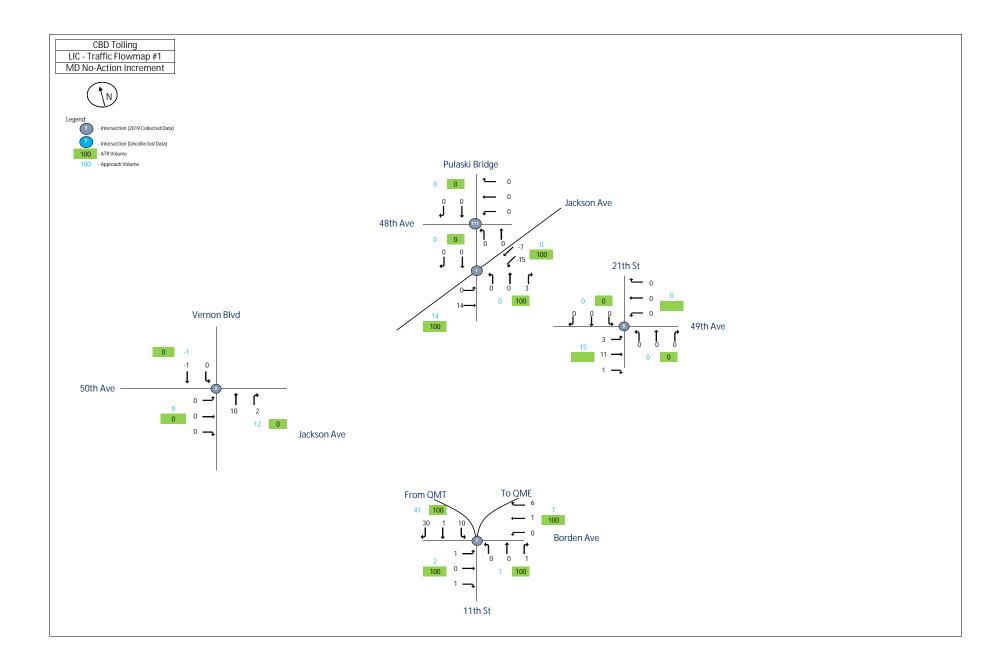


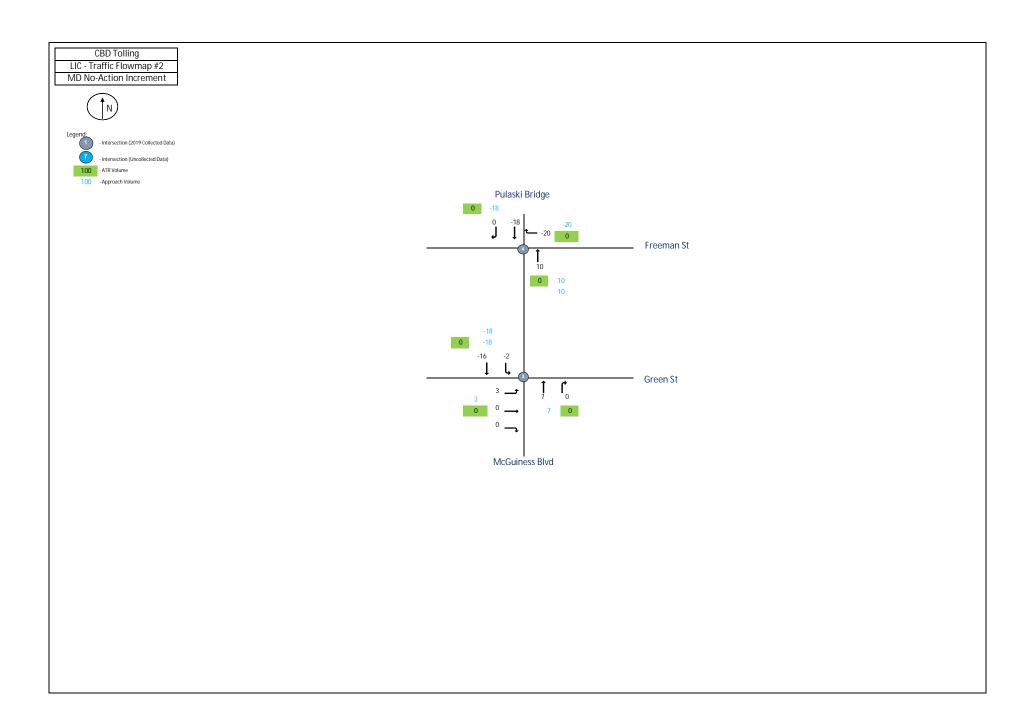


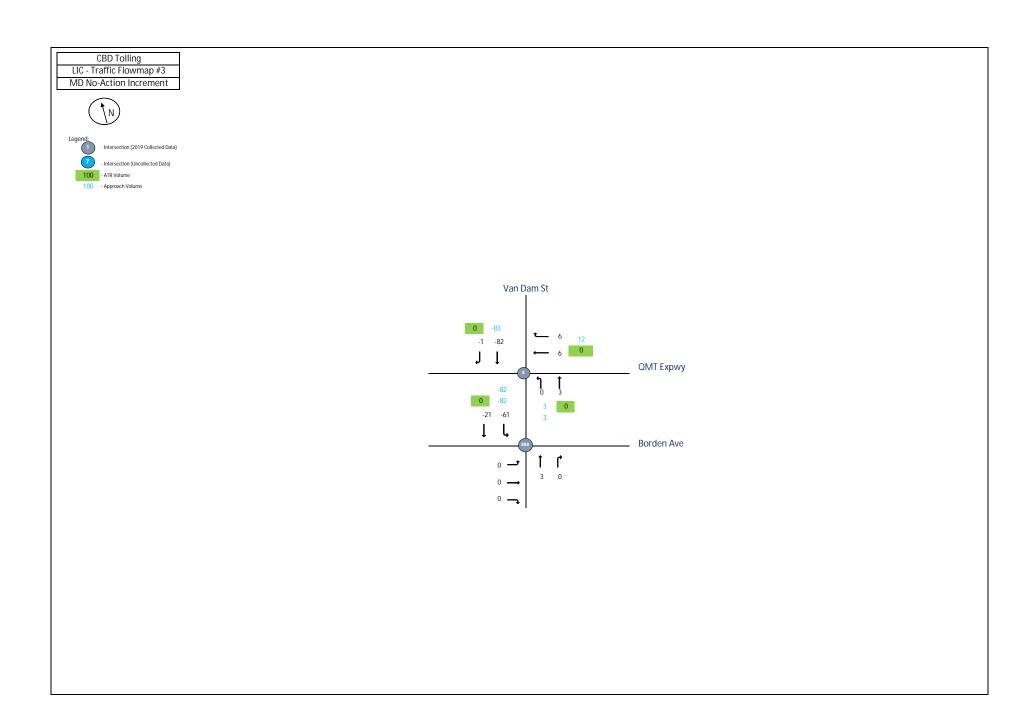
LIC **7:00:00 AM**

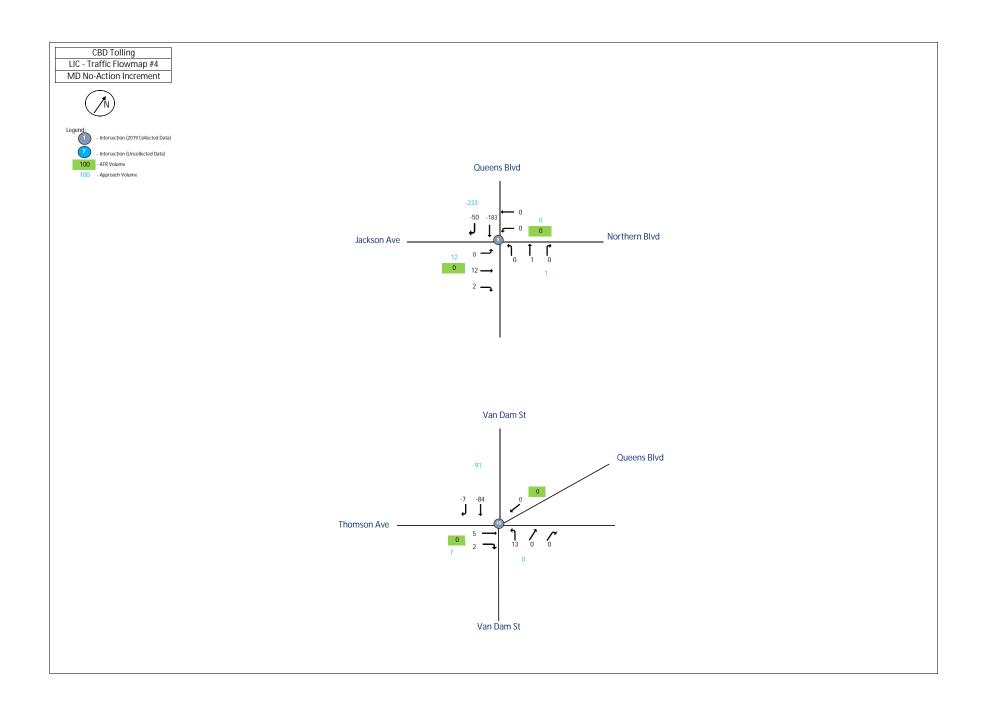
LIC	7:00:00 AM							
			Total Vehicles					
			Inbound/Outbound					
					AM Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
11th St / Pulaski Bridge & Jackson Ave								
2017> 2019 (LIC_1_TMC-6A)	1							
Pulaski Bridge / 11th St	1	EB	0	0	16	0	0	
Pulaski Bridge / 11th St	1	WB	0	-10	-4	0	0	
Jackson Ave	1	NB	0	1	0	5	0	
Jackson Ave	1	SB	0	0	0	0	0	8
11th St / 48th St								
2017> 2019 (LIC_1_TMC-6A)	111							
11th St	111	EB	0	0	0	0	0	
11th St	111	WB	0	0	0	0	0	
48th St	111	NB	0	0	0	0	0	
48th St	111	SB	0	0	0	0	0	0
Vernon Blvd & 50th Ave								_
2019 (TMC-001)	2							
50th Ave	2	EB	0	0	0	0	0	
50th Ave	2	WB	0	0	0	0	0	
Vernon Blvd	2	NB	0	0	13	1	0	
Vernon Blvd	2	SB	0	0	0	0	0	14
Pulsaki Bridge & Green St								
2019 (TMC-002)	3							
Green St	3	EB	0	0	0	0	0	
Green St	3	WB	0	0	0	0	0	
Pulsaki Bridge	3	NB	0	0	16	0	0	
Pulsaki Bridge	3	SB	0	-1	-8	0	0	7
Pulsaki Bridge & Freeman St			_					•
2019 (TMC-003)	4							
Freeman St	4	EB	0	0	0	0	0	
Freeman St	4	WB	0	0	0	-9	0	
Pulsaki Bridge	4	NB	0	0	16	0	0	
Pulsaki Bridge	4	SB	0	0	-9	0	0	-2
49th Ave & 21st St	·	0.5						
2017> 2019 (LIC_5_TMC-6C)	5							
49th Ave	5	EB	0	3	11	1	0	
49th Ave	5	WB	0	0	0	0	0	
21th Ave	5	NB	0	0	0	0	0	
21th Ave	5	SB	0	-1	-1	0	0	13
Borden Ave & 11th Street		30			-1	0	U	13
2018 2019 (LIC_7_TMC-6D)	7							
Borden Ave	7	ED	_	1	0	1	0	
		EB	0	1		1	0	
Borden Ave	7 7	WB	0	0 2	2 7	2	0	
11th St 11th St	7	NB SB	0				0	63
1111131	/	SB	0	10	0	35	0	63

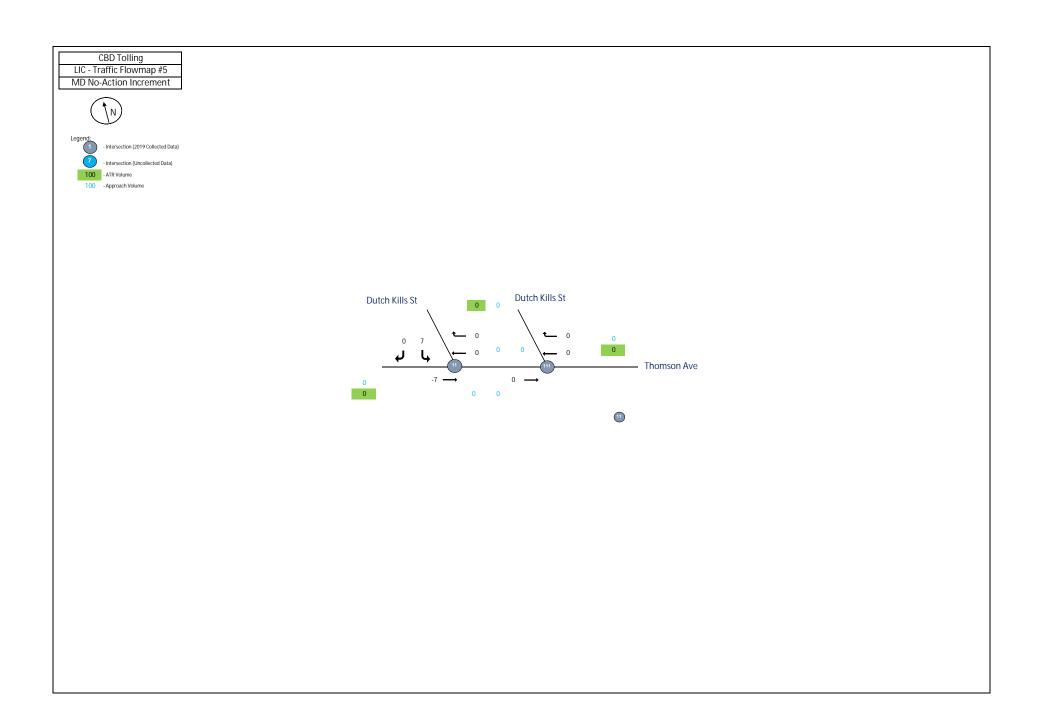
Van Dam St & QMT Expwy (North)			Í					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	-4	3	0	
Van Dam St	8	NB	0	1	8	0	0	
Van Dam St	8	SB	0	0	-58	-1	0	-51
Van Dam St & QMT Expwy (South)		35						-31
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	0	0	0	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	9	0	0	
Van Dam St	888	SB	0	-44	-14	0	0	-49
Queens Blvd & Jackson Ave (Mainline)	888	30	0	-44	-14			-49
•	0							
2018> 2019 (LIC_9A_TMC-6E)	9		_	0	02	20	^	
Queens Blvd	9	EB M/B	0	0	-82 2	-28	0	
Queens Blvd	9	WB	0	0	3	0	0	
Jackson Ave	9	NB CD	0	0	70	1	0	
Jackson Ave	9	SB	0	0	2	0	0	-34
Queens Blvd & Jackson Ave (Service Rd)								
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	0	0	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	0
Thompson Ave & Queens Blvd								
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	4	3	
Queens Blvd	10	WB	0	0	0	0	0	
Thompson Ave	10	NB	0	-5	1	0	0	
Thompson Ave	10	SB	0	0	-57	-2	0	-56
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	0	0	0	
Thomson Ave	11	WB	0	0	0	1	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	0	0	0	0	1
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	0	0	0	
Thomson Ave	1111	WB	0	0	1	12	0	
Dutch Kills St	1111	NB	0	0	. 0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	13
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	-2	-2	-1	0	
21st Street	12	NB	0	-2 0	-2 10	-1	0	
								2
21st Street	12	SB	0	0	2	-4	0	3

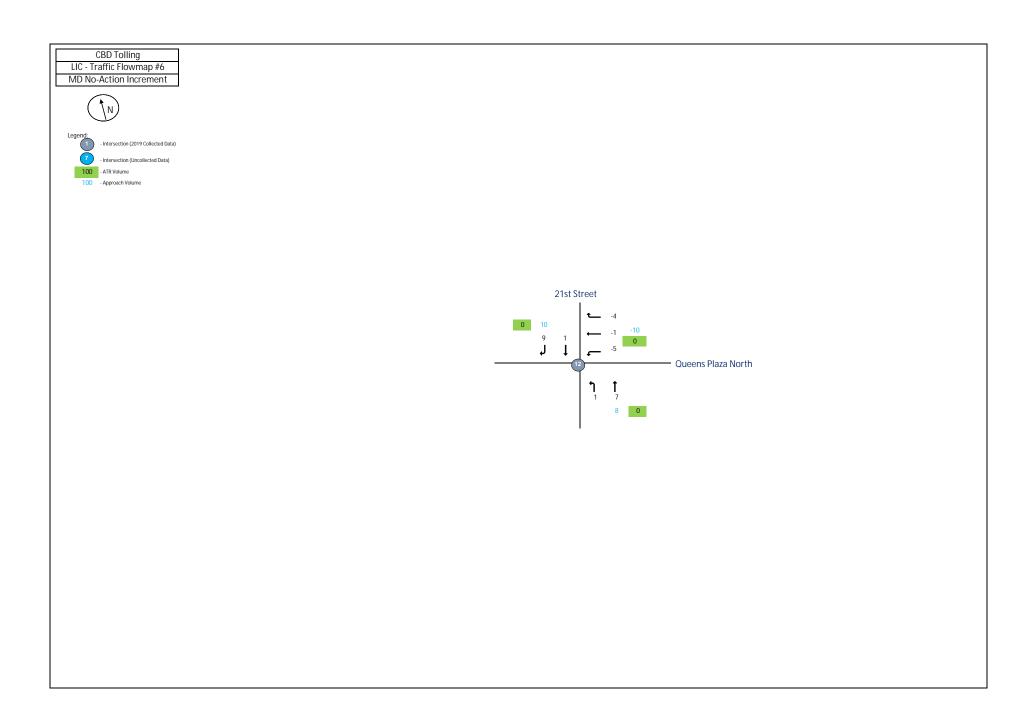








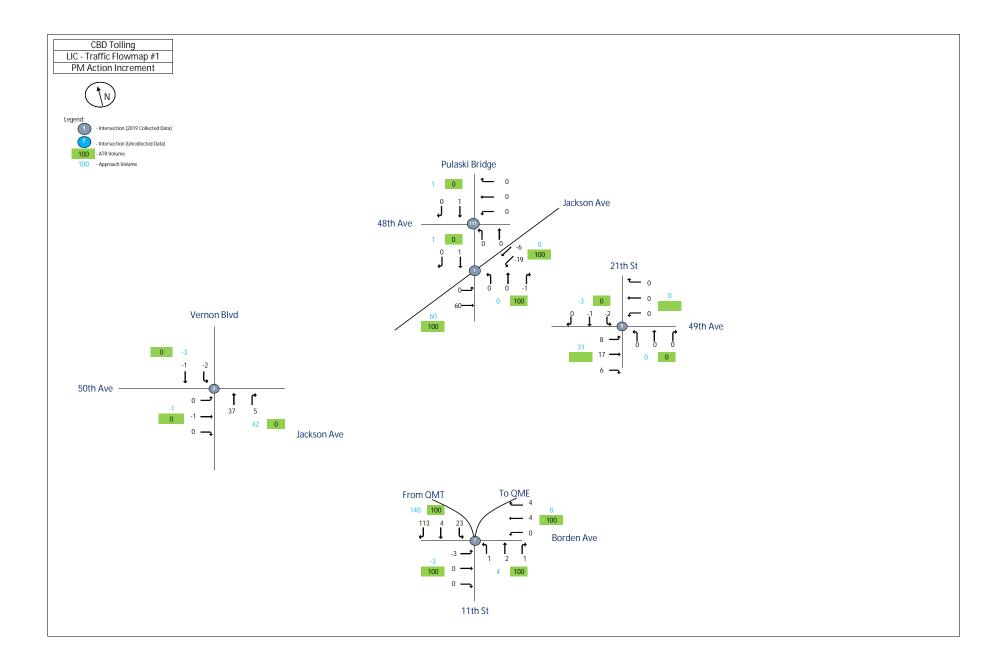


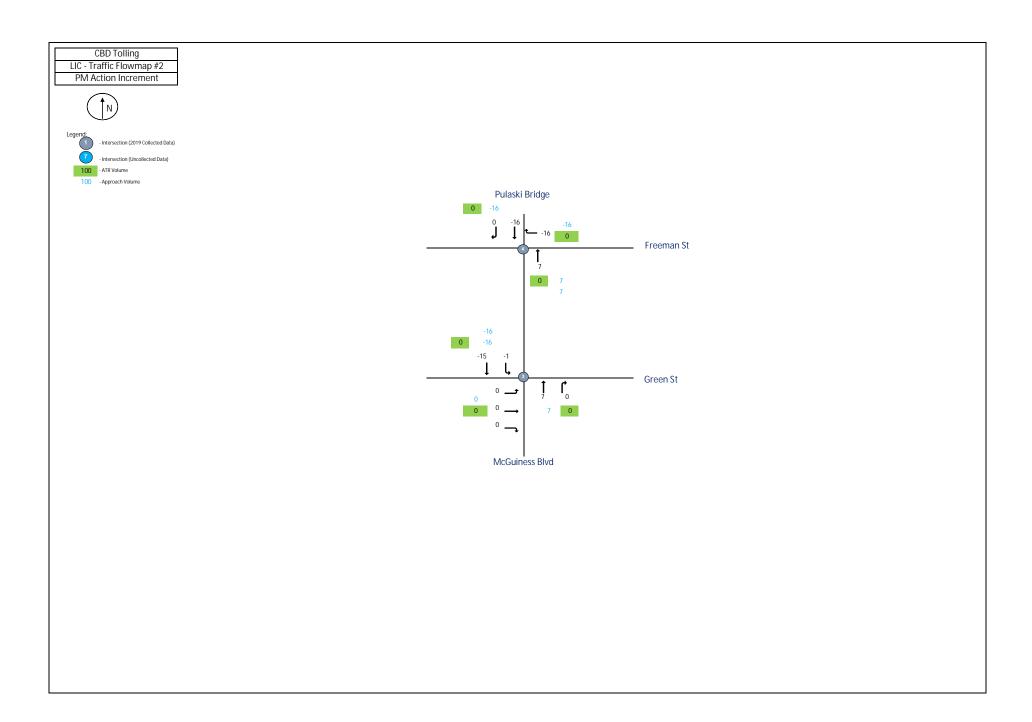


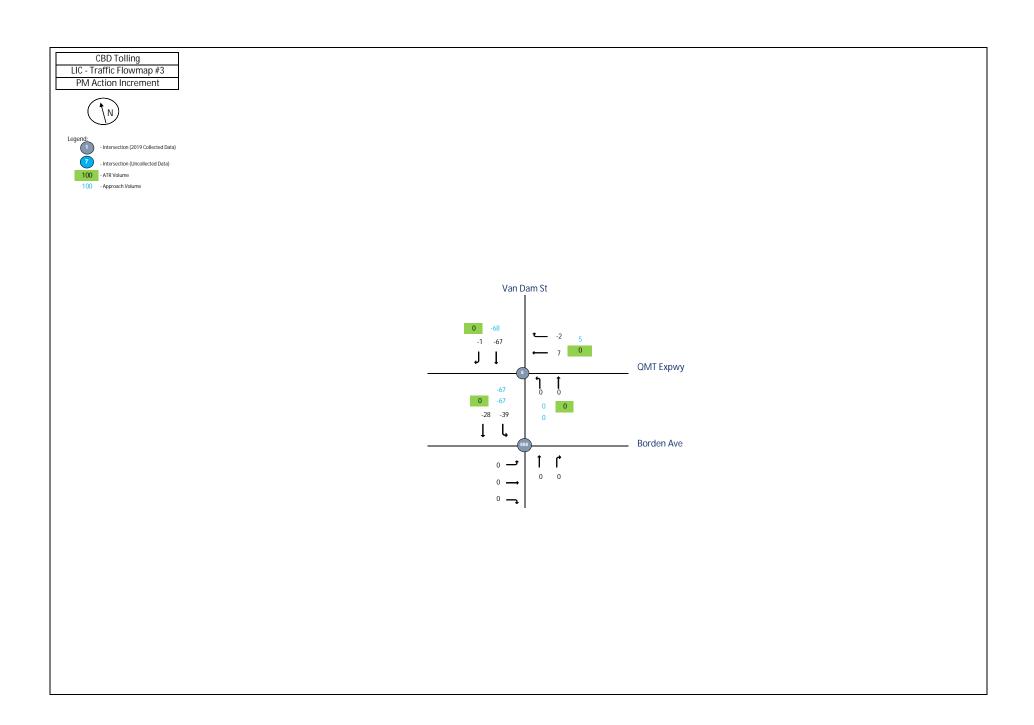
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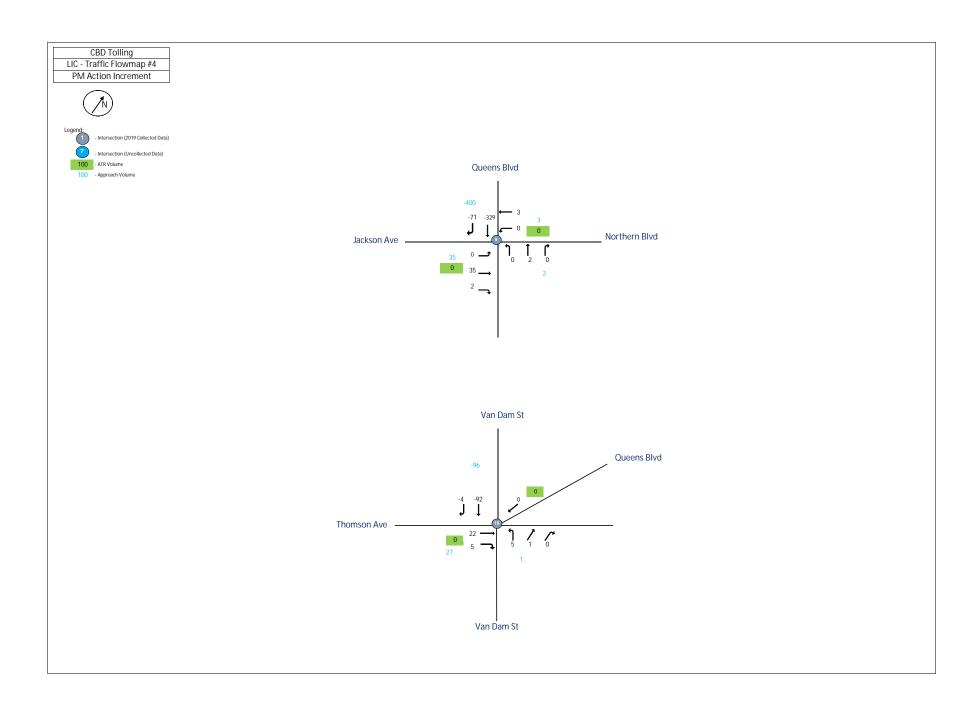
LIC	1:00:00 PM		Total Vehicles							
			Inbound/Outbound							
			10		MD P			Tatal		
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
11th St / Pulaski Brdge & Jackson Ave										
2017> 2019 (LIC_1_TMC-6A)	1									
Pulaski Bridge / 11th St	1	EB	0	0	14	0	0			
Pulaski Bridge / 11th St	1	WB	0	-15	-7	0	0			
Jackson Ave	1	NB	0	0	0	3	0			
Jackson Ave	1	SB	0	0	0	0	0	-5		
11th St / 48th St										
2017> 2019 (LIC_1_TMC-6A)	111									
11th St	111	EB	0	0	0	0	0			
11th St	111	WB	0	0	0	0	0			
48th St	111	NB	0	0	0	0	0			
48th St	111	SB	0	0	0	0	0	0		
Vernon Blvd & 50th Ave										
2019 (TMC-001)	2									
50th Ave	2	EB	0	0	0	0	0			
50th Ave	2	WB	0	0	0	0	0			
Vernon Blvd	2	NB	0	0	10	2	0			
Vernon Blvd	2	SB	0	0	-1	0	0	11		
Pulsaki Bridge & Green St										
2019 (TMC-002)	3									
Green St	3	EB	0	3	0	0	0			
Green St	3	WB	0	0	0	0	0			
Pulsaki Bridge	3	NB	0	0	7	0	0			
Pulsaki Btridge	3	SB	0	-2	-16	0	0	-8		
Pulsaki Bridge & Freeman St										
2019 (TMC-003)	4									
Freeman St	4	EB	0	0	0	0	0			
Freeman St	4	WB	0	0	0	-20	0			
Pulsaki Bridge	4	NB	0	0	10	0	0			
Pulsaki Btridge	4	SB	0	0	-18	0	0	-28		
49th Ave & 21st St										
2017> 2019 (LIC_5_TMC-6C)	5									
49th Ave	5	EB	0	3	11	1	0			
49th Ave	5	WB	0	0	0	0	0			
21th Ave	5	NB	0	0	0	0	0			
21th Ave	5	SB	0	0	0	0	0	15		
Borden Ave & 11th Street	 	"								
2018 2019 (LIC_7_TMC-6D)	7									
Borden Ave	7	EB	0	1	0	1	0			
Borden Ave	7	WB	0	0	1	6	0			
11th St	7		0	0	0	1				
		NB SB					0	E4		
11th St	7	SB	0	10	1	30	0	51		

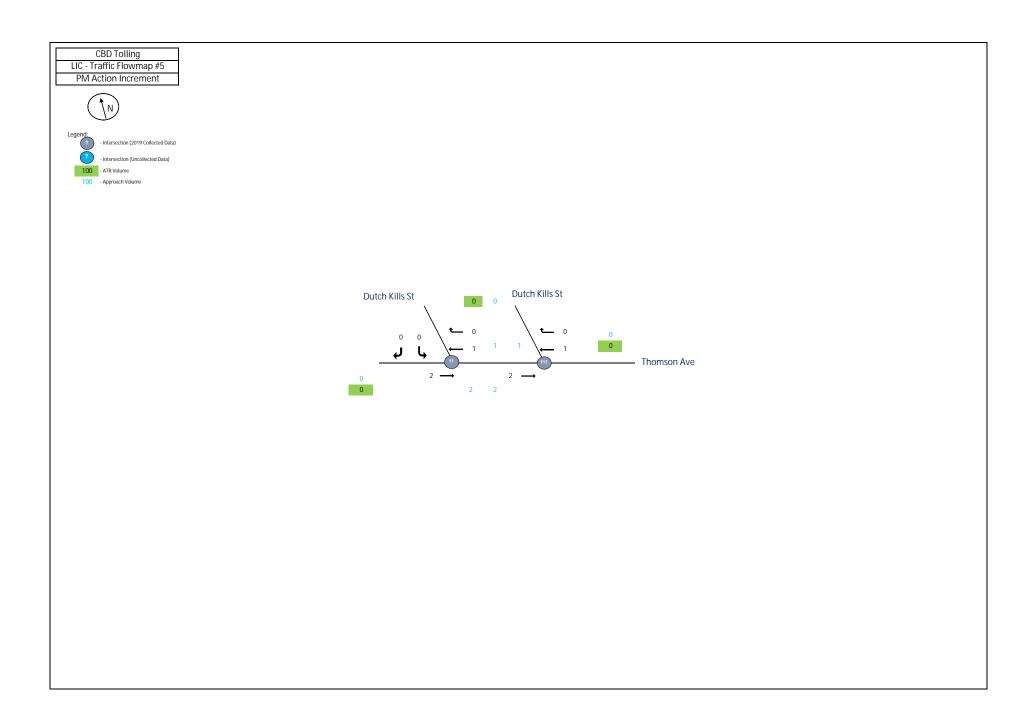
Van Dam St & QMT Expwy (North)	I						ı	Ī
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	6	6	0	
Van Dam St	8	NB	0	0	3	0	0	
Van Dam St	8	SB	0	0	-82	-1	0	-68
Van Dam St & QMT Expwy (South)	0	36	0		-02	-1	Ŭ	-00
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	0	0	0	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	3	0	0	
Van Dam St	888	SB	0	-61	-21	0	0	70
	888	38	U	-01	-21	U	U	-79
Queens Blvd & Jackson Ave (Mainline)								
2018> 2019 (LIC_9A_TMC-6E)	9			•	400	50		
Queens Blvd	9	EB	0	0	-183	-50	0	
Queens Blvd	9	WB	0	0	1	0	0	
Jackson Ave	9	NB	0	0	12	2	0	
Jackson Ave	9	SB	0	0	0	0	0	-218
Queens Blvd & Jackson Ave (Service Rd)								
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	0	0	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	0
Thompson Ave & Queens Blvd								
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	5	2	
Queens Blvd	10	WB	0	0	0	0	0	
Thompson Ave	10	NB	0	13	0	0	0	
Thompson Ave	10	SB	0	0	-84	-7	0	-71
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	-7	0	0	
Thomson Ave	11	WB	0	0	0	0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	7	0	0	0	0
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	0	0	0	
Thomson Ave	1111	WB	0	0	0	0	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	0
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	-5	-1	-4	0	
21st Street	12	NB	0	1	. 7	0	0	
21st Street	12	SB	0	0	1	9	0	8
2100 00000		36		U		,	U	U

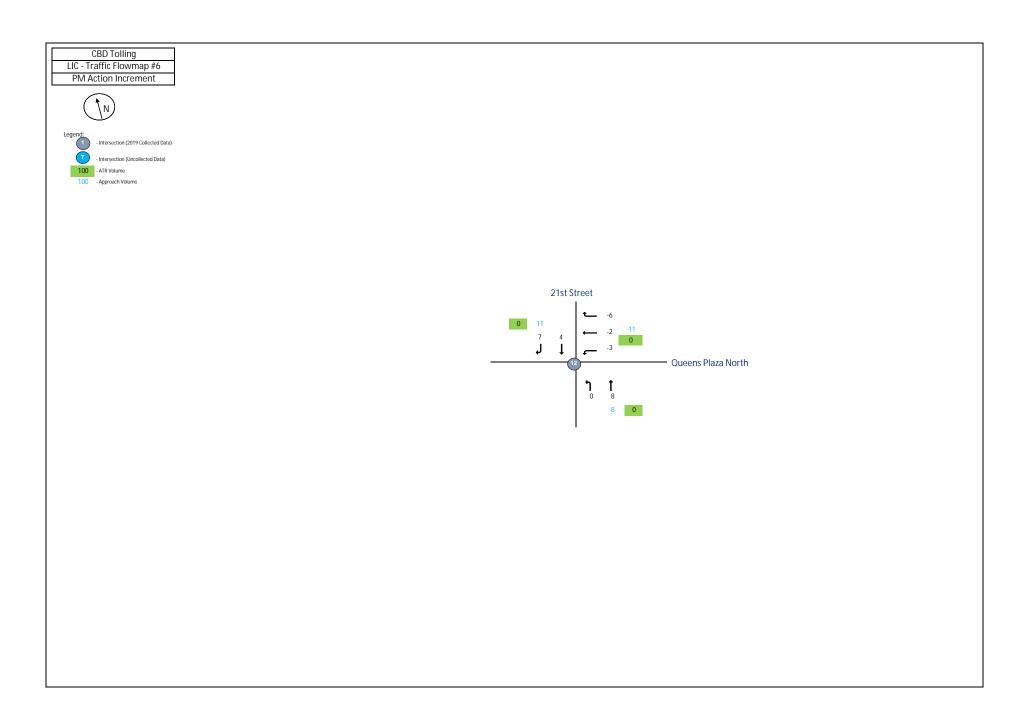








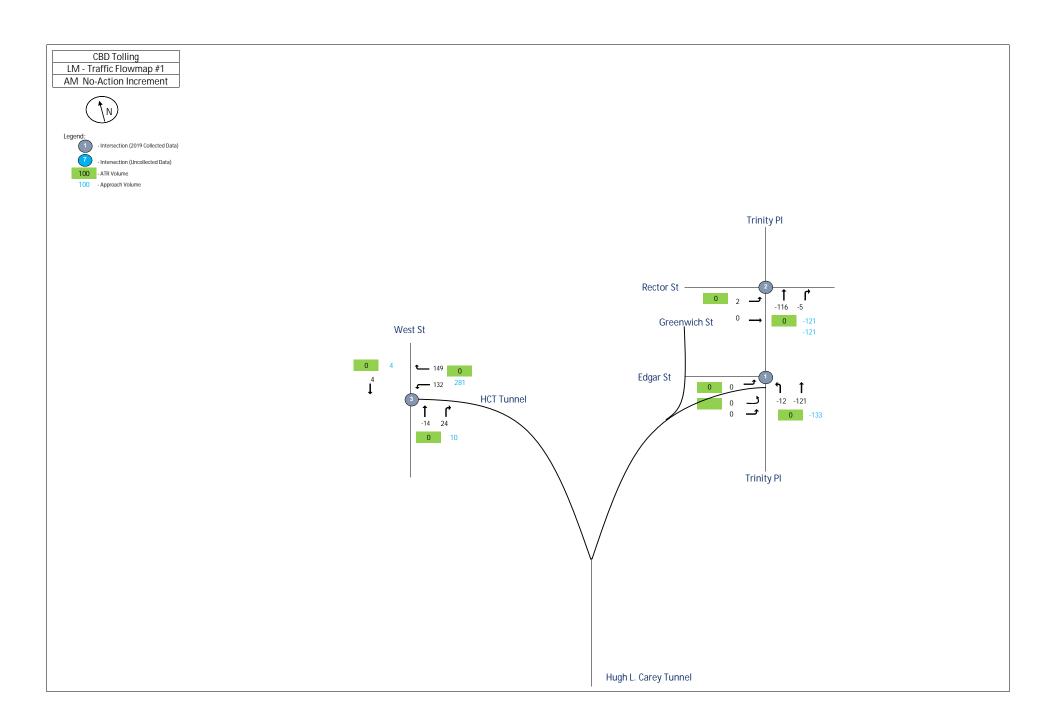




LIC **5:00:00 PM**

LIC	5:00:00 PM		Total Vehicles							
			Inbound/Outbound							
			PM Peak Hour							
			10					Tatal		
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
11th St / Pulaski Brdge & Jackson Ave										
2017> 2019 (LIC_1_TMC-6A)	1									
Pulaski Bridge / 11th St	1	EB	0	54	92	0	0			
Pulaski Bridge / 11th St	1	WB	0	-45	1	0	0			
Jackson Ave	1	NB	0	0	-45	-1	0			
Jackson Ave	1	SB	0	0	-10	3	0	49		
11th St / 48th St										
2017> 2019 (LIC_1_TMC-6A)	111									
11th St	111	EB	0	0	0	0	0			
11th St	111	WB	0	0	0	0	0			
48th St	111	NB	0	0	9	0	0			
48th St	111	SB	0	0	-7	0	0	2		
Vernon Blvd & 50th Ave										
2019 (TMC-001)	2									
50th Ave	2	EB	0	0	7	0	0			
50th Ave	2	WB	0	0	0	0	0			
Vernon Blvd	2	NB	0	0	61	18	0			
Vernon Blvd	2	SB	0	8	-3	0	0	91		
Pulsaki Bridge & Green St										
2019 (TMC-002)	3									
Green St	3	EB	0	-10	0	-2	0			
Green St	3	WB	0	0	0	0	0			
Pulsaki Bridge	3	NB	0	0	-63	0	0			
Pulsaki Btridge	3	SB	0	-2	-56	0	0	-133		
Pulsaki Bridge & Freeman St										
2019 (TMC-003)	4									
Freeman St	4	EB	0	0	0	0	0			
Freeman St	4	WB	0	0	0	-38	0			
Pulsaki Bridge	4	NB	0	0	-73	0	0			
Pulsaki Btridge	4	SB	0	0		0	0	-169		
49th Ave & 21st St		0.5						103		
2017> 2019 (LIC_5_TMC-6C)	5									
49th Ave	5	EB	0	13	26	10	0			
49th Ave	5	WB	0	0	0	0	0			
21th Ave	5	NB	0	0	0	0	0			
21th Ave	5	SB	0	-4	-2	-1	0	42		
Borden Ave & 11th Street	†	70			-2	-т		44		
2018 2019 (LIC_7_TMC-6D)	7									
Borden Ave	7	ED	0	23	-5	-5	0			
Borden Ave		EB M/P	0	0						
	7	WB	0	-2	-21 2	-66 10	0			
11th St		NB SB	0		-3 6	-10	0			
11th St	7	SB	0	37	6	187	0	141		

Van Dam St & QMT Expwy (North)	I		Ī					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	-59	-37	0	
Van Dam St	8	NB	0	-4	-22	0	0	
Van Dam St	8	SB	0	0	-96	-2	0	-220
Van Dam St & QMT Expwy (South)		- 02						
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	-2	0	0	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	-24	0	0	
Van Dam St	888	SB	0	-56	-40	0	0	-122
Queens Blvd & Jackson Ave (Mainline)	000	35			70		-	-122
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	-461	-99	0	
Queens Blvd	9	WB	0	0	-401 -14	-99 0	0	
Jackson Ave	9	NB	0	0	-14	4	0	
Jackson Ave	9	SB	0	0	1	0	0	-674
Queens Blvd & Jackson Ave (Service Rd)	,	36		- 0				-074
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	0	0	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	0
Thompson Ave & Queens Blvd	3A	30	0					U
•	10							
2018> 2019 (LIC_10_TMC-6G) Queens Blvd	_	- FD	_	0	0	37	0	
Queens Blvd	10	EB	0	0	0	_	8	
	10	WB	0	0	_	0	0	
Thompson Ave	10	NB SB	0	-166	-1	0 -6	0	270
Thompson Ave	10	ЭВ	U	0	-142	-0	U	-270
Dutch Kills St & Thomson Ave (#1)	44							
2019 (TMC-005)	11			_		•		
Thomson Ave	11	EB	0	0	13	0	0	
Thomson Ave	11	WB	0	0	-	0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	-11	0	0	0	1
Dutch Kills St & Thomson Ave (#2)	4444							
2019 (TMC-005)	1111			_	_	_	_	
Thomson Ave	1111	EB	0	0	2	0	0	
Thomson Ave	1111	WB	0	0	-1	0	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	1
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	-4	-26	-8	0	
21st Street	12	NB	0	0	-18	0	0	
21st Street	12	SB	0	0	2	-46	0	-100



CBD Tolling

LM - Traffic Flowmap #2

AM No-Action Increment



Legend:

- Intersection (2019 Collected Data)



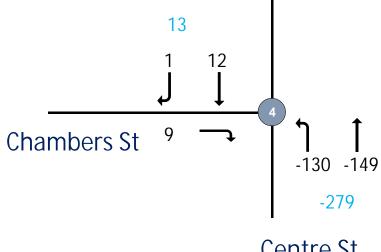
- Intersection (Uncollected Data)

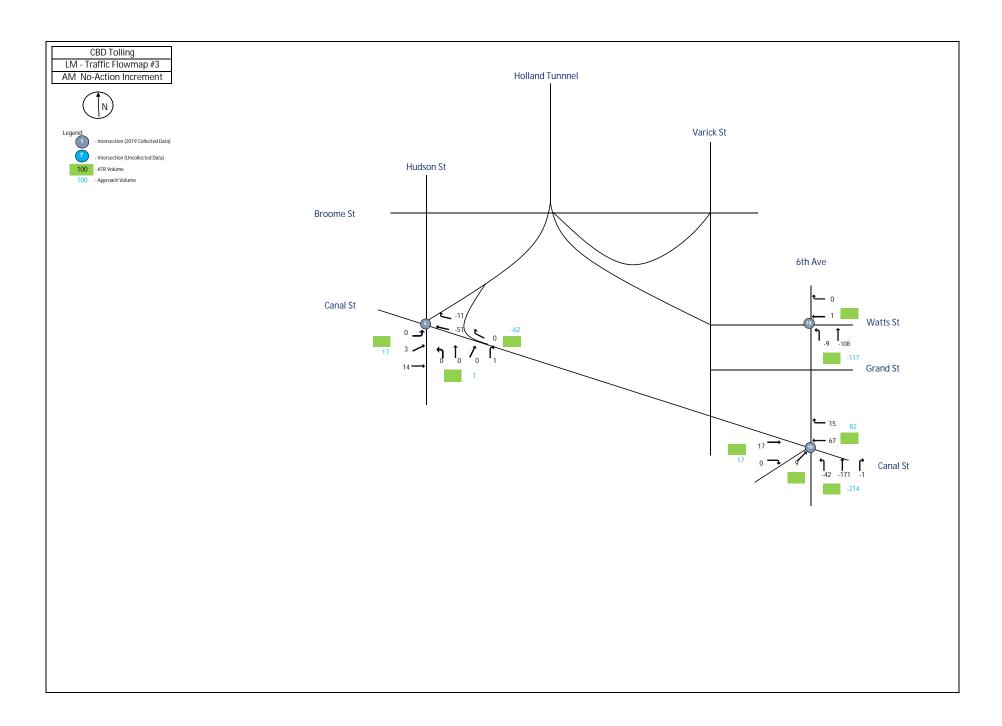
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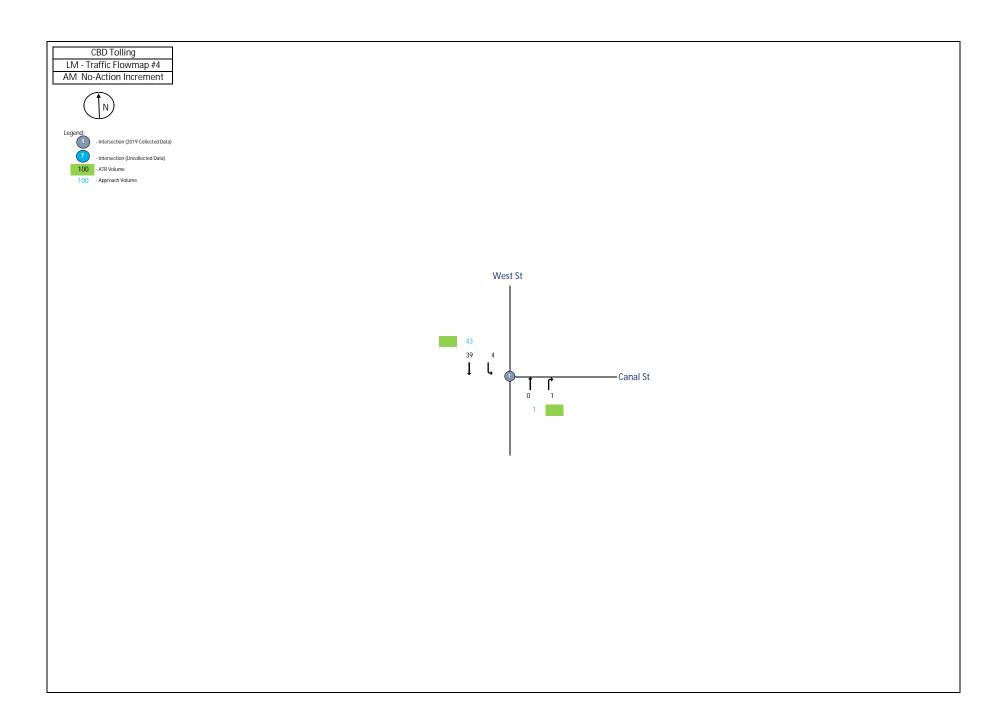
- ATR Volume

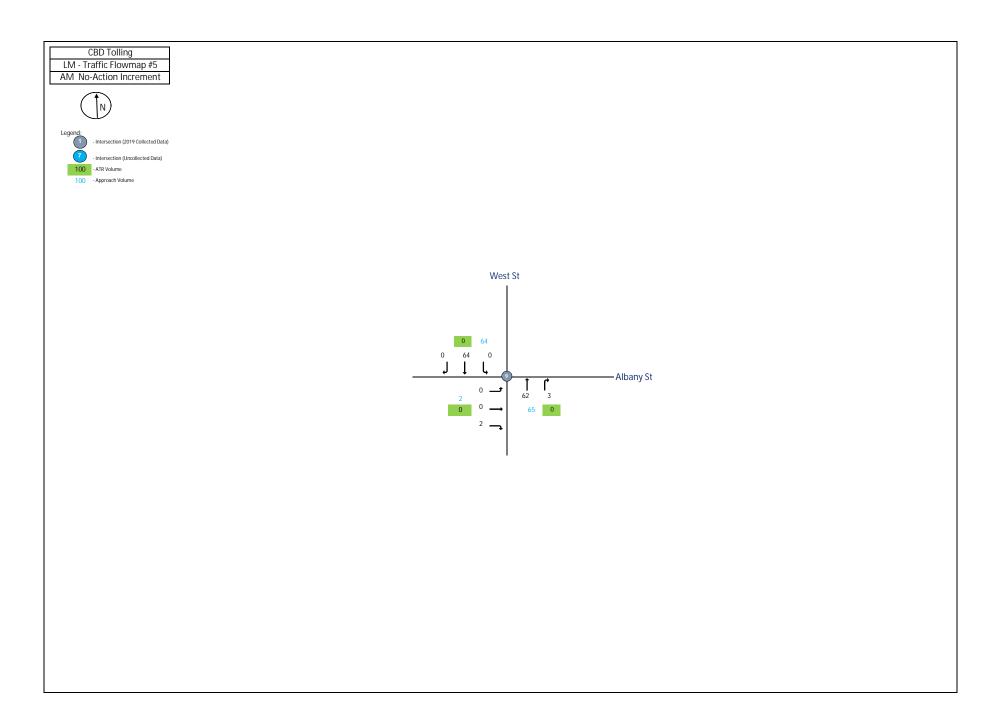
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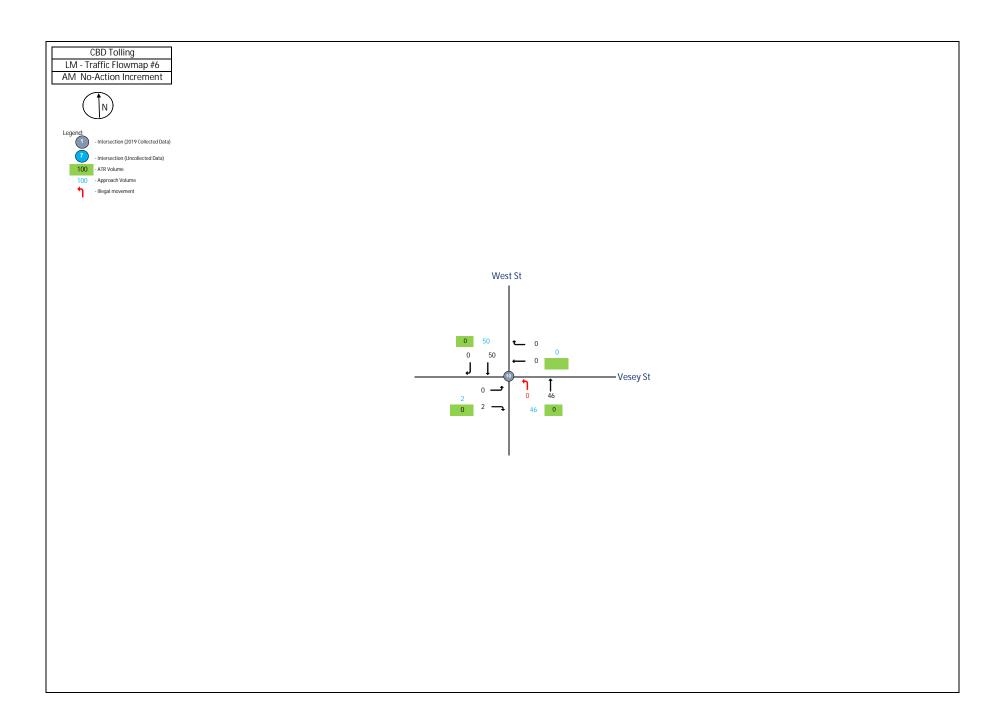
- Approach Volume

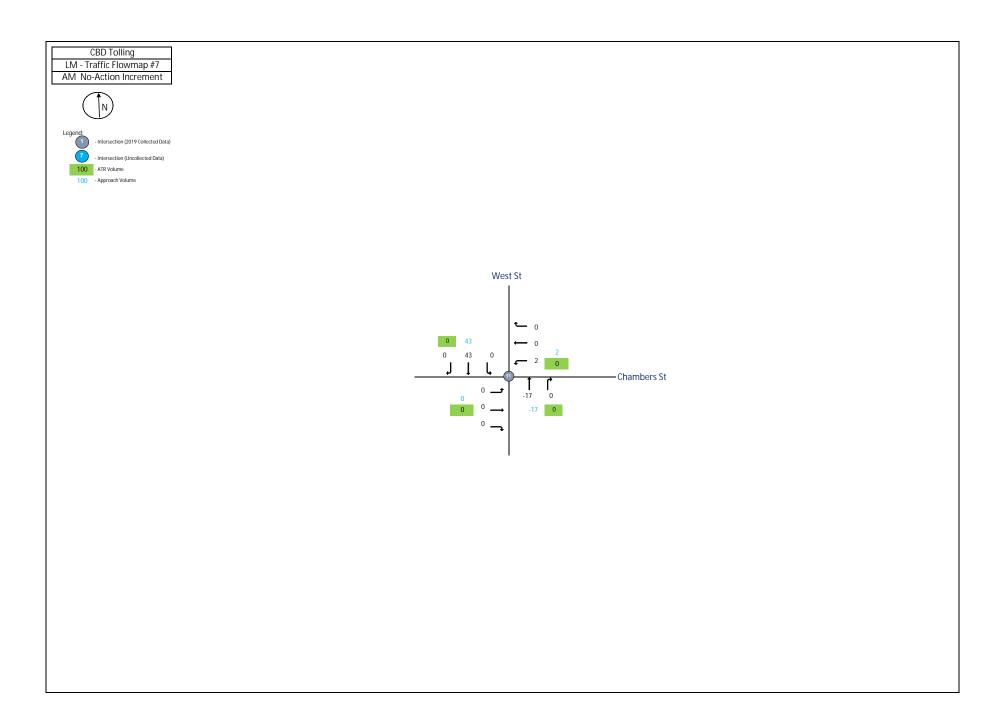


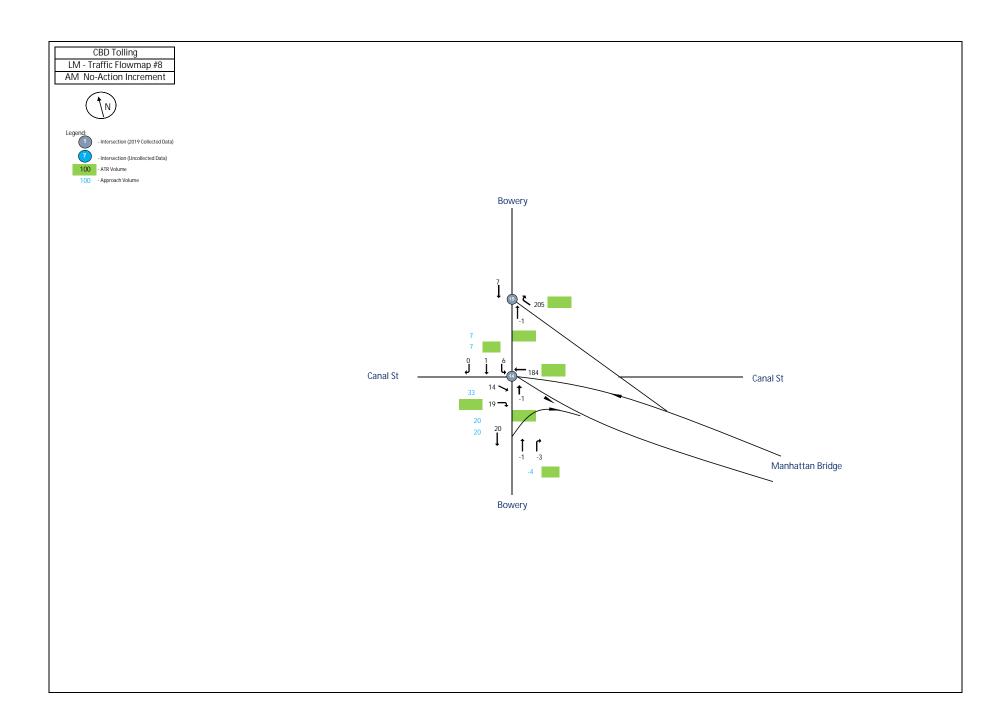








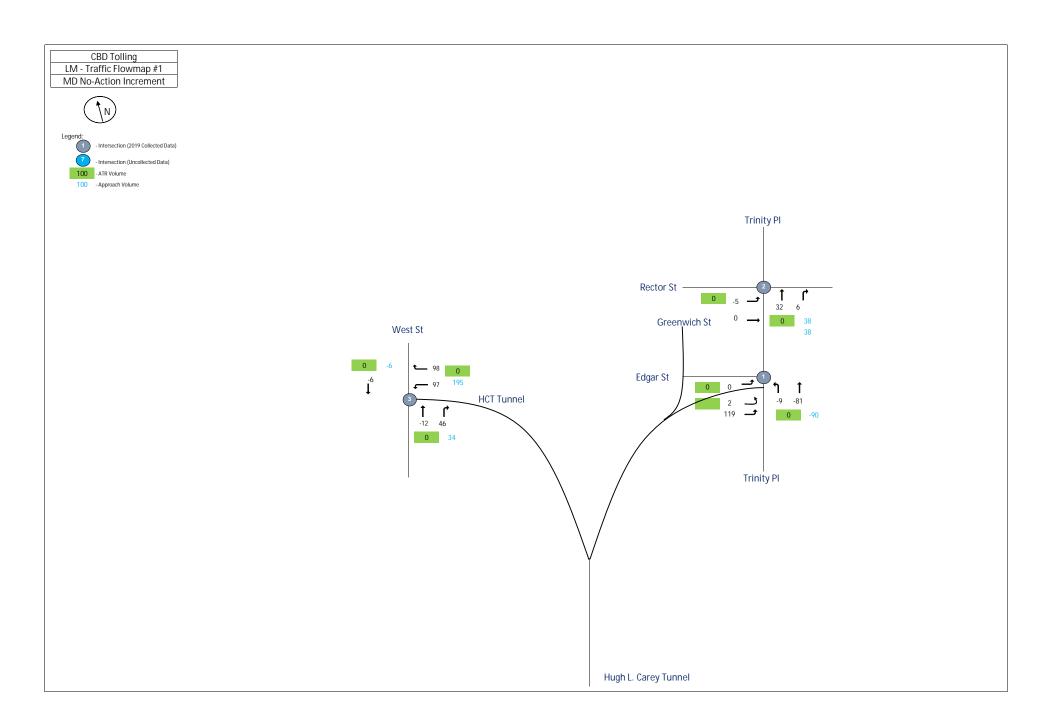




LM	8:00:00 AM							
					Total	Volur	ne	
				In	bound	I/Outb	ound	
					AM P	eak Ho	our	
Intersection	Node	Approach	L2	L	T	R	R2	Total
Edgar St. and Trinity Pl.			-					
2019 (TMC-010)	1							
Edgar St.	1	EB	0	0	0	0	0	
478 Exit Ramp.	1	NE	0	0	0	0	0	
Trinity PI.	1	NB	0	-12	-121	0	0	
Trinity PI.	1	SB	0	0	0	0	0	-133
Rector St. and Trinity Pl.								
2019 (TMC-011)	2							
Rector St.	2	EB	0	2	0	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity PI.	2	NB	0	0	-116	-5	0	
Trinity PI.	2	SB	0	0	0	0	0	-119
West St. and HCT Exit.								
2019 (TMC-012)	3							
-	3	EB	0	0	0	0	0	
HCT Exit.	3	WB	0	132	0	0	0	
West St.	3	NB	0	0	-14	0	24	
West St.	3	SB	0	0	4	0	0	146
West St. and HCT Exit.								
2019 (TMC-012)	333							
W. Thams St.	333	EB	0	0	0	0	0	
HCT Exit.	333	WB	0	0	0	149	0	
West St.	333	NB	0	0	-14	0	0	
West St.	333	SB	0	0	4	0	0	139
Chambers St. and Centre St.								
2018	4							
Chambers St.	4	EB	0	0	0	9	0	
-	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	-130	-149	0	0	
Centre St.	4	SB	0	0	12	1	0	-257
Hudson St. and Canal St.								
2018	5							
Canal St.	5	EB	0	3	14	0	0	
Canal St.	5	WB	0	0	-51	-11	0	
Hudson St.	5	NB	0	0	0	0	1	
Hudson St.	5	SB	0	0	0	0	0	-44

Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	15	0	0	
Canal St.	555	WB	0	0	-62	0	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	-47
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	0	1	0	
West St.	7	SB	0	4	39	0	0	44
West St. and Canal St S.								
2018	777							
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	0	0	0	
West St.	777	SB	0	0	43	0	0	43
West St. and Albany St.	_							
2019 (TMC-013)	9							
Albany St.	9	EB	0	0	0	2	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	62	3	0	
West St.	9	SB	0	0	64	0	0	131
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	0	0	2	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	0	46	0	0	
West St.	10	SB	0	0	50	0	0	-133
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	0	0	0	0	
Chambers St.	11	WB	0	2	0	0	0	
West St.	11	NB	0	0	-17	0	0	
West St.	11	SB	0	0	43	0	0	28

Bowey and Canal St./Manhattan	Bridge Off-Ran	тр					I	ļ
2018	14							
Canal St.	14	EB	0	0	14	19	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	184	0	0	
Bowey	14	NB	0	0	-1	-3	0	
Bowey	14	SB	0	6	1	0	0	220
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	205	0	
Bowey	15	NB	0	0	-1	0	0	
Bowey	15	SB	0	0	7	0	0	211
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	1	0	0	
6th Ave.	18	NB	0	-9	-108	0	0	
6th Ave.	18	SB	0	0	0	0	0	-116
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	17	0	0	
Canal St.	19	WB	0	0	67	15	0	
6th Ave.	19	NB	0	-42	-171	-1	0	
Laight St.	19	NE	0	0	0	9	0	-106



CBD Tolling

LM - Traffic Flowmap #2

MD No-Action Increment



Legend:

1

- Intersection (2019 Collected Data)



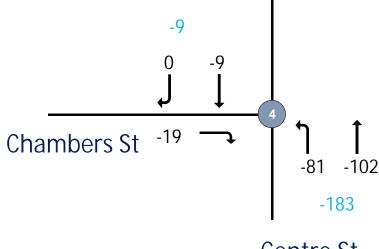
- Intersection (Uncollected Data)

100

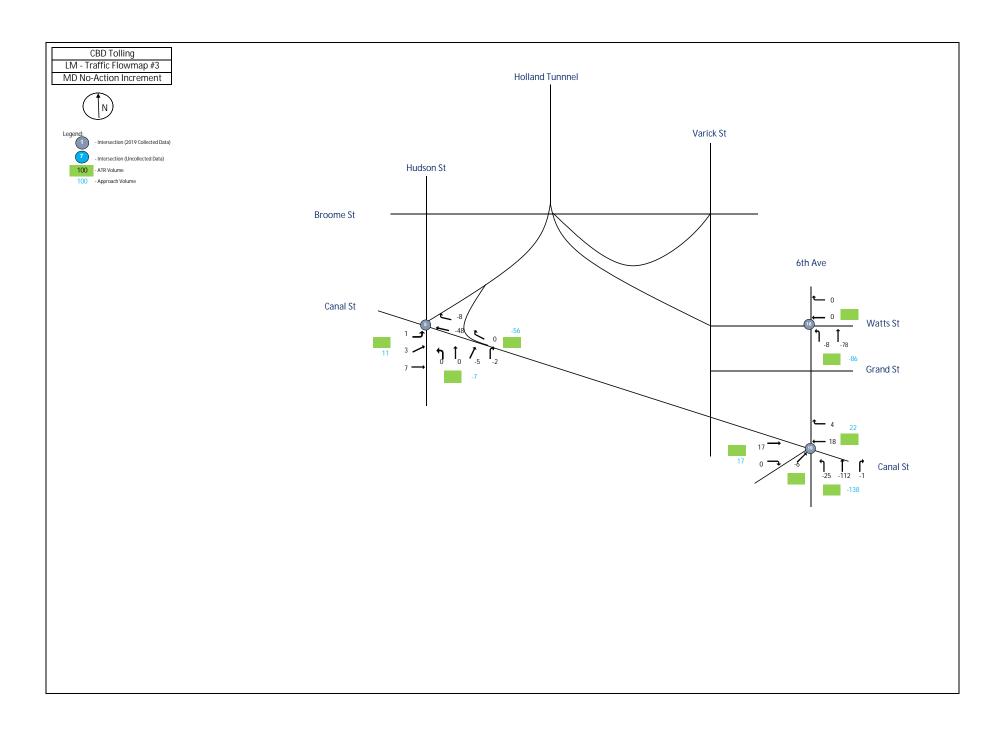
- ATR Volume

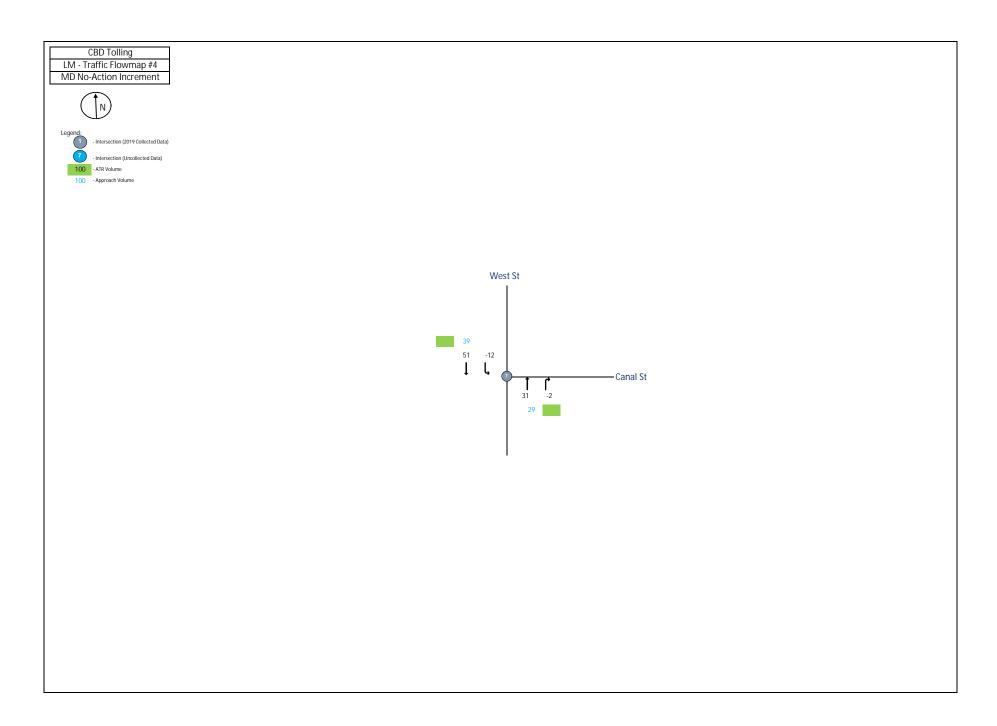
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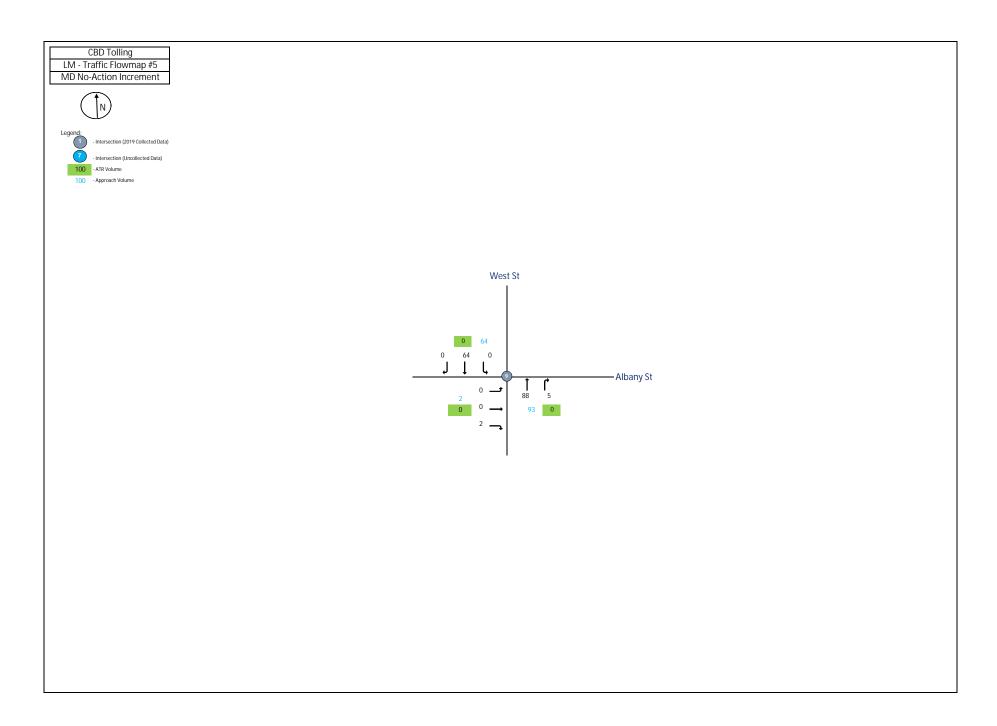
- Approach Volume

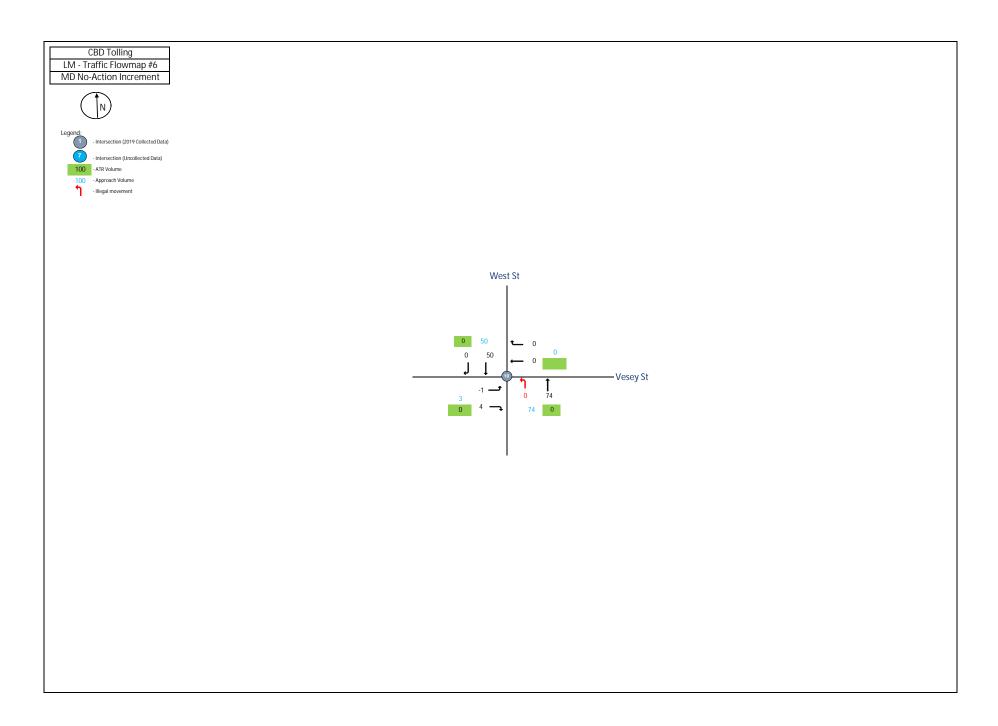


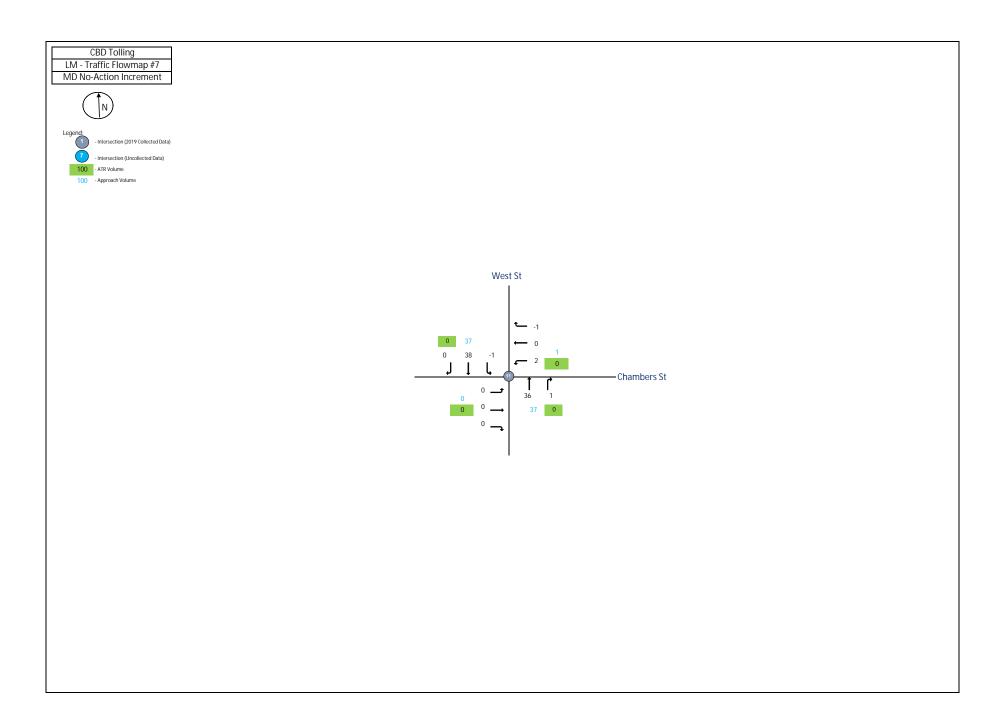
Centre St

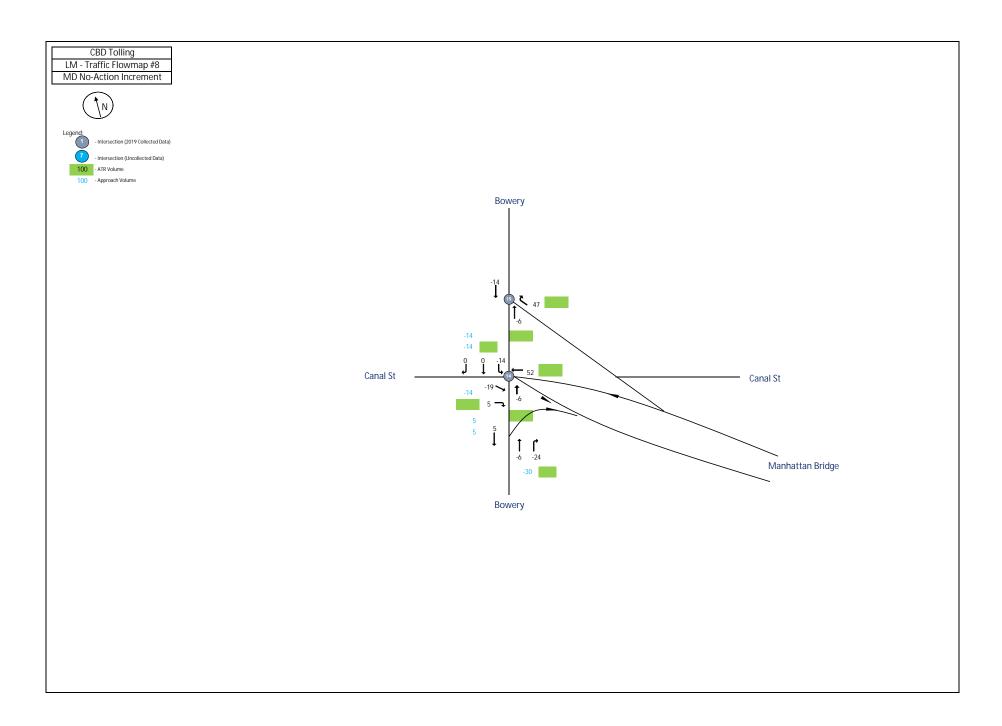








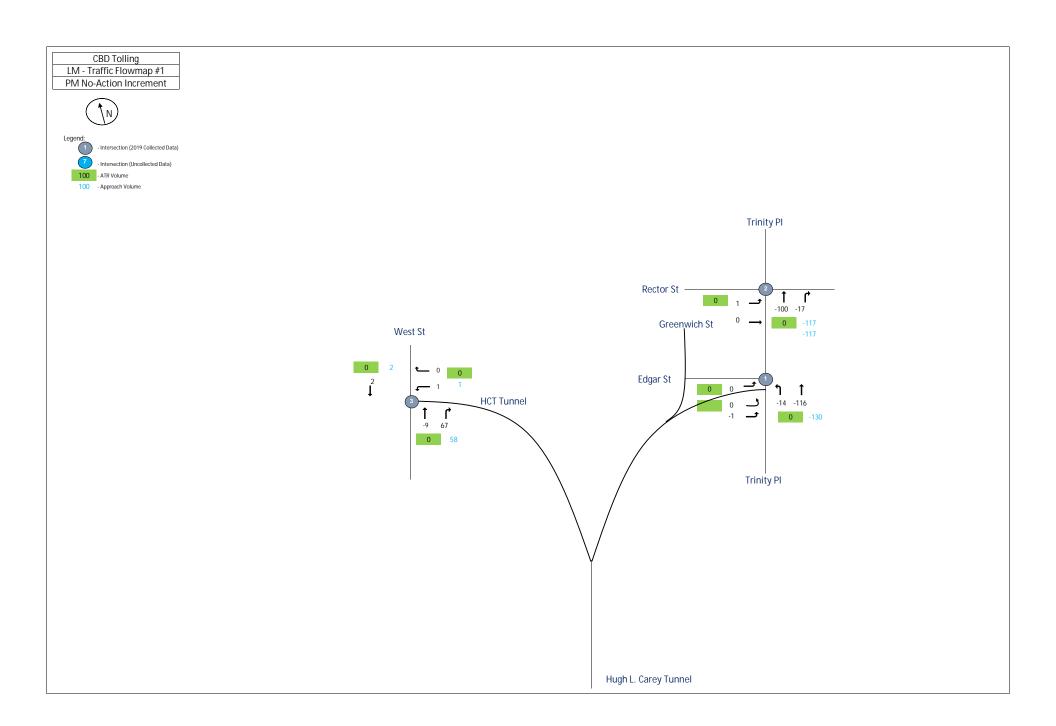




			Total Volume						
			Inbound/Outbound						
			MD Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Edgar St. and Trinity Pl.									
2019 (TMC-010)	1								
Edgar St.	1	EB	0	0	0	0	0		
478 Exit Ramp.	1	NE	2	119	0	0	0		
Trinity PI.	1	NB	0	-9	-81	0	0		
Trinity PI.	1	SB	0	0	0	0	0	31	
Rector St. and Trinity Pl.									
2019 (TMC-011)	2								
Rector St.	2	EB	0	-5	0	0	0		
Rector St.	2	WB	0	0	0	0	0		
Trinity PI.	2	NB	0	0	32	6	0		
Trinity PI.	2	SB	0	0	0	0	0	33	
West St. and HCT Exit.									
2019 (TMC-012)	3								
-	3	EB	0	0	0	0	0		
HCT Exit.	3	WB	0	97	0	0	0		
West St.	3	NB	0	0	-12	0	46		
West St.	3	SB	0	0	-6	0	0	125	
West St. and HCT Exit.									
2019 (TMC-012)	333								
W. Thams St.	333	EB	0	0	0	0	0		
HCT Exit.	333	WB	0	0	0	98	0		
West St.	333	NB	0	0	-12	0	0		
West St.	333	SB	0	0	-6	0	0	80	
Chambers St. and Centre St.									
2018	4								
Chambers St.	4	EB	0	0	0	-19	0		
-	4	WB	0	0	0	0	0		
Centre St.	4	NB	0	-81	-102	0	0		
Centre St.	4	SB	0	0	-9	0	0	-211	
Hudson St. and Canal St.									
2018	5								
Canal St.	5	EB	1	3	7	0	0		
Canal St.	5	WB	0	0	-48	-8	0		
Hudson St.	5	NB	0	0	0	-5	-2		
Hudson St.	5	SB	0	0	0	0	0	-52	

Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	5	0	0	
Canal St.	555	WB	0	0	-56	0	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	-51
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	31	-2	0	
West St.	7	SB	0	-12	51	0	0	68
West St. and Canal St S.								
2018	777							
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	31	0	0	
West St.	777	SB	0	0	39	0	0	70
West St. and Albany St.	_							
2019 (TMC-013)	9							
Albany St.	9	EB	0	0	0	2	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	88	5	0	
West St.	9	SB	0	0	64	0	0	159
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	-1	0	4	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	0	74	0	0	
West St.	10	SB	0	0	50	0	0	31
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	0	0	0	0	
Chambers St.	11	WB	0	2	0	-1	0	
West St.	11	NB	0	0	36	1	0	
West St.	11	SB	0	-1	38	0	0	75

Bowey and Canal St./Manhattan	Bridge Off-Ran	тр						
2018	14							
Canal St.	14	EB	0	0	-19	5	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	52	0	0	
Bowey	14	NB	0	0	-6	-24	0	
Bowey	14	SB	0	-14	0	0	0	-6
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	47	0	
Bowey	15	NB	0	0	-6	0	0	
Bowey	15	SB	0	0	-14	0	0	27
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	0	0	0	
6th Ave.	18	NB	0	-8	-78	0	0	
6th Ave.	18	SB	0	0	0	0	0	-86
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	17	0	0	
Canal St.	19	WB	0	0	18	4	0	
6th Ave.	19	NB	0	-25	-112	-1	0	
Laight St.	19	NE	0	0	0	-6	0	-105



CBD Tolling

LM - Traffic Flowmap #2

PM No-Action Increment



Legend:

- Intersection (2019 Collected Data)



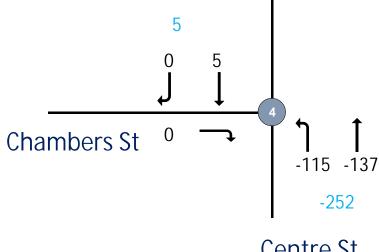
- Intersection (Uncollected Data)

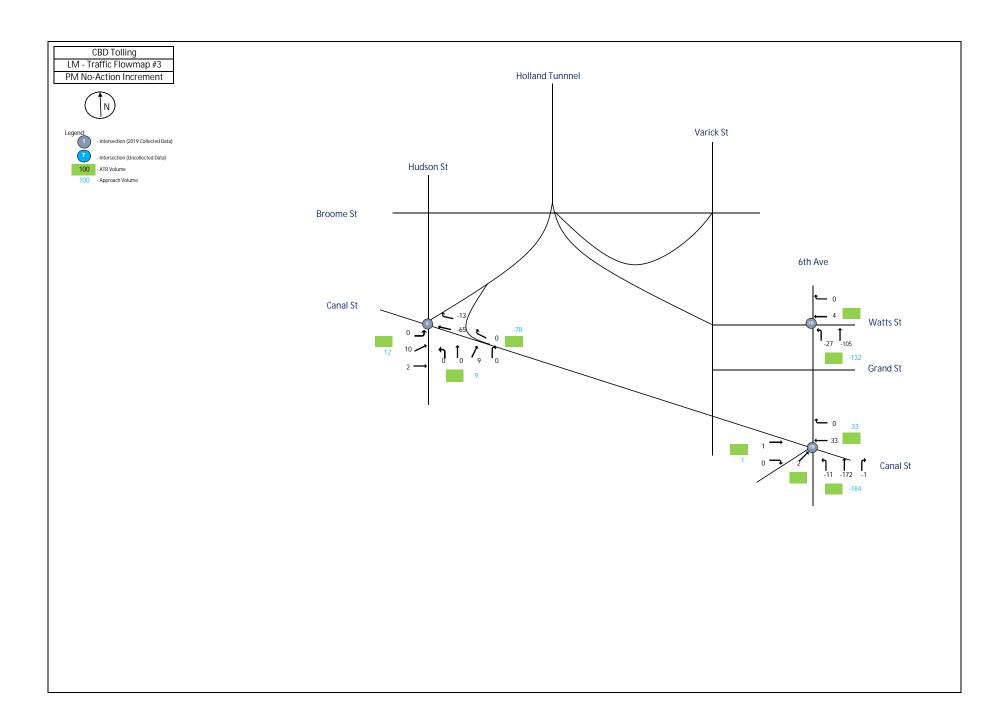
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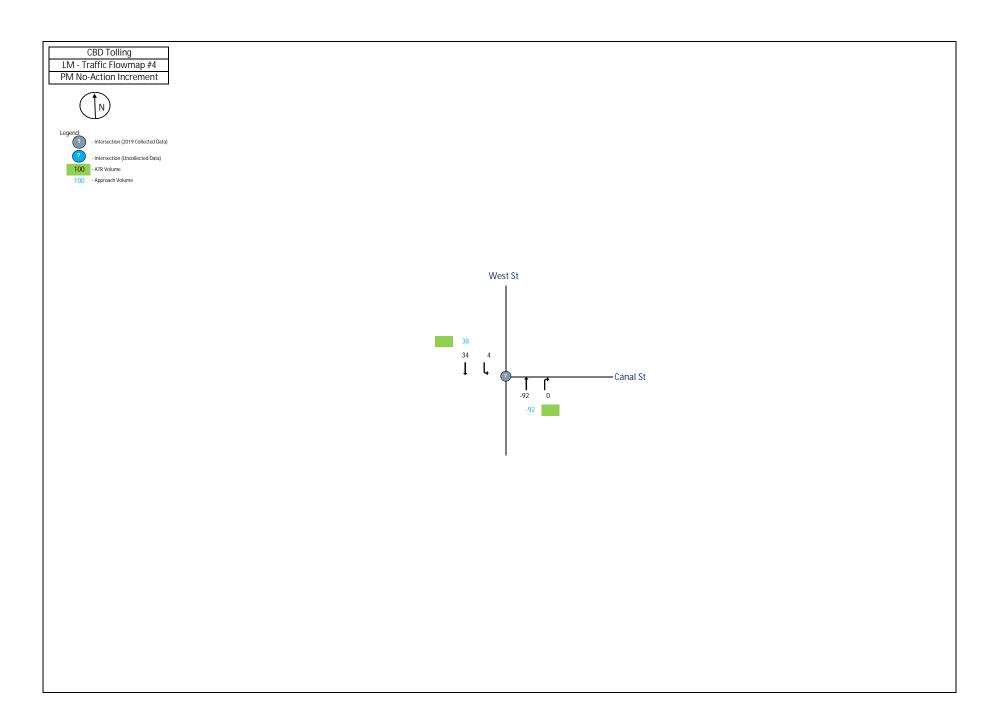
- ATR Volume

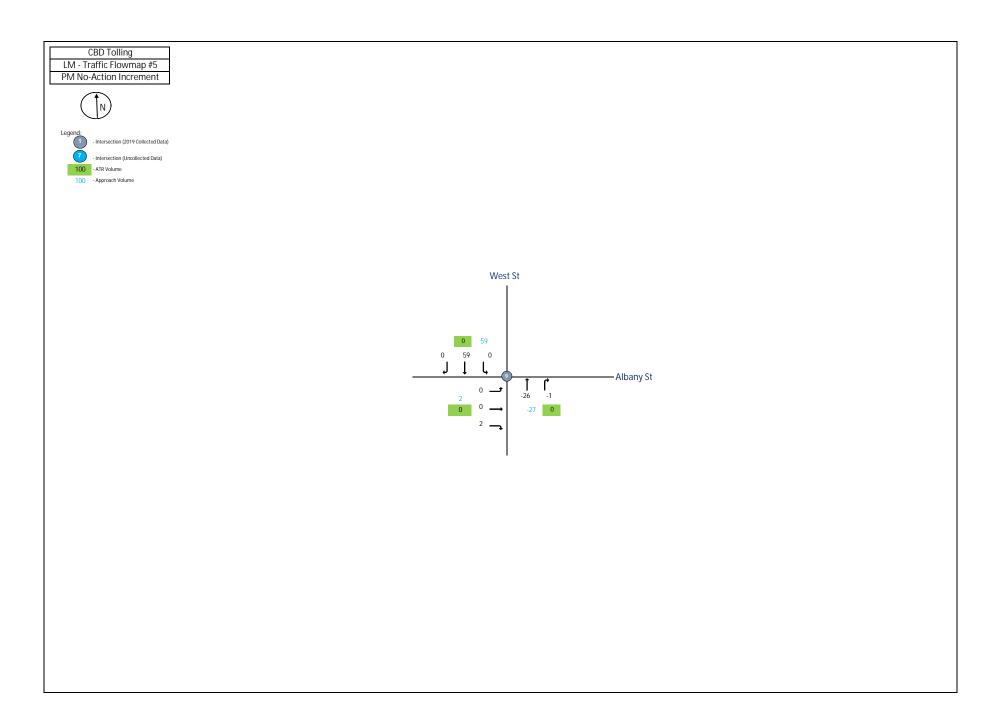
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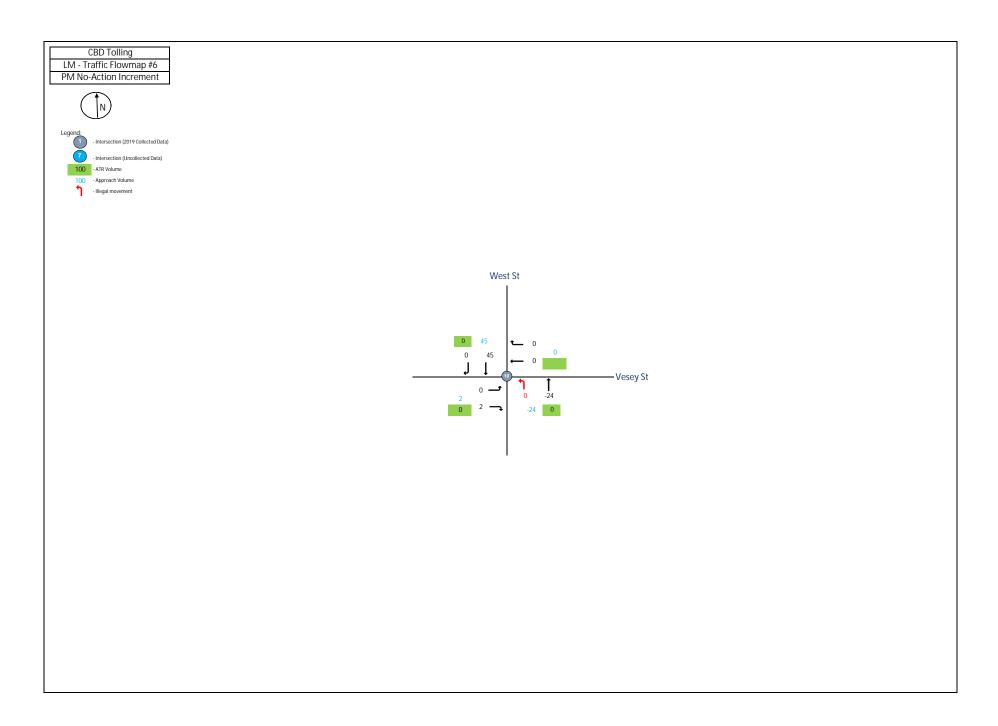
- Approach Volume

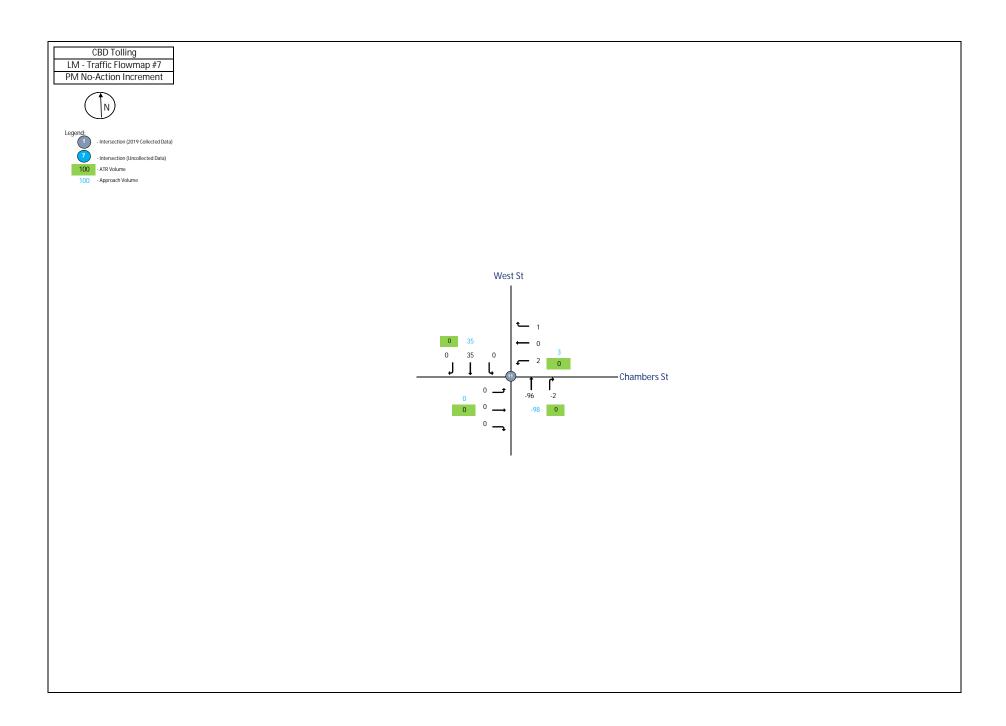


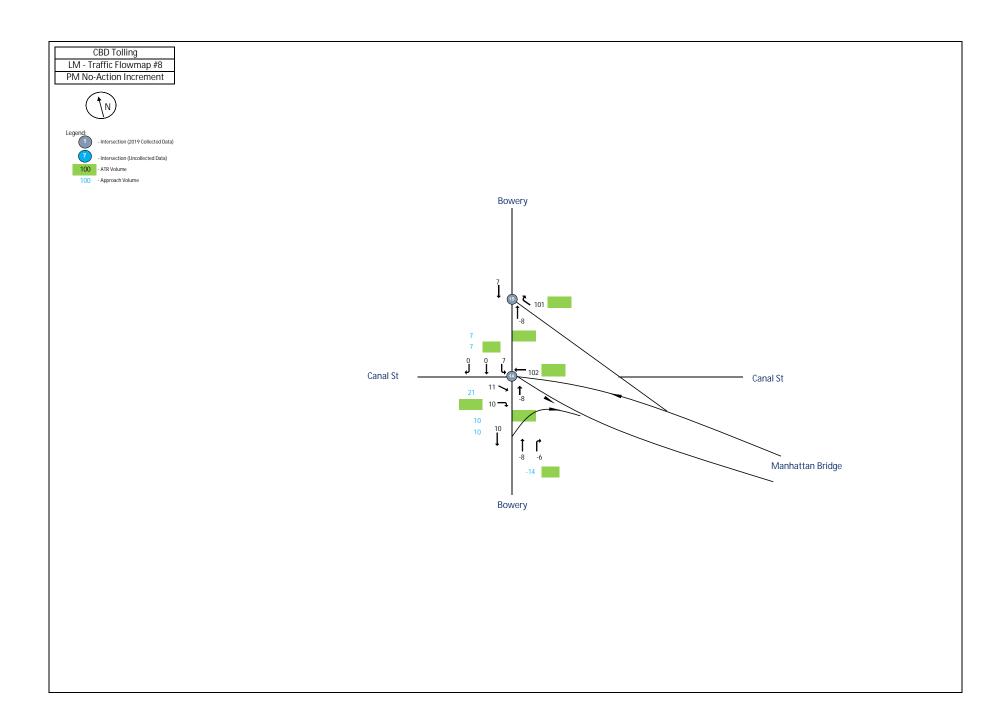








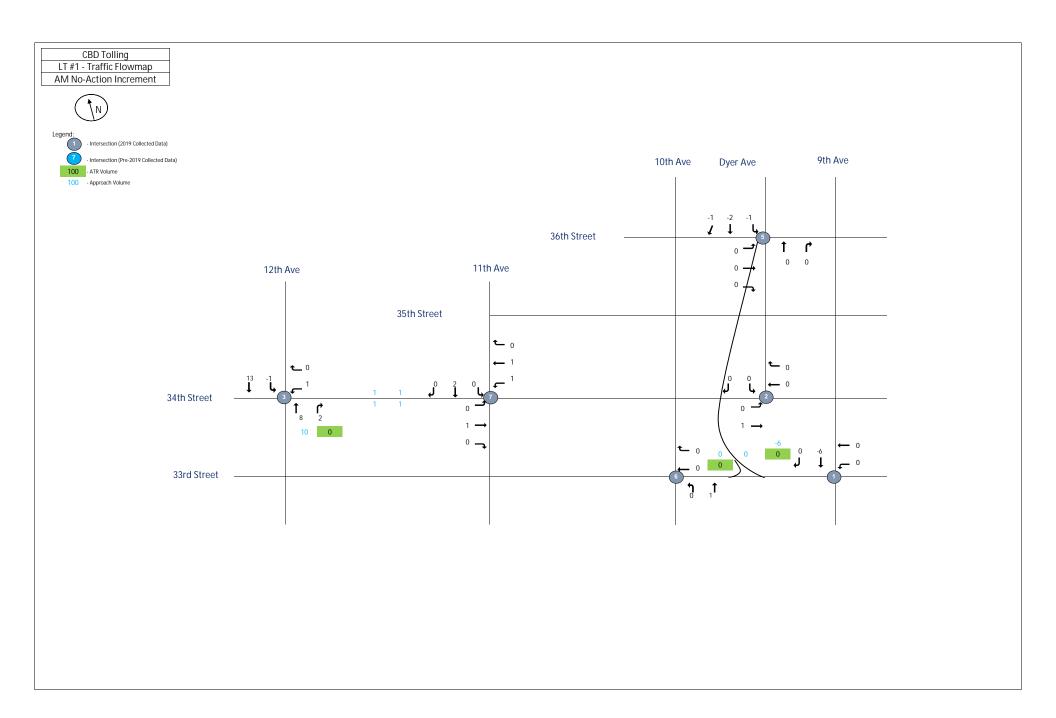


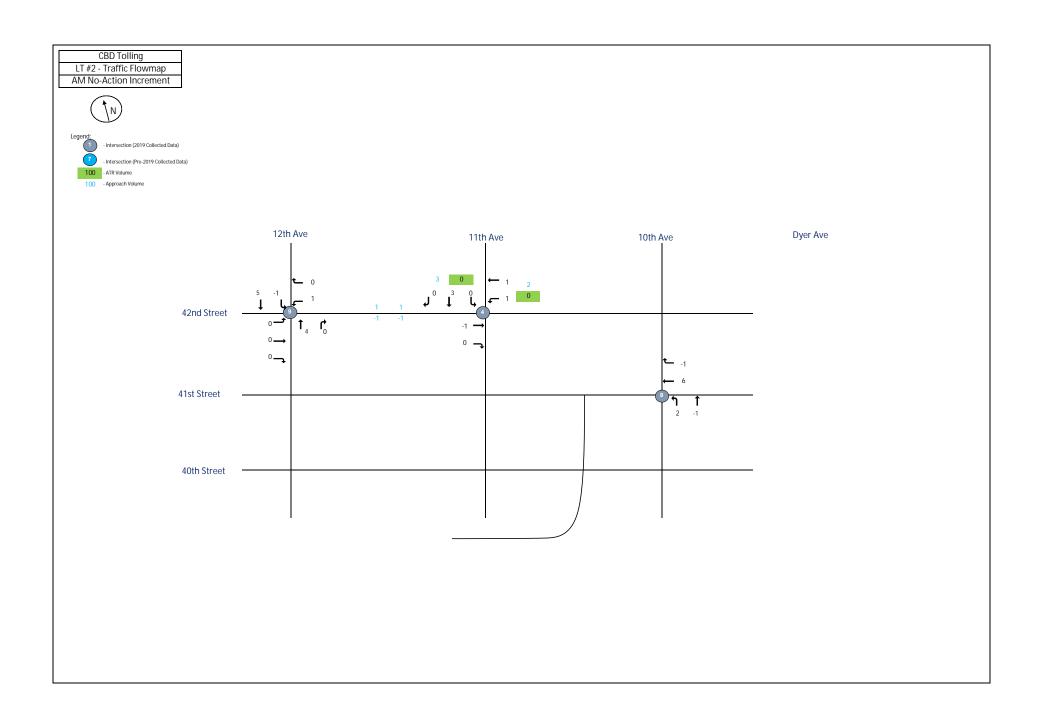


LIVI	5:00:00 PM		Total Volume						
				In			ound		
			PM Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Edgar St. and Trinity Pl.		F F 2 4.4		-		-	_		
2019 (TMC-010)	1								
Edgar St.	1	EB	0	0	0	0	0		
478 Exit Ramp.	1	NE	0	-1	0	0	0		
Trinity PI.	1	NB	0	-14	-116	0	0		
Trinity PI.	1	SB	0	0	0	0	0	-131	
Rector St. and Trinity Pl.									
2019 (TMC-011)	2								
Rector St.	2	EB	0	1	0	0	0		
Rector St.	2	WB	0	0	0	0	0		
Trinity PI.	2	NB	0	0	-100	-17	0		
Trinity PI.	2	SB	0	0	0	0	0	-116	
West St. and HCT Exit.									
2019 (TMC-012)	3								
-	3	EB	0	0	0	0	0		
HCT Exit.	3	WB	0	1	0	0	0		
West St.	3	NB	0	0	-9	0	67		
West St.	3	SB	0	0	2	0	0	61	
West St. and HCT Exit.									
2019 (TMC-012)	333								
W. Thams St.	333	EB	0	0	0	0	0		
HCT Exit.	333	WB	0	0	0	0	0		
West St.	333	NB	0	0	-9	0	0		
West St.	333	SB	0	0	2	0	0	-7	
Chambers St. and Centre St.									
2018	4								
Chambers St.	4	EB	0	0	0	0	0		
 -	4	WB	0	0	0	0	0		
Centre St.	4	NB	0	-115	-137	0	0		
Centre St.	4	SB	0	0	5	0	0	-247	
Hudson St. and Canal St.									
2018	5								
Canal St.	5	EB	0	10	2	0	0		
Canal St.	5	WB	0	0	-65	-13	0		
Hudson St.	5	NB	0	0	0	9	0		
Hudson St.	5	SB	0	0	0	0	0	-57	

Hudson St. and Canal St.							Ī	
2018	555							
Canal St.	555	EB	0	0	2	0	0	
Canal St.	555	WB	0	0	-78	0	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	-76
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	-92	0	0	
West St.	7	SB	0	4	34	0	0	-54
West St. and Canal St S.								
2018	777			_	_		_	
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	-92	0	0 0	
West St.	777	SB	0	0	38	0	U	-54
West St. and Albany St.								
2019 (TMC-013)	9			_	_		_	
Albany St.	9	EB	0	0	0	2	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	-26	-1	0	
West St.	9	SB	0	0	59	0	0	34
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	0	0	2	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	0	-24	0	0	
West St.	10	SB	0	0	45	0	0	-131
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	0	0	0	0	
Chambers St.	11	WB	0	2	0	1	0	
West St.	11	NB	0	0	-96	-2	0	
West St.	11	SB	0	0	35	0	0	-60

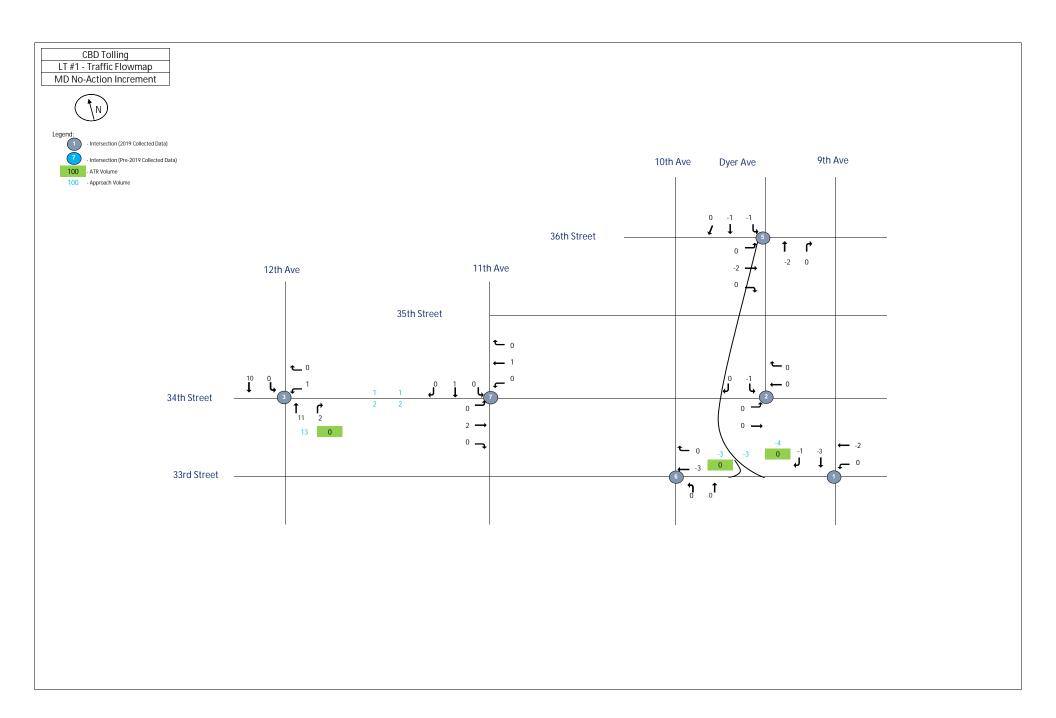
Bowey and Canal St./Manhattar	Bridge Off-Ran	пр					Ī	
2018	14							
Canal St.	14	EB	0	0	11	10	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	102	0	0	
Bowey	14	NB	0	0	-8	-6	0	
Bowey	14	SB	0	7	0	0	0	116
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	101	0	
Bowey	15	NB	0	0	-8	0	0	
Bowey	15	SB	0	0	7	0	0	100
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	4	0	0	
6th Ave.	18	NB	0	-27	-105	0	0	
6th Ave.	18	SB	0	0	0	0	0	-128
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	1	0	0	
Canal St.	19	WB	0	0	33	0	0	
6th Ave.	19	NB	0	-11	-172	-1	0	
Laight St.	19	NE	0	0	0	2	0	-148

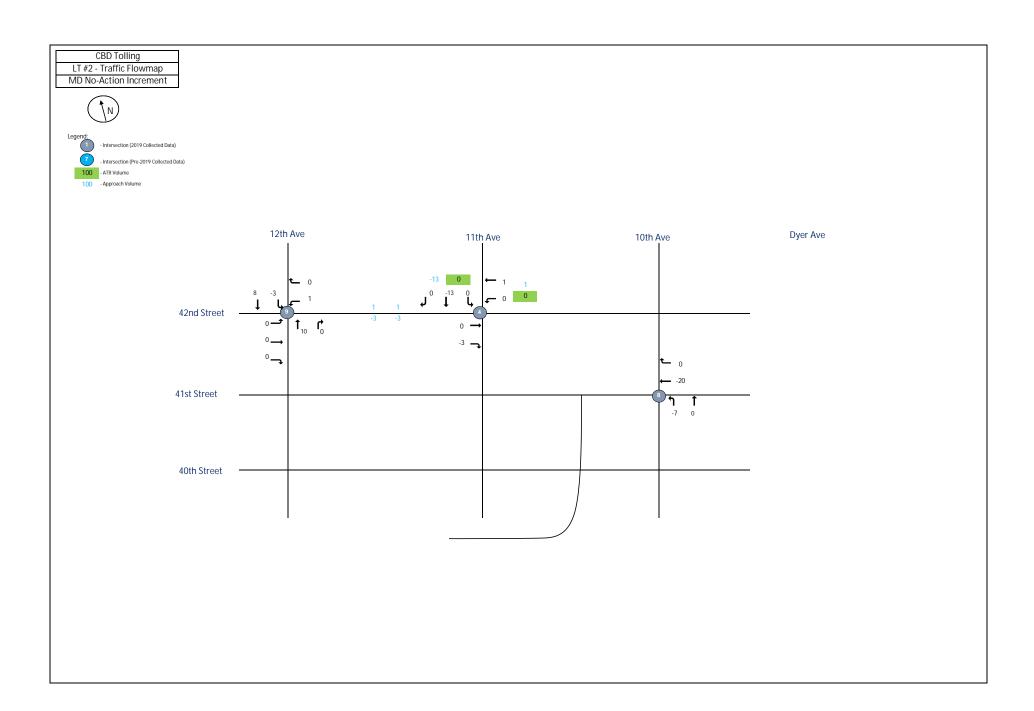




LT	8:00:00 AM	1	Total Vehicles						
			Inbound/Outbound						
					AM Pe				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
33rd Street and 9th Avenue									
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	0	0	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	-6	0	0	-6	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	0	1	0	0		
34th Street	2	WB	0	0	0	0	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	0	0	0	0	1	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	1	0	0	0		
12th Avenue	3	NB	0	0	8	2	0		
12th Avenue	3	SB	0	-1	13	0	0	23	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	-1	0	0		
42nd Street	4	WB	0	1	1	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	0	3	0	0	4	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	0	0	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	0	0	0		
Dyer Avenue	5	SB	0	-1	-2	-1	0	-4	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	0	0	0		
10th Avenue	6	NB	0	0	1	0	0		
10th Avenue	6	SB	0	0	0	0	0	1	

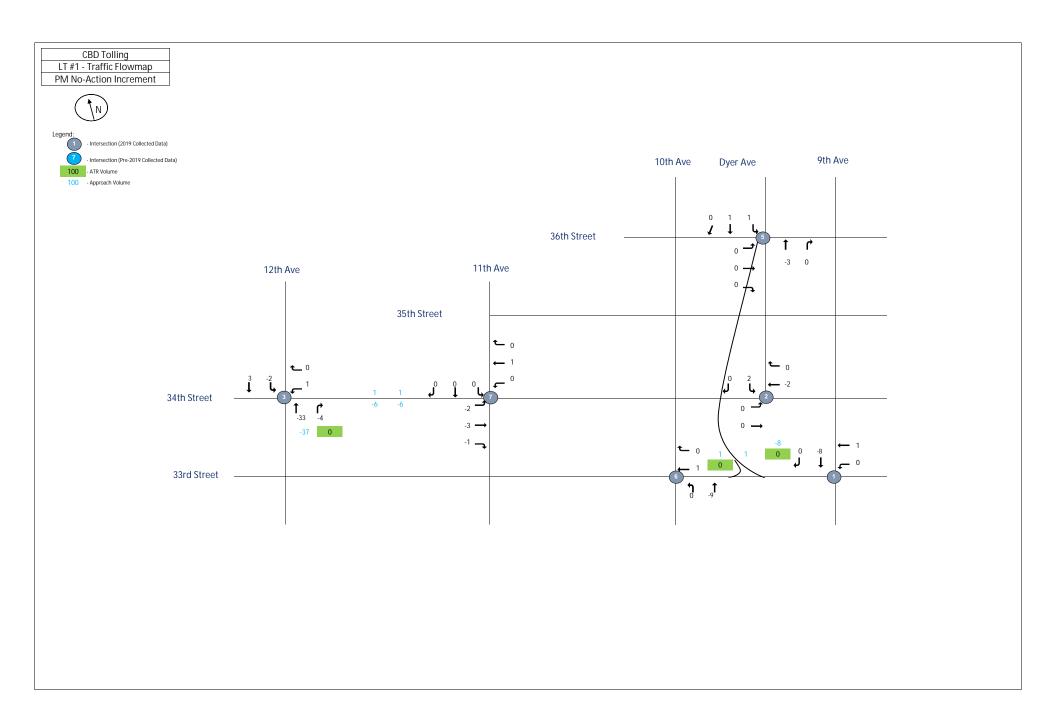
34th Street and 11th Avenue							ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	0	1	0	0	
34th Street	7	WB	0	1	1	0	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	0	2	0	0	5
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	6	-1	0	
11th Avenue	8	NB	0	2	-1	0	0	
11th Avenue	8	SB	0	0	0	0	0	6
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	0	0	0	0	
42nd Street	9	WB	0	1	0	0	0	
12th Avenue	9	NB	0	0	4	0	0	
12th Avenue	9	SB	0	-1	5	0	0	9

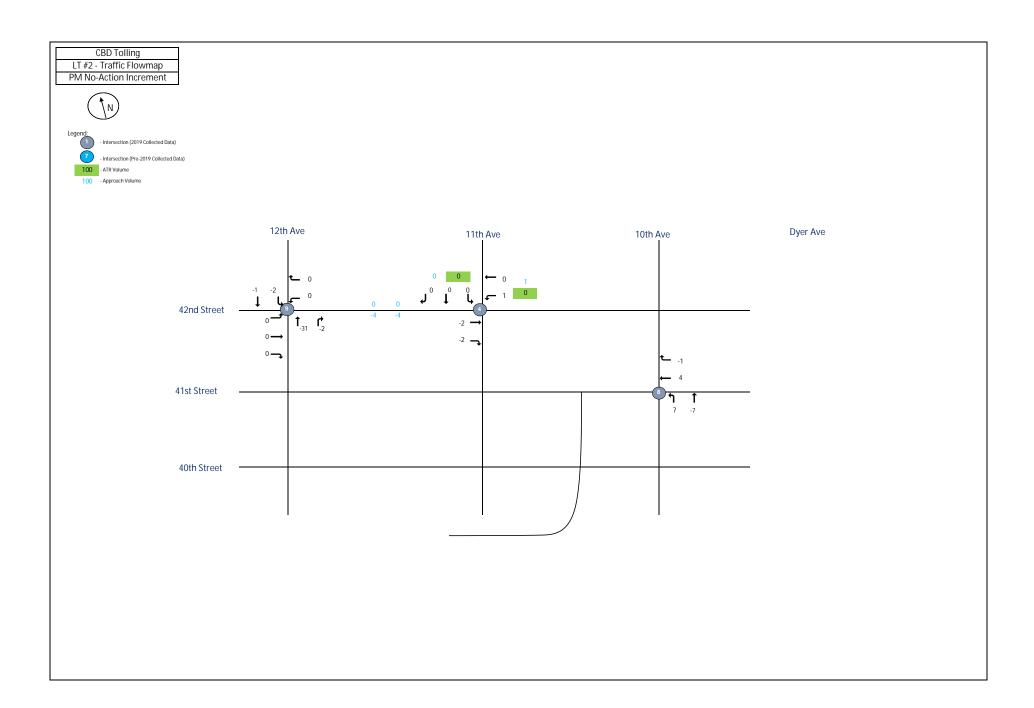




	12:00:00 PIVI		Total Vehicles						
			Inbound/Outbound						
			MD Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
33rd Street and 9th Avenue	14000	Арргоасп			•	• ` `	- \-		
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	0	-2	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	-3	-1	0	-6	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	0	0	0	0		
34th Street	2	WB	0	0	0	0	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	-1	0	0	0	-1	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	1	0	0	0		
12th Avenue	3	NB	0	0	11	2	0		
12th Avenue	3	SB	0	0	10	0	0	24	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	0	-3	0		
42nd Street	4	WB	0	0	1	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	0	-13	0	0	-15	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	-2	0	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	-2	0	0		
Dyer Avenue	5	SB	0	-1	-1	0	0	-6	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	-3	0	0		
10th Avenue	6	NB	0	0	0	0	0		
10th Avenue	6	SB	0	0	0	0	0	-3	

34th Street and 11th Avenue							ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	0	2	0	0	
34th Street	7	WB	0	0	1	0	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	0	1	0	0	4
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	-20	0	0	
11th Avenue	8	NB	0	-7	0	0	0	
11th Avenue	8	SB	0	0	0	0	0	-27
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	0	0	0	0	
42nd Street	9	WB	0	1	0	0	0	
12th Avenue	9	NB	0	0	10	0	0	
12th Avenue	9	SB	0	-3	8	0	0	16

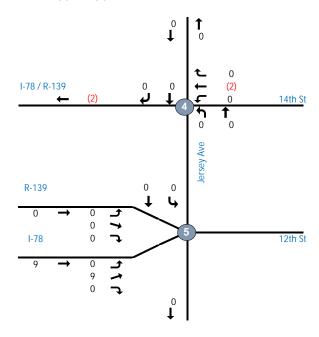


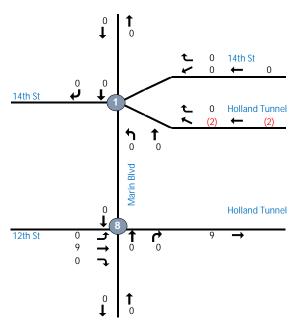


Intersection	LI	5:00:00 PM	1	Total Vehicles						
Intersection										
Intersection Node Approach Italy Ita										
33rd Street and 9th Avenue 2019 (WRY-TMC-109) 33rd Street 1			l						Total	
2019 (WRY-TMC-109) 1		Node	Approach	LZ	L	J	ĸ	K2	Total	
33rd Street 1										
33rd Street					_		_			
9th Avenue 1 NB 0 0 0 0 0 0 0 0 9th Avenue 1 SB 0 0 0 -8 0 0 -7 34th Street and Dyer Avenue 2019 (WRY-TMC-105) 2 34th Street 2 EB 0 0 0 0 -2 0 0 0 0 0 0 0 0 0 0 0 0 0 0		_								
9th Avenue 1 SB 0 0 -8 0 0 -7 34th Street and Dyer Avenue 2019 (WRY-TMC-105) 2 34th Street 2 EB 0 0 0 0 0 0 34th Street 2 WB 0 0 -2 0 0 Dyer Avenue 2 NB 0 0 0 0 0 0 Dyer Avenue 2 SB 0 2 0 0 0 0 34th Street and 12th Avenue 2019 (PABT-TMC-055) 3 34th Street 3 EB 0 0 0 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 12th Avenue 3 NB 0 1 0 0 0 0 12th Avenue 3 NB 0 0 -2 3 0 0 -35 42nd Street and 11th Avenue 2019 (PABT-TMC-052) 4 42nd Street 4 EB 0 0 0 -2 -2 0 42nd Street 4 WB 0 1 0 0 0 11th Avenue 4 NB 0 0 0 0 0 0 11th Avenue 4 NB 0 0 0 0 0 0 36th Street and Dyer Avenue 2019 (PABT-TMC-060) 5 36th Street 5 WB 0 0 0 0 0 0 Dyer Avenue 5 NB 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 0 33rd Street and 10th Avenue 2019 (WRY-TMC-108) 6 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0				_	-					
34th Street and Dyer Avenue 2019 (WRY-TMC-105) 34th Street 2 EB 0 0 0 0 0 0 0 34th Street 2 WB 0 0 0 -2 0 0 Dyer Avenue 2 SB 0 2 0 0 0 0 34th Street and 12th Avenue 2 SB 0 2 0 0 0 0 34th Street and 12th Avenue 2019 (PABT-TMC-055) 3 34th Street 3 EB 0 0 0 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 1 0 0 0 0 34th Street 3 WB 0 0 0 -33 0 0 35th Street and 11th Avenue 2019 (PABT-TMC-052) 4 42nd Street 4 EB 0 0 0 -2 -2 0 42nd Street 4 WB 0 1 0 0 0 0 11th Avenue 4 WB 0 1 0 0 0 0 36th Street and Dyer Avenue 2019 (PABT-TMC-060) 5 36th Street and Dyer Avenue 2019 (PABT-TMC-060) 5 36th Street 5 WB 0 0 0 0 0 0 0 36th Street 5 WB 0 0 0 -3 0 0 0 Dyer Avenue 5 NB 0 0 -3 0 0 0 -1 33rd Street and 10th Avenue 2019 (WRY-TMC-108) 6 33rd Street 6 EB 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 0 0 0 0 33rd Street				_	_		_			
2019 (WRY-TMC-105) 2		1	SB	0	0	-8	0	0	-7	
34th Street	•									
34th Street	2019 (WRY-TMC-105)	2								
Dyer Avenue 2	34th Street	2	EB	0	0	0	0	0		
Dyer Avenue 2 SB 0 2 0 0 0 34th Street and 12th Avenue 3 EB 0	34th Street	2	WB	0	0	-2	0	0		
34th Street and 12th Avenue 2019 (PABT-TMC-055) 3 34th Street 3	Dyer Avenue	2	NB	0	0	0	0	0		
2019 (PABT-TMC-055) 3 34th Street 3 EB 0 0 0 0 34th Street 3 WB 0 1 0 0 0 12th Avenue 3 NB 0 0 -33 -4 0 12th Avenue 3 SB 0 -2 3 0 0 -35 42nd Street and 11th Avenue 4 EB 0 0 -2 -2 0 42nd Street 4 EB 0 0 -2 -2 0 42nd Street 4 WB 0 1 0 0 0 42nd Street 4 WB 0 1 0 0 0 42nd Street 4 WB 0 1 0 0 0 42nd Street 4 WB 0 1 0 0 0 42nd Street 4 WB 0 1 0 0 0 42nd Street 4 WB 0 0 0 0 0 42nd Street 4 WB 0 0 0 0 0 42nd Street 4 WB	Dyer Avenue	2	SB	0	2	0	0	0	0	
34th Street 3	34th Street and 12th Avenue									
34th Street 3	2019 (PABT-TMC-055)	3								
12th Avenue	34th Street	3	EB	0	0	0	0	0		
12th Avenue 3 SB 0 -2 3 0 0 -35 42nd Street and 11th Avenue 2019 (PABT-TMC-052) 4 42nd Street 4 EB 0 0 -2 -2 0 42nd Street 4 WB 0 1 0 0 0 11th Avenue 4 NB 0 0 0 0 0 0 11th Avenue 4 SB 0 0 0 0 0 0 0 36th Street and Dyer Avenue 2019 (PABT-TMC-060) 5 36th Street 5 EB 0 0 0 0 0 0 36th Street 5 WB 0 0 0 0 0 0 Dyer Avenue 5 NB 0 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 0 13rd Street and 10th Avenue 2019 (WRY-TMC-108) 6 33rd Street 6 EB 0 0 0 0 0 0 33rd Street 6 WB 0 0 1 0 0 10 0 0 0 0 33rd Street 6 WB 0 0 0 0 0 0 33rd Street 6 WB 0 0 0 0 0 0 0 33rd Street 6 WB 0 0 0 1 0 0	34th Street	3	WB	0	1	0	0	0		
42nd Street and 11th Avenue 2019 (PABT-TMC-052) 42nd Street 4	12th Avenue	3	NB	0	0	-33	-4	0		
2019 (PABT-TMC-052) 4 42nd Street 4 EB 0 0 -2 -2 0 42nd Street 4 WB 0 1 0 0 0 11th Avenue 4 NB 0 0 0 0 0 11th Avenue 4 SB 0 0 0 0 0 36th Street and Dyer Avenue 5 EB 0 0 0 0 -3 36th Street 5 EB 0 0 0 0 0 0 36th Street 5 WB 0 -1 1 0 0 -1 0 0 -1 0 0 0 0 0 0 0 0 0 -1 0 0	12th Avenue	3	SB	0	-2	3	0	0	-35	
42nd Street 4 EB 0 0 -2 -2 0 42nd Street 4 WB 0 1 0 0 0 11th Avenue 4 NB 0 0 0 0 0 11th Avenue 4 SB 0 0 0 0 0 36th Street and Dyer Avenue 5 EB 0 0 0 0 0 36th Street 5 EB 0 0 0 0 0 0 36th Street 5 WB 0 1 1 0 0 -1 1 0 0 0 0 0 0 0 0 0 0 0 </td <td>42nd Street and 11th Avenue</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	42nd Street and 11th Avenue									
42nd Street 4 WB 0 1 0 0 0 11th Avenue 4 NB 0 0 0 0 0 11th Avenue 4 SB 0 0 0 0 0 36th Street and Dyer Avenue 5 EB 0 0 0 0 0 36th Street 5 WB 0 0 0 0 0 0 36th Street 5 WB 0 -1 1 0 0 -1 0 0 -1 0 <td< td=""><td>2019 (PABT-TMC-052)</td><td>4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	2019 (PABT-TMC-052)	4								
11th Avenue 4 NB 0 0 0 0 0 0 10 <	42nd Street	4	EB	0	0	-2	-2	0		
11th Avenue 4 SB 0 0 0 0 0 -3 36th Street and Dyer Avenue 5 EB 0<	42nd Street	4	WB	0	1	0	0	0		
36th Street and Dyer Avenue 2019 (PABT-TMC-060) 36th Street 5 EB 0 0 0 0 0 0 36th Street 5 WB 0 0 0 0 0 0 Dyer Avenue 5 NB 0 0 0 -3 0 Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 2019 (WRY-TMC-108) 33rd Street 6 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11th Avenue	4	NB	0	0	0	0	0		
2019 (PABT-TMC-060) 5 36th Street 5 EB 0 0 0 0 0 36th Street 5 WB 0 0 0 0 0 Dyer Avenue 5 NB 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 6 EB 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 33rd Street 6 WB 0 0 1 0 0	11th Avenue	4	SB	0	0	0	0	0	-3	
2019 (PABT-TMC-060) 5 36th Street 5 EB 0 0 0 0 0 36th Street 5 WB 0 0 0 0 0 Dyer Avenue 5 NB 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 6 EB 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 33rd Street 6 WB 0 0 1 0 0	36th Street and Dyer Avenue									
36th Street 5 EB 0 0 0 0 0 36th Street 5 WB 0 0 0 0 0 Dyer Avenue 5 NB 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 6 EB 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 33rd Street 6 WB 0 0 1 0 0	•	5								
36th Street 5 WB 0 0 0 0 0 Dyer Avenue 5 NB 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 6 EB 0 0 0 0 0 33rd Street 6 EB 0 0 0 0 0 33rd Street 6 WB 0 0 1 0 0			EB	0	0	0	0	0		
Dyer Avenue 5 NB 0 0 -3 0 0 Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 6 8 0										
Dyer Avenue 5 SB 0 1 1 0 0 -1 33rd Street and 10th Avenue 6 8 0										
33rd Street and 10th Avenue 2019 (WRY-TMC-108) 6 33rd Street 6 EB 0 0 0 0 33rd Street 6 WB 0 0 0 0									-1	
2019 (WRY-TMC-108) 6 33rd Street 6 EB 0 0 0 0 33rd Street 6 WB 0 0 1 0 0	-	-								
33rd Street 6 EB 0 0 0 0 0 0 33rd Street 6 WB 0 0 1 0 0		6								
33rd Street 6 WB 0 0 1 0 0			EB	0	0	0	0	0		
■1UTN AVENUE 6 NB ■ () () -9 () N■	10th Avenue	6	NB	0	0	-9	0	0		
10th Avenue 6 SB 0 0 0 0 -8					_		_		- 8	

34th Street and 11th Avenue							ľ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	-2	-3	-1	0	
34th Street	7	WB	0	0	1	0	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	0	0	0	0	-5
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	4	-1	0	
11th Avenue	8	NB	0	7	-7	0	0	
11th Avenue	8	SB	0	0	0	0	0	3
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	0	0	0	0	
42nd Street	9	WB	0	0	0	0	0	
12th Avenue	9	NB	0	0	-31	-2	0	
12th Avenue	9	SB	0	-2	-1	0	0	-36

New Jersey 2021 No-Action Increment AM Peak Hour

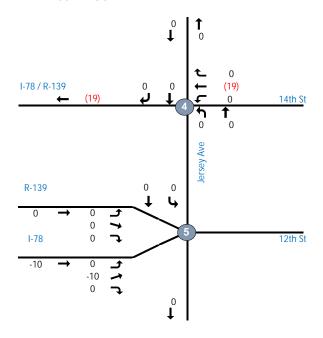


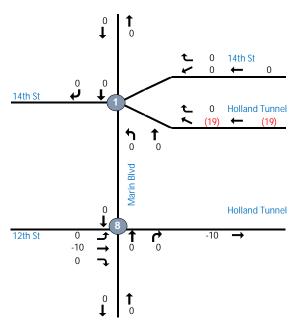


NJ 8:00:00 AM

			Total Vehicles Inbound/Outbound					
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	0	-2	0	0	
Jersey Avenue	4	NB	0	0	0	0	0	
Jersey Avenue	4	SB	0	0	0	0	0	-2
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	-2	0	0	
14th Street	1	SW	0	0	0	0	0	
Marin Boulevard	1	NB	0	0	0	0	0	
Marin Boulevard	1	SB	0	0	0	0	0	-2
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	0	0	0	0	0	
I-78	5	EB	0	0	9	0	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	0	0	0	0	9
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	0	9	0	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	0	0	0	
Marin Boulevard	8	SB	0	0	0	0	0	9

New Jersey 2021 No-Action Increment MD Peak Hour

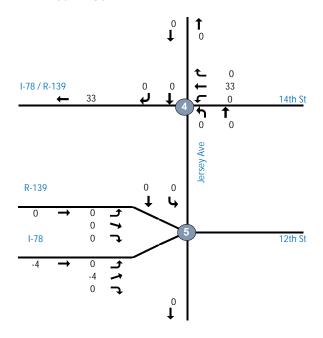


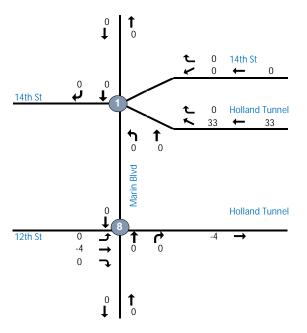


NJ 12:00:00 PM

			Total Vehicles Inbound/Outbound					
			MD Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	0	-19	0	0	
Jersey Avenue	4	NB	0	0	0	0	0	
Jersey Avenue	4	SB	0	0	0	0	0	-19
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	-19	0	0	
14th Street	1	SW	0	0	0	0	0	
Marin Boulevard	1	NB	0	0	0	0	0	
Marin Boulevard	1	SB	0	0	0	0	0	-19
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	0	0	0	0	0	
I-78	5	EB	0	0	-10	0	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	0	0	0	0	-10
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	0	-10	0	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	0	0	0	
Marin Boulevard	8	SB	0	0	0	0	0	-10

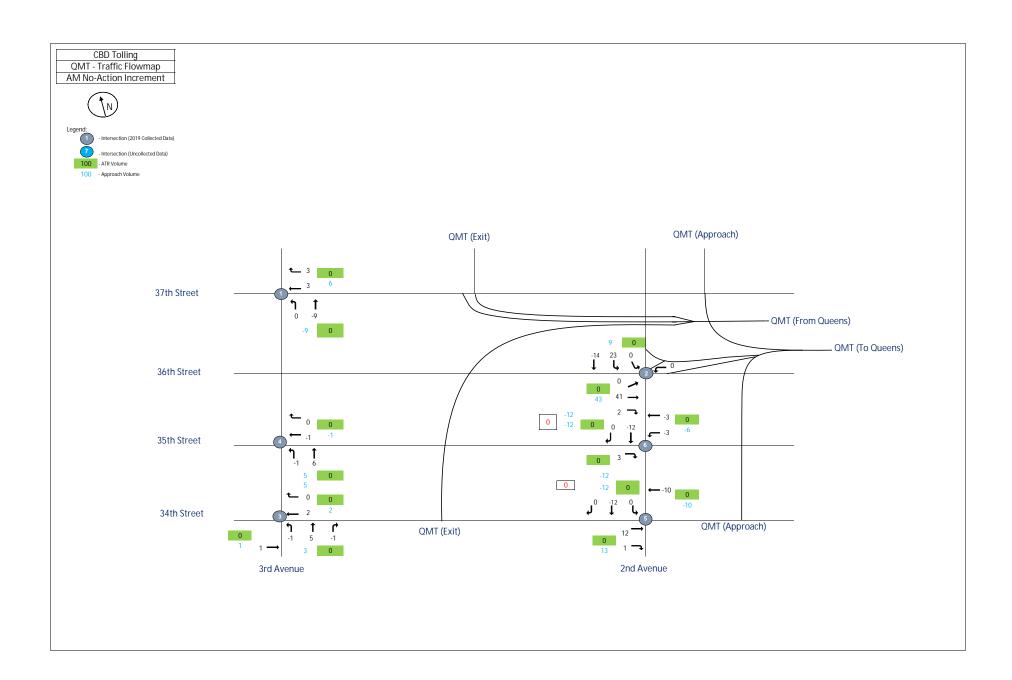
New Jersey 2021 No-Action Increment PM Peak Hour



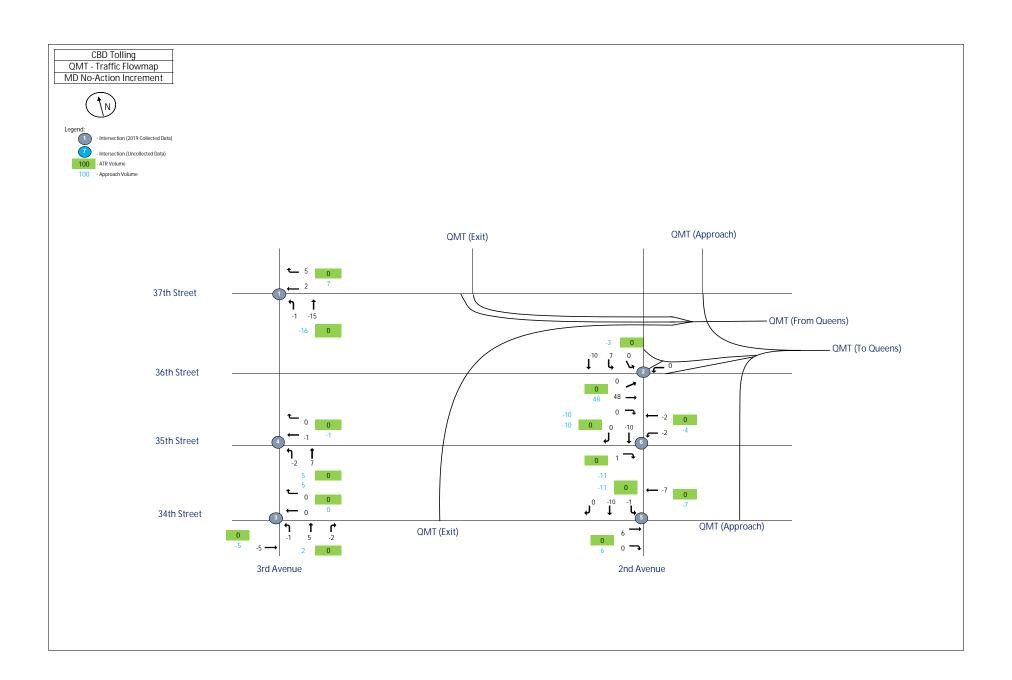


NJ 5:00:00 PM

			Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	0	33	0	0	
Jersey Avenue	4	NB	0	0	0	0	0	
Jersey Avenue	4	SB	0	0	0	0	0	33
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	33	0	0	
14th Street	1	SW	0	0	0	0	0	
Marin Boulevard	1	NB	0	0	0	0	0	
Marin Boulevard	1	SB	0	0	0	0	0	33
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	0	0	0	0	0	
I-78	5	EB	0	0	-4	0	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	0	0	0	0	-4
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	0	-4	0	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	0	0	0	
Marin Boulevard	8	SB	0	0	0	0	0	-4

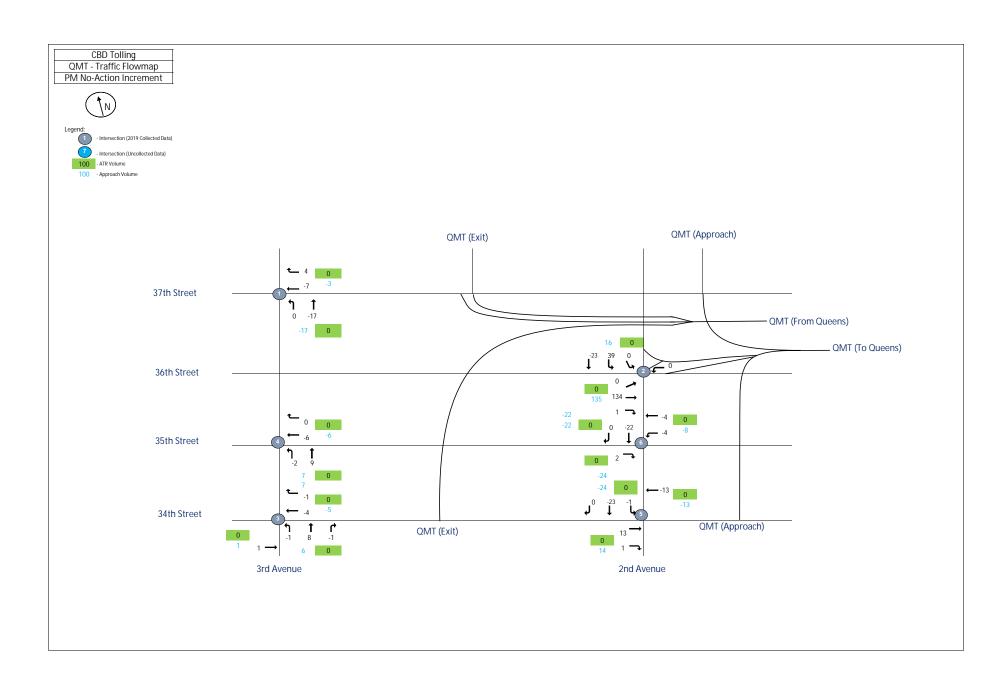


QM	8:00:00 AM		Balanced No-Action Increment					
			Ra					ement
							ound	
			10		AM P			T - 4 .
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave								
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	3	3	0	
3rd Ave	1	NB	0	0	-9	0	_	
3rd Ave	1	SB	0	0	0	0	0	-3
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	41	2		
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	23	-14	0	0	52
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	1	0	0	
34th St	3	WB	0	0	2	0	0	
3rd Ave	3	NB	0	-1	5	-1	0	
	3	SB	0	0	0	0	0	6
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	-1	0	0	
3rd Ave	4	NB	0	-1	6	0	0	
	4	SB	0	0	0	0	0	4
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	12	1	0	
34th St	5	WB	0	0	-10	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	0	-12	0	0	-9
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	3	0	
35th St	6	WB	0	-3	-3	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	-12	0	0	-15

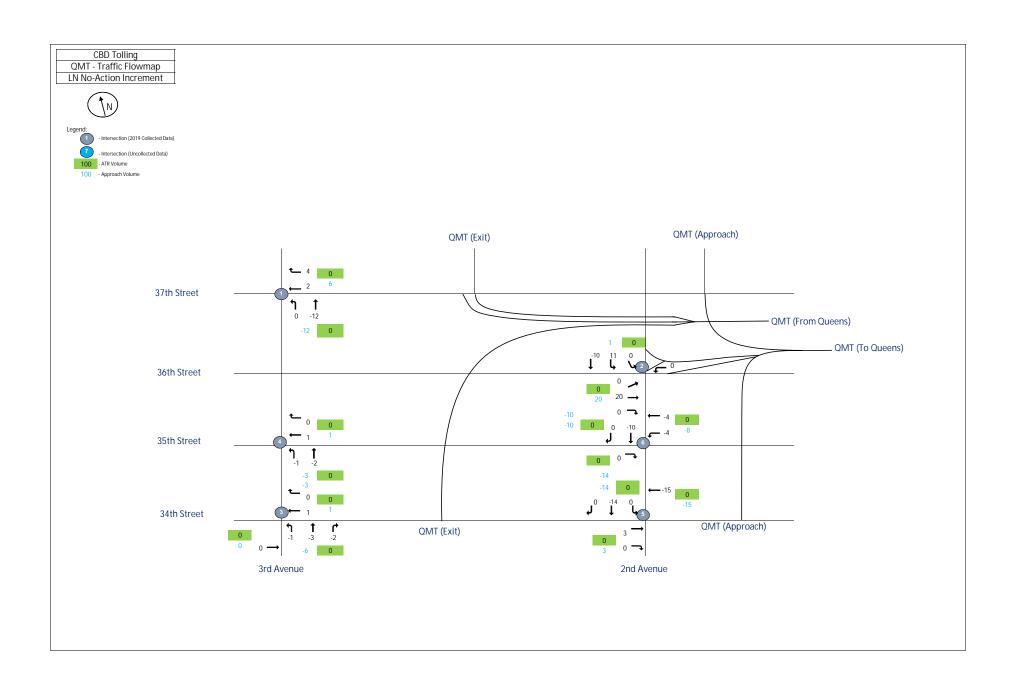


QM 1:00:00 PM

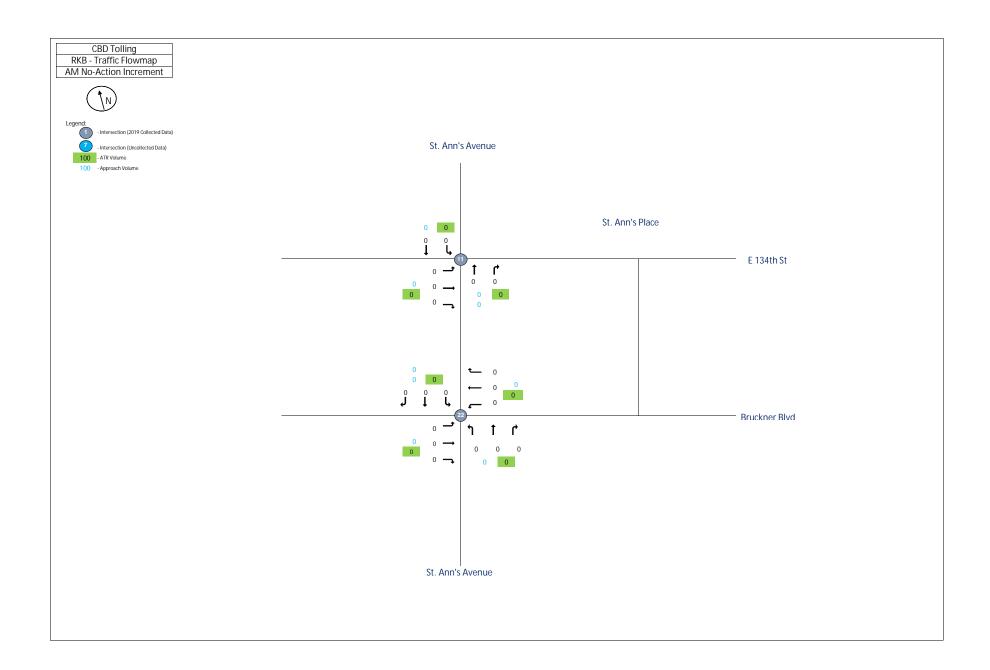
QM	1:00:00 PM							
			Ва				n Incre	ment
				Inl	oound	l/Outb	ound	
					MD P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave								
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	2	5	0	
3rd Ave	1	NB	0	-1	-15	0	0	
3rd Ave	1	SB	0	0	0	0	0	-9
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	48	0	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	7	-10	0	0	45
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	-5	0	0	
34th St	3	WB	0	0	0	0	0	
3rd Ave	3	NB	0	-1	5	-2	0	
	3	SB	0	0	0	0	0	-3
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	-1	0	0	
3rd Ave	4	NB	0	-2	7	0	0	
	4	SB	0	0	0	0	0	4
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	6	0	0	
34th St	5	WB	0	0	-7	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	-1	-10	0	0	-12
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	1	0	
35th St	6	WB	0	-2	-2	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	-10	0	0	-13



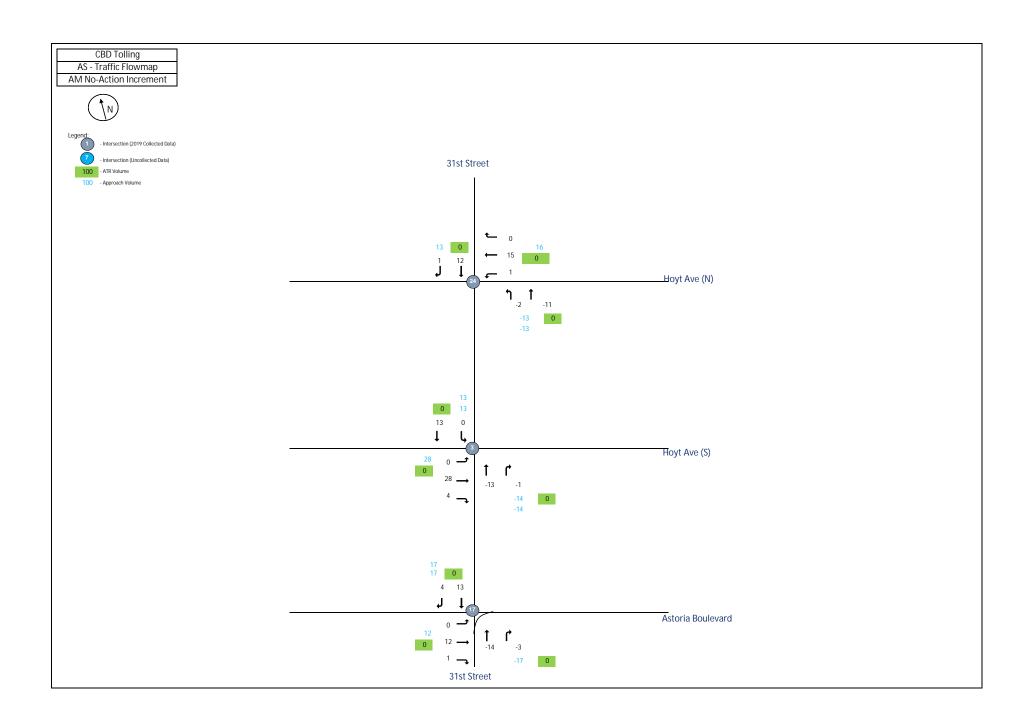
QM	5:00:00 PM		Balanced No-Action Increment					
			Ба				ound	HIGHL
					PM P			
Intersection	Node	Approach	L2	L	T	R	R2	Total
37th St & 3rd Ave	Node	Approach	LZ		'	11	112	Total
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	-7	4	0	
3rd Ave	1	NB	0	0	-7 -17	0	0	
3rd Ave	1	SB	0	0	0	0	0	-20
36th St & 2nd Ave		36	0					-20
2019 (TMC-017)	2							
36th St	2	EB	0	0	134	1	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave 2nd Ave	2	SB	0	39	-23	0	0	151
34th St & 3rd Ave	2	30	0		-23	- 0	- 0	151
2019 (TMC-018)	3							
34th St	3	EB	0	0	1	0	0	
34th St	3	WB	0	0	-4	-1	0	
3rd Ave	3		0	-1	-4 8	-1 -1	0	
Sid Ave	3	NB SB	0	-1	0	-1	0	2
35th St & 3rd Ave		35						
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	-6	0	0	
3rd Ave	4	NB	0	-2	9	0	0	
	4	SB	0	0	0	0	0	1
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	13	1	0	
34th St	5	WB	0	0	-13	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	-1	-23	0	0	-23
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	2	0	
35th St	6	WB	0	-4	-4	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	-22	0	0	-28



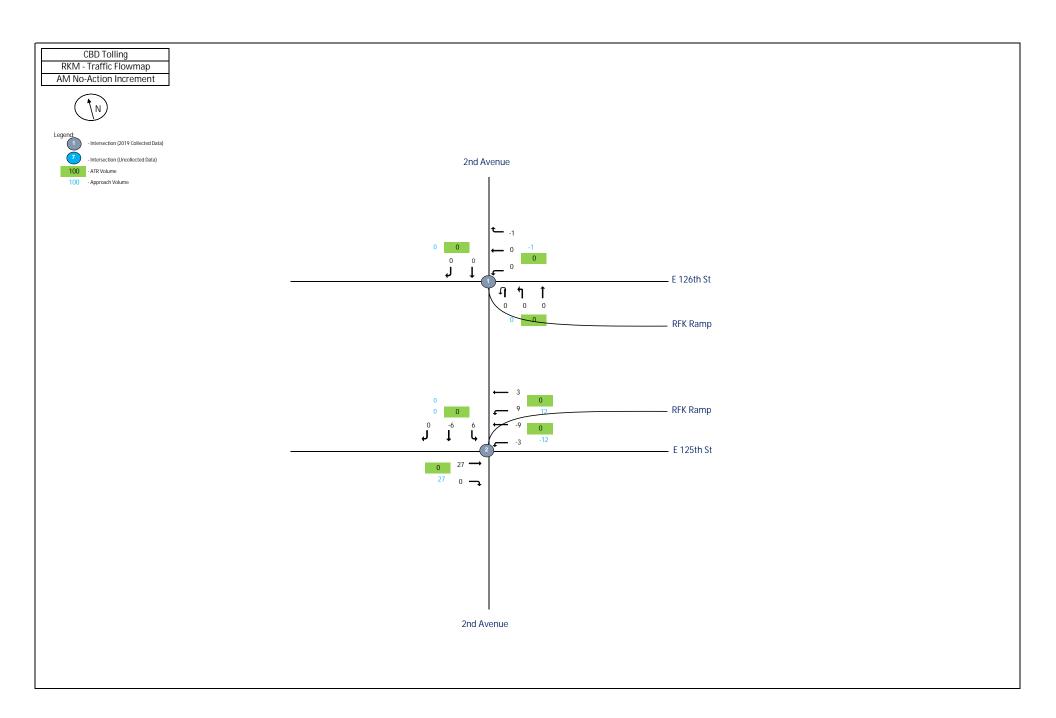
QM	9:00:00 PM								
			Balanced No-Action Increment						
			Inbound/Outbound						
				. 1	LN Pe				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
37th St & 3rd Ave									
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	2	4	0		
3rd Ave	1	NB	0	0	-12	0	0		
3rd Ave	1	SB	0	0	0	0	0	-6	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	20	0	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	11	-10	0	0	21	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	0	0	0		
34th St	3	WB	0	0	1	0	0		
3rd Ave	3	NB	0	-1	-3	-2	0		
	3	SB	0	0	0	0	0	-5	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	1	0	0		
3rd Ave	4	NB	0	-1	-2	0	0		
	4	SB	0	0	0	0	0	-2	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	3	0	0		
34th St	5	WB	0	0	-15	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	0	-14	0	0	-26	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	0	0		
35th St	6	WB	0	-4	-4	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	-10	0	0	-18	



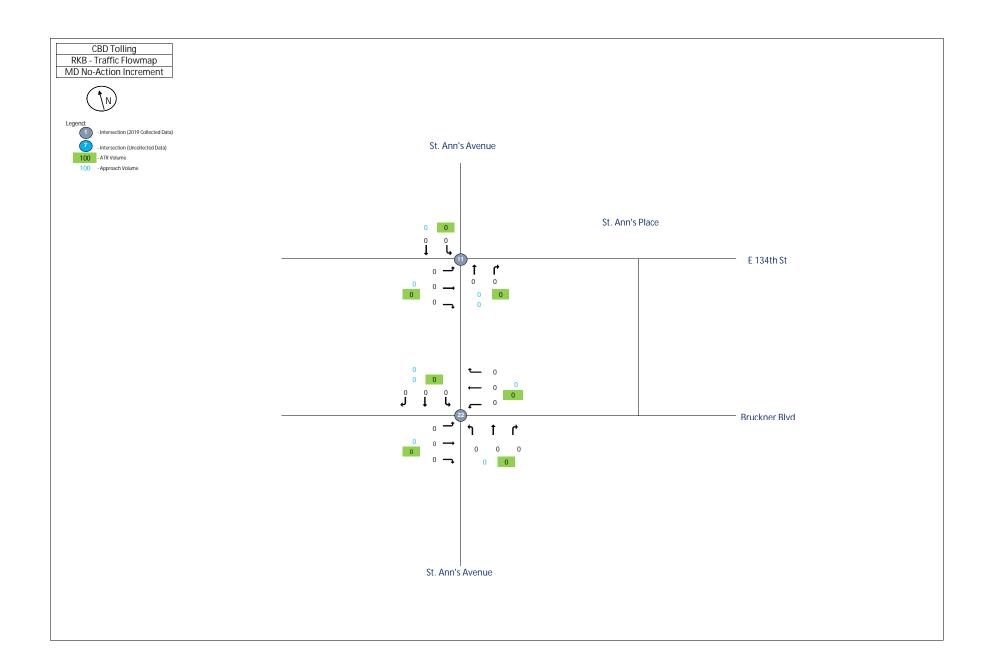
RKB	8:00 AM							
			Total Vehicles					
				Inb	ound/	Outbo	ound	
				A	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	T	R	R2	Total
E 134th Street and St. Ann's Ave								
2019 (TMC-060)	11							
E 134th Street	11	EB	0	0	0	0	0	İ
E 134th Street	11	WB	0	0	0	0	0	İ
St. Ann's Ave	11	NB	0	0	0	0	0	İ
St. Ann's Ave	11	SB	0	0	0	0	0	0
Bruckner Blvd and St. Ann's Ave								
2019 (TMC-061)	22							İ
Bruckner Blvd	22	EB	0	0	0	0	0	İ
Bruckner Blvd	22	WB	0	0	0	0	0	1
St. Ann's Ave	22	NB	0	0	0	0	0	
St. Ann's Ave	22	SB	0	0	0	0	0	0



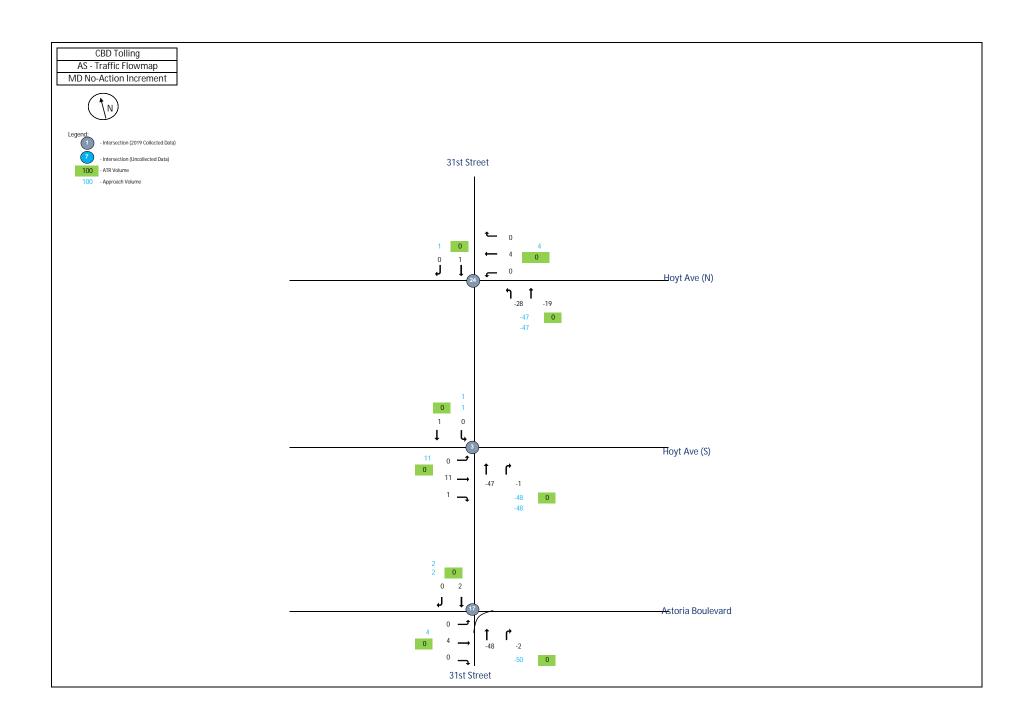
AS	7:15:00 AM							
					Total `	Vehic	les	
				Inb	ound	/Outb	ound	
					AM Pe	ak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
31st Street and Astoria Blvd								
2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	0	12	1	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	-14	-3	0	
31st Street	17	SB	0	0	13	4	0	13
31st Street and Hoyt Ave N								
2019 (TMC-063)	24							
Hoyt Ave N	24	EB	0	0	0	0	0	
Hoyt Ave N	24	WB	0	1	15	0	0	
31st Street	24	NB	0	-2	-11	0	0	
31st Street	24	SB	0	0	12	1	0	16
31st Street and Hoyt Ave S								
2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	0	28	4	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	-13	-1	0	
31st Street	3	SB	0	0	13	0	0	31



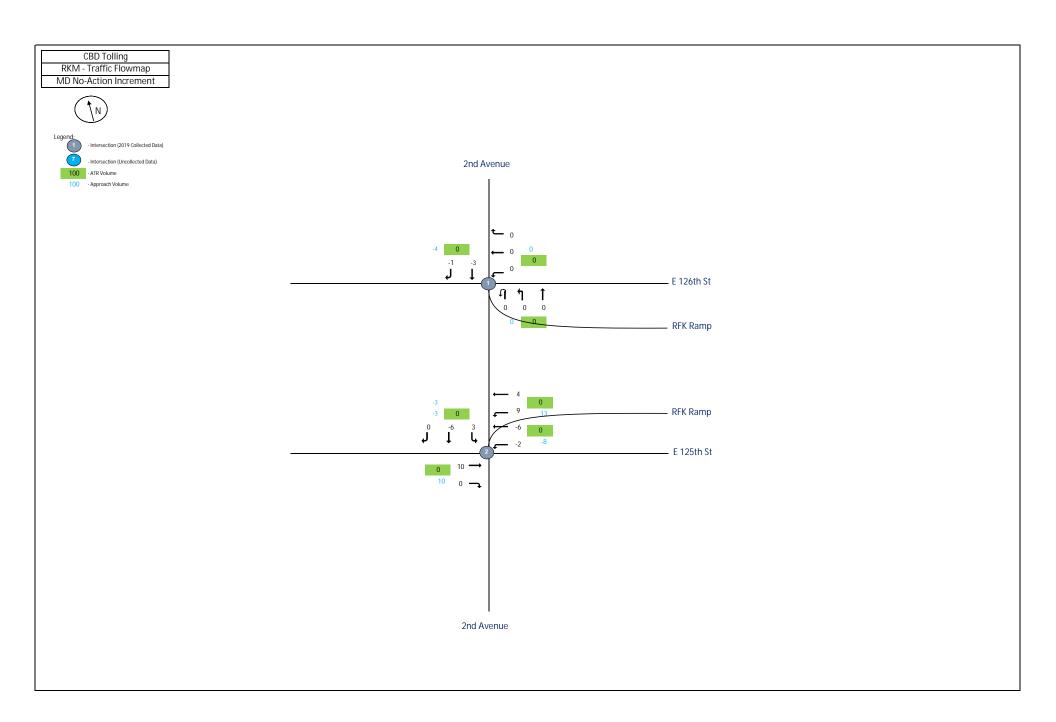
RKM	7:45 AM							
				To	tal V	ehicle	es	
				Inbo	und/C	Outbo	ound	
				AN	И Реа	k Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
E 126th Street and 2nd Ave								
2019 (TMC-058)								
RFK Ramp	1	NW	0	0	0	0	0	
E 126th Street	1	EB	0	0	0	0	0	
E 126th Street	1	WB	0	0	0	-1	0	
2nd Ave	1	NB	0	0	0	0	0	
2nd Ave	1	SB	0	0	0	0	0	-1
E 125th Street and 2nd Ave								
2019 (TMC-059)	2							
E 125th Street	2	EB	0	0	27	0	0	
E 125th Street	2	WB	0	-3	-9	0	0	
2nd Ave	2	SW	0	9	0	3	0	
2nd Ave	2	SB	0	6	-6	0	0	27



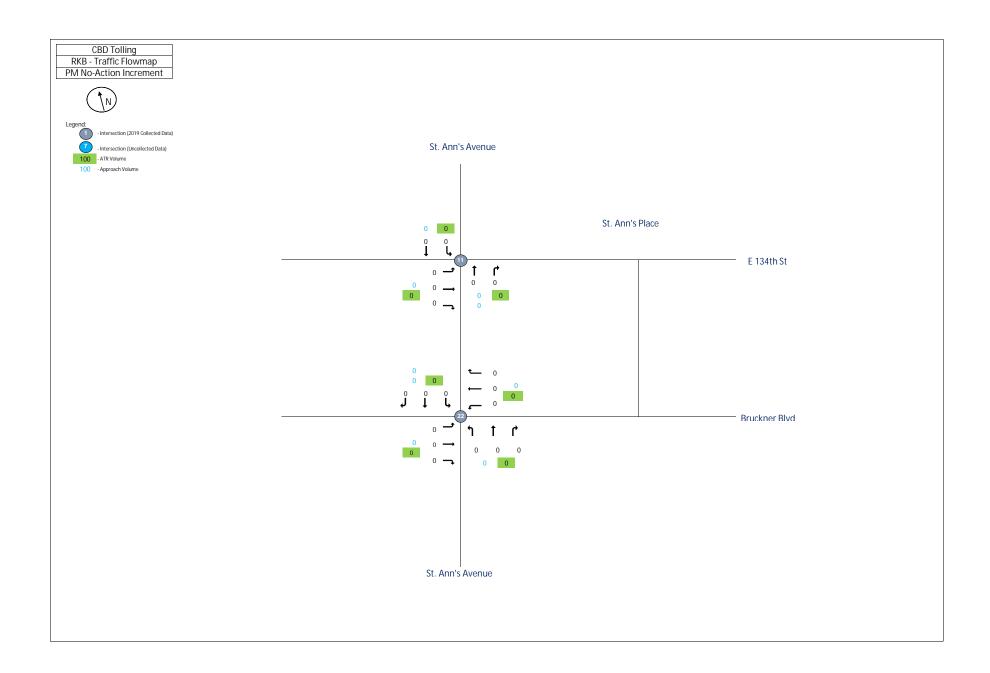
RKB	1:00 PM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				N	ID Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	0	0	0	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	0	0	0		
St. Ann's Ave	11	SB	0	0	0	0	0	0	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	0	0	0	0		
Bruckner Blvd	22	WB	0	0	0	0	0		
St. Ann's Ave	22	NB	0	0	0	0	0		
St. Ann's Ave	22	SB	0	0	0	0	0	0	



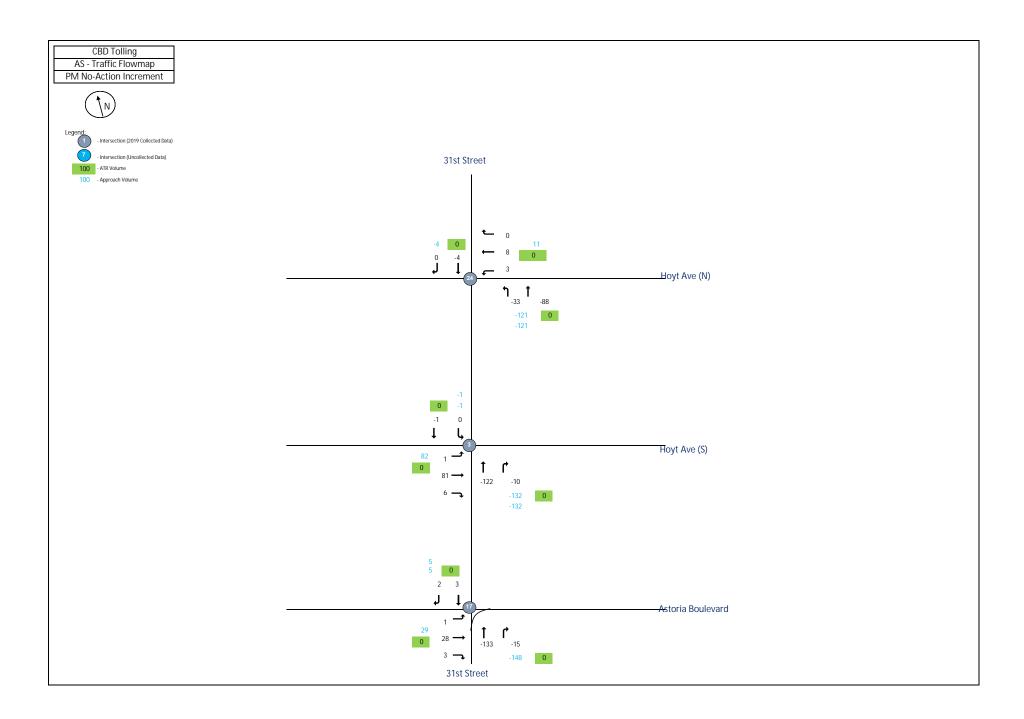
AS	12:30:00 PM								
			Total Vehicles						
				Inb	ound	/Outb	ound		
				N	ID Pe	eak H	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	0	4	0	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	-48	-2	0		
31st Street	17	SB	0	0	2	0	0	-44	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	0	4	0	0		
31st Street	24	NB	0	-28	-19	0	0		
31st Street	24	SB	0	0	1	0	0	-42	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	0	11	1	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	-47	-1	0		
31st Street	3	SB	0	0	1	0	0	-35	



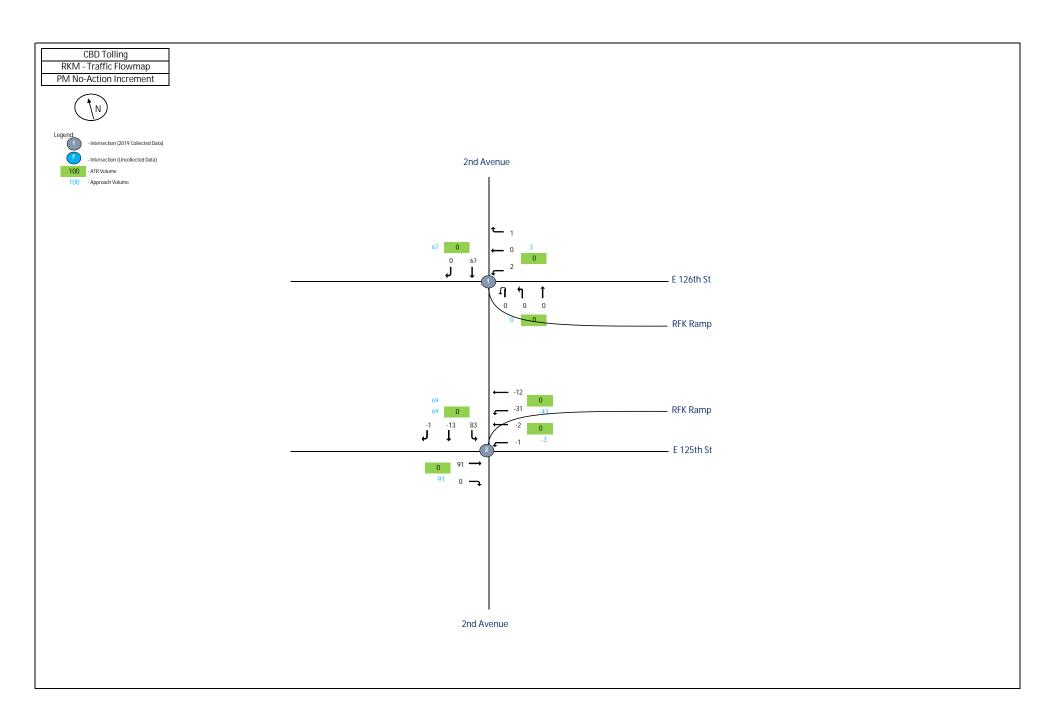
RKM	1:00 PM							
				To	tal V	ehicle	es	
				Inbo	und/C	Outbo	ound	
				MI	D Pea	k Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
E 126th Street and 2nd Ave								
2019 (TMC-058)								
RFK Ramp	1	NW	0	0	0	0	0	
E 126th Street	1	EB	0	0	0	0	0	
E 126th Street	1	WB	0	0	0	0	0	
2nd Ave	1	NB	0	0	0	0	0	
2nd Ave	1	SB	0	0	-3	-1	0	-4
E 125th Street and 2nd Ave								
2019 (TMC-059)	2							
E 125th Street	2	EB	0	0	10	0	0	
E 125th Street	2	WB	0	-2	-6	0	0	
2nd Ave	2	SW	0	9	0	4	0	
2nd Ave	2	SB	0	3	-6	0	0	12



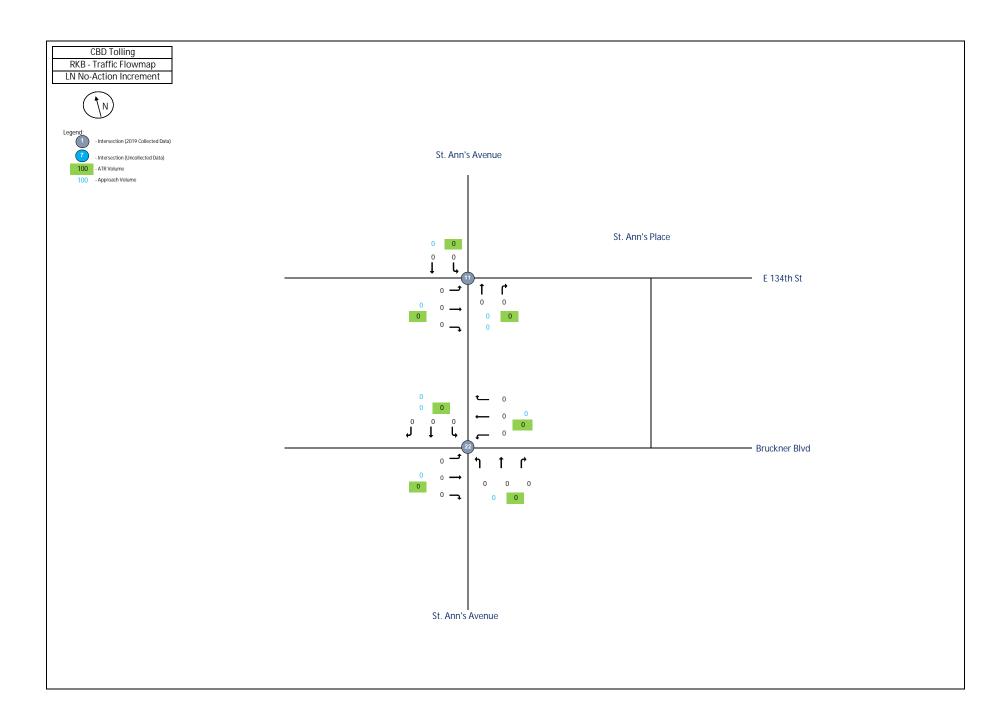
RKB	5:00 PM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				F	M Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	0	0	0	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	0	0	0		
St. Ann's Ave	11	SB	0	0	0	0	0	0	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	0	0	0	0		
Bruckner Blvd	22	WB	0	0	0	0	0		
St. Ann's Ave	22	NB	0	0	0	0	0		
St. Ann's Ave	22	SB	0	0	0	0	0	0	



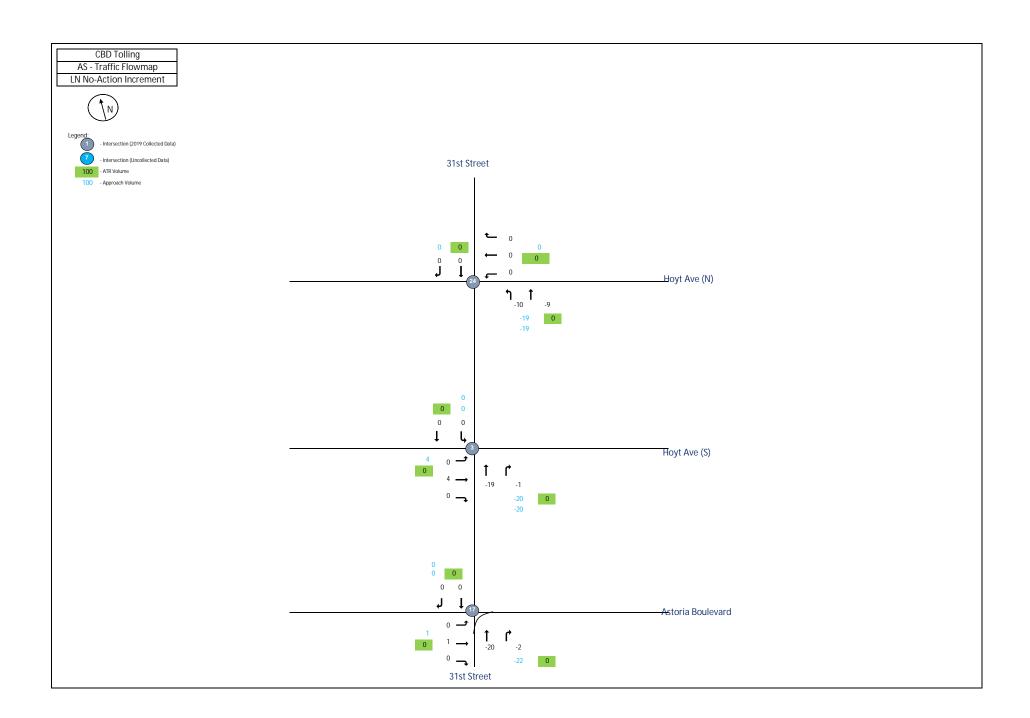
AS	4:00:00 PM								
			Total Vehicles						
				Int	ound	/Outb	ound		
					PM Pe	ak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	1	28	3	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	-133	-15	0		
31st Street	17	SB	0	0	3	2	0	-111	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	3	8	0	0		
31st Street	24	NB	0	-33	-88	0	0		
31st Street	24	SB	0	0	-4	0	0	-114	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	1	81	6	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	-122	-10	0		
31st Street	3	SB	0	0	-1	0	0	-45	



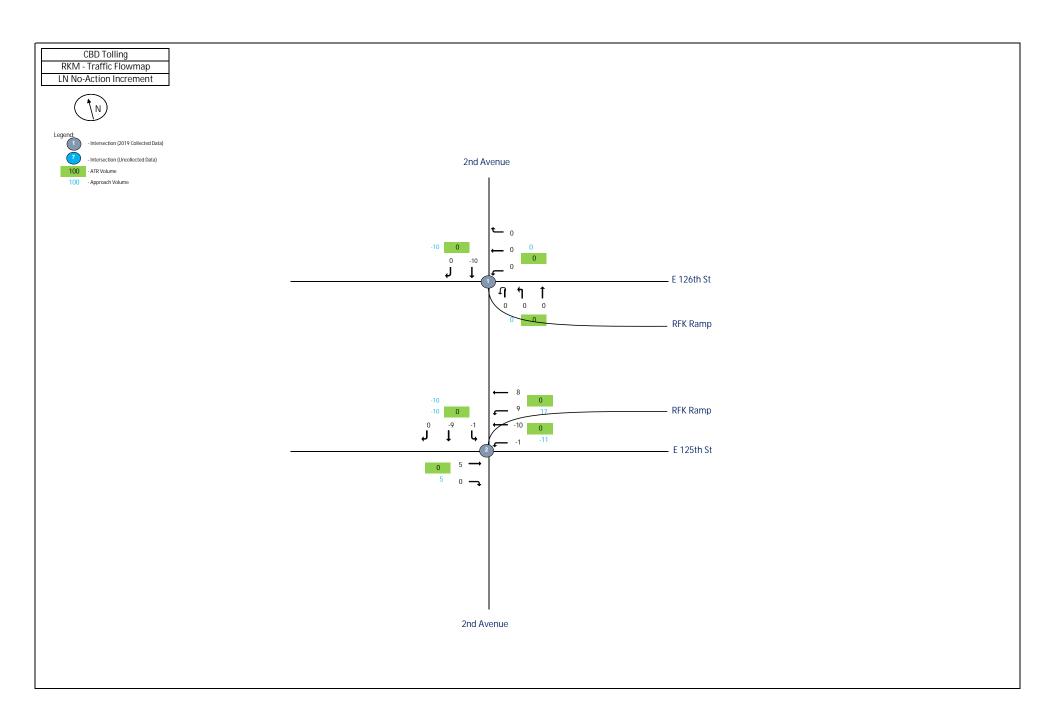
RKM	4:00 PM								
			Total Vehicles						
				Inbo	und/C	Outbo	ound		
				PN	/I Pea	k Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	0	0	0	0	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	2	0	1	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	67	0	0	70	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	91	0	0		
E 125th Street	2	WB	0	-1	-2	0	0		
2nd Ave	2	SW	0	-31	0	-12	0		
2nd Ave	2	SB	0	83	-13	-1	0	114	



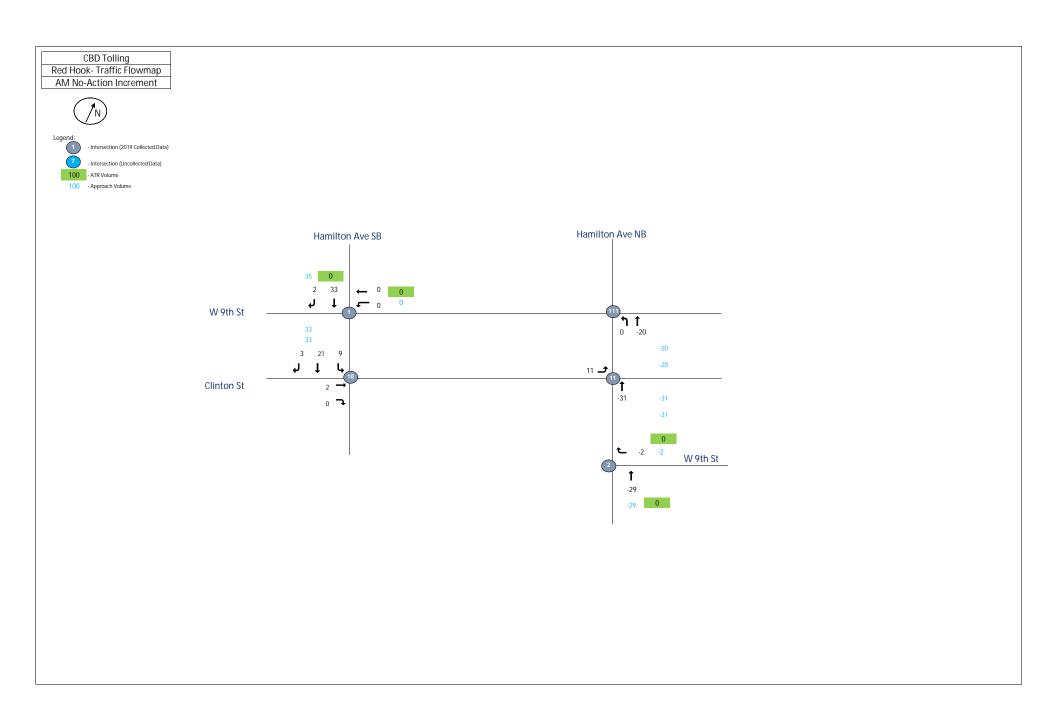
RKB	9:00 PM									
			Total Vehicles							
				Inb	ound/	Outbo	ound			
				l	_N Pe	ak Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 134th Street and St. Ann's Ave										
2019 (TMC-060)	11									
E 134th Street	11	EB	0	0	0	0	0			
E 134th Street	11	WB	0	0	0	0	0			
St. Ann's Ave	11	NB	0	0	0	0	0			
St. Ann's Ave	11	SB	0	0	0	0	0	0		
Bruckner Blvd and St. Ann's Ave										
2019 (TMC-061)	22									
Bruckner Blvd	22	EB	0	0	0	0	0			
Bruckner Blvd	22	WB	0	0	0	0	0			
St. Ann's Ave	22	NB	0	0	0	0	0			
St. Ann's Ave	22	SB	0	0	0	0	0	0		



AS	9:45:00 PM								
			Total Vehicles						
			Inbound/Outbound						
				I	_N Pe	ak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	0	1	0	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	-20	-2	0		
31st Street	17	SB	0	0	0	0	0	-21	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	0	0	0	0		
31st Street	24	NB	0	-10	-9	0	0		
31st Street	24	SB	0	0	0	0	0	-19	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	0	4	0	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	-19	-1	0		
31st Street	3	SB	0	0	0	0	0	-16	

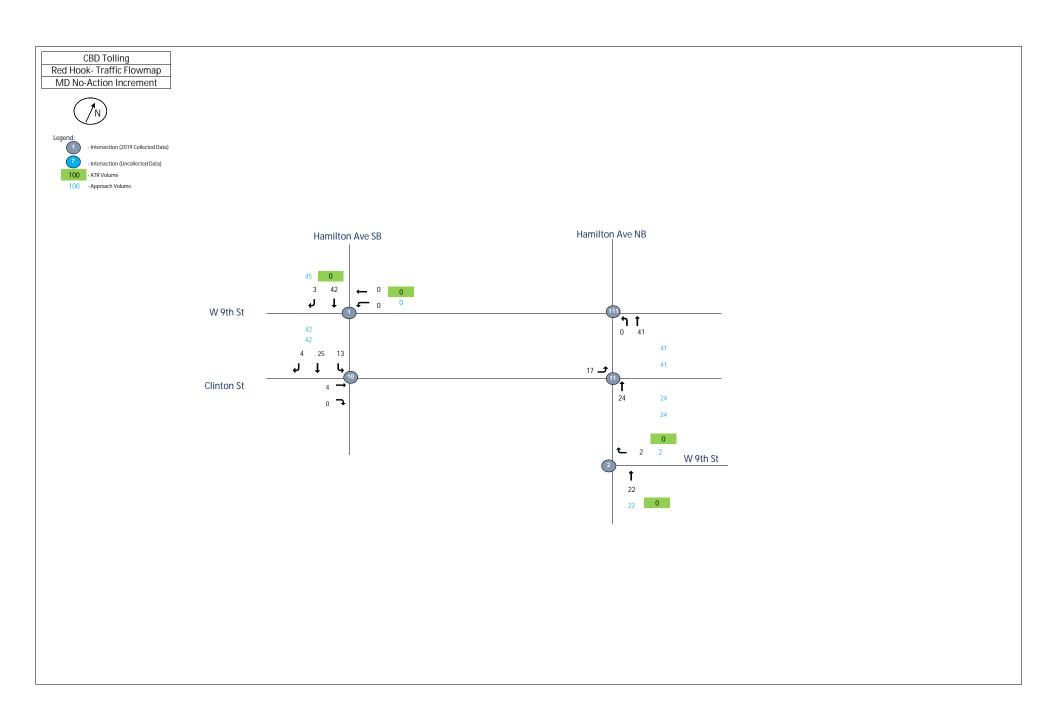


RKM	9:45 PM								
			Total Vehicles						
				Inbo	und/C	outbo	ound		
				LN	N Pea	k Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	0	0	0	0	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	0	0	0	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	-10	0	0	-10	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	5	0	0		
E 125th Street	2	WB	0	-1	-10	0	0		
2nd Ave	2	SW	0	9	0	8	0		
2nd Ave	2	SB	0	-1	-9	0	0	1	



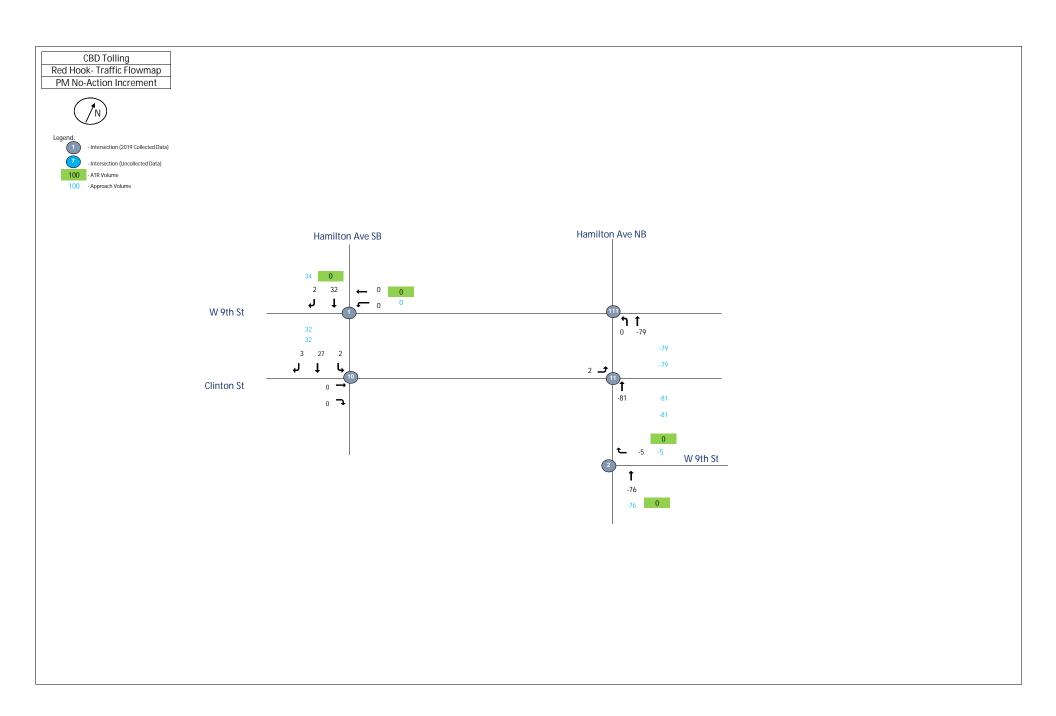
RH 7:45:00 AM

			Balanced With-Action Incremen						
			Inbound/Outbound						
			AM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	0	0	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	33	2	0	35	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	2	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	9	21	3	0	35	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	11	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	-31	0	0		
Hamilton Ave	11		0	0	0	0	0	-20	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	0	-20	0	0		
-	111	SB	0	0	0	0	0	-20	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	-2	0		
Hamilton Ave	2	NB	0	0	-29	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	-31	



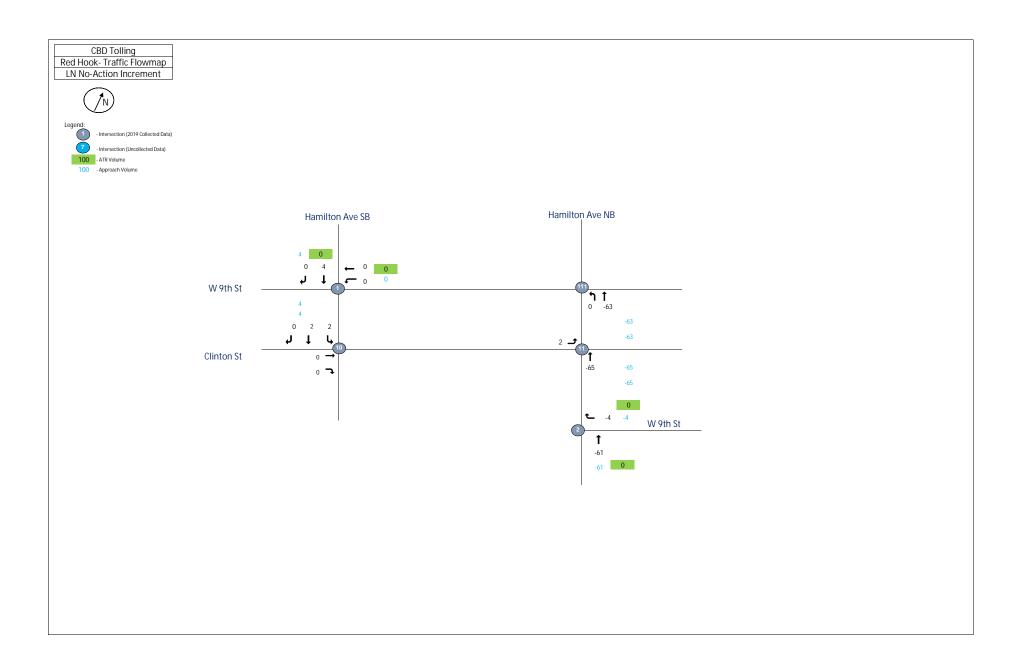
RH 12:00:00 PM

		Balanced With-Action Incremen							
		Inbound/Outbound							
			MD Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	0	0	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	42	3	0	45	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	4	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	13	25	4	0	46	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	17	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	24	0	0		
Hamilton Ave	11		0	0	0	0	0	41	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	0	41	0	0		
-	111	SB	0	0	0	0	0	41	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	2	0		
Hamilton Ave	2	NB	0	0	22	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	24	



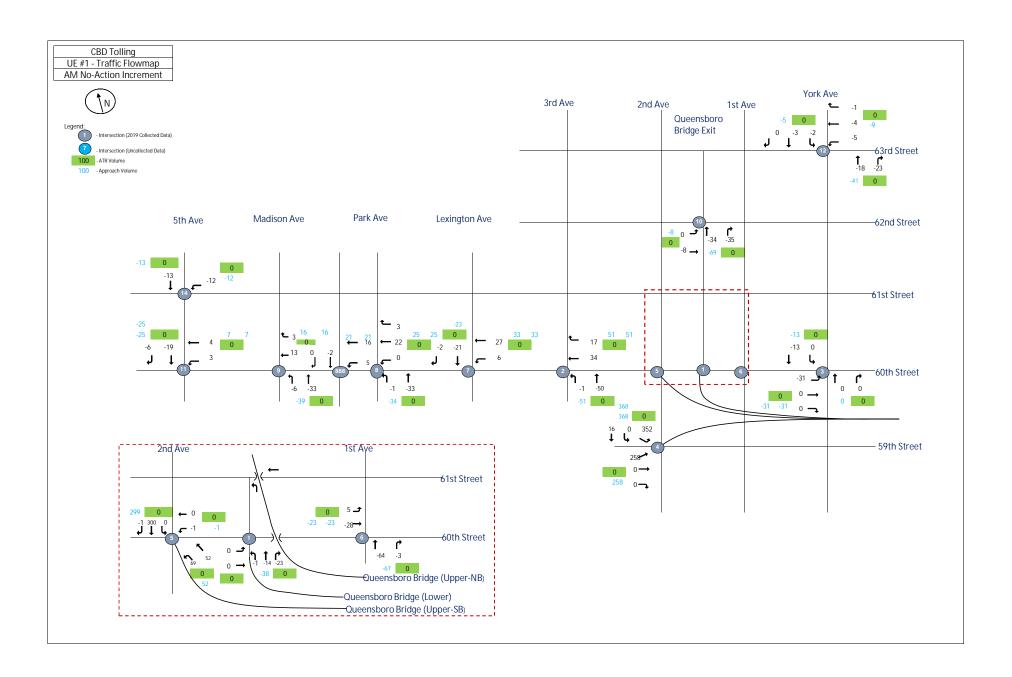
RH 4:00:00 PM

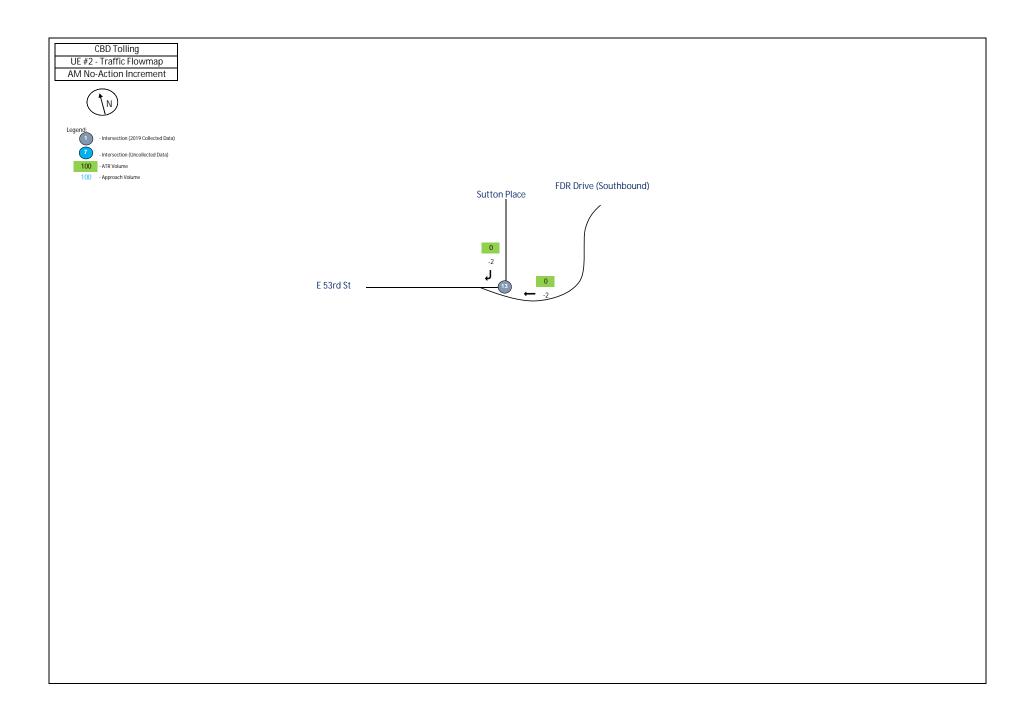
		Balanced With-Action Incremen									
				Inbo	und/O	utbo	und				
				PΝ	/I Peal	k Hou	ır				
Intersection	Node	Approach	L2	L	T	R	R2	Total			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	1										
W 9th St	1	EB	0	0	0	0	0				
W 9th St	1	WB	0	0	0	0	0				
Hamilton Ave SB	1		0	0	0	0	0				
Hamilton Ave SB	1	SB	0	0	32	2	0	34			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	10										
Clinton Avenue	10	EB	0	0	0	0	0				
Clinton Avenue	10	WB	0	0	0	0	0				
Hamilton Ave SB	10		0	0	0	0	0				
Hamilton Ave SB	10	SB	0	2	27	3	0	32			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	11										
Clinton Avenue	11	EB	0	2	0	0	0				
Clinton Avenue	11		0	0	0	0	0				
Hamilton Ave	11	NB	0	0	-81	0	0				
Hamilton Ave	11		0	0	0	0	0	-79			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	111										
W 9th St	111	EB	0	0	0	0	0				
W 9th St	111	WB	0	0	0	0	0				
Hamilton Ave	111	NB	0	0	-79	0	0				
-	111	SB	0	0	0	0	0	-79			
Hamilton Ave NB & W 9th St								1			
2019 (TMC-041)	2										
W 9th St	2	EB	0	0	0	0	0				
W 9th St	2	WB	0	0	0	-5	0				
Hamilton Ave	2	NB	0	0	-76	0	0				
Hamilton Ave	2	SB	0	0	0	0	0	-81			

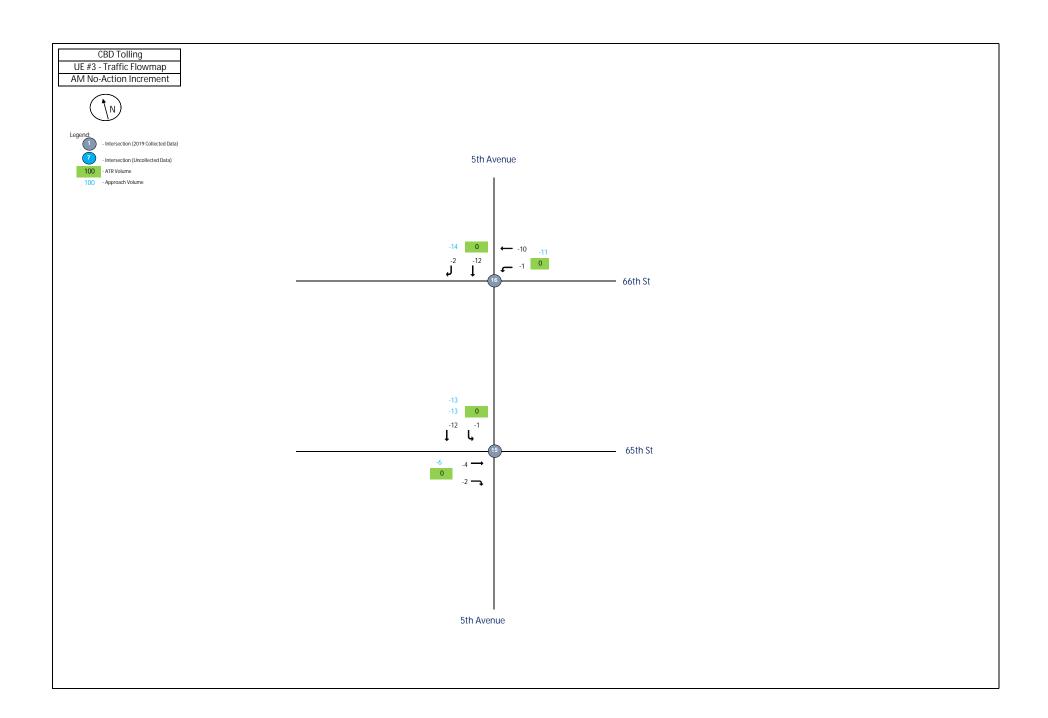


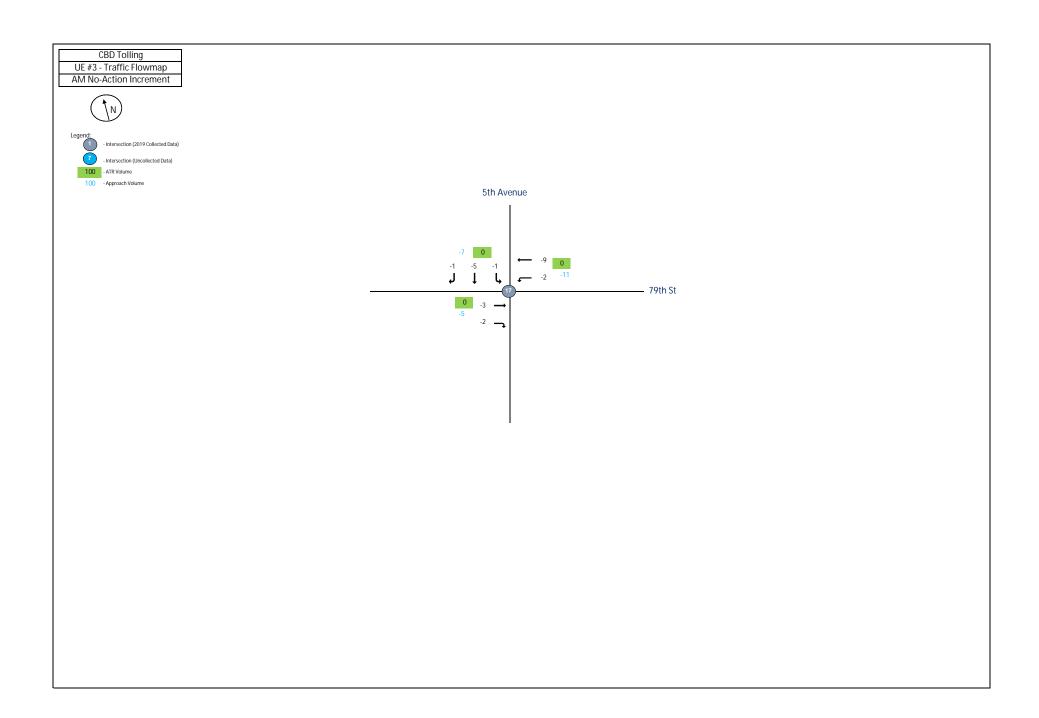
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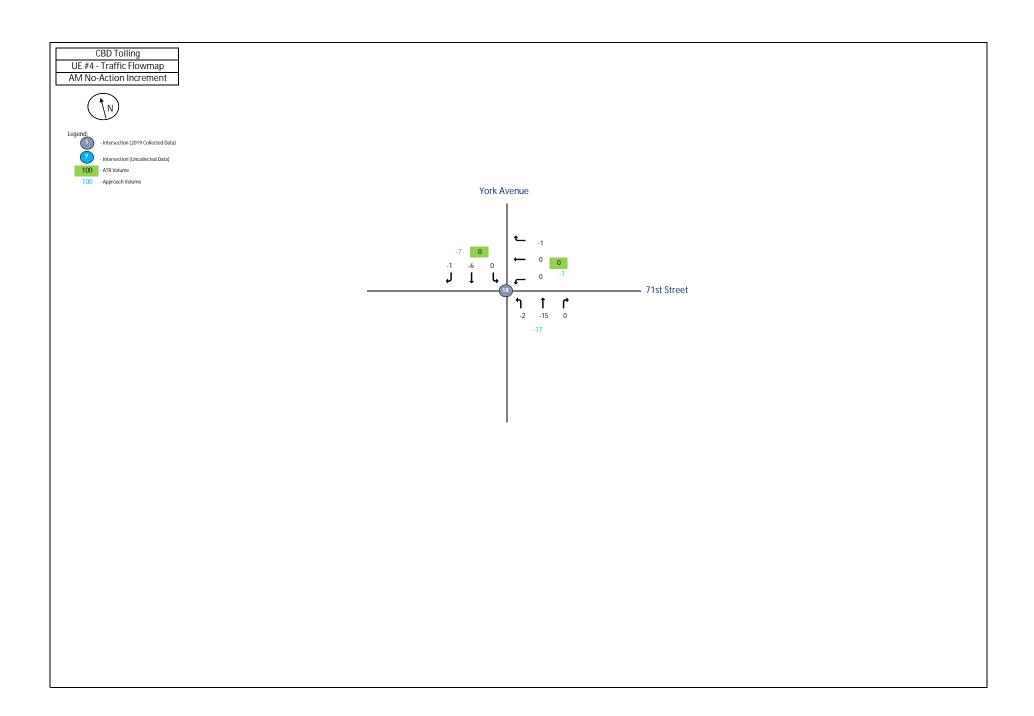
			Balanced With-Action Incremen								
				Inbo	ound/0	Outbo	und				
				L	N Pea	k Ho	ur				
Intersection	Node	Approach	L2	L	Т	R	R2	Total			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	1										
W 9th St	1	EB	0	0	0	0	0				
W 9th St	1	WB	0	0	0	0	0				
Hamilton Ave SB	1		0	0	0	0	0				
Hamilton Ave SB	1	SB	0	0	4	0	0	4			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	10										
Clinton Avenue	10	EB	0	0	0	0	0				
Clinton Avenue	10	WB	0	0	0	0	0				
Hamilton Ave SB	10		0	0	0	0	0				
Hamilton Ave SB	10	SB	0	2	2	0	0	4			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	11										
Clinton Avenue	11	EB	0	2	0	0	0				
Clinton Avenue	11		0	0	0	0	0				
Hamilton Ave	11	NB	0	0	-65	0	0				
Hamilton Ave	11		0	0	0	0	0	-63			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	111										
W 9th St	111	EB	0	0	0	0	0				
W 9th St	111	WB	0	0	0	0	0				
Hamilton Ave	111	NB	0	0	-63	0	0				
-	111	SB	0	0	0	0	0	-63			
Hamilton Ave NB & W 9th St											
2019 (TMC-041)	2										
W 9th St	2	EB	0	0	0	0	0				
W 9th St	2	WB	0	0	0	-4	0				
Hamilton Ave	2	NB	0	0	-61	0	0				
Hamilton Ave	2	SB	0	0	0	0	0	-65			







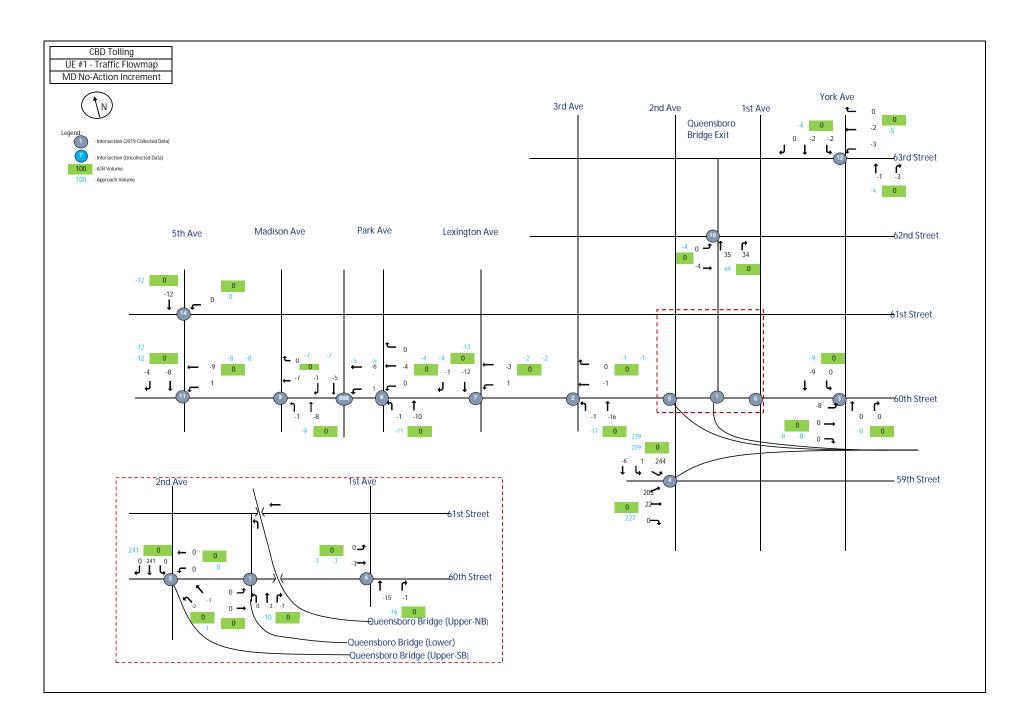


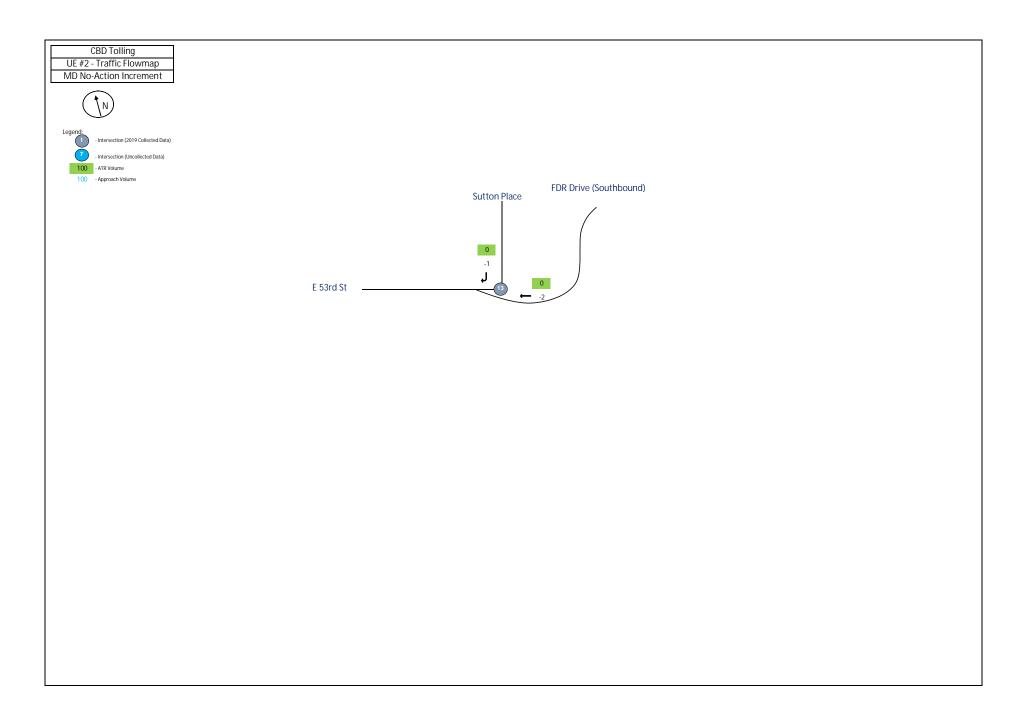


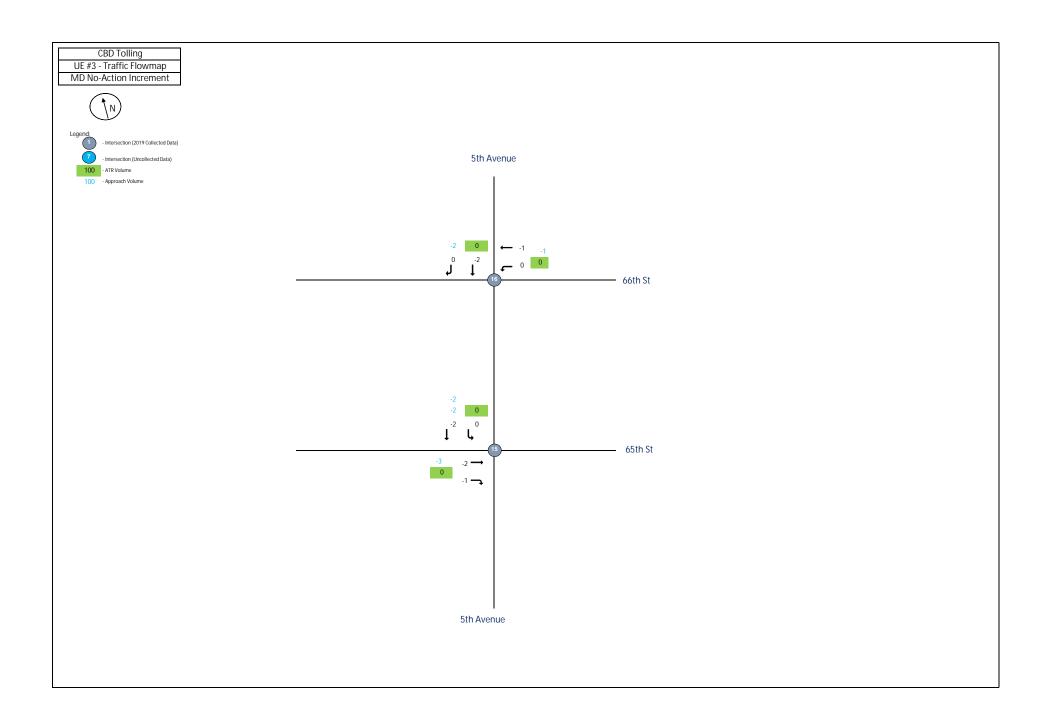
UE	8:00:00 AM							
				•	Total	Vehic	les	
				Ink	ound	/Outb	ound	
					AM Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	0	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	-1	-14	-23	0	
	1	SB	0	0	0	0	0	-38
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	34	17	0	
3rd Ave	2	NB	0	-1	-50	0	0	
	2	SB	0	0	0	0	0	0
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	-31	0	0	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	0	0	0	
York Ave	3	SB	0	0	-13	0	0	-44
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	258	0	0	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	352	0	16	0	0	626
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	69	52	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	-1	0	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	0	300	-1	0	298
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	5	-28	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	-64	-3	0	
	6	SB	0	0	0	0	0	-90

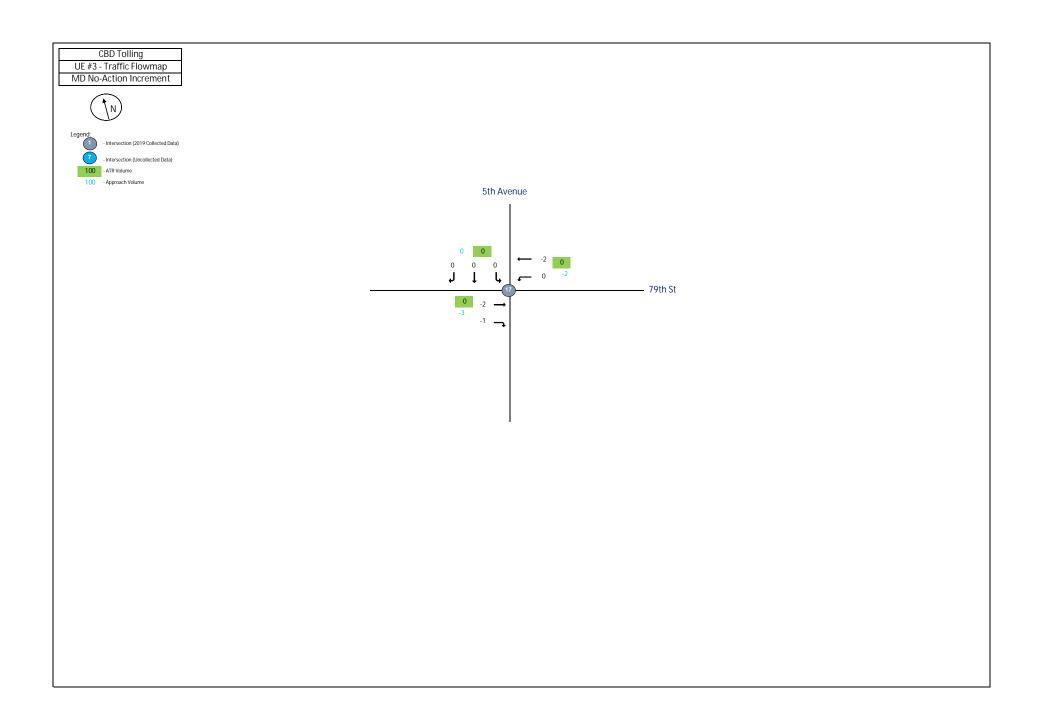
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	6	27	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-21	-2	0	10
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	22	3	0	
Park Ave	8	NB	0	-1	-33	0	0	
Park Ave	8	SB	0	0	0	0	0	-9
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	5	16	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-2	0	0	19
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	13	3	0	
Madison Ave	9	NB	0	-6	-33	0	0	
	9	SB	0	0	0	0	0	-23
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	-8	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	-34	-35	0	
	10	SB	0	0	0	0	0	-77
60th St & 5th Ave								
2019 (TMC-032)	11							
l `	11	EB	0	0	0	0	0	
60th St	11	WB	0	3	4	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-19	-6	0	-18

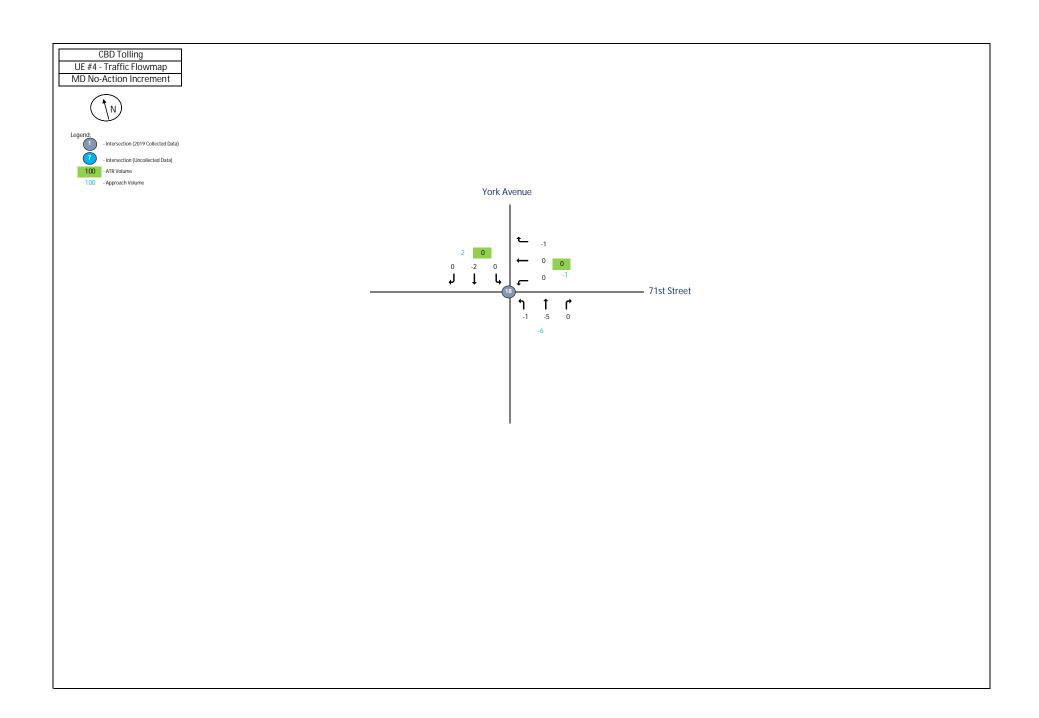
63rd St & York Ave			1				I	Ī
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-5	-4	-1	0	
York Ave	12	NB	0	0	-18	-23	0	
York Ave	12	SB	0	-2	-3	0	0	-56
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-2	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-2	0	-4
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	-12	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-13	0	0	-25
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-4	-2	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	-1	-12	0	0	-19
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	-1	-10	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-12	-2	0	-25
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-3	-2	0	
79th St	17	WB	0	-2	-9	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	-1	-5	-1	0	-23
71st St & York Ave								
2019 (TMC-039)	18		_	-	=	-		
	18	EB	0	0	0	0	0	
71st St	18	WB	0	0	0	-1	0	
York Ave	18	NB	0	-2	-15	0	0	
York Ave	18	SB	0	0	-6	-1	0	-25









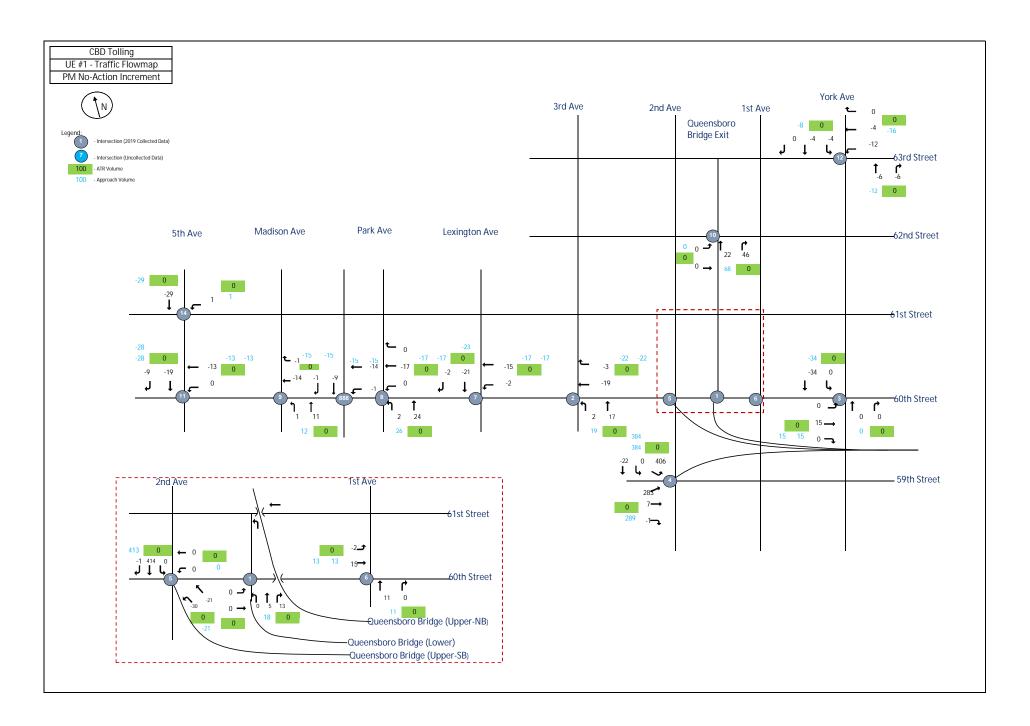


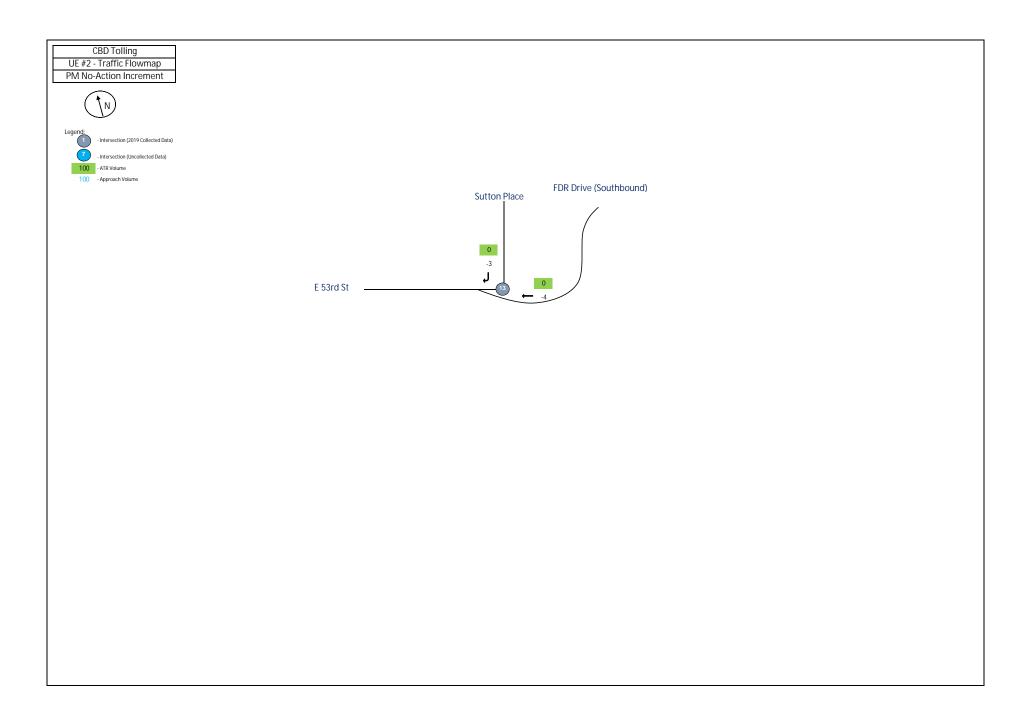
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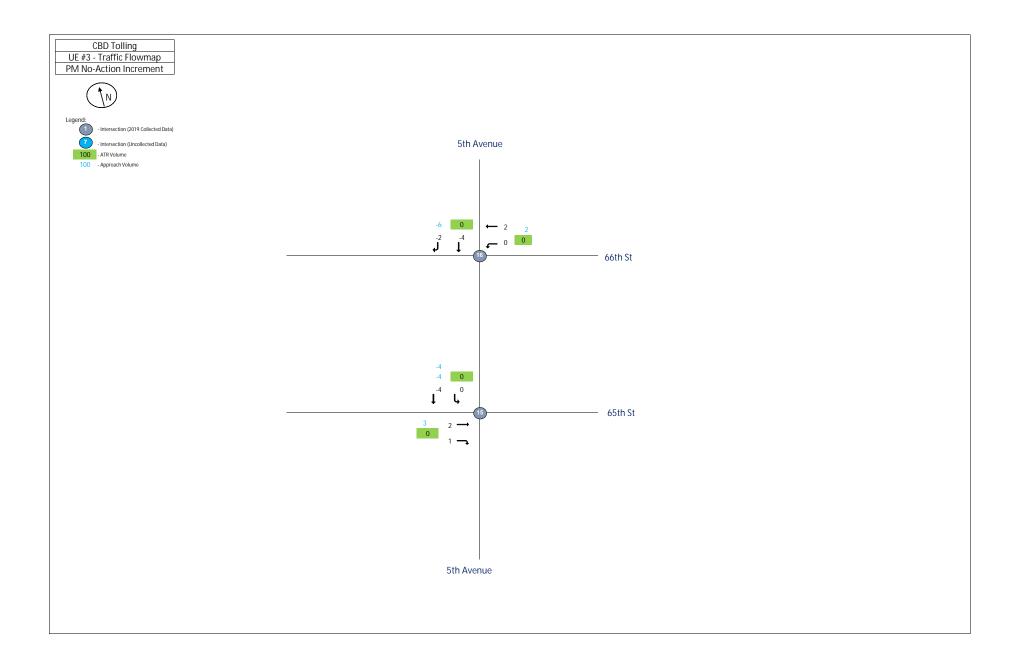
			Total Vehicles							
				Inl	bound	/Outb	ound			
					MD Pe	eak H	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
60th Street & Queensboro Bridge	Exit									
2019 (TMC-022)	1									
60th Street	1	EB	0	0	0	0	0			
60th Street	1	WB	0	0	0	0	0			
Queensboro Bridge Exit	1	NB	0	0	-3	-7	0			
	1	SB	0	0	0	0	0	-10		
60th Street & 3rd Ave										
2019 (TMC-023)	2									
	2	EB	0	0	0	0	0			
60th Street	2	WB	0	0	-1	0	0			
3rd Ave	2	NB	0	-1	-16	0	0			
	2	SB	0	0	0	0	0	-18		
60th St & York Ave										
2019 (TMC-024)	3									
60th St	3	EB	0	-8	0	0	0			
60th St	3	WB	0	0	0	0	0			
York Ave	3	NB	0	0	0	0	0			
York Ave	3	SB	0	0	-9	0	0	-17		
59th St & 2nd Ave										
2019 (TMC-025)										
Queensboro Bridge Exit (SWB)	4									
59th St	4	EB	0	0	205	22	0			
	4	WB	0	0	0	0	0			
	4	NB	0	0	0	0	0			
2nd Ave	4	SB	244	1	-6	0	0	466		
60th Street & 2nd Ave										
2019 (TMC-026)	5	WB(bridge)								
Queensboro Bridge Exit (NWB)	5	NW	-2	-1	0	0	0			
60th St	5	EB	0	0	0	0	0			
60th St	5	WB	0	0	0	0	0			
	5	NB	0	0	0	0	0			
2nd Ave	5	SB	0	0	241	0	0	241		
60th St & 1st Ave										
2019 (TMC-027)	6									
60th Ave	6	EB	0	0	-7	0	0			
	6	WB	0	0	0	0	0			
1st Ave	6	NB	0	0	-15	-1	0			
	6	SB	0	0	0	0	0	-23		

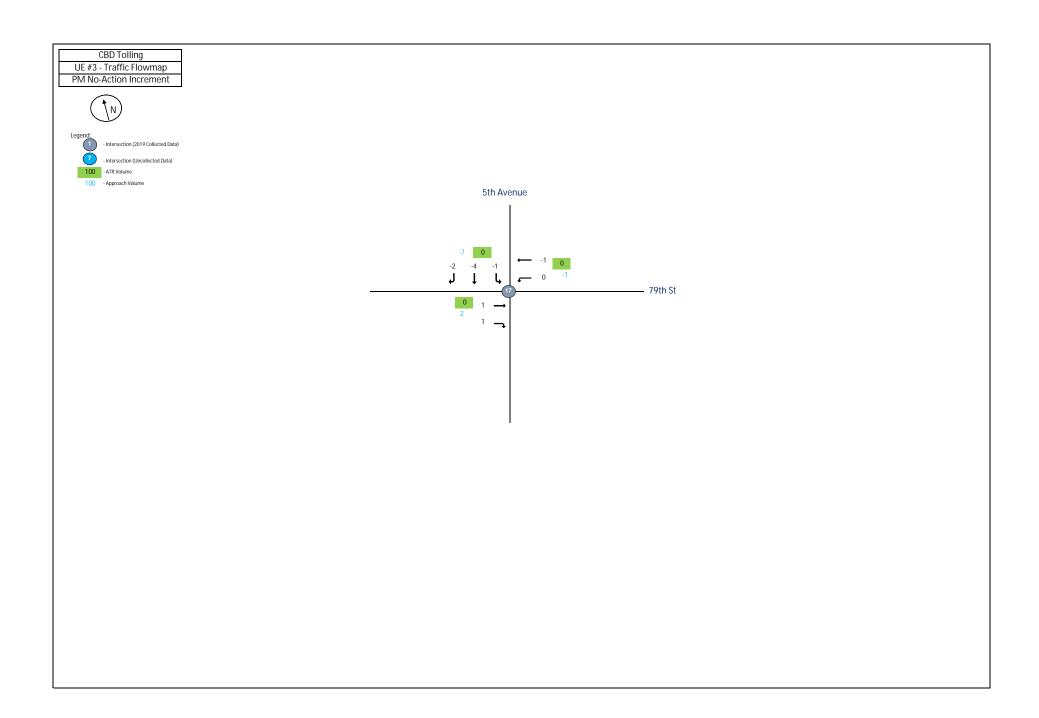
60th St & Lexington Ave							I	
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	1	-3	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-12	-1	0	-15
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	-4	0	0	
Park Ave	8	NB	0	-1	-10	0	0	
Park Ave	8	SB	0	0	0	0	0	-15
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	1	-6	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-5	-1	0	-11
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	-7	0	0	
Madison Ave	9	NB	0	-1	-8	0	0	
	9	SB	0	0	0	0	0	-16
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	-4	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	35	34	0	
Ĭ	10	SB	0	0	0	0	0	65
60th St & 5th Ave								
2019 (TMC-032)	11							
l `	11	EB	0	0	0	0	0	
60th St	11	WB	0	1	-9	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-8	-4	0	-20

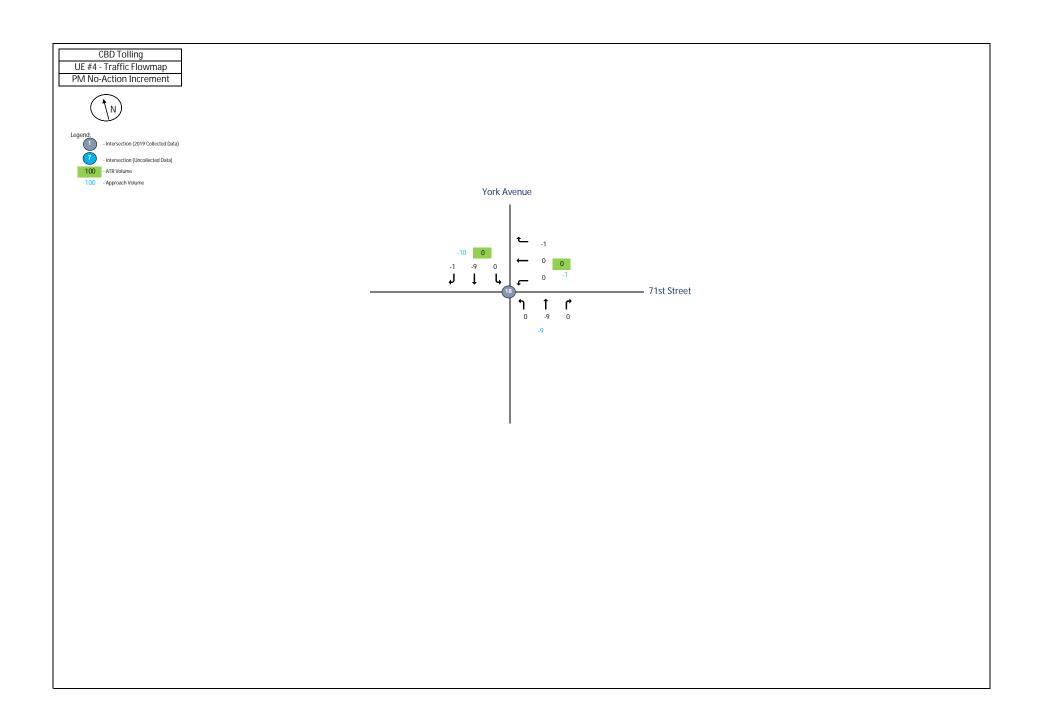
63rd St & York Ave							ı	I
2019 (TMC-033)	12							
	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-3	-2	0	0	
York Ave	12	NB	0	0	-1	-3	0	
York Ave	12	SB	0	-2	-2	0	0	-13
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-2	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-1	0	-3
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	0	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-12	0	0	-12
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-2	-1	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	0	-2	0	0	-5
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	0	-1	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-2	0	0	-3
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-2	-1	0	
79th St	17	WB	0	0	-2	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	0	0	0	0	-5
71st St & York Ave								
2019 (TMC-039)	18							
	18	EB	0	0	0	0	0	
71st St	18	WB	0	0	0	-1	0	
York Ave	18	NB	0	-1	-5	0	0	
York Ave	18	SB	0	0	-2	0	0	-9







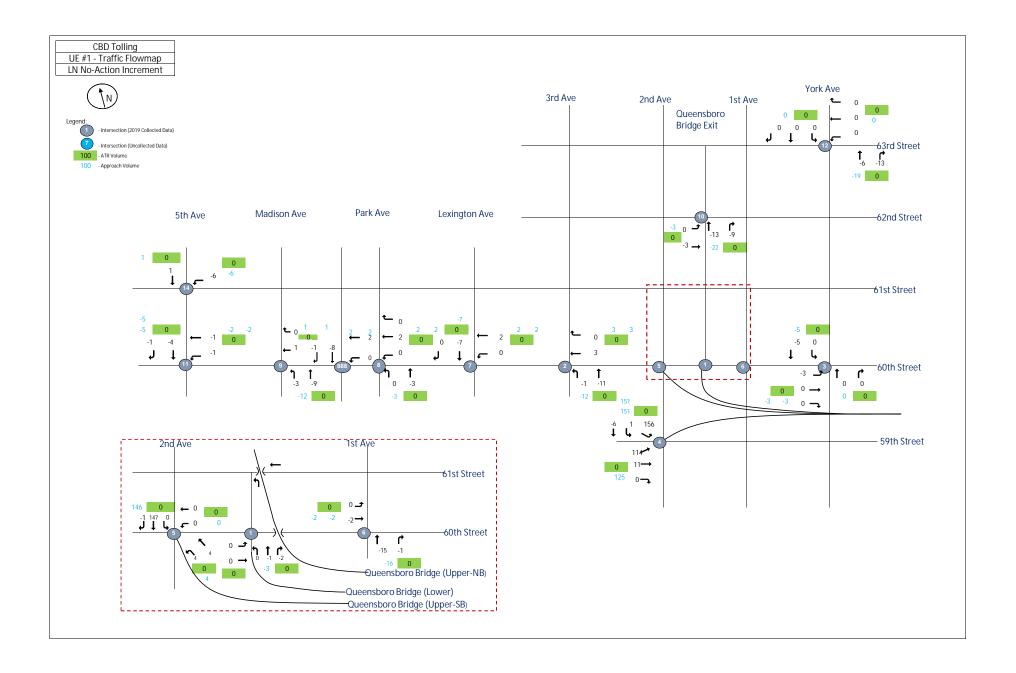


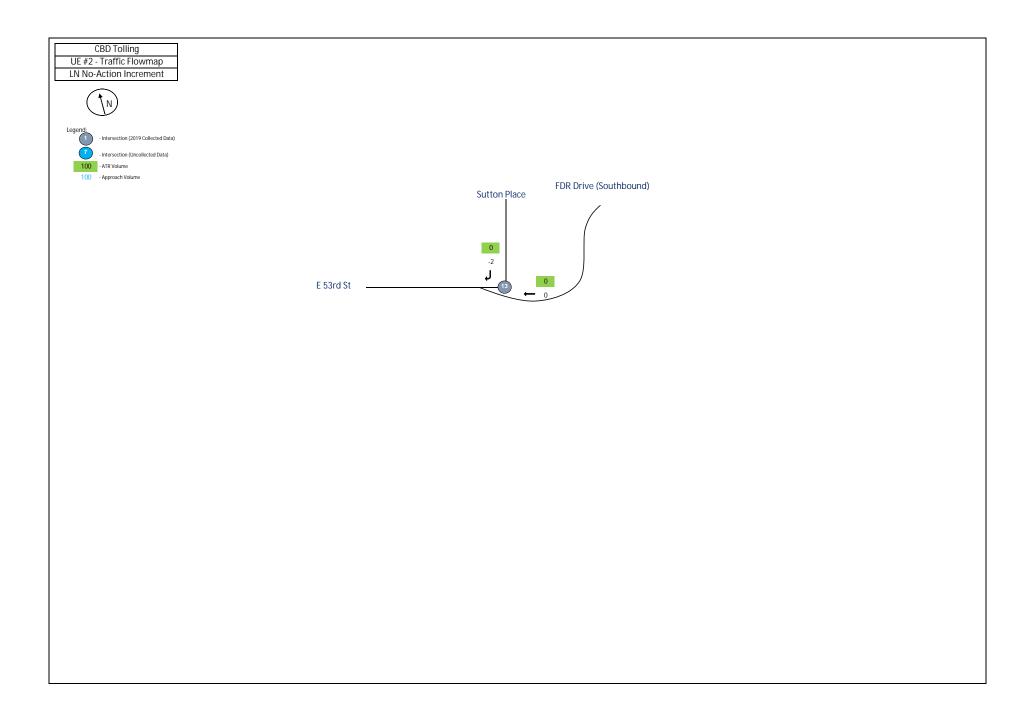


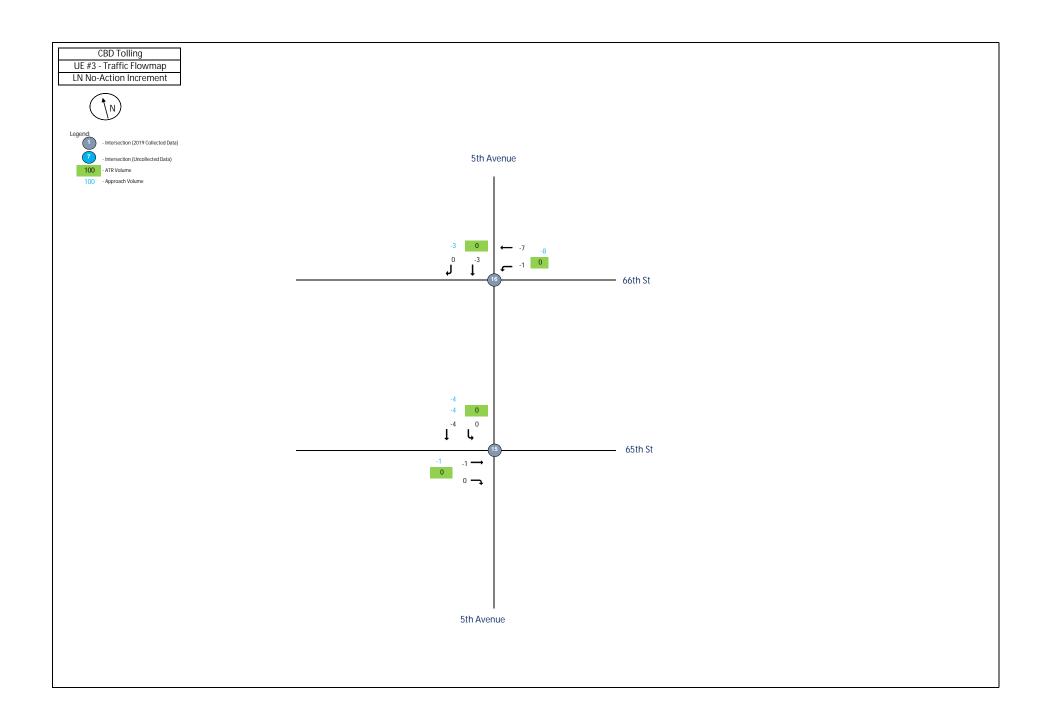
UE	5:00:00 PM							
					Total '	Vehic	les	
				Ink	ound	/Outb	ound	
					PM Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit		•	•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	0	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	0	5	13	0	
	1	SB	0	0	0	0	0	18
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	-19	-3	0	
3rd Ave	2	NB	0	2	17	0	0	
	2	SB	0	0	0	0	0	-3
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	0	15	0	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	0	0	0	
York Ave	3	SB	0	0	-34	0	0	-19
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	283	7	-1	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	406	0	-22	0	0	673
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	-30	-21	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	0	0	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	0	414	-1	0	413
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	-2	15	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	11	0	0	
	6	SB	0	0	0	0	0	24

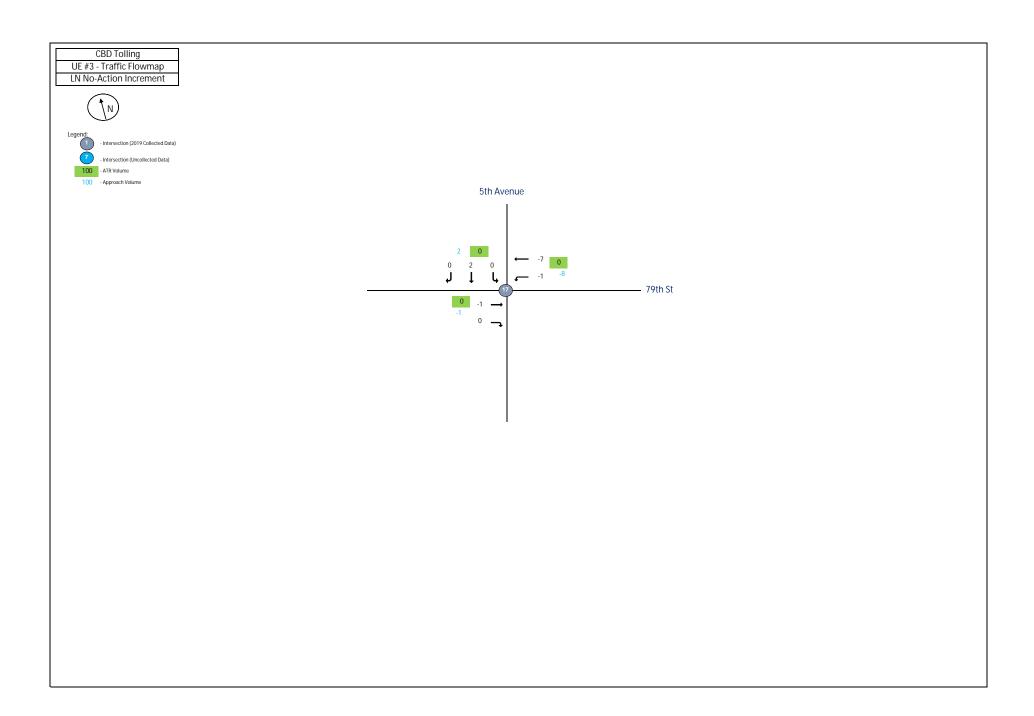
60th St & Lexington Ave							I	
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	-2	-15	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-21	-2	0	-40
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	-17	0	0	
Park Ave	8	NB	0	2	24	0	0	
Park Ave	8	SB	0	0	0	0	0	9
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	-1	-14	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-9	-1	0	-25
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	-14	-1	0	
Madison Ave	9	NB	0	1	11	0	0	
	9	SB	0	0	0	0	0	-3
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	0	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	22	46	0	
g .	10	SB	0	0	0	0	0	68
60th St & 5th Ave								
2019 (TMC-032)	11							
, , ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	0	-13	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-19	-9	0	-41

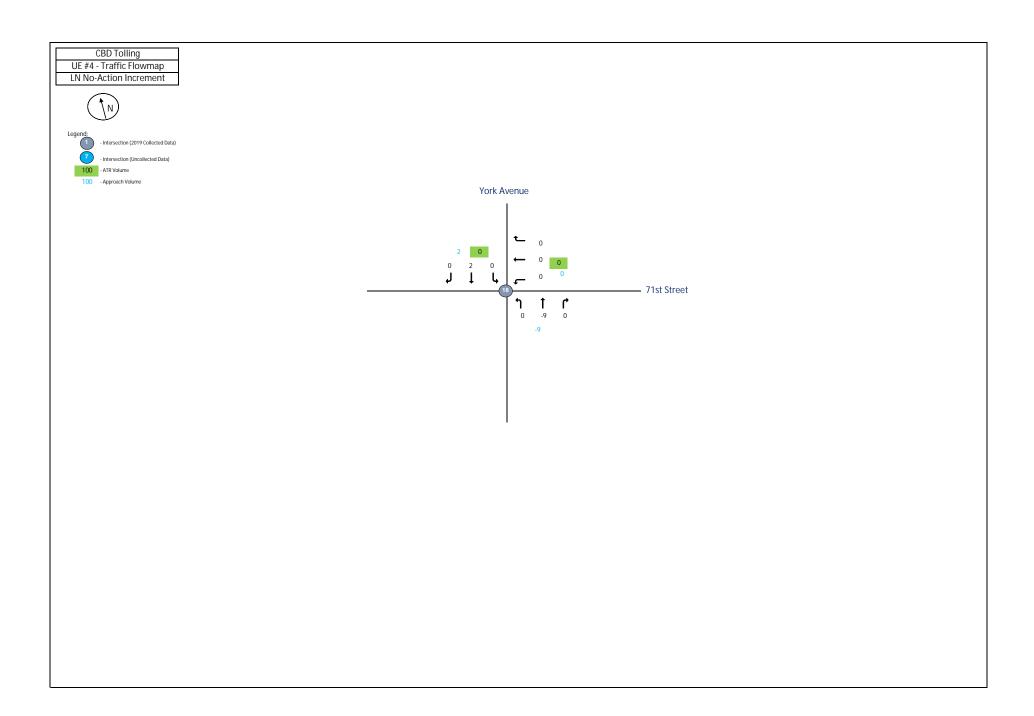
63rd St & York Ave		1	Ī				ı	
2019 (TMC-033)	12							
,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-12	-4	0	0	
York Ave	12	NB	0	0	-6	-6	0	
York Ave	12	SB	0	-4	-4	0	0	-36
53rd St & FDR Drive								
2019 (TMC-034)	13							
· ·	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-4	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-3	0	-7
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	1	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-29	0	0	-28
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	2	1	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	0	-4	0	0	-1
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	0	2	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-4	-2	0	-4
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	1	1	0	
79th St	17	WB	0	0	-1	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	-1	-4	-2	0	-6
71st St & York Ave								
2019 (TMC-039)	18							
	18	EB	0	0	0	0	0	
71st St	18	WB	0	0	0	-1	0	
York Ave	18	NB	0	0	-9	0	0	
York Ave	18	SB	0	0	-9	-1	0	-20







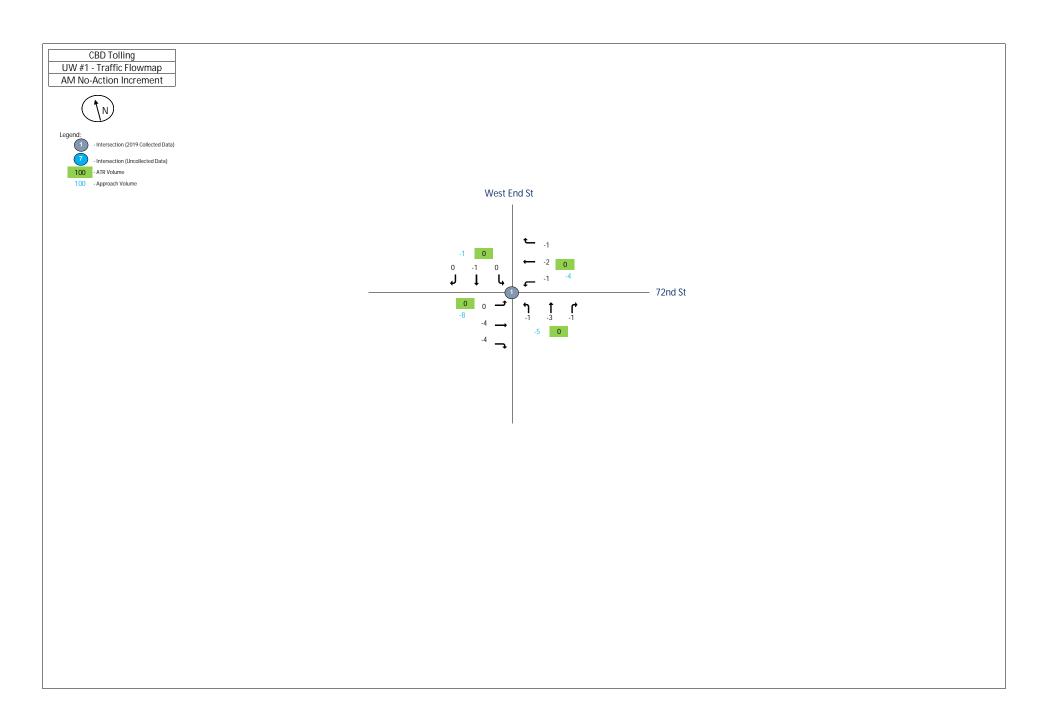


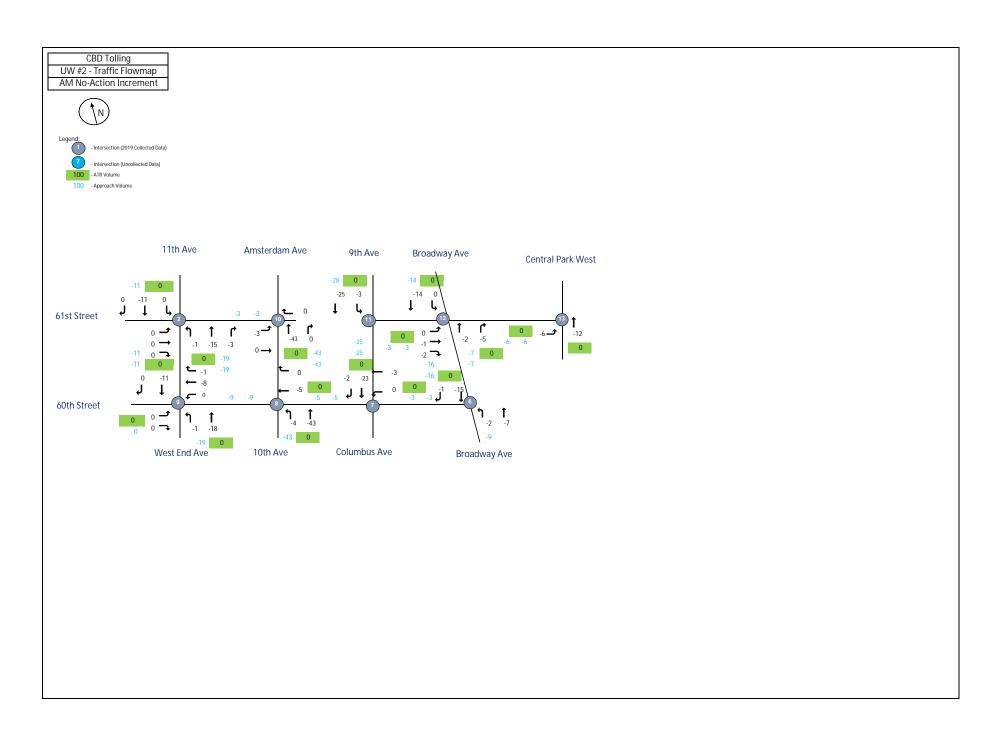


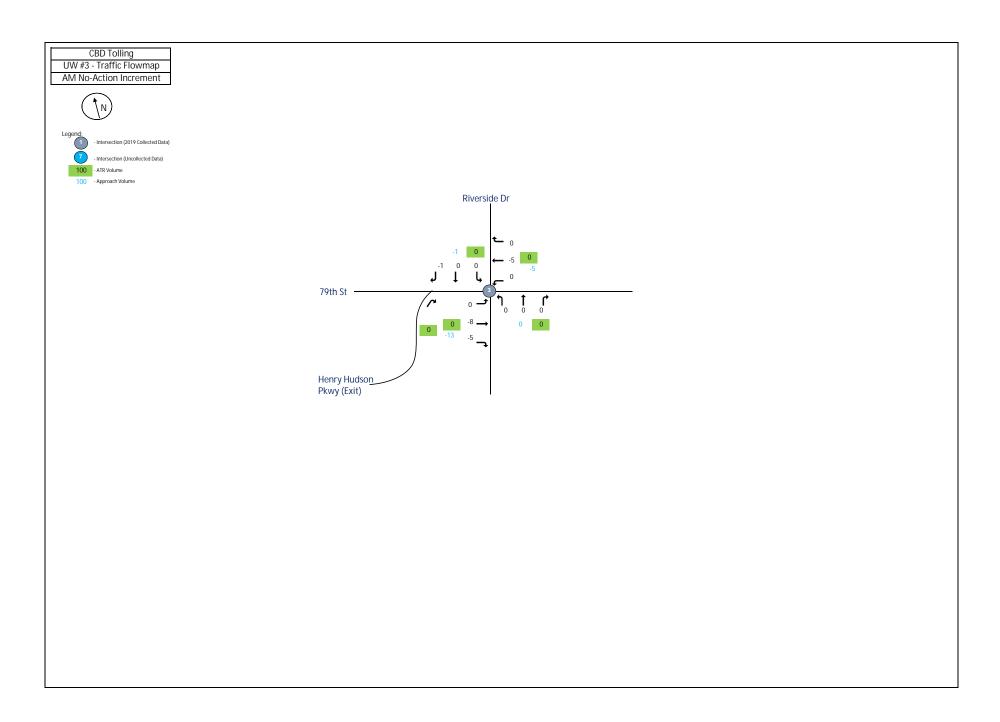
UE	9:00:00 PM					_		
			Total Vehicles					
			Inbound/Outbound			ound		
			LN Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit							
2019 (TMC-022)	1							
60th Street	1	EB	0	0	0	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	0	-1	-2	0	
	1	SB	0	0	0	0	0	-3
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	3	0	0	
3rd Ave	2	NB	0	-1	-11	0	0	
	2	SB	0	0	0	0	0	-9
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	-3	0	0	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	0	0	0	
York Ave	3	SB	0	0	-5	0	0	-8
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	114	11	0	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	156	1	-6	0	0	276
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	4	4	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	0	0	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	0	147	-1	0	146
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	0	-2	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	-15	-1	0	
	6	SB	0	0	0	0	0	-18

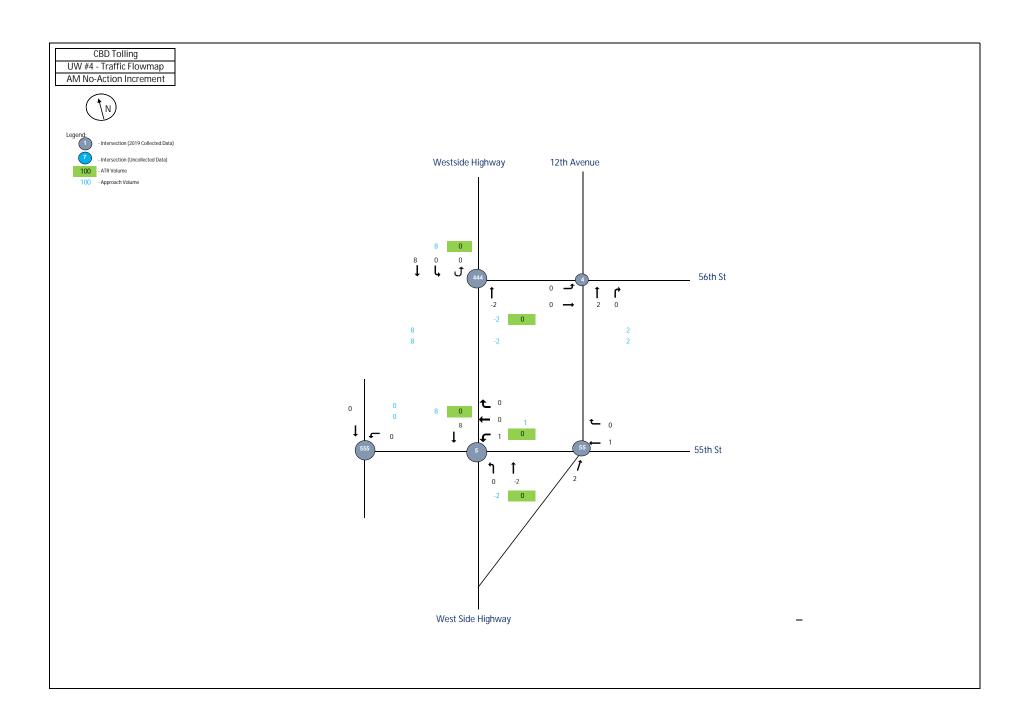
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	0	2	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-7	0	0	-5
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	2	0	0	
Park Ave	8	NB	0	0	-3	0	0	
Park Ave	8	SB	0	0	0	0	0	-1
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	0	2	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-8	-1	0	-7
60th St & Madison Ave								
2019 (TMC-030)	9							
,	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	1	0	0	
Madison Ave	9	NB	0	-3	-9	0	0	
	9	SB	0	0	0	0	0	-11
62nd St & Queensboror Bridge Exit								
2019 (TMC-031)	10							
62nd St	10	EB	0	0	-3	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	-13	-9	0	
	10	SB	0	0	0	0	0	-25
60th St & 5th Ave								
2019 (TMC-032)	11							
, , ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	-1	-1	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-4	-1	0	-7

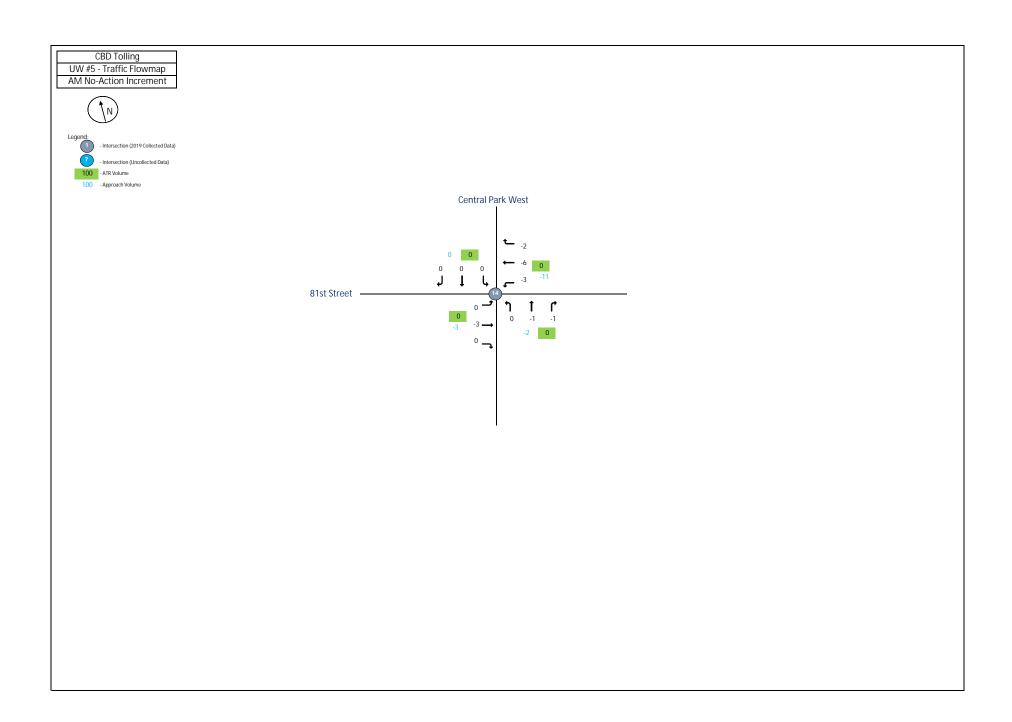
63rd St & York Ave							I	
2019 (TMC-033)	12							
	12	EB	0	0	0	0	0	
63rd St	12	WB	0	0	0	0	0	
York Ave	12	NB	0	0	-6	-13	0	
York Ave	12	SB	0	0	0	0	0	-19
53rd St & FDR Drive	1							
2019 (TMC-034)	13							
·	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	0	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-2	0	-2
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	-6	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	1	0	0	-5
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-1	0	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	0	-4	0	0	-5
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	-1	-7	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-3	0	0	-11
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-1	0	0	
79th St	17	WB	0	-1	-7	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	0	2	0	0	-7
71st St & York Ave								
2019 (TMC-039)	18	_						
	18	EB	0	0	0	0	0	
71st St	18	WB	0	0	0	0	0	
York Ave	18	NB	0	0	-9	0	0	_
York Ave	18	SB	0	0	2	0	0	-7

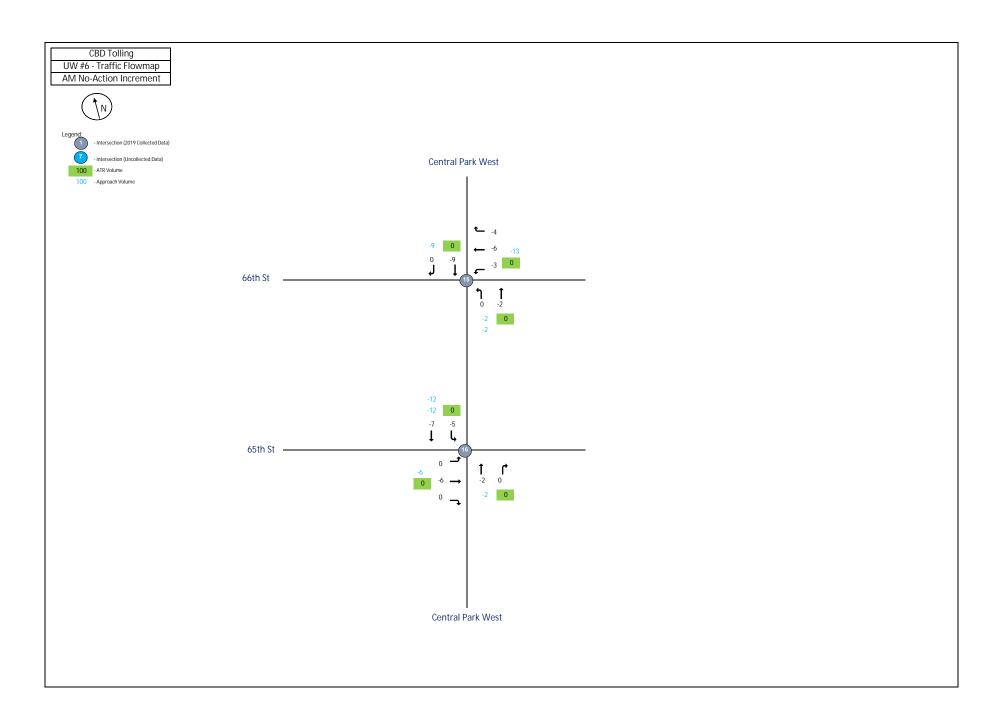










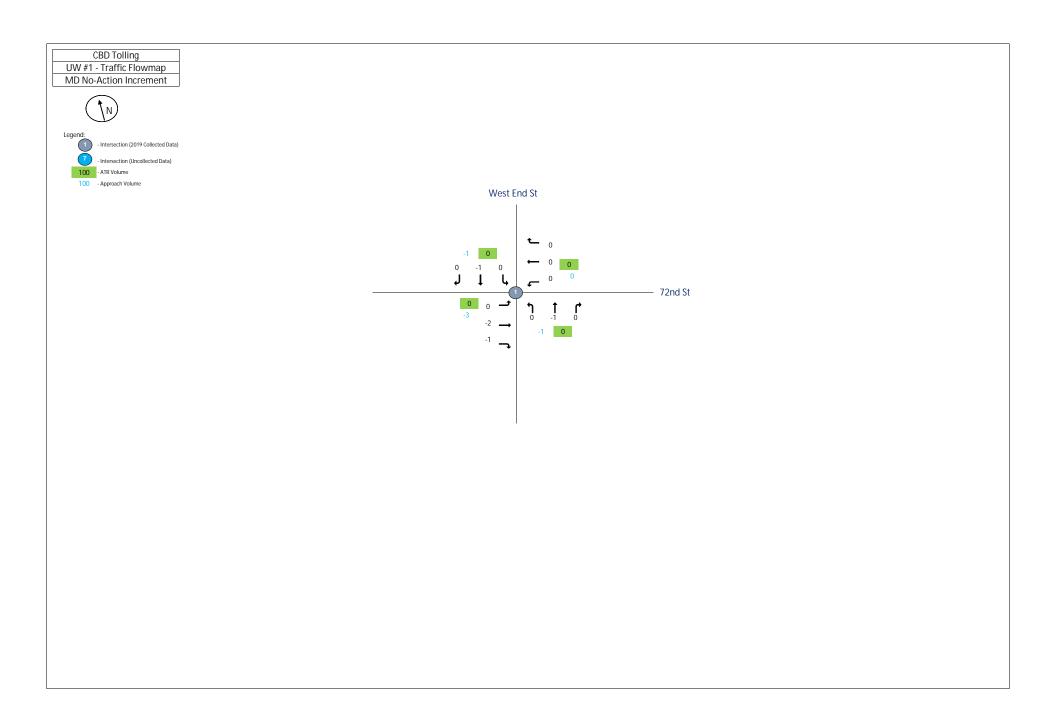


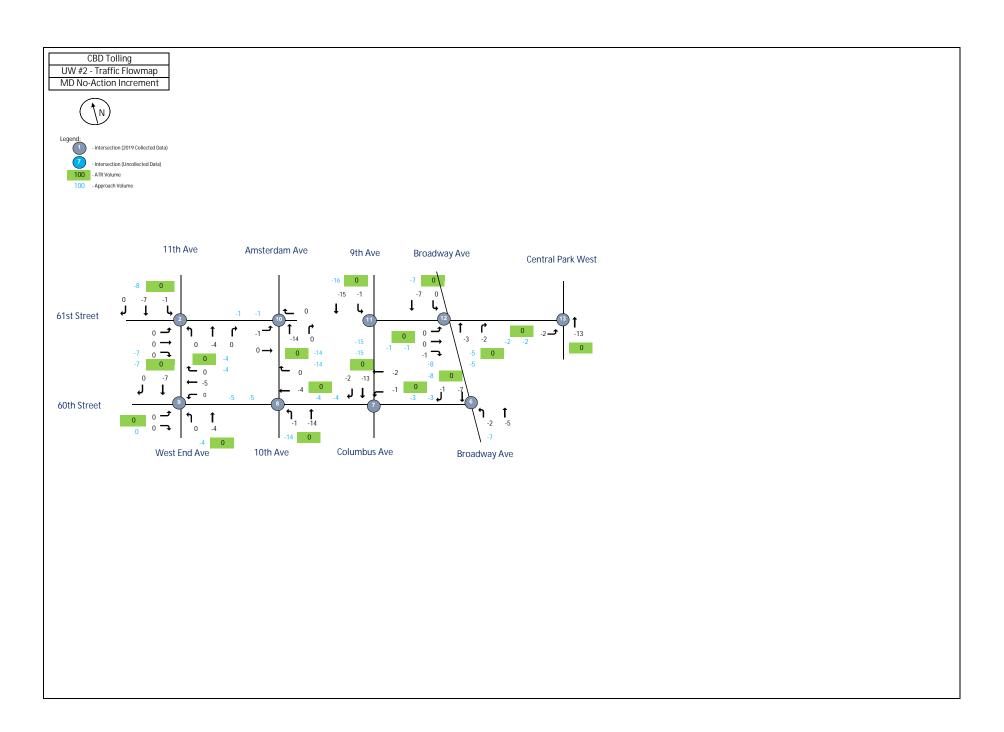
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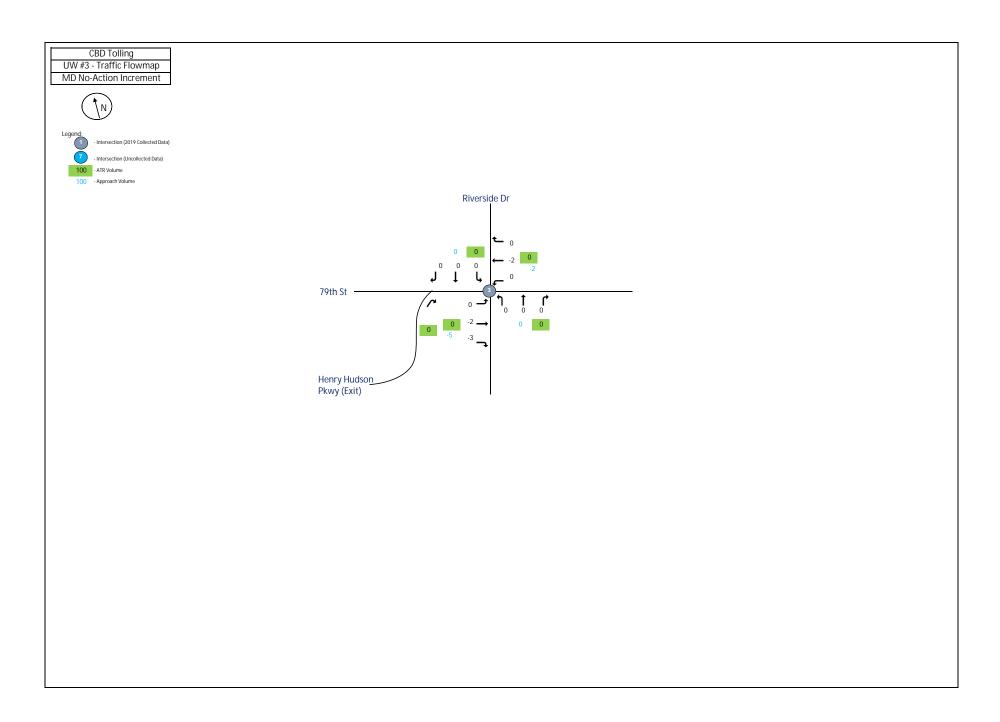
UW	8:00:00 AM		Total Vehicles					
						/Outb		
						eak H		
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St								
2019 (TMC-042)	1							
W 72nd St	1	EB	0	0	-4	-4	0	
W 72nd St	1	WB	0	-1	-2	-1	0	
West End St	1	NB	0	-1	-3	-1	0	
West End St	1	SB	0	0	-1	0	0	-18
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	0	0	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	-1	-15	-3	0	
West End St	2	SB	0	0	-11	0	0	-30
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	0	-8	-5	0	
W 79th St	3	WB	0	0	-5	0	0	
Riverside Dr	3	NB	0	0	0	0	0	
Riverside Dr	3	SB	0	0	0	-1	0	-19
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	0	0	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	2	0	0	
West Side Hwy	4	SB	0	0	0	0	0	2
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	-2	0	0	
West Side Hwy	444	SB	0	0	8	0	0	6
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
<u>-</u>	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	1	0	0	0	
West Side Hwy	5	NB	0	0	-2	0	0	_
West Side Hwy	5	SB	0	0	8	0	0	7

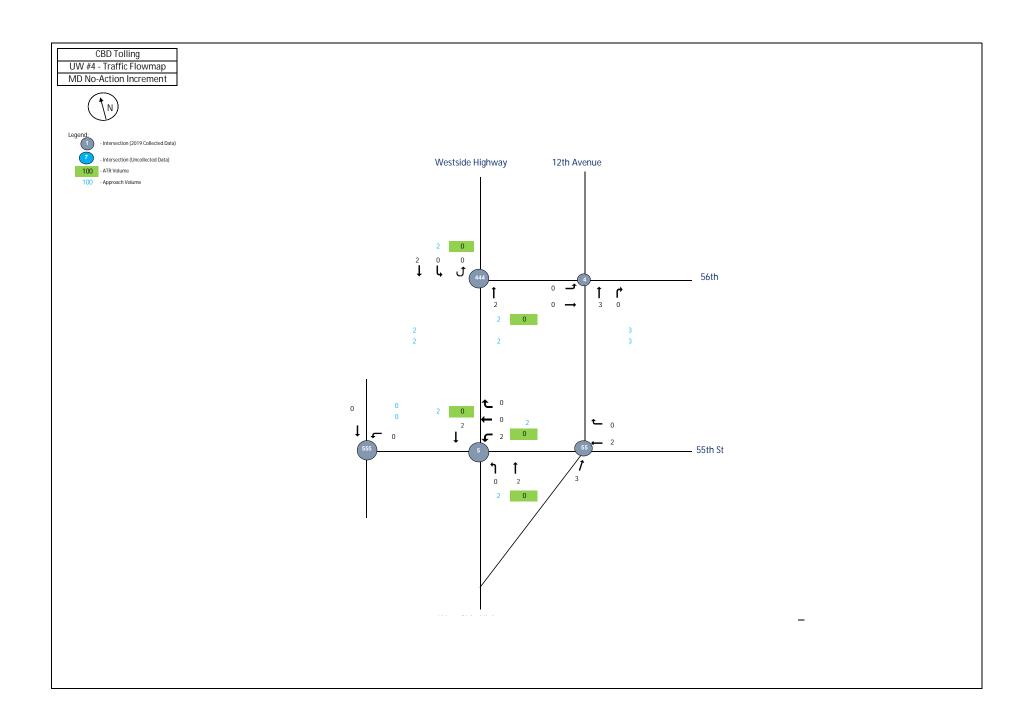
W 55th St and West Side Hwy			Ī					
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	1	0	0	
West Side Hwy	55	NB	0	0	2	0	0	
West Side Hwy	55	SB	0	0	0	0	0	3
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	0	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	0
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-2	-7	0	0	
Broadway	6	SB	0	0	-15	-1	0	-25
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	0	-3	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-23	-2	0	-28
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-5	0	0	
10th Ave	8	NB	0	-4	-43	0	0	
10th Ave	8	SB	0	0	0	0	0	-52
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	0	-8	-1	0	
11th Ave	9	NB	0	-1	-18	0	0	
11th Ave	9	SB	0	0	-11	0	0	-39
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	-3	0	0	0	
W 61st St	10	WB	0	0	0	0	0	
10th Ave	10	NB	0	0	-43	0	0	
10th Ave	10	SB	0	0	0	0	0	-46

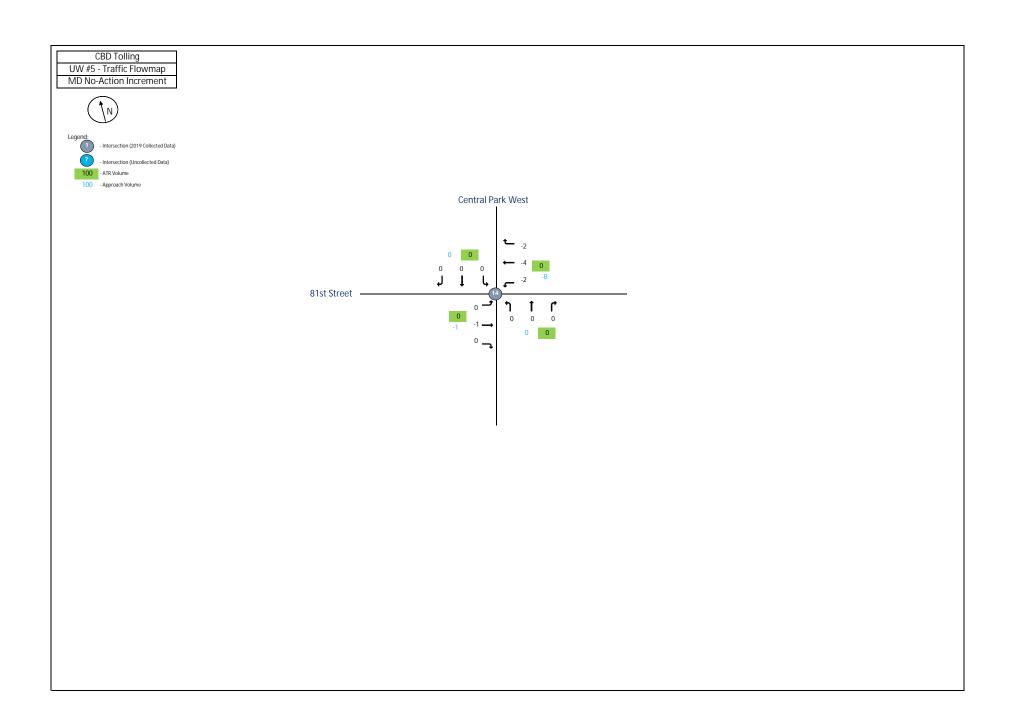
W 61st St and Columbus Ave							I	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-3	-25	0	0	-28
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	0	-1	-2	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-2	-5	0	
Broadway	12	SB	0	0	-14	0	0	-24
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-6	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-12	0	0	
Central Park	13	SB	0	0	0	0	0	-18
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	0	-3	0	0	
W 79th St Transverse	14	WB	0	-3	-6	-2	0	
Central Park	14	NB	0	0	-1	-1	0	
Central Park	14	SB	0	0	0	0	0	-16
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-3	-6	-4	0	
Central Park West	15	NB	0	0	-2	0	0	
Central Park West	15	SB	0	0	-9	0	0	-24
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	0	-6	0	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-2	0	0	
Central Park West	16	SB	0	-5	-7	0	0	-20

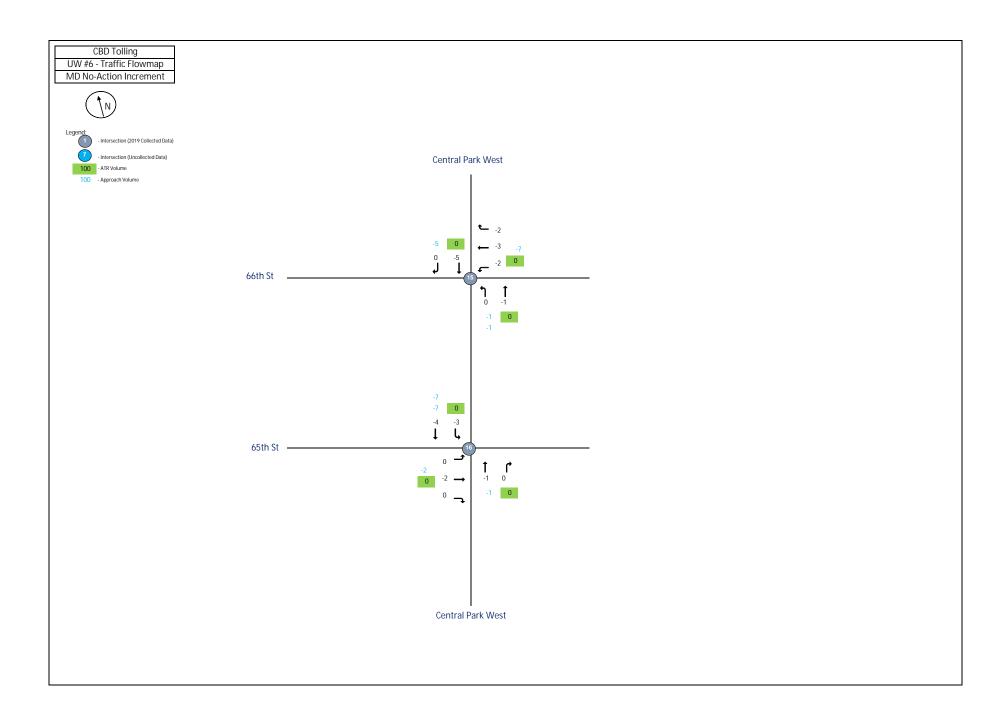










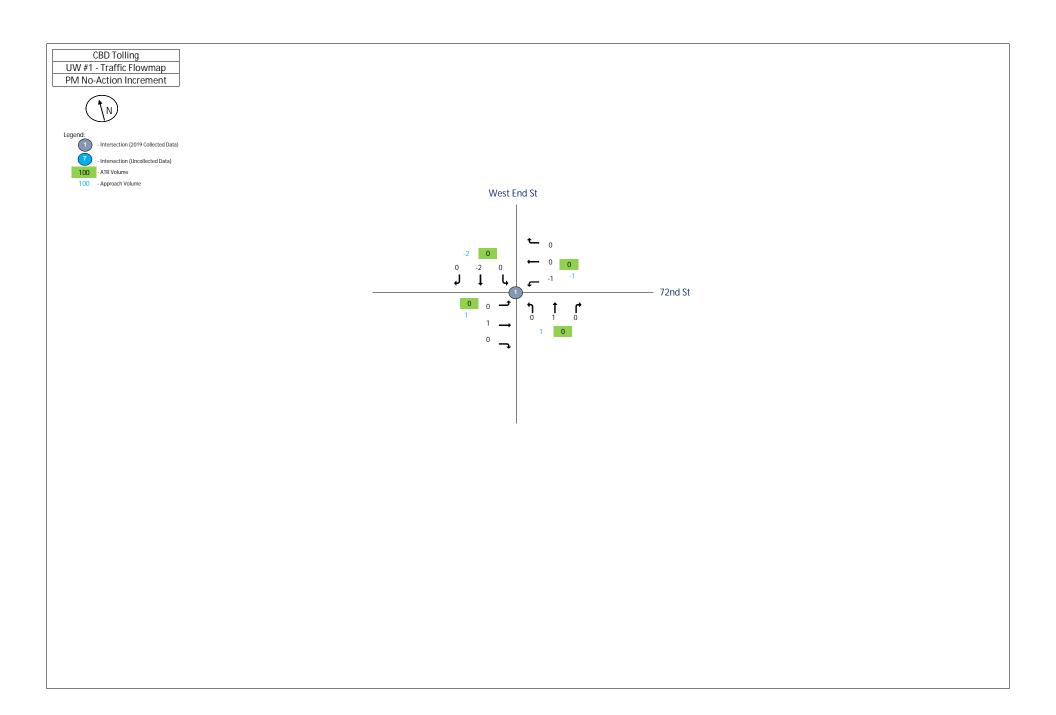


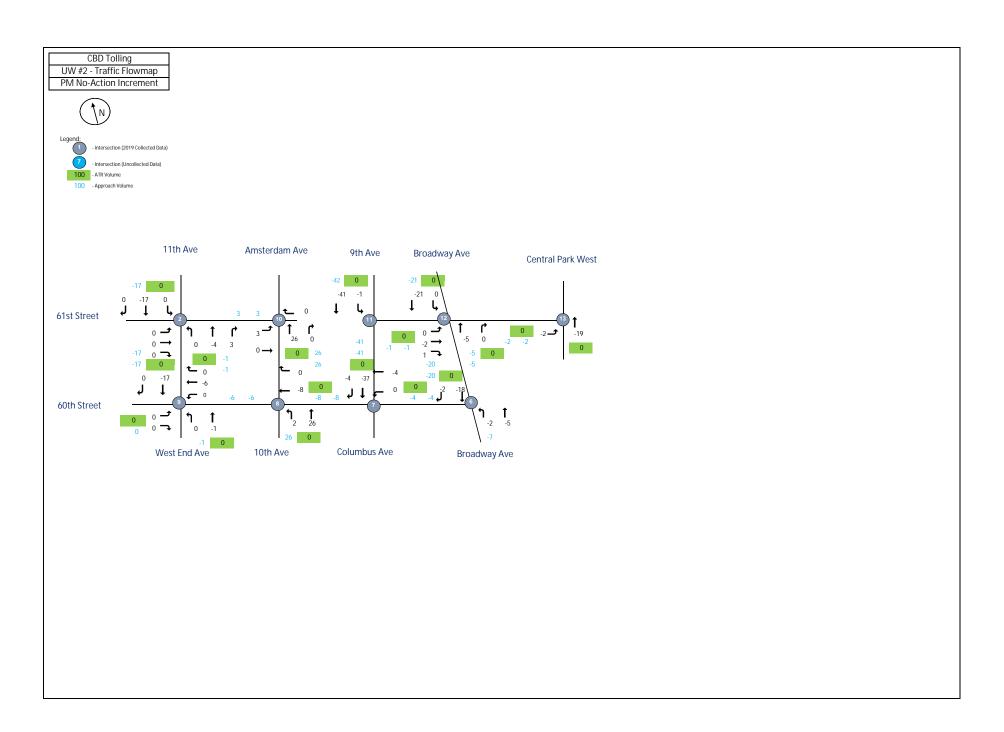
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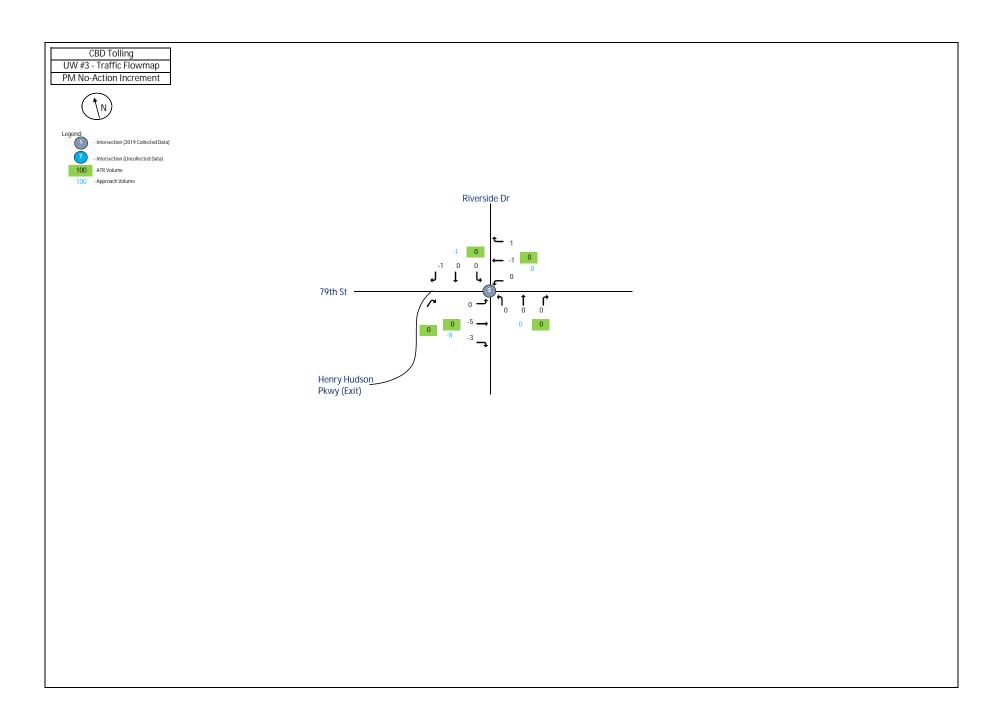
UW	1:00:00 PM		Total Vehicles					
						I/Outb		
						eak H		
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
2019 (TMC-042)	1							
W 72nd St	1	EB	0	0	-2	-1	0	
W 72nd St	1	WB	0	0	0	0	0	
West End St	1	NB	0	0	-1	0	0	
West End St	1	SB	0	0	-1	0	0	-5
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	0	0	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	0	-4	0	0	
West End St	2	SB	0	-1	-7	0	0	-12
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	0	-2	-3	0	
W 79th St	3	WB	0	0	-2	0	0	
Riverside Dr	3	NB	0	0	0	0	0	
Riverside Dr	3	SB	0	0	0	0	0	-7
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	0	0	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	3	0	0	
West Side Hwy	4	SB	0	0	0	0	0	3
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	2	0	0	
West Side Hwy	444	SB	0	0	2	0	0	4
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	2	0	0	0	
West Side Hwy	5	NB	0	0	2	0	0	
West Side Hwy	5	SB	0	0	2	0	0	6

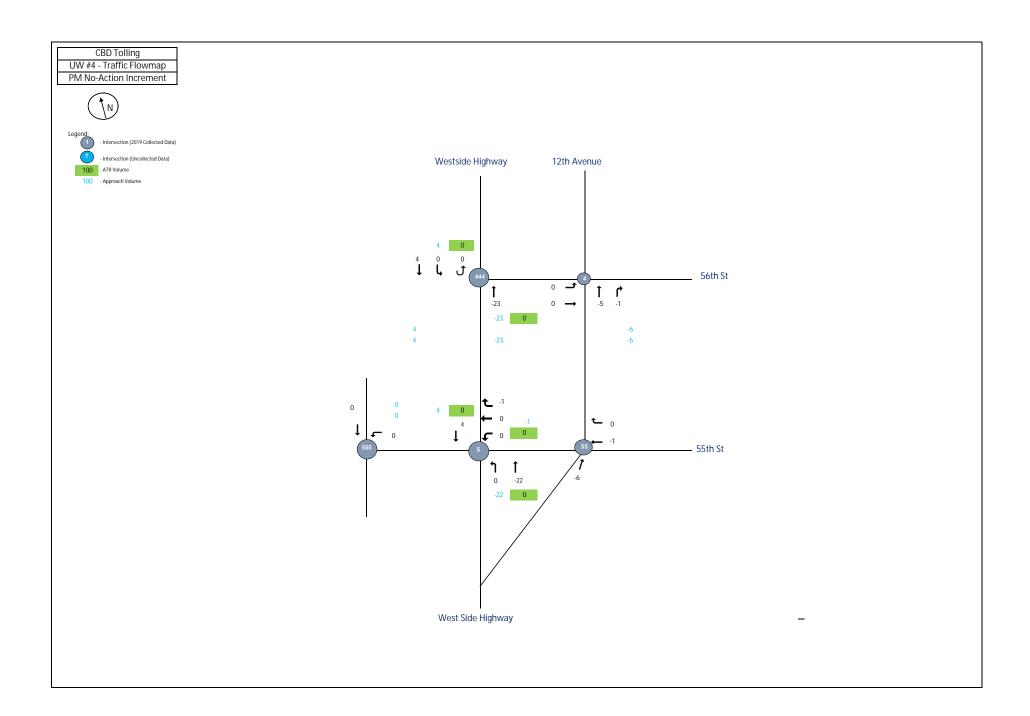
W 55th St and West Side Hwy			Ī					
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	2	0	0	
West Side Hwy	55	NB	0	0	3	0	0	
West Side Hwy	55	SB	0	0	0	0	0	5
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	0	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	0
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-2	-5	0	0	
Broadway	6	SB	0	0	-7	-1	0	-15
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	-1	-2	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-13	-2	0	-18
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-4	0	0	
10th Ave	8	NB	0	-1	-14	0	0	
10th Ave	8	SB	0	0	0	0	0	-19
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	0	-5	0	0	
11th Ave	9	NB	0	0	-4	0	0	
11th Ave	9	SB	0	0	-7	0	0	-16
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	-1	0	0	0	
W 61st St	10	WB	0	0	0	0	0	
10th Ave	10	NB	0	0	-14	0	0	
10th Ave	10	SB	0	0	0	0	0	-15

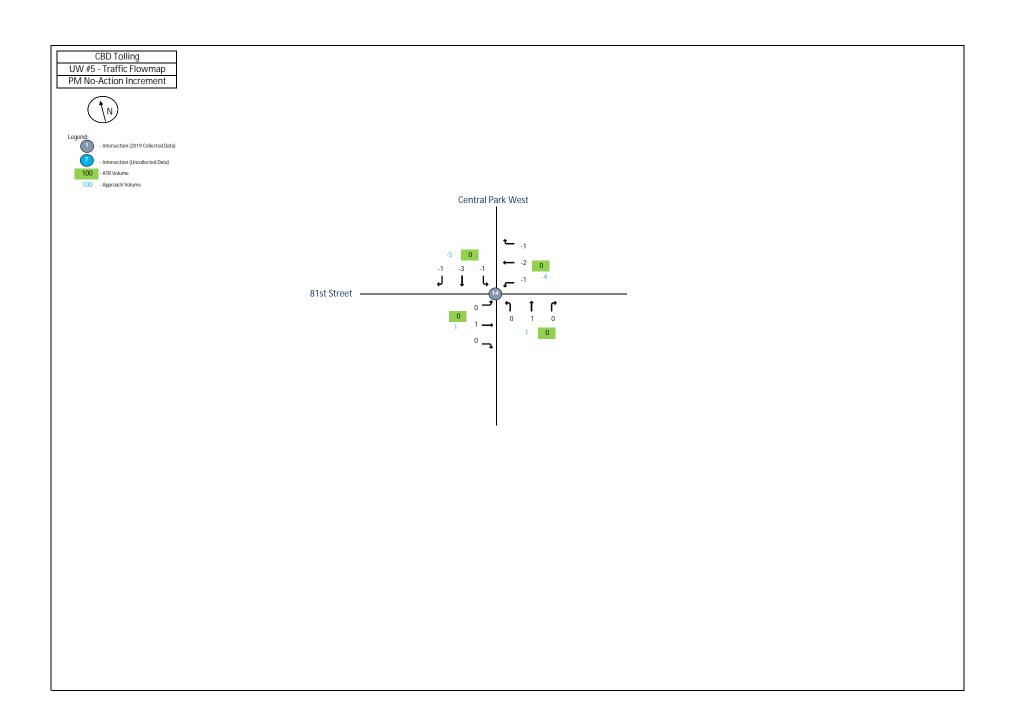
W 61st St and Columbus Ave							I	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-1	-15	0	0	-16
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	0	0	-1	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-3	-2	0	
Broadway	12	SB	0	0	-7	0	0	-13
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-2	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-13	0	0	
Central Park	13	SB	0	0	0	0	0	-15
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	0	-1	0	0	
W 79th St Transverse	14	WB	0	-2	-4	-2	0	
Central Park	14	NB	0	0	0	0	0	
Central Park	14	SB	0	0	0	0	0	-9
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-2	-3	-2	0	
Central Park West	15	NB	0	0	-1	0	0	
Central Park West	15	SB	0	0	-5	0	0	-13
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	0	-2	0	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-1	0	0	
Central Park West	16	SB	0	-3	-4	0	0	-10

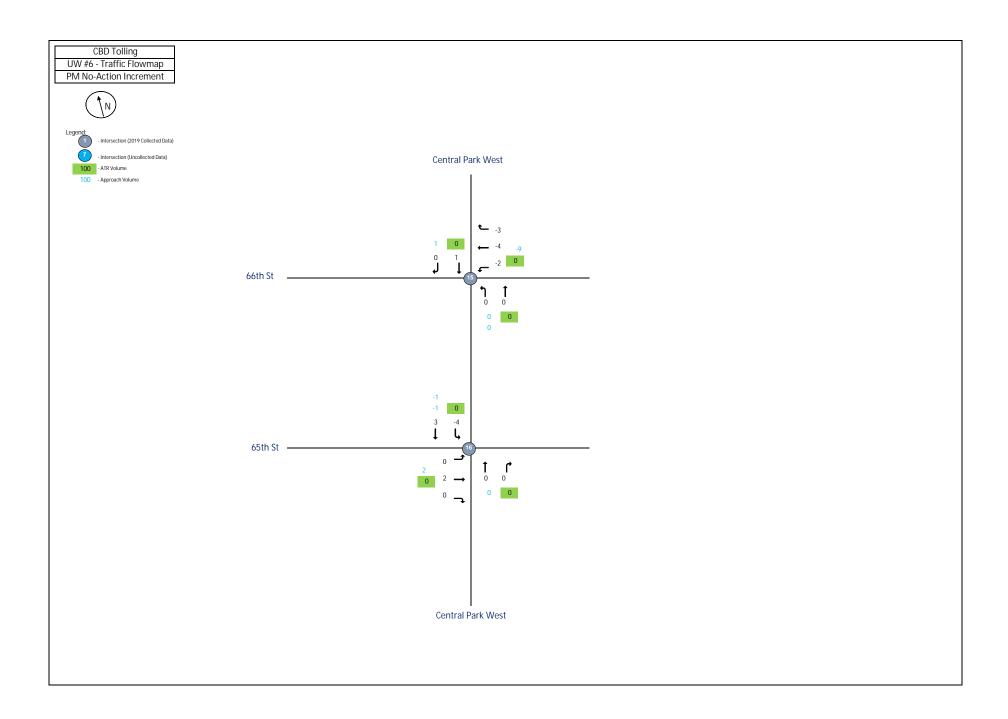










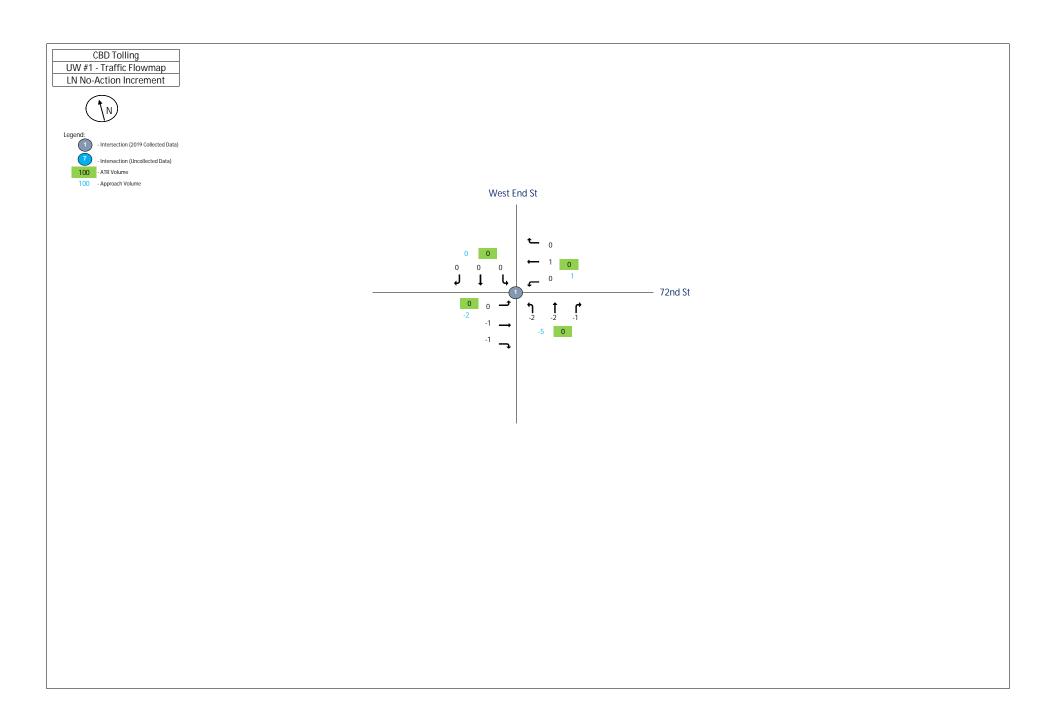


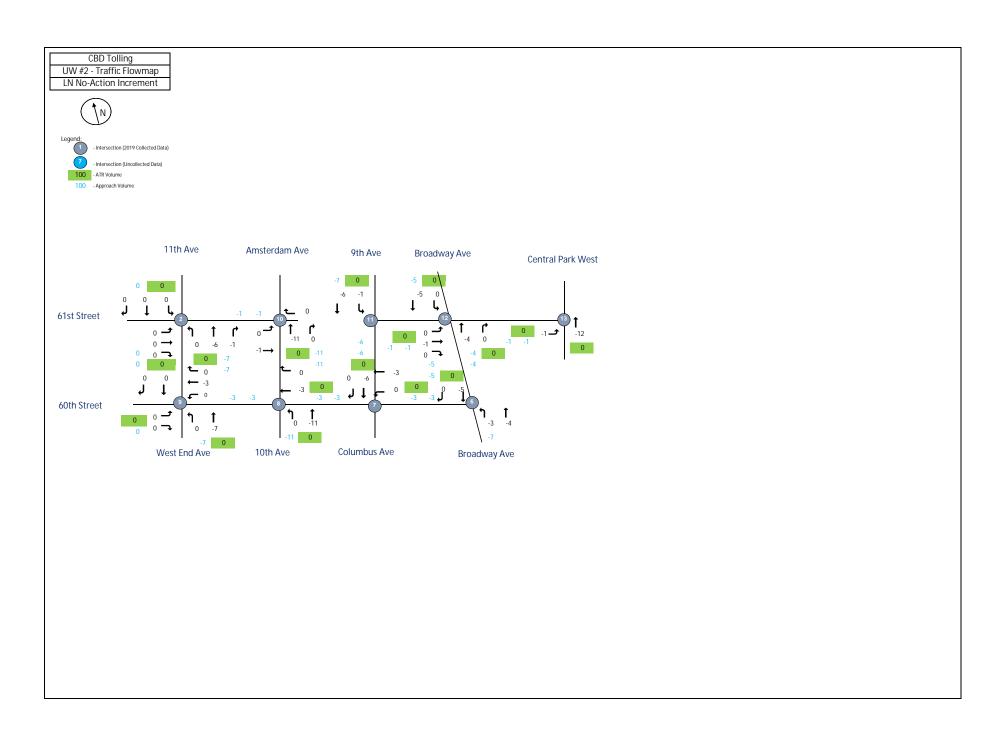
UW 5:00:00 PM

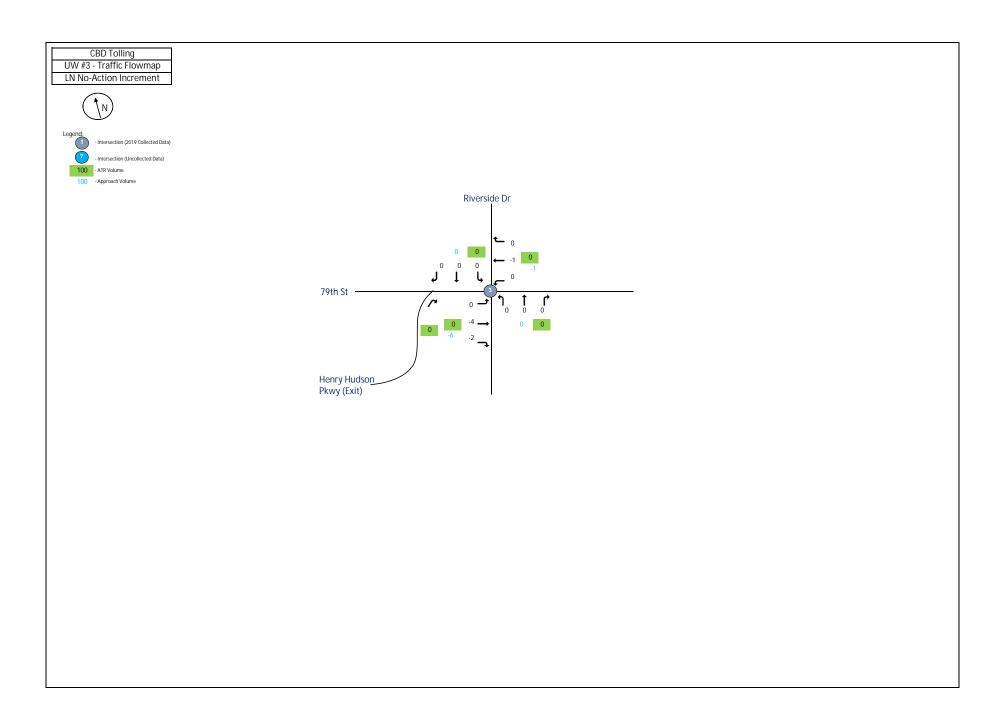
UW	5:00:00 PM		Total Vehicles						
						/Outk			
						eak H		l	
Intersection	Node	Approach	L2	L	T	R	R2	Total	
W 72nd St and West End St	Node	Арргоасті	LZ	_	' '	11	112	Total	
2019 (TMC-042)	1								
W 72nd St	1	EB	0	0	1	0	0		
W 72nd St	1	WB	0	-1	0	0	0		
West End St	1	NB	0	0	1	0	0		
West End St	1	SB	0	0	-2	0	0	-1	
W 61st St and West End St	<u> </u>	35		-			-	-1	
2019 (TMC-043)	2								
W 61st St	2	EB	0	0	0	0	0		
W 61st St	2	WB	0	0	0	0	0		
West End St	2	NB	0	0	-4	3	0		
West End St	2	SB	0	0	- 4 -17	0	0	-18	
W 79th St and Riverside Dr		35		0	1/	<u> </u>		-10	
2019 (TMC-044)	3	NEB							
W 79th St	3	EB	0	0	-5	-3	0		
W 79th St	3	WB	0	0	-5 -1	-5 1	0		
Riverside Dr	3	NB	0	0	0	0	0		
Riverside Dr	3	SB	0	0	0	-1	0	-9	
W 79th St and Riverside Dr]	36	-					-9	
2019 (TMC-044)	333								
W 79th St	333	EB	0	0	0	0	0		
W 79th St	333	WB	0	0	0	0	0		
Riverside Dr	333	NB	0	0	0	0	0		
Riverside Dr	333	SB	0	0	0	0	0	0	
W 56th St and West Side Hwy	333	35							
2019 (TMC-045)	4								
-	4	EB	0	0	0	0	0		
W 56th St	4	WB	0	0	0	0	0		
West Side Hwy	4	NB	0	0	-5	-1	0		
West Side Hwy	4	SB	0	0	0	0	0	-6	
W 56th St and West Side Hwy									
2019 (TMC-045)	444								
-	444	EB	0	0	0	0	0		
W 56th St	444	WB	0	0	0	0	0		
West Side Hwy	444	NB	0	0	-23	0	0		
West Side Hwy	444	SB	0	0	4	0	0	-19	
W 55th St and West Side Hwy					<u> </u>				
2019 (TMC-046)	5								
 -	5	EB	0	0	0	0	0		
W 55th St	5	WB	0	0	0	-1	0		
West Side Hwy	5	NB	0	0	-22	0	0		
West Side Hwy	5	SB	0	0	4	0	0	-19	
			J				J		

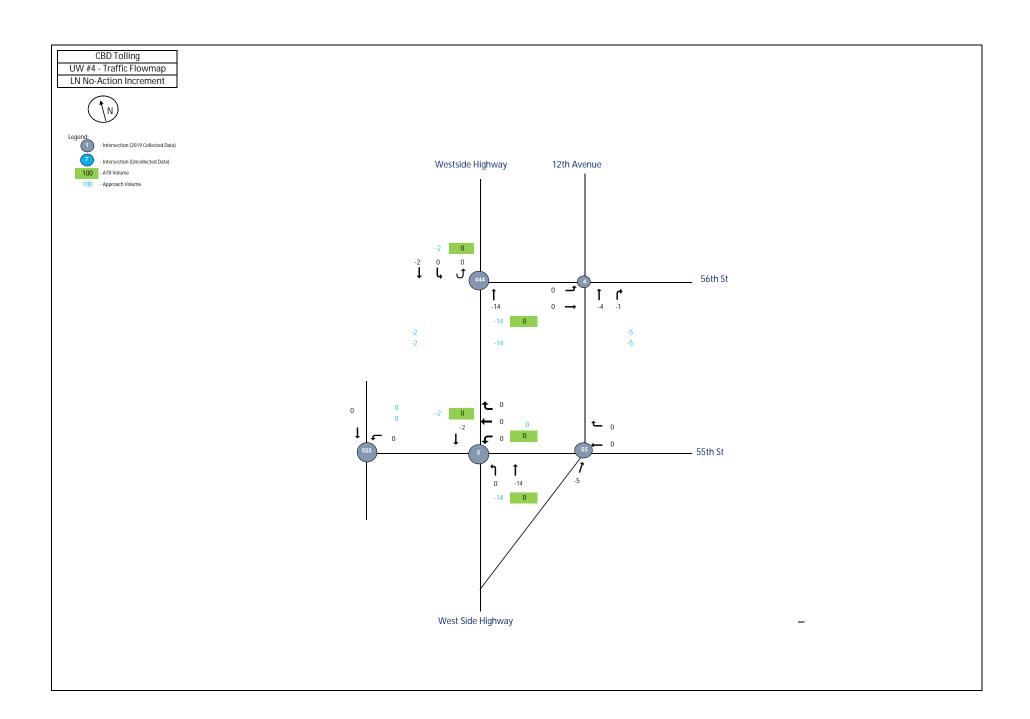
W 55th St and West Side Hwy								
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	-1	0	0	
West Side Hwy	55	NB	0	0	-6	0	0	
West Side Hwy	55	SB	0	0	0	0	0	-7
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	0	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	0
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-2	-5	0	0	
Broadway	6	SB	0	0	-18	-2	0	-27
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	0	-4	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-37	-4	0	-45
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-8	0	0	
10th Ave	8	NB	0	2	26	0	0	
10th Ave	8	SB	0	0	0	0	0	20
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	0	-6	0	0	
11th Ave	9	NB	0	0	-1	0	0	
11th Ave	9	SB	0	0	-17	0	0	-24
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	3	0	0	0	
W 61st St	10	WB	0	0	0	0	0	
10th Ave	10	NB	0	0	26	0	0	
10th Ave	10	SB	0	0	0	0	0	29

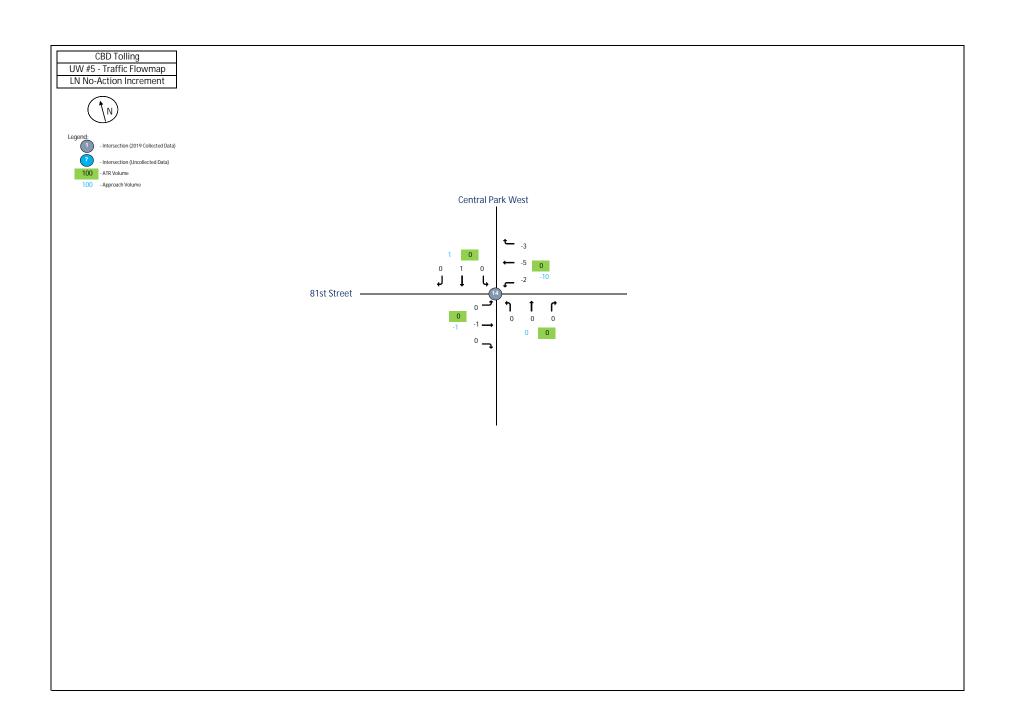
W 61st St and Columbus Ave							I	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-1	-41	0	0	-42
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	0	-2	1	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-5	0	0	
Broadway	12	SB	0	0	-21	0	0	-27
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-2	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-19	0	0	
Central Park	13	SB	0	0	0	0	0	-21
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	0	1	0	0	
W 79th St Transverse	14	WB	0	-1	-2	-1	0	
Central Park	14	NB	0	0	1	0	0	
Central Park	14	SB	0	-1	-3	-1	0	-7
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-2	-4	-3	0	
Central Park West	15	NB	0	0	0	0	0	
Central Park West	15	SB	0	0	1	0	0	-8
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	0	2	0	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	0	0	0	
Central Park West	16	SB	0	-4	3	0	0	1

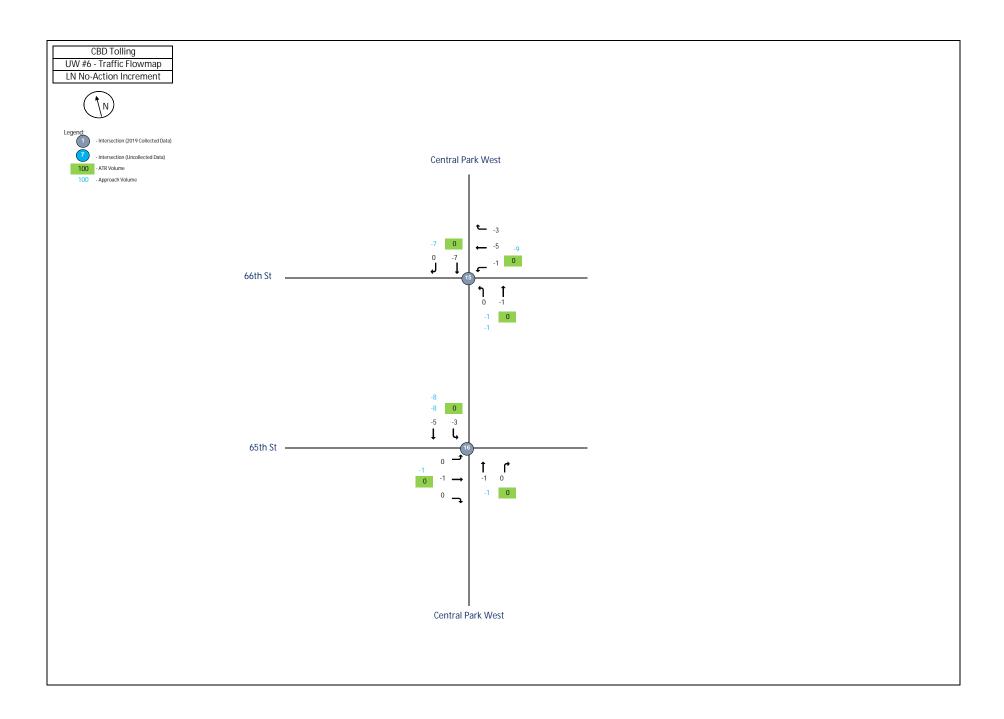










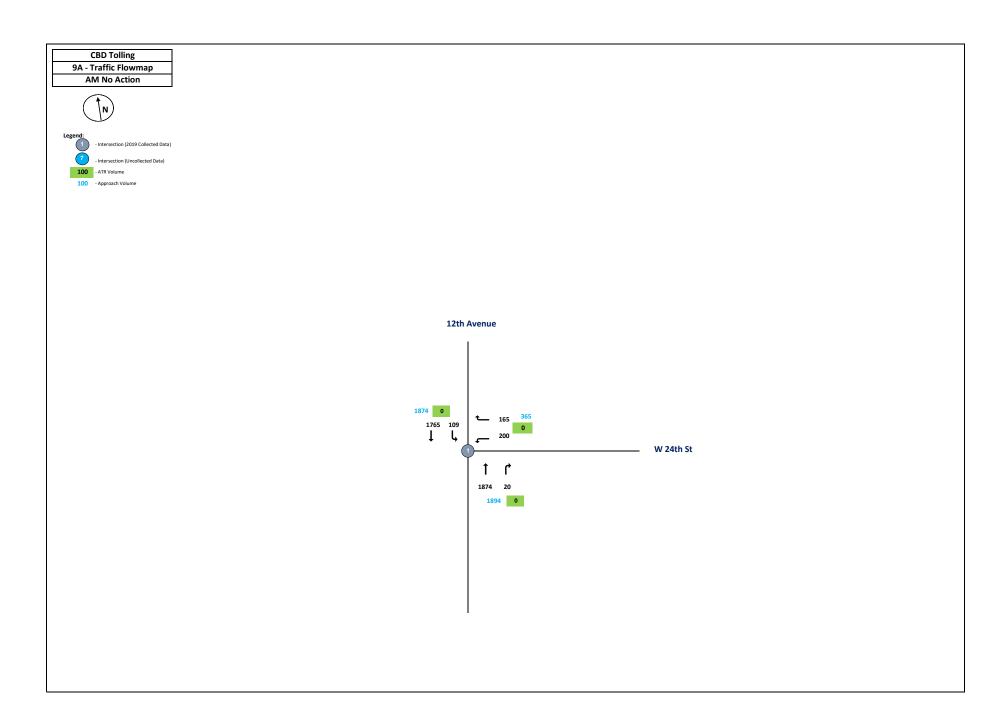


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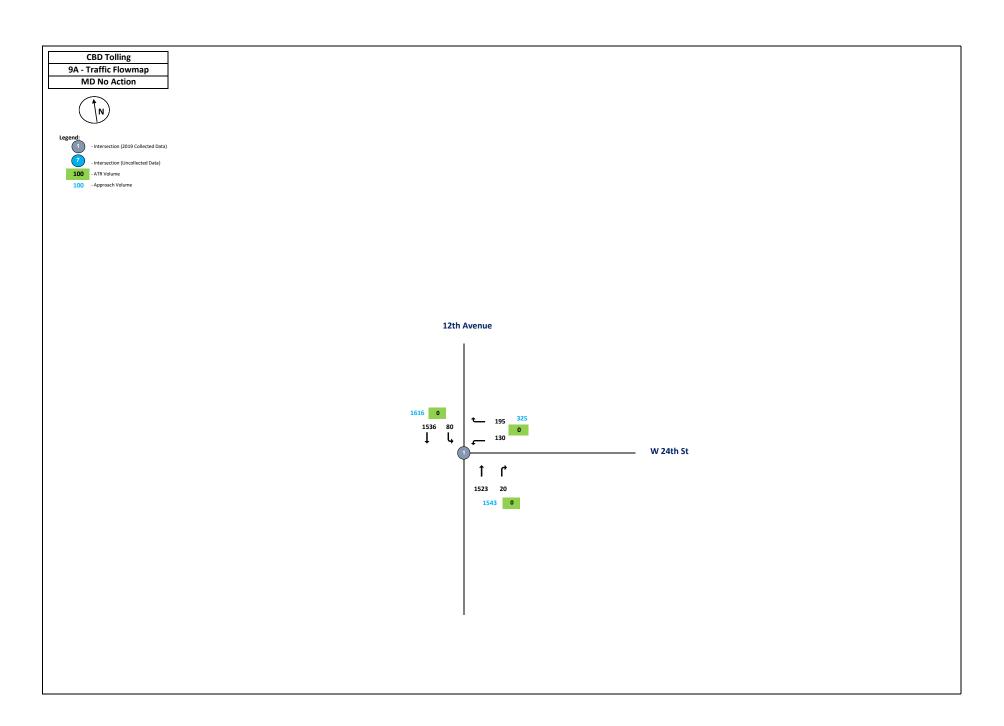
UW	9:00:00 PM				Total	Vehic	les	
						/Outk		
						eak H		
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St	Noue	Арргоасп	LZ		'	11	112	Total
2019 (TMC-042)	1							
W 72nd St	1	EB	0	0	-1	-1	0	
W 72nd St	1	WB	0	0	1	0	0	
West End St	1	NB	0	-2	-2	-1	0	
West End St	1	SB	0	0	0	0	0	-6
W 61st St and West End St		35						-0
2019 (TMC-043)	2							
W 61st St	2	EB	0	0	0	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	0	-6	-1	0	
West End St	2	SB	0	0	0	0	0	-7
W 79th St and Riverside Dr	-	35						•
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	0	-4	-2	0	
W 79th St	3	WB	0	0	-1	0	0	
Riverside Dr	3	NB	0	0	0	0	0	
Riverside Dr	3	SB	0	0	0	0	0	-7
W 79th St and Riverside Dr	_							
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	0	0	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	-4	-1	0	
West Side Hwy	4	SB	0	0	0	0	0	-5
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	-14	0	0	
West Side Hwy	444	SB	0	0	-2	0	0	-16
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	0	0	0	0	
West Side Hwy	5	NB	0	0	-14	0	0	
West Side Hwy	5	SB	0	0	-2	0	0	-16

W 55th St and West Side Hwy								
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	0	0	0	
West Side Hwy	55	NB	0	0	-5	0	0	
West Side Hwy	55	SB	0	0	0	0	0	-5
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	0	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	0
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-3	-4	0	0	
Broadway	6	SB	0	0	-5	0	0	-12
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	0	-3	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-6	0	0	-9
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-3	0	0	
10th Ave	8	NB	0	0	-11	0	0	
10th Ave	8	SB	0	0	0	0	0	-14
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	0	-3	0	0	
11th Ave	9	NB	0	0	-7	0	0	
11th Ave	9	SB	0	0	0	0	0	-10
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	0	-1	0	0	
W 61st St	10	WB	0	0	0	0	0	
10th Ave	10	NB	0	0	-11	0	0	
10th Ave	10	SB	0	0	0	0	0	-12

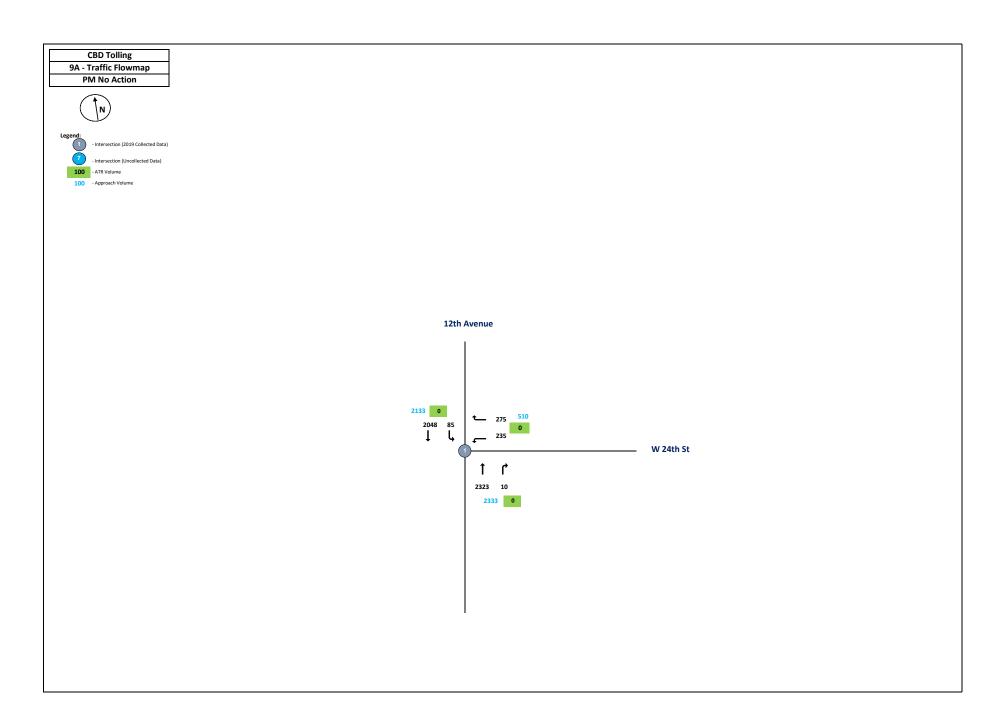
W 61st St and Columbus Ave							Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-1	-6	0	0	-7
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	0	-1	0	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-4	0	0	
Broadway	12	SB	0	0	-5	0	0	-10
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-1	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-12	0	0	
Central Park	13	SB	0	0	0	0	0	-13
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	0	-1	0	0	
W 79th St Transverse	14	WB	0	-2	-5	-3	0	
Central Park	14	NB	0	0	0	0	0	
Central Park	14	SB	0	0	1	0	0	-10
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-1	-5	-3	0	
Central Park West	15	NB	0	0	-1	0	0	
Central Park West	15	SB	0	0	-7	0	0	-17
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	0	-1	0	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-1	0	0	
Central Park West	16	SB	0	-3	-5	0	0	-10



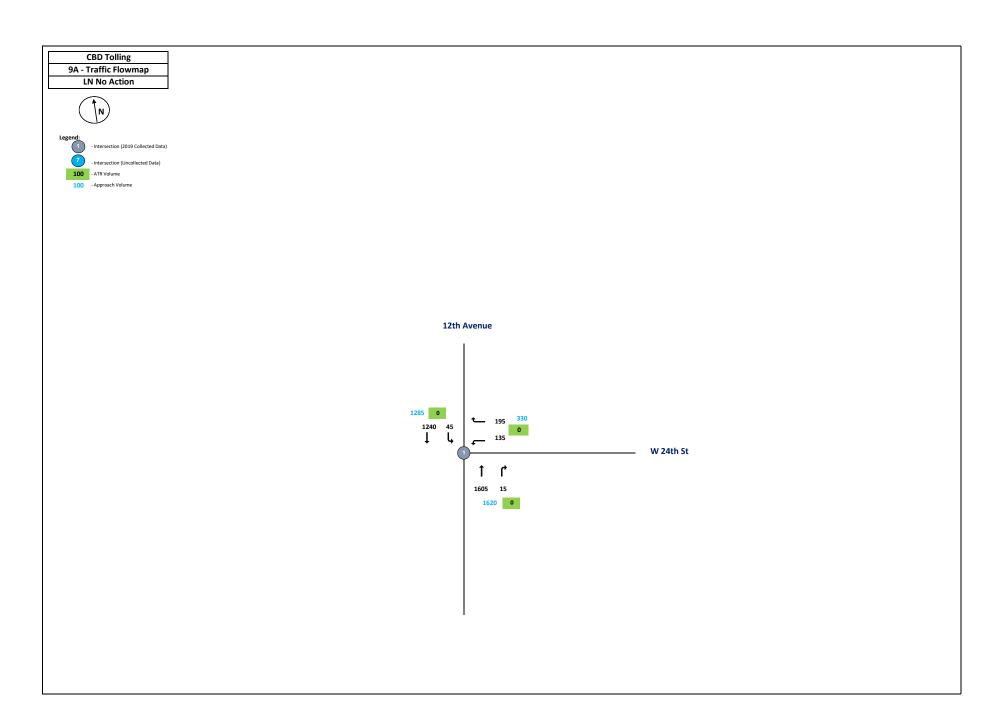
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					Total Ve	hicles	3	
				In	bound/O	utbou	ınd	
					AM Peak	(Hou	r	
Intersection	Node	Approach	L2	L	T	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	200	0	165	0	
12th Ave	1	NB	0	0	1874	20	0	
12th Ave	1	SB	0	109	1765	0	0	4133



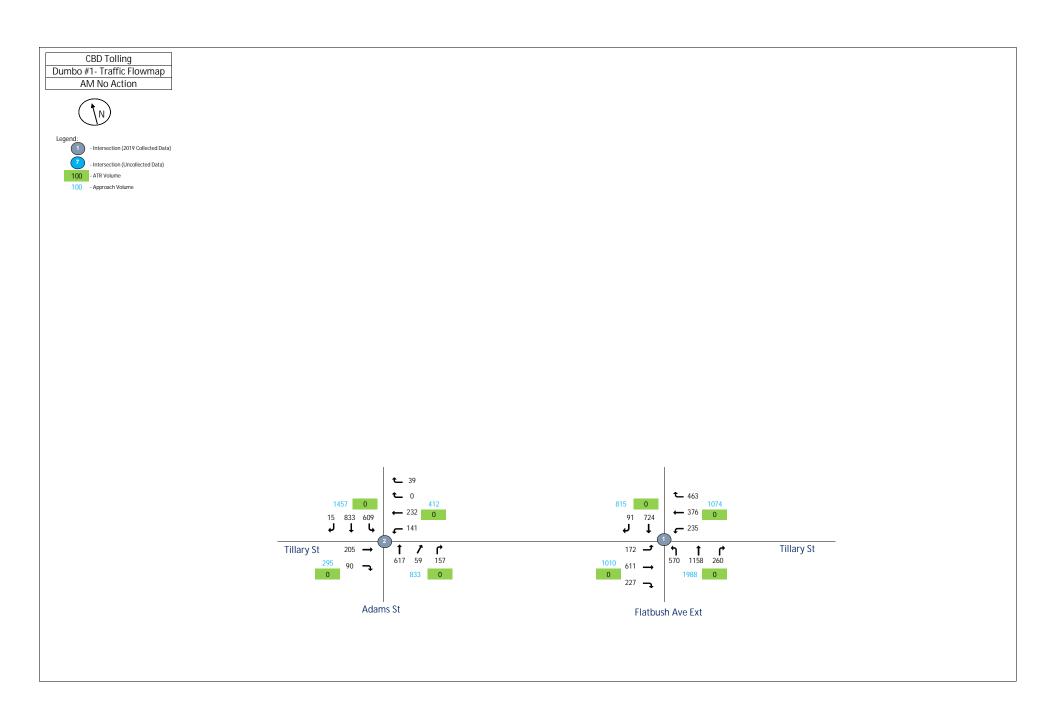
9A	1:00 PM							
				T	otal V	ehicl	es	
				Inb	ound/	Outbo	ound	
				N	ID Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	130	0	195	0	
12th Ave	1	NB	0	0	1523	20	0	
12th Ave	1	SB	0	80	1536	0	0	3484

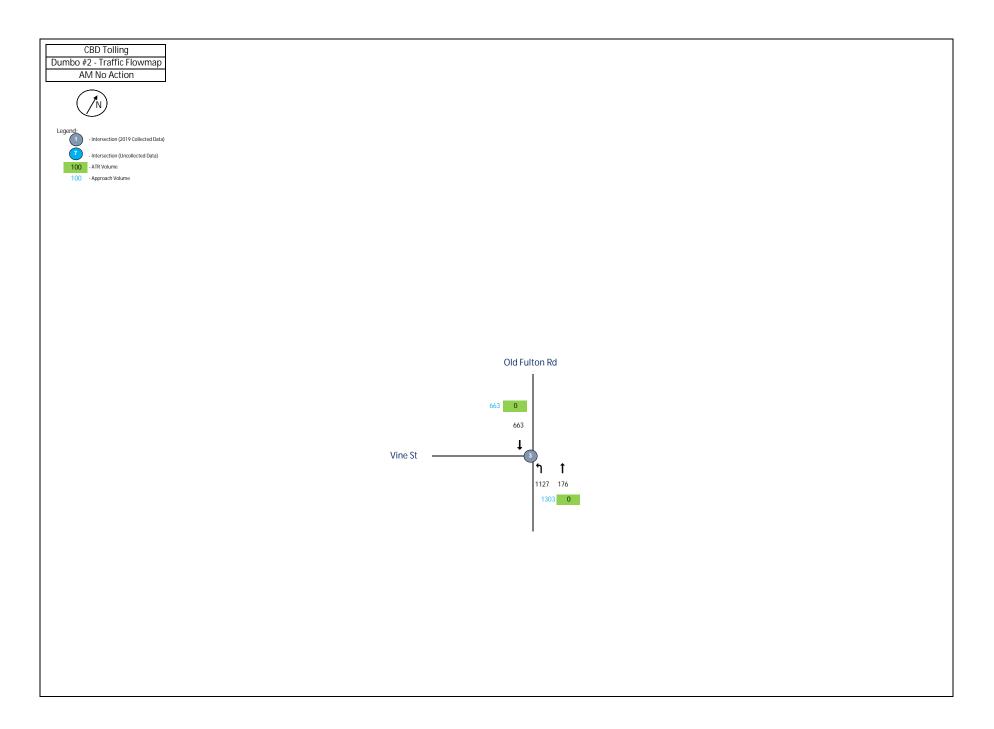


9A	5:00 PM							
				T	otal V	ehicle	es	
				Inb	ound/	Outbo	ound	
				F	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	235	0	275	0	
12th Ave	1	NB	0	0	2323	10	0	
12th Ave	1	SB	0	85	2048	0	0	4976

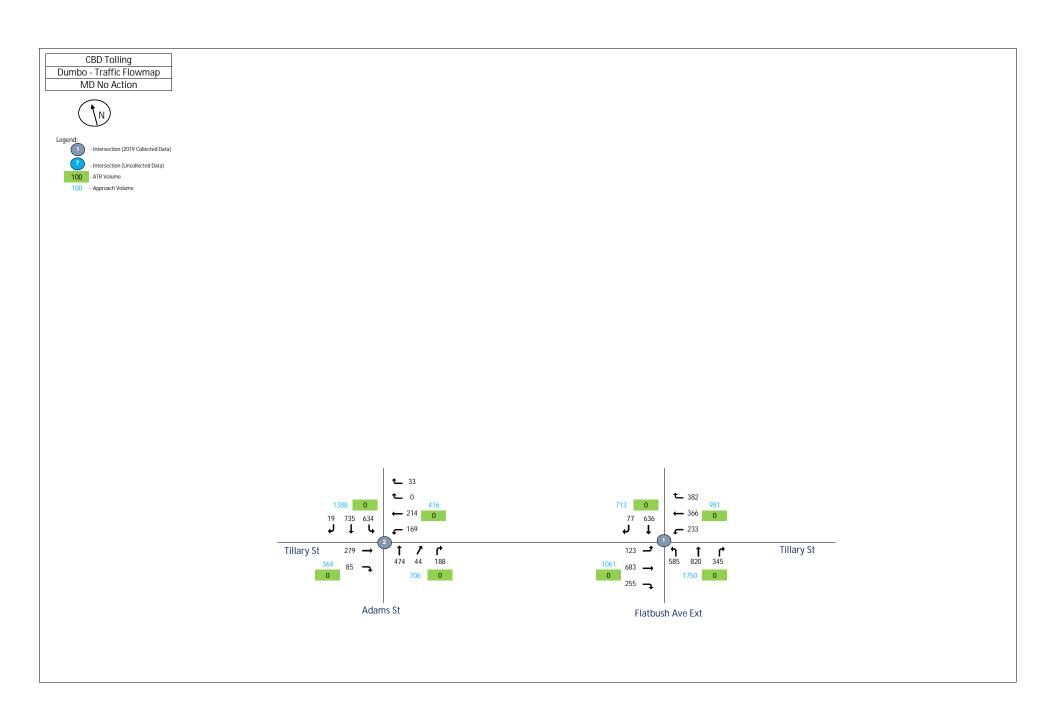


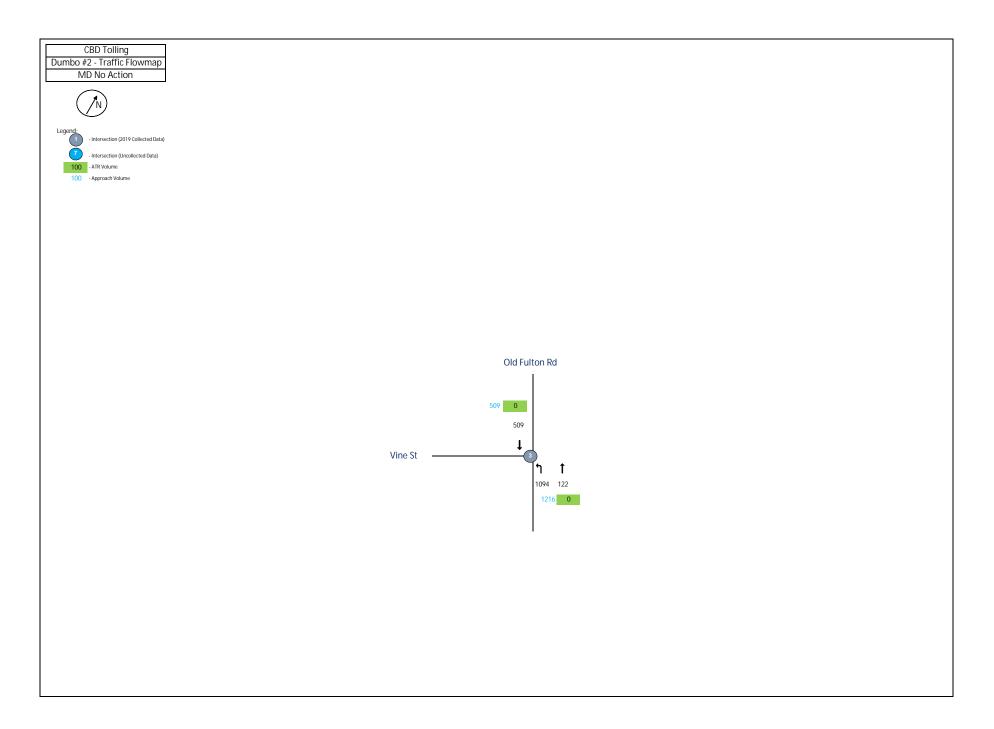
9A	9:00 PM							
				T	otal V	ehicl	es	
				Inb	ound/	Outbo	ound	
				L	.N Pea	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	135	0	195	0	
12th Ave	1	NB	0	0	1605	15	0	
12th Ave	1	SB	0	45	1240	0	0	3235



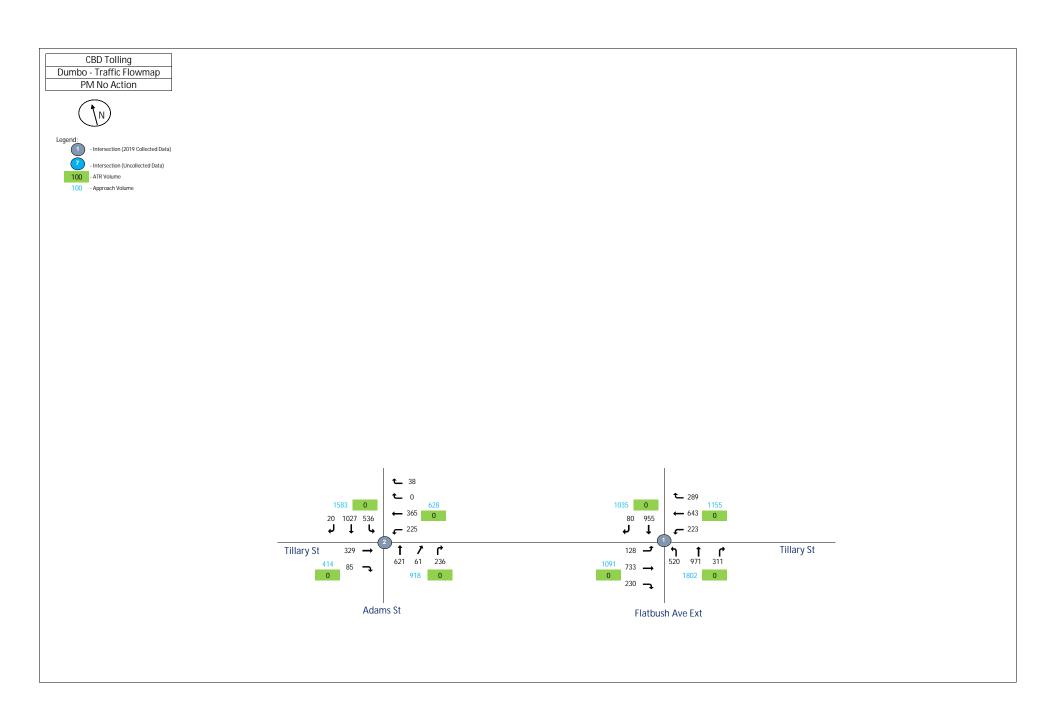


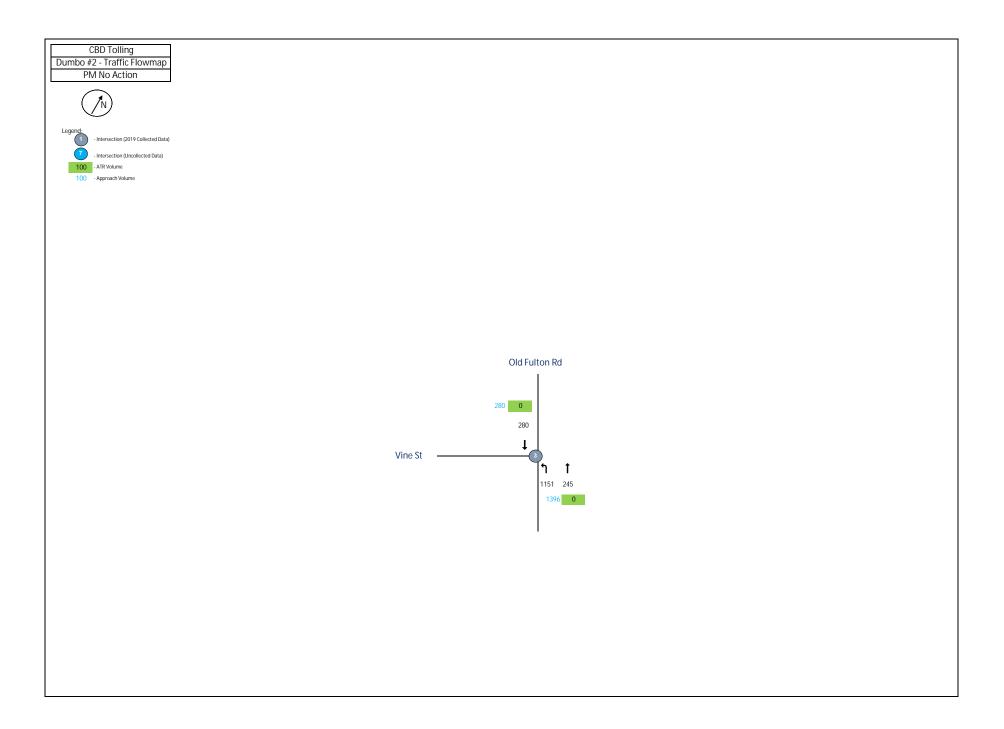
DUMBO	8:00:00 AM							
					Total	Vehic	les	
				Inbound/Outbound				
					AM P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	172	611	227	0	
Tillary St	1	WB	0	235	376	463	0	
Flatbush Ave ext	1	NB	0	570	1158	260	0	
Flatbush Ave ext	1	SB	0	0	724	91	0	4887
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	205	90	0	
Tillary St	2	WB	0	141	232	0	39	
Adams St	2	NB	0	0	617	59	157	
Adams St	2	SB	0	609	833	15	0	2997
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1127	176	0	0	
Old Fulton Rd	3	SB	0	0	663	0	0	1966



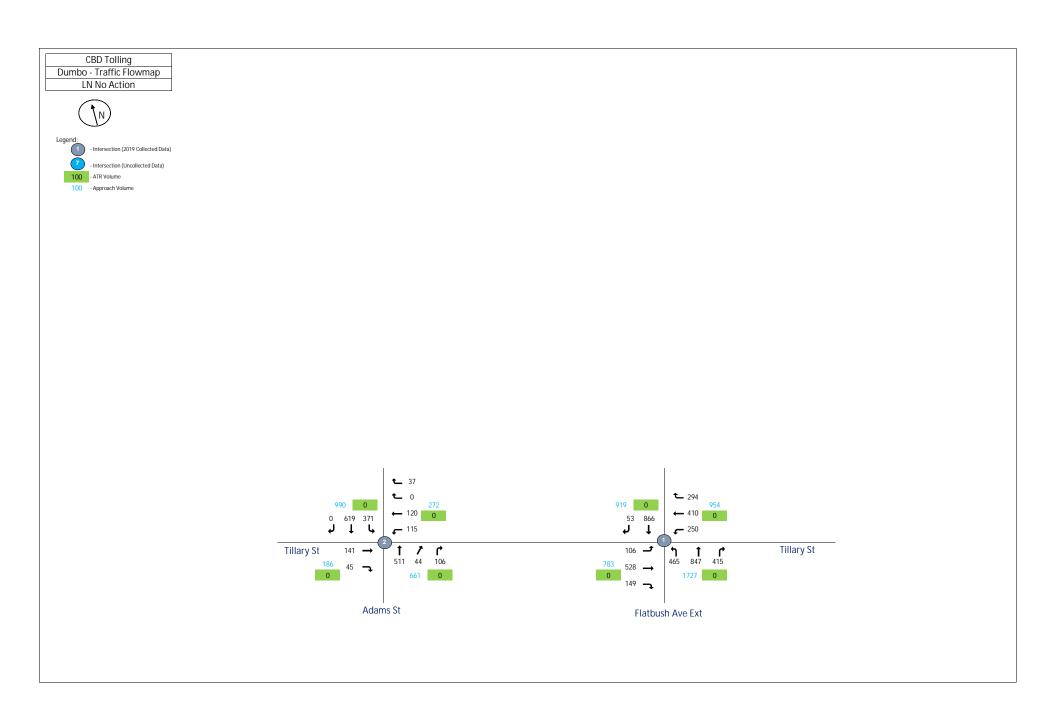


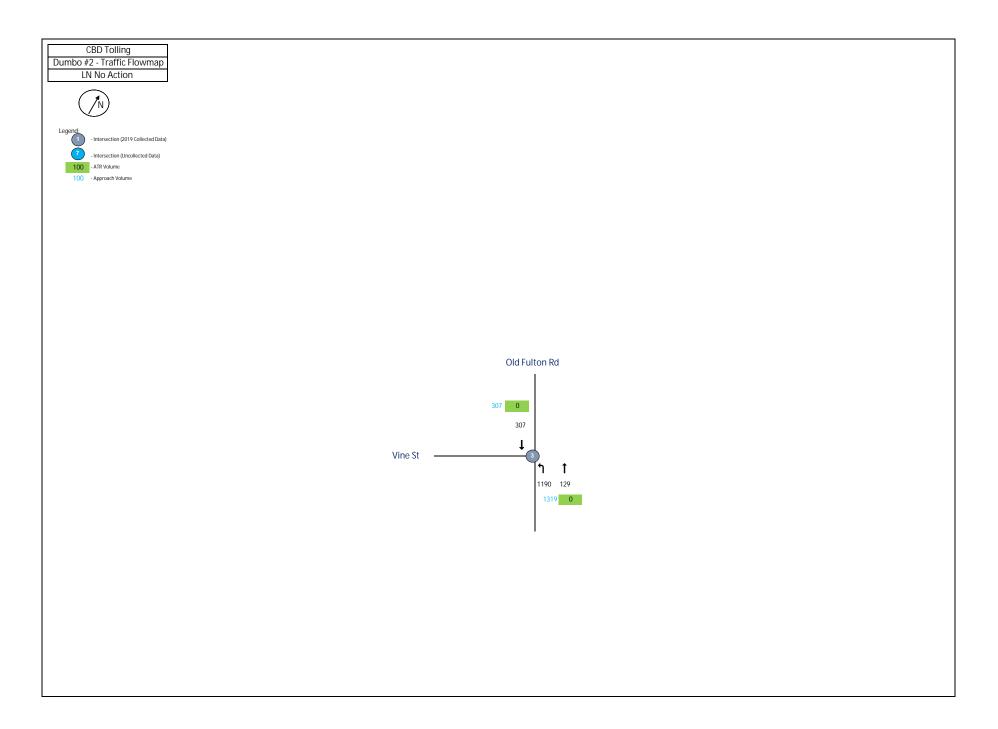
DUMBO	1:00:00 PM							
					Total	Vehic	cles	
				In	bound	d/Outl	oound	
					MD P	eak H	our	
Intersection	Node	Approach	L2	L	Τ	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	123	683	255	0	
Tillary St	1	WB	0	233	366	382	0	
Flatbush Ave ext	1	NB	0	585	820	345	0	
Flatbush Ave ext	1	SB	0	0	636	77	0	4505
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	279	85	0	
Tillary St	2	WB	0	169	214	0	33	
Adams St	2	NB	0	0	474	44	188	
Adams St	2	SB	0	634	735	19	0	2874
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1094	122	0	0	
Old Fulton Rd	3	SB	0	0	509	0	0	1725



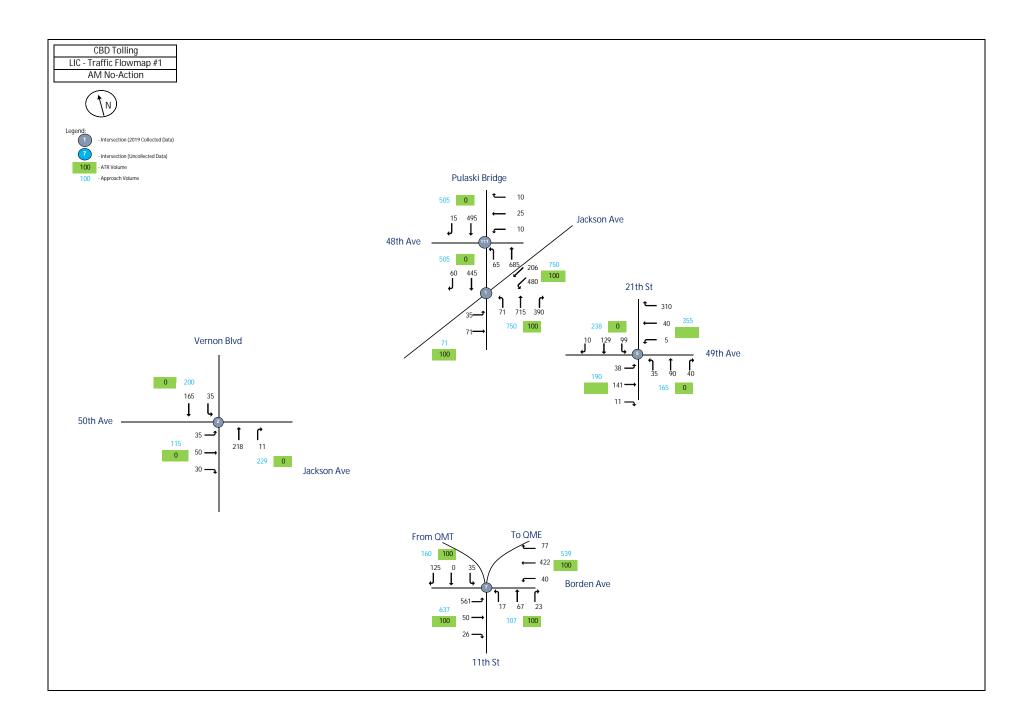


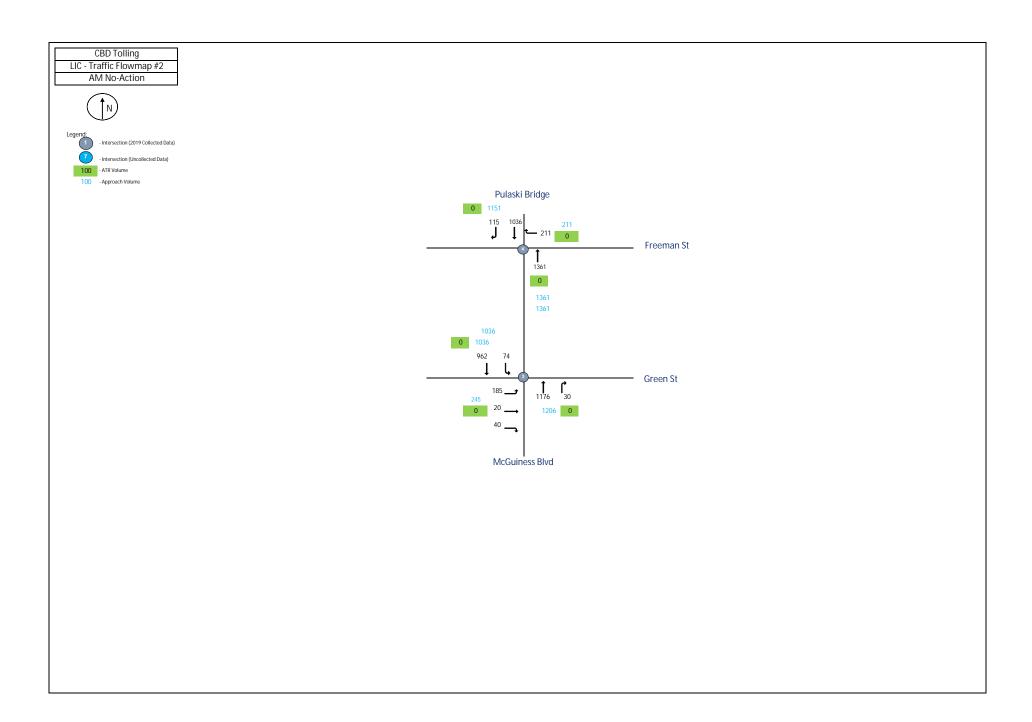
DUMBO	5:00:00 PM							
					Total	Vehic	cles	
				In	bound	d/Outl	oound	
					PM P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	128	733	230	0	
Tillary St	1	WB	0	223	643	289	0	
Flatbush Ave ext	1	NB	0	520	971	311	0	
Flatbush Ave ext	1	SB	0	0	955	80	0	5083
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	329	85	0	
Tillary St	2	WB	0	225	365	0	38	
Adams St	2	NB	0	0	621	61	236	
Adams St	2	SB	0	536	1027	20	0	3543
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1151	245	0	0	
Old Fulton Rd	3	SB	0	0	280	0	0	1676

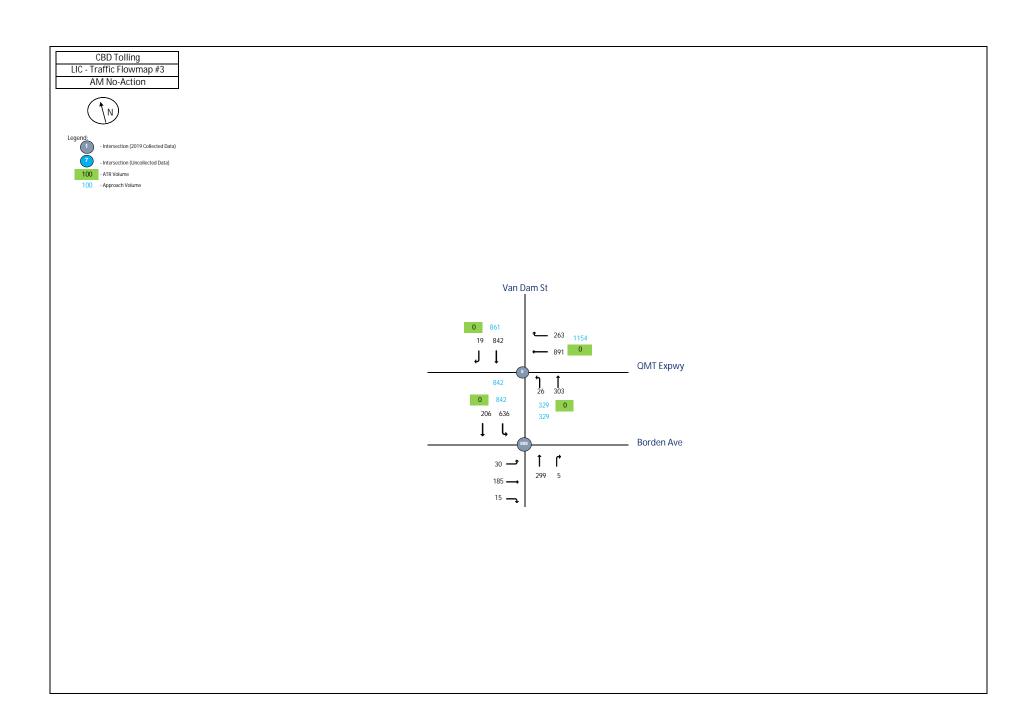


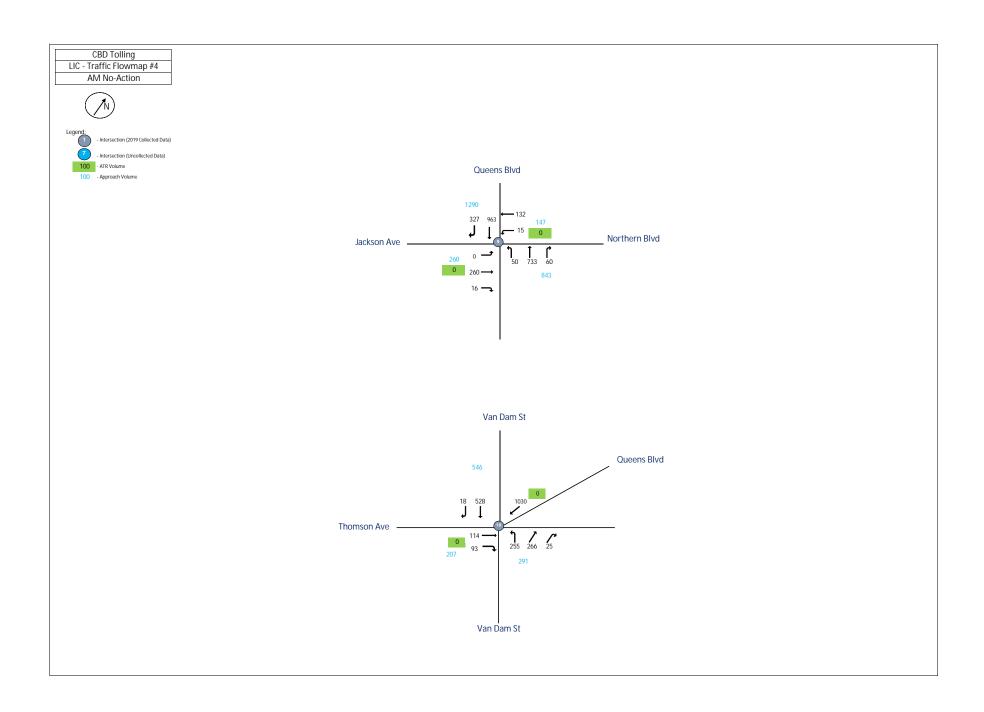


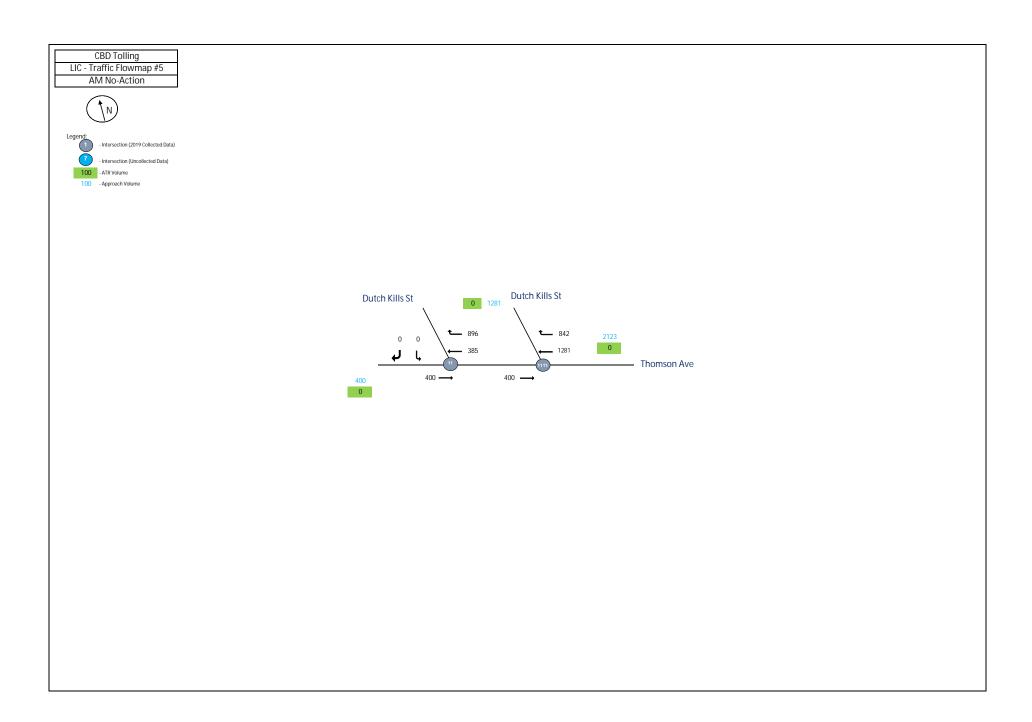
DUMBO	9:00:00 PM							
					Total	Vehic	cles	
				In	bound	d/Outl	oound	
					LN P	eak H	our	
Intersection	Node	Approach	L2	L	Τ	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	106	528	149	0	
Tillary St	1	WB	0	250	410	294	0	
Flatbush Ave ext	1	NB	0	465	847	415	0	
Flatbush Ave ext	1	SB	0	0	866	53	0	4383
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	141	45	0	
Tillary St	2	WB	0	115	120	0	37	
Adams St	2	NB	0	0	511	44	106	
Adams St	2	SB	0	371	619	0	0	2109
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1190	129	0	0	
Old Fulton Rd	3	SB	0	0	307	0	0	1626

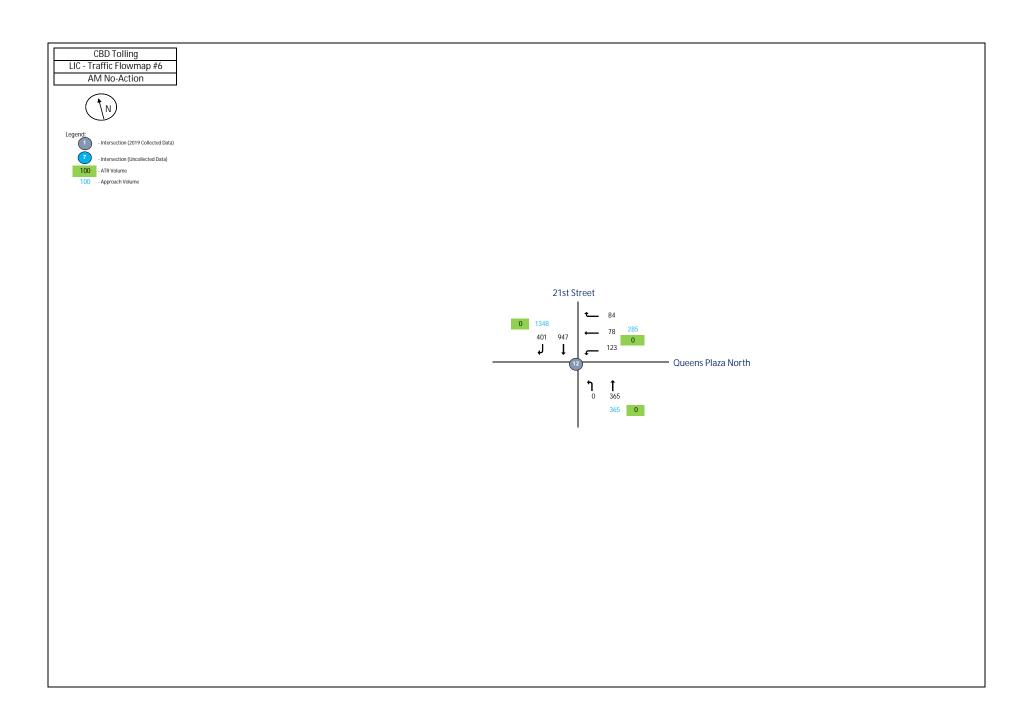








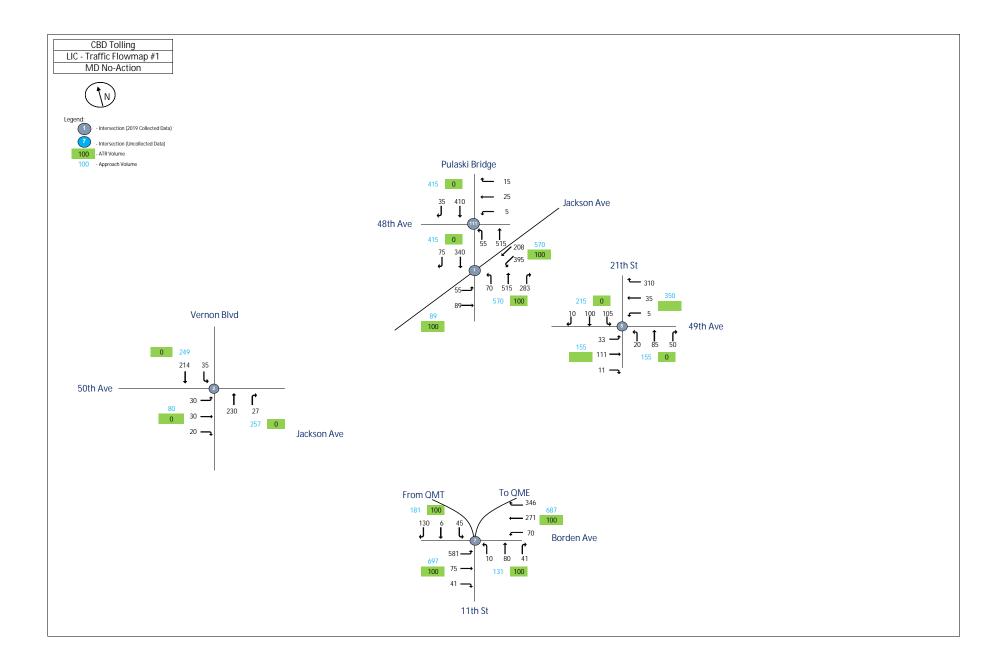


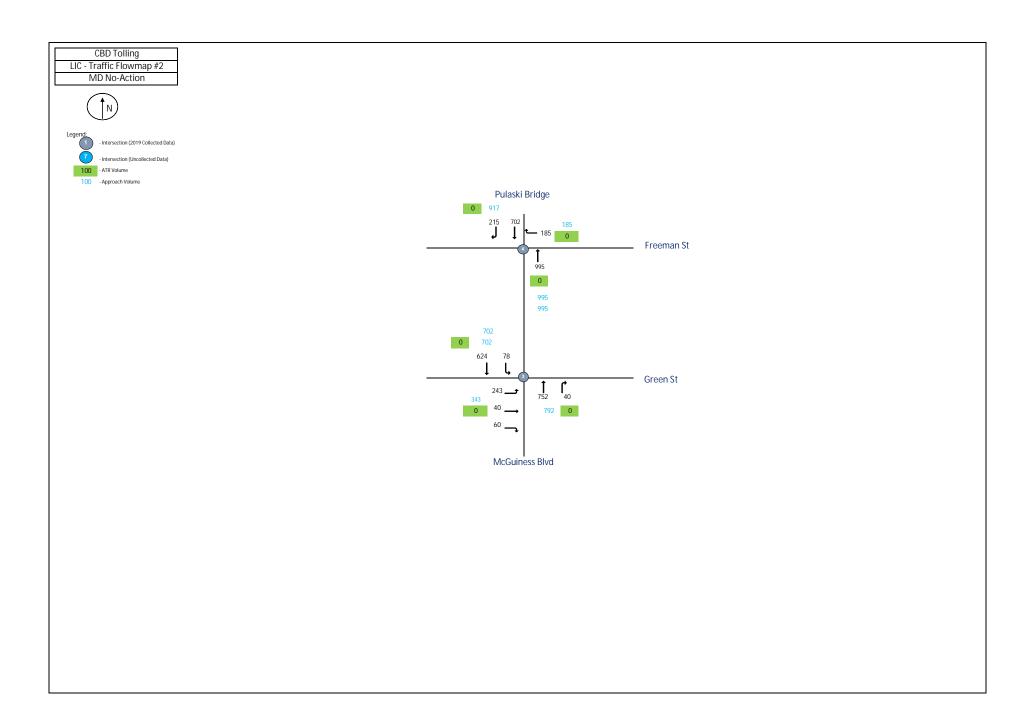


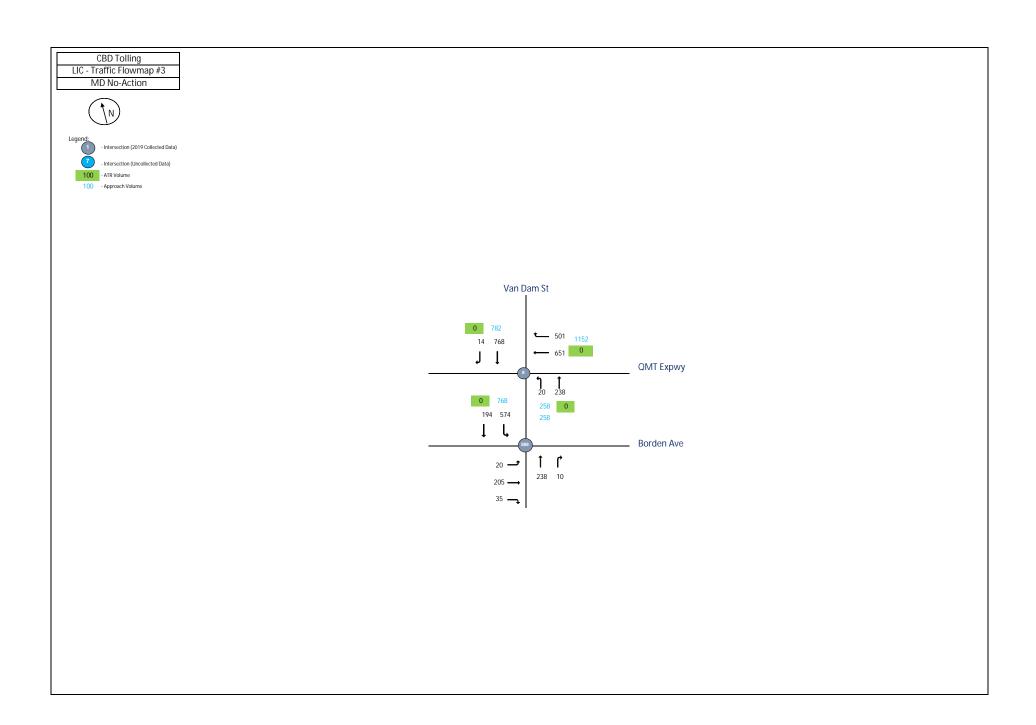
LIC 7:00:00 AM

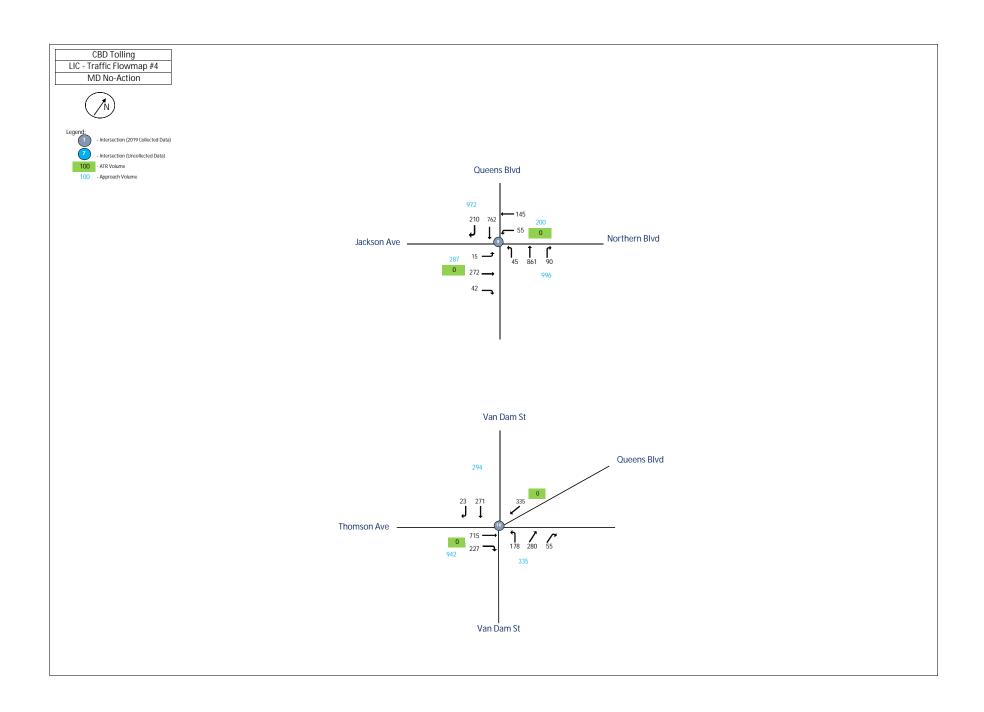
LIC	7:00:00 AM		Total Vehicles						
					oound				
			10.1		AM Pe			T-4-1	
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	35	71	0	0		
Pulaski Bridge / 11th St	1	WB	0	480	206	0	0		
Jackson Ave	1	NB	0	71	715	390	0		
Jackson Ave	1	SB	0	0	445	60	0	2473	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	10	25	10	0		
48th St	111	NB	0	65	685	0	0		
48th St	111	SB	0	0	495	15	0	1305	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	35	50	30	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	218	11	0		
Vernon Blvd	2	SB	0	35	165	0	0	544	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	185	20	40	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	1176	30	0		
Pulsaki Btridge	3	SB	0	74	962	0	0	2487	
Pulsaki Bridge & Freeman St									
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	211	0		
Pulsaki Bridge	4	NB	0	0	1361	0	0		
Pulsaki Btridge	4	SB	0		1036	115	0	2723	
49th Ave & 21st St								2723	
2017> 2019 (LIC_5_TMC-6C)	5								
49th Ave	5	EB	0	38	141	11	0		
49th Ave	5	WB	0	5	40	310	0		
21th Ave	5	NB	0	35	90	40	0		
21th Ave	5	SB	0	99	129	10	0	948	
Borden Ave & 11th Street	,	36			123	10		J40	
2018 2019 (LIC_7_TMC-6D)	7								
, , , , , , , , , , , , , , , , , , , ,		ED	^	F.C.1	EΛ	26	0		
Borden Ave	7	EB	0	561	50	26 77	0		
Borden Ave	7 7	WB	0	40	422	77 22	0		
11th St		NB SB	0	17 25	67	23	0	1443	
11th St	7	SB	0	35	0	125	0	1443	

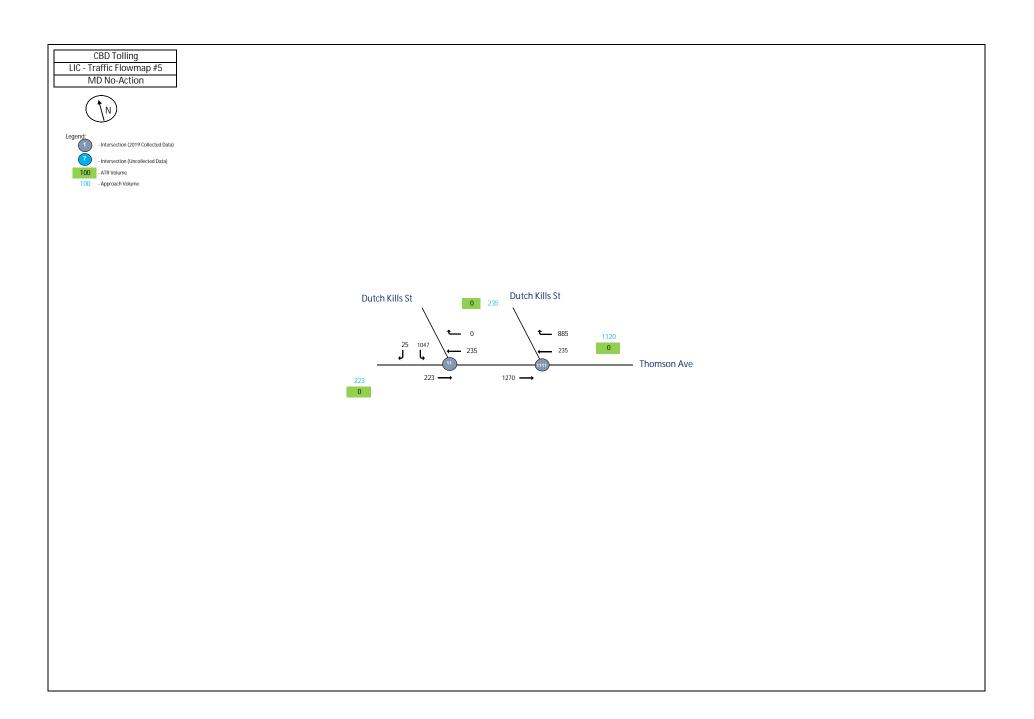
Van Dam St & QMT Expwy (North)							ı	ı
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	891	263	0	
Van Dam St	8	NB	0	26	303	0	0	
Van Dam St	8	SB	0	0	842	19	0	2344
Van Dam St & QMT Expwy (South)	0	36	0	- 0	042	13	- U	2344
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	30	185	15	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	299	5		
Van Dam St	888	SB	0	636	299	0	0 0	1276
	000	3D	U	030	206	U	U	1376
Queens Blvd & Jackson Ave (Mainline)	0							
2018> 2019 (LIC_9A_TMC-6E)	9	- FD		^	062	227		
Queens Blvd	9	EB	0	0	963	327	0	
Queens Blvd	9	WB	0	50	733	60	0	
Jackson Ave	9	NB	0	0	260	16	0	
Jackson Ave	9	SB	0	15	132	0	0	2556
Queens Blvd & Jackson Ave (Service Rd)								
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	35	355	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	390
Thompson Ave & Queens Blvd								
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	114	93	
Queens Blvd	10	WB	0	0	1030	0	0	
Thompson Ave	10	NB	0	255	266	0	25	
Thompson Ave	10	SB	0	0	528	18	0	2329
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	400	0	0	
Thomson Ave	11	WB	0	0	385	896	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	0	0	0	0	1681
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	400	0	0	
Thomson Ave	1111	WB	0	0	1281	842	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2523
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	123	78	84	0	
21st Street	12	NB	0	0	365	0	0	
21st Street	12	SB	0	0	947	401	0	1998
2100 00000	14	30	U	U	547	701	U	1930

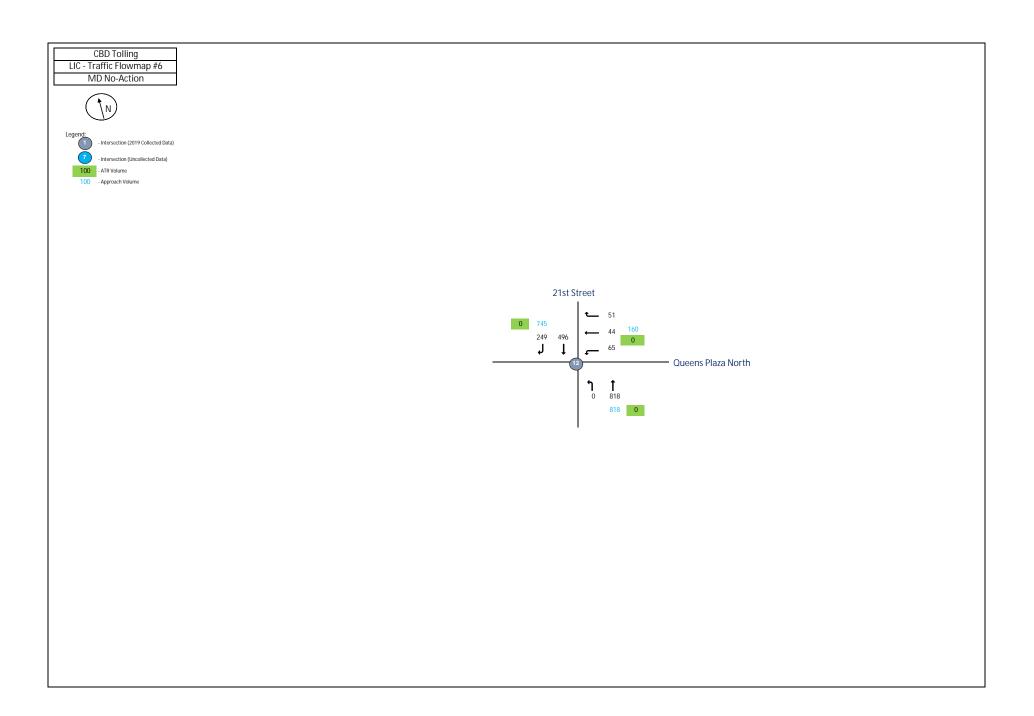








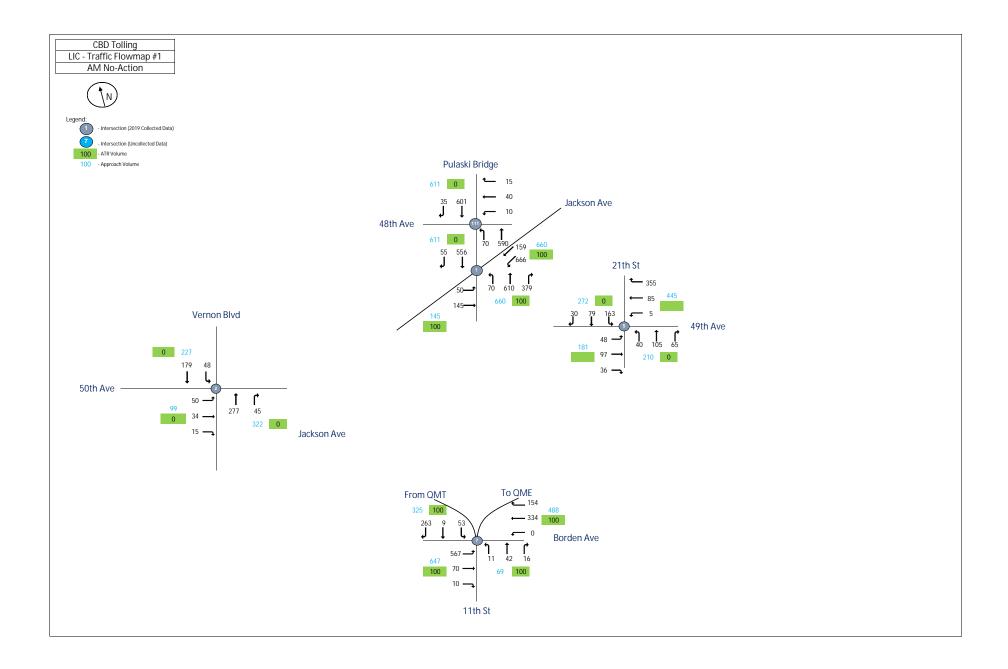


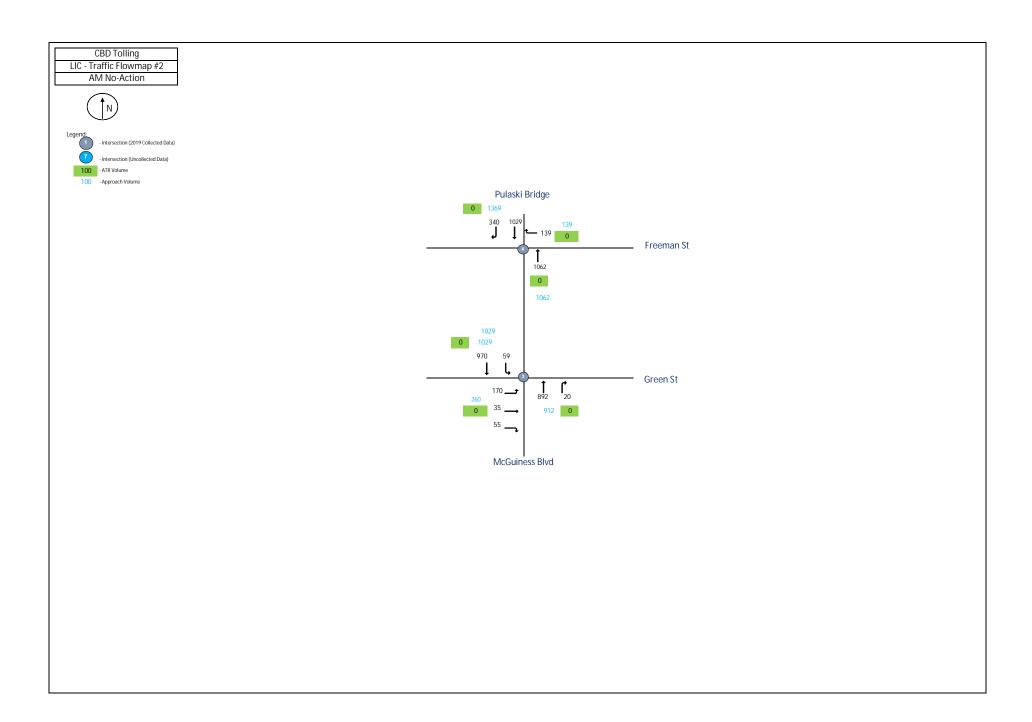


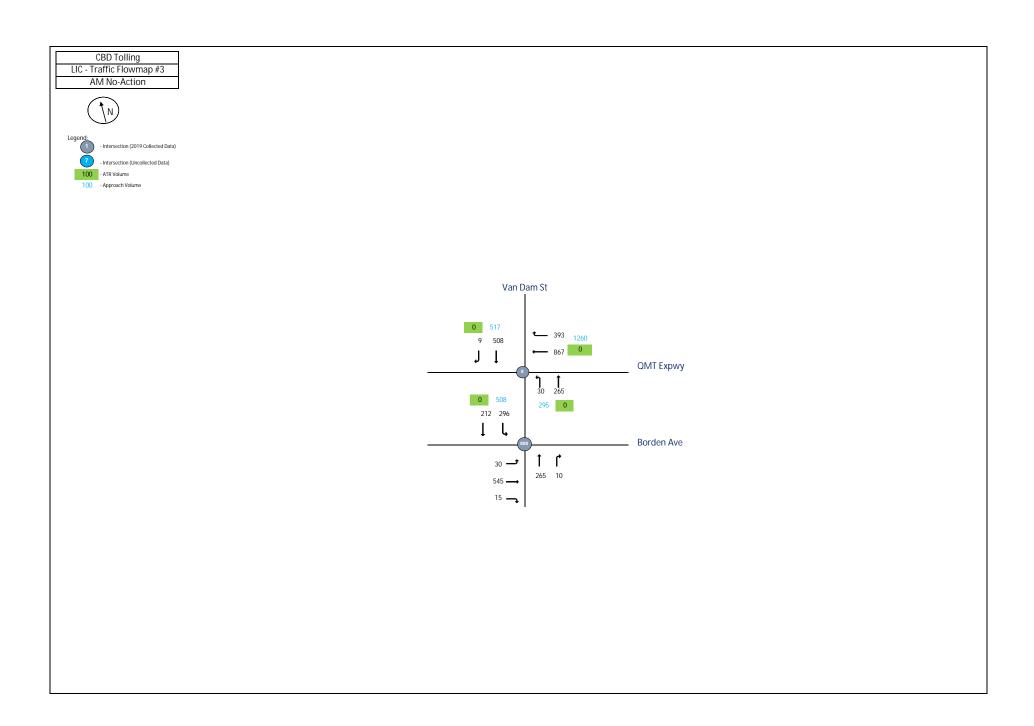
LIC 1:00:00 PM

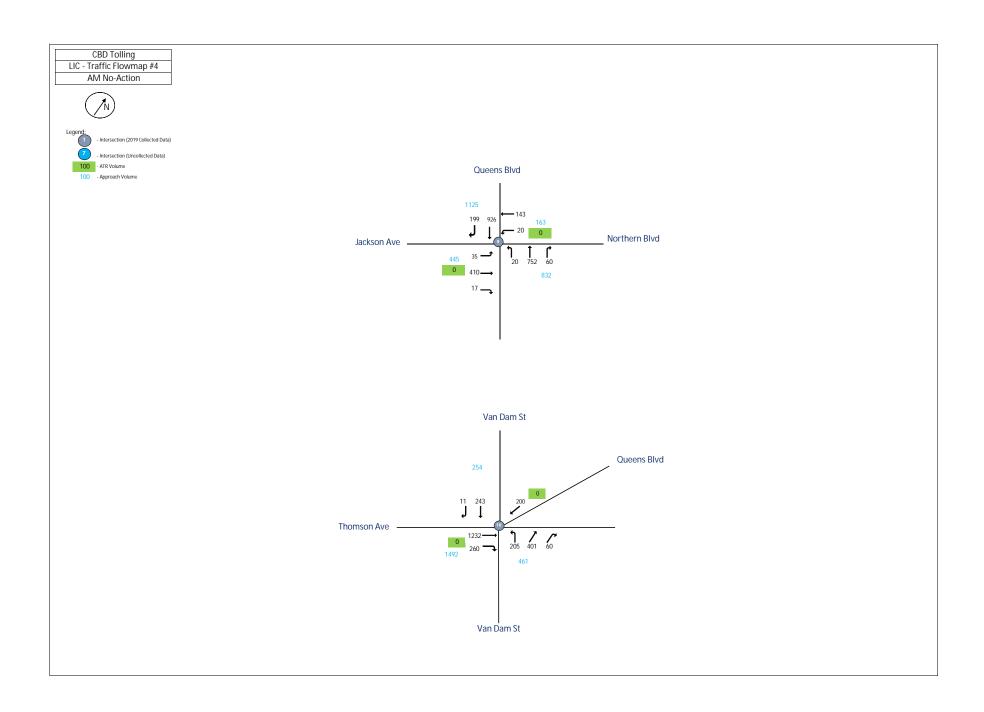
LIC	1:00:00 PM		Total Vehicles						
					oound				
					MD Pe				
Intersection	Node	Approach	L2	L	T	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	55	89	0	0		
Pulaski Bridge / 11th St	1	WB	0	395	208	0	0		
Jackson Ave	1	NB	0	70	515	283	0		
Jackson Ave	1	SB	0	0	340	75	0	2030	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	5	25	15	0		
48th St	111	NB	0	55	515	0	0		
48th St	111	SB	0	0	410	35	0	1060	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	30	30	20	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	230	27	0		
Vernon Blvd	2	SB	0	35	214	0	0	586	
Pulsaki Bridge & Green St								300	
2019 (TMC-002)	3								
Green St	3	EB	0	243	40	60	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	752	40	0		
Pulsaki Btridge	3	SB	0	78	624	0	0	1837	
Pulsaki Bridge & Freeman St	3	35		70	024		Ū	1037	
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St		WB	0	0	0	185	0		
Pulsaki Bridge	4	NB	0	0	995	105	0		
Pulsaki Btridge		SB	0	0	702	215	0	2007	
	4	3D	U	- 0	702	215	U	2097	
49th Ave & 21st St	_								
2017> 2019 (LIC_5_TMC-6C)	5		0	22	444	4.4	0		
49th Ave	5	EB	0	33	111	11	0		
49th Ave	5	WB	0	5	35	310	0		
21th Ave	5	NB	0	20	85	50	0		
21th Ave	5	SB	0	105	100	10	0	875	
Borden Ave & 11th Street									
2018 2019 (LIC_7_TMC-6D)	7								
Borden Ave	7	EB	0	581	75	41	0		
Borden Ave	7	WB	0	70	271	346	0		
11th St	7	NB	0	10	80	41	0		
11th St	7	SB	0	45	6	130	0	1696	

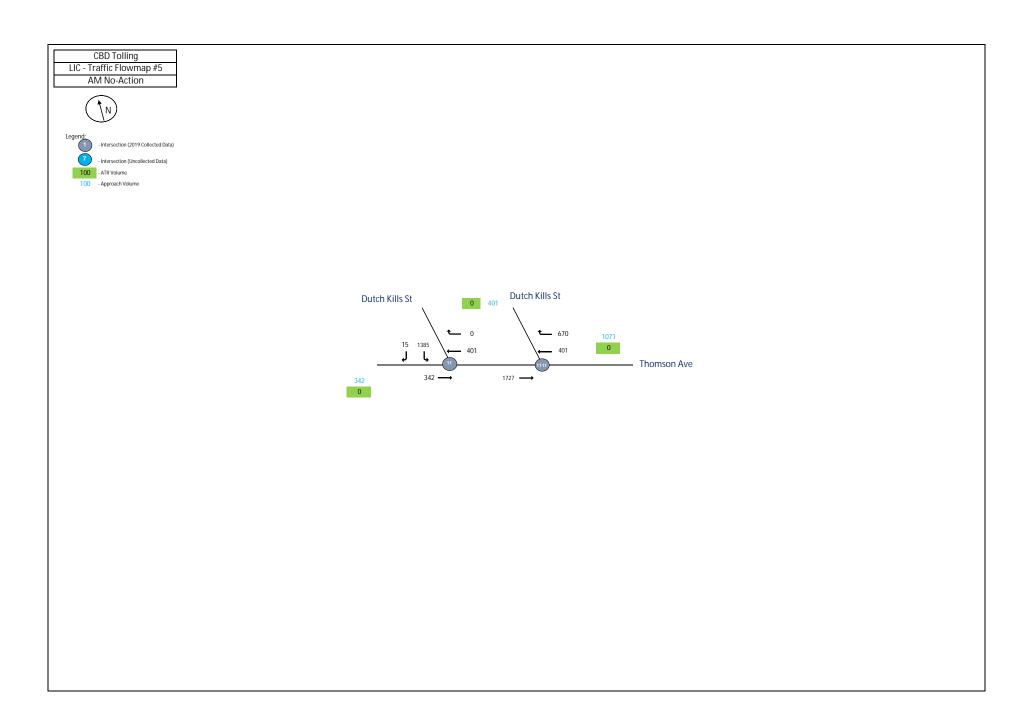
Van Dam St & QMT Expwy (North)	I		Ī					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	651	501	0	
Van Dam St	8	NB	0	20	238	0	0	
Van Dam St	8	SB	0	0	768	14	0	2192
Van Dam St & QMT Expwy (South)		35	l		700			2132
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	20	205	35	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	238	10	0	
Van Dam St	888	SB	0	574	194	0	0	1276
Queens Blvd & Jackson Ave (Mainline)	000	35	Ů	374	134		U	1270
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	762	210	0	
Queens Blvd	9	WB	0	45	861	90	0	
Jackson Ave	9	NB	0	15	272	42	0	
Jackson Ave	9	SB	0	55	145	0	0	2497
Queens Blvd & Jackson Ave (Service Rd)	<u> </u>	36	- U	33	143	- 0	- 0	2437
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	_	0	45	260	0	
Queens Blvd	9A 9A	WB	0	0	0	200	0	
Jackson Ave	9A 9A	NB	0	0	0	0	0	
Jackson Ave	9A 9A	SB	0	0	0	0	0	305
	JA	36	0	0		0	U	305
Thompson Ave & Queens Blvd	10							
2018> 2019 (LIC_10_TMC-6G)				0	0	715	227	
Queens Blvd	10	EB	0	0	0	715	227	
Queens Blvd	10	WB	0	170	335	0	0	
Thompson Ave	10	NB CD	0	178	280	0	55	2004
Thompson Ave	10	SB	0	0	271	23	0	2084
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11			_			_	
Thomson Ave	11	EB	0	0	223	0	0	
Thomson Ave	11	WB	0	0		0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	1047	0	25	0	1530
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111	_						
Thomson Ave	1111	EB	0		1270	0	0	
Thomson Ave	1111	WB	0	0	235	885	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2390
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	65	44	51	0	
21st Street	12	NB	0	0	818	0	0	
21st Street	12	SB	0	0	496	249	0	1723

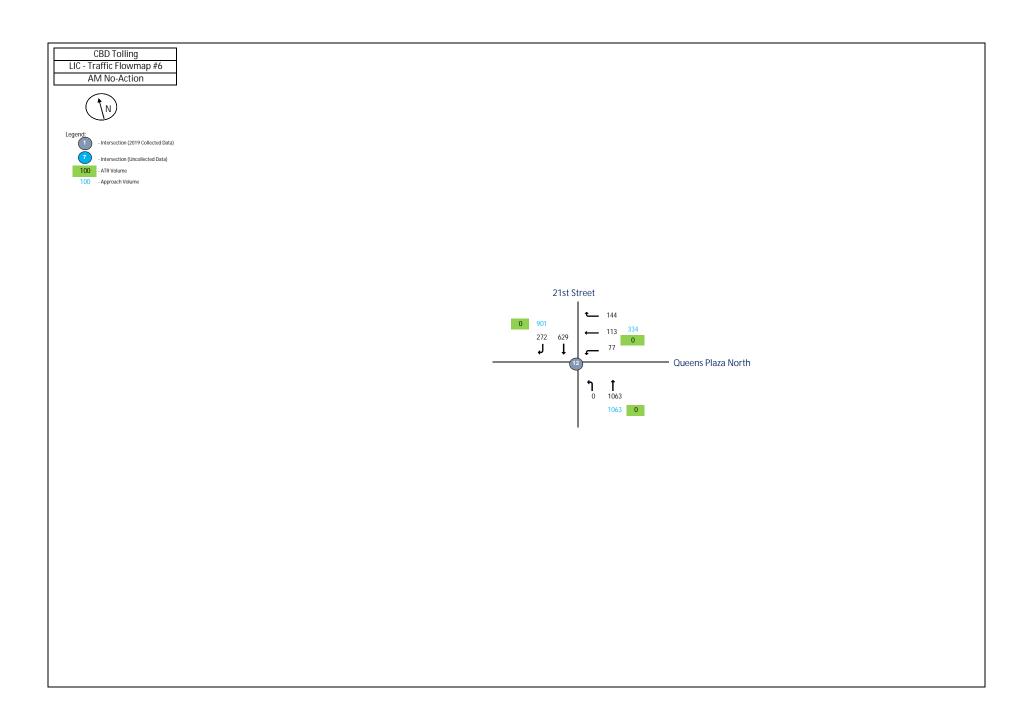








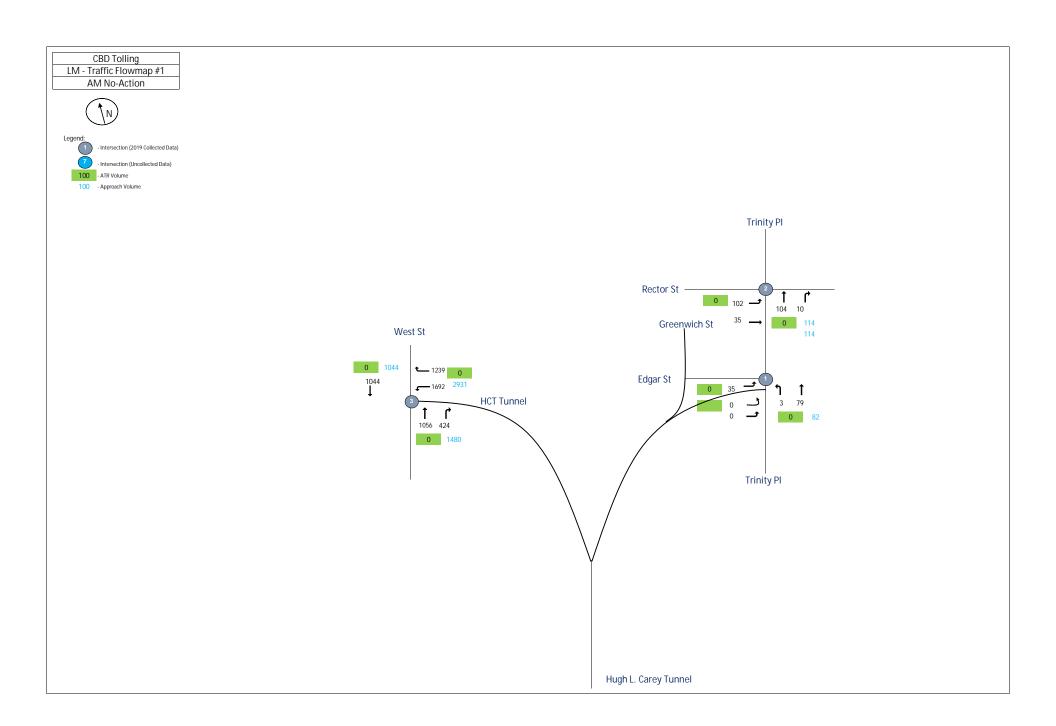




LIC **7:00:00 AM**

LIC	7:00:00 AM		Total Vehicles						
			Inbound/Outbound AM Peak Hour						
			10	. 1				Tatal	
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	35	71	0	0		
Pulaski Bridge / 11th St	1	WB	0	480	206	0	0		
Jackson Ave	1	NB	0	71	715	390	0		
Jackson Ave	1	SB	0	0	445	60	0	2473	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	10	25	10	0		
48th St	111	NB	0	65	685	0	0		
48th St	111	SB	0	0	495	15	0	1305	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	35	50	30	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	218	11	0		
Vernon Blvd	2	SB	0	35	165	0	0	544	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	185	20	40	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	1176	30	0		
Pulsaki Btridge	3	SB	0	74	962	0	0	2487	
Pulsaki Bridge & Freeman St									
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	211	0		
Pulsaki Bridge	4	NB	0	0	1361	0	0		
Pulsaki Btridge	4	SB	0		1036	115	0	2723	
49th Ave & 21st St								2,20	
2017> 2019 (LIC_5_TMC-6C)	5								
49th Ave	5	EB	0	38	141	11	0		
49th Ave	5	WB	0	5	40	310	0		
21th Ave	5	NB	0	35	90	40	0		
21th Ave	5	SB	0	99	129	10	0	049	
Borden Ave & 11th Street	,	טנ		99	123	10	- 0	948	
	7								
2018 2019 (LIC_7_TMC-6D)	7 7	En .	_	E C 1	Ε0	26	0		
Borden Ave		EB	0	561	50	26	0		
Borden Ave	7	WB	0	40	422	77 22	0		
11th St	7	NB SD	0	17 25	67	23	0	4.440	
11th St	7	SB	0	35	0	125	0	1443	

2019 (TMC-004A)	Van Dam St & QMT Expwy (North)							ı	ı
CMT Expwy		8							
SMT Expwy SM	•		FR	0	0	0	0	0	
Van Dam St 8 NB 0 26 303 0 0 Van Dam St & SB 0 0 842 19 0 23444 Van Dam St & WB 0 0 842 19 0 23444 Van Dam St & SB EB 0 30 185 15 0 Van Dam St 888 WB 0 0 0 0 0 Van Dam St 888 WB 0 60 299 5 0 Queens Blvd & Jackson Ave (Mainline) 9 CLE 0 636 206 0 0 1376 Queens Blvd & Jackson Ave (Mainline) 9 EB 0 0 963 327 0 1376 0 1376 0 1376 0 1376 0 1376 0 0 1376 0 0 1376 0 0 1376 0 1376 0 0 1376 0						_			
Van Dam St. & QMT Expwy (South) 8 SB 0 0 842 19 0 2344 Van Dam St. & QMT Expwy 888 B 0 0 0.0 0 </td <td></td> <td></td> <td></td> <td>_</td> <td>_</td> <td></td> <td></td> <td></td> <td></td>				_	_				
Van Dam St & QMT Expwy (South) 2019 (TMC-004B) 888				_			_		22//
2019 TIMC-004B) 888		0	36	0	- 0	042	13	- U	2344
CMT Expwy		000							
CMT Expwy	•		ED	_	20	105	15	0	
Van Dam St 888 NB 0 0 299 5 0 Van Dam St 888 888 SB 0 636 206 0 0 1376 Queens Blvd & Jackson Ave (Mainline) 9 B 0 0 963 327 0 Queens Blvd 9 BB 0 0 963 327 0 Queens Blvd 9 WB 0 50 733 60 0 Jackson Ave 9 NB 0 0 260 16 0 Queens Blvd & Jackson Ave (Service Rd) 9A BB 0 0 35 355 0 Queens Blvd 9A WB 0 0 0 0 0 2556 Queens Blvd 9A VB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	•								
Van Dam St	1			_	_	-			
Queens Blvd & Jackson Ave (Mainline) 2018 -> 2019 (LIC_9A_TMC-6E) 9 Queens Blvd 9 WB 0 50 733 60 0 Jackson Ave 9 NB 0 0 0 260 16 0 Jackson Ave 9 SB 0 15 132 0 0 2556 Queens Blvd Queens Blvd Queens Blvd Queens Blvd Queens Blvd Queens Blvd Sakson Ave (Service Rd) 2018 -> 2019 (LIC_9A_TMC-6E) 9A Queens Blvd 9A BB 0 0 0 35 355 0 Queens Blvd Queens Blvd 9A NB 0 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 0 0 Jackson Ave 10 BB Queens Blvd Queens Blvd 10 BB Queens Blvd 10 BB Queens Blvd 10 NB 0 0 1030 0 0 Datesting Sakson Ave 10 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 10 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 10 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 10 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 11 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 0 0 0 0 0 Datesting Sakson Ave 111 NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				_	_				1276
2018 -> 2019 (LIC_9A_TMC-6E) 9		000	JD	U	030	200	- 0	U	13/6
Queens Blvd 9 EB 0 0 963 327 0 Queens Blvd 9 WB 0 50 733 60 0 Jackson Ave 9 NB 0 0 260 16 0 Jackson Ave 9 NB 0 0 260 16 0 Queens Blvd Alackson Ave 9A B 0 15 132 0 0 2556 Queens Blvd Alackson Ave 9A B 0		_							
Queens Blvd 9 WB 0 50 733 60 0 Jackson Ave 9 NB 0 0 260 16 0 Jackson Ave 9 NB 0 0 260 16 0 Jackson Ave 9 SB 0 15 132 0 0 2556 Queens Blvd & Jackson Ave (Service Rd) 9A BB 0 0 35 355 0 Queens Blvd 9A BB 0 0 35 355 0 Queens Blvd 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 10 NB 0 0 114 93 Queens Blvd 10 NB 0 <t< td=""><td></td><td></td><td>- FD</td><td>_</td><td>0</td><td>062</td><td>227</td><td>_</td><td></td></t<>			- FD	_	0	062	227	_	
Jackson Ave 9 NB 0 0 260 16 0 Jackson Ave 9 SB 0 15 132 0 0 2556 Queens Blvd & Jackson Ave (Service Rd) 9A BB 0 0 35 355 0 Queens Blvd 9A BB 0 0 35 355 0 Queens Blvd 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Thompson Ave 9A NB 0 0 0 0 390 Thompson Ave & Queens Blvd 10 BB 0 0 0 14 93 Queens Blvd 10 BB 0 0 0 114 93 Queens Blvd 10 NB 0 255 266 0 25 Thompson Ave 10 NB 0 255 266 0 25 Thompson Ave 11 EB 0 0 400 0 0 Thomson Ave 1					_				
Jackson Ave 9 SB 0 15 132 0 0 2556 Queens Blvd & Jackson Ave (Service Rd) 2018 -> 2019 (LIC_9A_TMC-6E) 9A Queens Blvd 9A EB 0 0 35 355 0 Queens Blvd 9A WB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 Jackson Ave 10 SB 0 0 0 0 Jackson Ave 10 SB 0 0 0 0 Jackson Ave 10 SB 0 0 0 0 Jackson Ave 10 SB 0 0 0 0 Jackson Ave 11 EB 0 0 0 0 Jackson Ave 11 FB 0 0 0 0 Jackson Ave 111 FB 0 0 0 0 Jackson Ave 111 FB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 0 Jackson Ave 111 TAB 0 0 0 Jackson Ave 111 TAB									
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2018> 2019 (LIC_9A_TMC-6E) 9A		9	28	U	15	132	- 0	U	2556
Queens Blvd 9A EB 0 0 35 355 0 Queens Blvd 9A WB 0 0 0 0 0 Jackson Ave 9A NB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Jackson Ave 9A SB 0 0 0 0 0 Thompson Ave & Queens Blvd 10 EB 0 0 0 114 93 Queens Blvd 10 WB 0 0 1030 0 0 Thompson Ave 10 NB 0 255 266 0 25 Thompson Ave 11 Thompson Ave 11 WB 0 0 528 18 0 2329 Dutch Kills St 11 NB 0 0 385 896 0 0 0 0 0 0 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>									
Queens Blvd 9A WB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	•				_				
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Jackson Ave 9A SB 0 0 0 0 0 0 390				_		-			
Thompson Ave & Queens Blvd 2018> 2019 (LIC_10_TMC-6G) Queens Blvd Queens Blvd 10 WB 0 10 NB 0 255 266 0 25 Thompson Ave 10 NB 0 255 266 0 25 Thompson Ave 10 NB 0 0 58 0 0 528 18 0 2329 Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005) 11 Thomson Ave 11 WB 0 0 0 0 0 0 0 11 NB 0 0 0 0 0 0 0 0 11 NB 0 0 0 0 0 0 0 11 NB 0 0 0 0 0 0 0 10 11 NB 0 0 0 0 0 1681 Dutch Kills St 11 NB 0 0 0 0 1681 Thomson Ave 111 EB 0 0 0 0 0 1681 Thomson Ave 1111 BB 0 0 0 0 0 1681 Dutch Kills St & Thomson Ave (#2) 2019 (TMC-005) 1111 Thomson Ave 1111 BB 0 0 0 0 0 1681 Dutch Kills St 1111 NB 0 0 0 0 0 1681 Dutch Kills St 1111 NB 0 0 0 0 0 0 122 Queens Plaza North 2019 (TMC-006) 12 Queens Plaza North 12 WB 0 123 NB 0 0 0 0 0 0 0 0 0 0 0 0 0							_		
2018> 2019 (LIC_10_TMC-6G) 10		9A	SB	0	0	0	0	0	390
Queens Blvd 10 EB 0 0 0 114 93 Queens Blvd 10 WB 0 0 1030 0 0 Thompson Ave 10 NB 0 255 266 0 25 Thompson Ave 10 SB 0 0 528 18 0 2329 Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005) 11 EB 0 0 400 0 0 Thomson Ave 11 WB 0 0 385 896 0 Dutch Kills St & Thomson Ave (#2) 11 NB 0 0 0 0 1681 Thomson Ave 1111 EB 0 0 400 0 0 1681 Thomson Ave 1111 WB 0 0 0 0 1681 Thomson Ave 1111 WB 0 0 10 0 0 0 0 0 0 0 0 0	·								
Queens Blvd 10 WB 0 0 1030 0 0 Thompson Ave 10 NB 0 255 266 0 25 Thompson Ave 10 SB 0 0 528 18 0 2329 Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005) 11 EB 0 0 400 0 0 0 Thomson Ave 11 WB 0 0 385 896 0 Dutch Kills St 11 NB 0 0 0 0 0 Dutch Kills St & Thomson Ave (#2) 2019 (TMC-005) 1111 Thomson Ave 1111 EB 0 0 400 0 0 Thomson Ave 1111 WB 0 0 12 0									
Thompson Ave 10 NB 0 255 266 0 25 Thompson Ave 10 SB 0 0 528 18 0 2329 Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005) Thomson Ave 11 EB 0 0 400 0 0 Thomson Ave 11 NB 0 0 385 896 0 Dutch Kills St 11 NB 0 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 0 Dutch Kills St 8 Thomson Ave (#2) 2019 (TMC-005) Thomson Ave 1111 EB 0 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St 111 NB 0 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0		_			0	_		93	
Thompson Ave 10 SB 0 0 528 18 0 2329 Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005) Thomson Ave 11 EB 0 0 400 0 0 Thomson Ave 11 WB 0 0 385 896 0 Dutch Kills St 11 NB 0 0 0 0 0 0 Dutch Kills St 11 NB 0 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 1681 Dutch Kills St & Thomson Ave (#2) 2019 (TMC-005) Thomson Ave 1111 EB 0 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St 111 NB 0 0 0 0 0 0 Dutch Kills St 111 NB 0 0 0 0 0 Dutch Kills St 111 NB 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 Dut		10	WB	0	0	1030	0		
Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005) Thomson Ave 11 EB 0 0 0 400 0 0 Thomson Ave 11 WB 0 0 385 896 0 Dutch Kills St 11 NB 0 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 Dutch Kills St & Thomson Ave (#2) 2019 (TMC-005) Thomson Ave 1111 EB 0 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St & 111 NB 0 0 0 0 0 0 Thomson Ave 1111 NB 0 0 0 0 0 0 Dutch Kills St 1111 NB 0 0 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 0 0 21st Street & Queens Plaza North 2019 (TMC-006) Queens Plaza North 12 EB 0 0 0 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street	1			_	255		0		
2019 (TMC-005) 11 EB 0 0 400 0 0 Thomson Ave 11 WB 0 0 385 896 0 Dutch Kills St 11 NB 0 0 0 0 0 Dutch Kills St 11 SB 0 0 0 0 0 0 Dutch Kills St & Thomson Ave (#2) 1111 Thomson Ave 1111 WB 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 NB 0 <t< td=""><td>-</td><td>10</td><td>SB</td><td>0</td><td>0</td><td>528</td><td>18</td><td>0</td><td>2329</td></t<>	-	10	SB	0	0	528	18	0	2329
Thomson Ave	Dutch Kills St & Thomson Ave (#1)								
Thomson Ave	2019 (TMC-005)	11							
Dutch Kills St 11 NB 0	Thomson Ave	11	EB	0	0	400	0	0	
Dutch Kills St 11 SB 0 0 0 0 0 1681 Dutch Kills St & Thomson Ave (#2) 2019 (TMC-005) Thomson Ave 1111 EB 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 21st Street & Queens Plaza North 12 EB 0 0 0 0 Queens Plaza North 12 EB 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 0 0	Thomson Ave	11	WB	0	0	385	896	0	
Dutch Kills St & Thomson Ave (#2) 2019 (TMC-005) 1111 Thomson Ave 1111 EB 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 2523 21st Street & Queens Plaza North 12 EB 0 0 0 0 0 0 Queens Plaza North 12 EB 0	Dutch Kills St	11	NB	0	0	0	0	0	
2019 (TMC-005) 1111 EB 0 0 400 0 0 Thomson Ave 1111 WB 0 0 1281 842 0 Dutch Kills St 1111 NB 0 0 0 0 0 Dutch Kills St 1111 SB 0 0 0 0 0 0 2523 21st Street & Queens Plaza North 12 EB 0	Dutch Kills St	11	SB	0	0	0	0	0	1681
Thomson Ave	Dutch Kills St & Thomson Ave (#2)								
Thomson Ave	2019 (TMC-005)	1111							
Dutch Kills St 1111 NB 0	Thomson Ave	1111	EB	0	0	400	0	0	
Dutch Kills St 1111 SB 0 0 0 0 0 2523 21st Street & Queens Plaza North 12 B 0 0 0 0 0 Queens Plaza North 12 B 0 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 365 0 0	Thomson Ave	1111	WB	0	0	1281	842	0	
21st Street & Queens Plaza North 2019 (TMC-006) 12 Queens Plaza North 12 EB 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 365 0 0	Dutch Kills St	1111	NB	0	0	0	0	0	
2019 (TMC-006) 12 EB 0 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 365 0 0	Dutch Kills St	1111	SB	0	0	0	0	0	2523
2019 (TMC-006) 12 EB 0 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 365 0 0	21st Street & Queens Plaza North								
Queens Plaza North 12 EB 0 0 0 0 Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 365 0 0		12							
Queens Plaza North 12 WB 0 123 78 84 0 21st Street 12 NB 0 0 365 0 0	•		EB	0	0	0	0	0	
21st Street 12 NB 0 0 365 0 0									
	21st Street	12	SB	0	0	947	401	0	1998



CBD Tolling

LM - Traffic Flowmap #2

AM No-Action



Legend:



- Intersection (2019 Collected Data)



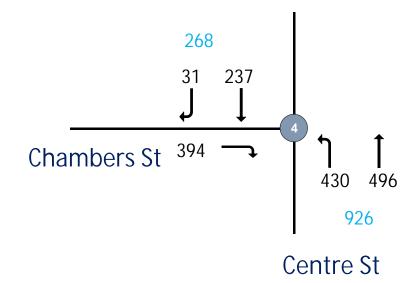
- Intersection (Uncollected Data)

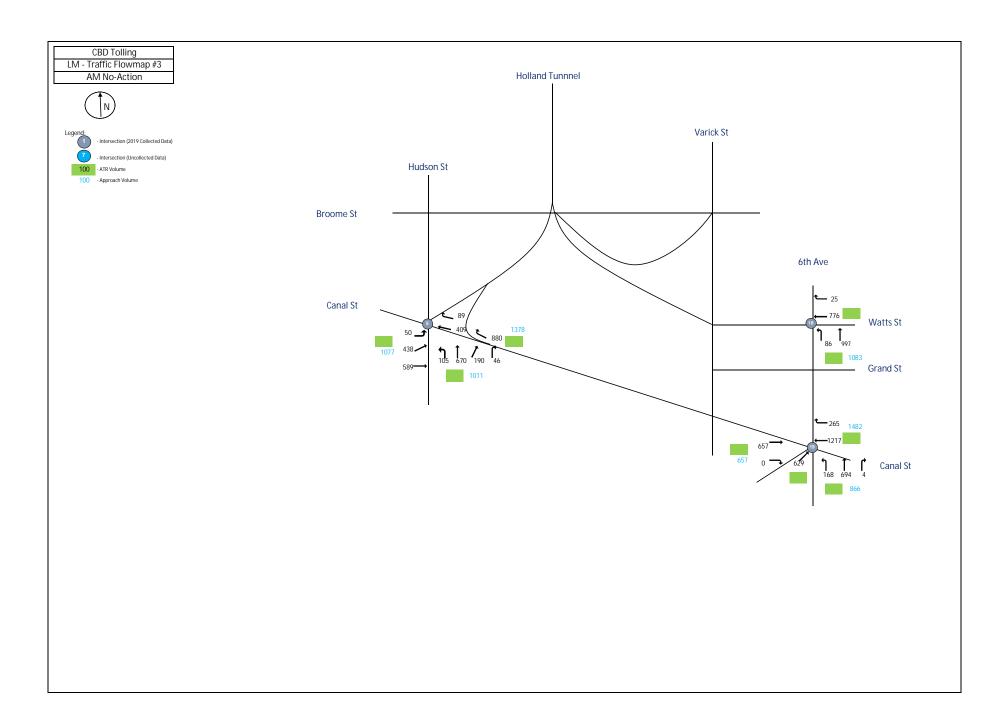
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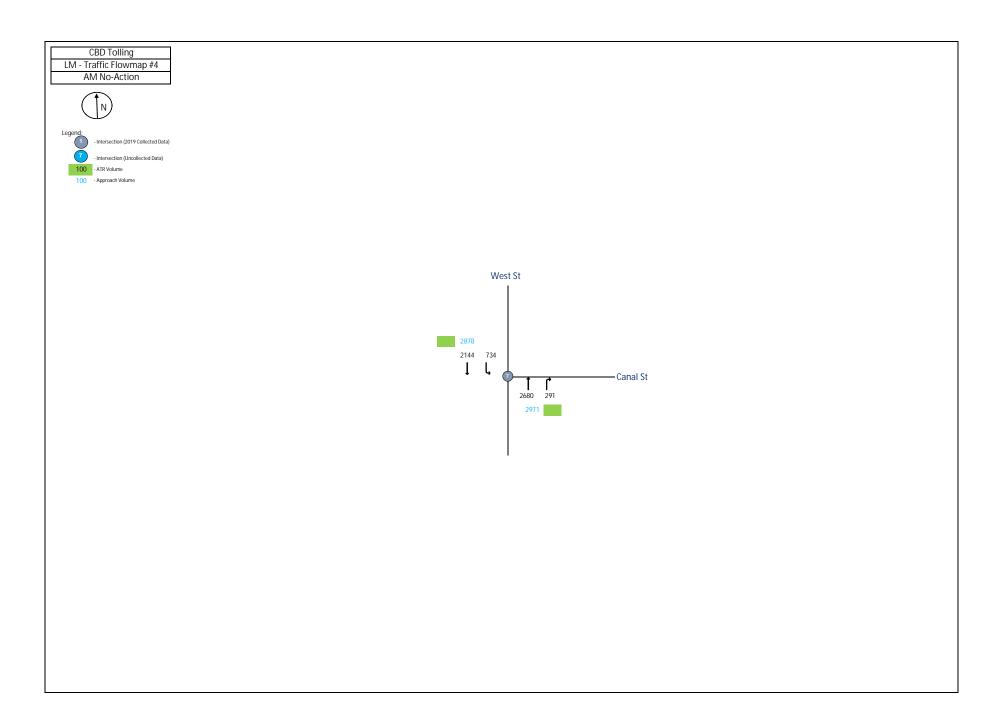
- ATR Volume

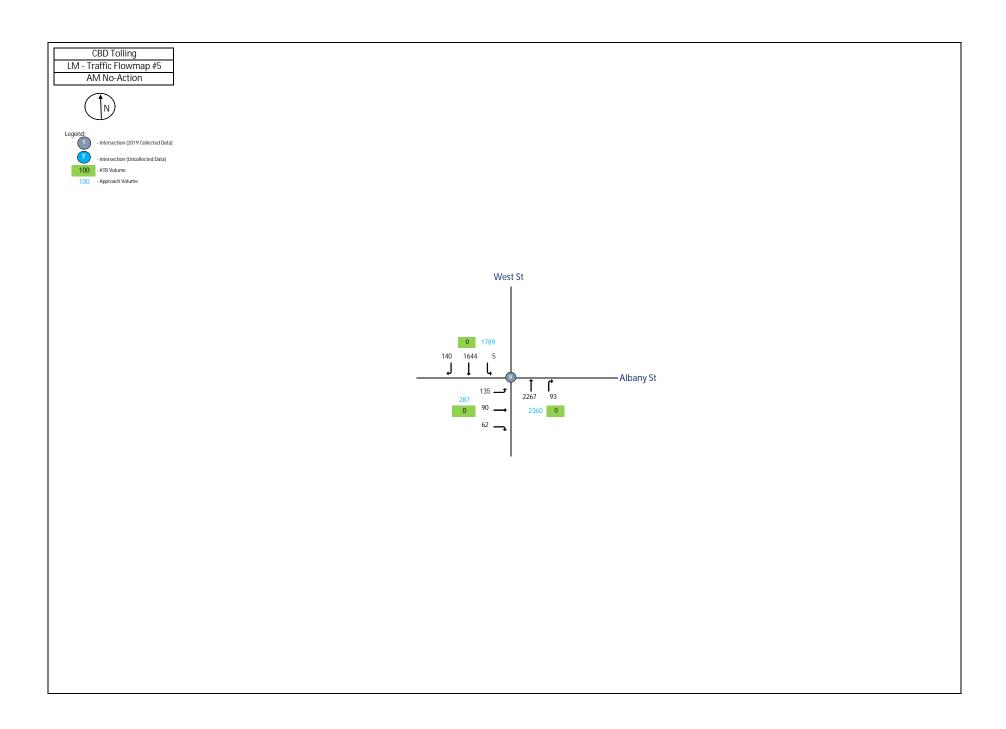
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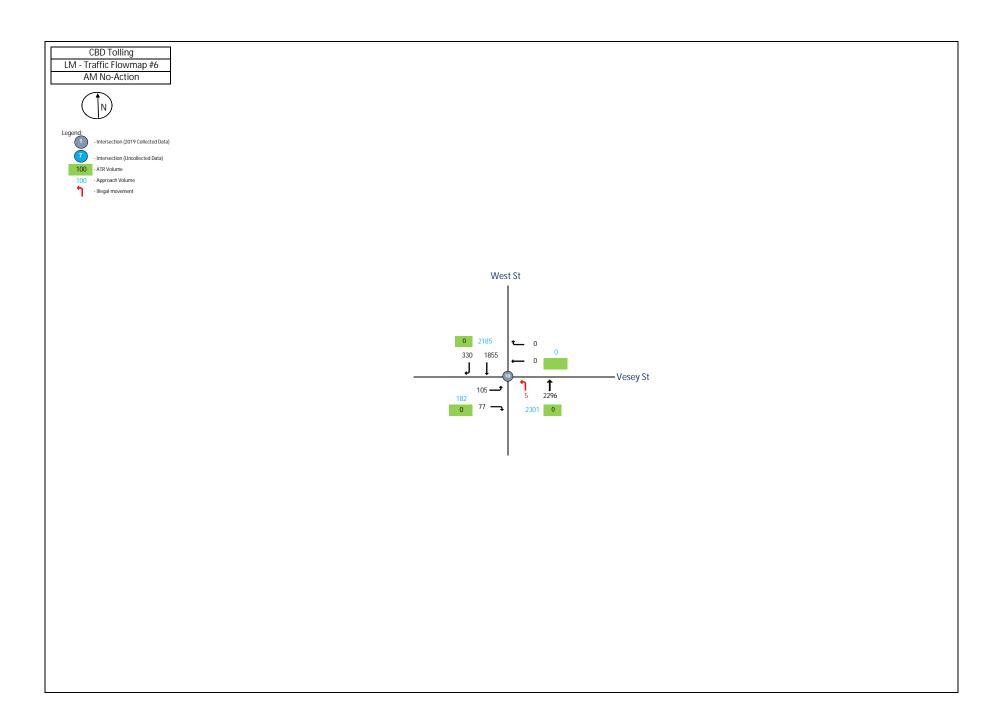
- Approach Volume

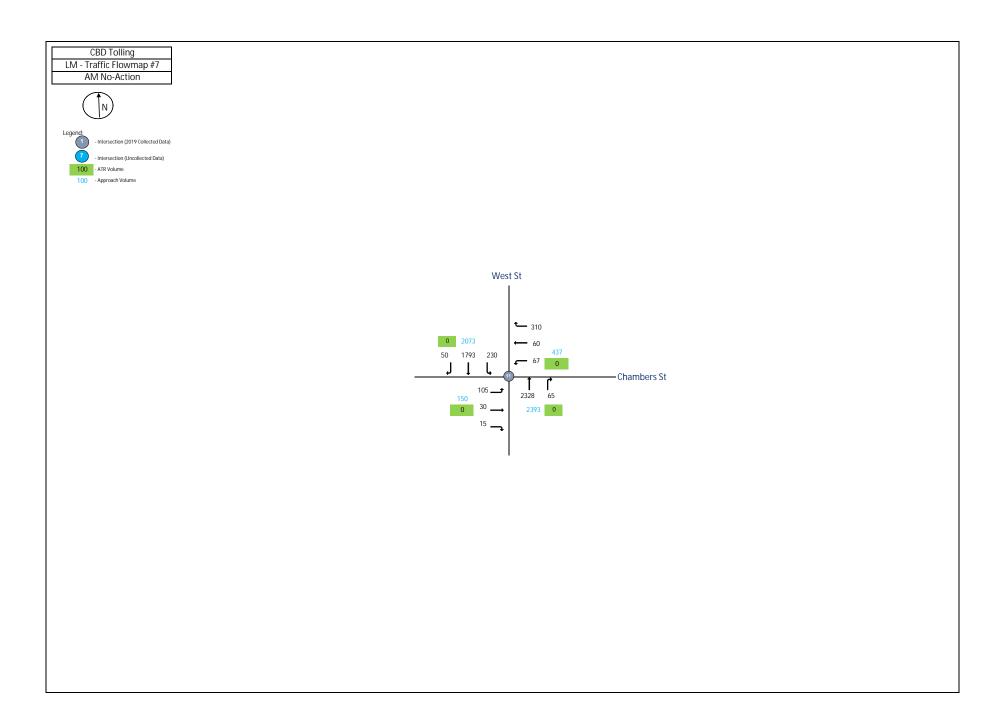


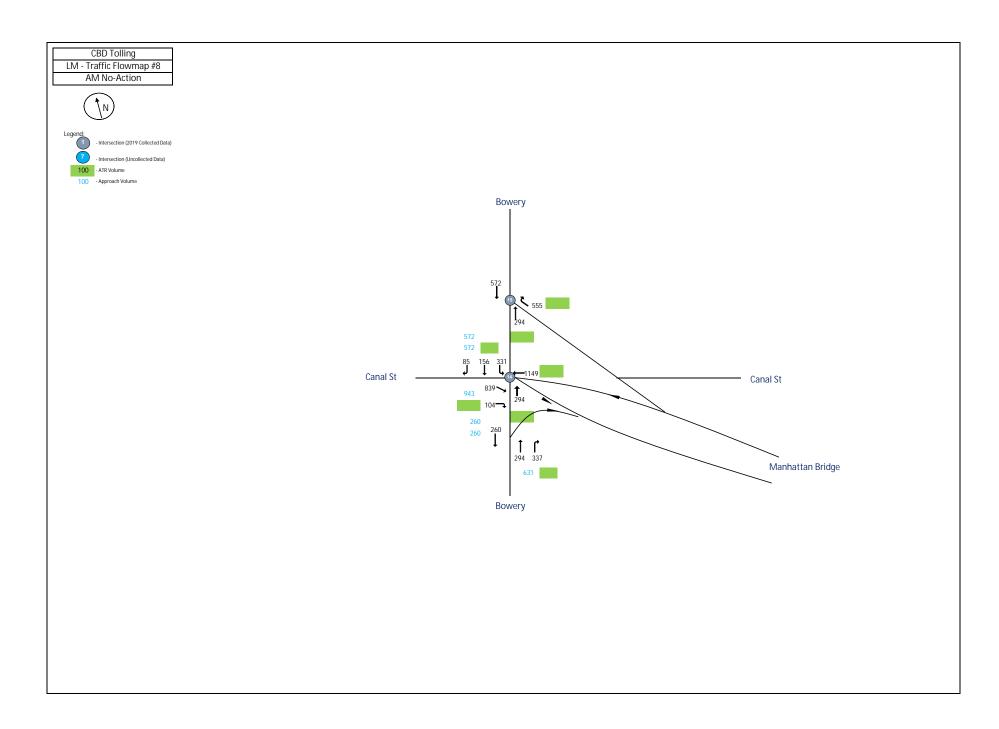










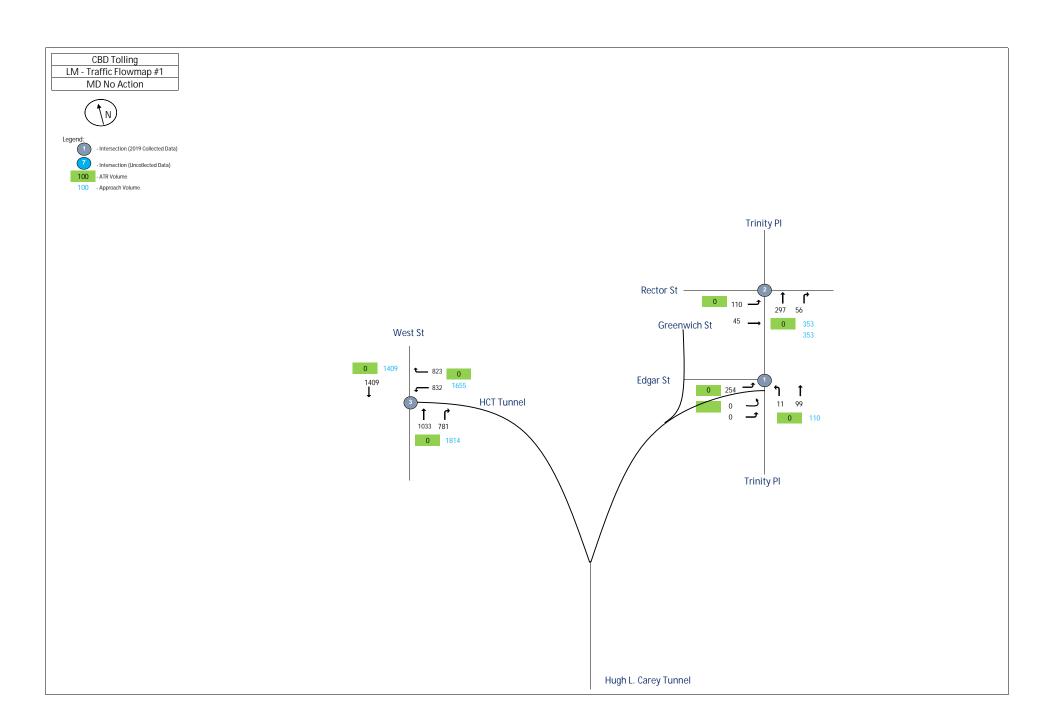


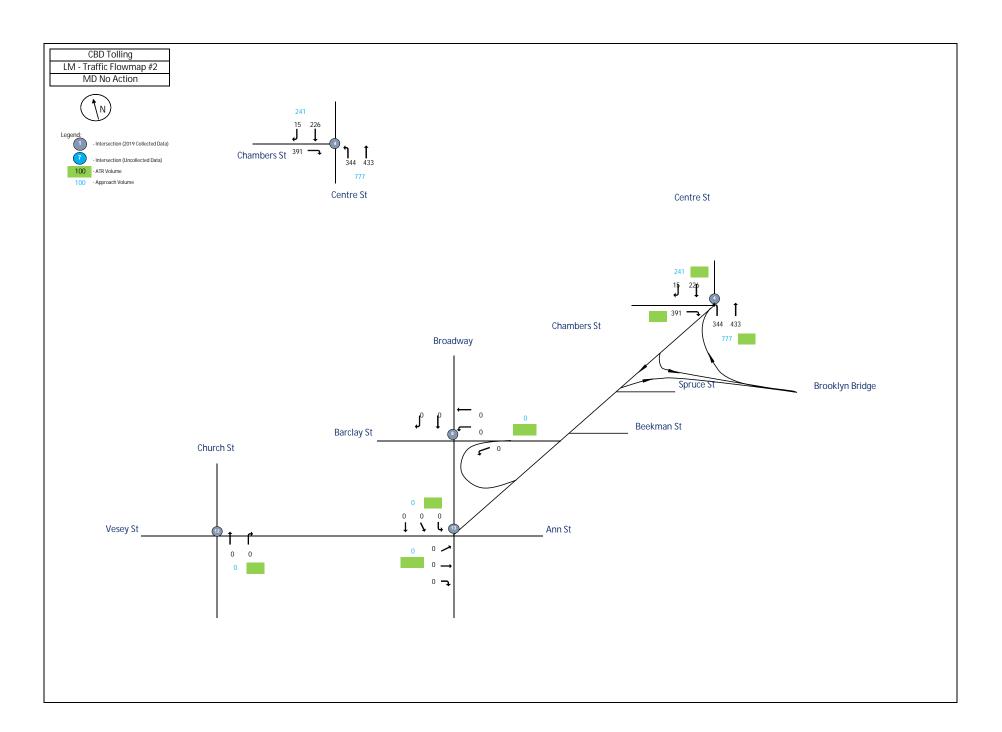
LM 8:00:00 AM

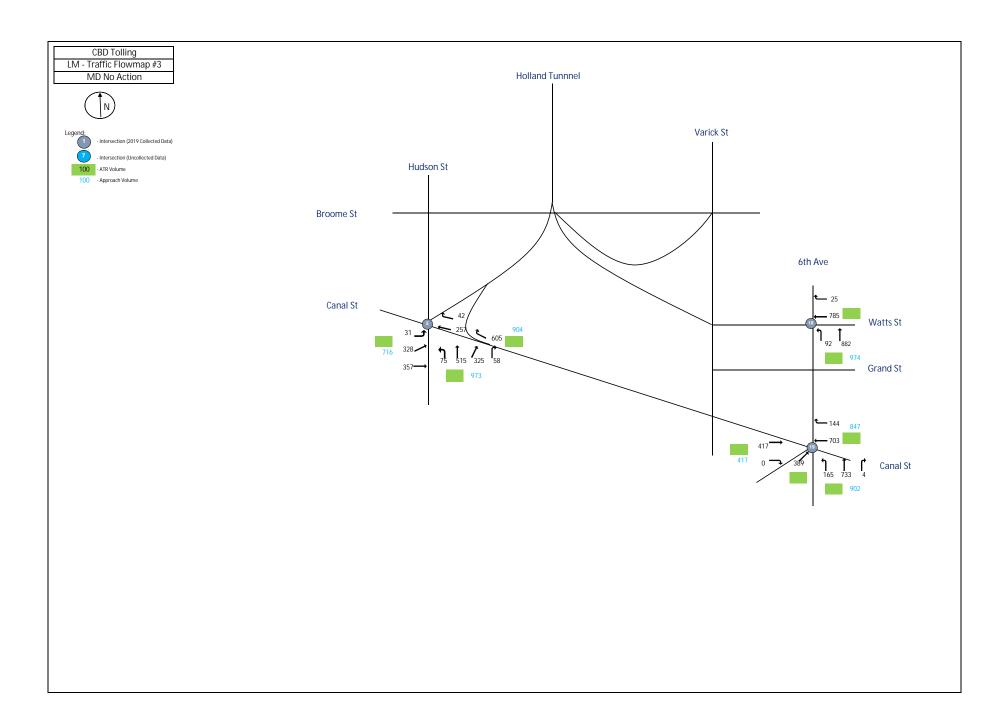
LM	8:00:00 AM	<u> </u>	Total Vakialas							
			Total Vehicles							
			Inbound/Outbound							
			AM Peak Hour							
Intersection	Node	Approach	L2	L	T	R	R2	Total		
Edgar St. and Trinity Pl.										
2019 (TMC-010)	1									
Edgar St.	1	EB	0	35	0	0	0			
478 Exit Ramp.	1	NE	0	0	0	0	0			
Trinity PI.	1	NB	0	3	79	0	0			
Trinity PI.	1	SB	0	0	0	0	0	117		
Rector St. and Trinity Pl.										
2019 (TMC-011)	2									
Rector St.	2	EB	0	102	35	0	0			
Rector St.	2	WB	0	0	0	0	0			
Trinity PI.	2	NB	0	0	104	10	0			
Trinity PI.	2	SB	0	0	0	0	0	251		
West St. and HCT Exit.										
2019 (TMC-012)	3									
-	3	EB	0	0	0	0	0			
HCT Exit.	3	WB	0	1692	0	0	0			
West St.	3	NB	0	0	1056	0	424			
West St.	3	SB	0	0	1044	0	0	4216		
West St. and HCT Exit.										
2019 (TMC-012)	333									
W. Thams St.	333	EB	0	0	0	0	0			
HCT Exit.	333	WB	0	0	0	1239	0			
West St.	333	NB	0	0	1056	0	0			
West St.	333	SB	0	0	1044	0	0	3339		
Chambers St. and Centre St.										
2018	4									
Chambers St.	4	EB	0	0	0	394	0			
-	4	WB	0	0	0	0	0			
Centre St.	4	NB	0	430	496	0	0			
Centre St.	4	SB	0	0	237	31	0	1588		
Hudson St. and Canal St.										
2018	5									
Canal St.	5	EB	50	438	589	0	0			
Canal St.	5	WB	0	0	409	89	0			
Hudson St.	5	NB	0	105	670	190	46			
Hudson St.	5	SB	0	0	0	0	0	2586		

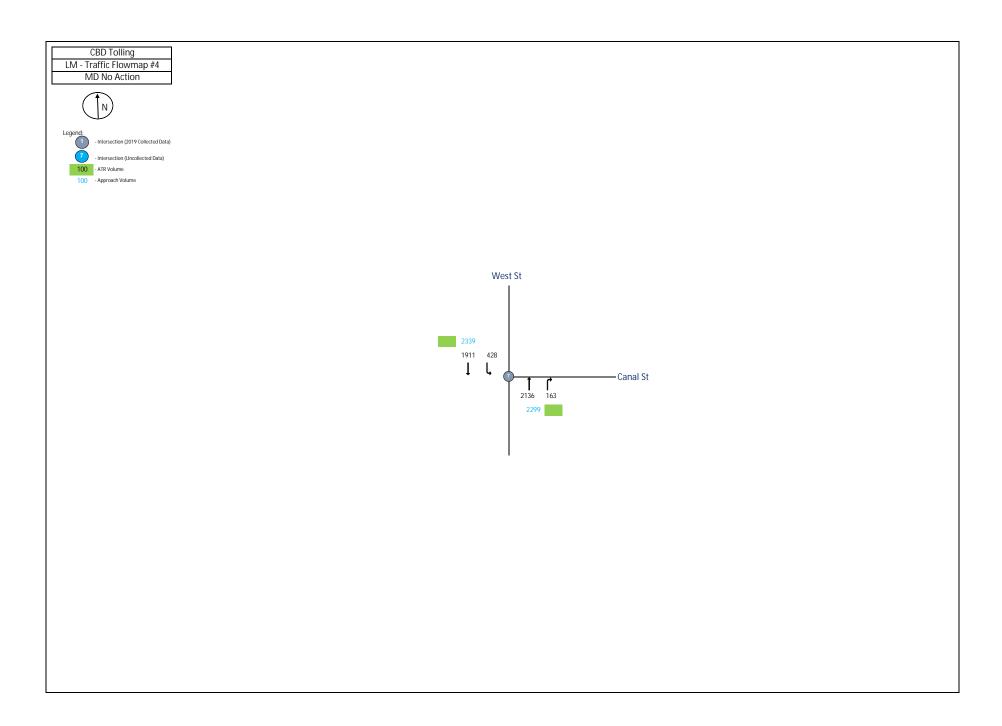
Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	635	0	0	
Canal St.	555	WB	0	0	498	880	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	2013
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2680	291	0	
West St.	7	SB	0	734	2144	0	0	5849
West St. and Canal St S.								
2018	777					_		
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2680	0	0	
West St.	777	SB	0	0	2878	0	0	5558
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	135	90	62	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	2267	93	0	
West St.	9	SB	0	5	1644	140	0	4436
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	105	0	77	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	5	2296	0	0	
West St.	10	SB	0	0	1855	330	0	117
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	105	30	15	0	
Chambers St.	11	WB	0	67	60	310	0	
West St.	11	NB	0	0	2328	65	0	
West St.	11	SB	0	230	1793	50	0	5053

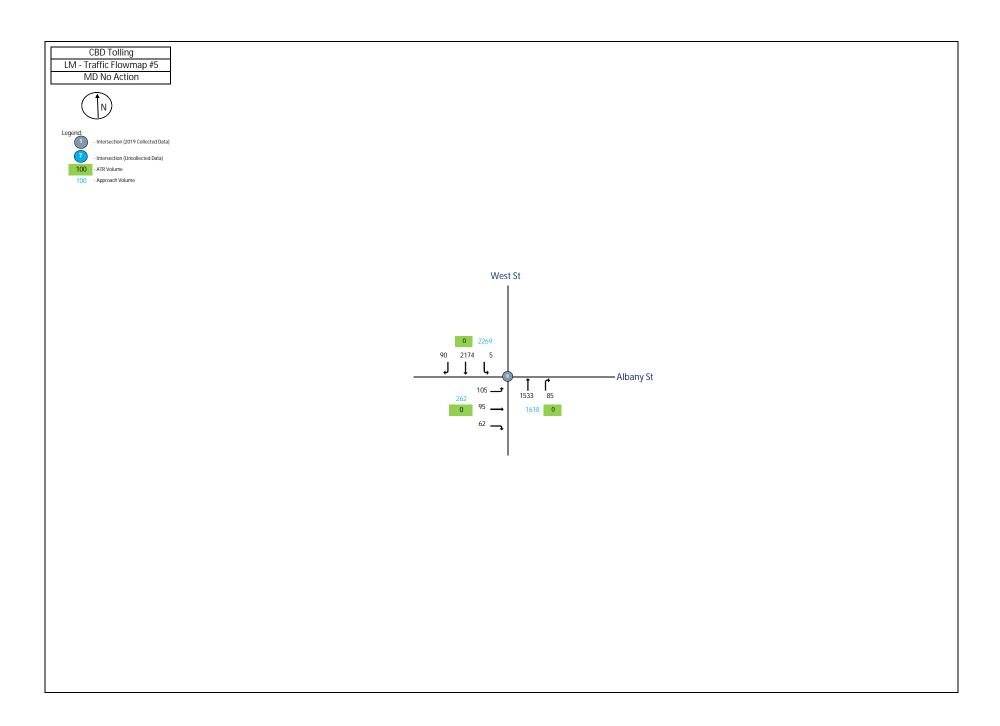
Bowey and Canal St./Manhattan	Bridge Off-Ram	пр						
2018	14							
Canal St.	14	EB	0	0	839	104	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	1149	0	0	
Bowey	14	NB	0	0	294	337	0	
Bowey	14	SB	0	331	156	85	0	3295
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	555	0	
Bowey	15	NB	0	0	294	0	0	
Bowey	15	SB	0	0	572	0	0	1421
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	776	25	0	
6th Ave.	18	NB	0	86	997	0	0	
6th Ave.	18	SB	0	0	0	0	0	1884
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	657	0	0	
Canal St.	19	WB	0	0	1217	265	0	
6th Ave.	19	NB	0	168	694	4	0	
Laight St.	19	NE	0	0	0	629	0	3634

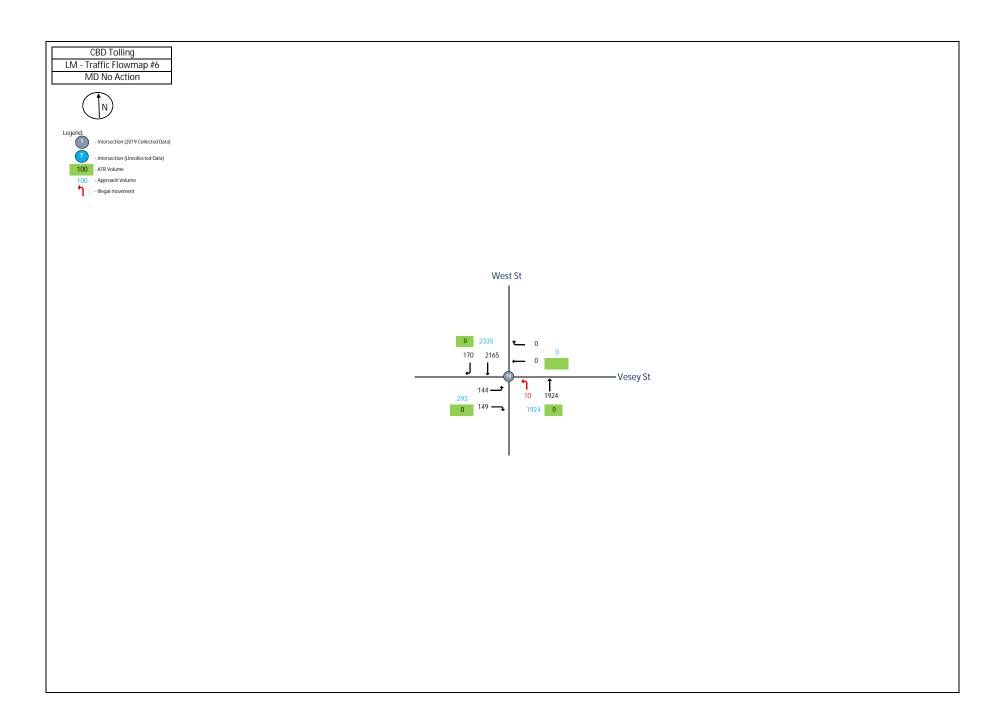


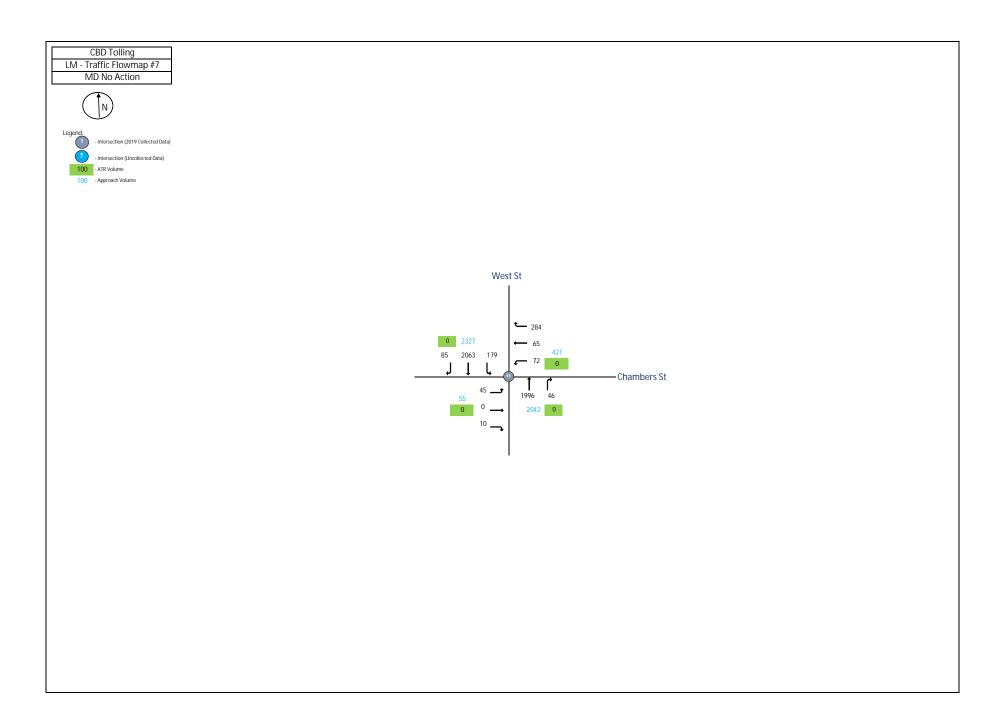


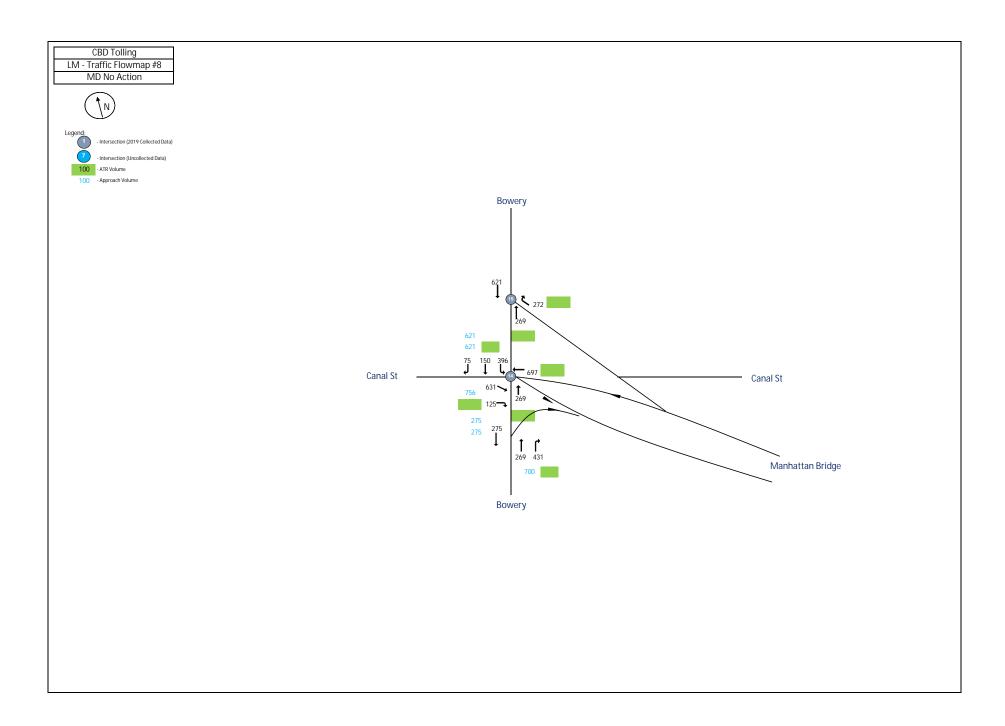








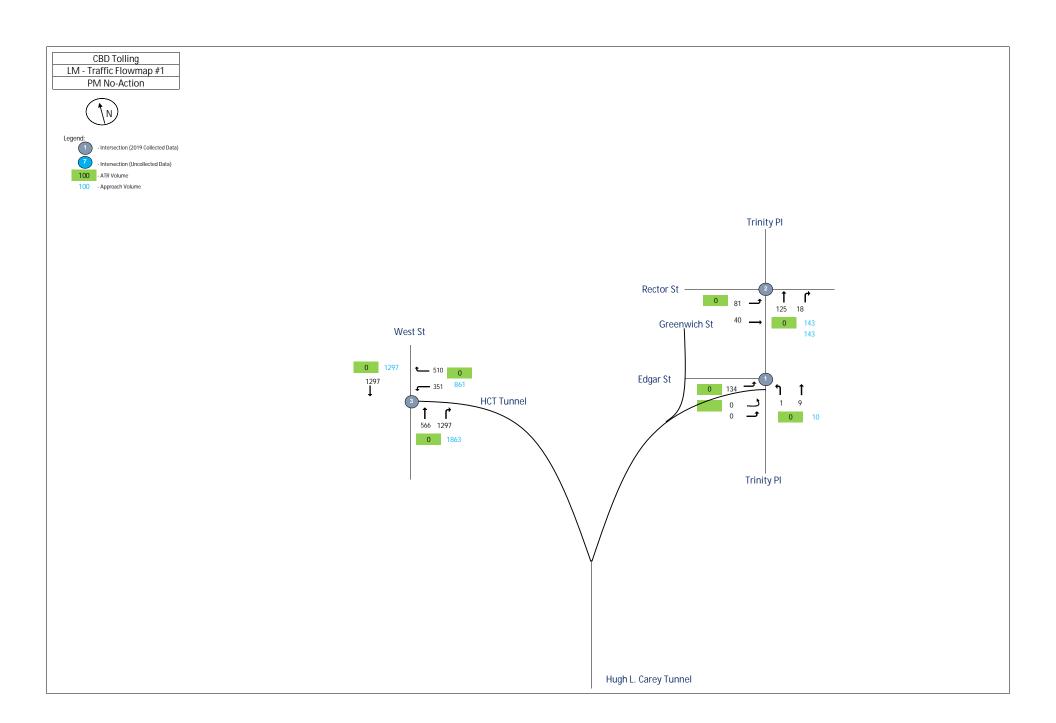


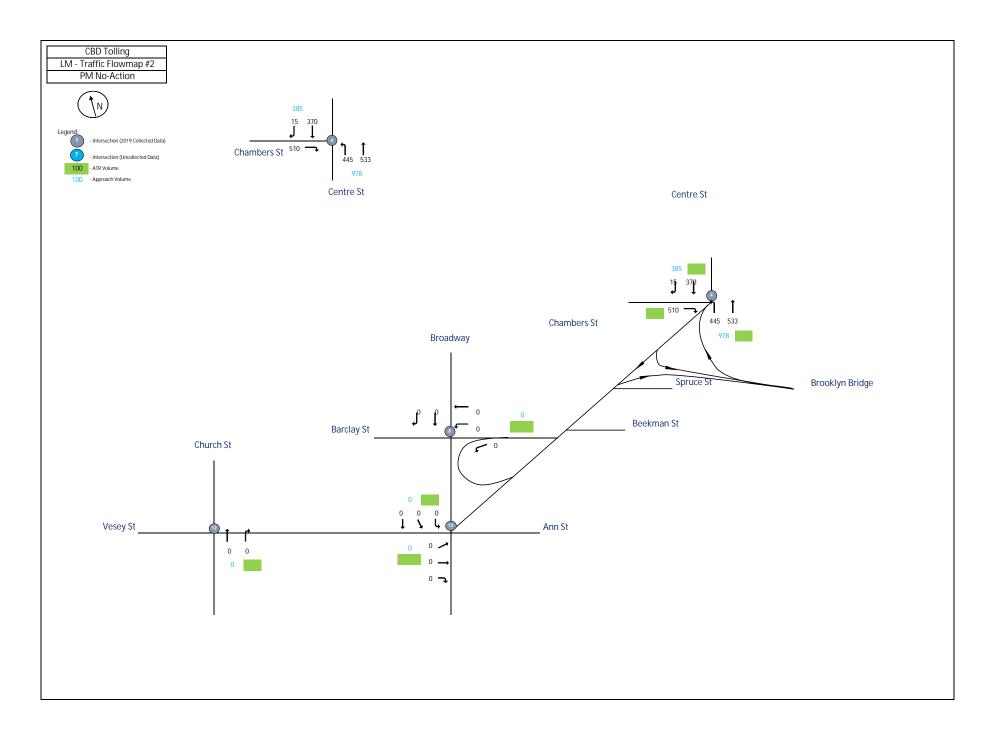


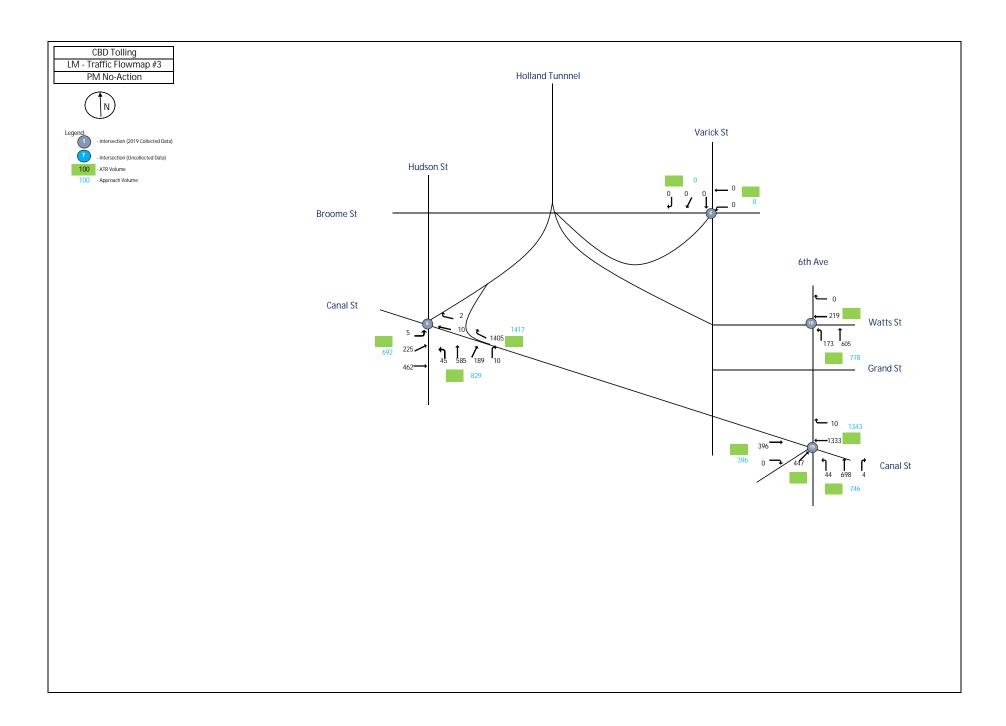
LM	1:00:00 PM	1	Total Vahialas							
			Total Vehicles							
			Inbound/Outbound							
			MD Peak Hour							
Intersection	Node	Approach	L2	L	T	R	R2	Total		
Edgar St. and Trinity Pl.										
2019 (TMC-010)	1									
Edgar St.	1	EB	0	254	0	0	0			
478 Exit Ramp.	1	NE	0	0	0	0	0			
Trinity PI.	1	NB	0	11	99	0	0			
Trinity PI.	1	SB	0	0	0	0	0	364		
Rector St. and Trinity Pl.										
2019 (TMC-011)	2									
Rector St.	2	EB	0	110	45	0	0			
Rector St.	2	WB	0	0	0	0	0			
Trinity PI.	2	NB	0	0	297	56	0			
Trinity PI.	2	SB	0	0	0	0	0	508		
West St. and HCT Exit.										
2019 (TMC-012)	3									
-	3	EB	0	0	0	0	0			
HCT Exit.	3	WB	0	832	0	0	0			
West St.	3	NB	0	0	1033	0	781			
West St.	3	SB	0	0	1409	0	0	4055		
West St. and HCT Exit.										
2019 (TMC-012)	333									
W. Thams St.	333	EB	0	0	0	0	0			
HCT Exit.	333	WB	0	0	0	823	0			
West St.	333	NB	0	0	1033	0	0			
West St.	333	SB	0	0	1409	0	0	3265		
Chambers St. and Centre St.										
2018	4									
Chambers St.	4	EB	0	0	0	391	0			
-	4	WB	0	0	0	0	0			
Centre St.	4	NB	0	344	433	0	0			
Centre St.	4	SB	0	0	226	15	0	1409		
Hudson St. and Canal St.										
2018	5									
Canal St.	5	EB	31	328	357	0	0			
Canal St.	5	WB	0	0	257	42	0			
Hudson St.	5	NB	0	75	515	325	58			
Hudson St.	5	SB	0	0	0	0	0	1988		

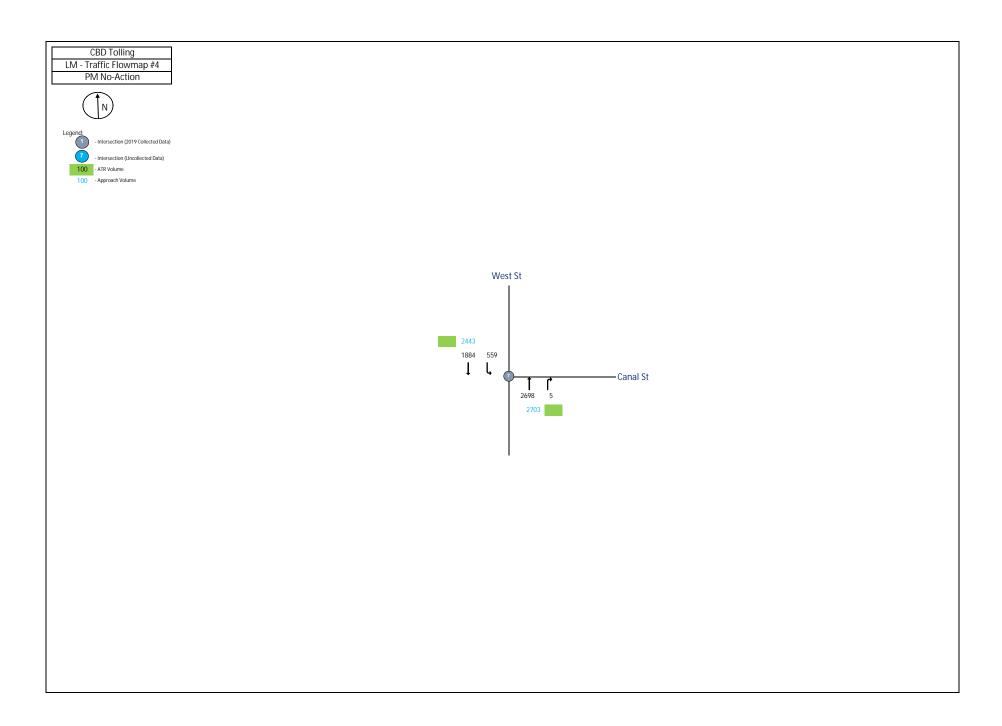
Hudson St. and Canal St.							I	Ī
2018	555							
Canal St.	555	EB	0	0	415	0	0	
Canal St.	555	WB	0	0	299	605	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1319
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2136	163	0	
West St.	7	SB	0	428	1911	0	0	4638
West St. and Canal St S.								
2018	777			_	_	_	_	
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St. West St.	777 777	NB SB	0 0	0	2136 2339	0 0	0 0	4475
West St. and Albany St.	///	36	U	0	2339	U	U	4475
2019 (TMC-013)	9	ED.	0	105	0.5	62	0	
Albany St.	9	EB	0	105	95	62	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1533	85	0	
West St.	9	SB	0	5	2174	90	0	4149
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	144	0	149	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	10	1924	0	0	
West St.	10	SB	0	0	2165	170	0	364
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	45	0	10	0	
Chambers St.	11	WB	0	72	65	284	0	
West St.	11	NB	0	0	1996	46	0	
West St.	11	SB	0	179	2063	85	0	4845

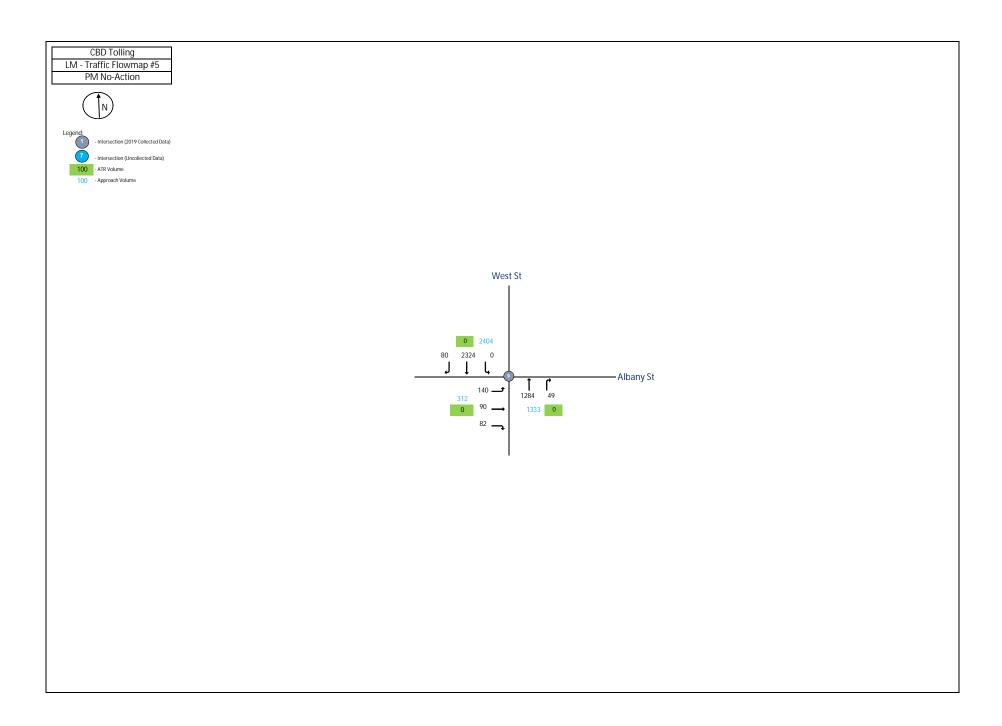
Bowey and Canal St./Manhattan	Bridge Off-Ram	пр					I	
2018	14							
Canal St.	14	EB	0	0	631	125	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	697	0	0	
Bowey	14	NB	0	0	269	431	0	
Bowey	14	SB	0	396	150	75	0	2774
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	272	0	
Bowey	15	NB	0	0	269	0	0	
Bowey	15	SB	0	0	621	0	0	1162
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	785	25	0	
6th Ave.	18	NB	0	92	882	0	0	
6th Ave.	18	SB	0	0	0	0	0	1784
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	417	0	0	
Canal St.	19	WB	0	0	703	144	0	
6th Ave.	19	NB	0	165	733	4	0	
Laight St.	19	NE	0	0	0	389	0	2555

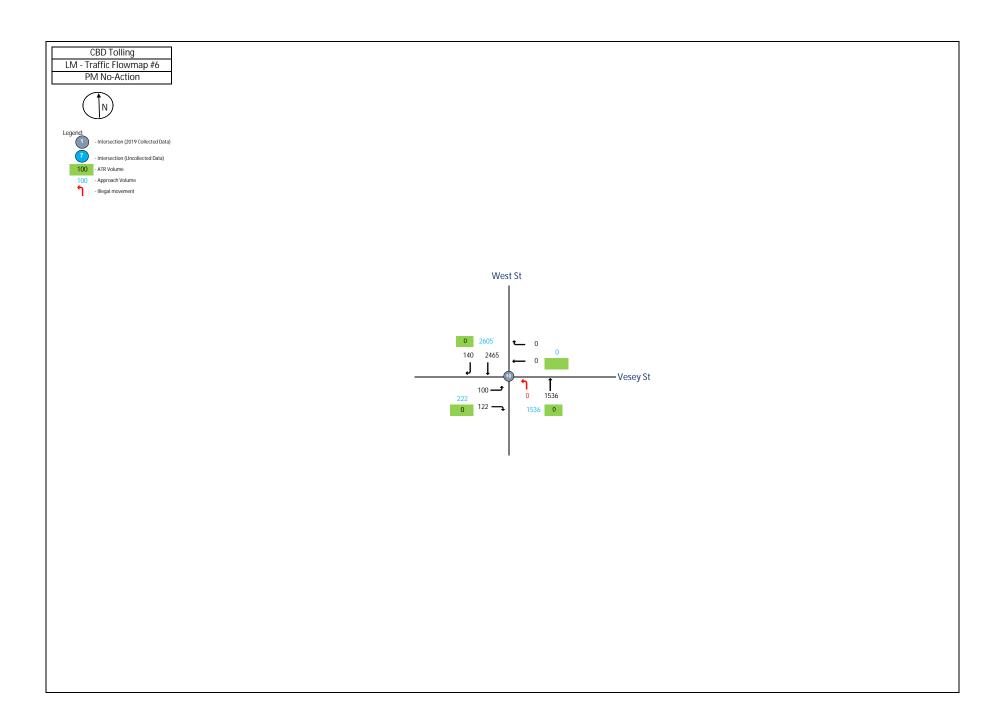


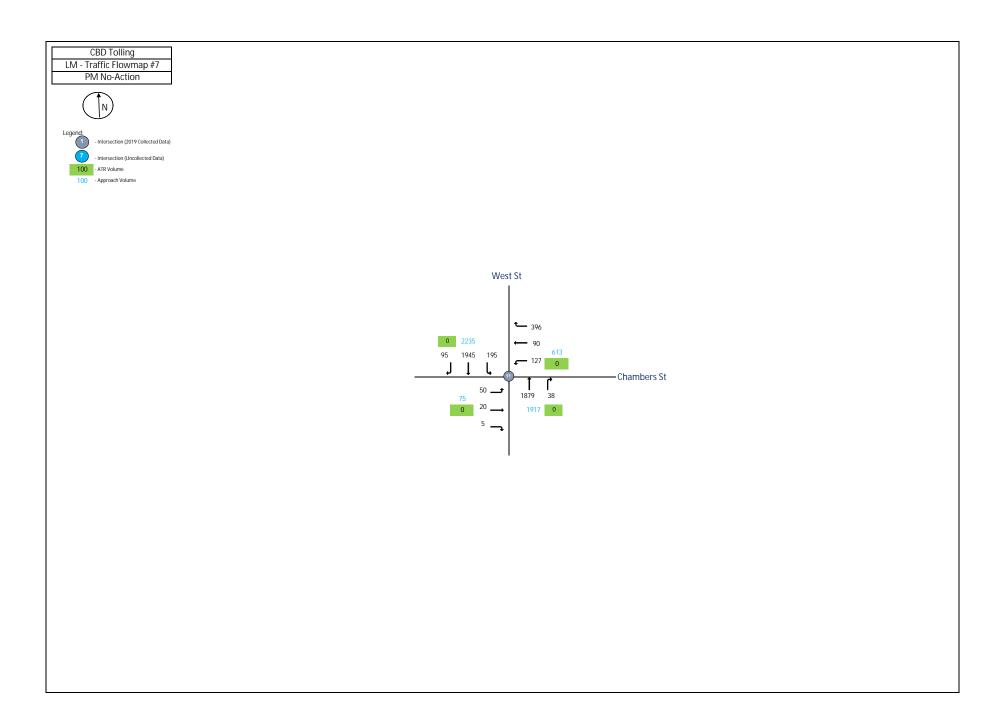


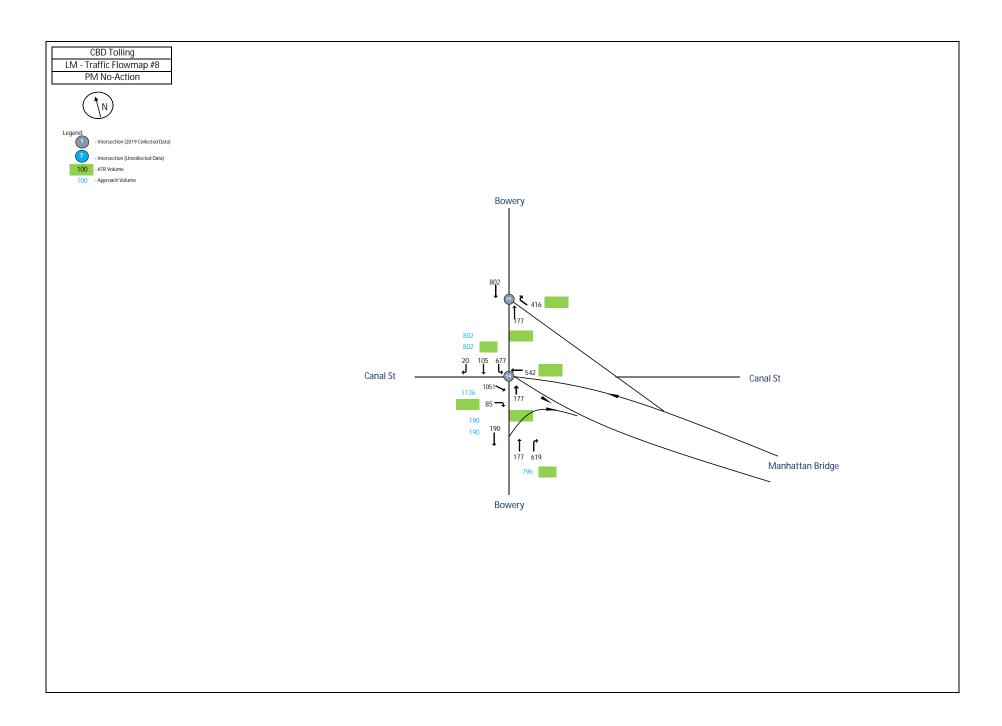








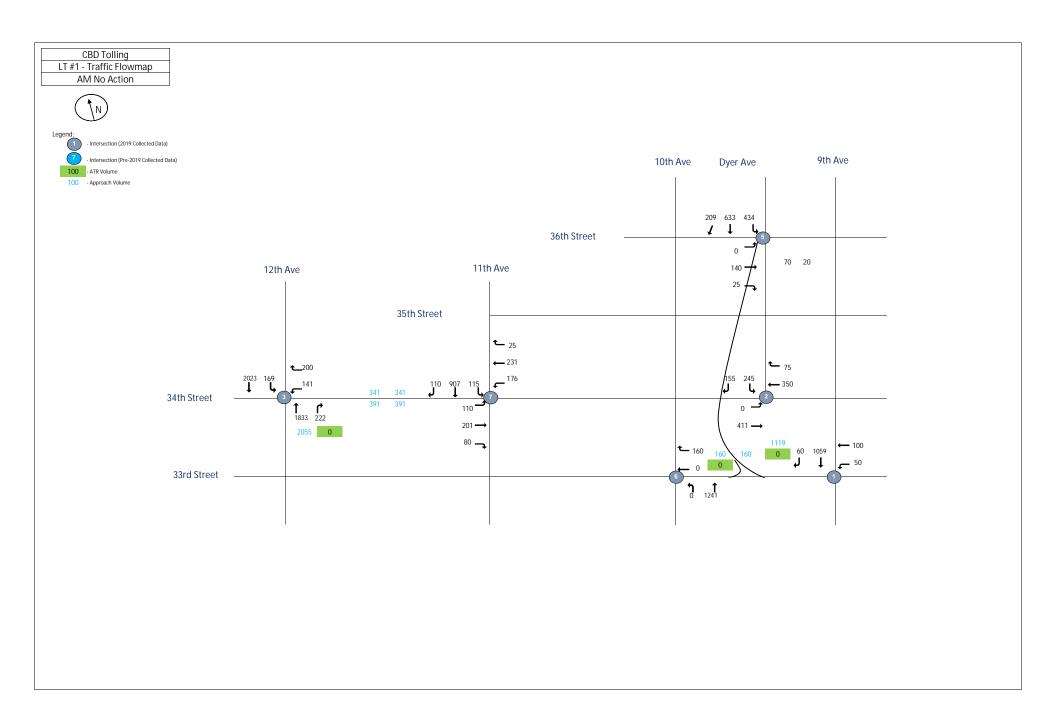


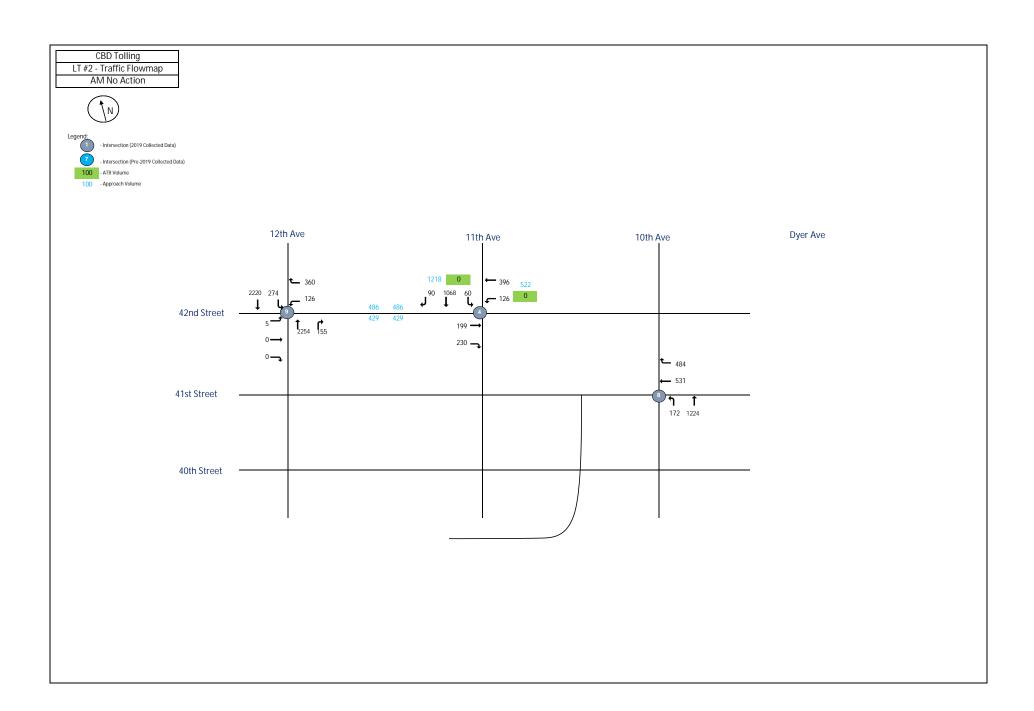


LIVI	5:00:00 PM		Total Vehicles						
				In		d/Outb			
						eak H			
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Edgar St. and Trinity Pl.						<u> </u>			
2019 (TMC-010)	1								
Edgar St.	1	EB	0	134	0	0	0		
478 Exit Ramp.	1	NE	0	0	0	0	0		
Trinity PI.	1	NB	0	1	9	0	0		
Trinity PI.	1	SB	0	0	0	0	0	144	
Rector St. and Trinity Pl.									
2019 (TMC-011)	2								
Rector St.	2	EB	0	81	40	0	0		
Rector St.	2	WB	0	0	0	0	0		
Trinity PI.	2	NB	0	0	125	18	0		
Trinity PI.	2	SB	0	0	0	0	0	264	
West St. and HCT Exit.									
2019 (TMC-012)	3								
- ` '	3	EB	0	0	0	0	0		
HCT Exit.	3	WB	0	351	0	0	0		
West St.	3	NB	0	0	566	0	1297		
West St.	3	SB	0	0	1297	0	0	3511	
West St. and HCT Exit.									
2019 (TMC-012)	333								
W. Thams St.	333	EB	0	0	0	0	0		
HCT Exit.	333	WB	0	0	0	510	0		
West St.	333	NB	0	0	566	0	0		
West St.	333	SB	0	0	1297	0	0	2373	
Chambers St. and Centre St.									
2018	4								
Chambers St.	4	EB	0	0	0	510	0		
-	4	WB	0	0	0	0	0		
Centre St.	4	NB	0	445	533	0	0		
Centre St.	4	SB	0	0	370	15	0	1873	
Hudson St. and Canal St.									
2018	5								
Canal St.	5	EB	5	225	462	0	0		
Canal St.	5	WB	0	0	10	2	0		
Hudson St.	5	NB	0	45	585	189	10		
Hudson St.	5	SB	0	0	0	0	0	1533	

Hudson St. and Canal St.								Ī
2018	555							
Canal St.	555	EB	0	0	472	0	0	
Canal St.	555	WB	0	0	12	1405	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1889
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2698	5	0	
West St.	7	SB	0	559	1884	0	0	5146
West St. and Canal St S.								
2018	777				_			
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2698	0	0	
West St.	777	SB	0	0	2443	0	0	5141
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	140	90	82	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1284	49	0	
West St.	9	SB	0	0	2324	80	0	4049
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	100	0	122	0	
Vesey St.	10	WB	0	10	0	0	0	
West St.	10	NB	0	0	1536	0	0	
West St.	10	SB	0	0	2465	140	0	144
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	50	20	5	0	
Chambers St.	11	WB	0	127	90	396	0	
West St.	11	NB	0	0	1879	38	0	
West St.	11	SB	0	195	1945	95	0	4840

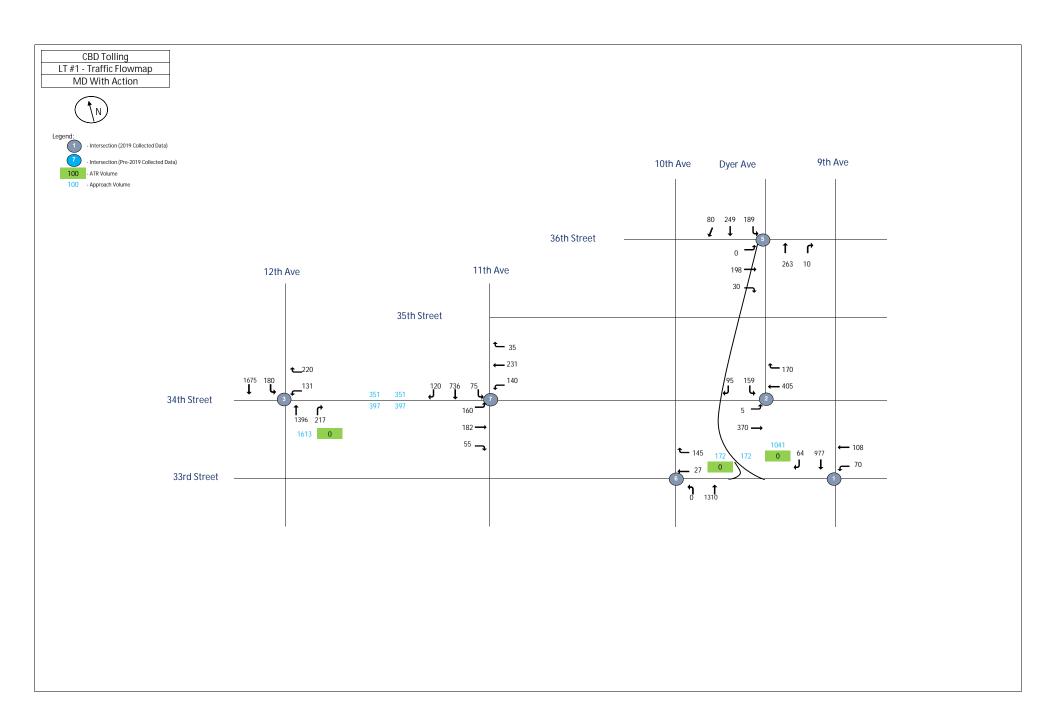
Bowey and Canal St./Manhattar	Bridge Off-Ran	тр					I	
2018	14							
Canal St.	14	EB	0	0	1051	85	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	542	0	0	
Bowey	14	NB	0	0	177	619	0	
Bowey	14	SB	0	677	105	20	0	3276
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	416	0	
Bowey	15	NB	0	0	177	0	0	
Bowey	15	SB	0	0	802	0	0	1395
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	219	0	0	
6th Ave.	18	NB	0	173	605	0	0	
6th Ave.	18	SB	0	0	0	0	0	997
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	396	0	0	
Canal St.	19	WB	0	0	1333	10	0	
6th Ave.	19	NB	0	44	698	4	0	
Laight St.	19	NE	0	0	0	447	0	2932

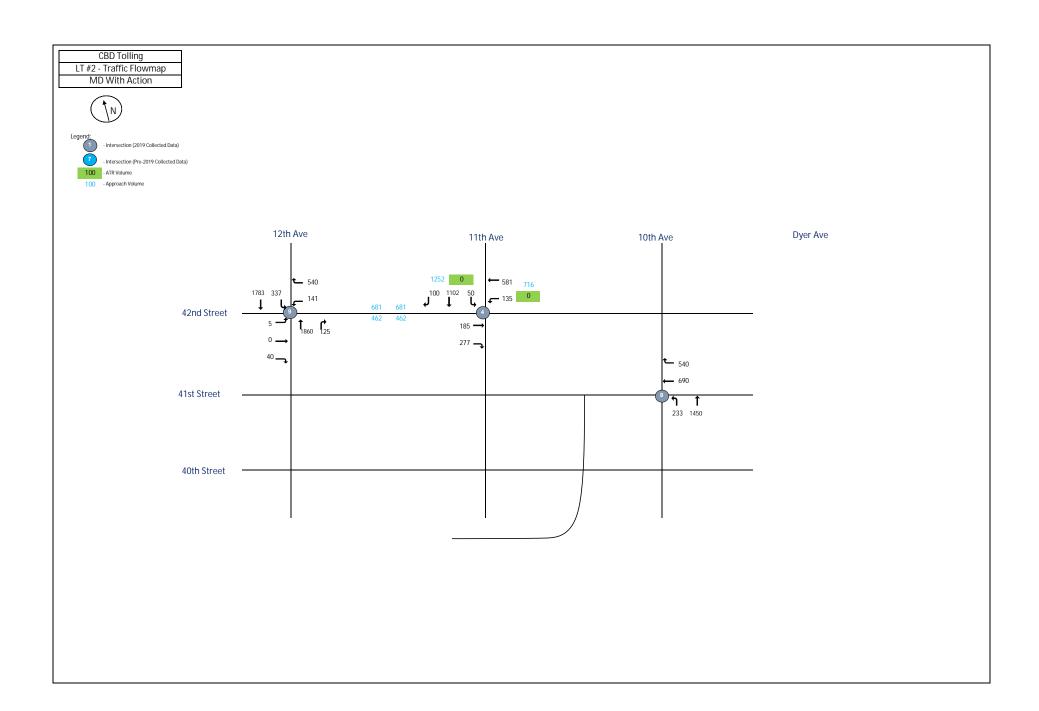




LI	8:00:00 AM		Total Vehicles							
					ound					
					AM Pe					
Interception	Neda	Approad	L2	1 1	T	R	R2	Total		
Intersection 33rd Street and 9th Avenue	Node	Approach	LZ		1	IX	1\Z	TOtal		
	1									
2019 (WRY-TMC-109)	1	- FD		0	0	0	0			
33rd Street	1	EB	0	0	100	0	0			
33rd Street	1	WB	0	50	100	0	0			
9th Avenue	1	NB CD	0	0	1050	•	0	4000		
9th Avenue	1	SB	0	0	1059	60	0	1269		
34th Street and Dyer Avenue										
2019 (WRY-TMC-105)	2					_				
34th Street	2	EB	0	0	411	0	0			
34th Street	2	WB	0	0	350	75	0			
Dyer Avenue	2	NB	0	0	0	0	0			
Dyer Avenue	2	SB	0	245	0	155	0	1236		
34th Street and 12th Avenue										
2019 (PABT-TMC-055)	3									
34th Street	3	EB	0	0	0	0	0			
34th Street	3	WB	0	141	0	200	0			
12th Avenue	3	NB	0	0	1833	222	0			
12th Avenue	3	SB	0	169	2023	0	0	4588		
42nd Street and 11th Avenue										
2019 (PABT-TMC-052)	4									
42nd Street	4	EB	0	0	199	230	0			
42nd Street	4	WB	0	126	396	0	0			
11th Avenue	4	NB	0	0	0	0	0			
11th Avenue	4	SB	0	60	1068	90	0	2169		
36th Street and Dyer Avenue										
2019 (PABT-TMC-060)	5									
36th Street	5	EB	0	0	140	25	0			
36th Street	5	WB	0	0	0	0	0			
Dyer Avenue	5	NB	0	0	70	20	0			
Dyer Avenue	5	SB	0	434	633	209	0	1531		
33rd Street and 10th Avenue										
2019 (WRY-TMC-108)	6									
33rd Street	6	EB	0	0	0	0	0			
33rd Street	6	WB	0	0	0	160	0			
10th Avenue	6	NB	0	0	1241	0	0			
10th Avenue	6	SB	0	0	0	0	0	1401		

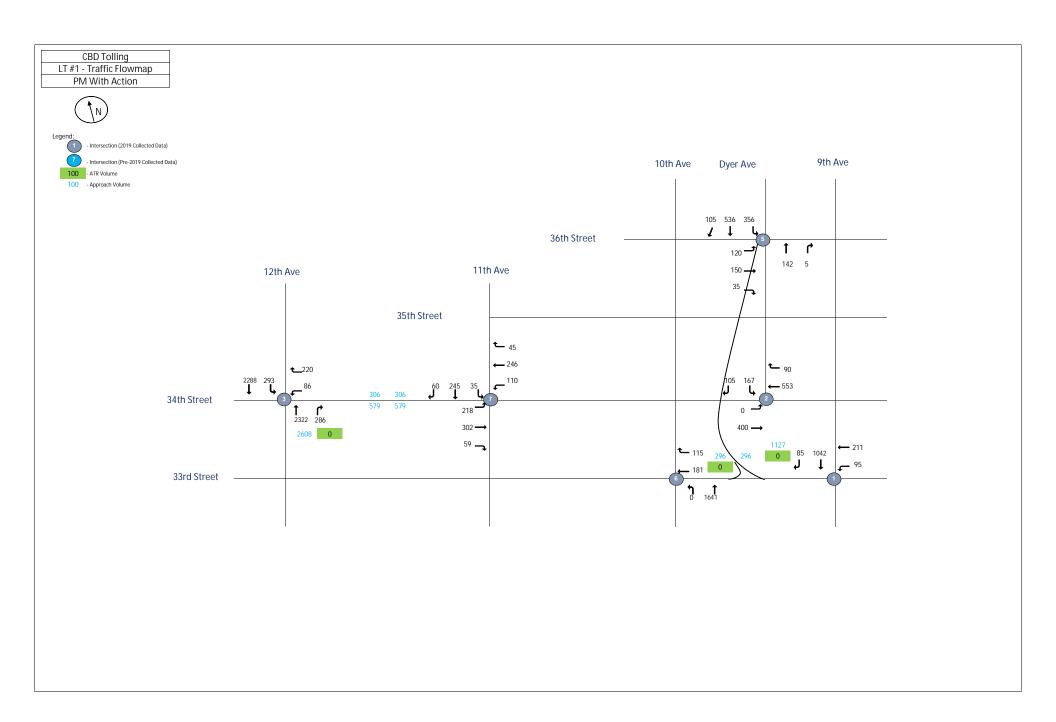
34th Street and 11th Avenue	ĺ						ľ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	110	201	80	0	
34th Street	7	WB	0	176	231	25	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	115	907	110	0	1955
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	531	484	0	
11th Avenue	8	NB	0	172	1224	0	0	
11th Avenue	8	SB	0	0	0	0	0	2411
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	0	0	
42nd Street	9	WB	0	126	0	360	0	
12th Avenue	9	NB	0	0	2254	155	0	
12th Avenue	9	SB	0	274	2220	0	0	5394

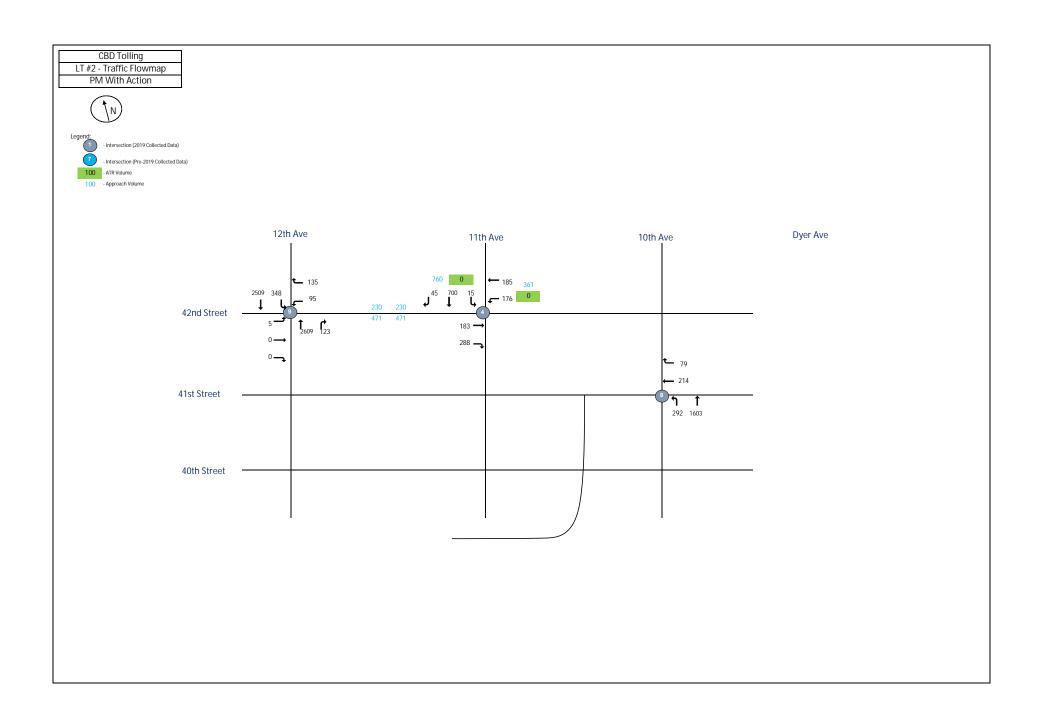




	12:00:00 PM		Total Vehicles						
					oound				
					MD Pe				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
33rd Street and 9th Avenue			•						
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	70	92	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	920	51	0	1133	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	5	337	0	0		
34th Street	2	WB	0	0	409	172	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	143	0	90	0	1156	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	134	0	221	0		
12th Avenue	3	NB	0	0	1375	214	0		
12th Avenue	3	SB	0	165	1567	0	0	3676	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	166	238	0		
42nd Street	4	WB	0	135	581	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	45	859	90	0	2114	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	178	30	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	228	10	0		
Dyer Avenue	5	SB	0	169	222	71	0	908	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	12	131	0		
10th Avenue	6	NB	0	0	1260	0	0		
10th Avenue	6	SB	0	0	0	0	0	1403	

34th Street and 11th Avenue			1				ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	152	173	54	0	
34th Street	7	WB	0	142	234	34	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	71	697	121	0	1678
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	472	533	0	
11th Avenue	8	NB	0	157	1419	0	0	
11th Avenue	8	SB	0	0	0	0	0	2581
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	40	0	
42nd Street	9	WB	0	138	0	533	0	
12th Avenue	9	NB	0	0	1861	117	0	
12th Avenue	9	SB	0	287	1669	0	0	4650

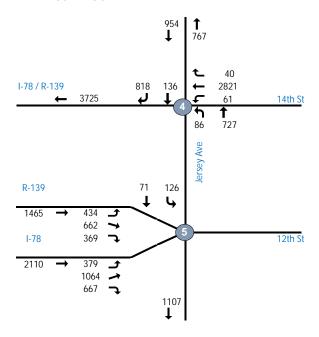


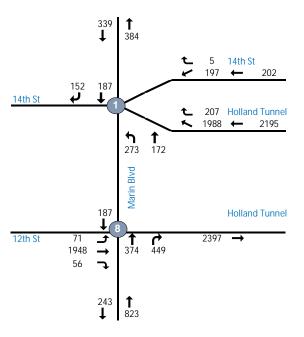


LT	5:00:00 PM		Total Vehicles							
					oound					
					PM Pe		our			
Intersection	Node	Approach	L2	L	T	R	R2	Total		
33rd Street and 9th Avenue										
2019 (WRY-TMC-109)	1									
33rd Street	1	EB	0	0	0	0	0			
33rd Street	1	WB	0	95	195	0	0			
9th Avenue	1	NB	0	0	0	0	0			
9th Avenue	1	SB	0	0	962	72	0	1324		
34th Street and Dyer Avenue										
2019 (WRY-TMC-105)	2									
34th Street	2	EB	0	0	368	0	0			
34th Street	2	WB	0	0	546	89	0			
Dyer Avenue	2	NB	0	0	0	0	0			
Dyer Avenue	2	SB	0	158	0	103	0	1264		
34th Street and 12th Avenue										
2019 (PABT-TMC-055)	3									
34th Street	3	EB	0	0	0	0	0			
34th Street	3	WB	0	81	0	215	0			
12th Avenue	3	NB	0	0	2250	277	0			
12th Avenue	3	SB	0	276	2105	0	0	5204		
42nd Street and 11th Avenue										
2019 (PABT-TMC-052)	4									
42nd Street	4	EB	0	0	177	256	0			
42nd Street	4	WB	0	177	185	0	0			
11th Avenue	4	NB	0	0	0	0	0			
11th Avenue	4	SB	0	12	527	37	0	1371		
36th Street and Dyer Avenue										
2019 (PABT-TMC-060)	5									
36th Street	5	EB	0	119	136	35	0			
36th Street	5	WB	0	0	0	0	0			
Dyer Avenue	5	NB	0	0	111	4	0			
Dyer Avenue	5	SB	0	344	518	102	0	1369		
33rd Street and 10th Avenue										
2019 (WRY-TMC-108)	6									
33rd Street	6	EB	0	0	0	0	0			
33rd Street	6	WB	0	0	153	114	0			
10th Avenue	6	NB	0	0	1581	0	0			
10th Avenue	6	SB	0	0	0	0	0	1848		

34th Street and 11th Avenue							ľ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	208	288	57	0	
34th Street	7	WB	0	110	245	44	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	30	208	51	0	1241
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	65	71	0	
11th Avenue	8	NB	0	111	1570	0	0	
11th Avenue	8	SB	0	0	0	0	0	1817
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	0	0	
42nd Street	9	WB	0	91	0	131	0	
12th Avenue	9	NB	0	0	2559	116	0	
12th Avenue	9	SB	0	317	2308	0	0	5527

New Jersey 2021 No Action AM Peak Hour

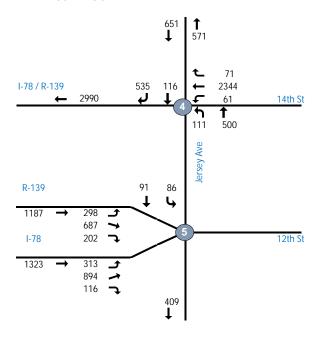


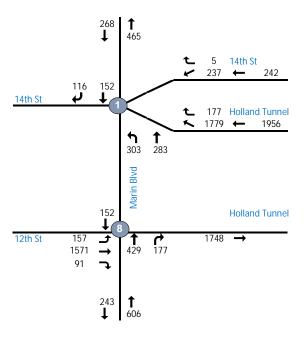


NJ 8:00:00 AM

					Total	Vehic	les	
				Inl	oound	/Outb	ound	
					AM Pe	eak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	61	2821	40	0	
Jersey Avenue	4	NB	0	86	727	0	0	
Jersey Avenue	4	SB	0	0	136	818	0	4689
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1988	207	0	
14th Street	1	SW	0	0	0	197	5	
Marin Boulevard	1	NB	0	273	172	0	0	
Marin Boulevard	1	SB	0	0	187	152	0	3181
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	434	662	0	369	0	
I-78	5	EB	0	379	1064	667	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	126	71	0	0	3772
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	71	1948	56	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	374	449	0	
Marin Boulevard	8	SB	0	0	187	0	0	3085

New Jersey 2021 No Action MD Peak Hour

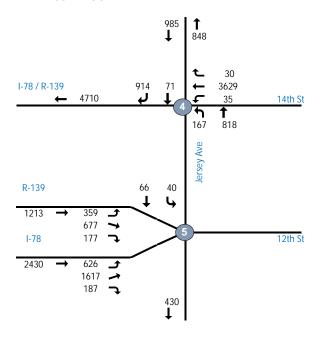


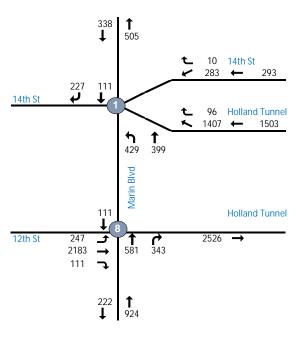


NJ 12:00:00 PM

				Total Vehicles					
				Inl	bound	/Outb	ound		
					MD Pe	eak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
14th Street (E-W) & Jersey Avenue (N-S)									
NJ-TMC-007.xlsx									
n/a	4	EB	0	0	0	0	0		
14th Street	4	WB	0	61	2344	71	0		
Jersey Avenue	4	NB	0	111	500	0	0		
Jersey Avenue	4	SB	0	0	116	535	0	3738	
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)									
NJ-TMC-008.xlsx									
Holland Tunnel	1	WB	0	0	1779	177	0		
14th Street	1	SW	0	0	0	237	5		
Marin Boulevard	1	NB	0	303	283	0	0		
Marin Boulevard	1	SB	0	0	152	116	0	3052	
12th Street (E-W) & Jersey Avenue (N-S)									
NJ-TMC-009.xlsx	5								
R-139	5	SE	298	687	0	202	0		
I-78	5	EB	0	313	894	116	0		
Jersey Avenue	5	NB	0	0	0	0	0		
Jersey Avenue	5	SB	0	86	91	0	0	2687	
12th Street (E-W) & Marin Blvd (N-S)									
NJ-TMC-010.xlsx	8								
12th Street/Holland Tunnel	8	EB	0	157	1571	91	0		
n/a	8	WB	0	0	0	0	0		
Marin Boulevard	8	NB	0	0	429	177	0		
Marin Boulevard	8	SB	0	0	152	0	0	2577	

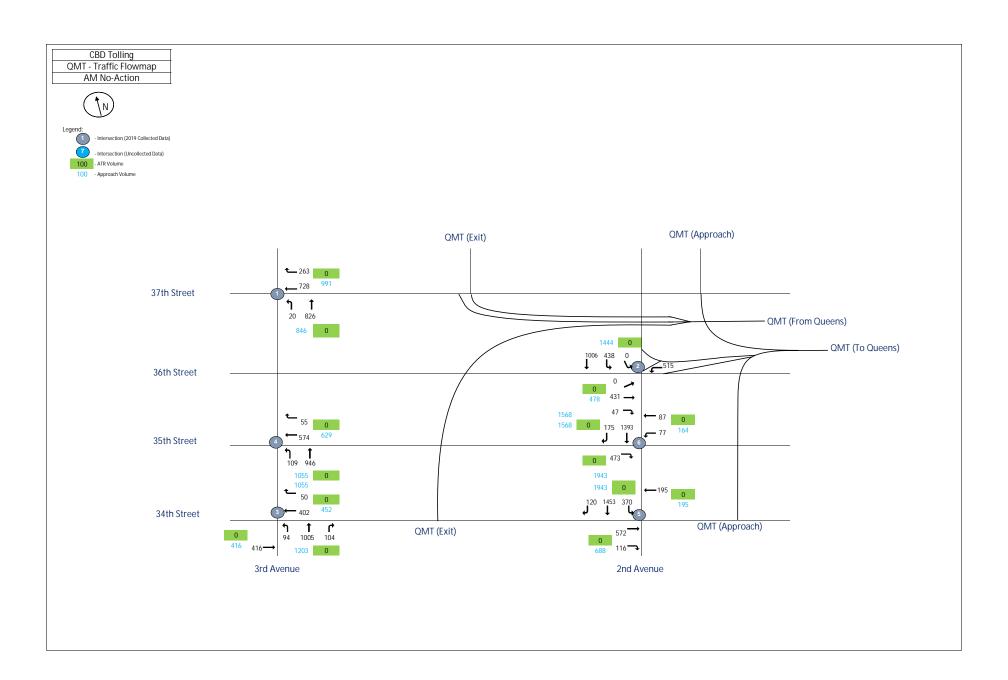
New Jersey 2021 No Action PM Peak Hour



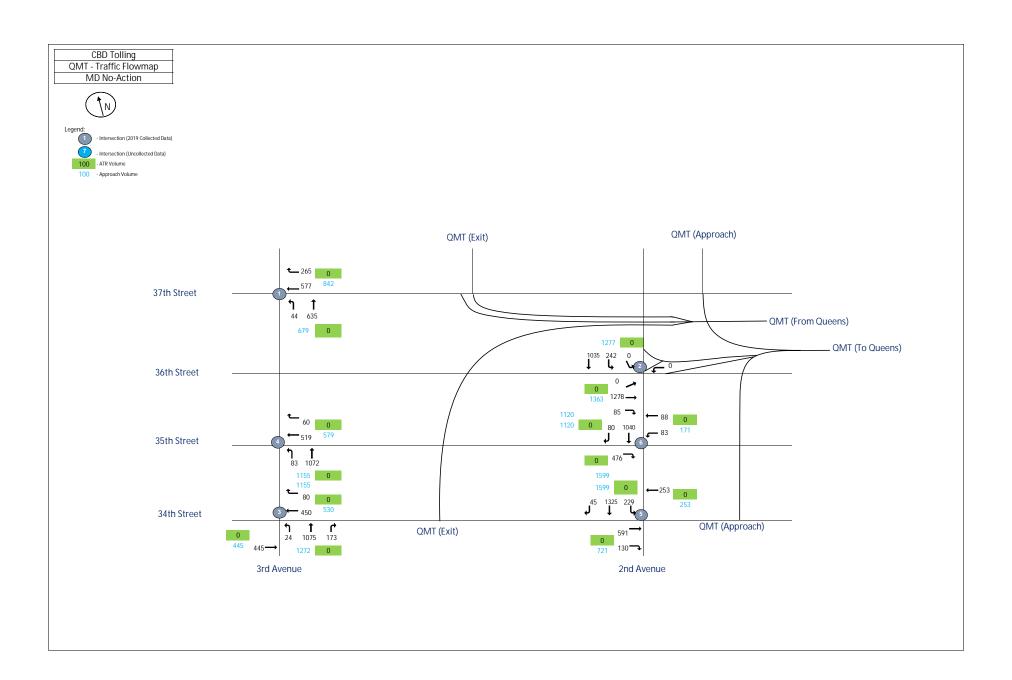


NJ 5:00:00 PM

					Total	Vehic	les	
				Inl	bound	/Outb	ound	
					PM Pe	eak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	35	3629	30	0	
Jersey Avenue	4	NB	0	167	818	0	0	
Jersey Avenue	4	SB	0	0	71	914	0	5664
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1407	96	0	
14th Street	1	SW	0	0	0	283	10	
Marin Boulevard	1	NB	0	429	399	0	0	
Marin Boulevard	1	SB	0	0	111	227	0	2962
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	359	677	0	177	0	
I-78	5	EB	0	626	1617	187	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	40	66	0	0	3749
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	247	2183	111	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	581	343	0	
Marin Boulevard	8	SB	0	0	111	0	0	3576

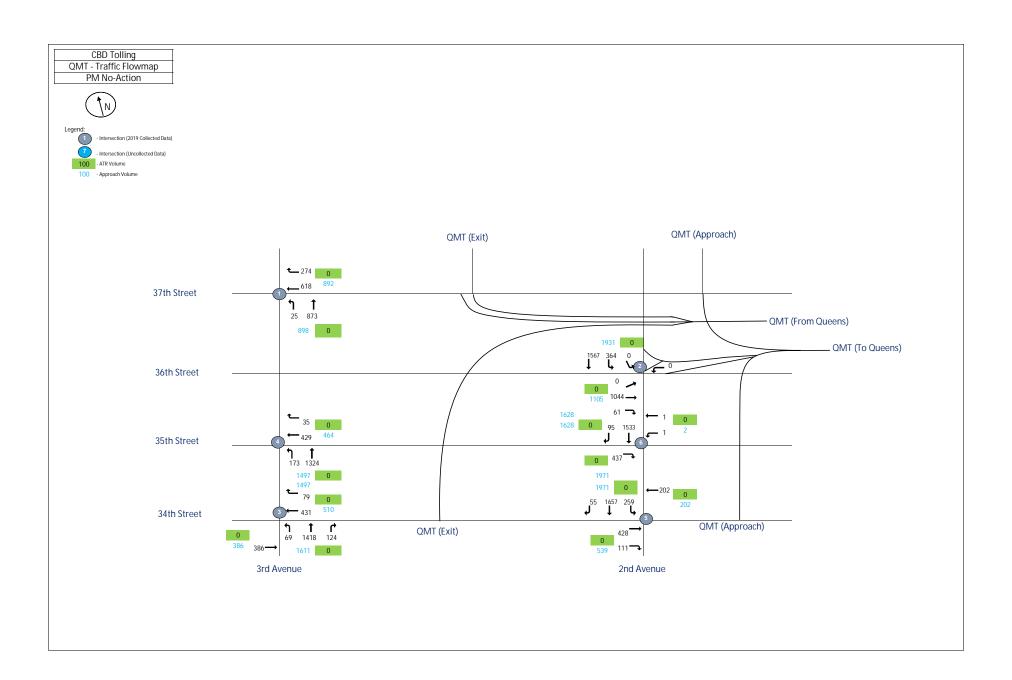


QM	8:00:00 AM	<u> </u>	Tatal Walialaa							
			Total Vehicles							
			Inbound/Outbound AM Peak Hour							
				. 1						
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
37th St & 3rd Ave										
2019 (TMC-016)	1									
37th St	1	EB	0	0	0	0	0			
37th St	1	WB	0	0	728	263	0			
3rd Ave	1	NB	0	20	826	0	0			
3rd Ave	1	SB	0	0	0	0	0	1837		
36th St & 2nd Ave										
2019 (TMC-017)	2									
36th St	2	EB	0	0	431	47	0			
36th St	2	WB	0	515	0	0	0			
2nd Ave	2	NB	0	0	0	0	0			
2nd Ave	2	SB	0	438	1006	0	0	2437		
34th St & 3rd Ave										
2019 (TMC-018)	3									
34th St	3	EB	0	0	416	0	0			
34th St	3	WB	0	0	402	50	0			
3rd Ave	3	NB	0	94	1005	104	0			
	3	SB	0	0	0	0	0	2071		
35th St & 3rd Ave										
2019 (TMC-019)	4									
35th St	4	EB	0	0	0	0	0			
35th St	4	WB	0	0	574	55	0			
3rd Ave	4	NB	0	109	946	0	0			
	4	SB	0	0	0	0	0	1684		
34th St & 2nd Ave										
2019 (TMC-020)	5									
34th St	5	EB	0	0	572	116	0			
34th St	5	WB	0	0	195	0	0			
2nd Ave	5	NB	0	0	0	0	0			
2nd Ave	5	SB	0	370	1453	120	0	2826		
35th St & 2nd Ave										
2019 (TMC-021)	6									
35th St	6	EB	0	0	0	473	0			
35th St	6	WB	0	77	87	0	0			
2nd Ave	6	NB	0	0	0	0	0			
2nd Ave	6	SB	0	0	1393	175	0	2205		

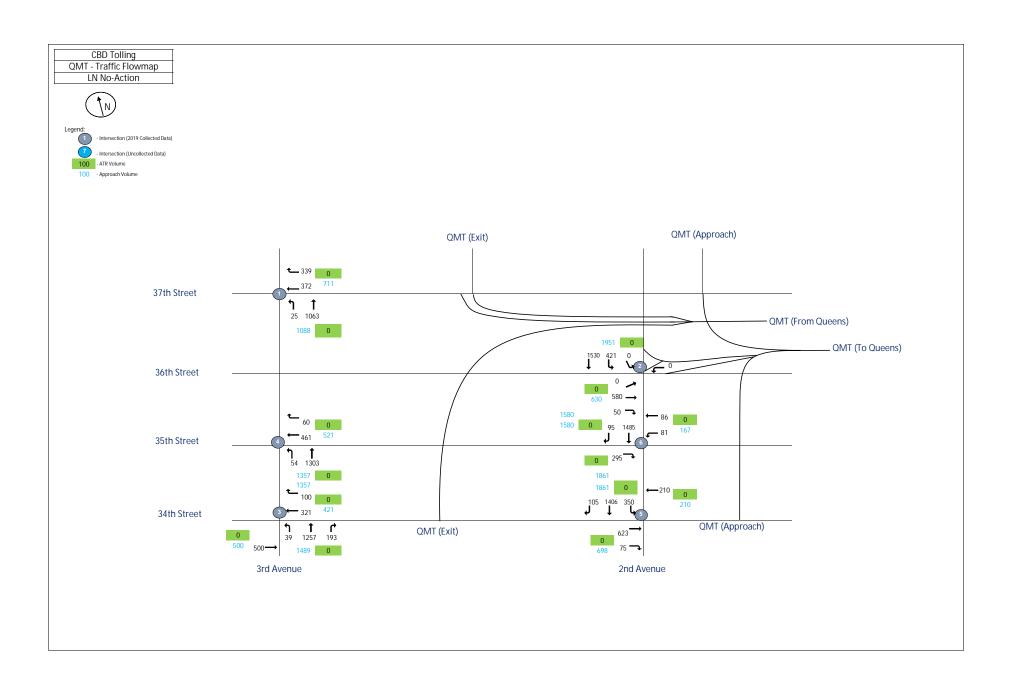


QM 1:00:00 PM

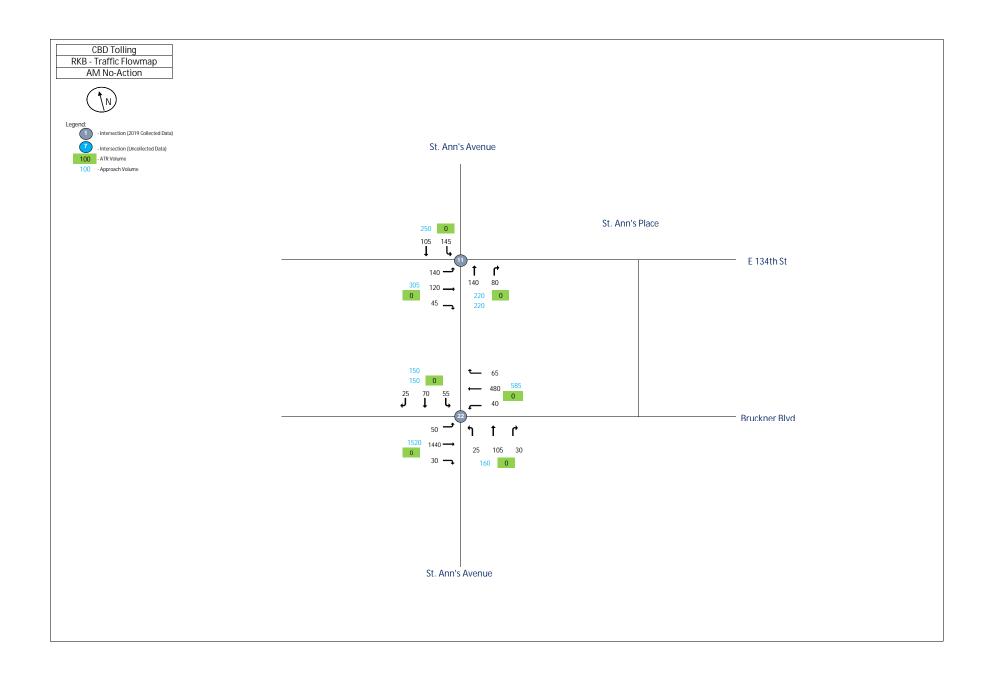
QM	1:00:00 PM		Total Vehicles						
			Inbound/Outbound						
			MD Peak Hour						
Intersection	Nodo	Annroach	L2	L	T	R	R2	Total	
37th St & 3rd Ave	Node	Approach	LZ		ı	IX	1\Z	TOtal	
2019 (TMC-016)	,								
37th St	1 1	EB	0	0	0	0	0		
37th St		WB	0	0	0 577	0	0		
3rd Ave	1		0	44	577 635	265 0			
3rd Ave	1 1	NB SB	0	0	033	0	0 0	1521	
36th St & 2nd Ave	1	30	0	U	0	- 0	U	1521	
	2								
2019 (TMC-017) 36th St		EB	0	0	1270	OF	0		
36th St	2 2	WB B	0	0	1278	85 0	0 0		
			_	_	0	_			
2nd Ave	2	NB CD	0	0	0	0	0	2640	
2nd Ave	2	SB	0	242	1035	0	0	2640	
34th St & 3rd Ave									
2019 (TMC-018)	3			_		_			
34th St	3	EB	0	0	445	0	0		
34th St	3	WB	0	0	450	80	0		
3rd Ave	3	NB	0	24	1075	173	0		
	3	SB	0	0	0	0	0	2247	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	519	60	0		
3rd Ave	4	NB	0	83	1072	0	0		
	4	SB	0	0	0	0	0	1734	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	591	130	0		
34th St	5	WB	0	0	253	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	229	1325	45	0	2573	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	476	0		
35th St	6	WB	0	83	88	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	1040	80	0	1767	



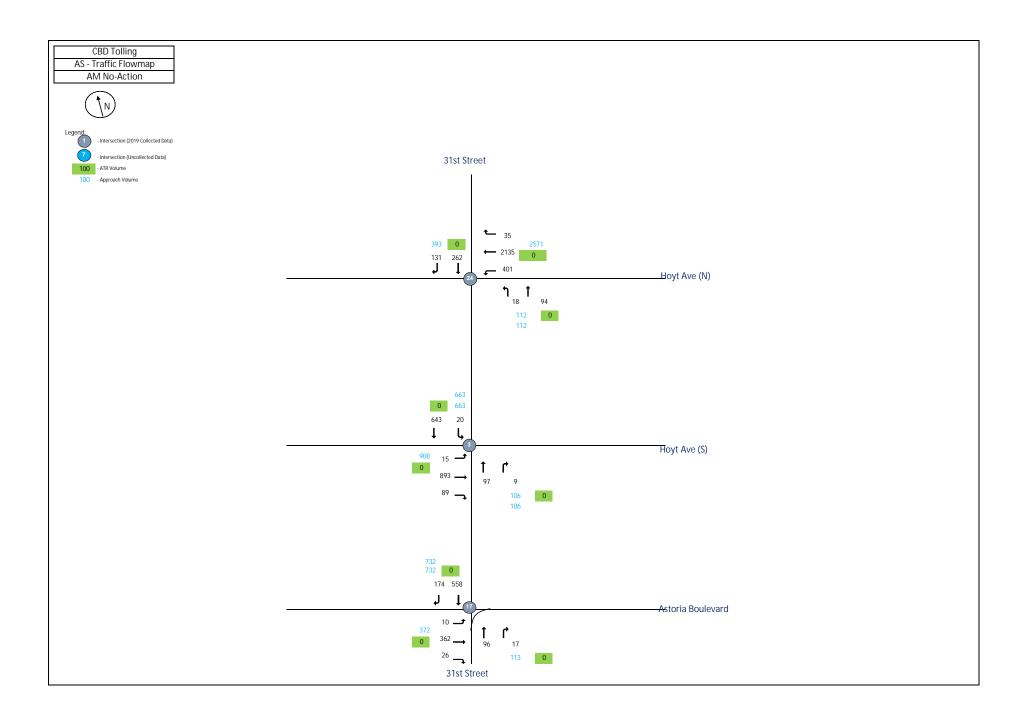
QM	5:00:00 PM				Tatal	\/_l-!-	loo		
			Total Vehicles						
			Inbound/Outbound						
				. 1	PM P				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
37th St & 3rd Ave									
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	618	274	0		
3rd Ave	1	NB	0	25	873	0	0		
3rd Ave	1	SB	0	0	0	0	0	1790	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	1044	61	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	364	1567	0	0	3036	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	386	0	0		
34th St	3	WB	0	0	431	79	0		
3rd Ave	3	NB	0	69	1418	124	0		
	3	SB	0	0	0	0	0	2507	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	429	35	0		
3rd Ave	4	NB	0	173	1324	0	0		
	4	SB	0	0	0	0	0	1961	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	428	111	0		
34th St	5	WB	0	0	202	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	259	1657	55	0	2712	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	437	0		
35th St	6	WB	0	1	1	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	1533	95	0	2067	



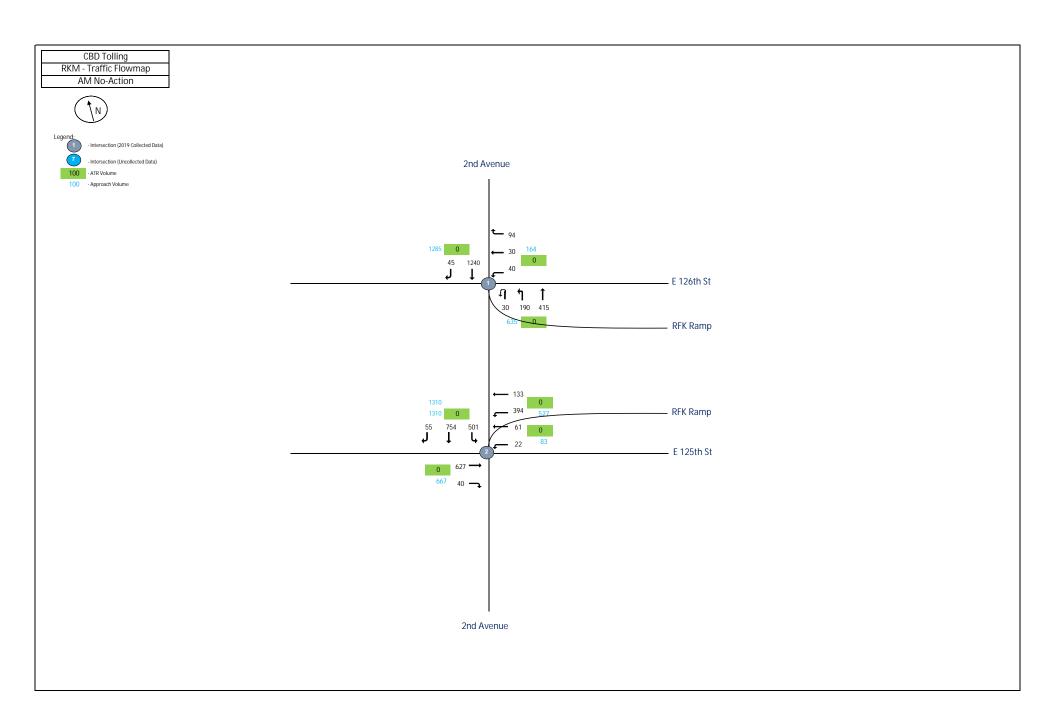
QM	9:00:00 PM		Total Vehicles							
			Inbound/Outbound							
			LN Peak Hour							
Intersection	Node	Approach	L2	L	T	R	R2	Total		
37th St & 3rd Ave	Node	прргодоп			•					
2019 (TMC-016)	1									
37th St	1	EB	0	0	0	0	0			
37th St	1	WB	0	0	372	339	0			
3rd Ave	1	NB	0	25	1063	0	0			
3rd Ave	1	SB	0	0	0	0	0	1799		
36th St & 2nd Ave										
2019 (TMC-017)	2									
36th St	2	EB	0	0	580	50	0			
36th St	2	WB	0	0	0	0	0			
2nd Ave	2	NB	0	0	0	0	0			
2nd Ave	2	SB	0	421	1530	0	0	2581		
34th St & 3rd Ave										
2019 (TMC-018)	3									
34th St	3	EB	0	0	500	0	0			
34th St	3	WB	0	0	321	100	0			
3rd Ave	3	NB	0	39	1257	193	0			
	3	SB	0	0	0	0	0	2410		
35th St & 3rd Ave										
2019 (TMC-019)	4									
35th St	4	EB	0	0	0	0	0			
35th St	4	WB	0	0	461	60	0			
3rd Ave	4	NB	0	54	1303	0	0			
	4	SB	0	0	0	0	0	1878		
34th St & 2nd Ave										
2019 (TMC-020)	5									
34th St	5	EB	0	0	623	75	0			
34th St	5	WB	0	0	210	0	0			
2nd Ave	5	NB	0	0	0	0	0			
2nd Ave	5	SB	0	350	1406	105	0	2769		
35th St & 2nd Ave										
2019 (TMC-021)	6									
35th St	6	EB	0	0	0	295	0			
35th St	6	WB	0	81	86	0	0			
2nd Ave	6	NB	0	0	0	0	0			
2nd Ave	6	SB	0	0	1485	95	0	2042		



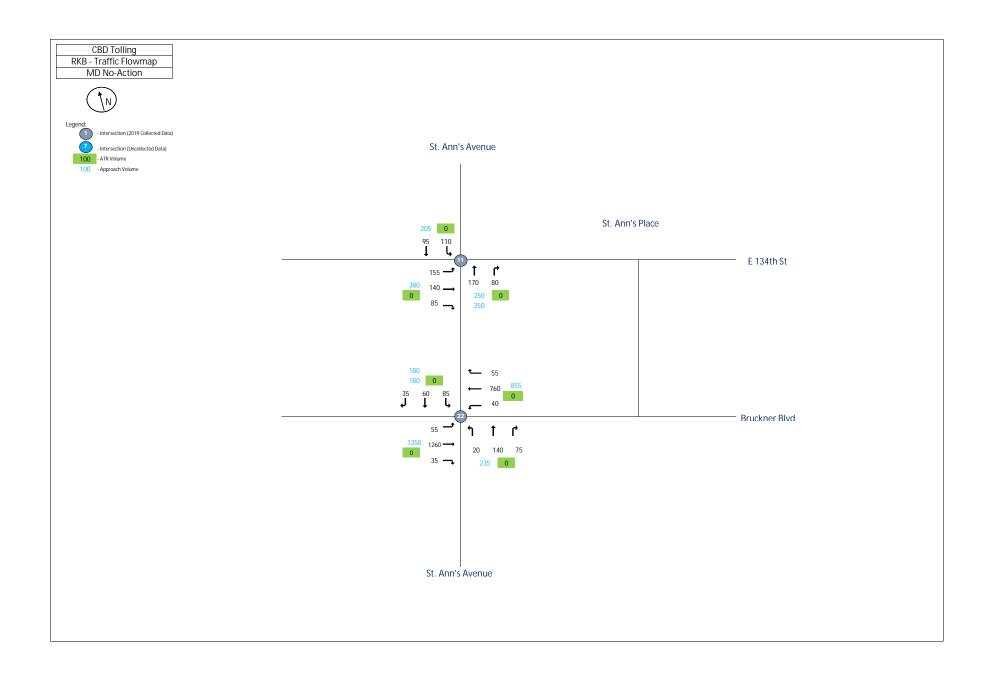
RKB	8:00 AM									
			Total Vehicles							
				Inb	ound/	Outbo	ound			
				Δ	M Pe	ak Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 134th Street and St. Ann's Ave										
2019 (TMC-060)	11									
E 134th Street	11	EB	0	140	120	45	0			
E 134th Street	11	WB	0	0	0	0	0			
St. Ann's Ave	11	NB	0	0	140	80	0			
St. Ann's Ave	11	SB	0	145	105	0	0	775		
Bruckner Blvd and St. Ann's Ave										
2019 (TMC-061)	22									
Bruckner Blvd	22	EB	0	50	1440	30	0			
Bruckner Blvd	22	WB	0	40	480	65	0			
St. Ann's Ave	22	NB	0	25	105	30	0			
St. Ann's Ave	22	SB	0	55	70	25	0	2415		



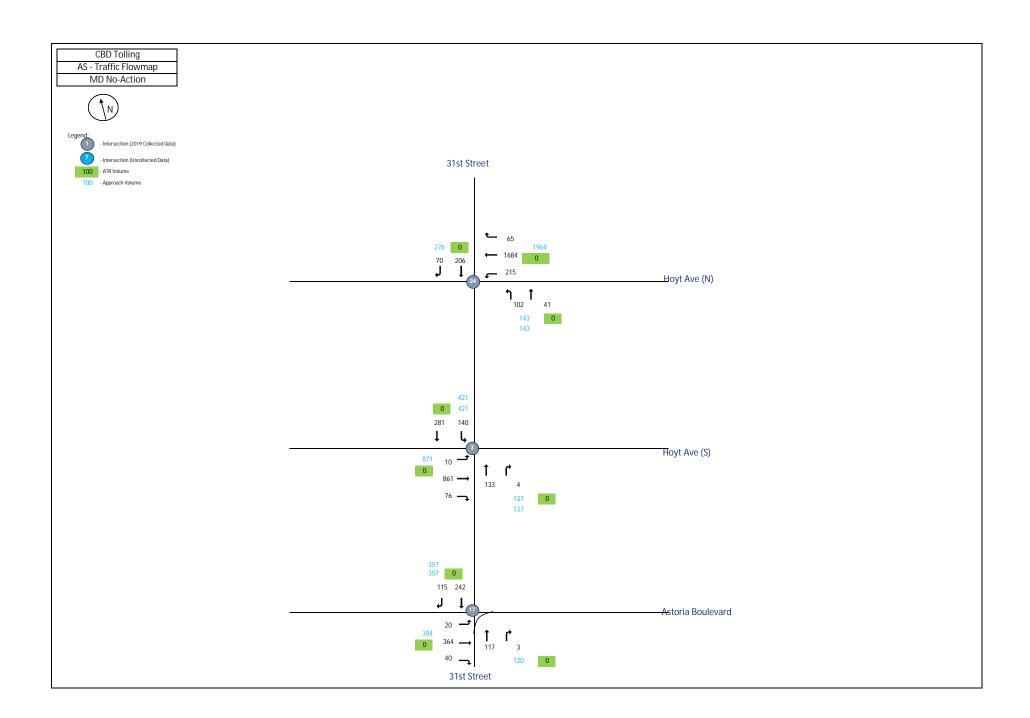
AS	7:15:00 AM									
			Total Vehicles							
				Ink	ound	/Outb	ound			
					AM Pe	ak H	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
31st Street and Astoria Blvd										
2019 (TMC-062)	17									
Astoria Blvd	17	EB	0	10	362	26	0			
Astoria Blvd	17	WB	0	0	0	0	0			
31st Street	17	NB	0	0	96	17	0			
31st Street	17	SB	0	0	558	174	0	1243		
31st Street and Hoyt Ave N										
2019 (TMC-063)	24									
Hoyt Ave N	24	EB	0	0	0	0	0			
Hoyt Ave N	24	WB	0	401	2135	35	0			
31st Street	24	NB	0	18	94	0	0			
31st Street	24	SB	0	0	262	131	0	3076		
31st Street and Hoyt Ave S										
2019 (TMC-064)	3									
Hoyt Ave S	3	EB	0	15	893	89	0			
	3		0	0	0	0	0			
31st Street	3	NB	0	0	97	9	0			
31st Street	3	SB	0	20	643	0	0	1766		



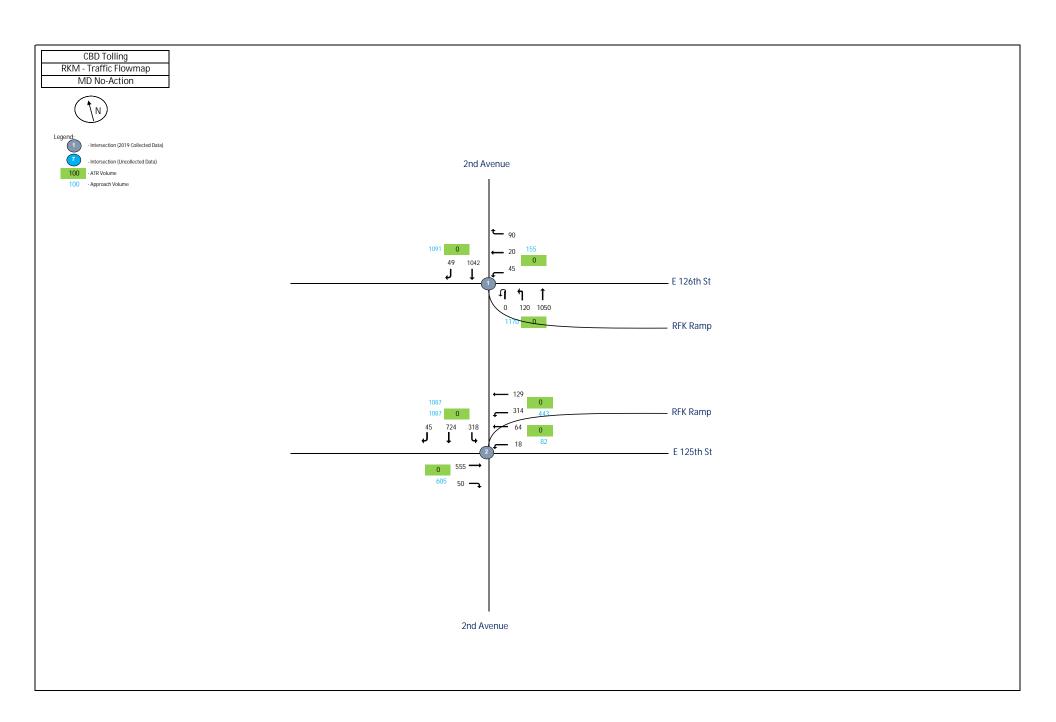
RKM	7:45 AM									
			Total Vehicles							
				Inbo	und/C	Outbo	ound			
				ΑI	M Pea	k Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 126th Street and 2nd Ave										
2019 (TMC-058)										
RFK Ramp	1	NW	30	190	0	415	0			
E 126th Street	1	EB	0	0	0	0	0			
E 126th Street	1	WB	0	40	30	94	0			
2nd Ave	1	NB	0	0	0	0	0			
2nd Ave	1	SB	0	0	1240	45	0	1449		
E 125th Street and 2nd Ave										
2019 (TMC-059)	2									
E 125th Street	2	EB	0	0	627	40	0			
E 125th Street	2	WB	0	22	61	0	0			
2nd Ave	2	SW	0	394	0	133	0			
2nd Ave	2	SB	0	501	754	55	0	2587		



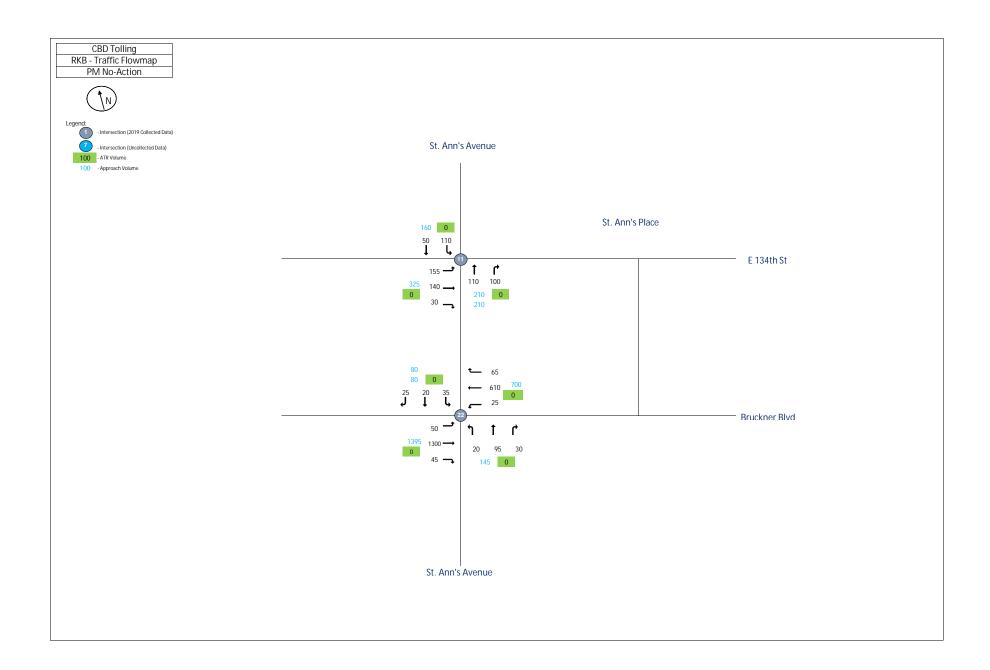
RKB									
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				N	ID Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	155	140	85	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	170	80	0		
St. Ann's Ave	11	SB	0	110	95	0	0	835	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	55	1260	35	0		
Bruckner Blvd	22	WB	0	40	760	55	0		
St. Ann's Ave	22	NB	0	20	140	75	0		
St. Ann's Ave	22	SB	0	85	60	35	0	2620	



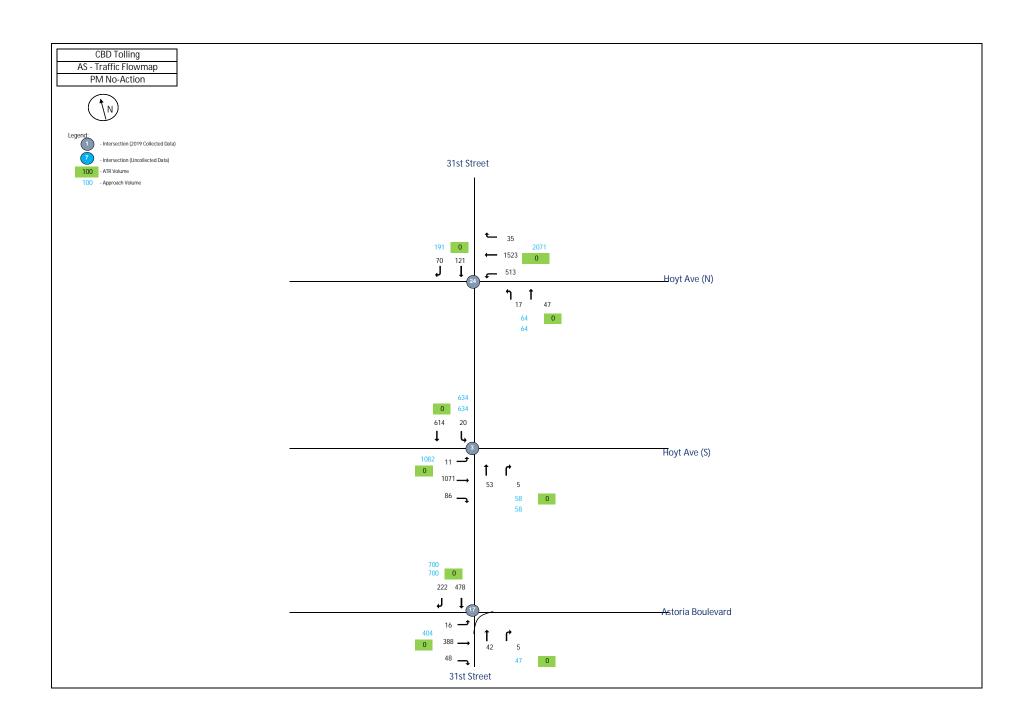
AS									
			Total Vehicles						
			Inbound/Outbound						
					MD Pe	eak H	our		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	20	364	40	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	117	3	0		
31st Street	17	SB	0	0	242	115	0	901	
31st Street and Hoyt Ave N	7								
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	215	1684	65	0		
31st Street	24	NB	0	102	41	0	0		
31st Street	24	SB	0	0	206	70	0	2383	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	10	861	76	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	133	4	0		
31st Street	3	SB	0	140	281	0	0	1505	



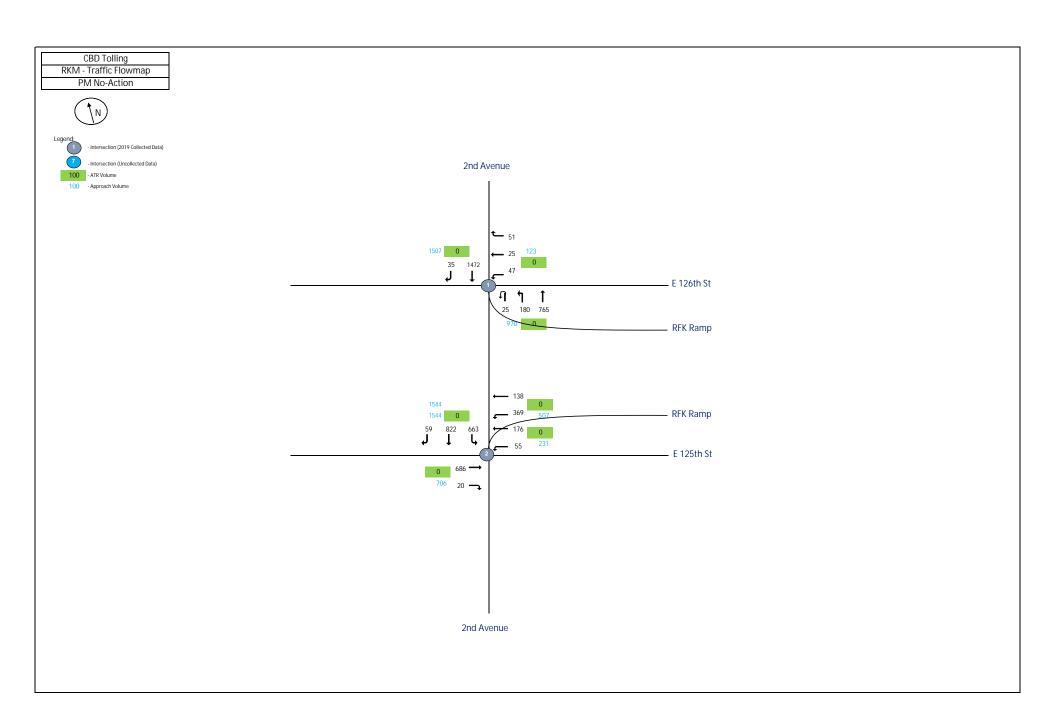
RKM									
			Total Vehicles						
			Inbound/Outbound						
			MD Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	0	120	0	1050	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	45	20	90	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	1042	49	0	1246	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	555	50	0		
E 125th Street	2	WB	0	18	64	0	0		
2nd Ave	2	SW	0	314	0	129	0		
2nd Ave	2	SB	0	318	724	45	0	2217	



RKB									
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				P	M Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	155	140	30	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	110	100	0		
St. Ann's Ave	11	SB	0	110	50	0	0	695	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	50	1300	45	0		
Bruckner Blvd	22	WB	0	25	610	65	0		
St. Ann's Ave	22	NB	0	20	95	30	0		
St. Ann's Ave	22	SB	0	35	20	25	0	2320	

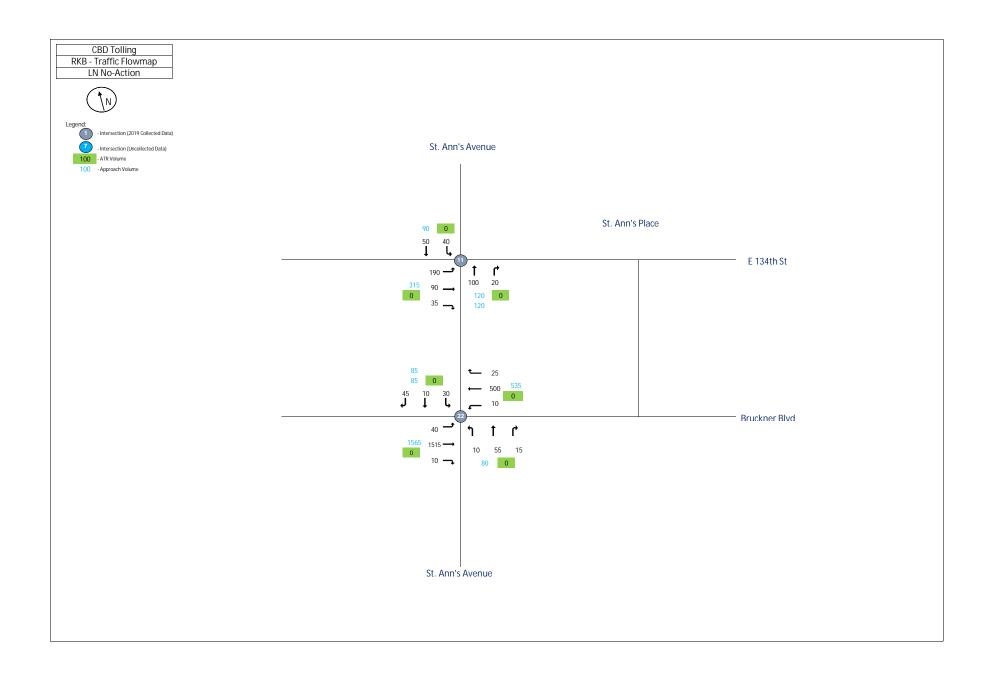


			Total Vehicles						
			Inbound/Outbound						
					PM Pe	ak H	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd			-		•	-			
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	16	388	48	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	42	5	0		
31st Street	17	SB	0	0	478	222	0	1199	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	513	1523	35	0		
31st Street	24	NB	0	17	47	0	0		
31st Street	24	SB	0	0	121	70	0	2326	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	11	1071	86	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	53	5	0		
31st Street	3	SB	0	20	614	0	0	1860	

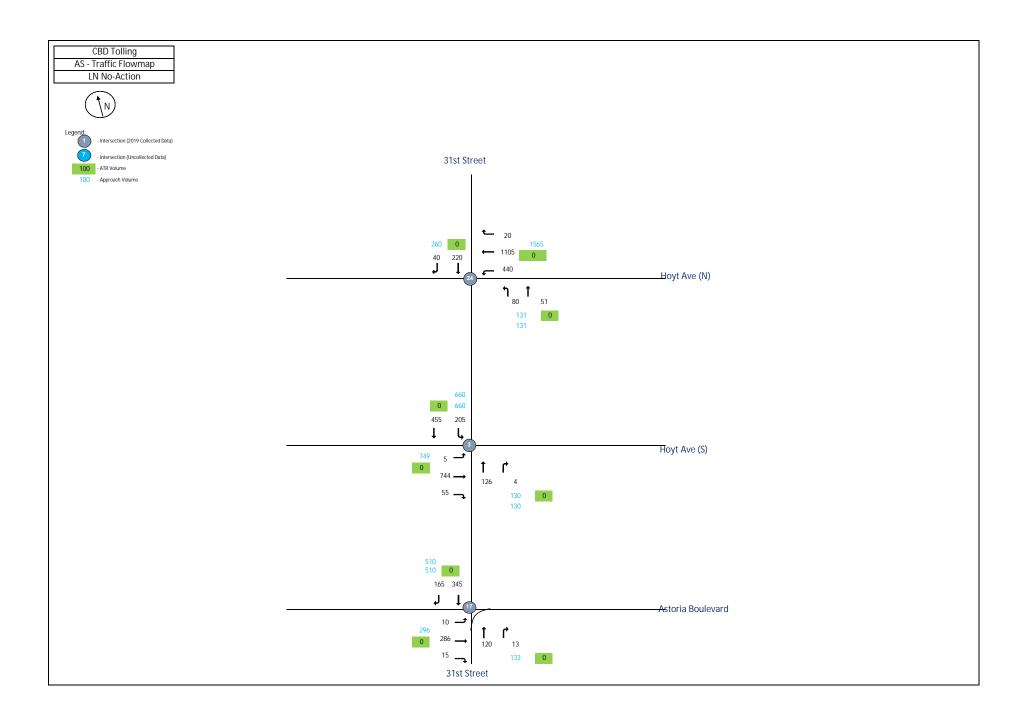


R	K	M

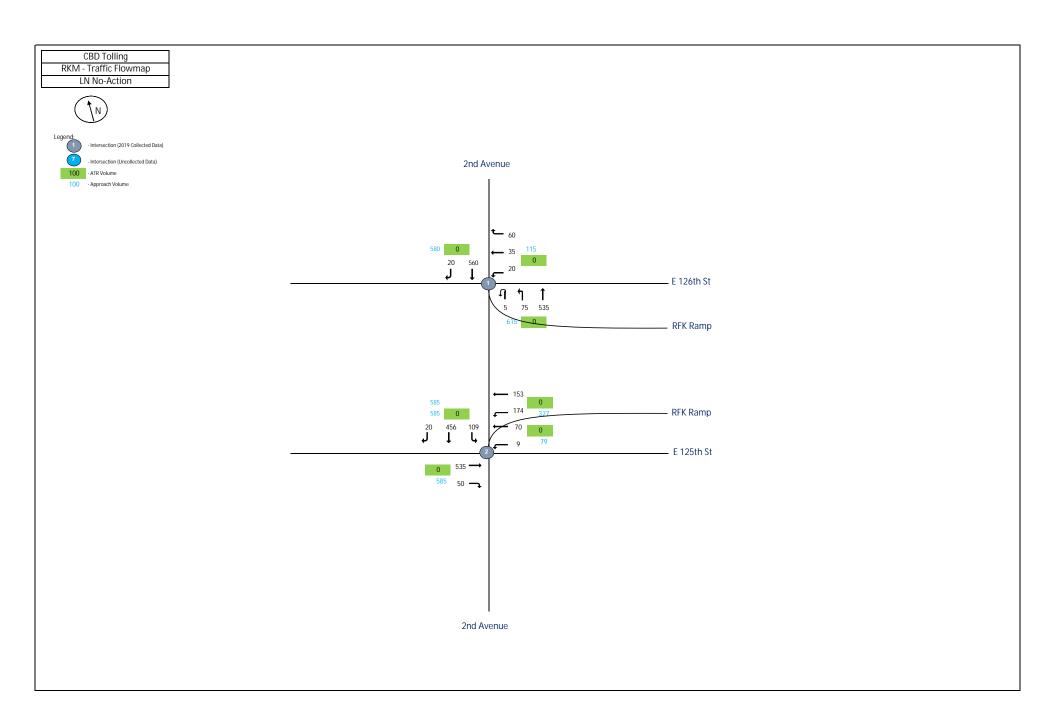
KKIVI									
				To	otal V	ehicle	es		
			Inbound/Outbound						
			PM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	25	180	0	765	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	47	25	51	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	1472	35	0	1630	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	686	20	0		
E 125th Street	2	WB	0	55	176	0	0		
2nd Ave	2	SW	0	369	0	138	0		
2nd Ave	2	SB	0	663	822	59	0	2988	



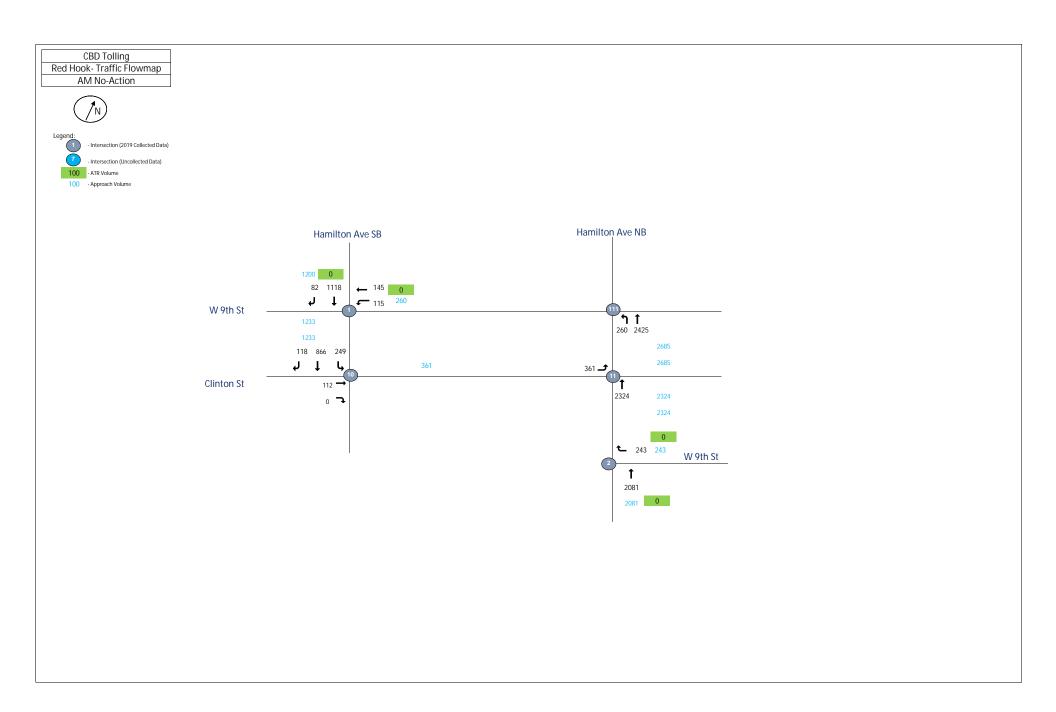
RKB									
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				L	N Pea	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	190	90	35	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	100	20	0		
St. Ann's Ave	11	SB	0	40	50	0	0	525	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	40	1515	10	0		
Bruckner Blvd	22	WB	0	10	500	25	0		
St. Ann's Ave	22	NB	0	10	55	15	0		
St. Ann's Ave	22	SB	0	30	10	45	0	2265	



AS									
			Total Vehicles						
			Inbound/Outbound						
					LN Pe	ak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd					•	-			
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	10	286	15	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	120	13	0		
31st Street	17	SB	0	0	345	165	0	954	
31st Street and Hoyt Ave N	7								
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	440	1105	20	0		
31st Street	24	NB	0	80	51	0	0		
31st Street	24	SB	0	0	220	40	0	1956	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	5	744	55	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	126	4	0		
31st Street	3	SB	0	205	455	0	0	1594	

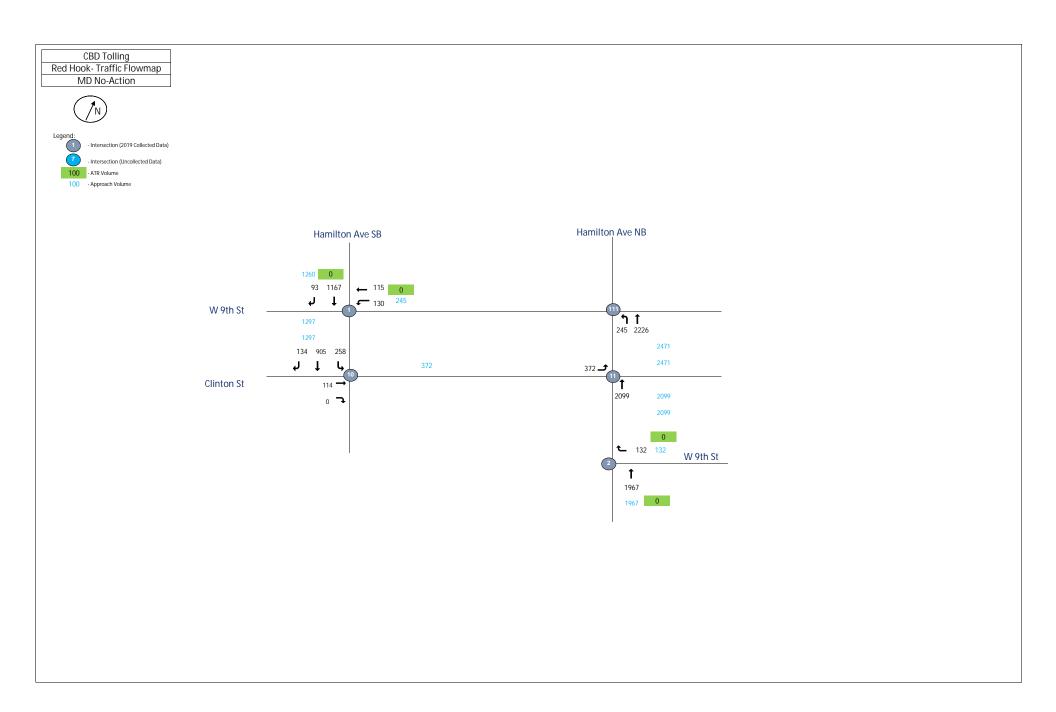


RKM	7:45 AM									
			Total Vehicles							
				Inbo	und/C	outbo	ound			
				LN	l Pea	k Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 126th Street and 2nd Ave										
2019 (TMC-058)										
RFK Ramp	1	NW	5	75	0	535	0			
E 126th Street	1	EB	0	0	0	0	0			
E 126th Street	1	WB	0	20	35	60	0			
2nd Ave	1	NB	0	0	0	0	0			
2nd Ave	1	SB	0	0	560	20	0	695		
E 125th Street and 2nd Ave										
2019 (TMC-059)	2									
E 125th Street	2	EB	0	0	535	50	0			
E 125th Street	2	WB	0	9	70	0	0			
2nd Ave	2	SW	0	174	0	153	0			
2nd Ave	2	SB	0	109	456	20	0	1576		

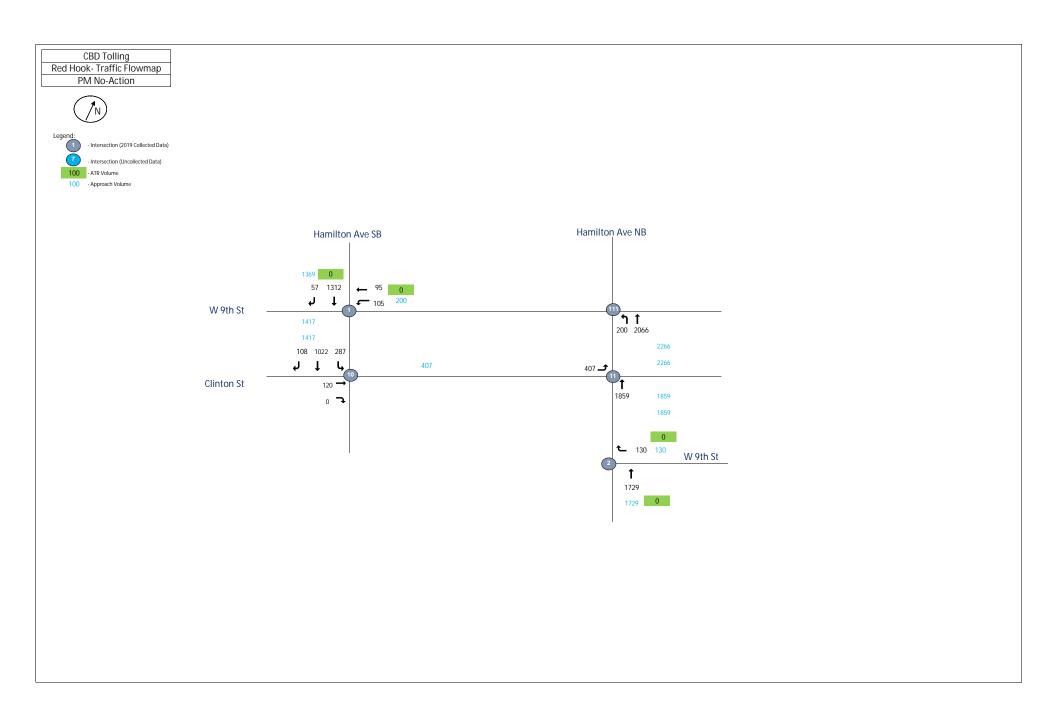


RH 7:45:00 AM

				Total Vehicles						
				Inbo	und/O	utbo	und			
				ΑI	M Peal	k Hou	ır			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	1									
W 9th St	1	EB	0	0	0	0	0			
W 9th St	1	WB	0	115	145	0	0			
Hamilton Ave SB	1		0	0	0	0	0			
Hamilton Ave SB	1	SB	0	0	1118	82	0	1460		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	10									
Clinton Avenue	10	EB	0	0	112	0	0			
Clinton Avenue	10	WB	0	0	0	0	0			
Hamilton Ave SB	10		0	0	0	0	0			
Hamilton Ave SB	10	SB	0	249	866	118	0	1345		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	11									
Clinton Avenue	11	EB	0	361	0	0	0			
Clinton Avenue	11		0	0	0	0	0			
Hamilton Ave	11	NB	0	0	2324	0	0			
Hamilton Ave	11		0	0	0	0	0	2685		
Hamilton Ave SB & W 9th St										
2019 (TMC-040)	111									
W 9th St	111	EB	0	0	0	0	0			
W 9th St	111	WB	0	0	0	0	0			
Hamilton Ave	111	NB	0	260	2425	0	0			
-	111	SB	0	0	0	0	0	2685		
Hamilton Ave NB & W 9th St										
2019 (TMC-041)	2									
W 9th St	2	EB	0	0	0	0	0			
W 9th St	2	WB	0	0	0	243	0			
Hamilton Ave	2	NB	0	0	2081	0	0			
Hamilton Ave	2	SB	0	0	0	0	0	2324		

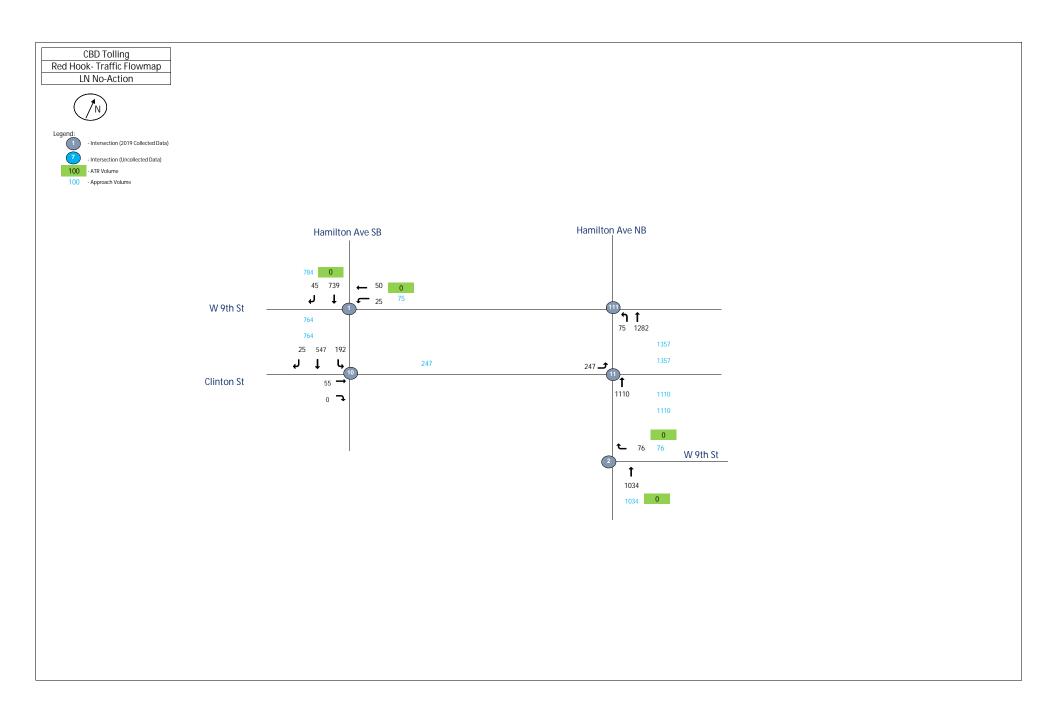


				To	otal Ve	hicle	S	
				Inbo	und/O	utbo	und	
				M	D Peal	k Hou	ır	
Intersection	Node	Approach	L2	L	T	R	R2	Total
Hamilton Ave SB & W 9th St								
2019 (TMC-040)	1							
W 9th St	1	EB	0	0	0	0	0	
W 9th St	1	WB	0	130	115	0	0	
Hamilton Ave SB	1		0	0	0	0	0	
Hamilton Ave SB	1	SB	0	0	1167	93	0	1505
Hamilton Ave SB & W 9th St								
2019 (TMC-040)	10							
Clinton Avenue	10	EB	0	0	114	0	0	
Clinton Avenue	10	WB	0	0	0	0	0	
Hamilton Ave SB	10		0	0	0	0	0	
Hamilton Ave SB	10	SB	0	258	905	134	0	1411
Hamilton Ave SB & W 9th St								
2019 (TMC-040)	11							
Clinton Avenue	11	EB	0	372	0	0	0	
Clinton Avenue	11		0	0	0	0	0	
Hamilton Ave	11	NB	0	0	2099	0	0	
Hamilton Ave	11		0	0	0	0	0	2471
Hamilton Ave SB & W 9th St								
2019 (TMC-040)	111							
W 9th St	111	EB	0	0	0	0	0	
W 9th St	111	WB	0	0	0	0	0	
Hamilton Ave	111	NB	0	245	2226	0	0	
l -	111	SB	0	0	0	0	0	2471
Hamilton Ave NB & W 9th St								
2019 (TMC-041)	2							
W 9th St	2	EB	0	0	0	0	0	
W 9th St	2	WB	0	0	0	132	0	
Hamilton Ave	2	NB	0	0	1967	0	0	
Hamilton Ave	2	SB	0	0	0	0	0	2099



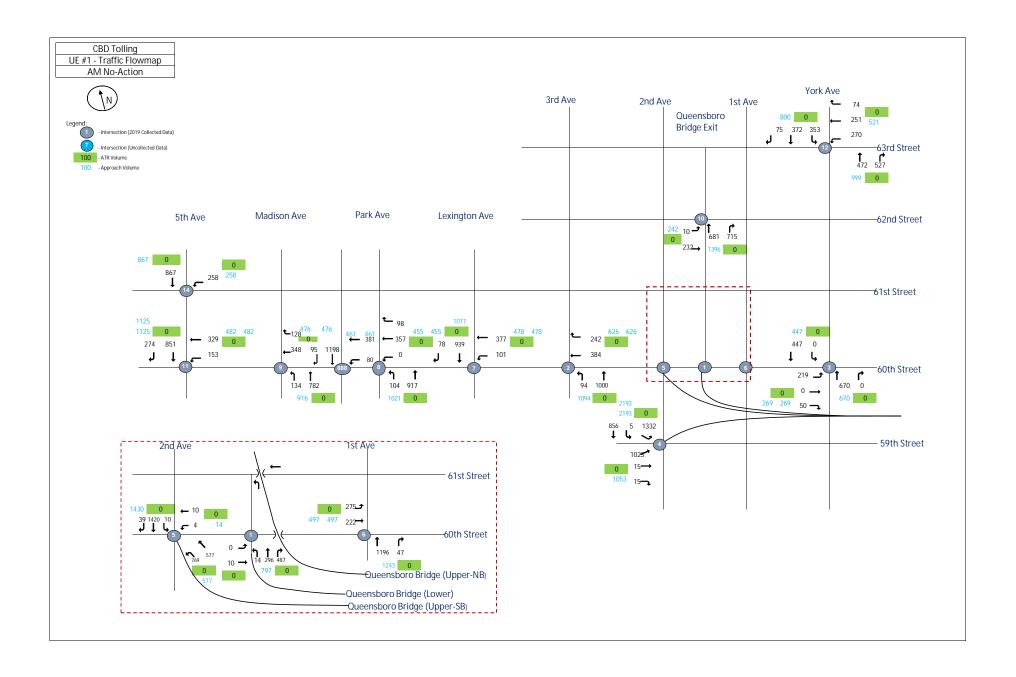
RH 4:00:00 PM

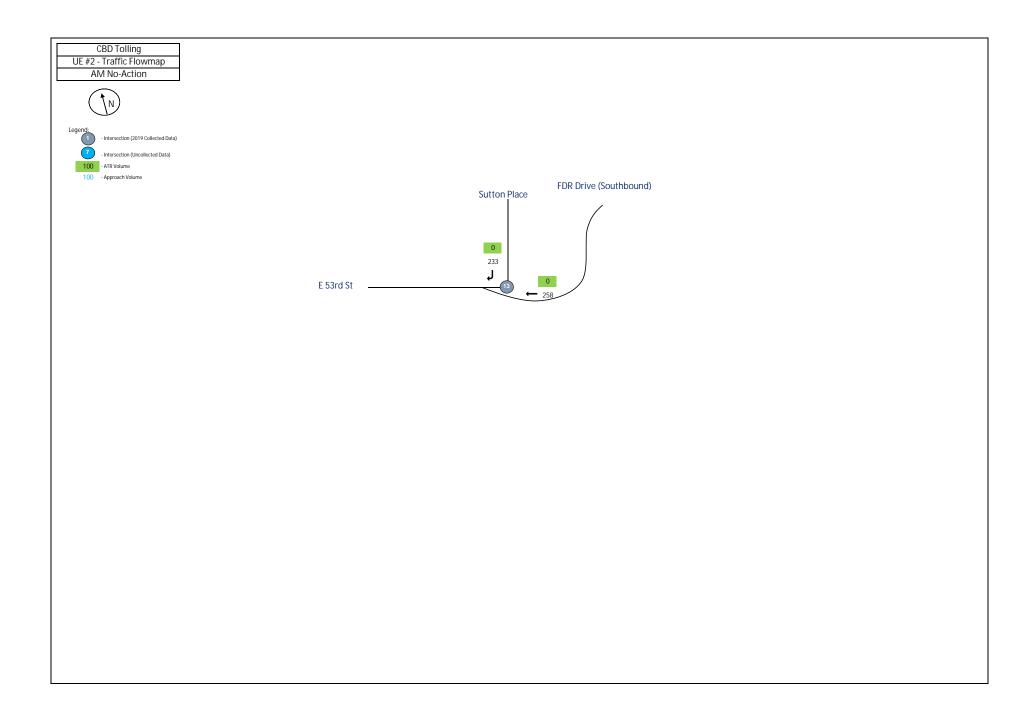
			Total Vehicles						
			Inbound/Outbound						
			PM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	105	95	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	1312	57	0	1569	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	120	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	287	1022	108	0	1537	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	407	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	1859	0	0		
Hamilton Ave	11		0	0	0	0	0	2266	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	200	2066	0	0		
-	111	SB	0	0	0	0	0	2266	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	130	0		
Hamilton Ave	2	NB	0	0	1729	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	1859	

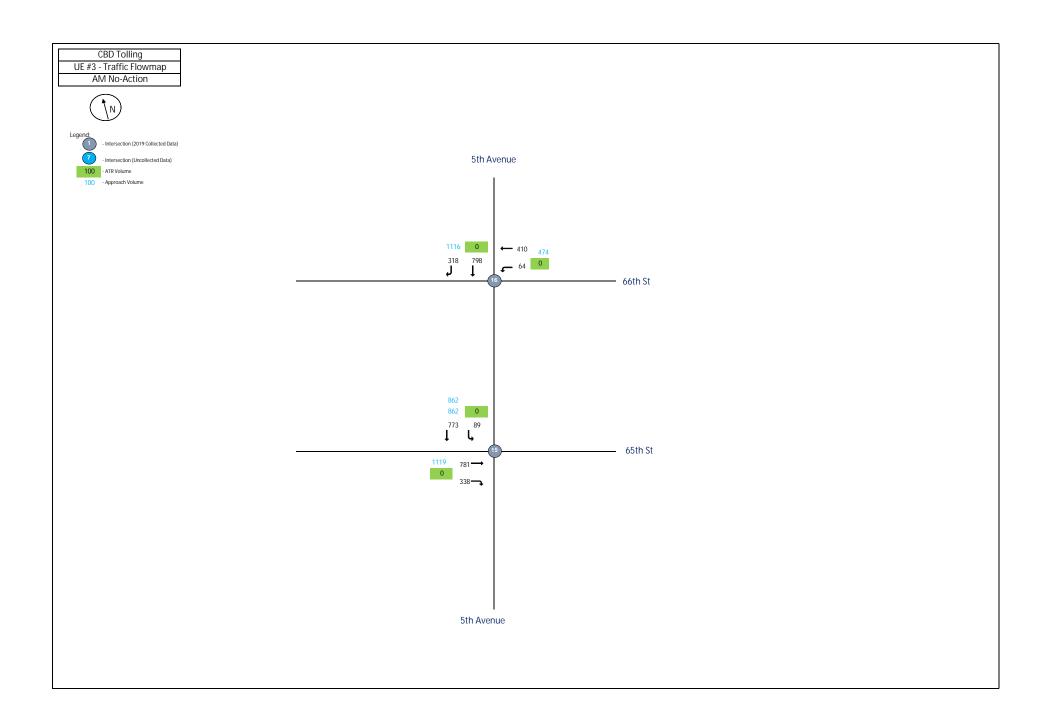


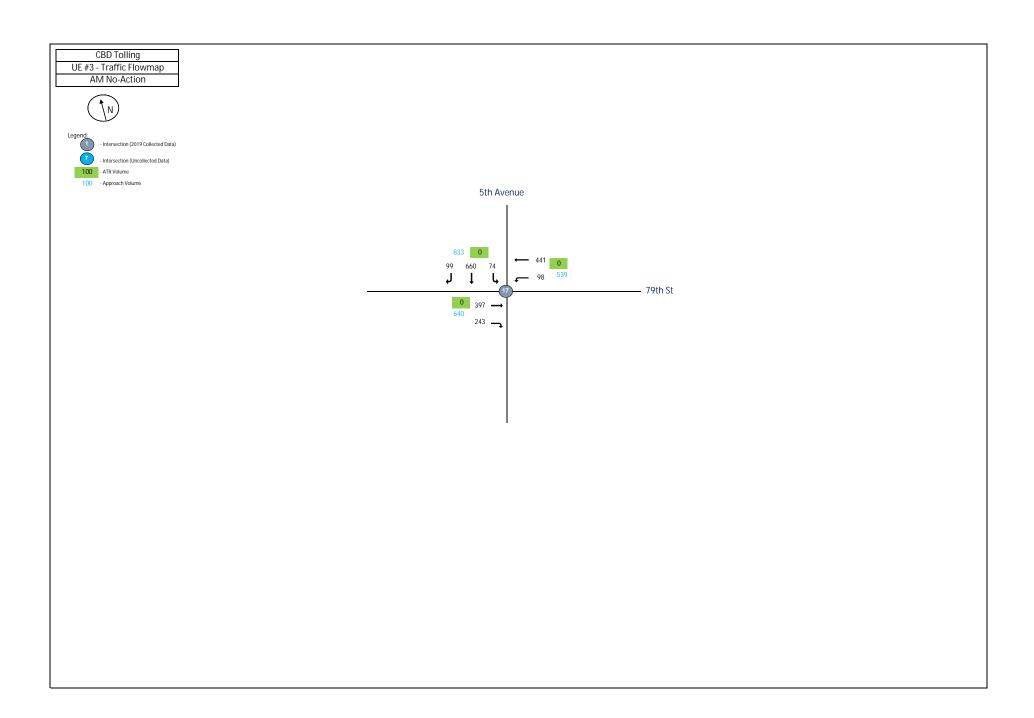
RH 9:00:00 PM

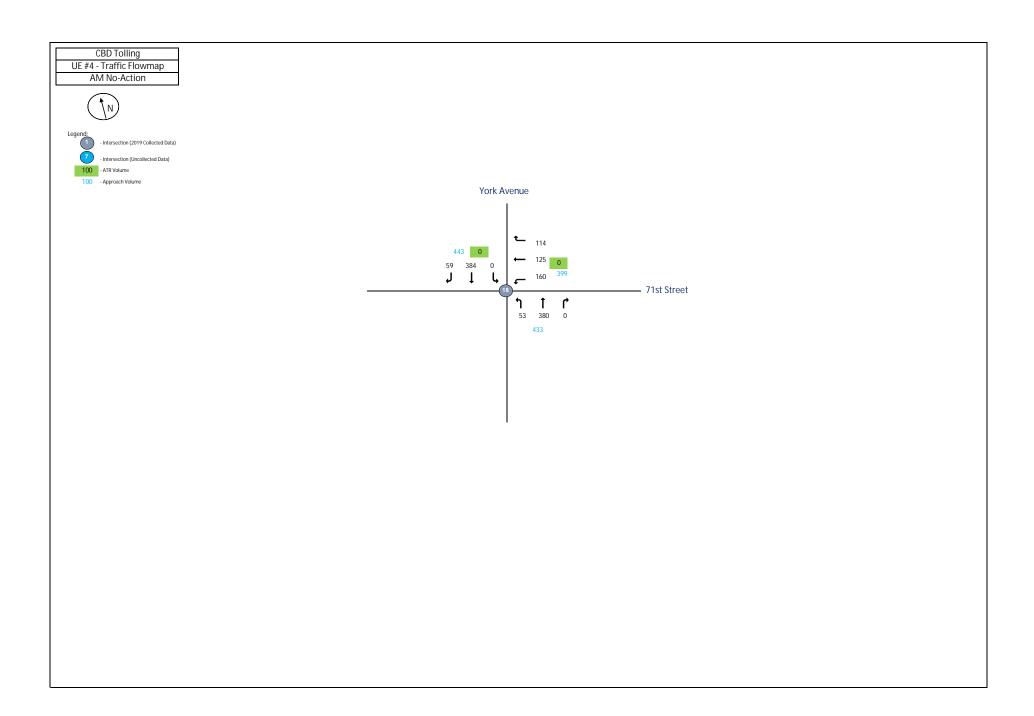
			Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	25	50	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	739	45	0	859	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	55	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	192	547	25	0	819	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	247	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	1110	0	0		
Hamilton Ave	11		0	0	0	0	0	1357	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	75	1282	0	0		
-	111	SB	0	0	0	0	0	1357	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	76	0		
Hamilton Ave	2	NB	0	0	1034	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	1110	







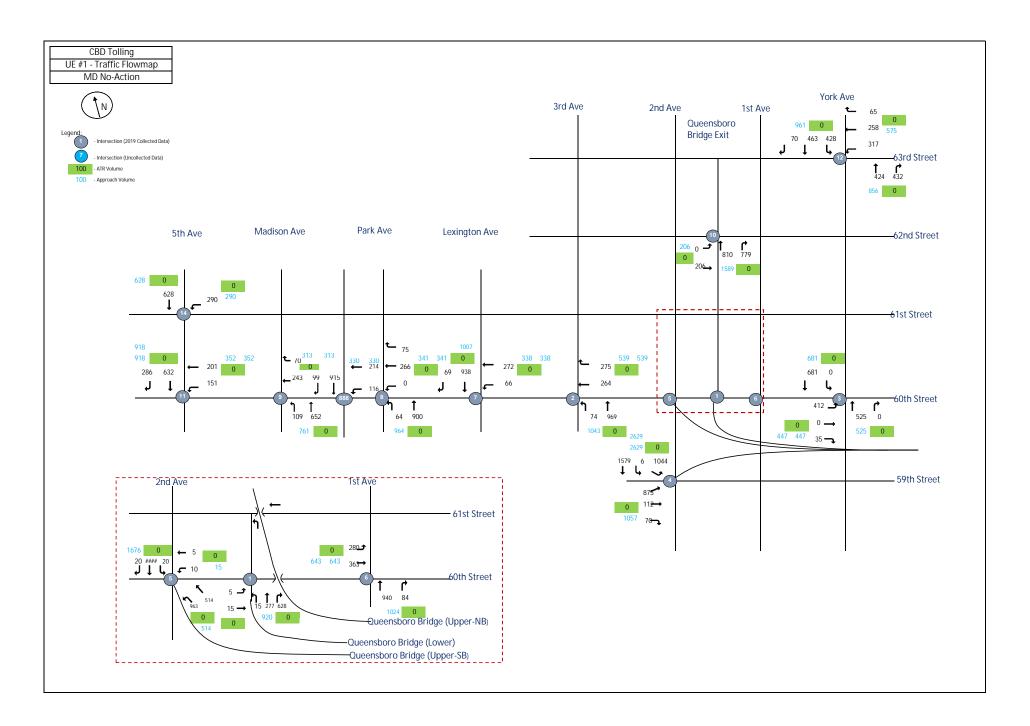


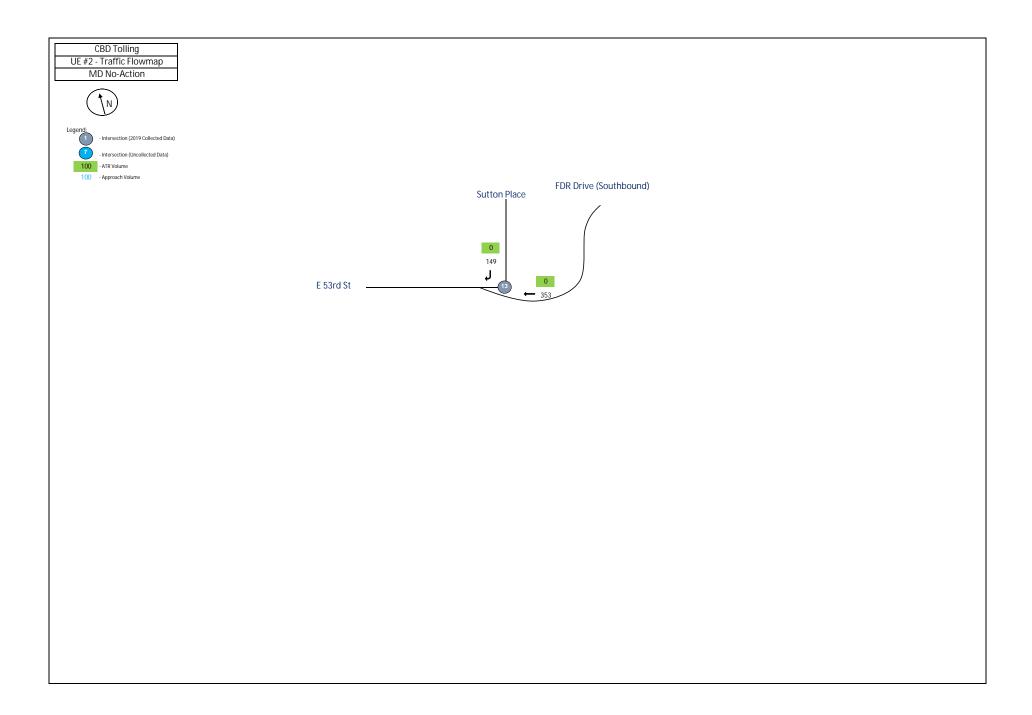


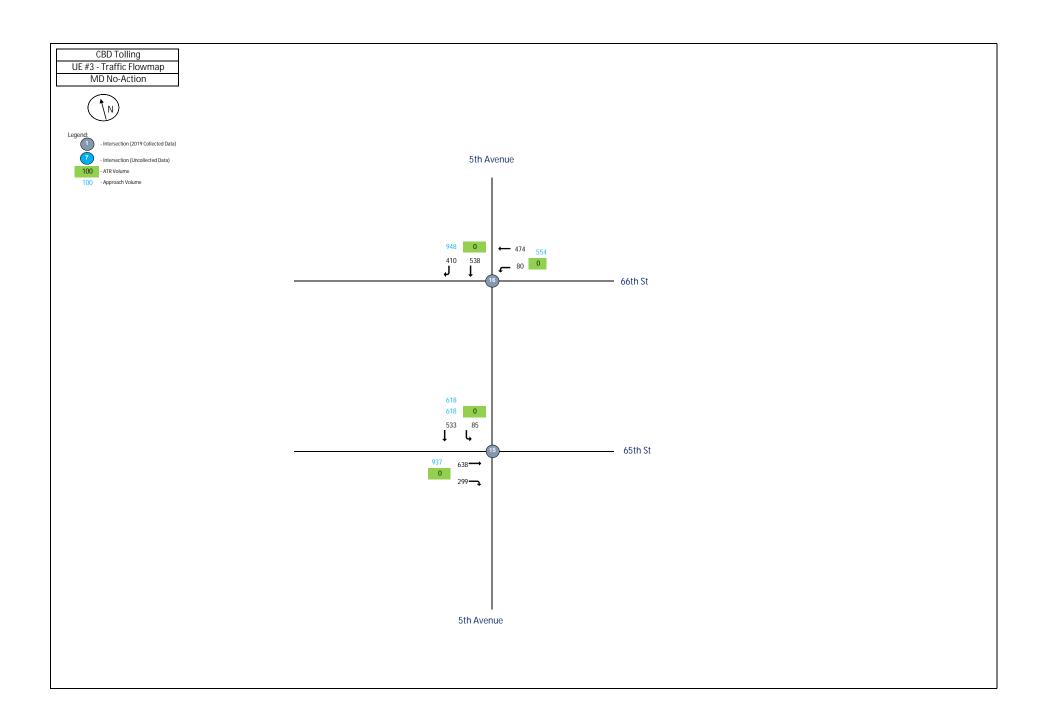
UE	8:00:00 AM							
			Total Vehicles					
				Int	oound	/Outb	ound	
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	10	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	11	226	371	0	
	1	SB	0	0	0	0	0	618
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	408	250	0	
3rd Ave	2	NB	0	68	713	0	0	
	2	SB	0	0	0	0	0	1439
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	90	0	50	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	670	0	0	
York Ave	3	SB	0	0	318	0	0	1128
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	727	14	14	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	885	4	811	0	0	2455
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	828	621	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	1	10	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	10	0	871	27	0	919
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	275	106	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	859	34	0	
	6	SB	0	0	0	0	0	1274

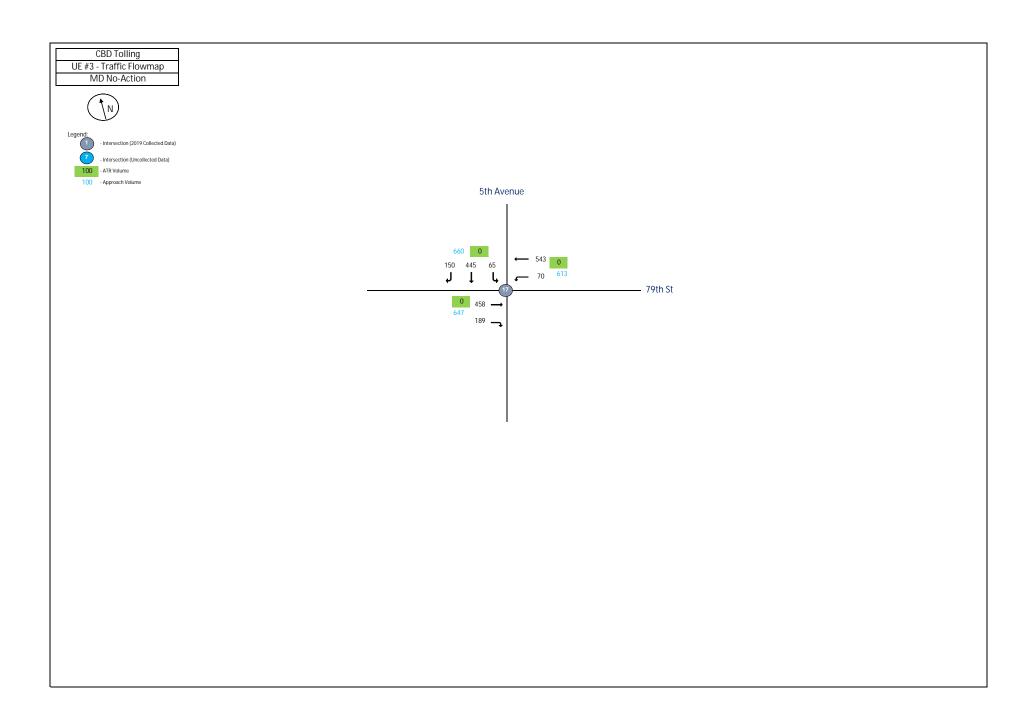
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	101	375	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	729	61	0	1266
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	357	79	0	
Park Ave	8	NB	0	86	751	0	0	
Park Ave	8	SB	0	0	0	0	0	1273
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	80	363	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	1166	92	0	1701
60th St & Madison Ave								
2019 (TMC-030)	9							
·	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	346	109	0	
Madison Ave	9	NB	0	105	612	0	0	
	9	SB	0	0	0	0	0	1172
62nd St & Queensboror Bridge Exi	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	8	184	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	491	517	0	
· ·	10	SB	0	0	0	0	0	1200
60th St & 5th Ave								
2019 (TMC-032)	11							
, , ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	150	301	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	652	210	0	1313

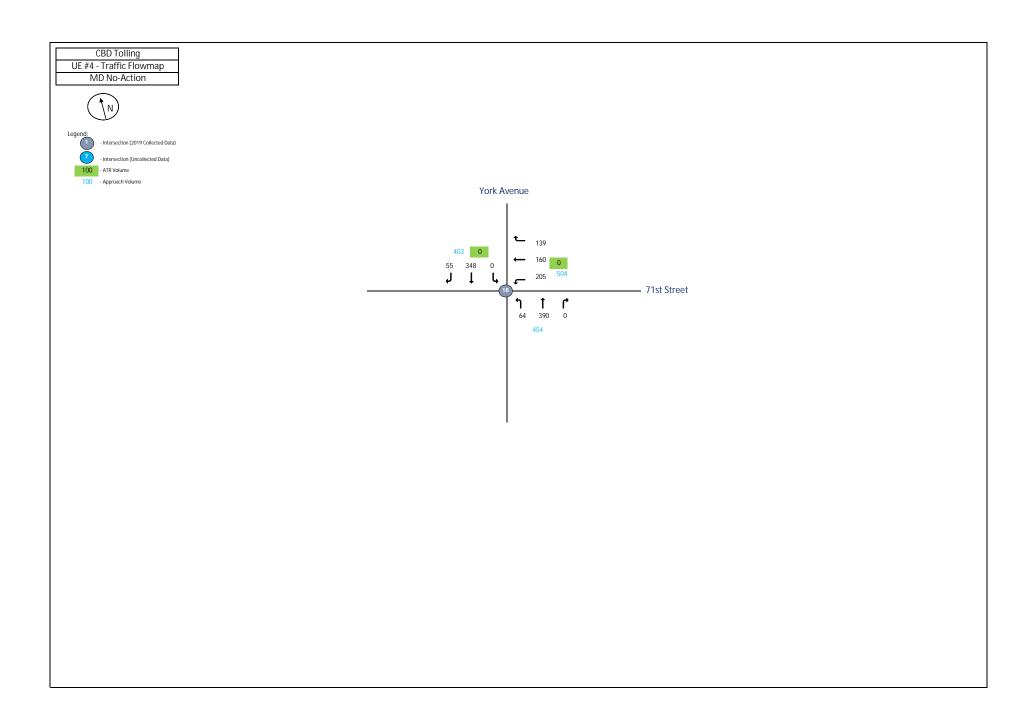
63rd St & York Ave							I	I
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	216	212	65	0	
York Ave	12	NB	0	0	414	431	0	
York Ave	12	SB	0	332	342	74	0	2086
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	233	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	221	0	454
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	205	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	657	0	0	862
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	755	327	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	78	681	0	0	1841
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	57	363	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	702	298	0	1420
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	375	229	0	
79th St	17	WB	0	90	390	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	67	601	87	0	1839
71st St & York Ave								
2019 (TMC-039)	18		_	=	=	_	_	
	18	EB	0	0	0	0	0	
71st St	18	WB	0	157	124	104	0	
York Ave	18	NB	0	48	307	0	0	
York Ave	18	SB	0	0	328	52	0	1120







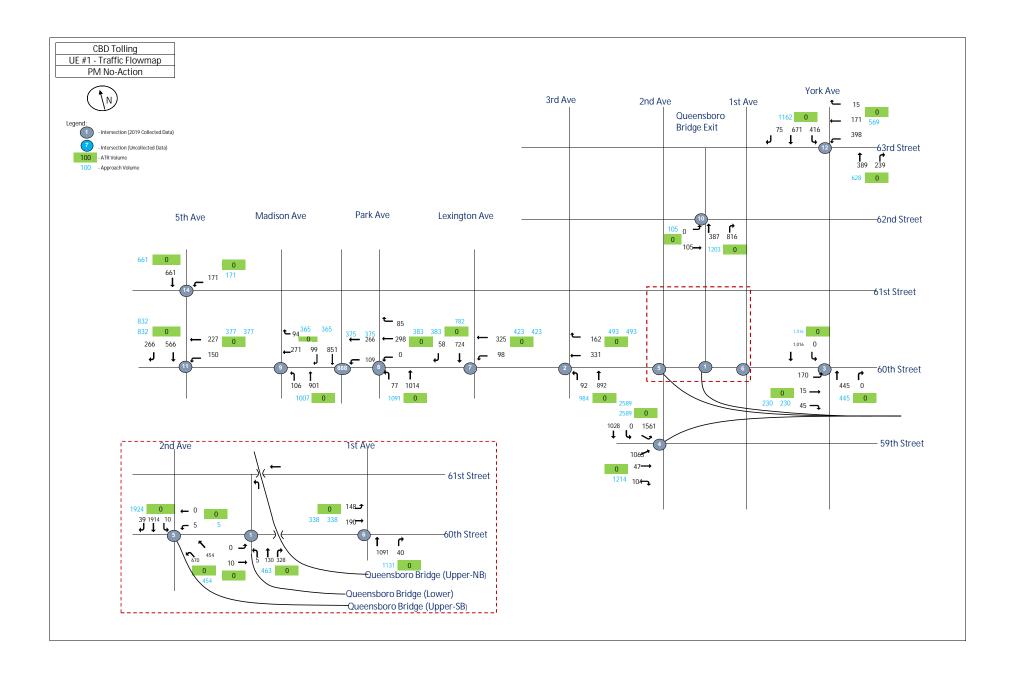


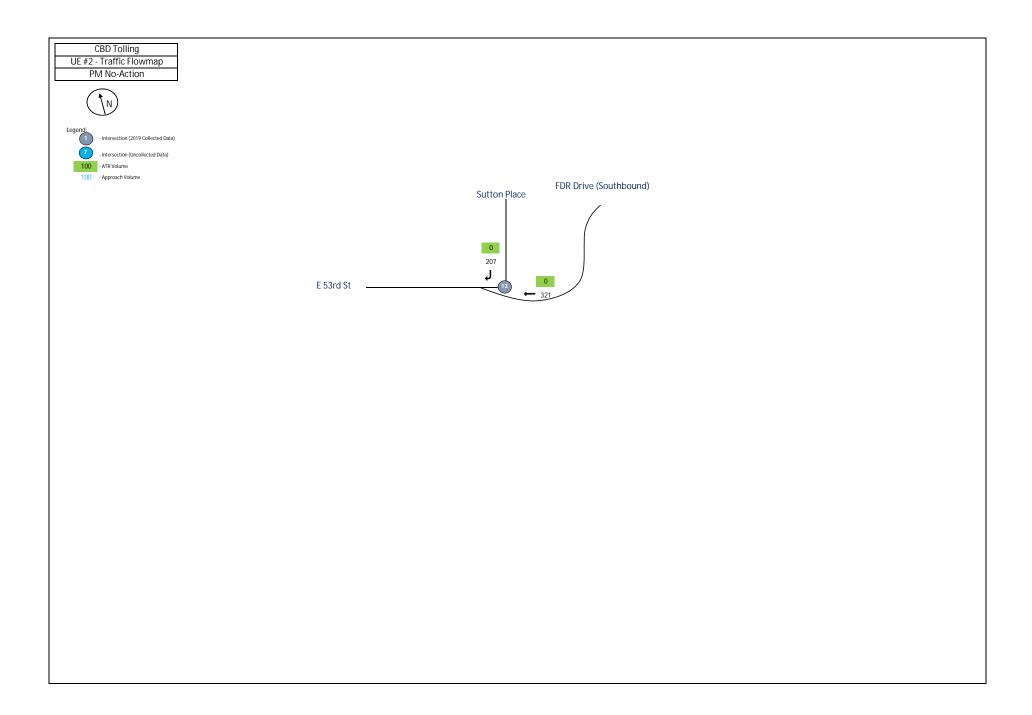


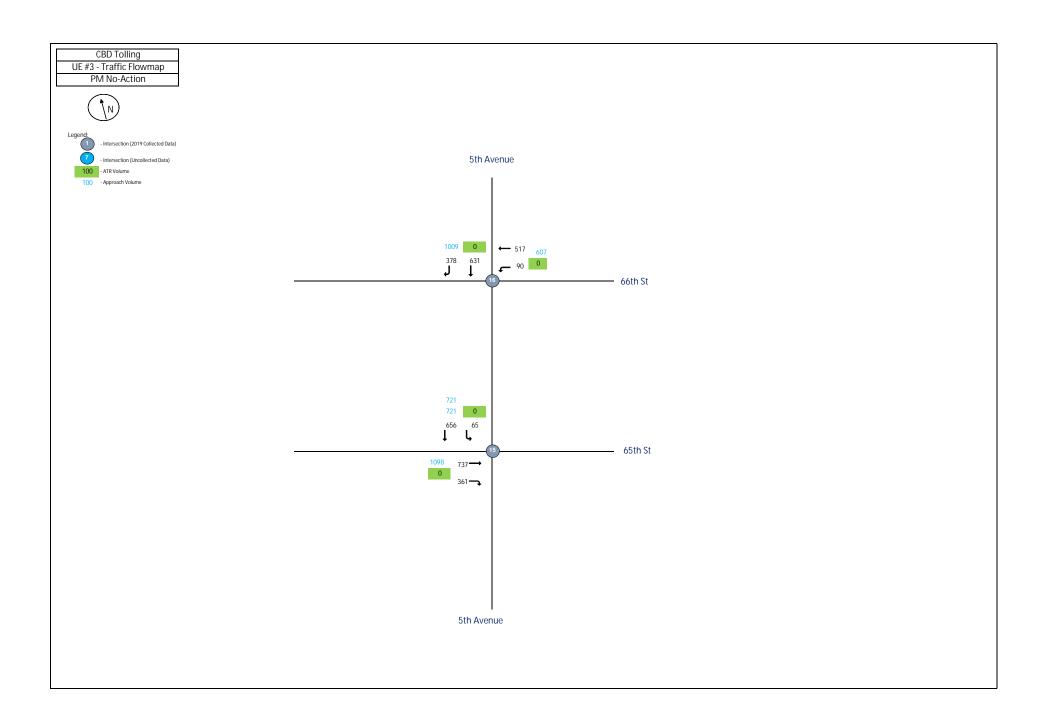
UE	1:00:00 MD							
					Total '	Vehic	les	
				Inl	bound	/Outb	ound	
					MD Pe	eak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	5	15	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	15	277	628	0	
-	1	SB	0	0	0	0	0	940
60th Street & 3rd Ave								
2019 (TMC-023)	2							
,	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	264	275	0	
3rd Ave	2	NB	0	74	969	0	0	
	2	SB	0	0	0	0	0	1582
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	412	0	35	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	525	0	0	
York Ave	3	SB	0	0	681	0	0	1653
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	875	112	70	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	1044	6	1579	0	0	3686
60th Street & 2nd Ave	-							2000
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	963	514	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	10	5	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	20	0	1656	20	0	1711
60th St & 1st Ave	_			-	· -		-	
2019 (TMC-027)	6							
60th Ave	6	EB	0	280	363	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	940	84	0	
	6	SB	0	0	0	0	0	1667

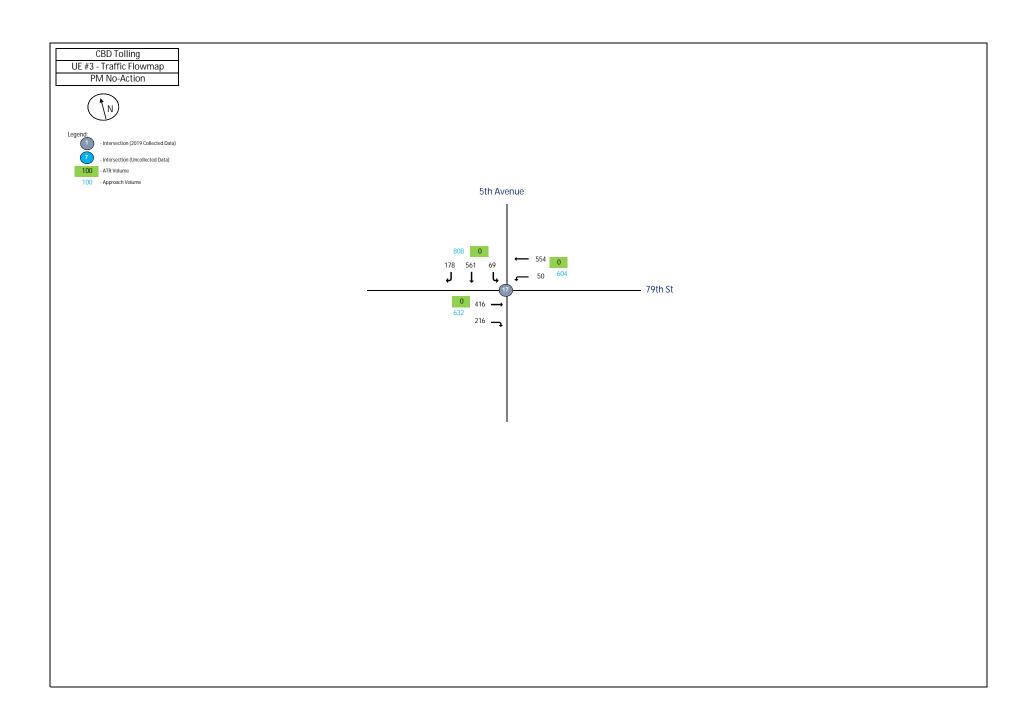
60th St & Lexington Ave							Ī	
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	66	272	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	938	69	0	1345
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	266	75	0	
Park Ave	8	NB	0	64	900	0	0	
Park Ave	8	SB	0	0	0	0	0	1305
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	116	214	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	915	99	0	1344
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	243	70	0	
Madison Ave	9	NB	0	109	652	0	0	
	9	SB	0	0	0	0	0	1074
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	206	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	810	779	0	
<u> </u>	10	SB	0	0	0	0	0	1795
60th St & 5th Ave								
2019 (TMC-032)	11							
, , ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	151	201	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	632	286	0	1270

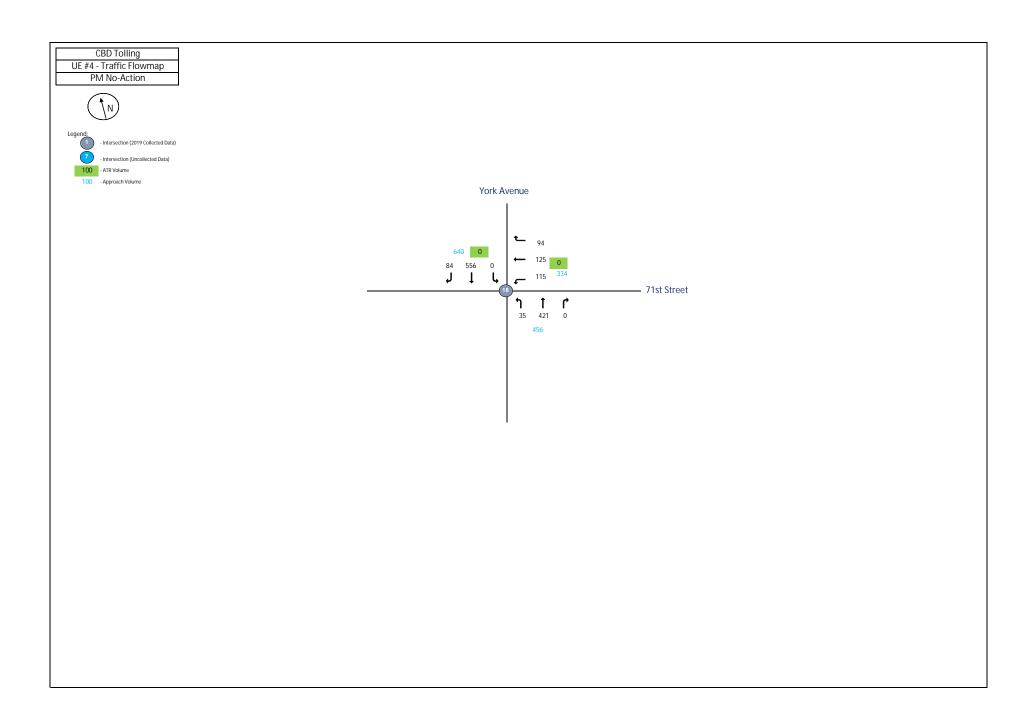
63rd St & York Ave		1					Ī	Ī
2019 (TMC-033)	12							
	12	EB	0	0	0	0	0	
63rd St	12	WB	0	317	258	65	0	
York Ave	12	NB	0	0	424	432	0	
York Ave	12	SB	0	428	463	70	0	2457
53rd St & FDR Drive								
2019 (TMC-034)	13							
, ,	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	353	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	149	0	502
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	290	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	628	0	0	918
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	638	299	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	85	533	0	0	1555
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	80	474	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	538	410	0	1502
79th St & 5th Ave								
2019 (TMC-038)	17					400		
79th St	17	EB	0	0	458	189	0	
79th St	17	WB	0	70	543	0	0	
Eth Ave	17	NB CD	0	0	0	0 150	0	4000
5th Ave	17	SB	0	65	445	150	0	1920
71st St & York Ave	40							
2019 (TMC-039)	18		_	^	^	^	_	
74 -4 - C4	18	EB	0	0	0	0	0	
71st St	18	WB	0	205	160	139	0	
York Ave	18	NB SB	0	64	390	0	0	1264
York Ave	18	SB	0	0	348	55	0	1361







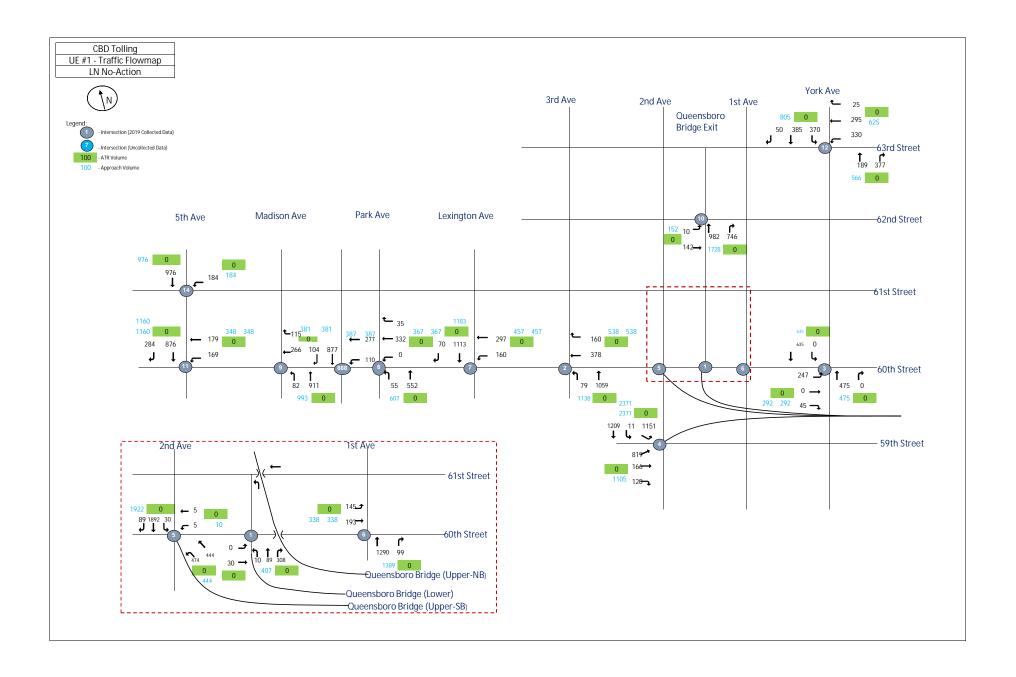


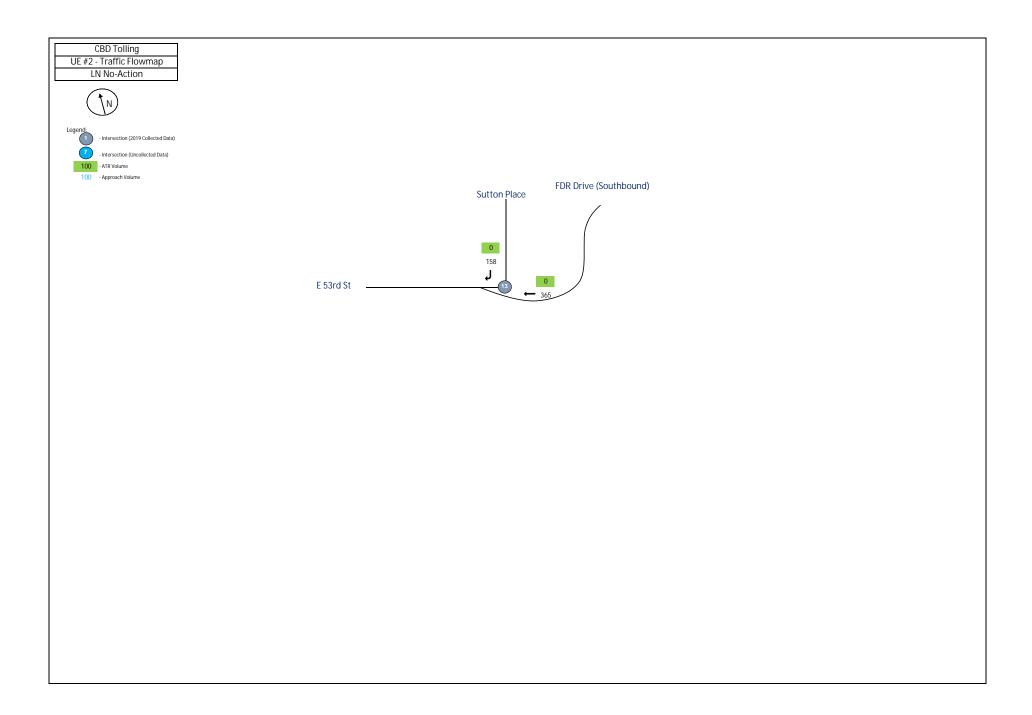


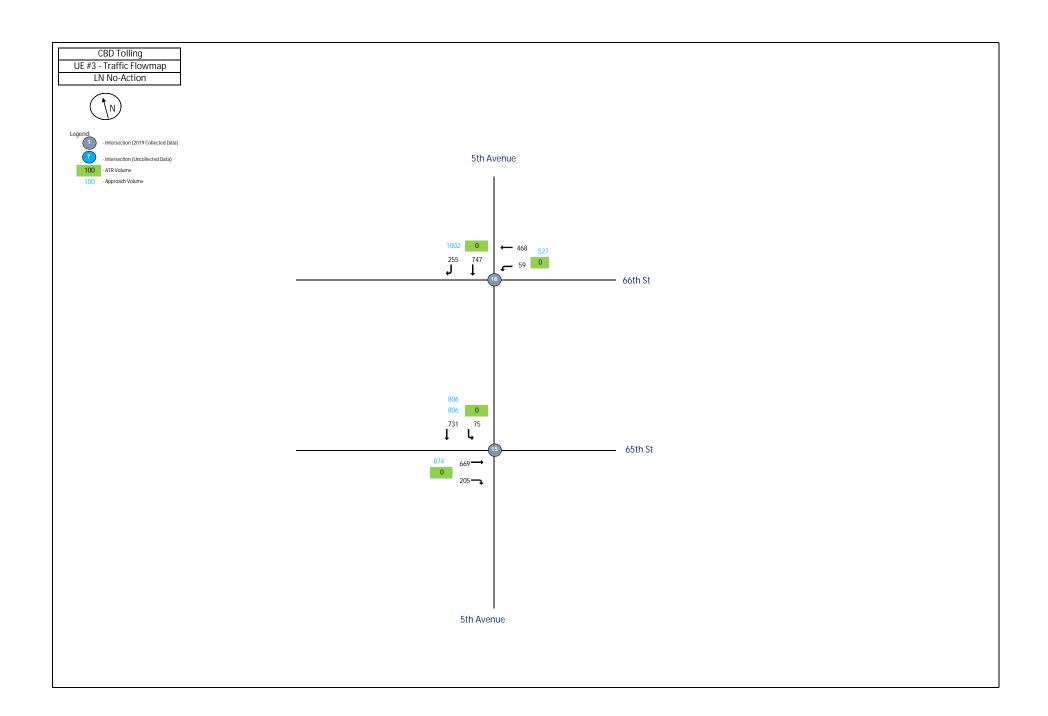
UE	5:00:00 PM							
				,	Total '	Vehic	les	
				Int	ound	/Outb	ound	
					MD Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	5	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	2	67	169	0	
	1	SB	0	0	0	0	0	243
60th Street & 3rd Ave								
2019 (TMC-023)	2							
,	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	199	88	0	
3rd Ave	2	NB	0	61	591	0	0	
	2	SB	0	0	0	0	0	939
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	22	15	45	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	445	0	0	
York Ave	3	SB	0	0	624	0	0	1151
59th St & 2nd Ave	-	-						
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	121	17	88	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	110	0	705	0	0	1041
60th Street & 2nd Ave	-							
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	397	269	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	2	0	0	0	
[· - -	5	NB	0	0	0	0	0	
2nd Ave	5	SB	7	0	416	18	0	443
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	116	58	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	649	24	0	
	6	SB	0	0	0	0	0	847

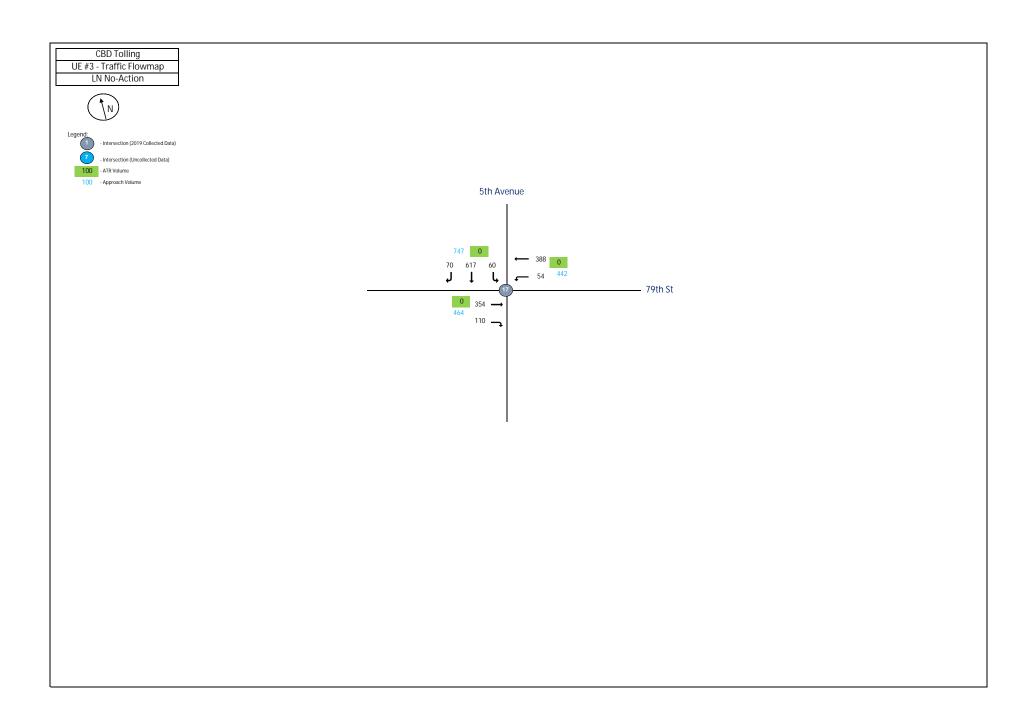
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	39	221	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	418	33	0	711
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	169	85	0	
Park Ave	8	NB	0	54	716	0	0	
Park Ave	8	SB	0	0	0	0	0	1024
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	62	161	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	790	92	0	1105
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	230	23	0	
Madison Ave	9	NB	0	79	675	0	0	
	9	SB	0	0	0	0	0	1007
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	57	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	197	418	0	
Ĭ	10	SB	0	0	0	0	0	672
60th St & 5th Ave								
2019 (TMC-032)	11							
,	11	EB	0	0	0	0	0	
60th St	11	WB	0	124	185	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	352	166	0	827

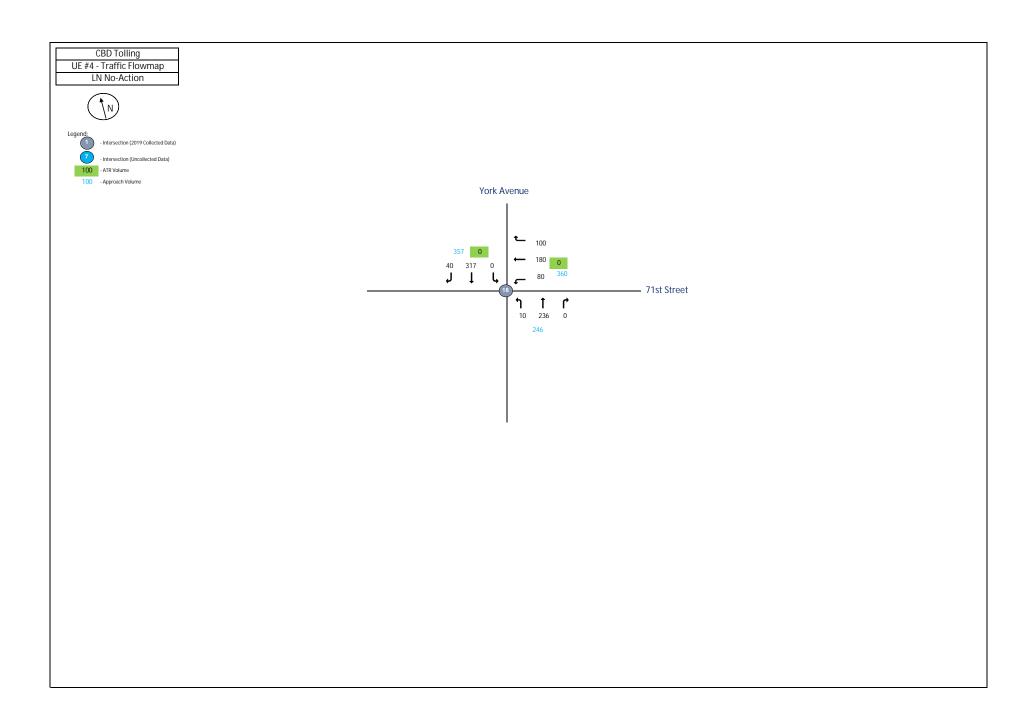
63rd St & York Ave							I	Ī
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	297	140	13	0	
York Ave	12	NB	0	0	264	127	0	
York Ave	12	SB	0	354	600	74	0	1869
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	266	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	178	0	444
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	9	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	509	0	0	518
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	696	341	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	60	604	0	0	1701
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	78	448	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	586	367	0	1479
79th St & 5th Ave								
2019 (TMC-038)	17						_	
79th St	17	EB	0	0	373	194	0	
79th St	17	WB	0	45	485	0	0	
5.1. A	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	67	546	169	0	1879
71st St & York Ave								
2019 (TMC-039)	18		_	_	_	_		
7401	18	EB	0	0	0	0	0	
71st St	18	WB	0	110	124	81	0	
York Ave	18	NB SB	0	29	294	0 76	0	4460
York Ave	18	SB	0	0	469	76	0	1183







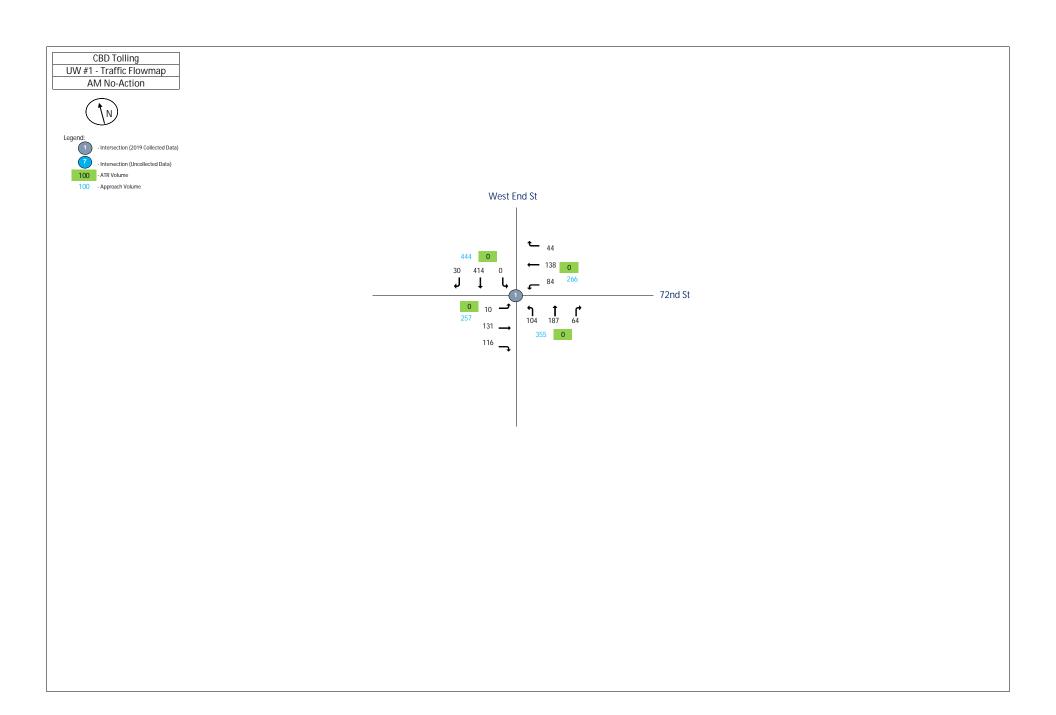


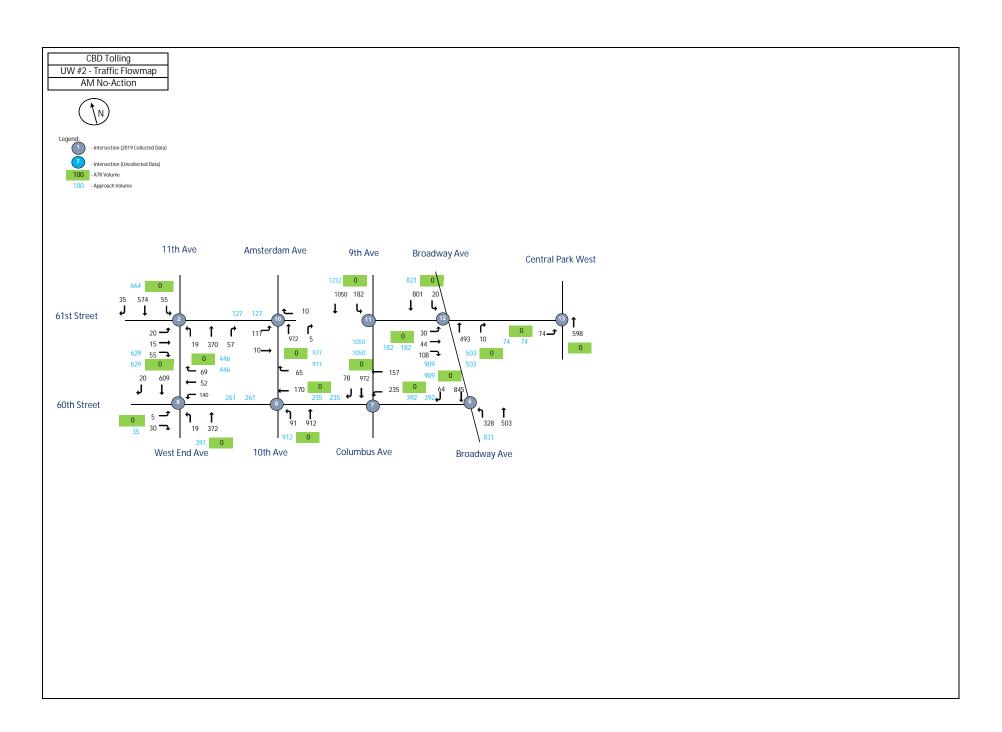


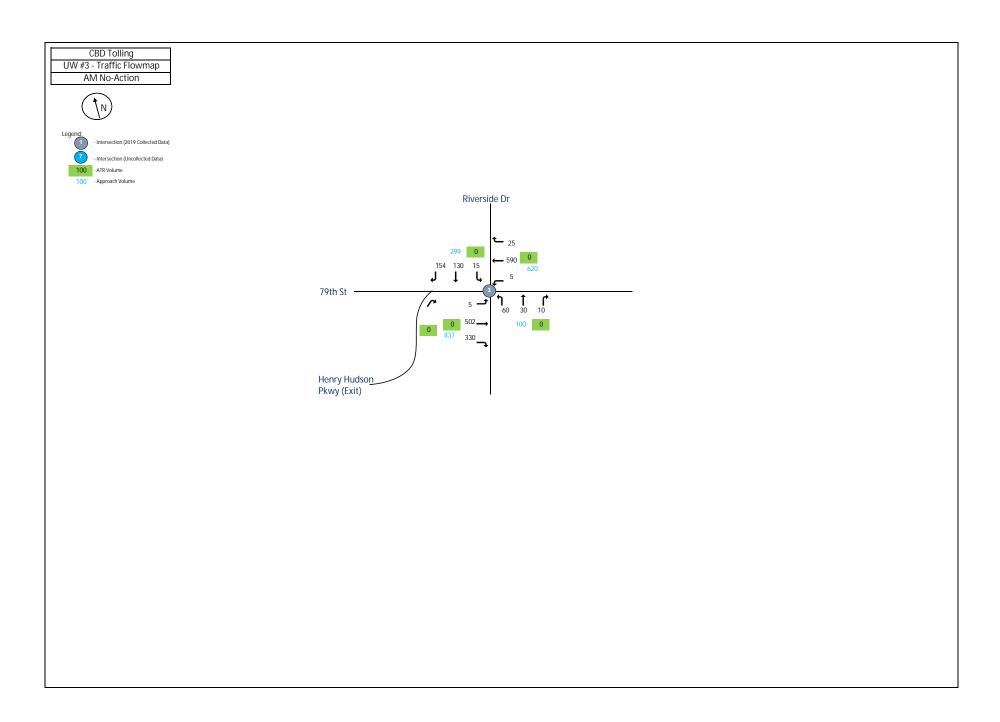
UE	9:00:00 PM							
					Total '	Vehic	les	
				Inl	bound	/Outb	ound	
					LN Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	T	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	30	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	10	89	308	0	
	1	SB	0	0	0	0	0	437
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	378	160	0	
3rd Ave	2	NB	0	79	1059	0	0	
	2	SB	0	0	0	0	0	1676
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	247	0	45	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	475	0	0	
York Ave	3	SB	0	0	635	0	0	1402
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	819	166	120	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	1151	11	1209	0	0	3476
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	474	444	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	5	5	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	30	0	1892	89	0	2021
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	145	193	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	1290	99	0	
	6	SB	0	0	0	0	0	1727

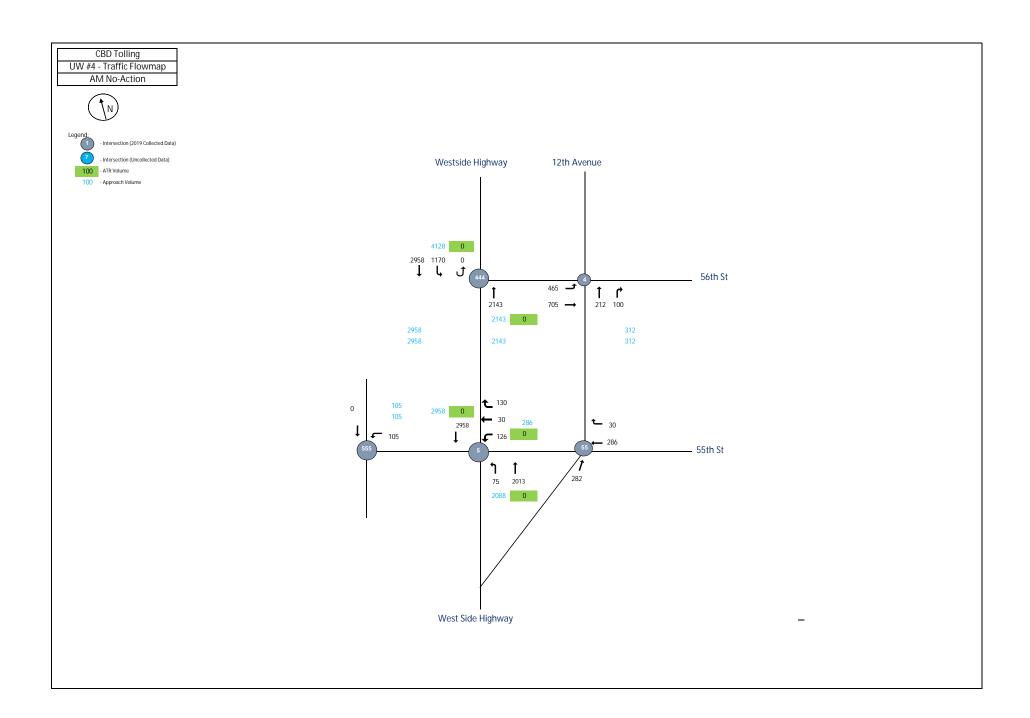
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	160	297	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	1113	70	0	1640
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	332	35	0	
Park Ave	8	NB	0	55	552	0	0	
Park Ave	8	SB	0	0	0	0	0	974
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	110	277	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	877	104	0	1368
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	266	115	0	
Madison Ave	9	NB	0	82	911	0	0	
	9	SB	0	0	0	0	0	1374
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	10	142	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	982	746	0	
j	10	SB	0	0	0	0	0	1880
60th St & 5th Ave								
2019 (TMC-032)	11							
, , ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	169	179	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	876	284	0	1508

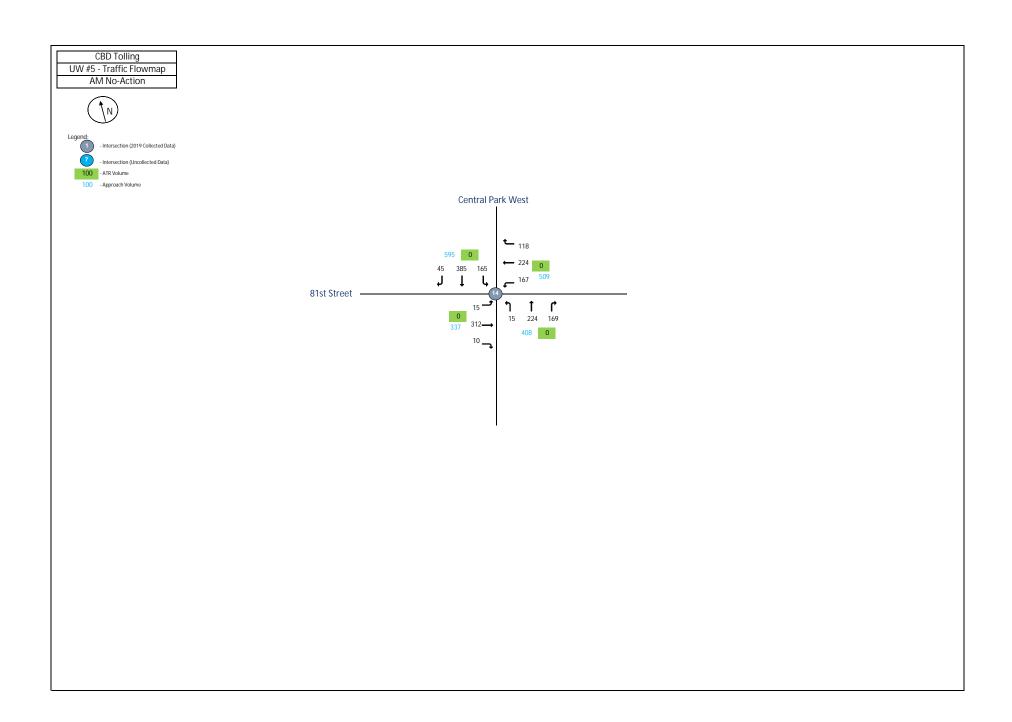
63rd St & York Ave							I	I
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	330	295	25	0	
York Ave	12	NB	0	0	189	377	0	
York Ave	12	SB	0	370	385	50	0	2021
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	365	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	158	0	523
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	184	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	976	0	0	1160
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	669	205	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	75	731	0	0	1680
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	59	468	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	747	255	0	1529
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	354	110	0	
79th St	17	WB	0	54	388	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	60	617	70	0	1653
71st St & York Ave								
2019 (TMC-039)	18		_	=	=	=	_	
	18	EB	0	0	0	0	0	
71st St	18	WB	0	80	180	100	0	
York Ave	18	NB	0	10	236	0	0	0.55
York Ave	18	SB	0	0	317	40	0	963

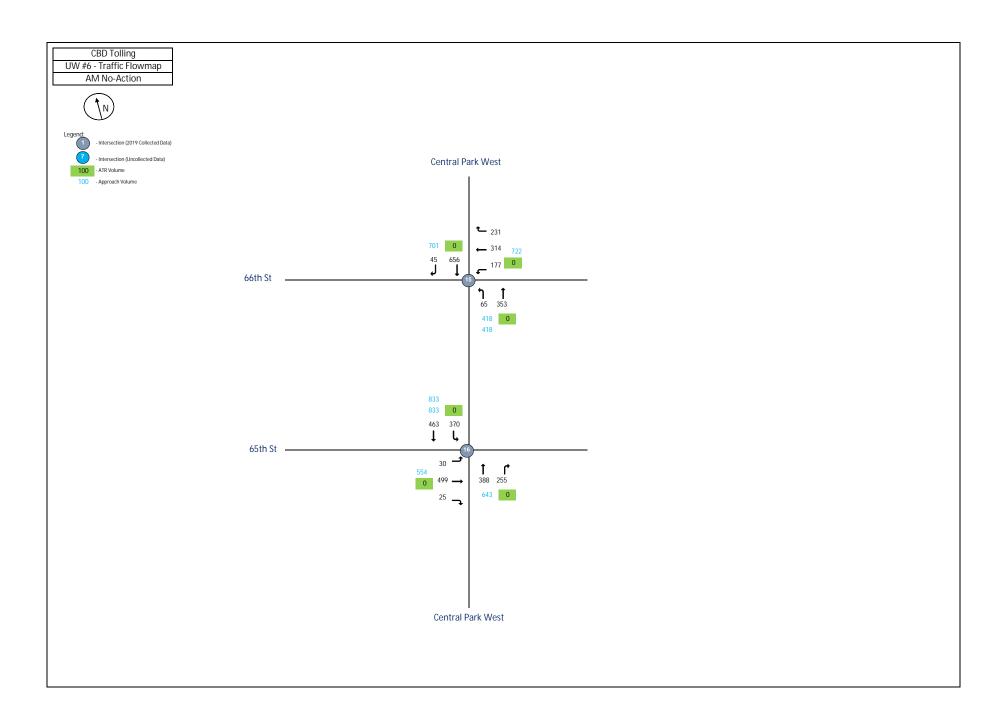










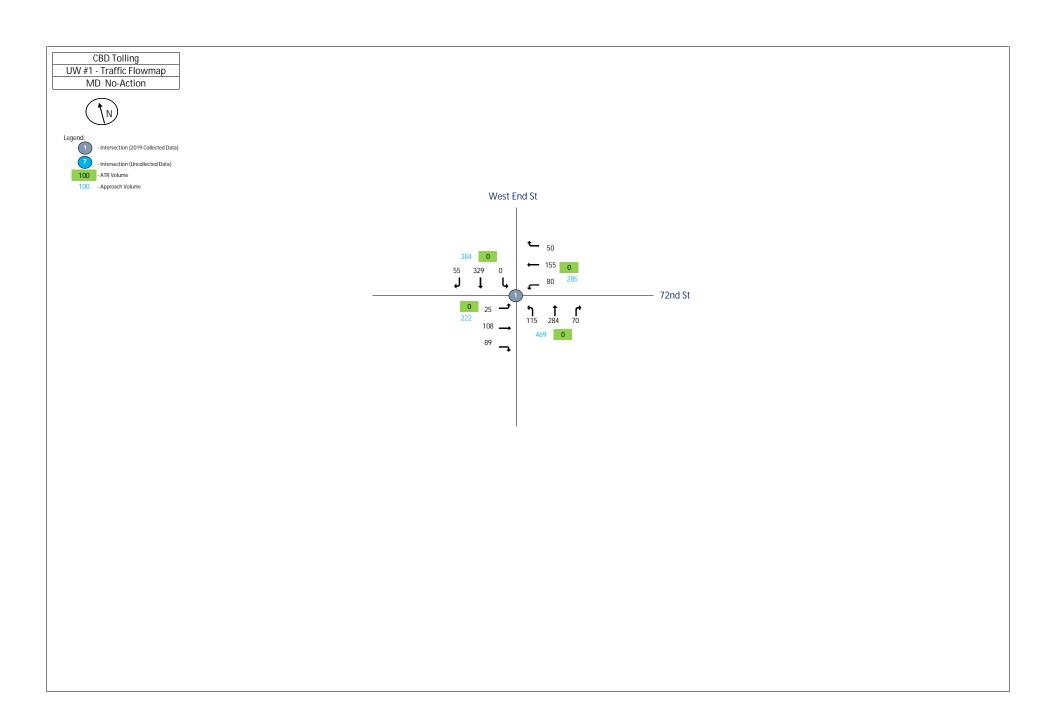


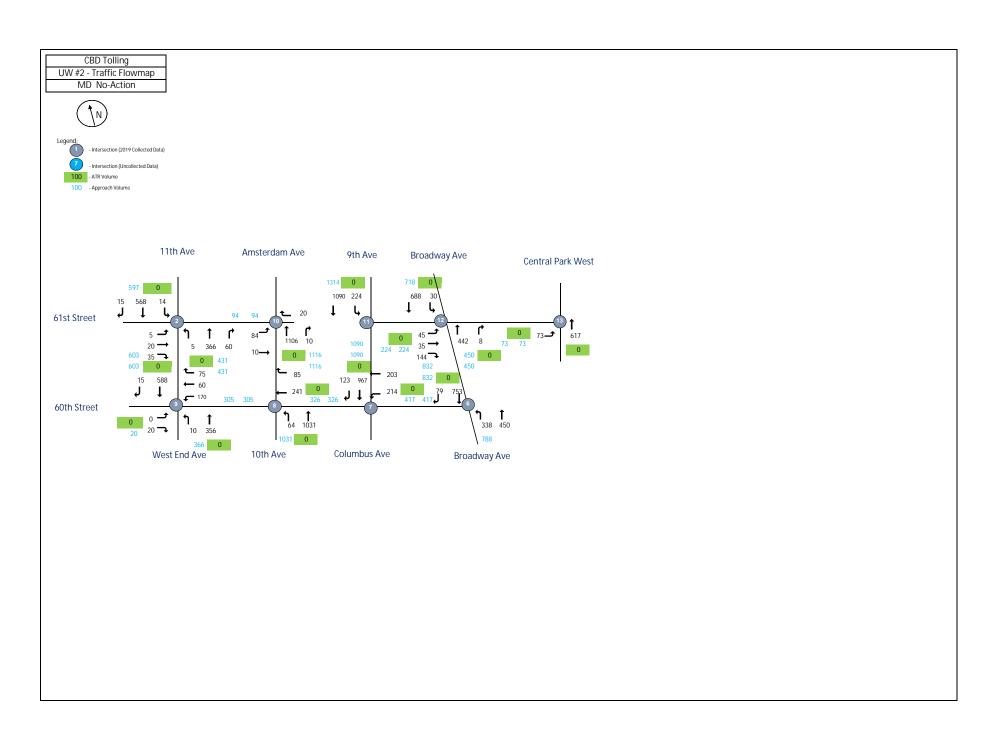
UW 8:00:00 AM

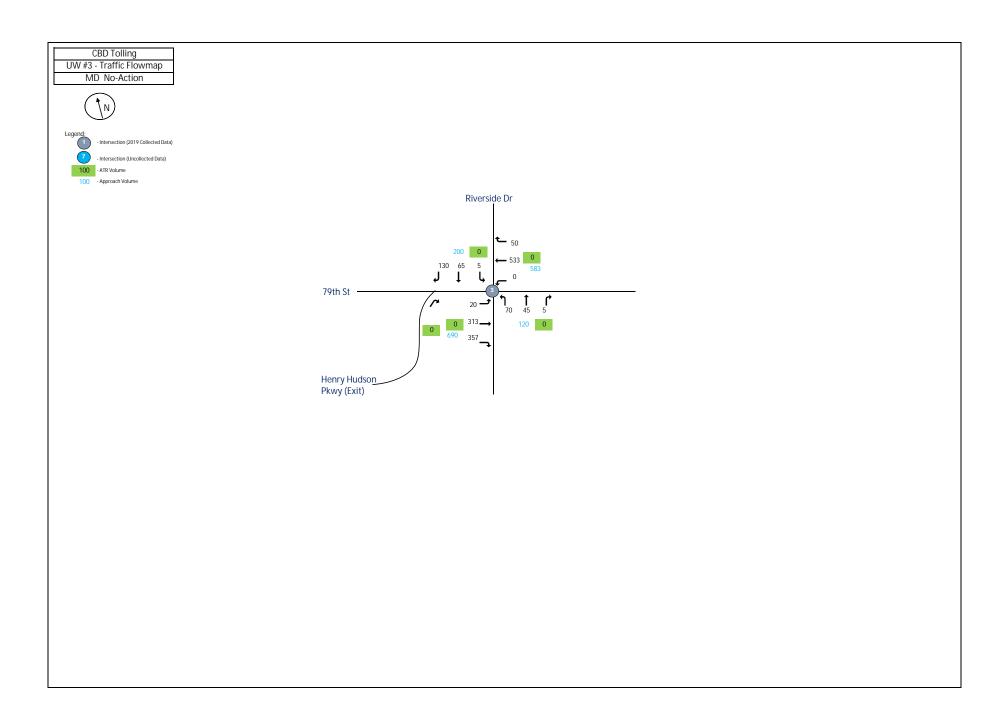
UW	8:00:00 AM		Total Vehicles					
					oound			
					AM Pe			
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St			I.		ı	<u> </u>		
2019 (TMC-042)	1							
W 72nd St	1	EB	0	10	131	116	0	
W 72nd St	1	WB	0	84	138	44	0	
West End St	1	NB	0	104	187	64	0	
West End St	1	SB	0	0	414	30	0	1322
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	20	15	55	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	19	370	57	0	
West End St	2	SB	0	55	574	35	0	1200
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	5	502	330	0	
W 79th St	3	WB	0	5	590	25	0	
Riverside Dr	3	NB	0	60	30	10	0	
Riverside Dr	3	SB	0	15	130	154	0	1856
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	465	705	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	212	100	0	
West Side Hwy	4	SB	0	0	0	0	0	1482
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0		0	0	
West Side Hwy	444	SB	0	1170	2958	0	0	6271
W 55th St and West Side Hwy	_							
2019 (TMC-046)	5		_	=	_	_	_	
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	126		130	0	
West Side Hwy	5	NB	0		2013	0	0	
West Side Hwy	5	SB	0	0	2958	0	0	5332

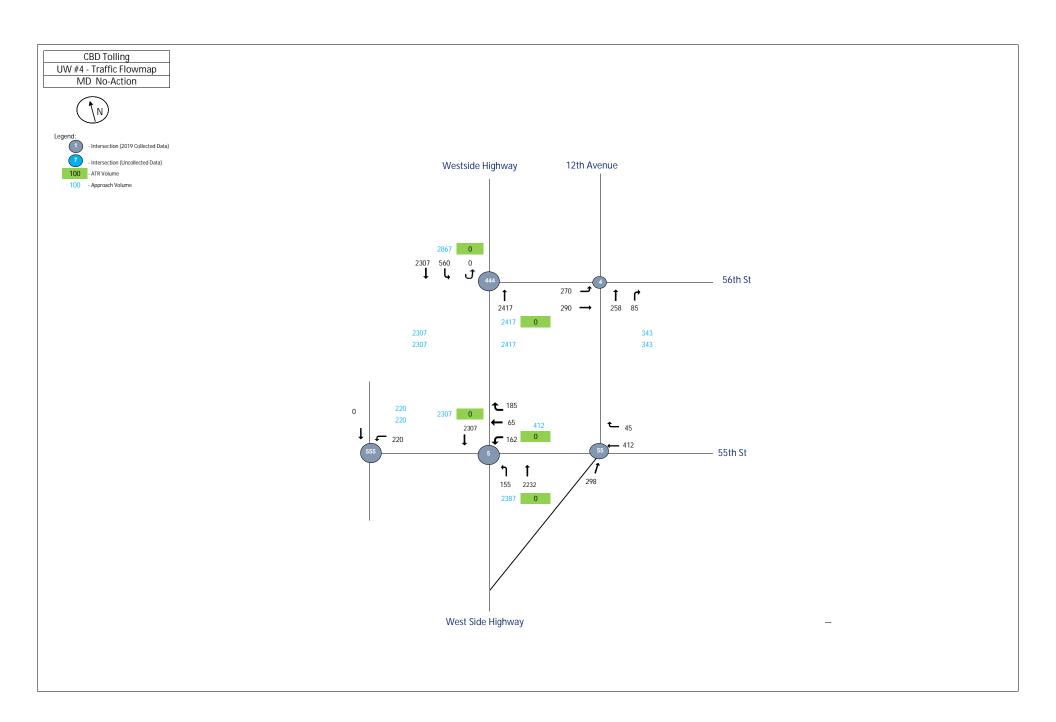
W 55th St and West Side Hwy			Ī				I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	286	30	0	
West Side Hwy	55	NB	0	0	282	0	0	
West Side Hwy	55	SB	0	0	0	0	0	598
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	105	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	105
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	328	503	0	0	
Broadway	6	SB	0	0	845	64	0	1740
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	235	157	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	972	78	0	1442
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	170	65	0	
10th Ave	8	NB	0	91	912	0	0	
10th Ave	8	SB	0	0	0	0	0	1238
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	5	0	30	0	
W 60th St	9	WB	0	140	52	69	0	
11th Ave	9	NB	0	19	372	0	0	
11th Ave	9	SB	0	0	609	20	0	1316
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	117	10	0	0	
W 61st St	10	WB	0	0	0	10	0	
10th Ave	10	NB	0	0	972	5	0	
10th Ave	10	SB	0	0	0	0	0	1114

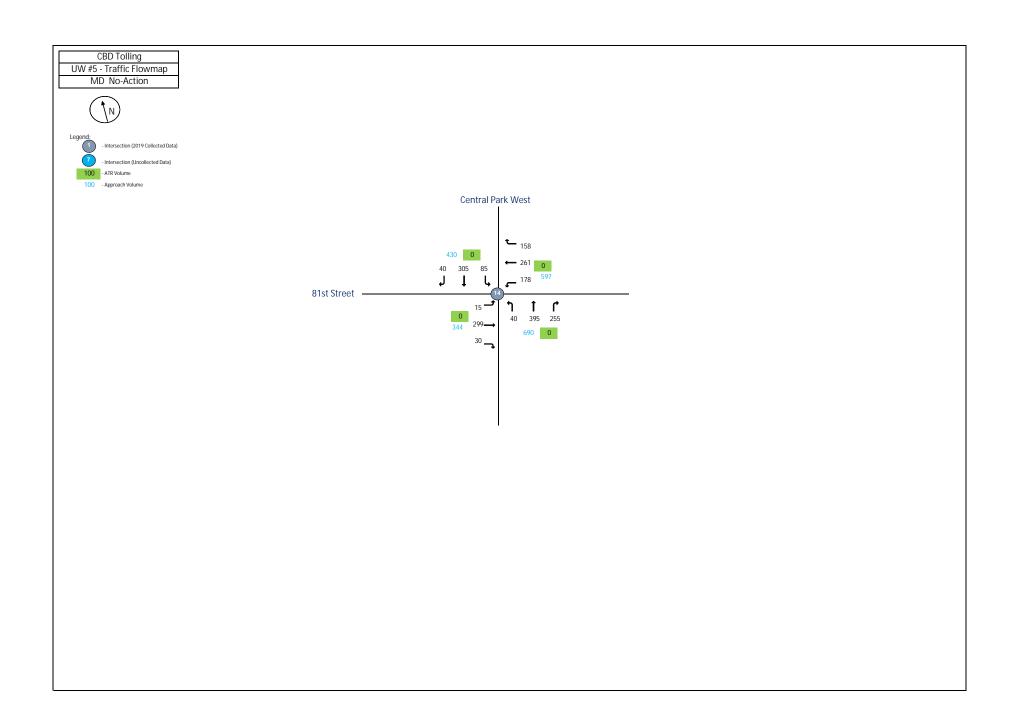
W 61st St and Columbus Ave							Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	182	1050	0	0	1232
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	30	44	108	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	493	10	0	
Broadway	12	SB	0	20	801	0	0	1506
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	74	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	598	0	0	
Central Park	13	SB	0	0	0	0	0	672
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	15	312	10	0	
W 79th St Transverse	14	WB	0	167	224	118	0	
Central Park	14	NB	0	15	224	169	0	
Central Park	14	SB	0	165	385	45	0	1849
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	177	314	231	0	
Central Park West	15	NB	0	65	353	0	0	
Central Park West	15	SB	0	0	656	45	0	1841
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	30	499	25	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	388	255	0	
Central Park West	16	SB	0	370	463	0	0	2030

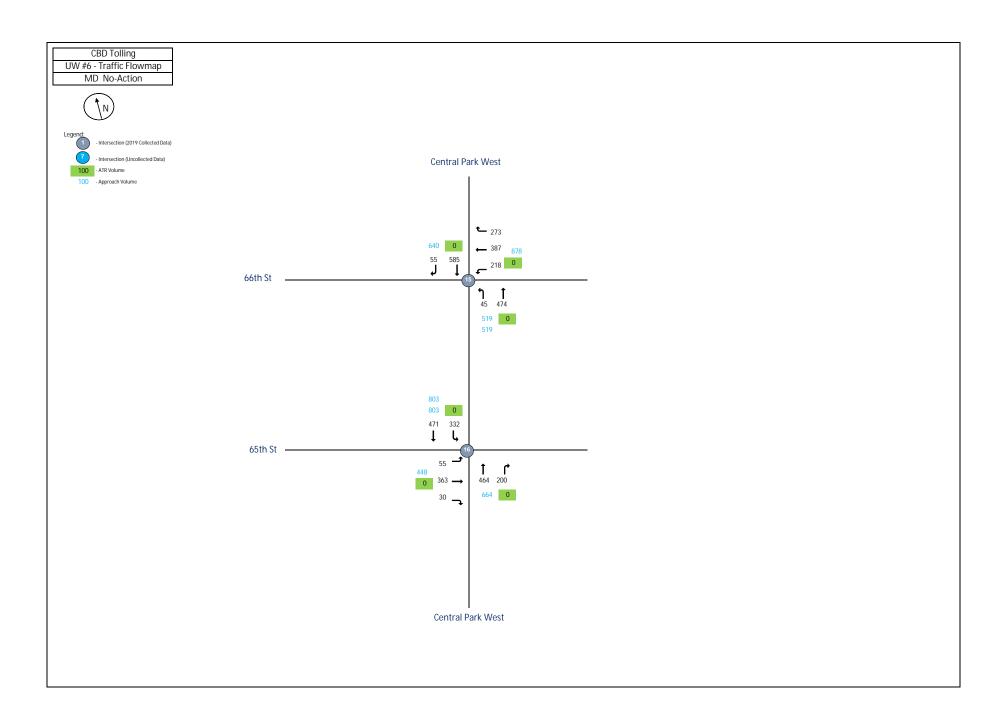








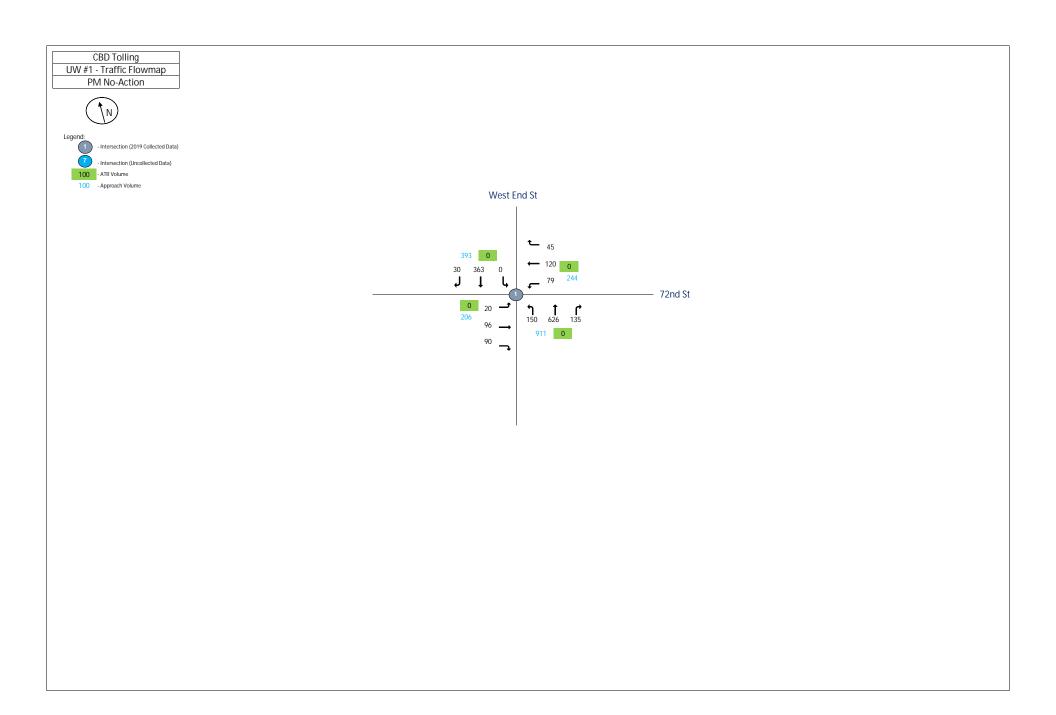


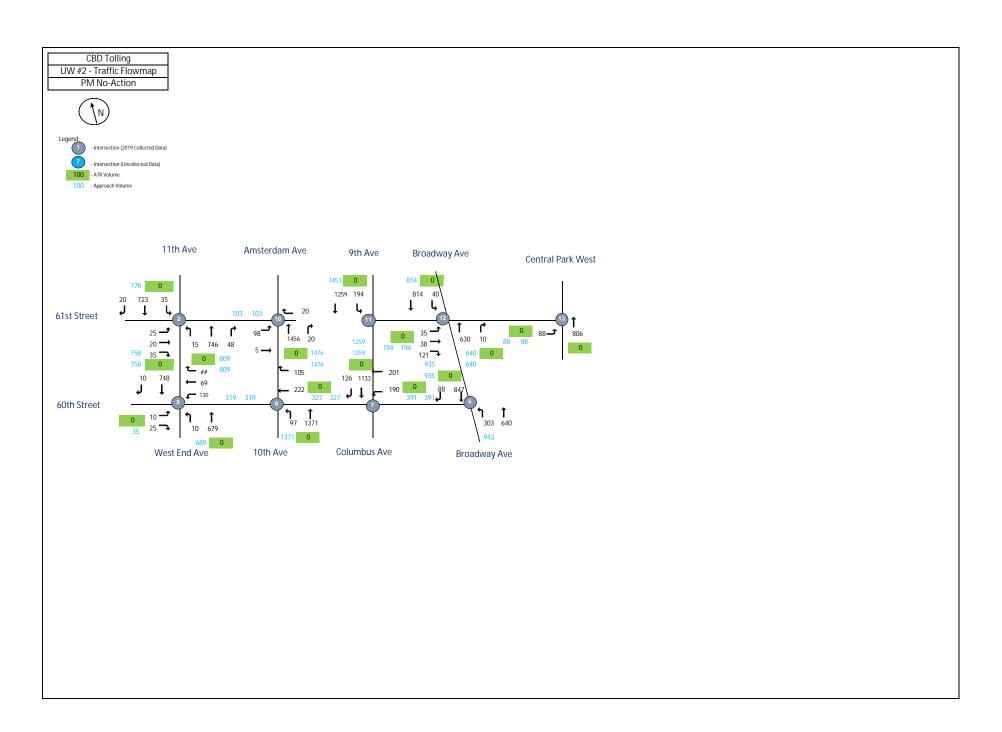


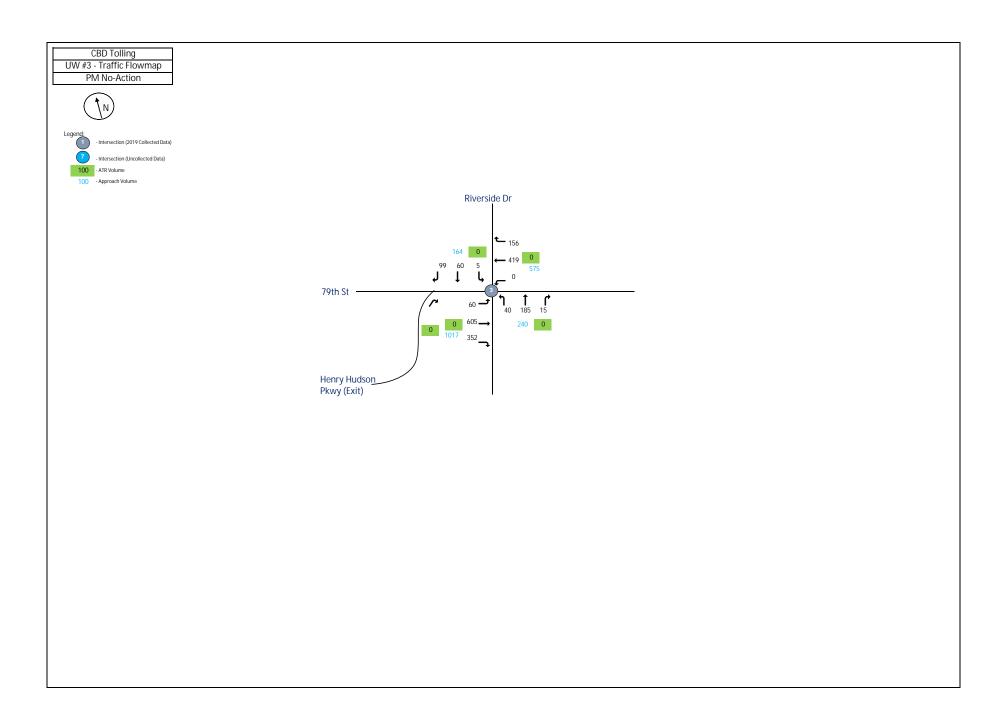
UW	1:00:00 PM							
					Total '			
					oound			
					MD Pe			
Intersection	Node	Approach	L2	L	Т	R	R2	Total
W 72nd St and West End St								
2019 (TMC-042)	1							
W 72nd St	1	EB	0	25	108	89	0	
W 72nd St	1	WB	0	80	155	50	0	
West End St	1	NB	0	115	284	70	0	
West End St	1	SB	0	0	329	55	0	1360
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	5	20	35	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	5	366	60	0	
West End St	2	SB	0	14	568	15	0	1088
W 79th St and Riverside Dr	_							
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	20	313	357	0	
W 79th St	3	WB	0	0	533	50	0	
Riverside Dr	3	NB	0	70	45	5	0	
Riverside Dr	3	SB	0	5	65	130	0	1593
W 79th St and Riverside Dr								
2019 (TMC-044)	333			_	_	_		
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4	ED.	0	270	200	0		
- N/ 50th Ct	4	EB	0	270	290	0	0	
W 56th St	4	WB	0	0	0 258	0 85	0 0	
West Side Hwy West Side Hwy	4	NB SB	0	0	258 0	85 0	0	903
•	4	JD JD	- 0	U	U	U	U	903
W 56th St and West Side Hwy	444							
2019 (TMC-045)	444	EB	0	0	0	0	0	
- W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	_	0	0	
West Side Hwy	444	SB	0	560	2307	0	0	5284
W 55th St and West Side Hwy	***	مر	0	500	2307	U	U	3204
2019 (TMC-046)	5							
_	5	EB	0	0	0	0	0	
- W 55th St	5	WB	0	162	65	185	0	
West Side Hwy	5	NB	0	155		100	0	
West Side Hwy	5	SB	0	155	2307	0	0	5106
vvest Slue i iwy	3	J JD	U	U	2307	U	U	2100

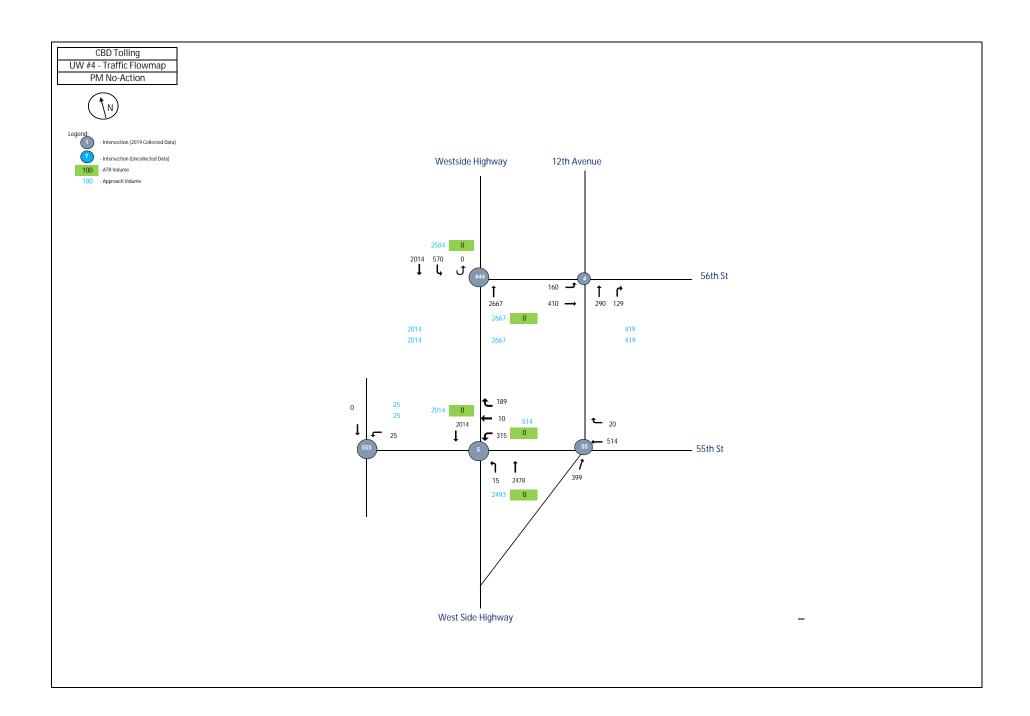
W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	412	45	0	
West Side Hwy	55	NB	0	0	298	0	0	
West Side Hwy	55	SB	0	0	0	0	0	755
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	220	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	220
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	338	450	0	0	
Broadway	6	SB	0	0	753	79	0	1620
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	214	203	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	967	123	0	1507
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	241	85	0	
10th Ave	8	NB	0	64	1031	0	0	
10th Ave	8	SB	0	0	0	0	0	1421
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	20	0	
W 60th St	9	WB	0	170	60	75	0	
11th Ave	9	NB	0	10	356	0	0	
11th Ave	9	SB	0	0	588	15	0	1294
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	84	10	0	0	
W 61st St	10	WB	0	0	0	20	0	
10th Ave	10	NB	0	0	1106	10	0	
10th Ave	10	SB	0	0	0	0	0	1230

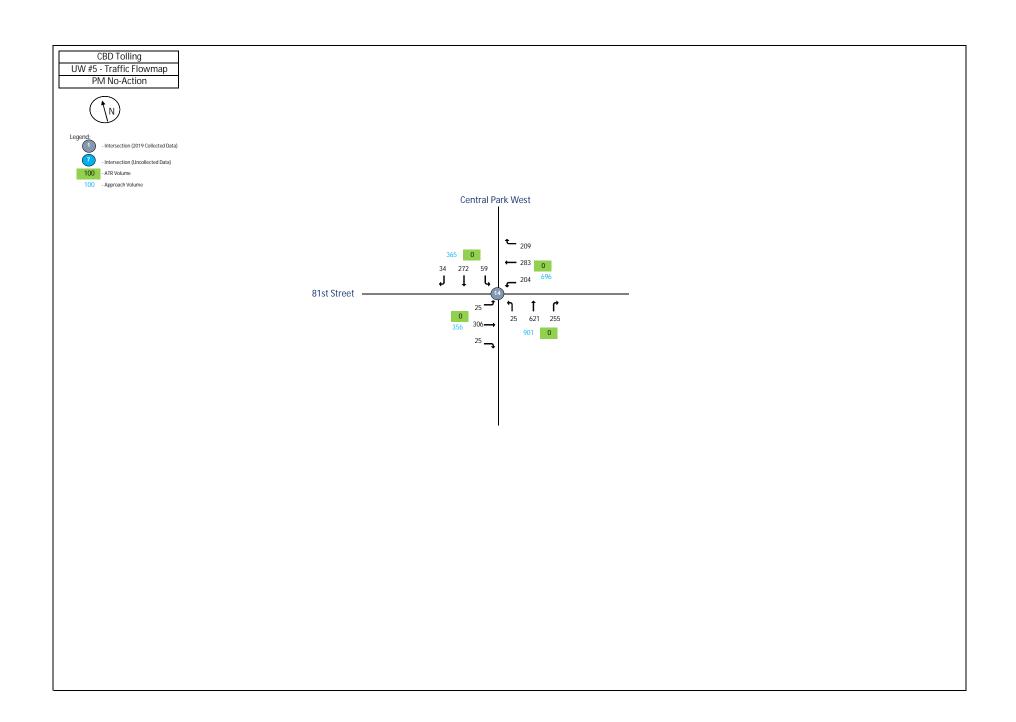
W 61st St and Columbus Ave			Ī					
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	224	1090	0	0	1314
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	45	35	144	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	442	8	0	
Broadway	12	SB	0	30	688	0	0	1392
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	73	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	617	0	0	
Central Park	13	SB	0	0	0	0	0	690
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	15	299	30	0	
W 79th St Transverse	14	WB	0	178	261	158	0	
Central Park	14	NB	0	40	395	255	0	
Central Park	14	SB	0	85	305	40	0	2061
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	218	387	273	0	
Central Park West	15	NB	0	45	474	0	0	
Central Park West	15	SB	0	0	585	55	0	2037
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	55	363	30	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	464	200	0	
Central Park West	16	SB	0	332	471	0	0	1915

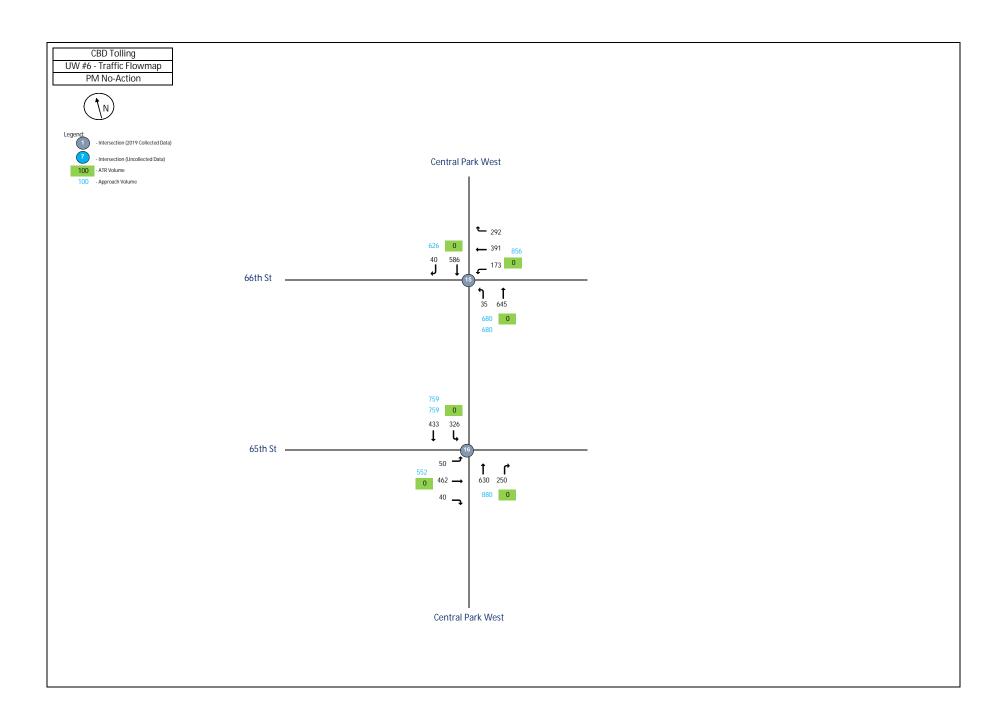










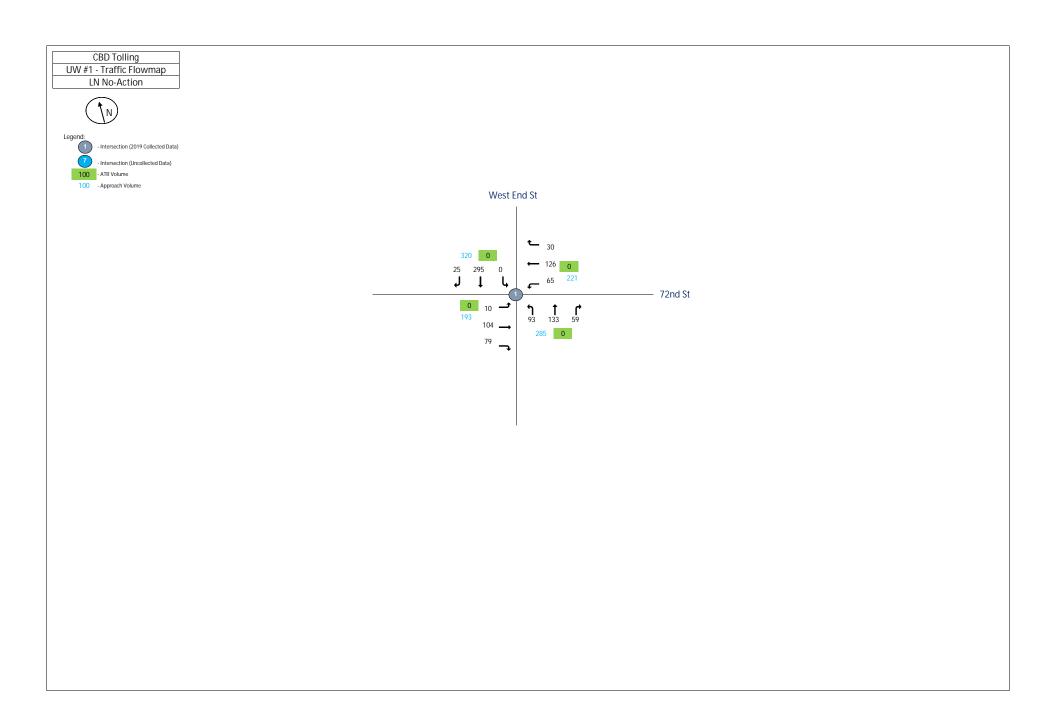


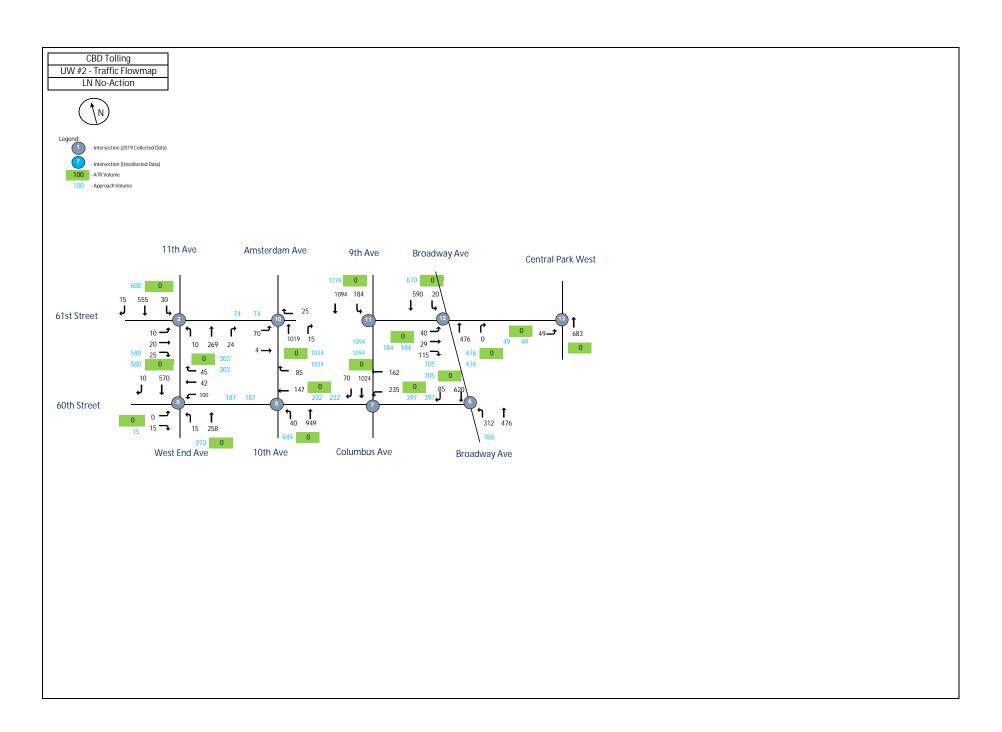
UW 5:00:00 PM

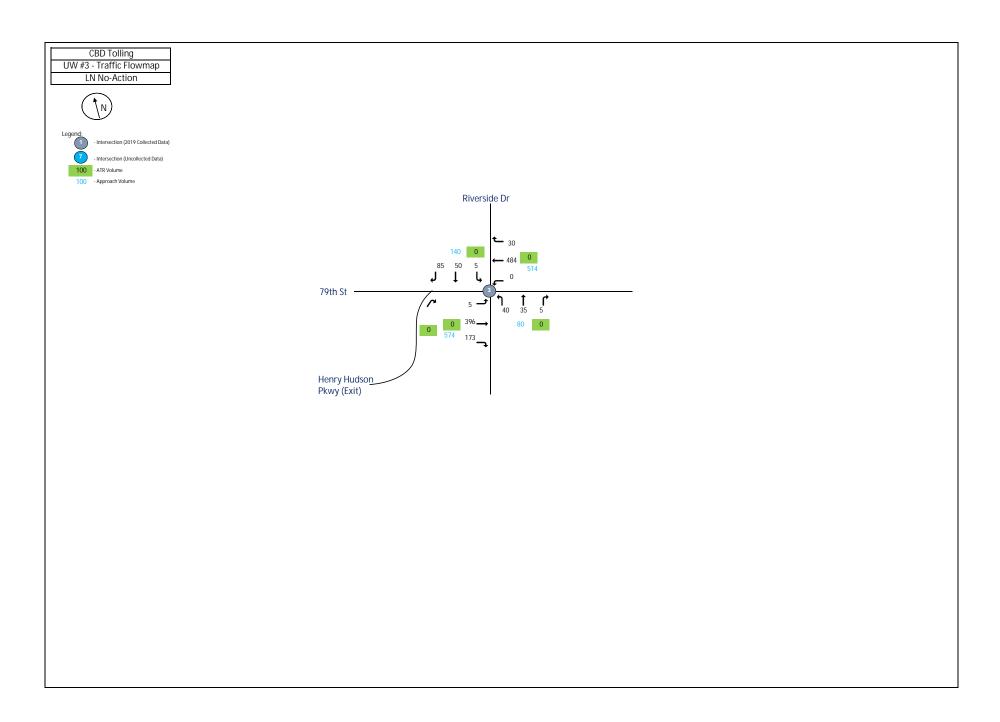
UW	5:00:00 PM		Total Vehicles					
					oound			
					PM Pe			
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St	Nouc	Арргоасп				11	112	Total
2019 (TMC-042)	1							
W 72nd St	1	EB	0	20	96	90	0	
W 72nd St	1	WB	0	79	120	45	0	
West End St	1	NB	0	150	626	135	0	
West End St	1	SB	0	0	363	30	0	1754
W 61st St and West End St		35						1734
2019 (TMC-043)	2							
W 61st St	2	EB	0	25	20	35	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	15	746	48	0	
West End St	2	SB	0	35	723	20	0	1667
W 79th St and Riverside Dr	-			- 33	. 23		J	1007
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	60	605	352	0	
W 79th St	3	WB	0	0	419	156	0	
Riverside Dr	3	NB	0	40	185	15	0	
Riverside Dr	3	SB	0	5	60	99	0	1996
W 79th St and Riverside Dr	-							2330
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	160	410	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	290	129	0	
West Side Hwy	4	SB	0	0	0	0	0	989
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	2667	0	0	
West Side Hwy	444	SB	0	570	2014	0	0	5251
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	315	10	189	0	
West Side Hwy	5	NB	0		2478	0	0	
West Side Hwy	5	SB	0	0	2014	0	0	5021

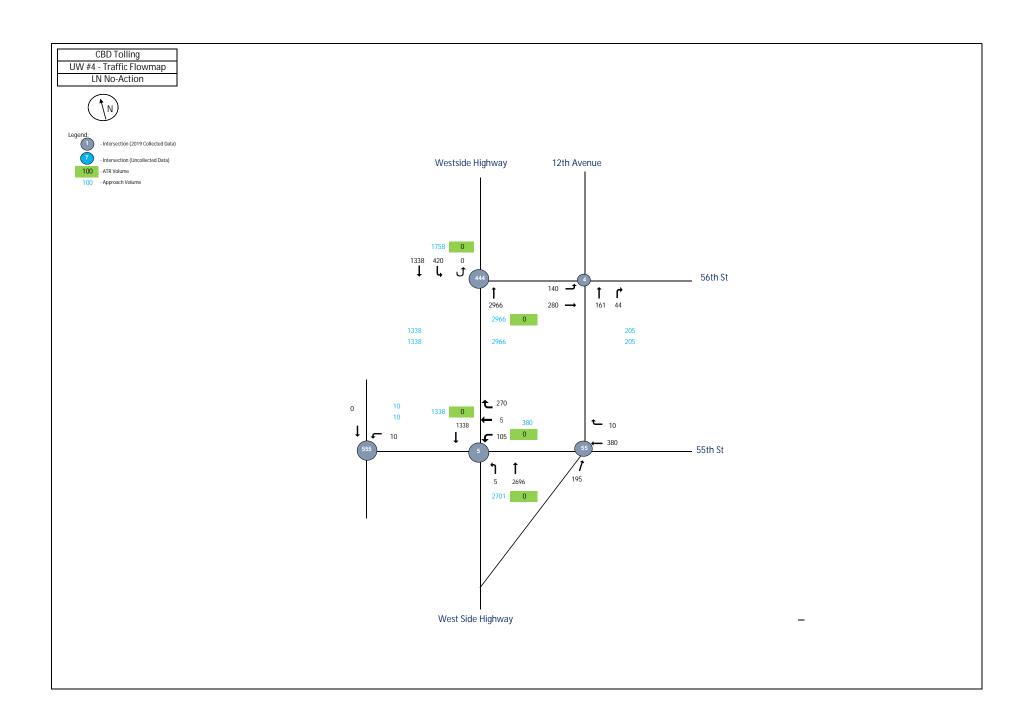
W 55th St and West Side Hwy			Ī				I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	514	20	0	
West Side Hwy	55	NB	0	0	399	0	0	
West Side Hwy	55	SB	0	0	0	0	0	933
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	5	0	
W 55th St	555	WB	0	25	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	30
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	303	640	0	0	
Broadway	6	SB	0	0	847	88	0	1878
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	190	201	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	1133	126	0	1650
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	222	105	0	
10th Ave	8	NB	0	97	1371	0	0	
10th Ave	8	SB	0	0	0	0	0	1795
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	10	0	25	0	
W 60th St	9	WB	0	130	69	120	0	
11th Ave	9	NB	0	10	679	0	0	
11th Ave	9	SB	0	0	748	10	0	1801
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	98	5	0	0	
W 61st St	10	WB	0	0	0	20	0	
10th Ave	10	NB	0	0	1456	20	0	
10th Ave	10	SB	0	0	0	0	0	1599

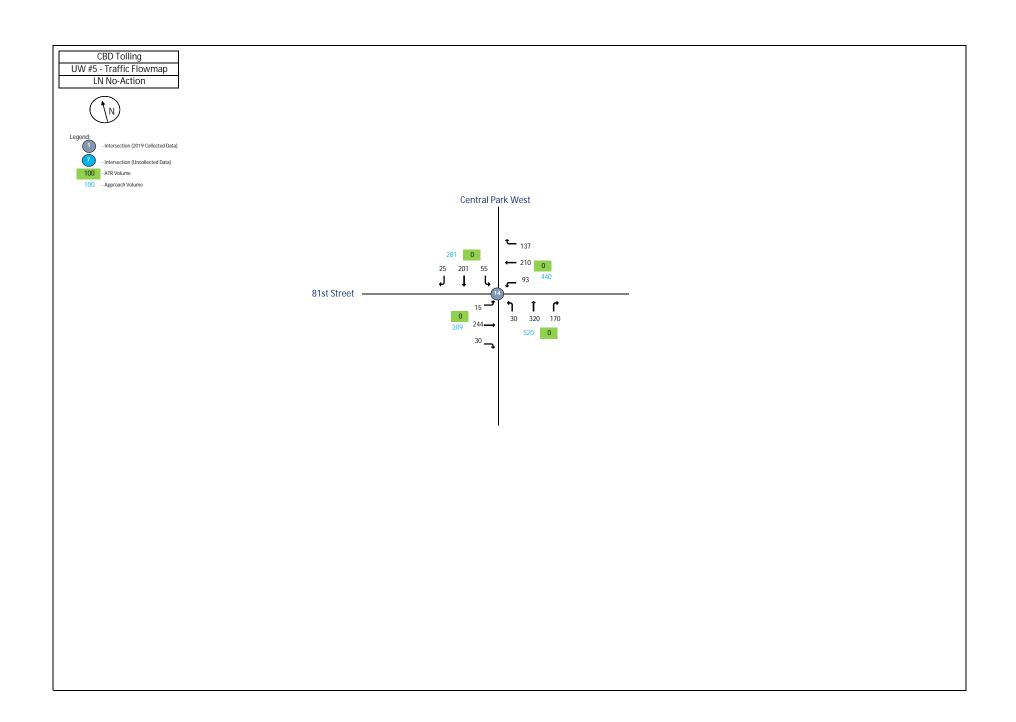
W 61st St and Columbus Ave								
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	194	1259	0	0	1453
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	35	38	121	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	630	10	0	
Broadway	12	SB	0	40	814	0	0	1688
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	88	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	806	0	0	
Central Park	13	SB	0	0	0	0	0	894
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	25	306	25	0	
W 79th St Transverse	14	WB	0	204	283	209	0	
Central Park	14	NB	0	25	621	255	0	
Central Park	14	SB	0	59	272	34	0	2318
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	173	391	292	0	
Central Park West	15	NB	0	35	645	0	0	
Central Park West	15	SB	0	0	586	40	0	2162
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	50	462	40	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	630	250	0	
Central Park West	16	SB	0	326	433	0	0	2191

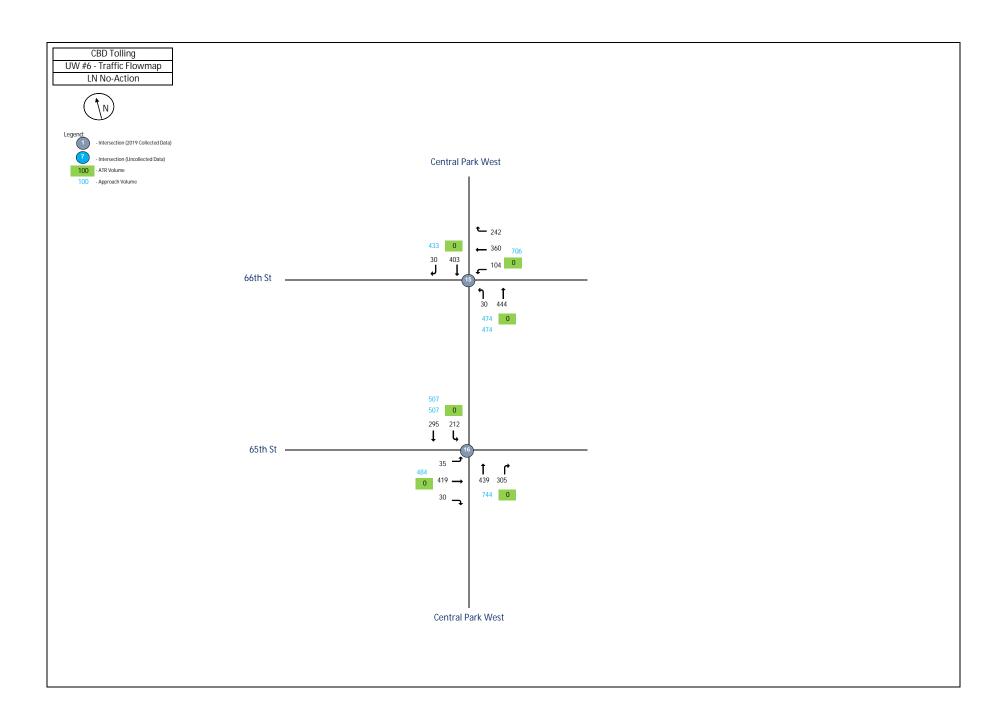










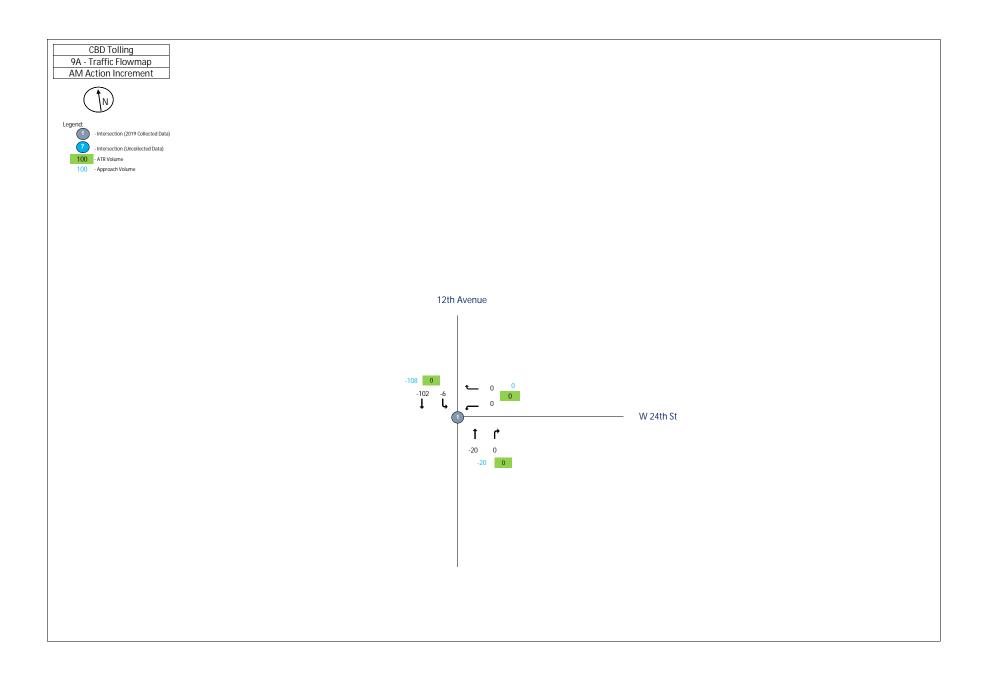


UW 9:00:00 PM

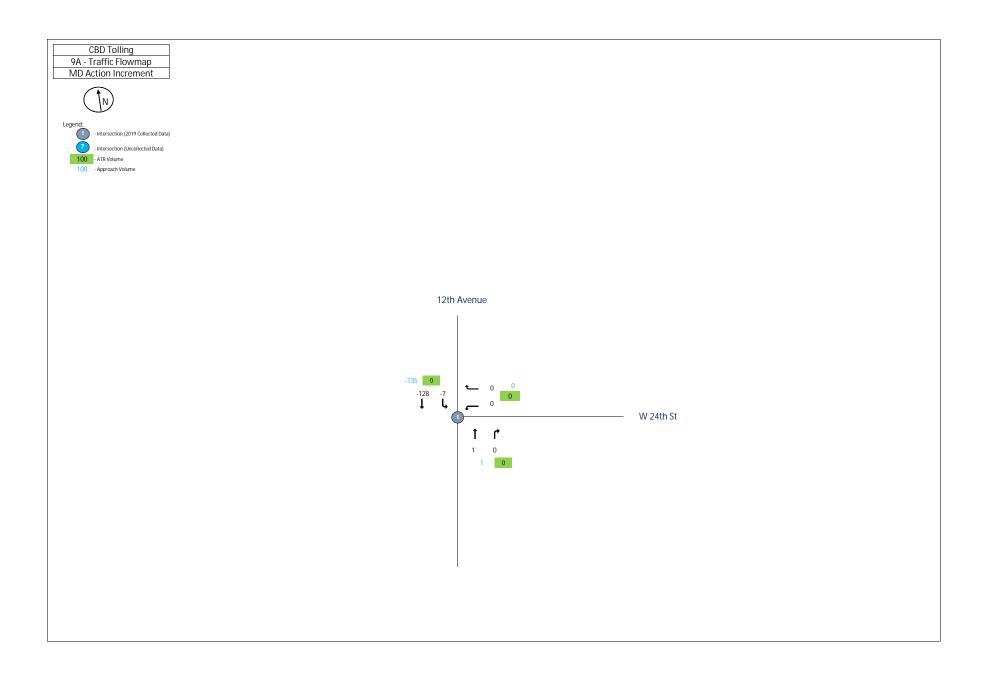
UW	9:00:00 PM		Total Vehicles					
					bound			
					LN Pe			
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St					ı	<u> </u>		
2019 (TMC-042)	1							
W 72nd St	1	EB	0	10	104	79	0	
W 72nd St	1	WB	0	65	126	30	0	
West End St	1	NB	0	93	133	59	0	
West End St	1	SB	0	0	295	25	0	1019
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	10	20	25	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	10	269	24	0	
West End St	2	SB	0	30	555	15	0	958
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	5	396	173	0	
W 79th St	3	WB	0	0	484	30	0	
Riverside Dr	3	NB	0	40	35	5	0	
Riverside Dr	3	SB	0	5	50	85	0	1308
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	140	280	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	161	44	0	
West Side Hwy	4	SB	0	0	0	0	0	625
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0		0	0	
West Side Hwy	444	SB	0	420	1338	0	0	4724
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	105	5	270	0	
West Side Hwy	5	NB	0	5	2696	0	0	
West Side Hwy	5	SB	0	0	1338	0	0	4419

W 55th St and West Side Hwy			Ī				I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	380	10	0	
West Side Hwy	55	NB	0	0	195	0	0	
West Side Hwy	55	SB	0	0	0	0	0	585
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	10	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	10
W 60th St and Broadway								_
2019 (TMC-047)	6							
[- `	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	312	476	0	0	
Broadway	6	SB	0	0	620	85	0	1493
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	235	162	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	1024	70	0	1491
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	147	85	0	
10th Ave	8	NB	0	40	949	0	0	
10th Ave	8	SB	0	0	0	0	0	1221
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	15	0	
W 60th St	9	WB	0	100	42	45	0	
11th Ave	9	NB	0	15	258	0	0	
11th Ave	9	SB	0	0	570	10	0	1055
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	70	4	0	0	
W 61st St	10	WB	0	0	0	25	0	
10th Ave	10	NB	0	0	1019	15	0	
10th Ave	10	SB	0	0	0	0	0	1133

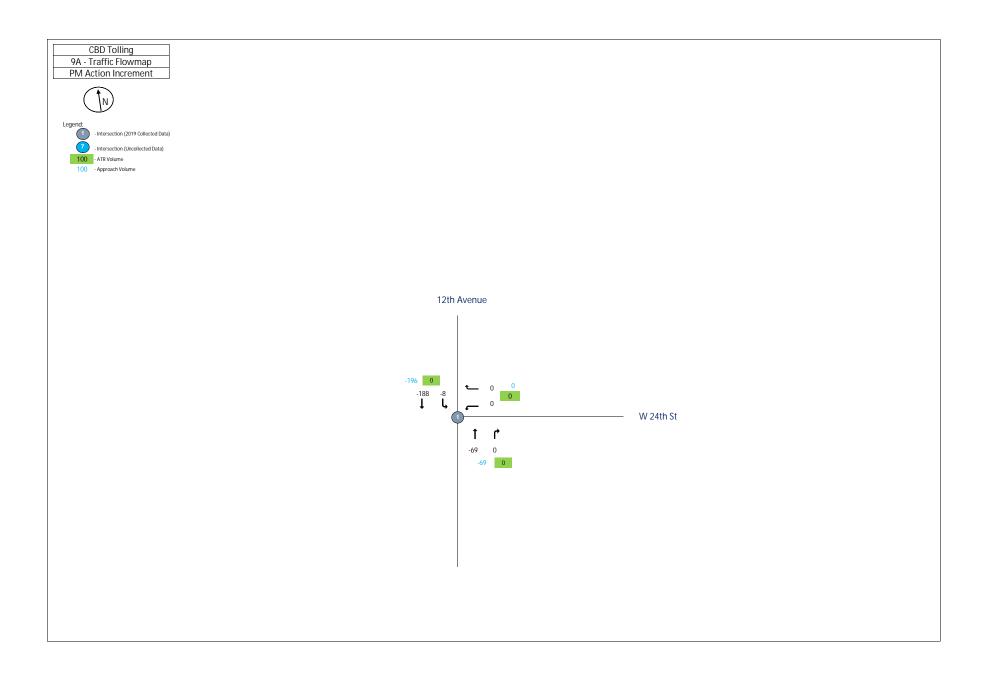
W 61st St and Columbus Ave							Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	184	1094	0	0	1278
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	40	29	115	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	476	0	0	
Broadway	12	SB	0	20	590	0	0	1270
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	49	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	683	0	0	
Central Park	13	SB	0	0	0	0	0	732
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	15	244	30	0	
W 79th St Transverse	14	WB	0	93	210	137	0	
Central Park	14	NB	0	30	320	170	0	
Central Park	14	SB	0	55	201	25	0	1530
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	104	360	242	0	
Central Park West	15	NB	0	30	444	0	0	
Central Park West	15	SB	0	0	403	30	0	1613
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	35	419	30	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	439	305	0	
Central Park West	16	SB	0	212	295	0	0	1735



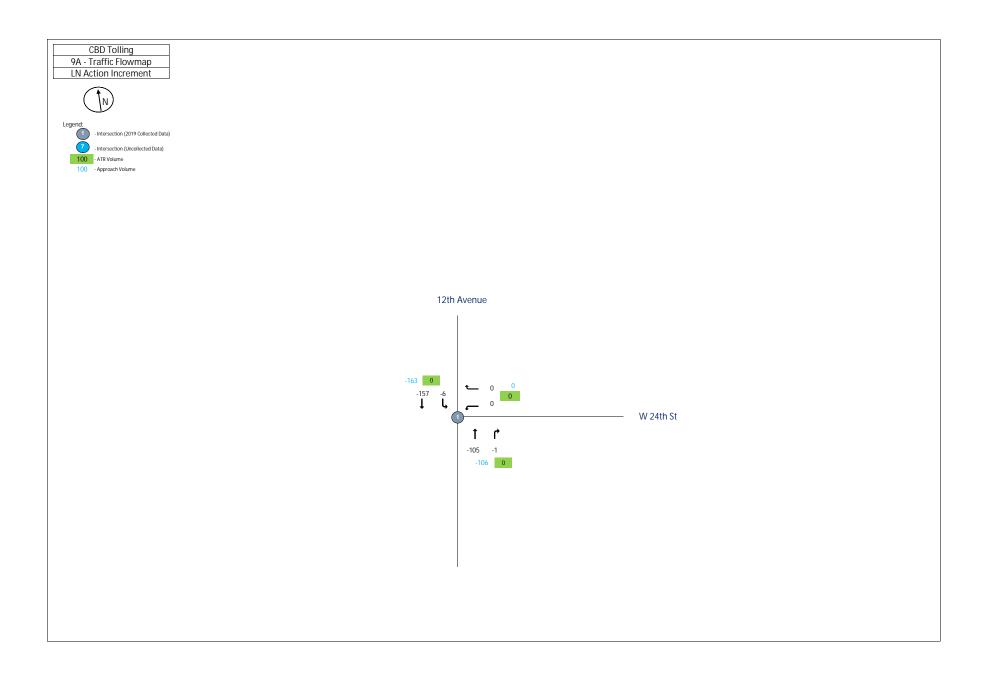
9A	8:00 AM							
				T	otal V	ehicl	es	
				Inb	ound/	Outbo	ound	
				Α	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-20	0	0	
12th Ave	1	SB	0	-6	-102	0	0	-128



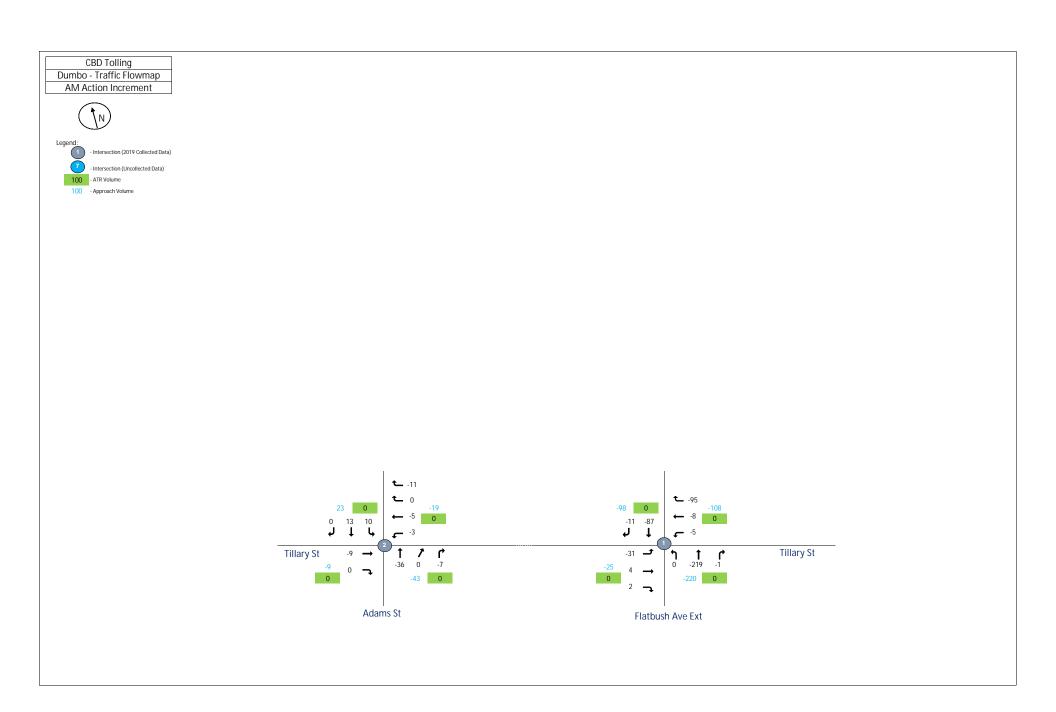
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				T	otal V	/ehicl	es		
			Inbound/Outbound MD Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
12th Ave & 24th Street									
2019 (TMC-065)	1								
24th Street	1	EB	0	0	0	0	0		
24th Street	1	WB	0	0	0	0	0		
12th Ave	1	NB	0	0	1	0	0		
12th Ave	1	SB	0	-7	-128	0	0	-134	

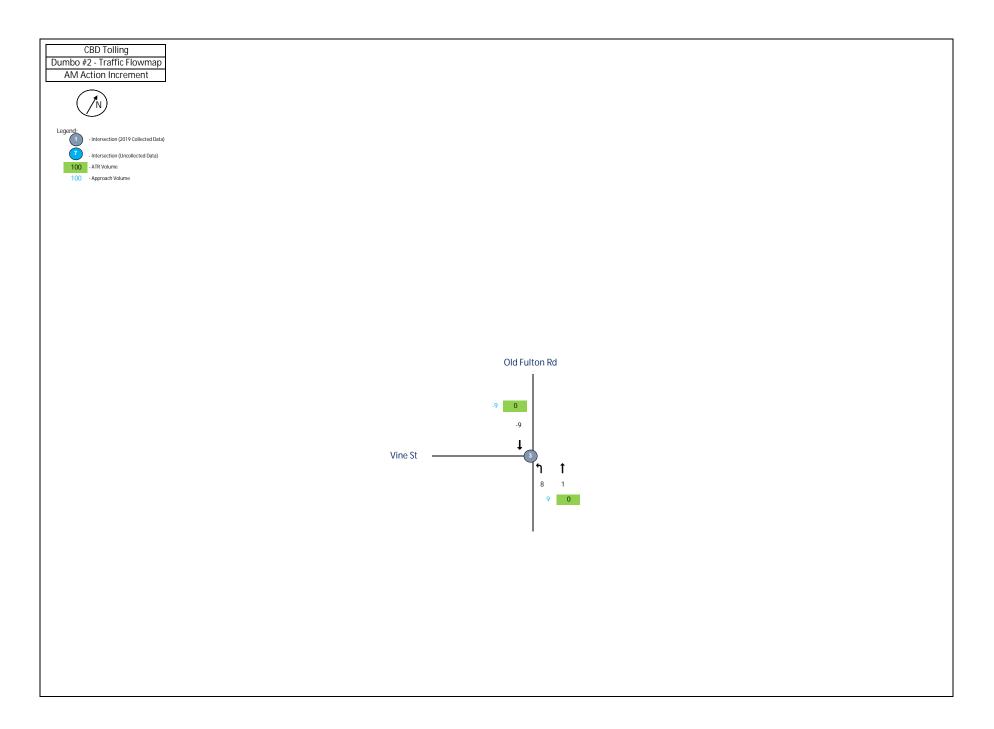


9A	5:00 PM							
				T	otal V	ehicl	es	
				Inb	ound/	Outbo	ound	
				P	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-69	0	0	
12th Ave	1	SB	0	-8	-188	0	0	-265

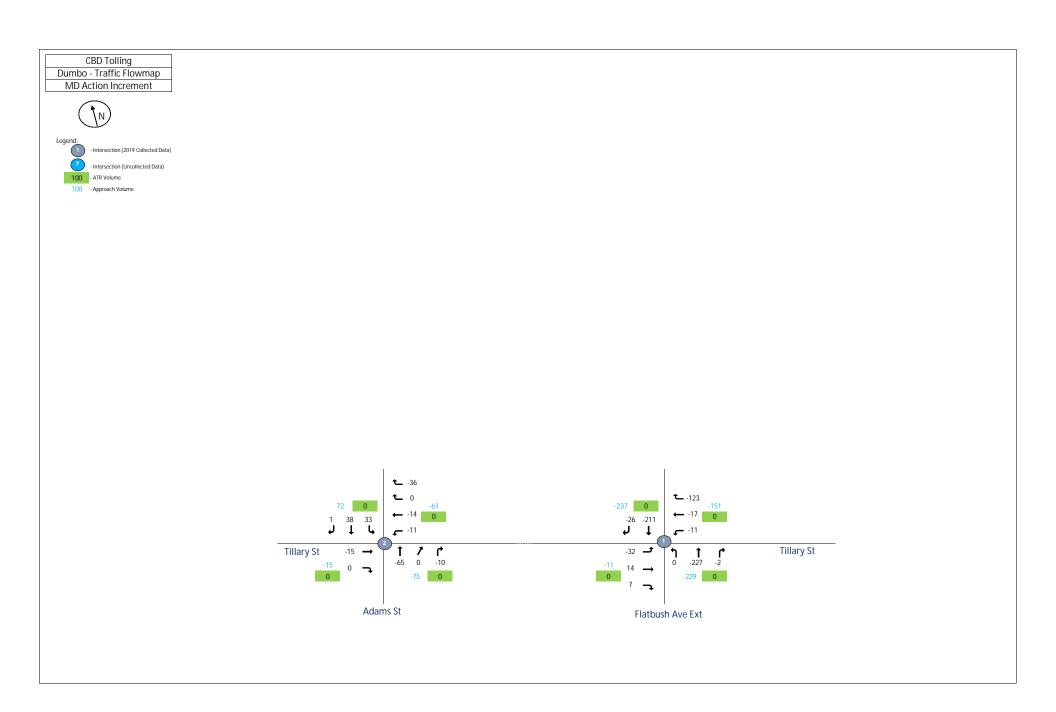


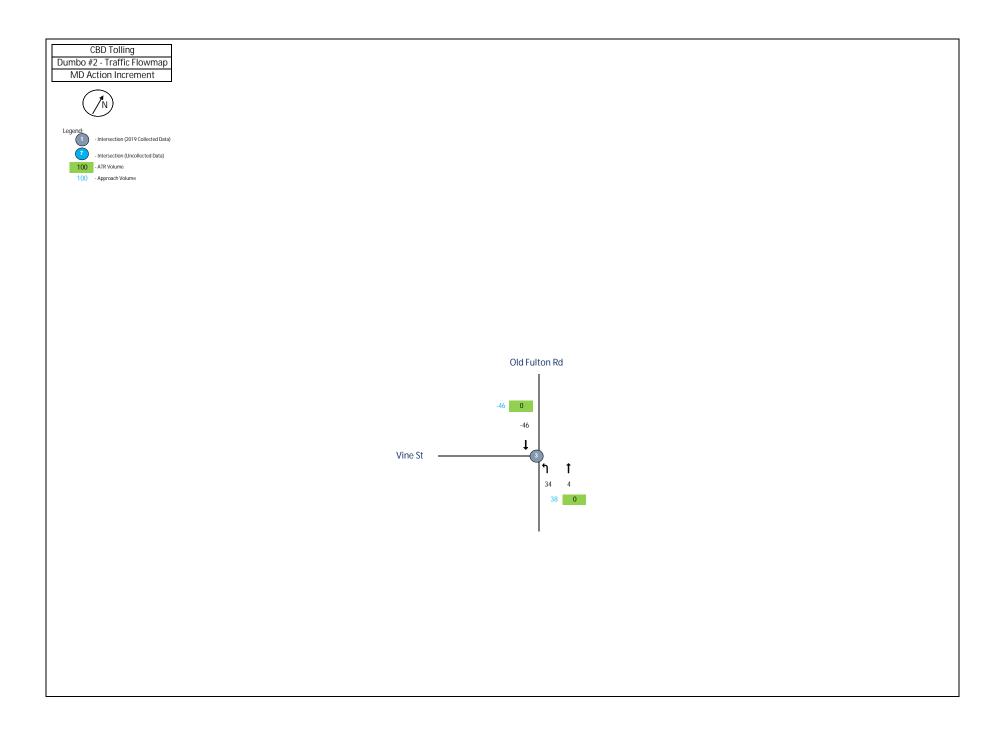
9A	9:00 PM								
			Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
12th Ave & 24th Street									
2019 (TMC-065)	1								
24th Street	1	EB	0	0	0	0	0		
24th Street	1	WB	0	0	0	0	0		
12th Ave	1	NB	0	0	-105	-1	0		
12th Ave	1	SB	0	-6	-157	0	0	-269	



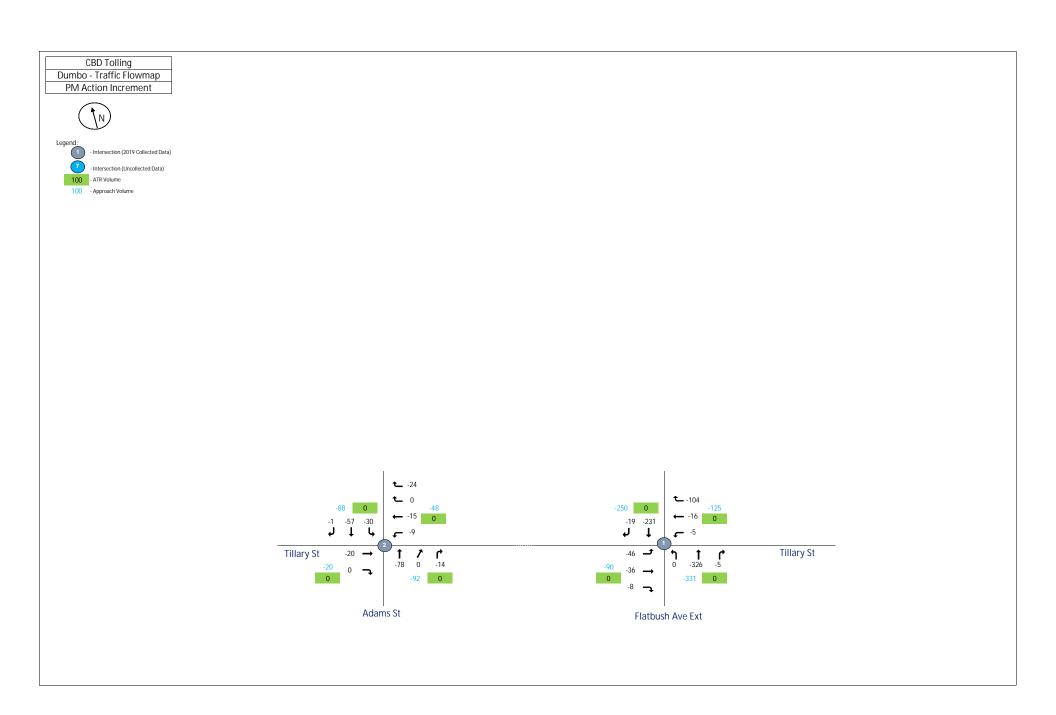


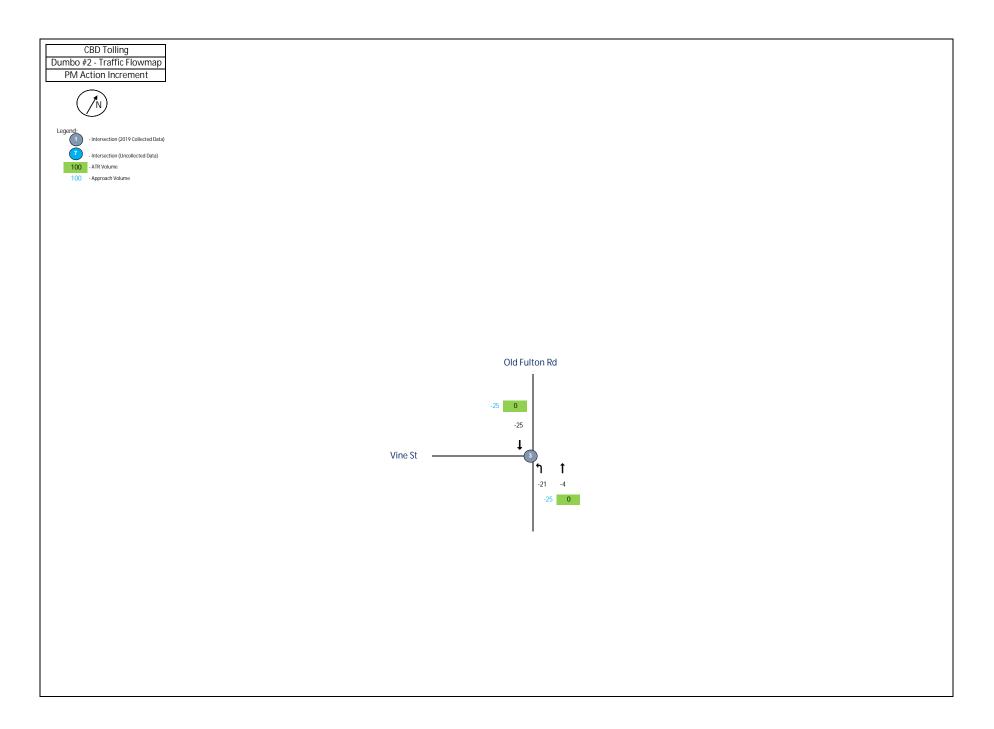
DUMBO	8:00:00 AM								
			Total Vehicles						
			Inbound/Outbound						
			AM Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext									
2019 (TMC-007)	1								
Tillary St	1	EB	0	-31	4	2	0		
Tillary St	1	WB	0	-5	-8	-95	0		
Flatbush Ave ext	1	NB	0	0	-219	-1	0		
Flatbush Ave ext	1	SB	0	0	-87	-11	0	-451	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	-9	0	0		
Tillary St	2	WB	0	-3	-5	0	-11		
Adams St	2	NB	0	0	-36	0	-7		
Adams St	2	SB	0	10	13	0	0	-48	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	8	1	0	0		
Old Fulton Rd	3	SB	0	0	-9	0	0	0	



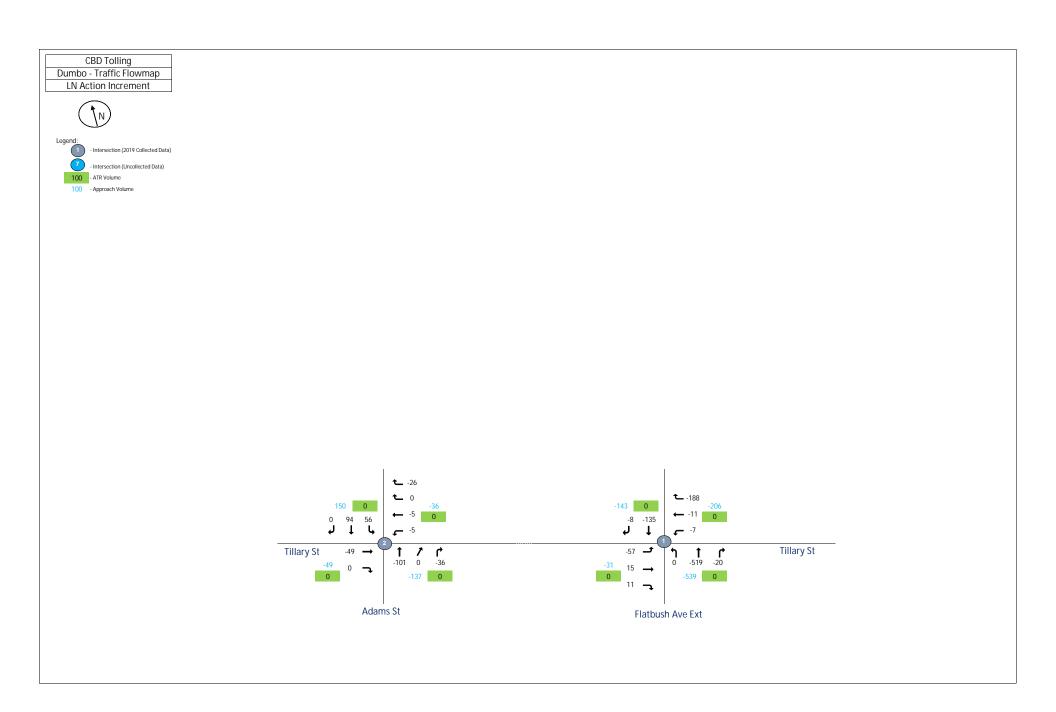


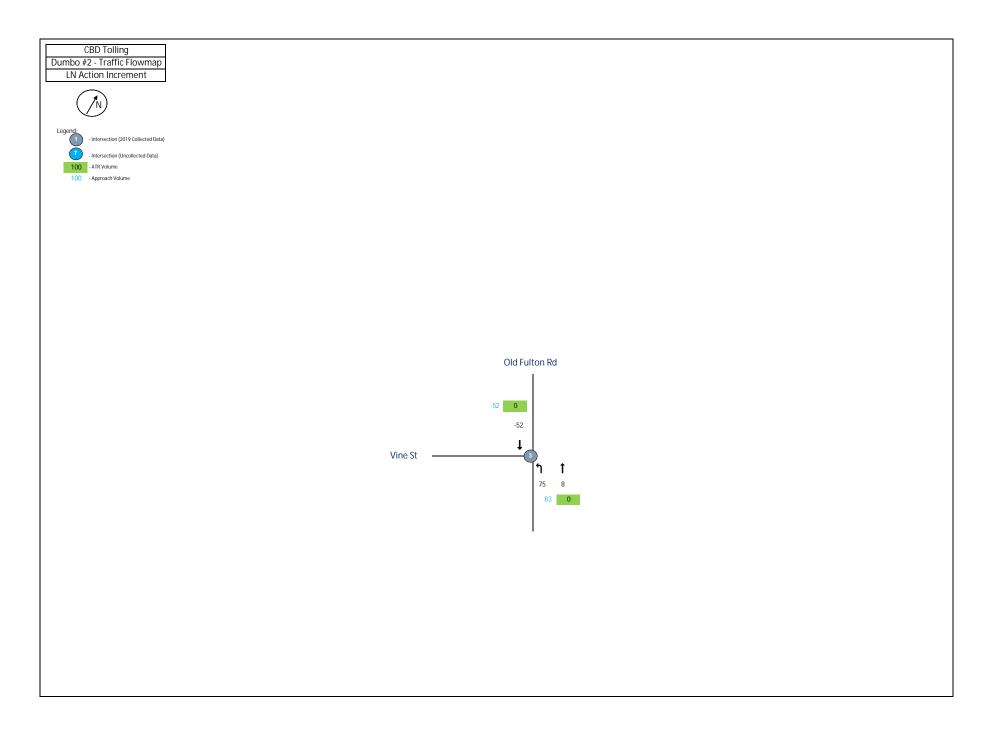
DUMBO	1:00:00 PM								
			Total Vehicles						
				Inl	oounc	I/Outk	ound		
			MD Peak Hour						
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext									
2019 (TMC-007)	1								
Tillary St	1	EB	0	-32	14	7	0		
Tillary St	1	WB	0	-11	-17	-123	0		
Flatbush Ave ext	1	NB	0	0	-227	-2	0		
Flatbush Ave ext	1	SB	0	0	-211	-26	0	-628	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	-15	0	0		
Tillary St	2	WB	0	-11	-14	0	-36		
Adams St	2	NB	0	0	-65	0	-10		
Adams St	2	SB	0	33	38	1	0	-79	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	34	4	0	0		
Old Fulton Rd	3	SB	0	0	-46	0	0	-8	



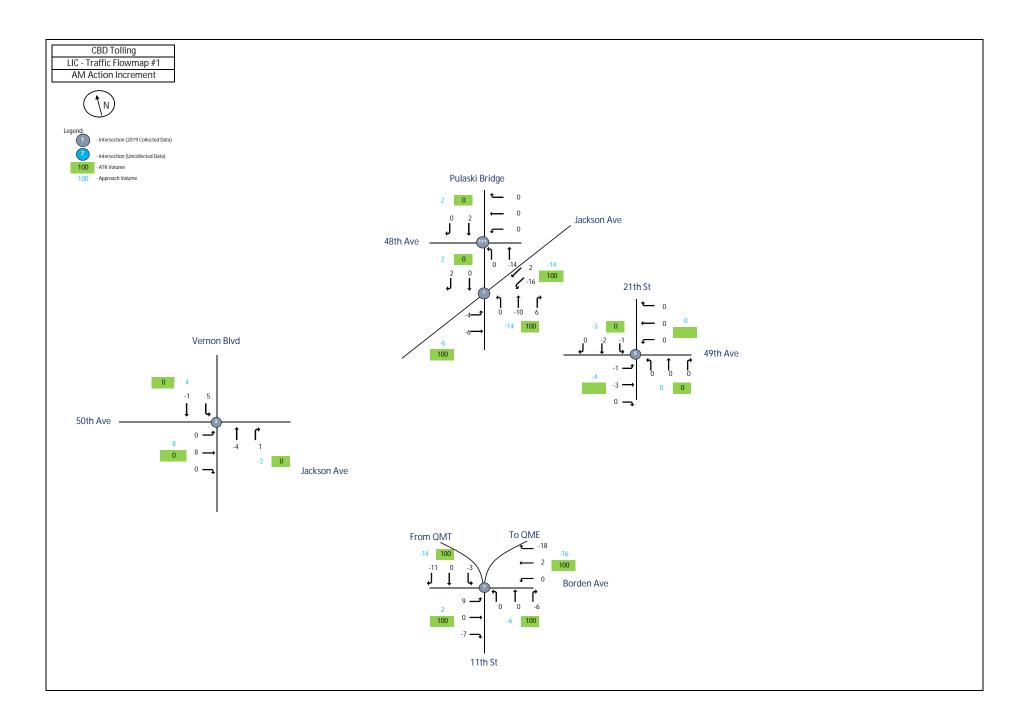


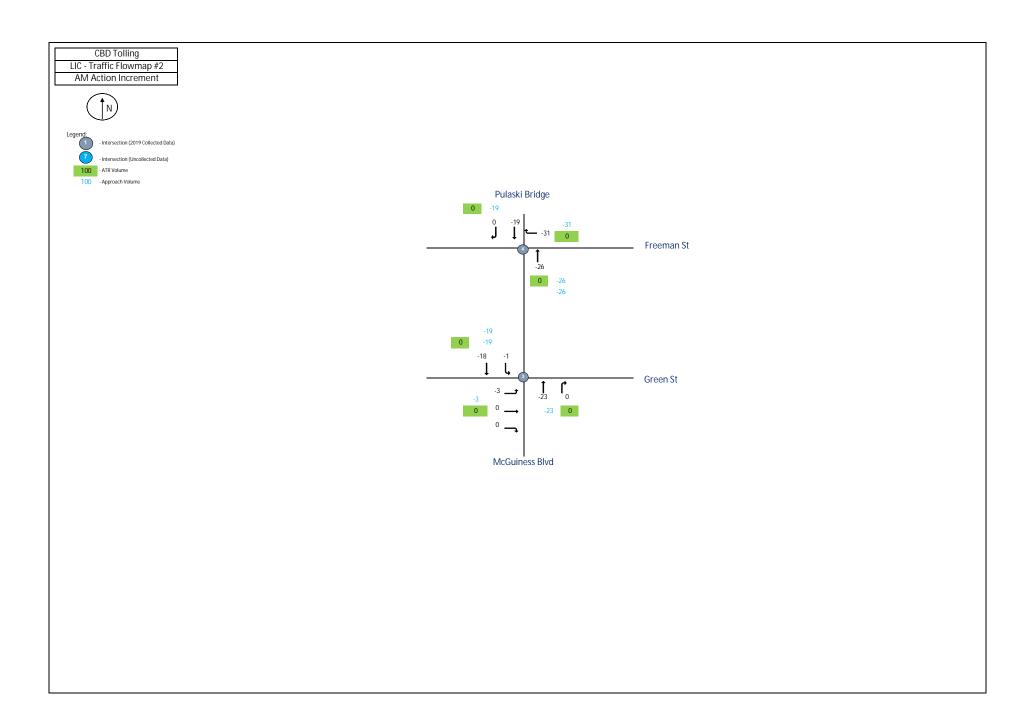
DUMBO	5:00:00 PM									
			Total Vehicles							
				Inl	oounc	I/Outk	ound			
			PM Peak Hour							
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Tillary St & Flatbush Ave ext										
2019 (TMC-007)	1									
Tillary St	1	EB	0	-46	-36	-8	0			
Tillary St	1	WB	0	-5	-16	-104	0			
Flatbush Ave ext	1	NB	0	0	-326	-5	0			
Flatbush Ave ext	1	SB	0	0	-231	-19	0	-796		
Tillary St & Adams St										
2019 (TMC-008)	2									
Tillary St	2	EB	0	0	-20	0	0			
Tillary St	2	WB	0	-9	-15	0	-24			
Adams St	2	NB	0	0	-78	0	-14			
Adams St	2	SB	0	-30	-57	-1	0	-248		
Vine St & Old Fulton Rd										
2019 (TMC-009)	3									
Vine St	3	EB	0	0	0	0	0			
Vine St	3	WB	0	0	0	0	0			
Old Fulton Rd	3	NB	0	-21	-4	0	0			
Old Fulton Rd	3	SB	0	0	-25	0	0	-50		

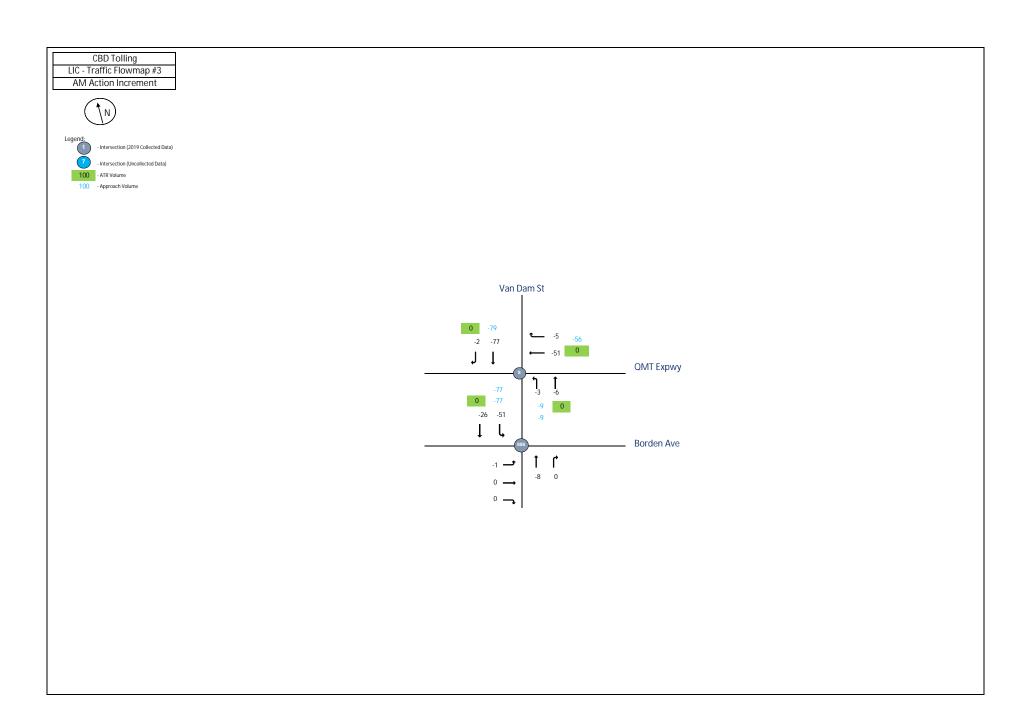


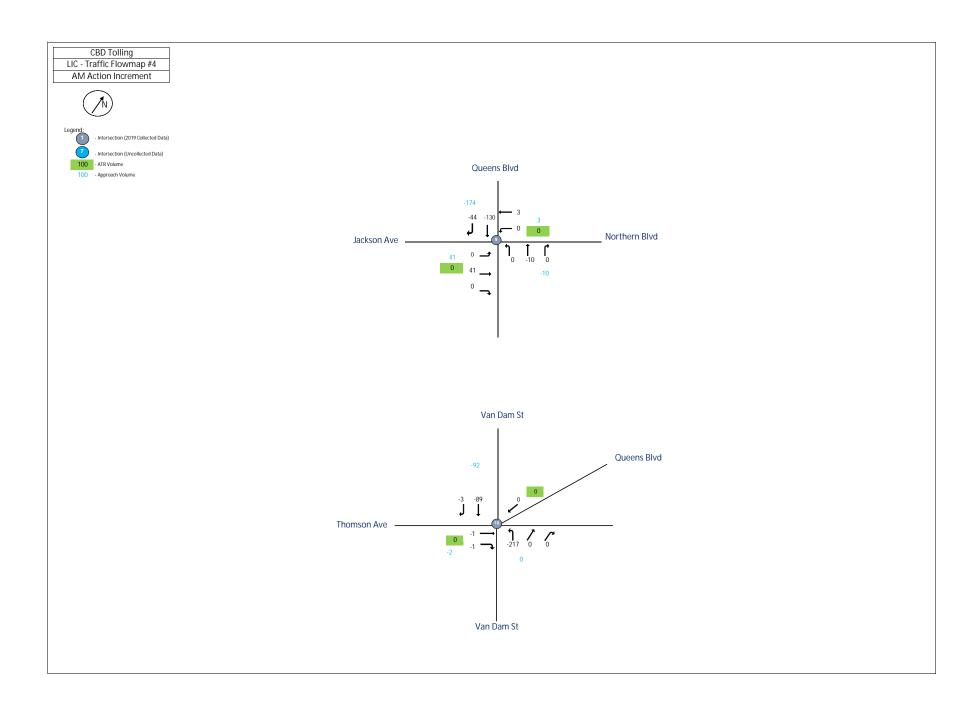


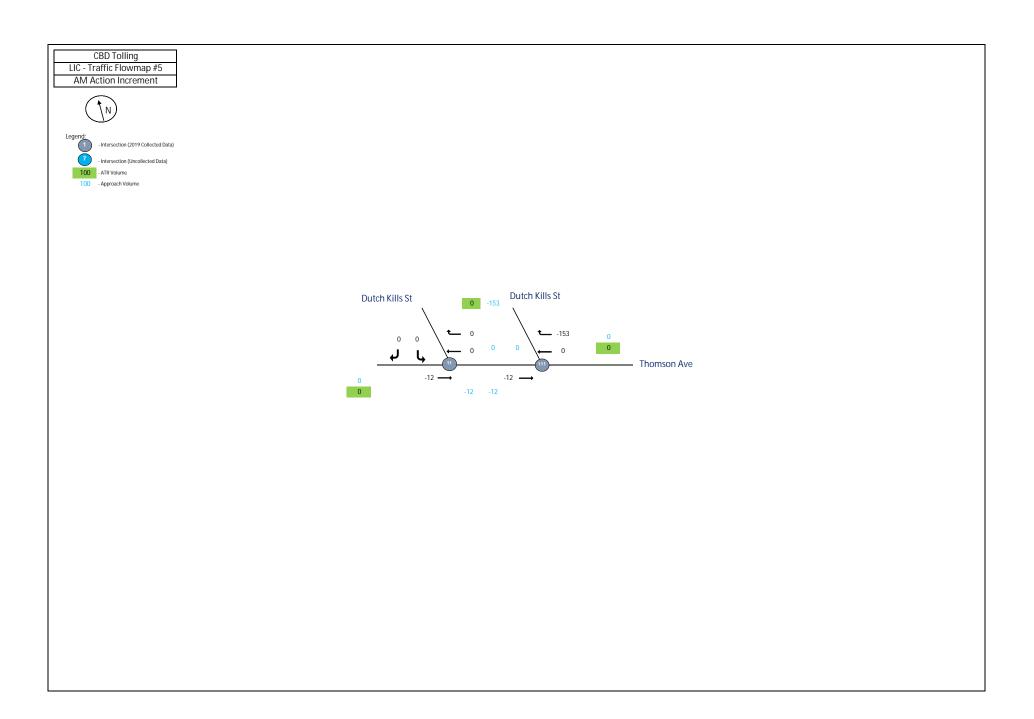
DUMBO	9:00:00 PM									
			Total Vehicles							
				Inl	oounc	d/Outk	ound			
			LN Peak Hour							
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
Tillary St & Flatbush Ave ext										
2019 (TMC-007)	1									
Tillary St	1	EB	0	-57	15	11	0			
Tillary St	1	WB	0	-7	-11	-188	0			
Flatbush Ave ext	1	NB	0	0	-519	-20	0			
Flatbush Ave ext	1	SB	0	0	-135	-8	0	-919		
Tillary St & Adams St										
2019 (TMC-008)	2									
Tillary St	2	EB	0	0	-49	0	0			
Tillary St	2	WB	0	-5	-5	0	-26			
Adams St	2	NB	0	0	-101	0	-36			
Adams St	2	SB	0	56	94	0	0	-72		
Vine St & Old Fulton Rd										
2019 (TMC-009)	3									
Vine St	3	EB	0	0	0	0	0			
Vine St	3	WB	0	0	0	0	0			
Old Fulton Rd	3	NB	0	75	8	0	0			
Old Fulton Rd	3	SB	0	0	-52	0	0	31		

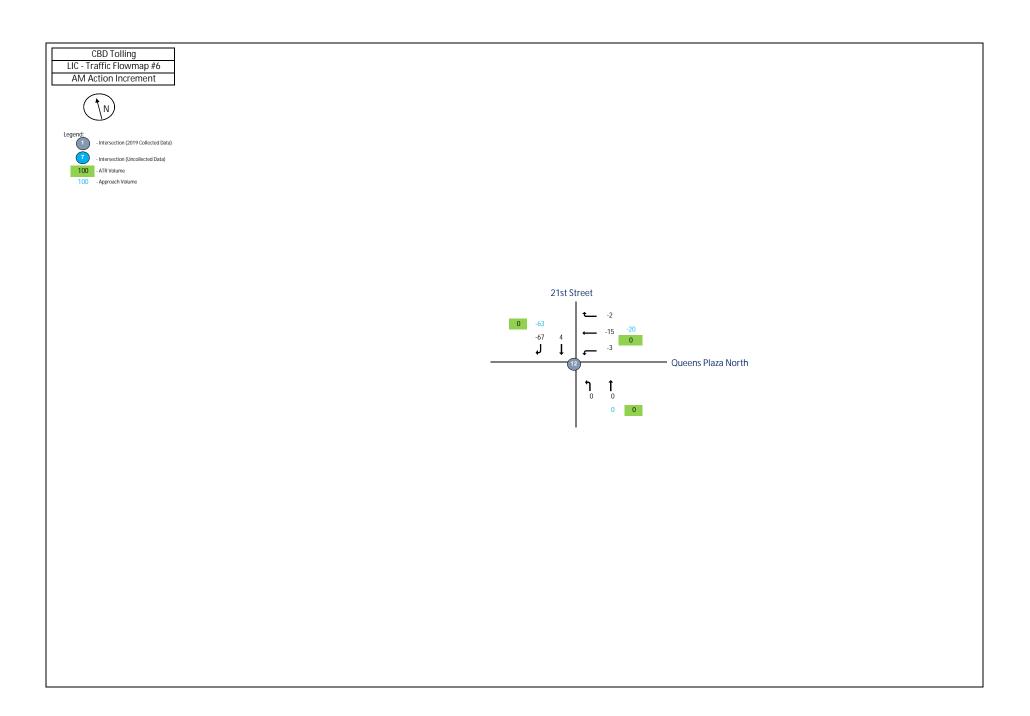








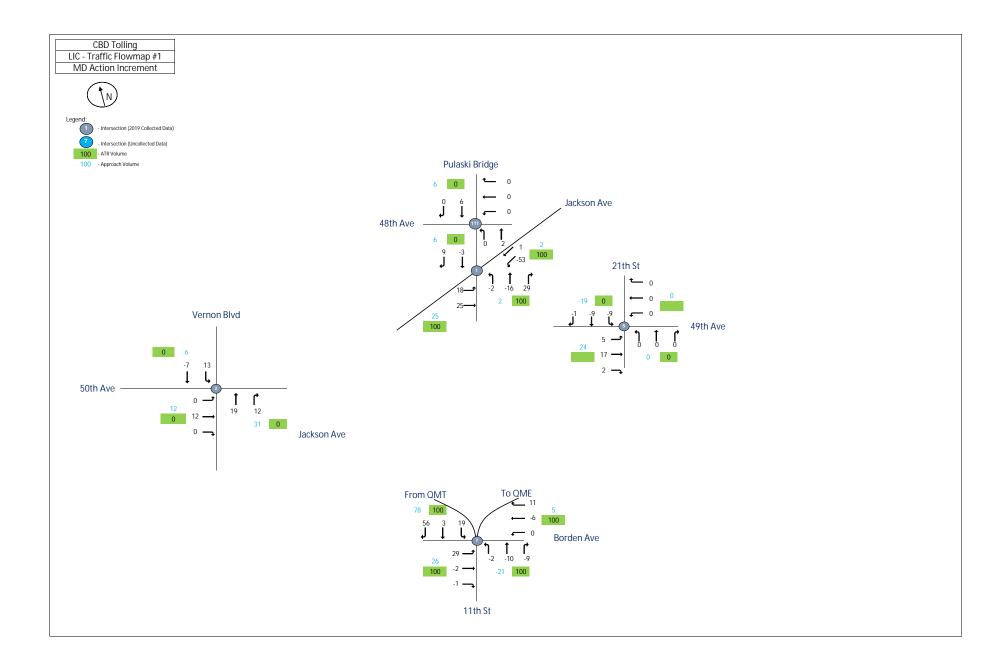


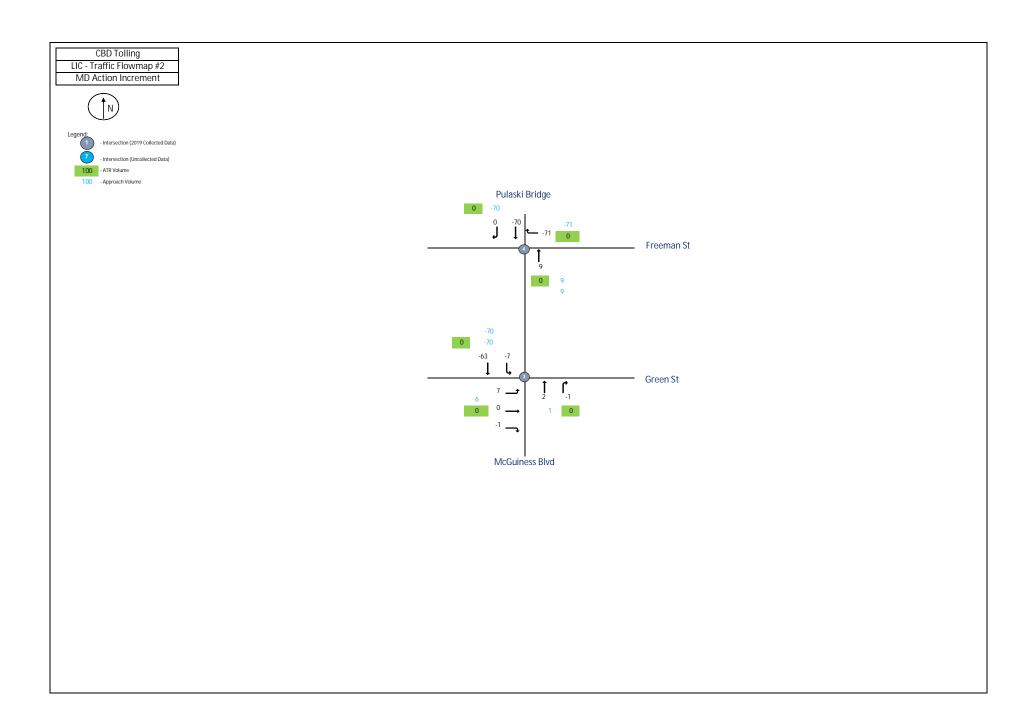


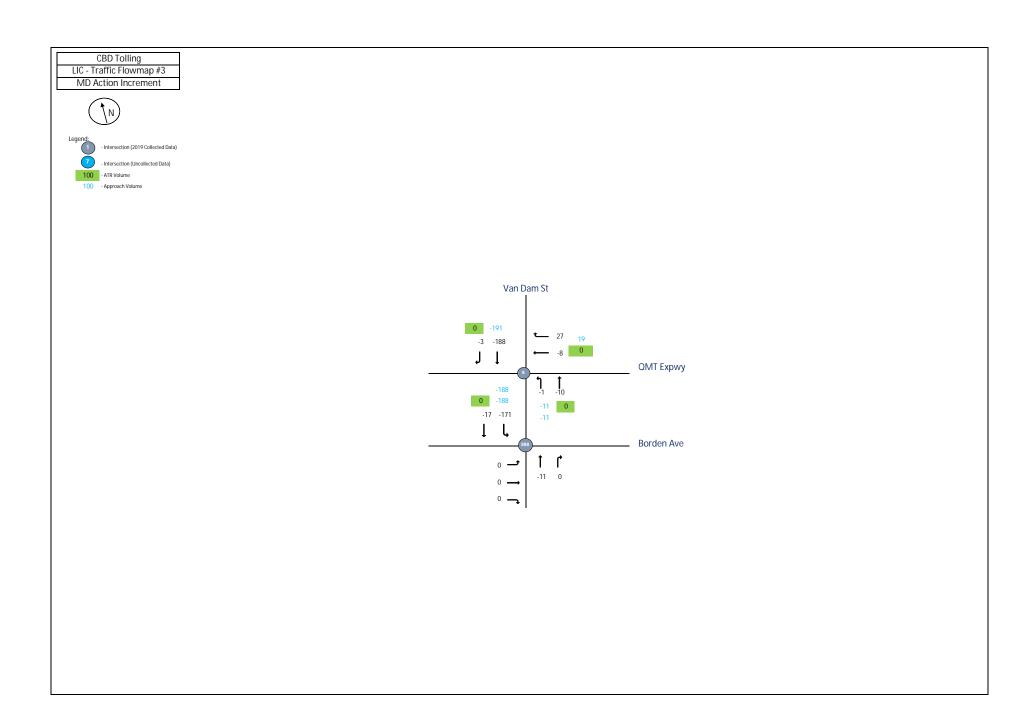
LIC **7:00:00 AM**

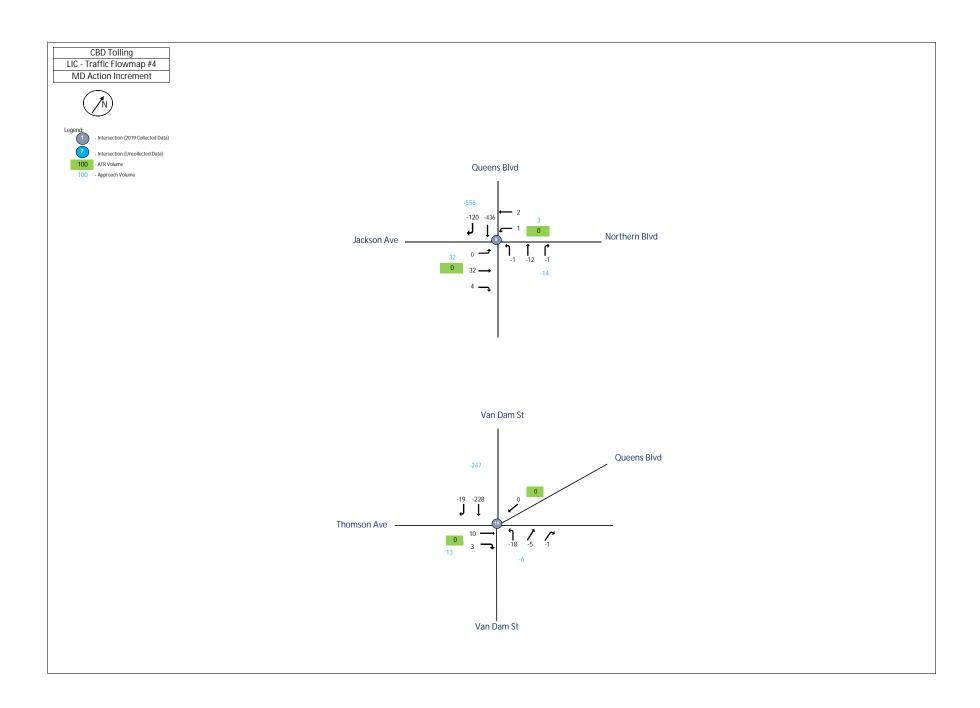
	7.00.00 AIVI		Total Vehicles						
			Inbound/Outbound						
					AM Pe				
Intersection	Node	Approach	L2	L	T	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave				•	•	•			
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	-4	-6	0	0		
Pulaski Bridge / 11th St	1	WB	0	-16	2	0	0		
Jackson Ave	1	NB	0	0	-10	6	0		
Jackson Ave	1	SB	0	0	0	2	0	-26	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	0	0	0	0		
48th St	111	NB	0	0	-14	0	0		
48th St	111	SB	0	0	2	0	0	-12	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	0	8	0	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	-4	1	0		
Vernon Blvd	2	SB	0	5	-1	0	0	9	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	-3	0	0	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	-23	0	0		
Pulsaki Btridge	3	SB	0	-1	-18	0	0	-45	
Pulsaki Bridge & Freeman St									
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	-31	0		
Pulsaki Bridge	4	NB	0	0	-26	0	0		
Pulsaki Btridge	4	SB	0	0	-19	0	0	-76	
49th Ave & 21st St									
2017> 2019 (LIC_5_TMC-6C)	5								
49th Ave	5	EB	0	-1	-3	0	0		
49th Ave	5	WB	0	0	0	0	0		
21th Ave	5	NB	0	0	0	0	0		
21th Ave	5	SB	0	-1	-2	0	0	-7	
Borden Ave & 11th Street								-	
2018 2019 (LIC_7_TMC-6D)	7								
Borden Ave	7	EB	0	9	0	-7	0		
Borden Ave	7	WB	0	0	2	-18	0		
11th St	7	NB	0	0	- 0	-6	0		
11th St	7	SB	0	-3	0	-11	0	-34	
		35					3	-54	

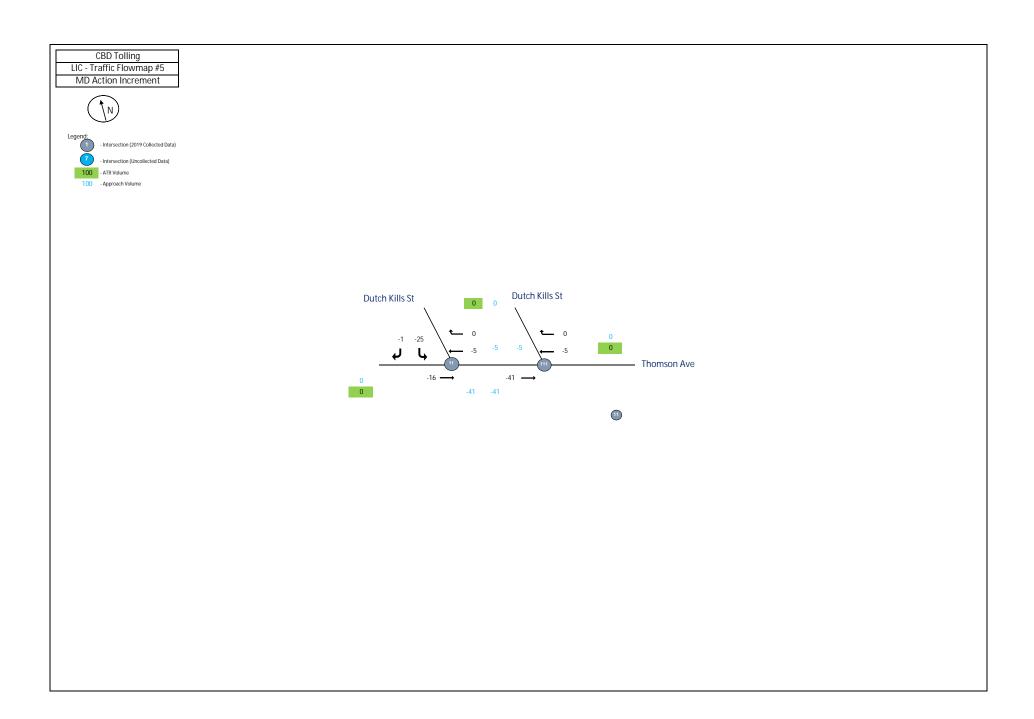
Van Dam St & QMT Expwy (North)	I							ı
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	-51	-5	0	
Van Dam St	8	NB	0	-3	-6	0	0	
Van Dam St	8	SB	0	0	-77	-2	0	-144
Van Dam St & QMT Expwy (South)	0	36	0	-	-//	-2		-144
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	-1	0	0	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	-8	0	0	
Van Dam St	888	SB	0	-51	-o -26	0	0	0.0
	000	3D	U	-31	-20	U	U	-86
Queens Blvd & Jackson Ave (Mainline)								
2018> 2019 (LIC_9A_TMC-6E)	9			•	420		•	
Queens Blvd	9	EB	0	0	-130	-44	0	
Queens Blvd	9	WB	0	0	-10	0	0	
Jackson Ave	9	NB	0	0	41	0	0	
Jackson Ave	9	SB	0	0	3	0	0	-140
Queens Blvd & Jackson Ave (Service Rd)								
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	0	0	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	0
Thompson Ave & Queens Blvd								
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	-1	-1	
Queens Blvd	10	WB	0	0	0	0	0	
Thompson Ave	10	NB	0	-217	0	0	0	
Thompson Ave	10	SB	0	0	-89	-3	0	-311
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	-12	0	0	
Thomson Ave	11	WB	0	0	0	0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	0	0	0	0	-12
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	-12	0	0	
Thomson Ave	1111	WB	0	0	0	-153	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	-165
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	-3	-15	-2	0	
21st Street	12	NB	0	0	0	0	0	
21st Street	12	SB	0	0	4	-67	0	-83
2100 00000		30	U	U	7	0,	J	-03

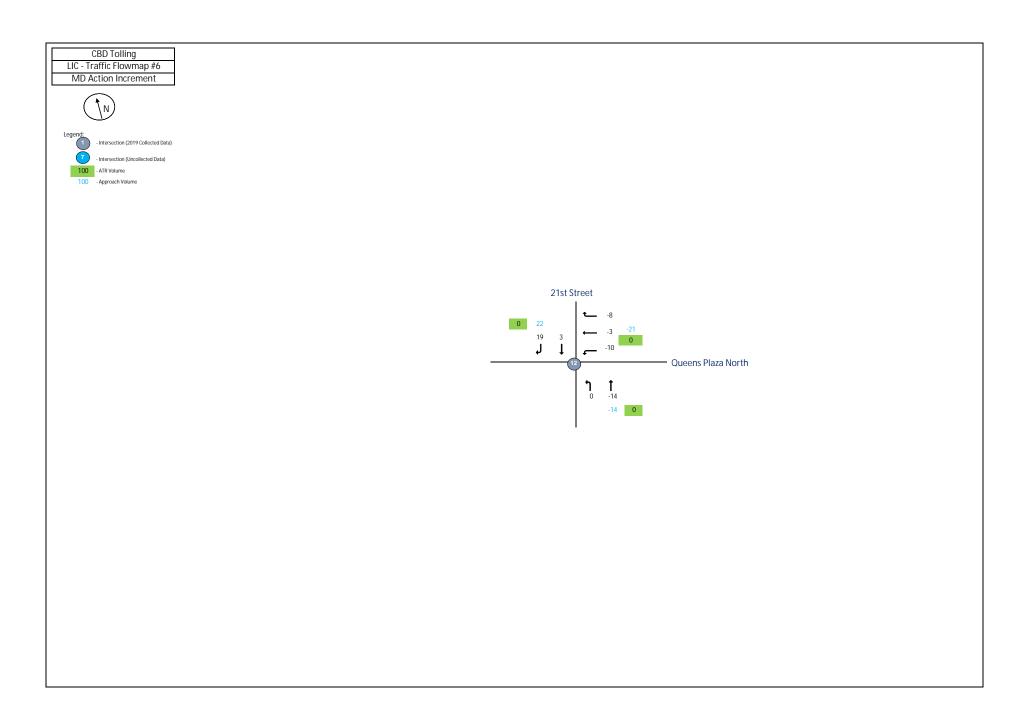








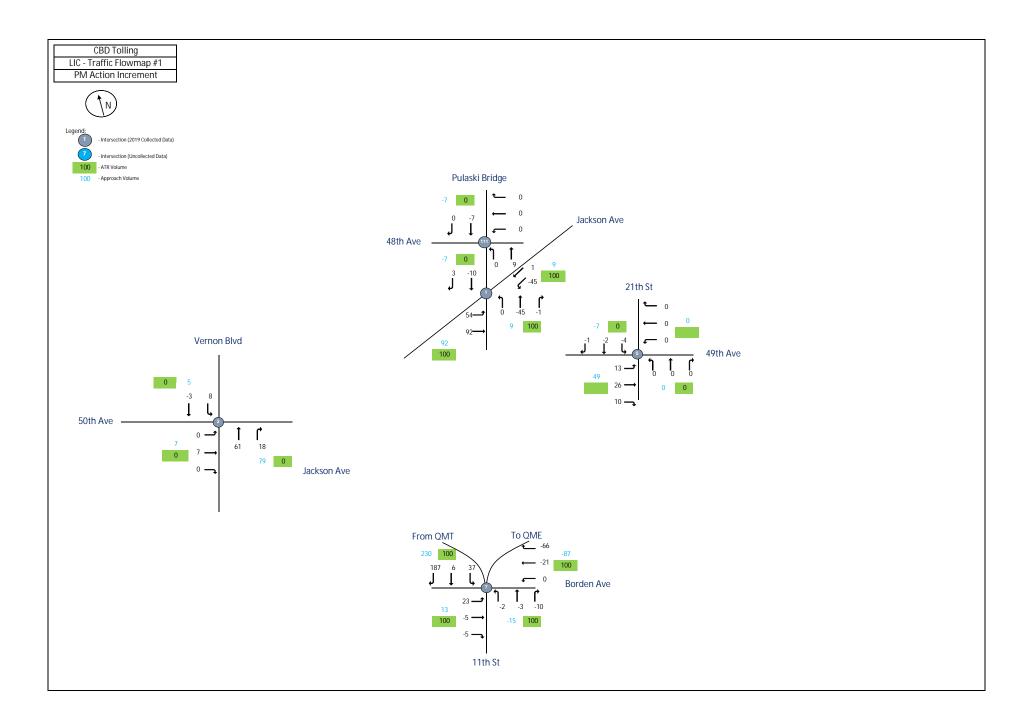


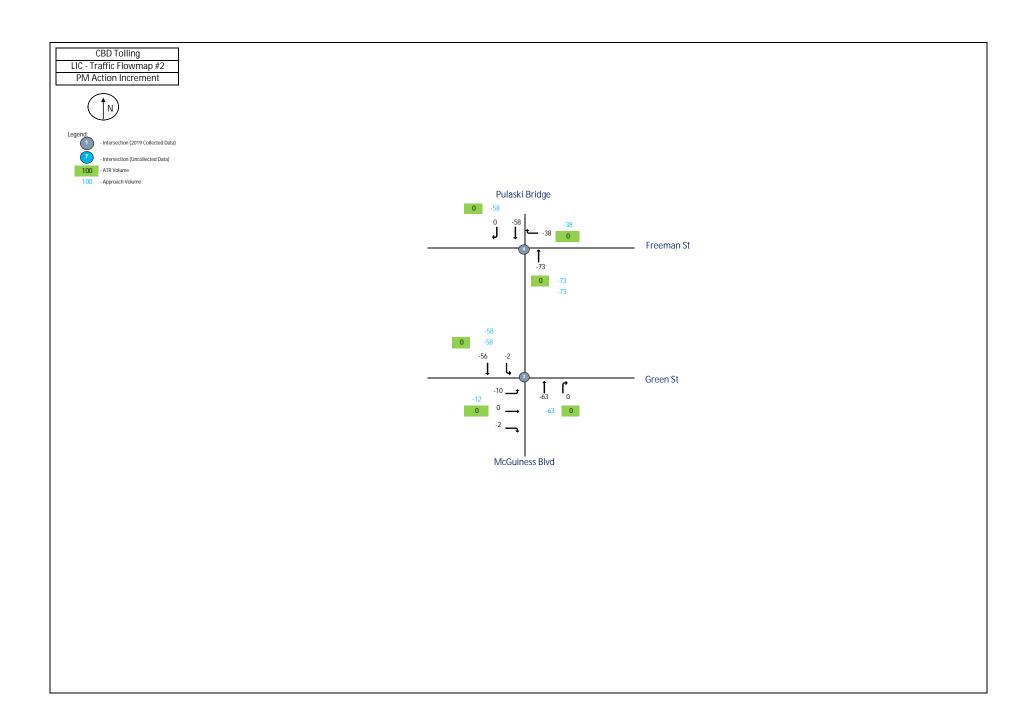


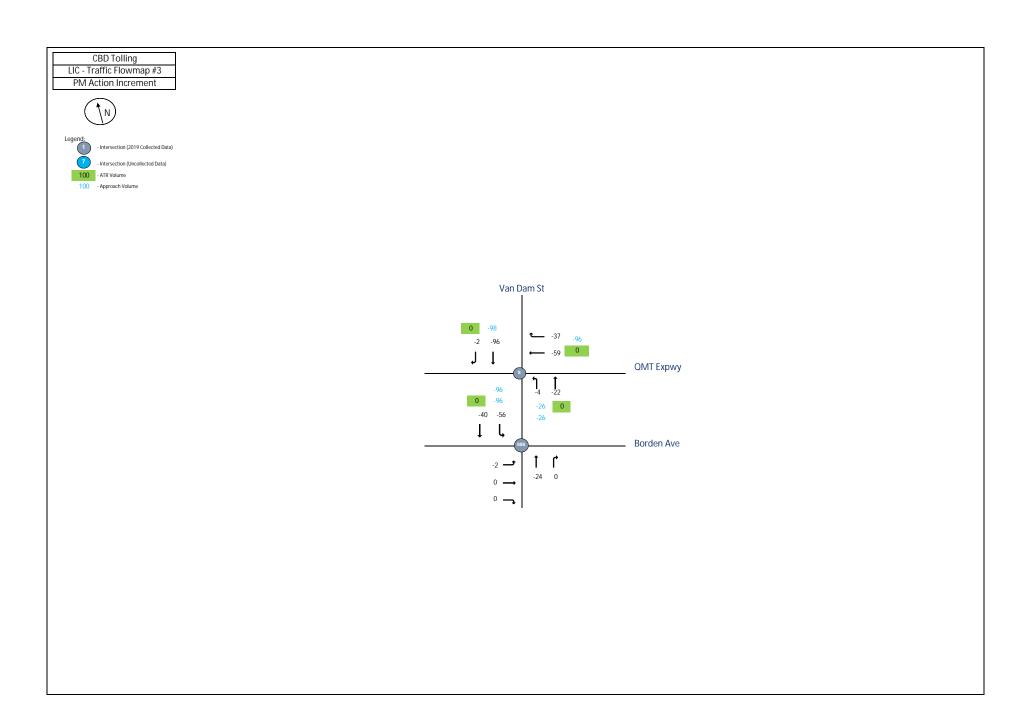
LIC 1:00:00 PM

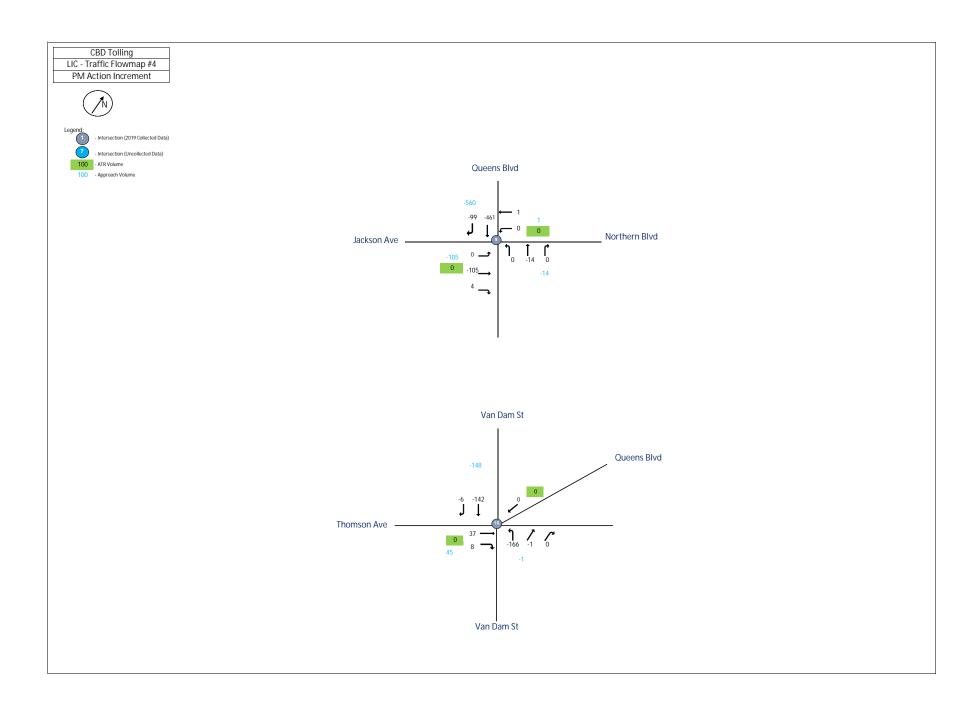
LIC	1:00:00 PM		Total Vohicles						
			Total Vehicles Inbound/Outbound						
					MD Pe				
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	18	25	0	0		
Pulaski Bridge / 11th St	1	WB	0	-53	1	0	0		
Jackson Ave	1	NB	0	-2	-16	29	0		
Jackson Ave	1	SB	0	0	-3	9	0	8	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	0	0	0	0		
48th St	111	NB	0	0	2	0	0		
48th St	111	SB	0	0	6	0	0	8	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	0	12	0	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	19	12	0		
Vernon Blvd	2	SB	0	13	-7	0	0	49	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	7	0	-1	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	2	-1	0		
Pulsaki Btridge	3	SB	0	-7	-63	0	0	-63	
Pulsaki Bridge & Freeman St	<u> </u>	35						-03	
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	-71	0		
Pulsaki Bridge	4	NB	0	0	9	0	0		
Pulsaki Btridge		SB	0	0	-70	0	0	122	
49th Ave & 21st St	4	36		- 0	-70	- 0	0	-132	
	_								
2017> 2019 (LIC_5_TMC-6C)	5	רה	_	_	17	2	0		
49th Ave	5	EB	0	5	17	2	0		
49th Ave	5	WB	0	0	0	0	0		
21th Ave	5	NB	0	0	0	0	0		
21th Ave	5	SB	0	-9	-9	-1	0	5	
Borden Ave & 11th Street	_								
2018 2019 (LIC_7_TMC-6D)	7		_		_	_			
Borden Ave	7	EB	0	29	-2	-1	0		
Borden Ave	7	WB	0	0	-6	11	0		
11th St	7	NB	0	-2	-10	-9	0		
11th St	7	SB	0	19	3	56	0	88	

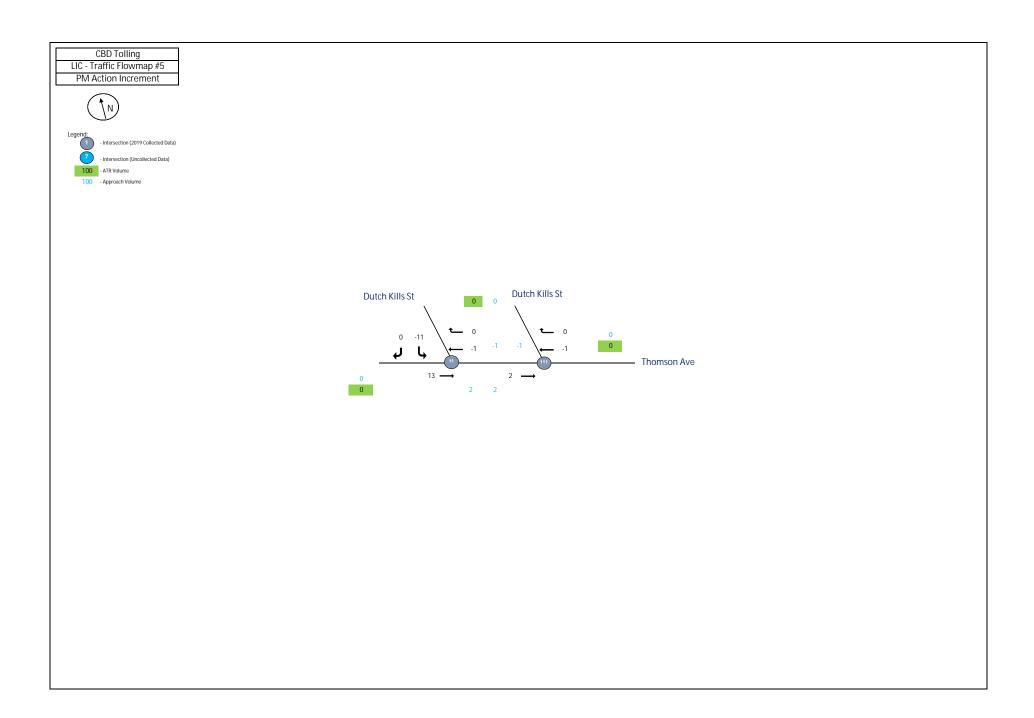
Van Dam St & QMT Expwy (North)	I		Ī					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	-8	27	0	
Van Dam St	8	NB	0	-1	-10	0	0	
Van Dam St	8	SB	0	0	-188	-3	0	-183
Van Dam St & QMT Expwy (South)		35			100			103
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	0	0	0	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	-11	0	0	
Van Dam St	888	SB	0	-171	-17	0	0	-199
Queens Blvd & Jackson Ave (Mainline)	000	35		1/1			U	-133
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	-436	-120	0	
Queens Blvd	9	WB	0	-1	-430 -12	-120 -1	0	
Jackson Ave	9	NB	0	-1	32	- <u>1</u> 4	0	
Jackson Ave	9	SB	0	1	2	0	0	-531
Queens Blvd & Jackson Ave (Service Rd)	9	36	0				0	-331
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	_	0	0	0	0	
Queens Blvd	9A 9A	WB	0	0	0	0 0	0 0	
Jackson Ave	9A 9A	NB	_	0		0	0	
Jackson Ave Jackson Ave			0	0	0	0	0	•
	9A	SB	U	U	U	0	U	0
Thompson Ave & Queens Blvd	10							
2018> 2019 (LIC_10_TMC-6G)	10			•	•	40	2	
Queens Blvd	10	EB	0	0	0	10	3	
Queens Blvd	10	WB	0	0	0	0	0	
Thompson Ave	10	NB	0	-18	-5	0	-1	
Thompson Ave	10	SB	0	0	-228	-19	0	-258
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	-16	0	0	
Thomson Ave	11	WB	0	0	-	0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	-25	0	-1	0	-47
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	-41	0	0	
Thomson Ave	1111	WB	0	0	-5	0	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	-46
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	-10	-3	-8	0	
21st Street	12	NB	0	0	-14	0	0	
21st Street	12	SB	0	0	3	19	0	-13

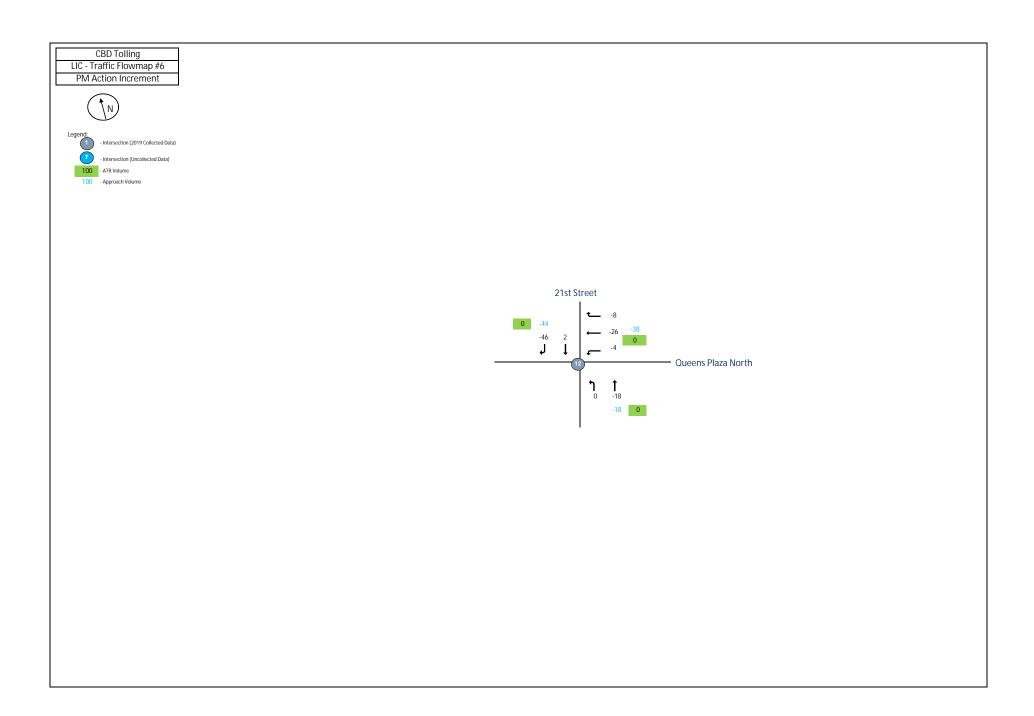








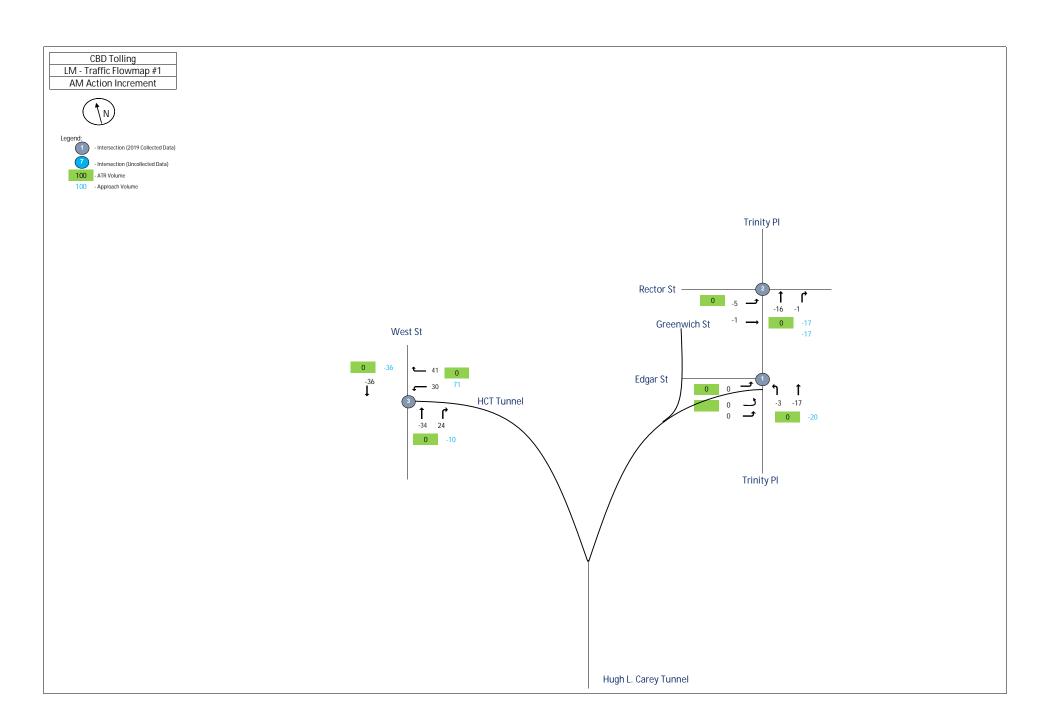




LIC **5:00:00 PM**

LIC	5:00:00 PM		Total Vehicles						
			Inbound/Outbound PM Peak Hour						
			10					Tatal	
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
11th St / Pulaski Brdge & Jackson Ave									
2017> 2019 (LIC_1_TMC-6A)	1								
Pulaski Bridge / 11th St	1	EB	0	54	92	0	0		
Pulaski Bridge / 11th St	1	WB	0	-45	1	0	0		
Jackson Ave	1	NB	0	0	-45	-1	0		
Jackson Ave	1	SB	0	0	-10	3	0	49	
11th St / 48th St									
2017> 2019 (LIC_1_TMC-6A)	111								
11th St	111	EB	0	0	0	0	0		
11th St	111	WB	0	0	0	0	0		
48th St	111	NB	0	0	9	0	0		
48th St	111	SB	0	0	-7	0	0	2	
Vernon Blvd & 50th Ave									
2019 (TMC-001)	2								
50th Ave	2	EB	0	0	7	0	0		
50th Ave	2	WB	0	0	0	0	0		
Vernon Blvd	2	NB	0	0	61	18	0		
Vernon Blvd	2	SB	0	8	-3	0	0	91	
Pulsaki Bridge & Green St									
2019 (TMC-002)	3								
Green St	3	EB	0	-10	0	-2	0		
Green St	3	WB	0	0	0	0	0		
Pulsaki Bridge	3	NB	0	0	-63	0	0		
Pulsaki Btridge	3	SB	0	-2	-56	0	0	-133	
Pulsaki Bridge & Freeman St									
2019 (TMC-003)	4								
Freeman St	4	EB	0	0	0	0	0		
Freeman St	4	WB	0	0	0	-38	0		
Pulsaki Bridge	4	NB	0	0	-73	0	0		
Pulsaki Btridge	4	SB	0	0		0	0	-169	
49th Ave & 21st St		0.5						103	
2017> 2019 (LIC_5_TMC-6C)	5								
49th Ave	5	EB	0	13	26	10	0		
49th Ave	5	WB	0	0	0	0	0		
21th Ave	5	NB	0	0	0	0	0		
21th Ave	5	SB	0	-4	-2	-1	0	42	
Borden Ave & 11th Street	†	70			-2	-т		44	
2018 2019 (LIC_7_TMC-6D)	7								
Borden Ave	7	ED	0	23	-5	-5	0		
Borden Ave		EB M/P	0	0					
	7	WB	0	-2	-21 2	-66 10	0		
11th St		NB SB	0		-3 6	-10	0		
11th St	7	SB	0	37	6	187	0	141	

Van Dam St & QMT Expwy (North)	I						I	Ī
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	-59	-37	0	
Van Dam St	8	NB	0	-4	-22	0	0	
Van Dam St	8	SB	0	0	-96	-2	0	-220
Van Dam St & QMT Expwy (South)	0	36	0	- 0	-50	-2	Ŭ	-220
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	-2	0	0	0	
QMT Expwy	888	WB	0	-2	0	0	0	
Van Dam St	888		_	0	-24		0	
Van Dam St	888	NB SB	0 0	-56		0	0	422
	888	28	U	-56	-40	0	U	-122
Queens Blvd & Jackson Ave (Mainline)								
2018> 2019 (LIC_9A_TMC-6E)	9			_				
Queens Blvd	9	EB	0	0	-461	-99	0	
Queens Blvd	9	WB	0	0	-14	0	0	
Jackson Ave	9	NB	0	0	-105	4	0	
Jackson Ave	9	SB	0	0	1	0	0	-674
Queens Blvd & Jackson Ave (Service Rd)								
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	0	0	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	0
Thompson Ave & Queens Blvd								
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	37	8	
Queens Blvd	10	WB	0	0	0	0	0	
Thompson Ave	10	NB	0	-166	-1	0	0	
Thompson Ave	10	SB	0	0	-142	-6	0	-270
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	13	0	0	
Thomson Ave	11	WB	0	0	-1	0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	-11	0	0	0	1
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	2	0	0	
Thomson Ave	1111	WB	0	0	-1	0	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	1
21st Street & Queens Plaza North			⊢ Ť				Ť	
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	-4	-26	-8	0	
21st Street	12	NB	0	-4 0	-20 -18	-0 0	0	
21st Street 21st Street	12	SB	0	0	-18 2	-46	0	100
2181 311661	12	ЭB	U	U		-40	U	-100



CBD Tolling

LM - Traffic Flowmap #2

AM Action Increment



Legend:



- Intersection (2019 Collected Data)



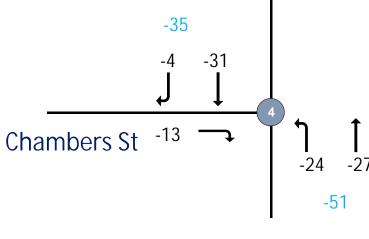
- Intersection (Uncollected Data)

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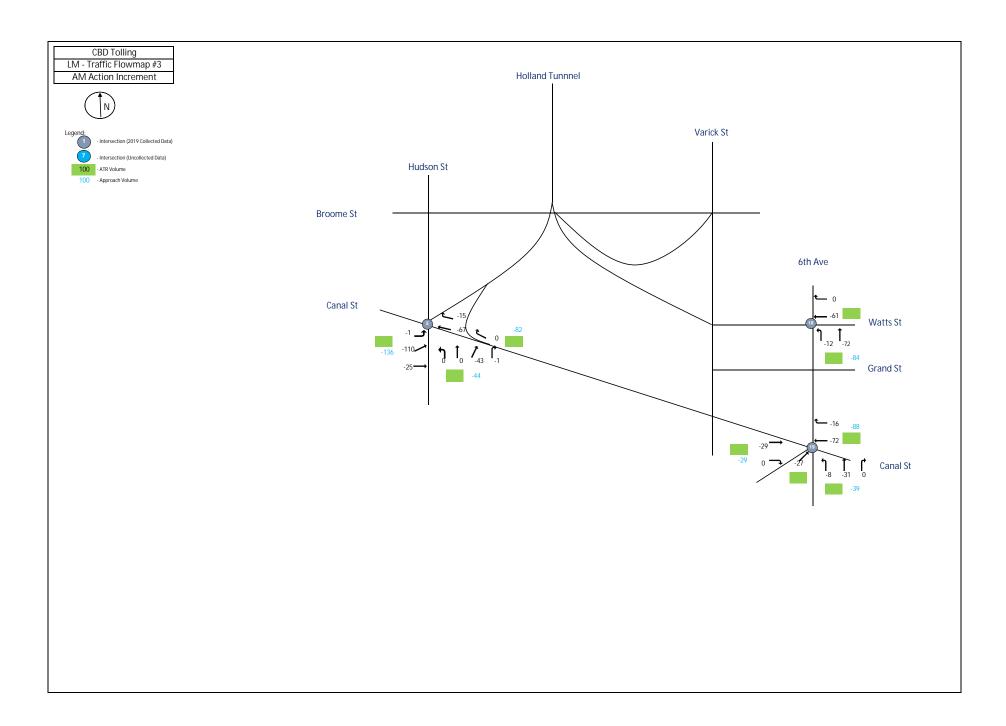
- ATR Volume

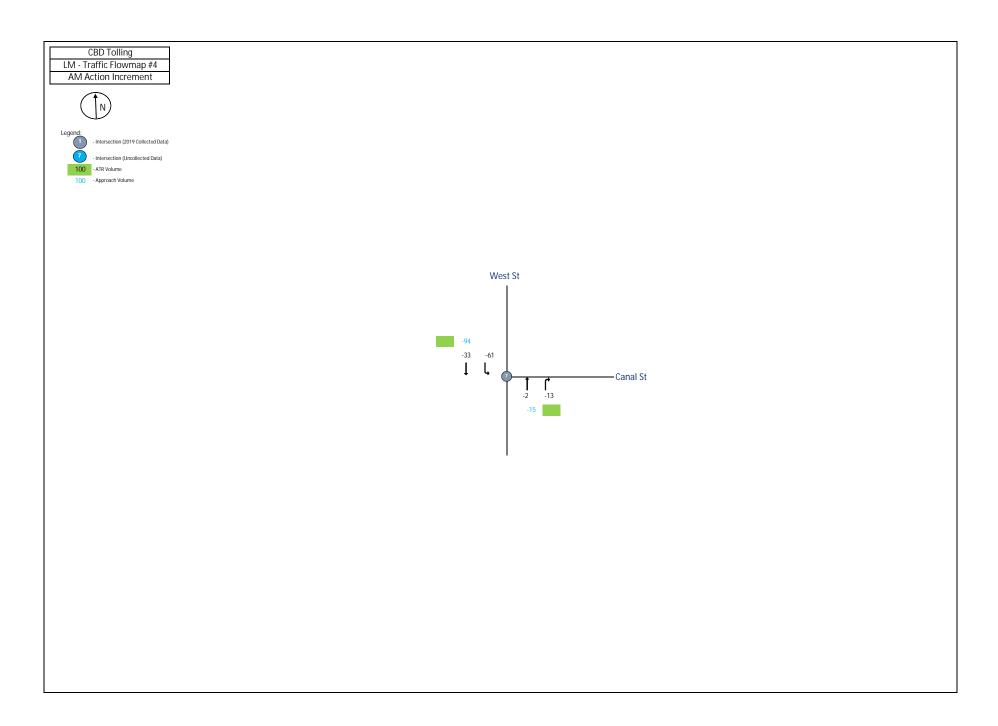
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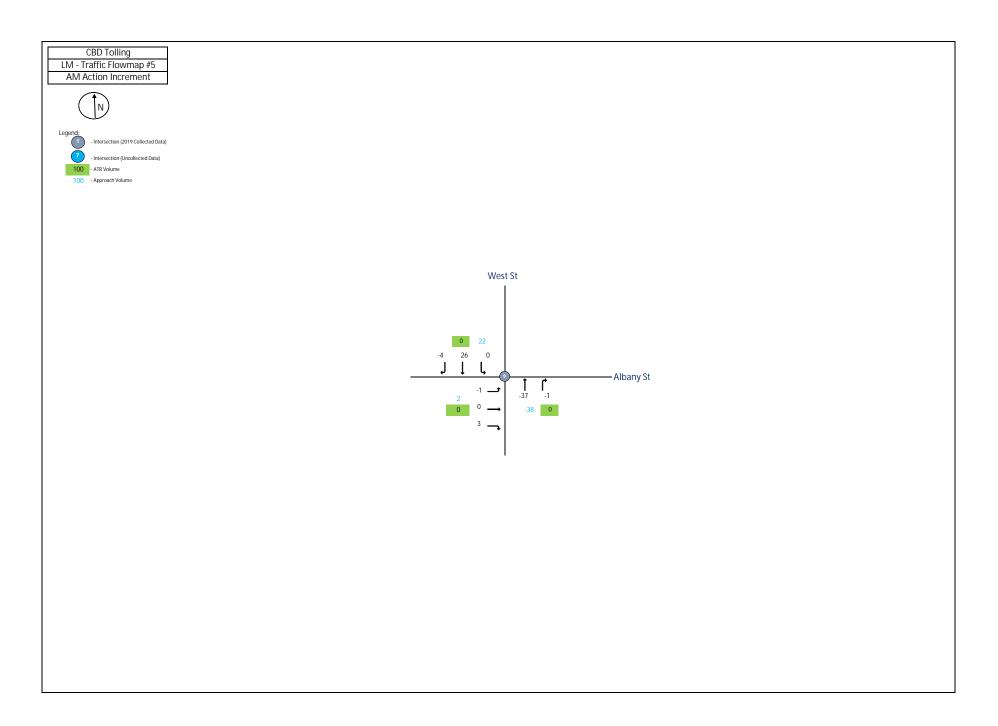
- Approach Volume

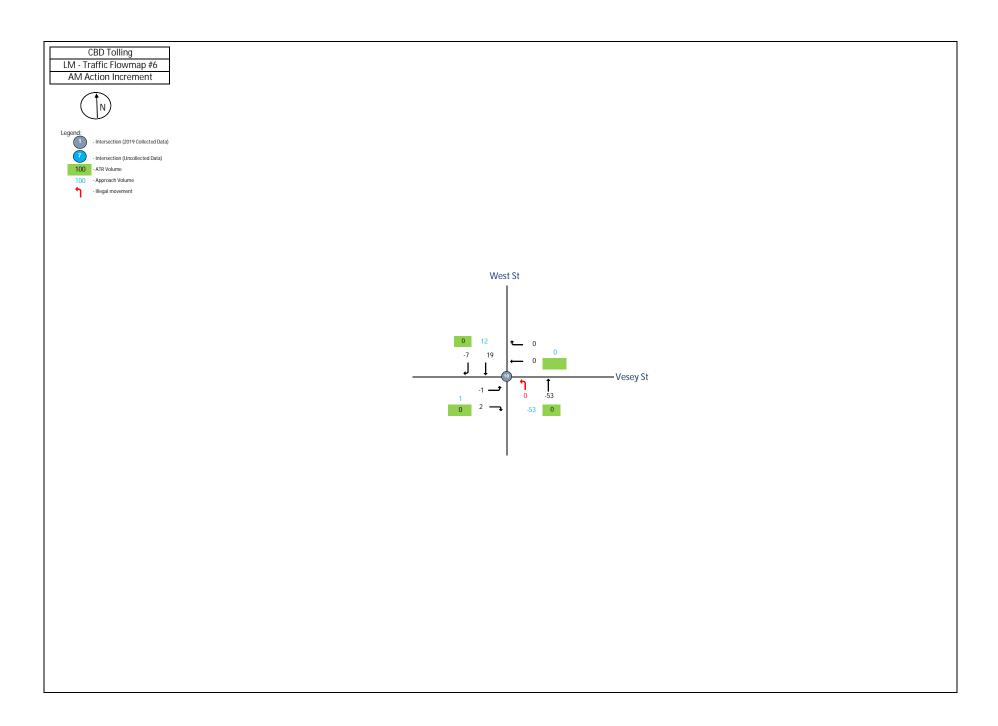


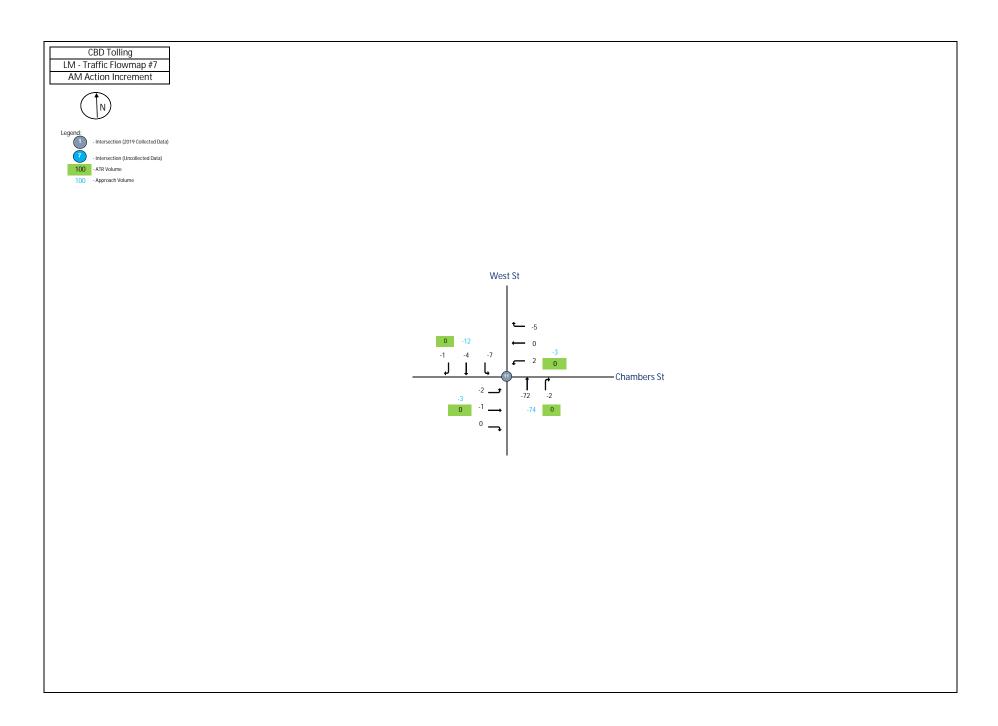
Centre St

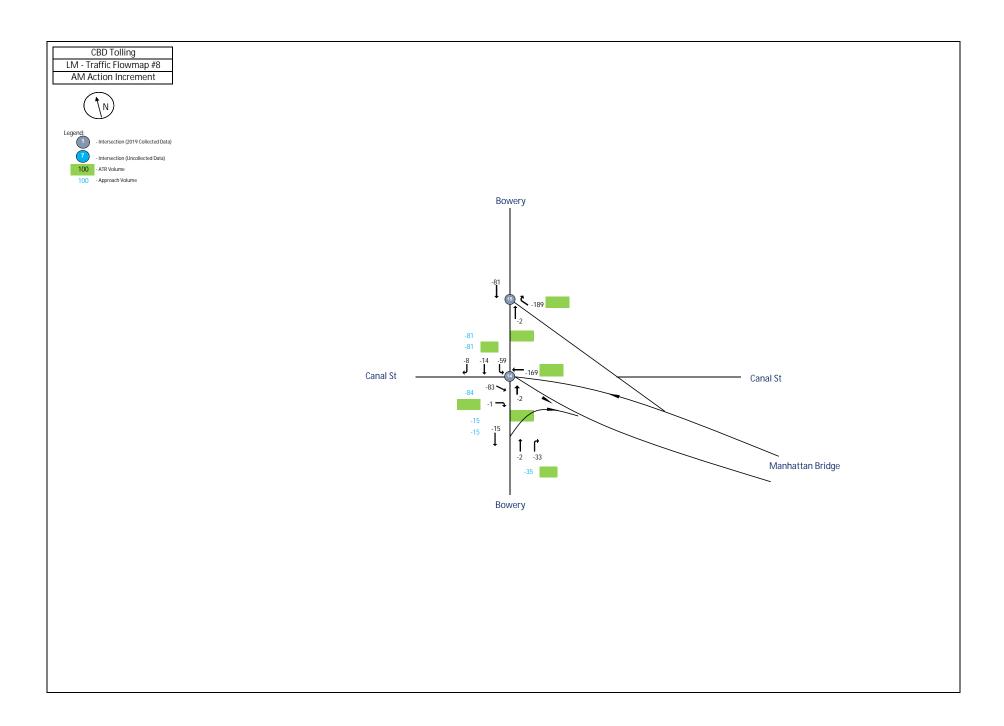








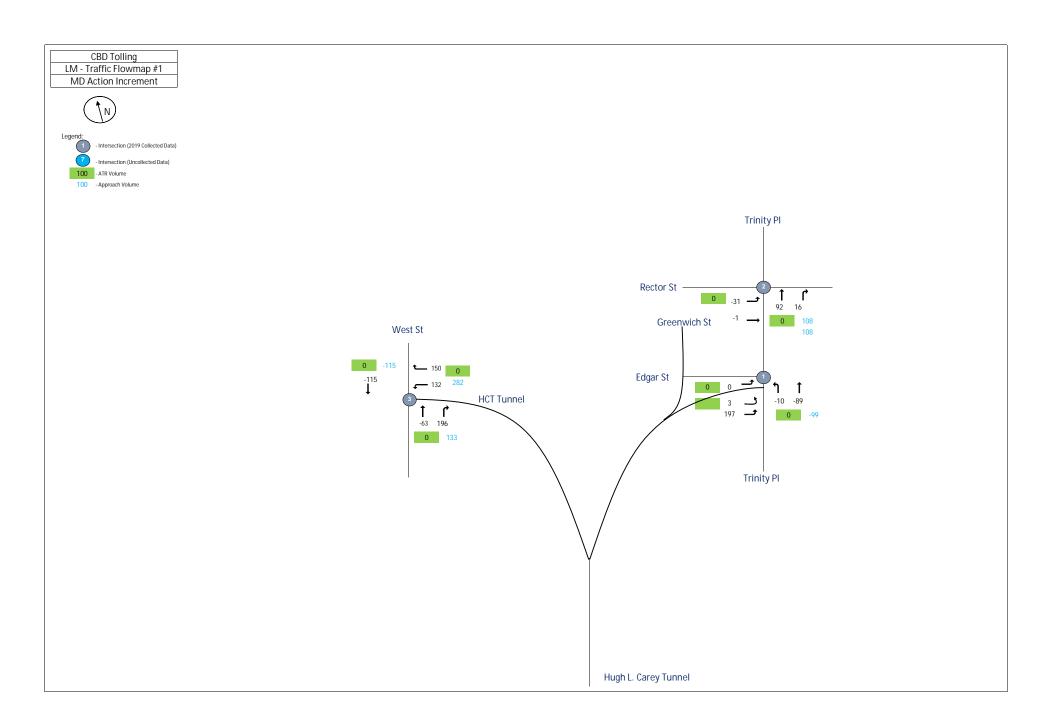




LM	8:00:00 AM							
			Bala	ancec	l With	-Actio	n Incr	ement
				In	bound	I/Outb	ound	
					AM P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Edgar St. and Trinity Pl.			_	•	•	•		
2019 (TMC-010)	1							
Edgar St.	1	EB	0	0	0	0	0	
478 Exit Ramp.	1	NE	0	0	0	0	0	
Trinity PI.	1	NB	0	-3	-17	0	0	
Trinity PI.	1	SB	0	0	0	0	0	-20
Rector St. and Trinity Pl.								
2019 (TMC-011)	2							
Rector St.	2	EB	0	-5	-1	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity PI.	2	NB	0	0	-16	-1	0	
Trinity PI.	2	SB	0	0	0	0	0	-23
West St. and HCT Exit.								
2019 (TMC-012)	3							
-	3	EB	0	0	0	0	0	
HCT Exit.	3	WB	0	30	0	0	0	
West St.	3	NB	0	0	-34	0	24	
West St.	3	SB	0	0	-36	0	0	-16
West St. and HCT Exit.								
2019 (TMC-012)	333							
W. Thams St.	333	EB	0	0	0	0	0	
HCT Exit.	333	WB	0	0	0	41	0	
West St.	333	NB	0	0	-34	0	0	
West St.	333	SB	0	0	-36	0	0	-29
Chambers St. and Centre St.								
2018	4							
Chambers St.	4	EB	0	0	0	-13	0	
 -	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	-24	-27	0	0	
Centre St.	4	SB	0	0	-31	-4	0	-99
Hudson St. and Canal St.								
2018	5							
Canal St.	5	EB	-1	-110	-25	0	0	
Canal St.	5	WB	0	0	-67	-15	0	
Hudson St.	5	NB	0	0	0	-43	-1	
Hudson St.	5	SB	0	0	0	0	0	-262

Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	-26	0	0	
Canal St.	555	WB	0	0	-82	0	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	-108
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	-2	-13	0	
West St.	7	SB	0	-61	-33	0	0	-109
West St. and Canal St S.								
2018	777		_		_			
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	-2	0	0 0	
West St.	777	SB	0	0	-94	0	U	-96
West St. and Albany St.								
2019 (TMC-013)	9		_		_	_	_	
Albany St.	9	EB	0	-1	0	3	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	-37	-1	0	
West St.	9	SB	0	0	26	-4	0	-14
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	-1	0	2	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	0	-53	0	0	
West St.	10	SB	0	0	19	-7	0	-20
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	-2	-1	0	0	
Chambers St.	11	WB	0	2	0	-5	0	
West St.	11	NB	0	0	-72	-2	0	
West St.	11	SB	0	-7	-4	-1	0	-92

Bowey and Canal St./Manhattar	Bridge Off-Ran	тр					I	
2018	14							
Canal St.	14	EB	0	0	-83	-1	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	-169	0	0	
Bowey	14	NB	0	0	-2	-33	0	
Bowey	14	SB	0	-59	-14	-8	0	-369
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	-189	0	
Bowey	15	NB	0	0	-2	0	0	
Bowey	15	SB	0	0	-81	0	0	-272
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	-61	0	0	
6th Ave.	18	NB	0	-12	-72	0	0	
6th Ave.	18	SB	0	0	0	0	0	-145
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	-29	0	0	
Canal St.	19	WB	0	0	-72	-16	0	
6th Ave.	19	NB	0	-8	-31	0	0	
Laight St.	19	NE	0	0	0	-27	0	-183



CBD Tolling

LM - Traffic Flowmap #2

MD Action Increment



Legend:

1

- Intersection (2019 Collected Data)



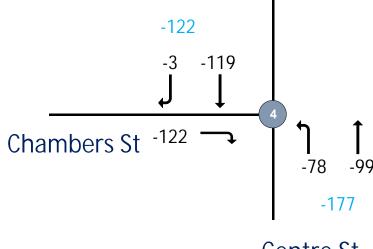
- Intersection (Uncollected Data)

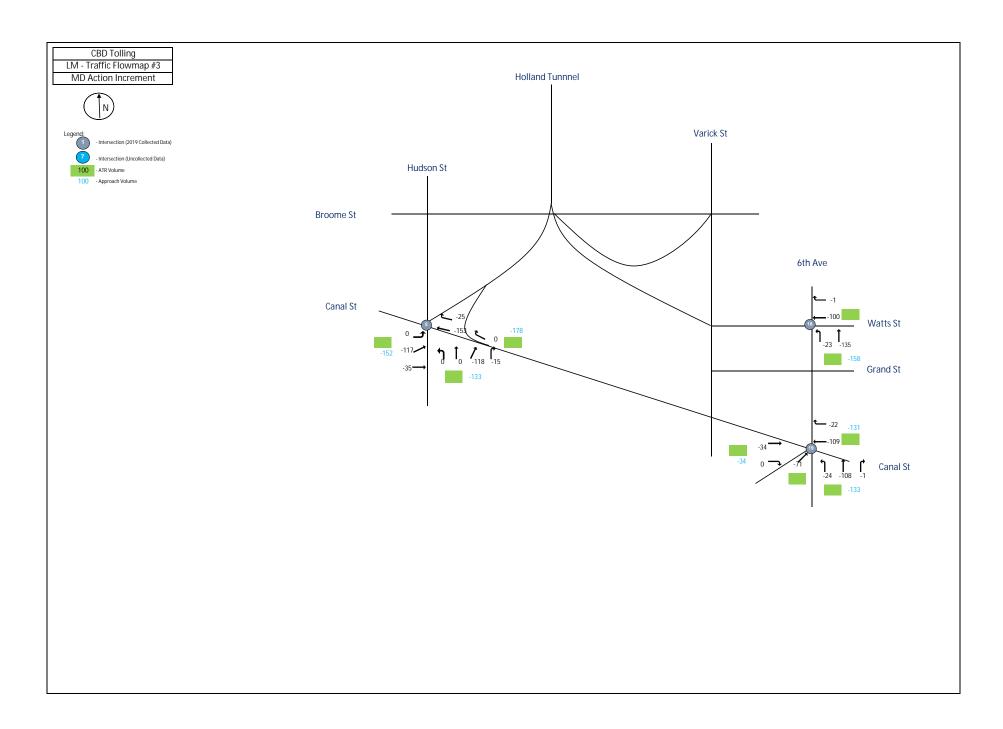
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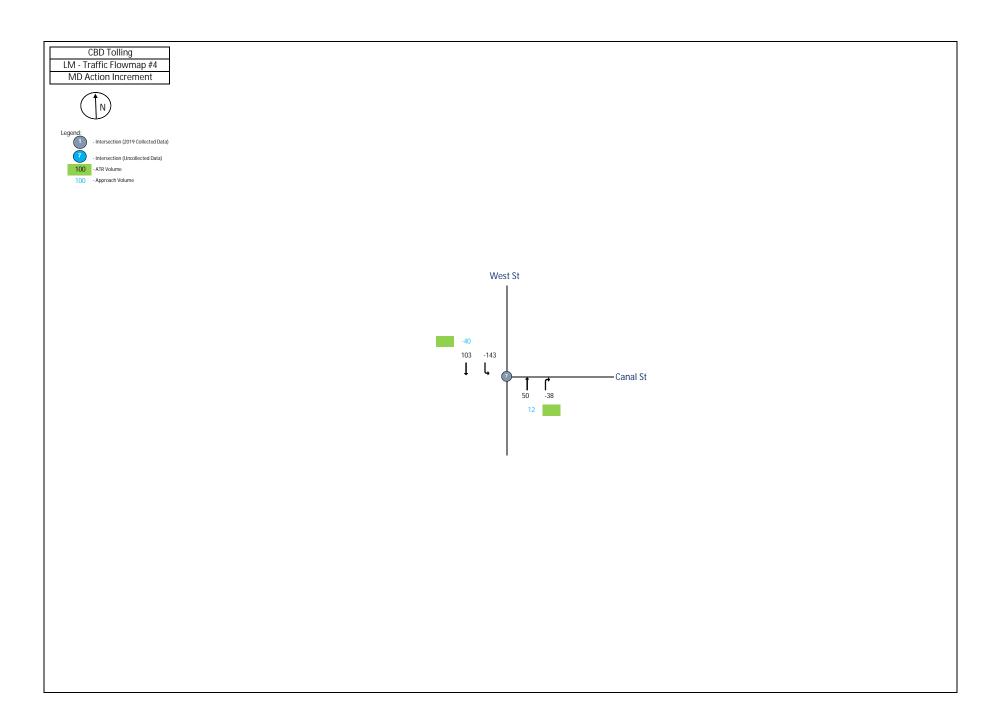
- ATR Volume

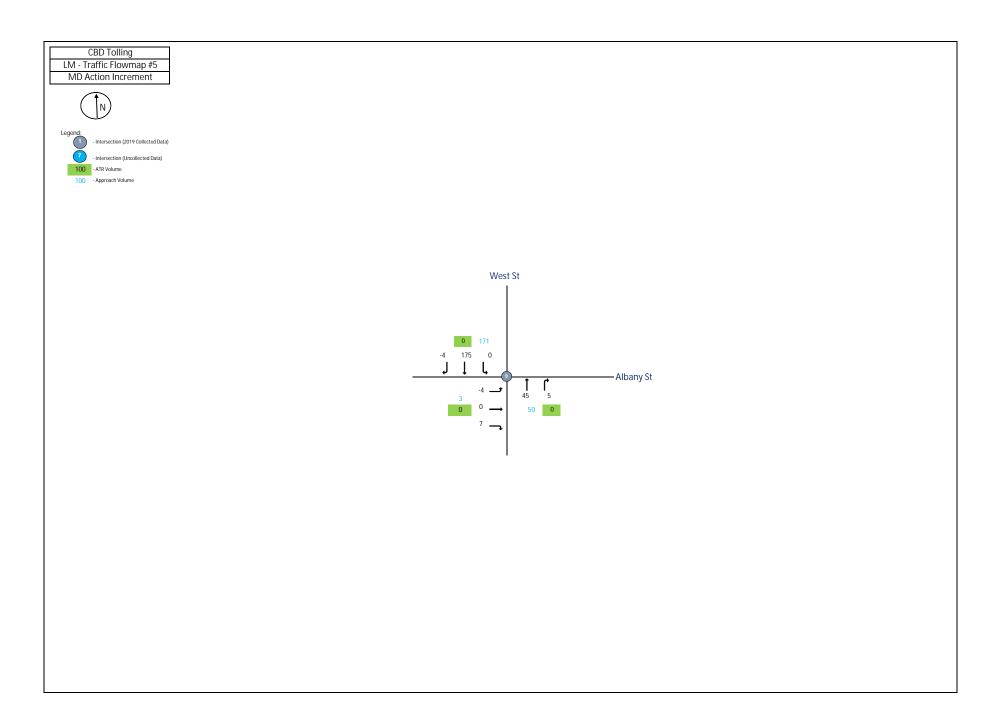
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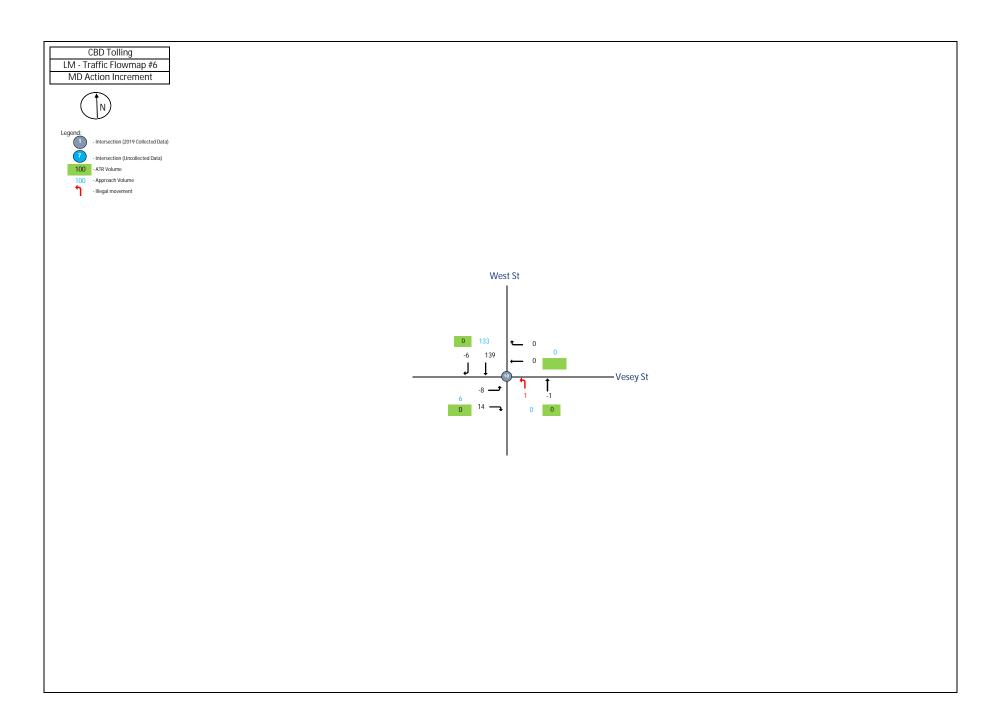
- Approach Volume

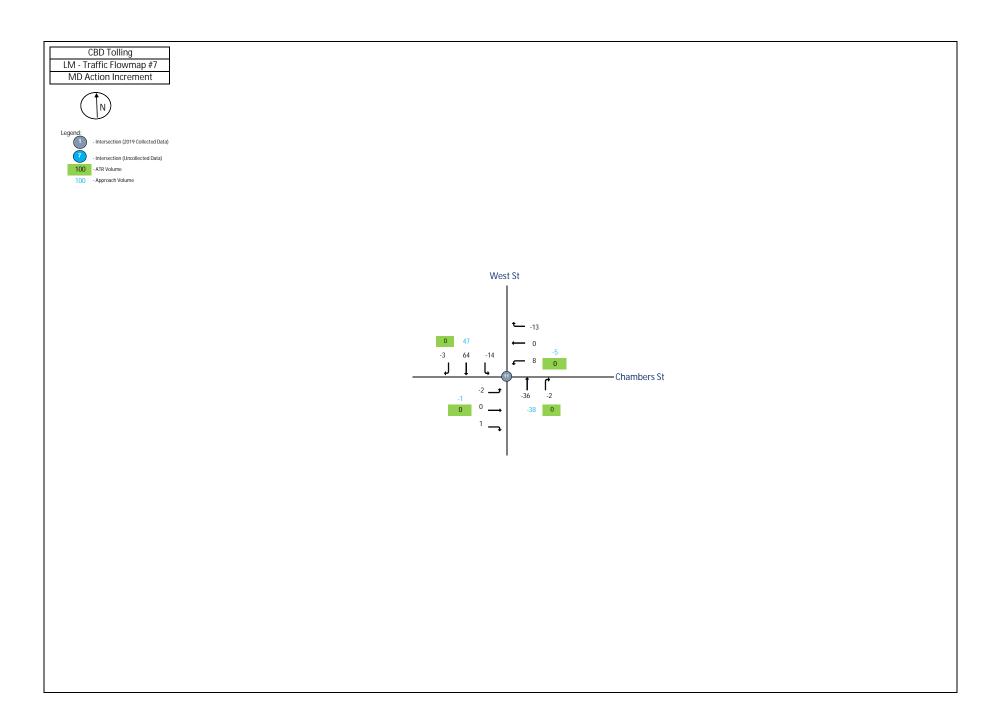


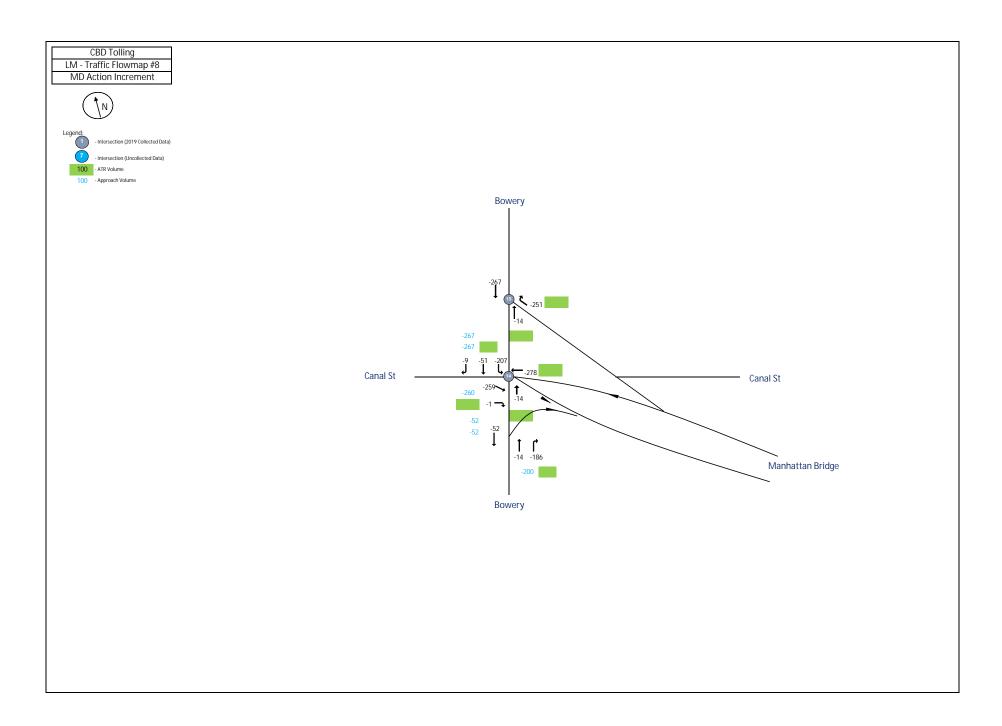








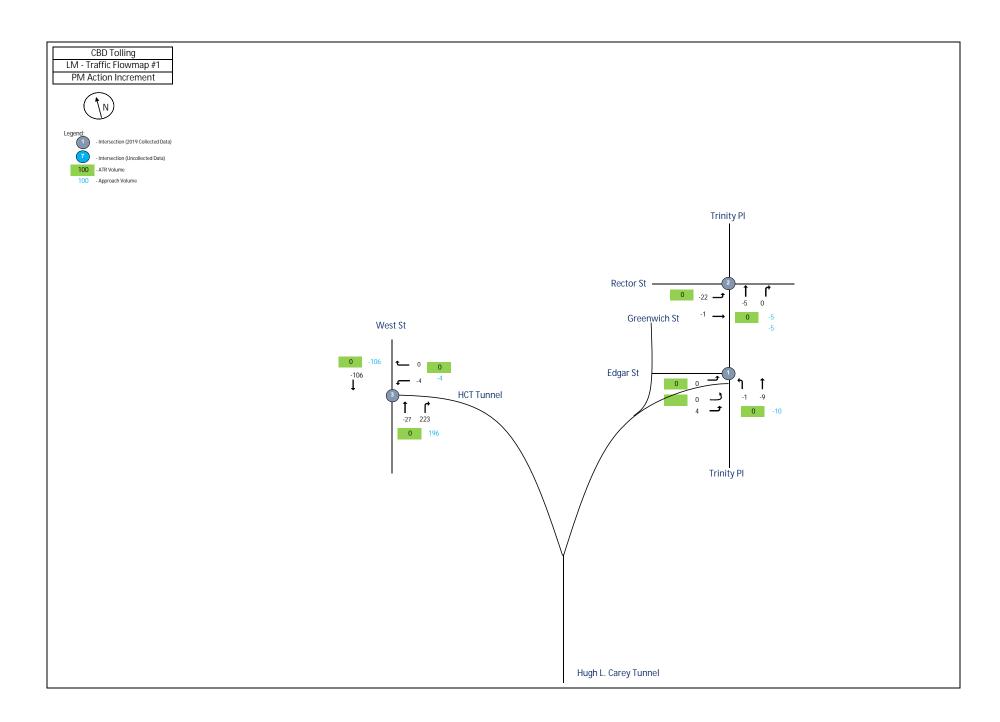




			Balanced With-Action Increment					
				ln	bound PM P	d/Outb		
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Edgar St. and Trinity Pl.								
2019 (TMC-010)	1							
Edgar St.	1	EB	0	0	0	0	0	
478 Exit Ramp.	1	NE	0	4	0	0	0	
Trinity PI.	1	NB	0	-1	-9	0	0	
Trinity PI.	1	SB	0	0	0	0	0	-6
Rector St. and Trinity Pl.								
2019 (TMC-011)	2							
Rector St.	2	EB	0	-22	-1	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity PI.	2	NB	0	0	-5	0	0	
Trinity PI.	2	SB	0	0	0	0	0	-28
West St. and HCT Exit.								
2019 (TMC-012)	3							
-	3	EB	0	0	0	0	0	
HCT Exit.	3	WB	0	-4	0	0	0	
West St.	3	NB	0	0	-27	0	223	
West St.	3	SB	0	0	-106	0	0	86
West St. and HCT Exit.								
2019 (TMC-012)	333							
W. Thams St.	333	EB	0	0	0	0	0	
HCT Exit.	333	WB	0	0	0	0	0	
West St.	333	NB	0	0	-27	0	0	
West St.	333	SB	0	0	-106	0	0	-133
Chambers St. and Centre St.								
2018	4							
Chambers St.	4	EB	0	0	0	-76	0	
-	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	-49	-59	0	0	
Centre St.	4	SB	0	0	-140	-4	0	-328
Hudson St. and Canal St.								
2018	5							
Canal St.	5	EB	0	-16	-43	0	0	
Canal St.	5	WB	0	0	-10	-2	0	
Hudson St.	5	NB	0	0	0	-5	-5	
Hudson St.	5	SB	0	0	0	0	0	-81

Hudson St. and Canal St.							Ī	
2018	555							
Canal St.	555	EB	0	0	-48	0	0	
Canal St.	555	WB	0	0	-12	0	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	-60
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	-51	0	0	
West St.	7	SB	0	-83	-30	0	0	-164
West St. and Canal St S.								
2018	777			•	•	0	_	
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St. West St.	777 777	NB SB	0 0	0 0	-51 -113	0 0	0	-164
West St. and Albany St.	///	JD.	0	U	-113	- 0	0	-164
2019 (TMC-013)	9							
Albany St.	9	EB	0	0	0	6	0	
	9	WB	0	0	0	0	0	
- West St.	9	NB	0	0	-57	-2	0	
West St.	9	SB	0	0	-57 78	-2 -4	0	24
West St. and Vesey St.	9	JD.	0	U	70	-4	0	21
2019 (TMC-014)	10							
	10	EB	_	-1	0	7	0	
Vesey St.		WB	0	-1		7 0	0	
Vesey St. West St.	10 10	NB	0		0 -67	0	0	
West St.	10	SB	0	0	-67 53	-5	0	
	10	28	U	- 0	53	-5	- 0	-6
West St. and Chambers St.								
2019 (TMC-015)	11		_	^	•	_	_	
Chambers St.	11	EB	0	0	0	0	0	
Chambers St.	11	WB	0	8	0	-2	0	
West St.	11	NB	0	0	-98	-2	0	
West St.	11	SB	0	-13	-7	-5	0	-119

Bowey and Canal St./Manhattar	Bridge Off-Ran	пр					Ī	
2018	14							
Canal St.	14	EB	0	0	-288	-2	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	-214	0	0	
Bowey	14	NB	0	0	-6	-165	0	
Bowey	14	SB	0	-307	-73	-4	0	-1059
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	-213	0	
Bowey	15	NB	0	0	-6	0	0	
Bowey	15	SB	0	0	-384	0	0	-603
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	-31	0	0	
6th Ave.	18	NB	0	-26	-89	0	0	
6th Ave.	18	SB	0	0	0	0	0	-146
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	-51	0	0	
Canal St.	19	WB	0	0	-104	-1	0	
6th Ave.	19	NB	0	-5	-73	-1	0	
Laight St.	19	NE	0	0	0	-66	0	-301



CBD Tolling

LM - Traffic Flowmap #2

PM Action Increment



Legend:

1

- Intersection (2019 Collected Data)



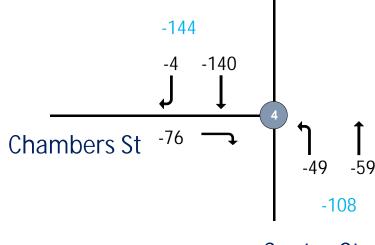
- Intersection (Uncollected Data)

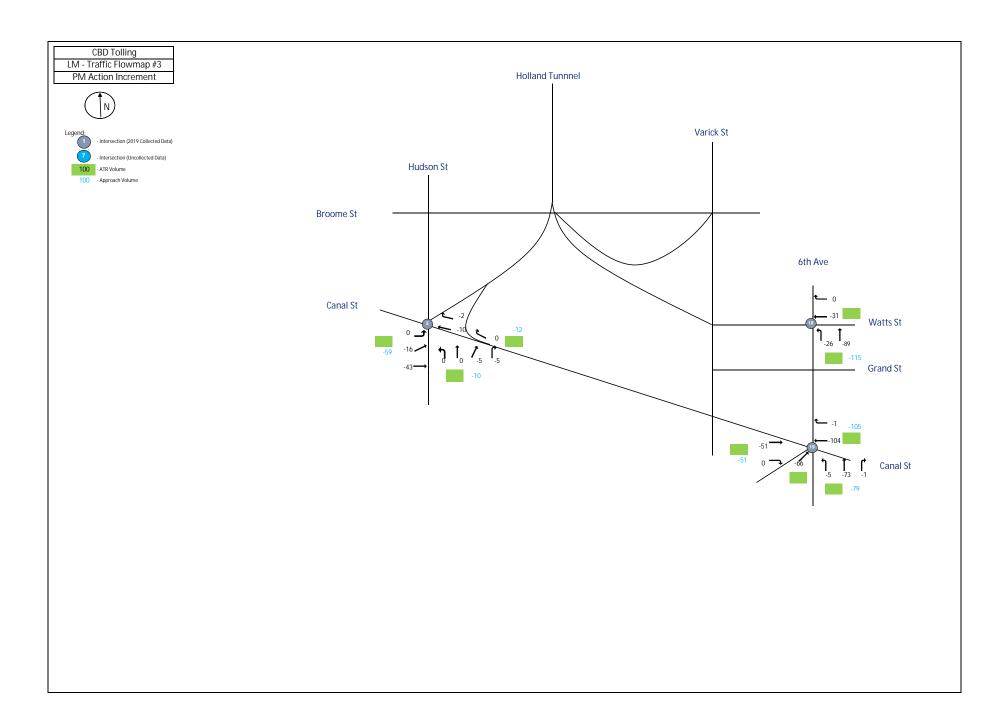
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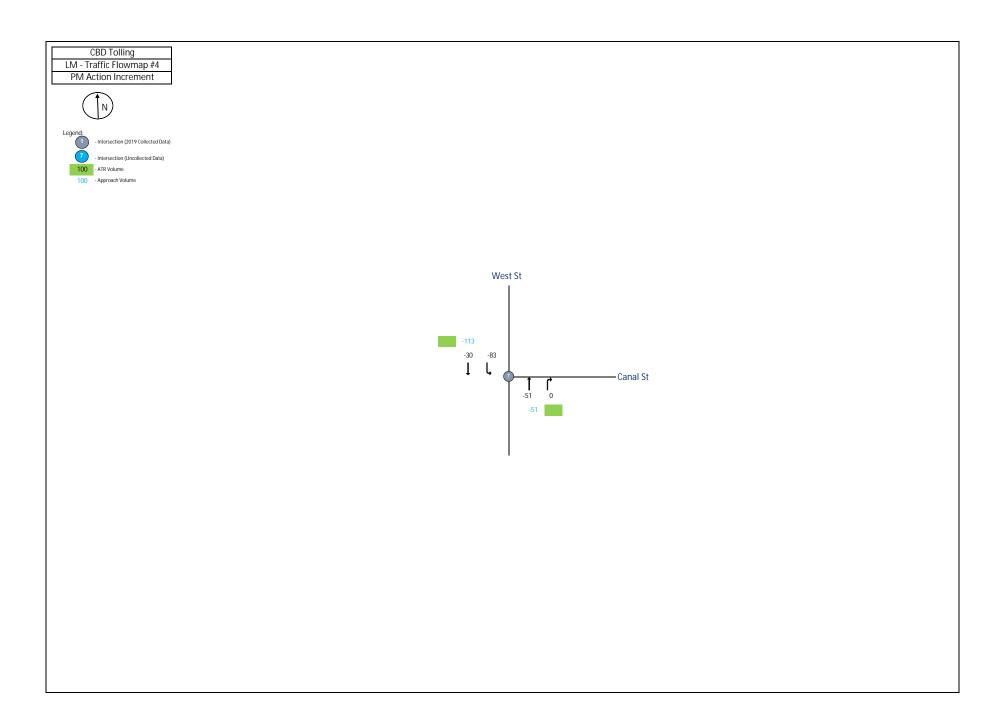
- ATR Volume

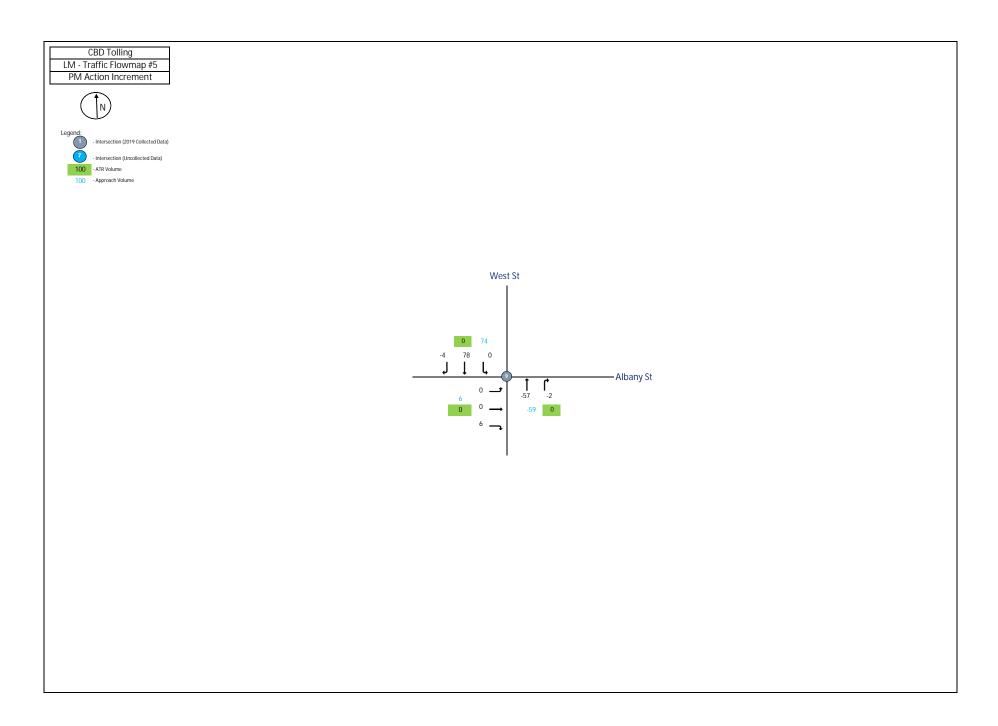
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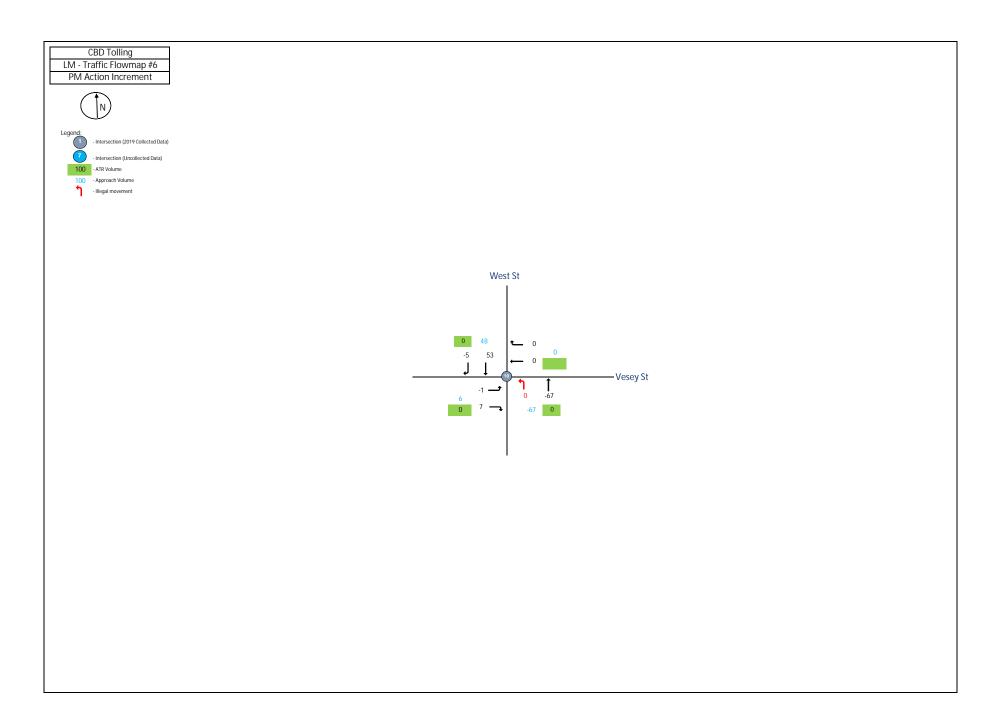
- Approach Volume

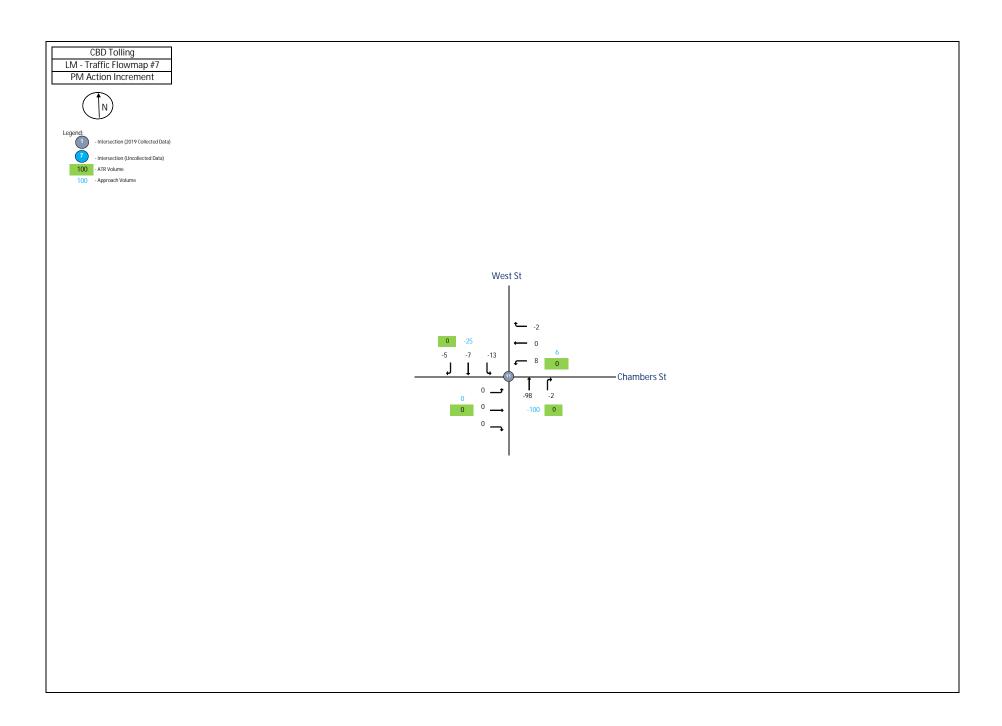


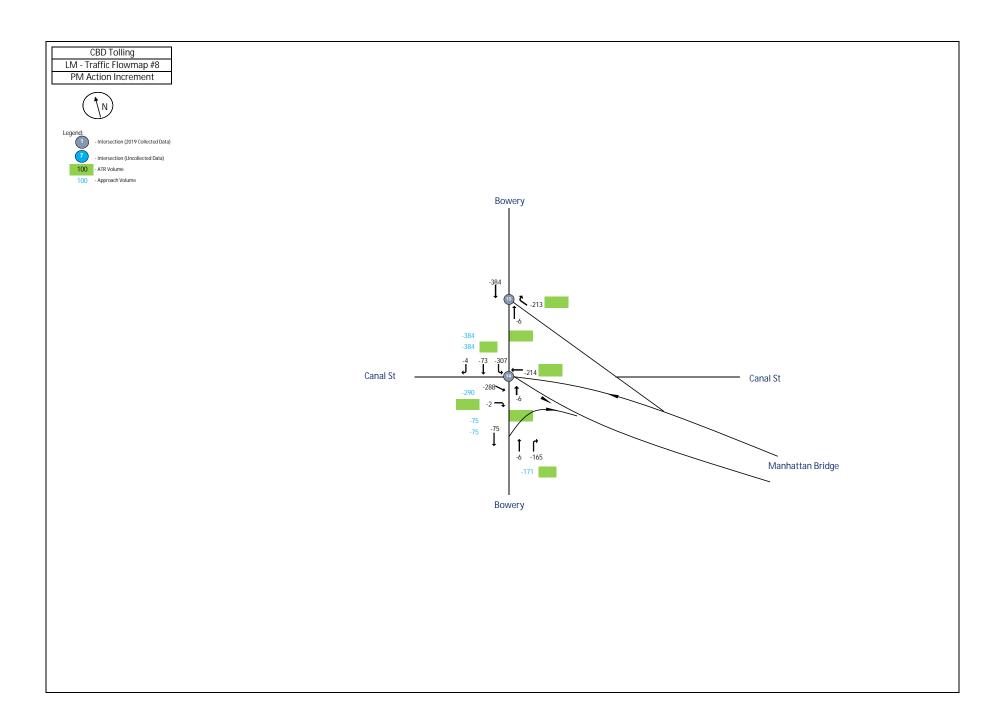








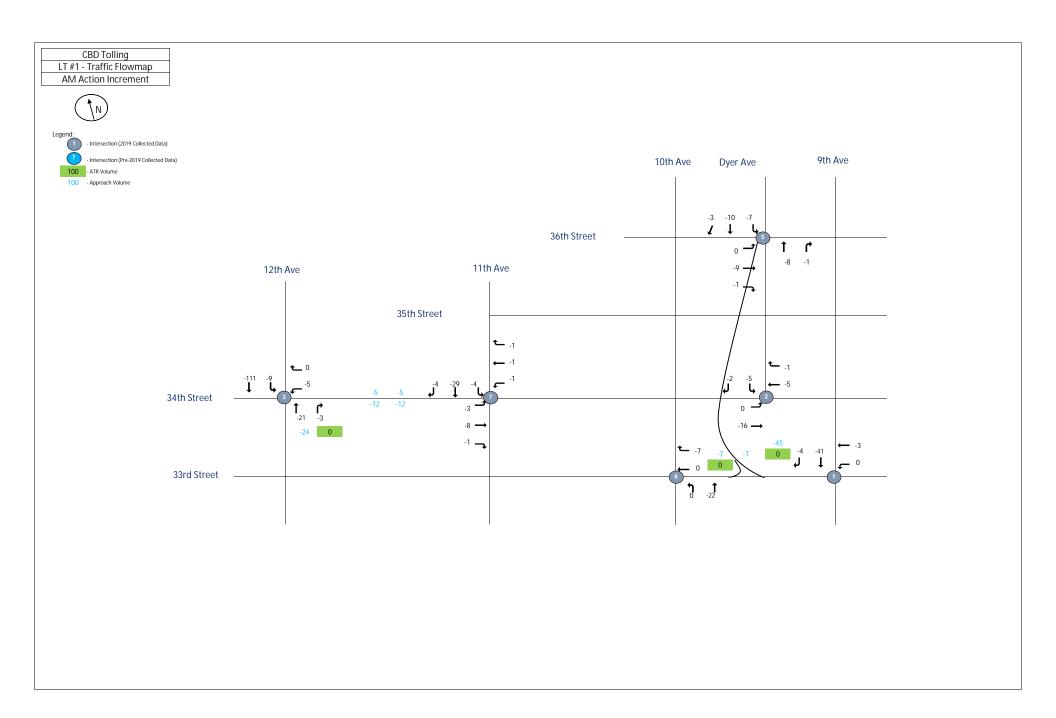


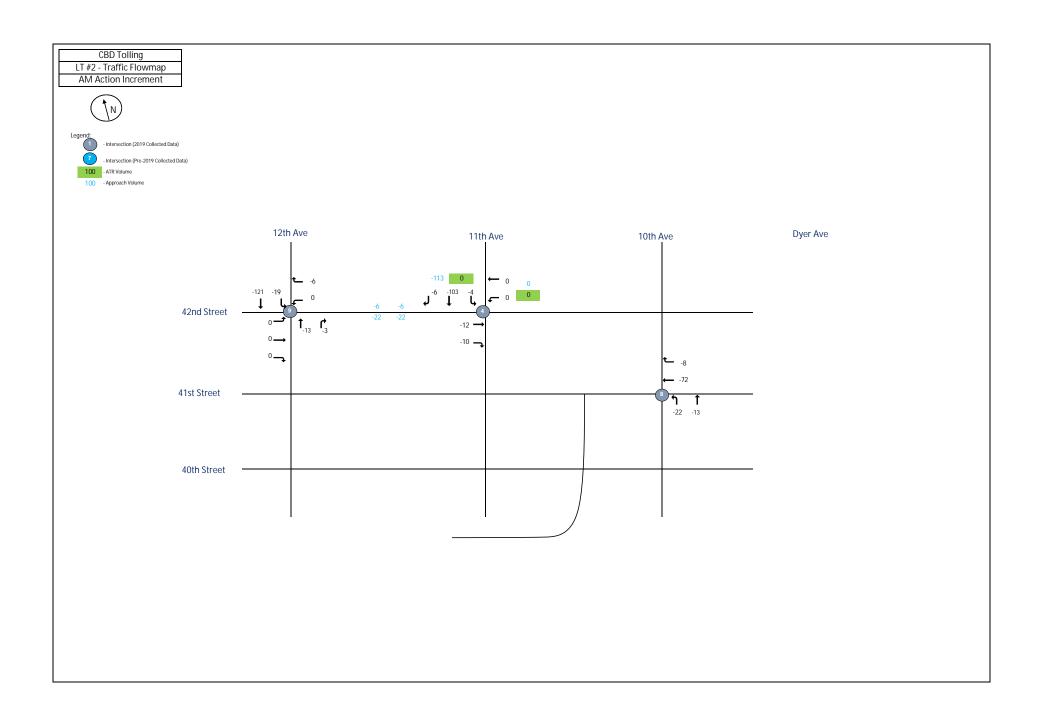


			Balanced With-Action Increment					
				ln	bound PM P	d/Outb		
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Edgar St. and Trinity Pl.								
2019 (TMC-010)	1							
Edgar St.	1	EB	0	0	0	0	0	
478 Exit Ramp.	1	NE	0	4	0	0	0	
Trinity PI.	1	NB	0	-1	-9	0	0	
Trinity PI.	1	SB	0	0	0	0	0	-6
Rector St. and Trinity Pl.								
2019 (TMC-011)	2							
Rector St.	2	EB	0	-22	-1	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity PI.	2	NB	0	0	-5	0	0	
Trinity PI.	2	SB	0	0	0	0	0	-28
West St. and HCT Exit.								
2019 (TMC-012)	3							
-	3	EB	0	0	0	0	0	
HCT Exit.	3	WB	0	-4	0	0	0	
West St.	3	NB	0	0	-27	0	223	
West St.	3	SB	0	0	-106	0	0	86
West St. and HCT Exit.								
2019 (TMC-012)	333							
W. Thams St.	333	EB	0	0	0	0	0	
HCT Exit.	333	WB	0	0	0	0	0	
West St.	333	NB	0	0	-27	0	0	
West St.	333	SB	0	0	-106	0	0	-133
Chambers St. and Centre St.								
2018	4							
Chambers St.	4	EB	0	0	0	-76	0	
-	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	-49	-59	0	0	
Centre St.	4	SB	0	0	-140	-4	0	-328
Hudson St. and Canal St.								
2018	5							
Canal St.	5	EB	0	-16	-43	0	0	
Canal St.	5	WB	0	0	-10	-2	0	
Hudson St.	5	NB	0	0	0	-5	-5	
Hudson St.	5	SB	0	0	0	0	0	-81

Hudson St. and Canal St.							Ī	
2018	555							
Canal St.	555	EB	0	0	-48	0	0	
Canal St.	555	WB	0	0	-12	0	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	-60
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	-51	0	0	
West St.	7	SB	0	-83	-30	0	0	-164
West St. and Canal St S.								
2018	777			•	•	0	_	
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St. West St.	777 777	NB SB	0 0	0 0	-51 -113	0 0	0	-164
West St. and Albany St.	///	JD.	0	U	-113	- 0	0	-164
2019 (TMC-013)	9							
Albany St.	9	EB	0	0	0	6	0	
	9	WB	0	0	0	0	0	
- West St.	9	NB	0	0	-57	-2	0	
West St.	9	SB	0	0	-57 78	-2 -4	0	24
West St. and Vesey St.	9	JD.	0	U	70	-4	0	21
2019 (TMC-014)	10							
	10	EB	_	-1	0	7	0	
Vesey St.		WB	0	-1		7 0	0	
Vesey St. West St.	10 10	NB	0		0 -67	0	0	
West St.	10	SB	0	0	-67 53	-5	0	
	10	28	U	- 0	53	-5	- 0	-6
West St. and Chambers St.								
2019 (TMC-015)	11		_	^	•	_	_	
Chambers St.	11	EB	0	0	0	0	0	
Chambers St.	11	WB	0	8	0	-2	0	
West St.	11	NB	0	0	-98	-2	0	
West St.	11	SB	0	-13	-7	-5	0	-119

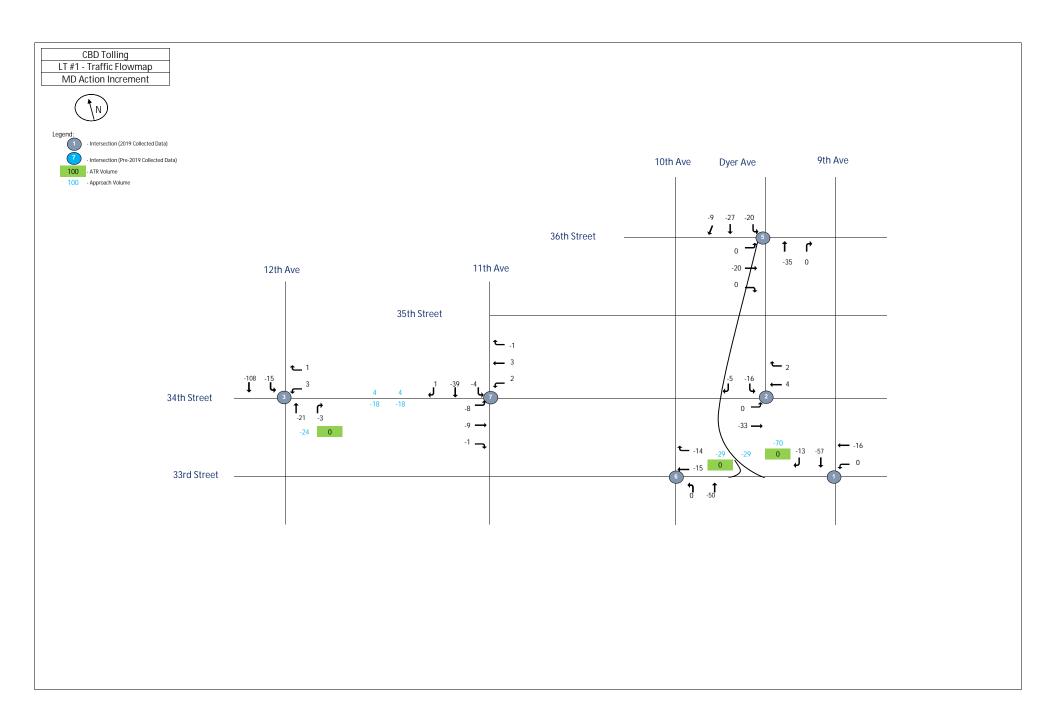
Bowey and Canal St./Manhattar	Bridge Off-Ran	тр						
2018	14							
Canal St.	14	EB	0	0	-288	-2	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	-214	0	0	
Bowey	14	NB	0	0	-6	-165	0	
Bowey	14	SB	0	-307	-73	-4	0	-1059
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	-213	0	
Bowey	15	NB	0	0	-6	0	0	
Bowey	15	SB	0	0	-384	0	0	-603
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	-31	0	0	
6th Ave.	18	NB	0	-26	-89	0	0	
6th Ave.	18	SB	0	0	0	0	0	-146
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	-51	0	0	
Canal St.	19	WB	0	0	-104	-1	0	
6th Ave.	19	NB	0	-5	-73	-1	0	
Laight St.	19	NE	0	0	0	-66	0	-301

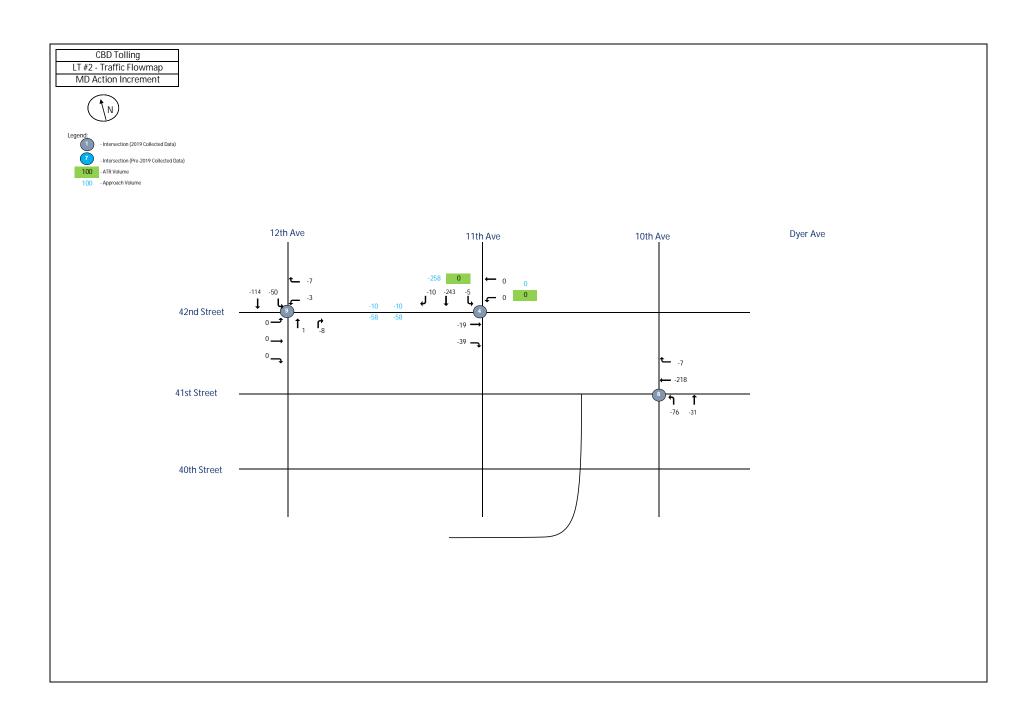




LI	8:00:00 AM		Total Vehicles							
						/Outb				
			101	. 1		eak He		-		
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
33rd Street and 9th Avenue										
2019 (WRY-TMC-109)	1									
33rd Street	1	EB	0	0	0	0	0			
33rd Street	1	WB	0	0	-3	0	0			
9th Avenue	1	NB	0	0	0	0	0			
9th Avenue	1	SB	0	0	-41	-4	0	-48		
34th Street and Dyer Avenue							ſ			
2019 (WRY-TMC-105)	2									
34th Street	2	EB	0	0	-16	0	0			
34th Street	2	WB	0	0	-5	-1	0			
Dyer Avenue	2	NB	0	0	0	0	0			
Dyer Avenue	2	SB	0	-5	0	-2	0	-29		
34th Street and 12th Avenue										
2019 (PABT-TMC-055)	3									
34th Street	3	EB	0	0	0	0	0			
34th Street	3	WB	0	-5	0	0	0			
12th Avenue	3	NB	0	0	-21	-3	0			
12th Avenue	3	SB	0	-9	-111	0	0	-149		
42nd Street and 11th Avenue										
2019 (PABT-TMC-052)	4									
42nd Street	4	EB	0	0	-12	-10	0			
42nd Street	4	WB	0	0	0	0	0			
11th Avenue	4	NB	0	0	0	0	0			
11th Avenue	4	SB	0	-4	-103	-6	0	-135		
36th Street and Dyer Avenue										
2019 (PABT-TMC-060)	5									
36th Street	5	EB	0	0	-9	-1	0			
36th Street	5	WB	0	0	0	0	0			
Dyer Avenue	5	NB	0	0	-8	-1	0			
Dyer Avenue	5	SB	0	-7	-10	-3	0	-39		
33rd Street and 10th Avenue										
2019 (WRY-TMC-108)	6									
33rd Street	6	EB	0	0	0	0	0			
33rd Street	6	WB	0	0	0	-7	0			
10th Avenue	6	NB	0	0	-22	0	0			
10th Avenue	6	SB	0	0	0	0	0	-29		

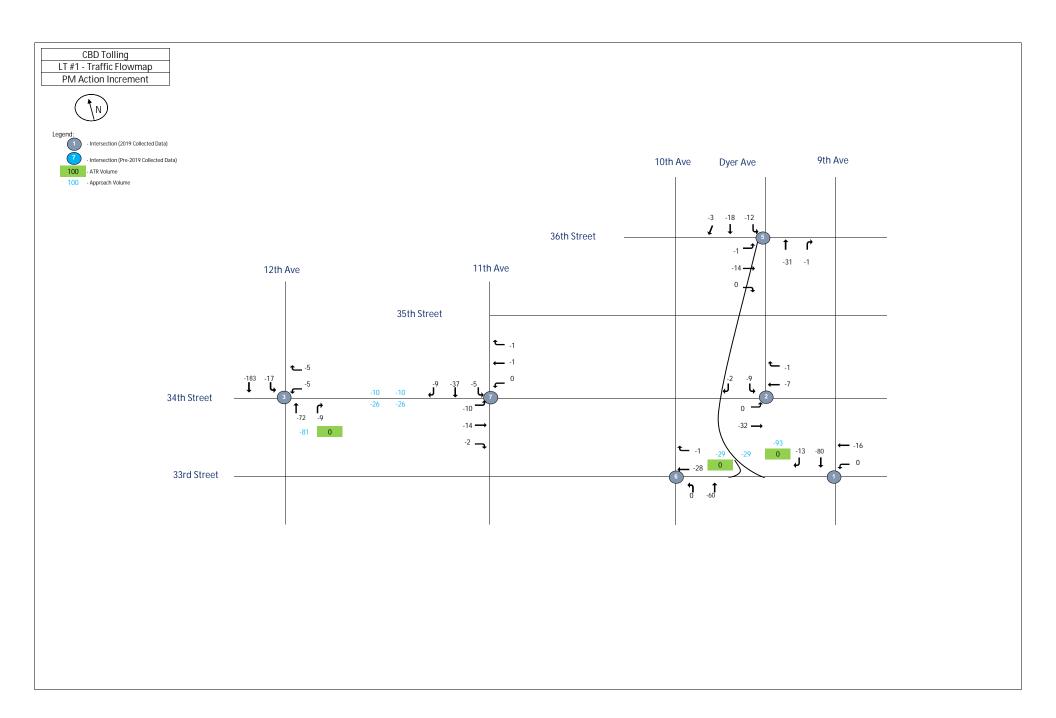
34th Street and 11th Avenue							ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	-3	-8	-1	0	
34th Street	7	WB	0	-1	-1	-1	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	-4	-29	-4	0	-52
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	-72	-8	0	
11th Avenue	8	NB	0	-22	-13	0	0	
11th Avenue	8	SB	0	0	0	0	0	-115
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	0	0	0	0	
42nd Street	9	WB	0	0	0	-6	0	
12th Avenue	9	NB	0	0	-13	-3	0	
12th Avenue	9	SB	0	-19	-121	0	0	-162

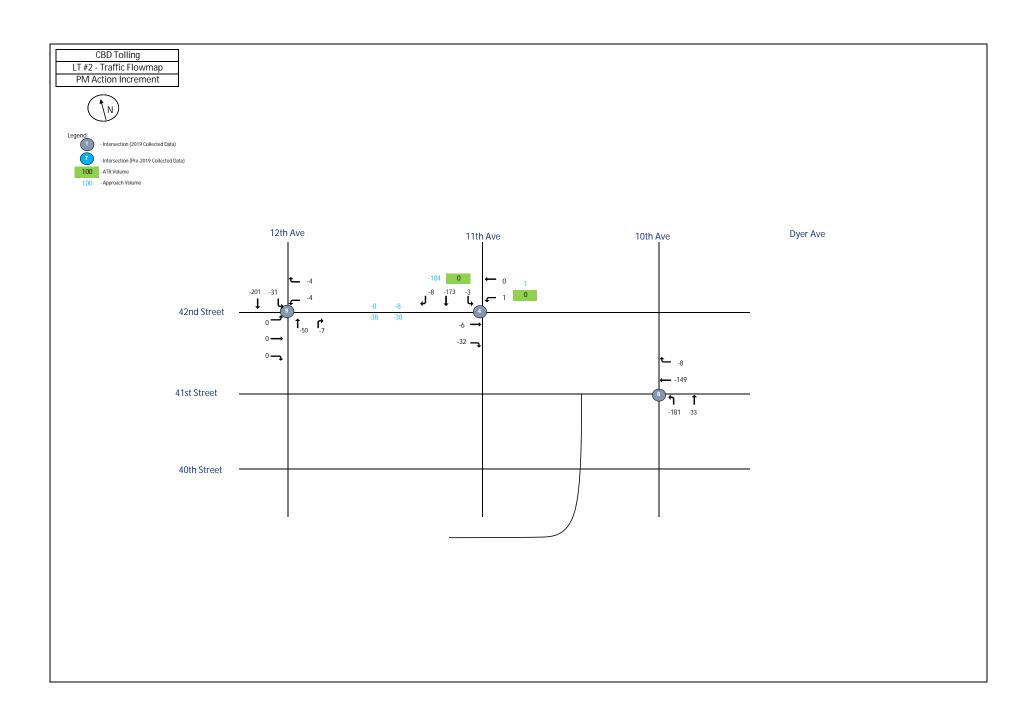




LI	12:00:00 PIVI		Total Vehicles						
				Int	oound	/Outb	ound		
					MD Pe	eak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
33rd Street and 9th Avenue	11000	7.451.000							
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	0	-16	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	-57	-13	0	-86	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	0	-33	0	0		
34th Street	2	WB	0	0	4	2	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	-16	0	-5	0	-48	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	3	0	1	0		
12th Avenue	3	NB	0	0	-21	-3	0		
12th Avenue	3	SB	0	-15	-108	0	0	-143	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	-19	-39	0		
42nd Street	4	WB	0	0	0	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	-5	-243	-10	0	-316	
36th Street and Dyer Avenue							-		
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	-20	0	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	-35	0	0		
Dyer Avenue	5	SB	0	-20	-27	-9	0	-111	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	-15	-14	0		
10th Avenue	6	NB	0	0	-50	0	0		
10th Avenue	6	SB	0	0	0	0	0	-79	

34th Street and 11th Avenue							ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	-8	-9	-1	0	
34th Street	7	WB	0	2	3	-1	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	-4	-39	1	0	-56
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	-218	-7	0	
11th Avenue	8	NB	0	-76	-31	0	0	
11th Avenue	8	SB	0	0	0	0	0	-332
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	0	0	0	0	
42nd Street	9	WB	0	-3	0	-7	0	
12th Avenue	9	NB	0	0	1	-8	0	
12th Avenue	9	SB	0	-50	-114	0	0	-181

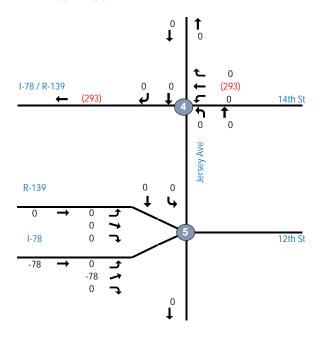


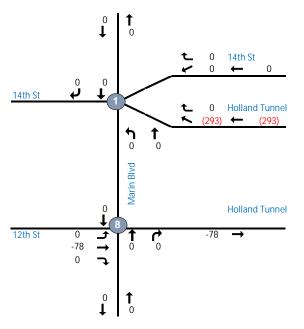


LT	5:00:00 PM				T = 1 = 1 ·	\/_I '	1	
					Total '			
					ound			
					PM Pe		our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
33rd Street and 9th Avenue								
2019 (WRY-TMC-109)	1							
33rd Street	1	EB	0	0	0	0	0	
33rd Street	1	WB	0	0	-16	0	0	
9th Avenue	1	NB	0	0	0	0	0	
9th Avenue	1	SB	0	0	-80	-13	0	-109
34th Street and Dyer Avenue								
2019 (WRY-TMC-105)	2							
34th Street	2	EB	0	0	-32	0	0	
34th Street	2	WB	0	0	-7	-1	0	
Dyer Avenue	2	NB	0	0	0	0	0	
Dyer Avenue	2	SB	0	-9	0	-2	0	-51
34th Street and 12th Avenue								
2019 (PABT-TMC-055)	3							
34th Street	3	EB	0	0	0	0	0	
34th Street	3	WB	0	-5	0	-5	0	
12th Avenue	3	NB	0	0	-72	-9	0	
12th Avenue	3	SB	0	-17	-183	0	0	-291
42nd Street and 11th Avenue								
2019 (PABT-TMC-052)	4							
42nd Street	4	EB	0	0	-6	-32	0	
42nd Street	4	WB	0	1	0	0	0	
11th Avenue	4	NB	0	0	0	0	0	
11th Avenue	4	SB	0	-3	-173	-8	0	-221
36th Street and Dyer Avenue								
2019 (PABT-TMC-060)	5							
36th Street	5	EB	0	-1	-14	0	0	
36th Street	5	WB	0	0	0	0	0	
Dyer Avenue	5	NB	0	0	-31	-1	0	
Dyer Avenue	5	SB	0	-12	-18	-3	0	-80
33rd Street and 10th Avenue								
2019 (WRY-TMC-108)	6							
33rd Street	6	EB	0	0	0	0	0	
33rd Street	6	WB	0	0	-28	-1	0	
10th Avenue	6	NB	0	0	-60	0	0	
10th Avenue	6	SB	0	0	0	0	0	-89

34th Street and 11th Avenue							ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	-10	-14	-2	0	
34th Street	7	WB	0	0	-1	-1	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	-5	-37	-9	0	-79
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	-149	-8	0	
11th Avenue	8	NB	0	-181	-33	0	0	
11th Avenue	8	SB	0	0	0	0	0	-371
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	0	0	0	0	
42nd Street	9	WB	0	-4	0	-4	0	
12th Avenue	9	NB	0	0	-50	-7	0	
12th Avenue	9	SB	0	-31	-201	0	0	-297

New Jersey 2021 With-Action N1 Increment AM Peak Hour

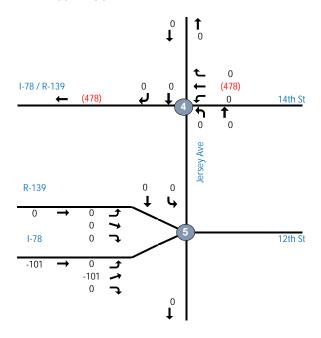


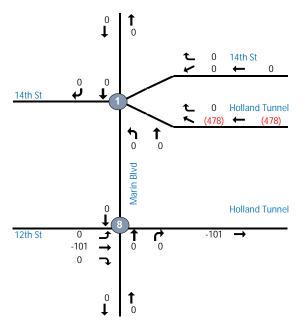


NJ 8:00:00 AM

					Total	Vehic	les	
				Inl	oounc	I/Outb	ound	
					AM P	eak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	0	-293	0	0	
Jersey Avenue	4	NB	0	0	0	0	0	
Jersey Avenue	4	SB	0	0	0	0	0	-293
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	-293	0	0	
14th Street	1	SW	0	0	0	0	0	
Marin Boulevard	1	NB	0	0	0	0	0	
Marin Boulevard	1	SB	0	0	0	0	0	-293
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	0	0	0	0	0	
I-78	5	EB	0	0	-78	0	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	0	0	0	0	-78
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	0	-78	0	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	0	0	0	
Marin Boulevard	8	SB	0	0	0	0	0	-78

New Jersey 2021 With-Action N1 Increment MD Peak Hour

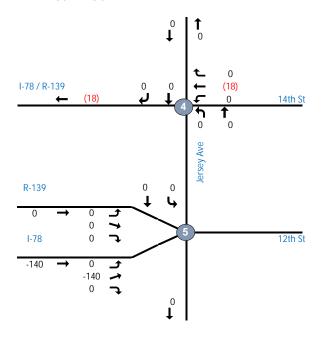


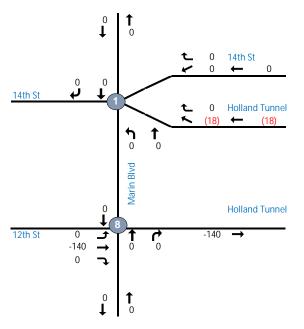


NJ 12:00:00 PM

					Total	Vehic	les	
				Inl	oounc	I/Outb	ound	
					MD P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	0	-478	0	0	
Jersey Avenue	4	NB	0	0	0	0	0	
Jersey Avenue	4	SB	0	0	0	0	0	-478
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	-478	0	0	
14th Street	1	SW	0	0	0	0	0	
Marin Boulevard	1	NB	0	0	0	0	0	
Marin Boulevard	1	SB	0	0	0	0	0	-478
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	0	0	0	0	0	
I-78	5	EB	0	0	-101	0	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	0	0	0	0	-101
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	0	-101	0	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	0	0	0	
Marin Boulevard	8	SB	0	0	0	0	0	-101

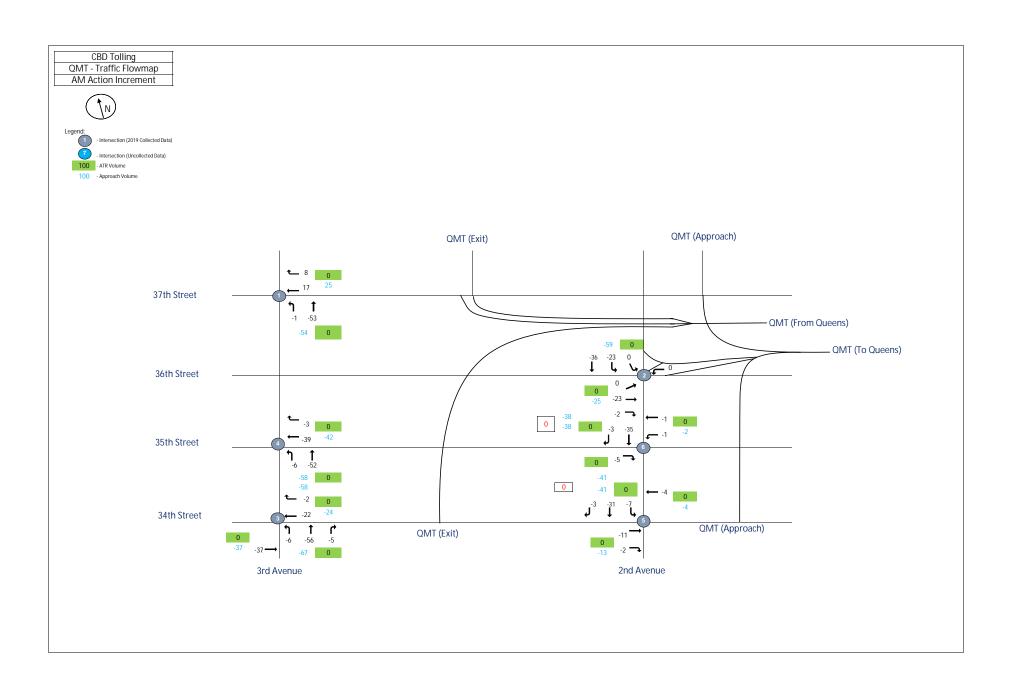
New Jersey 2021 With-Action N1 Increment PM Peak Hour



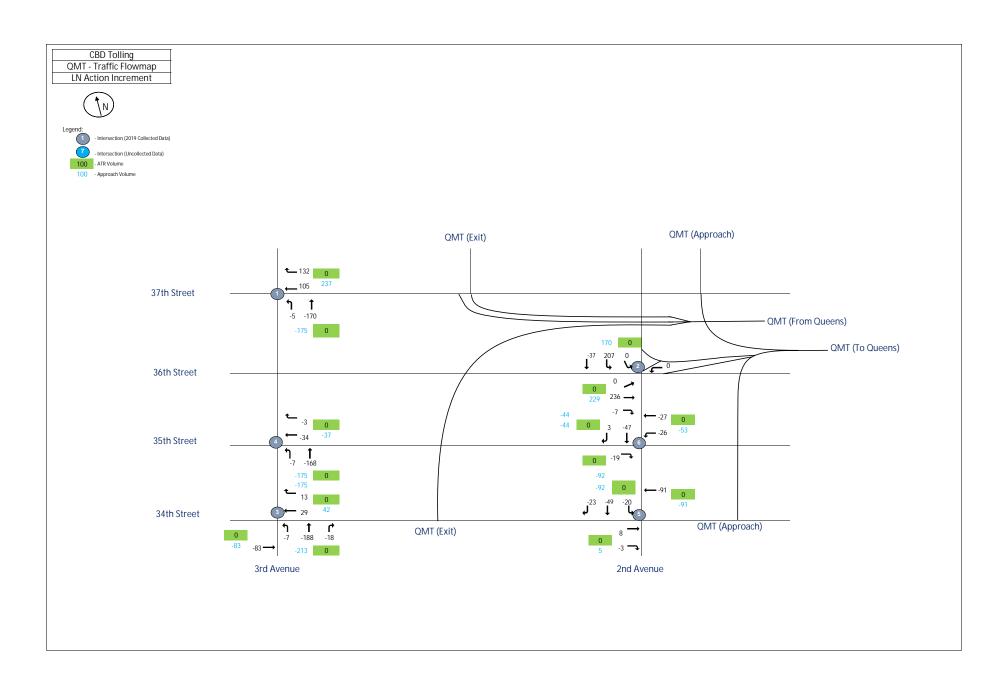


NJ 5:00:00 PM

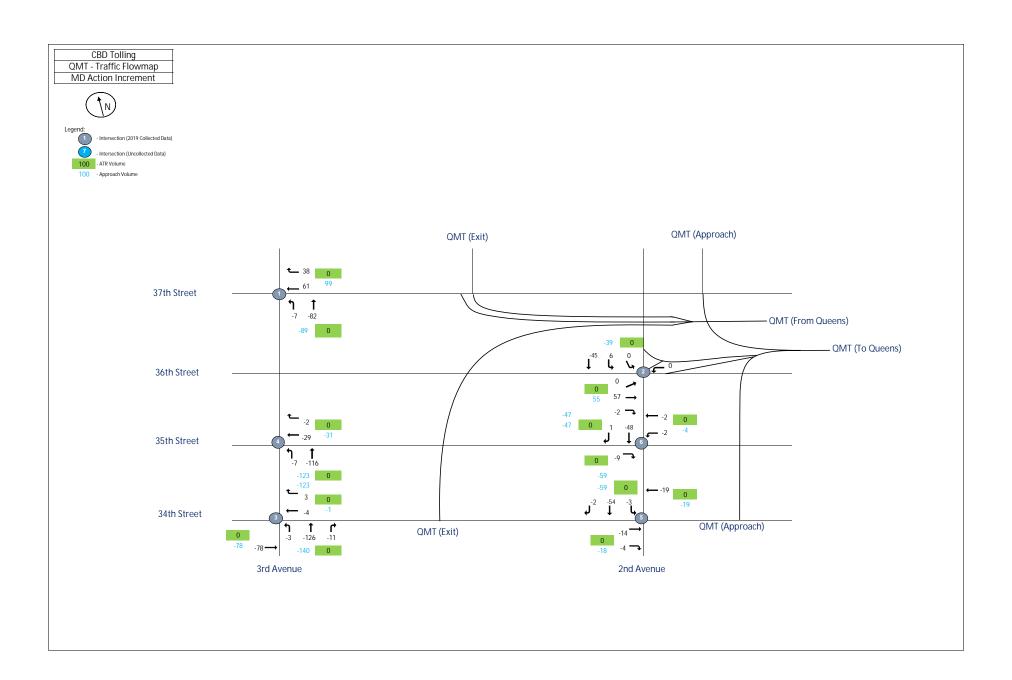
					Total	Vehic	les	
				Int	oounc	d/Outb	ound	
					PM P	eak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	0	-18	0	0	
Jersey Avenue	4	NB	0	0	0	0	0	
Jersey Avenue	4	SB	0	0	0	0	0	-18
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	-18	0	0	
14th Street	1	SW	0	0	0	0	0	
Marin Boulevard	1	NB	0	0	0	0	0	
Marin Boulevard	1	SB	0	0	0	0	0	-18
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	0	0	0	0	0	
I-78	5	EB	0	0	-140	0	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	0	0	0	0	-140
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	0	-140	0	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	0	0	0	
Marin Boulevard	8	SB	0	0	0	0	0	-140



QIVI	8:00:00 AM	_	Balanced With-Action Increment						
			Bal					ement	
							ound		
					AM P	eak H	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
37th St & 3rd Ave									
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	17	8	0		
3rd Ave	1	NB	0	-1	-53	0	0		
3rd Ave	1	SB	0	0	0	0	0	-29	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	-23	-2	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	-23	-36	0	0	-84	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	-37	0	0		
34th St	3	WB	0	0	-22	-2	0		
3rd Ave	3	NB	0	-6	-56	-5	0		
	3	SB	0	0	0	0	0	-128	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	-39	-3	0		
3rd Ave	4	NB	0	-6	-52	0	0		
	4	SB	0	0	0	0	0	-100	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	-11	-2	0		
34th St	5	WB	0	0	-4	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	-7	-31			-58	
35th St & 2nd Ave								· · · · · ·	
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	-5	0		
35th St	6	WB	0	-1	-1	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	-35			-45	
- :: =							J	-13	

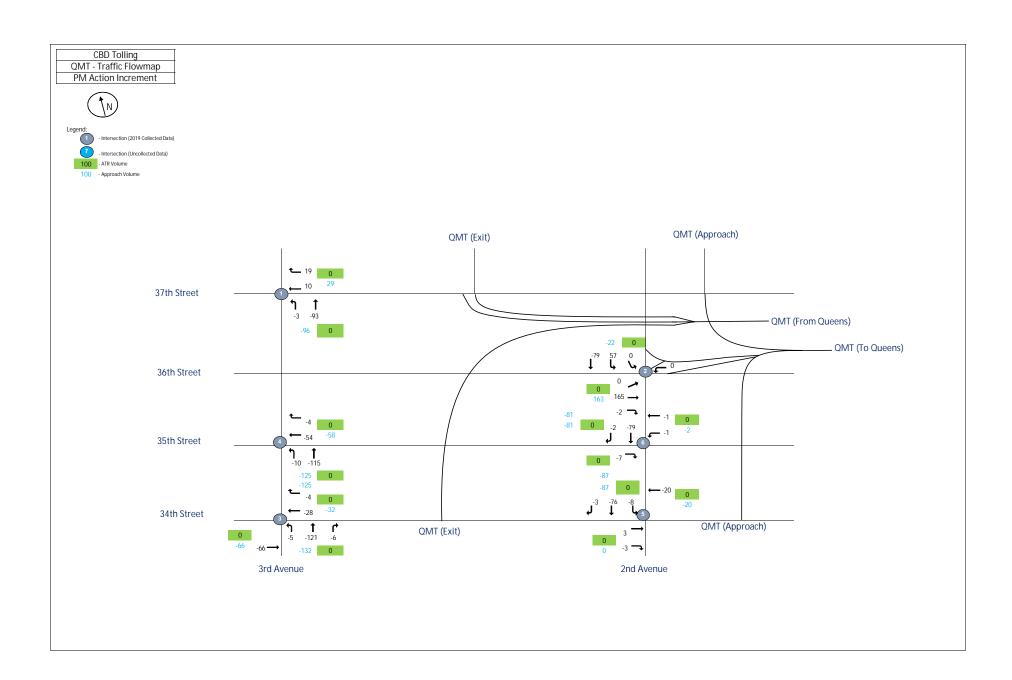


QM	9:00:00 PM		Balanced With-Action Increment						
			Bala					ement	
							ound		
			10		LN Pe			—	
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
37th St & 3rd Ave									
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	105	132	0		
3rd Ave	1	NB	0	-5	-170	0	0		
3rd Ave	1	SB	0	0	0	0	0	62	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	236	-7	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	207	-37	0	0	399	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	-83	0	0		
34th St	3	WB	0	0	29	13	0		
3rd Ave	3	NB	0	-7	-188	-18	0		
	3	SB	0	0	0	0	0	-254	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	-34	-3	0		
3rd Ave	4	NB	0	-7	-168	0	0		
	4	SB	0	0	0	0	0	-212	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	8	-3	0		
34th St	5	WB	0	0	-91	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	-20	-49	-23	0	-178	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	-19	0		
35th St	6	WB	0	-26	-27	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	-47	3	0	-116	



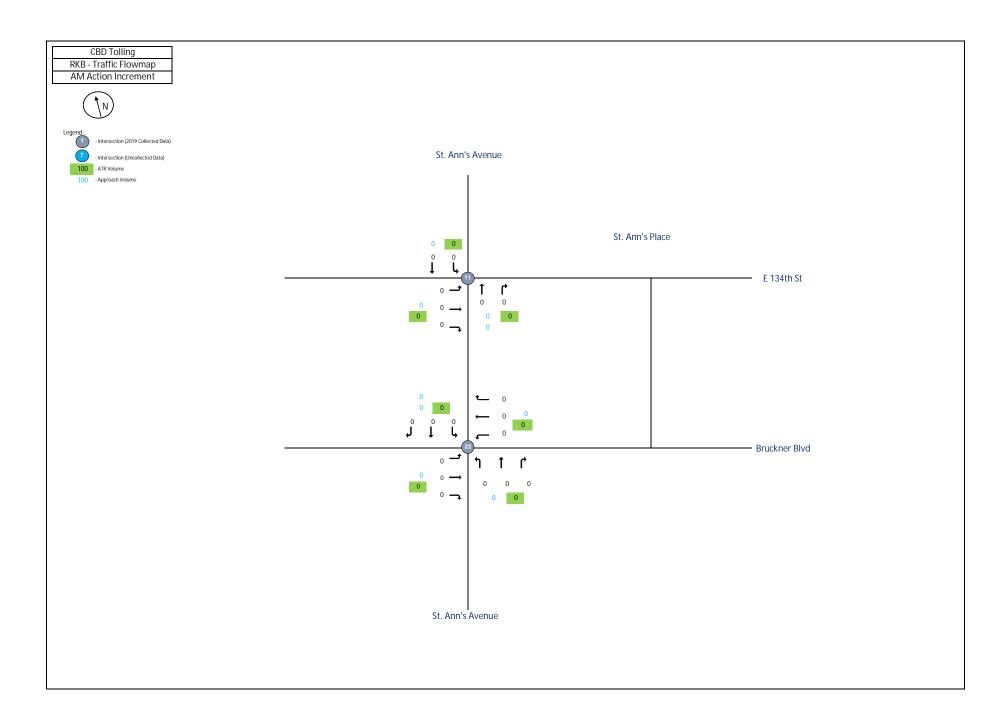
QM 1:00:00 PM

QM	1:00:00 PM							
			Bal					ement
				Inl	oound	I/Outb	ound	
					MD P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave								
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	61	38	0	
3rd Ave	1	NB	0	-7	-82	0	0	
3rd Ave	1	SB	0	0	0	0	0	10
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	57	-2	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	6	-45	0	0	16
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	-78	0	0	
34th St	3	WB	0	0	-4	3	0	
3rd Ave	3	NB	0	-3	-126	-11	0	
	3	SB	0	0	0	0	0	-219
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	-29	-2	0	
3rd Ave	4	NB	0	-7	-116	0	0	
	4	SB	0	0	0	0	0	-154
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	-14	-4	0	
34th St	5	WB	0	0	-19	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	-3	-54	-2	0	-96
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	-9	0	
35th St	6	WB	0	-2	-2	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	-48	1	0	-60

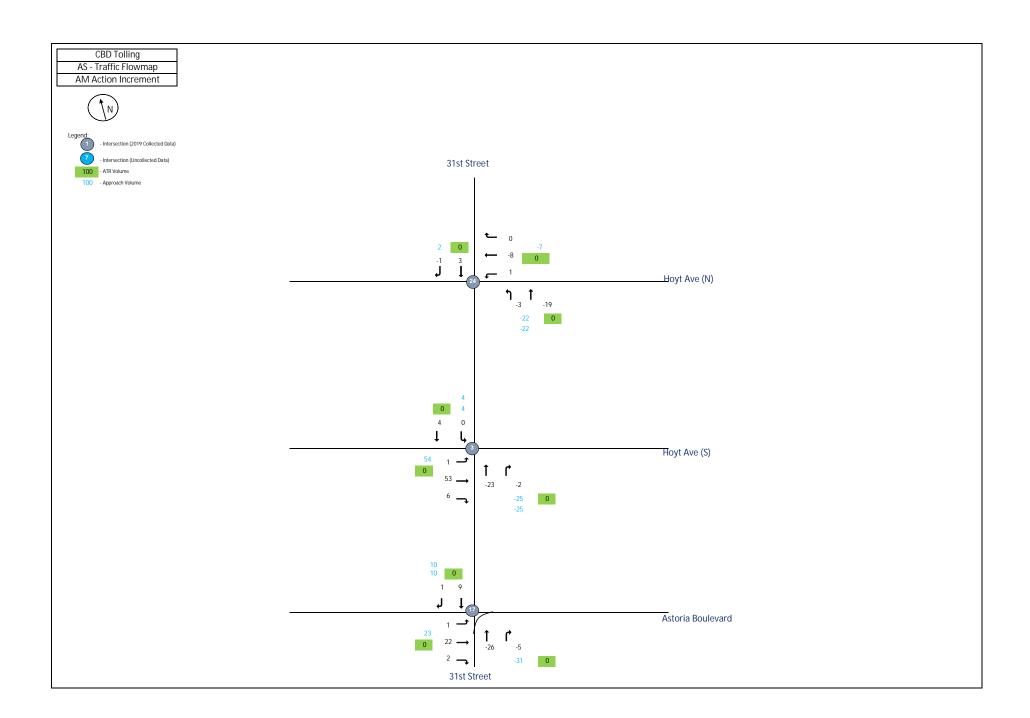


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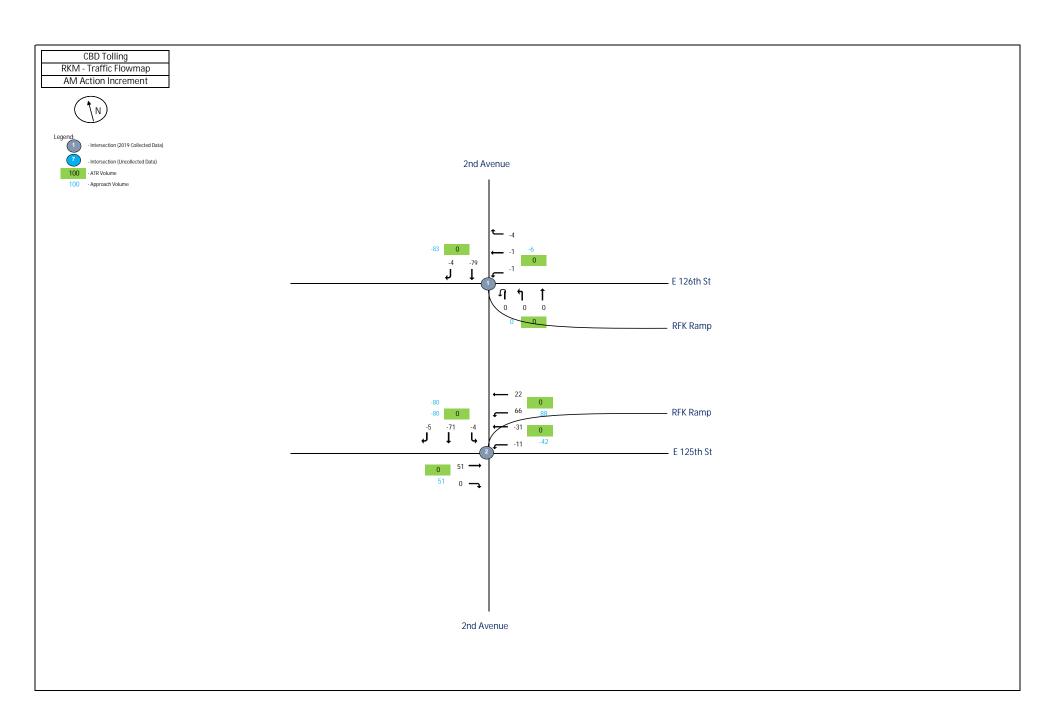
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			Bala					ement
				Inl	oound	/Outb	ound	
					PM Pe	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave								
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	10	19	0	
3rd Ave	1	NB	0	-3	-93	0	0	
3rd Ave	1	SB	0	0	0	0	0	-67
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	165	-2	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	57	-79	0	0	141
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	-66	0	0	
34th St	3	WB	0	0	-28	-4	0	
3rd Ave	3	NB	0	-5	-121	-6	0	
	3	SB	0	0	0	0	0	-230
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	-54	-4	0	
3rd Ave	4	NB	0	-10	-115	0	0	
	4	SB	0	0	0	0	0	-183
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	3	-3	0	
34th St	5	WB	0	0	-20	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	-8	-76	-3	0	-107
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	-7	0	
35th St	6	WB	0	-1	-1	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	-79	-2	0	-90



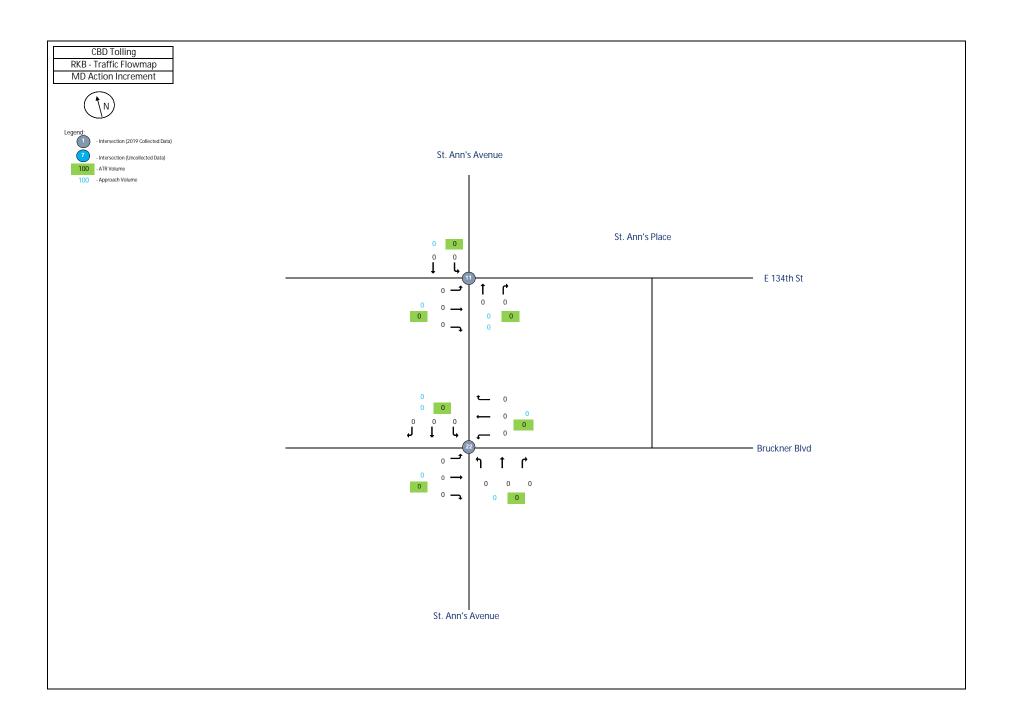
RKB	8:00 AM									
			Total Vehicles							
				Inb	ound/	Outbo	ound			
				Δ	M Pe	ak Ho	ur			
Intersection	Node	Approach	L2	L	T	R	R2	Total		
E 134th Street and St. Ann's Ave										
2019 (TMC-060)	11									
E 134th Street	11	EB	0	0	0	0	0			
E 134th Street	11	WB	0	0	0	0	0			
St. Ann's Ave	11	NB	0	0	0	0	0			
St. Ann's Ave	11	SB	0	0	0	0	0	0		
Bruckner Blvd and St. Ann's Ave										
2019 (TMC-061)	22									
Bruckner Blvd	22	EB	0	0	0	0	0			
Bruckner Blvd	22	WB	0	0	0	0	0			
St. Ann's Ave	22	NB	0	0	0	0	0			
St. Ann's Ave	22	SB	0	0	0	0	0	0		



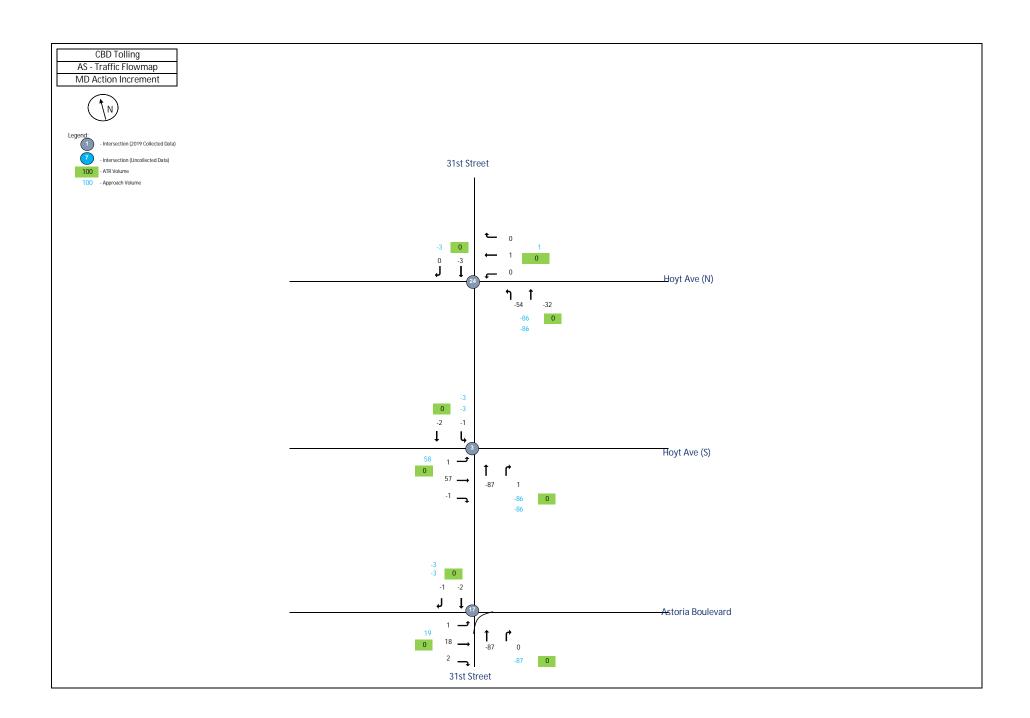
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				-	Total `	Vehic	les	
			Inbound/Outbound					
					AM Pe	ak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
31st Street and Astoria Blvd								
2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	1	22	2	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	-26	-5	0	
31st Street	17	SB	0	0	9	1	0	4
31st Street and Hoyt Ave N								
2019 (TMC-063)	24							
Hoyt Ave N	24	EB	0	0	0	0	0	
Hoyt Ave N	24	WB	0	1	-8	0	0	
31st Street	24	NB	0	-3	-19	0	0	
31st Street	24	SB	0	0	3	-1	0	-27
31st Street and Hoyt Ave S								
2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	1	53	6	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	-23	-2	0	
31st Street	3	SB	0	0	4	0	0	39



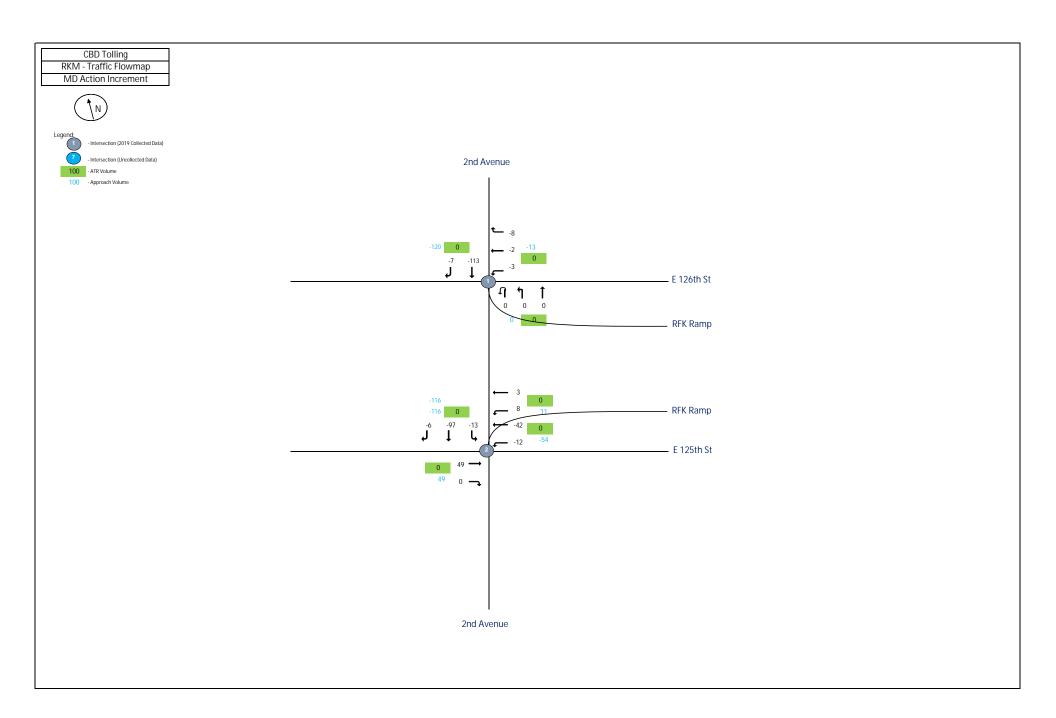
RKM	7:45 AM								
				То	tal V	ehicle	es		
			Inbound/Outbound						
				ΑN	/I Pea	k Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	0	0	0	0	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	-1	-1	-4	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	-79	-4	0	-89	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	51	0	0		
E 125th Street	2	WB	0	-11	-31	0	0		
2nd Ave	2	SW	0	66	0	22	0		
2nd Ave	2	SB	0	-4	-71	-5	0	17	



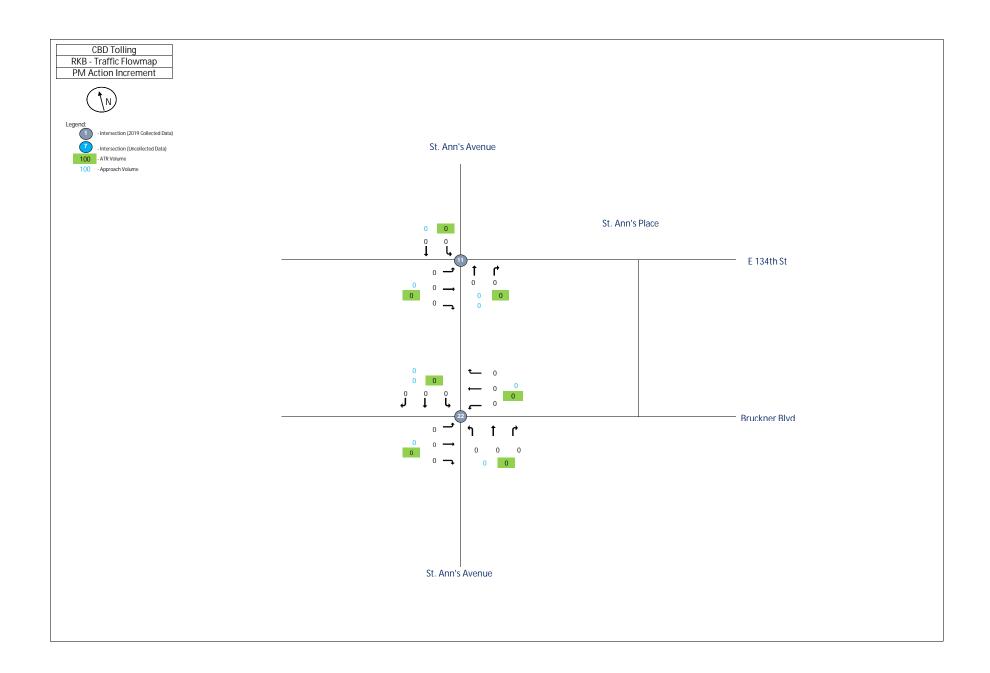
RKB	1:00 PM									
			Total Vehicles							
				Inb	ound/	Outbo	ound			
				N	ID Pe	ak Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 134th Street and St. Ann's Ave										
2019 (TMC-060)	11									
E 134th Street	11	EB	0	0	0	0	0			
E 134th Street	11	WB	0	0	0	0	0			
St. Ann's Ave	11	NB	0	0	0	0	0			
St. Ann's Ave	11	SB	0	0	0	0	0	0		
Bruckner Blvd and St. Ann's Ave										
2019 (TMC-061)	22									
Bruckner Blvd	22	EB	0	0	0	0	0			
Bruckner Blvd	22	WB	0	0	0	0	0			
St. Ann's Ave	22	NB	0	0	0	0	0			
St. Ann's Ave	22	SB	0	0	0	0	0	0		



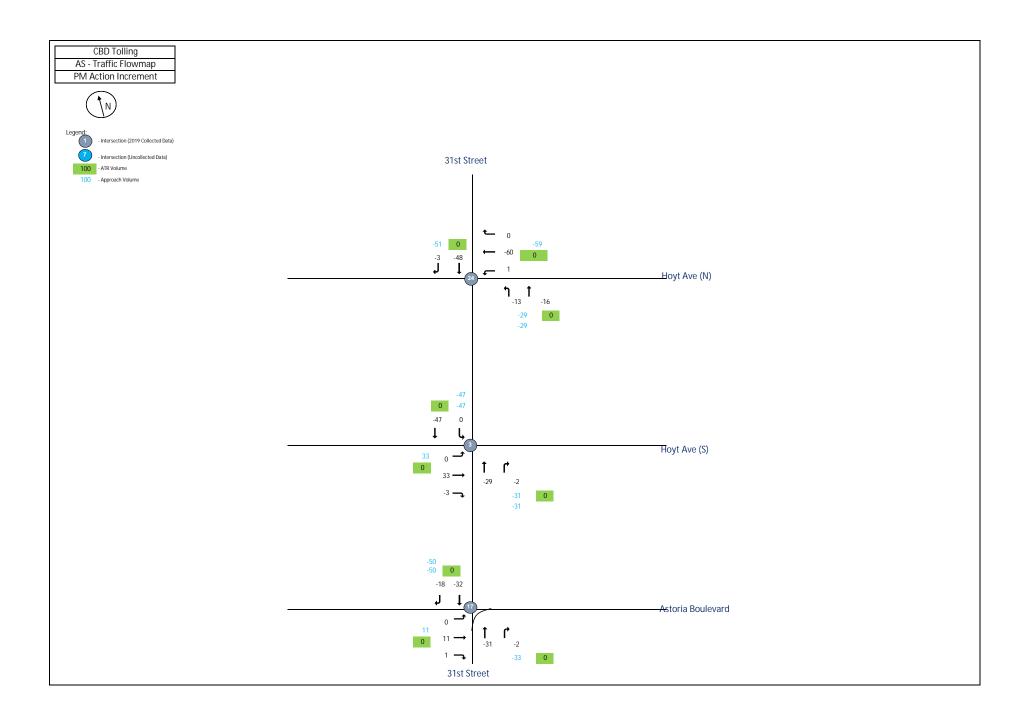
AS	12:30:00 PM									
			Total Vehicles							
			Inbound/Outbound							
			MD Peak Hour							
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
31st Street and Astoria Blvd										
2019 (TMC-062)	17									
Astoria Blvd	17	EB	0	1	18	2	0			
Astoria Blvd	17	WB	0	0	0	0	0			
31st Street	17	NB	0	0	-87	0	0			
31st Street	17	SB	0	0	-2	-1	0	-69		
31st Street and Hoyt Ave N										
2019 (TMC-063)	24									
Hoyt Ave N	24	EB	0	0	0	0	0			
Hoyt Ave N	24	WB	0	0	1	0	0			
31st Street	24	NB	0	-54	-32	0	0			
31st Street	24	SB	0	0	-3	0	0	-88		
31st Street and Hoyt Ave S										
2019 (TMC-064)	3									
Hoyt Ave S	3	EB	0	1	57	-1	0			
	3		0	0	0	0	0			
31st Street	3	NB	0	0	-87	1	0			
31st Street	3	SB	0	-1	-2	0	0	-32		



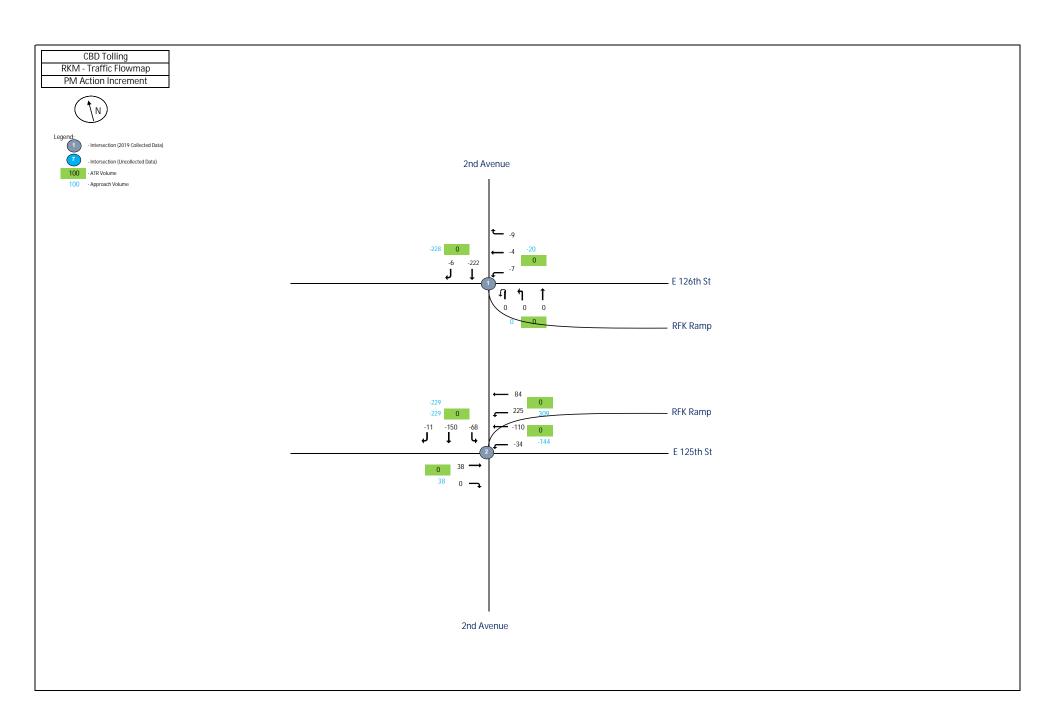
RKM	1:00 PM									
			Total Vehicles							
				Inbo	und/0	Outbo	ound			
				MI	D Pea	k Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 126th Street and 2nd Ave										
2019 (TMC-058)										
RFK Ramp	1	NW	0	0	0	0	0			
E 126th Street	1	EB	0	0	0	0	0			
E 126th Street	1	WB	0	-3	-2	-8	0			
2nd Ave	1	NB	0	0	0	0	0			
2nd Ave	1	SB	0	0	-113	-7	0	-133		
E 125th Street and 2nd Ave										
2019 (TMC-059)	2									
E 125th Street	2	EB	0	0	49	0	0			
E 125th Street	2	WB	0	-12	-42	0	0			
2nd Ave	2	SW	0	8	0	3	0			
2nd Ave	2	SB	0	-13	-97	-6	0	-110		



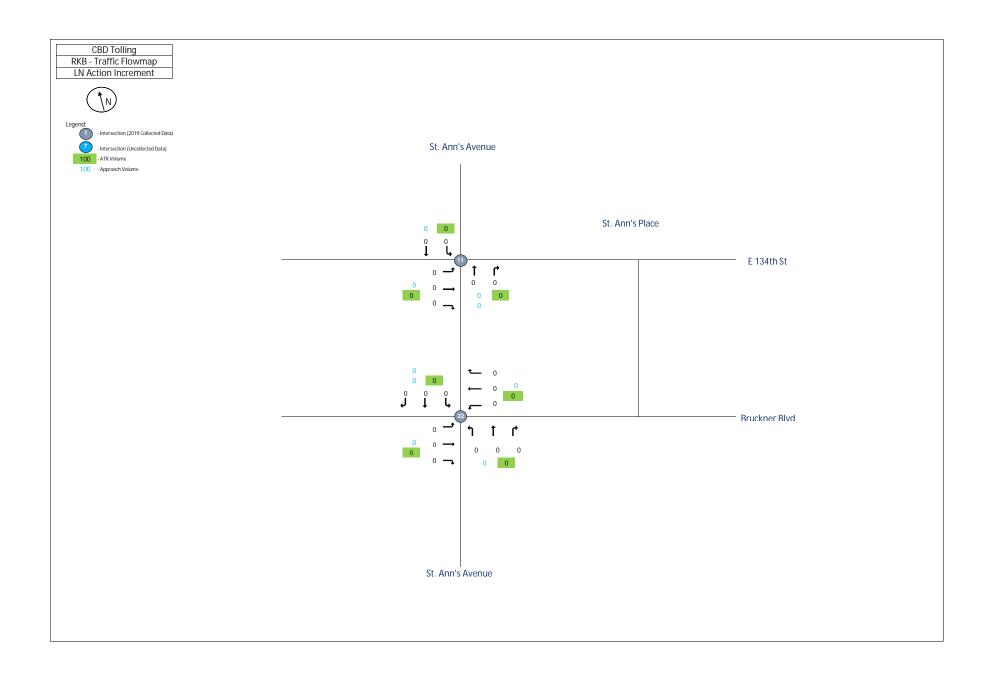
RKB	5:00 PM									
			Total Vehicles							
			Inbound/Outbound							
			PM Peak Hour							
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 134th Street and St. Ann's Ave										
2019 (TMC-060)	11									
E 134th Street	11	EB	0	0	0	0	0			
E 134th Street	11	WB	0	0	0	0	0			
St. Ann's Ave	11	NB	0	0	0	0	0			
St. Ann's Ave	11	SB	0	0	0	0	0	0		
Bruckner Blvd and St. Ann's Ave										
2019 (TMC-061)	22									
Bruckner Blvd	22	EB	0	0	0	0	0			
Bruckner Blvd	22	WB	0	0	0	0	0			
St. Ann's Ave	22	NB	0	0	0	0	0			
St. Ann's Ave	22	SB	0	0	0	0	0	0		



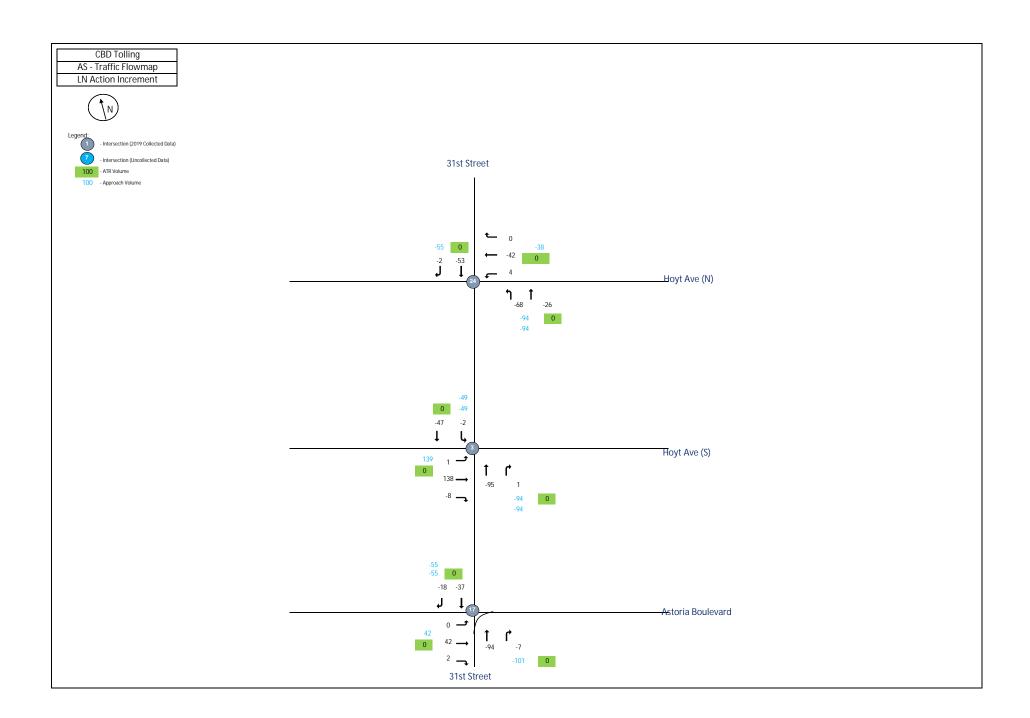
AS	5:00:00 PM									
			Total Vehicles							
				Inb	ound	/Outb	ound			
				F	РМ Ре	ak H	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
31st Street and Astoria Blvd										
2019 (TMC-062)	17									
Astoria Blvd	17	EB	0	0	11	1	0			
Astoria Blvd	17	WB	0	0	0	0	0			
31st Street	17	NB	0	0	-31	-2	0			
31st Street	17	SB	0	0	-32	-18	0	-71		
31st Street and Hoyt Ave N										
2019 (TMC-063)	24									
Hoyt Ave N	24	EB	0	0	0	0	0			
Hoyt Ave N	24	WB	0	1	-60	0	0			
31st Street	24	NB	0	-13	-16	0	0			
31st Street	24	SB	0	0	-48	-3	0	-139		
31st Street and Hoyt Ave S										
2019 (TMC-064)	3									
Hoyt Ave S	3	EB	0	0	33	-3	0			
	3		0	0	0	0	0			
31st Street	3	NB	0	0	-29	-2	0			
31st Street	3	SB	0	0	-47	0	0	-48		



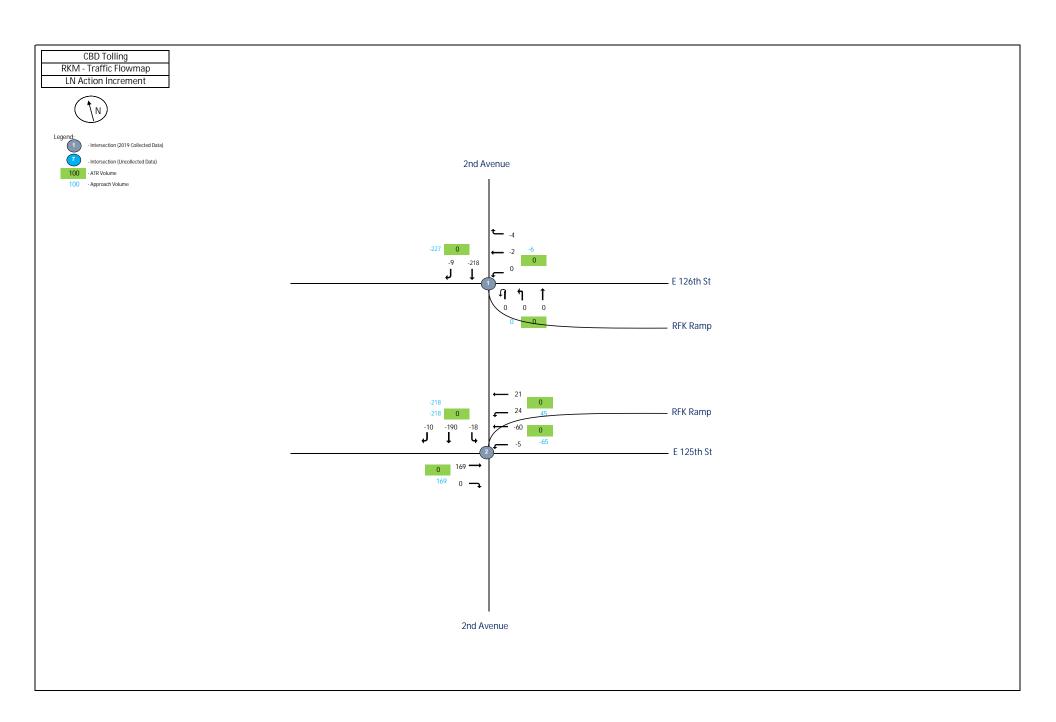
RKM	5:00 PM								
			Total Vehicles						
				Inbo	und/C	Outbo	ound		
				PI	И Реа	k Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 126th Street and 2nd Ave									
2019 (TMC-058)									
RFK Ramp	1	NW	0	0	0	0	0		
E 126th Street	1	EB	0	0	0	0	0		
E 126th Street	1	WB	0	-7	-4	-9	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	-222	-6	0	-248	
E 125th Street and 2nd Ave									
2019 (TMC-059)	2								
E 125th Street	2	EB	0	0	38	0	0		
E 125th Street	2	WB	0	-34	-110	0	0		
2nd Ave	2	SW	0	225	0	84	0		
2nd Ave	2	SB	0	-68	-150	-11	0	-26	



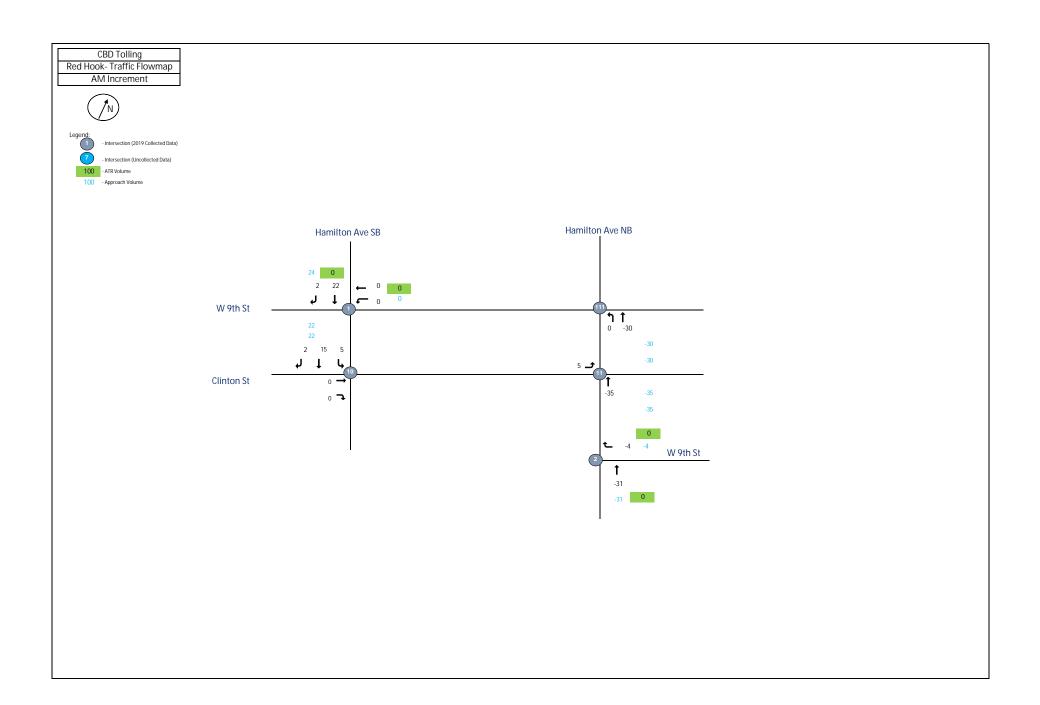
RKB	9:00 PM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				L	N Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	0	0	0	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	0	0	0		
St. Ann's Ave	11	SB	0	0	0	0	0	0	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	0	0	0	0		
Bruckner Blvd	22	WB	0	0	0	0	0		
St. Ann's Ave	22	NB	0	0	0	0	0		
St. Ann's Ave	22	SB	0	0	0	0	0	0	



AS	9:00:00 PM								
			Total Vehicles						
				Inb	ound	/Outb	ound		
				I	LN Pe	ak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd			-			-			
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	0	42	2	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	-94	-7	0		
31st Street	17	SB	0	0	-37	-18	0	-112	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	4	-42	0	0		
31st Street	24	NB	0	-68	-26	0	0		
31st Street	24	SB	0	0	-53	-2	0	-187	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	1	138	-8	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	-95	1	0		
31st Street	3	SB	0	-2	-47	0	0	-12	

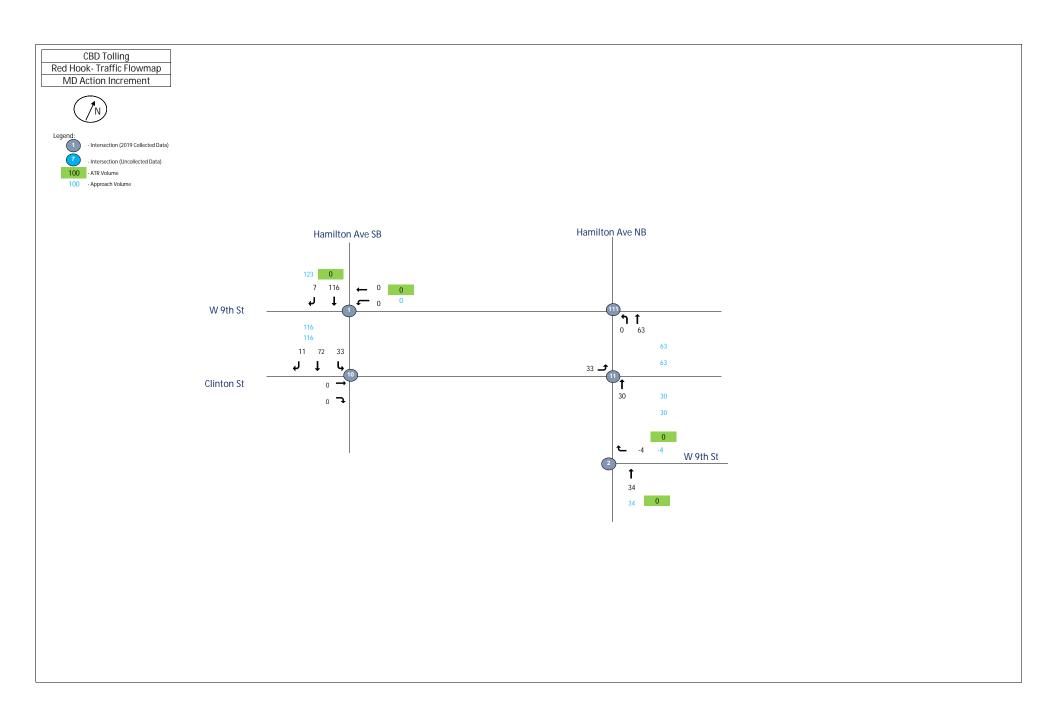


RKM	9:00 PM										
			Total Vehicles								
				Inbo	und/C	Outbo	ound				
				LN	N Pea	k Ho	ur				
Intersection	Node	Approach	L2	L	Т	R	R2	Total			
E 126th Street and 2nd Ave											
2019 (TMC-058)											
RFK Ramp	1	NW	0	0	0	0	0				
E 126th Street	1	EB	0	0	0	0	0				
E 126th Street	1	WB	0	0	-2	-4	0				
2nd Ave	1	NB	0	0	0	0	0				
2nd Ave	1	SB	0	0	-218	-9	0	-233			
E 125th Street and 2nd Ave											
2019 (TMC-059)	2										
E 125th Street	2	EB	0	0	169	0	0				
E 125th Street	2	WB	0	-5	-60	0	0				
2nd Ave	2	SW	0	24	0	21	0				
2nd Ave	2	SB	0	-18	-190	-10	0	-69			



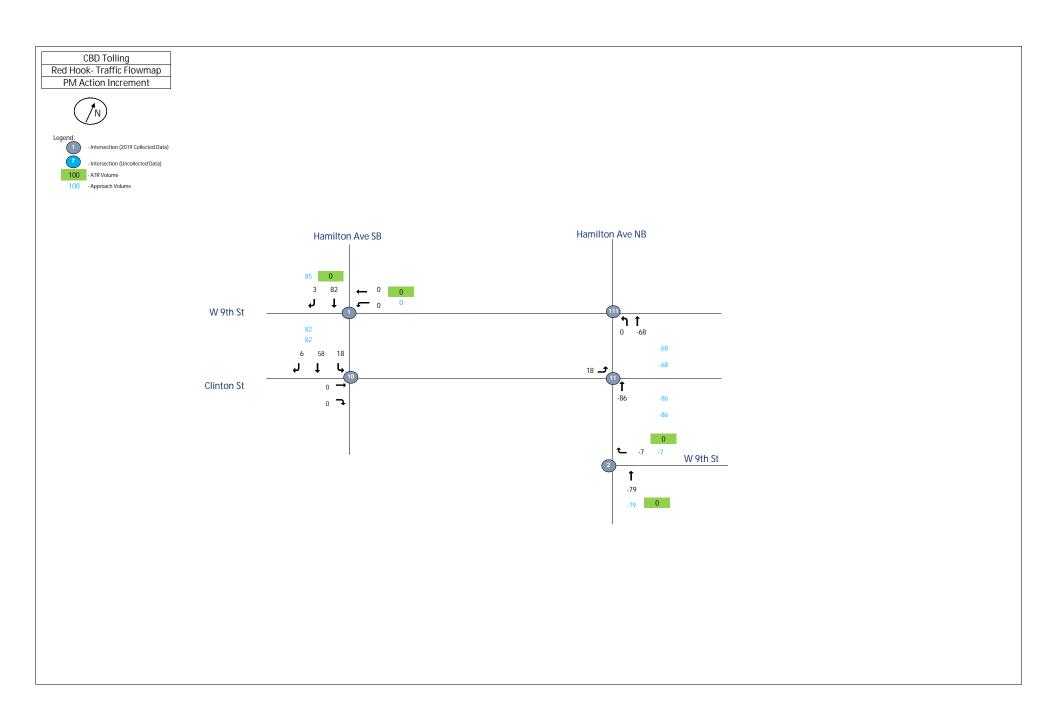
RH 7:45:00 AM

			Balanced With-Action Incremen										
				Inbo	und/O	utbo	und						
				A۱	/I Peal	k Hou	ır						
Intersection	Node	Approach	L2	L	Т	R	R2	Total					
Hamilton Ave SB & W 9th St													
2019 (TMC-040)	1												
W 9th St	1	EB	0	0	0	0	0						
W 9th St	1	WB	0	0	0	0	0						
Hamilton Ave SB	1		0	0	0	0	0						
Hamilton Ave SB	1	SB	0	0	22	2	0	24					
Hamilton Ave SB & W 9th St													
2019 (TMC-040)	10												
Clinton Avenue	10	EB	0	0	0	0	0						
Clinton Avenue	10	WB	0	0	0	0	0						
Hamilton Ave SB	10		0	0	0	0	0						
Hamilton Ave SB	10	SB	0	5	15	2	0	22					
Hamilton Ave SB & W 9th St													
2019 (TMC-040)	11												
Clinton Avenue	11	EB	0	5	0	0	0						
Clinton Avenue	11		0	0	0	0	0						
Hamilton Ave	11	NB	0	0	-35	0	0						
Hamilton Ave	11		0	0	0	0	0	-30					
Hamilton Ave SB & W 9th St													
2019 (TMC-040)	111												
W 9th St	111	EB	0	0	0	0	0						
W 9th St	111	WB	0	0	0	0	0						
Hamilton Ave	111	NB	0	0	-30	0	0						
-	111	SB	0	0	0	0	0	-30					
Hamilton Ave NB & W 9th St													
2019 (TMC-041)	2												
W 9th St	2	EB	0	0	0	0	0						
W 9th St	2	WB	0	0	0	-4	0						
Hamilton Ave	2	NB	0	0	-31	0	0						
Hamilton Ave	2	SB	0	0	0	0	0	-35					



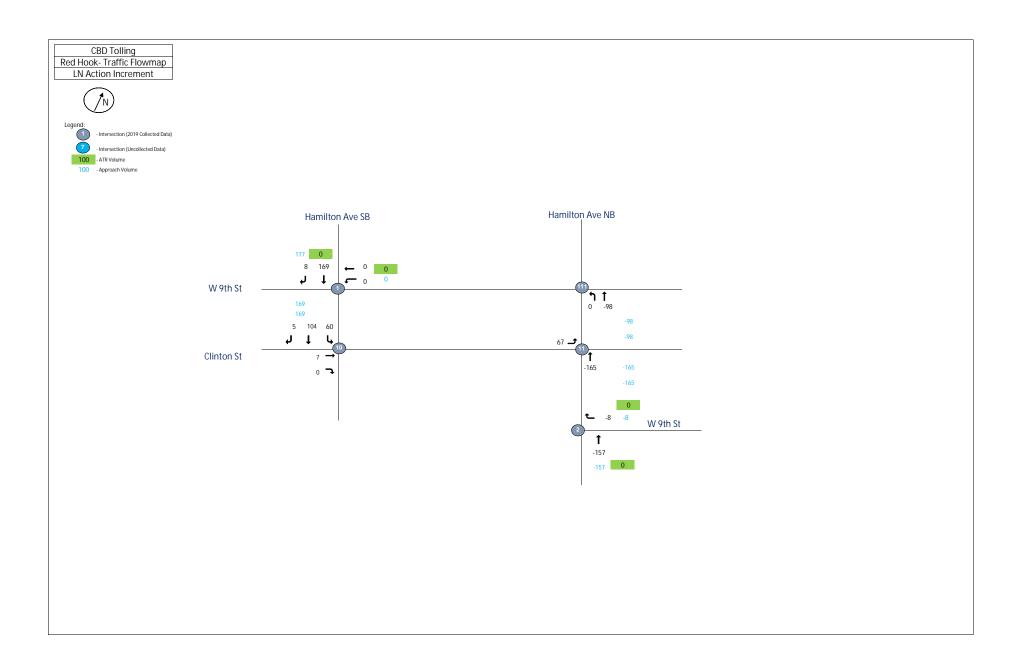
RH 12:00:00 PM

		Balanced With-Action Increme										
				Inbo	und/O	utbo	und					
				M) Peal	k Hou	ır					
Intersection	Node	Approach	L2	L	T	R	R2	Total				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	1											
W 9th St	1	EB	0	0	0	0	0					
W 9th St	1	WB	0	0	0	0	0					
Hamilton Ave SB	1		0	0	0	0	0					
Hamilton Ave SB	1	SB	0	0	116	7	0	123				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	10											
Clinton Avenue	10	EB	0	0	0	0	0					
Clinton Avenue	10	WB	0	0	0	0	0					
Hamilton Ave SB	10		0	0	0	0	0					
Hamilton Ave SB	10	SB	0	33	72	11	0	116				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	11											
Clinton Avenue	11	EB	0	33	0	0	0					
Clinton Avenue	11		0	0	0	0	0					
Hamilton Ave	11	NB	0	0	30	0	0					
Hamilton Ave	11		0	0	0	0	0	63				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	111											
W 9th St	111	EB	0	0	0	0	0					
W 9th St	111	WB	0	0	0	0	0					
Hamilton Ave	111	NB	0	0	63	0	0					
-	111	SB	0	0	0	0	0	63				
Hamilton Ave NB & W 9th St								1				
2019 (TMC-041)	2											
W 9th St	2	EB	0	0	0	0	0					
W 9th St	2	WB	0	0	0	-4	0					
Hamilton Ave	2	NB	0	0	34	0	0					
Hamilton Ave	2	SB	0	0	0	0	0	30				



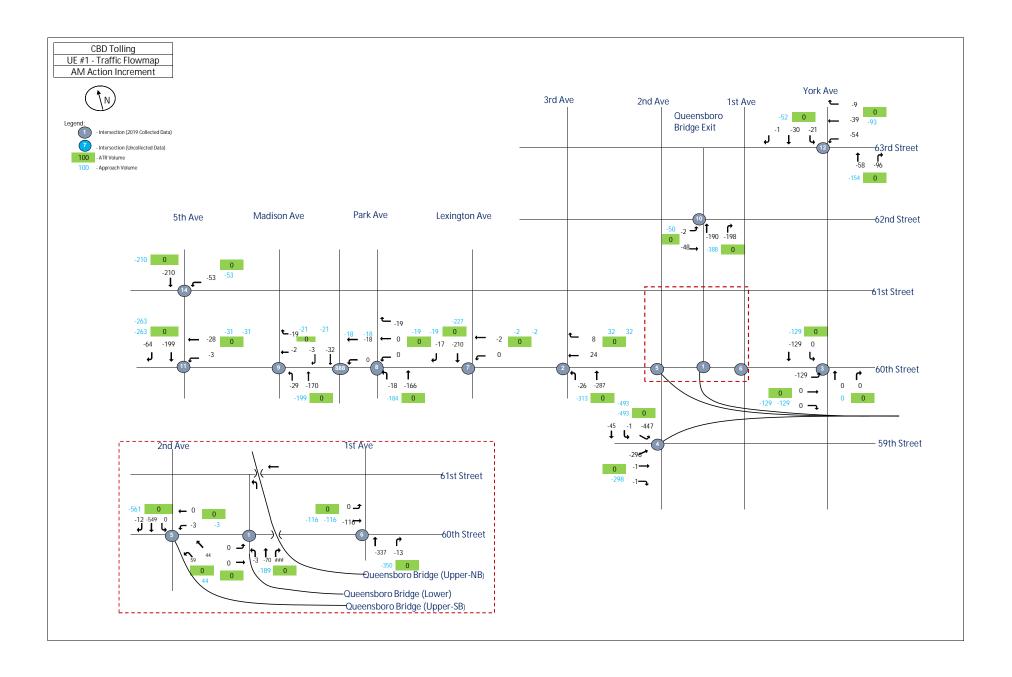
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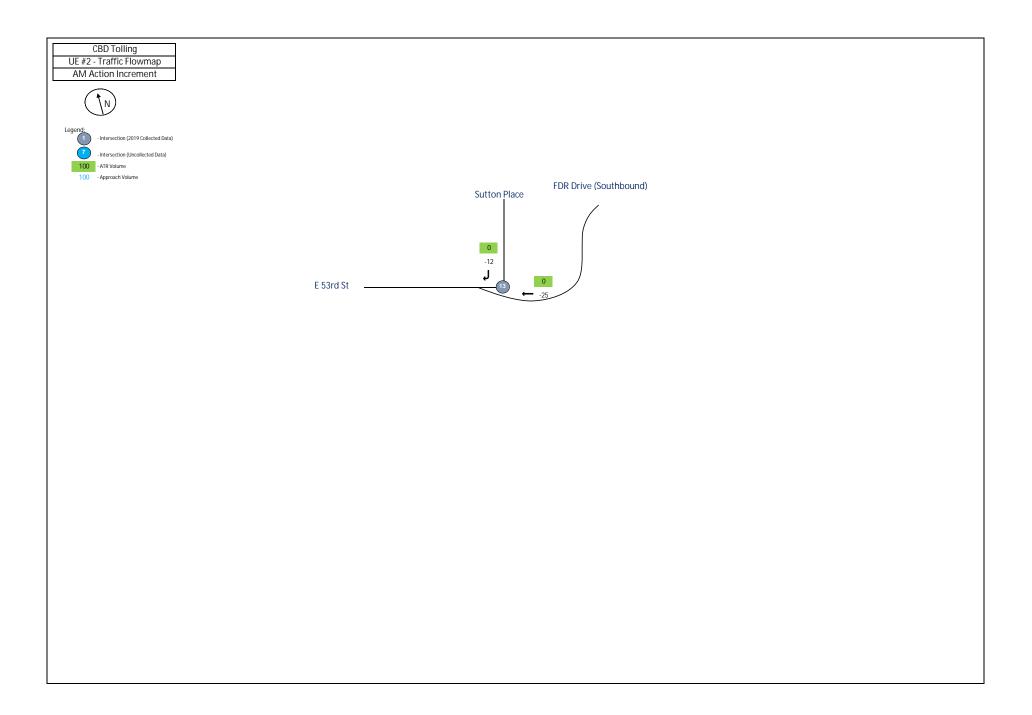
			Balanced With-Action Increme									
				Inbo	und/O	utbo	und					
				PΝ	/I Peal	k Hou	ır					
Intersection	Node	Approach	L2	L	T	R	R2	Total				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	1											
W 9th St	1	EB	0	0	0	0	0					
W 9th St	1	WB	0	0	0	0	0					
Hamilton Ave SB	1		0	0	0	0	0					
Hamilton Ave SB	1	SB	0	0	82	3	0	85				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	10											
Clinton Avenue	10	EB	0	0	0	0	0					
Clinton Avenue	10	WB	0	0	0	0	0					
Hamilton Ave SB	10		0	0	0	0	0					
Hamilton Ave SB	10	SB	0	18	58	6	0	82				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	11											
Clinton Avenue	11	EB	0	18	0	0	0					
Clinton Avenue	11		0	0	0	0	0					
Hamilton Ave	11	NB	0	0	-86	0	0					
Hamilton Ave	11		0	0	0	0	0	-68				
Hamilton Ave SB & W 9th St												
2019 (TMC-040)	111											
W 9th St	111	EB	0	0	0	0	0					
W 9th St	111	WB	0	0	0	0	0					
Hamilton Ave	111	NB	0	0	-68	0	0					
-	111	SB	0	0	0	0	0	-68				
Hamilton Ave NB & W 9th St												
2019 (TMC-041)	2											
W 9th St	2	EB	0	0	0	0	0					
W 9th St	2	WB	0	0	0	-7	0					
Hamilton Ave	2	NB	0	0	-79	0	0					
Hamilton Ave	2	SB	0	0	0	0	0	-86				

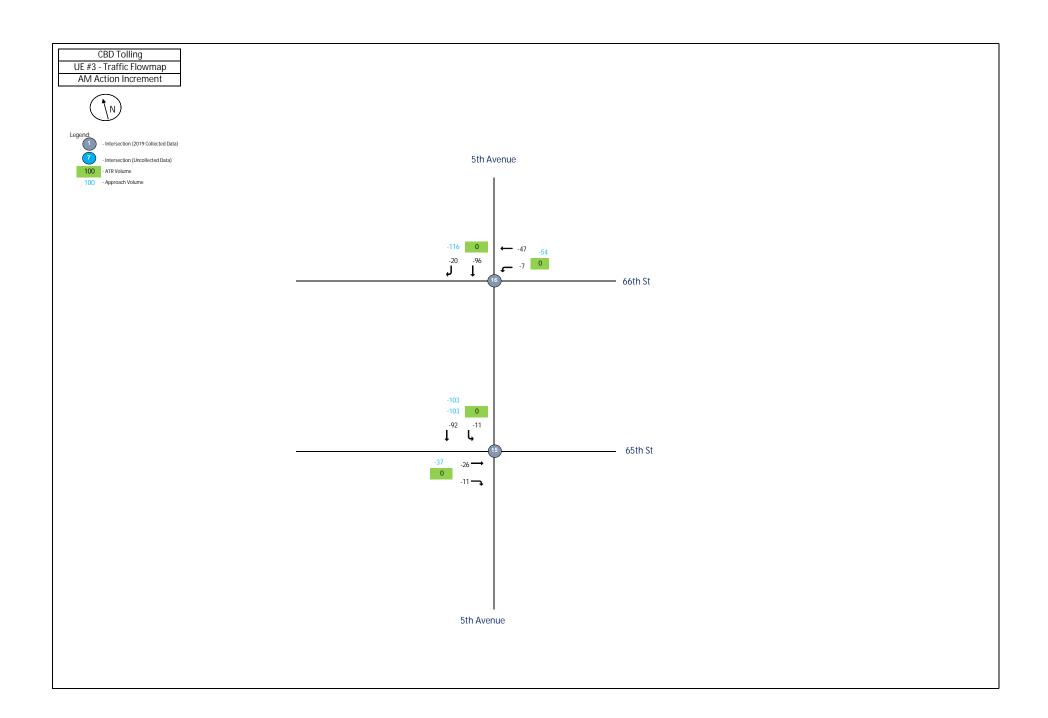


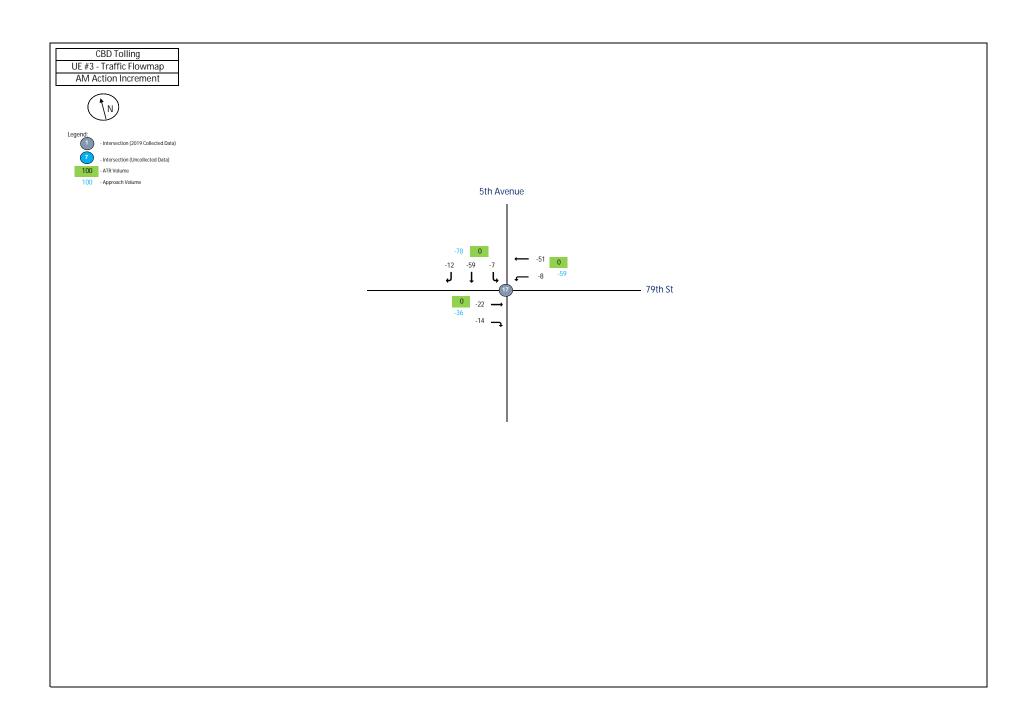
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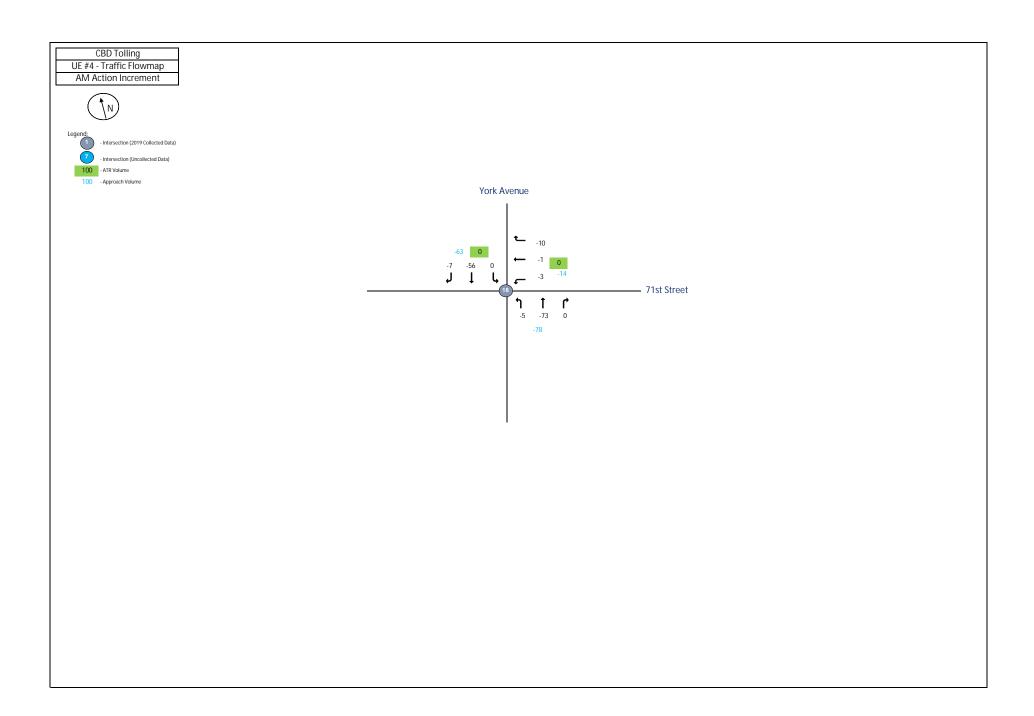
			Balanced With-Action Incremen								
				Inbo	ound/C	Outbo	und				
				L	N Pea	k Ho	ur				
Intersection	Node	Approach	L2	L	Т	R	R2	Total			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	1										
W 9th St	1	EB	0	0	0	0	0				
W 9th St	1	WB	0	0	0	0	0				
Hamilton Ave SB	1		0	0	0	0	0				
Hamilton Ave SB	1	SB	0	0	169	8	0	177			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	10										
Clinton Avenue	10	EB	0	0	7	0	0				
Clinton Avenue	10	WB	0	0	0	0	0				
Hamilton Ave SB	10		0	0	0	0	0				
Hamilton Ave SB	10	SB	0	60	104	5	0	176			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	11										
Clinton Avenue	11	EB	0	67	0	0	0				
Clinton Avenue	11		0	0	0	0	0				
Hamilton Ave	11	NB	0	0	-165	0	0				
Hamilton Ave	11		0	0	0	0	0	-98			
Hamilton Ave SB & W 9th St											
2019 (TMC-040)	111										
W 9th St	111	EB	0	0	0	0	0				
W 9th St	111	WB	0	0	0	0	0				
Hamilton Ave	111	NB	0	0	-98	0	0				
-	111	SB	0	0	0	0	0	-98			
Hamilton Ave NB & W 9th St											
2019 (TMC-041)	2										
W 9th St	2	EB	0	0	0	0	0				
W 9th St	2	WB	0	0	0	-8	0				
Hamilton Ave	2	NB	0	0	-157	0	0				
Hamilton Ave	2	SB	0	0	0	0	0	-165			







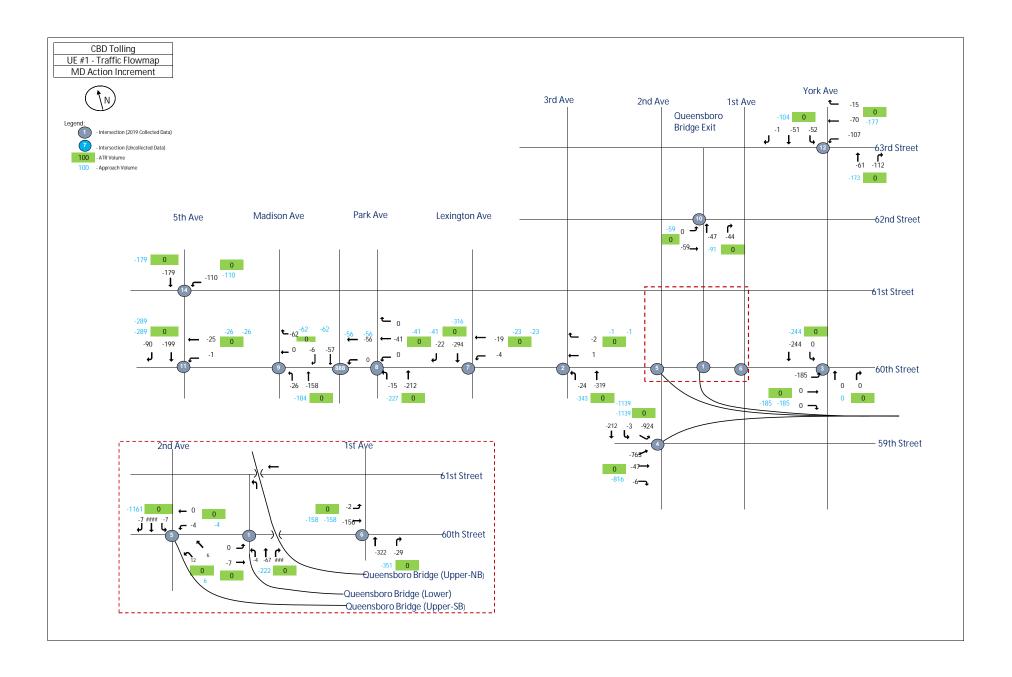


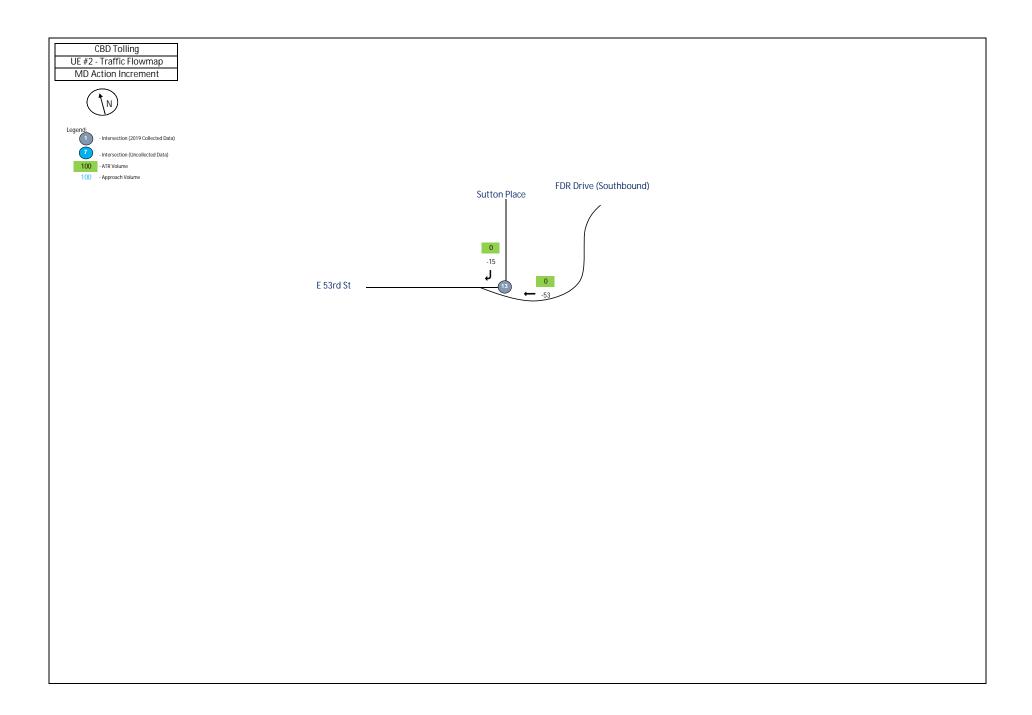


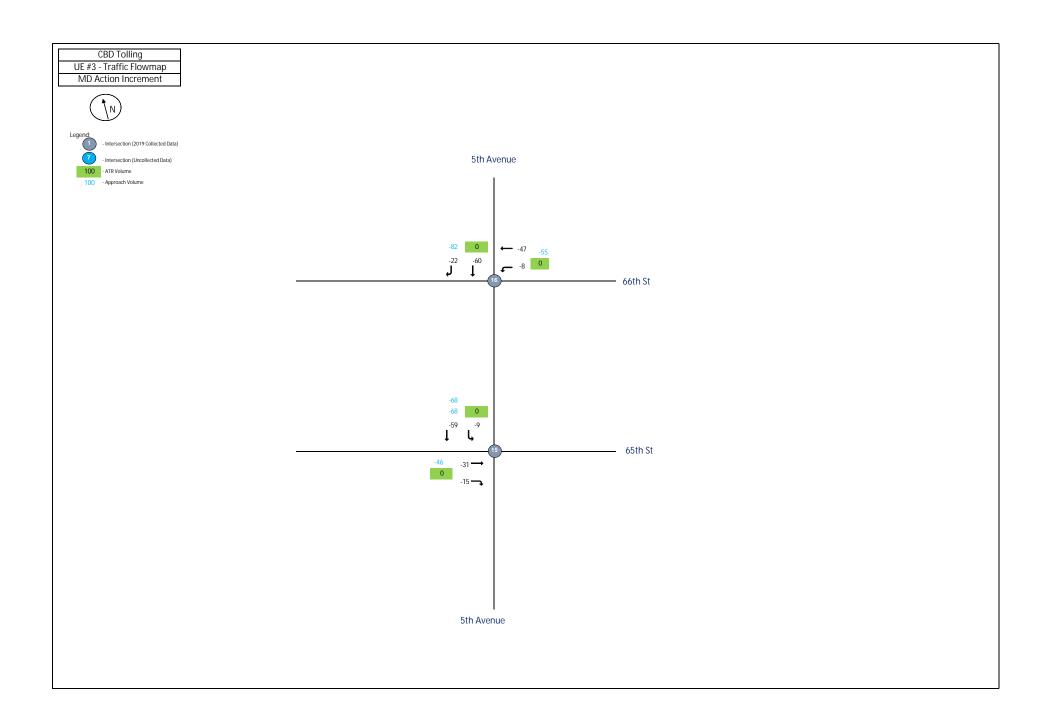
UE	8:00:00 AM							
					Total	Vehic	les	
				Inl	oound	/Outb	ound	
					AM Pe	eak Ho	our	
Intersection	Node	Approach	L2	L	Τ	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	·	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	0	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	-3	-70	-116	0	
	1	SB	0	0	0	0	0	-189
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	24	8	0	
3rd Ave	2	NB	0	-26	-287	0	0	
	2	SB	0	0	0	0	0	-281
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	-129	0	0	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	0	0	0	
York Ave	3	SB	0	0	-129	0	0	-258
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	-296	-1	-1	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	-447	-1	-45	0	0	-791
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	59	44	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	-3	0	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	0	-549	-12	0	-564
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	0	-116	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	-337	-13	0	
	6	SB	0	0	0	0	0	-466

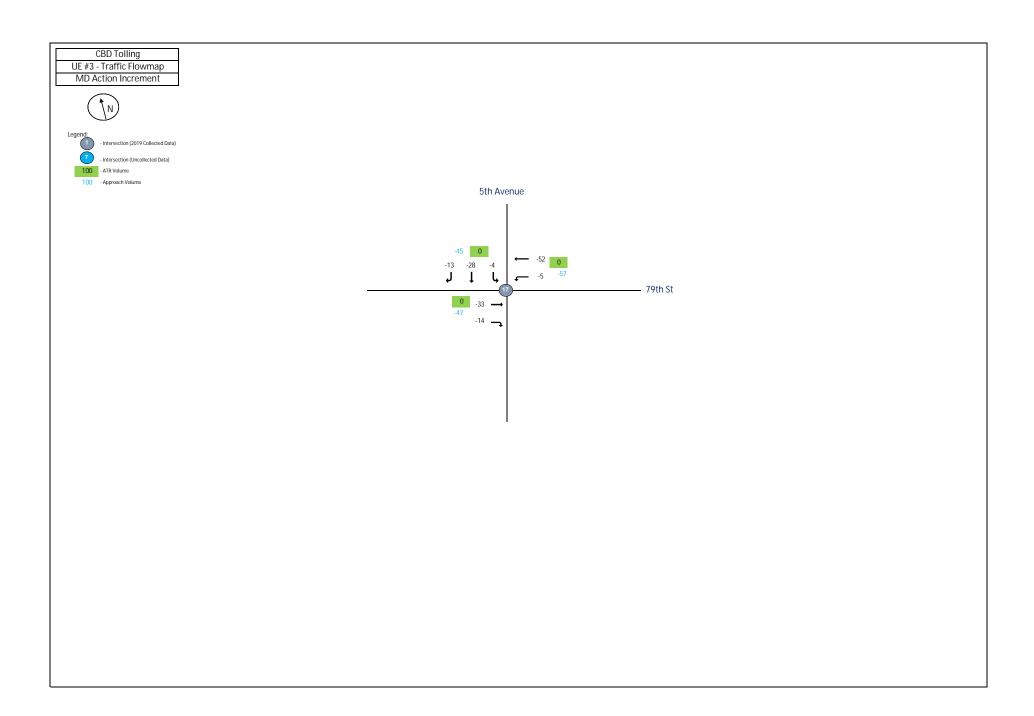
60th St & Lexington Ave								I
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	0	-2	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-210	-17	0	-229
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	0	-19	0	
Park Ave	8	NB	0	-18	-166	0	0	
Park Ave	8	SB	0	0	0	0	0	-203
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	0	-18	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-32	-3	0	-53
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	-2	-19	0	
Madison Ave	9	NB	0	-29	-170	0	0	
	9	SB	0	0	0	0	0	-220
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	-2	-48	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	-190	-198	0	
	10	SB	0	0	0	0	0	-438
60th St & 5th Ave								
2019 (TMC-032)	11							
, ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	-3	-28	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-199	-64	0	-294

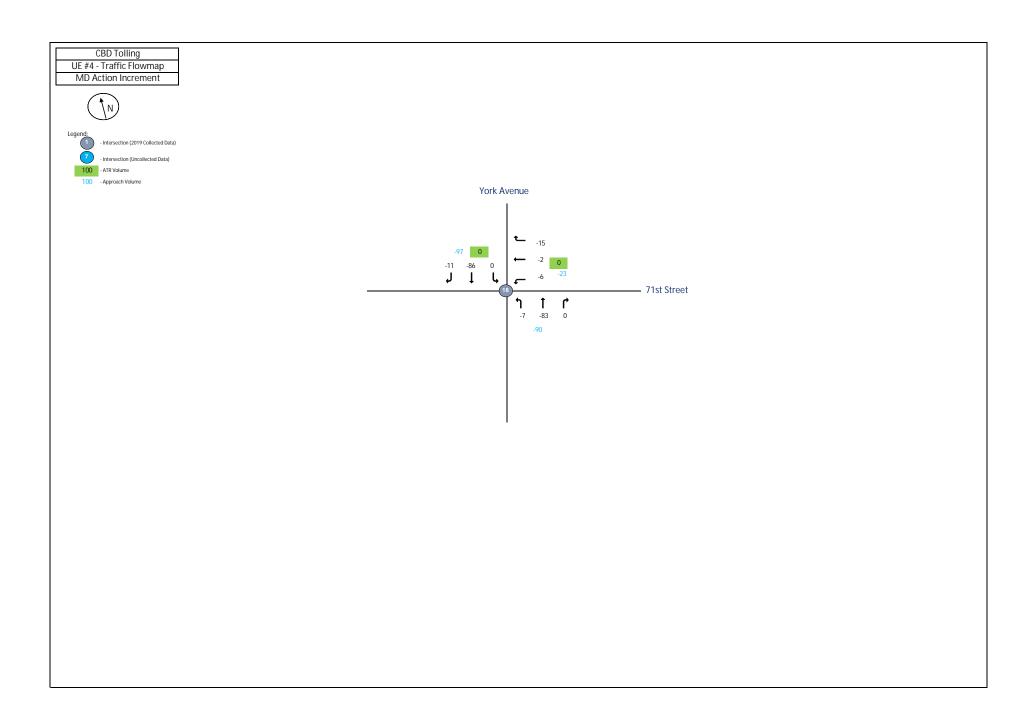
63rd St & York Ave							I	I
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-54	-39	-9	0	
York Ave	12	NB	0	0	-58	-96	0	
York Ave	12	SB	0	-21	-30	-1	0	-308
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-25	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-12	0	-37
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	-53	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-210	0	0	-263
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-26	-11	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	-11	-92	0	0	-140
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	-7	-47	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-96	-20	0	-170
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-22	-14	0	
79th St	17	WB	0	-8	-51	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	-7	-59	-12	0	-173
71st St & York Ave								
2019 (TMC-039)	18		_	_	_	_		
	18	EB	0	0	0	0	0	
71st St	18	WB	0	-3	-1 -2	-10	0	
York Ave	18	NB CD	0	-5	-73	0	0	4.5-
York Ave	18	SB	0	0	-56	-7	0	-155









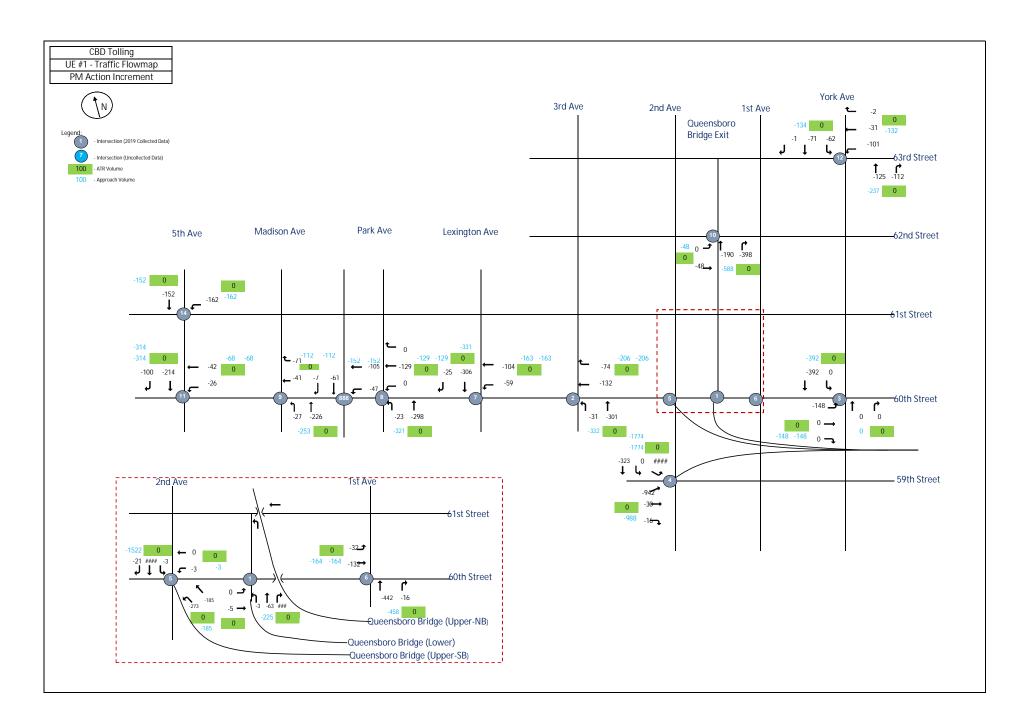


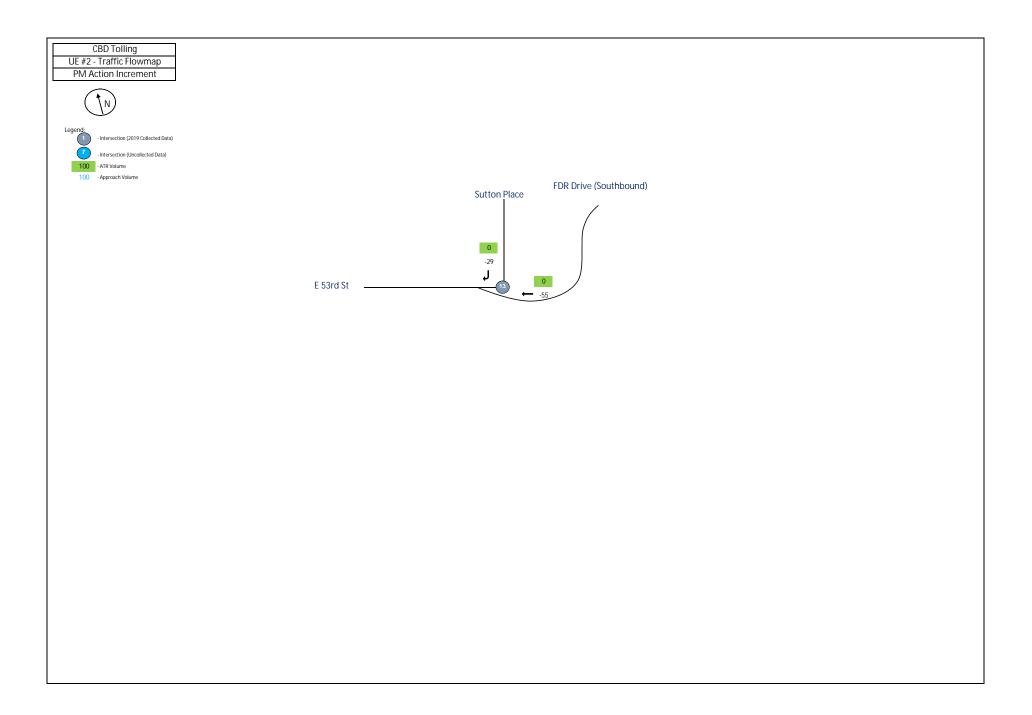
UE	1:00:00 PM

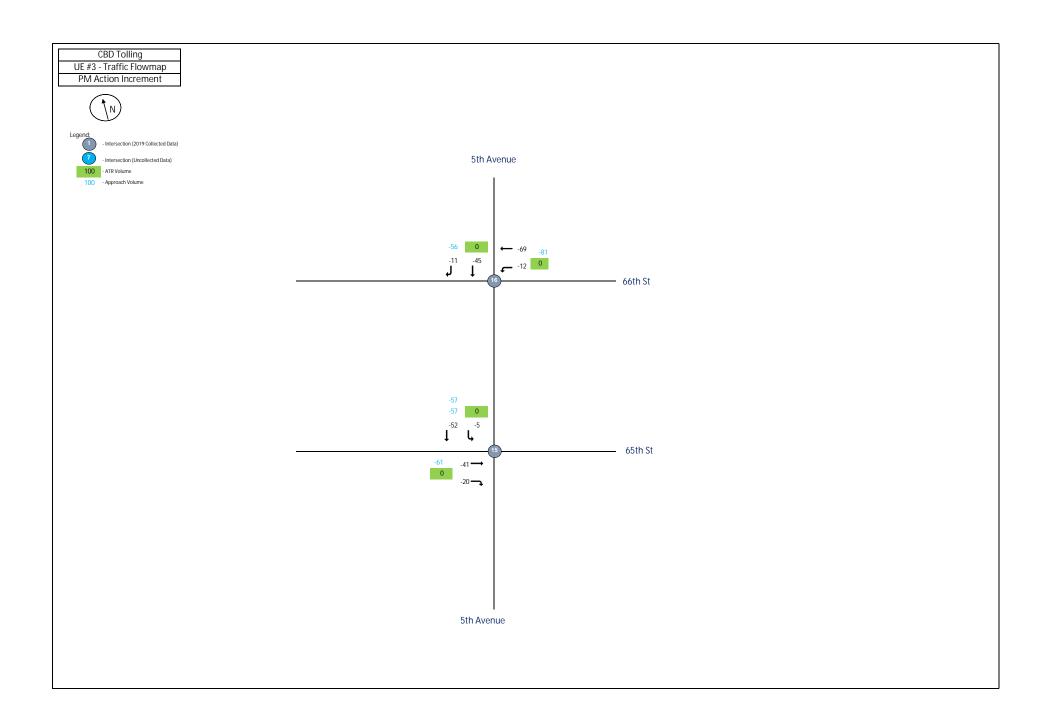
	1.00.00 PIVI		Total Vehicles							
			Inbound/Outbound							
					MD Pe	eak H	our			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
60th Street & Queensboro Bridge	Exit									
2019 (TMC-022)	1									
60th Street	1	EB	0	0	-7	0	0			
60th Street	1	WB	0	0	0	0	0			
Queensboro Bridge Exit	1	NB	0	-4	-67	-151	0			
	1	SB	0	0	0	0	0	-229		
60th Street & 3rd Ave										
2019 (TMC-023)	2									
	2	EB	0	0	0	0	0			
60th Street	2	WB	0	0	1	-2	0			
3rd Ave	2	NB	0	-24	-319	0	0			
	2	SB	0	0	0	0	0	-344		
60th St & York Ave										
2019 (TMC-024)	3									
60th St	3	EB	0	-185	0	0	0			
60th St	3	WB	0	0	0	0	0			
York Ave	3	NB	0	0	0	0	0			
York Ave	3	SB	0	0	-244	0	0	-429		
59th St & 2nd Ave								_		
2019 (TMC-025)										
Queensboro Bridge Exit (SWB)	4									
59th St	4	EB	0	0	-763	-47	-6			
	4	WB	0	0	0	0	0			
	4	NB	0	0	0	0	0			
2nd Ave	4	SB	-924	-3	-212	0	0	-1955		
60th Street & 2nd Ave										
2019 (TMC-026)	5	WB(bridge)								
Queensboro Bridge Exit (NWB)	5	NW	12	6	0	0	0			
60th St	5	EB	0	0	0	0	0			
60th St	5	WB	0	-4	0	0	0			
	5	NB	0	0	0	0	0			
2nd Ave	5	SB	-7		-1147	-7	0	-1165		
60th St & 1st Ave										
2019 (TMC-027)	6									
60th Ave	6	EB	0	-2	-156	0	0			
	6	WB	0	0	0	0	0			
1st Ave	6	NB	0	0	-322	-29	0			
	6	SB	0	0	0	0	0	-509		
	J	30	U		- 0		J	-303		

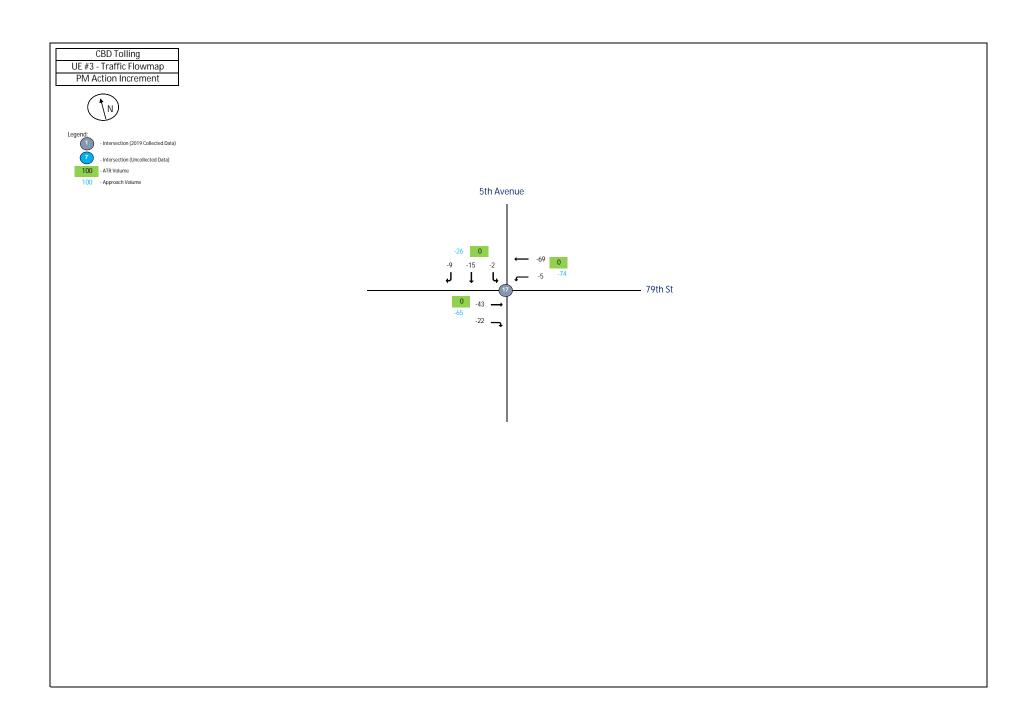
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	-4	-19	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-294	-22	0	-339
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	-41	0	0	
Park Ave	8	NB	0	-15	-212	0	0	
Park Ave	8	SB	0	0	0	0	0	-268
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	0	-56	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-57	-6	0	-119
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	0	-62	0	
Madison Ave	9	NB	0	-26	-158	0	0	
	9	SB	0	0	0	0	0	-246
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	-59	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	-47	-44	0	
3	10	SB	0	0	0	0	0	-150
60th St & 5th Ave								
2019 (TMC-032)	11							
, <i>'</i>	11	EB	0	0	0	0	0	
60th St	11	WB	0	-1	-25	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-199	-90	0	-315

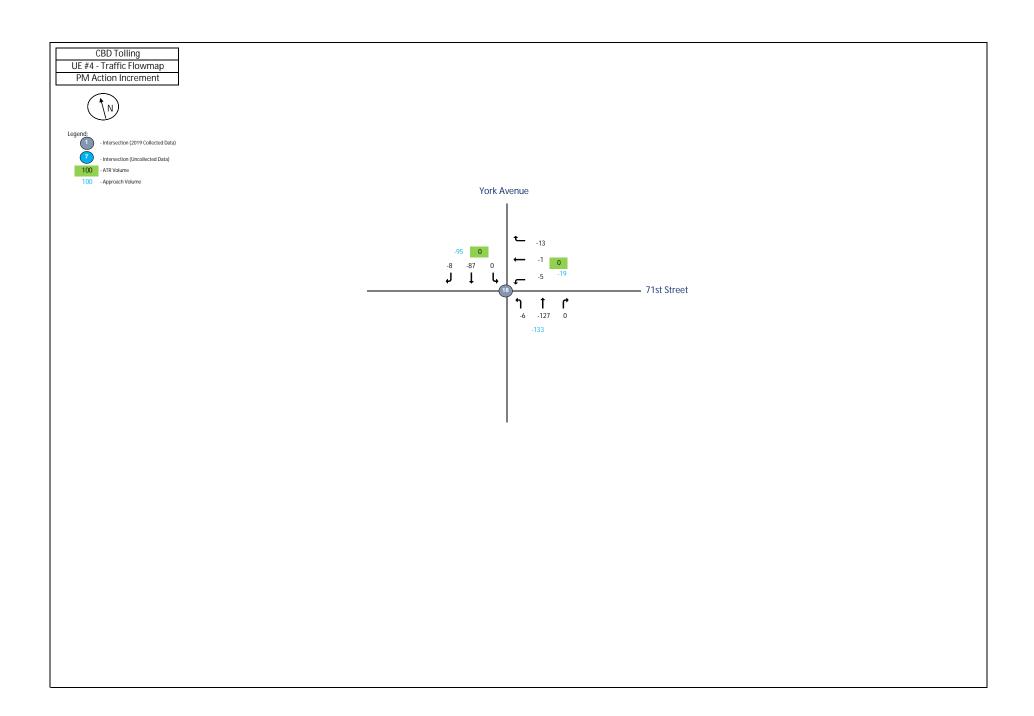
63rd St & York Ave	I	1					Ī	I
2019 (TMC-033)	12							
,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-107	-70	-15	0	
York Ave	12	NB	0	0	-61	-112	0	
York Ave	12	SB	0	-52	-51	-1	0	-469
53rd St & FDR Drive								
2019 (TMC-034)	13							
, ,	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-53	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-15	0	-68
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	-110	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-179	0	0	-289
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-31	-15	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	-9	-59	0	0	-114
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	-8	-47	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-60	-22	0	-137
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-33	-14	0	
79th St	17	WB	0	-5	-52	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	-4	-28	-13	0	-149
71st St & York Ave								
2019 (TMC-039)	18							
	18	EB	0	0	0	0	0	
71st St	18	WB	0	-6	-2	-15	0	
York Ave	18	NB	0	-7	-83	0	0	
York Ave	18	SB	0	0	-86	-11	0	-210







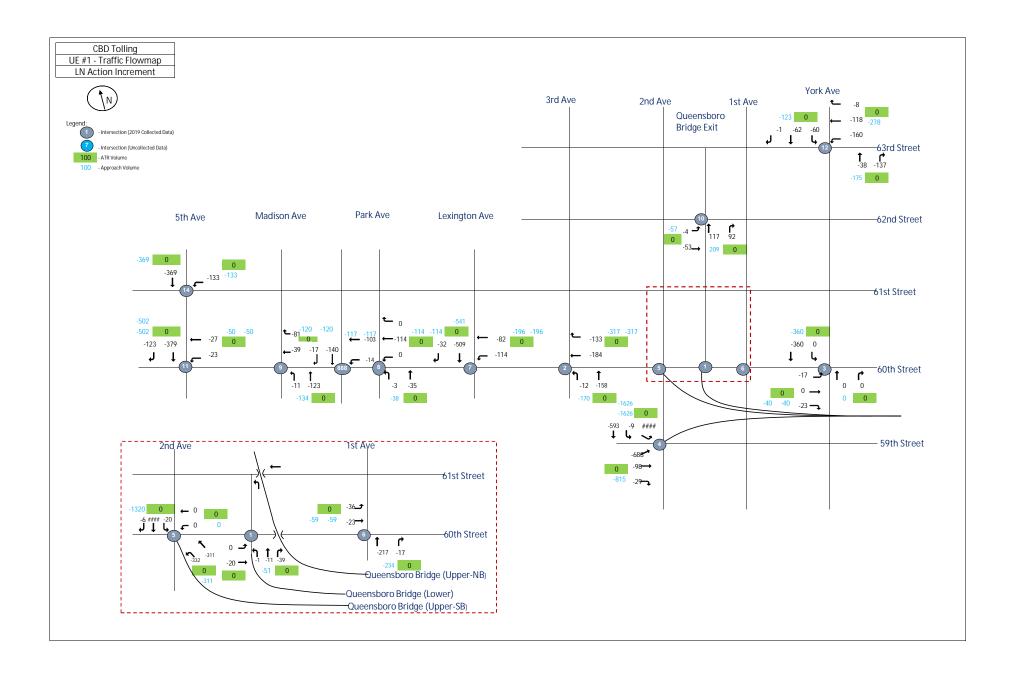


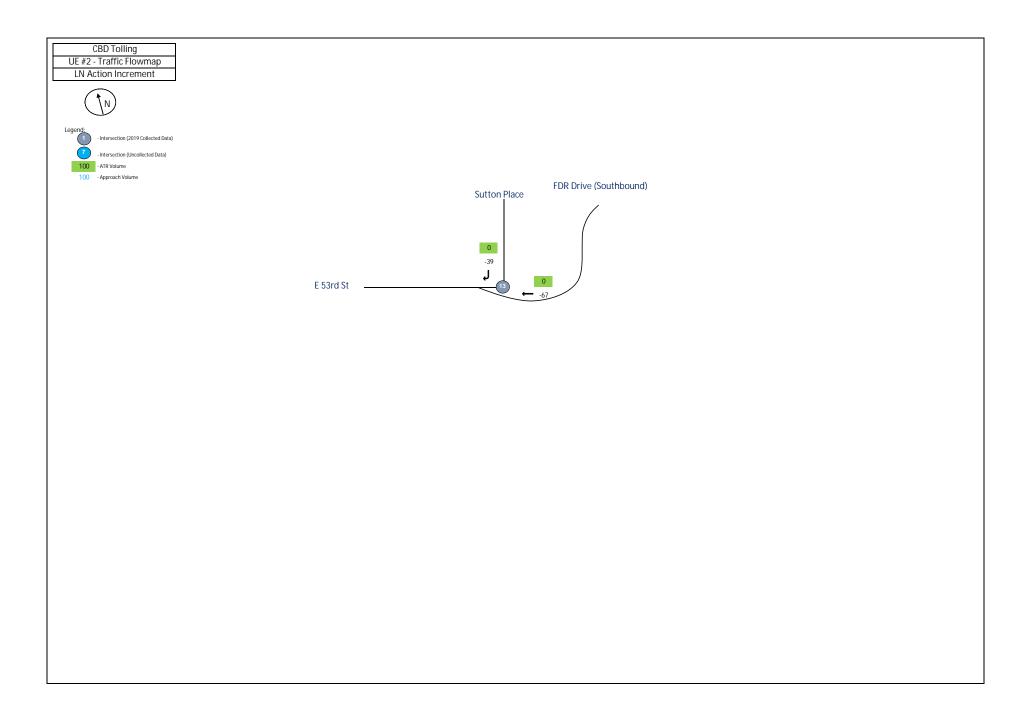


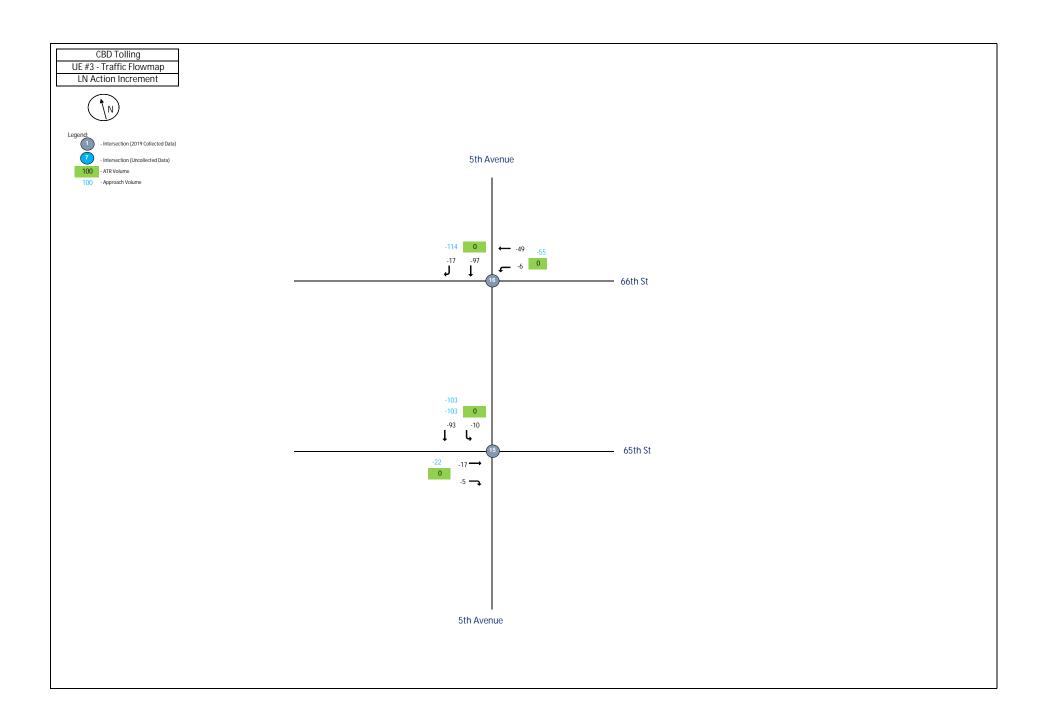
UE	5:00:00 PM							
			Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
Intersection	Node	Approach	L2	L	T	R	R2	Total
60th Street & Queensboro Bridge	Exit							
2019 (TMC-022)	1							
60th Street	1	EB	0	0	-5	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	-3	-63	-159	0	
	1	SB	0	0	0	0	0	-230
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	-132	-74	0	
3rd Ave	2	NB	0	-31	-301	0	0	
	2	SB	0	0	0	0	0	-538
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	-148	0	0	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	0	0	0	
York Ave	3	SB	0	0	-392	0	0	-540
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	-942	-30	-16	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	-1451	0	-323	0	0	-2762
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	-273	-185	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	-3	0	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	-3	0	-1498	-21	0	-1525
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	-32		0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	-442	-16	0	
	6	SB	0	0	0	0	0	-622

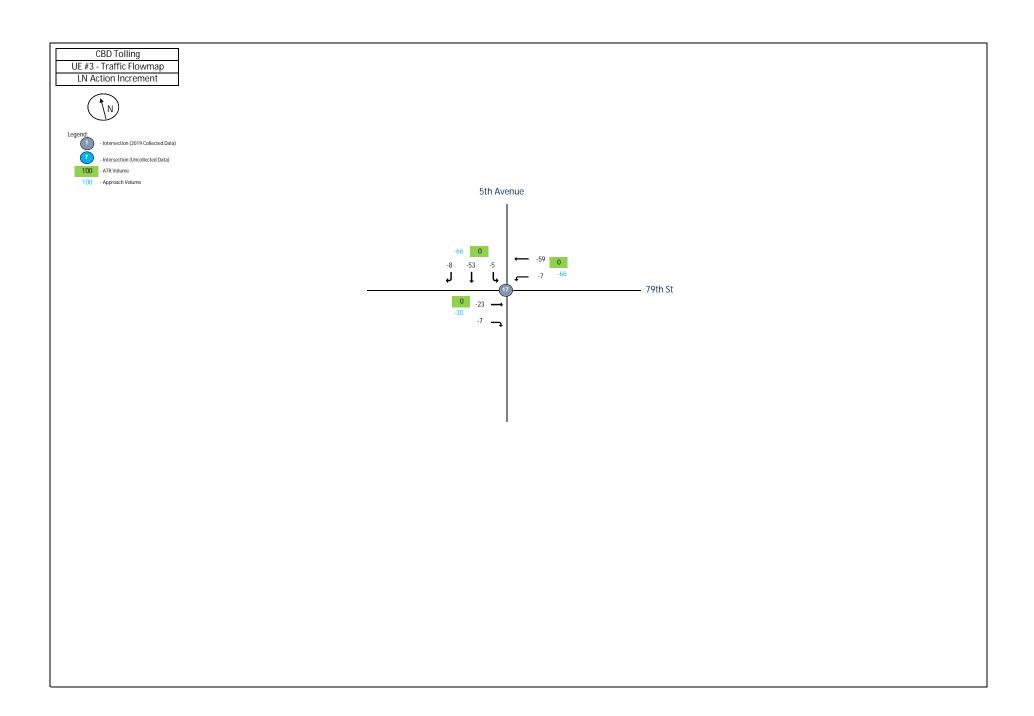
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	-59	-104	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-306	-25	0	-494
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	-129	0	0	
Park Ave	8	NB	0	-23	-298	0	0	
Park Ave	8	SB	0	0	0	0	0	-450
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	-47	-105	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-61	-7	0	-220
60th St & Madison Ave								
2019 (TMC-030)	9							
,	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	-41	-71	0	
Madison Ave	9	NB	0	-27	-226	0	0	
	9	SB	0	0	0	0	0	-365
62nd St & Queensboror Bridge Ex	t							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	-48	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	-190	-398	0	
	10	SB	0	0	0	0	0	-636
60th St & 5th Ave								
2019 (TMC-032)	11							
, ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	-26	-42	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-214	-100	0	-382

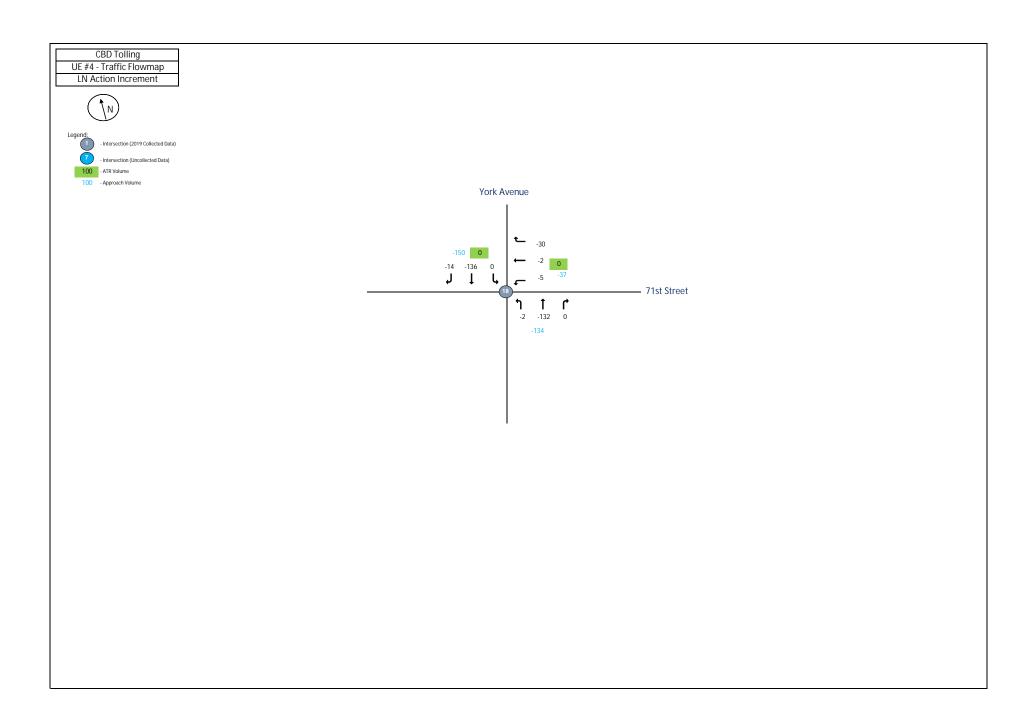
63rd St & York Ave							Ī	I
2019 (TMC-033)	12							
	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-101	-31	-2	0	
York Ave	12	NB	0	0	-125	-112	0	
York Ave	12	SB	0	-62	-71	-1	0	-505
53rd St & FDR Drive								
2019 (TMC-034)	13							
· ·	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-55	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-29	0	-84
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	-162	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-152	0	0	-314
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-41	-20	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	-5	-52	0	0	-118
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	-12	-69	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-45	-11	0	-137
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-43	-22	0	
79th St	17	WB	0	-5	-69	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	-2	-15	-9	0	-165
71st St & York Ave								
2019 (TMC-039)	18			_	_	_	_	
74.4.04	18	EB	0	0	0	0	0	
71st St	18	WB	0	-5 C	-1	-13	0	
York Ave	18	NB SB	0	-6 0		0	0	2.5
York Ave	18	SB	0	0	-87	-8	0	-247











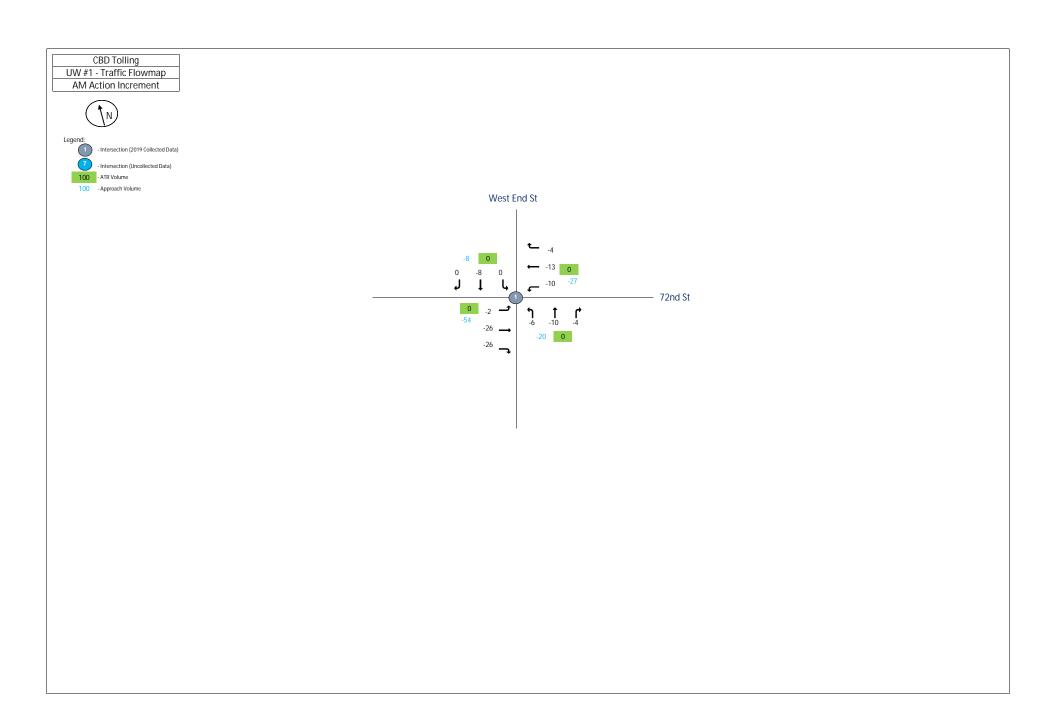
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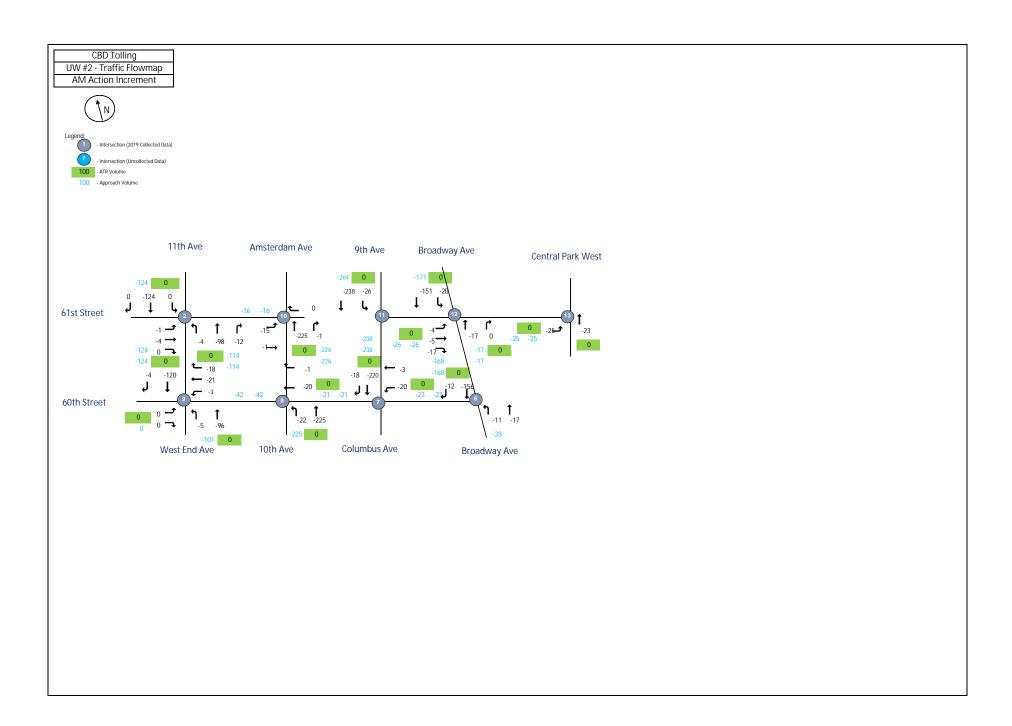
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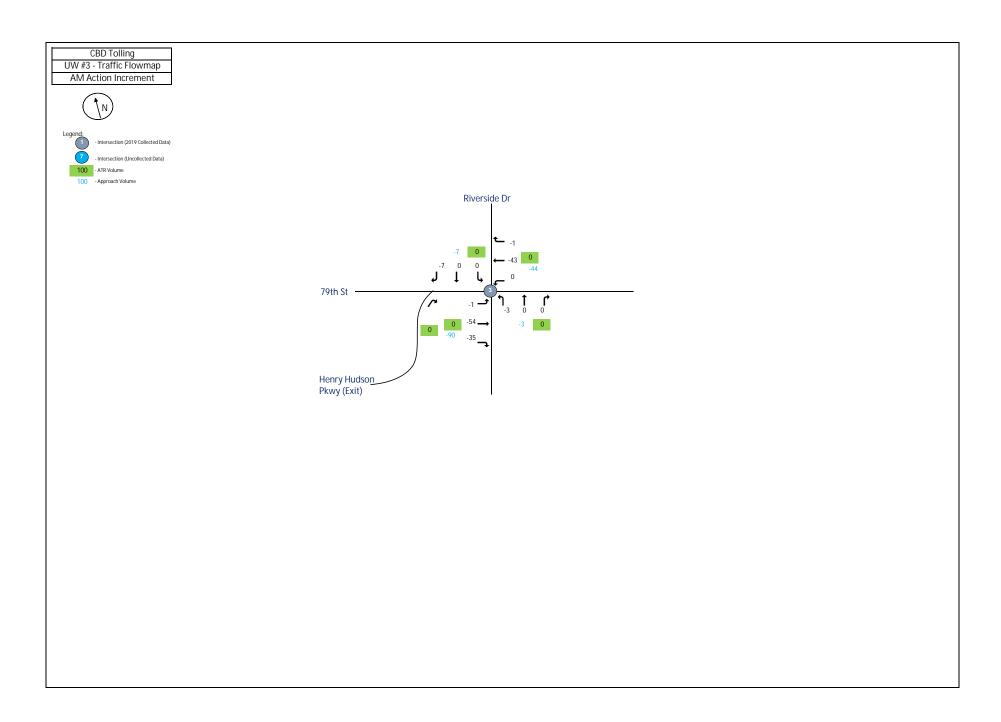
60th Street & Queensboro Bridge	Exit							
2019 (TMC-022)	1							
60th Street	1	EB	0	0	-20	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	-1	-11	-39	0	
	1	SB	0	0	0	0	0	-71
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	-184	-133	0	
3rd Ave	2	NB	0	-12	-158	0	0	
	2	SB	0	0	0	0	0	-487
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	-17	0	-23	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	0	0	0	
York Ave	3	SB	0	0	-360	0	0	-400
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	-688	-98	-29	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	-1024	-9	-593	0	0	-2441
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	-332	-311	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	0	0	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	-20	0	-1294	-6	0	-1320
60th St & 1st Ave								
2040 (TMC 027)	6							
2019 (TMC-027)				20	-23	0	0	
60th Ave	6	EB	0	-36	-23	U	U	
		EB WB	0	-36 0	-23 0	0	0	
	6							

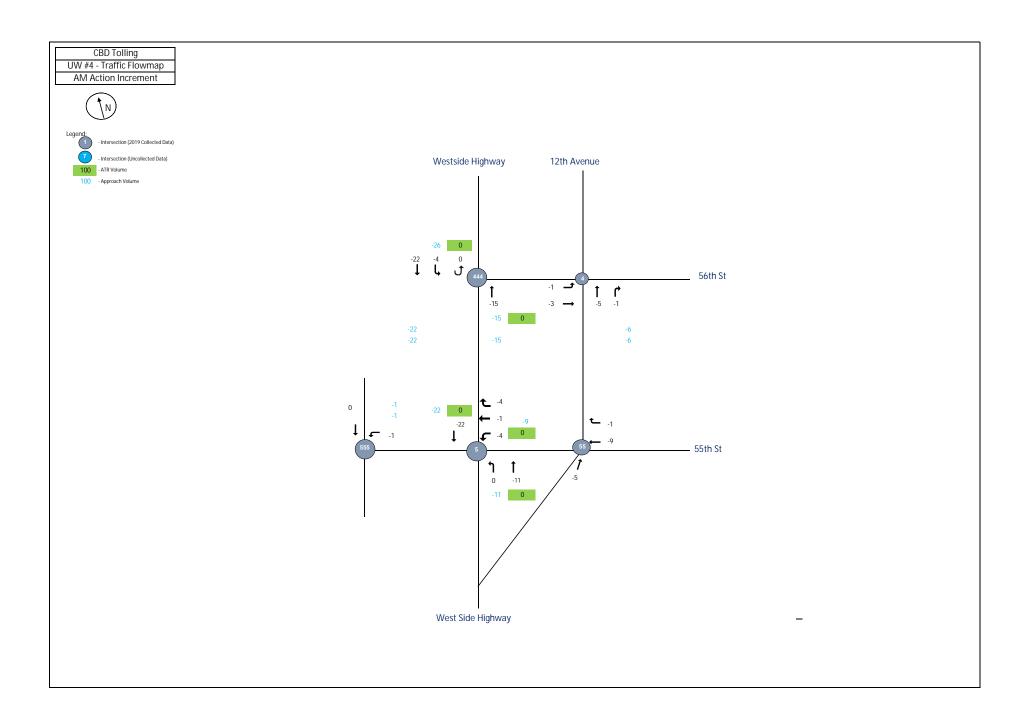
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	-114	-82	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	-509	-32	0	-737
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	-114	0	0	
Park Ave	8	NB	0	-3	-35	0	0	
Park Ave	8	SB	0	0	0	0	0	-152
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	-14	-103	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	-140	-17	0	-274
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	-39	-81	0	
Madison Ave	9	NB	0	-11	-123	0	0	
	9	SB	0	0	0	0	0	-254
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	-4	-53	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	117	92	0	
	10	SB	0	0	0	0	0	152
60th St & 5th Ave								
2019 (TMC-032)	11							
	11	EB	0	0	0	0	0	
60th St	11	WB	0	-23	-27	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	-379	-123	0	-552

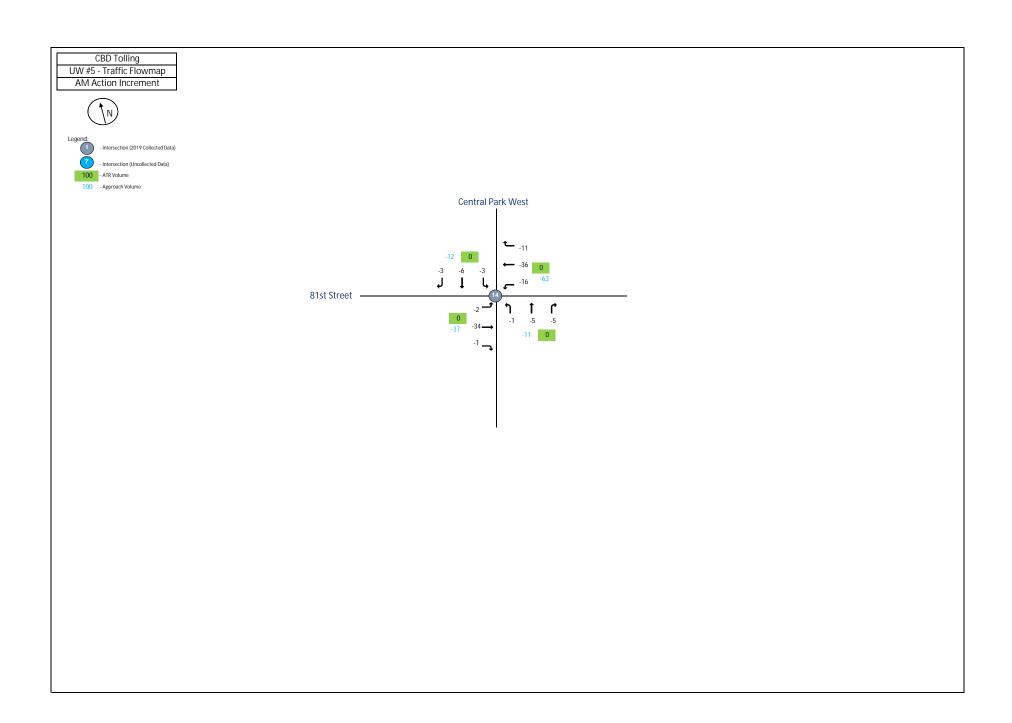
63rd St & York Ave							I	Ī
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	-160	-118	-8	0	
York Ave	12	NB	0	0	-38	-137	0	
York Ave	12	SB	0	-60	-62	-1	0	-584
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	-67	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	-39	0	-106
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	-133	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	-369	0	0	-502
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	-17	-5	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	-10	-93	0	0	-125
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	-6	-49	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	-97	-17	0	-169
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	-23	-7	0	
79th St	17	WB	0	-7	-59	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	-5	-53	-8	0	-162
71st St & York Ave								
2019 (TMC-039)	18		_	=	_	_	_	
	18	EB	0	0	0	0	0	
71st St	18	WB	0	-5	-2	-30	0	
York Ave	18	NB	0	-2		0	0	
York Ave	18	SB	0	0	-136	-14	0	-321

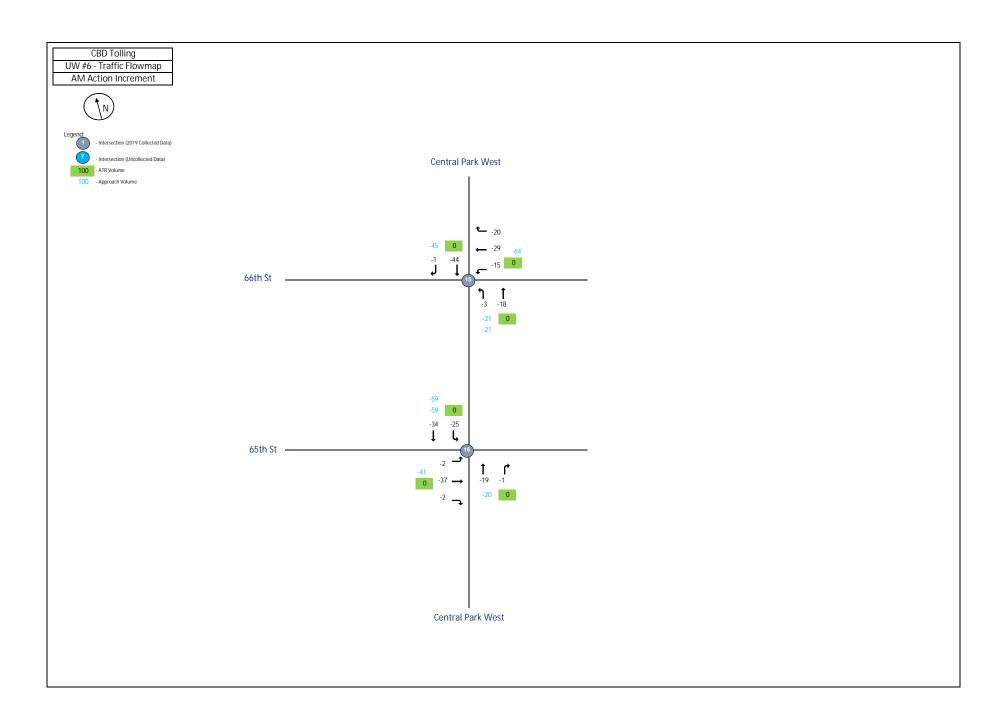










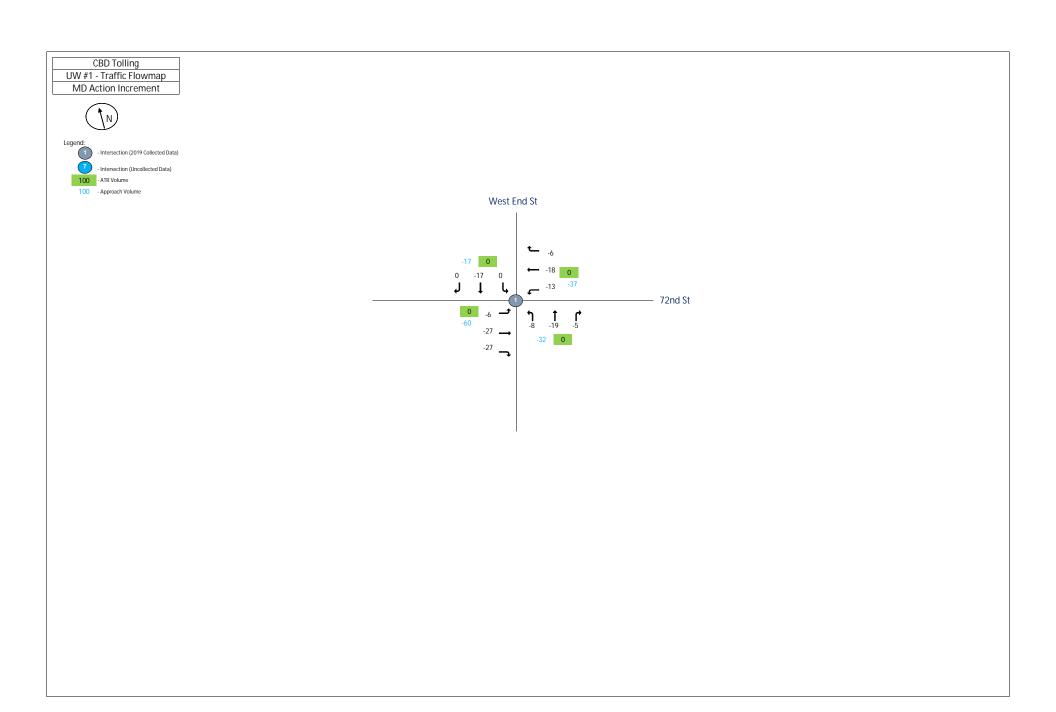


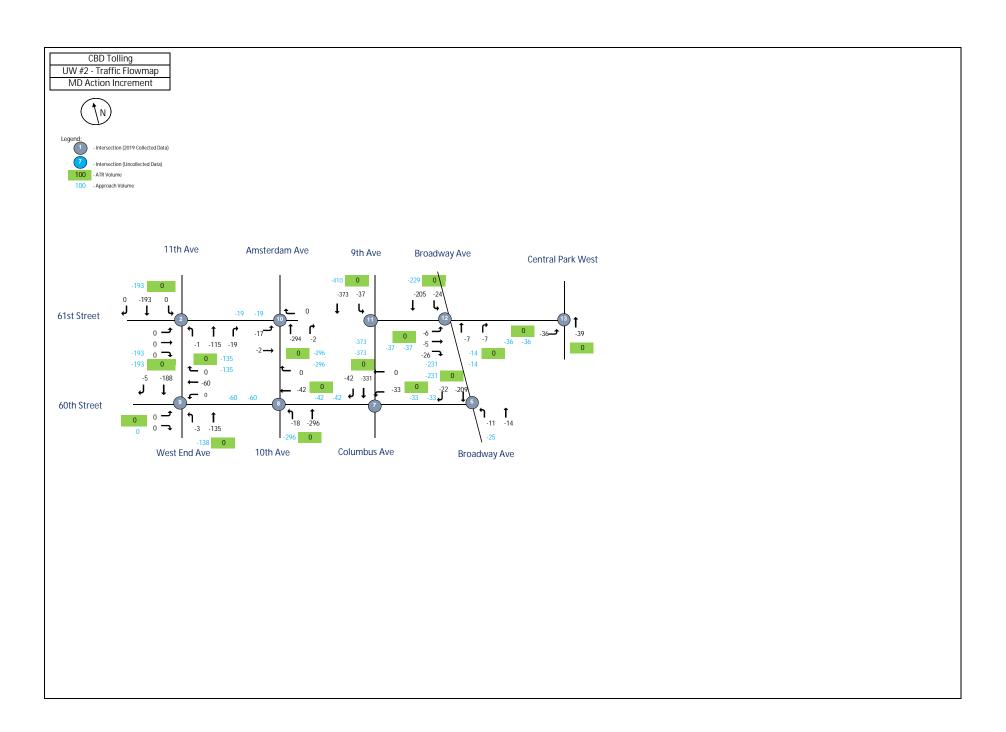
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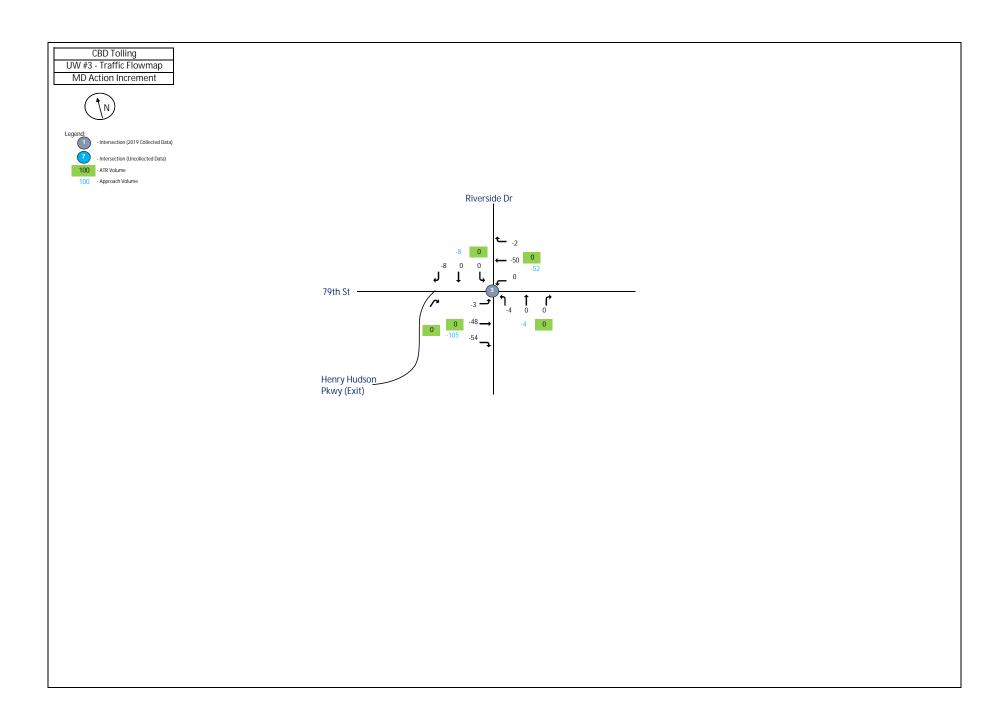
UW T	8:00:00 AM		Total Vehicles					
						l/Outk		
						eak H		
lutana adian	Nodo	A	L2	1	T	R	R2	Total
Intersection W 72nd St and West End St	Node	Approach	LZ	L	ı	Γ	NΖ	TOtal
	_							
2019 (TMC-042) W 72nd St	1	- FD		2	2.0	20	_	
	1	EB	0	-2	-26	-26	0	
W 72nd St	1	WB	0	-10	-13	-4	0	
West End St	1	NB	0	-6	-10	-4	0	
West End St	1	SB	0	0	-8	0	0	-109
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	-1	-4	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	-4	-98	-12	0	
West End St	2	SB	0	0	-124	0	0	-243
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	-1	-54	-35	0	
W 79th St	3	WB	0	0	-43	-1	0	
Riverside Dr	3	NB	0	-3	0	0	0	
Riverside Dr	3	SB	0	0	0	-7	0	-144
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	-1	-3	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	-5	-1	0	
West Side Hwy	4	SB	0	0	0	0	0	-10
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
] -	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	-15	0	0	
West Side Hwy	444	SB	0	-4	-22	0	0	-41
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
l-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	-4	-1	-4	0	
West Side Hwy	5	NB	0	0	-11	0	0	
West Side Hwy	5	SB	0	0	-22	0	0	-42
	1 ,	1 00					Ŭ	76

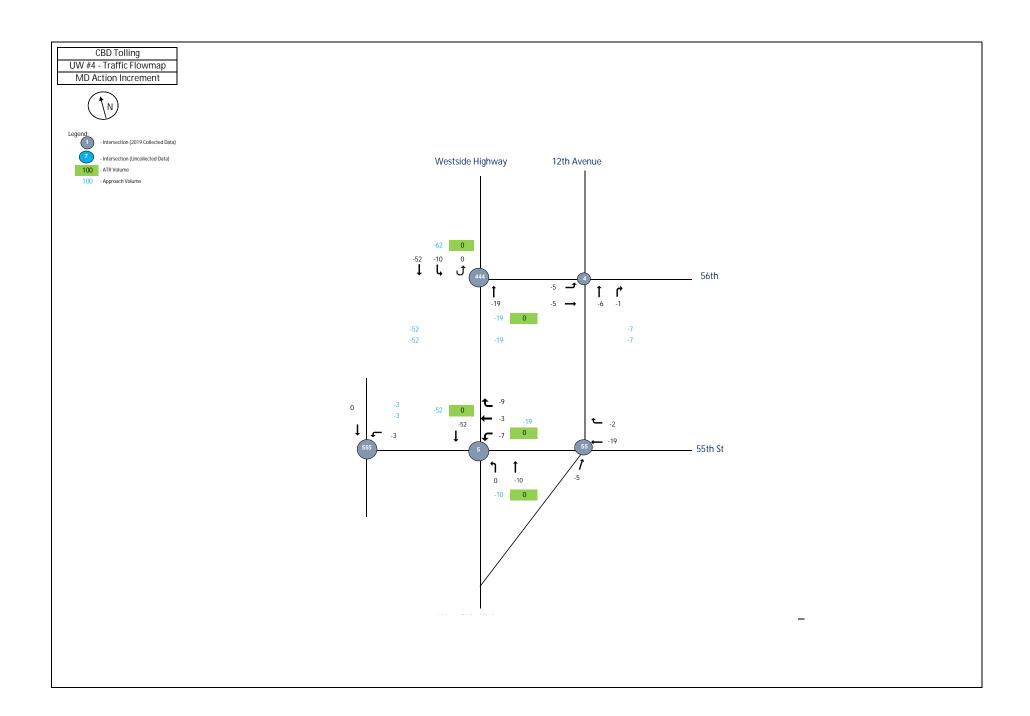
W 55th St and West Side Hwy							I	ļ
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	-9	-1	0	
West Side Hwy	55	NB	0	0	-5	0	0	
West Side Hwy	55	SB	0	0	0	0	0	-15
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	-1	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	-1
W 60th St and Broadway								
2019 (TMC-047)	6							
[- ` ´	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-11	-17	0	0	
Broadway	6	SB	0	0	-156	-12	0	-196
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	-20	-3	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-220	-18	0	-261
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-20	-1	0	
10th Ave	8	NB	0	-22	-225	0	0	
10th Ave	8	SB	0	0	0	0	0	-268
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	-3	-21	-18	0	
11th Ave	9	NB	0	-5	-96	0	0	
11th Ave	9	SB	0	0	-120	-4	0	-267
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	-15	-1	0	0	
W 61st St	10	WB	0	0	0	0	0	
10th Ave	10	NB	0	0	-225	-1	0	
			_			_	0	

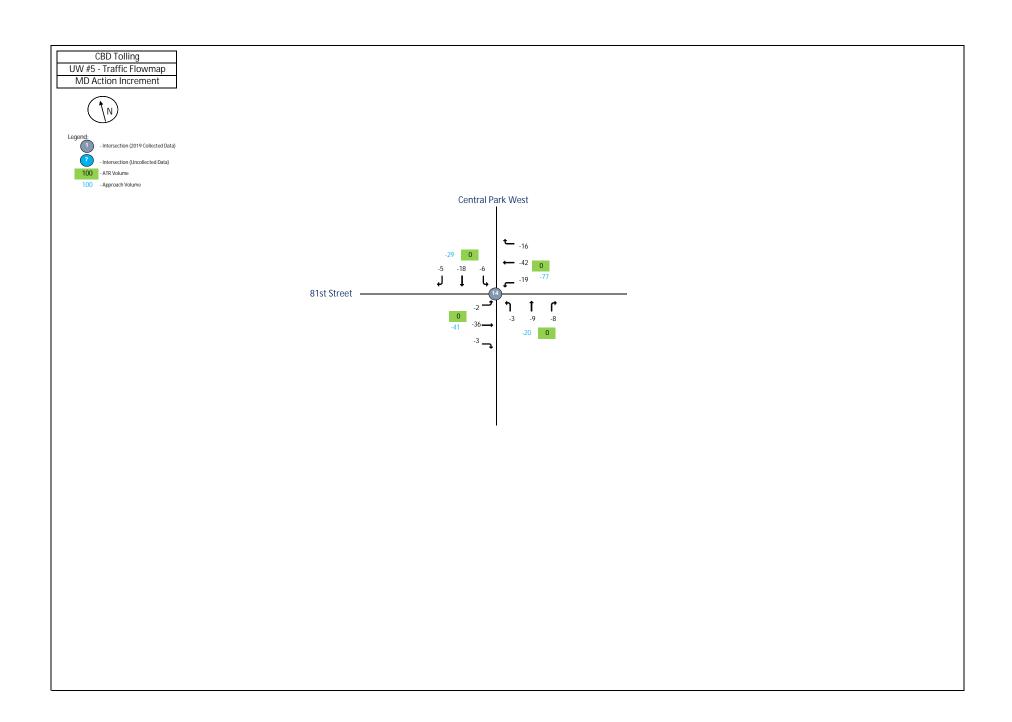
W 61st St and Columbus Ave							I	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-26	-238	0	0	-264
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	-4	-5	-17	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-17	0	0	
Broadway	12	SB	0	-20	-151	0	0	-214
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-25	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-23	0	0	
Central Park	13	SB	0	0	0	0	0	-48
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	-2	-34	-1	0	
W 79th St Transverse	14	WB	0	-16	-36	-11	0	
Central Park	14	NB	0	-1	-5	-5	0	
Central Park	14	SB	0	-3	-6	-3	0	-123
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-15	-29	-20	0	
Central Park West	15	NB	0	-3	-18	0	0	
Central Park West	15	SB	0	0	-44	-1	0	-130
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	-2	-37	-2	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-19	-1	0	
Central Park West	16	SB	0	-25	-34	0	0	-120

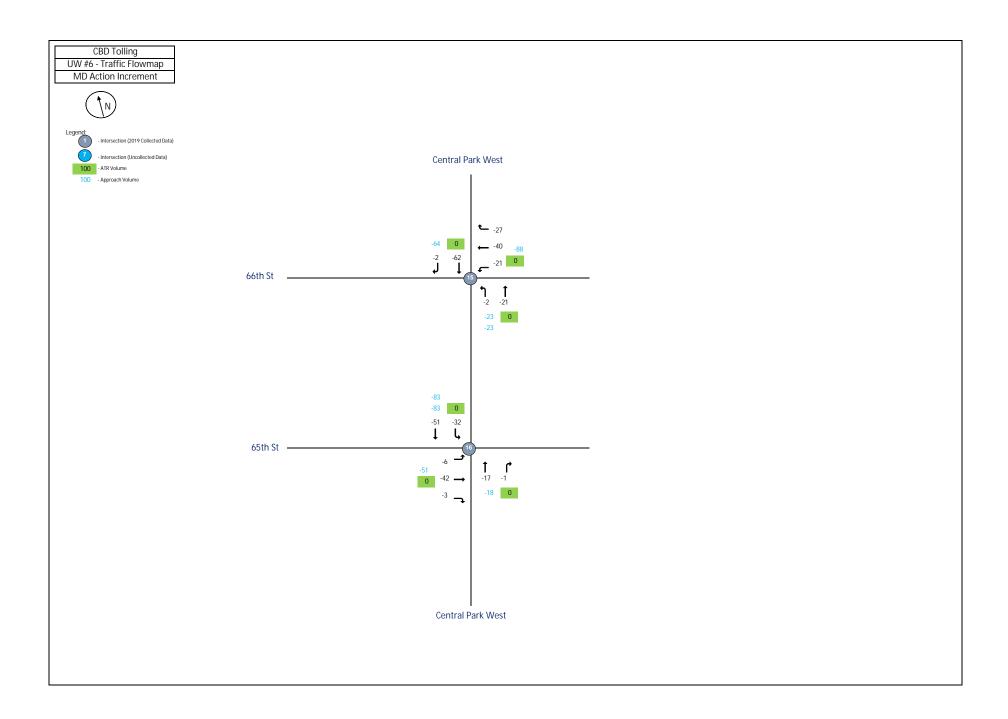










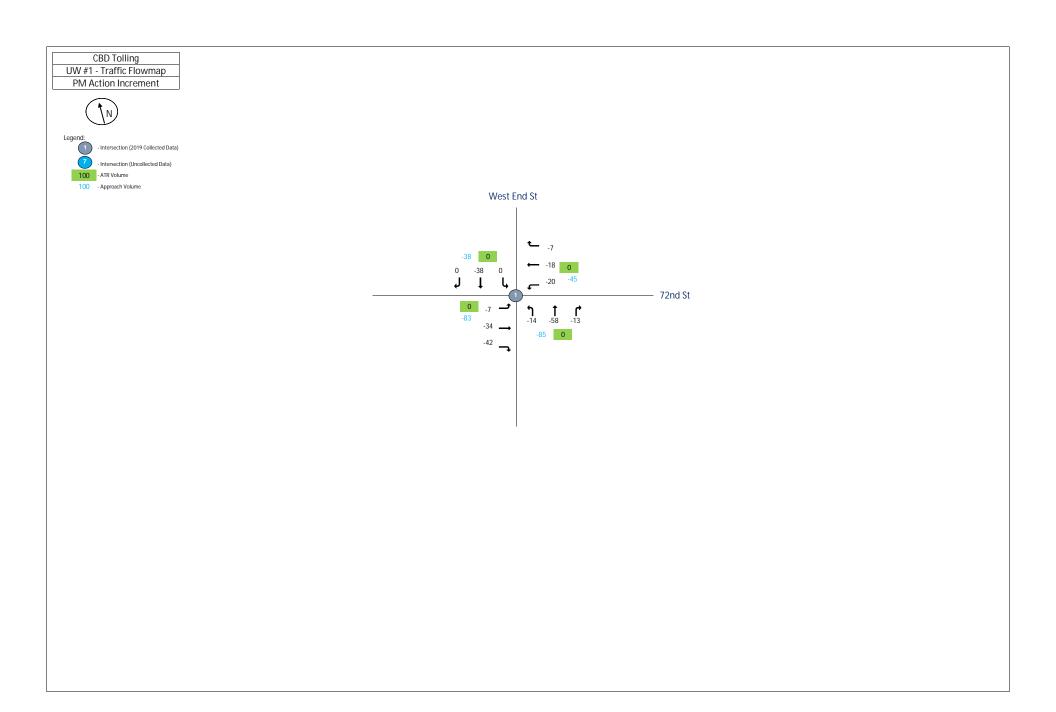


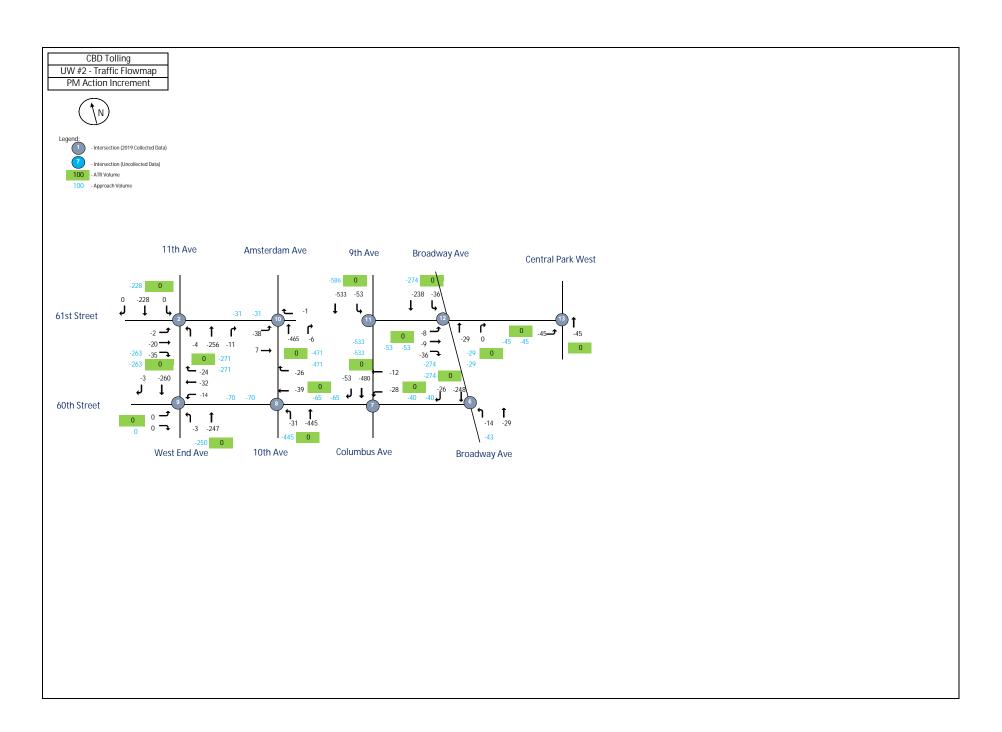
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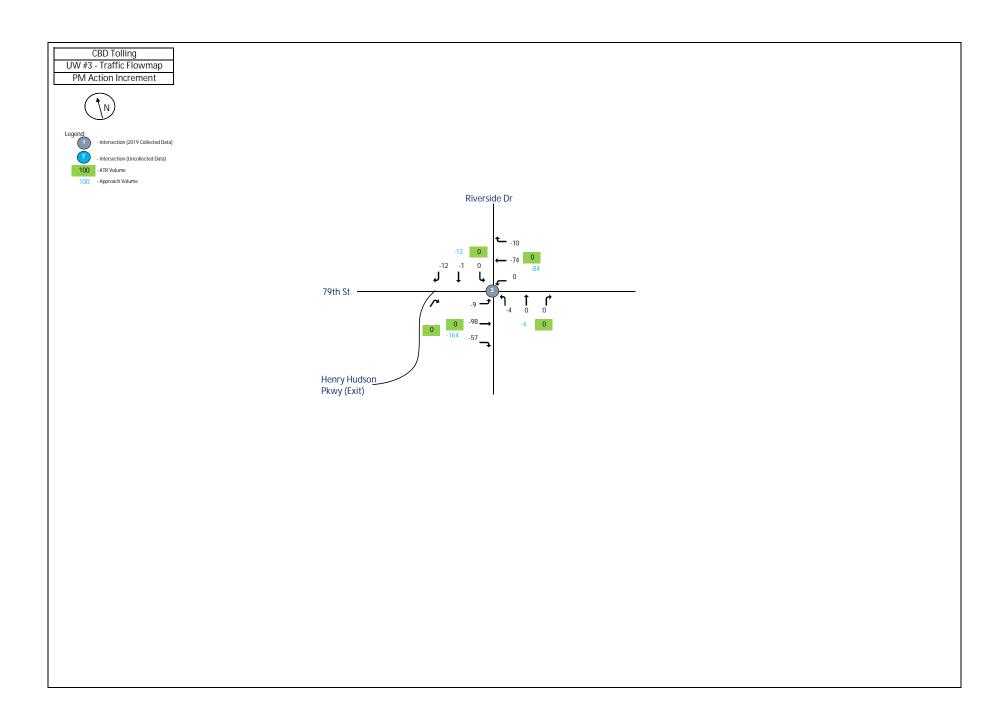
UW	1:00:00 PM		Total Vehicles					
					ound			
					MD P			ı
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St		присает			•			
2019 (TMC-042)	1							
W 72nd St	1	EB	0	-6	-27	-27	0	
W 72nd St	1	WB	0	-13	-18	-6	0	
West End St	1	NB	0	-8	-19	-5	0	
West End St	1	SB	0	0	-17	0	0	-146
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	0	0	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	-1	-115	-19	0	
West End St	2	SB	0	0	-193	0	0	-328
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	-3	-48	-54	0	
W 79th St	3	WB	0	0	-50	-2	0	
Riverside Dr	3	NB	0	-4	0	0	0	
Riverside Dr	3	SB	0	0	0	-8	0	-169
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	-5	-5	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	-6	-1	0	
West Side Hwy	4	SB	0	0	0	0	0	-17
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	-19	0	0	
West Side Hwy	444	SB	0	-10	-52	0	0	-81
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	-7	_	-9	0	
West Side Hwy	5	NB	0	0	-10	0	0	
West Side Hwy	5	SB	0	0	-52	0	0	-81

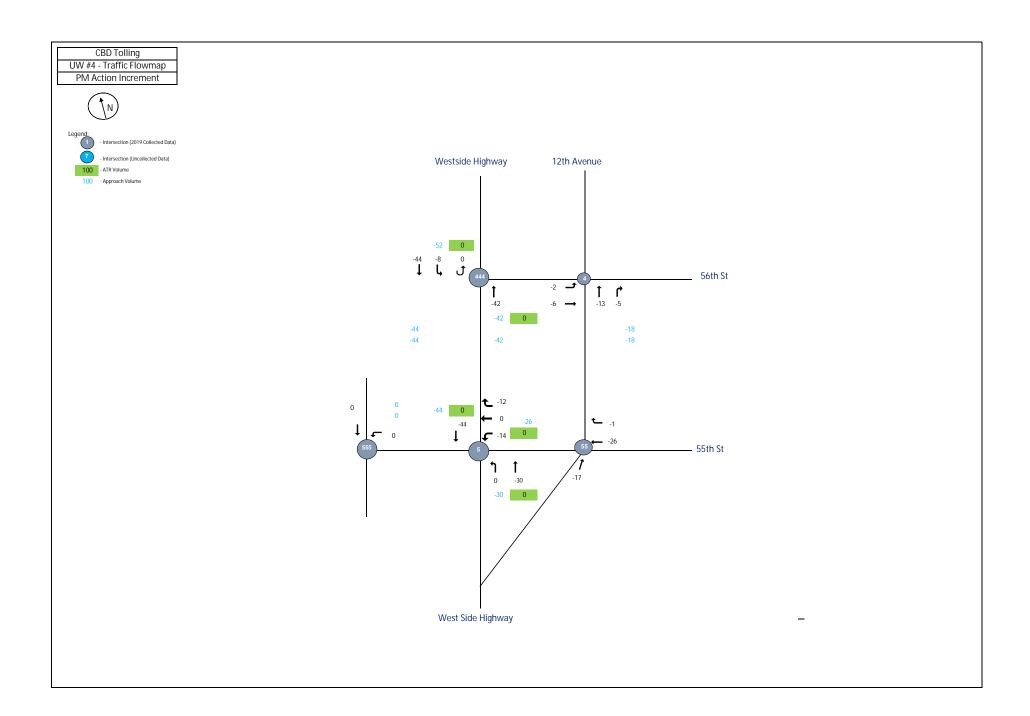
W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	-19	-2	0	
West Side Hwy	55	NB	0	0	-5	0	0	
West Side Hwy	55	SB	0	0	0	0	0	-26
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	-3	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	-3
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-11	-14	0	0	
Broadway	6	SB	0	0	-209	-22	0	-256
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	-33	0	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-331	-42	0	-406
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-42	0	0	
10th Ave	8	NB	0	-18	-296	0	0	
10th Ave	8	SB	0	0	0	0	0	-356
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	0	-60	0	0	
11th Ave	9	NB	0	-3	-135	0	0	
11th Ave	9	SB	0	0	-188	-5	0	-391
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	-17	-2	0	0	
W 61st St	10	WB	0	0	0	0	0	
10th Ave	10	NB	0	0	-294	-2	0	
10th Ave	10	SB	0	0	0	0	0	-315

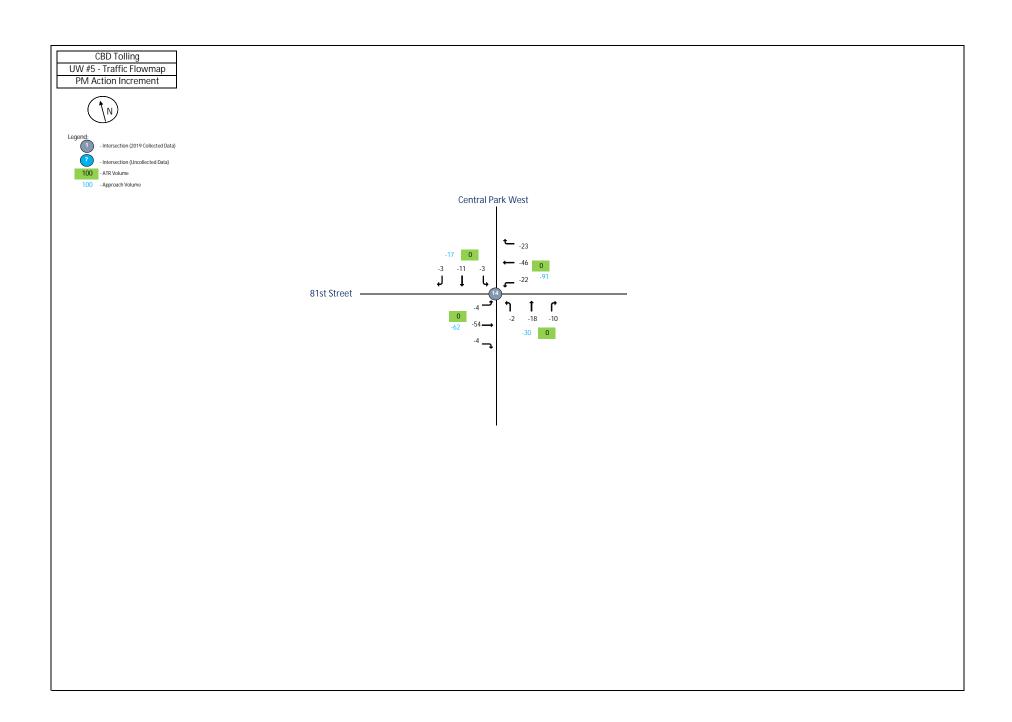
W 61st St and Columbus Ave			Ī				I	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-37	-373	0	0	-410
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	-6	-5	-26	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-7	-7	0	
Broadway	12	SB	0	-24	-205	0	0	-280
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-36	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-39	0	0	
Central Park	13	SB	0	0	0	0	0	-75
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	-2	-36	-3	0	
W 79th St Transverse	14	WB	0	-19	-42	-16	0	
Central Park	14	NB	0	-3	-9	-8	0	
Central Park	14	SB	0	-6	-18	-5	0	-167
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-21	-40	-27	0	
Central Park West	15	NB	0	-2	-21	0	0	
Central Park West	15	SB	0	0	-62	-2	0	-175
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	-6	-42	-3	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-17	-1	0	
Central Park West	16	SB	0	-32	-51	0	0	-152

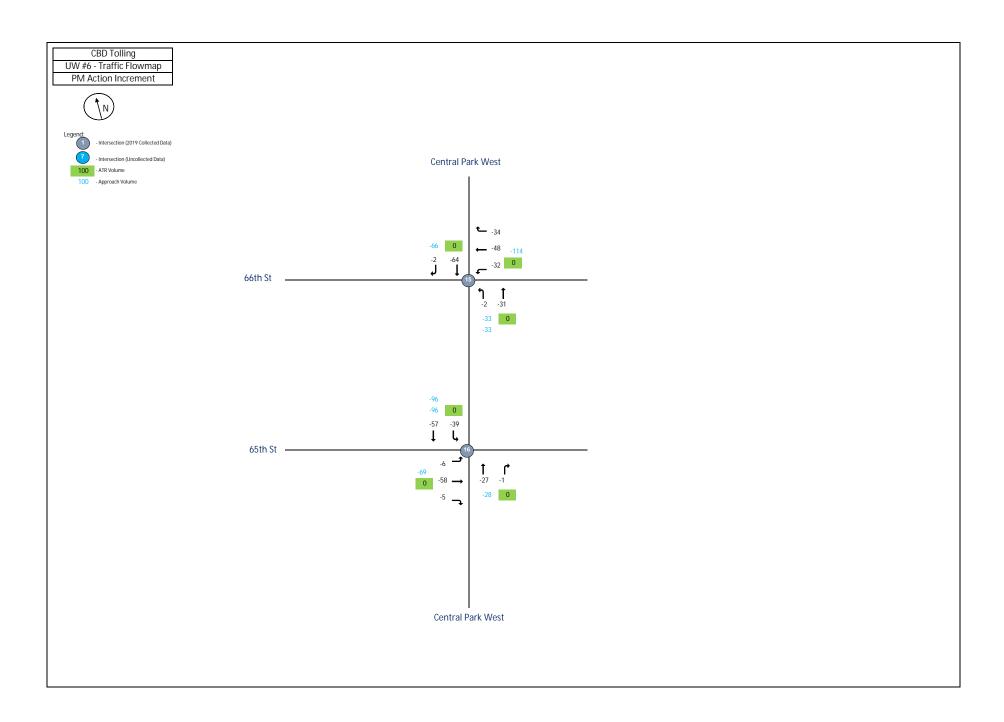










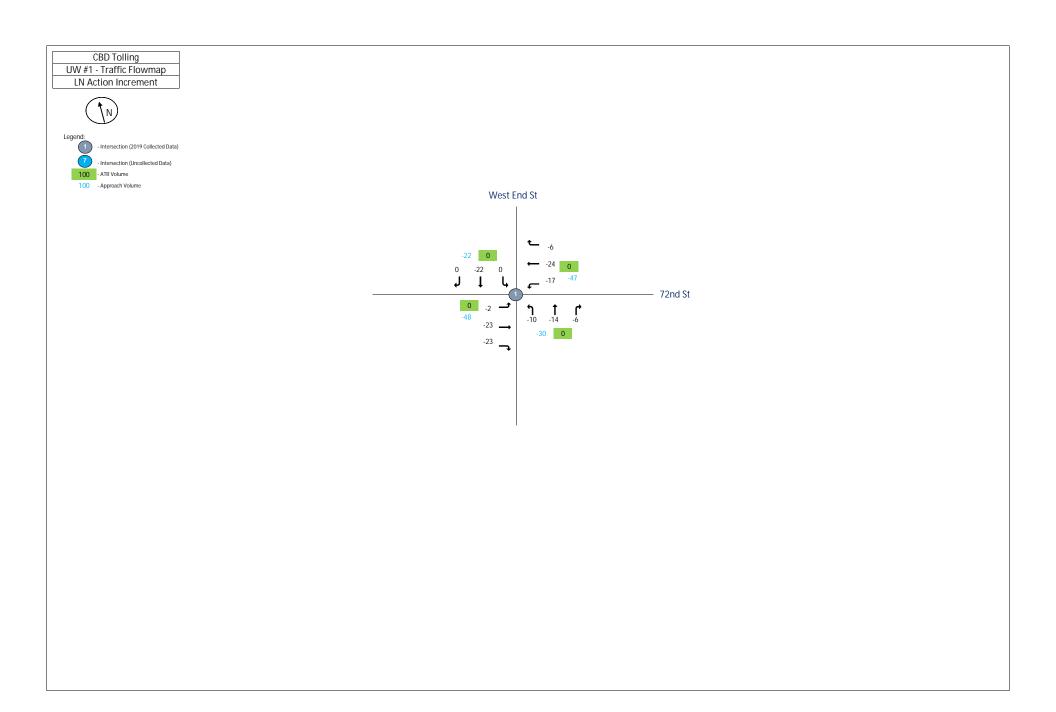


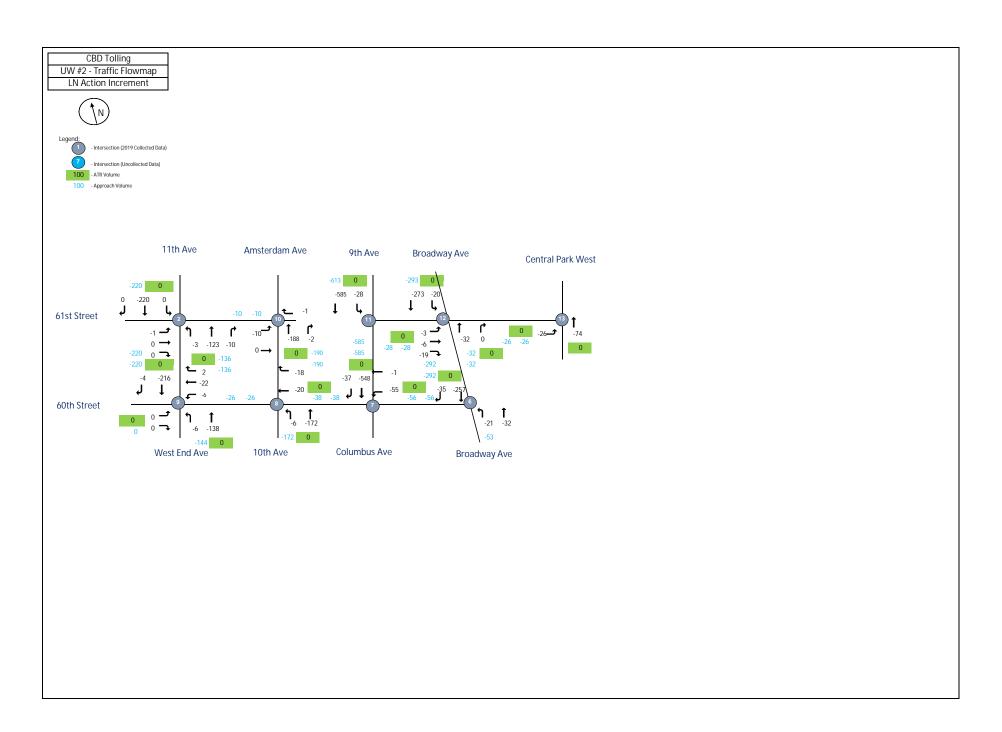
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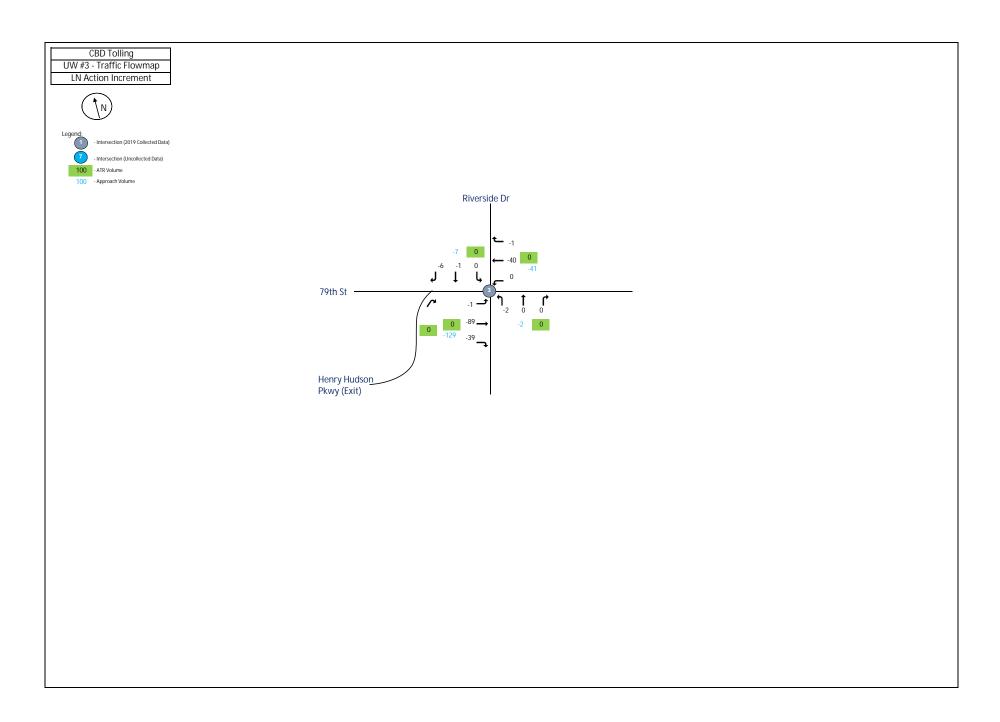
UW	5:00:00 PM		Total Vehicles					
					ound			
					PM Pe			
Intersection	Node	Approach	L2	L	Т	R	R2	Total
W 72nd St and West End St								
2019 (TMC-042)	1							
W 72nd St	1	EB	0	-7	-34	-42	0	
W 72nd St	1	WB	0	-20	-18	-7	0	
West End St	1	NB	0	-14	-58	-13	0	
West End St	1	SB	0	0	-38	0	0	-251
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	-2	-20	-35	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	-4	-256	-11	0	
West End St	2	SB	0	0	-228	0	0	-556
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	-9	-98	-57	0	
W 79th St	3	WB	0	0	-74	-10	0	
Riverside Dr	3	NB	0	-4	0	0	0	
Riverside Dr	3	SB	0	0	-1	-12	0	-265
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	-2	-6	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	-13	-5	0	
West Side Hwy	4	SB	0	0	0	0	0	-26
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	-42	0	0	
West Side Hwy	444	SB	0	-8	-44	0	0	-94
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
- 	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	-14		-12	0	
West Side Hwy	5	NB	0	0	-30	0	0	
West Side Hwy	5	SB	0	0	-44	0	0	-100

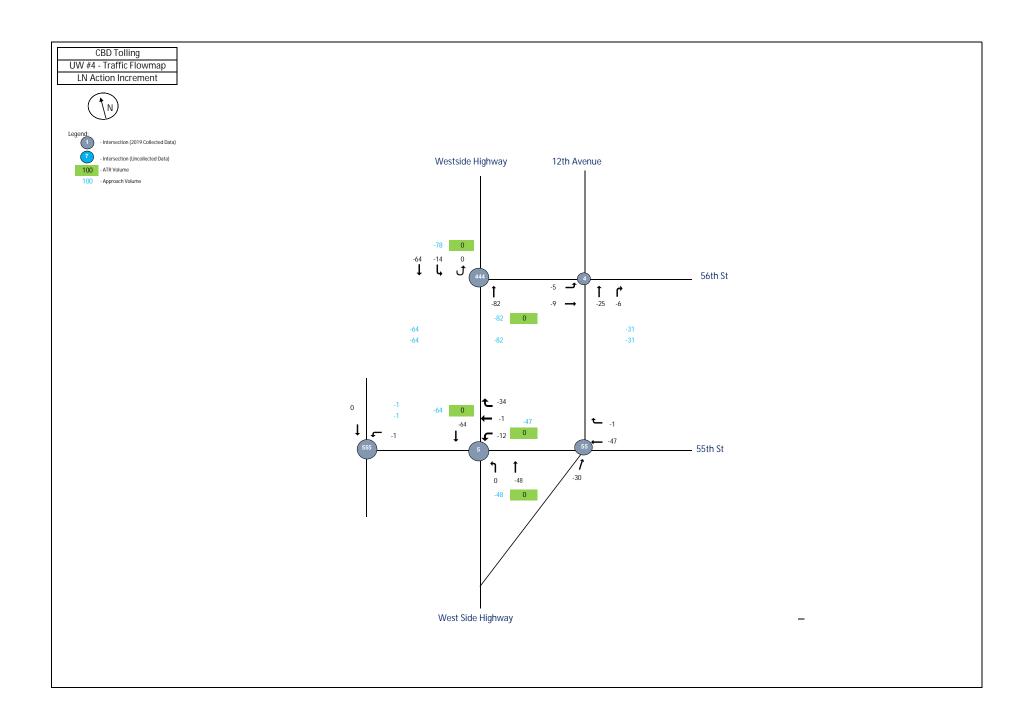
W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	-26	-1	0	
West Side Hwy	55	NB	0	0	-17	0	0	
West Side Hwy	55	SB	0	0	0	0	0	-44
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	0	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	0
W 60th St and Broadway								-
2019 (TMC-047)	6							
] - `	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-14	-29	0	0	
Broadway	6	SB	0	0	-248	-26	0	-317
W 60th St and Columbus Ave							1	-
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	-28	-12	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-480	-53	0	-573
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-39	-26	0	
10th Ave	8	NB	0	-31	-445	0	0	
10th Ave	8	SB	0	0	0	0	0	-541
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	-14	-32	-24	0	
11th Ave	9	NB	0	-3		0	0	
11th Ave	9	SB	0	0	-260	-3	0	-583
W 61st St and 10th Ave							1	
2019 (TMC-051)	10							
W 61st St	10	EB	0	-38	7	0	0	
W 61st St	10	WB	0	0	0	-1	0	
10th Ave	10	NB	0	0	-465	-6	0	
10th Ave	10	SB	0	0	0	0	0	-503

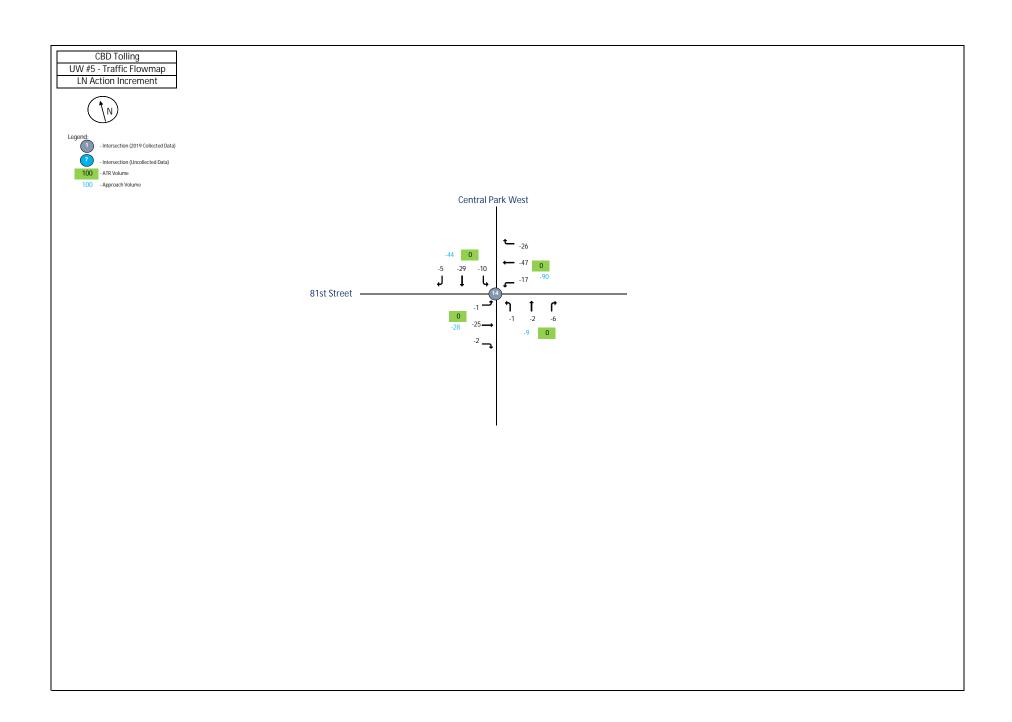
W 61st St and Columbus Ave							I	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-53	-533	0	0	-586
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	-8	-9	-36	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-29	0	0	
Broadway	12	SB	0	-36	-238	0	0	-356
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-45	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-45	0	0	
Central Park	13	SB	0	0	0	0	0	-90
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	-4	-54	-4	0	
W 79th St Transverse	14	WB	0	-22	-46	-23	0	
Central Park	14	NB	0	-2	-18	-10	0	
Central Park	14	SB	0	-3	-11	-3	0	-200
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-32	-48	-34	0	
Central Park West	15	NB	0	-2	-31	0	0	
Central Park West	15	SB	0	0	-64	-2	0	-213
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	-6	-58	-5	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-27	-1	0	
Central Park West	16	SB	0	-39	-57	0	0	-193

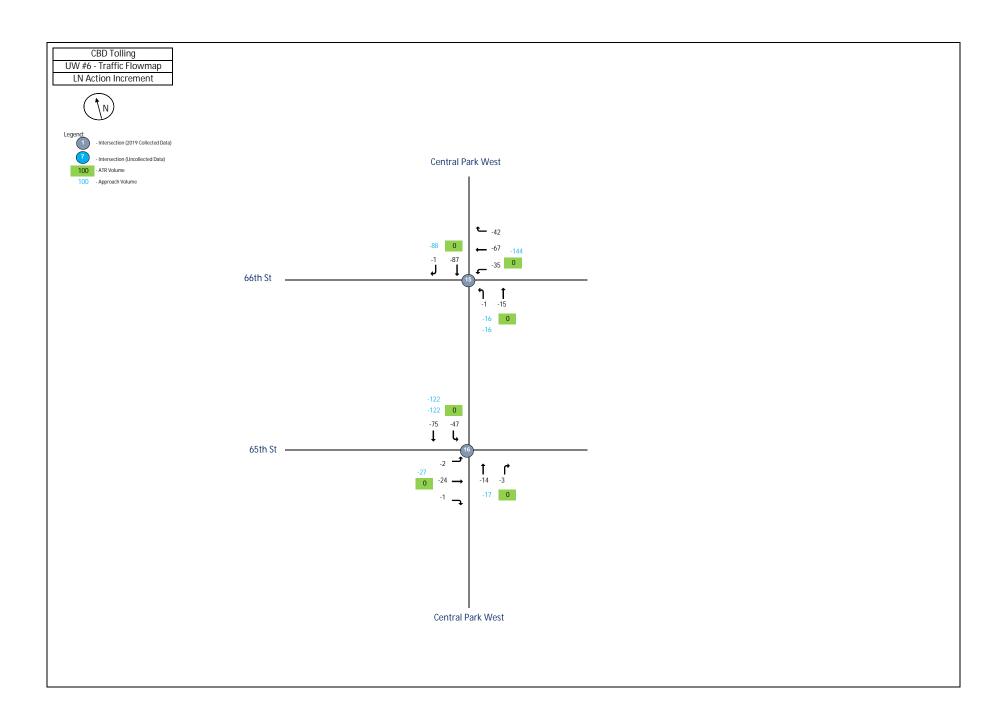










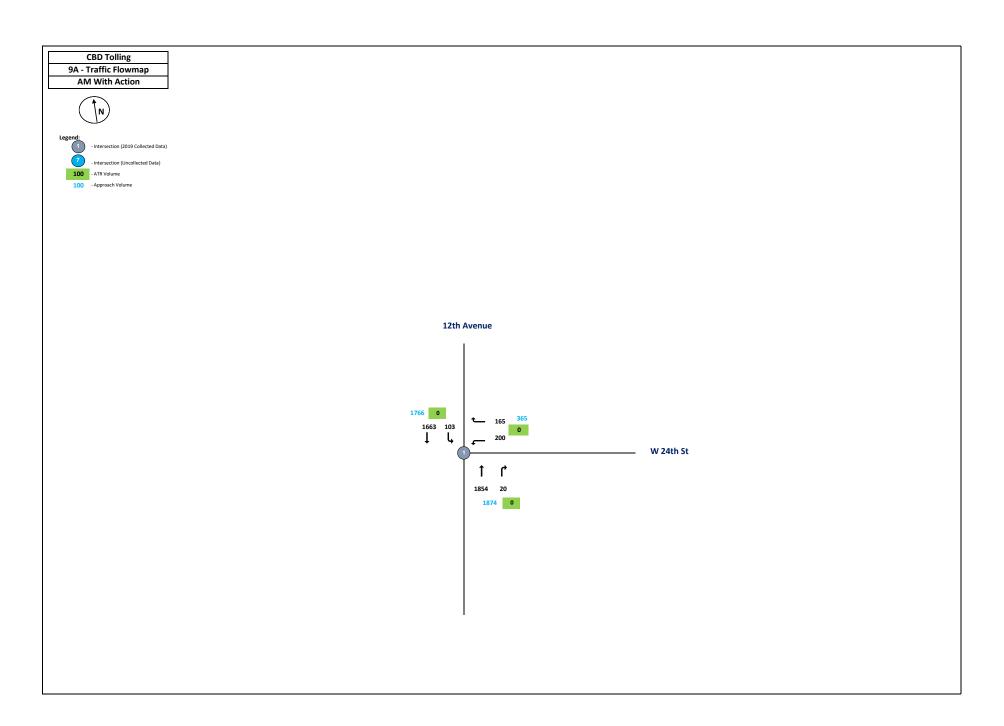


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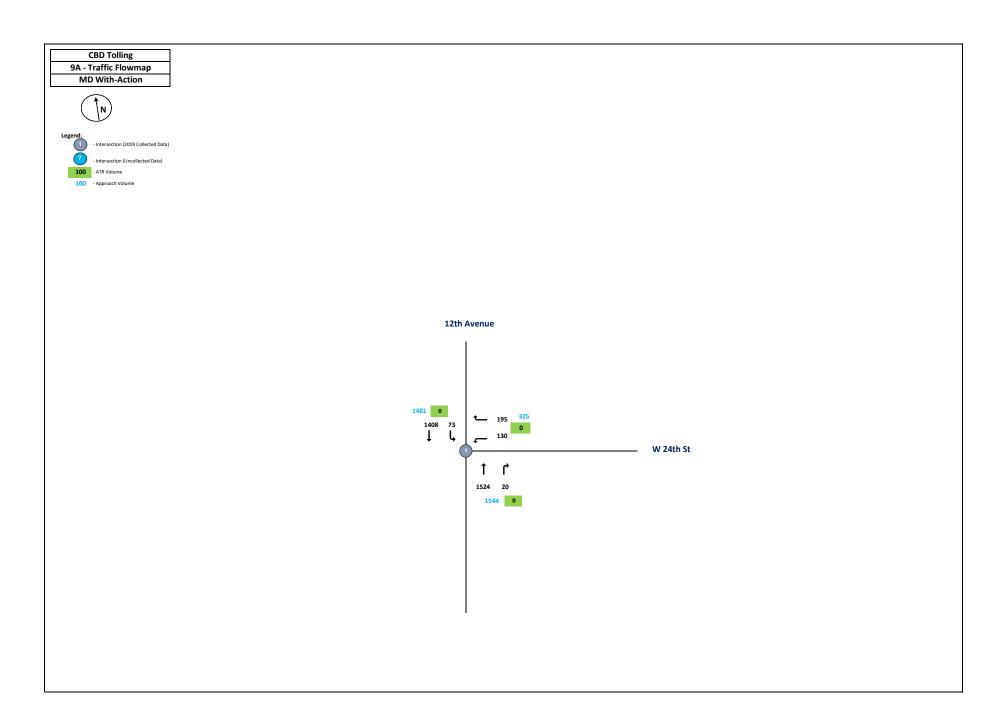
UW	9:00:00 PM		Total Vehicles					
					ound			
					LN Pe			
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St								
2019 (TMC-042)	1							
W 72nd St	1	EB	0	-2	-23	-23	0	
W 72nd St	1	WB	0	-17	-24	-6	0	
West End St	1	NB	0	-10	-14	-6	0	
West End St	1	SB	0	0	-22	0	0	-147
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	-1	0	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	-3	-123	-10	0	
West End St	2	SB	0	0	-220	0	0	-357
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	-1	-89	-39	0	
W 79th St	3	WB	0	0	-40	-1	0	
Riverside Dr	3	NB	0	-2	0	0	0	
Riverside Dr	3	SB	0	0	-1	-6	0	-179
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	-5	-9	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	-25	-6	0	
West Side Hwy	4	SB	0	0	0	0	0	-45
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	-82	0	0	
West Side Hwy	444	SB	0	-14	-64	0	0	-160
W 55th St and West Side Hwy]						
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	-12		-34	0	
West Side Hwy	5	NB	0	0	-48	0	0	
West Side Hwy	5	SB	0	0	-64	0	0	-159

W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	-47	-1	0	
West Side Hwy	55	NB	0	0	-30	0	0	
West Side Hwy	55	SB	0	0	0	0	0	-78
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	-1	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	-1
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	-21	-32	0	0	
Broadway	6	SB	0	0	-257	-35	0	-345
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	-55	-1	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	-548	-37	0	-641
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	-20	-18	0	
10th Ave	8	NB	0	-6	-172	0	0	
10th Ave	8	SB	0	0	0	0	0	-216
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	0	0	
W 60th St	9	WB	0	-6	-22	2	0	
11th Ave	9	NB	0	-6	-138	0	0	
11th Ave	9	SB	0	0	-216	-4	0	-390
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	-10	0	0	0	
W 61st St	10	WB	0	0	0	-1	0	
10th Ave	10	NB	0	0	-188	-2	0	
10th Ave	10	SB	0	0	0	0	0	-201

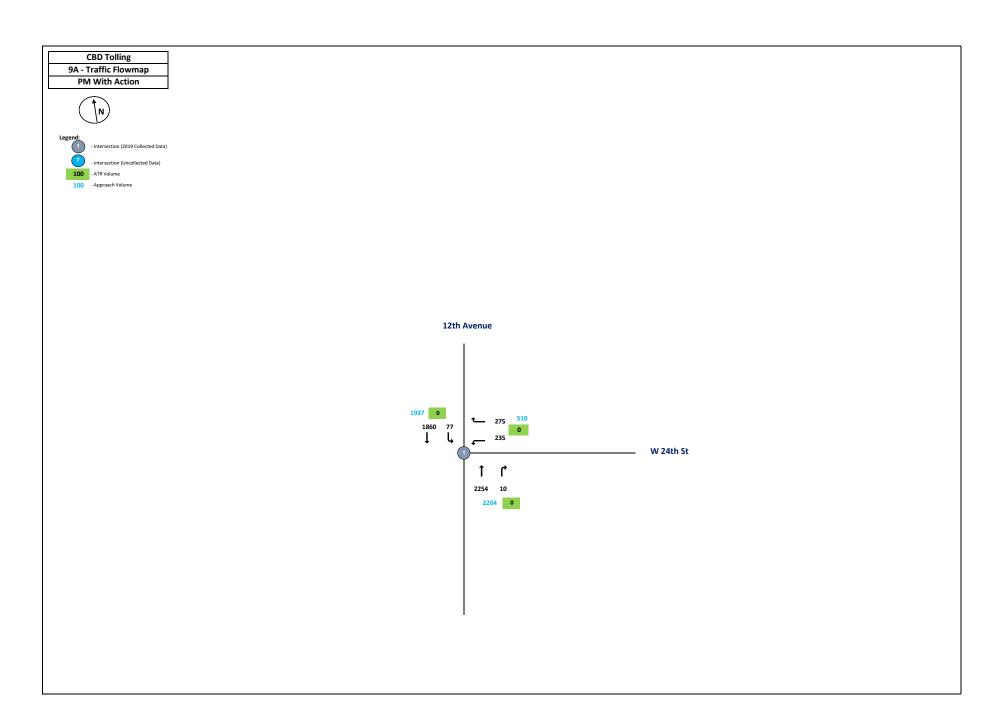
W 61st St and Columbus Ave							Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	-28	-585	0	0	-613
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	-3	-6	-19	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	-32	0	0	
Broadway	12	SB	0	-20	-273	0	0	-353
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	-26	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	-74	0	0	
Central Park	13	SB	0	0	0	0	0	-100
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	-1	-25	-2	0	
W 79th St Transverse	14	WB	0	-17	-47	-26	0	
Central Park	14	NB	0	-1	-2	-6	0	
Central Park	14	SB	0	-10	-29	-5	0	-171
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	-35	-67	-42	0	
Central Park West	15	NB	0	-1	-15	0	0	
Central Park West	15	SB	0	0	-87	-1	0	-248
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	-2	-24	-1	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	-14	-3	0	
Central Park West	16	SB	0	-47	-75	0	0	-166



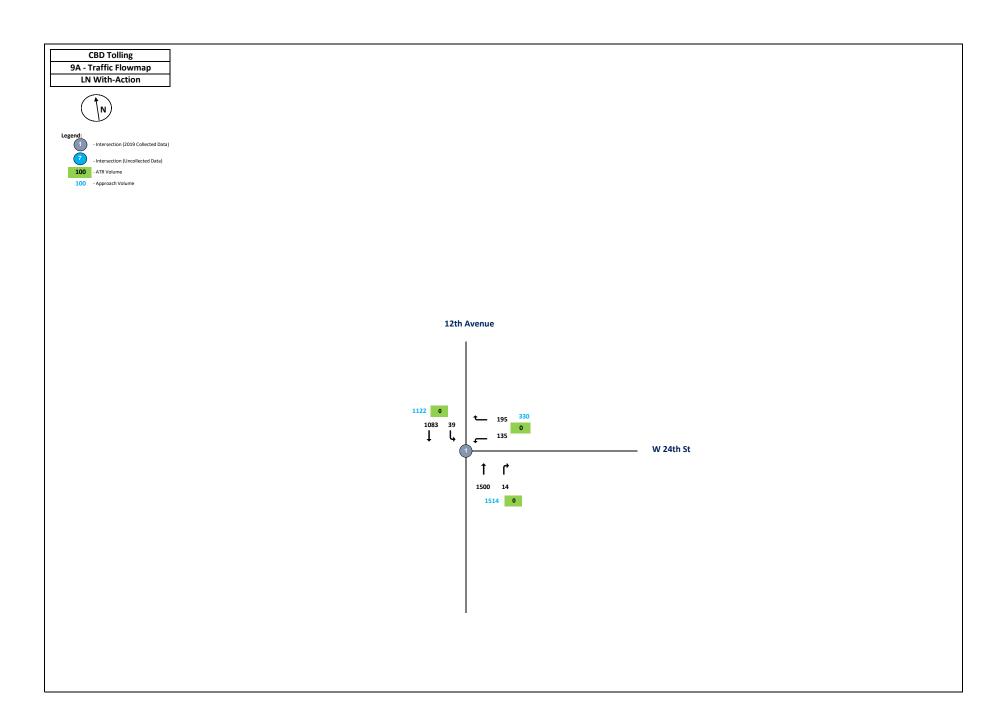
9A	8:00 AM							
					Total Ve	hicles	3	
				In	bound/O	utbou	ınd	
					AM Peal	(Hou	r	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	200	0	165	0	
12th Ave	1	NB	0	0	1854	20	0	
12th Ave	1	SB	0	103	1663	0	0	4005



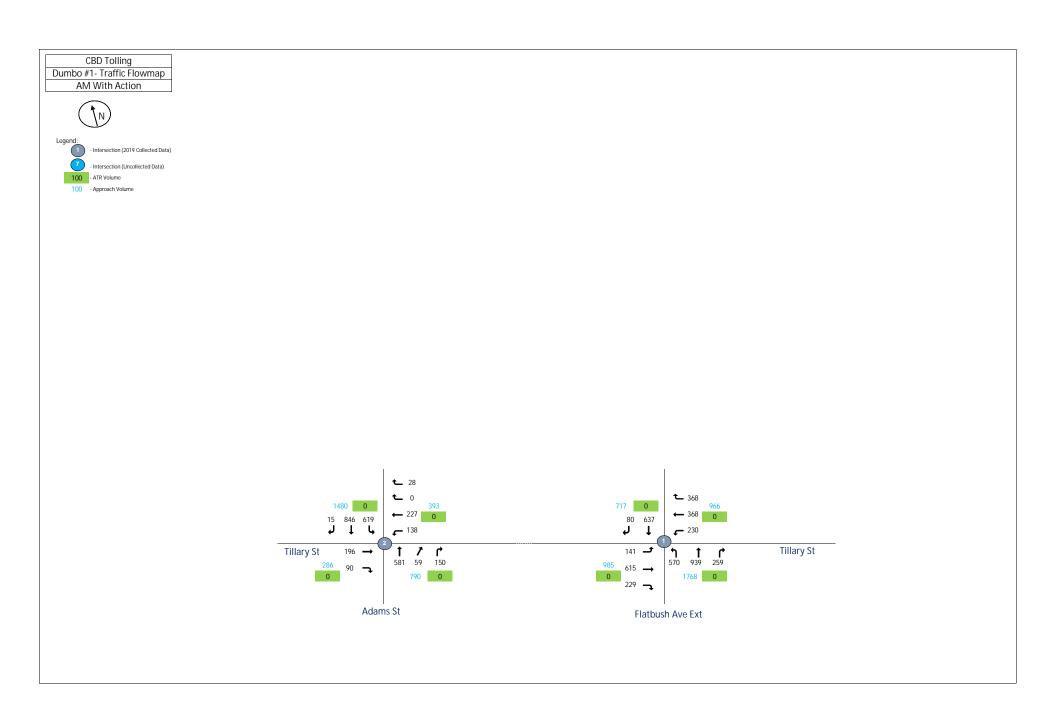
9A	1:00 PM									
			Total Vehicles							
					ound/					
					M Pe	<u>ak Ho</u>	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
12th Ave & 24th Street										
2019 (TMC-065)	1									
24th Street	1	EB	0	0	0	0	0			
24th Street	1	WB	0	130	0	195	0			
12th Ave	1	NB	0	0	1524	20	0			
12th Ave	1	SB	0	73	1408	0	0	3350		

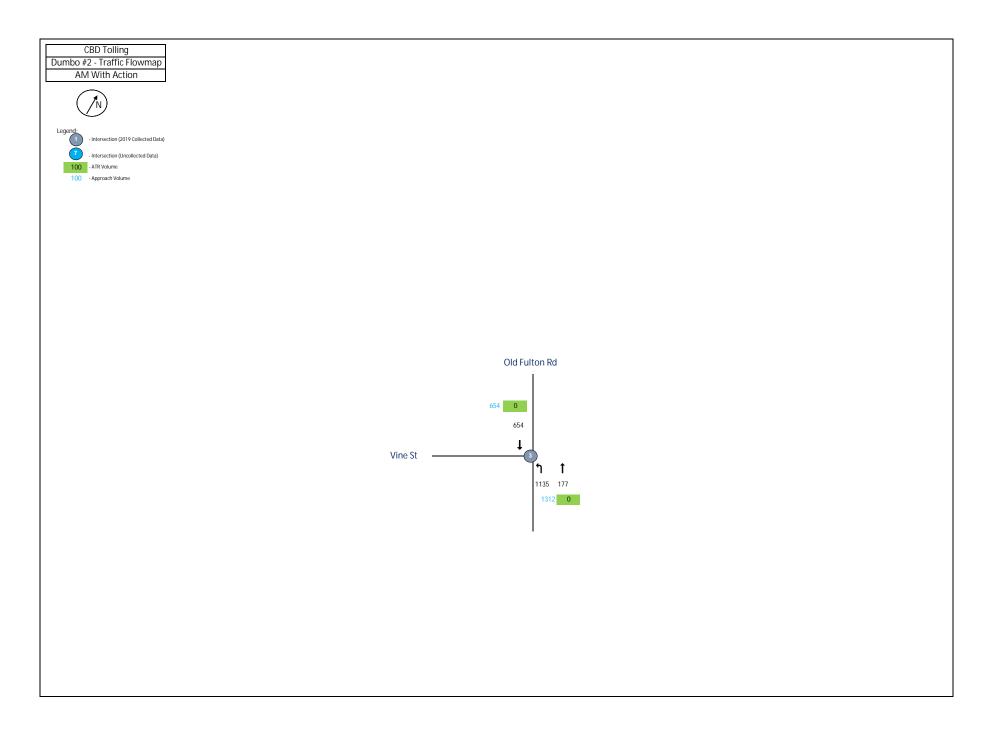


9A	5:00 PM							
				T	otal V	ehicle	es	
				Inb	ound/	Outbo	ound	
				P	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	T	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	235	0	275	0	
12th Ave	1	NB	0	0	2254	10	0	
12th Ave	1	SB	0	77	1860	0	0	4711

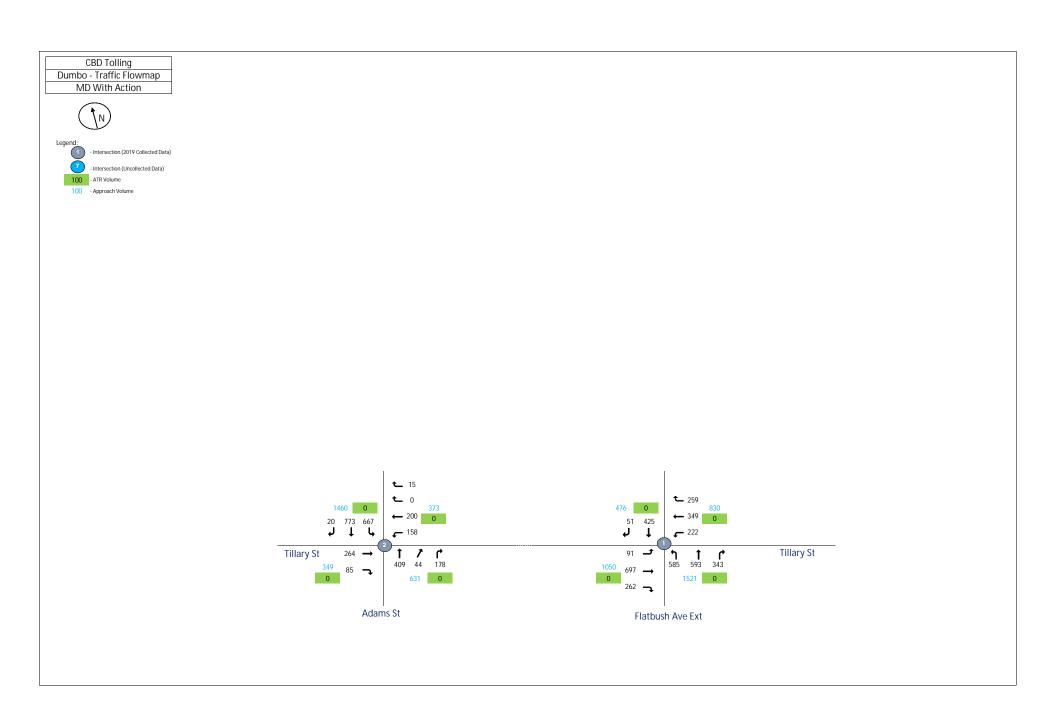


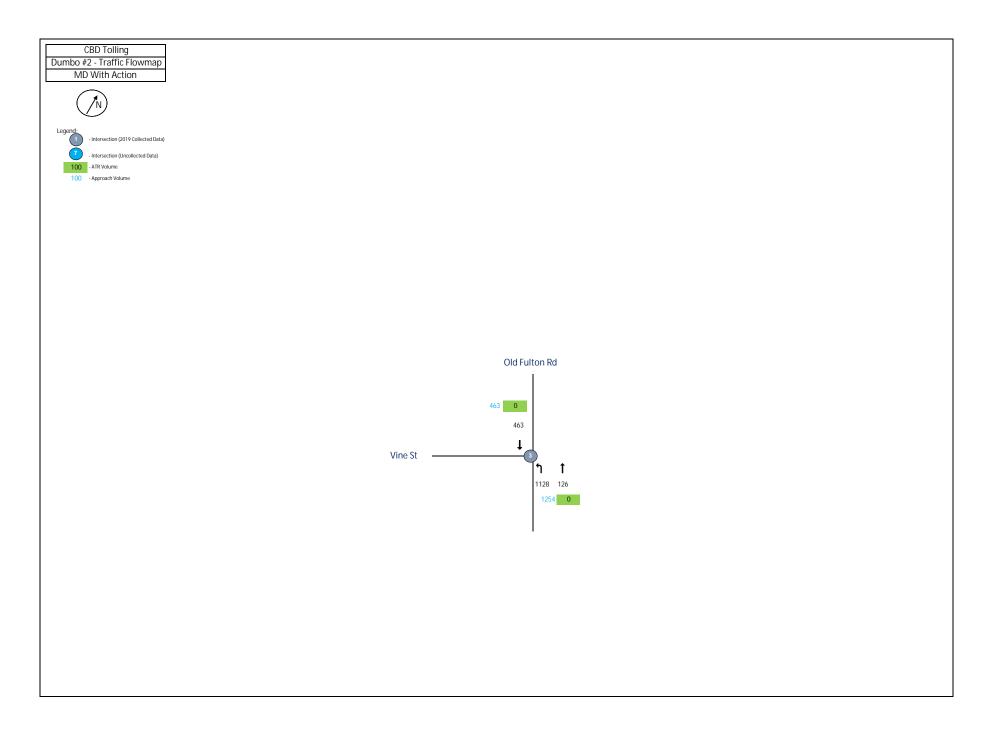
9A	9:00 PM							
				T	otal V	ehicl	es	
				Inb	ound/	Outbo	ound	
				L	.N Pea	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	135	0	195	0	
12th Ave	1	NB	0	0	1500	14	0	
12th Ave	1	SB	0	39	1083	0	0	2966



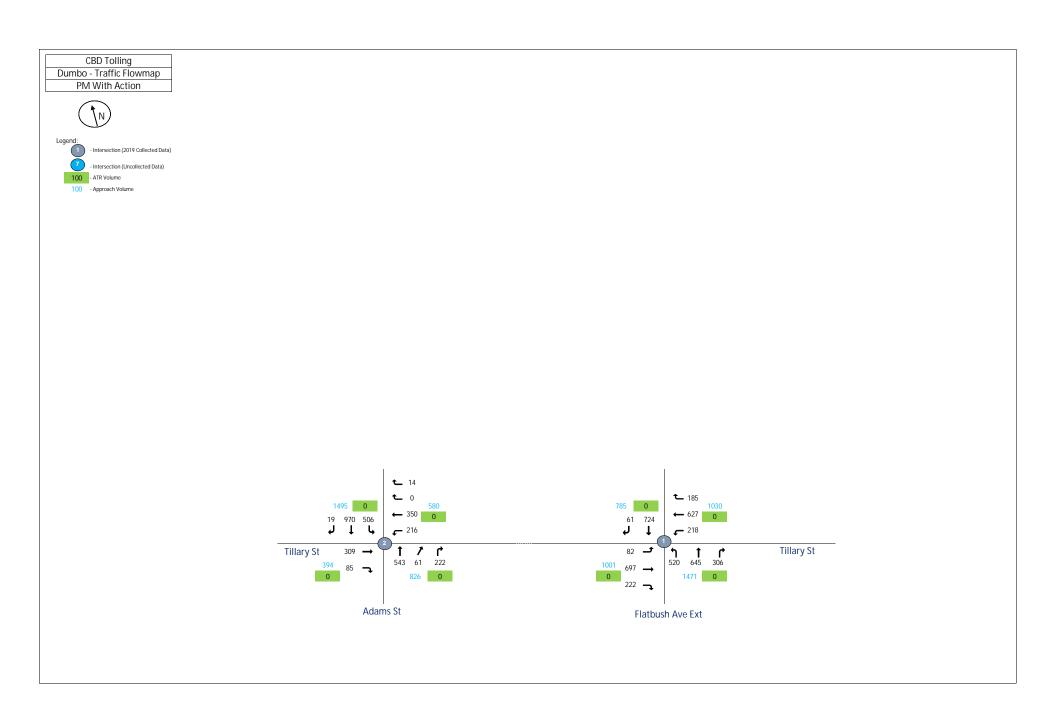


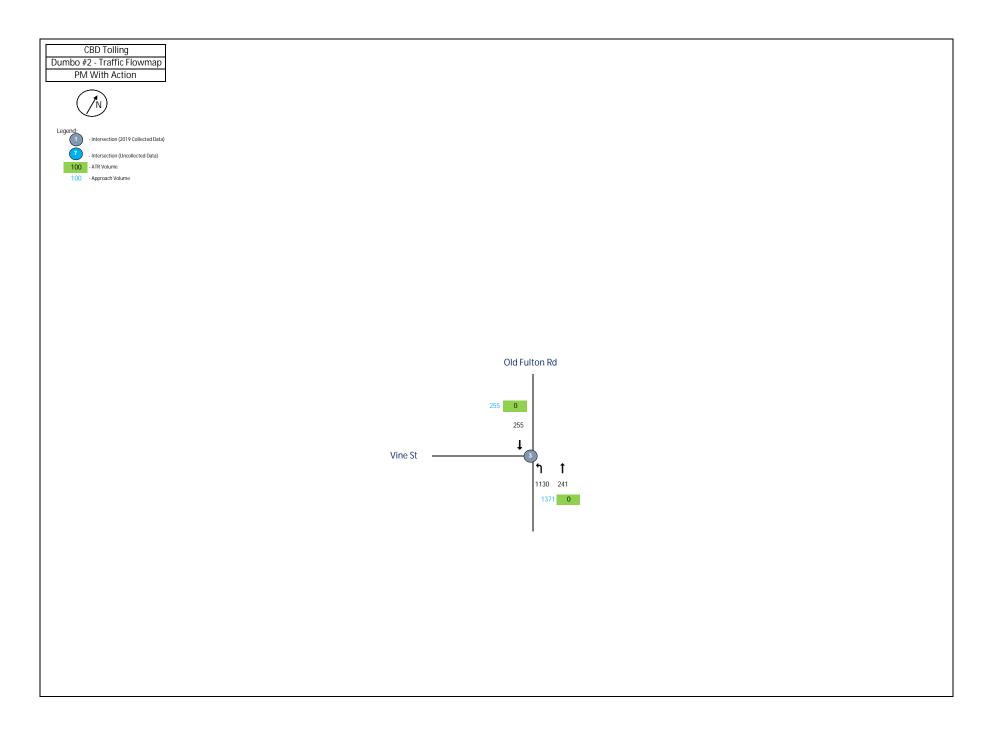
DUMBO	8:00:00 AM							
					Total	Vehic	les	
				In	bound	I/Outb	ound	
					AM P	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Tillary St & Flatbush Ave ext						-		
2019 (TMC-007)	1							
Tillary St	1	EB	0	141	615	229	0	
Tillary St	1	WB	0	230	368	368	0	
Flatbush Ave ext	1	NB	0	570	939	259	0	
Flatbush Ave ext	1	SB	0	0	637	80	0	4436
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	196	90	0	
Tillary St	2	WB	0	138	227	0	28	
Adams St	2	NB	0	0	581	59	150	
Adams St	2	SB	0	619	846	15	0	2949
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1135	177	0	0	
Old Fulton Rd	3	SB	0	0	654	0	0	1966



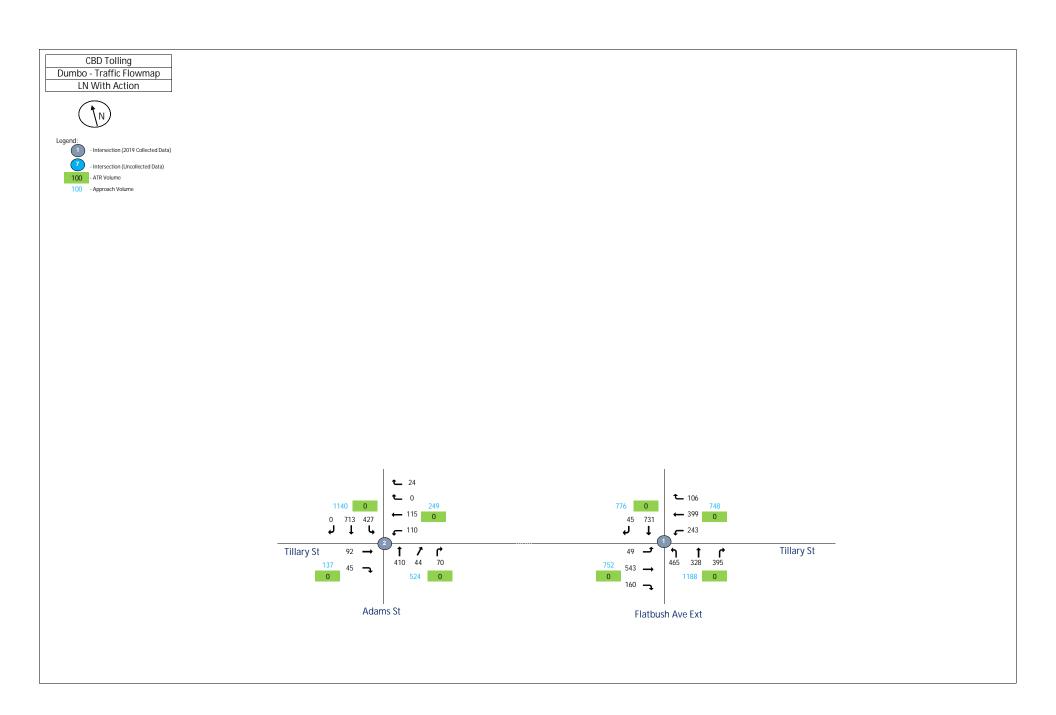


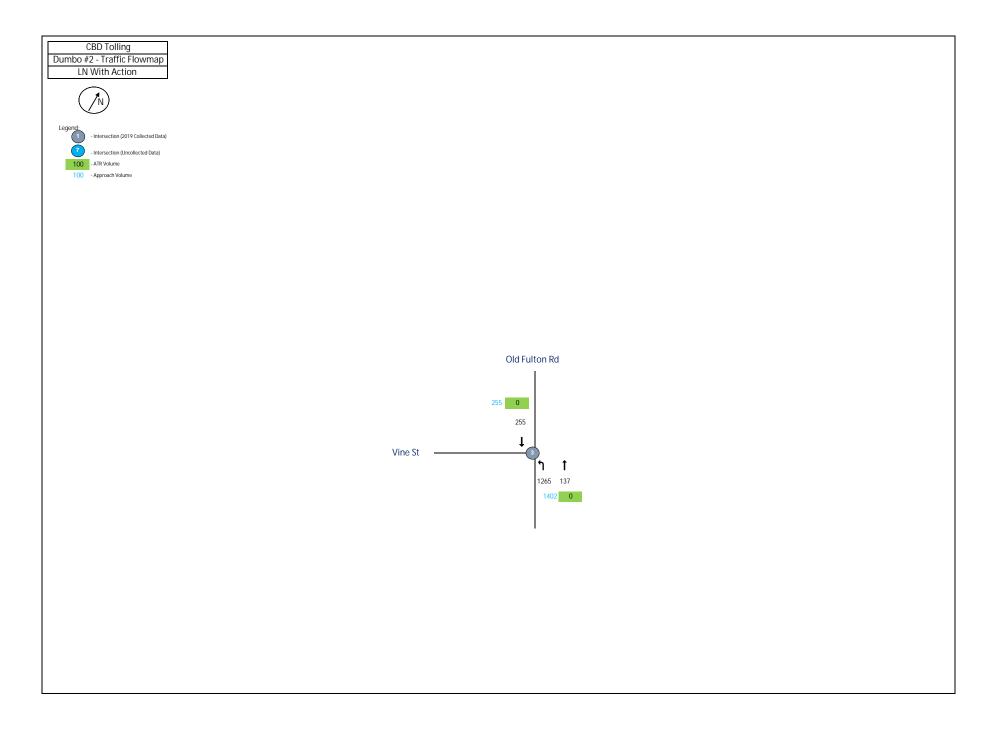
DUMBO	1:00:00 PM							
					Total	Vehic	cles	
				In	bound	d/Outl	oound	
					MD P	eak H	lour	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	91	697	262	0	
Tillary St	1	WB	0	222	349	259	0	
Flatbush Ave ext	1	NB	0	585	593	343	0	
Flatbush Ave ext	1	SB	0	0	425	51	0	3877
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	264	85	0	
Tillary St	2	WB	0	158	200	0	15	
Adams St	2	NB	0	0	409	44	178	
Adams St	2	SB	0	667	773	20	0	2813
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1128	126	0	0	
Old Fulton Rd	3	SB	0	0	463	0	0	1717



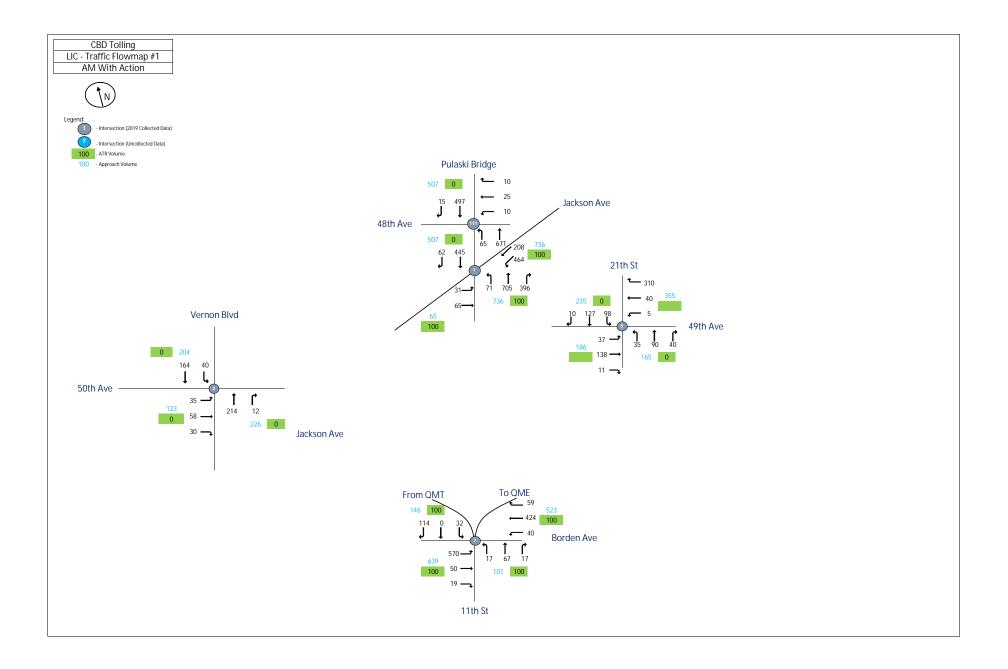


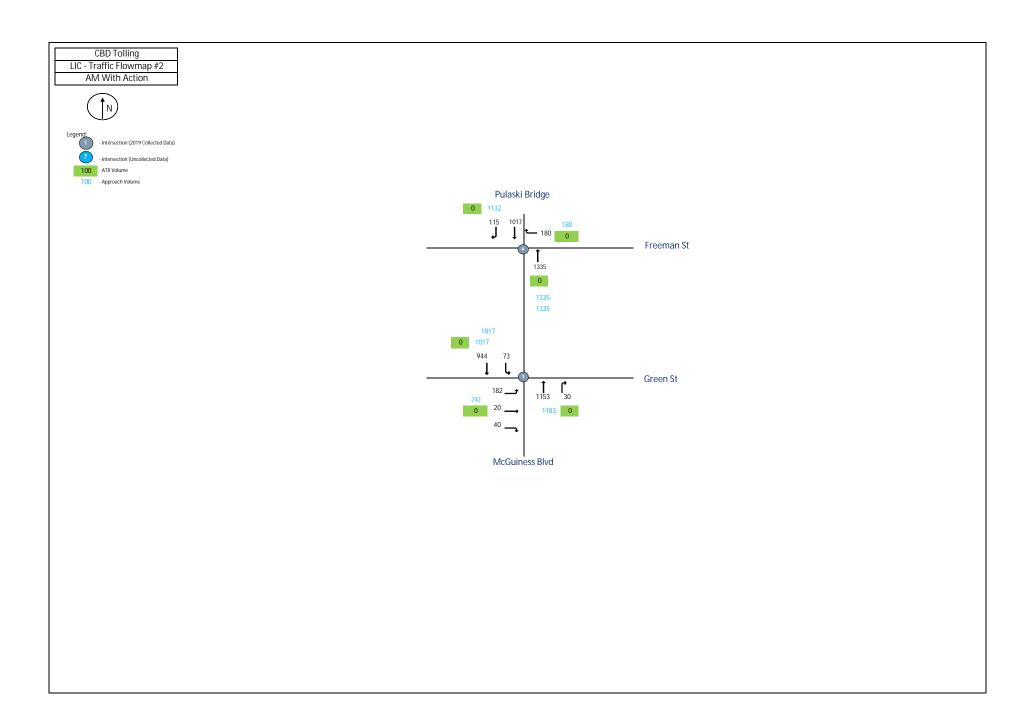
DUMBO	5:00:00 PM							
					Total	Vehic	cles	
				l				
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Tillary St & Flatbush Ave ext								
2019 (TMC-007)	1							
Tillary St	1	EB	0	82	697	222	0	
Tillary St	1	WB	0	218	627	185	0	
Flatbush Ave ext	1	NB	0	520	645	306	0	
Flatbush Ave ext	1	SB	0	0	724	61	0	4287
Tillary St & Adams St								
2019 (TMC-008)	2							
Tillary St	2	EB	0	0	309	85	0	
Tillary St	2	WB	0	216	350	0	14	
Adams St	2	NB	0	0	543	61	222	
Adams St	2	SB	0	506	970	19	0	3295
Vine St & Old Fulton Rd								
2019 (TMC-009)	3							
Vine St	3	EB	0	0	0	0	0	
Vine St	3	WB	0	0	0	0	0	
Old Fulton Rd	3	NB	0	1130	241	0	0	
Old Fulton Rd	3	SB	0	0	255	0	0	1626

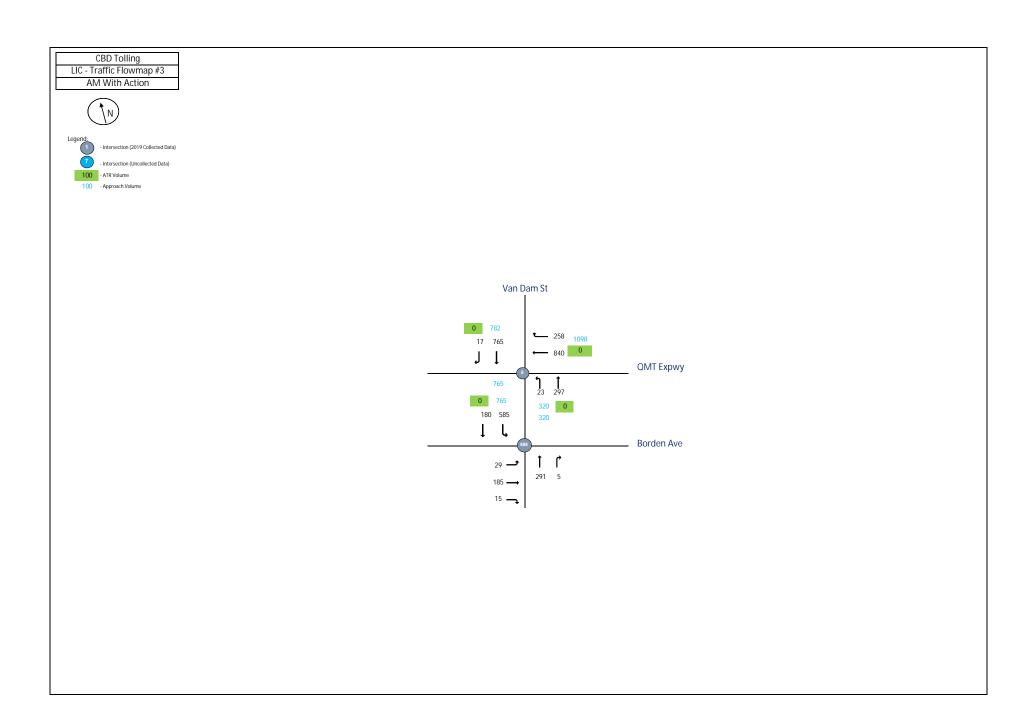


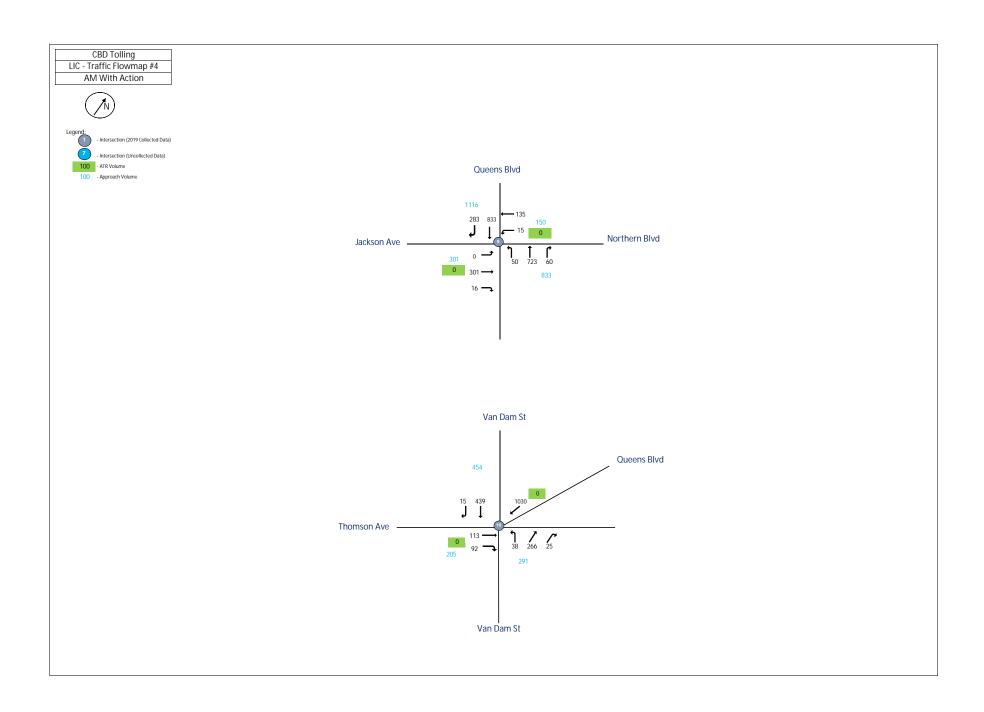


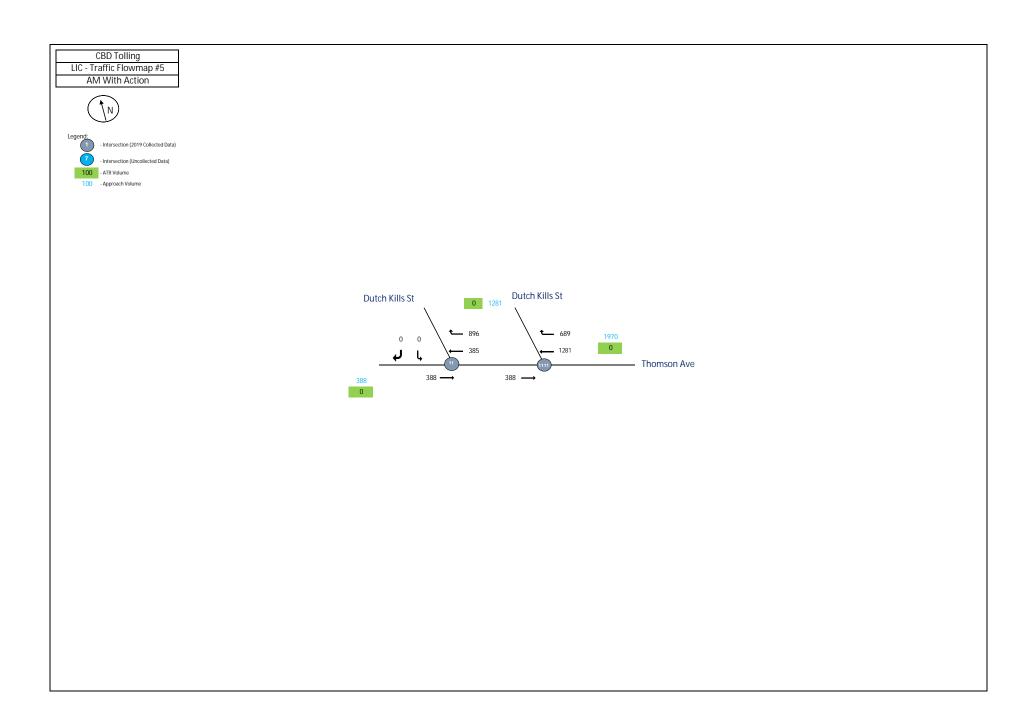
DUMBO	9:00:00 PM								
					Total	Vehic	cles		
				Inbound/Outbound					
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Tillary St & Flatbush Ave ext									
2019 (TMC-007)	1								
Tillary St	1	EB	0	49	543	160	0		
Tillary St	1	WB	0	243	399	106	0		
Flatbush Ave ext	1	NB	0	465	328	395	0		
Flatbush Ave ext	1	SB	0	0	731	45	0	3464	
Tillary St & Adams St									
2019 (TMC-008)	2								
Tillary St	2	EB	0	0	92	45	0		
Tillary St	2	WB	0	110	115	0	24		
Adams St	2	NB	0	0	410	44	70		
Adams St	2	SB	0	427	713	0	0	2050	
Vine St & Old Fulton Rd									
2019 (TMC-009)	3								
Vine St	3	EB	0	0	0	0	0		
Vine St	3	WB	0	0	0	0	0		
Old Fulton Rd	3	NB	0	1265	137	0	0		
Old Fulton Rd	3	SB	0	0	255	0	0	1657	

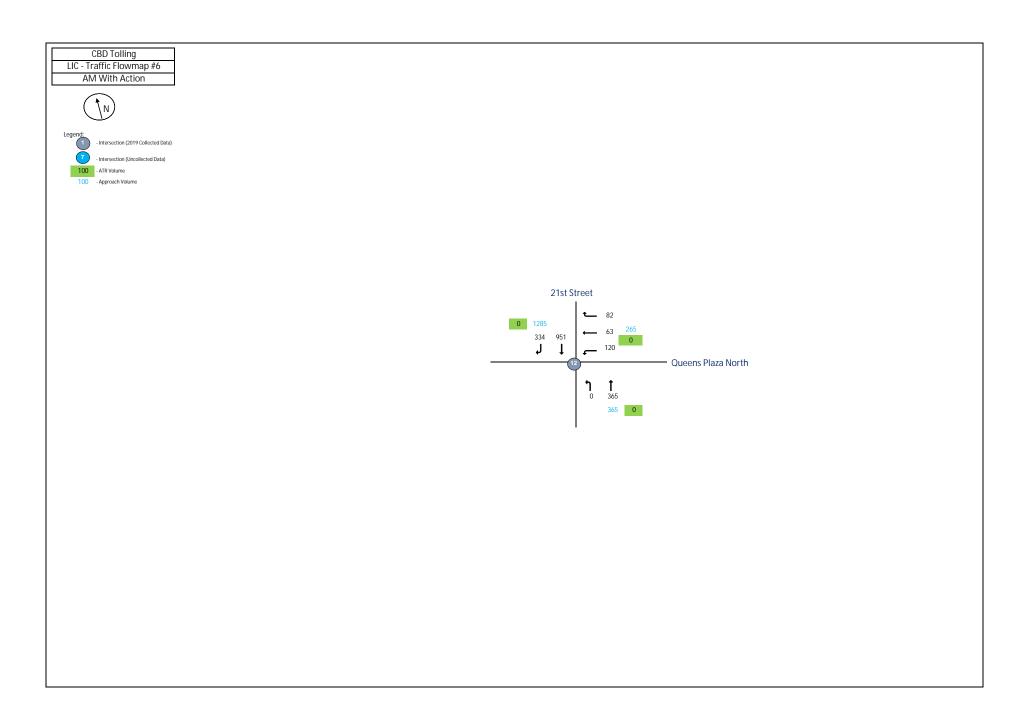








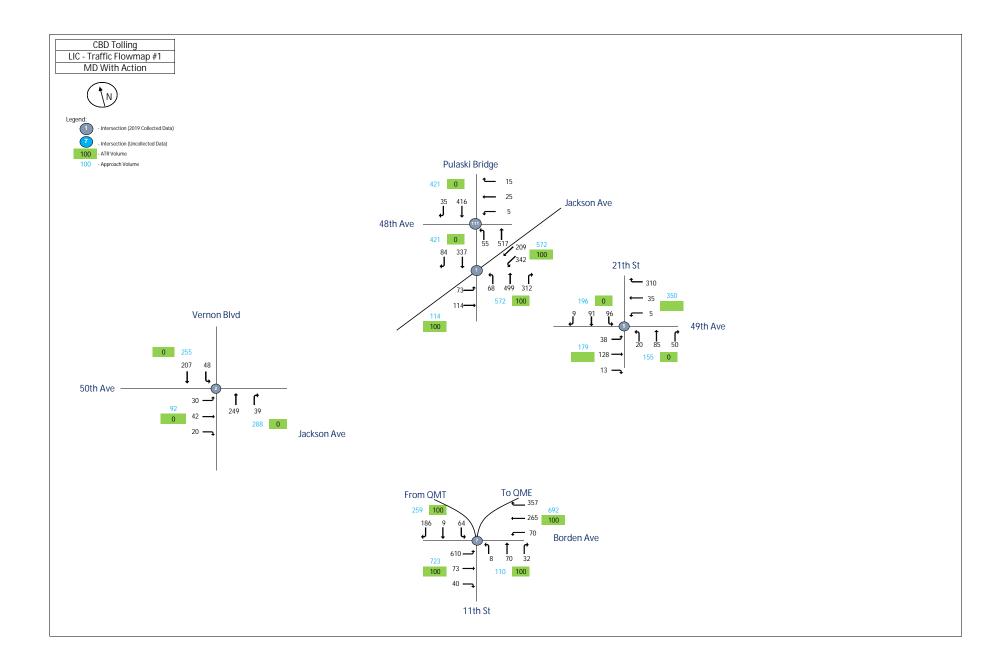


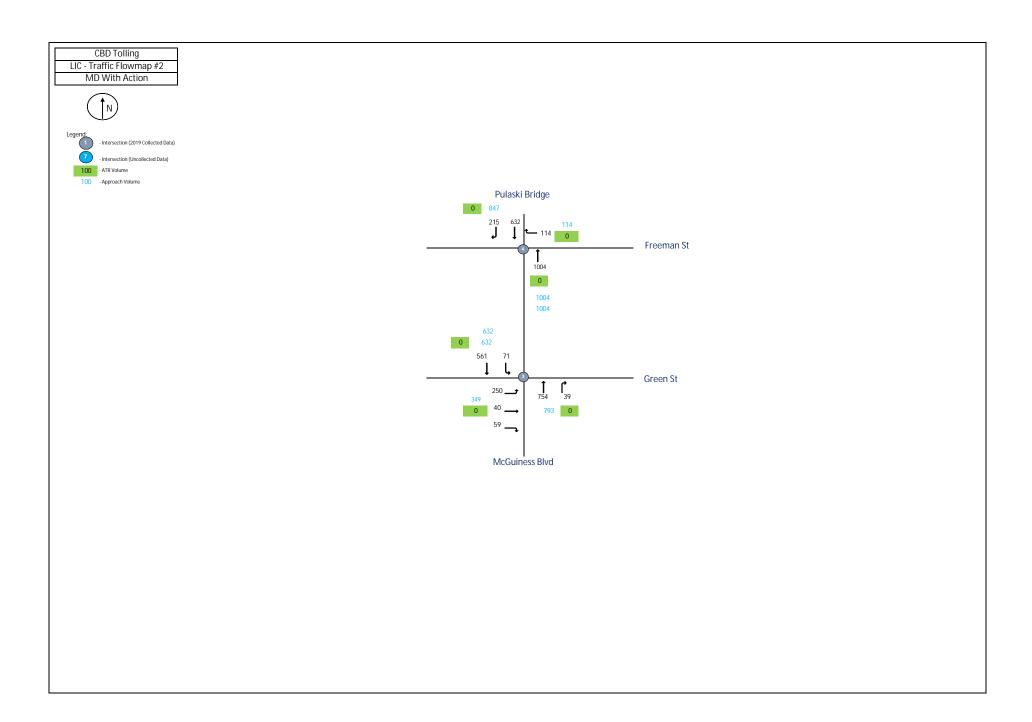


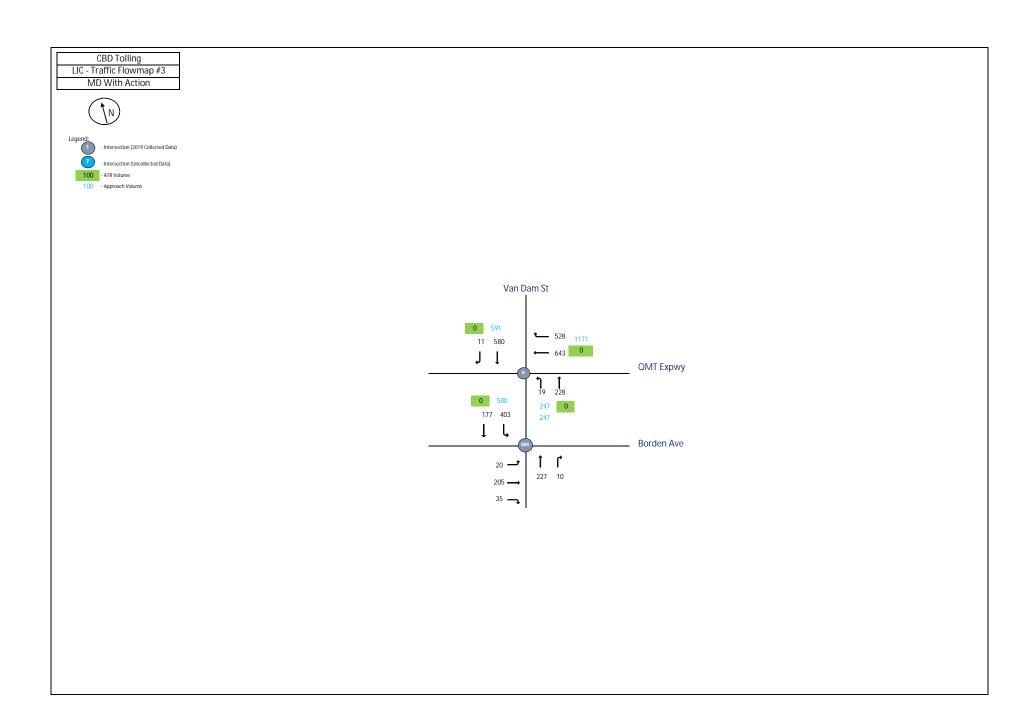
LIC **7:00:00 AM**

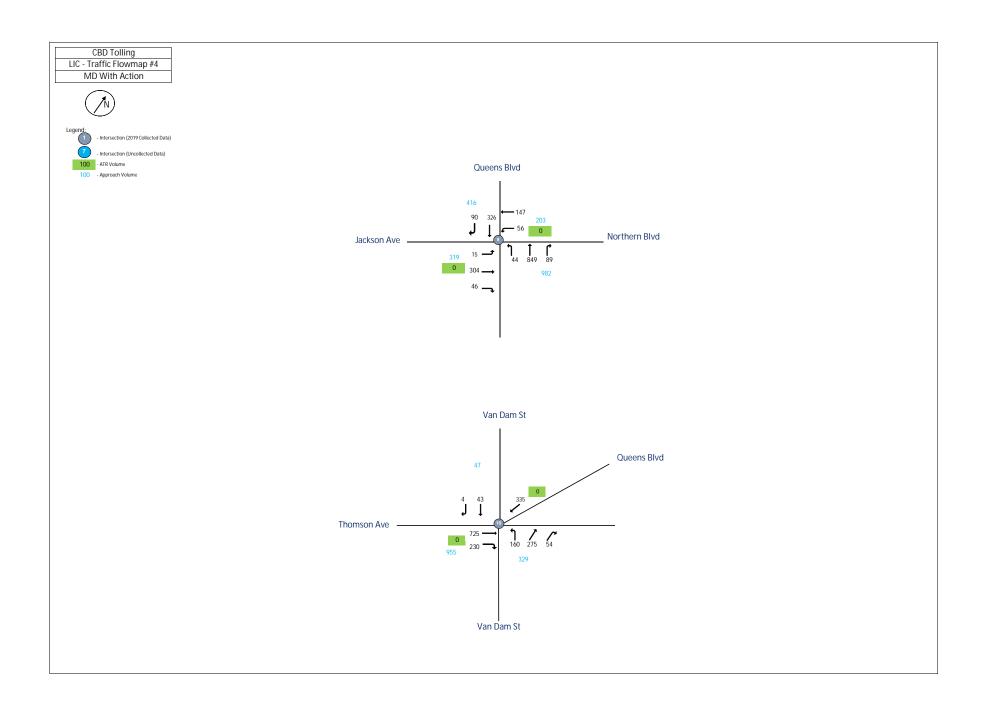
LIC	7:00:00 AM	1	Total Vehicles							
					bound					
					AM Pe					
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
11th St / Pulaski Brdge & Jackson Ave										
2017> 2019 (LIC_1_TMC-6A)	1									
Pulaski Bridge / 11th St	1	EB	0	31	65	0	0			
Pulaski Bridge / 11th St	1	WB	0	464	208	0	0			
Jackson Ave	1	NB	0	71	705	396	0			
Jackson Ave	1	SB	0	0	445	62	0	2447		
11th St / 48th St										
2017> 2019 (LIC_1_TMC-6A)	111									
11th St	111	EB	0	0	0	0	0			
11th St	111	WB	0	10	25	10	0			
48th St	111	NB	0	65	671	0	0			
48th St	111	SB	0	0	497	15	0	1293		
Vernon Blvd & 50th Ave										
2019 (TMC-001)	2									
50th Ave	2	EB	0	35	58	30	0			
50th Ave	2	WB	0	0	0	0	0			
Vernon Blvd	2	NB	0	0	214	12	0			
Vernon Blvd	2	SB	0	40	164	0	0	553		
Pulsaki Bridge & Green St										
2019 (TMC-002)	3									
Green St	3	EB	0	182	20	40	0			
Green St	3	WB	0	0	0	0	0			
Pulsaki Bridge	3	NB	0	0	1153	30	0			
Pulsaki Btridge	3	SB	0	73	944	0	0	2442		
Pulsaki Bridge & Freeman St	-									
2019 (TMC-003)	4									
Freeman St	4	EB	0	0	0	0	0			
Freeman St	4	WB	0	0	0	180	0			
Pulsaki Bridge	4	NB	0	0	1335	0	0			
Pulsaki Btridge	4	SB	0		1017	115	0	2647		
49th Ave & 21st St	· ·	"	⊢ Ť				$\overline{}$	2047		
2017> 2019 (LIC_5_TMC-6C)	5									
49th Ave	5	EB	0	37	138	11	0			
49th Ave	5	WB	0	5	40	310	0			
21th Ave	5	NB	0	35	90	40	0			
21th Ave	5	SB	0	98	127	10	0	941		
Borden Ave & 11th Street	,	35		20	141	10		341		
2018 2019 (LIC_7_TMC-6D)	7									
Borden Ave	7	EB	0	570	50	19	0			
Borden Ave	7	WB	0	40	424	59	0			
11th St	7	NB		40 17	424 67	59 17	0			
11th St 11th St	7	SB	0	32	0		0			
1111131	<u>'</u>	l 2g	U	32	U	114	U	1409		

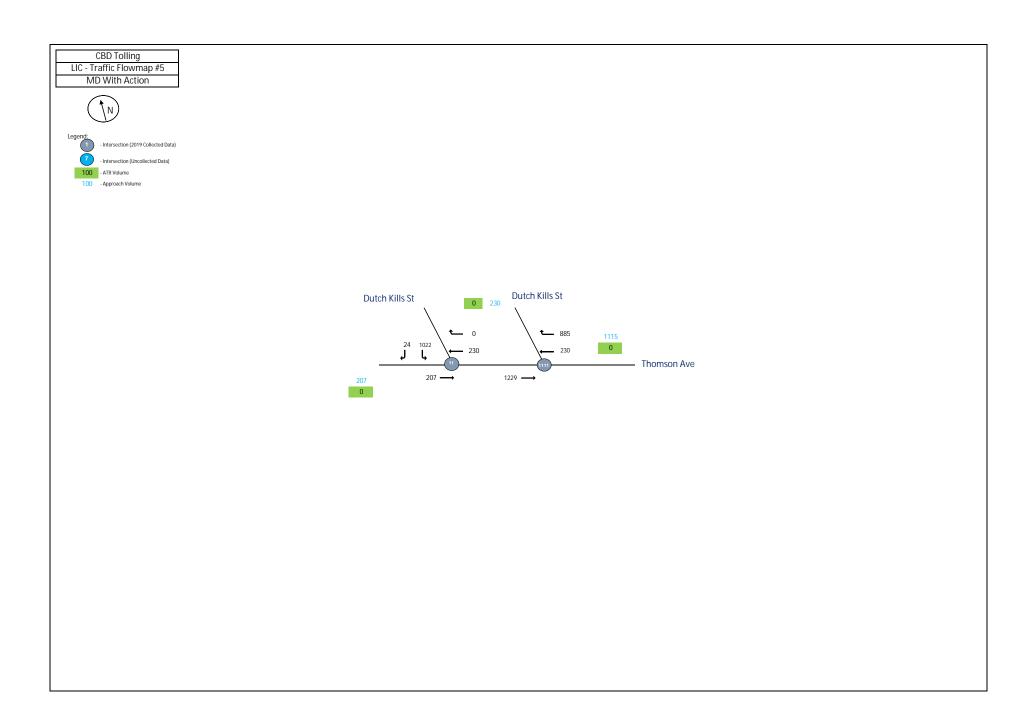
Van Dam St & QMT Expwy (North)	1]					Ī	
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	840	258	0	
Van Dam St	8	NB	0	23	297	0	0	
Van Dam St	8	SB	0	0	765	17	0	2200
Van Dam St & QMT Expwy (South)	3	35			703			2200
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	29	185	15	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	291	5	0	
Van Dam St	888	SB	0	585	180	0	0	1290
Queens Blvd & Jackson Ave (Mainline)	888	30	- 0	363	100		0	1290
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	833	283	0	
Queens Blvd	9	WB	0	50	723	283 60	0	
Jackson Ave	9	NB	0	0	301	16	0	
Jackson Ave	9	SB	0	15	135	0	0	2416
	9	3D	0	13	155	U	- 0	2416
Queens Blvd & Jackson Ave (Service Rd)	9A							
2018> 2019 (LIC_9A_TMC-6E) Queens Blvd	_		0	0	25	255	0	
4	9A	EB	0	0	35	355	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	390
Thompson Ave & Queens Blvd	10							
2018> 2019 (LIC_10_TMC-6G)	10			_	•			
Queens Blvd	10	EB	0	0	0	113	92	
Queens Blvd	10	WB	0	0	1030	0	0	
Thompson Ave	10	NB	0	38	266	0	25	
Thompson Ave	10	SB	0	0	439	15	0	2018
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	388	0	0	
Thomson Ave	11	WB	0	0	385	896	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	0	0	0	0	1669
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	388	0	0	
Thomson Ave	1111	WB	0	0	1281	689	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2358
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	120	63	82	0	
Queens Plaza North 21st Street			0 0	120 0	63 365	82 0	0 0	

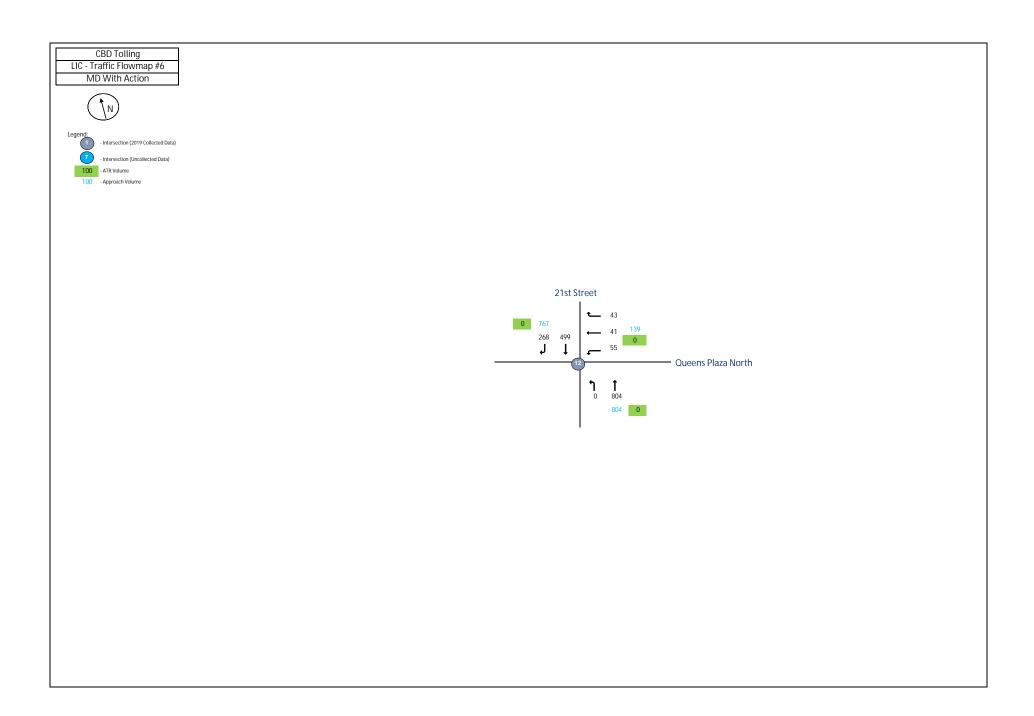








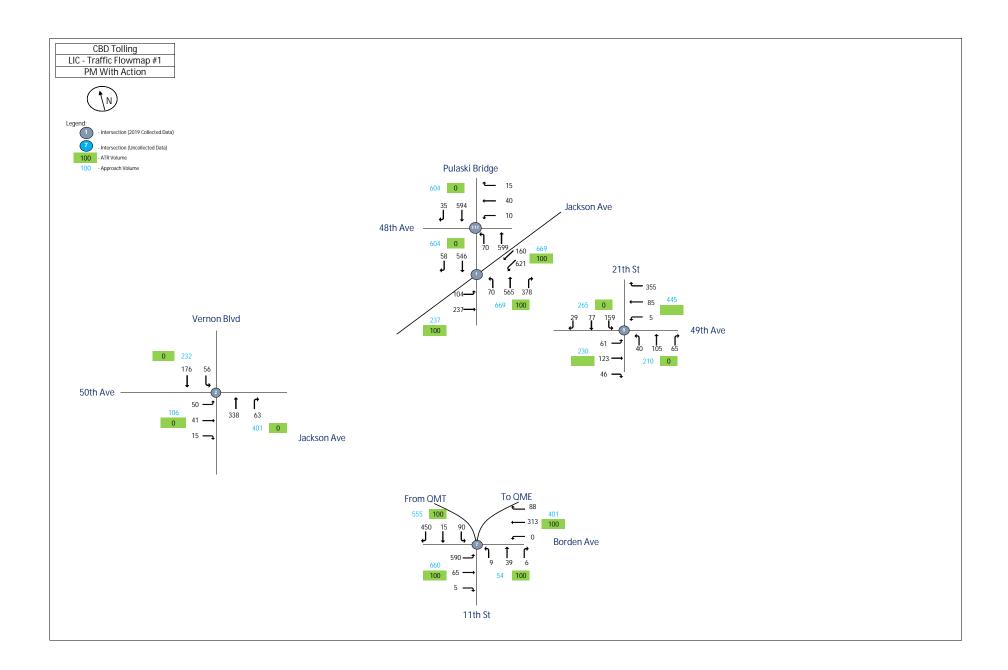


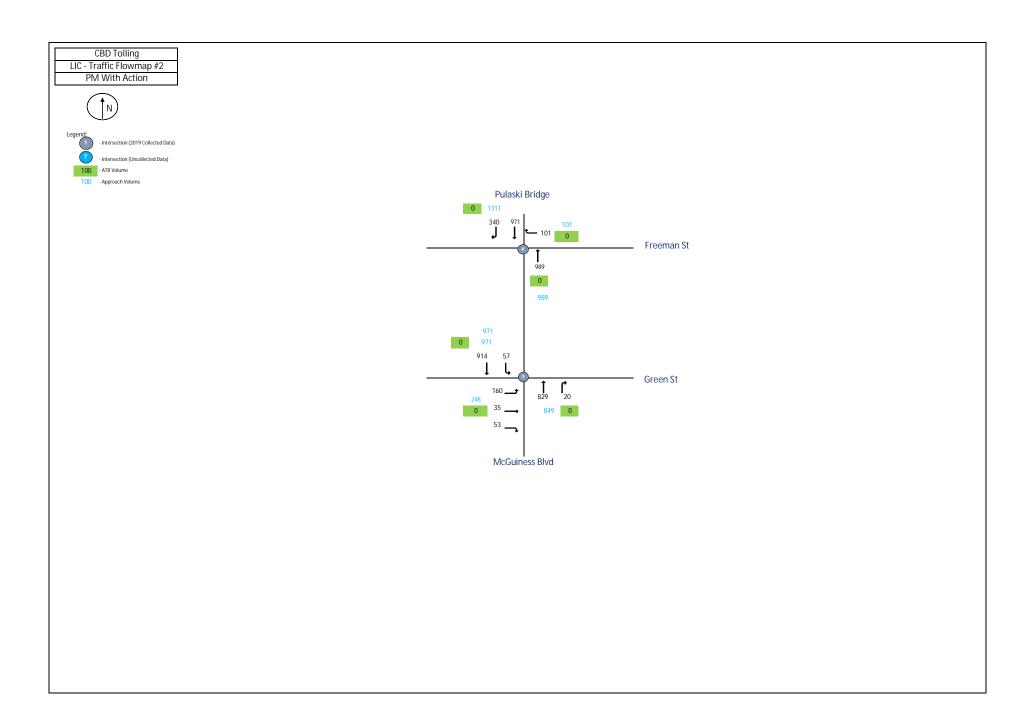


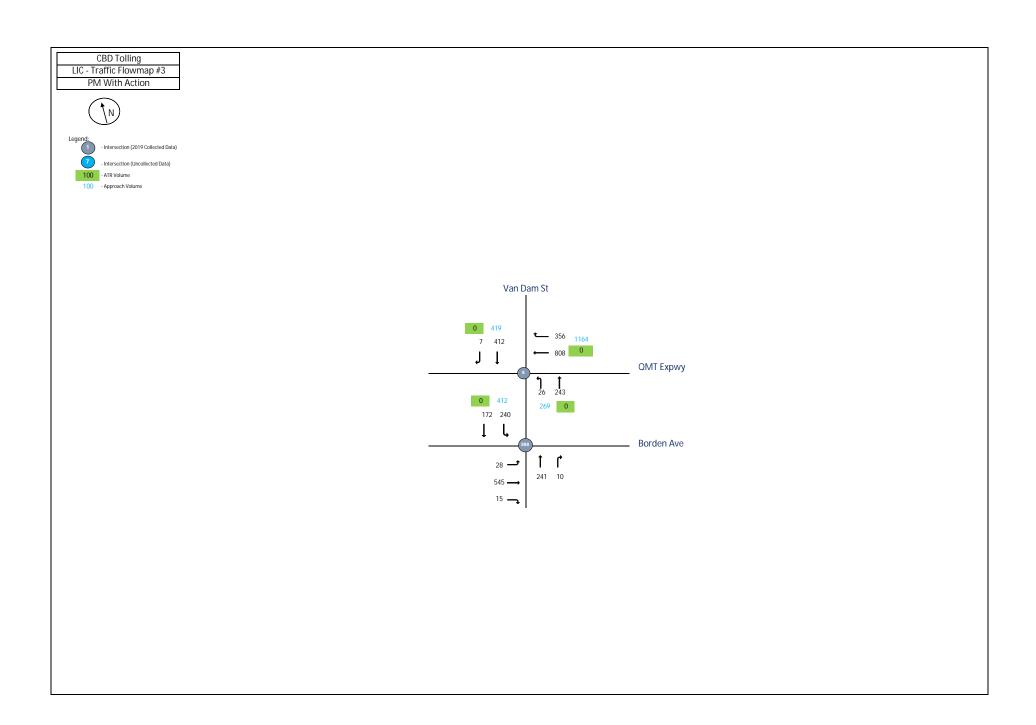
LIC 1:00:00 PM

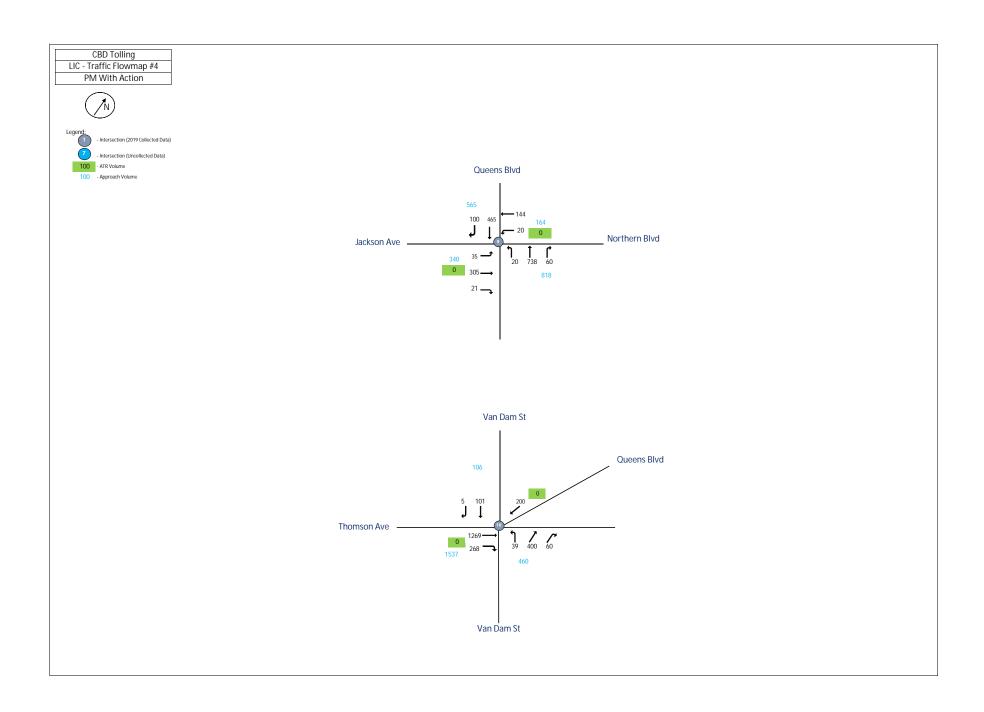
LIC	1:00:00 PM		Total Vehicles							
					oound					
			MD Peak Hour							
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
11th St / Pulaski Brdge & Jackson Ave										
2017> 2019 (LIC_1_TMC-6A)	1									
Pulaski Bridge / 11th St	1	EB	0	73	114	0	0			
Pulaski Bridge / 11th St	1	WB	0	342	209	0	0			
Jackson Ave	1	NB	0	68	499	312	0			
Jackson Ave	1	SB	0	0	337	84	0	2038		
11th St / 48th St										
2017> 2019 (LIC_1_TMC-6A)	111									
11th St	111	EB	0	0	0	0	0			
11th St	111	WB	0	5	25	15	0			
48th St	111	NB	0	55	517	0	0			
48th St	111	SB	0	0	416	35	0	1068		
Vernon Blvd & 50th Ave										
2019 (TMC-001)	2									
50th Ave	2	EB	0	30	42	20	0			
50th Ave	2	WB	0	0	0	0	0			
Vernon Blvd	2	NB	0	0	249	39	0			
Vernon Blvd	2	SB	0	48	207	0	0	635		
Pulsaki Bridge & Green St	_						_	033		
2019 (TMC-002)	3									
Green St	3	EB	0	250	40	59	0			
Green St	3	WB	0	0	0	0	0			
Pulsaki Bridge	3	NB	0	0	754	39	0			
Pulsaki Btridge	3	SB	0	71	561	0	0	1774		
Pulsaki Bridge & Freeman St		35			301			1//4		
2019 (TMC-003)	4									
Freeman St	4	EB	0	0	0	0	0			
Freeman St	4	WB	0	0	0	114	0			
Pulsaki Bridge	4	NB	0	0	1004	0	0			
Pulsaki Bridge	4	SB	0	0	632	215	0	1065		
49th Ave & 21st St	7	36	0	- 0	032	213	-	1965		
2017> 2019 (LIC_5_TMC-6C)	-									
49th Ave	5	EB	0	38	128	13	0			
	5						0			
49th Ave	5	WB	0	5	35	310	0			
21th Ave	5 5	NB CD	0 0	20 96	85 01	50	0			
21th Ave	3	SB	U	90	91	9	0	880		
Borden Ave & 11th Street	_									
2018 2019 (LIC_7_TMC-6D)	7			640	70	40	_			
Borden Ave	7	EB	0	610	73	40	0			
Borden Ave	7	WB	0	70	265	357	0			
11th St	7	NB	0	8	70	32	0			
11th St	7	SB	0	64	9	186	0	1784		

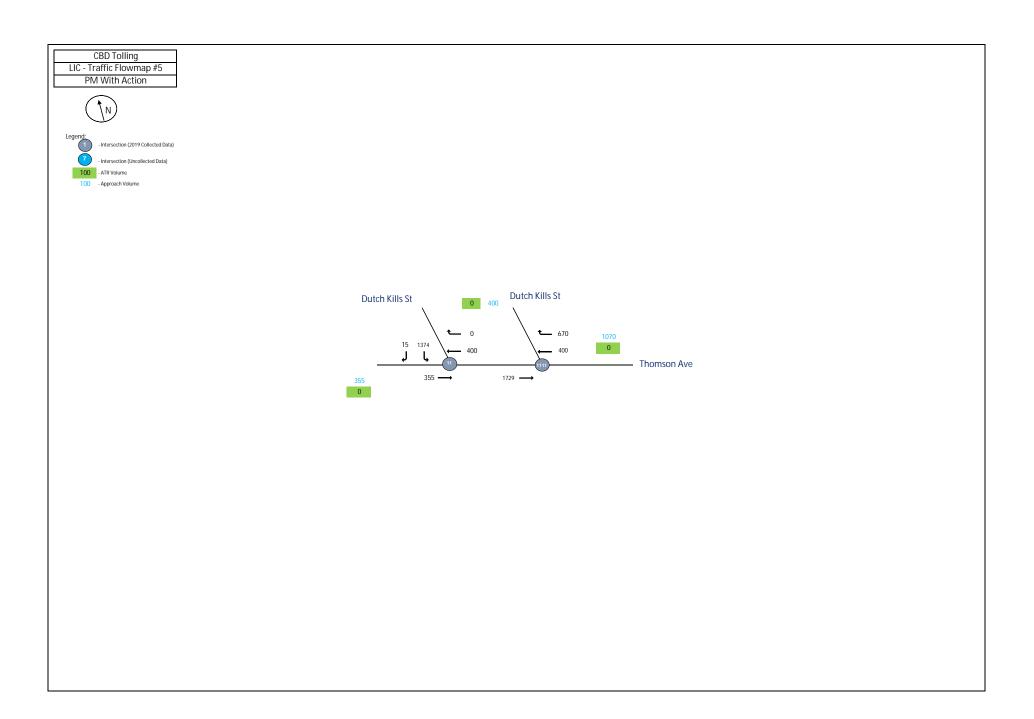
Van Dam St & QMT Expwy (North)			Ī					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	643	528	0	
Van Dam St	8	NB	0	19	228	0	0	
Van Dam St	8	SB	0	0	580	11	0	2009
Van Dam St & QMT Expwy (South)	- C	35	Ť		300			2003
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	20	205	35	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	227	10	0	
Van Dam St	888	SB	0	403	177	0	0	1077
Queens Blvd & Jackson Ave (Mainline)	000	36	Ü	403	1//	- 0	- 0	10//
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	326	90	0	
Queens Blvd	9	WB	0	44	326 849	90 89	0	
Jackson Ave	9	NB	0	15	304	89 46	0	
Jackson Ave	9	SB	0	56	304 147	0	0	1000
	9	30	U	50	147	U	U	1966
Queens Blvd & Jackson Ave (Service Rd)	9A							
2018> 2019 (LIC_9A_TMC-6E)				0	45	260	_	
Queens Blvd	9A	EB	0	0	45	260	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	305
Thompson Ave & Queens Blvd								
2018> 2019 (LIC_10_TMC-6G)	10			_	_			
Queens Blvd	10	EB	0	0	0	725	230	
Queens Blvd	10	WB	0	0	335	0	0	
Thompson Ave	10	NB	0	160	275	0	54	
Thompson Ave	10	SB	0	0	43	4	0	1826
Dutch Kills St & Thomson Ave (#1)								
2019 (TMC-005)	11							
Thomson Ave	11	EB	0	0	207	0	0	
Thomson Ave	11	WB	0	0		0	0	
Dutch Kills St	11	NB	0	0	0	0	0	
Dutch Kills St	11	SB	0	1022	0	24	0	1483
Dutch Kills St & Thomson Ave (#2)								
2019 (TMC-005)	1111							
Thomson Ave	1111	EB	0	0	1229	0	0	
Thomson Ave	1111	WB	0	0	230	885	0	
Dutch Kills St	1111	NB	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2344
21st Street & Queens Plaza North								
2019 (TMC-006)	12							
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	55	41	43	0	
21st Street	12	NB	0	0	804	0	0	
21st Street	12	SB	0	0	499	268	0	1710

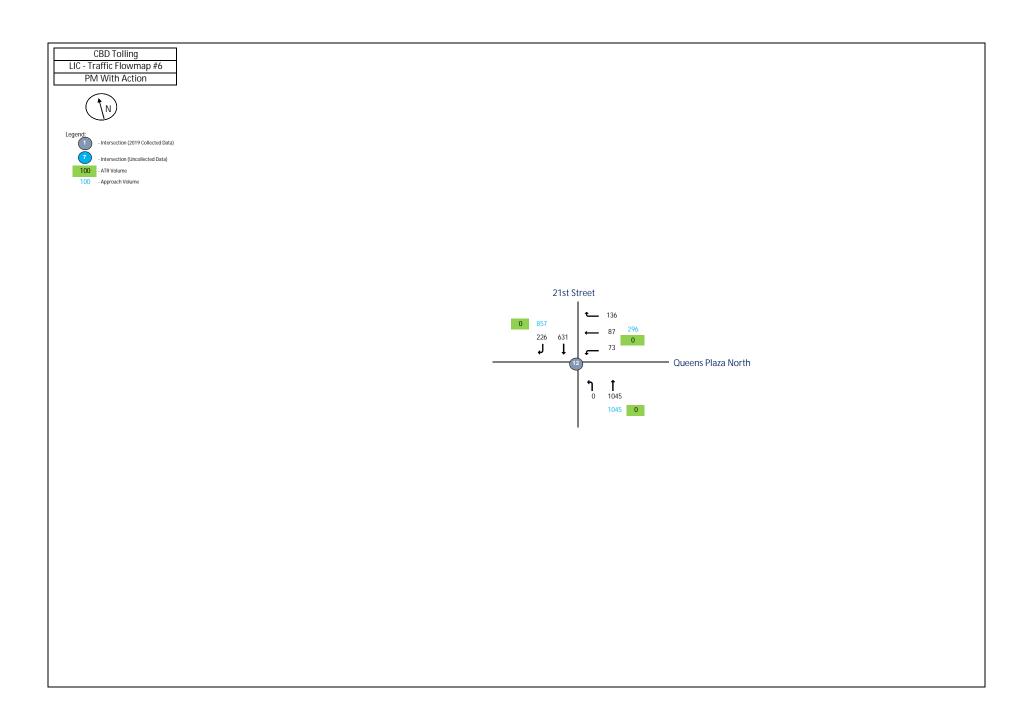








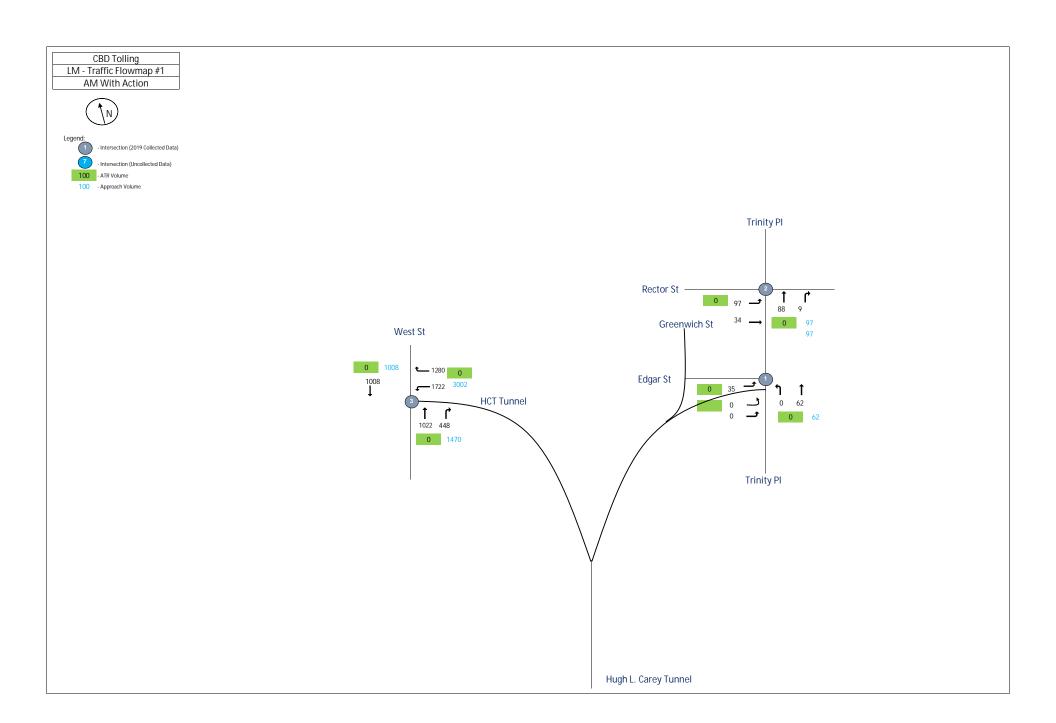




LIC 9:00:00 PM

LIC	9:00:00 PM		Total Vehicles							
			Inbound/Outbound							
			PM Peak Hour							
Intersection	Node	Approach	L2	L	T	R	R2	Total		
11th St / Pulaski Brdge & Jackson Ave										
2017> 2019 (LIC_1_TMC-6A)	1									
Pulaski Bridge / 11th St	1	EB	0	104	237	0	0			
Pulaski Bridge / 11th St	1	WB	0	621	160	0	0			
Jackson Ave	1	NB	0	70	565	378	0			
Jackson Ave	1	SB	0	0	546	58	0	2739		
11th St / 48th St										
2017> 2019 (LIC_1_TMC-6A)	111									
11th St	111	EB	0	0	0	0	0			
11th St	111	WB	0	10	40	15	0			
48th St	111	NB	0	70	599	0	0			
48th St	111	SB	0	0	594	35	0	1363		
Vernon Blvd & 50th Ave										
2019 (TMC-001)	2									
50th Ave	2	EB	0	50	41	15	0			
50th Ave	2	WB	0	0	0	0	0			
Vernon Blvd	2	NB	0	0	338	63	0			
Vernon Blvd	2	SB	0	56	176	0	0	739		
Pulsaki Bridge & Green St										
2019 (TMC-002)	3									
Green St	3	EB	0	160	35	53	0			
Green St	3	WB	0	0	0	0	0			
Pulsaki Bridge	3	NB	0	0	829	20	0			
Pulsaki Btridge	3	SB	0	57	914	0	0	2068		
Pulsaki Bridge & Freeman St								2000		
2019 (TMC-003)	4									
Freeman St	4	EB	0	0	0	0	0			
Freeman St	4	WB	0	0	0	101	0			
Pulsaki Bridge	4	NB	0	0	989	0	0			
Pulsaki Btridge	4	SB	0	0	971	340	0	2401		
49th Ave & 21st St		36	Ů		371	340	U	2401		
2017> 2019 (LIC_5_TMC-6C)	_									
49th Ave	5 5	EB	0	61	123	46	0			
49th Ave	5	WB	0	5	85	355	0			
21th Ave	5	NB	0	5 40	65 105	355 65	0			
21th Ave 21th Ave	5	SB	0	40 159	105 77		0			
	3	JD.	U	139	//	29	U	1150		
Borden Ave & 11th Street	_									
2018 2019 (LIC_7_TMC-6D)	7		_	F00	65	_	_			
Borden Ave	7	EB	0	590	65	5	0			
Borden Ave	7	WB	0	0	313	88	0			
11th St	7	NB	0	9	39	6	0			
11th St	7	SB	0	90	15	450	0	1670		

Van Dam St & QMT Expwy (North)		I	Ī					
2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	808	356	0	
Van Dam St	8	NB	0	26	243	0	0	
Van Dam St	8	SB	0	0	412	7	0	1852
Van Dam St & QMT Expwy (South)	-							1001
2019 (TMC-004B)	888							
QMT Expwy	888	EB	0	28	545	15	0	
QMT Expwy	888	WB	0	0	0	0	0	
Van Dam St	888	NB	0	0	241	10	0	
Van Dam St	888	SB	0	240	172	0	0	1251
Queens Blvd & Jackson Ave (Mainline)	000	35	l		-,-			1231
2018> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	465	100	0	
Queens Blvd	9	WB	0	20	738	60	0	
Jackson Ave	9	NB	0	35	305	21	0	
Jackson Ave	9	SB	0	20	144	0	0	1908
Queens Blvd & Jackson Ave (Service Rd)	,	36	Ů	20	177		U	1908
2018> 2019 (LIC_9A_TMC-6E)	9A							
Queens Blvd	9A	EB	0	0	50	270	0	
Queens Blvd	9A	WB	0	0	0	0	0	
Jackson Ave	9A	NB	0	0	0	0	0	
Jackson Ave	9A	SB	0	0	0	0	0	320
Thompson Ave & Queens Blvd	3A	30		- 0			- 0	320
2018> 2019 (LIC_10_TMC-6G)	10							
Queens Blvd	10	EB	0	0	0	1269	268	
Queens Blvd	10	WB	0	0	200	0	208	
Thompson Ave	10	NB	0	39	400	0	60	
Thompson Ave	10	SB	0	39 0	101	5	0	2342
•	10	30	0	U	101	<u> </u>	U	2342
Dutch Kills St & Thomson Ave (#1)	11							
2019 (TMC-005)				0	255	0	0	
Thomson Ave	11	EB	0	0	355 400	0	0 0	
Thomson Ave	11	WB	0	0		0	_	
Dutch Kills St	11	NB CD	0	0	0	0	0	2444
Dutch Kills St	11	SB	0	1374	0	15	0	2144
Dutch Kills St & Thomson Ave (#2)	4444							
2019 (TMC-005)	1111		_	_	4700	_	_	
Thomson Ave	1111	EB	0		1729	0	0	
Thomson Ave	1111	WB	0	0	400	670	0	
Dutch Kills St	1111	NB CD	0	0	0	0	0	
Dutch Kills St	1111	SB	0	0	0	0	0	2799
21st Street & Queens Plaza North	4-5							
2019 (TMC-006)	12		_	_	_	_	_	
Queens Plaza North	12	EB	0	0	0	0	0	
Queens Plaza North	12	WB	0	73	87	136	0	
21st Street	12	NB	0	0	1045	0	0	
21st Street	12	SB	0	0	631	226	0	2198



CBD Tolling

LM - Traffic Flowmap #2

AM With Action



Legend:



- Intersection (2019 Collected Data)



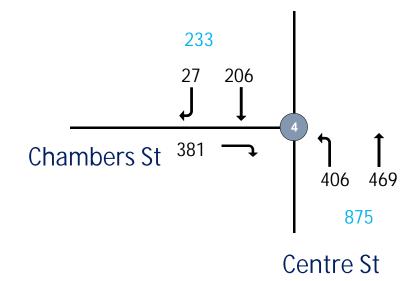
- Intersection (Uncollected Data)

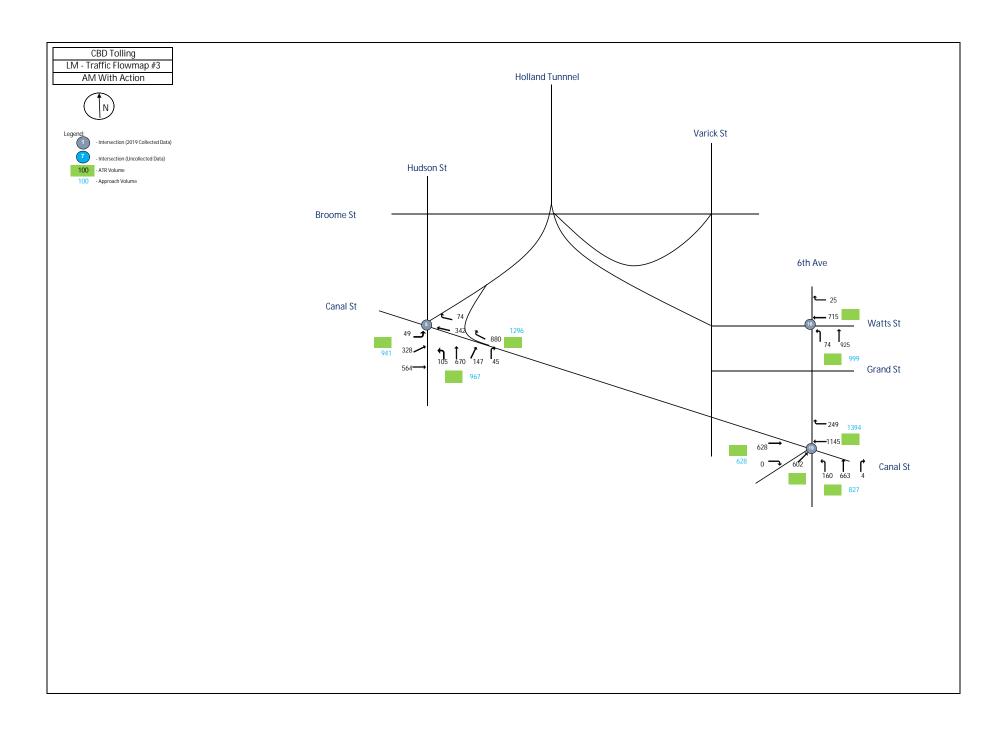
100

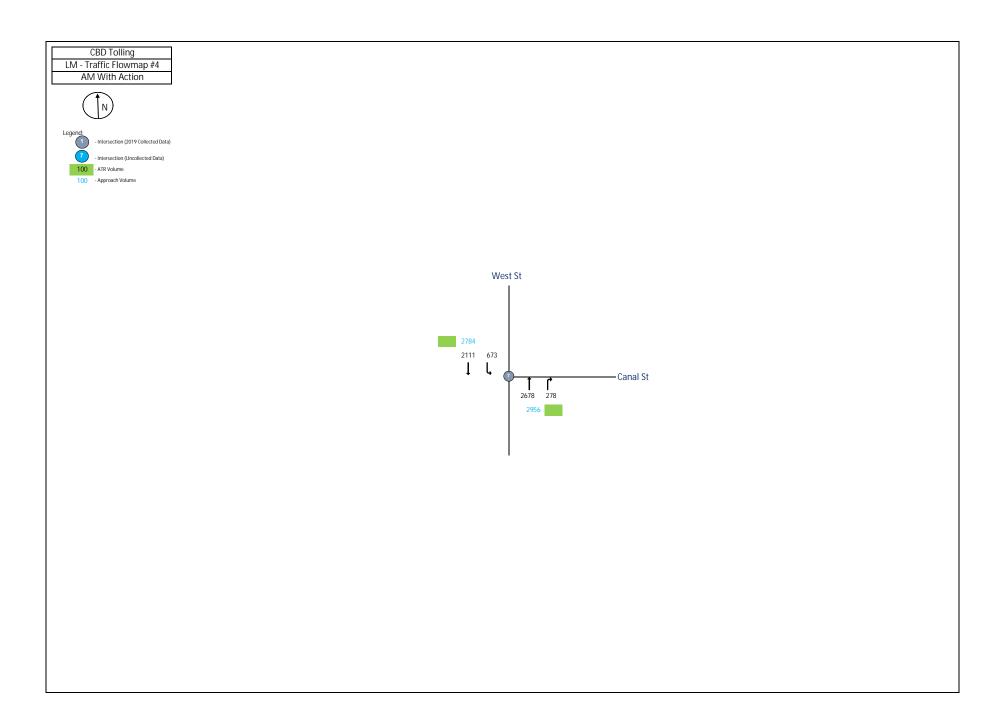
- ATR Volume

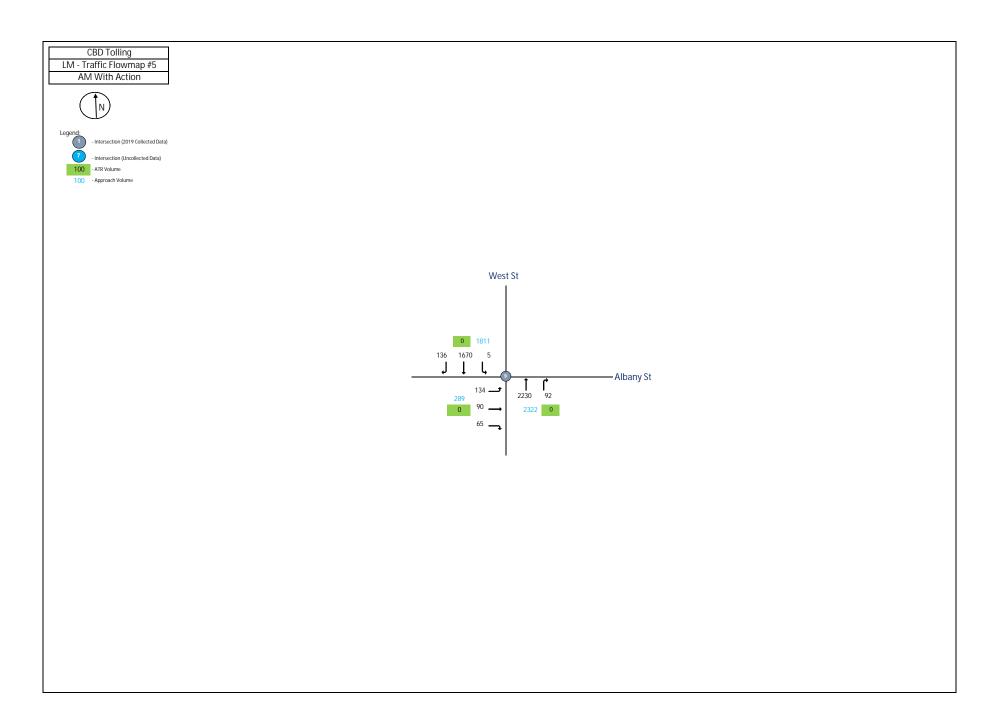
100

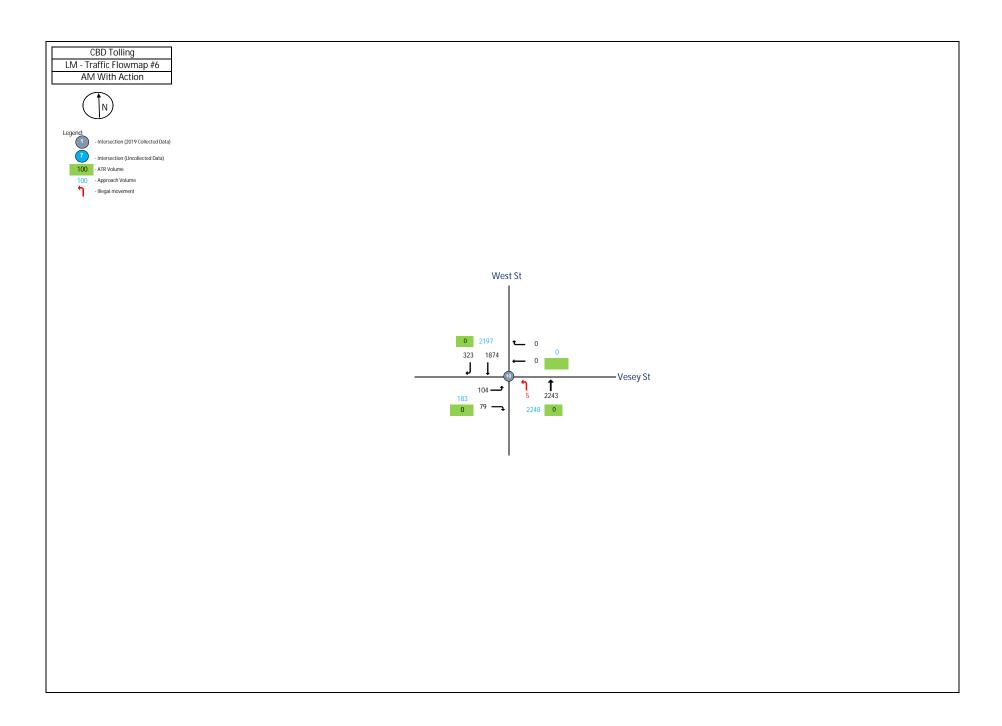
- Approach Volume

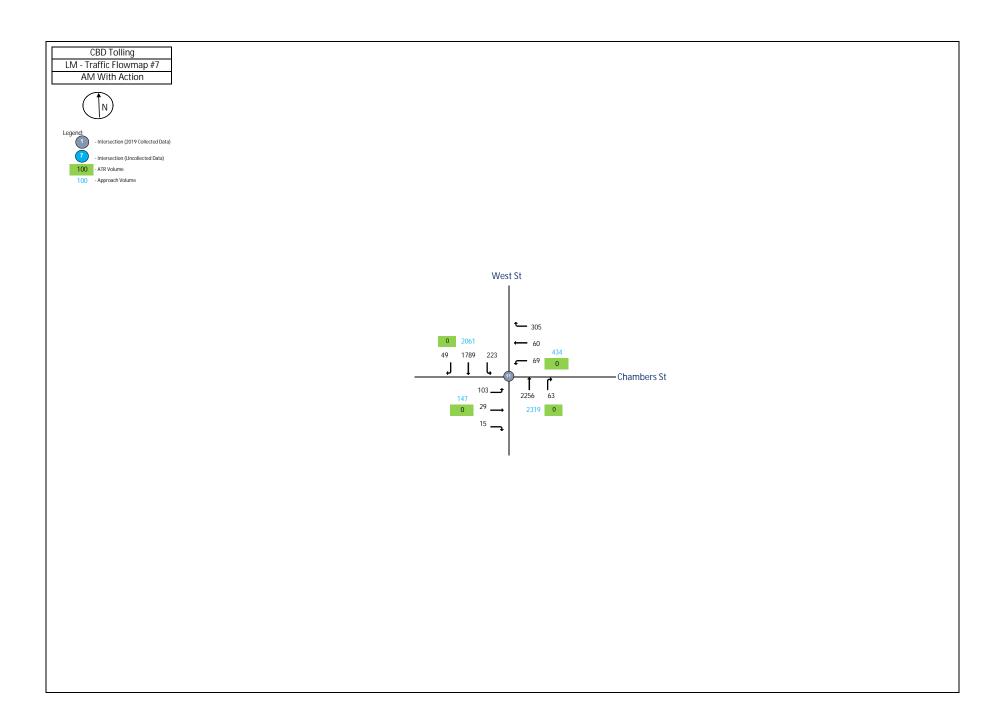


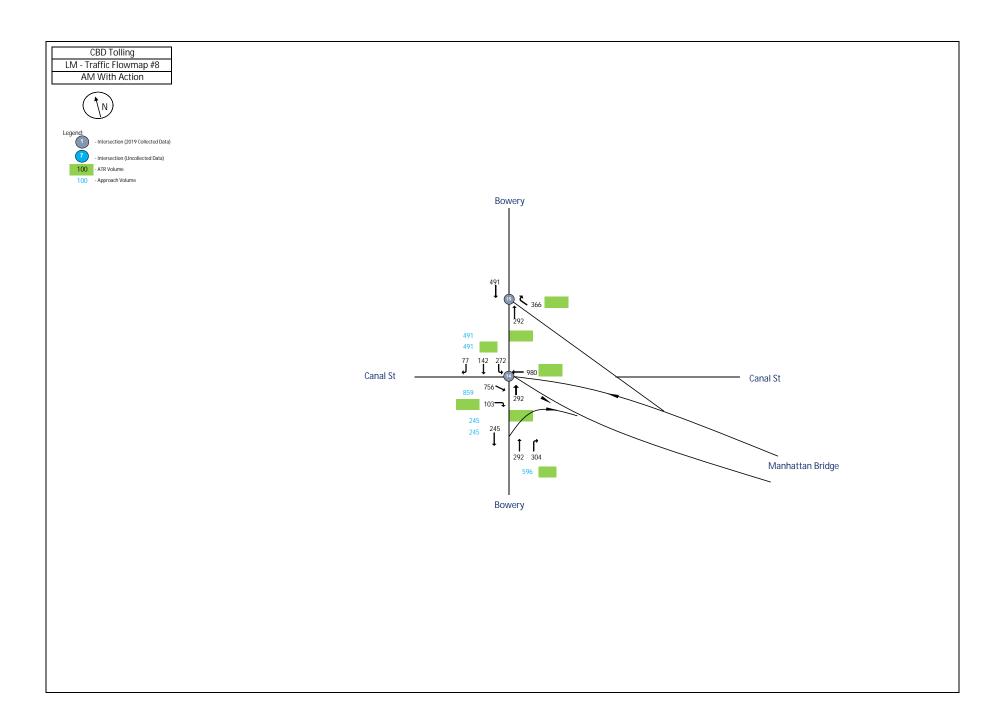










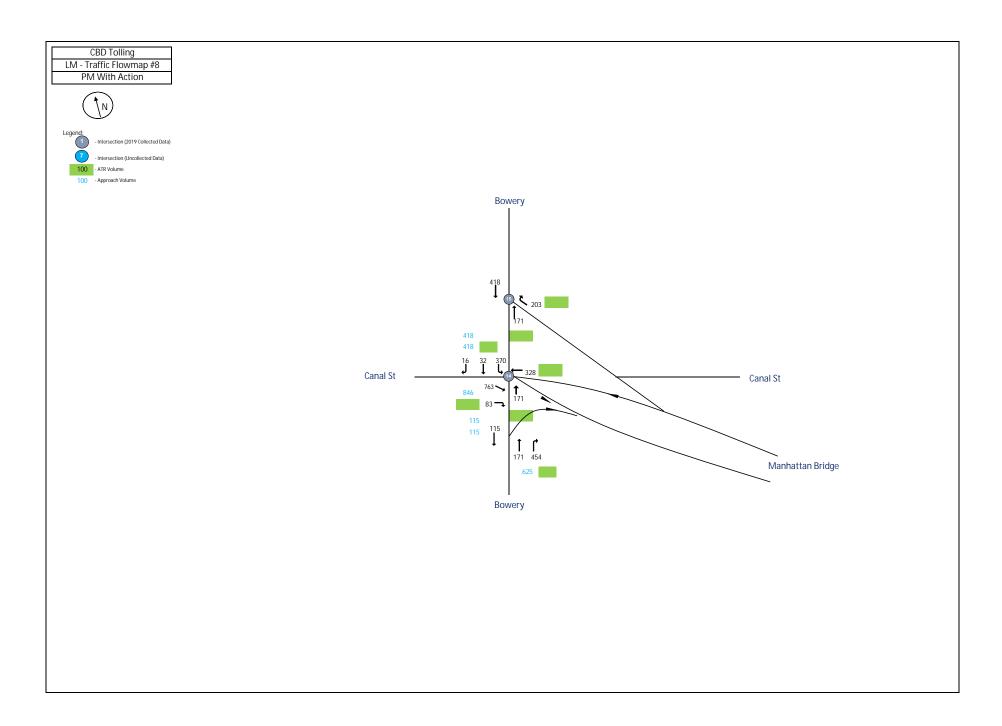


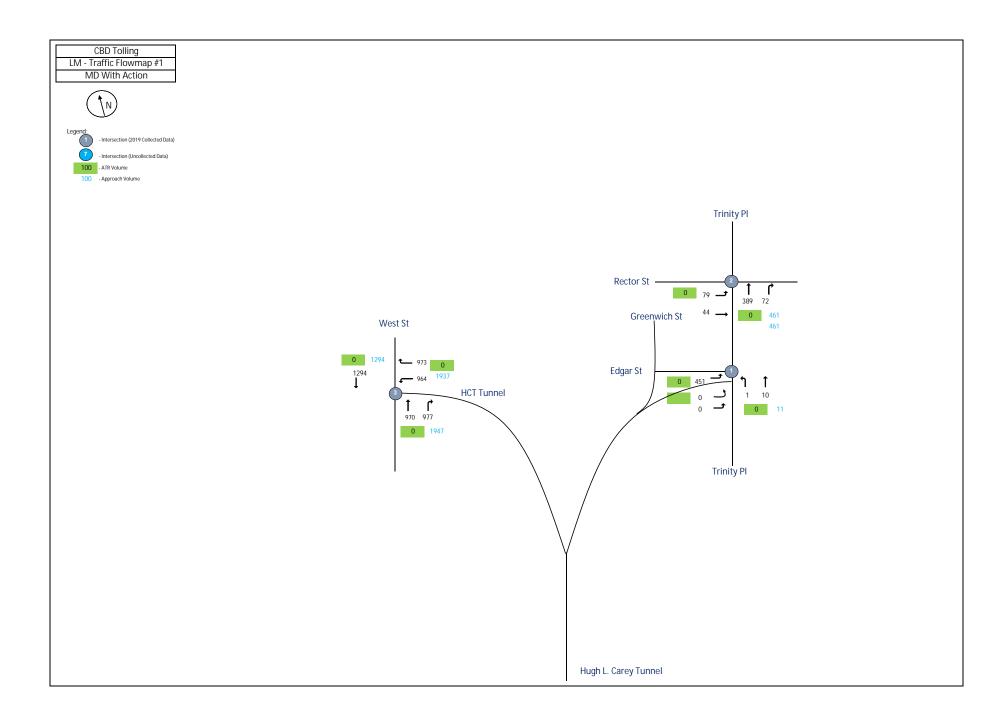
LM 8:00:00 AM

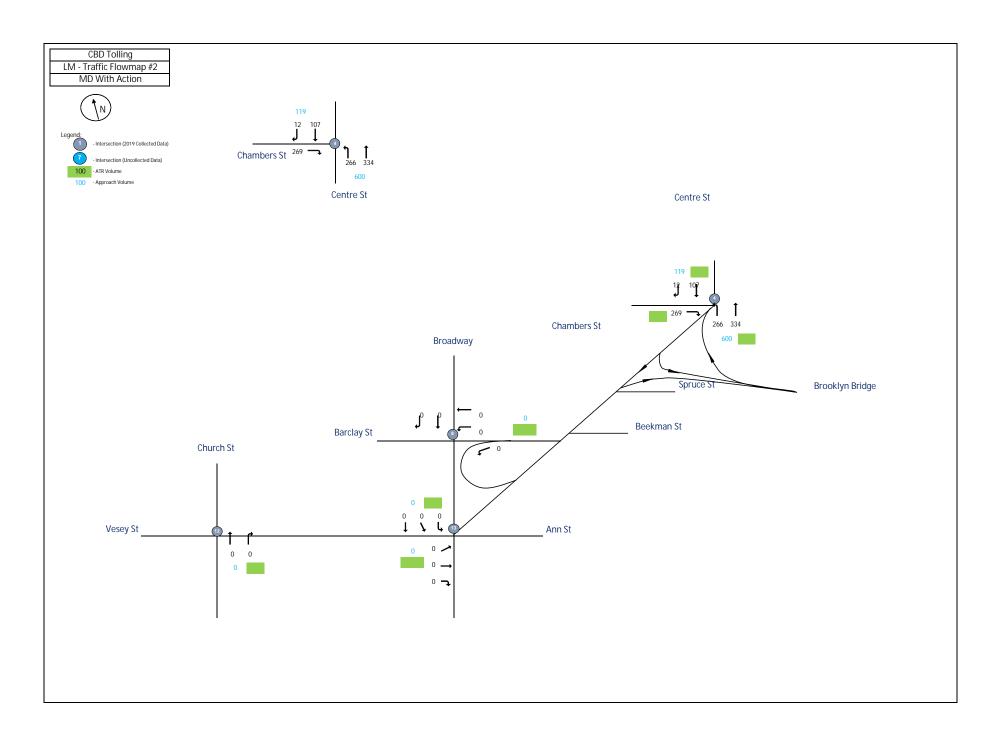
LM	8:00:00 AM	<u> </u>	Total Vakialas							
			Total Vehicles							
			Inbound/Outbound							
			AM Peak Hour							
Intersection	Node	Approach	L2	L	T	R	R2	Total		
Edgar St. and Trinity Pl.										
2019 (TMC-010)	1									
Edgar St.	1	EB	0	35	0	0	0			
478 Exit Ramp.	1	NE	0	0	0	0	0			
Trinity PI.	1	NB	0	0	62	0	0			
Trinity PI.	1	SB	0	0	0	0	0	97		
Rector St. and Trinity Pl.										
2019 (TMC-011)	2									
Rector St.	2	EB	0	97	34	0	0			
Rector St.	2	WB	0	0	0	0	0			
Trinity PI.	2	NB	0	0	88	9	0			
Trinity PI.	2	SB	0	0	0	0	0	228		
West St. and HCT Exit.										
2019 (TMC-012)	3									
-	3	EB	0	0	0	0	0			
HCT Exit.	3	WB	0	1722	0	0	0			
West St.	3	NB	0	0	1022	0	448			
West St.	3	SB	0	0	1008	0	0	4200		
West St. and HCT Exit.										
2019 (TMC-012)	333									
W. Thams St.	333	EB	0	0	0	0	0			
HCT Exit.	333	WB	0	0	0	1280	0			
West St.	333	NB	0	0	1022	0	0			
West St.	333	SB	0	0	1008	0	0	3310		
Chambers St. and Centre St.										
2018	4									
Chambers St.	4	EB	0	0	0	381	0			
-	4	WB	0	0	0	0	0			
Centre St.	4	NB	0	406	469	0	0			
Centre St.	4	SB	0	0	206	27	0	1489		
Hudson St. and Canal St.										
2018	5									
Canal St.	5	EB	49	328	564	0	0			
Canal St.	5	WB	0	0	342	74	0			
Hudson St.	5	NB	0	105	670	147	45			
Hudson St.	5	SB	0	0	0	0	0	2324		

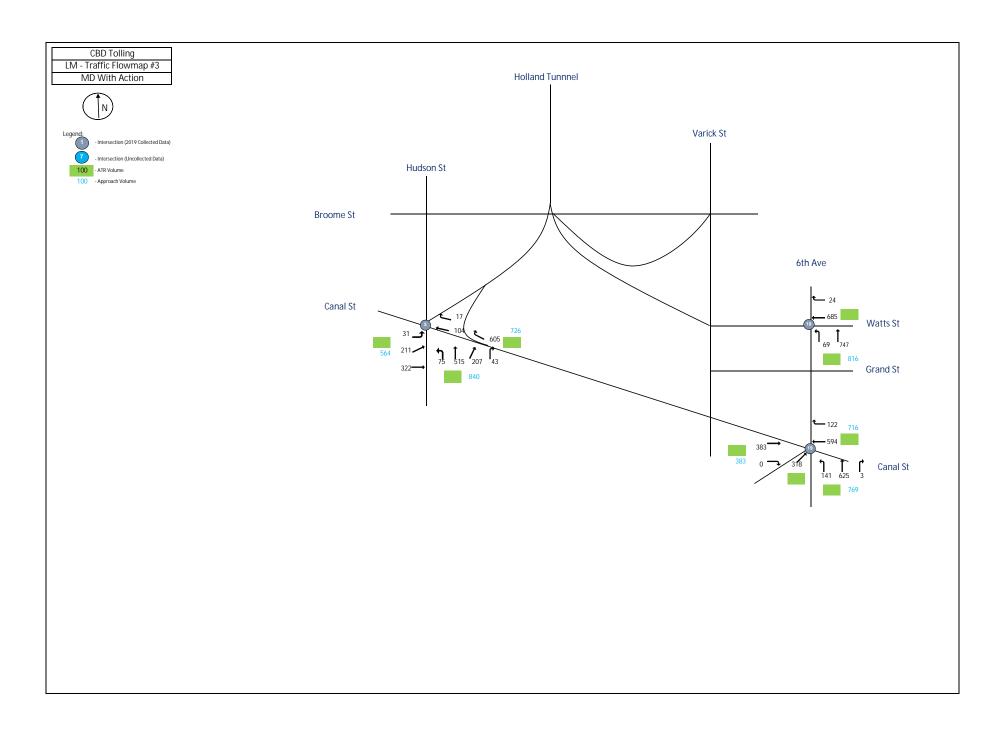
Hudson St. and Canal St.			Ī				I	Ī
2018	555							
Canal St.	555	EB	0	0	609	0	0	
Canal St.	555	WB	0	0	416	880	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1905
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2678	278	0	
West St.	7	SB	0	673	2111	0	0	5740
West St. and Canal St S.								
2018	777			_		_		
<u> </u>	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2678	0	0	
West St.	777	SB	0	0	2784	0	0	5462
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	134	90	65	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	2230	92	0	
West St.	9	SB	0	5	1670	136	0	4422
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	104	0	79	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	5	2243	0	0	
West St.	10	SB	0	0	1874	323	0	97
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	103	29	15	0	
Chambers St.	11	WB	0	69	60	305	0	
West St.	11	NB	0	0	2256	63	0	
West St.	11	SB	0	223	1789	49	0	4961

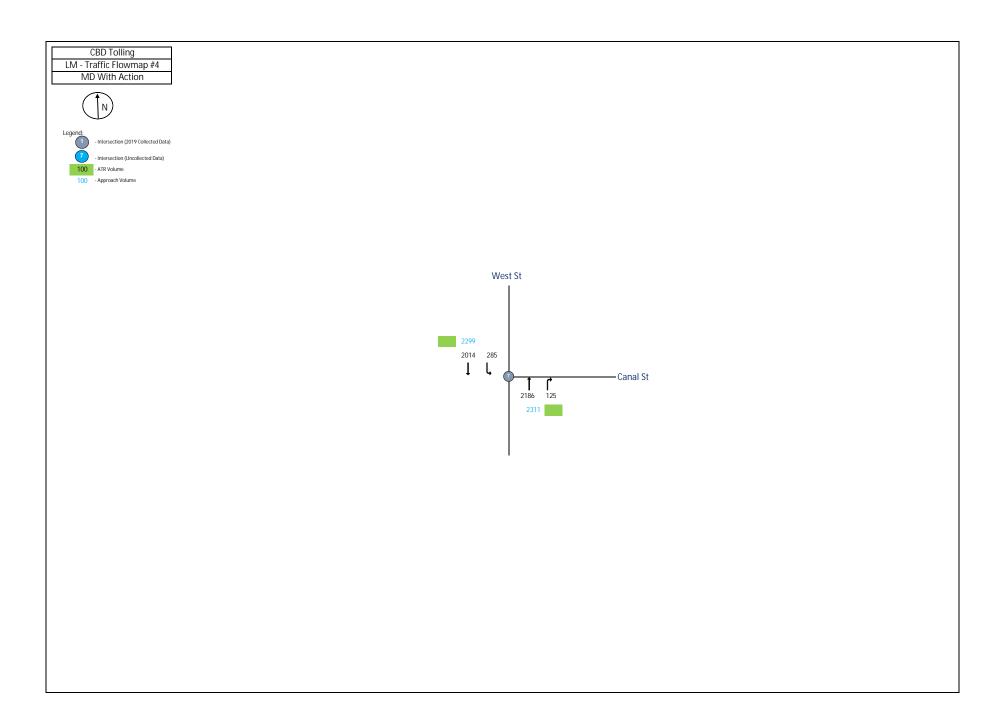
Bowey and Canal St./Manhattan	Bridge Off-Ram	пр						
2018	14							
Canal St.	14	EB	0	0	756	103	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	980	0	0	
Bowey	14	NB	0	0	292	304	0	
Bowey	14	SB	0	272	142	77	0	2926
Bowey and Manhattan Bridge Off	-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	366	0	
Bowey	15	NB	0	0	292	0	0	
Bowey	15	SB	0	0	491	0	0	1149
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	715	25	0	
6th Ave.	18	NB	0	74	925	0	0	
6th Ave.	18	SB	0	0	0	0	0	1739
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	628	0	0	
Canal St.	19	WB	0	0	1145	249	0	
6th Ave.	19	NB	0	160	663	4	0	
Laight St.	19	NE	0	0	0	602	0	3451

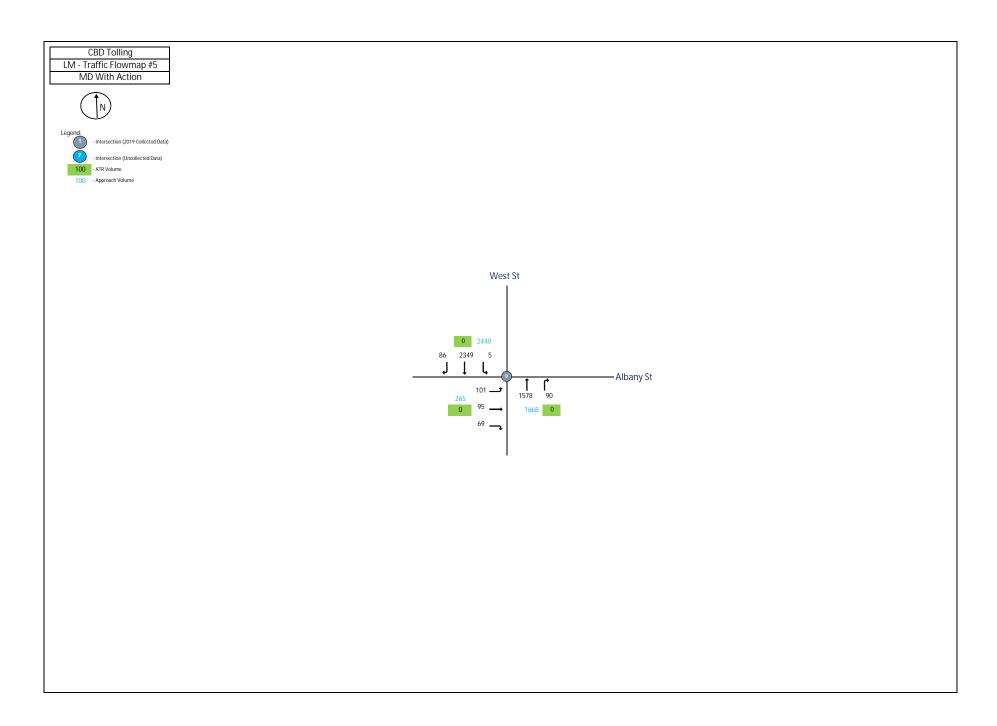


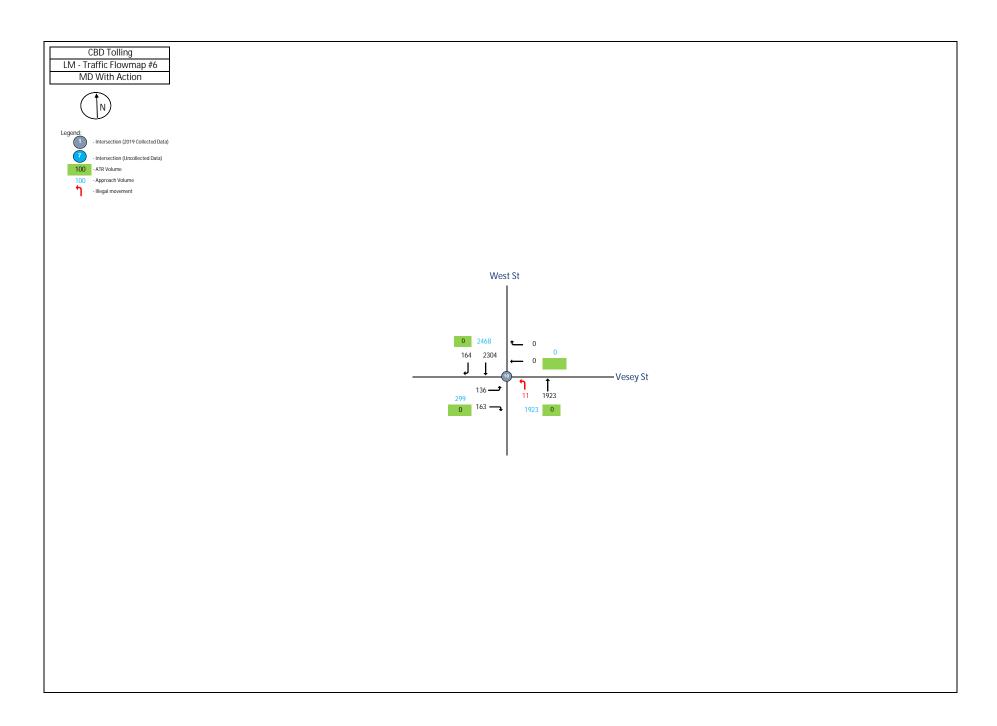


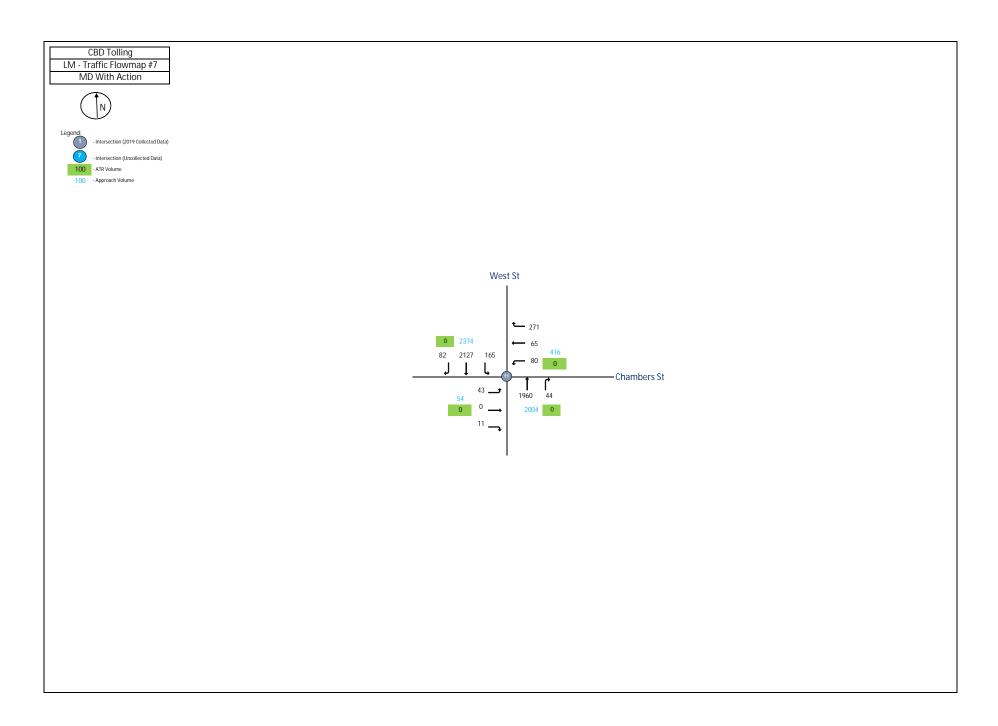


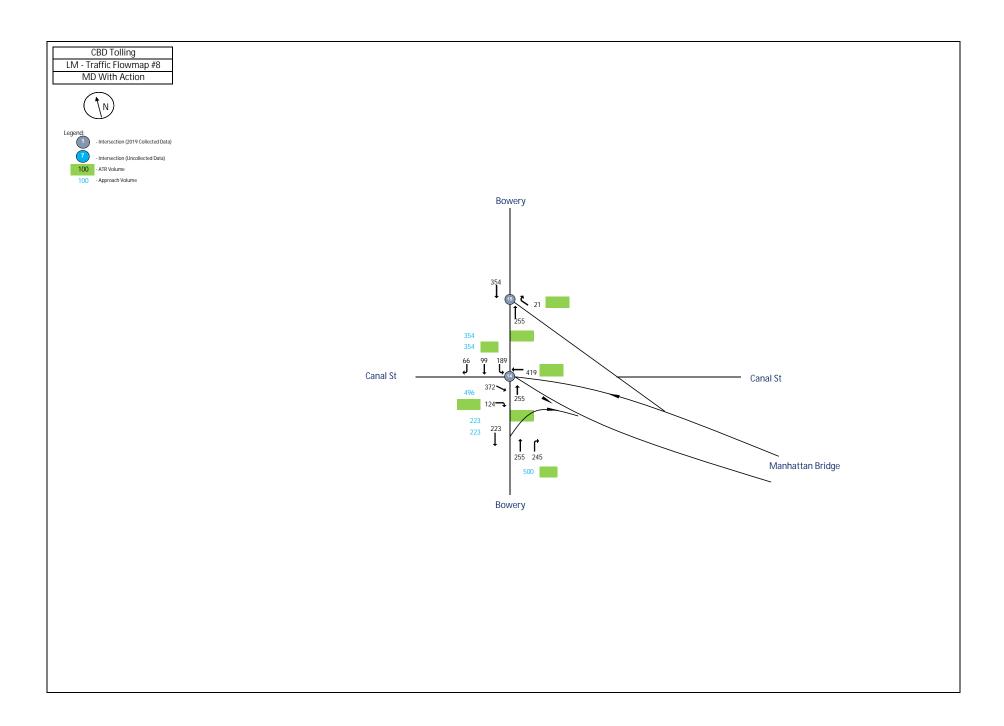








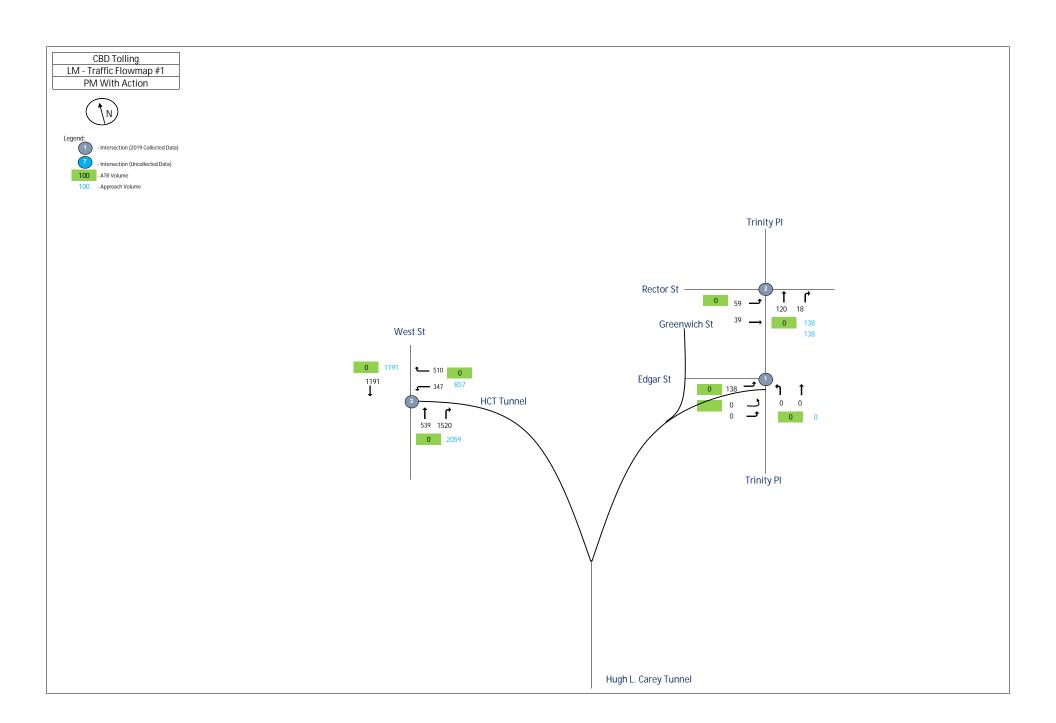


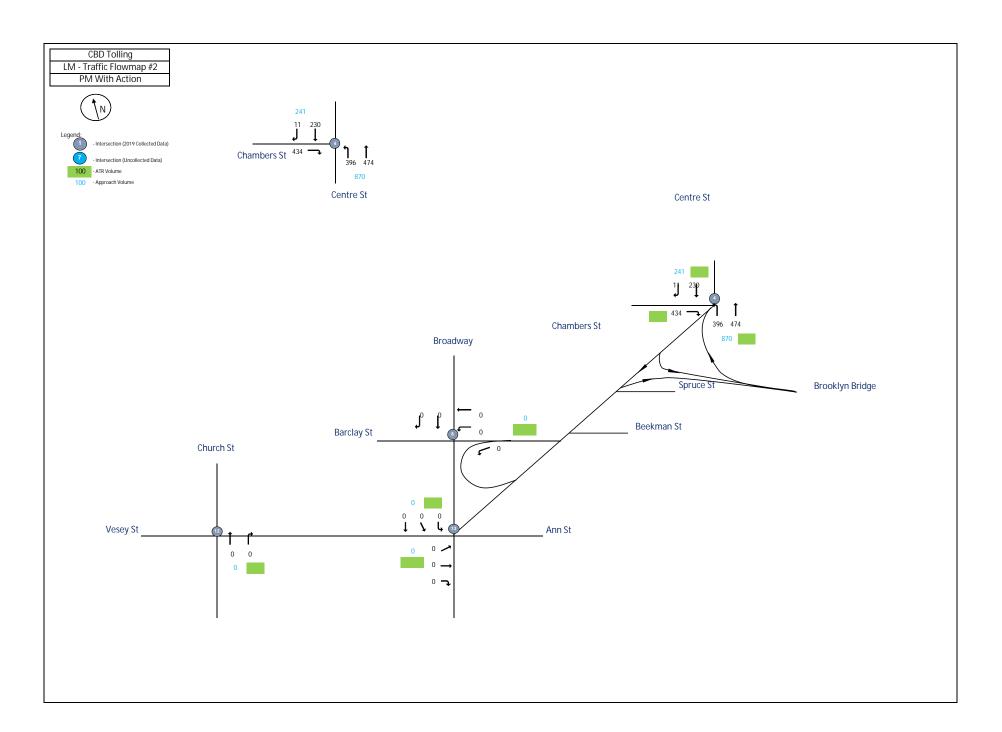


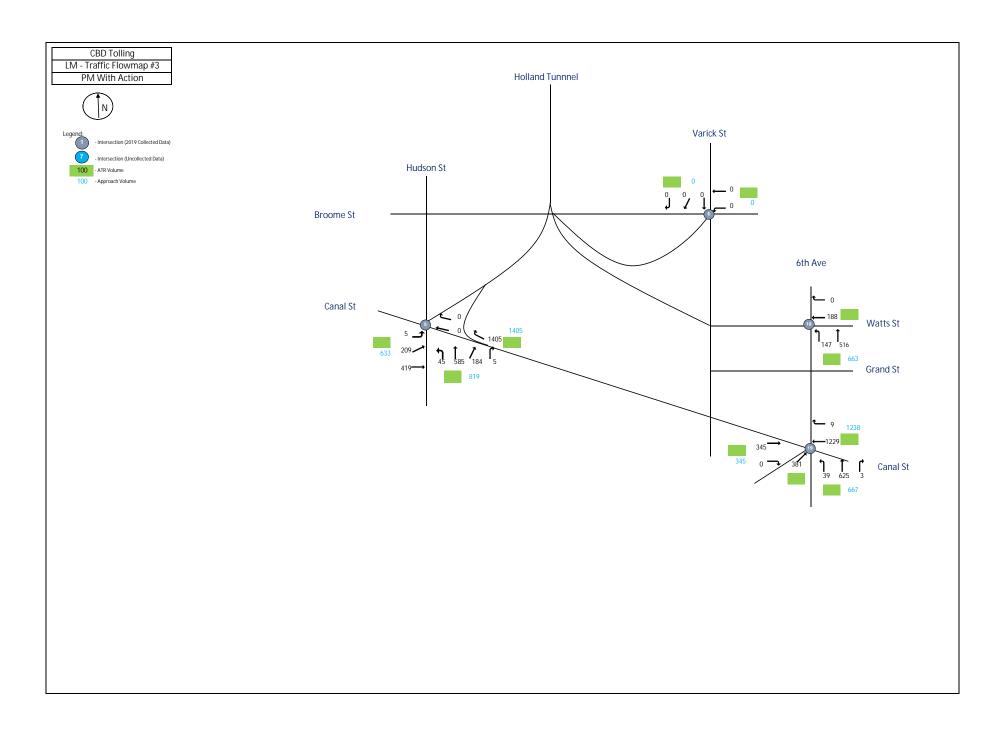
LIVI	1:00:00 PM		Total Vehicles						
				In	bound				
				•	MD Pe				
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Edgar St. and Trinity Pl.									
2019 (TMC-010)	1								
Edgar St.	1	EB	0	451	0	0	0		
478 Exit Ramp.	1	NE	0	0	0	0	0		
Trinity PI.	1	NB	0	1	10	0	0		
Trinity PI.	1	SB	0	0	0	0	0	462	
Rector St. and Trinity Pl.									
2019 (TMC-011)	2								
Rector St.	2	EB	0	79	44	0	0		
Rector St.	2	WB	0	0	0	0	0		
Trinity PI.	2	NB	0	0	389	72	0		
Trinity PI.	2	SB	0	0	0	0	0	584	
West St. and HCT Exit.									
2019 (TMC-012)	3								
-	3	EB	0	0	0	0	0		
HCT Exit.	3	WB	0	964	0	0	0		
West St.	3	NB	0	0	970	0	977		
West St.	3	SB	0	0	1294	0	0	4205	
West St. and HCT Exit.									
2019 (TMC-012)	333								
W. Thams St.	333	EB	0	0	0	0	0		
HCT Exit.	333	WB	0	0	0	973	0		
West St.	333	NB	0	0	970	0	0		
West St.	333	SB	0	0	1294	0	0	3237	
Chambers St. and Centre St.									
2018	4								
Chambers St.	4	EB	0	0	0	269	0		
-	4	WB	0	0	0	0	0		
Centre St.	4	NB	0	266	334	0	0		
Centre St.	4	SB	0	0	107	12	0	988	
Hudson St. and Canal St.									
2018	5								
Canal St.	5	EB	31	211	322	0	0		
Canal St.	5	WB	0	0	104	17	0		
Hudson St.	5	NB	0	75	515	207	43		
Hudson St.	5	SB	0	0	0	0	0	1525	

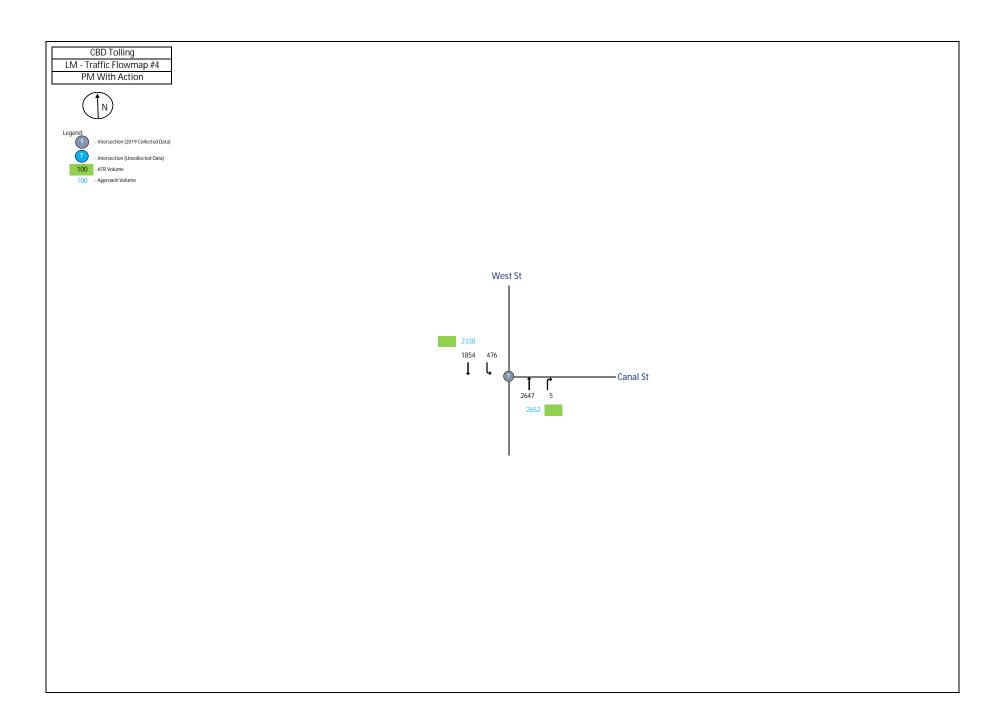
Hudson St. and Canal St.							I	Ī
2018	555							
Canal St.	555	EB	0	0	365	0	0	
Canal St.	555	WB	0	0	121	605	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1091
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2186	125	0	
West St.	7	SB	0	285	2014	0	0	4610
West St. and Canal St S.								
2018	777		_	•	•	•	•	
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St. West St.	777 777	NB SB	0 0	0 0	2186 2299	0 0	0 0	4405
West St. and Albany St.	///	30	- 0	U	2233	0	U	4485
2019 (TMC-013)	9							
Albany St.	9	EB	0	101	95	69	0	
	9	WB	0	0	95	09	0	
- West St.	9	NB	0		1578	90	0	
West St.	9	SB	0	0 5	2349	86	0	4272
West St. and Vesey St.	9	30	0	<u> </u>	2343	80	U	4373
2019 (TMC-014)	10							
Vesey St.	10	EB	0	136	0	163	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	11	1923	0	0	
West St.	10	SB	0	0	2304	164	0	462
	10	3D	0	0	2304	104	U	462
West St. and Chambers St.	11							
2019 (TMC-015)	11	F.5	_	40	•	4.4	_	
Chambers St.	11	EB	0	43	0	11	0	
Chambers St.	11	WB	0	80	65	271	0	
West St.	11	NB	0	0	1960	44	0	
West St.	11	SB	0	165	2127	82	0	4848

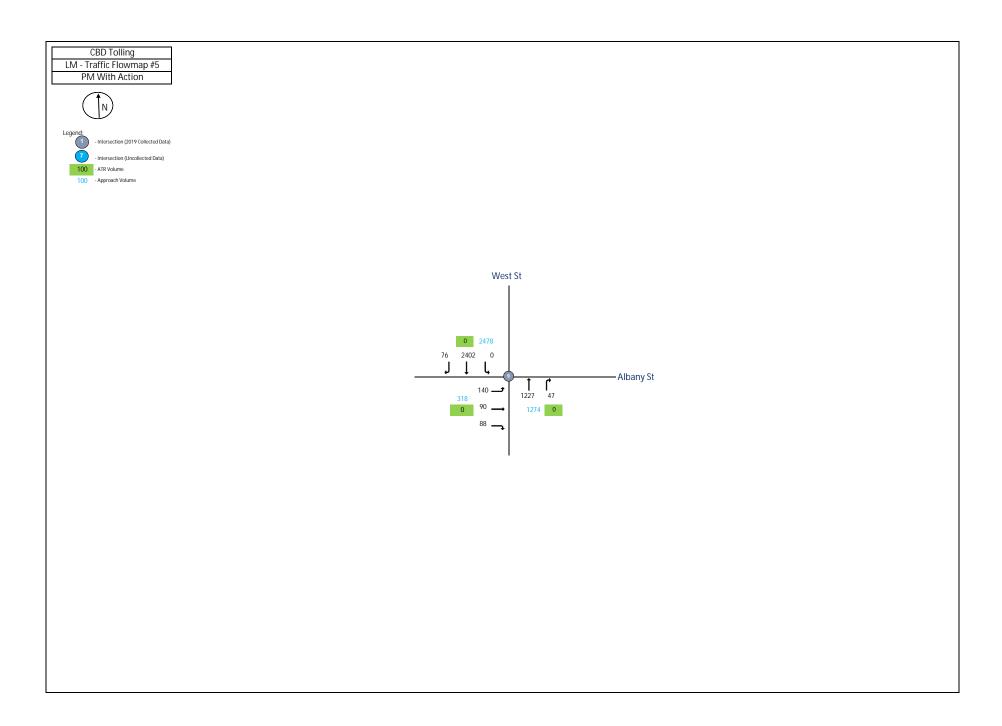
Bowey and Canal St./Manhattan	Bridge Off-Ram	пр					1	
2018	14							
Canal St.	14	EB	0	0	372	124	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	419	0	0	
Bowey	14	NB	0	0	255	245	0	
Bowey	14	SB	0	189	99	66	0	1769
Bowey and Manhattan Bridge Off	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	21	0	
Bowey	15	NB	0	0	255	0	0	
Bowey	15	SB	0	0	354	0	0	630
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	685	24	0	
6th Ave.	18	NB	0	69	747	0	0	
6th Ave.	18	SB	0	0	0	0	0	1525
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	383	0	0	
Canal St.	19	WB	0	0	594	122	0	
6th Ave.	19	NB	0	141	625	3	0	
Laight St.	19	NE	0	0	0	318	0	2186

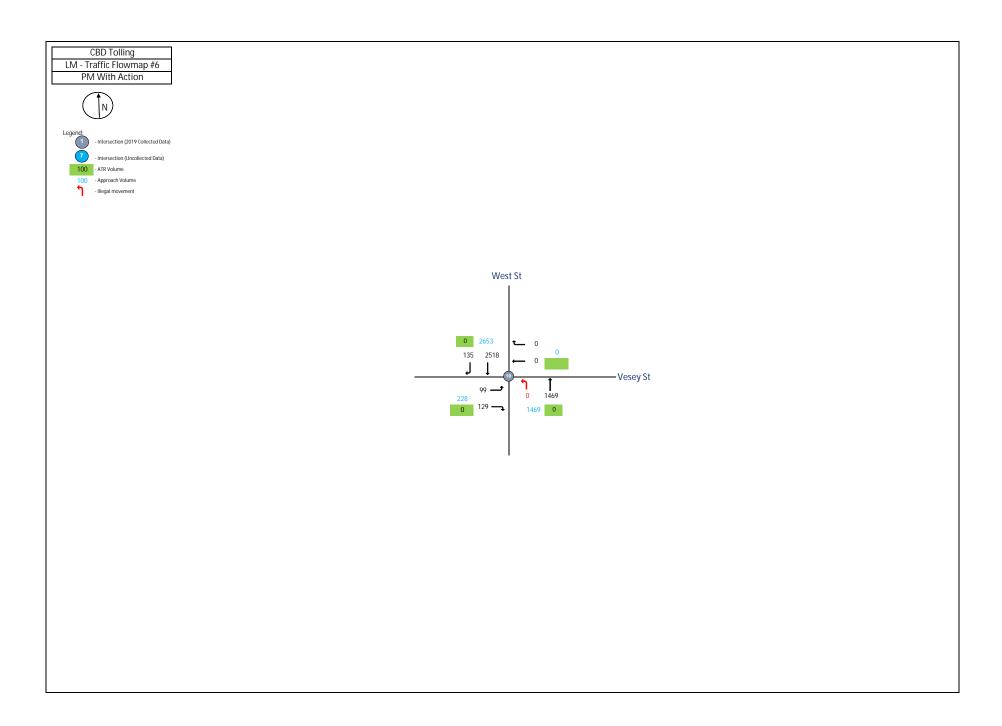


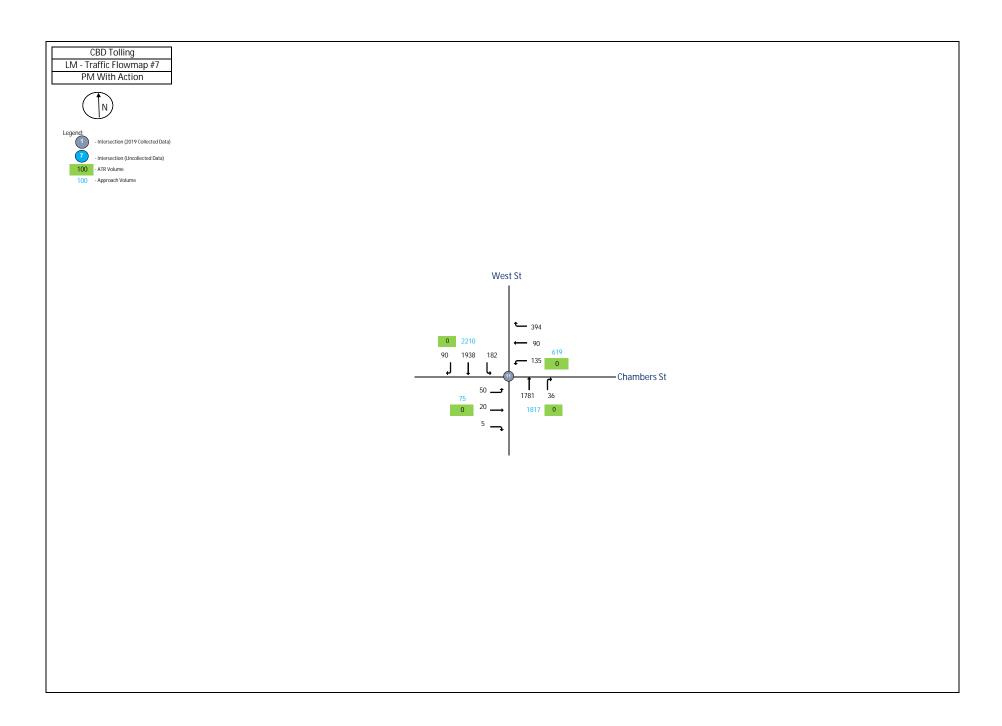








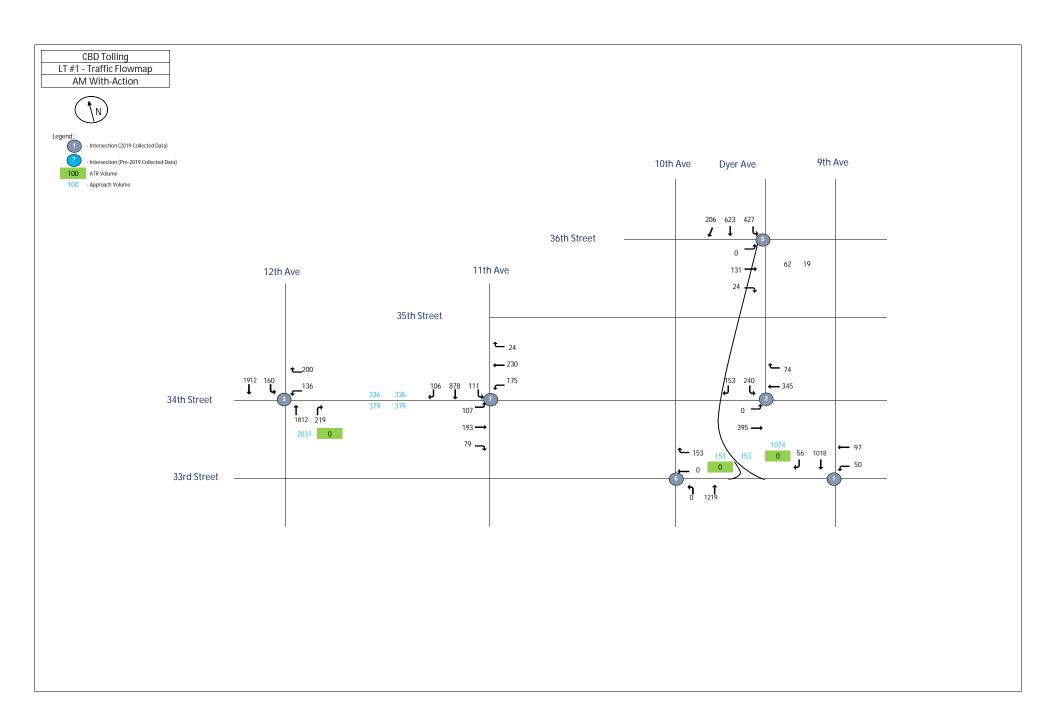


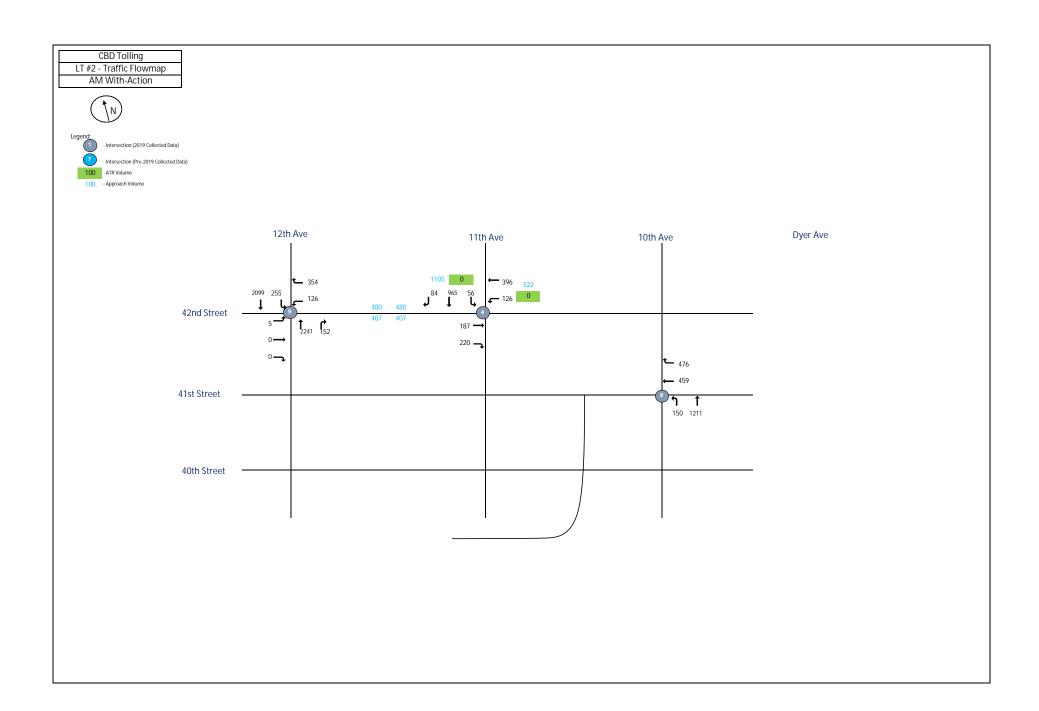


			Total Vehicles						
				In	bound	d/Outb	ound		
					PM P	eak H	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
Edgar St. and Trinity Pl.									
2019 (TMC-010)	1								
Edgar St.	1	EB	0	138	0	0	0		
478 Exit Ramp.	1	NE	0	0	0	0	0		
Trinity PI.	1	NB	0	0	0	0	0		
Trinity PI.	1	SB	0	0	0	0	0	138	
Rector St. and Trinity Pl.									
2019 (TMC-011)	2								
Rector St.	2	EB	0	59	39	0	0		
Rector St.	2	WB	0	0	0	0	0		
Trinity PI.	2	NB	0	0	120	18	0		
Trinity PI.	2	SB	0	0	0	0	0	236	
West St. and HCT Exit.									
2019 (TMC-012)	3								
-	3	EB	0	0	0	0	0		
HCT Exit.	3	WB	0	347	0	0	0		
West St.	3	NB	0	0	539	0	1520		
West St.	3	SB	0	0	1191	0	0	3597	
West St. and HCT Exit.									
2019 (TMC-012)	333								
W. Thams St.	333	EB	0	0	0	0	0		
HCT Exit.	333	WB	0	0	0	510	0		
West St.	333	NB	0	0	539	0	0		
West St.	333	SB	0	0	1191	0	0	2240	
Chambers St. and Centre St.									
2018	4								
Chambers St.	4	EB	0	0	0	434	0		
-	4	WB	0	0	0	0	0		
Centre St.	4	NB	0	396	474	0	0		
Centre St.	4	SB	0	0	230	11	0	1545	
Hudson St. and Canal St.									
2018	5								
Canal St.	5	EB	5	209	419	0	0		
Canal St.	5	WB	0	0	0	0	0		
Hudson St.	5	NB	0	45	585	184	5		
Hudson St.	5	SB	0	0	0	0	0	1452	

Hudson St. and Canal St.			ĺ					
2018	555							
Canal St.	555	EB	0	0	424	0	0	
Canal St.	555	WB	0	0	0	1405	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1829
West St. and Canal St N.								
2018	7							
Canal St N.	7	EB	0	0	0	0	0	
-	7	WB	0	0	0	0	0	
West St.	7	NB	0	0	2647	5	0	
West St.	7	SB	0	476	1854	0	0	4982
West St. and Canal St S.								
2018	777				_		_	
-	777	EB	0	0	0	0	0	
Canal St S.	777	WB	0	0	0	0	0	
West St.	777	NB	0	0	2647	0	0	
West St.	777	SB	0	0	2330	0	0	4977
West St. and Albany St.								
2019 (TMC-013)	9						_	
Albany St.	9	EB	0	140	90	88	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1227	47	0	
West St.	9	SB	0	0	2402	76	0	4070
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	99	0	129	0	
Vesey St.	10	WB	0	10	0	0	0	
West St.	10	NB	0	0	1469	0	0	
West St.	10	SB	0	0	2518	135	0	138
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	50	20	5	0	
Chambers St.	11	WB	0	135	90	394	0	
West St.	11	NB	0	0	1781	36	0	
West St.	11	SB	0	182	1938	90	0	4721

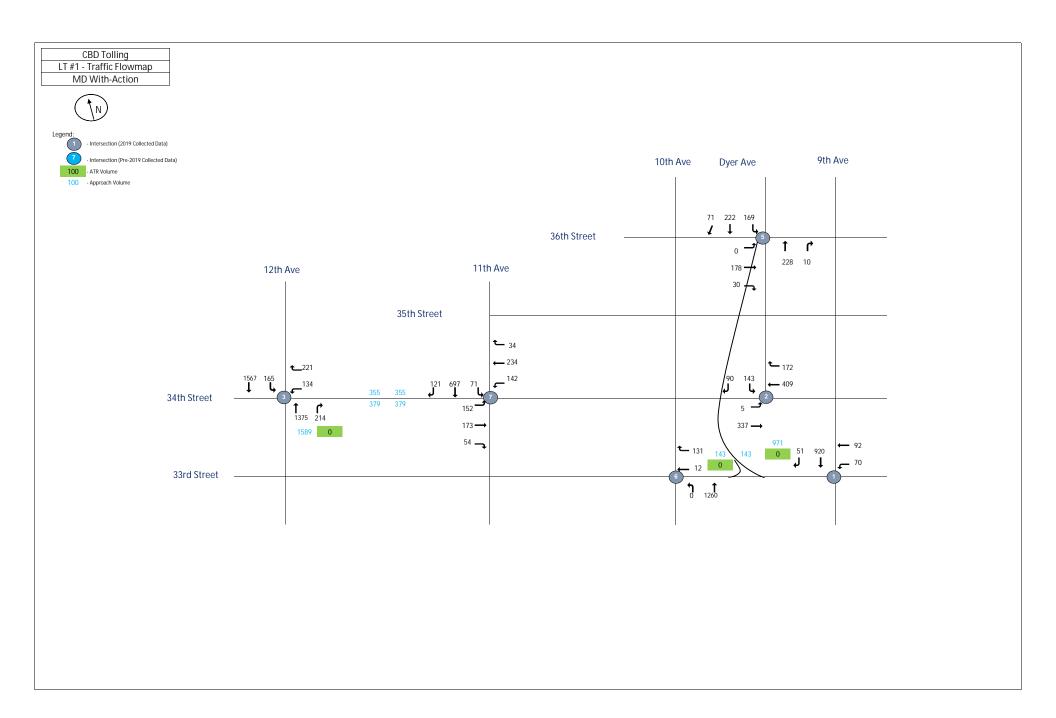
Bowey and Canal St./Manhattan	Bridge Off-Ram	тр						
2018	14							
Canal St.	14	EB	0	0	763	83	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	328	0	0	
Bowey	14	NB	0	0	171	454	0	
Bowey	14	SB	0	370	32	16	0	2217
Bowey and Manhattan Bridge Of	f-Ramp							
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	203	0	
Bowey	15	NB	0	0	171	0	0	
Bowey	15	SB	0	0	418	0	0	792
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	188	0	0	
6th Ave.	18	NB	0	147	516	0	0	
6th Ave.	18	SB	0	0	0	0	0	851
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	345	0	0	
Canal St.	19	WB	0	0	1229	9	0	
6th Ave.	19	NB	0	39	625	3	0	
Laight St.	19	NE	0	0	0	381	0	2631

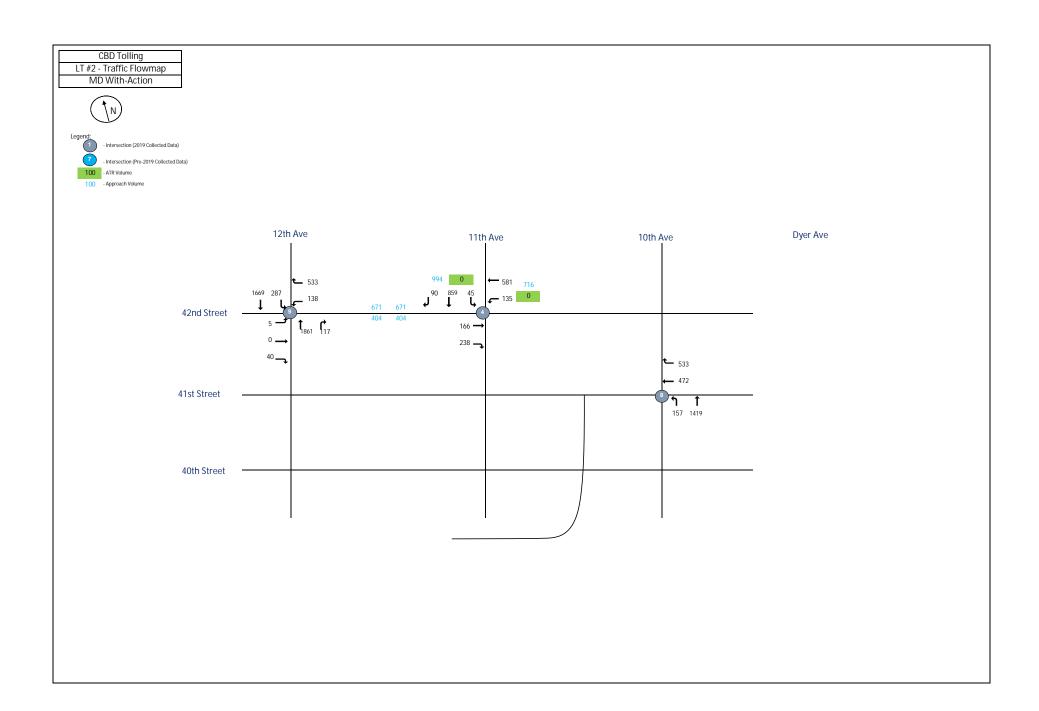




LI	8:00:00 AM		Total Vehicles						
					ound				
					AM Pe				
Intersection	Nede	Approad	L2	1 1	T	R	R2	Total	
33rd Street and 9th Avenue	Node	Approach	LZ		1	IX	1\Z	Total	
	1								
2019 (WRY-TMC-109)		- FD		0	0	0	0		
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	50	97	0	0		
9th Avenue	1	NB CD	0	0	0	0	0	4004	
9th Avenue	1	SB	0	0	1018	56	0	1221	
34th Street and Dyer Avenue	_								
2019 (WRY-TMC-105)	2			_		_			
34th Street	2	EB	0	0	395	0	0		
34th Street	2	WB	0	0	345	74	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	240	0	153	0	1207	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	136	0	200	0		
12th Avenue	3	NB	0	0	1812	219	0		
12th Avenue	3	SB	0	160	1912	0	0	4439	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	187	220	0		
42nd Street	4	WB	0	126	396	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	56	965	84	0	2034	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	131	24	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	62	19	0		
Dyer Avenue	5	SB	0	427	623	206	0	1492	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	0	153	0		
10th Avenue	6	NB	0	0	1219	0	0		
10th Avenue	6	SB	0	0	0	0	0	1372	

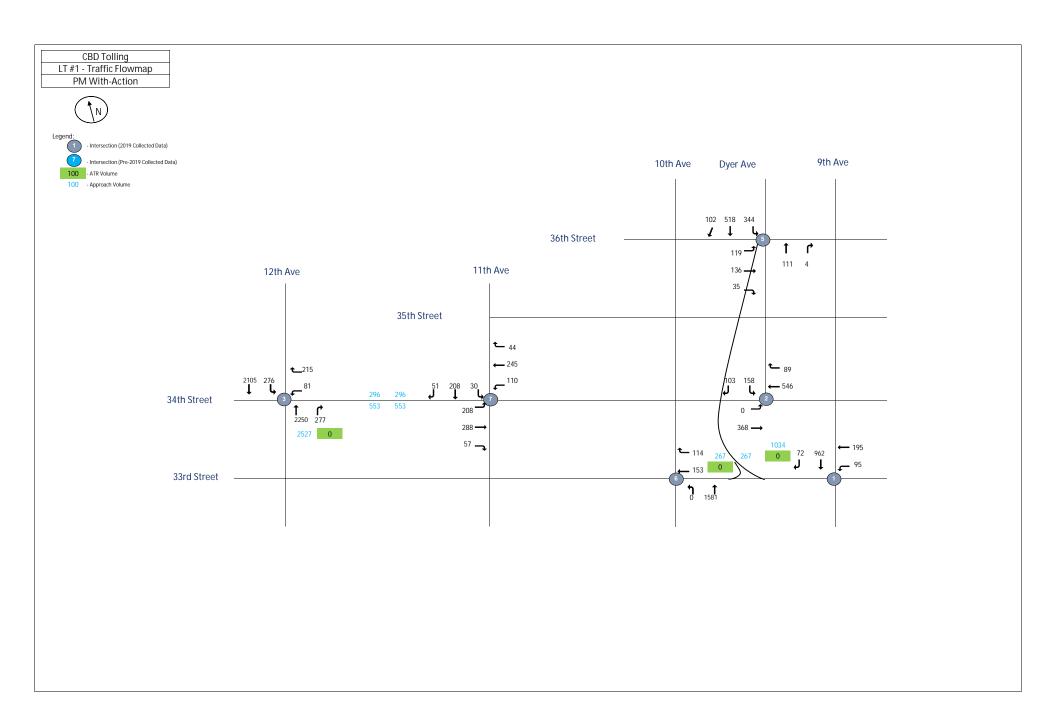
34th Street and 11th Avenue			1				ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	107	193	79	0	
34th Street	7	WB	0	175	230	24	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	111	878	106	0	1903
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	459	476	0	
11th Avenue	8	NB	0	150	1211	0	0	
11th Avenue	8	SB	0	0	0	0	0	2296
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	0	0	
42nd Street	9	WB	0	126	0	354	0	
12th Avenue	9	NB	0	0	2241	152	0	
12th Avenue	9	SB	0	255	2099	0	0	5232

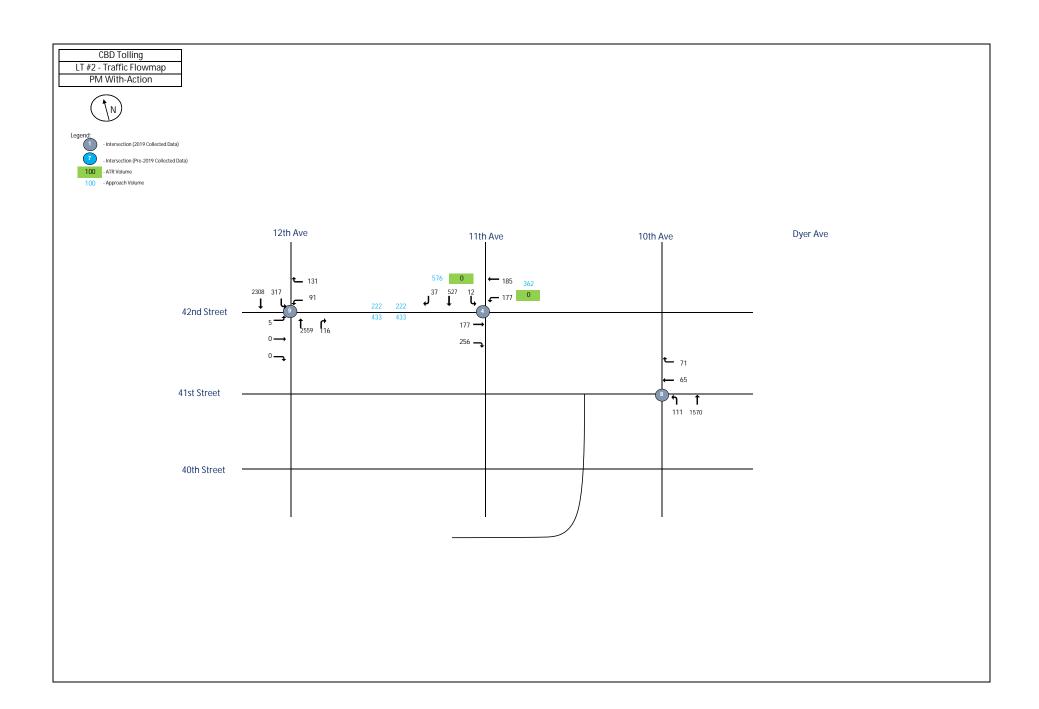




LI	12:00:00 PM		Total Vehicles						
				Inl	oound	/Outb	ound		
					MD Pe	eak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
33rd Street and 9th Avenue				-	-	-			
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	70	92	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	920	51	0	1133	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	5	337	0	0		
34th Street	2	WB	0	0	409	172	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	143	0	90	0	1156	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	134	0	221	0		
12th Avenue	3	NB	0	0	1375	214	0		
12th Avenue	3	SB	0	165	1567	0	0	3676	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	166	238	0		
42nd Street	4	WB	0	135	581	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	45	859	90	0	2114	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	0	178	30	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	228	10	0		
Dyer Avenue	5	SB	0	169	222	71	0	908	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	12	131	0		
10th Avenue	6	NB	0	0	1260	0	0		
10th Avenue	6	SB	0	0	0	0	0	1403	

34th Street and 11th Avenue			1				ſ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	152	173	54	0	
34th Street	7	WB	0	142	234	34	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	71	697	121	0	1678
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	472	533	0	
11th Avenue	8	NB	0	157	1419	0	0	
11th Avenue	8	SB	0	0	0	0	0	2581
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	40	0	
42nd Street	9	WB	0	138	0	533	0	
12th Avenue	9	NB	0	0	1861	117	0	
12th Avenue	9	SB	0	287	1669	0	0	4650

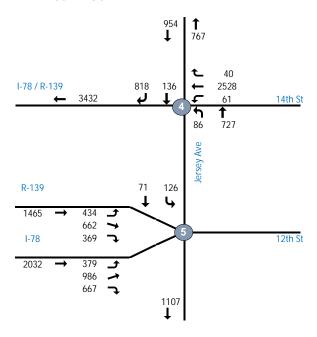


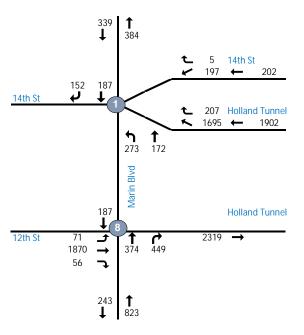


LT	5:00:00 PM		Total Vehicles						
					oound				
					PM Pe		our		
Intersection	Node	Approach	L2	L	T	R	R2	Total	
33rd Street and 9th Avenue									
2019 (WRY-TMC-109)	1								
33rd Street	1	EB	0	0	0	0	0		
33rd Street	1	WB	0	95	195	0	0		
9th Avenue	1	NB	0	0	0	0	0		
9th Avenue	1	SB	0	0	962	72	0	1324	
34th Street and Dyer Avenue									
2019 (WRY-TMC-105)	2								
34th Street	2	EB	0	0	368	0	0		
34th Street	2	WB	0	0	546	89	0		
Dyer Avenue	2	NB	0	0	0	0	0		
Dyer Avenue	2	SB	0	158	0	103	0	1264	
34th Street and 12th Avenue									
2019 (PABT-TMC-055)	3								
34th Street	3	EB	0	0	0	0	0		
34th Street	3	WB	0	81	0	215	0		
12th Avenue	3	NB	0	0	2250	277	0		
12th Avenue	3	SB	0	276	2105	0	0	5204	
42nd Street and 11th Avenue									
2019 (PABT-TMC-052)	4								
42nd Street	4	EB	0	0	177	256	0		
42nd Street	4	WB	0	177	185	0	0		
11th Avenue	4	NB	0	0	0	0	0		
11th Avenue	4	SB	0	12	527	37	0	1371	
36th Street and Dyer Avenue									
2019 (PABT-TMC-060)	5								
36th Street	5	EB	0	119	136	35	0		
36th Street	5	WB	0	0	0	0	0		
Dyer Avenue	5	NB	0	0	111	4	0		
Dyer Avenue	5	SB	0	344	518	102	0	1369	
33rd Street and 10th Avenue									
2019 (WRY-TMC-108)	6								
33rd Street	6	EB	0	0	0	0	0		
33rd Street	6	WB	0	0	153	114	0		
10th Avenue	6	NB	0	0	1581	0	0		
10th Avenue	6	SB	0	0	0	0	0	1848	

34th Street and 11th Avenue							ľ	
2019 (PABT-TMC-044)	7							
34th Street	7	EB	0	208	288	57	0	
34th Street	7	WB	0	110	245	44	0	
11th Avenue	7	NB	0	0	0	0	0	
11th Avenue	7	SB	0	30	208	51	0	1241
34th Street and 11th Avenue								
2019 (PABT-TMC-040)	8							
34th Street	8	EB	0	0	0	0	0	
34th Street	8	WB	0	0	65	71	0	
11th Avenue	8	NB	0	111	1570	0	0	
11th Avenue	8	SB	0	0	0	0	0	1817
42nd Street and 12th Avenue								
2019 (PABT-TMC-057)	9							
42nd Street	9	EB	0	5	0	0	0	
42nd Street	9	WB	0	91	0	131	0	
12th Avenue	9	NB	0	0	2559	116	0	
12th Avenue	9	SB	0	317	2308	0	0	5527

New Jersey 2021 With-Action G6 AM Peak Hour

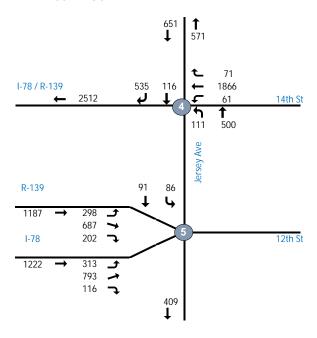


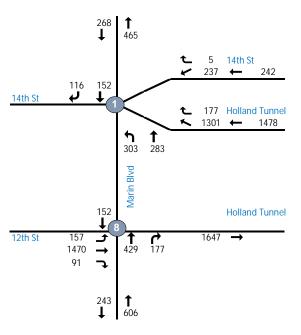


NJ 8:00:00 AM

			Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	61	2528	40	0	
Jersey Avenue	4	NB	0	86	727	0	0	
Jersey Avenue	4	SB	0	0	136	818	0	4396
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1695	207	0	
14th Street	1	SW	0	0	0	197	5	
Marin Boulevard	1	NB	0	273	172	0	0	
Marin Boulevard	1	SB	0	0	187	152	0	2888
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	434	662	0	369	0	
I-78	5	EB	0	379	986	667	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	126	71	0	0	3694
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	71	1870	56	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	374	449	0	
Marin Boulevard	8	SB	0	0	187	0	0	3007

New Jersey 2021 With-Action G6 MD Peak Hour

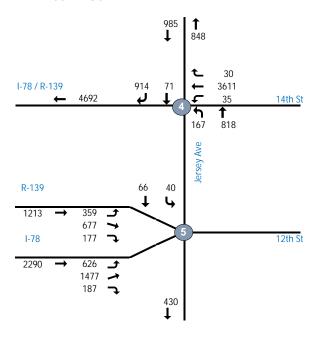


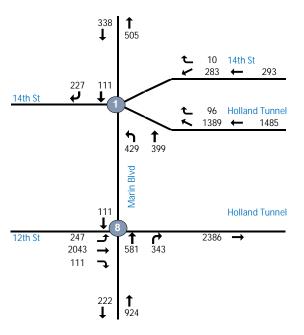


NJ 12:00:00 PM

			Total Vehicles					
			Inbound/Outbound					
			MD Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	61	1866	71	0	
Jersey Avenue	4	NB	0	111	500	0	0	
Jersey Avenue	4	SB	0	0	116	535	0	3260
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1301	177	0	
14th Street	1	SW	0	0	0	237	5	
Marin Boulevard	1	NB	0	303	283	0	0	
Marin Boulevard	1	SB	0	0	152	116	0	2574
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	298	687	0	202	0	
I-78	5	EB	0	313	793	116	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	86	91	0	0	2586
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	157	1470	91	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	429	177	0	
Marin Boulevard	8	SB	0	0	152	0	0	2476

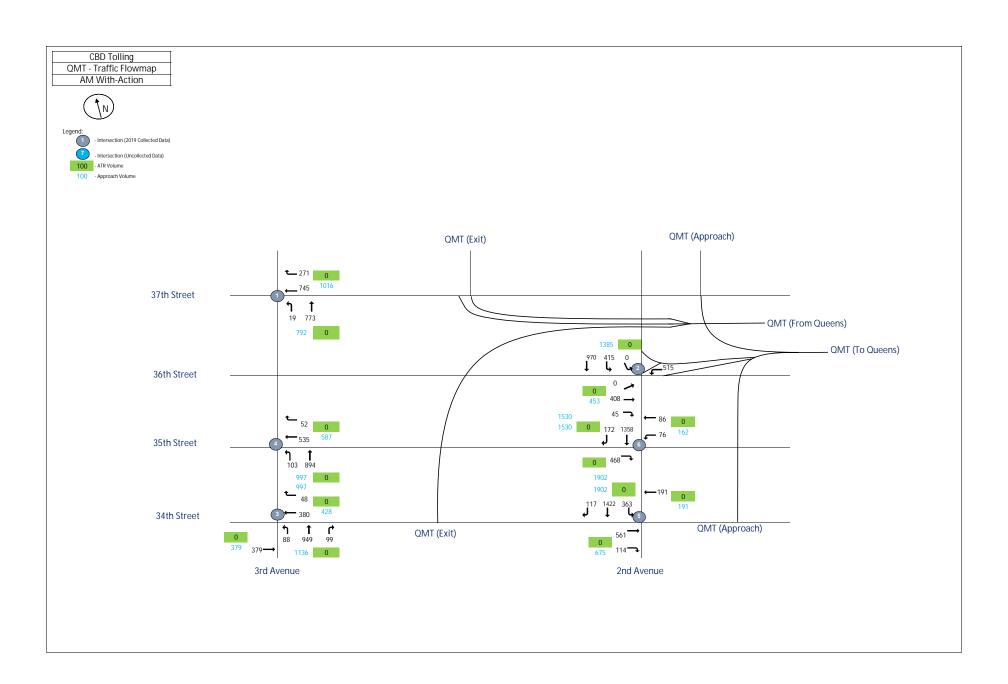
New Jersey 2021 With-Action G6 PM Peak Hour



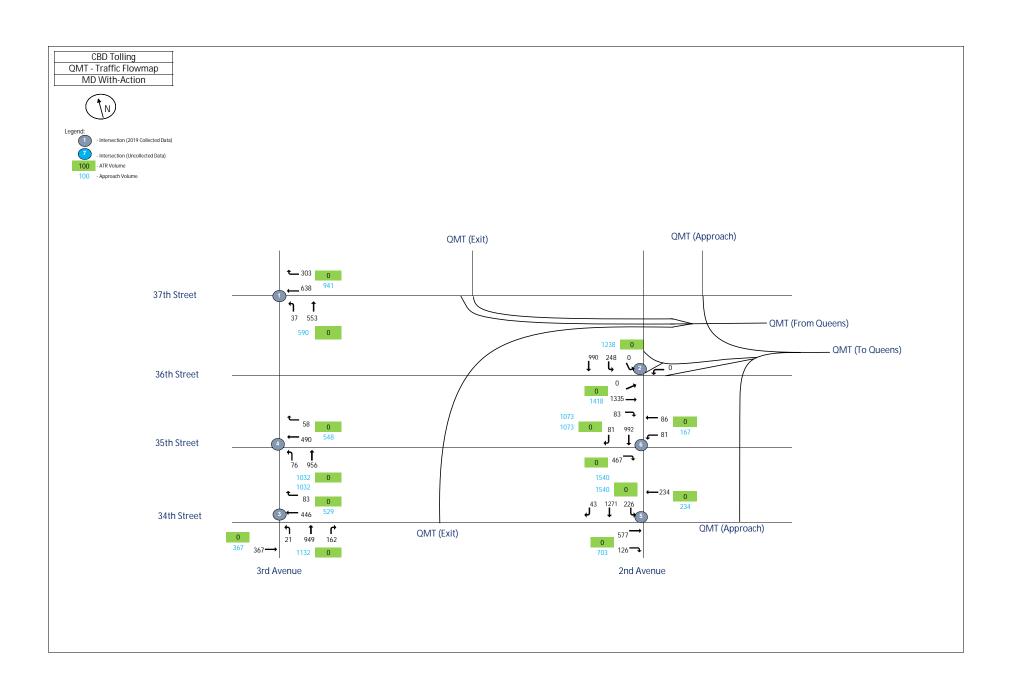


NJ 5:00:00 PM

			Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
14th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-007.xlsx								
n/a	4	EB	0	0	0	0	0	
14th Street	4	WB	0	35	3611	30	0	
Jersey Avenue	4	NB	0	167	818	0	0	
Jersey Avenue	4	SB	0	0	71	914	0	5646
14th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)								
NJ-TMC-008.xlsx								
Holland Tunnel	1	WB	0	0	1389	96	0	
14th Street	1	SW	0	0	0	283	10	
Marin Boulevard	1	NB	0	429	399	0	0	
Marin Boulevard	1	SB	0	0	111	227	0	2944
12th Street (E-W) & Jersey Avenue (N-S)								
NJ-TMC-009.xlsx	5							
R-139	5	SE	359	677	0	177	0	
I-78	5	EB	0	626	1477	187	0	
Jersey Avenue	5	NB	0	0	0	0	0	
Jersey Avenue	5	SB	0	40	66	0	0	3609
12th Street (E-W) & Marin Blvd (N-S)								
NJ-TMC-010.xlsx	8							
12th Street/Holland Tunnel	8	EB	0	247	2043	111	0	
n/a	8	WB	0	0	0	0	0	
Marin Boulevard	8	NB	0	0	581	343	0	
Marin Boulevard	8	SB	0	0	111	0	0	3436

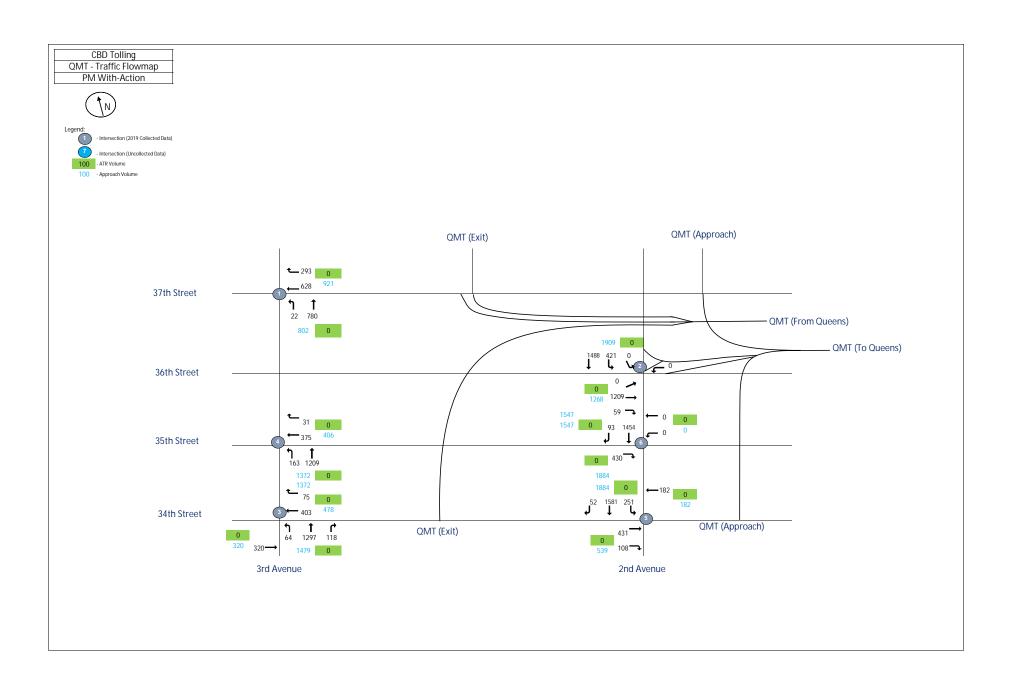


QM	8:00:00 AM				Tatal	\/_l-!-	loo	
			Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave								
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	745	271	0	
3rd Ave	1	NB	0	19	773	0	0	
3rd Ave	1	SB	0	0	0	0	0	1808
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	408	45	0	
36th St	2	WB	0	515	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	415	970	0	0	2353
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	379	0	0	
34th St	3	WB	0	0	380	48	0	
3rd Ave	3	NB	0	88	949	99	0	
	3	SB	0	0	0	0	0	1943
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	535	52	0	
3rd Ave	4	NB	0	103	894	0	0	
	4	SB	0	0	0	0	0	1584
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	561	114	0	
34th St	5	WB	0	0	191	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	363	1422	117	0	2768
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	468	0	
35th St	6	WB	0	76	86	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	1358	172	0	2160



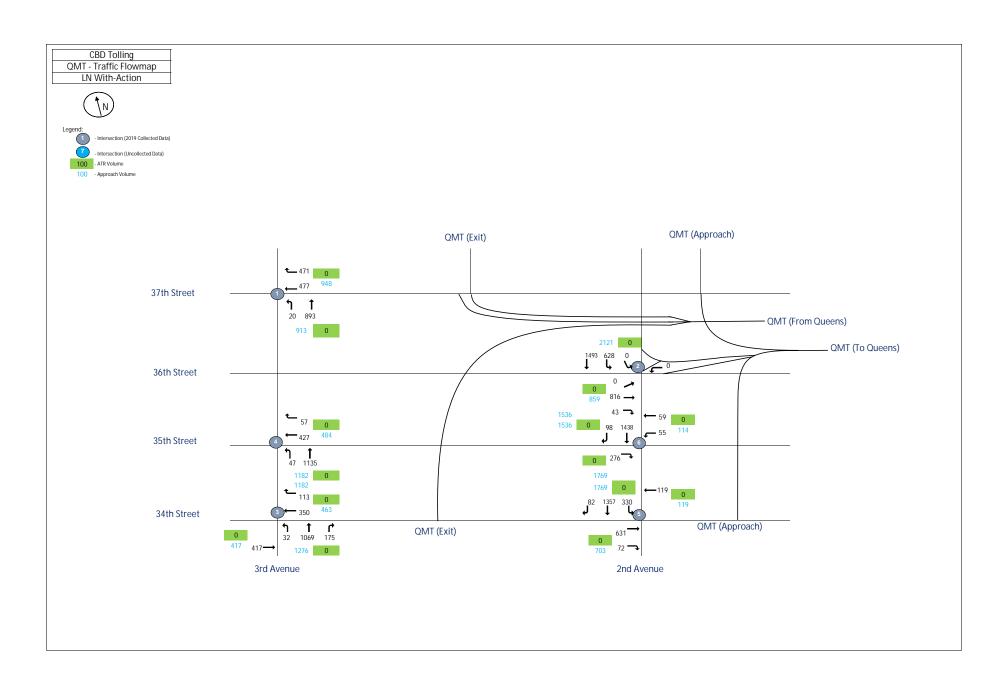
QM 1:00:00 PM

QM	1:00:00 PM				Tatal	\/_l-!-	laa	
			Total Vehicles					
			Inbound/Outbound					
			MD Peak Hour					T-1-1
Intersection	Node	Approach	L2	L	Т	R	R2	Total
37th St & 3rd Ave								
2019 (TMC-016)	1							
37th St	1	EB	0	0	0	0	0	
37th St	1	WB	0	0	638	303	0	
3rd Ave	1	NB	0	37	553	0	0	
3rd Ave	1	SB	0	0	0	0	0	1531
36th St & 2nd Ave								
2019 (TMC-017)	2							
36th St	2	EB	0	0	1335	83	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	248	990	0	0	2656
34th St & 3rd Ave								
2019 (TMC-018)	3							
34th St	3	EB	0	0	367	0	0	
34th St	3	WB	0	0	446	83	0	
3rd Ave	3	NB	0	21	949	162	0	
	3	SB	0	0	0	0	0	2028
35th St & 3rd Ave								
2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	490	58	0	
3rd Ave	4	NB	0	76	956	0	0	
	4	SB	0	0	0	0	0	1580
34th St & 2nd Ave								
2019 (TMC-020)	5							
34th St	5	EB	0	0	577	126	0	
34th St	5	WB	0	0	234	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	226	1271	43	0	2477
35th St & 2nd Ave								
2019 (TMC-021)	6							
35th St	6	EB	0	0	0	467	0	
35th St	6	WB	0	81	86	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	992	81	0	1707

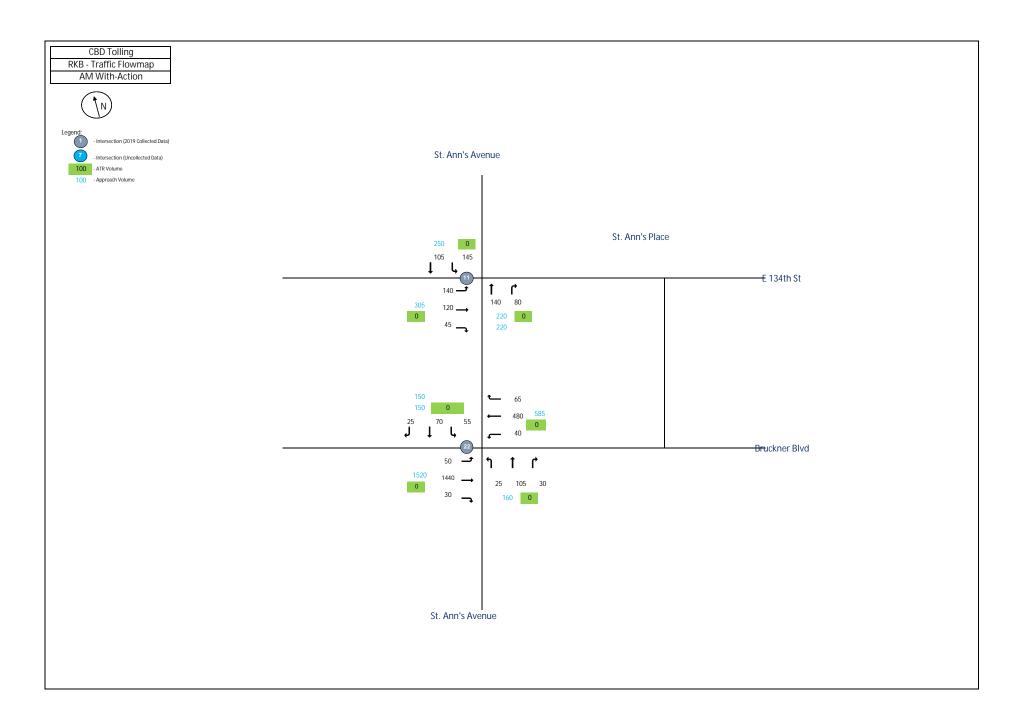


QM 5:00:00 PM

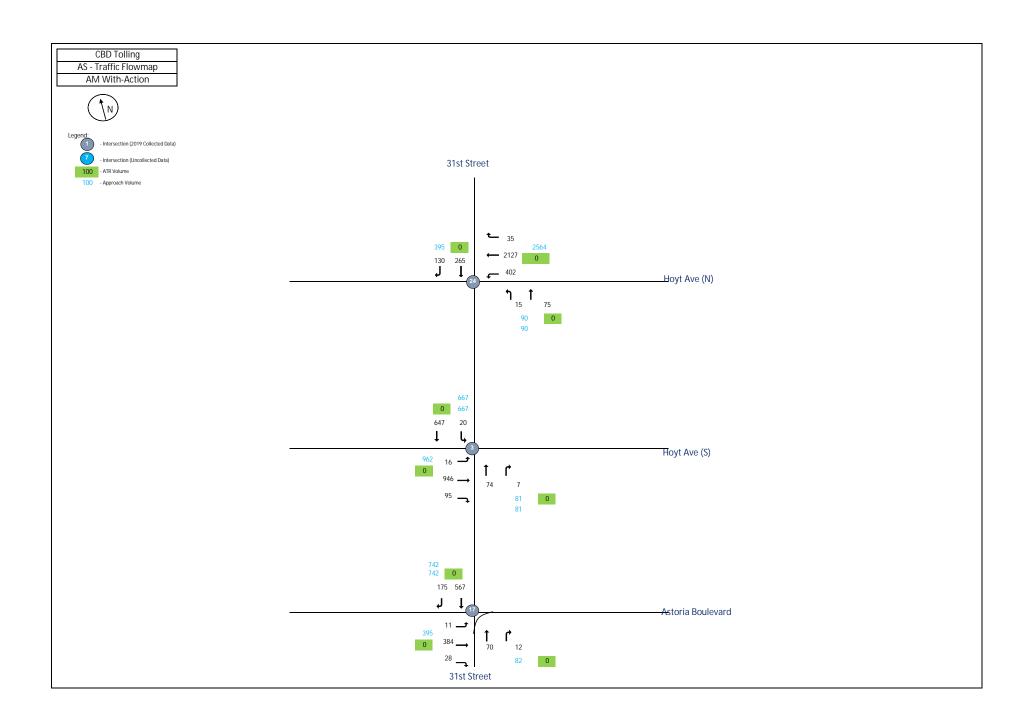
QM	5:00:00 PM	1	7 -						
			Total Vehicles						
					bound				
			PM Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
37th St & 3rd Ave									
2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	628	293	0		
3rd Ave	1	NB	0	22	780	0	0		
3rd Ave	1	SB	0	0	0	0	0	1723	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	1209	59	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	421	1488	0	0	3177	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	320	0	0		
34th St	3	WB	0	0	403	75	0		
3rd Ave	3	NB	0	64	1297	118	0		
	3	SB	0	0	0	0	0	2277	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	375	31	0		
3rd Ave	4	NB	0	163	1209	0	0		
	4	SB	0	0	0	0	0	1778	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	431	108	0		
34th St	5	WB	0	0	182	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	251	1581	52	0	2605	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	430	0		
35th St	6	WB	0	0	0	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	1454	93	0	1977	



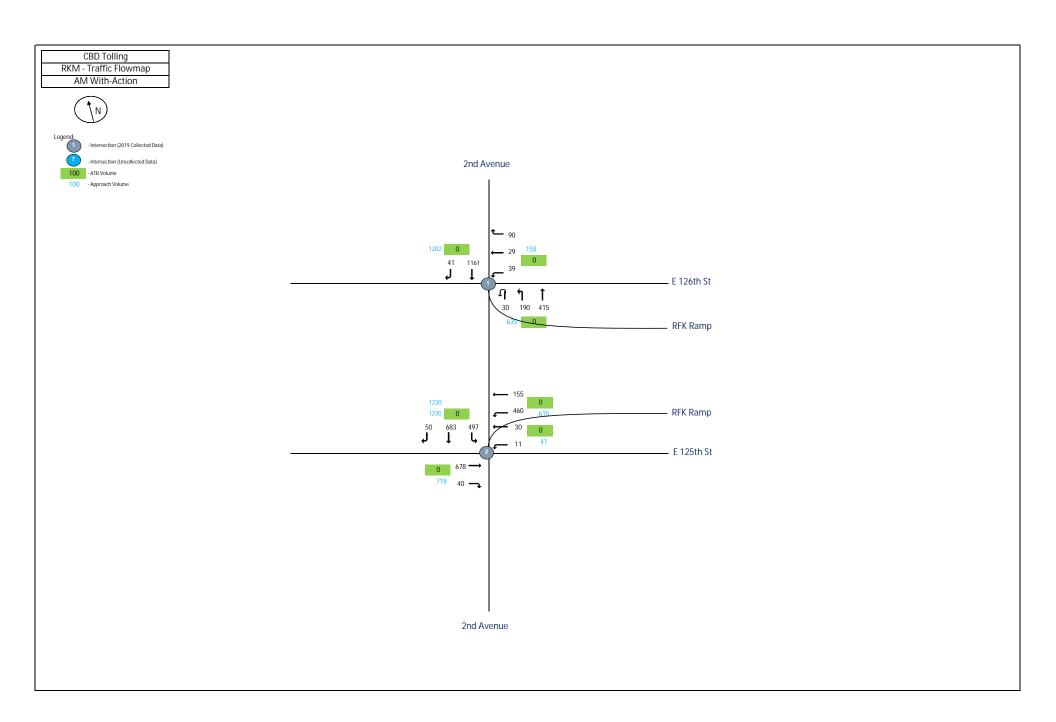
QM	9:00:00 PM		Total Vehicles						
				ini	ound				
L			10	, 1	LN Pe			Tatal	
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
37th St & 3rd Ave	_								
2019 (TMC-016)	1					_	_		
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	477	471	0		
3rd Ave	1	NB	0	20	893	0	0		
3rd Ave	1	SB	0	0	0	0	0	1861	
36th St & 2nd Ave									
2019 (TMC-017)	2								
36th St	2	EB	0	0	816	43	0		
36th St	2	WB	0	0	0	0	0		
2nd Ave	2	NB	0	0	0	0	0		
2nd Ave	2	SB	0	628	1493	0	0	2980	
34th St & 3rd Ave									
2019 (TMC-018)	3								
34th St	3	EB	0	0	417	0	0		
34th St	3	WB	0	0	350	113	0		
3rd Ave	3	NB	0	32	1069	175	0		
	3	SB	0	0	0	0	0	2156	
35th St & 3rd Ave									
2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	427	57	0		
3rd Ave	4	NB	0	47	1135	0	0		
	4	SB	0	0	0	0	0	1666	
34th St & 2nd Ave									
2019 (TMC-020)	5								
34th St	5	EB	0	0	631	72	0		
34th St	5	WB	0	0	119	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	330	1357	82	0	2591	
35th St & 2nd Ave									
2019 (TMC-021)	6								
35th St	6	EB	0	0	0	276	0		
35th St	6	WB	0	55	59	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	1438	98	0	1926	



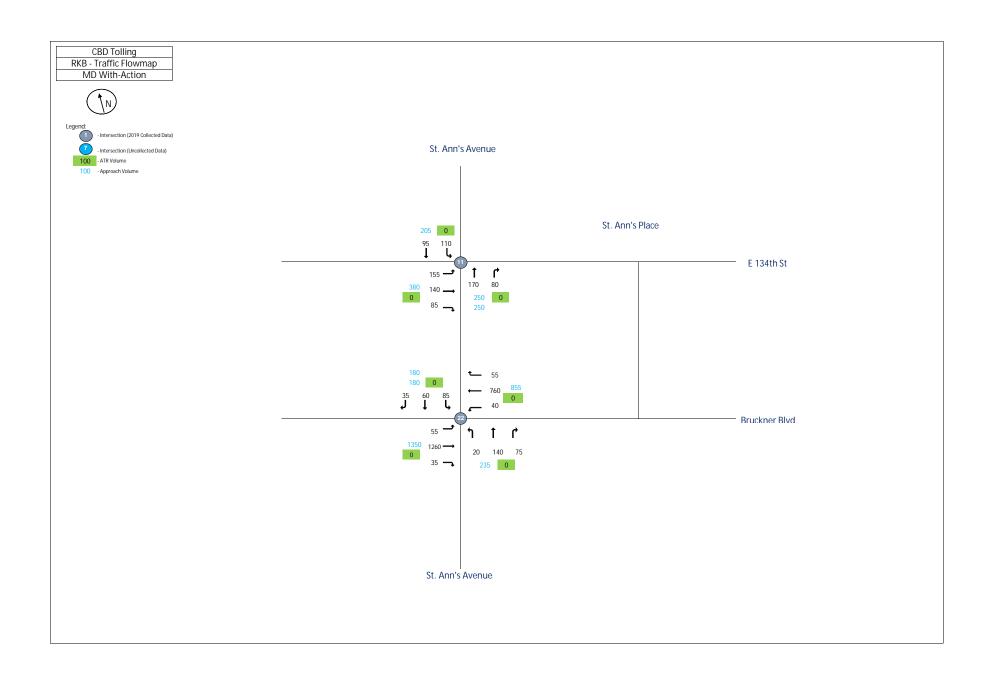
RKB	8:00 AM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				Δ	M Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	140	120	45	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	140	80	0		
St. Ann's Ave	11	SB	0	145	105	0	0	775	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	50	1440	30	0		
Bruckner Blvd	22	WB	0	40	480	65	0		
St. Ann's Ave	22	NB	0	25	105	30	0		
St. Ann's Ave	22	SB	0	55	70	25	0	2415	



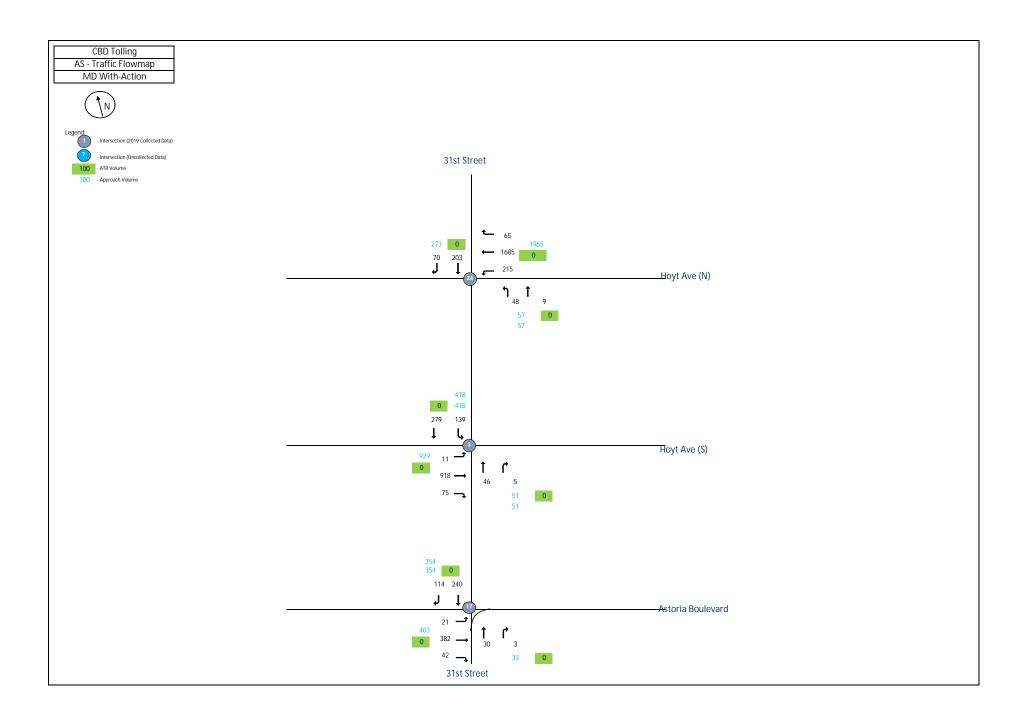
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				Int	ound	/Outb	ound	
					AM Pe	ak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
31st Street and Astoria Blvd								
2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	11	384	28	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	70	12	0	
31st Street	17	SB	0	0	567	175	0	1247
31st Street and Hoyt Ave N								
2019 (TMC-063)	24							
Hoyt Ave N	24	EB	0	0	0	0	0	
Hoyt Ave N	24	WB	0	402	2127	35	0	
31st Street	24	NB	0	15	75	0	0	
31st Street	24	SB	0	0	265	130	0	3049
31st Street and Hoyt Ave S								
2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	16	946	95	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	74	7	0	
31st Street	3	SB	0	20	647	0	0	1805



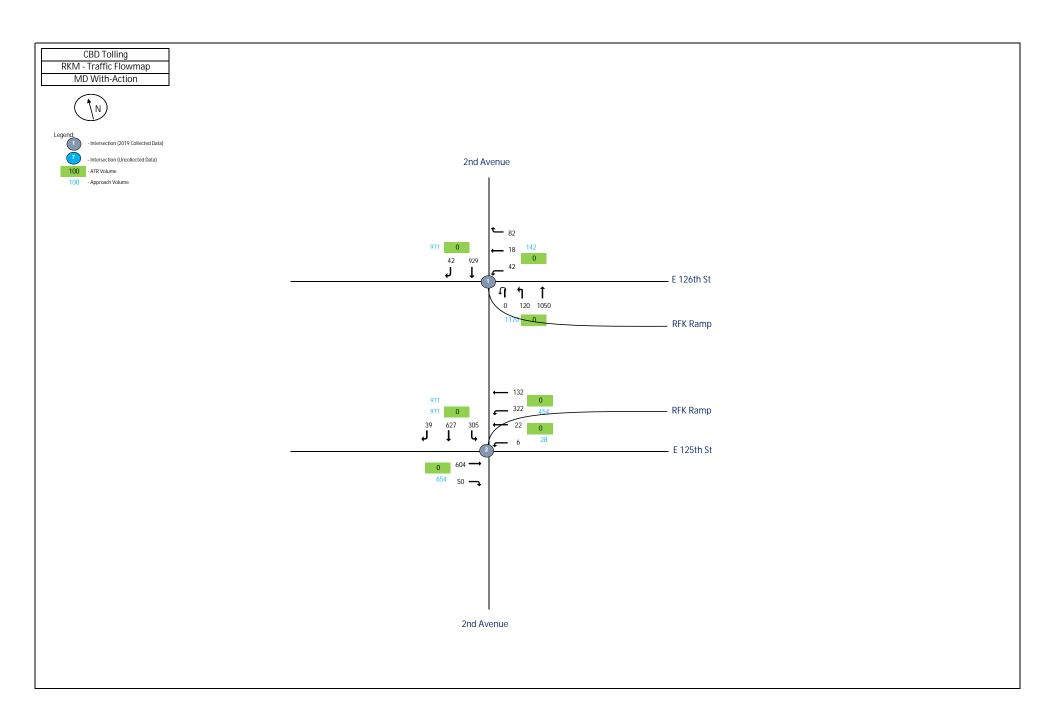
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				To	otal Ve	ehicle	es	
				Inbo	und/C	Outbo	ound	
				ΑI	M Pea	k Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
E 126th Street and 2nd Ave								
2019 (TMC-058)								
RFK Ramp	1	NW	30	190	0	415	0	
E 126th Street	1	EB	0	0	0	0	0	
E 126th Street	1	WB	0	39	29	90	0	
2nd Ave	1	NB	0	0	0	0	0	
2nd Ave	1	SB	0	0	1161	41	0	1360
E 125th Street and 2nd Ave								
2019 (TMC-059)	2							
E 125th Street	2	EB	0	0	678	40	0	
E 125th Street	2	WB	0	11	30	0	0	
2nd Ave	2	SW	0	460	0	155	0	
2nd Ave	2	SB	0	497	683	50	0	2604



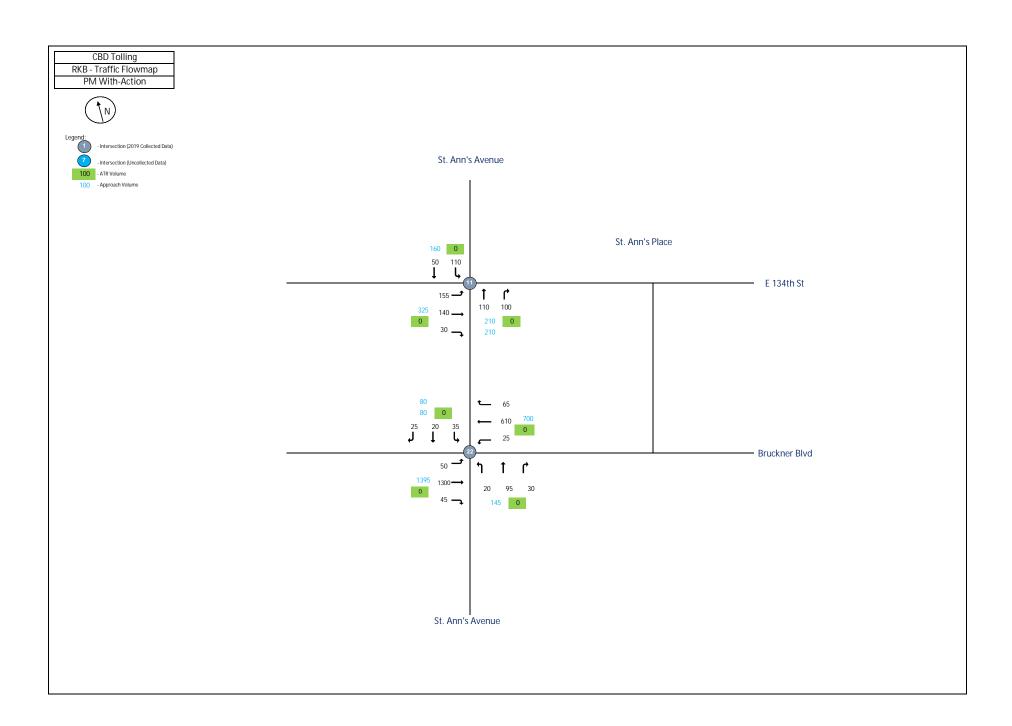
RKB	1:00 PM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				N	ID Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	155	140	85	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	170	80	0		
St. Ann's Ave	11	SB	0	110	95	0	0	835	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	55	1260	35	0		
Bruckner Blvd	22	WB	0	40	760	55	0		
St. Ann's Ave	22	NB	0	20	140	75	0		
St. Ann's Ave	22	SB	0	85	60	35	0	2620	



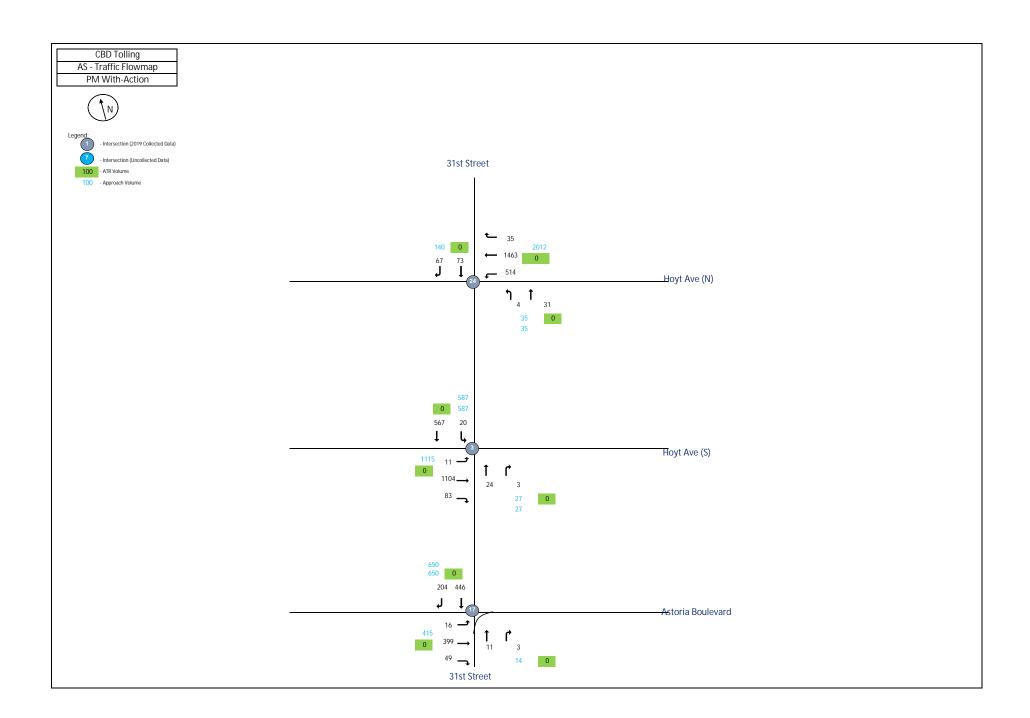
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				Ink	ound	/Outb	ound	
					MD Pe	ak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
31st Street and Astoria Blvd								
2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	21	382	42	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	30	3	0	
31st Street	17	SB	0	0	240	114	0	832
31st Street and Hoyt Ave N								
2019 (TMC-063)	24							
Hoyt Ave N	24	EB	0	0	0	0	0	
Hoyt Ave N	24	WB	0	215	1685	65	0	
31st Street	24	NB	0	48	9	0	0	
31st Street	24	SB	0	0	203	70	0	2295
31st Street and Hoyt Ave S								
2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	11	918	75	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	46	5	0	
31st Street	3	SB	0	139	279	0	0	1473



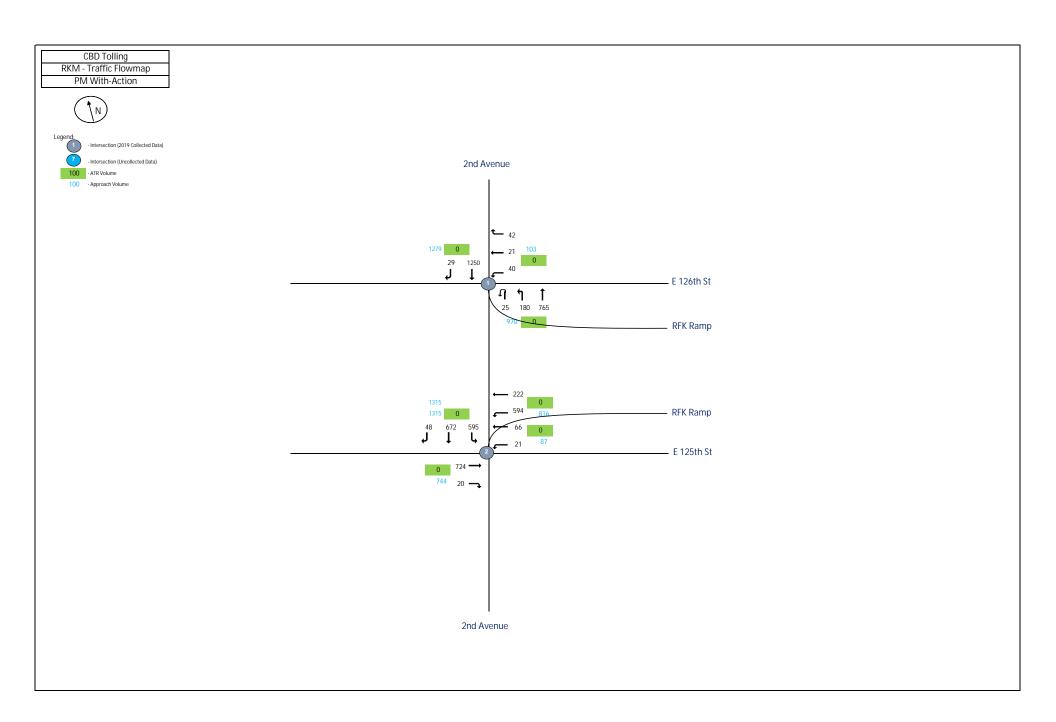
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				То	tal V	ehicle	es	
				Inbo	und/0	Outbo	und	
				ME) Pea	k Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
E 126th Street and 2nd Ave								
2019 (TMC-058)								
RFK Ramp	1	NW	0	120	0	1050	0	
E 126th Street	1	EB	0	0	0	0	0	
E 126th Street	1	WB	0	42	18	82	0	
2nd Ave	1	NB	0	0	0	0	0	
2nd Ave	1	SB	0	0	929	42	0	1113
E 125th Street and 2nd Ave								
2019 (TMC-059)	2							
E 125th Street	2	EB	0	0	604	50	0	
E 125th Street	2	WB	0	6	22	0	0	
2nd Ave	2	SW	0	322	0	132	0	
2nd Ave	2	SB	0	305	627	39	0	2107



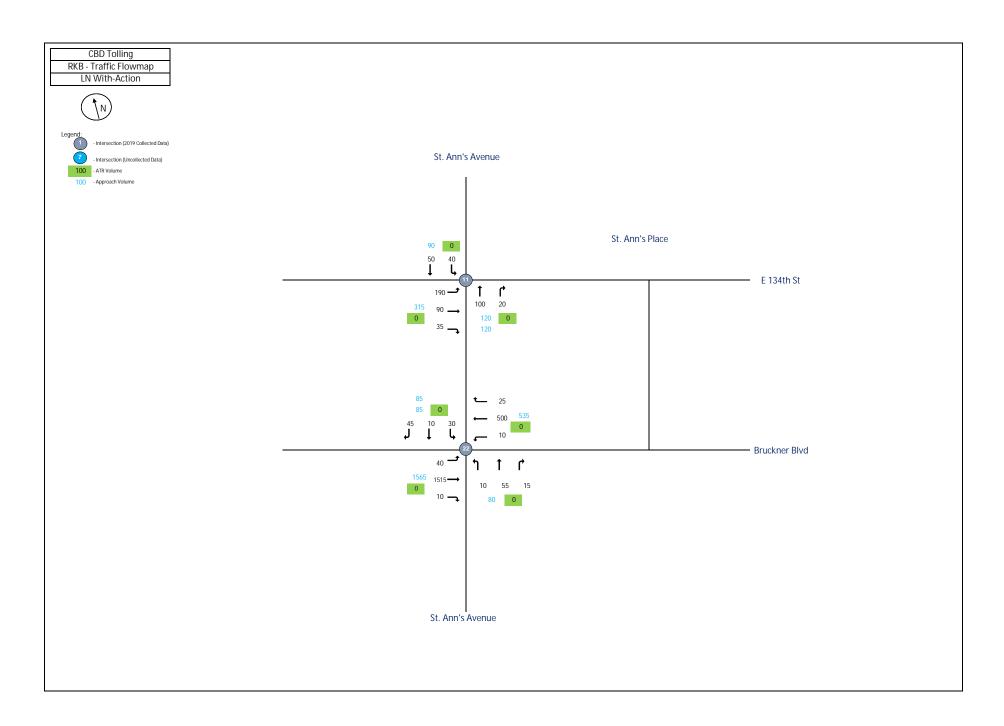
RKB	5:00 PM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				P	M Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	155	140	30	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	110	100	0		
St. Ann's Ave	11	SB	0	110	50	0	0	695	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	50	1300	45	0		
Bruckner Blvd	22	WB	0	25	610	65	0		
St. Ann's Ave	22	NB	0	20	95	30	0		
St. Ann's Ave	22	SB	0	35	20	25	0	2320	



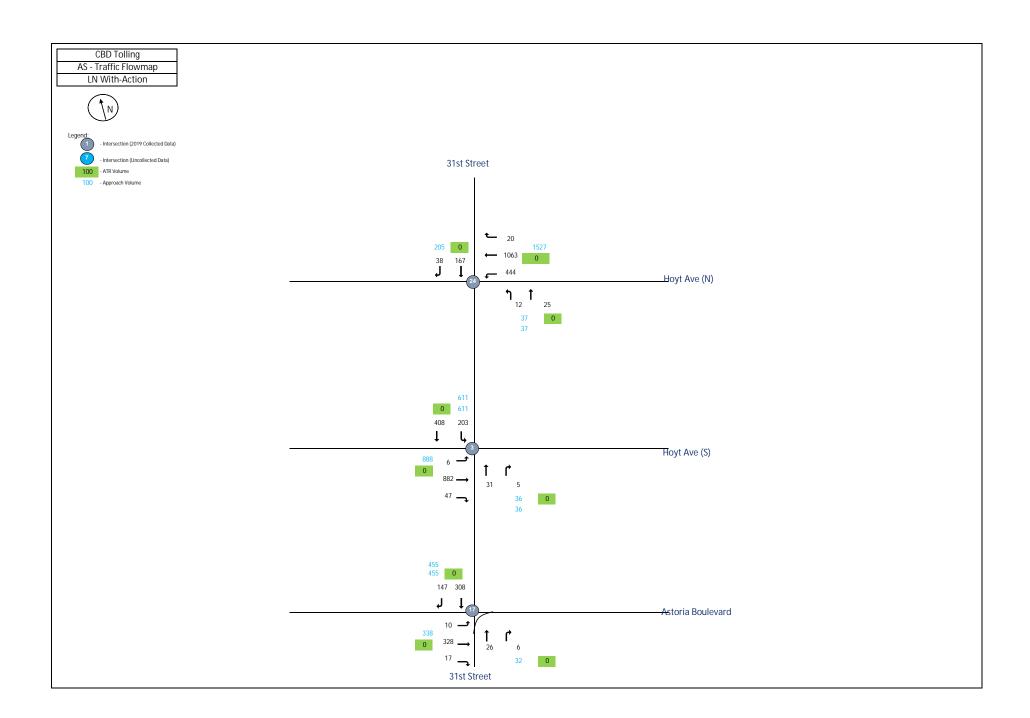
AS	5:00:00 PM							
			Total Vehicles					
				Ink	ound	/Outb	ound	
					PM Pe	ak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
31st Street and Astoria Blvd								
2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	16	399	49	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	11	3	0	
31st Street	17	SB	0	0	446	204	0	1128
31st Street and Hoyt Ave N								
2019 (TMC-063)	24							
Hoyt Ave N	24	EB	0	0	0	0	0	
Hoyt Ave N	24	WB	0	514	1463	35	0	
31st Street	24	NB	0	4	31	0	0	
31st Street	24	SB	0	0	73	67	0	2187
31st Street and Hoyt Ave S								
2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	11	1104	83	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	24	3	0	
31st Street	3	SB	0	20	567	0	0	1812



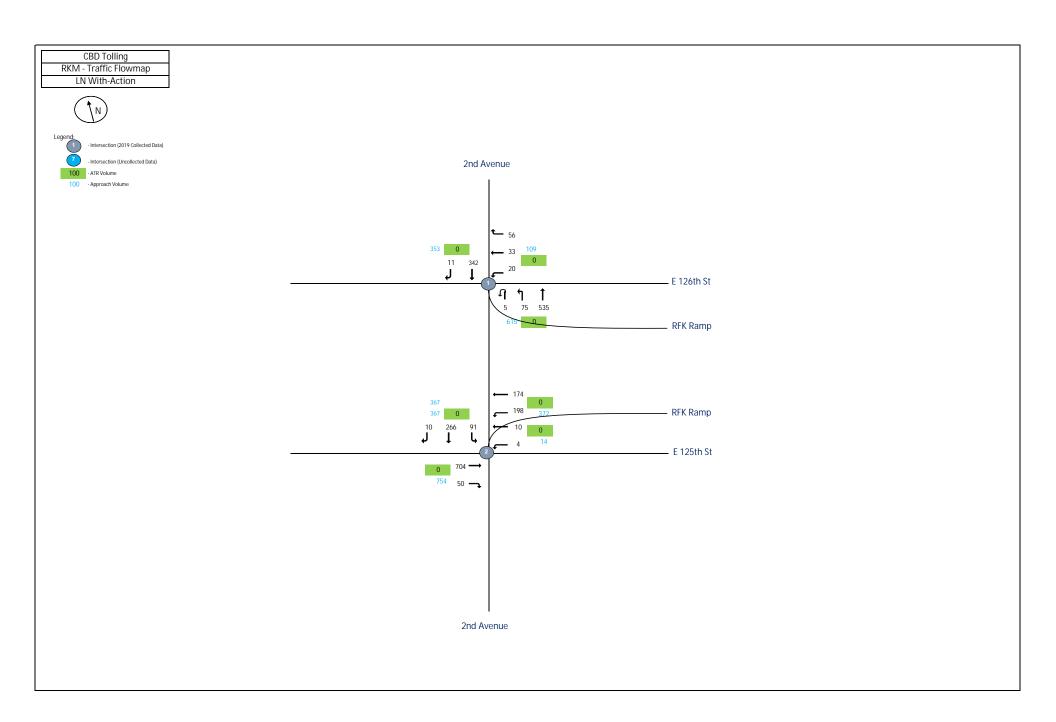
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				To	otal V	ehicle	es	
				Inbo	und/C	Outbo	ound	
				PI	M Pea	k Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
E 126th Street and 2nd Ave								
2019 (TMC-058)								
RFK Ramp	1	NW	25	180	0	765	0	
E 126th Street	1	EB	0	0	0	0	0	
E 126th Street	1	WB	0	40	21	42	0	
2nd Ave	1	NB	0	0	0	0	0	
2nd Ave	1	SB	0	0	1250	29	0	1382
E 125th Street and 2nd Ave								
2019 (TMC-059)	2							
E 125th Street	2	EB	0	0	724	20	0	
E 125th Street	2	WB	0	21	66	0	0	
2nd Ave	2	SW	0	594	0	222	0	
2nd Ave	2	SB	0	595	672	48	0	2962



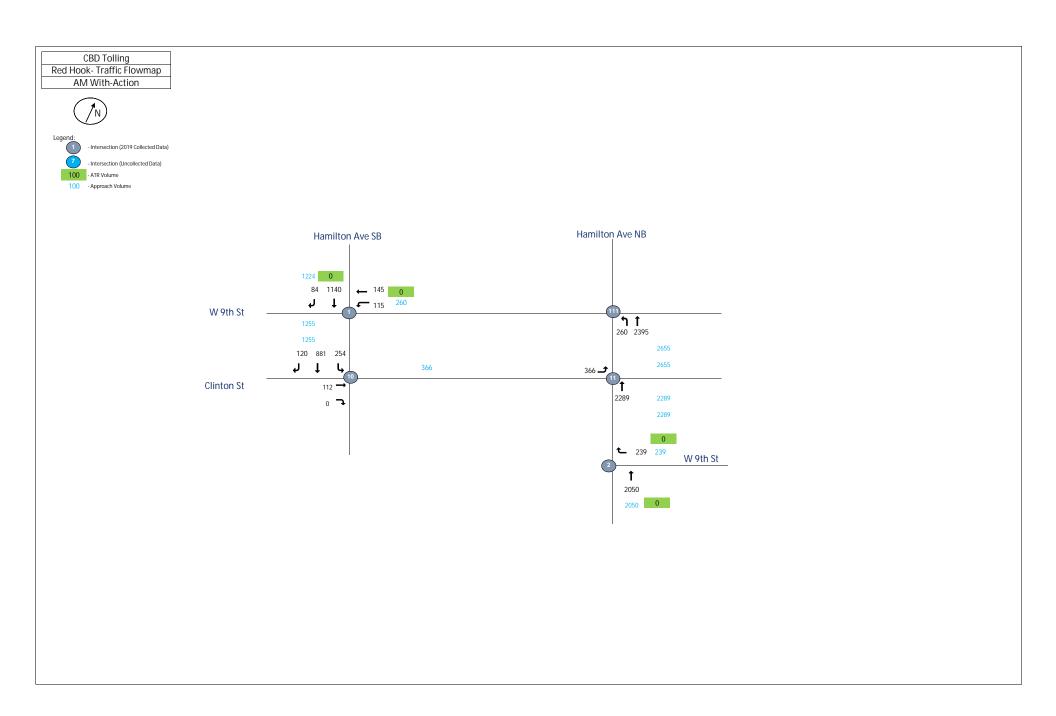
RKB	9:00 PM								
			Total Vehicles						
				Inb	ound/	Outbo	ound		
				L	N Pe	ak Ho	ur		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
E 134th Street and St. Ann's Ave									
2019 (TMC-060)	11								
E 134th Street	11	EB	0	190	90	35	0		
E 134th Street	11	WB	0	0	0	0	0		
St. Ann's Ave	11	NB	0	0	100	20	0		
St. Ann's Ave	11	SB	0	40	50	0	0	525	
Bruckner Blvd and St. Ann's Ave									
2019 (TMC-061)	22								
Bruckner Blvd	22	EB	0	40	1515	10	0		
Bruckner Blvd	22	WB	0	10	500	25	0		
St. Ann's Ave	22	NB	0	10	55	15	0		
St. Ann's Ave	22	SB	0	30	10	45	0	2265	



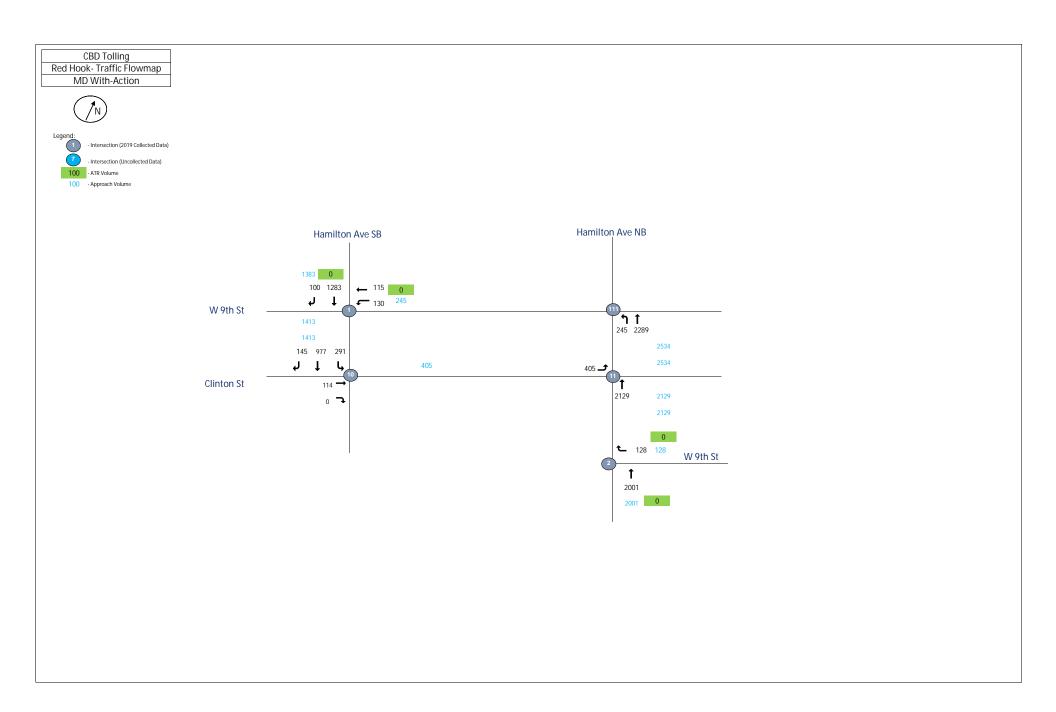
AS	9:00:00 PM								
			Total Vehicles						
			Inbound/Outbound						
					LN Pe	ak Ho	our		
Intersection	Node	Approach	L2	L	Т	R	R2	Total	
31st Street and Astoria Blvd									
2019 (TMC-062)	17								
Astoria Blvd	17	EB	0	10	328	17	0		
Astoria Blvd	17	WB	0	0	0	0	0		
31st Street	17	NB	0	0	26	6	0		
31st Street	17	SB	0	0	308	147	0	842	
31st Street and Hoyt Ave N									
2019 (TMC-063)	24								
Hoyt Ave N	24	EB	0	0	0	0	0		
Hoyt Ave N	24	WB	0	444	1063	20	0		
31st Street	24	NB	0	12	25	0	0		
31st Street	24	SB	0	0	167	38	0	1769	
31st Street and Hoyt Ave S									
2019 (TMC-064)	3								
Hoyt Ave S	3	EB	0	6	882	47	0		
	3		0	0	0	0	0		
31st Street	3	NB	0	0	31	5	0		
31st Street	3	SB	0	203	408	0	0	1582	



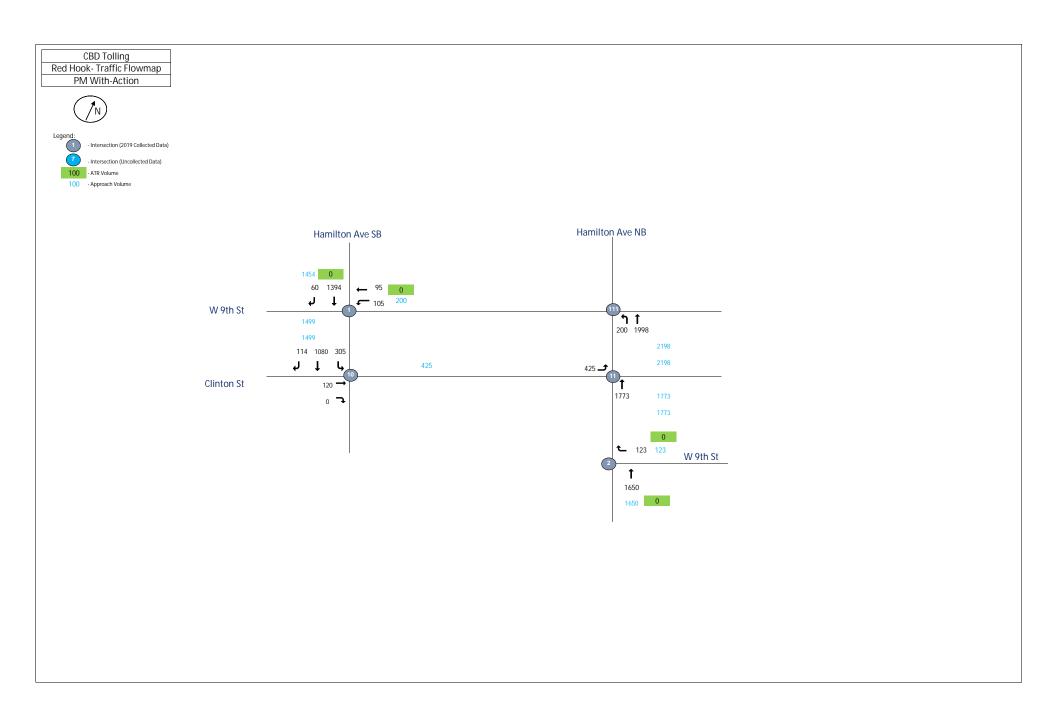
RKM	9:00 PM									
			Total Vehicles							
				Inbo	und/C	Outbo	ound			
				LN	l Pea	k Ho	ur			
Intersection	Node	Approach	L2	L	Т	R	R2	Total		
E 126th Street and 2nd Ave										
2019 (TMC-058)										
RFK Ramp	1	NW	5	75	0	535	0			
E 126th Street	1	EB	0	0	0	0	0			
E 126th Street	1	WB	0	20	33	56	0			
2nd Ave	1	NB	0	0	0	0	0			
2nd Ave	1	SB	0	0	342	11	0	462		
E 125th Street and 2nd Ave										
2019 (TMC-059)	2									
E 125th Street	2	EB	0	0	704	50	0			
E 125th Street	2	WB	0	4	10	0	0			
2nd Ave	2	SW	0	198	0	174	0			
2nd Ave	2	SB	0	91	266	10	0	1507		



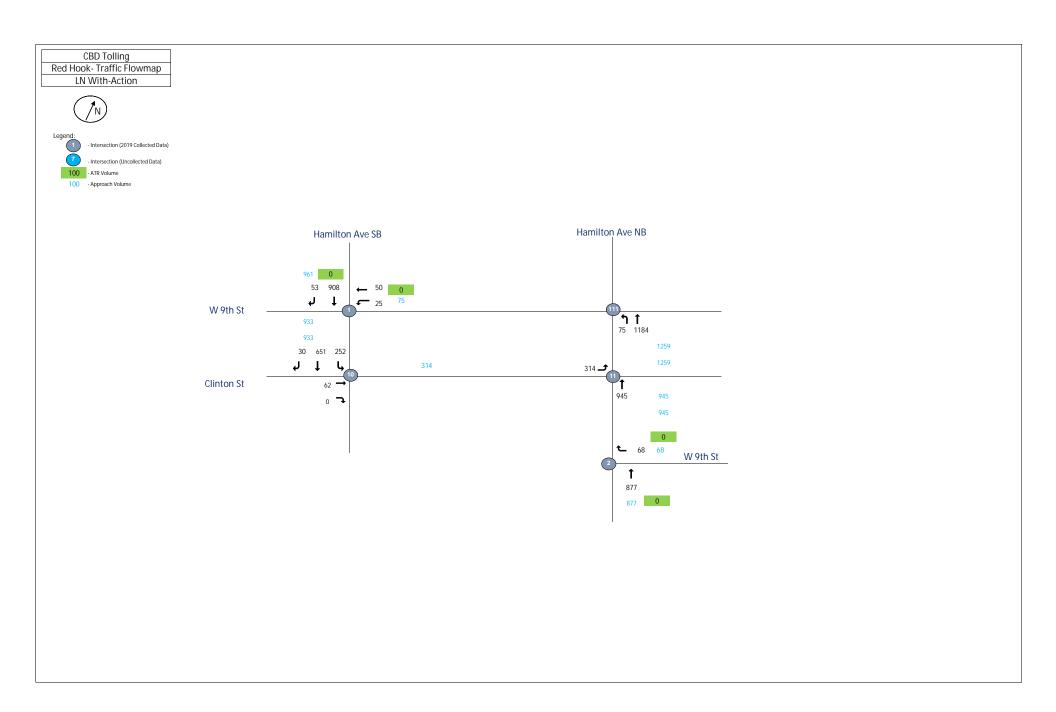
			Total Vehicles						
			Inbound/Outbound						
			AM Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	115	145	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	1140	84	0	1484	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	112	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	254	881	120	0	1367	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	366	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	2289	0	0		
Hamilton Ave	11		0	0	0	0	0	2655	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	260	2395	0	0		
-	111	SB	0	0	0	0	0	2655	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	239	0		
Hamilton Ave	2	NB	0	0	2050	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	2289	



			Total Vehicles						
				Inbo	und/O	utbo	und		
			MD Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	130	115	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	1283	100	0	1628	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	114	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	291	977	145	0	1527	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	405	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	2129	0	0		
Hamilton Ave	11		0	0	0	0	0	2534	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	245	2289	0	0		
-	111	SB	0	0	0	0	0	2534	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	128	0		
Hamilton Ave	2	NB	0	0	2001	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	2129	

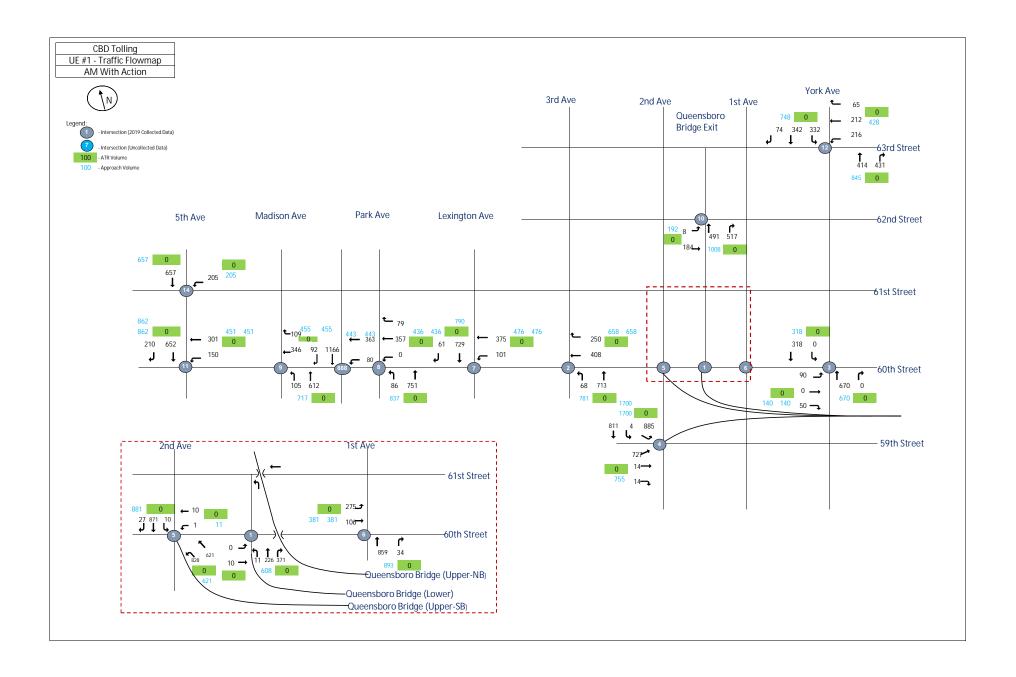


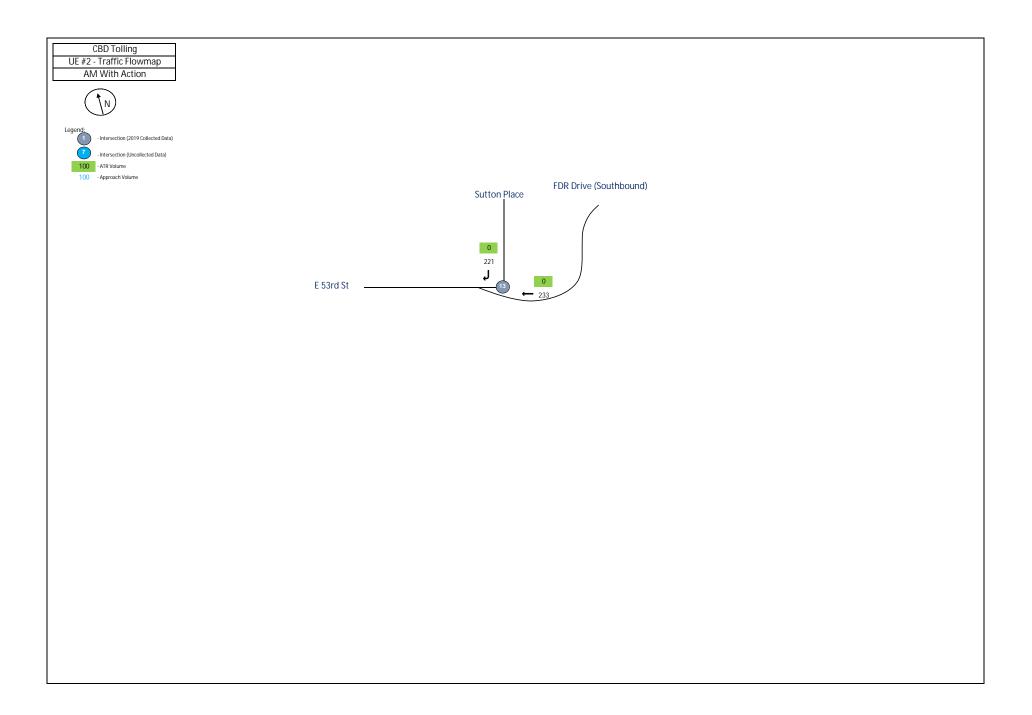
			Total Vehicles						
			Inbound/Outbound						
			PM Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	105	95	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	1394	60	0	1654	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	120	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	305	1080	114	0	1619	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	425	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	1773	0	0		
Hamilton Ave	11		0	0	0	0	0	2198	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	200	1998	0	0		
-	111	SB	0	0	0	0	0	2198	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	123	0		
Hamilton Ave	2	NB	0	0	1650	0	0		
Hamilton Ave	2	SB	0	0	0	0	0	1773	

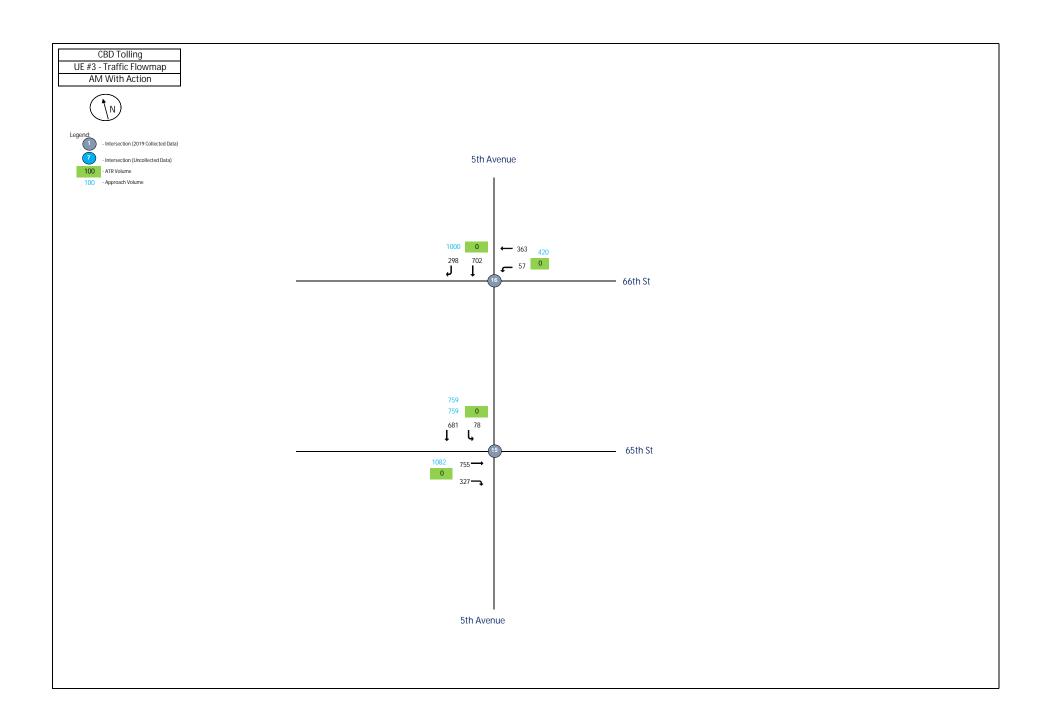


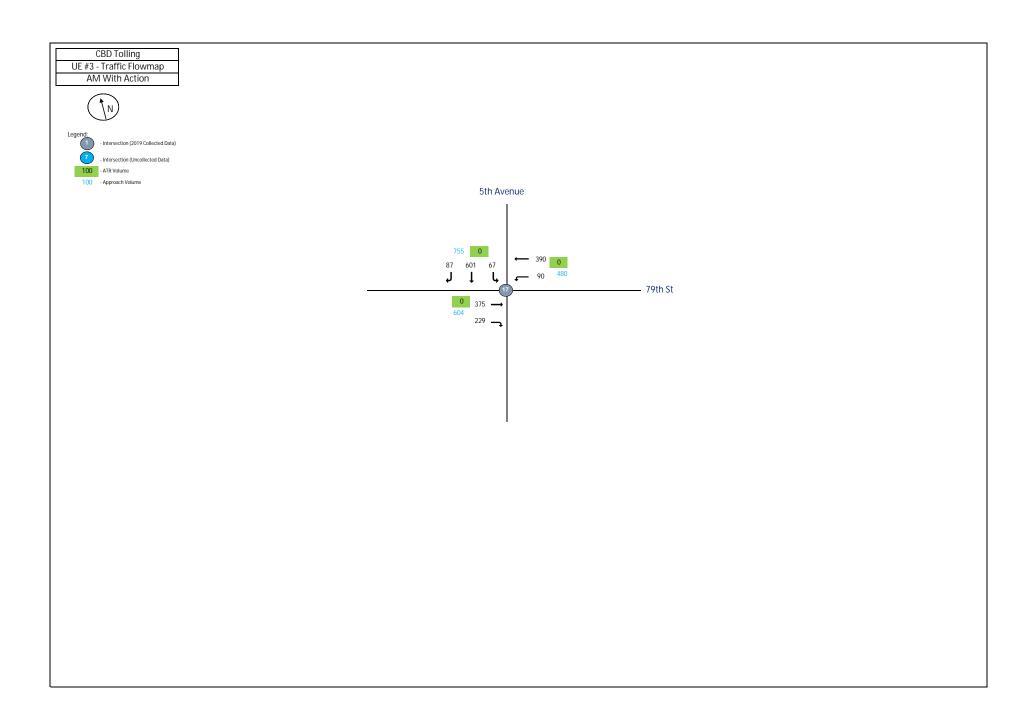
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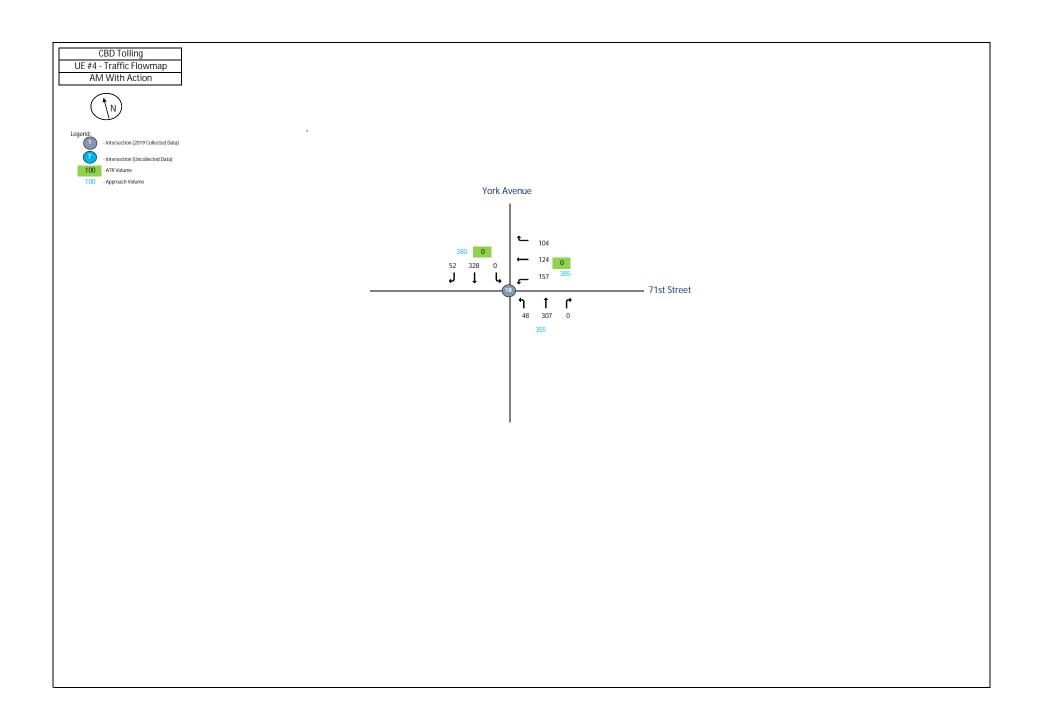
			Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
Intersection	Node	Approach	L2	L	T	R	R2	Total	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	1								
W 9th St	1	EB	0	0	0	0	0		
W 9th St	1	WB	0	25	50	0	0		
Hamilton Ave SB	1		0	0	0	0	0		
Hamilton Ave SB	1	SB	0	0	908	53	0	1036	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	10								
Clinton Avenue	10	EB	0	0	62	0	0		
Clinton Avenue	10	WB	0	0	0	0	0		
Hamilton Ave SB	10		0	0	0	0	0		
Hamilton Ave SB	10	SB	0	252	651	30	0	995	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	11								
Clinton Avenue	11	EB	0	314	0	0	0		
Clinton Avenue	11		0	0	0	0	0		
Hamilton Ave	11	NB	0	0	945	0	0		
Hamilton Ave	11		0	0	0	0	0	1259	
Hamilton Ave SB & W 9th St									
2019 (TMC-040)	111								
W 9th St	111	EB	0	0	0	0	0		
W 9th St	111	WB	0	0	0	0	0		
Hamilton Ave	111	NB	0	75	1184	0	0		
-	111	SB	0	0	0	0	0	1259	
Hamilton Ave NB & W 9th St									
2019 (TMC-041)	2								
W 9th St	2	EB	0	0	0	0	0		
W 9th St	2	WB	0	0	0	68	0		
Hamilton Ave	2	NB	0	0	877	0	0		
Hamilton Ave	2	SB	0	0	0	0	0		







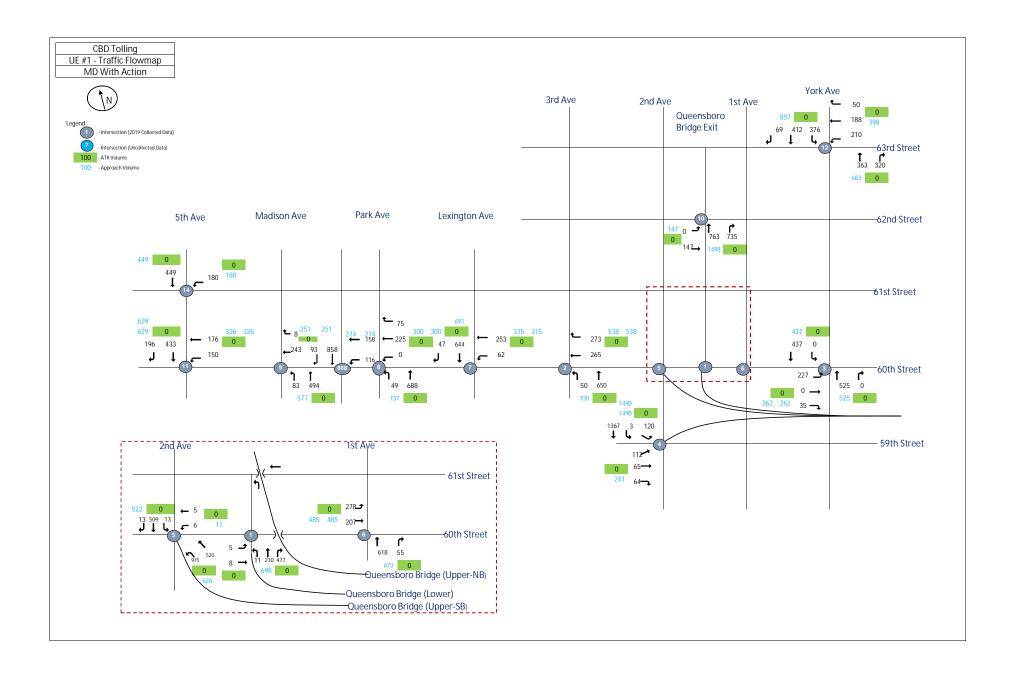


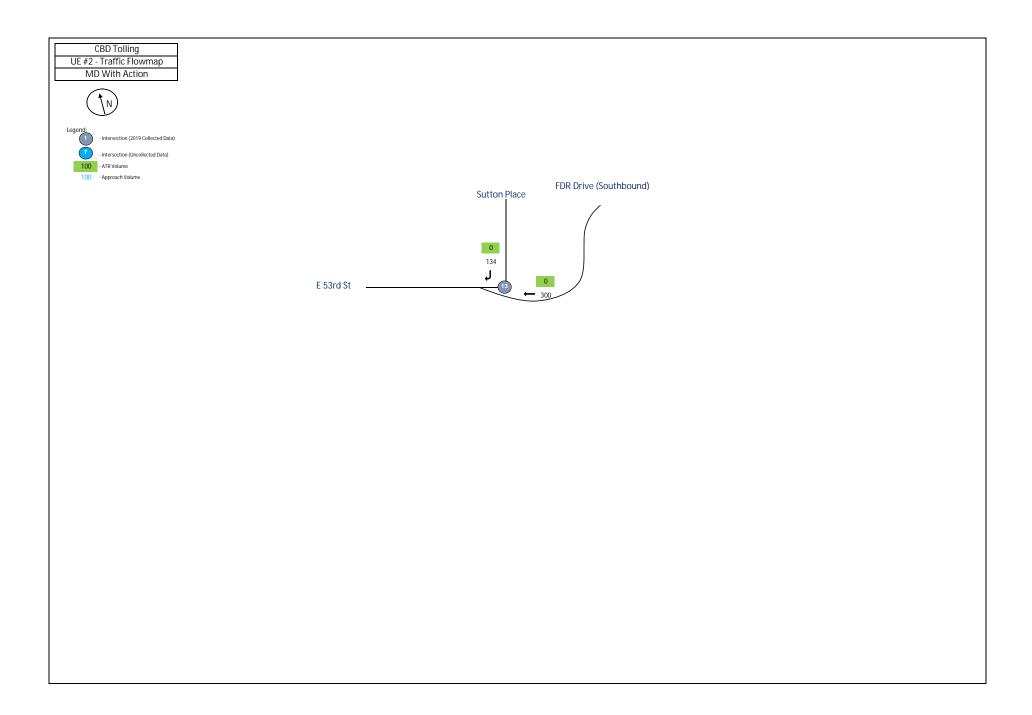


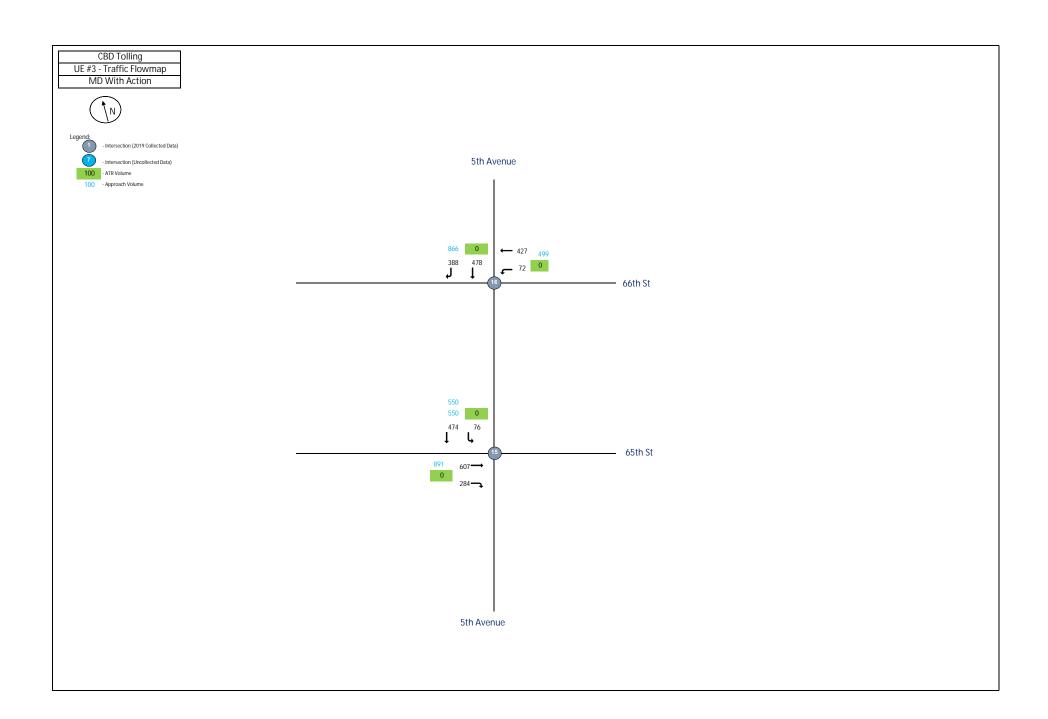
UE	8:00:00 AM							
				'	Total '	Vehic	les	
				Int	oound	/Outb	ound	
					AM Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	10	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	11	226	371	0	
	1	SB	0	0	0	0	0	618
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	408	250	0	
3rd Ave	2	NB	0	68	713	0	0	
	2	SB	0	0	0	0	0	1439
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	90	0	50	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	670	0	0	
York Ave	3	SB	0	0	318	0	0	1128
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	727	14	14	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	885	4	811	0	0	2455
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	828	621	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	1	10	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	10	0	871	27	0	919
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	275	106	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	859	34	0	
	6	SB	0	0	0	0	0	1274

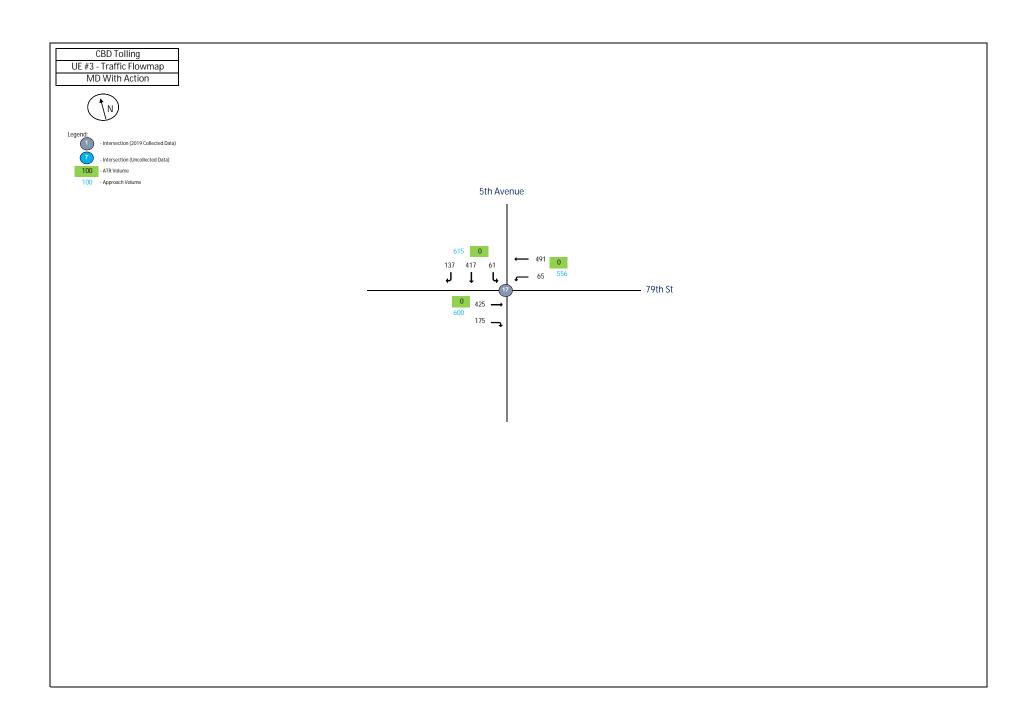
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	101	375	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	729	61	0	1266
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	357	79	0	
Park Ave	8	NB	0	86	751	0	0	
Park Ave	8	SB	0	0	0	0	0	1273
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	80	363	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	1166	92	0	1701
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	346	109	0	
Madison Ave	9	NB	0	105	612	0	0	
	9	SB	0	0	0	0	0	1172
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	8	184	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	491	517	0	
J	10	SB	0	0	0	0	0	1200
60th St & 5th Ave								
2019 (TMC-032)	11							
,	11	EB	0	0	0	0	0	
60th St	11	WB	0	150	301	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	652	210	0	1313

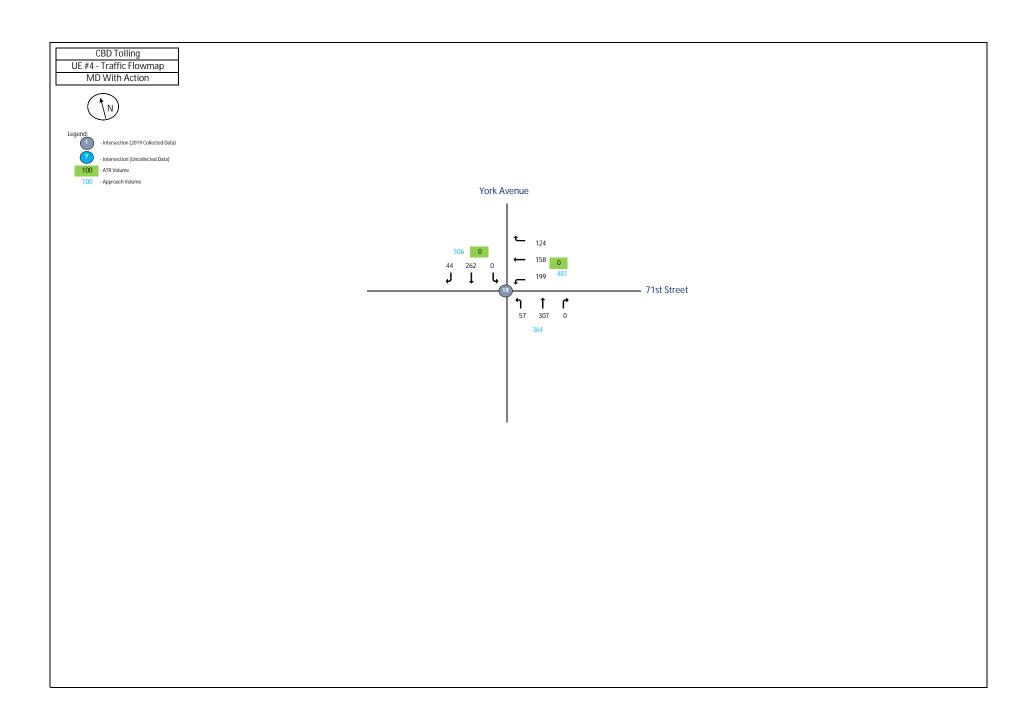
63rd St & York Ave							I	I
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	216	212	65	0	
York Ave	12	NB	0	0	414	431	0	
York Ave	12	SB	0	332	342	74	0	2086
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	233	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	221	0	454
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	205	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	657	0	0	862
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	755	327	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	78	681	0	0	1841
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	57	363	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	702	298	0	1420
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	375	229	0	
79th St	17	WB	0	90	390	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	67	601	87	0	1839
71st St & York Ave								
2019 (TMC-039)	18		_	=	=	_	_	
	18	EB	0	0	0	0	0	
71st St	18	WB	0	157	124	104	0	
York Ave	18	NB	0	48	307	0	0	
York Ave	18	SB	0	0	328	52	0	1120







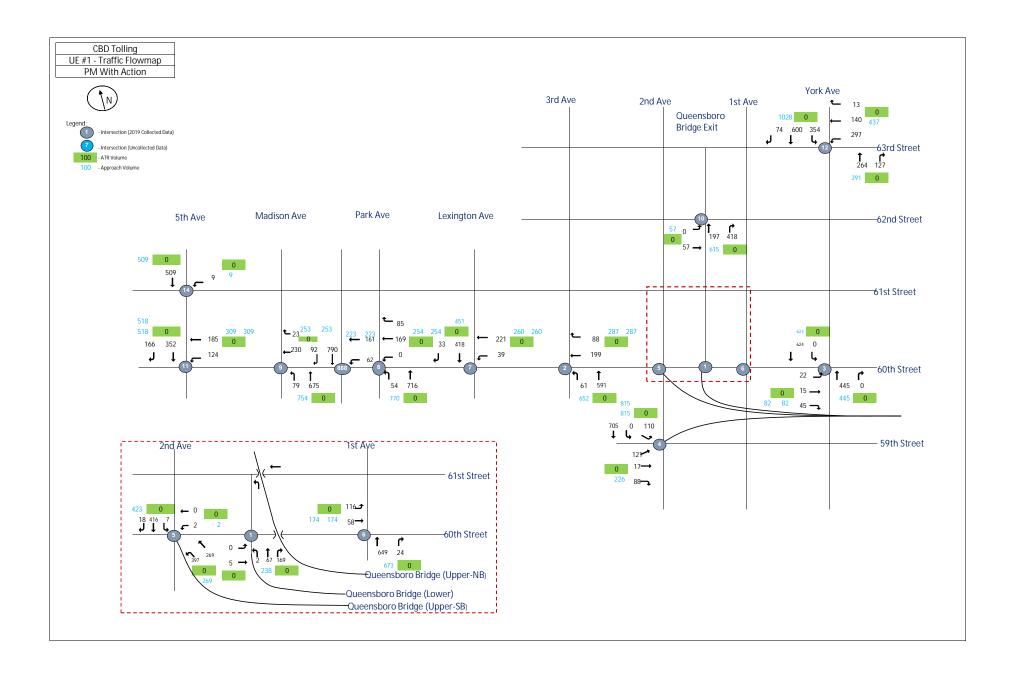


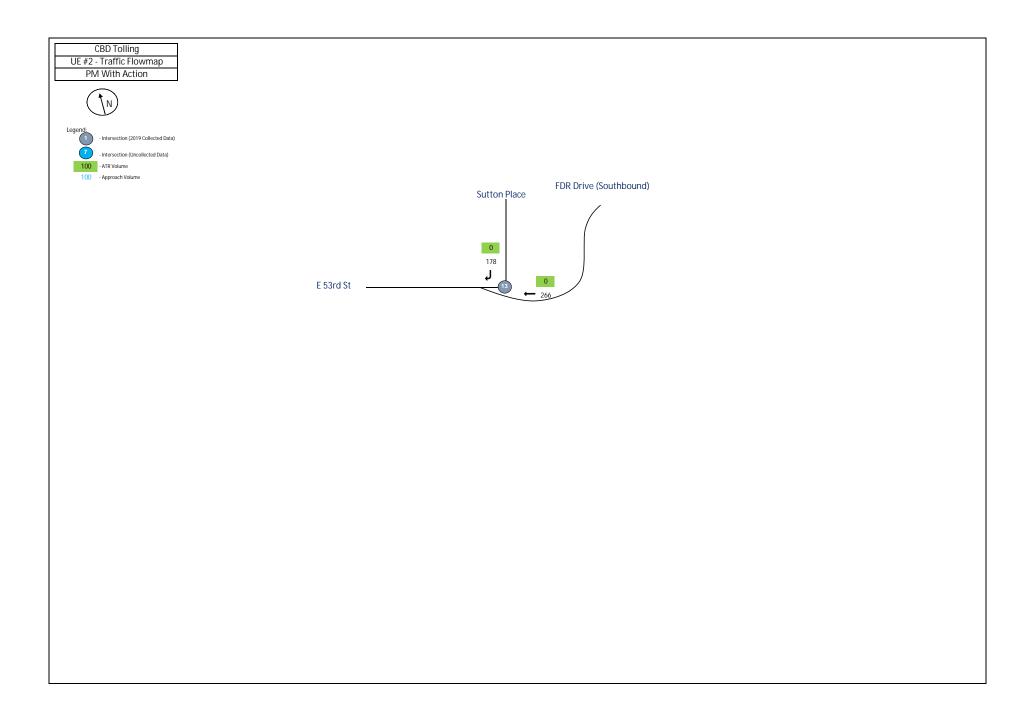


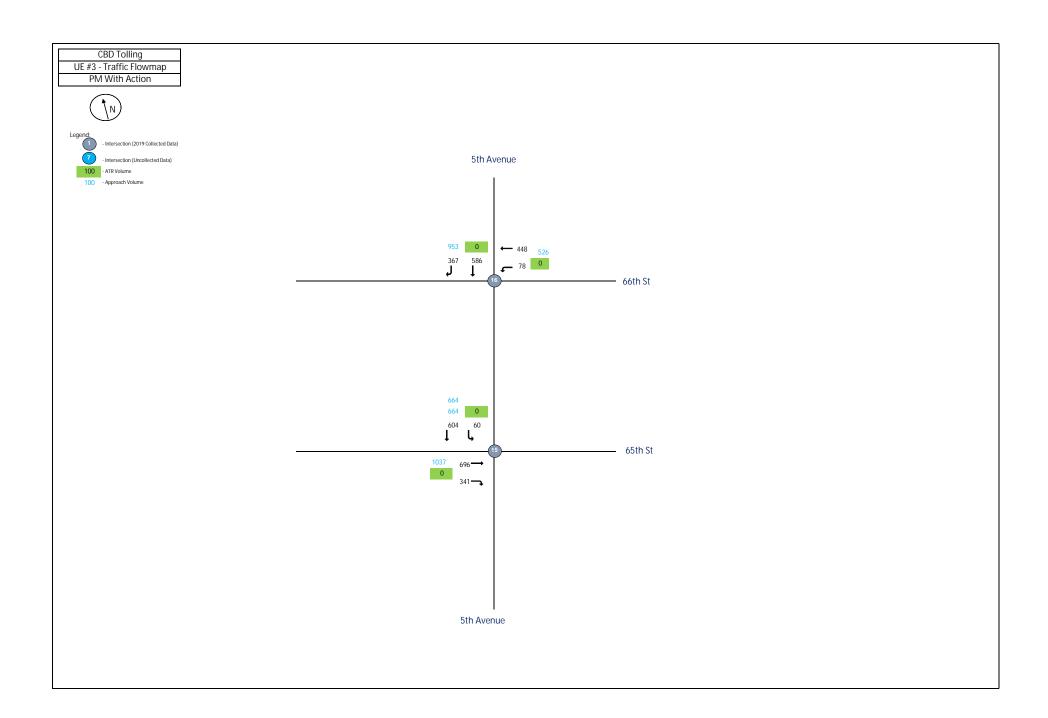
UE	1:00:00 MD							
					Total '	Vehic	les	
				Inl	oound	/Outb	ound	
					MD Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	5	8	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	11	210	477	0	
	1	SB	0	0	0	0	0	711
60th Street & 3rd Ave								
2019 (TMC-023)	2							
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	265	273	0	
3rd Ave	2	NB	0	50	650	0	0	
	2	SB	0	0	0	0	0	1238
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	227	0	35	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	525	0	0	
York Ave	3	SB	0	0	437	0	0	1224
59th St & 2nd Ave								
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	112	65	64	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	120	3	1367	0	0	1731
60th Street & 2nd Ave								
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	975	520	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	6	5	0	0	
	5	NB	0	0	0	0	0	
2nd Ave	5	SB	13	0	509	13	0	546
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	278	207	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	618	55	0	
	6	SB	0	0	0	0	0	1158

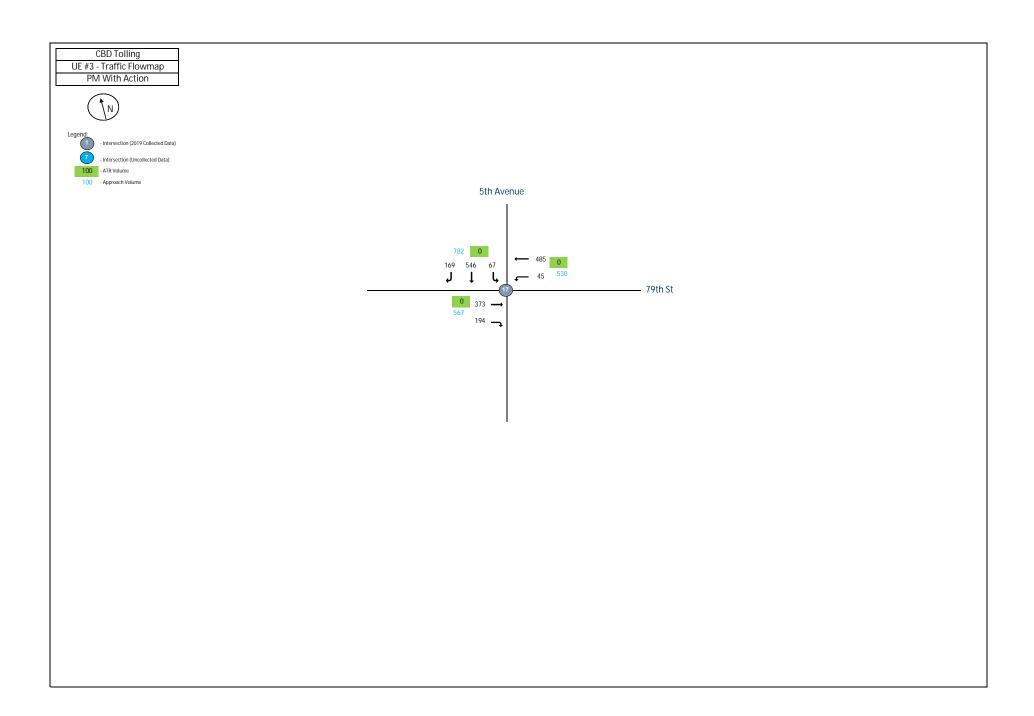
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	62	253	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	644	47	0	1006
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	225	75	0	
Park Ave	8	NB	0	49	688	0	0	
Park Ave	8	SB	0	0	0	0	0	1037
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	116	158	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	858	93	0	1225
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	243	8	0	
Madison Ave	9	NB	0	83	494	0	0	
	9	SB	0	0	0	0	0	828
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	147	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	763	735	0	
	10	SB	0	0	0	0	0	1645
60th St & 5th Ave								
2019 (TMC-032)	11							
,	11	EB	0	0	0	0	0	
60th St	11	WB	0	150	176	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	433	196	0	955

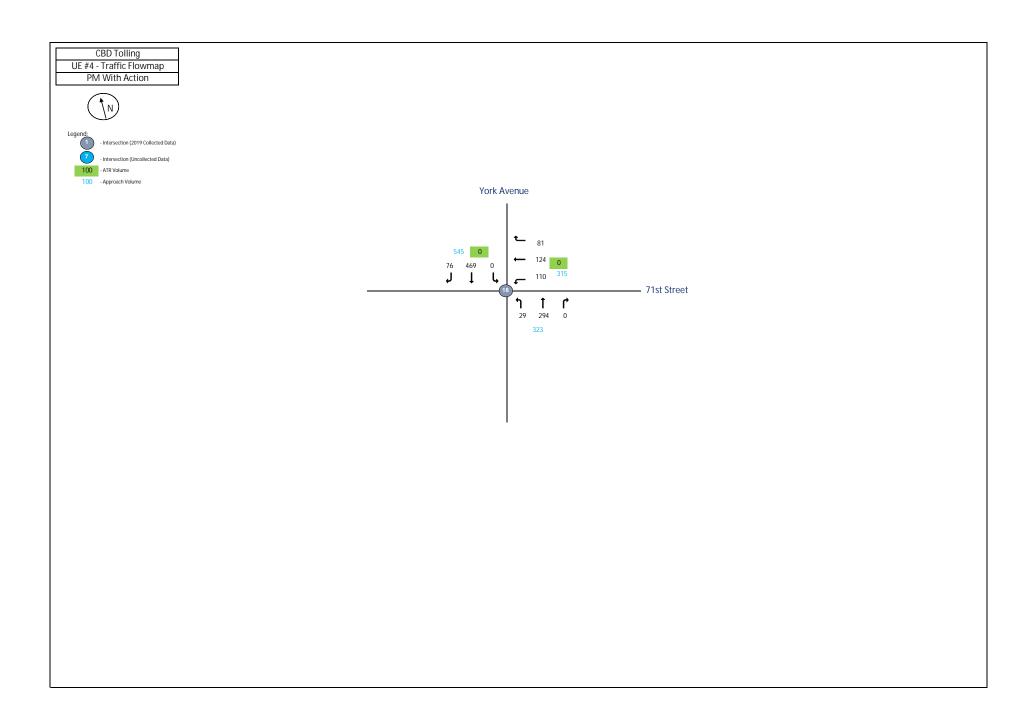
63rd St & York Ave	ĺ						I	Ī
2019 (TMC-033)	12							
, ,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	210	188	50	0	
York Ave	12	NB	0	0	363	320	0	
York Ave	12	SB	0	376	412	69	0	1988
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	300	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	134	0	434
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	180	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	449	0	0	629
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	607	284	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	76	474	0	0	1441
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	72	427	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	478	388	0	1365
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	425	175	0	
79th St	17	WB	0	65	491	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	61	417	137	0	1771
71st St & York Ave								
2019 (TMC-039)	18		_	=	=	_	_	
	18	EB	0	0	0	0	0	
71st St	18	WB	0	199	158	124	0	
York Ave	18	NB	0	57	307	0	0	
York Ave	18	SB	0	0	262	44	0	1151







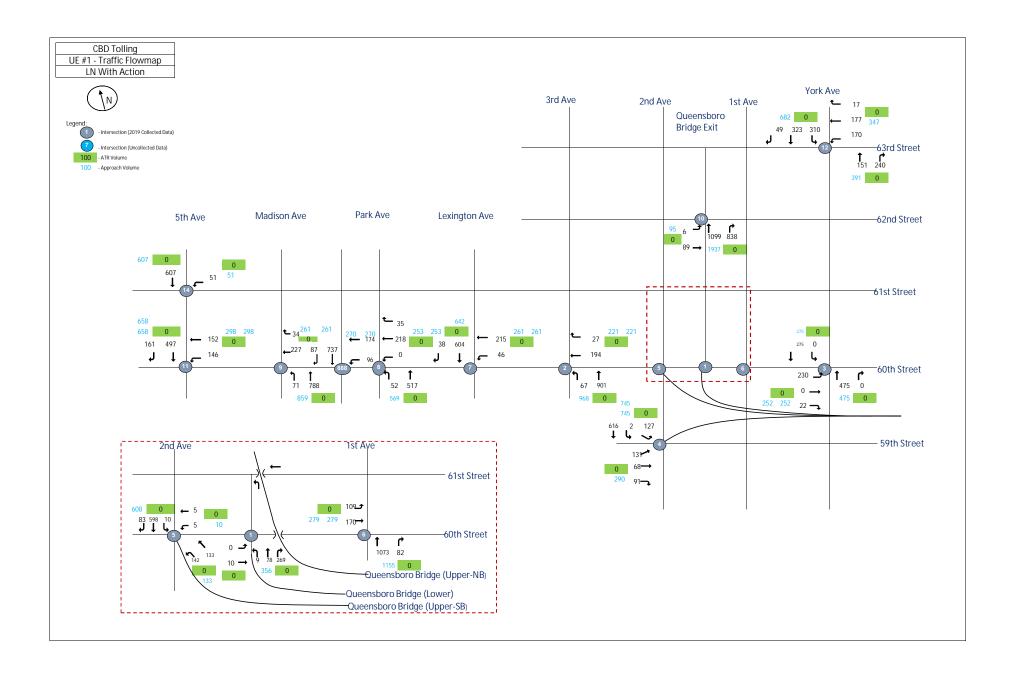


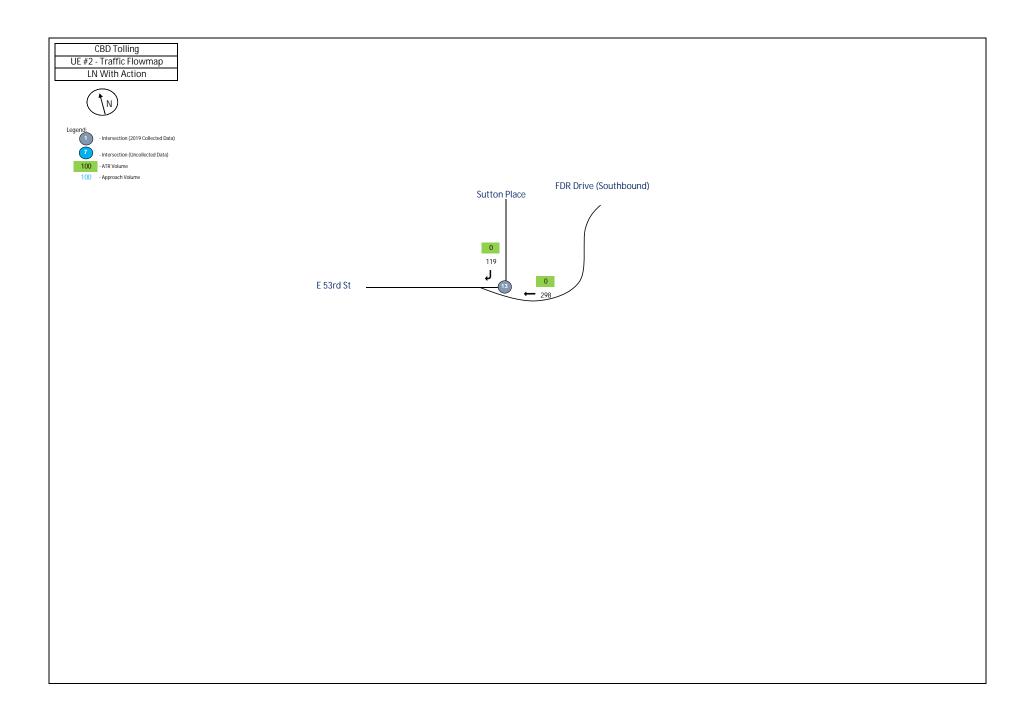


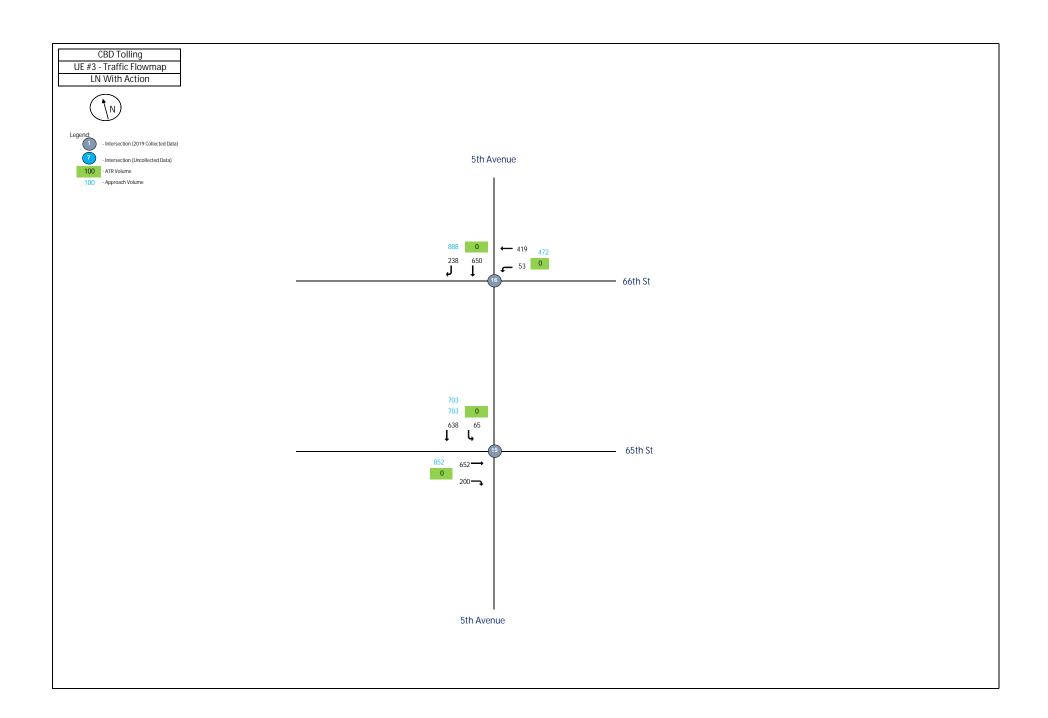
UE	5:00:00 PM							
				,	Total '	Vehic	les	
				Int	ound	/Outb	ound	
					MD Pe	ak Ho	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
60th Street & Queensboro Bridge	Exit			•	•	•		
2019 (TMC-022)	1							
60th Street	1	EB	0	0	5	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	2	67	169	0	
	1	SB	0	0	0	0	0	243
60th Street & 3rd Ave								
2019 (TMC-023)	2							
,	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	199	88	0	
3rd Ave	2	NB	0	61	591	0	0	
	2	SB	0	0	0	0	0	939
60th St & York Ave								
2019 (TMC-024)	3							
60th St	3	EB	0	22	15	45	0	
60th St	3	WB	0	0	0	0	0	
York Ave	3	NB	0	0	445	0	0	
York Ave	3	SB	0	0	624	0	0	1151
59th St & 2nd Ave	-	-						
2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	121	17	88	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	110	0	705	0	0	1041
60th Street & 2nd Ave	-							
2019 (TMC-026)	5	WB(bridge)						
Queensboro Bridge Exit (NWB)	5	NW	397	269	0	0	0	
60th St	5	EB	0	0	0	0	0	
60th St	5	WB	0	2	0	0	0	
[·· •·	5	NB	0	0	0	0	0	
2nd Ave	5	SB	7	0	416	18	0	443
60th St & 1st Ave								
2019 (TMC-027)	6							
60th Ave	6	EB	0	116	58	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	649	24	0	
	6	SB	0	0	0	0	0	847

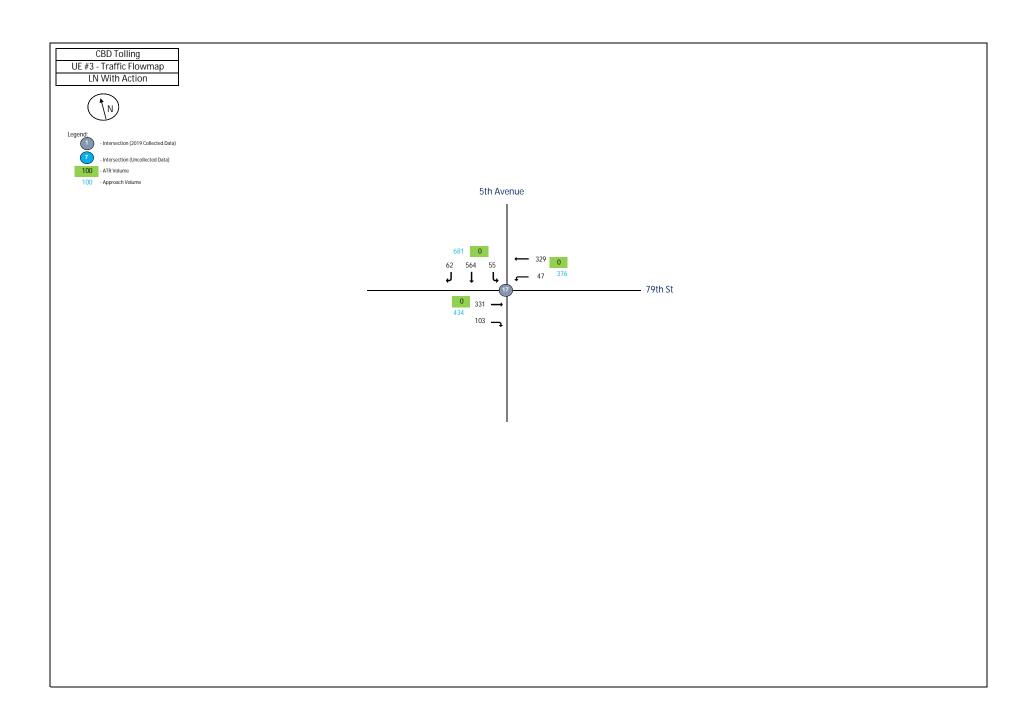
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	39	221	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	418	33	0	711
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	169	85	0	
Park Ave	8	NB	0	54	716	0	0	
Park Ave	8	SB	0	0	0	0	0	1024
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	62	161	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	790	92	0	1105
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	230	23	0	
Madison Ave	9	NB	0	79	675	0	0	
	9	SB	0	0	0	0	0	1007
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	0	57	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	197	418	0	
Ĭ	10	SB	0	0	0	0	0	672
60th St & 5th Ave								
2019 (TMC-032)	11							
, , ,	11	EB	0	0	0	0	0	
60th St	11	WB	0	124	185	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	352	166	0	827

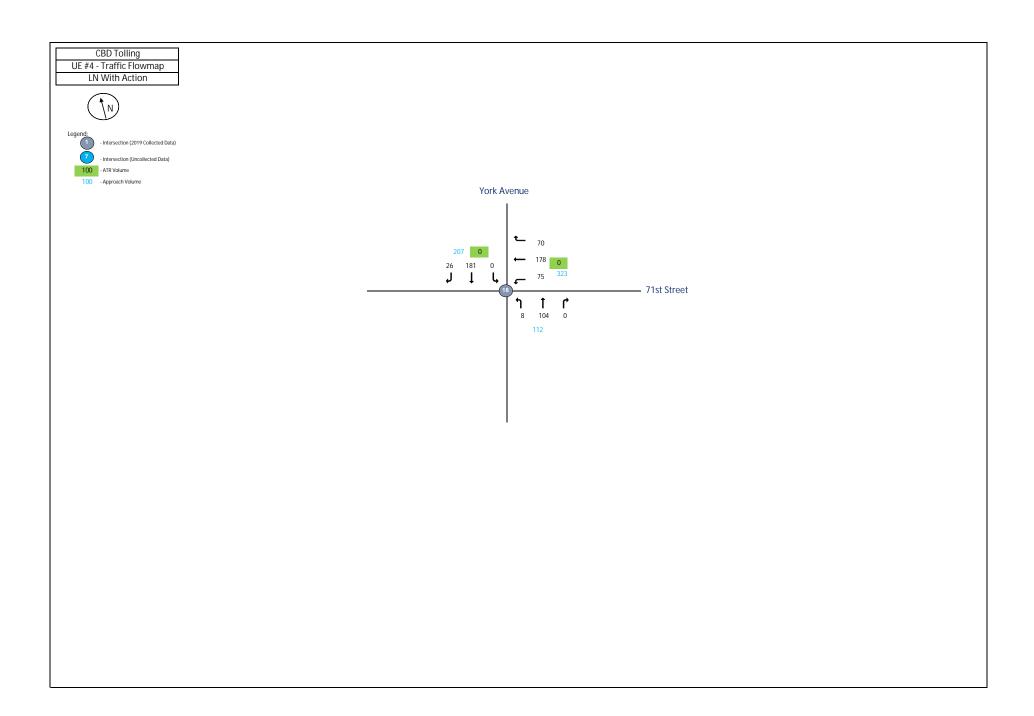
63rd St & York Ave	ĺ						I	I
2019 (TMC-033)	12							
,	12	EB	0	0	0	0	0	
63rd St	12	WB	0	297	140	13	0	
York Ave	12	NB	0	0	264	127	0	
York Ave	12	SB	0	354	600	74	0	1869
53rd St & FDR Drive								
2019 (TMC-034)	13							
	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	266	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	178	0	444
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	9	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	509	0	0	518
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	696	341	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	60	604	0	0	1701
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	78	448	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	586	367	0	1479
79th St & 5th Ave								
2019 (TMC-038)	17							
79th St	17	EB	0	0	373	194	0	
79th St	17	WB	0	45	485	0	0	
CAL Arra	17	NB CD	0	0	0	0	0	4050
5th Ave	17	SB	0	67	546	169	0	1879
71st St & York Ave	10							
2019 (TMC-039)	18		_	^	^	^	_	
74 -4 - 04	18	EB	0	0	0	0	0	
71st St	18	WB	0	110	124	81	0	
York Ave	18	NB SD	0	29	294 460	0 76	0	1400
York Ave	18	SB	0	0	469	76	0	1183











1st Ave

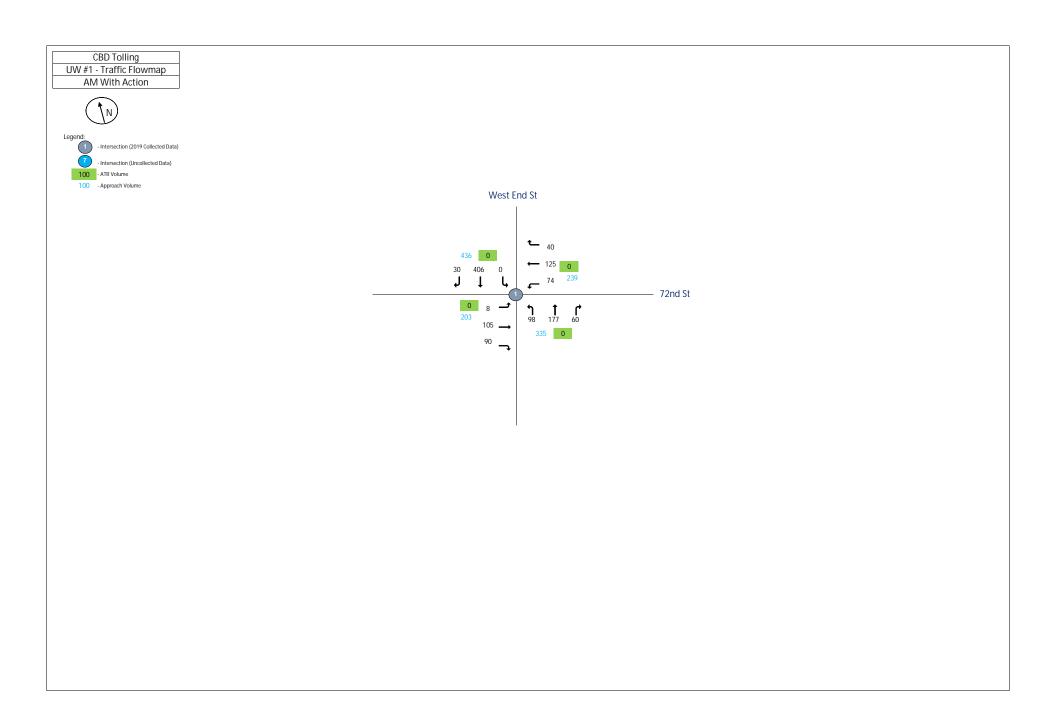
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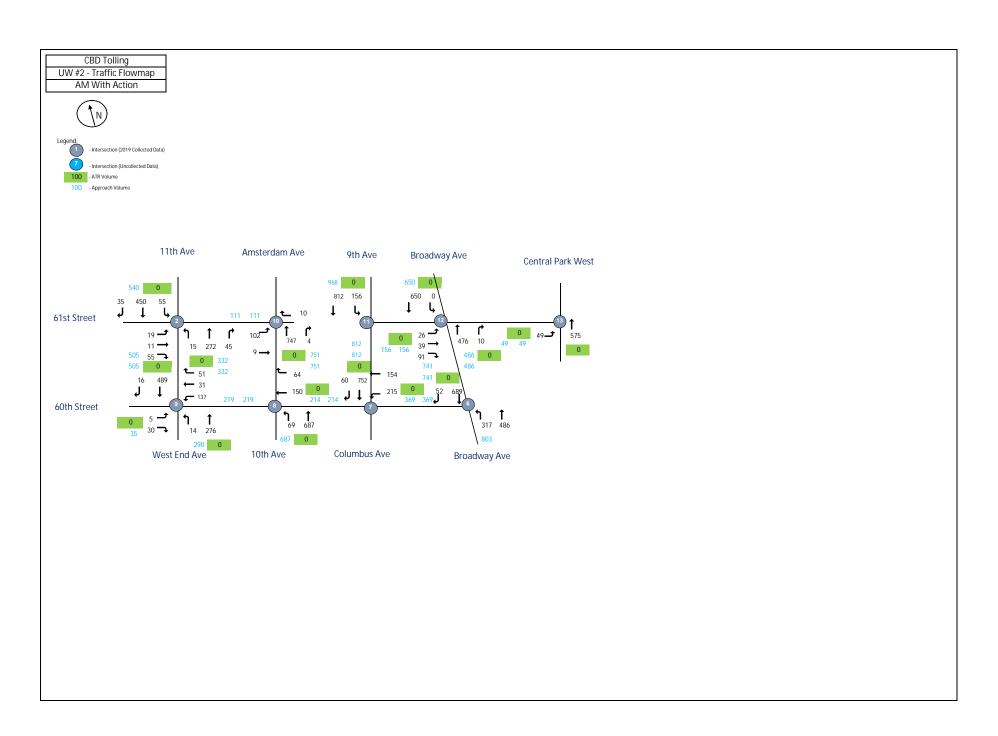
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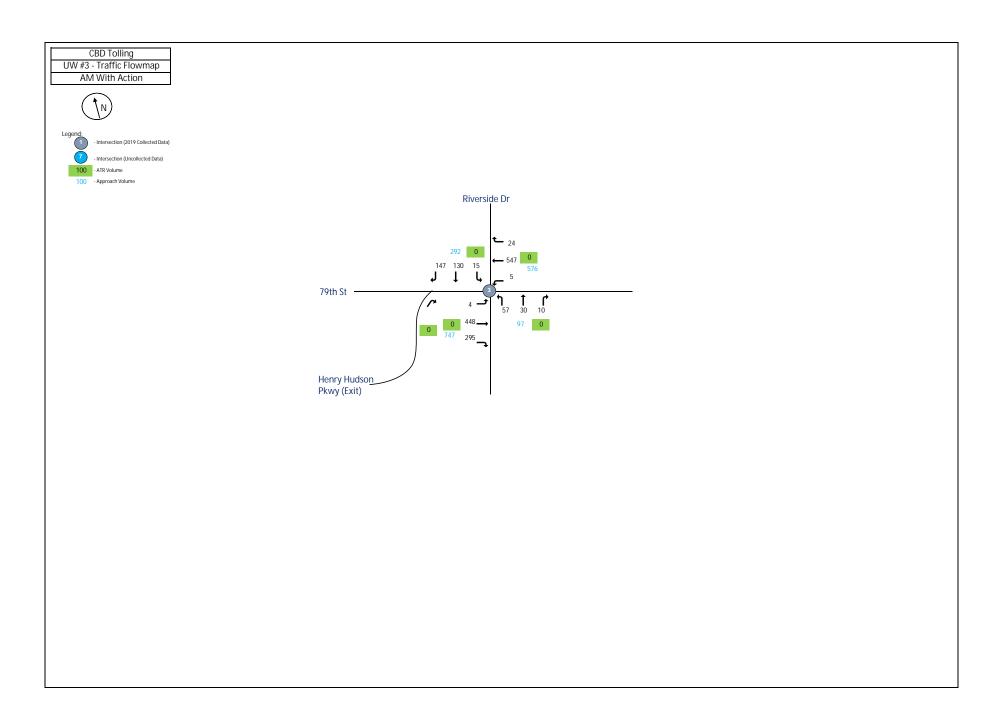
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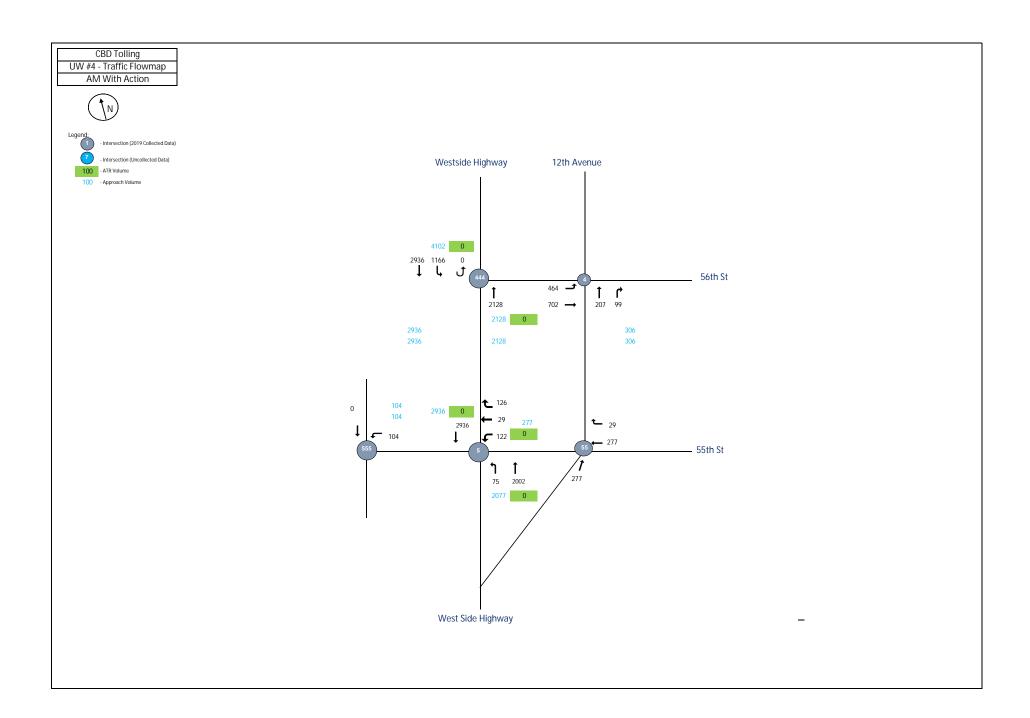
60th St & Lexington Ave								
2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	46	215	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	604	38	0	903
60th St & Park Ave								
2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	218	35	0	
Park Ave	8	NB	0	52	517	0	0	
Park Ave	8	SB	0	0	0	0	0	822
60th St & Park Ave								
2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	96	174	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	737	87	0	1094
60th St & Madison Ave								
2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	227	34	0	
Madison Ave	9	NB	0	71	788	0	0	
	9	SB	0	0	0	0	0	1120
62nd St & Queensboror Bridge Ex	it							
2019 (TMC-031)	10							
62nd St	10	EB	0	6	89	0	0	
	10	WB	0	0	0	0	0	
Queensboro Bridge Exit	10	NB	0	0	1099	838	0	
Ğ	10	SB	0	0	0	0	0	2032
60th St & 5th Ave								
2019 (TMC-032)	11							
, <i>'</i>	11	EB	0	0	0	0	0	
60th St	11	WB	0	146	152	0	0	
	11	NB	0	0	0	0	0	
5th Ave	11	SB	0	0	497	161	0	956

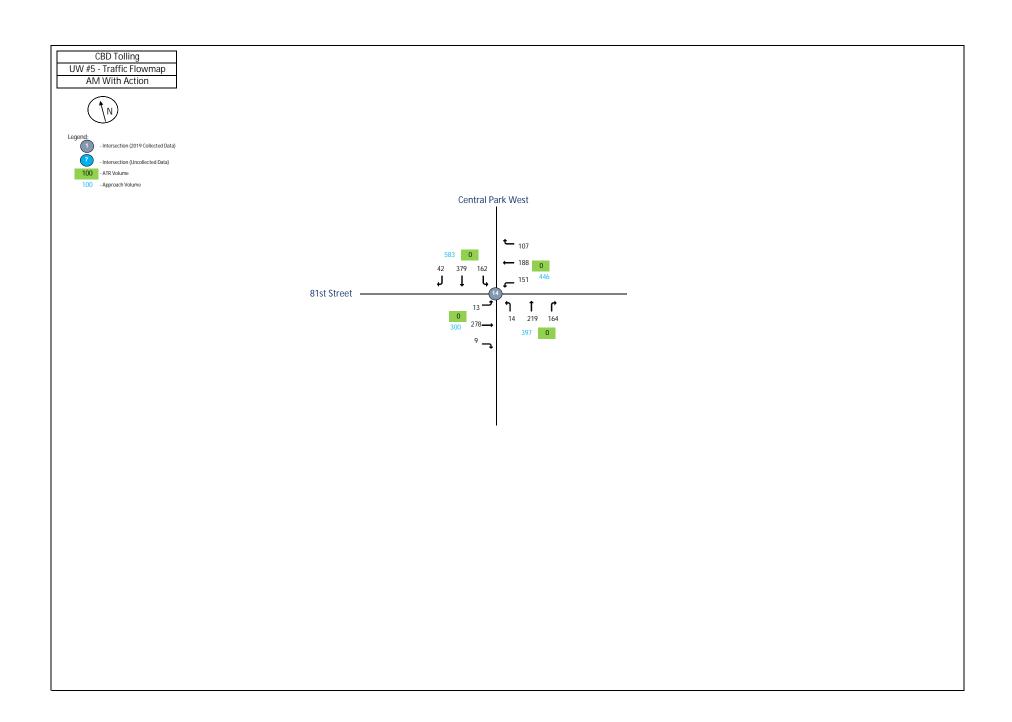
63rd St & York Ave							I	I
2019 (TMC-033)	12							
	12	EB	0	0	0	0	0	
63rd St	12	WB	0	170	177	17	0	
York Ave	12	NB	0	0	151	240	0	
York Ave	12	SB	0	310	323	49	0	1437
53rd St & FDR Drive								
2019 (TMC-034)	13							
·	13	EB	0	0	0	0	0	
53rd St	13	SW	0	0	0	298	0	
	13	NB	0	0	0	0	0	
FDR Drive	13	SB	0	0	0	119	0	417
61st St & 5th Ave								
2019 (TMC-035)	14							
	14	EB	0	0	0	0	0	
61st St	14	WB	0	51	0	0	0	
	14	NB	0	0	0	0	0	
5th Ave	14	SB	0	0	607	0	0	658
65th St & 5th Ave								
2019 (TMC-036)	15							
65th St	15	EB	0	0	652	200	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	65	638	0	0	1555
66th St & 5th Ave								
2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	53	419	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	650	238	0	1360
79th St & 5th Ave								
2019 (TMC-038)	17				224	400		
79th St	17	EB	0	0	331	103	0	
79th St	17	WB	0	47	329	0	0	
5(I. A	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	55	564	62	0	1491
71st St & York Ave	40							
2019 (TMC-039)	18	F.5.	_	^	^	^	٦	
74 -4 - C4	18	EB	0	0	0	0	0	
71st St	18	WB	0	75 •	178	70	0	
York Ave	18	NB SD	0	8 0	104 181	0	0	C43
York Ave	18	SB	0	U	191	26	0	642

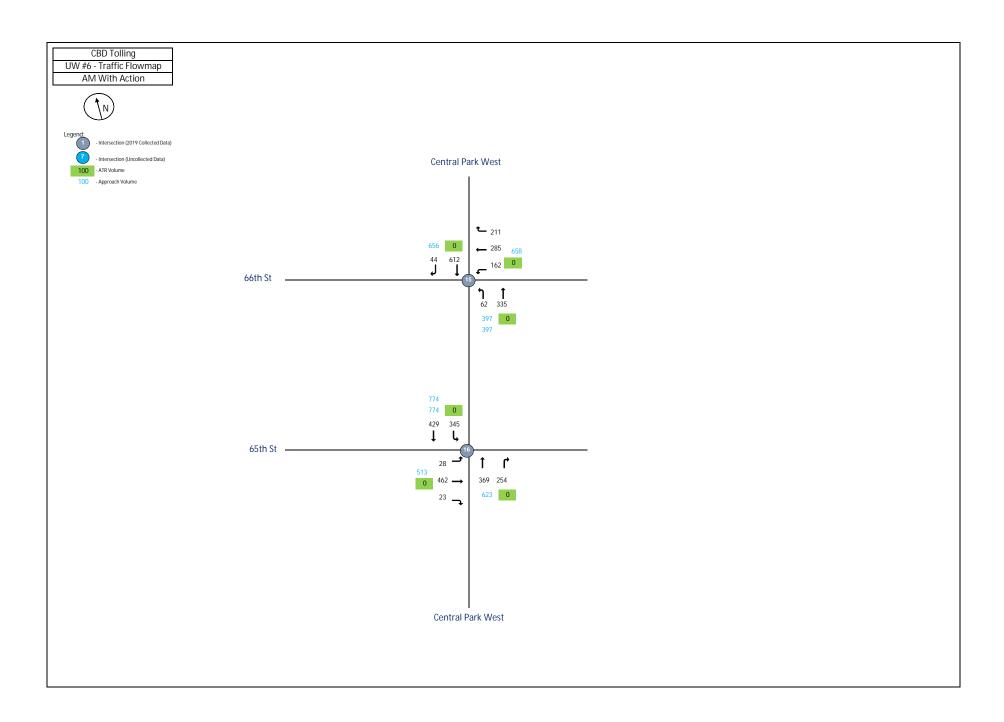










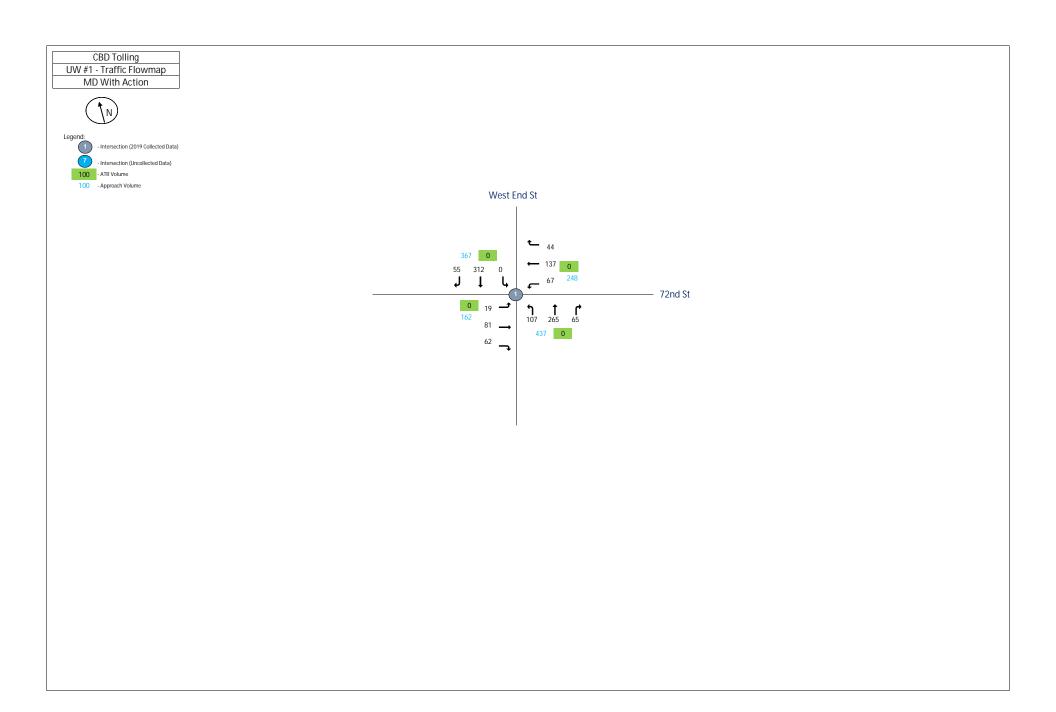


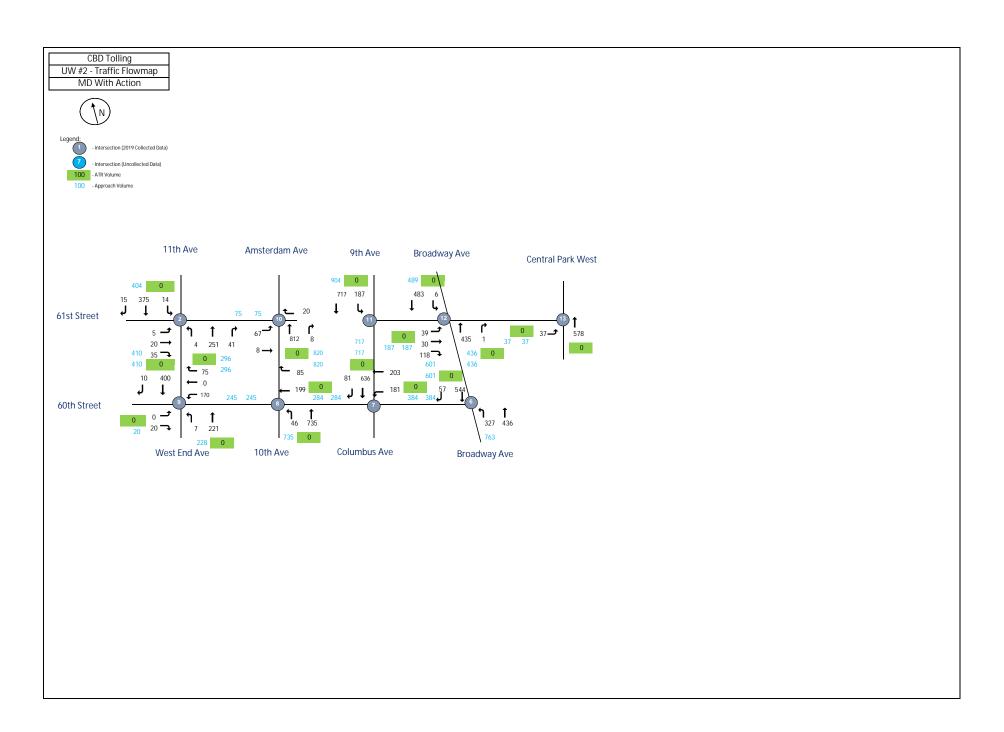
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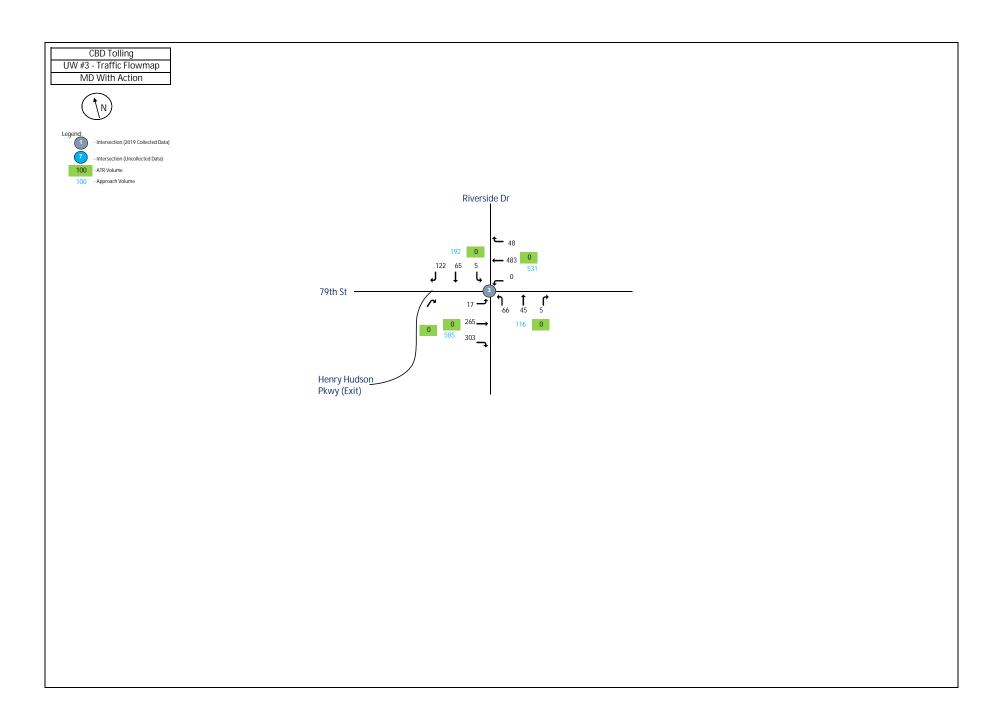
UW	8:00:00 AM		Total Vehicles					
					bound			
					AM Pe			
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St					J.			
2019 (TMC-042)	1							
W 72nd St	1	EB	0	8	105	90	0	
W 72nd St	1	WB	0	74	125	40	0	
West End St	1	NB	0	98	177	60	0	
West End St	1	SB	0	0	406	30	0	1213
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	19	11	55	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	15	272	45	0	
West End St	2	SB	0	55	450	35	0	957
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	4	448	295	0	
W 79th St	3	WB	0	5	547	24	0	
Riverside Dr	3	NB	0	57	30	10	0	
Riverside Dr	3	SB	0	15	130	147	0	1712
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	464	702	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	207	99	0	
West Side Hwy	4	SB	0	0	0	0	0	1472
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0		0	0	
West Side Hwy	444	SB	0	1166	2936	0	0	6230
W 55th St and West Side Hwy	_							
2019 (TMC-046)	5		_	=	_	_	_	
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	122		126	0	
West Side Hwy	5	NB	0		2002	0	0	
West Side Hwy	5	SB	0	0	2936	0	0	5290

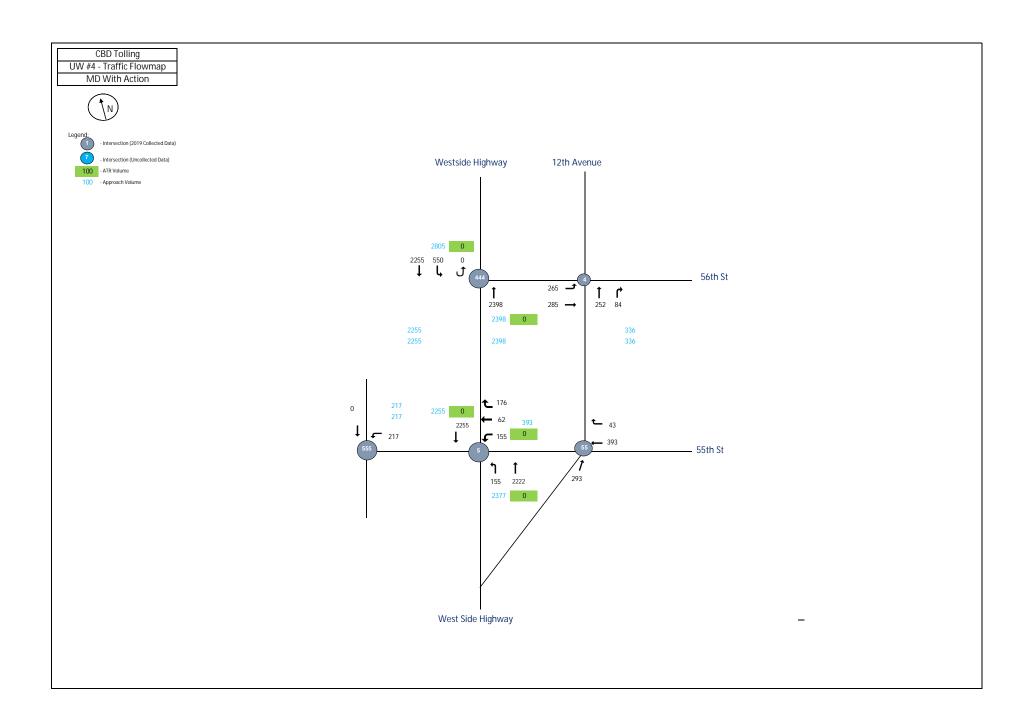
W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	277	29	0	
West Side Hwy	55	NB	0	0	277	0	0	
West Side Hwy	55	SB	0	0	0	0	0	583
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	104	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	104
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	317	486	0	0	
Broadway	6	SB	0	0	689	52	0	1544
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	215	154	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	752	60	0	1181
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	150	64	0	
10th Ave	8	NB	0	69	687	0	0	
10th Ave	8	SB	0	0	0	0	0	970
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	5	0	30	0	
W 60th St	9	WB	0	137	31	51	0	
11th Ave	9	NB	0	14	276	0	0	
11th Ave	9	SB	0	0	489	16	0	1049
W 61st St and 10th Ave	_							
2019 (TMC-051)	10							
W 61st St	10	EB	0	102	9	0	0	
W 61st St	10	WB	0	0	0	10	0	
10th Ave	10	NB	0	0	747	4	0	
10th Ave	10	SB	0	0	0	0	0	872

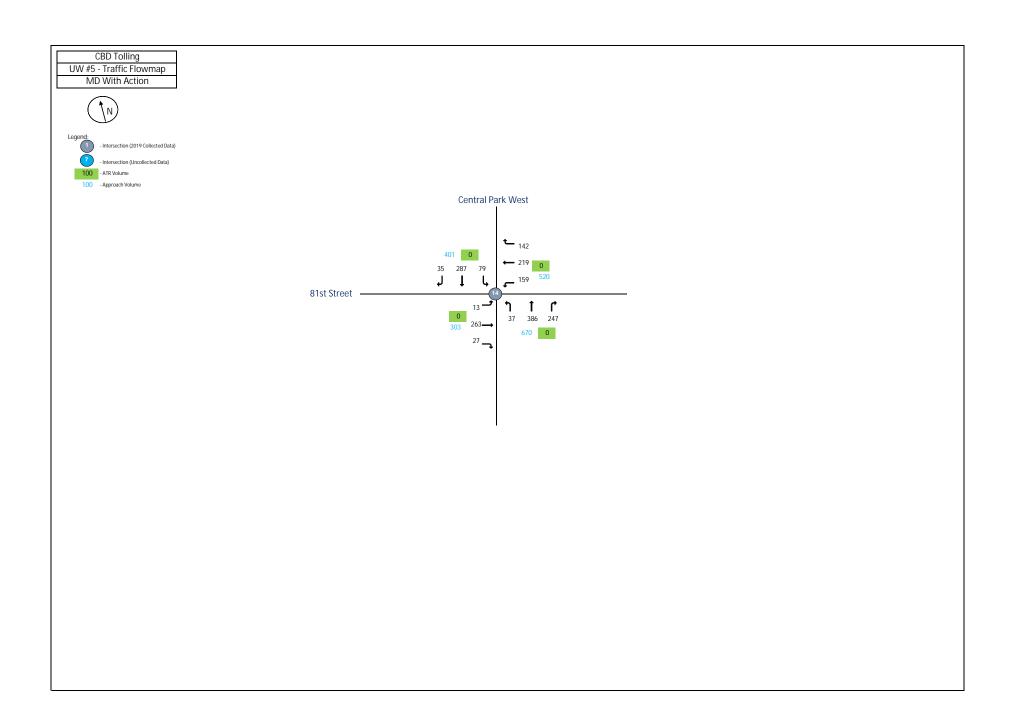
W 61st St and Columbus Ave							Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	156	812	0	0	968
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	26	39	91	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	476	10	0	
Broadway	12	SB	0	0	650	0	0	1292
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	49	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	575	0	0	
Central Park	13	SB	0	0	0	0	0	624
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	13	278	9	0	
W 79th St Transverse	14	WB	0	151	188	107	0	
Central Park	14	NB	0	14	219	164	0	
Central Park	14	SB	0	162	379	42	0	1726
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	162	285	211	0	
Central Park West	15	NB	0	62	335	0	0	
Central Park West	15	SB	0	0	612	44	0	1711
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	28	462	23	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	369	254	0	
Central Park West	16	SB	0	345	429	0	0	1910

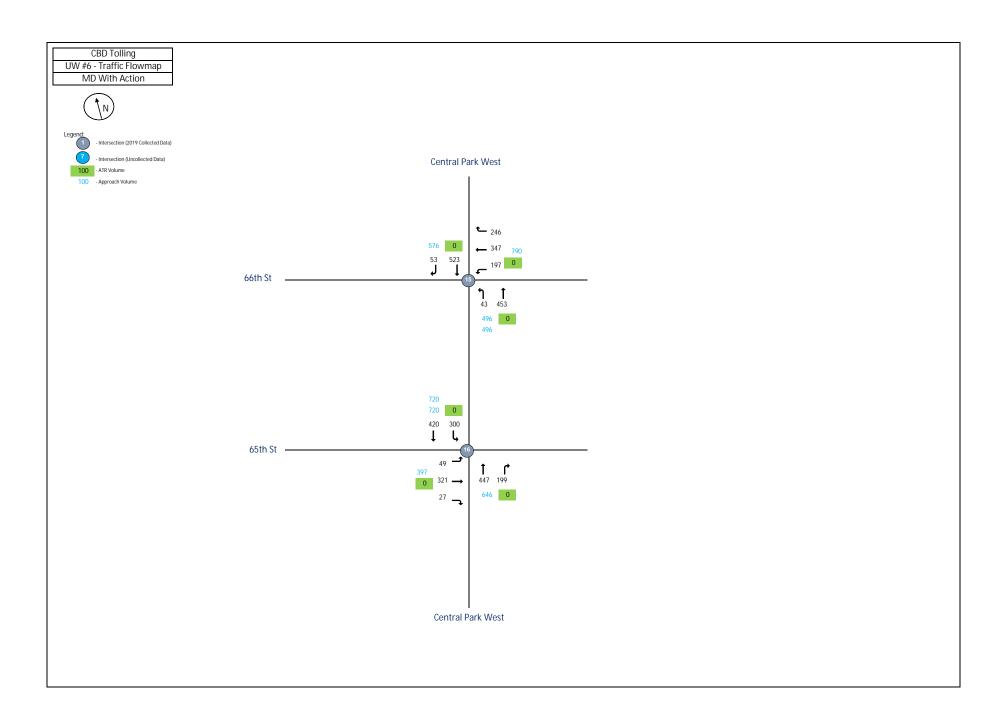










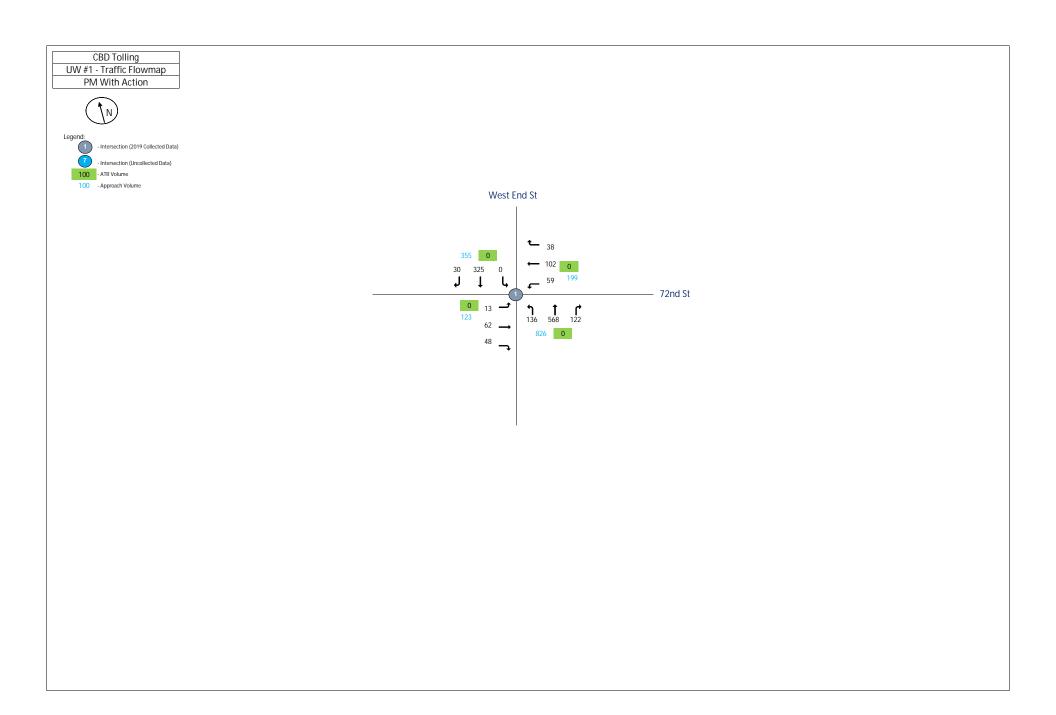


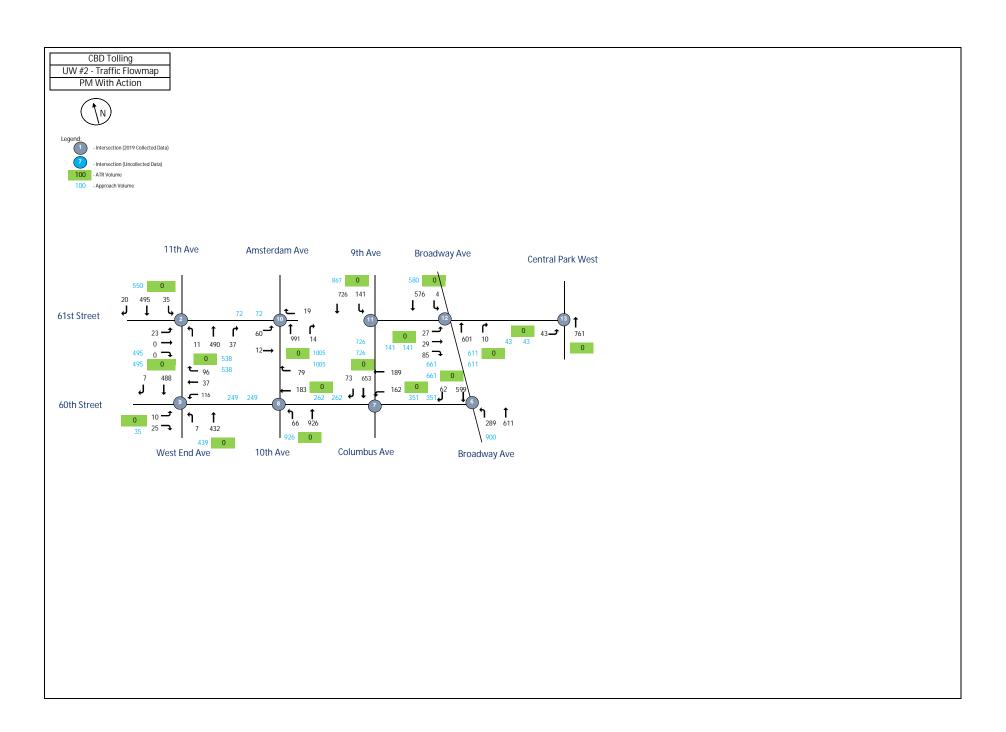
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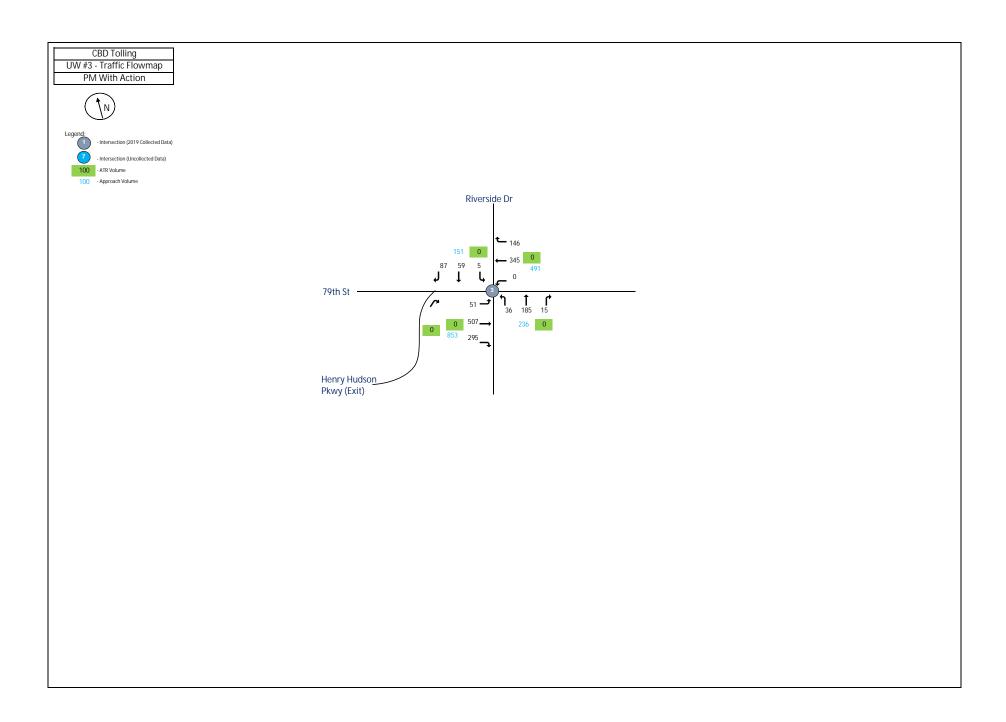
OW	1:00:00 PM		Total Vehicles					
				Inl	bound	/Outb	ound	
					MD Pe	eak H	our	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
W 72nd St and West End St								
2019 (TMC-042)	1							
W 72nd St	1	EB	0	19	81	62	0	
W 72nd St	1	WB	0	67	137	44	0	
West End St	1	NB	0	107	265	65	0	
West End St	1	SB	0	0	312	55	0	1214
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	5	20	35	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	4	251	41	0	
West End St	2	SB	0	14	375	15	0	760
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	17	265	303	0	
W 79th St	3	WB	0	0	483	48	0	
Riverside Dr	3	NB	0	66	45	5	0	
Riverside Dr	3	SB	0	5	65	122	0	1424
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	265	285	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	252	84	0	
West Side Hwy	4	SB	0	0	0	0	0	886
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	2398	0	0	
West Side Hwy	444	SB	0	550	2255	0	0	5203
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	155	62	176	0	
West Side Hwy	5	NB	0	155	2222	0	0	
West Side Hwy	5	SB	0	0	2255	0	0	5025

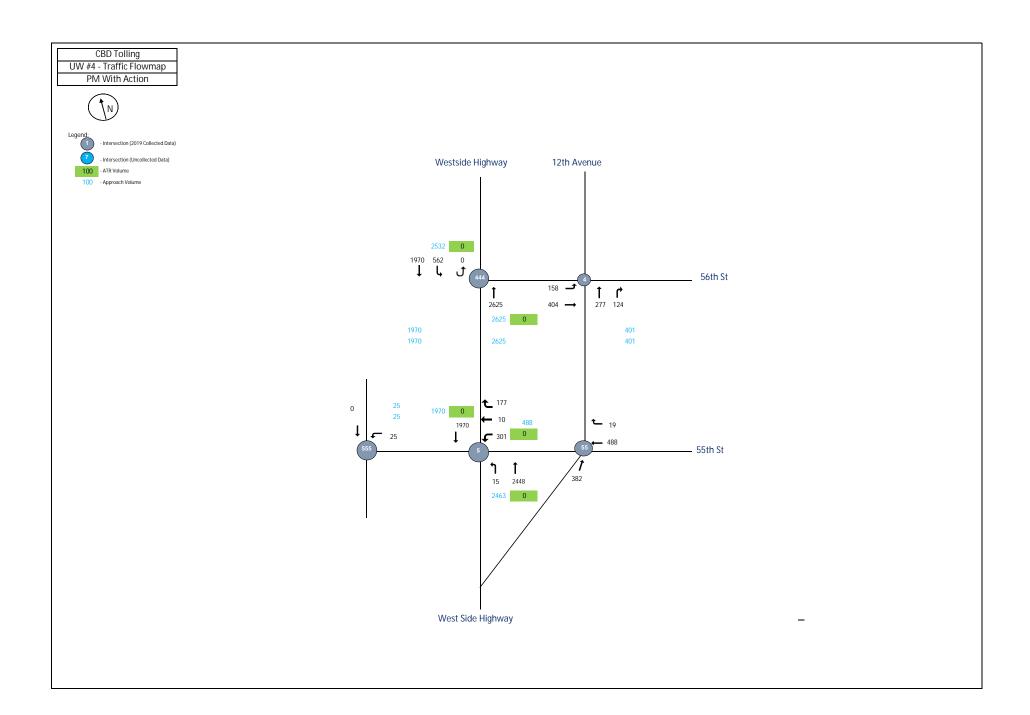
W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	393	43	0	
West Side Hwy	55	NB	0	0	293	0	0	
West Side Hwy	55	SB	0	0	0	0	0	729
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	217	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	217
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	327	436	0	0	
Broadway	6	SB	0	0	544	57	0	1364
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	181	203	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	636	81	0	1101
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	199	85	0	
10th Ave	8	NB	0	46	735	0	0	
10th Ave	8	SB	0	0	0	0	0	1065
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	20	0	
W 60th St	9	WB	0	170	0	75	0	
11th Ave	9	NB	0	7	221	0	0	
11th Ave	9	SB	0	0	400	10	0	903
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	67	8	0	0	
W 61st St	10	WB	0	0	0	20	0	
10th Ave	10	NB	0	0	812	8	0	
10th Ave	10	SB	0	0	0	0	0	915

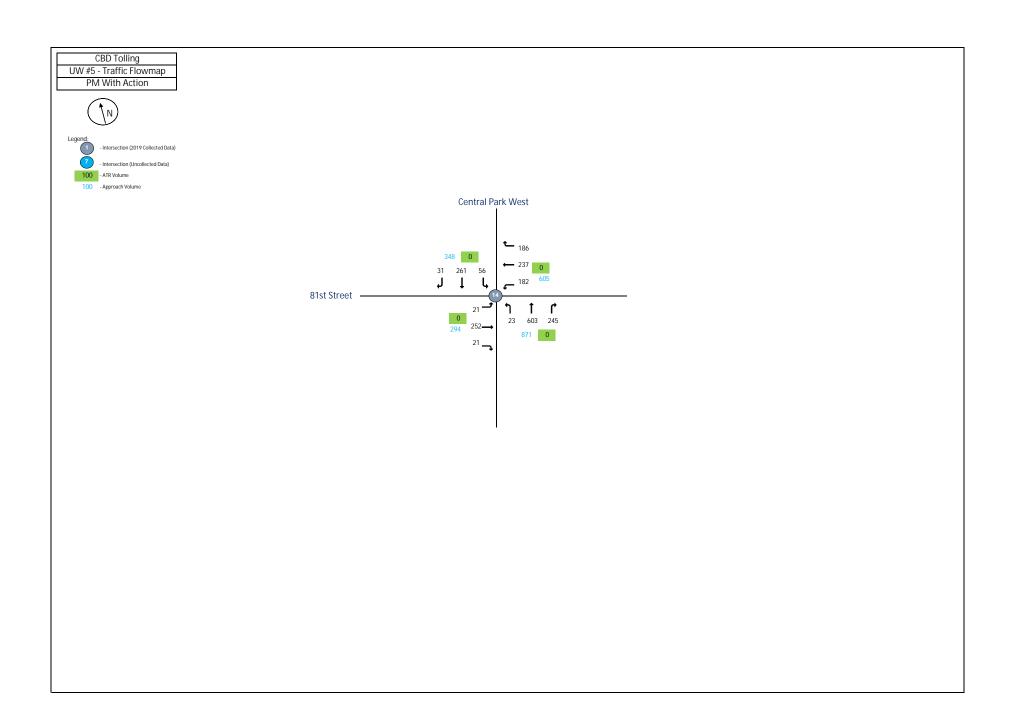
W 61st St and Columbus Ave]					Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	187	717	0	0	904
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	39	30	118	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	435	1	0	
Broadway	12	SB	0	6	483	0	0	1112
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	37	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	578	0	0	
Central Park	13	SB	0	0	0	0	0	615
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	13	263	27	0	
W 79th St Transverse	14	WB	0	159	219	142	0	
Central Park	14	NB	0	37	386	247	0	
Central Park	14	SB	0	79	287	35	0	1894
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	197	347	246	0	
Central Park West	15	NB	0	43	453	0	0	
Central Park West	15	SB	0	0	523	53	0	1862
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	49	321	27	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	447	199	0	
Central Park West	16	SB	0	300	420	0	0	1763

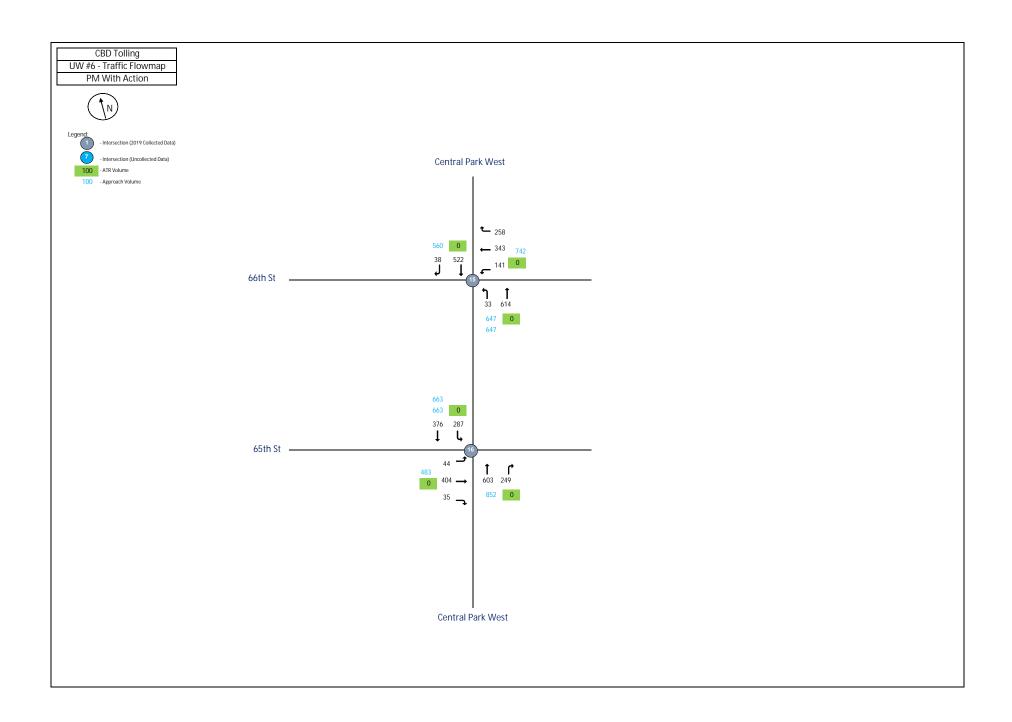








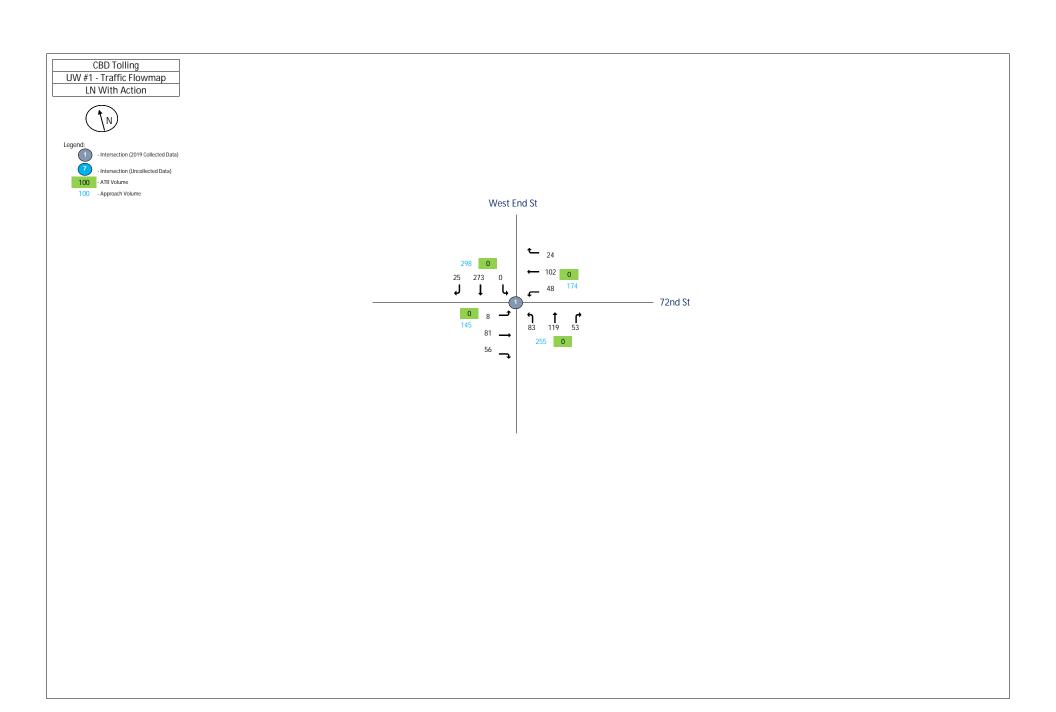


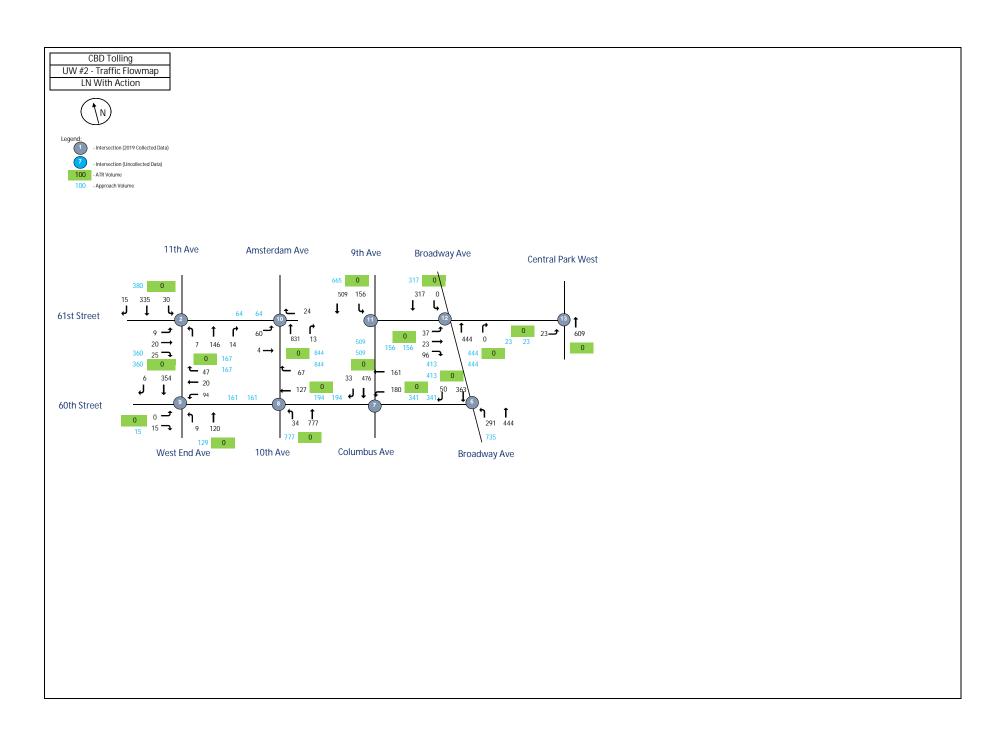


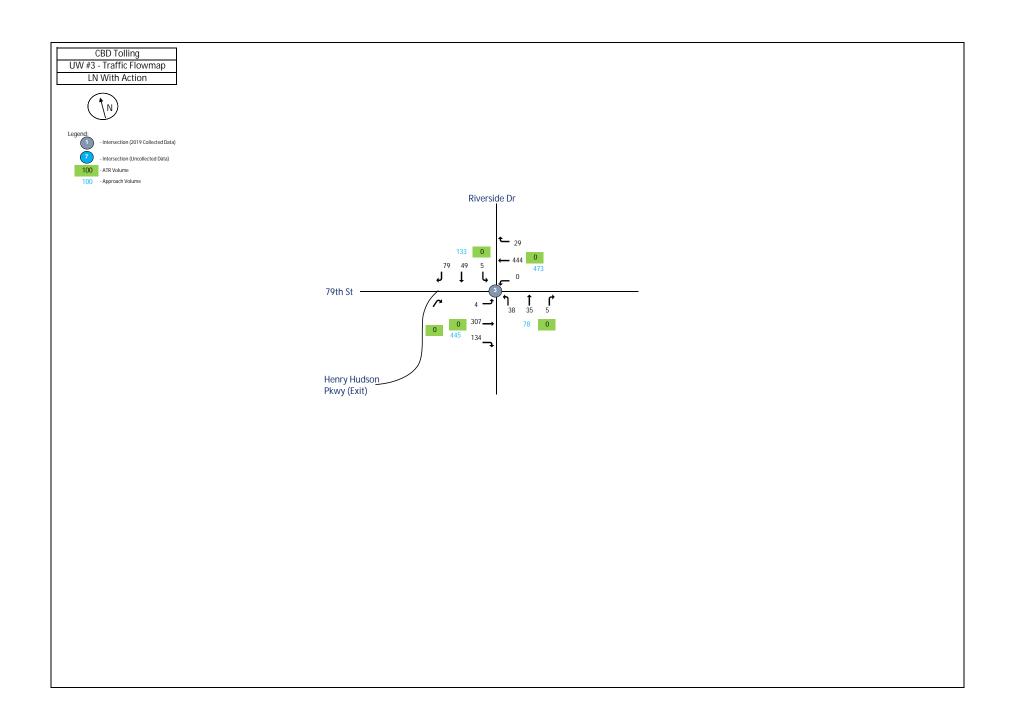
UW	5:00:00 PM							
					Total	Vehic	les	
				Inl	oound	/Outb	ound	
					PM Pe			
Intersection	Node	Approach	L2	L	Τ	R	R2	Total
W 72nd St and West End St								
2019 (TMC-042)	1							
W 72nd St	1	EB	0	13	62	48	0	
W 72nd St	1	WB	0	59	102	38	0	
West End St	1	NB	0	136	568	122	0	
West End St	1	SB	0	0	325	30	0	1503
W 61st St and West End St	_							
2019 (TMC-043)	2				_	_		
W 61st St	2	EB	0	23	0	0	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB SB	0	11	490	37	0	4444
West End St	2	SB	0	35	495	20	0	1111
W 79th St and Riverside Dr	,	NEB						
2019 (TMC-044) W 79th St	3 3	EB	0	51	507	295	0	
W 79th St	3	WB	0	0	345	146	0	
Riverside Dr	3	NB	0	36	185	15	0	
Riverside Dr	3	SB	0	5	59	87	0	1731
W 79th St and Riverside Dr	3	36				- 07		1/31
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								-
2019 (TMC-045)	4							
-	4	EB	0	158	404	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	277	124	0	
West Side Hwy	4	SB	0	0	0	0	0	963
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0	2625	0	0	
West Side Hwy	444	SB	0	562	1970	0	0	5157
W 55th St and West Side Hwy								
2019 (TMC-046)	5			_	_	_	_	
- W 554 O	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	301	10	177	0	
West Side Hwy	5	NB CD	0	15		0	0	4001
West Side Hwy	5	SB	0	0	1970	0	0	4921

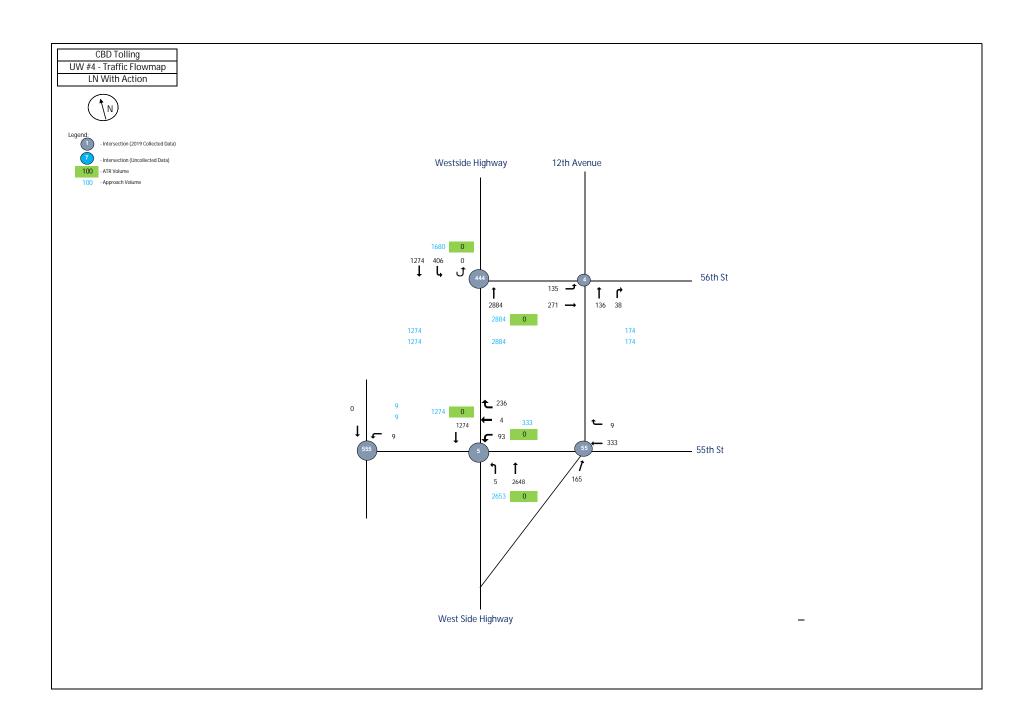
W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	488	19	0	
West Side Hwy	55	NB	0	0	382	0	0	
West Side Hwy	55	SB	0	0	0	0	0	889
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	5	0	
W 55th St	555	WB	0	25	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	30
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	289	611	0	0	
Broadway	6	SB	0	0	599	62	0	1561
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	162	189	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	653	73	0	1077
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	183	79	0	
10th Ave	8	NB	0	66	926	0	0	
10th Ave	8	SB	0	0	0	0	0	1254
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	10	0	25	0	
W 60th St	9	WB	0	116	37	96	0	
11th Ave	9	NB	0	7	432	0	0	
11th Ave	9	SB	0	0	488	7	0	1218
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	60	12	0	0	
W 61st St	10	WB	0	0	0	19	0	
10th Ave	10	NB	0	0	991	14	0	
10th Ave	10	SB	0	0	0	0	0	1096

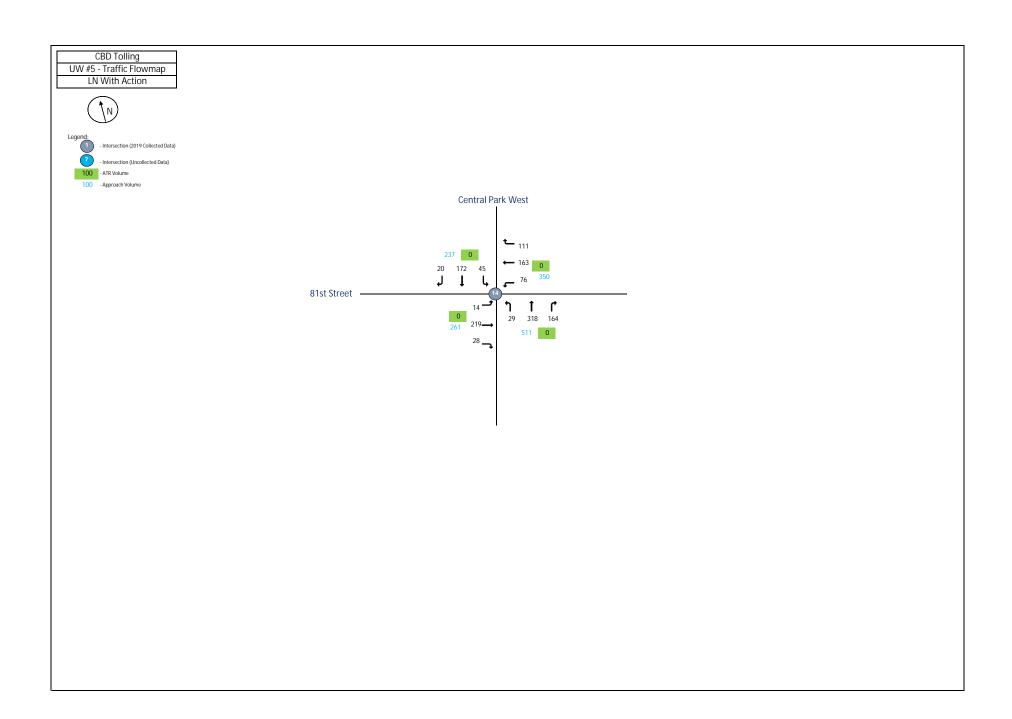
W 61st St and Columbus Ave]					Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	141	726	0	0	867
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	27	29	85	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	601	10	0	
Broadway	12	SB	0	4	576	0	0	1332
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	43	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	761	0	0	
Central Park	13	SB	0	0	0	0	0	804
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	21	252	21	0	
W 79th St Transverse	14	WB	0	182	237	186	0	
Central Park	14	NB	0	23	603	245	0	
Central Park	14	SB	0	56	261	31	0	2118
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	141	343	258	0	
Central Park West	15	NB	0	33	614	0	0	
Central Park West	15	SB	0	0	522	38	0	1949
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	44	404	35	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	603	249	0	
Central Park West	16	SB	0	287	376	0	0	1998

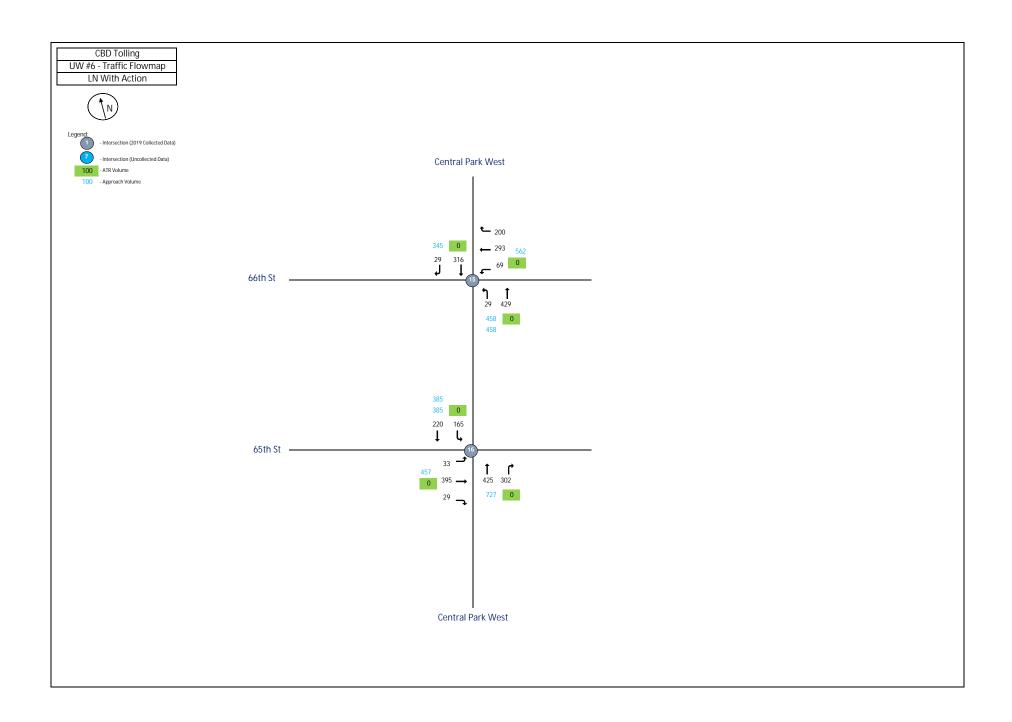










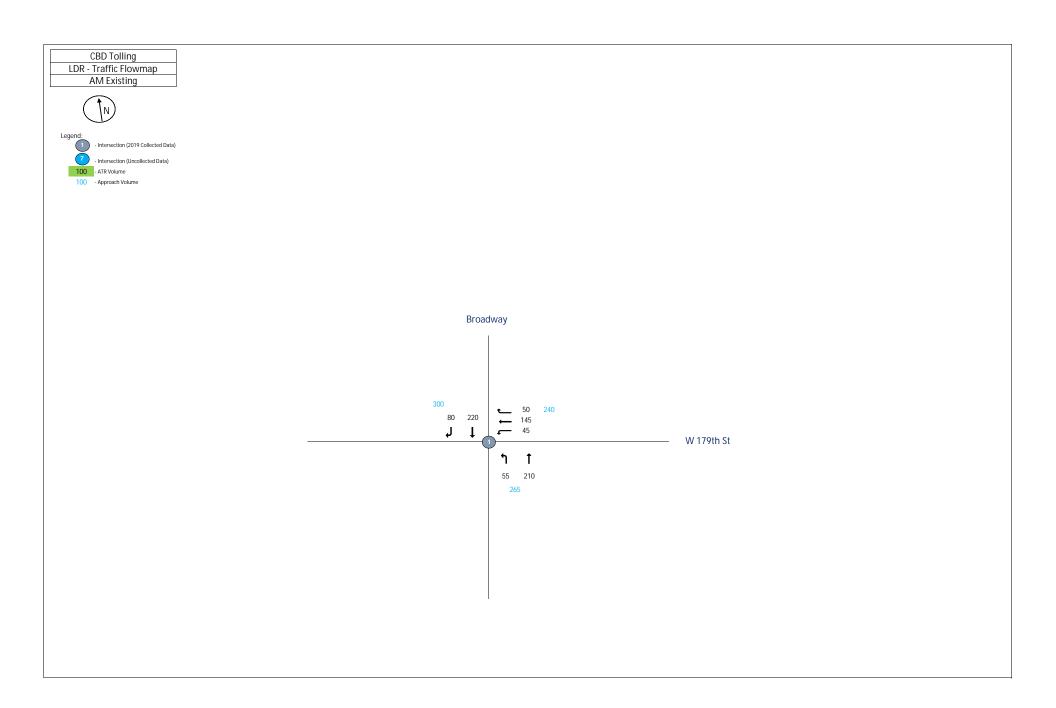


UW 9:00:00 PM

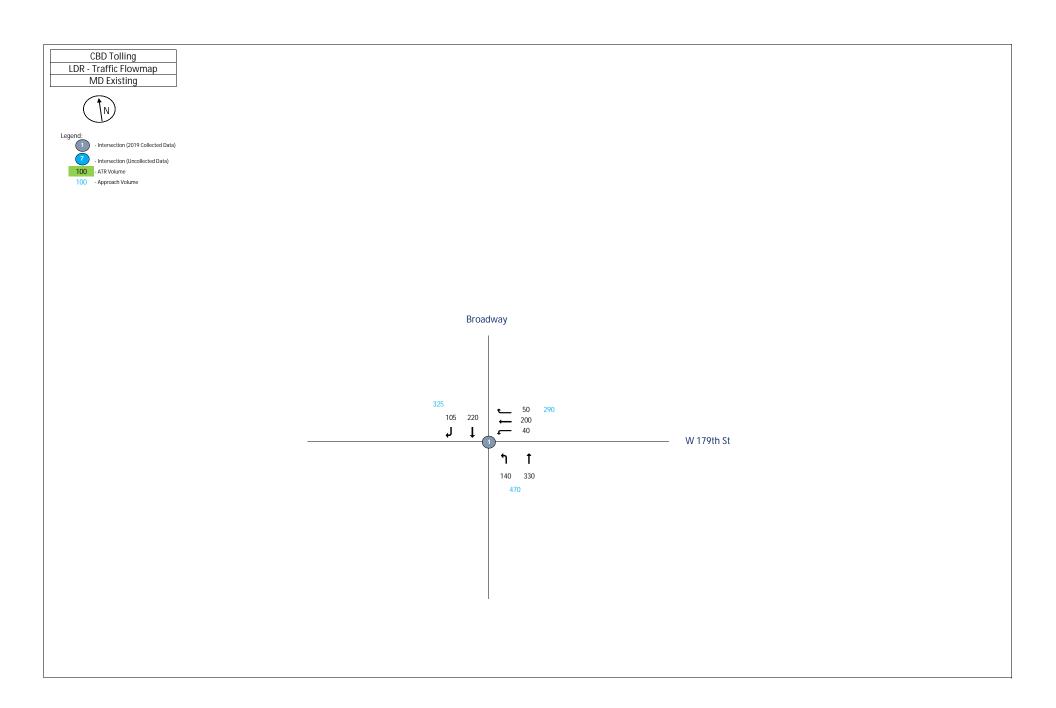
UW	9:00:00 PM		Total Vehicles					
					bound			
					LN Pe			
Intersection	Node	Approach	L2	L	T	R	R2	Total
W 72nd St and West End St		1 4 1						
2019 (TMC-042)	1							
W 72nd St	1	EB	0	8	81	56	0	
W 72nd St	1	WB	0	48	102	24	0	
West End St	1	NB	0	83	119	53	0	
West End St	1	SB	0	0	273	25	0	872
W 61st St and West End St								
2019 (TMC-043)	2							
W 61st St	2	EB	0	9	20	25	0	
W 61st St	2	WB	0	0	0	0	0	
West End St	2	NB	0	7	146	14	0	
West End St	2	SB	0	30	335	15	0	601
W 79th St and Riverside Dr								
2019 (TMC-044)	3	NEB						
W 79th St	3	EB	0	4	307	134	0	
W 79th St	3	WB	0	0	444	29	0	
Riverside Dr	3	NB	0	38	35	5	0	
Riverside Dr	3	SB	0	5	49	79	0	1129
W 79th St and Riverside Dr								
2019 (TMC-044)	333							
W 79th St	333	EB	0	0	0	0	0	
W 79th St	333	WB	0	0	0	0	0	
Riverside Dr	333	NB	0	0	0	0	0	
Riverside Dr	333	SB	0	0	0	0	0	0
W 56th St and West Side Hwy								
2019 (TMC-045)	4							
-	4	EB	0	135	271	0	0	
W 56th St	4	WB	0	0	0	0	0	
West Side Hwy	4	NB	0	0	136	38	0	
West Side Hwy	4	SB	0	0	0	0	0	580
W 56th St and West Side Hwy								
2019 (TMC-045)	444							
-	444	EB	0	0	0	0	0	
W 56th St	444	WB	0	0	0	0	0	
West Side Hwy	444	NB	0	0		0	0	
West Side Hwy	444	SB	0	406	1274	0	0	4564
W 55th St and West Side Hwy								
2019 (TMC-046)	5							
-	5	EB	0	0	0	0	0	
W 55th St	5	WB	0	93		236	0	
West Side Hwy	5	NB	0	5		0	0	
West Side Hwy	5	SB	0	0	1274	0	0	4260

W 55th St and West Side Hwy							I	
2019 (TMC-046 B B)	55							
-	55	EB	0	0	0	0	0	
W 55th St	55	WB	0	0	333	9	0	
West Side Hwy	55	NB	0	0	165	0	0	
West Side Hwy	55	SB	0	0	0	0	0	507
W 55th St and West Side Hwy								
2019 (TMC-046)	555							
-	555	EB	0	0	0	0	0	
W 55th St	555	WB	0	9	0	0	0	
West Side Hwy	555	NB	0	0	0	0	0	
West Side Hwy	555	SB	0	0	0	0	0	9
W 60th St and Broadway								
2019 (TMC-047)	6							
-	6	EB	0	0	0	0	0	
W 60th St	6	WB	0	0	0	0	0	
Broadway	6	NB	0	291	444	0	0	
Broadway	6	SB	0	0	363	50	0	1148
W 60th St and Columbus Ave								
2019 (TMC-048)	7							
W 60th St	7	EB	0	0	0	0	0	
W 60th St	7	WB	0	180	161	0	0	
Columbus Ave	7	NB	0	0	0	0	0	
Columbus Ave	7	SB	0	0	476	33	0	850
W 60th St and 10th Ave								
2019 (TMC-049)	8							
W 60th St	8	EB	0	0	0	0	0	
W 60th St	8	WB	0	0	127	67	0	
10th Ave	8	NB	0	34	777	0	0	
10th Ave	8	SB	0	0	0	0	0	1005
W 60th St and 11th Ave								
2019 (TMC-050)	9							
W 60th St	9	EB	0	0	0	15	0	
W 60th St	9	WB	0	94	20	47	0	
11th Ave	9	NB	0	9	120	0	0	
11th Ave	9	SB	0	0	354	6	0	665
W 61st St and 10th Ave								
2019 (TMC-051)	10							
W 61st St	10	EB	0	60	4	0	0	
W 61st St	10	WB	0	0	0	24	0	
10th Ave	10	NB	0	0	831	13	0	
10th Ave	10	SB	0	0	0	0	0	932

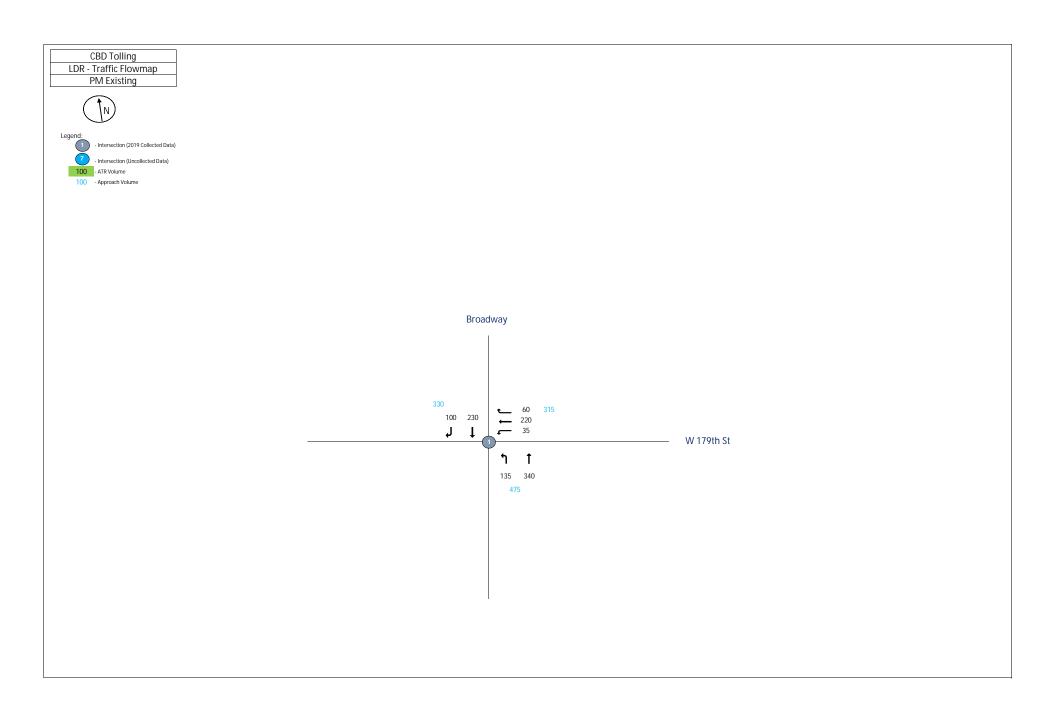
W 61st St and Columbus Ave			Ī				Ī	
2019 (TMC-052	11							
-	11	EB	0	0	0	0	0	
W 61st St	11	WB	0	0	0	0	0	
Columbus Ave	11	NB	0	0	0	0	0	
Columbus Ave	11	SB	0	156	509	0	0	665
W 61st St and Broadway								
2019 (TMC-053)	12							
W 61st St	12	EB	0	37	23	96	0	
W 61st St	12	WB	0	0	0	0	0	
Broadway	12	NB	0	0	444	0	0	
Broadway	12	SB	0	0	317	0	0	917
Central Park and W 61st St								
2019 (TMC-054)	13							
W 61st St	13	EB	0	23	0	0	0	
-	13	WB	0	0	0	0	0	
Central Park	13	NB	0	0	609	0	0	
Central Park	13	SB	0	0	0	0	0	632
Central Park and W 81st St								
2019 (TMC-055)	14							
W 81st St	14	EB	0	14	219	28	0	
W 79th St Transverse	14	WB	0	76	163	111	0	
Central Park	14	NB	0	29	318	164	0	
Central Park	14	SB	0	45	172	20	0	1359
Central Park West and W 66th St								
2019 (TMC-056)	15							
W 66th St	15	EB	0	0	0	0	0	
W 66th St	15	WB	0	69	293	200	0	
Central Park West	15	NB	0	29	429	0	0	
Central Park West	15	SB	0	0	316	29	0	1365
Central Park West and W 65th St								
2019 (TMC-057)	16							
W 65th St	16	EB	0	33	395	29	0	
W 65th St	16	WB	0	0	0	0	0	
Central Park West	16	NB	0	0	425	302	0	
Central Park West	16	SB	0	165	220	0	0	1569



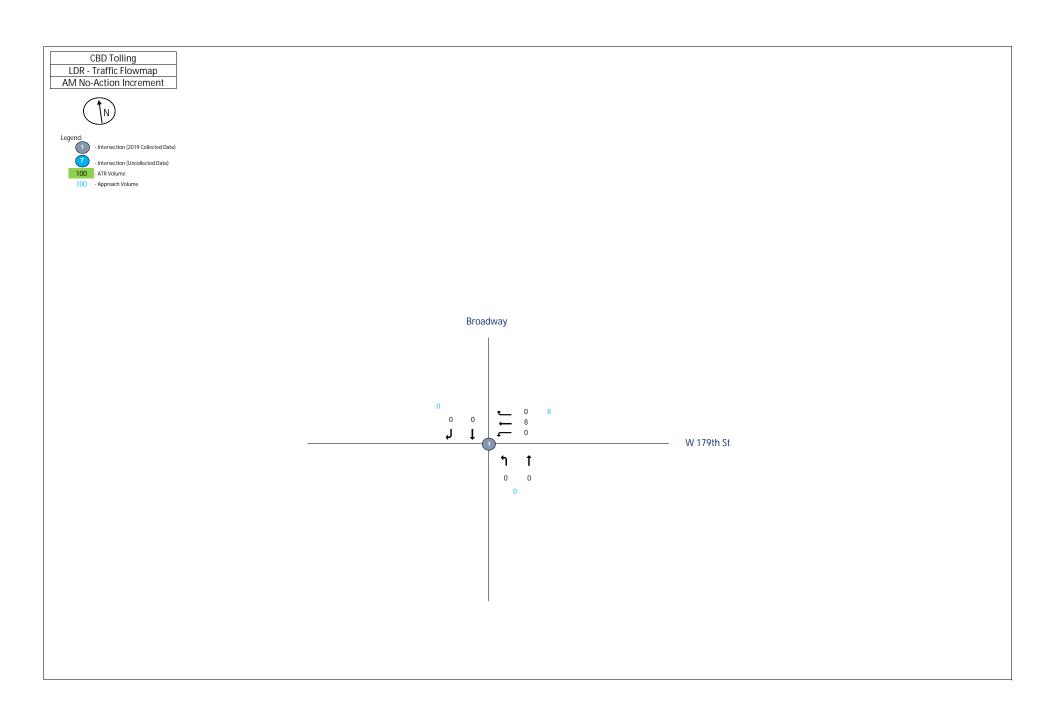
LDR 7:00 AM **Total Vehicles** Inbound/Outbound **AM Peak Hour** L2 R2 Intersection Approach L Τ R Total Node Broadway & W 179th 2021 (LDR-01) 1 W 179th St 1 ΕB 0 0 0 0 0 0 W 179th St 1 WB 0 45 145 50 Broadway 1 NB 55 0 0 0 210 0 Broadway 0 1 SB 220 80 805



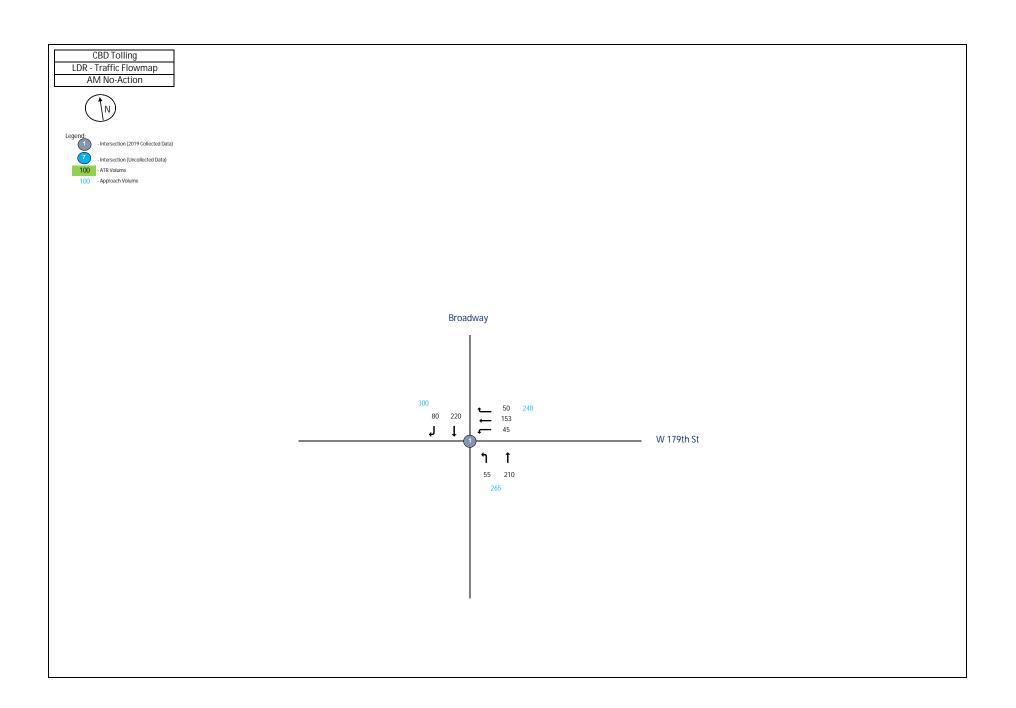
LDR 3:00 PM **Total Vehicles** Inbound/Outbound **MD Peak Hour** L2 R2 Approach L Τ R **Total** Intersection Node Broadway & W 179th 2021 (LDR-01) 1 W 179th St 1 EΒ 0 0 0 0 0 0 W 179th St 1 WB 0 40 200 50 Broadway 1 NB 0 140 330 0 0 0 Broadway 0 0 1085 1 SB 220 105



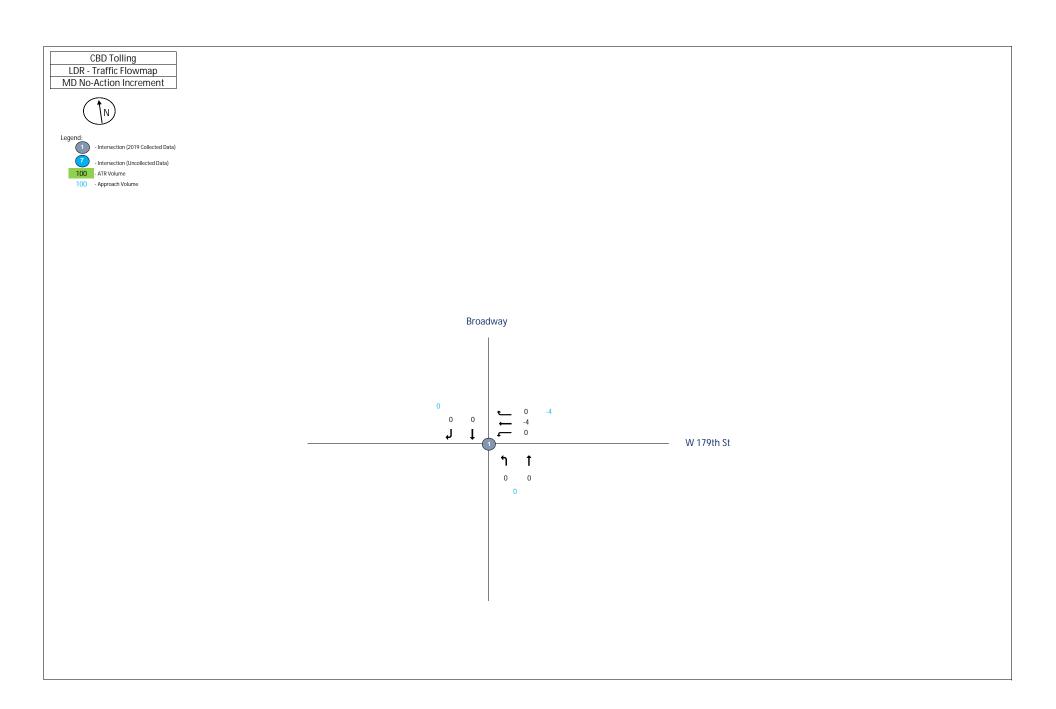
LDR 5:00 PM **Total Vehicles** Inbound/Outbound **PM Peak Hour** L2 Approach L Τ R R2 **Total** Intersection Node 12th Ave & 24th Street 2019 (TMC-065) 1 24th Street 1 EΒ 0 0 0 0 0 24th Street 1 WB 0 235 0 275 0 12th Ave 1 NB 10 0 0 0 2365 0 12th Ave 1 SB 85 2060 0 5030



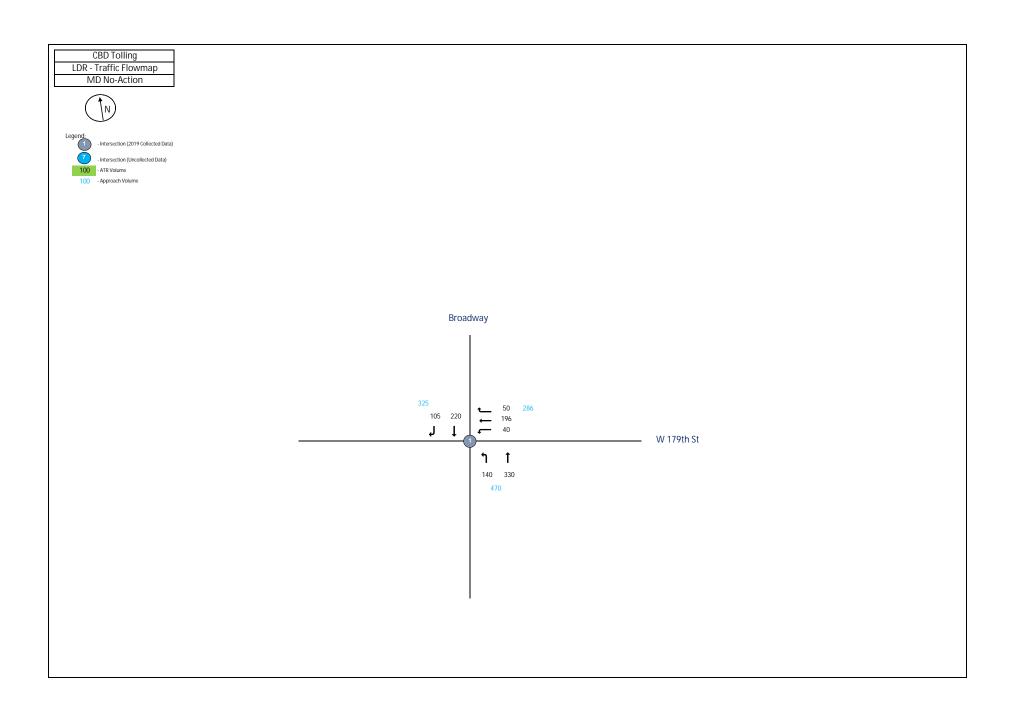
				T	otal \	/ehicl	es	
					ound/			
				<i>F</i>	M Pe	<u>ak Ho</u>	ur	
Intersection	Node	Approach	L2	L	Τ	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	9	0	0	
12th Ave	1	SB	0	-1	-10	0	0	-2



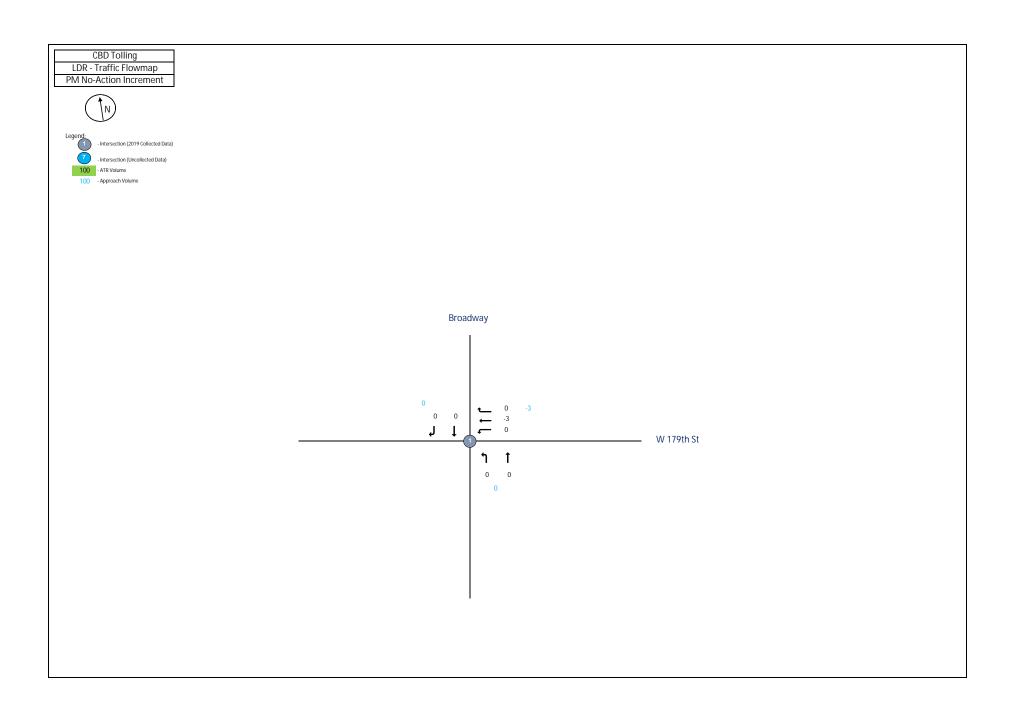
					Total Ve	hicles	3		
				In	bound/O	utbou	ınd		
					AM Pea	k Hou	r		
Intersection	Node	Approach	L2 L T R R2 To						
12th Ave & 24th Street									
2019 (TMC-065)	1								
24th Street	1	EB	0	0	0	0	0		
24th Street	1	WB	0	200	0	165	0		
12th Ave	1	NB	0	0	1874	20	0		
12th Ave	1	SB	0	109	1765	0	0	4133	



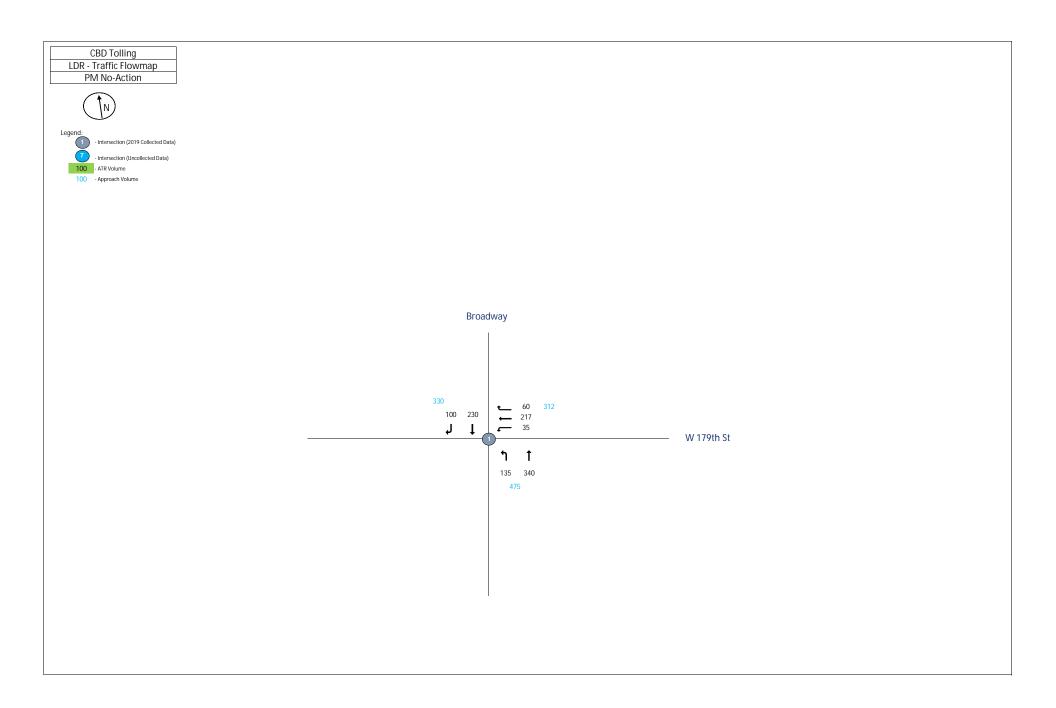
			Total Vehicles Inbound/Outbound MD Peak Hour					
Intersection	Node	Approach	L2	L	T	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	18	0	0	
12th Ave	1	SB	0	0	-4	0	0	14



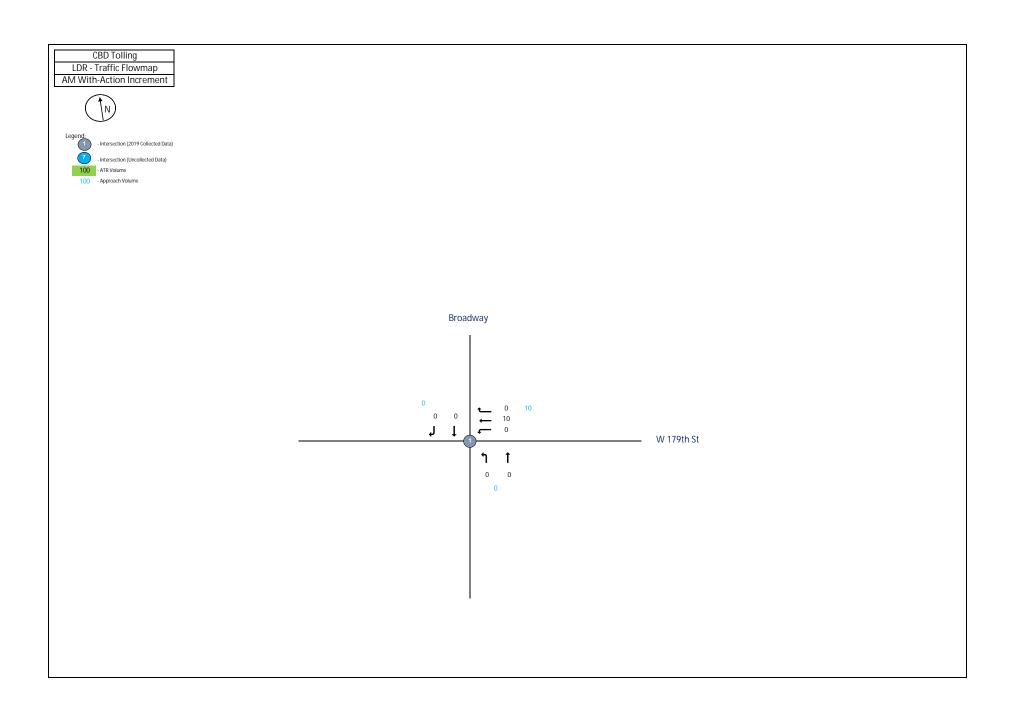
			Total Vehicles					
			Inbound/Outbound MD Peak Hour					
Intersection	Node	Approach	L2	L	T	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	130	0	195	0	
12th Ave	1	NB	0	0	1523	20	0	
12th Ave	1	SB	0	80	1536	0	0	3484



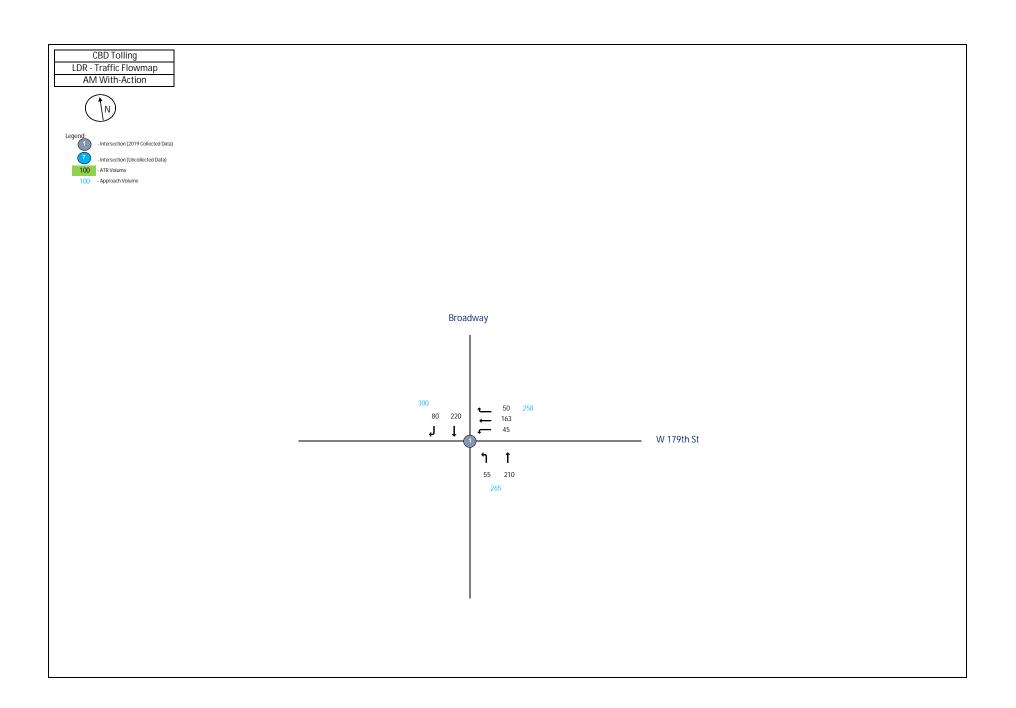
			Total Vehicles					
			Inbound/Outbound PM Peak Hour					
Intersection	Node	Approach	L2	L	T	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-42	0	0	
12th Ave	1	SB	0	0	-12	0	0	-54



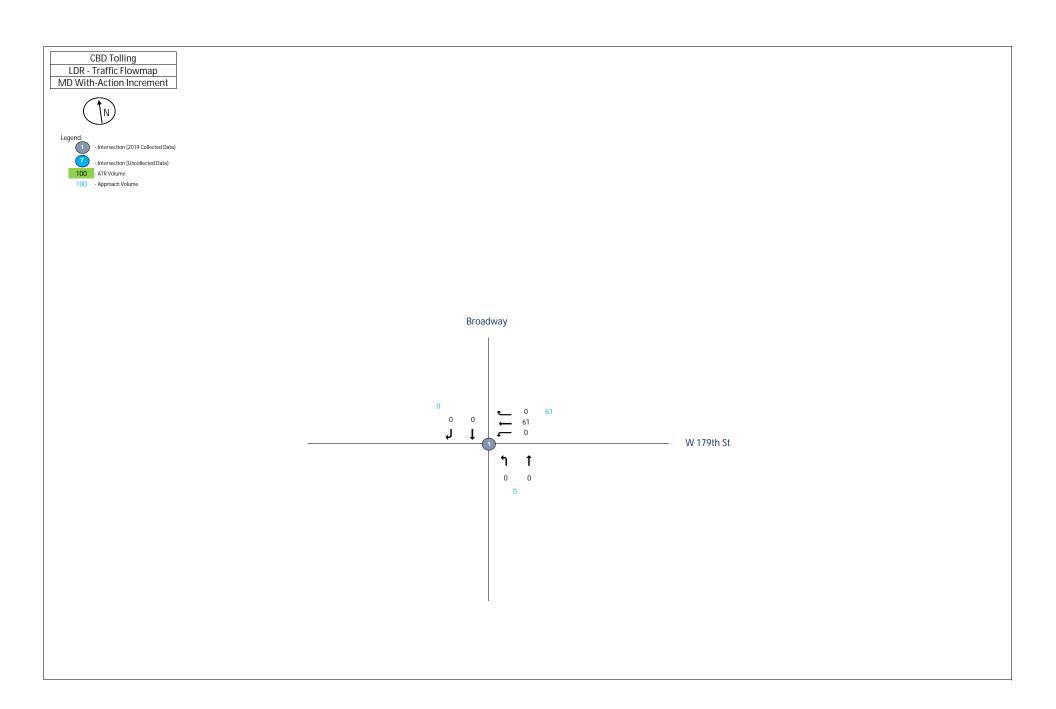
			Total Vehicles					
			Inbound/Outbound PM Peak Hour					
Intersection	Node	Approach	L2	L	T	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	235	0	275	0	
12th Ave	1	NB	0	0	2323	10	0	
12th Ave	1	SB	0	85	2048	0	0	4976



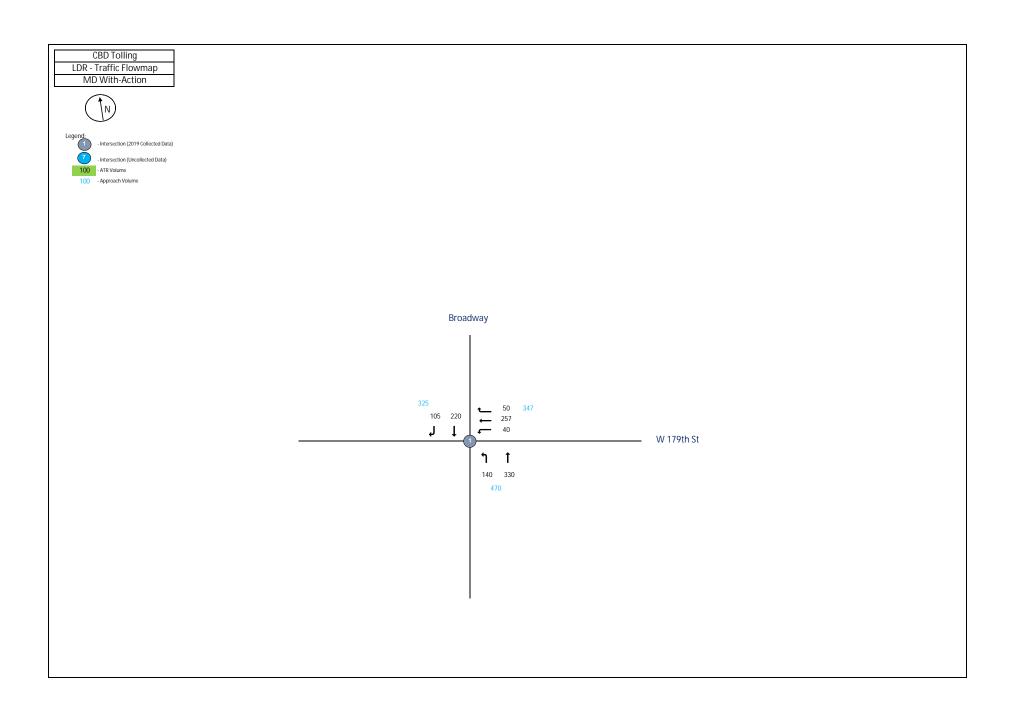
			Total Vehicles					
			Inbound/Outbound AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-20	0	0	
12th Ave	1	SB	0	-6	-102	0	0	-128



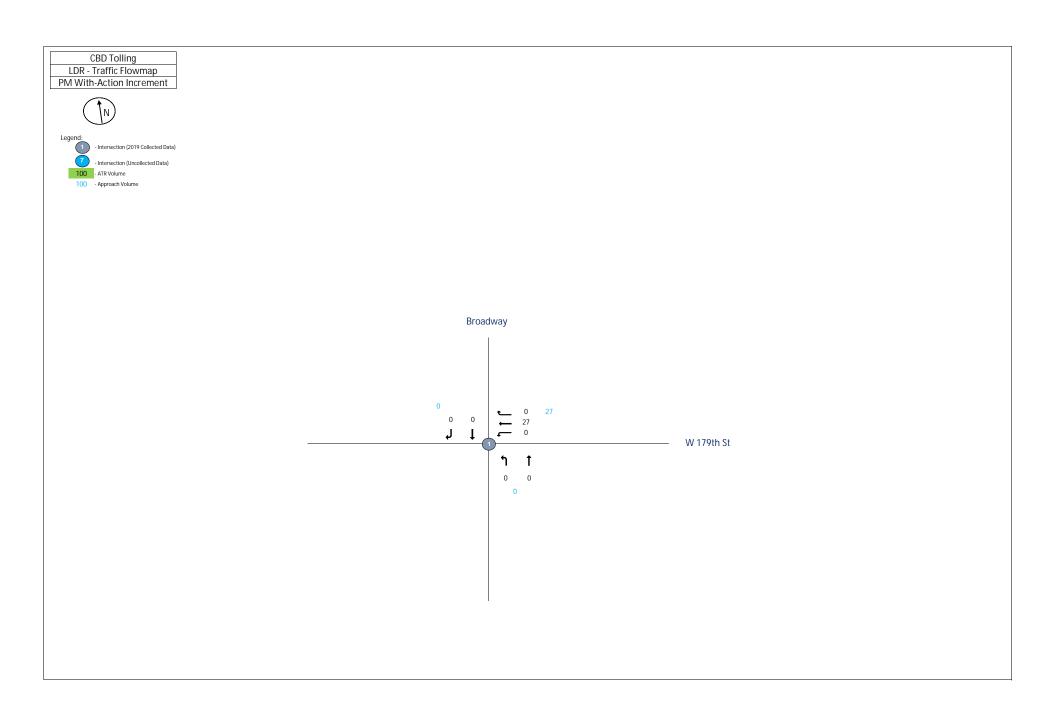
					Total Ve	hicles	3		
			Inbound/Outbound AM Peak Hour						
Intersection	Node	Approach	L2 L T R R2 Tc						
12th Ave & 24th Street									
2019 (TMC-065)	1								
24th Street	1	EB	0	0	0	0	0		
24th Street	1	WB	0	200	0	165	0		
12th Ave	1	NB	0	0	1854	20	0		
12th Ave	1	SB	0	103	1663	0	0	4005	



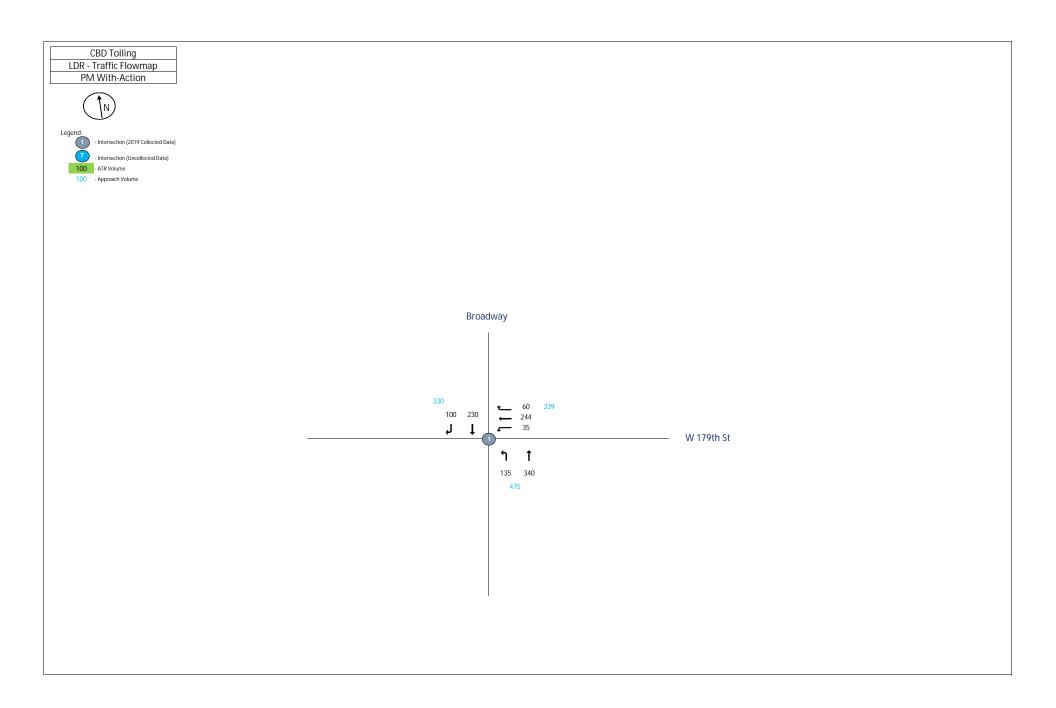
			Total Vehicles					
			Inbound/Outbound MD Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	1	0	0	
12th Ave	1	SB	0	-7	-128	0	0	-134



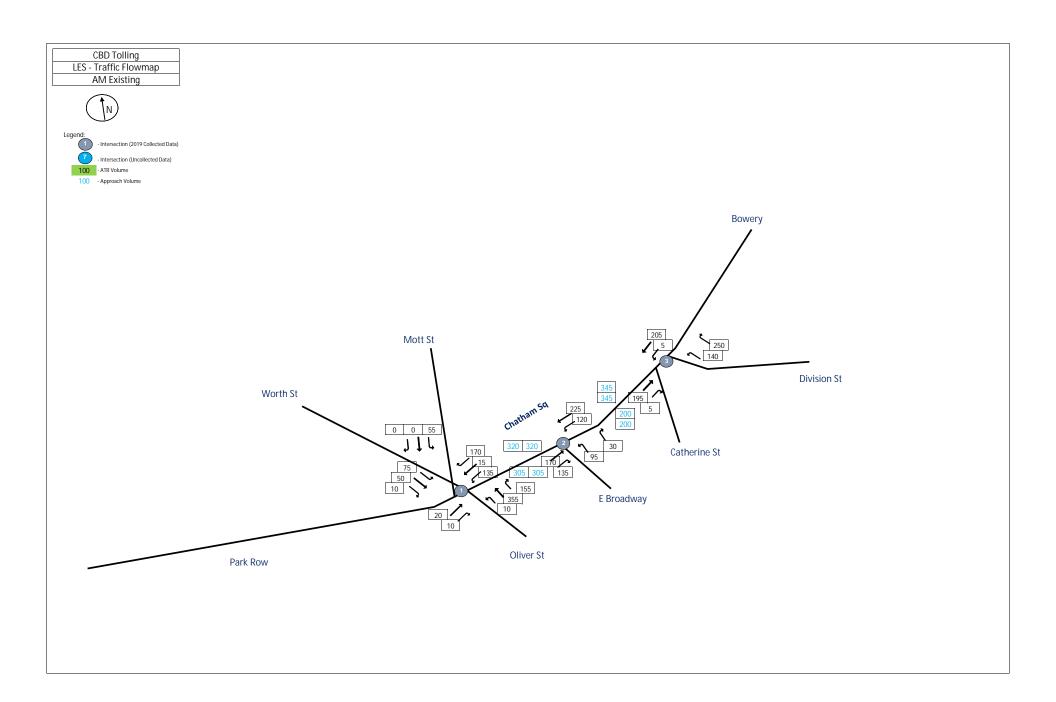
			Total Vehicles					
			Inbound/Outbound AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	130	0	195	0	
12th Ave	1	NB	0	0	1524	20	0	
12th Ave	1	SB	0	73	1408	0	0	3350



			Total Vehicles Inbound/Outbound PM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	0	0	0	0	
12th Ave	1	NB	0	0	-69	0	0	
12th Ave	1	SB	0	-8	-188	0	0	-265

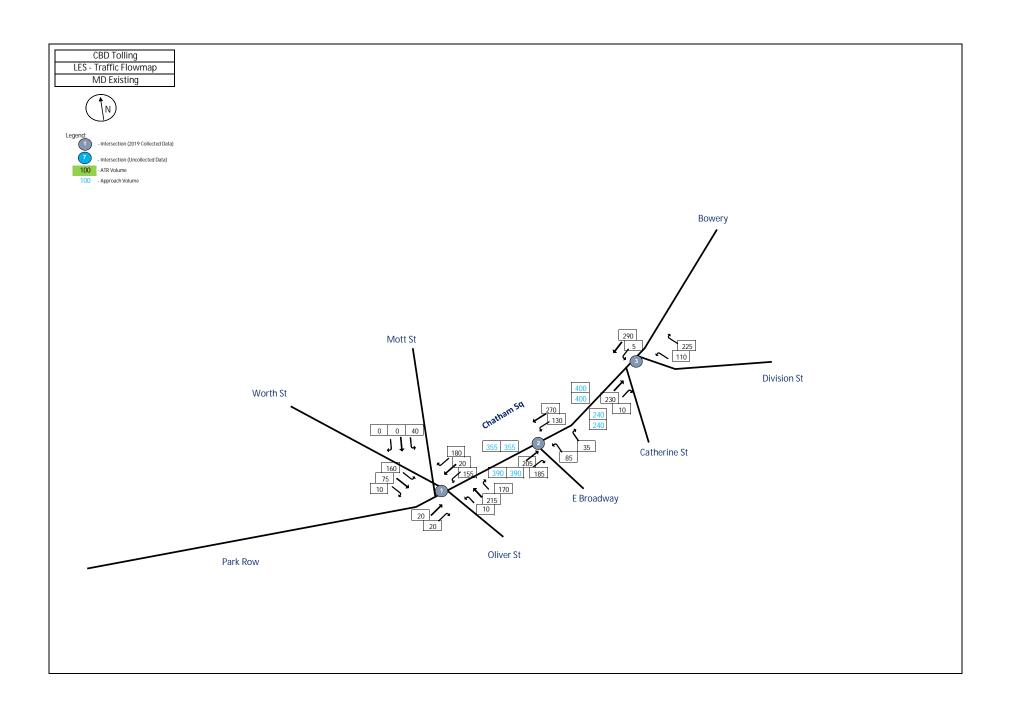


				T	otal V	ehicle	es	
				Inb	ound/	Outbo	ound	
				F	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
12th Ave & 24th Street								
2019 (TMC-065)	1							
24th Street	1	EB	0	0	0	0	0	
24th Street	1	WB	0	235	0	275	0	
12th Ave	1	NB	0	0	2254	10	0	
12th Ave	1	SB	0	77	1860	0	0	4711



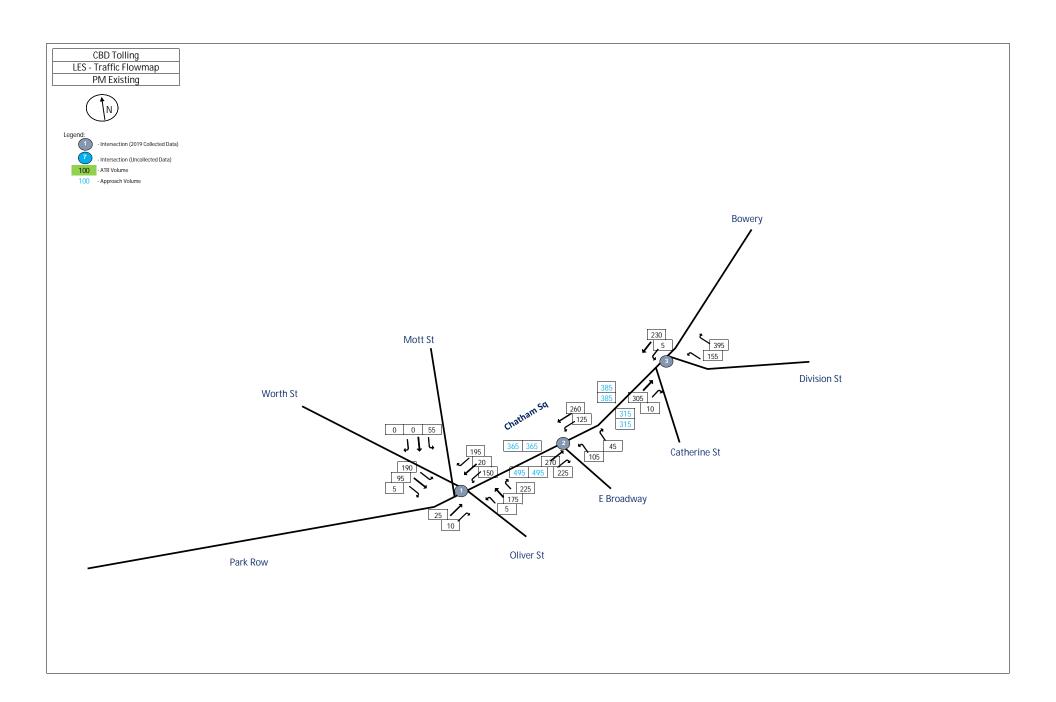
LES 8:00 AM

			Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chath	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	20	10	0	
Chatham Sq	1	WB	0	135	15	170	0	
Oliver St	1	NB	0	10	355	0	155	
Worth St	1	SB	0	75	50	10	0	1060
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	170	135	0	
Chatham Sq	2	WB	0	120	225	0	0	
E Broadway	2	NB	0	95	0	30	0	
	2	SB	0	0	0	0	0	775
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	195	0	5	
Bowery	3	WB	0	5	205	0	0	
Division St	3	NB	0	140	0	250	0	
	3	SB	0	0	0	0	0	800



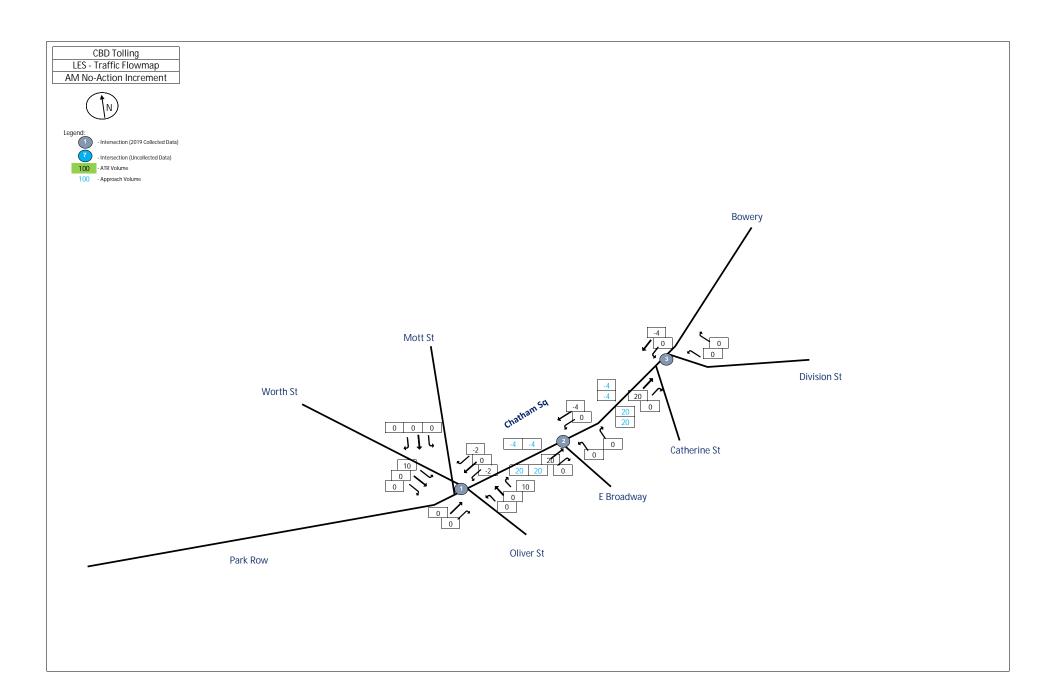
LES 1:00 PM

			Total Vehicles					
			Inbound/Outbound					
			MD Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chath	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	40	0	0	0	0	
Park Row	1	EB	0	0	20	20	0	
Chatham Sq	1	WB	0	155	20	180	0	
Oliver St	1	NB	0	10	215	0	170	
Worth St	1	SB	0	160	75	10	0	1075
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	205	185	0	
Chatham Sq	2	WB	0	130	270	0	0	
E Broadway	2	NB	0	85	0	35	0	
	2	SB	0	0	0	0	0	910
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	very					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	230	0	10	
Bowery	3	WB	0	5	290	0	0	
Division St	3	NB	0	110	0	225	0	
	3	SB	0	0	0	0	0	870

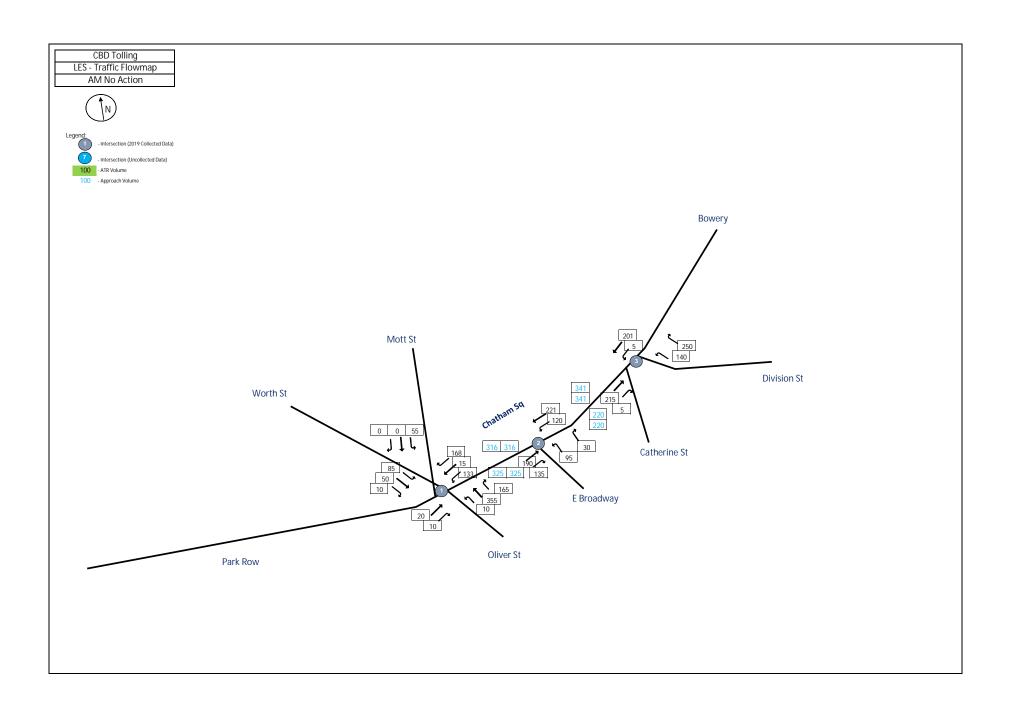


LES 5:00 PM

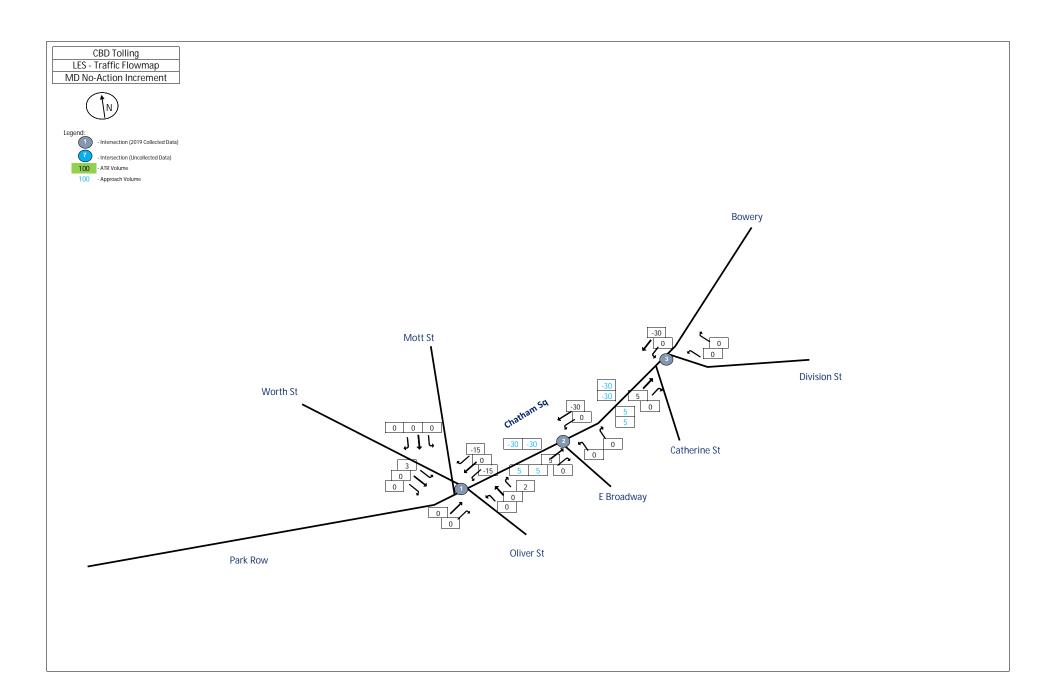
			Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	25	10	0	
Chatham Sq	1	WB	0	150	20	195	0	
Oliver St	1	NB	0	5	175	0	225	
Worth St	1	SB	0	190	95	5	0	1150
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	270	225	0	
Chatham Sq	2	WB	0	125	260	0	0	
E Broadway	2	NB	0	105	0	45	0	
	2	SB	0	0	0	0	0	1030
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	305	0	10	
Bowery	3	WB	0	5	230	0	0	
Division St	3	NB	0	155	0	395	0	
	3	SB	0	0	0	0	0	1100



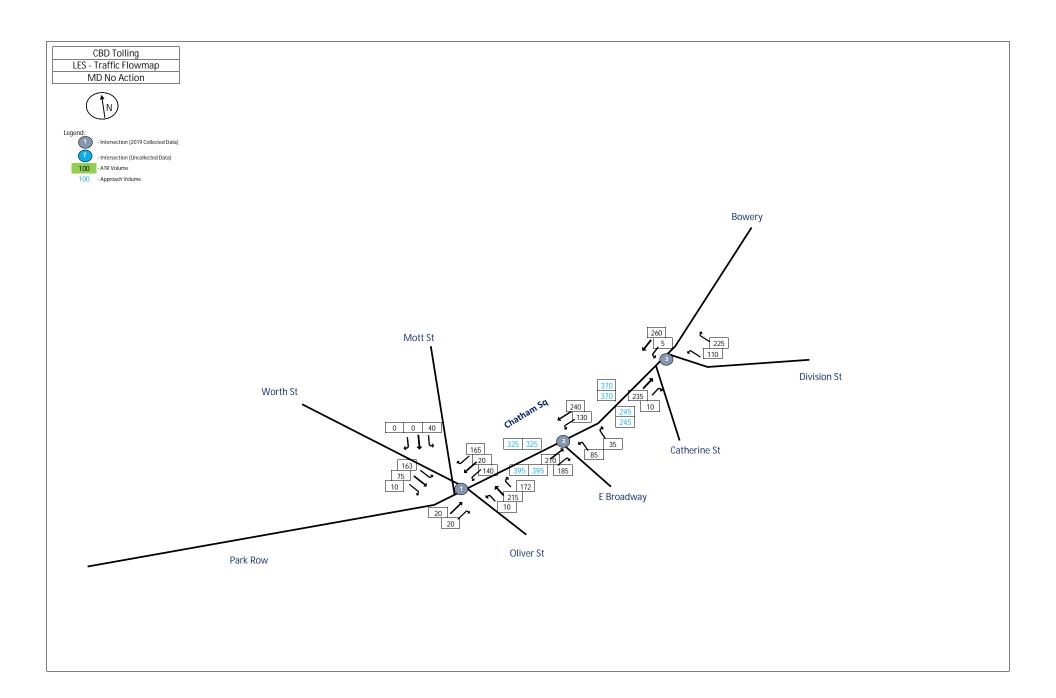
LES	8:00 AM							
			Total Vehicles					
				Inb	ound/	Outbo	ound	
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chath	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	0	0	0	0	0	
Park Row	1	EB	0	0	0	0	0	
Chatham Sq	1	WB	0	-2	0	-2	0	
Oliver St	1	NB	0	0	0	0	10	
Worth St	1	SB	0	10	0	0	0	16
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	20	0	0	
Chatham Sq	2	WB	0	0	-4	0	0	
E Broadway	2	NB	0	0	0	0	0	
	2	SB	0	0	0	0	0	16
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	20	0	0	
Bowery	3	WB	0	0	-4	0	0	
Division St	3	NB	0	0	0	0	0	
	3	SB	0	0	0	0	0	16



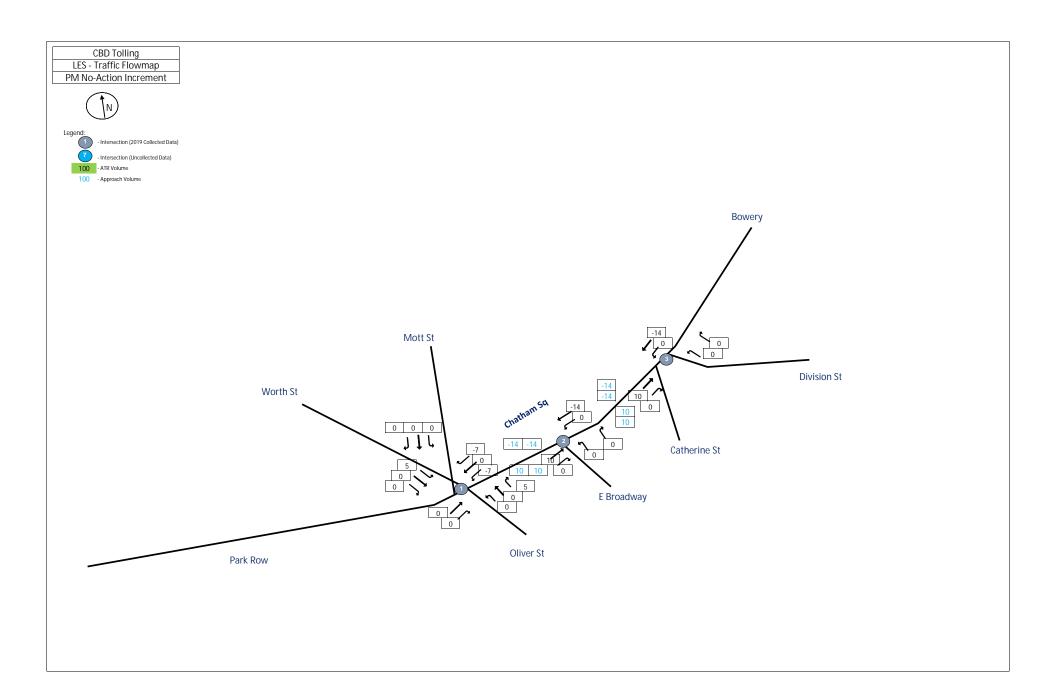
LES	8:00 AM							
			Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	Worth St/Oliver St/Mott St & Chatham Square/Park Row							
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	20	10	0	
Chatham Sq	1	WB	0	133	15	168	0	
Oliver St	1	NB	0	10	355	0	165	
Worth St	1	SB	0	85	50	10	0	1076
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	190	135	0	
Chatham Sq	2	WB	0	120	221	0	0	
E Broadway	2	NB	0	95	0	30	0	
	2	SB	0	0	0	0	0	791
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	very					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	215	0	5	
Bowery	3	WB	0	5	201	0	0	
Division St	3	NB	0	140	0	250	0	
	3	SB	0	0	0	0	0	816



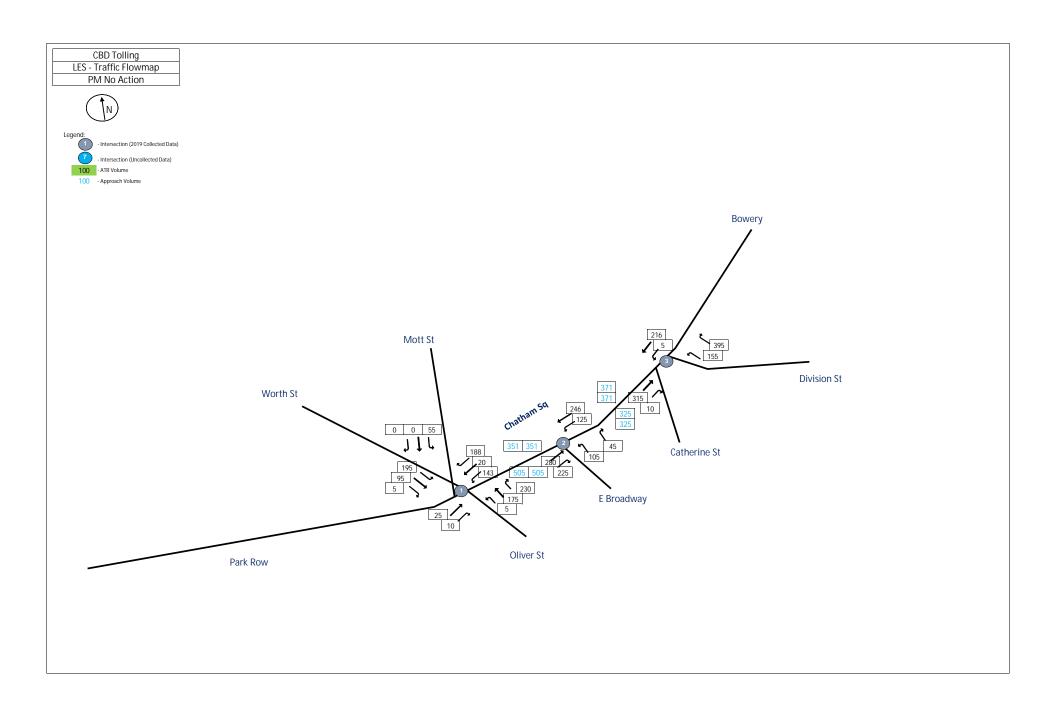
LES	1:00 PM							
				Т	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				N	ID Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	0	0	0	0	0	
Park Row	1	EB	0	0	0	0	0	
Chatham Sq	1	WB	0	-15	0	-15	0	
Oliver St	1	NB	0	0	0	0	2	
Worth St	1	SB	0	3	0	0	0	-25
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	5	0	0	
Chatham Sq	2	WB	0	0	-30	0	0	
E Broadway	2	NB	0	0	0	0	0	
	2	SB	0	0	0	0	0	-25
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	very					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	5	0	0	
Bowery	3	WB	0	0	-30	0	0	
Division St	3	NB	0	0	0	0	0	
	3	SB	0	0	0	0	0	-25



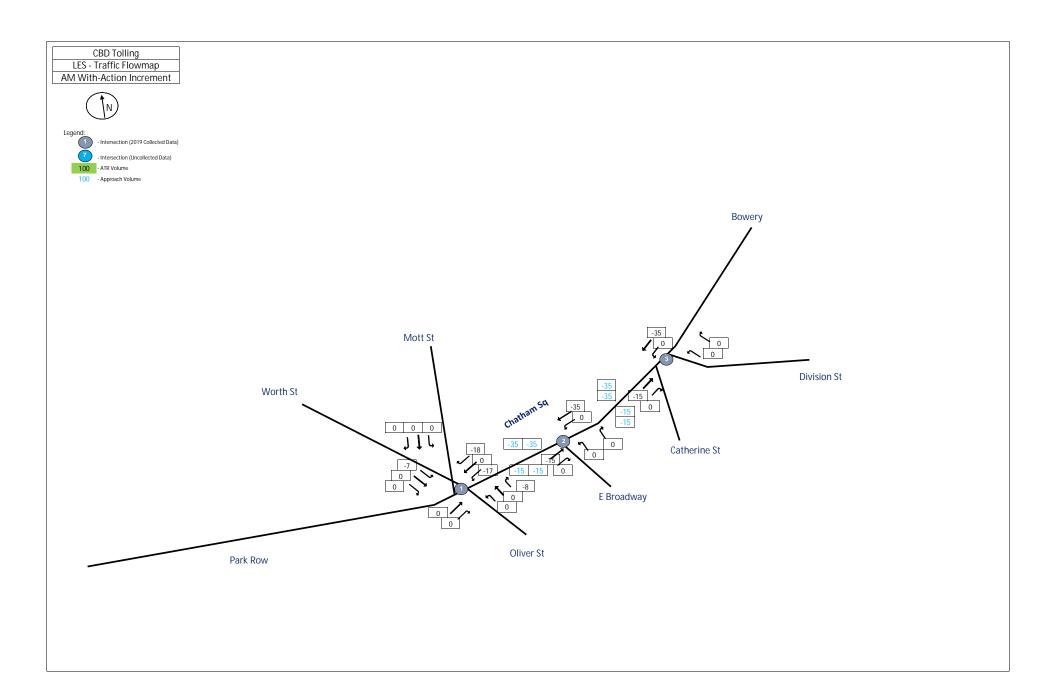
LES	1:00 PM							
				T	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				M	ID Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	40	0	0	0	0	
Park Row	1	EB	0	0	20	20	0	
Chatham Sq	1	WB	0	140	20	165	0	
Oliver St	1	NB	0	10	215	0	172	
Worth St	1	SB	0	163	75	10	0	1050
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	210	185	0	
Chatham Sq	2	WB	0	130	240	0	0	
E Broadway	2	NB	0	85	0	35	0	
	2	SB	0	0	0	0	0	885
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	235	0	10	
Bowery	3	WB	0	5	260	0	0	
Division St	3	NB	0	110	0	225	0	
	3	SB	0	0	0	0	0	845



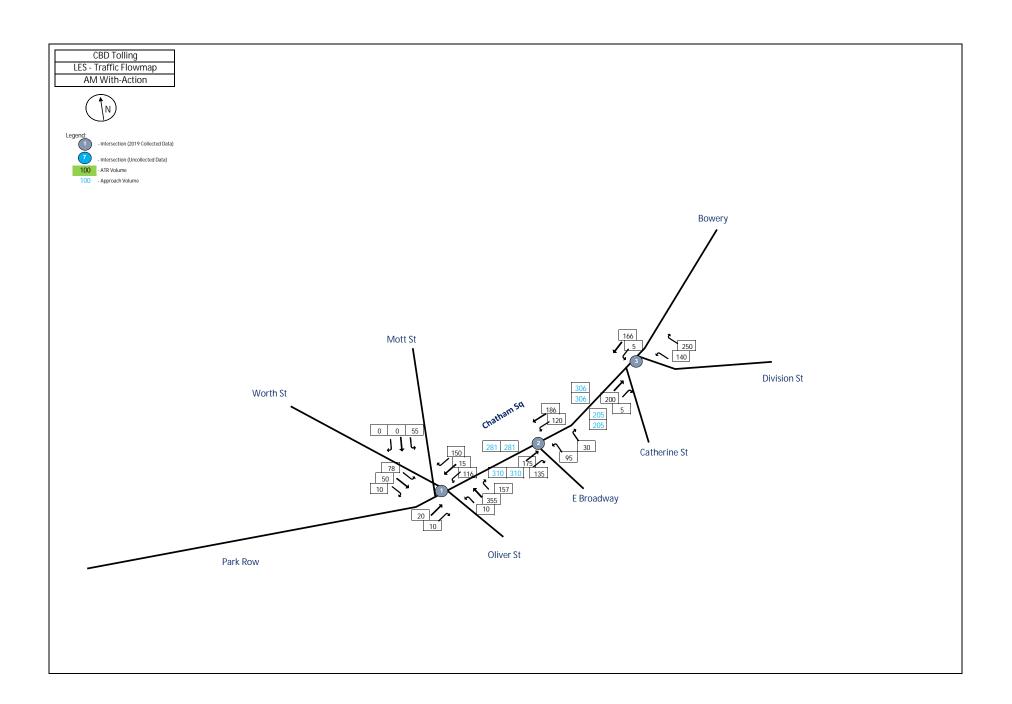
LES	5:00 PM							
				T	otal \	/ehicle	es	
				Inb	ound/	Outbo	ound	
				F	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	0	0	0	0	0	
Park Row	1	EB	0	0	0	0	0	
Chatham Sq	1	WB	0	-7	0	-7	0	
Oliver St	1	NB	0	0	0	0	5	
Worth St	1	SB	0	5	0	0	0	-4
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	10	0	0	
Chatham Sq	2	WB	0	0	-14	0	0	
E Broadway	2	NB	0	0	0	0	0	
	2	SB	0	0	0	0	0	-4
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	10	0	0	
Bowery	3	WB	0	0	-14	0	0	
Division St	3	NB	0	0	0	0	0	
	3	SB	0	0	0	0	0	-4



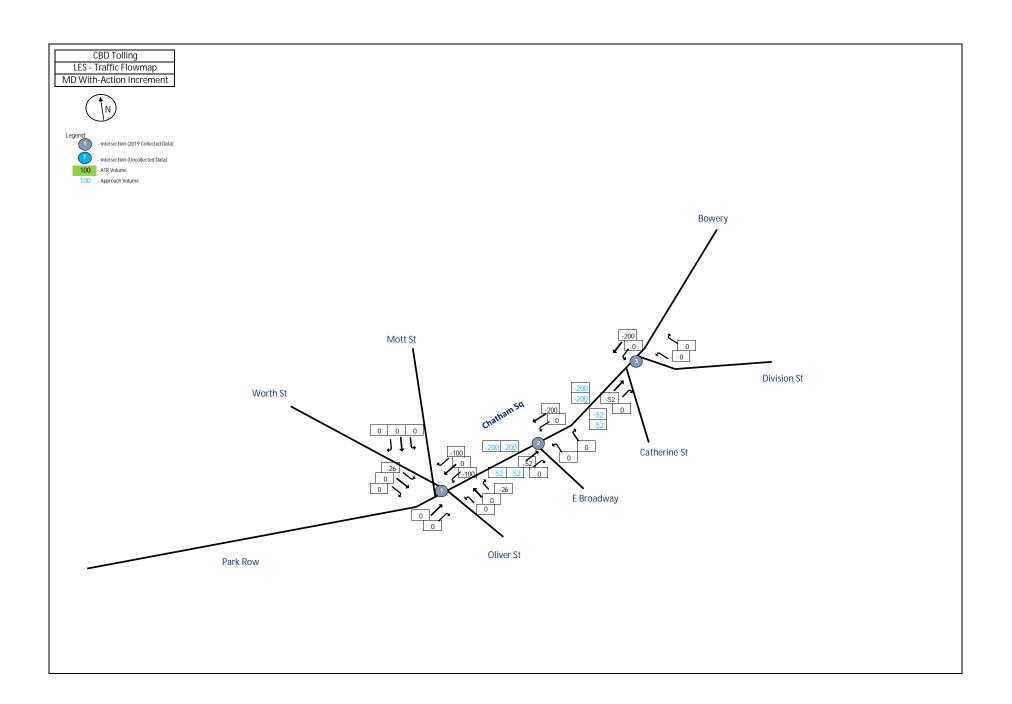
LES	5:00 PM							
				Т	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				Р	M Pea	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	25	10	0	
Chatham Sq	1	WB	0	143	20	188	0	
Oliver St	1	NB	0	5	175	0	230	
Worth St	1	SB	0	195	95	5	0	1146
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	280	225	0	
Chatham Sq	2	WB	0	125	246	0	0	
E Broadway	2	NB	0	105	0	45	0	
	2	SB	0	0	0	0	0	1026
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	315	0	10	
Bowery	3	WB	0	5	216	0	0	
Division St	3	NB	0	155	0	395	0	
	3	SB	0	0	0	0	0	1096



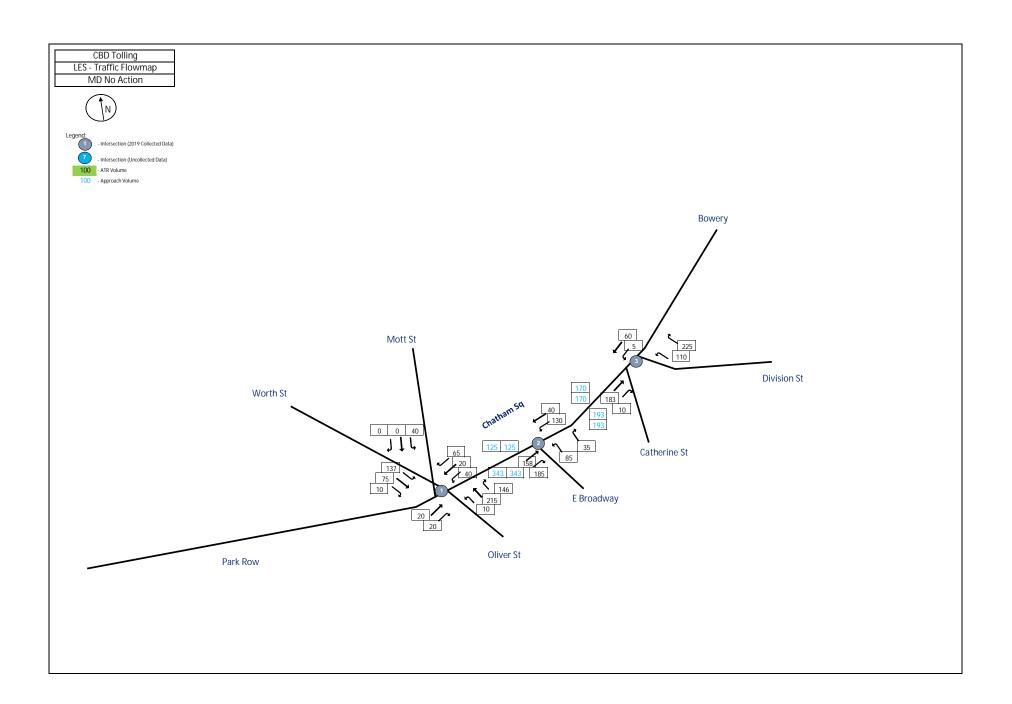
LES	8:00 AM							
				T	otal \	/ehicle	es	
				Inb	ound/	Outbo	ound	
				Δ	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chath	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	0	0	0	0	0	
Park Row	1	EB	0	0	0	0	0	
Chatham Sq	1	WB	0	-17	0	-18	0	
Oliver St	1	NB	0	0	0	0	-8	
Worth St	1	SB	0	-7	0	0	0	-50
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	-15	0	0	
Chatham Sq	2	WB	0	0	-35	0	0	
E Broadway	2	NB	0	0	0	0	0	
	2	SB	0	0	0	0	0	-50
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	-15	0	0	
Bowery	3	WB	0	0	-35	0	0	
Division St	3	NB	0	0	0	0	0	
	3	SB	0	0	0	0	0	-50



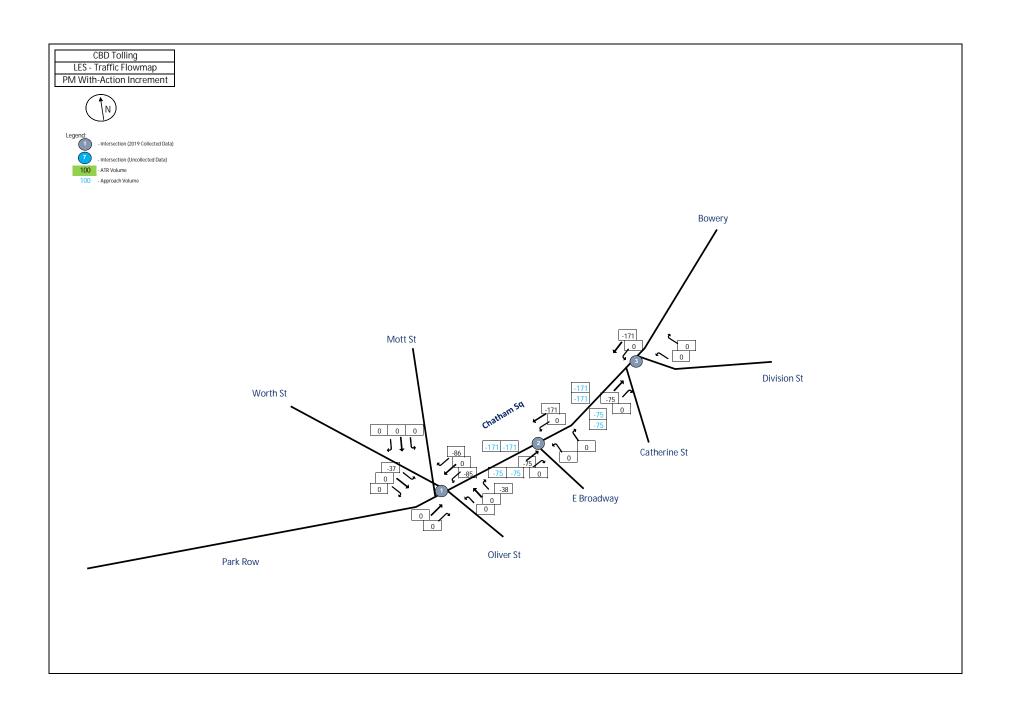
LES	8:00 AM							
				Т	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				Α	M Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chath	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	20	10	0	
Chatham Sq	1	WB	0	116	15	150	0	
Oliver St	1	NB	0	10	355	0	157	
Worth St	1	SB	0	78	50	10	0	1026
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	175	135	0	
Chatham Sq	2	WB	0	120	186	0	0	
E Broadway	2	NB	0	95	0	30	0	
	2	SB	0	0	0	0	0	741
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	very					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	200	0	5	
Bowery	3	WB	0	5	166	0	0	
Division St	3	NB	0	140	0	250	0	
	3	SB	0	0	0	0	0	766



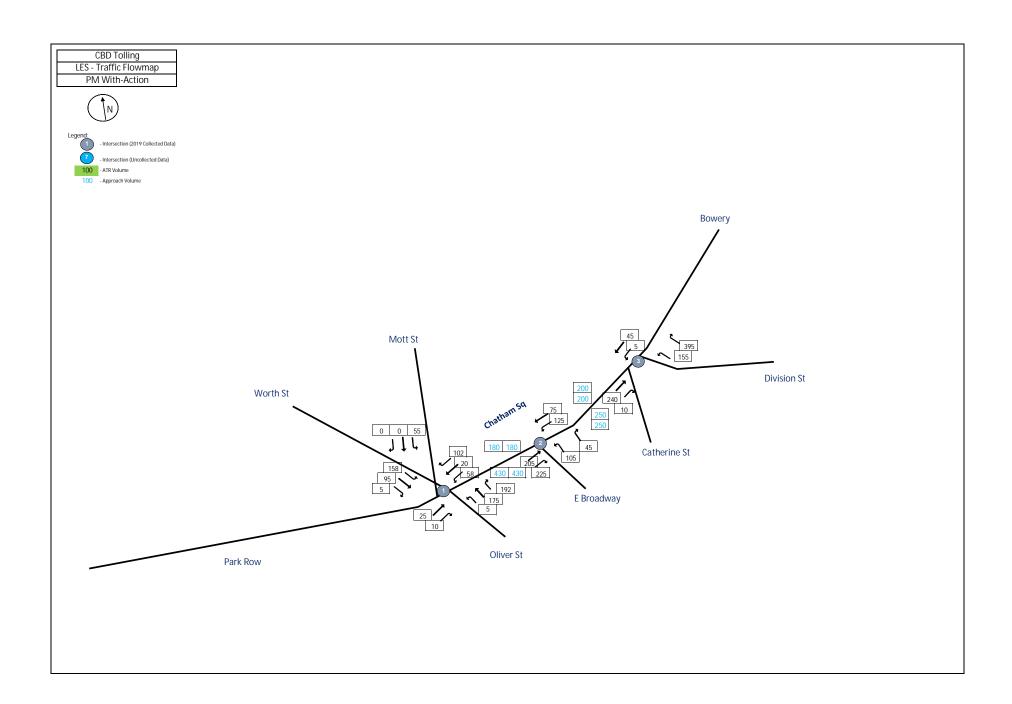
LES	1:00 PM							
				Т	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				N	ID Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	T	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	0	0	0	0	0	
Park Row	1	EB	0	0	0	0	0	
Chatham Sq	1	WB	0	-100	0	-100	0	
Oliver St	1	NB	0	0	0	0	-26	
Worth St	1	SB	0	-26	0	0	0	-252
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	-52	0	0	
Chatham Sq	2	WB	0	0	-200	0	0	
E Broadway	2	NB	0	0	0	0	0	
	2	SB	0	0	0	0	0	-252
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	-52	0	0	
Bowery	3	WB	0	0	-200	0	0	
Division St	3	NB	0	0	0	0	0	
	3	SB	0	0	0	0	0	-252



LES	1:00 PM							
				T	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				M	D Pe	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	40	0	0	0	0	
Park Row	1	EB	0	0	20	20	0	
Chatham Sq	1	WB	0	40	20	65	0	
Oliver St	1	NB	0	10	215	0	146	
Worth St	1	SB	0	137	75	10	0	798
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	158	185	0	
Chatham Sq	2	WB	0	130	40	0	0	
E Broadway	2	NB	0	85	0	35	0	
	2	SB	0	0	0	0	0	633
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	183	0	10	
Bowery	3	WB	0	5	60	0	0	
Division St	3	NB	0	110	0	225	0	
	3	SB	0	0	0	0	0	593



LES	5:00 PM							
				Т	otal \	/ehicle	es	
				Inbo	ound/	Outbo	ound	
				Р	М Ре	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	0	0	0	0	0	
Park Row	1	EB	0	0	0	0	0	
Chatham Sq	1	WB	0	-85	0	-86	0	
Oliver St	1	NB	0	0	0	0	-38	
Worth St	1	SB	0	-37	0	0	0	-246
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	-75	0	0	
Chatham Sq	2	WB	0	0	-171	0	0	
E Broadway	2	NB	0	0	0	0	0	
	2	SB	0	0	0	0	0	-246
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	ery					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	-75	0	0	
Bowery	3	WB	0	0	-171	0	0	
Division St	3	NB	0	0	0	0	0	
	3	SB	0	0	0	0	0	-246



LES	5:00 PM							
				Т	otal V	ehicle	es	
				Inbo	ound/	Outbo	ound	
				Р	M Pea	ak Ho	ur	
Intersection	Node	Approach	L2	L	Т	R	R2	Total
Worth St/Oliver St/Mott St & Chatl	nam Square	/Park Row						
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	25	10	0	
Chatham Sq	1	WB	0	58	20	102	0	
Oliver St	1	NB	0	5	175	0	192	
Worth St	1	SB	0	158	95	5	0	900
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	205	225	0	
Chatham Sq	2	WB	0	125	75	0	0	
E Broadway	2	NB	0	105	0	45	0	
	2	SB	0	0	0	0	0	780
Division St/Doyers St/Catherine St	& Chatham	Square/Bow	very					
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	240	0	10	
Bowery	3	WB	0	5	45	0	0	
Division St	3	NB	0	155	0	395	0	
	3	SB	0	0	0	0	0	850

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.3, Transportation:

Traffic LOS: Existing And No Action Alternative

2023

	9A Study Area - No-Action - AM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	V	/c	De	lay	LO	os			
intersection #	intersection Name	Approach	Lane Group	Movement	Volume	Volume	Existing	No-Action	Existing	No-Action	Existing	No-Action			
		NB	TR	Т	1865	1874	0.71	0.71	19.1	19.2	В	В			
	NB	IND	IND		R	20	20	-	-	-	-	-	-		
	24th Street & 12th	SB	L,	L	110	109	0.97	0.96	135.5	133.8	F	F			
1	Ave	36	T	Т	1775	1765	0.61	0.60	16.4	16.4	В	В			
	Ave	W/D	L	L	200	200	0.71	0.71	71.3	71.3	E	E			
L	WB	R	R	165	165	0.92	0.92	116.4	116.4	F	F				
		Intersection					-	-	27.9	27.9	С	С			

	9A Study Area - No-Action - Midday Peak Hour																																
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	V	/c	De	lay	LO	os																					
intersection #	intersection Name	Approach	Lane Group	Wovement	Volume	Volume	Existing	No-Action	Existing	No-Action	Existing	No-Action																					
		NB	TR	Т	1505	1523	0.68	0.69	21.2	21.4	С	С																					
	1 24th Street & 12th SB Ave	IND	IND	ND		R	20	20	-	-	-	-	-	-																			
		h Street 9 13th	L	L	80	80	0.78	0.78	91.3	91.3	F	F																					
1			Ave																				36	Т	Т	1540	1536	0.64	0.64	20.3	20.2	С	С
					L	L	130	130	0.45	0.45	43.7	43.7	D	D																			
. [WB	R	R	195	195	0.54	0.54	51.7	51.7	D	D																						
		Intersection					-	-	25.1	25.1	С	С																					

				9A 9	Study Area - No	-Action - PM Pea	ık Hour					
Intersection #	Intersection Name	Approach	Lane Group	Movement	Exisiting	No-Action	V	/c	De	lay	LC	os
intersection #	intersection Name	Approach	Lane Group	Wovement	Volume	Volume	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	TR	Т	2365	2323	0.81	0.80	24.3	23.6	С	С
	1 24th Street & 12th Ave	ND		R	10	10	-	-	-	-	-	-
		SB	L	L	85	85	0.80	0.80	105.1	105.1	F	F
1		36	T	Т	2060	2048	0.70	0.69	20.1	20.0	С	В
		WB	L	L	235	235	0.80	0.80	72.4	72.4	E	E
		VVD	R	R	275	275	0.88	0.88	96.6	96.6	F	F
		Intersection					-	-	30.3	30.1	С	С

				9A Stud	dy Area - No-Act	ion - Late Night	Peak Hour					
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	V	/c	De	lay	LC	os
intersection #	intersection Name	Approach	Lane Group	Wovement	Volume	Volume	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	TR	Т	1630	1605	0.67	0.66	20.8	20.6	С	С
	1 24th Street & 12th Ave	IND		R	15	15	-	-	-	-	-	-
		SB	L	L	45	45	0.39	0.39	60.4	60.4	E	E
1		36	T	Т	1240	1240	0.49	0.49	17.4	17.4	В	В
		WB	L	L	135	135	0.43	0.43	43.2	43.2	D	D
		WD	R	R	195	195	0.48	0.48	48.5	48.5	D	D
		Intersection					-	-	22.8	22.7	С	С

			Do	wntown Brookly						· ·	LO	<u> </u>
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		/C		elay		
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L -	570	570	0.99	1.38	58.1	230.0	E	F
		NB	TR	Т	915	1158	0.88	1.41	38.1	222.1	D	F
				R	260	260	-	0.47	-	6.1	-	Α
		SB	Т	T	715	724	0.68	0.73	40.5	43.5	D	D
			R	R	90	91	0.32	0.35	36.3	38.6	D	D
1	Flatbush Avenue		L	L	135	172	0.78	1.11	73.5	145.1	E	F
-	and Tillary Street	EB	Т	Т	605	611	0.64	0.83	41.5	48.4	D	D
			R	R	225	227	0.96	0.85	89.8	63.8	F	E
			L	L	235	235	0.70	0.78	58.3	66.0	E	E
		WB	T	T	375	376	0.89	0.93	60.0	62.9	E	E
			R	R	365	463	1.05	1.06	113.6	111.9	F	F
		Intersection			0	0	-	=	52.3	116.9	D	F
			L	L	0	0	-	=	-	=	=	-
		NB	Т	Т	751	617	1.04	0.83	83.4	48.7	F	D
		IND	R	R	59	59	0.72	0.72	52.6	51.8	D	D
			N.	R2	150	157	-	-	ı	-	-	-
			L	L	600	609	0.92	0.88	61.0	54.3	Е	D
		SB	Т	Т	820	833	0.62	0.61	24.7	23.3	С	С
			R	R	15	15	0.04	0.03	9.7	8.5	Α	Α
2	Adam Street and		L	L	0	0	-	-	-	-	-	-
	Tillary Street	EB		Т	195	205	0.47	0.36	45.1	37.1	D	D
			TR	R	90	90	-	-	-	-	-	-
			L	L	140	141	0.74	0.83	56.8	75.0	Е	Е
			Т	Т	230	232	0.61	0.36	43.9	37.3	D	D
		WB		R	525	0	1.02	-	82.3	-	F	_
			R	R2	35	39	-	0.10	-	32.8	-	С
		Intersection			0	0	-	-	57.9	42.0	Е	D
			L	L	1120	1127	0.98	0.99	50.2	51.5	D	D
		NB	T	T	175	176	0.34	0.34	20.0	20.0	C	С
			Ť	Ť	690	663	0.59	0.56	62.8	62.5	E	E
3	Old Fulton Street	SB	R	R	0	003	-	-	-	-	-	-
3	and Vine Street		L	L	0	0		_	-	_	-	-
		EB						-		-	-	
			R	R	0	0				- 52.4		-
		Intersection			0	0	-	-	51.9	52.4	D	D

	T T		Dowr	itown Brooklyn		cisting vs No-Act						
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume .		/c		lay	LO	-
		•••			Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L	585	585	0.97	1.20	52.5	155.2	D	F
		NB	TR	Т	755	820	0.75	1.21dl	31.9	69.7	С	E
				R	345	345	-	0.51	-	5.8	-	Α
		SB	Т	T	660	636	0.58	0.59	37.8	39.5	D	D
		<u> </u>	R	R	80	77	0.31	0.31	35.6	37.4	D	D
1	Flatbush Avenue		L	L	115	123	0.57	0.68	57.4	66.4	Е	E
-	and Tillary Street	EB	T	T	695	683	0.65	0.82	41.6	47.2	D	D
			R	R	260	255	0.90	0.77	73.4	53.8	Е	D
			L	L	235	233	0.66	0.73	55.9	61.6	E	Е
		WB	Т	Т	370	366	0.92	0.85	63.1	51.5	Е	D
			R	R	355	382	1.04	0.96	109.2	83.4	F	F
		Intersection			0	0	-	-	49.3	59.6	D	E
			L	L	0	0	-	-	-	-	-	-
		NB	Т	Т	556	474	0.80	0.66	47.8	41.2	D	D
		INB		R	44	44	0.79	0.81	57.3	57.9	Е	Е
		R	R2	185	188	-	-	-	-	-	-	
	-		L	L	660	634	0.98	0.88	71.4	54.8	Е	D
		SB	Т	Т	765	735	0.58	0.54	23.6	21.6	С	С
			R	R	20	19	0.05	0.04	9.9	8.6	Α	Α
2	Adam Street and		L	L	0	0	-	-	-	-	-	-
	Tillary Street	EB		Т	275	279	0.54	0.41	46.1	37.6	D	D
			TR	R	85	85	-	_	-	_	-	-
			L	L	170	169	0.97	1.10	96.2	138.4	F	F
			T	T	215	214	0.54	0.31	41.4	36.6	D	D
		WB	•	R	534	0	0.92	- 0.51	61.4	-	E	-
			R	R2	36	33	-	0.08	-	32.4	-	С
		Intersection		IVZ	0	0	-	-	51.4	45.3	D	D
		intersection	L	L	1120	1094	1.05	1.03	70.2	63.0	E	E
		NB	T	T	125	122	0.25	0.25	20.8	20.7	C	C
2	Old Fulton Street	SB	T	T	535	509	0.43	0.41	38.4	23.5	D	С
3	and Vine Street		R	R	0	0	-	-	-	-	-	-
		EB	L	L	0	0	-	-	-	-	-	-
			R	R	0	0	-	-	-	-	-	-
		Intersection			0	0	-	-	56.2	47.2	E	D

			Do	wntown Brookly	•	Existing vs No-A						
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	/c	De	lay	LO	S
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	١	520	520	1.05	1.45	83.1	263.4	F	F
		NB	TR	T	800	971	0.76	1.47dl	31.9	111.1	C	F
				R	310	311	-	0.48	-	5.4	ı	Α
		SB	Т	Т	955	955	0.85	0.90	47.0	52.5	D	D
		36	R	R	80	80	0.28	0.30	34.7	36.6	С	D
1	Flatbush Avenue		L	L	105	128	0.48	0.66	54.1	65.3	D	E
-	and Tillary Street	EB	Т	Т	730	733	0.70	0.89	42.7	53.0	D	D
			R	R	230	230	0.85	0.75	65.1	51.3	E	D
			L	L	225	223	0.56	0.62	52.1	55.9	D	E
		WB	T	T	650	643	1.04	0.93	87.0	58.4	F	Е
			R	R	240	289	0.89	0.88	73.9	65.7	Е	Е
		Intersection			0	0	-	-	54.6	75.7	D	E
			L	L	0	0	-	-	-	-	ı	-
		NB	Т	Т	769	621	0.97	0.76	66.9	44.9	Е	D
		ND	R	R	61	61	0.91	0.92	71.9	72.2	Е	Е
			11	R2	230	236	-	_	-	-	ì	-
			L	L	535	536	0.78	0.74	49.0	45.3	D	D
		SB	Т	T	1025	1027	0.76	0.74	29.1	26.9	С	С
	Adam Charten		R	R	20	20	0.04	0.04	9.7	8.5	Α	Α
2	Adam Street and		L	L	0	0	-	-	-	-	ı	-
	Tillary Street	EB	TR	Т	320	329	0.56	0.43	46.5	37.9	D	D
			I N	R	85	85	-	-	-	-	-	-
			L	L	225	225	1.05	1.34	107.9	219.1	F	F
		WB	T	Т	365	365	0.86	0.49	59.0	39.6	E	D
		WB		R	562	0	1.04	-	85.0	-	F	-
			R	R2	38	38	-	0.11	-	32.9	-	С
		Intersection			0	0	-	-	57.8	51.7	Е	D
		ND	L	L	1150	1151	0.73	0.73	22.0	22.0	С	С
		NB	Т	Т	245	245	0.33	0.33	14.6	14.6	В	В
			Т	Т	305	280	0.37	0.34	24.4	14.0	С	В
3	Old Fulton Street	SB	R	R	0	0	-	-	_	-	_	-
	and Vine Street		L	L	0	0	-	_	_	-	_	-
		EB	R	R	0	0	-	-	_	-	-	_
		Intersection		.,	0	0	_	_	21.3	19.4	С	В

			Downt	own Brooklyn S	•	sting vs No-Acti						
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	/c	De	lay	LO	_
microccion "	intersection ranne	Арргоссії	zane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L	465	465	1.01	1.29	70.2	200.0	Е	F
		NB	TR	Т	835	847	0.76	1.29	31.6	47.9	С	D
				R	415	415	-	1.29	-	7.1	-	Α
		SB	Т	Т	895	866	0.78	1.29	43.1	45.3	D	D
		35	R	R	55	53	0.18	1.29	32.8	34.3	С	С
1	Flatbush Avenue		L	L	105	106	0.51	1.29	55.9	61.5	E	E
_	and Tillary Street	EB	Т	Т	530	528	0.52	1.29	38.7	40.4	D	D
			R	R	150	149	0.52	1.29	43.0	37.9	D	D
			L	L	250	250	0.62	1.29	54.0	59.1	D	E
		WB	Т	Т	410	410	0.79	1.29	49.1	42.3	D	D
			R	R	290	294	0.84	1.29	65.5	52.1	E	D
		Intersection			0	0	-	1.29	44.9	50.7	D	D
			L	L	0	0	-	1.29	-	-	-	-
		NB	Т	T	556	511	0.71	1.29	43.6	40.4	D	D
	ND	R	R	44	44	0.46	1.29	39.4	38.6	D	D	
		K	R2	105	106	-	1.29	-	-	-	-	
			L	L	375	371	0.58	1.29	41.8	39.3	D	D
		SB	Т	T	625	619	0.49	1.29	21.9	20.4	С	С
			R	R	0	0	-	1.29	-	-	-	-
2	Adam Street and		L	L	0	0	-	1.29	-	-	-	-
	Tillary Street	EB	TR	T	140	141	0.25	1.29	41.4	34.4	D	С
			IK	R	45	45	-	1.29	-	-	-	-
			L	L	115	115	0.51	1.29	40.5	47.0	D	D
			Т	Т	120	120	0.32	1.29	35.6	34.7	D	С
		WB	_	R	576	0	0.95	1.29	64.1	-	Е	-
			R	R2	39	37	-	1.29	-	34.2	-	С
		Intersection			0	0	-	1.29	41.5	33.5	D	С
			L	L	1195	1190	0.79	1.29	24.4	24.3	С	С
		NB	Т	Т	130	129	0.17	1.29	12.6	12.6	В	В
			Т	T	325	307	0.38	1.29	30.7	20.2	C	C
3	Old Fulton Street	SB	R	R	0	0	-	1.29	-	-	-	-
	and Vine Street		L	L	0	0	-	1.29	_	-	-	-
		EB	R	R	0	0	-	1.29	_	-	-	-
		Intersection	- "	.,	0	0	_	1.29	24.7	22.5	С	С

				Long Island City	v Study Area - F	xisting vs No-A	ction - AM Peak	Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	/C		elay		os
			LT	L	Existing 70	No-Action 71	Existing -	No-Action -	Existing -	No-Action -	Existing -	No-Action -
		NB		T	715	715	1.05	1.18	83.2	128.5	F	F
	Pulaski Bridge /	SB	R TR	R T	385 445	390 445	0.65 0.68	0.66 0.68	43.6 8.6	43.9 8.6	D A	D A
1a	11th Street &		LT	R L	60 35	60 35	-	-	-	-	-	-
	Jackson Avenue	EB		Т	55	71	0.23	0.26	37.3	37.8	D	D
		WB	L T	L T	490 210	480 206	0.70 0.29	0.69 0.29	45.1 14.6	44.6 14.6	D B	D B
		Intersection							45.7	61.3	D	E
		NB	L T	L T	65 685	65 685	0.39 0.65	0.39 0.65	5.6 12.4	3.2 23.2	A B	A C
	11th Street & 48TH	SB	TR	T R	495 15	495 15	0.66	0.66	39.1	39.1	D -	D -
1b	Avenue			L	10	10	-	-	-	-	-	-
		WB	LTR	T R	25 10	25 10	0.08	0.08	17.8	17.8	B -	B -
		Intersection							22.4	28.0	С	С
		NB	T R	T R	205 10	218 11	0.35 0.03	0.37 0.03	13.9 10.6	14.2 10.6	B B	B B
	50TH Avenue @	SB	LT	L T	35 165	35 165	0.47	0.47	16.9	16.9	- В	- В
2	Vernon Blvd			L	35	35	-	-	-	-	-	-
		EB	LTR	T R	50 30	50 30	0.29	0.29	13.7	13.7	B -	B -
		Intersection	TR	Т	1160	1176	0.84	0.85	14.9 26.5	15.0 27.2	B C	B C
		NB		R	30	30	-	-	-	-	-	-
2	Green Street &	SB	L T	L T	75 970	74 962	0.78 0.61	0.80 0.61	63.9 18.0	68.0 17.9	E B	E B
3	McGuiness Blvd	EB	LTR	L T	185 20	185 20	-	-	40.7	40.7	- D	- D
			LIK	R R	40	40	0.63	0.63	-	-	-	-
		Intersection NB	Т	Т	1345	1361	-	-	25.9	26.3	C -	C -
	McGuinness Blvd &	SB	TR	T	1045	1036	-	-	-	-	-	-
4	Freeman Street	WB	R	R R	115 220	115 211	-	-	-	-	-	-
		Intersection	Unsignalized	L	35	35	l -	-	-	_	_	l -
		NB	LTR	Т	90	90	0.57	0.57	33.0	33.0	С	С
				R L	40 100	40 99	-	-	-	-	-	-
		SB	LTR	T R	130 10	129 10	1.05	1.04	100.2	97.1 -	F	F -
5	21th Street & 49th Avenue			L	35	38	-	-	-	-	-	-
		EB	LTR	T R	130 10	141 11	0.45	0.49	23.6	24.5	- C	C -
		WB	LT	L T	5 40	5 40	0.11	0.11	- 17.8	- 17.8	- B	- В
			R	R	310	310	0.91	0.91	57.4	57.4	E	Е
		Intersection		L	15	17	-	-	56.1	54.9	- -	D -
		NB	LTR	T R	60 20	67 23	-	-	-	-	-	-
				L	25	35	-	-	-	-	-	-
	444 64	SB	LTR	T R	0 90	0 125	-	-	-	-	-	-
7	11th Street & Borden Avenue	EB	LTR	L T	560 50	561 50	-	-	-	-	-	-
		LD	EIIX	R	25	26	-	-	-	-	-	-
		WB	LTR	L T	40 420	40 422	-	-	-	-	-	-
		Intersection	Unsignalized	R	75	77	-	-	-	-	-	-
		NB	LT	L	25	26	-	-	-	-	-	-
	V D 6t t 0		TR	T T	295 900	303 842	0.44 0.74	0.45 0.70	8.3 81.4	8.3 80.0	A F	A E
8a	Van Dam Street & QMT Expy	SB	TR	R T	20 895	19 891	0.70	0.70	26.6	26.6	- C	- C
		WB		R	260	263	-	-	-	-	-	-
		Intersection	TR	Т	290	299	0.56	0.57	43.9 43.2	42.3 43.7	D D	D D
		NB	L	R L	5 680	5 636	1.04	0.97	94.4	95.6	- F	- F
8b	Van Dam Street &	SB	T T	T	220	206	0.31	0.97	3.9	3.4	A	A
	Borden Avenue	EB	LTR	L T	30 185	30 185	0.31	0.31	29.0	29.0	- C	- C
		Intersection		R	15	15	-	-	58.0	57.9	- E	E
			_	L	0	0	-	-	u u	-	-	-
		NB	TR	T R	190 15	260 16	0.48	0.65	46.8	51.3	D -	D -
	Jackson Ave /	SB	LT	L T	15 130	15 132	0.39	0.40	38.5	38.9	- D	- D
9	Northern Blvd &	EB	Т	T	1045	963	0.51	0.47	23.5	22.8	С	С
	Queens Plaza		R	R L	355 50	327 50	0.71	0.66	33.8	31.1	C	- C
		WB	LTR	T	730	733	0.50	0.50	15.5	15.5	В	В
		Intersection		R	60	60	-	-	25.4	26.0	C	C
		SB	LR	L R	0	0	-	-	-	-	-	-
11a	Thomson Avenue &	EB	T	T	400	400	-	-	-	-	-	-
	Dutch Kills Street	WB	T R	T R	385 895	385 896	-	-	-	-	-	-
		Intersection	Unsignalized TR	Т	1280	1281	-	-	-	-	-	-
11b	Thomson Avenue &	WB		R	830	842	-	-	-	-	-	-
	Dutch Kills Street	EB Intersection	T Unsignalized	Т	400	400	-	-	-	-	-	-
		NB	LT	L	40	0	- 0.27	- 0.47	- 15.5	- 17.6	- P	- D
		SB	TR	T T	315 945	365 947	0.37 0.82	0.47 1.05	15.5 25.9	17.6 70.5	B C	B E
12	21th Street & Queens Plaza N	30		R L	405 125	401 123	-	0.51	-	18.3	-	B -
		WB	LTR	T	80	78	0.72	0.71	47.8	47.3	D	D
<u> </u>		Intersection		R	85	84	-	-	27.4	46.5	- C	- D
												_

				Long Island City	Study Area - Exi	sting vs No-Acti	on - Midday Pea	k Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol Existing	ume No-Action	V Existing	/C No-Action	De Existing	lay No-Action	Existing	OS No-Action
		ND	LT	L	70	70	-	-	-	-	-	-
		NB	R	T R	515 280	515 283	1.03 0.40	1.03 0.41	84.6 33.9	84.6 34.0	F C	F C
	Pulaski Bridge /	SB	TR	T R	340 75	340 75	0.65	0.65	8.9	8.9	Α -	Α -
1a	11th Street & Jackson Avenue	EB	LT	L	55	55	-	-	-	-	-	-
		WB	L	T L	75 410	89 395	0.30 0.59	0.33 0.57	38.6 38.1	38.9 37.5	D D	D D
		Intersection	T	T	215	208	0.28	0.28	12.1 41.6	12.0 41.6	B D	B D
		NB	L	L	55	55	0.32	0.32	6.0	5.9	Α	Α
		SB	T TR	T T	515 410	515 410	0.57 0.67	0.57 0.67	11.3 43.1	11.3 43.1	B D	B D
1b	11th Street & 48TH Avenue	36		R L	35 5	35 5		-	-			-
		WB	LTR	T	25	25	0.08	0.08	15.1	15.1	В	В
		Intersection		R	15	15	-	-	24.3	24.3	C	- C
		NB	T R	T R	220 25	230 27	0.42	0.44	15.1 10.9	15.4 11.0	B B	B B
	FOTU A	SB	LT	L	35	35	-	-	-	-	-	-
2	50TH Avenue @ Vernon Blvd			T L	215 30	214 30	0.53	0.53	17.6	17.6	B -	B -
		EB	LTR	T R	30 20	30 20	0.21	0.21	12.7	12.7	B -	B -
		Intersection	TR	Т	745	752	0.55	0.55	15.6 17.0	15.7 17.1	B B	B B
		NB		R	40	40	-	-	-	-	,	-
2	Green Street &	SB	L T	L T	80 640	78 624	0.39	0.38 0.38	19.2 14.2	19.1 14.1	B B	B B
3	McGuiness Blvd	EB	LTR	L T	240 40	243 40	0.83	0.84	52.7	53.3	- D	- D
			EIII	R	60	60	-	-	-	-		-
		Intersection NB	Т	T	985	995		-	23.3	23.5	C -	C -
4	McGuinness Blvd &	SB	TR	T R	720 215	702 215		-				-
,	Freeman Street	WB	R	R	205	185	-	-	-	-	-	-
		Intersection	Unsignalized	L	20	20	-	-	-	-	-	-
		NB	LTR	T R	85 50	85 50	0.47	0.47	28.7	28.7	C -	C
		60	170	L	105	105	-	-	-	-	-	-
	21th Street & 49th	SB	LTR	T R	100 10	100 10	0.87	0.87	58.7	58.7 -	E -	- E
5	Avenue	EB	LTR	L T	30 100	33 111	0.35	0.39	21.5	22.3	- C	- C
			LT	R L	10 5	11 5	-	-	-	-	-	-
		WB		T	35	35	0.09	0.09	17.5	17.5	В	В
		Intersection	R	R	310	310	0.79	0.79	39.3 38.1	39.3 38.0	D D	D D
		NB	LTR	L T	10 80	10 80	-	-	-	-		-
		ND	EIIX	R	40	41	-	-	-	-	-	-
		SB	LTR	L T	35 5	45 6	-	-	-	-		-
7	11th Street &			R L	100 580	130 581	-	-	-	-	-	-
	Borden Avenue	EB	LTR	T R	75 40	75 41	-	-				-
				L	70	70	-	-	-	-	-	-
		WB	LTR	T R	270 340	271 346	-	-	-	-	-	-
		Intersection	Unsignalized LT	L	20	20		ı				ı
		NB		T	235	238	0.27	0.27	3.7	3.6	A	A
8a	Van Dam Street &	SB	TR	T R	850 15	768 14	0.71	0.64	75.2 -	73.7	E -	- -
	QMT Expy	WB	TR	T R	645 495	651 501	0.69	0.70	17.9	18.1	В -	В -
		Intersection							37.2	35.2	D	D
		NB	TR	T R	235 10	238 10	0.37	0.38	28.0	28.0	C -	C -
	Van Dam Street &	SB	L T	L T	635 215	574 194	1.05 0.30	0.95 0.27	92.8 2.6	93.1 2.2	F A	F A
8b	Borden Avenue	ED		L	20	20	-	-	-	-	-	-
		EB	LTR	T R	205 35	205 35	0.32	0.32	23.6	23.6	- -	- C
		Intersection		L	15	15	-	-	52.4	51.4	D -	D -
		NB	TR	T	260 40	272	0.76	0.80	57.0	59.2	E .	E -
		SB	LT	R L	55	42 55	-	-	-	-	-	-
9	Jackson Ave / Northern Blvd &	EB	Т	T T	145 945	145 762	0.64	0.66 0.40	52.7 22.7	53.9 21.1	D C	D C
	Queens Plaza	EB	R	R L	260 45	210 45	0.51	0.41	25.5	23.2	C	C -
		WB	LTR	T	860	861	0.56	0.54	16.7	16.4	В	В
		Intersection		R	90	90	-	-	27.4	27.6	- C	- C
		SB	LR	L R	1040 25	1047 25	0.59	0.59	17.3	17.4	В	В
11a	Thomson Avenue &	EB	Т	T	230	223	0.20	0.19	29.1	29.0	C	C
	Dutch Kills Street	WB	T R	T R	235 0	235 0	0.28	0.28	30.4	30.4	C -	C -
		Intersection	Unsignalized TR	Т	235	235	-	-	21.0	21.0	C -	C -
11b	Thomson Avenue &	WB		R	885	885	-	-	-	-	-	-
110	Dutch Kills Street	EB Intersection	T Unsignalized	T	1270	1270	-	-	-	-	-	-
		NB	LT	L	60 750	0	- 0.64	- 0.99	- 20.2	- 54.6	-	- D
		SB	TR	T T	495	818 496	0.64 0.50	0.72	20.3 17.1	54.6 26.7	C B	С
12	21th Street & Queens Plaza N			R L	240 70	249 65	-	0.34	-	16.5	-	B -
		WB	LTR	T	45	44	0.42	0.41	37.8	38.2	D	D -
		1	i	R	55	51	-		20.6	39.7	- C	- D

				Long Island Ci		Existing vs No-A	ction- PM Peak H	Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol Existing	ume No-Action	V, Existing	/C No-Action	De Existing	No-Action	Existing	OS No-Action
		NB	LT	L	70	70	1.01	1.01	145.9 48.5	145.9 48.5	F	F
		NB	R	T R	610 380	610 379	0.81 0.50	0.81	48.5 35.7	48.5 35.7	D D	D D
4.	Pulaski Bridge /	SB	TR	T R	555 55	556 55	0.89	0.89	20.0	20.1	B -	- C
1a	11th Street & Jackson Avenue	EB	LT	L T	50 85	50 145	0.31	0.41	38.4	40.2	- D	- D
		WB	L	L	685	666	0.89	0.86	52.2	49.9	D	D
		Intersection	Т	Т	165	159	0.18	0.18	11.0 40.9	10.9 40.4	B D	B D
		NB	L T	L T	70 590	70 590	0.63 0.56	0.64 0.56	22.5 4.7	22.7 4.6	C A	C A
	11th Street & 48TH	SB	TR	T	600	601	0.91	0.92	59.9	60.1	E	E
1b	Avenue			R L	35 10	35 10	-	-	-	-	-	-
		WB	LTR	T R	40 15	40 15	0.10	0.10	15.3	15.3	B -	B -
		Intersection	Т	T	240	277	0.43	0.50	32.8 15.0	32.8 16.1	C B	C B
		NB	R	R	40	45	0.10	0.12	11.5	11.6	В	В
2	50TH Avenue @	SB	LT	L T	50 180	48 179	0.52	0.51	17.4	17.3	В В	В
-	Vernon Blvd	EB	LTR	L T	50 35	50 34	0.29	0.29	13.9	13.9	- B	- B
		Intersection		R	15	15	-	-	-	15.8	-	-
		Intersection NB	TR	Т	885	892	0.60	0.61	15.5 18.0	18.1	B B	B B
		SB	L	R L	20 60	20 59	0.35	0.35	19.1	19.2	- В	- В
3	Green Street & McGuiness Blvd	30	Т	T L	985 170	970 170	0.56	0.55	16.8	16.7	B -	В -
		EB	LTR	T	35	35	0.63	0.63	40.4	40.4	D	D
		Intersection		R	55	55	-	-	20.4	20.4	- C	- C
	McGuierres St. 12	NB SB	T TR	T T	1055 1045	1062 1029	-			-	-	-
4	McGuinness Blvd & Freeman Street	SB WB	R	R R	340 155	340 139	-	-	-	-	-	-
		Intersection	Unsignalized				-	-	-	l	-	
		NB	LTR	L T	40 105	40 105	0.62	0.63	33.4	33.5	- C	- C
				R L	65 165	65 163	-	-		-	-	-
		SB	LTR	T	80	79	1.05	1.17	97.5	137.6	F	F
5	21th Street & 49th Avenue			R L	30 40	30 48	-	-	-	-	-	
		EB	LTR	T R	80 30	97 36	0.41	0.50	23.0	25.1	C -	- -
		WB	LT	L T	5 85	5 85	0.20	0.20	18.8	18.8	- B	- B
			R	R	355	355	0.87	0.87	47.0	47.0	D	D
		Intersection		L	10	11	-	-	50.2	60.9	D -	- E
		NB	LTR	T R	40 15	42 16	-	-	-	-	-	-
		SB	LTR	L T	30 5	53 9	-	-	-	-	-	-
7	11th Street &			R	150	263	-	-	-	-	-	-
7	Borden Avenue	EB	LTR	L T	570 70	567 70	-	-	-	-	-	-
				R L	10 0	10 0	-	-	-	-	-	-
		WB	LTR	T R	330 150	334 154	-	-	-	-	-	-
		Intersection	Unsignalized							l.		
		NB	LT	L T	30 265	30 265	0.29	0.29	4.8	4.7	Α	Α
8a	Van Dam Street &	SB	TR	T R	575 10	508 9	0.51	0.45	27.6	25.2	C	C -
	QMT Expy	WB	TR	T R	860 395	867 393	0.73	0.74	26.7	26.8	C	C -
		Intersection				0			24.0	23.3	C	C
		NB	TR	T R	265 10	265 10	0.44	0.44	39.5	39.5	D -	D -
e.	Van Dam Street &	SB	L T	L T	335 240	296 212	0.63 0.64	0.56 0.57	97.9 85.5	96.8 85.6	F F	F F
8b	Borden Avenue	EB	LTR	L T	30 545	30 545	0.59	0.59	34.0	34.0	- C	- C
			2	R	15	15	-	-	-	-	-	-
		Intersection		L	35	35	-		56.7 -	55.1 -	E -	E -
		NB	TR	T R	375 15	410 17	0.84	0.91	61.7	69.6 -	E -	E -
	Jackson Ave /	SB	LT	L T	20 140	20 143	0.34	0.35	36.5	36.7	- D	- D
9	Northern Blvd &	EB	T	T	1255	926	0.60	0.44	24.5	21.7	C	С
	Queens Plaza		R	R L	270 20	199 20	0.55	0.40	26.6	23.0	C -	C -
		WB	LTR	T R	750 60	752 60	0.38	0.38	14.2	14.1	В -	В -
		Intersection	I.D.						27.9	29.0	С	C
		SB	LR	L R	1385 15	1385 15	0.70	0.70	19.3	19.3	B -	B -
11a	Thomson Avenue & Dutch Kills Street	EB	T T	T T	340 400	342 401	0.36 0.58	0.36 0.58	43.6 49.0	43.6 49.1	D D	D D
		WB	R	R	0	0	-	-	-	-	-	-
		Intersection WB	Unsignalized TR	Т	400	401	-	-	29.3	29.3	- -	C -
11b	Thomson Avenue & Dutch Kills Street	EB	Т	R T	670 1725	670 1727				-		-
		Intersection	Unsignalized LT	L	25	0				l -	-	
		NB		T	1030	1063	0.64	1.12	19.7	95.6	В	F
12	21th Street &	SB	TR	T R	625 265	629 272	0.54	0.70 0.34	17.6	23.5 15.2	B -	C B
12	Queens Plaza N	WB	LTR	L T	80 115	77 113	0.84	0.82	56.4	54.4	- E	- D
			2	R	150	144	-	-	-	-	-	-
		Intersection	l	l	l	l			24.8	59.1	С	E

			Lower	Manhattan Stu	dy Area - Existir	ng vs No-Action	Comparison - A	M Peak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volum	ie (vph)	V	/c		lay No Action		OS No Action
		NEB	L	L2	Existing 0	No-Action 0	Existing -	No-Action -	Existing -	No-Action -	Existing -	No-Action -
	Trinity Place &	NEB	LT	L L	0 15	0	-	-	-	-	-	-
1	Edgar Street	NB	T	T	200	79	0.18	0.09	13.9	10.1	В	В
		EB	L	L	35	35	0.30	0.09	43.4 18.4	20.7 13.5	D B	C B
		Intersection	TR	T	220	104	0.33	0.16	18.4	10.7	В	В
	Trinity Place &	NB		R	15	10	-		-		-	
2	Rector Street	EB	LT	L T	100 35	102 35	0.51	0.52	31.5	31.9	C	C
		Intersection							22.9	22.1	С	С
		NB	T R2	T R2	1070 400	1056 424	0.74 0.25	0.73 0.27	45.6 0.5	45.2 0.5	D A	D A
3a	HCT Entrance/Exit & West Street	SB	T	Т	1040	1044	0.65	0.65	1.4	1.4	Α	Α
	a west street	WB Intersection	L	L	1560	1692	0.90	0.97	42.7 28.4	53.0 32.7	D C	D C
		NB	T	T	1070	1056	0.61	0.61	1.3	1.2	A	A
	HCT Exit & West	SB	TR	T	1040	1044	0.75	0.76	46.0	46.1	D -	D -
3b	Street & West	EB	R	R R	0	0	-	-	-	-	-	-
	Thams Street	WB	R	R	1090	1239	0.73	0.82	33.8	38.4	C	D
		Intersection	L	L	560	0 430	0.72	0.48	27.3 19.1	29.5 26.5	C B	C C
		NB	Т	T	645	496	0.66	0.57	13.4	13.8	В	В
4	Chambers Street & Centre Street	SB	TR	T R	225 30	237 31	0.44	0.79 0.29	30.5	50.5 35.9	C	D D
	centre street	EB	R	R	385	394	0.60	0.89	31.5	51.3	C	D
		Intersection	I.T.		105	0	-		20.8	32.7	С	С
		NB	LT	L T	105 670	105 670	0.86	0.87	41.0	41.0	- D	- D
	Canal Street &	NB	R	R	190	190	0.56	0.56	34.9	34.9	С	С
5a	Hudson		R2 L	R2 L2	45 50	46 50	0.24	0.24	27.8	27.9	- -	C -
Od	Street/Holland	EB		L	435	438	0.79	0.80	42.6	42.9	D	D
	Tunnel On-Ramp	1A/D	T TR	T T	575 460	589 409	0.69 0.91	0.71 0.81	19.2 56.5	19.8 28.9	B E	B C
		WB		R	100	89	-	-	-	-	-	-
	coule: 15	Intersection EB	T	Т	620	635	0.41	0.42	39.4 5.0	33.6 5.1	D A	C A
5b	Canal Street & Holland Tunnel On-	WB	Т	T	560	498	1.17	1.08	122.4	97.8	F	F
	Ramp	Intersection	R	R	880	880	1.14	1.14	100.9 80.6	100.9 70.3	F F	F E
		NB	T	Т	2680	2680	1.00	1.00	50.1	50.2	D	D
7a	Canal Street S &		R L	R L	290 730	291 734	0.61 0.75	0.61 0.75	28.2 115.1	28.2 115.1	C	C
74	West Street	SB	T	T	2105	2144	0.74	0.76	7.9	8.2	A	A
		Intersection NB	Т	Т	2680	2680	0.60	0.60	41.9 0.9	41.9 0.9	D A	D A
	Canal Street N &	SB	T	T	2835	2878	0.56	0.57	8.2	8.3	A	A
7b	West Street	WB	LR	L R	0	0	-	-	-	-	-	-
		Intersection		, n	U	U	-		4.6	4.7	A	A
		NB	TR	T	2205	2267	0.77	0.79	24.9	25.8	С	С
				R L	90 5	93 5	-		-	-	-	-
	West Street &	SB	TR	T	1580	1644	0.56	0.58	19.3	19.8	В	В
9	Albany Street			R L	140 135	140 135	-	-	-	-	-	-
		EB	LTR	T	90	90	0.75	0.76	57.5	57.9	E	Е
		Intersection		R	60	62 0	-	-	25.1	25.6	- C	- C
		NB		L	5	5	-	-	-	-	-	-
			T	T T	2250 1805	2296 1855	0.69 0.67	0.71	19.9 19.6	20.3 20.0	B B	C C
		SB	R	R	330	330	0.85	0.86	43.4	44.0	D	D
10	West Street & Vesey Street	EB	L R	L R	105 75	105 77	0.58 0.37	0.58	58.0 48.0	58.1 48.5	E D	E D
	vesey street		LT	L	0	0	-	-	-	-	-	-
		WB	R	T R	0	0	-	-	-	-	-	-
		Intersection							23.1	23.5	С	С
		NB	TR	T T	2345 65	2328 65	0.88	0.88	38.8	38.4	D -	D -
			L	L	230	230	0.77	0.77	80.2	80.2	F	F
		SB	T R	T R	1750 50	1793 50	0.62 0.27	0.63 0.27	16.8 57.3	17.1 57.3	B E	B E
11	West Street &			L	105	105	-	-	-	-	-	-
	Chambers Street	EB	LTR	T R	30 15	30 15	0.57	0.58	55.2 -	55.5 -	E -	E -
			LT	L	65	67	-	-	-	-	-	-
		WB	R	T R	60 310	60 310	0.55 0.75	0.56 0.75	55.3 46.7	56.0 46.7	E D	E D
		Intersection							35.2	35.0	D	D
-		EB	T R	T R	825 85	839 104	0.85	0.87	32.9 19.8	34.0	C	C C
		WB	R T	R T	965	104 1149	0.24 0.88	0.29 1.05	19.8 36.0	20.7 69.5	B D	Е
14	Canal Street/Manhattan	NB	T	T	295	294	0.51	0.56	32.4	35.0	C	D A
14	Street/Manhattan Bridge & Bowery		R L	L L	340 325	337 331	0.38 0.55	0.36 0.57	1.0 13.2	0.9 16.0	A B	A B
		SB	TR	Т	155	156	0.65	0.68	11.1	12.7	В	В
		Intersection	<u> </u>	R	85	85	-	-	25.7	37.7	C	- D
		NB	Т	Т	295	294	0.27	0.51	1.3	6.7	Α	Α
15	Manhattan Bridge & Bowery	SB WB	T R	T R	565 350	572 555	0.37 0.47	0.37 0.94	18.6 10.7	18.6 54.0	B B	B D
	,	Intersection							12.0	30.0	В	С
		WB	TR	T R	775 25	776 25	0.37	0.37	17.1	17.1	В	В -
18	6th Avenue &	NB	LT	L L	95	86	-	-	-	-	-	-
	Watts Street			T	1105	997	0.52	0.47	10.2	12.5	В	В
		Intersection NEB	R	R	620	629	1.03	1.05	13.0 78.6	14.4 82.6	B E	B F
									-	-		-
				L	210	168	-	-				
	Canal Street & 6th	NB	LTR	T	865 5	694	0.65	0.52	26.4	24.2	C	C -
19	Avenue/Laight	NB EB	T	T R T	865 5 640	694 4 657	0.81	0.52 - 0.83	26.4 - 39.4	24.2 - 40.8		
19				T R	865 5	694 4	-	0.52	26.4	24.2	C -	C -

			Lower	Manhattan Stud	y Area - Existing	vs No-Action Co	mparison - Mid	day Peak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement		e (vph)		/C		elay		OS
		NEB	L	L2	Existing 5	No-Action 0	Existing -	No-Action -	Existing -	No-Action -	Existing -	No-Action -
		NER		L	100	0	0.34	-	30.3	-	С	-
1	Trinity Place & Edgar Street	NB	LT T	L T	20 180	11 99	0.13	0.09	13.3	10.0	В	В В
		EB	L	L	35	254	0.29	0.61	43.0	30.4	D	С
		Intersection	TR	Т	265	297	0.38	0.42	22.0 16.4	24.7 36.9	C B	C D
	Trinity Place &	NB		R	50	56	-	-	-	-	-	-
2	Rector Street	EB	LT	L T	115 45	110 45	0.43	0.42	24.7	24.3	- C	- C
		Intersection		'	43	43	0.45	0.42	19.2	33.1	В	С
		NB	T	T	1045	1033	0.59	0.58	25.1	25.0	C	C
3a	HCT Entrance/Exit &	SB	R2 T	R2 T	735 1415	781 1409	0.39	0.41 0.65	0.7 1.1	0.8 1.1	A A	A A
	West Street	WB	L	L	735	832	0.55	0.63	33.9	35.5	С	D
		Intersection NB	T	T	1045	1033	0.49	0.49	13.6 0.7	14.2 0.7	B A	B A
	HCT Exit & West	SB	TR	T	1415	1409	0.76	0.76	29.5	29.4	C	С
3b	Street & West	EB	R	R R	0	0	-	-	-	-	-	-
	Thams Street	WB	R	R	725	823	0.65	0.73	36.5	39.2	D	D
		Intersection			425	244	0.57	0.42	21.3	22.4	С	С
		NB	L T	L T	425 535	344 433	0.57 0.52	0.43	13.9 11.3	25.7 12.1	B B	C B
4	Chambers Street &	SB	TR	T	235	226	0.43	0.77	30.2	48.6	С	D
	Centre Street	EB	R	R R	15 410	15 391	0.64	0.21 0.89	32.5	35.3 50.4	- C	D D
		Intersection						0.00	20.4	32.9	C	C
			LT	L T	75 515	75 515	0.96	0.96	58.4	58.7	- E	- E
		NB	R	R	330	325	0.58	0.57	31.4	31.2	С	C
	Canal Street &		R2 L	R2 L2	60 30	58 31	0.32	0.31	30.1	29.8	C -	C -
5a	Hudson Street/Holland	EB		L	325	328	0.64	0.65	36.3	36.5	D	D
	Tunnel On-Ramp		T	T	350	357	0.43	0.44	13.1	13.3	В	В
		WB	TR	T R	305 50	257 42	0.89	0.75 0.19	27.6 12.9	19.1 11.1	C B	B B
		Intersection	_						36.4	35.6	D	D
	Canal Street &	EB	T T	T T	410 355	415 299	1.03	0.28 0.87	6.2 94.3	5.6 55.9	A F	A E
5b	Holland Tunnel On- Ramp	WB	R	R	605	605	0.58	0.58	15.2	15.2	В	В
		Intersection	Ŧ	T	2105	2136	0.93	0.94	33.7 36.9	21.8 38.4	C D	C D
	Canal Street S &	NB	R	R	165	163	0.41	0.40	23.5	23.4	C	C
7a	West Street	SB	L T	L T	440 1860	428 1911	0.45	0.44	57.1 6.1	53.1 6.5	E A	D A
		Intersection	'	'	1800	1911	0.09	0.71	26.2	26.3	C	C
		NB SB	T	T T	2105 2300	2136 2339	0.52 0.48	0.53 0.49	0.4 8.5	0.4 8.6	A A	A A
7b	Canal Street N & West Street	WB	LR	Ĺ	0	0		- 0.49			- A	- A
	west street		LN	R	0	0	-	-	-	- 47	-	-
		Intersection	TR	Т	1445	1533	0.59	0.62	4.6 20.1	4.7 20.8	A C	A C
		NB		R	80	85	-	-	-	-	-	-
		SB	TR	L T	5 2110	5 2174	0.74	0.76	23.4	24.1	- C	- C
9	West Street & Albany Street			R	90	90	-	-	-	-	-	-
	,	EB	LTR	L T	105 95	105 95	0.59	0.60	36.3	36.6	- D	- D
				R	60	62	-	-	-	-	-	-
		Intersection		1	10	10		-	23.1	23.7	C	C
		NB	Ŧ	T	1850	1924	0.71	0.74	22.9	23.8	С	С
		SB	T R	T R	2115 170	2165 170	0.86	0.88	28.4 20.4	29.6 20.5	C C	C
10	West Street &	EB	L	L	145	144	0.56	0.56	39.9	39.9	D	D
10	Vesey Street		R LT	R L	145 0	149 0	0.44	0.45	34.2	34.6	C	С
		WB		T	0	0		-		-	-	
		Intersection	R	R	0	0		-	26.4	27.3	- C	- C
		NB	TR	Т	1960	1996	0.86	0.88	36.0	36.9	D	D
		5	L	R L	45 180	46 179	0.48	0.47	53.0	- 52.9	- D	- D
		SB	T	T	2025	2063	0.73	0.74	18.4	18.7	В	В
	West Street &		R	R L	85 45	85 45	0.36	0.36	45.4	45.4	D -	D
11	Chambers Street	EB	LTR	T	0	0	0.18	0.18	33.5	33.5	C	C
			LT	R L	10 70	10 72	-	-	-	-	-	-
		WB		T T	70 65	65	0.51	0.52	42.0	42.5	D	- D
		Inhan	R	R	285	284	0.61	0.60	28.3	28.2	С	С
		Intersection	Т	Т	650	631	0.67	0.65	29.2 26.0	29.7 25.5	C C	C C
		EB	R	R	120	125	0.35	0.35	22.0	21.6	C	С
	Canal	WB	T T	T T	645 275	697 269	0.65 0.47	0.71 0.46	25.5 31.7	27.0 31.5	C C	C C
14	Street/Manhattan	NB	R	L	455	431	0.48	0.44	1.6	1.3	Α	Α
	Bridge & Bowery	SB	L TR	L T	410 150	396 150	0.74	0.69 0.76	26.8 17.7	22.5 17.0	C B	C B
				R	75	75	-	-	-	-	-	-
		Intersection NB	T	T	275	269	0.25	0.25	21.0 0.7	20.9 0.7	C A	C A
15	Manhattan Bridge &	SB	T	T	635	621	0.41	0.40	19.1	19.0	В	В
13	Bowery	WB Intersection	R	R	225	272	0.30	0.21	8.6 12.4	7.4 11.9	A B	A B
		WB	TR	Т	785	785	0.37	0.37	17.2	17.2	В	В
10	6th Avenue & Watts		I.T.	R	25 100	25	-	-	-	-	-	-
18	Street	NB	LT	L T	100 960	92 882	0.43	0.39	6.9	8.0	Α	- A
		Intersection							11.5	12.3	В	В
		NEB	R	R L	395 190	389 165	0.71	0.70	40.6	40.2	D -	- D
	Canal Street & 6th	NB	LTR	T	845	733	0.59	0.51	25.1	24.0	С	С
19	Avenue/Laight	EB	Ŧ	R T	5 400	4 417	0.56	0.58	31.0	31.5	- C	- C
	Street	WB	TR	Т	685	703	0.67	0.69	22.2	22.7	Č	C
		Intersection	}	R	140	144	-	-	27.4	27.3	- C	- C
									24	27.3		

			Lowe	r Manhattan Stu	ıdy Area - Existii	ng vs No-Action	Comparison - PN	M Peak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volum	e (vph)	V,	/c		elay		OS
			L	L2	Existing 0	No-Action 0	Existing 0	No-Action	Existing 0	No-Action -	Existing 0	No-Action
		NEB		L	80	0	0.29	-	30.0	-	C	-
1	Trinity Place & Edgar Street	NB	LT T	L T	15 125	1 9	0.12	0.01	13.3	9.5	- В	- A
		EB	Ĺ	Ĺ	55	134	0.40	0.28	46.1	23.2	D	C
		Intersection	TR	T	0 225	125	0.38	0.21	24.2 18.0	22.2 34.1	C B	C
	Trinita Dinas 9	NB	IK.	R	35	18	-	- 0.21	-	-	-	-
2	Trinity Place & Rector Street	EB	LT	L	80	81	-	-	-	-	-	-
		Intersection		Т	40 0	40	0.35	0.35	23.1 19.6	23.2 29.1	C B	C
		NB	Т	Т	575	566	0.33	0.32	23.5	23.4	С	С
3a	HCT Entrance/Exit &	SB	R2 T	R2 T	1230 1295	1297 1297	0.62	0.65 0.61	1.3	1.5 1.0	A A	A A
50	West Street	WB	L	L	350	351	0.29	0.29	35.8	35.8	D	D
		Intersection NB	Т	Т	0 575	566	0.28	0.28	8.5 0.5	8.4 0.5	A A	A A
		SB	TR	T	1295	1297	0.69	0.69	31.2	31.2	C	C
3b	HCT Exit & West Street & West		_	R	0	0	-	-	-	-	-	-
	Thams Street	EB WB	R R	R R	0 510	0 510	0.48	0.48	39.5	39.5	- D	- D
		Intersection							25.3	25.4	С	С
		NB	L T	L T	560 670	445 533	0.76 0.73	0.51 0.66	23.9 14.9	27.1 16.0	C B	C B
4	Chambers Street &	SB	TR	T	365	370	0.62	1.24	34.0	160.8	С	F
*	Centre Street			R	15	15	-	0.17	-	33.1	-	С
		EB Intersection	R	R	510	510	0.81	1.18	39.9 26.0	131.1 80.0	D C	F E
			LT	L	45	45	-	-	-	-	-	-
		NB	D	T	585 180	585	0.88	0.88	44.6	44.6 26.5	D	D
	Canal Street &		R R2	R R2	180 10	189 10	0.29	0.31	26.3 24.0	26.5 24.0	C C	C C
5a	Hudson	ED.	L	L2	5	5	-	-	-	-	-	-
	Street/Holland Tunnel On-Ramp	EB	Т	L T	215 460	225 462	0.39 0.54	0.41 0.54	31.1 15.0	31.3 15.0	C B	C B
		WB	TR	Т	75	10	0.23	0.03	5.6	3.8	Α	Α
		Intersection		R	15	2	0.07	0.01	4.1 29.6	4.0 31.1	A C	A C
	Canal Stroot o	EB	T	T	470	472	0.30	0.30	3.2	3.2	A	A
5b	Canal Street & Holland Tunnel On-	WB	T	T	90	12	0.27	0.04	27.6	24.2	C F	C
	Ramp	Intersection	R	R	1405	1405	1.23	1.23	131.8 96.7	131.8 99.7	F F	F
		NB	T	T	2790	2698	1.02	0.98	54.0	45.7	D	D
7a	Canal Street S &		R L	R L	5 555	5 559	0.01	0.01 0.62	14.8 114.2	14.8 114.2	B F	B F
74	West Street	SB	T	T	1850	1884	0.64	0.65	5.3	5.4	A	A
		Intersection							43.6	39.0	D	D
		NB SB	T T	T T	2790 2405	2698 2443	0.64	0.62 0.48	1.0 9.0	0.9 9.1	A A	A A
7b	Canal Street N & West Street	WB	LR	L	0	0	-	-	-	-	-	-
		Intersection		R	0	0	-	-	4.7	4.8	- A	- A
		NB	TR	T	1310	1284	0.49	0.48	20.6	20.5	C	C
		IND		R	50	49	-	-	-	-	-	-
		SB	TR	L T	0 2265	0 2324	0.68	0.70	24.7	25.1	C	C
9	West Street & Albany Street			R	80	80		-	-	-	-	-
	,	EB	LTR	L T	140 90	140 90	0.71	0.71	50.3	50.7	- D	- D
			=	R	80	82	-	-	-	-	-	-
		Intersection			0	0		_	25.4	25.7	С	С
		NB	T	T	1560	1536	0.45	0.45	15.1	15.0	В	В
		SB	T	T	2420	2465	0.82	0.83	24.4	25.1	С	С
	West Street &	- FR	R L	R L	140 100	140 100	0.32	0.33	15.4 58.1	15.5 58.3	B E	B E
10	Vesey Street	EB	R	R	120	122	0.59	0.60	58.1	58.7	E	Е
		WB	LT	L T	10 0	10 0	0.05	0.05	39.7	39.7	- D	- D
			R	R	0	0	0	-	-	-	-	-
		Intersection		T	1975	1879	0.78	0.75	22.6 36.8	23.1 35.4	C D	C D
		NB	TR	T	40	38	-	-	-	-	-	-
		SB	L T	L T	195 1910	195 1945	0.82 0.71	0.82 0.72	89.8 23.2	89.8 23.6	F C	F C
		30	R	R	95	95	0.47	0.72	67.4	67.4	E	E
11	West Street &	EB	ITD	L	50	50	- 0.27	0.27	39.8	39.9	- D	- D
	Chambers Street	LB	LTR	T R	20 5	20 5	0.27	- 0.27	39.8	39.9	D -	D -
		1470	LT	L	125	127	- 0.72	-	-	-	-	-
		WB	R	T R	90 395	90 396	0.72 0.72	0.74 0.72	57.9 40.7	58.8 40.9	E D	E D
		Intersection							35.9	35.5	D	D
		EB	T R	T R	1040 75	1051 85	0.98 0.28	0.99	50.0 21.2	52.4 21.3	D C	D C
		WB	T T	T T	440	542	0.42	0.52	20.7	22.2	С	C
4.4	Canal	NB	T	T	185	177	0.32	0.30	29.4	29.2	С	C
14	Street/Manhattan Bridge & Bowery		R L	L L	625 670	619 677	0.58 1.04	0.56 1.02	2.2 62.8	1.9 55.1	A E	A E
		SB	TR	T	105	105	0.26	0.26	4.3	4.3	A	A
		Intersection		R	20	20	0.06	0.06	2.8 35.3	2.8 34.4	A D	A C
		NB	Ŧ	T	185	177	0.17	0.16	1.5	1.6	Α	A
15	Manhattan Bridge &	SB	T	T	795	802	0.40	0.40	18.8	18.8	В	В
	Bowery	WB Intersection	R	R	315	416	0.42	0.32	10.1 14.1	8.3 13.4	B B	A B
		WB	TR	Т	215	219	0.10	0.11	14.7	14.7	В	В
18	6th Avenue & Watts		LT	R L	0 200	0 173		-	-	-	-	-
10	Street	NB	LI	T T	710	605	0.40	0.34	39.2	35.7	- D	- D
		Intersection	_						34.3	30.8	С	С
		NEB	R	R L	445 55	447 44	0.79	0.79	44.0	44.3	D -	D -
		NB	LTR	T	870	698	0.53	0.43	24.3	22.9	С	C
	Canal Street & 6th	IND										
19	Canal Street & 6th Avenue/Laight			R T	5 395	4 396	0 0 53	0.53	30.2	20.2	-	- C
19		EB	T TR	T T	395 1300	396 1333	0.53 0.94	0.53 0.96	30.2 35.3	30.2 38.9	- C D	C D
19	Avenue/Laight		Ŧ	T	395	396	0.53	0.53	30.2		С	С

Intersection #	Intersection Name	Approach	Lane Group		ersey Study Area - Existing vs No-Action - AM F Volume (vph)			V/C		Delay (seconds)		LOS	
				Movement	Existing	No-Action	Increment	Existing	No-Action	Existing	No-Action	Existing	No-Action
1	14th Street / Holland Tunnel (E- W) & Marin Boulevard (N-S)	WB	TR	Т	1970	1988	18	1.03	1.03	58.5	61.3	E	E
				R	205	207	2	-	-	-	-	-	-
		WB2	TR	Т	195	197	2	0.83	0.84	80.2	80.9	F	F
				R	5	5	0	-	-	-	-	-	-
		NB	L	L	270	273	3	0.95	0.97	69.9	76.7	Е	Е
			T	T	170	172	2	0.29	0.29	25.7	25.8	С	С
		SB	TR	T	185	187	2	0.98	0.99	87.2	89.9	F	F
				R	150	152	2	-	-	-	-	-	-
		Intersection								62.4	65.2	E	E
4	14th Street (E-W) & Jersey Avenue (N-S)	WB	L	L	60	61	1	0.10	0.11	16.9	16.9	В	В
			TR	T	2795	2821	26	0.78	0.78	27.4	27.6	С	С
				R	40	40	0	-	-	-	-	-	-
		NB	L	L	85	86	1	0.25	0.25	26.6	26.7	С	С
			T	T	720	727	7	0.56	0.57	32.6	32.7	С	С
		SB	TR	Т	135	136	1	0.32	0.33	37.9	37.9	D	D
				R	810	818	8	1.03	1.04	83.6	86.2	F	F
		Intersection								38.4	39.0	D	D
5	12th Street (E-W) & Jersey Avenue (N-S)	SE	L	L	430	434	4	0.27	0.28	4.9	5.0	Α	А
			TR	Т	655	662	7	1.04	1.05	103.8	107.3	F	F
				R	365	369	4	-	-	-	-	-	-
		EB	LTR	L	375	379	4		-	-	-	-	-
				Т	1045	1064	19	1.04	1.06	77.6	83.2	Е	F
				R	660	667	7	-	-	-	-	-	-
		SB	L	L	125	126	1	0.72	0.73	109.0	109.1	F	F
			Т	Т	70	71	1	0.72	0.72	107.9	107.4	F	F
		Intersection								78.3	82.4	E	F
8	12th Street/Holland Tunnel (E-W) & Marin Boulevard (N- S)	EB	L	L	70	71	1	0.11	0.12	17.1	17.1	В	В
			TR	Т	1920	1948	28	1.03	1.04	57.6	62.3	E	Е
				R	55	56	1	-	-	-	-	-	-
		NB	T	T	370	374	4	0.57	0.58	26.7	26.9	С	С
			R	R	445	449	4	1.03	1.04	78.4	81.3	E	F
		SB	T	Т	185	187	2	0.29	0.29	21.3	21.4	С	С
		Intersection								53.0	56.5	D	E

		<u> </u>		New Jei	rsey Study Area	- Existing vs No	Action - Midday						
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)		V	/C	Delay (seconds)	L	os
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	Existing	No-Action	Increment	Existing	No-Action	Existing	No-Action	Existing	No-Action
		WB	TR	Т	1780	1779	-1	0.95	0.95	38.8	39.5	D	D
		WB		R	175	177	2	-	-	-	-		-
	14th Street /	WB2	TR	Т	235	237	2	0.94	0.95	95.8	97.1	F	F
	Holland Tunnel (E-	WDZ		R	5	5	0		-	·	-		-
1	W) & Marin	NB	L	L	300	303	3	0.91	0.92	62.1	64.1	E	Е
	Boulevard (N-S)	ND	T	T	280	283	3	0.46	0.46	31.9	31.9	С	С
	bodievara (iv-5)	SB	TR	T	150	152	2	0.81	0.82	67.9	68.2	Е	E
		36		R	115	116	1	-	-	-	-	-	-
		Intersection								47.9	48.7	D	D
			L	L	60	61	1	0.10	0.10	16.9	16.9	В	В
		WB	TR	T	2340	2344	4	0.77	0.77	27.6	27.7	С	С
				R	70	71	1	-	-	-	-	-	-
4	14th Street (E-W) &	NB	L	L	110	111	1	0.38	0.39	29.2	29.4	С	С
4	Jersey Avenue (N-S)	IND	T	T	495	500	5	0.38	0.39	28.4	28.4	С	С
		SB	TR	T	115	116	1	0.56	0.57	43.2	43.3	D	D
		36	I K	R	530	535	5	0.79	0.80	59.8	60.5	E	E
		Intersection								31.5	31.6	С	С
			L	L	295	298	3	0.23	0.23	5.5	5.5	Α	Α
		SE	TR	T	680	687	7	0.95	0.96	66.0	68.8	E	E
				R	200	202	2	-	-	-	-	-	-
	4.24h Chur -4 (F. MA) 0			L	310	313	3	-	-	-	-	-	-
5	12th Street (E-W) & Jersey Avenue (N-S)	EB	LTR	T	895	894	-1	0.83	0.83	49.2	49.1	D	D
	Jersey Avenue (N-5)			R	115	116	1	-	-	-	-	-	-
		SB	L	L	85	86	1	0.57	0.57	81.2	81.4	F	F
		36	T	T	90	91	1	0.67	0.67	85.9	86.5	F	F
		Intersection								52.7	53.7	D	D
			L	L	155	157	2	0.21	0.21	15.4	15.5	В	В
	12th Street/Holland	EB	TR	T	1565	1571	6	0.81	0.81	24.9	25.2	С	С
	Tunnel (E-W) &			R	90	91	1	-	-	-	-		-
8	Marin Boulevard (N-	NB	T	T	425	429	4	0.81	0.82	41.9	42.0	D	D
	,	IND	R	R	175	177	2	0.38	0.38	22.3	22.3	С	С
	S)	SB	T	T	150	152	2	0.27	0.27	24.7	24.6	С	С
		Intersection								27.0	27.2	С	С

	1 1		1	New .	lersey Study Ar	ea - Existing vs N	lo-Action - PM P		10				
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)			/c	, ,	seconds)		os
					Existing	No-Action	Increment	Existing	No-Action	Existing	No-Action	Existing	No-Action
		WB	TR	Т	1360	1407	47	1.02	1.06	61.9	73.5	E	E
				R	95	96	1	-	-	-	-	-	-
	14th Street /	WB2	TR	T	280	283	3	1.01	1.02	109.1	110.9	F	F
	Holland Tunnel (E-			R	10	10	0	-	-	-	-	-	-
1	W) & Marin	NB	L	L	425	429	4	1.04	1.05	83.7	86.1	F	F
	Boulevard (N-S)	5	T	T	395	399	4	0.53	0.53	32.1	32.2	С	С
	Bodicvara (iv 5)	SB	TR	T	110	111	1	0.96	0.97	84.9	85.6	F	F
		35		R	225	227	2	-	-	-	-	-	-
		Intersection								68.8	75.2	E	E
			L	L	35	35	0	0.05	0.05	16.3	16.3	В	В
		WB	TR	T	3560	3629	69	1.04	1.06	58.3	65.2	E	Е
				R	30	30	0	-	-	-	-	-	-
4	14th Street (E-W) &	NB	L	L	165	167	2	0.41	0.42	30.5	30.6	С	С
4	Jersey Avenue (N-S)	IND	T	T	810	818	8	0.59	0.60	33.4	33.6	С	С
		SB	TR	T	70	71	1	0.16	0.16	34.9	34.9	С	С
		36	I I N	R	905	914	9	1.04	1.05	85.4	88.1	F	F
		Intersection								57.5	62.4	E	E
			L	L	355	359	4	0.23	0.23	4.0	4.0	Α	Α
		SE	TR	T	670	677	7	1.04	1.06	104.4	107.6	F	F
				R	175	177	2	-	-	-	-	-	-
	4.24h Chin at /F M/\ 0			L	620	626	6	-	-	-	-	-	-
5	12th Street (E-W) & Jersey Avenue (N-S)	EB	LTR	T	1605	1617	12	1.04	1.05	74.6	78.0	Е	E
	Jersey Avenue (N-5)			R	185	187	2	-	-	-	-	-	-
		SB	L	L	40	40	0	0.38	0.38	92.5	91.9	F	F
		36	T	T	65	66	1	0.65	0.65	106.9	106.6	F	F
		Intersection								76.4	79.4	E	E
			L	L	245	247	2	0.34	0.34	19.3	19.4	В	В
	4.241- Chur - 4/11-11-11-1	EB	TR	T	2165	2183	18	0.56	0.57	20.4	20.6	С	С
	12th Street/Holland			R	110	111	1	-	-	-	-	-	-
8	Tunnel (E-W) &	NB	T	T	575	581	6	0.90	0.91	46.2	46.8	D	D
	Marin Boulevard (N-	IND	R	R	340	343	3	0.62	0.62	27.3	27.3	С	С
	S)	SB	T	T	110	111	1	0.19	0.19	20.7	20.6	С	С
	į į	Intersection	i i		Ì	Ì			İ	25.3	25.5	С	С

	1		Queensiv	ilatown ranner (•	ume	-	ı - AM Peak Houi		elay	1	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			LT	L	20	20	0.09	0.09	4.1	4.1	A	A
		NB	т	Т	835	826	0.61	0.60	6.1	6.8	A	Α
1	E 37th Street & 3rd		Т	Т	725	728	0.50	0.58	16.8	18.6	В	В
	Avenue	WB	R	R	260	263	1.05	0.75	117.7	47.9	F	D
		Intersection							21.6	17.4	С	В
			L	L	415	438	0.45	0.65	19.3	33.2	В	С
		SB	Т	Т	1020	1006	0.55	0.52	20.7	12.1	С	В
	E 36th Street & 2nd		TR	Т	390	431	0.99	0.48	76.9	27.5	E	С
2	Avenue	EB		R	45	47	-	-	-	-	-	-
		WB	L	L	515	515	1.05	1.67	87.6	340.7	F	F
		Intersection							46.2	93.6	D	F
			LT	L	95	94	-	-	-	-	-	-
		NB		Т	1000	1005	0.54	0.54	19.4	19.4	В	В
			R	R	105	104	1.04	1.02	121.2	116.9	F	F
3	E 34th Street & 3rd	EB	T	Т	415	416	1.01	1.01	72.9	73.5	E	Е
	Avenue	NA/D	T	Т	400	402	1.03	1.04	82.7	84.1	F	F
		WB	R	R	50	50	0.18	0.18	21.3	21.3	С	С
		Intersection							47.5	47.5	D	D
			LT	L	110	109	-	-	-	-	-	-
	5 05 1 5 1 0 0 1	NB		Т	940	946	0.57	0.48	3.7	2.5	Α	А
4	E 35th Street & 3rd	MD	T	T	575	574	0.61	0.61	26.4	26.4	С	С
	Avenue	WB	R	R	55	55	0.16	0.16	20.7	20.7	С	С
		Intersection							11.8	11.0	В	В
			L	L	370	370	0.48	0.66	12.3	34.1	В	С
		SB	TR	T	1465	1453	0.78	0.83	21.4	24.7	С	С
	F 24th Cturet 8 2nd			R	120	120	-	1.18	-	162.2	-	F
5	E 34th Street & 2nd	EB	TR	Т	560	572	0.69	0.76	31.3	34.8	С	С
	Ave	ED		R	115	116	-	0.63	-	42.3	1	D
		WB	T	T	205	195	0.56	0.51	32.1	30.5	С	С
		Intersection							23.2	35.3	С	D
		SB	TR	Т	1405	1393	0.82	0.56	25.5	16.1	С	В
		30		R	175	175	-	0.55	-	19.5	-	В
6	E 35th Street & 2nd	EB	R	R	470	473	0.64	0.64	26.7	26.8	С	С
б	Ave	WB	Т	Т	90	87	0.22	0.14	19.9	18.3	В	В
		WD	L	L	80	77	0.10	0.14	17.9	18.9	В	В
		Intersection							25.2	19.0	С	В

	ı		1					Midday Peak Ho		da		oc
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume				elay		os
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Actio
		NB	LT	L	45	44	0.17	0.16	8.8	6.5	A	Α
	E 37th Street & 3rd		Т	T	650	635	0.50	0.49	8.1	5.9	Α	A
1	Avenue	WB	Т	T	575	577	0.83	0.95	30.6	49.3	С	D
	-		R	R	260	265	1.01	0.73	103.5	44.8	F	D
		Intersection							29.5	29.2	С	С
		SB	L	L	235	242	0.23	0.43	12.3	28.6	В	С
	E 36th Street & 2nd	36	Т	T	1045	1035	0.57	0.50	16.7	11.7	В	В
2	Avenue	EB	TR	T	1230	1278	0.83	1.34	31.1	189.4	С	F
	Avenue	LD		R	85	85	-	-	-	-	-	-
		Intersection							23.7	106.1	С	F
			LT	L	25	24	-	-	-	-	-	-
		NB		Т	1070	1075	0.48	0.48	19.0	18.5	В	В
	5044 54 400 4		R	R	175	173	0.79	0.78	48.2	47.2	D	D
3	E 34th Street & 3rd	EB	Т	T	450	445	0.98	0.96	64.6	62.0	Е	Е
	Avenue	14/0	Т	Т	450	450	0.98	0.98	65.0	65.0	Е	Е
		WB	R	R	80	80	0.30	0.30	23.4	23.4	С	С
		Intersection							39.8	38.9	D	D
			LT	L	85	83	-	-	-	-	-	-
		NB		Т	1065	1072	1.02	0.82	66.8	14.3	Е	В
4	E 35th Street & 3rd		Т	Т	520	519	0.57	0.57	25.4	25.4	С	С
	Avenue	WB	R	R	60	60	0.19	0.19	21.4	21.4	С	С
		Intersection							52.2	18.0	D	В
			L	L	230	229	0.35	0.37	12.2	29.5	В	C.
		SB	TR	Т	1335	1325	0.62	0.73	16.9	21.9	В	C
				R	45	45	-	0.34	-	18.9	-	В
5	E 34th Street & 2nd		TR	Т	585	591	0.70	0.75	31.2	34.3	С	С
	Ave	EB		R	130	130	-	0.59	-	37.9	-	D
		WB	Т	Т	260	253	0.67	0.63	35.8	33.8	D	С
		Intersection							22.4	27.4	С	C
			TR	Т	1050	1040	0.98	0.58	38.1	12.1	D	В
		SB		R	80	80	-	-	-	-	-	-
	E 35th Street & 2nd	EB	R	R	475	476	0.62	0.62	26.1	26.1	С	С
6	Ave		T	T	90	88	0.21	0.15	19.8	18.4	В	В
		WB	i.	L	85	83	0.11	0.15	18.0	19.0	В	В
		Intersection	-		- 55		0.11	0.10	32.8	16.6	C	В

	T		Queens M	lidtown Tunnel	•		-	1 - PM Peak Hou				
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		elay		.os
			· · · · · ·		Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	LT	L -	25	25	-		-	-		-
	E 37th Street & 3rd		Т	T	890	873	0.53	0.52	3.4	2.9	Α	A
1	Avenue	WB	T	T	625	618	0.42	0.51	15.7	17.2	В	В
			R	R	270	274	1.05	0.69	111.8	42.1	F	D
		Intersection							20.6	14.0	C	В
		SB	L	L	325	364	0.32	0.55	13.3	30.2	В	С
_	E 36th Street & 2nd		Т	Т	1590	1567	0.61	0.67	16.4	14.4	В	В
2	Avenue	EB	TR	T	910	1044	0.57	0.79	24.4	33.4	С	С
				R	60	61	-	-	-	-	-	-
		Intersection							18.7	23.4	В	С
			LT	L	70	69	-	-	-	-	-	-
		NB		T	1410	1418	0.65	0.65	21.9	21.2	С	С
	E 34th Street & 3rd		R	R	125	124	0.69	0.68	38.9	38.6	D	D
3	Avenue	EB	T	T	385	386	0.81	0.81	40.2	40.3	D	D
A	Avenue	WB	T	T	435	431	1.05	1.04	83.6	80.6	F	F
			R	R	80	79	0.30	0.30	23.5	23.4	С	С
		Intersection							37.0	35.9	D	D
		NB	LT	L	175	173	-	-	-	-	-	-
	E 35th Street & 3rd	ND		Т	1315	1324	0.95	0.81	20.7	9.0	С	Α
4	Avenue	WB	T	T	435	429	0.49	0.48	24.0	23.9	С	С
	Avenue	WB	R	R	35	35	0.13	0.13	20.4	20.4	С	С
		Intersection							21.5	12.6	С	В
			L	L	260	259	0.27	0.42	7.3	24.3	Α	С
		SB	TR	Т	1680	1657	0.73	0.84	14.8	28.5	В	С
	E 34th Street & 2nd			R	55	55	-	1.28	-	231.7	-	F
5		EB	TR	T	415	428	0.57	0.58	28.5	29.4	С	С
	Ave	ED		R	110	111	-	0.60	-	39.0	-	D
		WB	T	T	215	202	0.55	0.50	31.6	30.0	С	С
		Intersection							18.2	33.5	В	С
		SB	TR	Т	1555	1533	0.82	0.61	13.7	10.8	В	В
		28		R	95	95	-	0.29	-	10.2	-	В
-	E 35th Street & 2nd	EB	R	R	435	437	0.56	0.56	24.7	24.8	С	С
6	Ave	MD	T	T	5	1	0.01	-	17.0	17.0	В	В
		WB	L	L	5	1	0.01	-	17.0	17.0	В	В
		Intersection							16.0	13.8	В	В

					Vol	ume	V	//C	D	elay	L	os
ntersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Actio
			LT	L	25	25	0.08	0.08	3.6	3.7	A	А
		NB	Т	Т	1075	1063	0.56	0.55	4.4	4.9	Α	Α
1	E 37th Street & 3rd		Т	Т	370	372	0.34	0.29	14.8	14.4	В	В
	Avenue	WB	R	R	335	339	1.00	0.98	101.9	78.4	F	Е
		Intersection							17.4	21.8	В	С
		CD.	L	L	410	421	0.32	0.53	13.1	29.6	В	С
	5.05:1.5:0.0.1	SB	Т	Т	1540	1530	0.60	0.67	16.3	14.3	В	В
2	E 36th Street & 2nd	FD.	TR	Т	560	580	0.35	0.56	21.4	28.7	С	С
	Avenue	EB		R	50	50	-	-	-	-	-	-
		Intersection							17.0	20.3	В	С
			LT	L	40	39	-	-	-	-	-	-
		NB		Т	1260	1257	0.52	0.52	19.0	18.9	В	В
			R	R	195	193	0.58	0.57	26.1	25.8	С	С
3	E 34th Street & 3rd	EB	Т	Т	500	500	0.52	0.52	24.5	24.5	С	С
	Avenue	14/0	Т	Т	320	321	0.36	0.36	22.1	22.1	С	С
		WB	R	R	100	100	0.32	0.33	23.5	23.6	С	С
		Intersection							21.3	21.3	С	С
		ND	LT	L	55	54	-	-	-	-	-	-
	5.05.1.6	NB		Т	1305	1303	0.62	0.52	5.9	4.3	Α	Α
4	E 35th Street & 3rd	14/0	T	T	460	461	0.51	0.51	24.3	24.3	С	С
	Avenue	WB	R	R	60	60	0.17	0.17	20.7	20.7	С	С
		Intersection							11.2	10.1	В	В
			L	L	350	350	0.31	0.57	7.7	26.7	Α	С
		SB	TR	T	1420	1406	0.55	0.72	8.8	14.3	Α	В
	5 2 4 th Charles 0, 2 and			R	105	105	-	0.28	-	8.0	-	Α
5	E 34th Street & 2nd	EB	TR	T	620	623	0.65	0.66	29.8	29.9	С	С
	Ave	ED		R	75	75	-	-	-	-	-	-
		WB	Т	Т	225	210	0.31	0.28	24.9	24.5	С	С
		Intersection							15.4	20.6	В	С
		SB	TR	T	1495	1485	0.81	0.68	12.5	11.5	В	В
		30		R	95	95	-	-	-	-	-	-
6	E 35th Street & 2nd	EB	R	R	295	295	0.37	0.37	21.1	21.2	С	С
O	Ave	WB	Т	Т	90	86	0.18	0.13	19.3	18.2	В	В
		VVD	L	L	85	81	0.10	0.13	17.8	18.6	В	В
		Intersection							14.3	13.5	В	В

				Lincoln Tunnel	Study Area - Ex	cisting vs No-Act	ion - AM Peak	Hour				
		A				ume		/c	De	elay	L	.os
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		SB	TR	T	1065	1059	0.46	0.46	15.3	15.3	В	В
	9th Ave and 33rd	30		R	60	60	-	-	-	-	-	-
1	Street	WB	L	L	50	50	0.19	0.19	25.1	25.1	С	С
	31.000		T	Т	100	100	0.25	0.25	24.9	24.9	С	С
		Intersection							16.5	16.5	В	В
		SB	L	L	245	245	0.81	0.81	54.1	54.1	D	D
			R	R	155	155	0.87	0.87	81.2	81.2	F	F
	Dyer Ave and 34th	EB	LT	L	0	0	-	-	-	-	-	-
2	Street			Т	410	411	0.62	0.62	19.2	19.2	В	В
		WB	Т	Т	350	350	0.52	0.52	16.8	16.8	В	В
			R	R	75	75	0.11	0.11	8.6	8.6	Α	А
		Intersection							32.0	32.1	С	С
		NB	Т	Т	1825	1833	0.73	0.73	29.4	29.5	С	С
			R	R	220	222	0.55	0.56	29.3	29.4	C	C
_	12th Ave and 34th	SB	L	L	170	169	0.41	0.41	53.2	53.0	D	D
3	Street		T	T	2010	2023	0.68	0.69	2.9	2.9	A	A
		WB	L	L	140	141	0.60	0.60	61.5	61.6	E	E
			R	R	200	200	0.34	0.34	34.7	34.7	С	С
		Intersection							20.7	20.7	С	С
		60	LT	L	60	60	- 0.40	-	- 24.4	-	-	-
		SB	_	T	1065	1068	0.48	0.48	21.4	21.4	С	С
	114h A		R	R	90	90	0.28	0.28	21.3	21.4	С	С
4	11th Ave and 42nd	EB	T	T	200	199	0.48	0.48	24.6	24.6	С	С
	Street		R	R	230	230	0.56	0.56	32.1	32.2	С	С
		WB	L	L -	125	126	0.57	0.57	23.1	23.3	С	С
		lata and the s	Т	T	395	396	0.40	0.40	14.3	14.3	В	В
		Intersection	TD	-	70	70	0.24	0.24	21.2	21.2	С	С
		NB	TR	T	70	70 20	0.31	0.31	32.2	32.2	C	
			L	R	20 435	434	0.69	0.69	37.5	37.4	D D	D D
		SB	T	L T	635	633	0.69	0.69	33.5	33.5	С	С
	12th Ave and 34th	36	R	R	210	209	0.65	0.77	36.1	36.0	D	D
5	Street		IX.	L	0	0	-	-	-	-	-	-
	51.000	EB	LTR	T	140	140	0.27	0.27	25.2	25.2	С	С
				R	25	25	-	-	-	-	-	-
		WB	R	R	0	0	_	_	_	-	-	-
		Intersection			-				33.5	33.4	С	С
			LT	L	0	0	-	-	-	-	-	-
	404-4	NB		Т	1240	1241	0.51	0.51	16.2	16.2	В	В
6	10th Ave and 33rd	WD	TR	T	0	0	0.34	0.34	22.4	22.5	С	С
	Street	WB		R	160	160	-	-	-	-	-	-
		Intersection							16.9	16.9	В	В
				L	115	115	-	-	-	-	-	-
		SB	LTR	Т	905	907	0.76	0.76	24.8	24.9	С	С
			<u> </u>	R	110	110	-	-	-	-	-	-
			L	L	110	110	0.76	0.76	47.0	47.0	D	D
7	11th Ave and 34th	EB	T	Т	200	201	0.29	0.29	26.1	26.1	С	С
,	Street		R	R	80	80	0.60	0.61	45.6	46.0	D	D
			L	L	175	176	0.77	0.78	39.8	40.6	D	D
		WB	TR	Т	230	231	0.83	0.83	50.7	51.3	D	D
				R	25	25	-	-	-	-	-	-
		Intersection							32.2	32.5	С	С
		NB	LT	L	170	172	-	-	-	-	-	-
	10th Ave and 41st		_	T -	1225	1224	0.71	0.71	25.3	25.4	С	С
8	Street	WB	T	T	525	531	0.38	0.38	14.7	14.8	В	В
			R	R	485	484	0.99	0.99	72.2	71.8	E	E
		Intersection	_	_	22=2	227	0.00	0.00	32.4	32.3	С	С
		NB	T	T	2250	2254	0.98	0.98	72.7	73.0	E	E
			R	R	155	155	0.40	0.40	46.2	46.1	D	D
		SB	L T	L T	275 2215	274 2220	0.50 0.88	0.50 0.88	56.0 30.4	55.9 30.5	E C	E
	12th Ave and 42nd		 '	L	5	5	- 0.88	0.88	30.4	30.5	-	
9	12th Ave and 42nd Street	EB	LTR	T	0	0	0.03	0.03	47.0	47.0	- D	- D
	Jucet	LD	LIN	R	0	0	-	-	-	-	-	-
			L	L	125	126	0.37	0.37	53.1	53.2	D	D
	1	WB						0.50	29.1	29.1	С	C
			R	I R	3hU							
		Intersection	R	R	360	360	0.50	0.50	50.1	50.2	D	D

				Lincoln Tunnel S	tudy Area - Exis	ting vs No-Actio	n - Midday Pea	ak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	•	ume	•	//C	De	elay	L	os
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		SB	TR	Т	980	977	0.43	0.42	14.9	14.9	В	В
1	9th Ave and 33rd			R	65	64	- 0.20	-	- 26.5	- 26.5	-	-
1	Street	WB	L T	L T	70 110	70 108	0.28 0.27	0.28 0.27	26.5 25.2	26.5 25.1	C C	C
		Intersection	'	ı	110	106	0.27	0.27	16.6	16.5	В	В
			L	L	160	159	0.44	0.44	37.2	37.2	D	D
		SB	R	R	95	95	0.54	0.54	47.3	47.3	D	D
			LT	L	5	5	-	-	-	-	-	-
2	Dyer Ave and 34th	EB		Т	370	370	0.52	0.52	16.5	16.5	В	В
	Street	WB	Т	Т	405	405	0.59	0.59	18.2	18.2	В	В
		WB	R	R	170	170	0.25	0.25	9.9	9.9	Α	Α
		Intersection							21.1	21.1	С	С
		NB	T	Т	1385	1396	0.61	0.61	23.5	23.6	С	С
		IND	R	R	215	217	0.58	0.58	28.4	28.6	С	С
	12th Ave and 34th	SB	L	L	180	180	0.62	0.62	63.4	63.3	E	E
3	Street		T	T	1665	1675	0.60	0.60	16.2	16.3	В	В
		WB	L	L	130	131	0.49	0.49	42.4	42.5	D	D
			R	R	220	220	0.30	0.30	26.2	26.2	С	С
		Intersection		,	F.	F.2			24.1	24.2	С	С
		CD	LT	L	50	50	- 0.63	- 0.40	-	- 21 5	-	-
		SB	D.	T	1115	1102	0.63	0.48	36.6	21.5	D	С
	11th Ave and 42nd		R	R	100	100	0.44	0.32	38.6	22.1	D D	С
4	Street	EB	T R	T R	185 280	185 277	0.66 0.78	0.50 0.59	43.1 64.1	24.9 33.0	E E	C C
	Jueet		L L	L L	135	135	0.78	0.59	12.7	19.2	В	В
		WB	T	T	580	581	0.34	0.50	12.7	16.1	В	В
		Intersection	·	·	300	301	0.45	0.51	32.2	21.2	C	С
			TR	Т	265	263	0.88	0.87	59.5	58.7	E	E
		NB		R	10	10	-	-	-	-	-	-
			L	L	190	189	0.28	0.28	25.6	25.6	С	С
		SB	T	T	250	249	0.33	0.33	24.8	24.8	С	С
5	12th Ave and 34th		R	R	80	80	0.25	0.25	25.2	25.2	С	С
3	Street			L	0	0	-	-	-	-	-	-
		EB	LTR	T	200	198	0.30	0.30	25.5	25.5	С	С
				R	30	30	-	-	1	-	-	-
		WB	R	R	0	0	-	-	-	-	-	-
		Intersection			0	0			34.9	34.6	С	С
		NB	LT	L	0	0	- 0.40	- 0.40	- 15.0	- 15.0	- D	- D
6	10th Ave and 33rd		TR	T T	1310 30	1310 27	0.49 0.42	0.49 0.41	15.9 23.5	15.9 23.5	B C	B C
U	Street	WB	II.	R	145	145	-	-	-	-	-	-
		Intersection		IV.	143	143			17.0	17.0	В	В
		tersection		L	75	75	-	-	-	-	-	-
		SB	LTR	T	735	736	0.67	0.67	22.3	22.3	С	С
			1	R	120	120	-	-	-	-	-	-
			L	L	160	160	0.96	0.96	79.8	81.2	E	F
7	11th Ave and 34th	EB	T	T	180	182	0.29	0.29	26.1	26.1	С	С
,	Street		R	R	55	55	0.38	0.39	33.4	33.5	С	С
			L	L	140	140	0.51	0.51	23.4	23.4	С	С
		WB	TR	T	230	231	0.84	0.84	51.0	51.3	D	D
				R	35	35	-	-	-	-	-	-
		Intersection	1	,	240	222			32.9	33.1	С	С
		NB	LT	L	240	233	- 0.79	- 0.70	- 27.1	- 27.0	-	-
8	10th Ave and 41st		Т	T T	1450 710	1450 690	0.78 0.42	0.78 0.40	27.1 15.1	27.0 14.9	C B	C B
0	Street	WB	R	R	540	540	0.42	0.40	65.4	65.4	E	E
		Intersection	IX.		340	340	0.57	0.57	31.3	31.3	C	С
			Т	Т	1850	1860	1.02	1.03	53.3	54.8	D	D
		NB	R	R	125	125	0.45	0.45	22.9	22.8	С	C
		65	L	L	340	337	0.65	0.65	49.2	48.9	D	D
		SB	Т	Т	1775	1783	0.93	0.93	38.6	39.1	D	D
9	12th Ave and 42nd			L	5	5	-	-	-	-	-	-
3	Street	EB	LTR	T	0	0	0.19	0.19	35.5	35.5	D	D
			ļ	R	40	40	-	-	-	-	-	-
		WB	L	L	140	141	0.41	0.41	39.1	39.3	D	D
	1		R	R	540	540	0.64	0.64	21.9	21.9	С	С
		Intersection							42.5	43.3	D	D

				Lincoln Tunne	Study Area - E	kisting vs No-Act	ion - PM Peak	Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	//C	D	elay	L	os
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		SB	TR	T	1050	1042	0.41	0.41	14.7	14.7	В	В
	9th Ave and 33rd			R	85	85	1	-	-	-	-	-
1	Street	WB	L	L	95	95	0.37	0.37	28.6	28.6	C	С
			Т	T	210	211	0.48	0.48	28.9	29.0	C	C
		Intersection			4.65	467	0.47	0.40	18.0	18.0	В	В
		SB	L	L	165	167	0.47	0.48	37.7	37.8	D	D
			R	R L	105 0	105 0	0.52	0.52	45.2	45.2	D -	D -
2	Dyer Ave and 34th	EB	LT	T	400	400	0.55	0.55	17.2	17.2	В	В
2	Street		Т	T	555	553	0.79	0.78	25.7	25.5	С	С
		WB	R	R	90	90	0.73	0.78	8.8	8.8	A	A
		Intersection	IV.	IV.	30	30	0.13	0.13	24.9	24.8	C	C
			Т	Т	2355	2322	0.75	0.74	23.0	22.7	C	C
		NB	R	R	290	286	0.51	0.50	20.1	19.9	С	В
			L	L	295	293	1.05	1.04	118.2	116.8	F	F
3	12th Ave and 34th	SB	T	T	2285	2288	0.74	0.74	24.0	24.0	C	C
	Street		L	L	85	86	0.47	0.48	57.6	57.6	E	E
		WB	R	R	220	220	0.39	0.39	44.9	44.9	D	D
		Intersection			-				30.0	29.9	С	С
			LT	L	15	15	-	-	-	-	-	-
		SB		Т	700	700	0.43	0.33	33.3	19.8	С	В
			R	R	45	45	0.21	0.15	32.9	19.3	C	В
	11th Ave and 42nd		Т	Т	185	183	0.72	0.55	46.2	26.1	D	С
4	Street	EB	R	R	290	288	0.90	0.65	83.5	37.0	F	D
		14/0	L	L	175	176	0.33	0.50	12.7	19.4	В	В
		WB	Т	Т	185	185	0.23	0.30	10.5	12.6	В	В
		Intersection							35.9	21.6	D	С
			TR	Т	145	142	0.48	0.47	35.4	35.1	D	D
		NB		R	5	5	-	-	-	-	-	-
			L	L	355	356	0.54	0.54	31.0	31.0	С	С
		SB	Т	Т	535	536	0.59	0.59	28.4	28.4	С	С
5	12th Ave and 34th		R	R	105	105	0.31	0.31	26.1	26.1	С	С
3	Street			L	120	120	-	-	-	-	-	-
		EB	LTR	T	150	150	0.49	0.49	28.5	28.5	С	С
				R	35	35	-	-	-	-	-	-
		WB	R	R	0	0	-	-	-	-	-	-
		Intersection							29.4	29.3	С	С
		NB	LT	L	0	0	-	-	-	-	-	-
	10th Ave and 33rd			T	1650	1641	0.61	0.61	17.5	17.5	В	В
6	Street	WB	TR	T	180	181	0.45	0.45	18.9	18.9	В	В
				R	115	115	-	-	-	-	-	-
		Intersection							17.8	17.7	В	В
		CD.		L	35	35	- 0.26	- 0.25	- 46.2	-	-	-
		SB	LTR	T	245	245	0.26	0.26	16.3	16.3	В	В
			 	R	60	60	- 0.07	- 0.00	74.4	- 72.4	-	-
	11th Ave and 24th	EB	L T	L T	220 305	218 302	0.97 0.42	0.96 0.42	74.4 28.0	72.4 27.9	E C	E C
7	11th Ave and 34th	ĽĐ					0.42				C	C
	Street		R L	R L	60 110	59 110	0.40	0.39	33.4 20.2	33.3 20.2	С	С
		WB	TR	T	245	246	0.42	0.42	58.6	59.0	E	E
		****	"	R	45	45	-	- 0.90	- 58.0	- 59.0	- -	-
		Intersection	 	n	40	45	-	-	38.5	38.3	D	D
			LT	L	285	292	-	-	-	-	-	-
		NB		T	1610	1603	0.84	0.88dl	29.0	29.1	С	C
8	10th Ave and 41st		Т	T	210	214	0.14	0.14	12.4	12.4	В	В
	Street	WB	R	R	80	79	0.22	0.22	31.7	31.7	C	C
		Intersection							27.3	27.4	C	С
			т	Т	2640	2609	0.88	0.87	16.7	16.4	В	В
		NB	R	R	125	123	0.28	0.28	7.6	7.6	A	A
			L	L	350	348	1.05	1.05	124.7	123.4	F	F
		SB	T	T	2510	2509	0.91	0.91	29.2	29.2	C	C
	12th Ave and 42nd			L	5	5	-	-	-	-	-	-
0		EB	LTR	Т	0	0	0.04	0.04	47.0	47.0	D	D
9	Street											1
9	Street			R	0	0	-	-	-	-	-	-
9	Street		L	R L	95	0 95	0.37	0.37	53.8	53.8	D D	- D
9	Street	WB	L R									

			Red	Hook Study Are	a - Existing vs N	lo-Action - AM	Peak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Vol	ume	V	/C	De	elay	Lo	os
intersection #	intersection Name	Approach	Lane Group	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		EB	TR	110	112	0.42	0.42	44.5	44.6	D	D
		EB	I K	0	0	-	-	-	-	-	-
		NB	LT	260	260	-	-	-	-	,	-
		IND	LI	2445	2425	0.65	0.65	7.5	7.8	Α	Α
	Hamilton Avenue.	SB	TR	1085	1118	0.39	0.40	8.2	8.3	Α	Α
1	Clinton Street &	(at West 9th)	I K	80	82	-	-	-	-	-	-
1	West 9th Street	SB	L	240	249	0.28	0.29	4.8	4.7	Α	Α
	west 9th street	(at Clinton St)	TR	845	866	0.52	0.53	6.6	6.7	Α	Α
		(at Chillon 3t)	I K	115	118	-	-	-	-	-	-
		WB	L	115	115	0.14	0.14	54.2	54.5	D	D
		WD	Т	145	145	0.24	0.24	58.3	58.4	Е	E
		Intersection						9.8	10.0	Α	Α
	Hamilton Avenue	NB	Т	2110	2081	0.61	0.60	14.6	14.5	В	В
2	NB & West 9th	WB	R	245	243	0.42	0.42	36.6	36.5	D	D
	Street	Intersection						17.3	17.1	В	В

			Red H	look Study Area	- Existing vs No	-Action - Midda	y Peak Hour				
Intersection #	Intersection Name	Ammunash	Lama Craum	Vol	ume	V	/C	De	elay	Lo	os
intersection #	intersection Name	Approach	Lane Group	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		EB	TR	110	114	0.37	0.39	41.5	41.8	D	D
		LD	110	0	0	-	-	-	-	-	-
		NB	LT	245	245	-	-	-	-	-	-
		IND	LI	2185	2226	0.61	0.62	8.0	8.4	Α	Α
	Hamilton Avenue	SB	TR	1125	1167	0.42	0.43	9.3	9.5	Α	Α
1	Hamilton Avenue, Clinton Street &	(at West 9th)	110	90	93	-	-	-	-	-	-
1	West 9th Street	SB	L	245	258	0.27	0.28	4.8	4.7	Α	Α
	West 5th 5treet	(at Clinton St)	TR	880	905	0.56	0.57	7.2	7.3	Α	Α
		(at Clinton 3t)	IN	130	134	-	-	-	-	-	-
		WB	L	130	130	0.14	0.14	55.7	55.6	Е	E
		WD	Т	115	115	0.16	0.16	56.2	56.1	Е	E
		Intersection						10.2	10.4	В	В
•	Hamilton Avenue	NB	Т	1945	1967	0.53	0.54	10.8	10.9	В	В
2	NB & West 9th	WB	R	130	132	0.28	0.29	38.7	38.8	D	D
	Street	Intersection						12.8	13.0	В	В

			Red	l Hook Study Ar	ea - Existing vs N	No-Action - PM	Peak Hour				
Interception #	Intersection Name	Ammuoosh	Lana Craun	Volu	ıme	V	//C	De	elay	Le	os
Intersection #	intersection Name	Approach	Lane Group	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		EB	TR	120	120	0.35	0.35	40.8	40.8	D	D
		LD	I K	0	0	-	-	-	-	-	-
		NB	LT	200	200	-	-	-	-	-	-
		IND	LI	2145	2066	0.58	0.56	9.4	9.6	Α	Α
		SB	TR	1280	1312	0.45	0.46	9.6	9.7	Α	Α
1	Hamilton Avenue, Clinton Street &	(at West 9th)	I K	55	57	-	-	-	-	-	-
1	West 9th Street	SB	L	285	287	0.29	0.29	4.1	4.1	Α	Α
	west stil street	(at Clinton St)	TR	995	1022	0.61	0.63	7.0	7.1	Α	Α
		(at Chilton 3t)	I K	105	108	-	-	-	-	-	-
		WB	L	105	105	0.15	0.15	57.9	58.6	Е	E
		WB	T	95	95	0.16	0.16	58.2	58.9	Е	Е
		Intersection						10.6	10.7	В	В
-	Hamilton Avenue	NB	T	1805	1729	0.50	0.48	12.3	11.3	В	В
2	NB & West 9th	WB	R	135	130	0.29	0.27	38.7	38.5	D	D
	Street	Intersection						14.4	13.5	В	В

			Red Ho	ok Study Area -	Existing vs No-	Action - Late Nig	ght Peak Hour				
Intersection #	Intersection Name	Ammaaah	Lama Craum	Vol	ume	V	r/C	De	elay	L	os
Intersection #	Intersection Name	Approach	Lane Group	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		EB	TR	55	55	0.17	0.17	37.4	37.4	D	D
		LD	I K	0	0	-	-	-	-	-	-
		NB	LT	75	75	-	-	-	-	-	-
		IND	LI	1345	1282	0.37	0.36	7.7	8.0	Α	Α
	Hamilton Avenue, 1 Clinton Street & West 9th Street	SB	TR	735	739	0.25	0.25	7.8	7.8	Α	Α
1		(at West 9th)	I K	45	45	-	-	-	-	-	-
1		SB	L	190	192	0.20	0.20	2.6	2.6	Α	Α
	west stil street	(at Clinton St)	TR	545	547	0.29	0.29	2.5	2.5	Α	Α
		(at Ciliton 3t)	I K	25	25	-	-	-	-	-	-
		WB	L	25	25	0.03	0.03	60.1	59.8	Е	E
		WD	Т	50	50	0.07	0.07	60.4	61.0	E	Е
		Intersection						7.9	8.1	Α	Α
	Hamilton Avenue	NB	Т	1095	1034	0.29	0.27	8.1	8.0	Α	Α
2	NB & West 9th	WB	R	80	76	0.16	0.15	36.8	36.7	D	D
	Street	Intersection						10.3	10.2	В	В

	, ,			RFK Bridge		disting vs No-Ac						
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		lay		os
	meerseemen reame	7.pp.ouc	zane dioap		Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L2	30	30	-	-	-	-	-	-
		NW		L	190	190	0.97	0.97	85.0	85.0	F	F
			R	R	415	415	0.31	0.31	7.3	7.3	A	Α
	126th Street and	SB	TR	T	1240	1240	0.56	0.56	21.9	21.9	С	С
1	2nd Avenue			R	45	45	-	-	-	-	-	-
				L	40	40	-	-	-	-	-	-
		WB	LTR	Т	30	30	0.81	0.80	58.1	57.6	Е	E
				R	95	94	-	-	-	-	-	-
		Intersection							28.9	28.9	С	С
			L	L	495	501	0.54	0.54	7.3	7.4	Α	Α
		SB	TR	T	760	754	0.58	0.58	6.9	6.9	Α	Α
				R	55	55	-	-	-	-	-	-
		SW	LR	L	385	394	1.04	1.06	83.2	90.2	F	F
2	125th Street and	3**	LIV	R	130	133	-	-	-	-	-	-
-	2nd Avenue	EB	TR	T	600	627	0.83	0.86	41.7	44.2	D	D
		LD	110	R	40	40	-	-	-	-	-	-
		WB	LT	L	25	22	-	-	-	-	-	-
		WB		T	70	61	0.26	0.22	29.5	28.9	С	С
		Intersection							32.5	34.9	С	С
		NB	TR	T	140	140	0.46	0.46	18.5	18.5	В	В
		IND	i K	R	80	80	-	-	-	-	-	-
		SB	LT	L	145	145	-	-	-	-	-	-
	E 134th Street & St.	28	LI	Т	105	105	0.62	0.62	20.2	20.2	С	С
11	Ann's Avenue			L	140	140	-	-	-	-	-	-
		EB	LTR	Т	120	120	0.80	0.80	33.1	33.1	С	С
				R	45	45	-	-	-	-	-	-
		Intersection				1		I.	24.8	24.8	С	С
				L	25	25	_	_	-	-	-	-
		NB	LTR	T	105	105	0.56	0.56	46.0	46.0	D	D
				R	30	30	-	-	-	-	-	-
	1			L	55	55	_	-	-	_	_	_
		SB	LTR	T	70	70	0.57	0.57	48.6	48.6	D	D
		35		R	25	25	-	-	-		-	-
22	St Ann's Ave and			L	50	50	_	-	_	-	-	_
22	Bruckner Blvd	EB	LTR	T	1440	1440	0.90	0.90	25.6	25.6	С	С
		LD	LIIK	R	30	30	-	-	-	-	-	-
				L	40	40	-	-	-	-	-	-
		WB	LTR	T	480	480	0.50	0.50	11.6	11.6	В	В
		WB	LIK	R	65	65	-	-	-	-	-	-
		Intersection		N.	03	05	-	_	24.9	24.9	C	C
		intersection	-	-	110	00	0.20	0.20				D
		NB	T	T	110	96	0.29	0.26	38.0	37.3	D	
			R T	R T	20 545	17 558	0.03	0.02	7.3	7.3 26.5	A C	A C
	21at Ct 0 Act :: 1-	SB					0.61		25.8			
17	31st St & Astoria		R	R	170	174	0.40	0.41	23.5	23.9	C -	C -
	Blvd	EB	LTR	L T	10 350	10	0.49	0.51	32.3	32.6	- C	- C
		ER	LIK			362						
		Labora II		R	25	26	-	-	- 20.5	- 20.0	-	-
		Intersection		,	2.0	4.0			28.5	28.8	С	С
	1	NB	LT	L	20	18	-	-	-	-	-	-
				T	105	94	0.23	0.21	24.1	21.0	С	С
		SB	TR	T	250	262	0.78	0.81	108.0	109.4	F	F
24	Hoyt N & 31st St			R	130	131		-	-	-		-
	.,		L	L	400	401	0.26	0.26	9.3	9.3	A	Α
	1	WB	Т	Т	2120	2135	0.66	0.66	14.0	14.1	В	В
			R	R	35	35	0.10	0.10	8.5	8.5	Α	Α
		Intersection							26.8	27.3	С	С
		NB	TR	Т	110	97	0.18	0.16	21.9	21.9	С	С
		140	- 11	R	10	9	-	-	-	-	-	-
		SB	LT	L	20	20	-	-	-	-	-	-
3	Hoyt S & 31st St	JD	EI .	T	630	643	0.37	0.38	15.2	15.7	В	В
5	HOYE 3 & 31SEST		LT	L	15	15	-	-	-	-	-	-
		EB	LI	T	865	893	0.77	0.79	45.6	46.5	D	D
			R	R	85	89	0.36	0.38	41.1	41.7	D	D
	-								32.7	33.6	С	С

				RFK Bridge St	tudy Area - Exis							
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		r/c		elay		os
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NW	L	L2	0	0	-	-	-	-	-	-
		INVV		L R	120 1050	120 1050	0.55	0.55 0.70	41.3 13.0	41.3	D	D B
	-		R	T T	1045	1050	0.70	0.70	20.8	13.0 20.7	B C	C
1	126th Street and	SB	TR	R	50	49	-	-	-	-	-	-
-	2nd Avenue			L	45	45	-	-	-	-	-	_
		WB	LTR	T	20	20	0.68	0.68	46.0	46.0	D	D
				R	90	90	-	-	-	-	-	-
		Intersection							20.3	20.3	С	С
			L	L	315	318	0.37	0.38	6.2	6.2	Α	Α
		SB	TR	Т	730	724	0.54	0.54	6.8	6.8	Α	Α
				R	45	45	-	-	-	-	-	-
		SW	LR	L	305	314	0.98	1.02	72.7	80.0	E	F
2	125th Street and			R	125	129	-	-	-	-		-
	2nd Avenue	EB	TR	T	545	555	0.71	0.72	36.4	36.8	D	D
	-			R	50	50	-	-	-	-	-	-
		WB	LT	L T	20	18	0.21	0.19	28.5	28.3	- C	- C
	h	Intersection	 	ı	70	64	0.21	0.19	28.5	30.6	C	C
				Т	170	170	0.51	0.51	14.0	14.1	В	В
		NB	TR	R	80	80	- 0.51	- 0.51	-	- 14.1	-	- -
				L	110	110		-		-	<u> </u>	-
	E 134th Street & St.	SB	LT	T	95	95	0.53	0.53	17.9	18.0	В	В
11	Ann's Avenue			L	155	155	-	-	-	-	-	-
		EB	LTR	T	140	140	0.94	0.94	51.5	51.5	D	D
				R	85	85	-	-	-	-	-	-
	ľ	Intersection							31.7	31.7	С	С
				L	20	20	-	-	-	-	-	-
		NB	LTR	T	140	140	0.80	0.80	55.7	55.7	E	Е
				R	75	75	-	-	-	-	-	-
	_			L	85	85	-	-	-	-	-	-
		SB	LTR	Т	60	60	0.72	0.73	59.0	59.3	E	Е
	St Ann's Ave and			R	35	35	-	-	-	-	-	-
22	Bruckner Blvd			L	55	55	-	-	-	-	-	-
		EB	LTR	Т	1260	1260	0.98	0.98	41.0	41.0	D	D
				R	35	35	-	-	-	-	-	-
		14/0	1.70	L	40	40	-	-	-	-	-	-
		WB	LTR	T	760	760	0.70	0.70	19.9	19.9	В	В
	-	Intercetion		R	55	55	-	-	- 27.1	27.4	-	-
		Intersection	T	Т	165	117	0.45	0.22	37.1	37.1	D	D
		NB	R	R	165 5	117 3	0.45	0.32	32.9 4.4	30.4 4.3	C A	C A
			T	T T	240	242	0.01	0.29	11.6	11.6	B	B
	31st St & Astoria	SB	R	R	115	115	0.29	0.29	14.7	14.8	В	В
17	Blvd		"	L	20	20	-	-	-	-	-	-
		EB	LTR	T	360	364	0.45	0.46	22.2	22.3	C	C
				R	40	40	-	-	-	-	-	-
		Intersection		•		-			20.5	19.5	С	В
			1-	L	130	102	-	-	-	-	-	-
		NB	LT	Т	60	41	0.38	0.29	11.4	9.5	В	А
	j	SB	TR	T	205	206	0.37	0.37	23.1	23.1	С	С
24	Hoyt N & 31st St	30	I N	R	70	70	-	-	-	-	-	-
44	HOYEN & SISEST	· · · · · · · · · · · · · · · · · · ·	L	L	215	215	0.17	0.17	11.2	11.2	В	В
		WB	T	T	1680	1684	0.67	0.67	16.7	16.7	В	В
	1		R	R	65	65	0.17	0.17	12.0	12.0	В	В
		Intersection							16.4	16.4	В	В
		NB	TR	Т	180	133	0.22	0.16	9.8	11.4	Α	В
				R	5	4	-	-	-	-	-	-
		SB	LT	L	140	140	-	-	-	-		-
3	Hoyt S & 31st St			T	280	281	0.41	0.41	13.3	13.2	В	В
	,	F0	LT	L	10	10	-	-	- 25.0	- 20.0	-	-
		EB	R	T R	850 75	861 76	0.55	0.55 0.23	25.9 23.8	26.0 23.9	C C	C C

			1	RFK Bridge		xisting vs No-Ac				ila.		OS
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		elay		
				12	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NW	L	L2 L	25 180	25 180	0.93	0.93	76.4	76.4	E	E
			R	R	765	765	0.55	0.55	10.0	10.0	В	В
				T	1405	1472	0.56	0.58	21.8	22.2	C	c
1	126th Street and	SB	TR	R	35	35	-	-	-	-	-	-
	2nd Avenue			L	45	47	-	-	-	-	-	-
		WB	LTR	Т	25	25	0.56	0.57	39.5	40.0	D	D
				R	50	51	-	-	-	-	-	-
		Intersection	ı	•					23.9	24.1	С	С
		CD.	L	L	580	663	0.61	0.69	8.4	9.9	A	A
		SB	TR	T R	835 60	822 59	0.55	0.55	6.6	6.4	A	A -
				L	400	369	0.96	0.88	62.5	51.0	E	D
	125th Street and	SW	LR	R	150	138	-	-	-	-	-	-
2	2nd Avenue			T	595	686	0.70	0.81	35.8	39.9	D	D
		EB	TR	R	20	20	-	-	-	-	-	-
		WD	1.7	L	25	55	-	-	-	-	-	-
]	WB	LT	T	80	176	0.23	0.63	28.7	38.3	С	D
		Intersection							25.3	25.0	С	С
		NB	TR	T	110	110	0.41	0.41	10.9	10.9	В	В
				R	100	100	-	-	-	-	-	-
		SB	LT	L	110	110	-	-	-	-	-	-
11	E 134th Street & St.			T	50	50	0.38	0.38	13.8	13.8	В	В
	Ann's Avenue	EB	LTR	L	155	155	0.78	0.78	- 20.2	- 20.2	-	- C
		ED	LIK	T R	140 30	140 30	-	-	30.3	30.3	<u>C</u>	-
		Intersection		, n	30	30	-	-	20.5	20.5	C	C
		intersection		L	20	20	-	-	-	-	-	-
		NB	LTR	T	95	95	0.50	0.50	43.0	43.0	D	D
				R	30	30	-	-	-	-	-	-
				L	35	35	-	-	-	-	-	-
		SB	LTR	T	20	20	0.29	0.29	39.6	39.6	D	D
	St Ann's Ave and			R	25	25	-	-	-	-	-	-
22	Bruckner Blvd			L	50	50	-	-	-	-	-	-
		EB	LTR	T	1300	1300	0.85	0.85	22.5	22.5	С	С
				R	45	45	-	-	-	-	-	-
		WB	LTR	L T	25 610	25 610	0.46	0.46	11.4	11.4	- B	- В
		WD	LIK	R	65	65	0.46	0.46	11.4	11.4	В .	В -
		Intersection		, n	03	65	-	-	21.1	21.1	C	C
			Т	Т	175	42	0.47	0.11	33.5	27.5	C	C
		NB	R	R	20	5	0.03	0.01	4.6	4.4	A	A
			Т	Т	475	478	0.58	0.58	76.7	76.7	Е	Е
17	31st St & Astoria	SB	R	R	220	222	0.74	0.75	93.8	94.5	F	F
1/	Blvd			L	15	16	-	-	-	-	-	-
		EB	LTR	T	360	388	0.47	0.50	22.4	23.0	С	С
				R	45	48	-	-	-	-	-	-
		Intersection							54.9	57.3	D	E
		NB	LT	L	50	17	- 0.00	-	- 07.0	-	-	-
				T	135	47	0.36	0.12	97.0	27.8	F	С
		SB	TR	T R	125 70	121 70	0.36	0.36	38.5	38.4	D	D
24	Hoyt N & 31st St		L	L L	510	513	0.33	0.34	9.7	9.7	- A	- A
		WB	T	T	1515	1523	0.33	0.47	10.7	10.7	В	В
			R	R	35	35	0.07	0.07	7.8	7.8	A	A
		Intersection				- 33	2.07	2.07	19.6	13.3	В	В
			70	Т	175	53	0.25	0.08	103.7	37.4	F	D
		NB	TR	R	15	5	-	-	-	-	-	-
		SB	LT	L	20	20	-	-		-		-
3	Hoyt S & 31st St	эв	LI	T	615	614	0.39	0.39	13.6	13.2	В	В
5	11091 3 & 3151 ST		LT	L	10	11	-	-	-	-		-
		EB		Т	990	1071	0.56	0.61	32.3	33.2	С	С
			R	R	80	86	0.24	0.25	29.0	29.3	С	С
		Intersection							33.5	26.4	С	С

				RFK Bridge St		ing vs No-Action						
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		r/C		elay		os
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NW	L	L2 L	5 75	5 75	0.36	0.36	35.3	35.3	 D	- D
		1444	R	R	535	535	0.36	0.36	8.1	8.1	A	A
				T	570	560	0.40	0.24	18.2	18.2	B	В
1	126th Street and	SB	TR	R	20	20	-	-	-	-	-	-
	2nd Avenue			L	20	20	-	-	-	-	-	-
		WB	LTR	Т	35	35	0.46	0.46	35.7	35.7	D	D
				R	60	60	-	-	-	-	-	-
		Intersection							16.7	16.6	В	В
			L	L.	110	109	0.13	0.13	5.7	5.7	Α	Α
		SB	TR	T	465	456	0.32	0.31	6.3	6.3	Α	Α
			111	R	20	20	-	-	-	-	-	-
		SW	LR	L	165	174	0.58	0.61	36.8	37.6	D	D
2	125th Street and			R	145	153	-	-	-	-	-	-
	2nd Avenue	EB	TR	Т	530	535	0.67	0.68	34.8	34.9	С	С
				R	50	50	-	-	-	-	-	-
		WB	LT	L	10	9	-	-	-		-	-
				Т	80	70	0.17	0.15	27.8	27.5	С	С
		Intersection		-	100	100	0.21	0.21	23.3	23.8	С	С
		NB	TR	T R	100 20	100 20	0.21	0.21	17.0	17.0	В -	В -
				R L	40		-	-	-	-	-	-
	E 134th Street & St.	SB	LT	T	50	40 50	0.18	0.18	10.9	10.9	- В	В
11	Ann's Avenue			L	190	190	0.10	0.18	10.9	10.9	<u>в</u> -	- В
	Aiiii s Aveilue	EB	LTR	T	90	90	0.70	0.70	25.0	25.0	C	C
		LD	LIII	R	35	35	-	-	-	25.0	-	-
		Intersection		IX.	33	33	_	_	20.6	20.6	C	С
		intersection		L	10	10	-	-	-	-	-	-
		NB	LTR	T	55	55	0.24	0.24	33.0	33.0	С	С
	-		=	R	15	15	-	-	-	-	-	-
				L	30	30	-	-	-	-	-	-
		SB	LTR	Т	10	10	0.25	0.25	35.0	35.0	С	С
				R	45	45	-	-	-	-	-	-
22	St Ann's Ave and			L	40	40	-	-	-	-	-	-
	Bruckner Blvd	EB	LTR	T	1515	1515	0.88	0.88	26.6	26.6	С	С
				R	10	10		-		-	-	-
				L	10	10	-	-	-	-	-	-
		WB	LTR	T	500	500	0.33	0.33	12.2	12.2	В	В
				R	25	25	-	-	-	-	-	-
		Intersection							23.7	23.7	С	С
		NB	T	Т	140	120	0.40	0.34	31.8	30.7	С	С
			R	R	15	13	0.02	0.02	4.5	4.5	A	A
	24 - 1 - 5 - 6 - 4 - 1 - 1	SB	T	T	345	345	0.47	0.47	9.3	9.2	A	A
17	31st St & Astoria		R	R	165	165	0.38	0.39	10.0	10.0	A	A
	Blvd	EB	LTR	L T	10 285	10 286	0.32	0.32	20.2	20.2	- C	- C
		ED	LIN	R	285 15	15	0.32		20.2	20.2	-	-
		Intersection		ĸ	15	12	•	-	16.0	15.5	- В	В
				L	90	80			10.0	13.3	- B	- В
		NB	LT	T	60	51	0.27	0.23	8.7	7.7	Α	A
			1	T	220	220	0.27	0.23	21.7	21.7	C	C
		SB	TR	R	40	40	-	-	-	-	-	-
24	Hoyt N & 31st St		L	L	440	440	0.33	0.33	48.5	45.6	D	D
		WB	T	T	1105	1105	0.42	0.42	13.2	13.2	В	В
			R	R	20	20	0.04	0.04	10.4	10.4	В	В
		Intersection							21.8	21.2	C	C
				Т	145	126	0.18	0.16	7.8	8.3	A	A
		NB	TR	R	5	4	-	-	-	-	-	-
		CD.	LT	L	205	205	-	-	-	-	-	-
3	Unit 6 8 21 d 6:	SB	LT	Т	455	455	0.65	0.65	27.2	26.9	С	С
э	Hoyt S & 31st St		LT	L	5	5	-	-	-	-	-	-
		EB	LI	Т	740	744	0.44	0.44	24.3	24.3	С	С
			R	R	55	55	0.17	0.17	22.7	22.7	С	С
		Intersection							24.0	24.1	С	С

1 C E	Intersection Name E 60th Street & Queensboro Bridge Exit E 60th Street & 3rd Ave E 60th Street & York Ave	Approach NB EB Intersection NB WB Intersection NB SB EB	Lane Group LTR LT Unsignalized L T R T T L	Movement L T R L T T R L T T	Vol Existing 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	No-Action	Existing	/C No-Action	Existing	No-Action	Existing	No-Action
2	Queensboro Bridge Exit E 60th Street & 3rd Ave E 60th Street &	EB Intersection NB WB Intersection NB SB	LT Unsignalized L T R T R	T R L T T R	15 310 510 0 10 95 1050 350	14 296 487 0 10	- - - -	- - -	- - -	-	-	-
2	Queensboro Bridge Exit E 60th Street & 3rd Ave E 60th Street &	EB Intersection NB WB Intersection NB SB	LT Unsignalized L T R T R	T R L T T R	310 510 0 10 95 1050 350	296 487 0 10		-	-	-	-	-
2	Queensboro Bridge Exit E 60th Street & 3rd Ave E 60th Street &	NB WB Intersection NB SB	Unsignalized L T T R T T T	L T T T R	0 10 95 1050 350	0 10	-	-	-	1		-
2 [E 60th Street & 3rd Ave	NB WB Intersection NB SB	Unsignalized L T T R T T T	T L T R	95 1050 350	10	-			-		
2 [E 60th Street & 3rd Ave E 60th Street &	NB WB Intersection NB SB	L T T R	L T T R	95 1050 350	94		-			-	-
2 /	Ave E 60th Street &	NB WB Intersection NB SB	L T T R	T T R	1050 350				-	-	-	-
2 /	Ave E 60th Street &	WB Intersection NB SB	T T R	T T R	1050 350			0.24	19.9	10.0	D	
2 /	Ave E 60th Street &	Intersection NB SB	T R	T R	350		0.24	0.24 0.55	22.5	19.8 22.1	B C	B C
, E	E 60th Street &	Intersection NB SB	R T T	R		384	0.65	0.72	16.1	19.1	В	В
3		NB SB	Т	_		242	1.03	1.11	87.7	110.3	F	F
3		SB	Т	_					29.4	33.5	С	С
3				T	670	670	0.38	0.38	20.3	20.3	С	С
3		EB		T	460	447	0.28	0.27	19.0	18.9	В	В
3		СВ	T	L T	250 0	219 0	0.34	0.29 0.31	29.6 30.0	28.7 29.0	C C	C C
	York Ave		R	R	50	50	0.35	0.31	25.7	25.7	C	С
			L	L	0	0	-	-	-	-	-	-
	ļ	WB	Т	Т	0	0	-	-	-	-	-	-
			R	R	0	0	-	-	-	-	-	-
		Intersection							21.7	21.4	С	С
			T	T	765	1023	1.02	1.36	67.5	198.1	E	F
		EB	RR2	R	15	15	0.11	0.11	25.5	25.5	С	С
4	E 59th Street & 2nd		L2	R2 L2	15 980	15 1332	0.65	0.88	11.1	27.1	- В	- C
4	Ave	SB	L2L	LZ L	980 5	5	-	- 0.88	- 11.1	-	- B	-
		-5	T	T	840	856	0.45	0.46	7.3	7.1	Α	Α
	ļ	Intersection							26.6	75.9	C	E
		NWB	L2	L2	700	769	0.49	0.54	20.2	20.9	C	С
		INVVD	L	L	525	577	0.59	0.65	22.8	24.1	С	С
	5 co.1 c	60	LT	L2	10	10	-	-	-	-	-	-
5	E 60th Street & 2nd	SB		T	1120 40	1420	0.58	0.73	20.1	23.6	С	С
,	Ave		R	R L	5	39 4	0.13	0.13	16.0	16.0	B -	В
		WB	LT	T	10	10	0.03	0.03	15.5	15.4	В	В
		Intersection			10	10	0.03	0.03	20.6	22.8	C	C
			TD	Т	1260	1196	0.54	0.51	16.9	16.5	В	В
,	E 60th Street & 1st	NB	TR	R	50	47		-	-	-	-	-
6	Ave	EB	L	L	270	275	0.76	0.77	42.6	43.8	D	D
Ī			Т	T	250	222	0.23	0.20	16.6	16.4	В	В
		Intersection		T	960	939	0.68	0.58	20.5	20.6 20.4	C C	C C
		SB	TR	R	80	78	-	0.25	-	17.9	-	В
/	E 60th Street &		L	L	95	101	0.32	0.34	34.6	34.1	С	C
	Lexington Ave	WB	T	T	350	377	0.42	0.45	35.1	34.8	D	С
		Intersection							26.3	25.0	С	С
		NB	LT	L	105	104	-	-	-	-	-	-
_ [E 60th Street &			T	950	917	0.54	0.53	19.4	21.5	В	С
8a F	Park Ave NB	WB	TR	T R	335	357	0.59	0.59	41.3	30.6	D -	С
	ŀ	Intersection		ĸ	95	98	-	-	26.0	24.5	C	C
-				Т	1200	1198	0.70	0.68	21.9	24.0	С	С
		SB	TR	R	95	95	-	-	-	-	-	-
8h	E 60th Street &	WD	17	Ĺ	75	80	-	-	-	-	-	-
ŀ	Park Ave NB	WB	LT	T	365	381	0.58	0.58	13.5	15.3	В	В
		Intersection							19.6	21.6	В	С
		NB	L	L	140	134	0.37	0.32	20.9	20.5	С	С
9	E 60th Street &		Т	T T	815 335	782 348	0.66	0.61 0.59	18.1 24.1	18.3 21.7	B C	B C
,	Madison Ave	WB	TR	R	125	128	-	-	-	-	-	-
		Intersection		,,	-20	-20			20.4	19.7	С	В
			T	T	715	681	0.41	0.61	8.5	11.2	A	В
	E 62nd Street &	NB	R	R	750	715	0.99	0.62	45.9	13.9	D	В
	Queensboro Bridge	EB	LT	L	10	10		-	-	-	-	
E	Exit			Т	240	232	0.42	0.41	30.8	30.6	С	С
		Intersection	Т	Т	870	051	0.63	0.90	28.3 13.5	15.0	C	В
		SB	R	R R	280	851 274	0.63	0.90	30.5	27.1 29.1	B C	C C
11	E 60th Street & 5th		L	L	150	153	0.43	0.78	27.5	27.4	С	С
F	Ave	WB	T	T	325	329	0.77	0.41	39.7	24.2	D	C
		Intersection							23.3	26.8	С	С
		NB	TR	T	490	472	0.84	0.81	43.3	40.9	D	D
	ļ	140		R	550	527	0.68	0.65	8.7	7.9	A	A
		50	L	L	355	353	0.67	0.65	42.1	39.2	D	D
12	E 63rd Street &	SB	TR	T R	375 75	372 75	0.47	0.47	13.8	13.8	B -	B -
14	York Ave		L	L L	275	270	0.57	0.56	42.7	42.3	 D	- D
		WB		T	255	251	0.59	0.58	40.2	39.9	D	D
			TR	R	75	74	-	-	-	-	-	-
		Intersection							27.4	26.5	С	С
	E 53rd Street &	SB	R	R	235	233	-	-	-	-	-	-
13	FDR Drive	SWB Intersection	R Unsignalized	R	260	258	-	-	-	-	-	-

				Upper East S		sting vs No-Action						
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	\	//C	De	elay	L	.OS
intersection #	intersection Name	Арргоасп	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
	E 61st Street & 5th	SB	T	Т	880	867	0.58	0.57	22.3	22.4	С	C
14	Ave	WB	L	L	270	258	0.27	0.26	19.0	18.8	В	В
	Ave	Intersection			0	0	-	-	21.5	21.6	С	С
		SB	LT	L	90	89	-	-	-	-	-	
	E 65th Street & 5th	36	LI	T	785	773	0.54	0.54	5.0	4.9	Α	Α
15	Ave	EB	T	T	785	781	0.97	0.97	56.7	55.7	E	E
	Ave	CD	R	R	340	338	0.97	0.97	70.8	69.7	E	E
		Intersection							36.5	36.0	D	D
		SB	TR	Т	810	798	0.70	0.70	21.2	21.0	С	С
	E 66th Street & 5th	36	I K	R	320	318	-	-	-	-	-	-
16	Avenue	WB	LT	L	65	64	-	-	-	-	-	-
	Avenue	WD	LI	T	420	410	0.55	0.54	28.4	28.1	С	С
	Intersection							23.3	23.1	С	С	
			L	75	74	-	-	-	-	-	-	
		SB	LTR	T	665	660	0.74	0.73	29.4	29.2	С	С
				R	100	99	-	-	-	-	-	-
17	E 79th Street & 5th	EB	T	T	400	397	0.74	0.74	40.1	39.8	D	D
17	Ave	CD	R	R	245	243	1.04	1.03	102.1	101.2	F	F
		WB	L	L	100	98	0.88	0.87	93.4	90.7	F	F
		WD	T	T	450	441	0.50	0.49	24.3	24.1	С	С
		Intersection							42.1	41.7	D	D
				Ĺ	55	53	-	-	-	-	-	-
		NB	LTR	Т	395	380	0.48	0.46	22.8	22.4	С	С
				R	0	0	-	-	-	-	-	-
				L	0	0	-	-	-	-	-	-
18	E 71st Street &	SB	LTR	Т	390	384	0.43	0.43	21.8	21.7	С	С
18	York Ave			R	60	59	-	-	-	-	-	-
			L	L	160	160	0.41	0.42	31.5	31.5	С	С
		WB		Т	125	125	0.63	0.62	38.0	37.9	D	D
			TR	R	115	114	-	-	-	-	-	-
		Intersection	Î	Ì				i i	26.4	26.3	С	С

				Upper East Stu	dv Area - Fxisti	ng vs No-Action	- Middav Peak	Hour				
Inter	Interest	A 1	lan- C			ume		/C	De	elay	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
				L	15	15	-	-	-	-	-	-
	E 60th Street &	NB	LTR	T R	280 635	277 628	-	-	-	-	-	-
1	Queensboro Bridge			L	5	5		-		-		
	Exit	EB	LT	Т	15	15	-	-	-	-	-	-
		Intersection	Unsignalized									
		NB	L	L	75	74	0.19	0.19	19.0	19.0	В	В
	E 60th Street & 3rd		T T	T T	985 265	969 264	0.59	0.58 0.55	22.8 4.9	22.7 4.8	C A	C A
2	Ave	WB										
			R	R	275	275	1.05	1.05	88.6	88.7	F	F
		Intersection							29.4	29.4	С	С
		NB CB	T T	T T	525 690	525	0.31	0.31 0.39	19.3 20.5	19.3 20.4	B C	B C
		SB	L	L	420	681 412	0.39	0.55	35.9	35.6	D	D
	E 60th Street &	EB	Т	T	0	0	0.58	0.57	37.0	36.5	D	D
3	York Ave		R	R	35	35	0.10	0.10	25.3	25.3	С	С
		WB	L T	L T	0	0		-	-	-	-	-
		WB	R	R	0	0		-		-		
		Intersection							24.2	24.0	С	С
			T	T	670	875	0.78	1.02	33.2	65.5	С	E
		EB	RR2	R	90	112	0.42	0.47	25.9	27.2	С	С
4	E 59th Street &		L2	R2 L2	70 800	70 1044	0.56	0.73	17.8	- 46.4	- В	- D
7	2nd Ave	SB	L2L	L	5	6	-	-	-	-	-	-
			Т	T	1585	1579	0.73	0.73	31.4	40.7	С	D
		Intersection							28.0	47.7	С	D
		NWB	L2	L2	965	963	0.79	0.79	28.9	28.8	С	С
			L	L L2	515 20	514 20	0.64	0.64	25.5	25.4	C -	
-	E 60th Street &	SB	LT	T	1415	1656	0.75	0.87	26.6	40.8	С	D
5	2nd Ave		R	R	20	20	0.06	0.06	14.9	14.9	В	В
		WB	LT	L	10	10	-	-	-	-	-	-
		Intersection		Т	5	5	0.01	0.01	15.2 27.0	15.2 34.2	B C	B C
				Т	955	940	0.46	0.44	16.0	15.7	В	В
	C COth Street 9 1st	NB	TR	R	85	84	0.24	-	15.2	-	В	-
6	E 60th Street & 1st Ave	EB	L	L	280	280	0.81	0.81	45.4	45.6	D	D
			T	T	370	363	0.34	0.34	17.9	17.8	В	В
		Intersection		Т	950	938	0.66	0.88	21.4 22.0	21.3 33.6	C C	C
		SB	TR	R	70	69	-	0.26	-	19.4	-	В
7	E 60th Street &	WB	L	L	65	66	-	0.25	-	18.7	-	В
	Lexington Ave		Т	T	275	272	0.39	0.29	18.0	17.9	В	В
		Intersection			C.F.	64		_	21.0	29.0	С	С
		NB	LT	L T	65 910	64 900	0.51	0.51	18.8	21.6	- B	- C
8a	E 60th Street &	14/D	TD	T	270	266	0.42	0.42	16.6	28.3	В	C
	Park Ave NB	WB	TR	R	75	75	-	-	-	-	-	-
		Intersection							18.2	23.4	В	С
		SB	TR	T R	920 100	915 99	0.56	0.55	19.3	22.1	B -	- C
8b	E 60th Street &		,_	L	115	116	-	-	-	-	-	
•	Park Ave NB	WB	LT	T	220	214	0.43	0.43	14.1	13.8	В	В
		Intersection							17.9	20.0	В	В
		NB	L T	L	110	109	0.30	0.27	19.7	19.7	В	В
9	E 60th Street &			T T	660 250	652 243	0.56 0.37	0.51 0.40	15.9 20.3	14.5 19.6	B C	B B
	Madison Ave	WB	TR	R	70	70	-	-	-	-	-	-
		Intersection							17.5	16.5	В	В
	F 62 - 4 6:	NB	T	T	775	810	0.42	0.67	8.6	12.3	A	В
10	E 62nd Street & Queensboro Bridge		R	R L	745 0	779 0	0.96	0.69	40.1	16.0	D -	B -
10	Exit	EB	LT	T	210	206	0.23	0.33	27.9	29.4	C	C
		Intersection							24.8	15.4	C	В
		SB	Т	T	640	632	0.49	0.71	15.3	21.5	В	С
4.	E 60th Street & 5th	35	R	R	290	286	1.02	1.01	79.3	76.2	E	E
11	Ave	WB	L T	L T	150 210	151 201	0.49	0.42 0.25	12.8	27.0 22.1	- B	C C
		Intersection			210	201	0.43	0.23	28.3	33.9	С	C
		NB	TR	Т	425	424	0.73	0.73	36.9	36.8	D	D
		IND		R	435	432	0.77	0.67	20.3	16.1	С	В
		CD.	L	L	430	428	0.79	0.45	35.5	16.4	D	В
12	E 63rd Street &	SB	TR	T R	465 70	463 70	0.30	0.40	6.6	8.0	A -	A -
	York Ave		L	L	320	317	0.93	0.92	86.4	85.0	F	F
		WB	TR	T	260	258	0.94	0.94	74.5	73.6	Е	E
				R	65	65	-	-	-	-		-
		Intersection SB	R	R	150	149			38.8	34.2	D -	C
				K	150	149	-	-	-	-	-	-
13	E 53rd Street & FDR Drive	SWB	R	R	355	353			-	-	-	-

				Upper East Stu	dy Area - Existi	ng vs No-Action	- Midday Peak	Hour				
Intersection #	Intersection Name	A	Lane Group	Movement	Vol	ume	V	/C	De	elay	L	os
intersection #	intersection Name	Approach	Lane Group	wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
	E 61st Street & 5th	SB	T	T	640	628	0.42	0.41	19.9	19.8	В	В
14	Ave	WB	L	L	290	290	0.28	0.28	19.1	19.1	В	В
	Ave	Intersection							19.6	19.6	В	В
		SB	LT	L	85	85	-	-	-	-	-	-
	E 65th Street & 5th	36	Li	T	535	533	0.39	0.39	7.5	7.6	Α	Α
15	Ave	EB	T	Т	640	638	0.75	0.75	34.3	34.2	С	С
	Ave	ED	R	R	300	299	0.88	0.88	54.6	54.5	D	D
		Intersection							27.5	27.5	С	С
		SB	TR	T	540	538	0.65	0.65	20.2	20.2	С	С
	E 66th Street & 5th	30	I I N	R	410	410	-	-	-	-	-	-
16	Avenue	WB	LT	L	80	80		-	-	-		-
		WD	LI	T	475	474	0.66	0.66	30.8	30.8	С	С
	Intersection							24.1	24.1	С	С	
			L	65	65	-	-	-	-	-	-	
		SB	LTR	Т	445	445	0.66	0.66	27.7	27.7	С	С
				R	150	150		-	-	-	-	-
17	E 79th Street & 5th	EB	T	T	460	458	0.72	0.72	38.8	38.7	D	D
1/	Ave	LD	R	R	190	189	0.92	0.92	79.8	78.1	E	Е
		WB	L	L	70	70	0.82	0.82	92.6	92.6	F	F
		WB	T	Т	545	543	0.56	0.56	25.2	25.1	С	С
		Intersection							37.1	36.9	D	D
				L	65	64	-	-	-	-	-	-
		NB	LTR	Т	395	390	0.50	0.49	23.1	23.0	С	С
				R	0	0	-	-	-	-	-	-
				L	0	0	-	-	-	-	-	-
10	E 71st Street &	SB	LTR	Т	350	348	0.40	0.40	21.2	21.2	С	С
10	18 York Ave			R	55	55	-	-	-	-	-	-
			L	L	205	205	0.66	0.66	41.1	41.1	D	D
		WB	TD	Т	160	160	0.78	0.78	46.8	46.3	D	D
			TR	R	140	139	-	-	-	-	-	-
		Intersection							30.7	30.6	С	С

				Upper East S	Study Area - Exi	sting vs No-Acti	on- PM Peak Ho	our				
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		/C	De	elay		os
intersection #	intersection Name	Approach	Lane Group		Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		ND	LTD	L	5	5	-	-	-	-	-	-
	E 60th Street &	NB	LTR	T R	125 315	130 328	-	-	-	-	-	-
1	Queensboro Bridge			L	0	0	-	-	-	-	-	-
	Exit	EB	LT	T	10	10	-	-	-	-	-	-
		Intersection	Unsignalized					<u> </u>				
		NB	L	L	90	92	0.24	0.25	19.8	19.9	В	В
	E 60th Street & 3rd	IND	T	T	875	892	0.49	0.50	21.3	21.4	С	С
2	Ave	WB	T	Т	350	331	0.56	0.53	7.4	7.0	A	A
		Interception	R	R	165	162	0.77	0.75	41.6 20.4	40.6	D	D
		Intersection NB	T	Т	445	445	0.24	0.24	18.6	20.4 18.6	C B	C B
		SB	Ť	T	1050	1016	0.55	0.53	23.1	22.8	С	C
		-	L	L	170	170	0.24	0.26	27.7	28.1	С	С
	E 60th Street &	EB	Т	Т	0	15	0.25	0.27	27.9	28.3	С	С
3	York Ave		R	R	45	45	0.11	0.11	25.3	25.3	С	С
		WD	L	L	0	0	-	-	-	-	-	-
		WB	T R	T R	0	0	-	-	-	-	-	-
		Intersection	, n	, K	U	0	-	-	22.5	22.4	C	C
		cr3cction	Т	Т	780	1063	0.88	1.20	39.0	127.9	D	F
		EB	RR2	R	40	47	0.39	0.41	25.6	25.9	C	С
	E 59th Street &			R2	105	104	-	-	-	-		-
4	2nd Ave	-	L2	L2	1155	1561	0.83	1.12	24.5	78.7	С	E
	2.70 7.00	SB	L2L	L	0	0	-	-	-	-	-	-
		Interes	T	T	1050	1028	0.50	0.49	11.7	8.9	В	A
		Intersection	L2	L2	700	670	0.43	0.41	24.1	72.4 19.0	В	E B
		NWB	L2 L	L2 L	475	670 454	0.43	0.41	19.2 19.5	19.0	В	В
				L2	10	10	-	-	-	-	-	-
E	E 60th Street &	SB	LT	T	1500	1914	0.57	0.86	19.7	33.3	В	С
5	2nd Ave		R	R	40	39	0.12	0.12	15.8	15.8	В	В
		WB	LT	L	5	5	-	-	-	-	-	-
				Т	0	0	-	-	15.2	15.2	В	В
		Intersection		_	1000	1001	0.45	0.45	19.5	27.8	В	С
		NB	TR	T	1080	1091	0.45	0.46	15.8	15.8	В	В
6	E 60th Street & 1st		L	R L	40 150	40 148	0.51	0.51	30.7	30.7	- C	- C
Ü	Ave	EB	T	T	175	190	0.16	0.18	16.0	16.1	В	В
		Intersection	·		173	130	0.10	0.10	17.5	17.5	В	В
			TR	Т	745	724	0.57	0.49	20.2	18.9	C	В
	E 60th Street &	SB	IK	R	60	58	-	0.19		16.9		В
7	Lexington Ave	WB	L	L	100	98	0.33	0.32	19.3	19.4	В	В
	zexington / we		T	T	340	325	0.36	0.35	18.1	18.1	В	В
		Intersection							19.6	18.7	В	В
		NB	LT	L T	75 990	77 1014	0.52	0.53	18.8	21.3	- B	- C
8a	E 60th Street &			T	315	298	0.32	0.40	14.9	26.4	В	С
	Park Ave NB	WB	TR	R	85	85	-	-	-	-	-	-
	<u> </u>	Intersection							17.7	22.7	В	С
		SB	TR	T	860	851	0.52	0.50	18.6	20.5	В	С
	E 60th Street &	36	111	R	100	99	-	-	-	-	-	-
8b	Park Ave NB	WB	LT	L	110	109	- 0.47	- 0.44	- 12.0	- 42.4	-	-
		Intersection		T	280	266	0.47	0.44	12.9 16.9	12.4 18.1	B B	B B
		Intersection	L	L	105	106	0.29	0.26	19.4	19.5	В	В
	s soul =:	NB	T	T	890	901	0.78	0.77	22.2	23.0	C	C
9	E 60th Street &	WB	TR	Т	285	271	0.42	0.41	21.3	14.1	С	В
	Madison Ave		IN	R	95	94	-	-	-	-	-	-
		Intersection							21.8	20.4	С	С
	E 62-46: : :	NB	T	T	365	387	0.22	0.52	7.0	9.9	A	A
10	E 62nd Street &		R	R	770	816 0	0.94	0.55	36.3	12.1	D	В
10	Queensboro Bridge Exit	EB	LT	L T	0 105	105	0.17	0.17	27.6	27.6	- C	- C
	LAIL	Intersection		'	103	103	0.17	0.17	26.2	12.1	С	В
			Т	Т	585	566	0.48	0.68	9.8	15.2	A	В
	F COsh Street 0 5:1	SB	R	R	275	266	0.88	0.85	41.1	37.6	D	D
11	E 60th Street & 5th Ave	WB	L	L	150	150	0.46	0.46	13.5	27.7	В	С
	AVE		T	T	240	227	0.49	0.24	13.1	21.9	В	С
		Intersection							17.5	22.8	В	С
		NB	TR	T	395	389	0.96	0.94	71.1	68.3	E	E
			L	R L	245 420	239 416	0.33 1.01	0.32 1.00	9.2 99.2	9.1 97.1	A F	A F
		SB		T	675	671	0.87	0.86	99.2 44.7	44.0	D	D
12	E 63rd Street &	==	TR	R	75	75	-	-	-	-	-	-
-	York Ave		L	L	410	398	0.53	0.51	39.8	39.3	D	D
		WB	TR	T	175	171	0.53	0.52	37.1	36.8	D	D
			i N	R	15	15	-	-	-	-	-	-
		Intersection							50.4	49.4	D	D
	E 53rd Street &	SB	R	R	210	207	-	-	-	-	-	-
13	FDR Drive	SWB	R	R	325	321	•	-	-	-	-	-
		Intersection	Unsignalized									

				Upper East S	tudy Area - Exi	sting vs No-Acti	on- PM Peak H	our				
Intersection #	Intersection Name	A	Lane Group	Movement	Vol	ume	V	/C	De	elay	L	os
intersection #	intersection Name	Approach	Lane Group	wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
	E 61st Street & 5th	SB	T	T	690	661	0.49	0.47	20.9	20.6	С	С
14	Ave	WB	L	L	170	171	0.18	0.18	18.0	18.0	В	В
	Ave	Intersection							20.3	20.1	С	С
		SB	LT	L	65	65	-	-	-	-	-	-
	E 65th Street & 5th	36	Li	T	660	656	0.42	0.42	7.3	7.3	Α	Α
15	Ave	EB	T	Т	735	737	0.88	0.88	42.7	42.9	D	D
	Ave	ED	R	R	360	361	0.97	0.97	70.6	71.2	E	E
		Intersection							34.2	34.4	С	С
		SB	TR	Т	635	631	0.85dr	0.71	21.7	21.6	С	С
	E 66th Street & 5th	30	I I N	R	380	378	-	-	-	-	-	-
16	Avenue	WB	LT	L	90	90		-		-	-	-
	Aveilue	WB	LI	Т	515	517	0.65	0.65	30.6	30.6	С	С
	Intersection							24.8	24.8	С	С	
			L	70	69	-	-	-	-	-	-	
		SB	LTR	T	565	561	0.73	0.72	29.3	29.2	С	С
				R	180	178		-		-	-	-
17	E 79th Street & 5th	EB	T	T	415	416	0.72	0.73	39.0	39.1	D	D
17	Ave	ED	R	R	215	216	0.98	0.99	88.8	90.9	F	F
		WB	L	L	50	50	0.53	0.53	58.7	58.7	Е	Е
		WD	T	T	555	554	0.60	0.60	26.1	26.1	С	С
		Intersection							37.8	38.1	D	D
				L	35	35	-	-	-	-	-	-
		NB	LTR	T	430	421	0.48	0.47	22.6	22.4	С	С
				R	0	0	-	-	-	-	-	-
				L	0	0	-	-	-	-	-	-
10	E 71st Street &	SB	LTR	Т	565	556	0.66	0.65	27.0	26.8	С	С
10	18 York Ave			R	85	84	-	-	-	-	-	-
			L	L	115	115	0.31	0.31	29.0	29.0	С	С
		WB	TD	Т	125	125	0.52	0.52	33.8	33.7	С	С
			TR	R	95	94	-	-	-	-	-	-
		Intersection	İ						26.8	26.6	С	С

				Jpper East Stud		g vs No-Action -						
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		/C		elay		OS
		, p 34.			Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	LTR	L	10	10	-	-	-	-	-	-
	E 60th Street &	IND	LIK	T R	90 310	89 308	-	-	-	-	-	-
1	Queensboro Bridge			L	0	0	-	-	-	-	-	-
	Exit	EB	LT	T	30	30	-	-	-	-	-	-
		Intersection	Unsignalized									
		NB	L	L	80	79	0.16	0.16	18.2	18.2	В	В
	E 60th Street & 3rd	IND	T	Т	1070	1059	0.52	0.52	21.6	21.5	С	С
2	Ave	WB	T	Т	375	378	0.65	0.66	13.3	13.3	В	В
	Ave	WB	R	R	160	160	0.74	0.74	43.4	43.2	D	D
		Intersection			0	0	-	-	21.7	21.6	С	С
		NB	Т	Т	475	475	0.27	0.27	18.8	18.8	В	В
		SB	T	T	640	635	0.32	0.32	19.5	19.5	В	В
			L	L -	250	247	0.34	0.34	29.7	29.6	С	C
3	E 60th Street &	EB	T R	T R	0 45	0 45	0.36	0.35 0.11	30.1 25.2	30.0 25.2	C C	C C
3	York Ave		L	L	0	0	- 0.11	0.11	- 25.2	25.2	-	-
		WB	T	T	0	0	-	-	-	-	-	-
		***	R	R	0	0	-	-	-	-	-	-
		Intersection			-	-			21.5	21.4	С	С
		mersection	Т	Т	705	819	0.78	0.90	32.4	41.2	C	D
		EB		R	155	166	0.83	0.86	46.3	50.2	D	D
	E EOsh Cs+ 0		RR2	R2	120	120	-	-	-	-	-	-
4	E 59th Street &		L2	L2	995	1151	0.69	0.80	12.0	17.3	В	В
	2nd Ave	SB	L2L	L	10	11	-	-	-	-	-	-
			Т	T	1215	1209	0.58	0.58	8.6	7.7	Α	Α
		Intersection							18.5	22.7	В	С
		NWB	L2	L2	470	474	0.29	0.29	17.6	17.6	В	В
		5	L	L	440	444	0.40	0.40	19.2	19.2	В	В
			LT	L2	30	30	-	-	-	-	-	-
5	E 60th Street &	SB		Т	1745	1892	0.64	0.82	20.7	25.9	C	C
	2nd Ave		R	R	90	89	0.24	0.24	17.2	17.2	В	В
		WB	LT	L	5	5	- 0.01	- 0.04	- 45.2	- 45.2	-	-
				T	5	5	0.01	0.01	15.2	15.2	В	В
		Intersection		-	4205	1200	0.52	0.52	19.8	23.1	В	C
		NB	TR	T	1305	1290	0.52	0.52	16.6	16.5	В	В
6	E 60th Street & 1st		L	R L	100 145	99 145	0.41	0.41	27.3	27.3	- C	- C
Ü	Ave	EB	T	T	195	193	0.41	0.41	16.1	16.1	В	В
		Intersection		'	133	193	0.18	0.18	17.5	17.5	В	В
				Т	1120	1113	0.69	0.94	22.5	40.4	С	D
		SB	TR	R	70	70	-	0.17	-	16.7	-	В
7	E 60th Street &	14/D	L	L	160	160	0.35	0.37	19.4	21.4	В	С
	Lexington Ave	WB	Т	Т	295	297	0.33	0.35	18.0	19.8	В	В
		Intersection							21.3	33.3	С	С
		NB	LT	L	55	55	-	-	-	-	-	-
	E 60th Street &	IND	Li	Т	555	552	0.32	0.32	16.2	18.7	В	В
8a	Park Ave NB	WB	TR	T	330	332	0.46	0.46	12.6	28.9	В	С
	T dik Ave NB			R	35	35	-	-	-	-	-	-
		Intersection							14.8	22.8	В	С
		SB	TR	Т	885	877	0.55	0.54	19.1	21.8	В	С
61	E 60th Street &		1	R	105	104	-	-	-	-	-	-
8b	Park Ave NB	WB	LT	L	110	110	- 0.47	- 0.48	7.5	10.0	-	- D
		Interception	 	T	275	277	0.47	0.48	7.5	10.0	A	B
		Intersection	L	L	85	82	0.18	0.16	15.6 17.3	18.3 17.5	B B	B B
		NB	T	T	920	911	0.18	0.16	17.3	17.5	В	В
9	E 60th Street &			T	265	266	0.73	0.48	18.1	16.1	В	В
	Madison Ave	WB	TR	R	115	115	-	-	-	-	-	-
		Intersection							19.3	17.2	В	В
			т	Т	995	982	0.55	0.70	10.1	13.0	В	В
	E 62nd Street &	NB	R	R	755	746	0.90	0.71	29.9	16.7	C	В
10	Queensboro Bridge	EB	LT	L	10	10	-	-	-	-	-	-
	Exit	ED	LI	Т	145	142	0.25	0.25	28.6	28.5	С	С
		Intersection							19.3	15.4	В	В
		SB	T	T	880	876	0.63	0.91	11.8	26.0	В	С
	E 60th Street & 5th	35	R	R	285	284	0.71	0.71	20.3	20.1	С	С
11	Ave	WB	L	L	170	169	0.38	0.37	11.3	24.9	В	С
			T	Т	180	179	0.44	0.21	12.3	21.7	В	С
		Intersection							13.4	24.3	В	C
		NB	TR	T	195	189	0.47	0.46	35.5	35.1	D	D
				R	390	377	0.48	0.47	8.1	7.9	A	A
		SB	L	L	370	370	0.50	0.50	26.1	25.7	C	C
	E 63rd Street &	эb	TR	T P	385 50	385 50	0.46	0.46	19.4	19.3	В	B -
12	York Ave		L	R L	50 330	50 330	0.54	0.54	40.2	40.2	- D	- D
12	1	WB		T	295	295	0.54	0.54	37.2	37.2	D	D
12		****	TR						- 37.2			-
12			110	R	75	75	-					
12		Intersection	II.	R	25	25	-	-		1	- C	
12		Intersection SB							25.3	25.3	С	C
12	E 53rd Street & FDR Drive	Intersection SB SWB	R R	R R R	160 365	158 365	-	-		1		С

				Jpper East Stud	y Area - Existin	g vs No-Action -	Late Night Pea	ık Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	r/C	De	elay	L	OS
intersection #	intersection Name	Approach	Lane Group	wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
	E 61st Street & 5th	SB	T	T	975	976	0.59	0.59	22.3	22.6	С	С
14	Ave	WB	L	L	190	184	0.20	0.19	18.2	18.2	В	В
	Ave	Intersection							21.6	21.8	С	С
		SB	LT	L	75	75	-	-	-	-	-	-
	E 65th Street & 5th	36	Li	T	735	731	0.47	0.47	6.7	6.6	Α	Α
15	Ave	EB	T	Т	670	669	0.75	0.74	33.7	33.6	С	С
	Ave	CD	R	R	205	205	0.58	0.58	32.7	32.7	С	С
		Intersection							20.0	20.0	С	С
		SB	TR	Т	750	747	0.56	0.56	18.2	18.2	В	В
	E 66th Street & 5th	36	I I N	R	255	255	-	-	-	-	-	-
16		WB	LT	L	60	59		-		-	-	-
	Avenue	WD	Li	T	475	468	0.61	0.60	29.6	29.4	С	С
		Intersection							22.2	22.1	С	С
				L	60	60	-	-	-	-	-	-
		SB	LTR	T	615	617	0.56	0.56	25.1	25.1	С	С
				R	70	70	-	-	-	-	-	-
17	E 79th Street & 5th	EB	T	T	355	354	0.56	0.56	34.1	34.1	С	С
17	Ave	ED	R	R	110	110	0.41	0.38	34.0	33.0	С	С
		WB	L	L	55	54	0.60	0.55	63.5	57.9	Е	Е
		WD	T	Т	395	388	0.41	0.40	22.6	22.5	С	С
		Intersection							28.4	28.1	С	С
				L	10	10	-	-	-	-	-	-
		NB	LTR	T	245	236	0.22	0.21	18.5	18.4	В	В
				R	0	0	-	-	-	-	-	-
				L	0	0	-	-	-	-	-	-
10	E 71st Street &	SB	LTR	Т	315	317	0.31	0.32	19.8	19.8	В	В
18 York Ave	York Ave			R	40	40	-	-	-	-	-	-
			L	L	80	80	0.20	0.20	26.7	26.7	С	С
		WB	TD	Т	180	180	0.59	0.59	35.3	35.3	D	D
			TR	R	100	100	-	-	-	-	-	-
		Intersection							24.6	24.6	С	С

				Upper West Sid		Existing vs No-A						
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume	V	/C		elay		LOS
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L	105	104	0.37	0.36	20.5	20.4	С	С
		NB	T	T	190	187	0.36	0.35	16.8	16.7	В	В
			R	R	65	64	0.22	0.22	15.8	15.7	В	В
		SB	TR	T	415	414	0.60	0.60	27.8	27.8	С	С
		36		R	30	30	-	-	-	-	-	-
	W 72nd Street &			L	10	10	-	-	-	-	-	-
1	West End Ave	EB	LTR	T	135	131	0.67	0.64	38.3	37.4	D	D
				R	120	116	-	-	-	-	-	-
				L	85	84	-	-	-	-	-	-
		WB	LTR	Т	140	138	0.77	0.75	45.3	43.9	D	D
				R	45	44	-	-	-	-	-	-
		Intersection							30.5	30.0	С	С
				L	20	19	-	-	-	-	-	-
		NB	LTR	T	385	370	0.49	0.47	10.2	10.1	В	В
				R	60	57	-	-	-	-	-	-
			L	Ĺ	55	55	0.25	0.25	15.0	14.8	В	В
	W 61st Street &	SB		T	585	574	0.23	0.25	13.4	13.4	В	В
2	West End Ave	35	TR	R	35	35	-	-	-	-	-	-
	Cot Ella Ave			L	20	20	-	-		-		
		EB	LTR	T	15	15	0.34	0.34	28.9	28.9	C	c
		20]	R	55	55	-	-		-	-	-
		Intersection		I.	33	33	-	-	13.5	13.5	В	В
		intersection				60			-			В
		NB	LTD	L	60	60		-		-	-	
		IND	LTR	T	30	30	0.66	0.66	48.3	48.3	D	D
				R	10	10	-	1	-	-	-	
	SB W 79th Street &	CD.	LTD	L	15	15		-			-	-
		28	LTR	Т	130	130	1.03	1.03	88.6	87.9	F	F
_				R	155	154	-	-	-	-	-	-
3a	Riverside Drive			L	5	5	-	-	-	-	-	-
		EB	TR	Т	510	502	0.60	0.59	12.7	12.6	В	В
				R	335	330	-	-	-	-	-	-
				L	5	5	-	-	-	-	-	-
		WB	TR	Т	595	590	0.46	0.46	10.7	10.6	В	В
				R	25	25	-	-	-	-	-	-
		Intersection							26.8	26.7	С	С
		NB	TR	L	210	2143	0.35	1.05	22.2	65.6	С	E
	W 56th Street &	IND	TIX.	R	100	1170		0.91	-	47.9	-	D
4a	12th Avenue	EB	LT	L	465	2958	-	0.52	-	0.7	-	Α
	12tii Aveilue	EB	LI	T	705	0	0.86	-	7.0	32.1	Α	С
		Intersection							10.6	206.8	В	F
		NB	Т	Т	2145	2013	1.05	0.59	65.9	15.6	Е	В
	W 56th Street &		L	L	1170	2958	0.91	0.92	47.9	33.2	D	С
4b	West Side Highway	SB	T	T	2950	0	0.52	-	0.7	-	A	1 -
	3 -7	Intersection				i -			32.2	-	C	-
			L	L	75	30	1.01	0.77	206.8	30.1	F	С
		NB	T	T	2015	130	0.59	0.77	15.6	6.2	В	A
				T	2950	0	0.92	-	33.0	28.2	C	c
	W 55th Street &	SB	TR	R	0	0	-		-	-	-	-
5a	West Side Highway			L	125	282		0.36		11.8	-	В
	west side riighway	WB	LT	T	30	0	0.76	-	29.2	-	C	-
		****	R	R	130	0	0.76		6.1	-	A	
		Intersection	IV.	IV.	130	U	0.30		28.1	-	C	
		intersection			_	200		0.54				
		NB	LT	L	0	286	- 0.26	0.54	- 44.0	57.9	-	E
	M/ FF4b C4+ 0			T	280	30	0.36	-	11.8	- 27.2	В	-
5b	W 55th Street &	1445		L	0	105	-	0.41	-	37.2	-	D
	12th Avenue	WB	LTR	T	285	0	0.54	-	57.9	37.2	E	D
				R	30	328	-	0.78	-	48.5	-	D
		Intersection				ļ			36.2	14.3	D	В
	W 55th Street &	WB	L	L	105	64	0.41	-	36.3	-	D	-
5c	West Side Highway								36.3		D	С
JC		Intersection								27.9		

				Upper West Sid	e Study Area -	Existing vs No-A	ction - AM Peal	k Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		elay		os
intersection #	intersection Nume	Арргоасп	Euric Group	Wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	L	L	330	972	0.79	0.73	49.0	5.9	D	Α
	W 60th Street &		T	T	510	78	0.42	-	14.4	-	В	-
6	Broadway	SB	TR	Т	860	235	0.90	0.92	29.2	46.5	С	D
	,			R	65	157	-	0.29	-	3.8	-	Α
		Intersection							28.7	12.5	С	В
		SB	TR	Т	995	91	0.74	-	6.4		А	-
_	W 60th Street &			R	80	912	-	0.47	-	14.5	-	В
7	Columbus Ave	WB	L _	L	235	170	0.91	0.48	45.5	44.6	D	D
		last a consisting	T	T	160	65	0.30	0.31	3.8	42.9	A	D
		Intersection			0.5	19		0.09	12.6	20.9 11.1	В	C B
		NB	LT	L T	95						- B	В
8	W 60th Street &		Т	T	955 175	372 609	0.50 0.50	0.34	14.8 44.9	12.3 3.1	D	A
0	Amsterdam Ave	WB	R	R	65	20	0.30	-	44.9	-	D	-
		Intersection			03	20	0.51		21.0	-	С	_
			L	L	20	0	0.10	0.12	11.2	21.3	В	С
		NB	T	T	390	30	0.35	-	12.5	-	В	-
				T	620	140	0.33	_	3.0	-	A	-
		SB	TR	R	20	52	-	0.68	-	56.0	-	Е
	M CONF. C O			L	5	69		-	-	-	-	-
9	W 60th Street &	EB	LTR	T	0	0	0.12	-	21.3	16.7	С	В
	West End Ave			R	30	972	-	0.44	-	3.2	-	А
				L	140	5	-	-	-	-	-	-
		WB	LTR	Т	60	117	0.70	-	56.3	-	E	-
				R	70	10	-	0.46	-	38.9	-	D
		Intersection							16.9	23.6	В	С
·		NB	TR	T	1015	0	0.46	-	3.2	8.1	Α	А
		IND	I K	R	5	182	-	-	-	-	-	-
10	W 61st Street &	EB	LT	L	120	1050	1	0.77	-	22.2	-	С
10	Amsterdam Ave			T	10	0	0.47	-	39.1	22.2	D	С
		WB	R	R	10	493	0.04	0.34	23.6	9.6	С	Α
		Intersection							8.0	-	A	-
	W 61st Street &	SB	LT	L	185	20	-	-	-	-	-	-
11	Columbus Ave			T	1075	801	0.79	0.56	22.8	19.7	С	В
		Intersection							22.8	-	С	-
		NB	TR	T	495	44	0.35	0.54	9.6	25.7	Α	С
				R	15	108	-	-	-	-	-	-
		SB	LT	L	20	0	-	-	-	17.0	-	В
12	W 61st Street &			T	815	598	0.57	0.32	19.9	13.4	В	В
	Broadway	FD.	1.70	L	30	74	-	0.23	- 25.6	28.1	-	С
		EB	LTR	T R	45 110	0 15	0.55	-	25.6	15.1	C -	В
		Intersection	-	ĸ	110	15	-	-	17.1	19.1	- В	- В
		Intersection NB	Т	Т	610	169	0.33	0.44	13.4	23.2	В	С
13	W 61st Street &	EB	L	L	80	165	0.33	0.44	29.3	28.7	С	С
13	Columbus Ave	Intersection		L	80	103	0.23	0.57	15.4	43.6	В	D
		intersection			15	45		_	- 13.4	43.0	-	-
		NB	LTR	L T	225	15	0.54	0.18	23.3	44.0	C	- D
			-:	R	170	312	-	0.18		61.6	-	E
			†	L	165	10	-	0.92		23.5	-	C
		SB	LTR	T	385	167	0.96	0.84	51.3	52.4	D	D
	W 01 at 5th		1	R	45	224	-	0.71	-	40.8	-	D
14	W 81st Street & Central Park West		L	L	15	118	0.18	0.41	44.0	30.1	D	С
	Central rafk West	EB	TD	Т	315	0	0.93	-	63.4	39.7	E	D
			TR	R	10	65	0.03	-	23.5	-	С	-
			L	L	170	353	0.85	0.43	54.4	3.4	D	А
		WB	T	Т	230	656	0.73	0.57	42.0	20.4	D	С
			R	R	120	45	0.41	-	30.2	-	С	-
		Intersection						ļ	44.8	31.3	D	С
		NB	LT	L	65	314	-	0.80	-	44.6	-	D
			-,	T	355	231	0.43	0.65	3.5	37.0	Α	D
	uu aau a	SB	TR	T	665	0	0.58	-	20.5	23.6	С	С
15	W 66th Street &			R	45	388	-	0.84	- 24.5	37.7	-	D
	Central Park West	14/0	L	L	180	255	0.52	- 0.00	31.5		С	-
		WB	T	T	320	370	0.81	0.98	46.0	59.2	D	E
		Interception	R	R	235	463	0.66	0.56	37.5	9.8	D C	A C
		Intersection		-	200	400	0.04	0.77	24.1	22.9		
		NB	TR	T R	390 255	499 25	0.84	0.77	37.9	36.1	D -	D
			1	r			1.00	-	62.9	35.2	E	- D
					275							
	W 65th Strant 0.	SB	LT	L	375 470	0						_
16	W 65th Street &	SB		T	470	0	0.57	-	10.1	-	В	-
16	W 65th Street & Central Park West		L	T L	470 30	0	0.57 0.09	-	10.1 22.9	-	B C	-
16		SB EB		T	470	0	0.57	-	10.1	-	В	-

Intersection #	Intersection Name	Approach	Lane Group			isting vs No-Acti ume						
	Intersection Name	Approach			VOI	uiile	V	/C	De	elay	L	OS
			Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L	115	115	0.34	0.34	19.0	19.0	В	В
4		NB	T	T	285	284	0.49	0.49	19.8	19.8	В	В
1			R	R	70	70	0.23	0.23	16.5	16.5	В	В
		SB	TR	T	330	329	0.57	0.57	29.4	29.4	С	С
- 1	W 72nd Street &			R L	55 25	55 25	-	-	-	-	-	-
1	West End Ave	EB	LTR	T	110	108	0.64	0.63	38.8	38.5	D	D
	West End Ave	25	2	R	90	89	-	-	-	-	-	-
				L	80	80	-	-	-	-	-	-
		WB	LTR	Т	155	155	0.89	0.89	60.0	59.6	E	Е
				R	50	50	-	-	-	-	-	-
		Intersection							34.3	34.2	С	С
				L	5	5	-	-	-	-	-	-
		NB	LTR	Т	370	366	0.42	0.42	9.4	9.5	A	Α
				R	60	60	-	-	-	-	-	-
	[.		L	L	15	14	0.07	0.07	12.7	12.6	В	В
2	W 61st Street &	SB	TR	T	575	568	0.33	0.32	14.0	14.0	В	В
	West End Ave			R	15	15	-	-	-	-	-	-
		EB	LTR	L T	5 20	5 20	0.17	0.17	24.0	24.0	- C	- C
		LD	LIN	R	35	35	- 0.17	- 0.17	24.0	24.U -		
		Intersection		IX.	33	33	-	_	12.8	12.8	В	В
		iiitersection		L	70	70	-	-	-	-	-	-
		NB	LTR	T	45	45	0.46	0.46	31.6	31.6	С	С
				R	5	5	-	-	-	-	-	-
				L	5	5	-	-	-	-	-	-
		SB	LTR	T	65	65	0.68	0.68	38.8	38.8	D	D
	M 70th Stroot 8			R	130	130	-	-	-	-	-	-
3a	W 79th Street & Riverside Drive			L	20	20	-	-	-	-	-	-
	Miverside Drive	EB	TR	Т	315	313	0.53	0.53	12.7	12.7	В	В
				R	360	357	-	-	-	-	-	-
				L	0	0	-	-	-	-	-	-
		WB	TR	T	535	533	0.38	0.38	10.6	10.6	В	В
		lata and the		R	50	50	-	-	16.8	16.8	- В	- В
		Intersection		L	255	2417	0.25	0.78	4.0	10.5	A	В
		NB	TR	R	85 85	560	-	0.78	4.0	63.0	- A	F
4a	W 56th Street &			L	270	2307	-	0.81	-	49.6	-	D
	12th Avenue	EB	LT	T	290	0	0.84	-	16.8	33.6	В	C
		Intersection				-			11.6	165.1	В	F
		NB	Т	Т	2415	2232	0.78	0.71	10.5	19.0	В	В
45	W 56th Street &		L	L	560	2307	0.91	0.91	63.0	79.9	E	E
4b	West Side Highway	SB	T	T	2305	0	0.81	-	49.6	-	D	-
		Intersection							33.6	-	С	-
		NB	L	L	155	65	1.05	0.80	165.1	26.5	F	С
		.45	Т	Т	2230	185	0.71	0.42	19.0	5.9	В	Α
		SB	TR	T	2305	0	0.91	-	79.9	50.5	E	D
5a	W 55th Street &			R	0	0	-	- 0.42	-	- 15.5	-	- D
	West Side Highway	WB	LT	L T	160 65	298 0	0.80	0.43	25.7	15.5	- C	В
		VVD	R	R	185	0	0.80	-	5.9	-	A	
		Intersection	N	n	103	J	0.42	-	50.4	-	D	
				L	0	412		0.56	50.4	42.7	-	D
		NB	LT	T	295	45	0.43	-	15.4	-	В	-
	W 55th Street &		1	L	0	220	-	0.57	-	66.0	-	Е
5b	12th Avenue	WB	LTR	T	410	0	0.56	-	42.6	66.0	D	E
			1	R	45	338	-	0.83	-	52.2	-	D
		Intersection							31.9	13.6	С	В
	W 55th Street &	WB	L	L	220	79	0.57	-	64.5	-	E	-
5c	West Side Highway											
	Arterial	Intersection							64.5	32.6	E	С

	1		U	Ipper West Side								
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		/C		elay		.os
			Ť		Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	L	L	340	967	0.84	0.74	52.7	6.6	D	Α
6	W 60th Street &		T	T	455	123	0.37	- 0.75	13.7	- 25.2	В	-
0	Broadway	SB	TR	T	760	214	0.87	0.75	35.3	25.2	D -	C
		Intersection		R	80	203	-	0.32	33.1	3.5 8.8	C	A
		Intersection		т.	000	64	0.75			-		Α
		SB	TR	T R	980 125	64 1031	0.75	0.48	6.8	14.6	A -	- D
7	W 60th Street &		L	L	215	241	0.75	0.48	25.0	45.3	C	B D
,	Columbus Ave	WB	T	T	205	85	0.73	0.36	3.5	41.1	A	D
		Intersection	'	'	203	65	0.32	0.50	9.0	22.0	A	С
		intersection		L	65	10	-	0.05	-	10.3	- A	В
		NB	LT	T	1045	356	0.49	0.03	14.7	11.8	В	В
8	W 60th Street &		Т	T	245	588	0.49	0.29	45.5	5.2	D	A
Ü	Amsterdam Ave	WB	R	R	85	15	0.36	-	41.1	-	D	-
		Intersection	IV.	IV.	85	13	0.30	_	22.1	-	С	-
		mersection	L	L	10	0	0.05	0.07	10.4	20.6	В	С
		NB	T	T	360	20	0.30	-	11.9	-	В	-
				T	595	170	0.31	-	5.1	-	A	-
		SB	TR	R	15	60	-	0.72	-	47.9	-	D
				L	0	75	-	-	-	-	-	-
9	W 60th Street &	EB	LTR	T	0	0	0.07	-	20.6	17.9	С	В
-	West End Ave	_		R	20	1106	-	0.47	-	3.6	-	A
				L	170	10		-	-	-	-	-
		WB	LTR	T	65	84	0.73	-	48.1	-	D	-
				R	75	10	-	0.28	-	34.0	-	С
		Intersection			-				18.0	23.9	В	С
			TO	Т	1120	0	0.48	-	3.6	6.8	A	A
		NB	TR	R	10	224	-	-	-	-	-	-
	W 61st Street &			L	85	1090	-	0.82	-	23.8	-	С
10	Amsterdam Ave	EB	LT	Т	10	0	0.29	-	34.0	23.8	С	С
		WB	R	R	20	442	0.06	0.28	23.9	5.1	С	Α
		Intersection							6.7	-	A	-
				L	225	30	-	-	-	-	-	-
11	W 61st Street &	SB	LT	Т	1105	688	0.83	0.53	24.2	19.2	С	В
	Columbus Ave	Intersection							24.2	-	С	-
		ND	TR	T	445	35	0.29	0.66	5.1	37.9	A	D
		NB		R	10	144	-	-	-	-	-	-
		CD	LT	L	30	0	-	-	-	18.0	-	В
12	W 61st Street &	SB		T	695	617	0.54	0.34	19.3	13.6	В	В
12	Broadway			L	45	73	-	0.25	-	24.0	-	С
		EB	LTR	T	35	0	0.66	-	37.8	14.7	D	В
				R	145	40	-	-	-	-	-	-
		Intersection							18.0	21.7	В	С
	W 61st Street &	NB	Т	T	630	255	0.35	0.91	13.6	60.8	В	E
13	Columbus Ave	EB	L	L	75	85	0.26	0.48	24.9	29.3	С	С
	Columbus Ave	Intersection							14.9	35.8	В	D
				L	40	40	-	-	-	-	-	-
		NB	LTR	T	395	15	0.94	0.20	46.5	44.7	D	D
				R	255	299	-	0.74	-	40.7	-	D
				L	85	30	0.75	0.19	58.2	27.2	E	С
		SB	LTR	Т	305	178	0.77	0.91	35.8	64.5	D	E
	W 81st Street &			R	40	261	-	0.64	-	36.0	-	D
14	Central Park West		L	L	15	158	0.20	0.57	44.7	35.2	D	D
		EB	TR	T	300	0	0.74	-	40.9	38.7	D	D
				R	30	45	0.19	-	27.2	-	С	-
			L	L	180	474	0.92	0.44	67.1	1.6	E	Α
		WB	T	T	265	585	0.65	0.55	36.3	20.6	D	С
			R	R	160	55	0.57	-	35.4	-	D	-
		Intersection							44.0	36.1	D	D
		NB	LT	L	45	387	-	0.98	-	71.1	-	E
		·-		T	475	273	0.44	0.81	1.6	49.0	Α	D
		SB	TR	T	590	0	0.56	-	20.6	30.9	С	C
15	W 66th Street &			R	55	464	-	0.81	-	34.6		С
	Central Park West	M/D	L	L	220	200	0.66	- 0.70	36.3	- 24.0	D	-
		WB	T	T	390	332	0.99	0.78	72.8	34.0	E	С
		Internal II	R	R	275	471	0.82	0.54	49.6	11.0	D	В
		Intersection		_	467	262	0.01	0.51	31.4	25.5	С	С
		NB	TR	T	465	363	0.81	0.61	34.6	32.0	С	С
				R	200	30	-	-	-	-	-	-
		SB	LT	L	335	0	0.78	-	34.6	28.1	С	С
16	W 65th Street &			Т	475	0	0.54	-	11.0	-	В	-
	Central Park West	_	L	L	55	0	0.18	-	25.5	-	С	-
		EB	TR	T	365	0	0.62	-	32.1	-	С	-
			ļ	R	30	0	-	-	-	-	-	-
	1	Intersection	l			1			28.3	-	С	-

	1					Existing vs No-A						
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		elay		LOS
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Actio
		ND	L	L -	150	150	0.37	0.37	18.3	18.3	В	В
		NB	T	T	625	626	0.87	0.87	33.9	34.0	С	С
			R TR	R T	135 365	135 363	0.34 0.65	0.34 0.64	15.8 35.8	15.8 35.7	B D	B D
		SB	IK	R	30	303	-	-	- 33.8	- 35.7	-	-
	W 72nd Street &			L	20	20	-	-		-	-	
1	West End Ave	EB	LTR	T	95	96	0.65	0.65	41.5	41.7	D	D
	West Elia Ave	LD	LIII	R	90	90	-	-	-		-	-
				L	80	79	-	-	-	-	-	-
		WB	LTR	T	120	120	0.83	0.83	55.3	55.3	Е	Е
				R	45	45	-	-	-	-	-	-
		Intersection							35.5	35.6	D	D
				L	15	15	-	-	-	-	-	-
		NB	LTR	Т	750	746	0.68	0.68	10.9	10.9	В	В
				R	45	48	-	-	-	-	-	-
			L	L	35	35	0.23	0.23	15.6	15.6	В	В
2	W 61st Street &	SB	TR	T	740	723	0.40	0.39	13.7	13.6	В	В
2	West End Ave		IK	R	20	20	-	-	-	-	-	-
				L	25	25	-	-	-	-		-
		EB	LTR	Т	20	20	0.27	0.27	27.2	27.2	С	С
				R	35	35	-	-	-	-	-	-
		Intersection							13.1	13.0	В	В
				L	40	40	-	-	-	-	-	-
		NB	LTR	T	185	185	0.78	0.78	46.6	46.6	D	D
				R	15	15	-	-	-	-		-
				L	5	5	-	-	-	-	-	-
		SB	LTR	Т	60	60	0.63	0.62	39.1	39.0	D	D
	W 79th Street &			R	100	99	-	-	-	-	-	-
3a	3a W 79th Street & Riverside Drive	ED.	TD	L	60	60	0.70	0.70	47.2	- 47.4	-	-
		EB	TR	T R	610 355	605 352	0.78	0.78	17.3	17.1	B -	В -
				L	0	0	-	-		-	-	-
		WB	TR	T	420	419	0.41	0.41	9.5	9.5	A	A
		WB	110	R	155	156		-	-	-	-	-
		Intersection		, ,	155	150		1	20.7	20.6	С	С
				L	295	2667	0.29	0.79	4.2	8.7	A	A
		NB	TR	R	130	570	-	0.92	-	77.6	-	F
4a	W 56th Street &			L	160	2014	-	0.36	_	0.2	-	A
	12th Avenue	EB	LT	Т	410	0	0.76	_	17.2	13.9	В	В
		Intersection							11.4	73.1	В	Е
		NB	Т	Т	2690	2478	0.80	0.68	8.8	15.9	Α	В
4 la	W 56th Street &		L	L	570	2014	0.92	0.66	77.6	23.7	E	С
4b	West Side Highway	SB	T	T	2010	0	0.36	-	0.2	-	Α	-
		Intersection							13.9	25.3	В	С
		NB	L	L	15	10	0.21	0.88	73.1	39.1	E	D
		IND	T	T	2500	189	0.68	0.77	16.1	22.9	В	С
		SB	TR	Т	2010	0	0.66	-	23.7	20.8	С	С
5a	W 55th Street &	36	TIX.	R	0	0	-	-	-	-	-	-
3a	West Side Highway		LT	L	315	399	0.80	0.46	25.3	13.4	С	В
		WB		T	10	0	0.88	-	39.1	-	D	-
			R	R	190	0	0.78	-	23.6	-	С	-
		Intersection							20.9	-	С	-
		NB	LT	L	0	514	-	0.76	-	64.7	-	E
				T	405	20	0.47	-	13.5	-	В	-
5b	W 55th Street &		l	L	0	25	-	0.08		7.1	-	A
	12th Avenue	WB	LTR	T	515	0	0.76	-	64.7	7.1	E	A
				R	20	303	-	0.71	-	44.1	-	D
		Intersection							42.6	15.3	D	В
	W 55th Street &	WB	L	L	25	88	0.08	-	7.1	-	Α	-
5c	West Side Highway Arterial	Intersection							7.1	34.1	А	С

				Upper West Sid		Existing vs No-A						
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	r/C	De	elay	L	os
microccion #	intersection Nume	Арргоисп	Lune Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	L	L	305	1133	0.71	0.82	44.3	8.1	D	Α
	W 60th Street &		T	T	645	126	0.49	-	15.3	-	В	-
6	Broadway	SB	TR	T R	865 90	190 201	0.95	0.69 0.35	47.0	25.9 5.0	D	C
		Intersection		ĸ	90	201	-	0.35	35.8	9.7	D D	A A
				T	1170	97	0.84	-	9.0	-	A	-
		SB	TR	R	130	1371	-	0.65	-	17.1	-	В
7	W 60th Street & Columbus Ave	WB	L	L	190	222	0.69	0.60	25.7	45.7	С	D
	Columbus Ave	WB	Т	T	205	105	0.36	0.49	5.1	46.1	Α	D
		Intersection							10.4	22.6	В	С
		NB	LT	L	95	10	-	0.05	-	10.5	-	В
_	W 60th Street &			T	1345	679	0.64	0.54	16.8	15.1	В	В
8	Amsterdam Ave	WB	T	T	230	748	0.62	0.39	46.1	5.8	D	A
		Intersection	R	R	105	10	0.49	-	45.8 22.6	-	D C	-
		intersection	L	L	10	0	0.06	0.10	10.5	21.0	В	C
		NB	T	T	680	25	0.54	-	15.2	-	В	-
		60		T	765	130	0.40	-	5.9	-	A	-
		SB	TR	R	10	69	-	0.74	-	44.2	-	D
	W 60th Street &			L	10	120	-	-	-	-	-	-
9	West End Ave	EB	LTR	T	0	0	0.10	-	21.0	16.9	С	В
				R	25	1456	-	0.61	-	3.4	-	A
		WD	LTD	L	130	20	- 0.74	-	- 4E O	-	-	-
		WB	LTR	T R	75 120	98 5	0.74	0.32	45.0	32.5	D	- C
		Intersection		ĸ	120	3		0.32	17.0	23.9	В	C
				Т	1430	0	0.60	-	3.3	5.7	A	A
		NB	TR	R	20	194	-	-	-	-	-	-
40	W 61st Street &	ED.	LT	L	95	1259	-	0.83	-	24.4	-	С
10	Amsterdam Ave	EB	LI	T	5	0	0.31	-	32.1	24.4	С	С
		WB	R	R	20	630	0.07	0.38	23.9	5.3	С	Α
		Intersection							5.6	-	Α	-
	W 61st Street &	SB	LT	L	195	40	-	-	-	-	-	-
11	Columbus Ave			Т	1300	814	0.85	0.60	25.7	20.6	С	С
		Intersection		_	50.5	22	0.00	0.54	25.7	-	C	-
		NB	TR	T R	635 10	38 121	0.38	0.51	5.3	32.7	Α	
			LT	L	40	0	-	-	-	16.2	-	- В
	W 61st Street &	SB		T	835	806	0.62	0.42	20.9	14.5	C	В
12	Broadway			L	35	88	-	0.29	-	26.1	-	c
		EB	LTR	T	40	0	0.51	-	32.4	15.7	С	В
				R	120	25	-	-	-	-	-	-
		Intersection							16.3	22.8	В	С
	W 61st Street &	NB	Т	T	825	255	0.44	0.80	14.6	41.6	В	D
13	Columbus Ave	EB	L	L	90	59	0.30	0.44	25.8	30.8	С	С
		Intersection							15.8	29.1	В	С
		ND	LTD	L	25	34	- 0.00	- 0.20	- 40.5	- 47.4	-	-
		NB	LTR	T R	620 255	25 306	0.98	0.28	49.5	47.1 55.4	D -	D E
				L	60	25	0.91	0.89	113.0	25.5	F F	C
		SB	LTR	T	275	204	0.66	0.13	29.5	79.0	C	E
	W 01 at 5t : 0			R	35	283	-	0.74	-	40.9	-	D
14	W 81st Street & Central Park West		L	L	25	209	0.28	0.75	47.1	45.6	D	D
	Central raik west	EB	TR	Т	305	0	0.88	-	55.0	40.2	E	D
				R	25	35	0.13	-	25.5	-	С	-
		1475	L	L	205	645	0.99	0.55	78.9	13.0	E	В
		WB	T R	T	285 210	586 40	0.74	0.54	41.2	20.3	D D	С
		Intersection	ĸ	R	210	40	0.75	-	45.6 50.6	29.7	D	C
				L	35	391	-	1.03	-	85.6	-	F
		NB	LT	T	645	292	0.55	0.85	13.0	51.7	В	D
		0-		T T	585	0	0.54	-	20.3	34.6	C	C
15	W 66th Street &	SB	TR	R	40	630	-	0.94	-	51.0	-	D
15	Central Park West		L	L	175	250	0.46	-	29.9	-	С	-
		WB	T	T	395	326	1.04	0.91	88.2	95.3	F	F
			R	R	295	433	0.86	0.50	53.0	9.8	D	Α
		Intersection		_		4	0.7.	0	35.3	25.4	D	С
		NB	TR	T	630	462	0.94	0.78	50.8	38.3	D	D
				R	250	40	- 0.02	-	- 06.2	46.0	-	- D
	W 65th Street &	SB	LT	L T	330 430	0	0.92 0.50	-	96.2 9.7	46.0	F A	D -
16	Central Park West		L	L	50	0	0.50	-	25.4	-	C	
		EB		T	460	0	0.17	-	38.1	-	D	-
			TR		.50		2.70					.
			I I N	R	40	0	-	-	-	-	-	-

			Up	per West Side S								
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		elay		os
intersection #	intersection ivalle	Арргоасп			Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			L	L	95	93	0.24	0.23	16.1	16.0	В	В
		NB	T	Т	135	133	0.20	0.20	15.1	15.1	В	В
			R TR	R T	60 295	59 295	0.16 0.41	0.15 0.41	15.0 26.2	15.0 26.2	B C	B C
		SB	IK	R	255	295	- 0.41	0.41	20.2	- 20.2	L L	L L
	W 72nd Street &			L	10	10	-	-	-	-	-	-
1	West End Ave	EB	LTR	T	105	104	0.47	0.46	33.1	33.1	С	С
				R	80	79	-	-	-	-	-	-
				L	65	65	-	-	-	-	-	-
		WB	LTR	T	125	126	0.58	0.58	36.4	36.5	D	D
				R	30	30		-		-	-	-
		Intersection							27.0	27.0	С	С
				L	10	10	-	-	-	-	-	-
		NB	LTR	Т	275	269	0.27	0.26	8.4	8.2	A	Α
				R	25	24	-	-	-	-	-	-
			L	L	30	30	0.10	0.10	12.8	12.7	В	В
2	W 61st Street &	SB	TR	T	555	555	0.28	0.28	13.5	13.5	В	В
	West End Ave		-	R	15	15	-	-	-	-	-	-
		EB	LTR	L T	10	10	- 0.16	0.16	- 22.0	- 22.0	-	- C
		EB	LIK	R R	20 25	20 25	0.16	0.16	23.8	23.8	С	L
		Intersection		ĸ	25	25	-	-	12.5	12.5	- В	В
		intersection		L	40	40	-	-	-	-	-	- -
		NB	LTR	T	35	35	0.25	0.25	26.1	26.1	C	C
		ND	LIII	R	5	5	-	- 0.23	-	-	-	-
				L	5	5	-	-	-	-	-	-
		SB	LTR	T	50	50	0.46	0.46	30.4	30.4	С	С
	W 79th Street &			R	85	85	-	-	-	-	-	-
3a				L	5	5	-	_	-	-	-	-
	Riverside Drive	EB	TR	Т	400	396	0.42	0.42	11.1	11.1	В	В
				R	175	173		-		-	-	-
				L	0	0	-	-	-	-	-	-
		WB	TR	Т	485	484	0.36	0.36	10.4	10.4	В	В
				R	30	30	-	-	-	-	-	-
		Intersection							13.8	13.8	В	В
		NB	TR	L	155	2966	0.13	0.85	0.2	21.3	Α	С
	W 56th Street &			R	45	420	-	0.84	-	60.8	-	E
4a	12th Avenue	EB	LT	L	140	1338	-	0.25	-	0.1	-	A
				T	280	0	0.76	-	14.6	19.0	В	В
		Intersection	_	-	2000	2000	0.05	0.02	9.6	55.0	A	D
	W 56th Street &	NB	T L	T L	2980 420	2696 1338	0.85 0.84	0.83 0.55	22.5 60.8	24.6 23.7	C E	C C
4b	West Side Highway	SB	T	T	1340	0	0.84	-	0.1	- 23.7	A	-
	soc side riigiiway	Intersection	'	'	1340	"	0.23	-	19.7	-	В	-
			L	L	5	5	0.06	0.39	55.0	6.9	D	A
		NB	T	T	2710	270	0.83	0.54	25.0	7.4	С	A
		60		T	1340	0	0.55	-	23.7	22.7	C	C
E	W 55th Street &	SB	TR	R	0	0	-	-	-	-	-	-
5a	West Side Highway		LT	L	105	195	•	0.26	•	12.7	-	В
		WB		T	5	0	0.39	-	7.0	-	Α	-
			R	R	270	0	0.54	-	7.6	-	Α	-
		Intersection							22.9	-	С	-
		NB	LT	L	0	380	•	0.45	•	40.4	-	D
		5		Т	200	10	0.26	-	12.8	-	В	-
5b	W 55th Street &			L	0	10	-	0.03	-	2.5	-	Α
	12th Avenue	WB	LTR	Т	380	0	0.44	-	40.1	2.5	D	A
			ļ	R	0	312	-	0.68	-	42.1	-	D
		Intersection	ļ						30.6	13.3	С	В
	W 55th Street &	WB	L	L	10	85	0.03	-	2.5	-	Α	-
5c	West Side Highway Arterial	Intersection							2.5	25.3	А	С

			Up	per West Side S	tudy Area - Exis	ting vs No-Actio	on - Late Night F	Peak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement		ume		//C		elay		os
			-		Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	L	L	315	1024	0.68	0.70	42.3	5.8	D	Α
6	W 60th Street &		Т	T T	480 625	70 235	0.34 0.76	0.75	13.3 25.7	28.6	B C	- C
Ü	Broadway	SB	TR	R	85	162	-	0.27	-	4.9	-	A
		Intersection							25.4	9.4	С	Α
		SB	TR	Т	1030	40	0.71	-	5.9	-	Α	-
	W 60th Street &	35		R	70	949	-	0.40	-	13.5	-	В
7	Columbus Ave	WB	L	L	235	147	0.74	0.38	28.2	44.0	C	D
		Intersection	Т	T	165	85	0.27	0.30	4.9 9.4	43.6 20.0	A A	D B
				L	40	15	-	0.06	-	10.4	-	В
	W COIL Charles B	NB	LT	Т	960	258	0.40	0.18	13.5	10.8	В	В
8	W 60th Street & Amsterdam Ave	WB	T	T	150	570	0.39	0.29	28.5	5.2	С	Α
	Amsterdam Ave		R	R	85	10	0.30	-	27.9	-	С	-
		Intersection				_			16.7		В	-
		NB	L	L	15	0 15	0.06	0.04	10.4	20.0	В	В
			Т	T T	265 570	100	0.19 0.29	-	10.8 5.2	-	B A	-
		SB	TR	R	10	42	-	0.47	-	41.8	-	D
	M COsh Command			L	0	45	-	-	-	-	-	-
9	W 60th Street & West End Ave	EB	LTR	Т	0	0	0.04	-	20.0	13.8	В	В
	CSt Elia Ave			R	15	1019	-	0.43	-	5.0	-	Α
		W/D	LTD	L	100	15	- 0.47	-	- 41.7	-	-	-
		WB	LTR	T R	45 45	70 4	0.47	0.20	41.7	30.3	D -	- C
		Intersection		n	43	4	-	0.20	13.9	22.6	В	C
				Т	1030	0	0.44	-	5.0	7.2	A	A
		NB	TR	R	15	184	-	-	-	-	-	-
10	W 61st Street &	EB	LT	L	70	1094	-	0.70	-	19.8	-	В
10	Amsterdam Ave			T	5	0	0.20	-	30.4	19.8	С	В
		WB	R	R	25	476	0.07	0.26	22.6	5.0	С	Α
		Intersection			405	20			7.2	-	Α	-
11	W 61st Street &	SB	LT	L T	185 1100	20 590	0.71	0.39	19.9	17.1	- B	- B
11	Columbus Ave	Intersection		'	1100	590	0.71	0.39	19.9		В	- В
			TR	Т	480	29	0.27	0.49	5.0	34.8	A	С
		NB		R	0	115	-	-	-	-	-	-
		SB	LT	L	20	0	-	-	-	15.4	-	В
12	W 61st Street &	35		T	595	683	0.39	0.34	17.2	13.6	В	В
	Broadway		1.70	L	40	49	-	0.16	-	19.0	-	В
		EB	LTR	T R	30 115	0 30	0.49	-	34.8	14.0	C	В -
		Intersection		K	113	30	_	_	15.4	20.5	В	С
		NB	Т	Т	695	170	0.34	0.36	13.6	21.4	В	C
13	W 61st Street & Columbus Ave	EB	L	L	50	55	0.16	0.19	18.9	19.5	В	В
	Columbus Ave	Intersection							14.0	24.4	В	С
				L	30	25	-	-	-	-	-	-
		NB	LTR	T	320	15	0.59	0.18	24.3	44.0	С	D
				R L	170 55	244 30	-	0.66 0.09	-	36.4 24.2	-	D C
		SB	LTR	T	200	93	0.38	0.09	20.8	21.2	- C	C
	W 01 at Ct 0			R	25	210	-	0.56	-	32.7	-	C
14	W 81st Street & Central Park West		L	L	15	137	0.18	0.43	44.0	30.2	D	С
	Contrain aik west	EB	TR	Т	245	0	0.66	-	36.5	26.8	D	С
				R	30	30	0.09	- 0.24	24.2	- 12	С	-
		WB	L T	L T	95 215	444 403	0.38 0.57	0.34 0.36	21.3 33.1	1.2 17.5	C C	A B
		***	R	R	140	30	0.57	-	30.4	- 17.5	С	- B
		Intersection	· · ·	· · ·	-10				27.5	26.3	C	С
		NB	LT	L	30	360	-	0.86	-	49.0	-	D
		IND	LI	Т	445	242	0.34	0.73	1.2	41.4	Α	D
		SB	TR	T	410	0	0.37	-	17.6	24.5	В	С
15	W 66th Street &			R	30	439	- 0.20	0.84	- 20.4	35.8	-	D
	Central Park West	WB	L T	L T	105 365	305 212	0.29 0.87	0.57	26.4 50.5	22.3	C D	- C
		.,,	R	R	245	295	0.74	0.37	41.9	6.8	D	A
		Intersection							25.0	24.5	C	C
			TR	Т	440	419	0.84	0.61	35.9	31.6	D	С
		VID			305	30	-	-	-	-	-	-
		NB		R								
		NB SB	LT	L	215	0	-	-	-	28.0	-	С
16	W 65th Street &		LT	L T	215 300	0	0.48	-	10.4	-	В	-
16	W 65th Street & Central Park West	SB	LT L	L T L	215 300 35	0	0.48 0.10	-	10.4 24.5	-	B C	-
16			LT	L T	215 300	0	0.48	-	10.4	-	В	-

				LDR Study	Area - Existing	vs No-Action - A	M Peak Hour					
Intersection #	Intersection Name	Ammunaah	Lama Guarra	Movement	Vol	ume	V	/c	De	elay	LO	S
intersection #	intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	NBL	L	55	55	0.15	0.15	11.1	11.1	В	В
	W 179th St & Broadway	ND	NBT	T	210	210	0.18	0.18	10.3	10.3	В	В
		SB	SBT	T	220	220	0.44	0.44	23.0	23.0	С	С
1		30	SBR	R	80	80	-	-	-	-	-	-
1			WBL	L	45	45	-	-	-	-	-	-
		WB	WBT	T	145	153	0.70	0.72	38.4	39.8	D	D
			WBR	R	50	50	-	-	-	-	-	-
		Intersection							23.5	24.0	С	С

				LDR Study	Area - Existing	vs No-Action - M	ID Peak Hour					
Interception #	Internación Nome	0b	Lama Cuassa	Marramant	Vol	ume	V	/C	De	elay	LO	S
Intersection #	Intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
	W 179th St & Broadway	NB	NBL	L	140	140	0.36	0.36	15.6	15.6	В	В
		IND	NBT	T	330	330	0.25	0.25	11.4	11.4	В	В
		SB	SBT	T	220	220	0.44	0.44	24.1	24.1	С	С
1		30	SBR	R	105	105	-	-	-	-	-	-
1			WBL	L	40	40	-	-	-	-	-	-
		WB	WBT	T	200	196	0.74	0.73	38.4	37.7	D	D
			WBR	R	50	50	-	-	-	-	-	-
	ľ	Intersection							23.2	22.9	С	С

				LDR Study	Area - Existing	vs No-Action - P	M Peak Hour					
Intersection #	Intersection Name	Ammussah	Lama Guarra	Movement	Vol	ume	V	/C	De	elay	LO	S
intersection #	intersection Name	Approach	Lane Group	wovement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
		NB	NBL	L	135	135	0.30	0.30	14.1	14.1	В	В
	W 179th St & Broadway	IND	NBT	Т	340	340	0.27	0.27	11.6	11.6	В	В
		SB	SBT	T	230	230	0.41	0.41	23.7	23.7	С	С
1		30	SBR	R	100	100	-	-	-	-	-	-
1			WBL	L	35	35	=	-	=	-	-	-
		WB	WBT	T	220	217	0.77	0.76	40.2	39.6	D	D
			WBR	R	60	60	-	-	-	-	-	-
		Intersection							23.5	23.3	С	С

	1		1	LES Study		vs No-Action - Al ume		'/C	D	elay	LO	ıc
Intersection #	Intersection Name	Approach	Lane Group	Movement								-
					Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			NBL	L	10	10						
		NB	NBT	T	355	355	0.76	0.76	39.1	39.1	D	D
			NBR2	R2	155	165	0.42	0.45	28.8	29.5	C	С
		CD	SBL	T	75	85	0.69	0.78	66.7	86.2	E	F
		SB	SBT	T	50	50	0.15	0.15	23.6	23.6	С	С
	Park Row/Chatham		SBR	R	10	10						
_	Square &	EB	EBT	T	20	20	0.09	0.09	22	22	С	С
1	Worth/Oliver St &		EBR	R	10	10	0	0	0	0	0	0
	Mott St		WBL	L	135	133	0.46	0.46	29.6	29.6	С	С
		WB	WBT	Т	15	15	0.3	0.3	21.3	21.5	С	С
			WBR	R	170	168						
			SWL2	L2	55	55						
		SWB	SWL	L	0	0	0.24	0.24	33	33	С	С
			SWR	R	0	0						
		Intersection							33.5	35.5	С	D
		NB	NBL	L	95	95	0.2	0.2	16.4	16.4	В	В
			NBR	R	30	30	0.07	0.07	14.9	14.9	В	В
	Chatham Square &	EB	EBT	Т	170	190	0.16	0.18	18.4	19.2	В	В
2	E Broadway		EBR	R	135	135	0.29	0.29	57	59.7	E	E
		WB	WBL	L	120	120	0.35	0.35	10.2	10.4	В	В
			WBT	T	225	221	0.22	0.21	6.4	6.4	Α	Α
		Intersection							20.1	20.9	С	С
		NB	NBL	L	140	140	0.58	0.58	41.5	41.5	D	D
			NBR	T	250	250	0.55	0.55	19.8	19.8	В	В
	Chatham	EB	EBT	T	195	215	0.24	0.27	6.2	5.8	Α	Α
3	Square/Bowery &		EBR2	R2	5	5						
	Divison St	WB	WBL	L	5	5						
		.,,	WBT	T	205	201	0.25	0.25	20.2	20.1	С	С
		Intersection			•				20.6	20.1	С	С

							Volume	VC Ratio	Delay	LOS	Q Length 50th	Q Length 95th			
					LES Study Ar	ea - Existing vs	No-Action - Mic	day Peak Hour							
	Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ıme	V	/c	De	elay	LOS		Calibration Edits	Notes
Node	intersection #	intersection Name	Approach	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action		
1				NBL	L	10	10								Based on video observation.
1			NB	NBT	T	215	215	0.49	0.49	29.3	29.3	C	С		
1				NBR2	R2	170	172	0.46	0.47	30	30.2	C	С		
1				SBL	T	160	163	0.82	0.84	88	95.2	F	F		
1			SB	SBT	T	75	75	0.22	0.22	24.6	24.6	C	С		
1		Park Row/Chatham		SBR	R	10	10								
1		Square &	EB	EBT	T	20	20	0.11	0.11	22.2	22.2	C	C		
1	1	Worth/Oliver St &	LD	EBR	R	20	20								
1		Mott St		WBL	L	155	140	0.48	0.44	25.6	25.6	C	C		
1		Mott St	WB	WBT	T	20	20	0.3	0.27	17.4	18.2	В	В		
1				WBR	R	180	165								Based on video observation
				SWL2	L2	40	40								
2			SWB	SWL	L	0	0	0.17	0.17	31.8	31.8	С	С		
2				SWR	R	0	0								
2			Intersection							35.4	37.3	D	D		
			NB	NBL	L	85	85	0.15	0.15	15.8	15.8	В	В		
2			IND	NBR	R	35	35	0.08	0.08	14.9	14.9	В	В		
2		Chatham Square &	EB	EBT	T	205	210	0.2	0.2	19.4	20	В	В		
2	2	E Broadway	LD	EBR	R	185	185	0.37	0.37	84.9	84.7	F	F		
2		E Broduwdy	WB	WBL	L	130	130	0.35	0.35	7.1	7.7	A	Α		
2			WD	WBT	T	270	240	0.23	0.21	4.7	4.7	Α	A		
2			Intersection							26.5	27.3	С	C		
2			NB	NBL	L	110	110	0.43	0.43	36.6	36.6	D	D		1
2			IND	NBR	T	225	225	0.41	0.41	16.3	16.3	В	В		
2	1	Chatham	EB	EBT	T	230	235	0.28	0.29	5.5	5.7	Α	A		
	3	Square/Bowery &	LD	EBR2	R2	10	10	0	0	0	0	0	0		
	1	Divison St	WB	WBL	L	5	5	0	0	0	0	0	0		
3	1		vVD	WBT	T	290	260	0.33	0.3	21.1	20.7	С	С		
3			Intersection							17.7	17.4	R	B		

A 3 :
B 5 :
C 7 7
D 1 :
E -

•	•		•	LES Study	Area - Existing	vs No-Action - P			•	•	•	•
Intersection #	Intersection Name	Approach	Lane Group	Movement	Vol	ume	V	/C	De	elay	LO)S
intersection #	intersection Name	Арргоасп	Lane Group	Movement	Existing	No-Action	Existing	No-Action	Existing	No-Action	Existing	No-Action
			NBL	L	5	5						
		NB	NBT	Т	175	175	0.37	0.37	26.8	26.8	С	С
			NBR2	R2	225	230	0.61	0.62	37.5	39	D	D
			SBL	Т	190	195	0.71	0.73	61.6	68.8	E	E
		SB	SBT	T	95	95	0.24	0.24	24.7	24.7	С	С
	Park Row/Chatham		SBR	R	5	5						
	Square &	EB	EBT	Т	25	25	0.09	0.09	22.1	22.1	С	С
1	Worth/Oliver St &	LB	EBR	R	10	10	0	0	0	0	0	0
	Mott St		WBL	L	150	143	0.48	0.46	28.6	28.7	С	С
	WIOLL SL	WB	WBT	Т	20	20	0.32	0.31	20.5	21	С	С
			WBR	R	195	188						
			SWL2	L2	55	55						
		SWB	SWL	L	0	0	0.24	0.24	33	33	С	С
			SWR	R	0	0						
		Intersection							33.3	35.1	С	D
		NB	NBL	L	105	105	0.2	0.2	16.3	16.3	В	В
		IND	NBR	R	45	45	0.09	0.09	15	15	В	В
	Chatham Square &	EB	EBT	T	270	280	0.25	0.26	38.2	45.5	D	D
2	E Broadway	LD	EBR	R	225	225	0.39	0.39	84.5	84.4	F	F
	L bloadway	WB	WBL	L	125	125	0.34	0.35	9.4	9.9	Α	Α
		WD	WBT	Т	260	246	0.24	0.22	6.2	6.4	Α	Α
		Intersection							32.8	35.4	С	D
		NB	NBL	L	155	155	0.62	0.62	43	43	D	D
		ND	NBR	Т	395	395	0.74	0.74	26.5	26.5	С	С
	Chatham	EB	EBT	Т	305	315	0.37	0.38	6.3	6.2	Α	Α
3	Square/Bowery &	LD	EBR2	R2	10	10	0	0	0	0	0	0
	Divison St	WB	WBL	L	5	5	0	0	0	0	0	0
		VVD	WBT	T	230	216	0.26	0.25	20.3	20.1	С	С
		Intersection							21.7	21.5	С	С

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.4, Transportation:

Traffic LOS: CBD Tolling

Alternative

2023

				9A Stud	/ Area - No-Acti	on vs Action (N	o Mitigation) - A	AM Peak Hour					
						Volume (vph)		V	/c	Delay (s	seconds)	LC	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	T	T	1874	1854	-20	0.71	0.71	19.2	19.0	В	В
		IND	TR	R	20	20	-	-	-	-	-	-	
	24th Street & 12th	SB	L	L	109	103	-6	0.96	0.91	133.8	121.2	F	F
1		36	T	T	1765	1663	-102	0.60	0.57	16.4	15.7	В	В
	Ave	WB	LR	LR	200	200	-	0.71	0.71	71.3	71.3	E	Е
		VV D	R	R	165	165	-	0.92	0.92	116.4	116.4	F	F
		Intersection								27.9	27.3	С	С

				9A Stud	ly Area - No-Act	ion vs Action (N	o Mitigation)- N	MD Peak Hour					
						Volume (vph)		V	/C	Delay (s	seconds)	LO	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	T	T	1523	1524	1	0.69	0.69	21.4	21.4	С	С
		ND	TR	R	20	20	-	-	-	-	-	-	
	24th Street & 12th	SB	L	L	80	73	-7	0.78	0.71	91.3	82.7	F	F
1	Ave	30	T	T	1536	1408	-128	0.64	0.59	20.2	19.1	С	В
	Ave	WB	LR	LR	130	130	,	0.45	0.45	43.7	43.7	D	D
		WD	R	R	195	195	,	0.54	0.54	51.7	51.7	D	D
		Intersection								25.1	24.5	С	С

				9A Stud	ly Area - No-Act	ion vs Action (N	lo Mitigation)- F	PM Peak Hour					
						Volume (vph)		V	/c	Delay (s	seconds)	LC	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	T	T	2323	2254	-69	0.80	0.78	23.6	22.7	С	С
		ND	TR	R	10	10	-	-	-	-	-	-	
	24th Street & 12th	SB	L	L	85	77	-8	0.80	0.72	105.1	95.9	F	F
1		36	T	T	2048	1860	-188	0.69	0.63	20.0	18.4	В	В
	Ave	WB	LR	LR	235	235	,	0.80	0.80	72.4	72.4	E	Е
		WD	R	R	275	275	,	0.88	0.88	96.6	96.6	F	F
		Intersection								30.1	29.2	С	С

				9A Stud	ly Area - No-Act	tion vs Action (N	lo Mitigation) -	LN Peak Hour					
						Volume (vph)		V	/C	Delay (s	seconds)	L	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	T	T	1605	1500	-105	0.66	0.62	20.6	19.7	С	В
		ND	TR	R	15	14	-1	-	-	-	-	-	
	24th Street & 12th	SB	L	L	45	39	-6	0.39	0.33	60.4	58.6	E	Е
1		36	T	Т	1240	1083	-157	0.49	0.43	17.4	16.5	В	В
	Ave	WB	LR	LR	135	135	-	0.43	0.43	43.2	43.2	D	D
		VVD	R	R	195	195	-	0.48	0.48	48.5	48.5	D	D
		Intersection								22.7	22.1	С	С

					•	Volume (vph)		V	/C	De	lay	L	os
ntersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	570	570	0	1.38	1.21	230.0	161.6	F	F
		NB	TR	Т	1158	934	-224	1.41	1.21	222.1	136.5	F	F
				R	260	260	0	0.47	0.46	6.1	4.7	Α	Α
		SB	T	T	724	667	-57	0.73	0.67	43.5	41.7	D	D
		30	R	R	91	84	-7	0.35	0.32	38.6	37.9	D	D
1	Flatbush Avenue		L	L	172	139	-33	1.11	0.90	145.1	94.7	F	F
-	and Tillary Street	EB	T	T	611	608	-3	0.83	0.83	48.4	48.1	D	D
			R	R	227	226	-1	0.85	0.84	63.8	63.4	E	Е
			L	L	235	231	-4	0.78	0.77	66.0	65.1	E	Е
		WB	T	T	376	369	-7	0.93	0.79	62.9	47.8	E	D
			R	R	463	367	-96	1.06	0.91	111.9	77.1	F	Е
		Intersection								116.9	80.1	F	F
			L	L	0	0	0	-	-	-	-	-	-
		NB	T	T	617	593	-24	0.83	0.80	48.7	46.8	D	D
		5	R	R	59	59	0	0.72	0.70	51.8	50.3	D	D
				R2	157	150	-7	-	-	-	-	-	-
			L	L	609	604	-5	0.88	0.87	54.3	53.6	D	D
		SB	T	T	833	826	-7	0.61	0.61	23.3	23.1	С	С
	Adam Street and		R	R	15	15	0	0.03	0.03	8.5	8.5	Α	Α
2	Tillary Street		L	L	0	0	0	-	-	-	-	-	-
	rindry Street	EB	TR	T	205	196	-9	0.36	0.35	37.1	36.9	D	D
				R	90	90	0	-	-	-	-	-	-
			L	L	141	139	-2	0.83	0.81	75.0	71.5	E	E
		WB	T	T	232	229	-3	0.36	0.35	37.3	37.3	D	D
			R	R	0	0	0	-	-	-	-	-	-
				R2	39	32	-7	0.10	0.09	32.8	32.5	С	С
		Intersection								42.0	41.1	D	D
		NB	L	L	1127	1123	-4	0.99	0.99	51.5	50.7	D	D
3	Old Fulton Street		T	T	176	175	-1	0.34	0.34	20.0	20.0	С	С
3	and Vine Street	SB	T	T	663	658	-5	0.56	0.56	62.5	62.4	E	E
		Intersection								52.4	51.9	D	D

				1		Volume (vph)	•	, v	/c	De	elav	L	.os
ntersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	585	585	0	1.20	0.92	155.2	68.3	F	E
		NB	TR	Т	820	475	-345	1.21dl	0.90dl	69.7	32.6	Е	С
				R	345	342	-3	0.51	0.51	5.8	5.4	А	А
		SB	T	T	636	361	-275	0.59	0.33	39.5	35.0	D	D
		36	R	R	77	44	-33	0.31	0.18	37.4	34.5	D	С
1	Flatbush Avenue		L	L	123	58	-65	0.68	0.32	66.4	51.2	Е	D
1	and Tillary Street	EB	T	T	683	603	-80	0.82	0.73	47.2	42.4	D	D
			R	R	255	227	-28	0.77	0.68	53.8	47.9	D	D
			L	L	233	222	-11	0.73	0.69	61.6	59.7	E	E
		WB	T	Т	366	349	-17	0.85	0.58	51.5	38.4	D	D
			R	R	382	203	-179	0.96	0.68	83.4	48.6	F	D
		Intersection								59.6	39.6	E	D
			L	L	0	0	0	-	-	-	-	-	-
		NB	T	T	474	395	-79	0.66	0.55	41.2	38.2	D	D
		NB	R	R	44	44	0	0.81	0.75	57.9	53.2	E	D
				R2	188	173	-15	-	-	-	-	-	-
			L	L	634	488	-146	0.88	0.68	54.8	43.1	D	D
		SB	T	T	735	565	-170	0.54	0.41	21.6	19.4	С	В
	Adam Street and		R	R	19	15	-4	0.04	0.04	8.6	8.5	Α	А
2	Tillary Street		L	L	0	0	0	-	-	-	-	-	-
	Tillary Street	EB	TR	T	279	256	-23	0.41	0.38	37.6	37.2	D	D
				R	85	85	0	-	-	-	-	-	-
			L	L	169	156	-13	1.10	0.97	138.4	103.2	F	F
		WB	T	T	214	197	-17	0.31	0.29	36.6	36.2	D	D
			R	R	0	0	0	-	-	-	-	-	-
				R2	33	12	-21	0.08	0.03	32.4	31.6	С	С
		Intersection								45.3	40.0	D	D
		NB	L	L	1094	949	-145	1.03	0.89	63.0	37.9	E	D
3	Old Fulton Street		T	T	122	106	-16	0.25	0.21	20.7	20.3	С	С
3	and Vine Street	SB	T	Т	509	455	-54	0.41	0.37	23.5	9.2	С	Α
	1	Intersection								47.2	27.2	D	С

					,,	Volume (vph)	(Mitigation) - PM V	/c	De	elay	ı	os
ntersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	520	520	0	1.45	1.12	263.4	129.6	F	F
		NB	TR	T	971	610	-361	1.47dl	1.14dl	111.1	38.6	F	D
				R	311	301	-10	0.48	0.46	5.4	4.6	Α	Α
		60	T	Т	955	687	-268	0.90	0.65	52.5	40.7	D	D
		SB	R	R	80	58	-22	0.30	0.21	36.6	35.0	D	С
1	Flatbush Avenue		L	L	128	72	-56	0.66	0.37	65.3	52.7	Е	D
1	and Tillary Street	EB	T	T	733	650	-83	0.89	0.79	53.0	45.4	D	D
			R	R	230	211	-19	0.75	0.69	51.3	47.4	D	D
			L	L	223	218	-5	0.62	0.60	55.9	55.5	E	Е
		WB	T	T	643	628	-15	0.93	0.89	58.4	53.3	E	D
			R	R	289	175	-114	0.88	0.53	65.7	41.0	E	D
		Intersection								75.7	46.9	E	D
			L	L	0	0	0	-	-	-	-	-	-
		NB	T	T	621	558	-63	0.76	0.68	44.9	41.8	D	D
		ND	R	R	61	61	0	0.92	0.87	72.2	63.8	E	E
				R2	236	218	-18	-	-	-	-	-	-
			L	L	536	461	-75	0.74	0.64	45.3	41.7	D	D
		SB	T	T	1027	883	-144	0.74	0.64	26.9	23.8	С	С
	Adam Street and		R	R	20	17	-3	0.04	0.03	8.5	8.4	Α	A
2	Tillary Street		L	L	0	0	0	-	-	-	-	-	-
	Tillal y Street	EB	TR	T	329	304	-25	0.43	0.40	37.9	37.5	D	D
				R	85	85	0	-	-	-	-	-	-
			L	L	225	215	-10	1.34	1.23	219.1	176.9	F	F
		WB	T	Т	365	349	-16	0.49	0.47	39.6	39.2	D	D
			R	R	0	0	0	-	-	-	-	-	-
				R2	38	14	-24	0.11	0.04	32.9	31.7	С	С
		Intersection								51.7	47.1	D	D
		NB	L	L	1151	1100	-51	0.73	0.70	22.0	21.0	С	С
3	Old Fulton Street		T	T	245	234	-11	0.33	0.31	14.6	14.4	В	В
3	and Vine Street	SB	T	T	280	259	-21	0.34	0.31	14.0	10.3	В	В
		Intersection								19.4	18.0	В	В

						Volume (vph)		V	/C	De	elav	ı	.os
ntersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	465	465	0	1.29	0.98	200.0	90.8	F	F
		NB	TR	Т	847	209	-638	1.25dl	0.93dl	47.9	25.2	D	С
				R	415	384	-31	0.53	0.49	7.1	4.9	Α	А
		SB	T	T	866	588	-278	0.79	0.54	45.3	38.3	D	D
		36	R	R	53	36	-17	0.18	0.12	34.3	33.2	С	С
1	Flatbush Avenue		L	L	106	16	-90	0.58	0.09	61.5	46.2	E	D
1	and Tillary Street	EB	Т	T	528	440	-88	0.67	0.56	40.4	37.4	D	D
			R	R	149	135	-14	0.46	0.41	37.9	36.8	D	D
			L	L	250	246	-4	0.69	0.68	59.1	58.5	E	E
		WB	Т	Т	410	404	-6	0.71	0.57	42.3	38.0	D	D
			R	R	294	68	-226	0.75	0.22	52.1	32.9	D	С
		Intersection								50.7	37.6	D	D
			L	L	0	0	0	-	-	-	-	-	-
		NB	Т	Т	511	325	-186	0.64	0.40	40.4	35.2	D	D
		145	R	R	44	44	0	0.46	0.31	38.6	35.1	D	D
				R2	106	58	-48	-	-	-	-	-	-
			L	L	371	298	-73	0.54	0.44	39.3	37.2	D	D
		SB	T	T	619	497	-122	0.47	0.38	20.4	18.9	С	В
	Adam Street and		R	R	0	0	0	-	-	-	-	-	-
2	Tillary Street		L	L	0	0	0	-	-	-	-	-	-
	Tillal y Street	EB	TR	T	141	77	-64	0.18	0.12	34.4	33.7	С	C
				R	45	45	0	-	-	-	-	-	-
			L	L	115	107	-8	0.54	0.47	47.0	43.7	D	D
		WB	Т	Т	120	112	-8	0.18	0.17	34.7	34.5	С	С
			R	R	0	0	0	-	-	-	-	-	-
				R2	37	18	-19	0.10	0.05	34.2	33.3	С	С
		Intersection								33.5	30.8	С	С
		NB	L	L	1190	1093	-97	0.79	0.73	24.3	21.8	С	С
3	Old Fulton Street	IND	Т	T	129	118	-11	0.17	0.15	12.6	12.4	В	В
э	and Vine Street	SB	T	T	307	216	-91	0.36	0.25	20.2	5.7	С	Α
		Intersection								22.5	18.5	С	В

			L	ong Island City	Study Area - No	-Action vs With- Volume (vph)	Action (No Miti		ak Hour /C	Delay (seconds)		os
						volume (vpm)		•	/-	Delay (:	seconus		03
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LT T	L T	71 715	71 705	0 -10	1.18	1.17	128.5	124.4	F	- F
			R T	R T	390 445	396 445	6 0	0.66 0.68	0.67 0.68	43.9 8.6	44.2 8.7	D A	D A
1a	Pulaski Bridge / 11th Street &	SB	TR LT	R	60 35	62 31	2 -4	-	-	-	-	-	-
	Jackson Avenue	EB	Т	T	71	65	-6	0.26	0.23	37.8	37.3	D	D
		WB	L T	L T	480 206	464 208	-16 2	0.69 0.29	0.66 0.29	44.6 14.6	43.8 14.6	D B	D B
		Intersection	L	L	65	65	0	0.39	0.39	61.3 3.2	59.7 3.0	E A	E A
		NB	T T	T T	685 495	671 497	-14 2	0.65 0.66	0.64 0.66	23.2 39.1	19.1 39.2	C D	B D
1b	11th Street & 48TH	SB	TR	R	15	15	0	-	-		-		-
	Avenue	WB	LTR	L T	10 25	10 25	0	0.08	0.08	17.8	17.8	- В	- B
		Intersection		R	10	10	0	-	-	28.0	25.9	- C	- C
		NB	T	Т	218	214	-4	0.37	0.36	14.2	14.1	В	В
		SB	R LT	R L	11 35	12 40	1 5	0.03	0.03	10.6	10.8	B -	B -
2	50TH Avenue @ Vernon Blvd	36	Li	T L	165 35	164 35	-1 0	0.47	0.49	16.9	17.3	B -	B -
		EB	LTR	T R	50 30	58 30	8	0.29	0.31	13.7	13.8	В	В
		Intersection								15.0	15.2	В	В
		NB	T TR	T R	1176 30	1153 30	-23 0	0.85	0.83	27.2	26.2	C -	C -
	Green Street &	SB	L T	L T	74 962	73 944	-1 -18	0.80 0.61	0.75 0.60	68.0 17.9	58.7 17.7	E B	E B
3	McGuiness Blvd	EB	LTR	L	185	182	-3 0	-	- 0.62	-	40.4	- D	-
			LIK	T R	20 40	20 40	0	0.63	-	40.7	-	-	D -
		Intersection NB	Т	Т	1361	1335	-26	-	-	26.3	25.4	C -	C -
4	McGuinness Blvd &	SB	T TR	T R	1036 115	1017 115	-19 0	-	-	-	-	-	-
•	Freeman Street	WB	R	R	211	180	-31	-	-	-	-	-	-
		Intersection		L	35	35	0	-	-		-		-
		NB	LTR	T R	90 40	90 40	0	0.57	0.57	33.0	32.9	C -	C -
		SB	LTR	L T	99 129	98 127	-1 -2	1.04	1.04	97.1	95.3	- F	- F
5	21st Street & 49th			R L	10	10	0	-	-	-	-	-	-
5	Avenue	EB	LTR	T	141	138	-1 -3	0.49	0.48	24.5	24.3	C	C
			LT	R L	11 5	11 5	0	-	-	-	-	-	-
		WB	R	T R	40 310	40 310	0	0.11 0.91	0.11 0.91	17.8 57.4	17.8 57.4	B E	B E
		Intersection		L	17	17	0	-	-	54.9	54.4	D -	D -
		NB	LTR	Т	67	67	0	-	-	-	-	-	-
				R L	23 35	17 32	-6 -3	-	-		-		-
	4411.61	SB	LTR	T R	0 125	0 114	-11	-	-	-	-	-	-
7	11th Street & Borden Avenue	EB	LTR	L T	561 50	570 50	9	-	-		-		-
			2.11	R	26	19	-7	-	-	-	-	-	-
		WB	LTR	L T	40 422	40 424	0 2	-	-		-		-
		Intersection		R	77	59	-18	-	-	-	-	-	-
		NB	LT T	L T	26 303	23 297	-3 -6	0.45	0.41	8.3	7.1	- A	- A
	Van Dam Street &	SB	Т	T	842	765	-77	0.70	0.63	80.0	61.2	E	E
8a	QMT Expy	WB	TR T	R T	19 891	17 840	-2 -51	0.70	0.67	26.6	25.5	- C	- C
		Intersection	TR	R	263	258	-5	-	-	42.3	34.6	- D	- C
		NB	T TR	T R	299 5	291 5	-8 0	0.57	0.56	43.7	42.7	D -	D -
	Van Darr Str	SB	L	L	636	585	-51	0.97	0.89	95.6	92.4	F	F
8b	Van Dam Street & Borden Avenue		Т	T L	206 30	180 29	-26 -1	0.29	0.26	3.4	3.0	A -	A -
	1	EB	LTR	T	185	185	0	0.31	0.31	29.0	28.9	C -	C -
				R	15	15	0	-	-				
		Intersection						-	-	57.9	56.0	E	E -
			LT	L T	0 260	0 301	0 41	- 0.65	0.74	57.9 - 51.3	55.4	E - D	- E
		Intersection NB	LT TR LT	L T R	0 260 16 15	0 301 16 15	0 41 0	0.65	0.74	57.9 - 51.3 -	55.4 -	E - D	- E -
9	Jackson Ave / Northern Blvd &	Intersection NB SB	LT TR LT T T	L T R L T T T	0 260 16 15 132 963	0 301 16 15 135 833	0 41 0 0 3 -130	- 0.65 - - 0.40 0.47	- 0.74 - - 0.41 0.41	57.9 - 51.3 - - 38.9 22.8	- 55.4 - - 39.3 21.8	E - D D C	- E D C
9		Intersection NB	LT TR LT T T R	L T R L	0 260 16 15 132 963 327	0 301 16 15 135 833 283	0 41 0 0 3 -130	- 0.65 - - 0.40	- 0.74 - - 0.41	57.9 - 51.3 - - 38.9	- 55.4 - - 39.3	E - D D D	- E D
9	Northern Blvd &	Intersection NB SB	LT TR LT T T T T T T T	L T R L T T T T T T T	0 260 16 15 132 963 327 50 733	0 301 16 15 135 833 283 50 723	0 41 0 0 3 -130 -44 0	- 0.65 - - 0.40 0.47 0.66	- 0.74 - - 0.41 0.41 0.57	57.9 - 51.3 - - 38.9 22.8 31.1	- 55.4 - - 39.3 21.8 27.9	E - D D C C C	- E D C C C
9	Northern Blvd &	NB SB EB	LT TR LT T T T T T T R LT T T R	L T R L T T R R L T R	0 260 16 15 132 963 327 50 733 60	0 301 16 15 135 833 283 50 723 60	0 41 0 0 3 -130 -44 0	- 0.65 0.40 0.47 0.66 - 0.50	0.74 - - 0.41 0.41 0.57 - 0.48	57.9 - 51.3 - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - - 39.3 21.8 27.9 - 15.3 - 26.4	E - D D C C	- E D C C
9	Northern Blvd &	NB SB EB WB	LT TR LT T T T T T T T	L T R L T T T T T T T	0 260 16 15 132 963 327 50 733	0 301 16 15 135 833 283 50 723	0 41 0 0 3 -130 -44 0	- 0.65 0.40 0.47 0.66	- 0.74 0.41 0.41 0.57	57.9 - 51.3 - - 38.9 22.8 31.1 - 15.5	55.4 - - 39.3 21.8 27.9 - 15.3	E	- E D C C C B
9	Northern Blvd & Queens Plaza Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB	LT TR LT T T R LT T T R LT T T LT T T T	L T R L T T R L L T T R L L T T R L T T R L T T R T T R T T R T T T T	0 260 16 15 132 963 327 50 733 60 0	0 301 16 15 135 833 283 50 723 60	0 41 0 0 3 -130 -44 0 -10 0	- 0.65 0.40 0.47 0.66 - 0.50	0.74 - - 0.41 0.41 0.57 - 0.48	57.9 - 51.3 - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - - 39.3 21.8 27.9 - 15.3 - 26.4	E	- E D C C C B
	Northern Blvd & Queens Plaza	Intersection NB SB EB WB Intersection SB EB WB	LT TR LT T T T T T T T R LT T T LT T T T	L T R L T T R L T R L T R L T R L T R	0 260 16 15 132 963 327 50 733 60	0 301 16 15 135 833 283 50 723 60	0 41 0 0 3 -130 -44 0 -10 0	- 0.65 0.40 0.47 0.66 - 0.50	- 0.74 0.41 0.41 0.41 0.57 0.48	57.9 - 51.3 - - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - - 39.3 21.8 27.9 - 15.3 - 26.4	E	- E D C C C B
	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street	Intersection NB SB EB WB Intersection SB EB WB Intersection	LT TR LT T T T T T T T R LT T T T T T T	L T R L T T R R L T T R R T T R R T T T R R T T T R T T T R T T T T R T T T T R T T T T R T T T T R T	0 260 16 15 132 963 327 50 733 60 0 0 400 385 896	0 301 16 15 135 833 283 50 723 60 0 0 388 385 896	0 41 0 0 3 -130 -44 0 0 -10 0 0 0 0 0 0 0 0 0 0	0.65 - - 0.40 0.47 0.66 - 0.50 - -	0.74 - - 0.41 0.41 0.57 - - 0.48	57.9 - 51.3 - - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - 39.3 21.8 27.9 - 15.3 - 26.4 - -	E	- E
	Northern Blvd & Queens Plaza Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB WB	LT TR LT T R LT T T R LT T R LT T R LT T R R LT T R R R R	L T R L T T R L T T R R T T R R T T R R R T T T R R T T T R R T T T T R R T T T R R T T T R R T T T R R	0 260 16 15 132 963 327 50 733 60 0 0 400 385 896	0 301 16 15 135 833 283 50 723 60 0 0 0 388 385 896	0 41 0 0 3 -130 -44 0 -10 0 0 -12 0	- 0.65 - 0.40 0.47 0.66 - 0.50 	0.74	57.9 - 51.3 - - - - - - - - - - - - -	55.4 5.4 39.3 21.8 27.9 - 15.3 - 26.4 -	E - D D - C C C C - B C	- E
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection	LT TR LT T T R LT T T T T T T T T T T T T	L T R L T T R T T R T T R T T R T T T R T T T T R T T T T T T R T	0 260 16 15 132 963 327 50 0 0 0 400 385 896 1281 842 400	0 301 16 15 135 135 283 283 50 0 0 0 388 385 896 689 388	0 41 0 0 0 3 3 -130 -44 0 0 0 0 0 0 0 0 0 0 -12 0 0 0 0 -130 0 -100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.65 	0.74 	57.9 . 51.3	55.4 	E	E
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB WB Intersection WB Intersection WB	LT TR LT T T T R LT T T R LT T T R T T T T	L T R L T T R R L L T T R R T T T R R T T T T	0 260 16 15 132 963 327 50 0 0 0 400 385 896 1281 842 400 0 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0 301 16 15 135 833 283 50 723 60 0 0 0 388 385 385 896	0 41 0 0 3 3 -130 -44 0 0 -110 0 0 0 0 0 -12 0 0 0 -153 -12 0 0 0	0.65 - 0.40 0.47 0.66 - 0.50 	0.74 - 0.41 0.41 0.57 - 0.48 	57.9 	55.4 	E	- C C C C C C C C C C C C C C C C C C C
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection	LT TR LT T T T T T T T T T T T T T T T	L T T R L T T T R T T T T T T R	0 260 16 15 132 963 327 50 0 0 0 0 400 400 400 400 400 400 400	0 301 16 15 135 833 50 0 0 0 0 0 388 385 896	0 41 0 0 3 -130 -44 0 -110 0 0 0 -12 0 0 -12 0 0 0 -153 -153 -12 0	0.65 - 0.40 0.47 0.66 - 0.50 	0.74	57.9 51.3	55.4 	E	- C C C C C C C C C C C C C C C C C C C
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection NB	LT TR LT T T R LT T T T T T T T T T T T T	L T R L T T R T T T R T T T T T T T T T	0 260 16 15 15 132 2963 327 50 0 0 0 0 400 385 896 1281 842 400 0 5 365 947	0 301 16 15 135 133 283 50 0 0 0 0 0 0 0 0 0 128 338 385 385 385 895 895 388	0 41 0 0 3 3 -130 -44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 112 0 0 0 0	0.65 - 0.40 0.40 0.66 - 0.50 0.50 	0.74	57.9	55.4 - 39.3 21.8 27.9 - 15.3 - 26.4 	E D	E

			Lor	g Island City Stu	ıdy Area - No-A	ction vs With-Ac	ction (No Mitiga			5.1.7			•
						Volume (vph)		٧	r/c	Delay (s	seconds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LT T	L T	70 515	68 499	-2 -16	1.03	1.00	84.6	77.8	- F	E
			R T	R T	283 340	312 337	29 -3	0.41 0.65	0.45 0.66	34.0 8.9	34.8 9.0	C A	C A
1a	Pulaski Bridge / 11th Street &	SB	TR	R	75	84	9	-	-	-	-	-	-
	Jackson Avenue	EB	LT T	L T	55 89	73 114	18 25	0.33	0.42	38.9	40.9	- D	- D
		WB	L T	L T	395 208	342 209	-53 1	0.57 0.28	0.49	37.5 12.0	35.7 12.1	D B	D B
		Intersection	L	L	55	55	0	0.32	0.33	41.6 5.9	39.3 6.9	D A	D A
		NB	T	T	515	517	2	0.57	0.57	11.3	12.7	В	В
1b	11th Street & 48TH	SB	T TR	T R	410 35	416 35	6	0.67	0.68	43.1	43.4	D -	D -
10	Avenue	WB	LTR	L T	5 25	5 25	0	0.08	0.08	15.1	15.1	- B	- B
				R	15	15	0	-	-				-
		Intersection	Т	Т	230	249	19	0.44	0.48	24.3 15.4	25.3 16.0	C B	C B
		SB	R LT	R L	27 35	39 48	12 13	0.06	0.09	11.0	11.2	B -	B -
2	50TH Avenue @ Vernon Blvd	36	Li	T L	214 30	207 30	-7 0	0.53	0.56	17.6	18.7	В -	В -
		EB	LTR	T R	30 20	42 20	12	0.21	0.23	12.7	12.9	В	В
		Intersection								15.7	16.3	В	В
		NB	T TR	T R	752 40	754 39	-1	0.55	0.55	17.1	17.1	B -	B -
	Green Street &	SB	L T	L T	78 624	71 561	-7 -63	0.38 0.38	0.35 0.34	19.1 14.1	18.1 13.6	B B	B B
3	McGuiness Blvd	EB	LTR	L T	243	250 40	7	- 0.84	0.85	53.3	54.8	- D	- D
			LIK	T R	40 60	40 59	-1	-	-			-	-
		Intersection NB	Т	Т	995	1004	9	-	-	23.5	24.1	C -	C -
4	McGuinness Blvd &	SB	T TR	T R	702 215	632 215	-70 0	-	-	-	-	-	-
•	Freeman Street	WB	R	R	185	114	-71	-	-	-		-	
		Intersection		L	20	20	0	-	-		-	-	-
		NB	LTR	T R	85 50	85 50	0	0.47	0.47	28.7	28.7	C -	C -
		SB	LTR	L T	105 100	96 91	-9 -9	0.87	0.78	58.7	- 47.2	F	- D
-	21st Street & 49th	35	2111	R	10	9	-1	-	-	-		-	-
5	Avenue	EB	LTR	L T	33 111	38 128	5 17	0.39	0.45	22.3	23.6	C	C
			LT	R L	11 5	13 5	0	-	-	-	-	-	-
		WB	R	T R	35 310	35 310	0	0.09	0.09	17.5 39.3	17.5 39.3	B D	B D
		Intersection		L	10	8	-2			38.0	34.8	D -	C -
		NB	LTR	T	80	70	-10	-	-	-			
				R L	41 45	32 64	-9 19	-	-		-	-	-
		SB	LTR	T R	6 130	9 186	3 56	-	-		-	-	-
7	11th Street & Borden Avenue	EB	LTR	L T	581 75	610 73	29 -2	-	-		-	-	-
			2.11	R	41	40	-1		-			-	
		WB	LTR	L T	70 271	70 265	0 -6	-	-		-	-	-
		Intersection		R	346	357	11	-	-		-	-	-
		NB	LT T	L T	20 238	19 228	-1 -10	0.27	0.26	3.6	3.6	- A	- A
	Van Dam Street &	SB	T	T	768	580	-188	0.64	0.48	73.7	22.9	E	С
8a	QMT Expy	WB	TR T	R T	14 651	11 643	-3 -8	0.70	0.71	18.1	18.1	- B	- B
		Intersection	TR	R	501	528	27	-	-	35.2	17.6	- D	- B
		NB	T TR	T R	238 10	227 10	-11 0	0.38	0.36	28.0	27.8	C -	C -
	Van Da 6+- : 2	SB	L	L	574	403	-171	0.95	0.66	93.1	83.9	F	F
8b	Van Dam Street & Borden Avenue		T	T L	194 20	177 20	-17 0	0.27	0.24	2.2	1.5	A -	A -
		EB	LTR	T R	205 35	205 35	0	0.32	0.32	23.6	23.6	C -	C -
		Intersection		L	15	15	0	-	-	51.4	42.7	D	D
		NB	LT	T	272	304	32	0.80	0.88	59.2	67.3	E	E
		SB	TR LT	R L	42 55	46 56	1	-	-		-	-	-
9	Jackson Ave / Northern Blvd &	EB	T T	T T	145 762	147 326	-436	0.66 0.40	0.70 0.17	53.9 21.1	57.7 18.3	D C	E B
	Queens Plaza	EB	R LT	R L	210 45	90 44	-120 -1	0.41	0.18	23.2	19.1	C -	В -
		WB	T	T R	861	849 89	-12	0.54	0.50	16.4	15.9	В	В
		Intersection	TR		90		-1			27.6	31.0	- C	- C
		SB	L LR	L R	1047 25	1022 24	-25 -1	0.59	0.58	17.4	17.1	B -	B -
11a	Thomson Avenue & Dutch Kills Street	EB	T T	T T	223 235	207	-16 -5	0.19 0.28	0.18 0.27	29.0 30.4	28.8 30.3	C C	C C
	ttm mma street	WB	R	R	0	0	0	-	-	-	-	-	-
		Intersection	Т	Т	235	230	-5	-	-	-	20.7	C -	C -
11b	Thomson Avenue & Dutch Kills Street	EB	R T	R T	885 1270	885 1229	0 -41	-	-		-	-	-
	and offeet	Intersection			•		•						
		NB	Т	L T	0 818	0 804	-14	0.99	0.97	54.6	50.7	- D	- D
13	21th Street &	SB	T R	T R	496 249	499 268	3 19	0.72 0.34	0.73 0.37	26.7 16.5	26.9 16.9	C B	C B
12	Queens Plaza N	WB	LTR	L T	65 44	55 41	-10 -3	0.41	0.35	38.2	37.0	- D	- D
				R	51	43	-8	-	-	39.7	37.5		
		Intersection										D	D

				ong Island City	Study Area - No		Action (No Mit			D-1 /	saconds\		os
						Volume (vph)		v	/c	Delay (seconds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LT T	L T	70 610	70 565	0 -45	1.01 0.81	0.98 0.75	145.9 48.5	135.1 45.5	F D	F D
			R T	R T	379 556	378 546	-1 -10	0.50 0.89	0.50 0.88	35.7 20.1	35.7 19.2	D C	D B
1a	Pulaski Bridge / 11th Street &	SB	TR LT	R L	55 50	58 104	3 54	-	-		-		
	Jackson Avenue	EB	T	T	145	237	92	0.41	0.74	40.2	50.4	D	D
		WB	L T	L T	666 159	621 160	-45 1	0.86 0.18	0.80 0.18	49.9 10.9	45.8 10.9	D B	D B
		Intersection	L	L	70	70	0	0.64	0.63	40.4 22.7	39.5 25.1	D C	D C
		NB	T	T	590	599	9	0.56	0.57	4.6	6.5	Α	Α
1b	11th Street & 48TH	SB	T TR	T R	601 35	594 35	-7 0	0.92	0.91	60.1	58.7	E -	E -
	Avenue	WB	LTR	L T	10 40	10 40	0	0.10	0.10	15.3	15.3	- В	- B
		Intersection		R	15	15	0	-	-	32.8	32.8	- C	- C
		NB	Т	T	277	338	61	0.50	0.60	16.1	18.4	В	В
		SB	R LT	R L	45 48	63 56	18 8	0.12	0.16	11.6	12.2	B -	B -
2	50TH Avenue @ Vernon Blvd	35	2.	T L	179 50	176 50	-3 0	0.51	0.55	17.3	18.6	В -	B -
		EB	LTR	T R	34 15	41 15	7	0.29	0.30	13.9	14.0	В	В
		Intersection	_							15.8	17.2	В	В
		NB	T TR	T R	892 20	829 20	-63 0	0.61	0.56	18.1	17.2	B -	B -
2	Green Street &	SB	L T	L T	59 970	57 914	-2 -56	0.35 0.55	0.31 0.52	19.2 16.7	17.2 16.1	B B	B B
3	McGuiness Blvd	EB	LTR	L T	170 35	160 35	-10 0	0.63	0.60	40.4	39.3	- D	- D
				R	55	53	-2	-	-				
		Intersection NB	T	T	1062	989	-73	-	-	20.4	19.6	C -	B -
4	McGuinness Blvd &	SB	T TR	T R	1029 340	971 340	-58 0	-	-		-	-	-
	Freeman Street	WB Intersection	R	R	139	101	-38	-	-		-	-	-
				L	40	40	0	-	-	-	-	-	-
		NB	LTR	T R	105 65	105 65	0	0.63	0.63	33.5	33.4	C -	C -
		SB	LTR	L T	163 79	159 77	-4 -2	1.17	1.13	137.6	124.8	- F	- F
5	21st Street & 49th			R L	30 48	29 61	-1 13	-	-	-	-	-	-
,	Avenue	EB	LTR	T	97	123	26	0.50	0.64	25.1	29.9	С	С
			LT	R L	36 5	46 5	10 0	-	-		-	-	-
		WB	R	T R	85 355	85 355	0	0.20 0.87	0.20 0.87	18.8 47.0	18.8 47.0	B D	B D
		Intersection		L	11	9	-2	-	-	60.9	56.8	E	E .
		NB	LTR	T R	42 16	39 6	-3 -10	-	-		-	-	-
				L	53	90	37	-	-	-	-	-	-
	11th Street &	SB	LTR	T R	9 263	15 450	6 187	-	-		-	-	-
7	Borden Avenue	EB	LTR	L T	567 70	590 65	23 -5	-	-	-	-	-	-
				R	10 0	5	-5 0	-	-		-	-	-
		WB	LTR	T	334	313	-21	-	-		-	-	-
		Intersection		R	154	88	-66	-	-		-	-	-
		NB	LT T	L T	30 265	26 243	-4 -22	0.29	0.26	4.7	4.7	- A	- A
8a	Van Dam Street &	SB	T TR	T R	508 9	412 7	-96 -2	0.45	0.37	25.2	22.8	C -	C -
od	QMT Expy	WB	Т	Т	867	808	-59	0.74	0.68	26.8	25.2	С	С
		Intersection	TR	R	393	356	-37	-	-	23.3	21.7	- C	- C
		NB	T TR	T R	265 10	241 10	-24 0	0.44	0.40	39.5	38.8	D -	D -
	Van Dam Street &	SB	L T	L T	296 212	240 172	-56 -40	0.56 0.57	0.46 0.45	96.8 85.6	83.0 85.7	F F	F F
8b	Borden Avenue	EB	LTR	L	30	28	-2	-	-	-	-	-	-
			LIK	T R	545 15	545 15	0	0.59	0.59	34.0	34.0	- C	- C
		Intersection	LT	L	35	35	0	-	-	55.1	51.3	E -	D -
		NB	TR	T R	410 17	305 21	-105 4	0.91	0.73	69.6	54.6	E .	D -
	Inchese Ave (SB	LT	L	20	20	0	-	-		-	-	-
9	Jackson Ave / Northern Blvd &	EB	T T	T T	143 926	144 465	1 -461	0.35 0.44	0.35 0.22	36.7 21.7	36.5 18.8	D C	D B
	Queens Plaza		R LT	R L	199 20	100 20	-99 0	0.40	0.20	23.0	19.4	C -	B -
		WB	T TR	T R	752 60	738 60	-14 0	0.38	0.36	14.1	14.0	В -	В -
		Intersection								29.0	25.2	С	C
		SB	L LR	L R	1385 15	1374 15	-11 0	0.70	0.69	19.3	19.1	B -	B -
11a	Thomson Avenue & Dutch Kills Street	EB W/B	T T	T T	342 401	355 400	13 -1	0.36 0.58	0.37 0.58	43.6 49.1	43.9 49.0	D D	D D
		WB Intersection	R	R	0	0	0	-	-	29.3	29.4	- C	- C
	Thomas	WB	T	T	401	400	-1	-	-	-	-	-	-
11b	Thomson Avenue & Dutch Kills Street	EB	R T	R T	670 1727	670 1729	2	-	-	-	-	-	-
		Intersection		L	0	0	0	-	-			-	-
		NB	Т	T	1063	1045	-18	1.12	1.11	95.6	88.4	F	F C
					620	631	2	0.70	0.71	23.5	23.6	(
12	21th Street &	SB	T R	T R	629 272	631 226	-46	0.70	0.71 0.28	23.5 15.2	23.6 14.4	C B	В
12	21th Street & Queens Plaza N		T	T									

			Lo	wer Manhattan	Study Area - No	o-Action vs With Volume (vph)	-Action (No Mi		eak Hour /C	Delay (s	seconds)		os
						voidine (vpii)			1	Delay (s	seconds		
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
	Trinity Place &	NB	LT T	L T	3 79	0 62	-3 -17	0.09	0.06	10.1	10.0	- B	- A
1	Edgar Street	EB	L	L	35	35	-17	0.09	0.09	20.7	20.7	C	C
		Intersection	TR	Т	104	88	-16	0.16	0.14	13.5 10.7	14.1 10.5	B B	B B
	T	NB	IK	R	104	9	-10	- 0.16	- 0.14	-	-	- B	-
2	Trinity Place & Rector Street	EB	LT	L	102	97	-5	-	-	-	-	-	-
		Intersection		Т	35	34	-1	0.52	0.49	31.9 22.1	31.0 22.2	C C	C C
		NB	T	T	1056	1022	-34	0.73	0.71	45.2	44.4	D	D
3a	HCT Entrance/Exit	SB	R2 T	R2 T	424 1044	448 1008	-36	0.27 0.65	0.28	0.5 1.4	0.5 1.3	A A	A A
30	& West Street	WB	Ŀ	Ĺ	1692	1722	30	0.97	0.99	53.0	56.8	D	E
		Intersection NB	Т	T	1056	1022	-34	0.61	0.59	32.7 1.2	34.2 1.2	C A	C A
	HCT Exit & West	SB	TR	T	1044	1022	-36	0.76	0.73	46.1	45.1	D	D
3b	Street & West			R	0	0	0	-	-	-	-	-	-
	Thames Street	EB WB	R R	R R	0 1239	0 1280	0 41	0.82	0.85	38.4	40.1	- D	- D
		Intersection								29.5	30.1	С	С
		NB	L T	L T	430 496	406 469	-24 -27	0.48 0.57	0.45 0.54	26.5 13.8	26.0 13.2	C B	C B
4	Chambers Street &	SB	TR	T	237	206	-31	0.79	0.69	50.5	43.2	D	D
•	Centre Street	EB	R	R R	31 394	27 381	-4 -13	0.29 0.89	0.25 0.86	35.9 51.3	34.7 47.5	D D	C D
		Intersection	n.	n				to.u	0.00	32.7	30.2	C	C
			LT	L	105	105	0	- 0.07	- 0.00	-	-	-	-
		NB	R	T R	670 190	670 147	0 -43	0.87 0.56	0.86 0.43	41.0 34.9	40.8 31.0	D C	D C
	Canal Street &		R2	R2	46	45	-1	0.24	0.24	27.9	27.8	С	С
5a	Hudson Street/Holland	EB	L	L2 L	50 438	49 328	-1 -110	0.80	0.62	42.9	35.6	- D	- D
	Tunnel On-Ramp		T	T	589	564	-25	0.71	0.68	19.8	18.8	В	В
		WB	TR	T R	409 89	342 74	-67 -15	0.81	0.68	28.9	18.5	C -	B -
		Intersection								33.6	29.8	С	С
	Canal Street &	EB	T	T T	635 498	609 416	-26 -82	0.42 1.08	0.40 0.97	5.1 97.8	5.0 60.0	A F	A E
5b	Holland Tunnel On- Ramp	WB	R	R	880	880	0	1.14	1.14	100.9	100.9	F	F
	Tamp	Intersection	Т	Т	2680	2678	-2	1.00	1.00	70.3 50.2	57.7 49.9	E D	E D
	Canal Street S &	NB	R	R	291	278	-13	0.61	0.58	28.2	27.1	C	C
7a	West Street	SB	L T	L T	734 2144	673 2111	-61 -33	0.75 0.76	0.69 0.74	115.1 8.2	113.0 8.0	F A	F A
		Intersection	'	'	2144	2111	-33	0.76	0.74	41.9	40.8	D	D
		NB	TR	T	2267	2230	-37	0.79	0.78	25.8	25.3	С	С
				R L	93 5	92 5	-1	-	-	-	-	-	-
_	West Street &	SB	TR	T	1644	1670	26	0.58	0.59	19.8	19.9	В	В
9	Albany Street			R L	140 135	136 134	-4	-	-	-	-	-	-
		EB	LTR	T	90	90		0.76	0.76	57.9	58.3	E	E
		Intersection		R	62	65	3	-	-	25.6	25.4	- C	- C
		NB		L	5	5	0	-	-	-	-	-	-
			T T	T T	2296 1855	2243 1874	-53 19	0.71 0.69	0.69	20.3	19.8 20.3	C C	B C
		SB	R	R	330	323	-7	0.86	0.84	44.0	41.6	D	D
10	West Street & Vesey Street	EB	L R	L R	105 77	104 79	-1 2	0.58 0.38	0.57 0.39	58.1 48.5	57.5 48.8	E D	E D
	,		LT	L	0	0	0	-	-	-	-	-	-
		WB	R	T R	0	0	0	-	-	-	-	-	-
		Intersection								23.5	23.1	С	С
		NB	TR	T T	2328 65	2256 63	-72 -2	0.88	0.85	38.4	36.9	D -	D -
			L	L	230	223	-7	0.77	0.75	80.2	78.7	F	E
		SB	T R	T R	1793 50	1789 49	-4 -1	0.63 0.27	0.63 0.26	17.1 57.3	17.1 57.1	B E	B E
11	West Street &			L	105	103	-2	-	-	-	-	-	-
=	Chambers Street	EB	LTR	T R	30 15	29 15	-1 0	0.58	0.57	55.5 -	55.0 -	E -	- E
			LT	L	67	69	2	-	-	-	-	-	-
		WB	R	T R	60 310	60 305	-5	0.56 0.75	0.57 0.74	56.0 46.7	56.6 45.9	E D	E D
		Intersection								35.0	34.0	D	С
		EB	T R	T R	839 104	756 103	-83 -1	0.87 0.29	0.78	34.0 20.7	29.0 20.7	C C	C C
		WB	T	T	1149	980	-169	1.05	0.90	69.5	37.4	E	D
14	Canal Street/Manhattan	NB	T R	T R	294 337	292 304	-2 -33	0.56 0.36	0.55 0.33	35.0 0.9	35.0 0.8	D A	C A
	Bridge & Bowery		L	L	331	272	-59	0.57	0.49	16.0	13.6	В	В
		SB	TR	T R	156 85	142 77	-14 -8	0.68	0.58	12.7	10.3	B -	B -
		Intersection								37.7	25.8	D	C
	Manhattan Bridge	NB SB	T T	T T	294 572	292 491	-2 -81	0.51 0.37	0.51 0.32	6.7 18.6	6.6 18.0	A B	A B
15	& Bowery	WB	R	R	555	366	-81	0.94	0.62	54.0	32.2	D	С
		Intersection	TD	-	776	745	C1	0.27	0.24	30.0	19.6	C	В
	6th Avenue o	WB	TR	T R	776 25	715 25	-61 0	0.37	0.34	17.1	16.9	B -	B -
18	6th Avenue & Watts Street	NB	LT	L	86	74	-12	- 0.47	- 0.43	- 12.5	-	-	-
		Intersection		Т	997	925	-72	0.47	0.43	12.5 14.4	11.8 13.9	B B	B B
		NEB	R	R	629	602	-27	1.05	1.00	82.6	71.1	F	E
	616:	NB	LTR	L T	168 694	160 663	-8 -31	0.52	0.50	24.2	23.9	- C	- C
19	Canal Street & 6th Avenue/Laight			R	4	4	0	-	-	-	-	-	-
-	Street	EB	T TR	T T	657 1217	628 1145	-29 -72	0.83 1.09	0.79 1.03	40.8 78.6	38.5 56.8	D E	D E
		WB		R	265	249	-16	-	-	-	-	-	-
		Intersection			1	i —			1	59.5	48.1	E	D

			Lowe	r Manhattan St	udy Area - No-	Action vs With-A Volume (vph)	ction (No Mitig		y Peak Hour	Delay (s	seconds)	L	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement									
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
	Trinity Place &	NB	LT T	L T	11 99	10	-10 -89	0.09	0.01	10.0	9.5	- В	- A
1	Edgar Street	EB	L	L	254	451	197	0.61	1.08	30.4 24.7	92.0 90.2	C C	F F
		Intersection	TR	Т	297	389	92	0.42	0.55	36.9	44.9	D	D
2	Trinity Place &	NB	LT	R L	56 110	72 79	16 -31	-	-		-	-	-
2	Rector Street	EB	LI	T	45	44	-31	0.42	0.32	24.3	22.2	C	C
		Intersection	Т	Т	1033	970	-63	0.58	0.55	33.1 25.0	40.1 24.2	C C	D C
	HCT Entrance/Exit	NB	R2	R2	781	977	196	0.41	0.51	0.8	1.2	A	A
3a	& West Street	SB WB	T L	T L	1409 832	1294 964	-115 132	0.65 0.63	0.60 0.73	1.1 35.5	0.9 38.2	A D	A D
		Intersection								14.2	15.0	В	В
		NB	T TR	T	1033 1409	970 1294	-63 -115	0.49	0.46 0.69	0.7 29.4	0.6 27.5	A C	A C
3b	HCT Exit & West Street & West	SB		R	0	0	0	-	-	-	-	-	-
	Thames Street	EB WB	R R	R R	0 823	0 973	0 150	0.73	0.87	39.2	46.1	- D	- D
		Intersection								22.4	24.6	С	С
		NB	L T	L T	344 433	266 334	-78 -99	0.43	0.33	25.7 12.1	24.3 10.6	C B	C B
4	Chambers Street &	SB	TR	T	226	107	-119	0.77	0.36	48.6	33.0	D	С
	Centre Street	EB	R	R R	15 391	12 269	-3 -122	0.21 0.89	0.16 0.61	35.3 50.4	33.6 31.8	D D	C C
		Intersection	LT		75	75				32.9	23.3	C -	С
		NB		L T	75 515	75 515	0	0.96	0.96	58.7	58.7	E	E E
	Canal Street &		R R2	R R2	325 58	207 43	-118 -15	0.57 0.31	0.36 0.23	31.2 29.8	27.3 27.8	C	C C
5a	Hudson		L	L2	31	31	0	-	-	•	-	,	,
	Street/Holland Tunnel On-Ramp	EB	T	L T	328 357	211 322	-117 -35	0.65 0.44	0.44	36.5 13.3	31.9 12.6	D B	C B
		WB	TR	Т	257	104	-153	0.75	0.30	19.1	6.3	В	Α
		Intersection		R	42	17	-25	0.19	0.08	11.1 35.6	4.4 36.0	B D	A D
	Canal Street &	EB	T	T	415	365	-50	0.28	0.24	5.6	5.2	A	A
5b	Holland Tunnel On-	WB	T R	T R	299 605	121 605	-178 0	0.87 0.58	0.35 0.58	55.9 15.2	29.2 15.2	E B	C B
	Ramp	Intersection	Т	Т	2136	2186	50	0.94	0.96	21.8 38.4	13.5 41.1	C D	B D
	Canal Street S &	NB	R	R	163	125	-38	0.40	0.31	23.4	21.3	С	С
7a	West Street	SB	L T	L T	428 1911	285 2014	-143 103	0.44 0.71	0.29 0.75	53.1 6.5	38.4 7.5	D A	D A
		Intersection								26.3	25.7	С	С
		NB	TR	T R	1533 85	1578 90	45 5	0.62	0.64	20.8	21.2	C -	C -
		SB		L	5	5	0	- 0.76	-		-	-	-
9	West Street &	38	TR	T R	2174 90	2349 86	175 -4	0.76	0.82	24.1	26.0	- -	C -
	Albany Street	EB	LTR	L T	105 95	101 95	-4 0	0.60	0.60	36.6	36.9	- D	- D
			2111	R	62	69	7	-	-	-	-	-	-
		Intersection		L	10	11	1	-	-	23.7	24.9	C -	C -
		NB	Т	T	1924	1923	-1	0.74	0.76	23.8	24.5	С	С
		SB	T R	T R	2165 170	2304 164	139 -6	0.88	0.93 0.40	29.6 20.5	34.2 20.1	C	C C
10	West Street & Vesey Street	EB	L R	L R	144 149	136 163	-8 14	0.56 0.45	0.53 0.49	39.9 34.6	38.6 35.9	D C	D D
	vesey street		LT	L	0	0	0	-	-	•	-	-	-
		WB	R	T R	0	0	0	-	-	-	-	-	-
		Intersection								27.3	29.9	С	С
		NB	TR	T	1996 46	1960 44	-36 -2	0.88	0.86	36.9	35.9	D -	D -
		SB	L T	L T	179 2063	165 2127	-14 64	0.47 0.74	0.44 0.76	52.9 18.7	52.2 19.4	D B	D B
		30	R	R	85	82	-3	0.74	0.76	18.7 45.4	19.4 45.1	D	D
11	West Street & Chambers Street	EB	LTR	L T	45 0	43 0	-2 0	0.18	0.18	33.5	33.4	- C	- C
				R	10	11	1	-	-	-	-		-
		WB	LT	L T	72 65	80 65	8	0.52	0.56	42.5	44.0	- D	D
		Intersection	R	R	284	271	-13	0.60	0.57	28.2 29.7	27.3 29.3	C C	C C
		EB	Т	Т	631	372	-259	0.65	0.38	25.5	20.5	C	С
		WB	R T	R T	125 697	124 419	-1 -278	0.35 0.71	0.34 0.42	21.6 27.0	21.6 21.0	C	C C
	Canal	NB	T	T	269	255	-14	0.46	0.44	31.5	31.1	С	С
14	Street/Manhattan Bridge & Bowery		R L	R L	431 396	245 189	-186 -207	0.44	0.25	1.3 22.5	0.5 11.2	A C	A B
		SB	TR	T	150	99	-51	0.76	0.41	17.0	6.9	В	А
		Intersection		R	75	66	-9	-	-	20.9	17.0	- C	- В
	Manhattan Bridge	NB SB	T T	T T	269 621	255 354	-14 -267	0.25 0.40	0.23 0.23	0.7 19.0	0.7 17.0	A B	A B
15	& Bowery	WB	R R	R	272	354 21	-251	0.40	0.23	7.4	6.2	Α	Α
		Intersection	TR	Т	785	685	-100	0.37	0.33	11.9 17.2	9.9 16.7	B B	A B
	6th Avenue &	WB		R	25	24	-1	-	-	-	-	-	-
18	Watts Street	NB	LT	L T	92 882	69 747	-23 -135	0.39	0.33	8.0	7.6	- A	- A
		Intersection								12.3	11.9	В	В
_		NEB	R	R L	389 165	318 141	-71 -24	0.70	0.57	40.2	36.6	D -	D -
	Canal Street & 6th	NB	LTR	T	733	625	-108	0.51	0.43	24.0	23.0	С	С
	Avenue/Laight	EB	T	R T	4 417	3 383	-1 -34	0.58	0.54	31.5	30.5	- C	- C
19													
19	Street	WB	TR	T R	703 144	594 122	-109 -22	0.69	0.58	22.7	20.3	С	C -

			Lov	ver Manhattan	Study Area - No	o-Action vs With	-Action (No Mi						
						Volume (vph)		V	/c	Delay (seconds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
	Trinity Place &	NB	LT T	L T	1 9	0	-1 -9	0.01	-	9.5	-	- A	-
1	Edgar Street	EB	L	Ĺ	134	138	4	0.01	0.29	23.2	23.3	С	C
		Intersection	TR	Т	125	120	-5	0.21	0.20	22.2 34.1	23.3 35.8	C C	C D
	Trinity Place &	NB		R	18	18	0	-	-	•	-	•	-
2	Rector Street	EB	LT	L T	81 40	59 39	-22 -1	0.35	0.27	23.2	21.5	- C	- C
		Intersection								29.1	29.8	С	С
	UCT 5 /5	NB	T R2	T R2	566 1297	539 1520	-27 223	0.32 0.65	0.31	23.4 1.5	23.2 2.6	C A	C A
3a	HCT Entrance/Exit & West Street	SB WB	T L	T L	1297 351	1191 347	-106 -4	0.61 0.29	0.56 0.29	1.0 35.8	0.8 35.7	A D	A D
	•	Intersection	L	L	331	347	-4	0.29	0.29	8.4	8.4	A	A
		NB	T TR	T T	566 1297	539 1191	-27 -106	0.28 0.69	0.26 0.63	0.5 31.2	0.5 29.6	A C	A C
3b	HCT Exit & West Street & West	SB		R	0	0	0	-	-	-	-		-
	Thames Street	EB WB	R R	R R	0 510	0 510	0	0.48	0.48	39.5	39.5	- D	- D
		Intersection			445	205	**	0.54	0.45	25.4	24.6	С	С
		NB	L T	L T	445 533	396 474	-49 -59	0.51 0.66	0.45 0.58	27.1 16.0	26.1 14.2	C B	C B
4	Chambers Street & Centre Street	SB	TR	T R	370 15	230 11	-140 -4	1.24 0.17	0.77 0.13	160.8 33.1	49.0 31.5	F C	D C
	centre street	EB	R	R	510	434	-76	1.18	1.01	131.1	74.1	F	E
		Intersection	LT	L	45	45	0	-	-	80.0	39.8	E -	D -
		NB	R	T R	585 189	585 184	0	0.88	0.88	44.6	44.6	D C	D
	Canal Street &		R2	R2	10	5	-5 -5	0.31 0.05	0.30 0.02	26.5 24.0	26.4 23.4	C	C C
5a	Hudson Street/Holland	EB	L	L2 L	5 225	5 209	0 -16	0.41	0.38	31.3	30.9	- C	- C
	Tunnel On-Ramp		T TR	T T	462 10	419 0	-43 -10	0.54	0.49	15.0 3.8	14.1	B A	В -
		WB	IK	R	2	0	-10	0.03	-	4.0	-	А	-
		Intersection EB	Т	Т	472	424	-48	0.30	0.27	31.1 3.2	31.5 2.9	C A	C A
5b	Canal Street & Holland Tunnel On-	WB	T	T	12	0	-12	0.04	-	24.2	-	C	-
	Ramp	Intersection	R	R	1405	1405	0	1.23	1.23	131.8 99.7	131.8 102.7	F	F
		NB	T R	T R	2698 5	2647 5	-51 0	0.98	0.97 0.01	45.7 14.8	42.2 14.8	D B	D B
7a	Canal Street S & West Street	SB	L	L	559	476	-83	0.62	0.53	114.2	111.6	F	F
		Intersection	Т	Т	1884	1854	-30	0.65	0.64	5.4 39.0	5.4 35.7	A D	A D
		NB	TR	T R	1284 49	1227 47	-57 -2	0.48	0.46	20.5	20.1	C -	C
				L	0	0	0	-	-	-	-	-	÷
9	West Street &	SB	TR	T R	2324 80	2402 76	78 -4	0.70	0.72	25.1	25.7	C -	C -
	Albany Street	EB	LTR	L T	140 90	140 90	0	0.71	0.73	50.7	51.7	- D	- D
				R	82	88	6	-	-	-	-	-	-
		Intersection NB		L	0	0	0	-	-	25.7	26.1	C -	C -
			T T	T T	1536 2465	1469 2518	-67 53	0.45 0.83	0.43 0.85	15.0 25.1	14.7 26.0	B C	B C
	Mark Charact 9	SB	R	R	140	135	-5	0.33	0.31	15.5	15.3	В	B E
10	West Street & Vesey Street	EB	L R	L R	100 122	99 129	-1 7	0.58 0.60	0.57 0.64	58.3 58.7	57.9 60.9	E	E
		WB	LT	L T	10 0	10 0	0	0.05	0.05	39.7	39.7	- D	- D
		1.1	R	R	0	0	0	-	-	-	23.8		-
		Intersection NB	TR	Т	1879	1781	-98	0.75	0.71	23.1 35.4	34.2	C D	C C
			L	T L	38 195	36 182	-2 -13	0.82	0.77	89.8	84.7	F	F F
		SB	T R	T R	1945 95	1938 90	-7 -5	0.72	0.72	23.6	23.5	C E	C E
11	West Street &			L	50	50	0	-	,	,	-		-
	Chambers Street	EB	LTR	T R	20 5	20 5	0	0.27	0.27	39.9	40.1	D -	D -
		WB	LT	L T	127 90	135 90	8	0.74	0.77	58.8	61.7	- E	- E
			R	R	396	394	-2	0.72	0.72	40.9	40.6	D	D
		Intersection	T	T	1051	763	-288	0.99	0.72	35.5 52.4	34.7 26.5	D D	C C
		WB	R T	R T	85 542	83 328	-2 -214	0.30 0.52	0.29 0.31	21.3 22.2	21.1 19.4	C C	C B
14	Canal Street/Manhattan	NB	T	T	177	171	-6	0.30	0.29	29.2	29.1	С	С
14	Street/Manhattan Bridge & Bowery		R L	R L	619 677	454 370	-165 -307	0.56 1.02	0.41 0.56	1.9 55.1	1.1 13.8	A E	A B
		SB	TR	T R	105 20	32 16	-73 -4	0.26 0.06	0.08	4.3 2.8	3.4 2.8	A A	A A
		Intersection	T	T	177	171	-6	0.16	0.15	34.4 1.6	17.9 1.5	C A	B A
15	Manhattan Bridge	NB SB	T	T	802	418	-384	0.40	0.21	18.8	16.8	В	В
	& Bowery	WB Intersection	R	R	416	203	-213	0.32	0.16	8.3 13.4	7.0 10.8	A B	A B
		WB	TR	T R	219	188 0	-31 0	0.11	0.09	14.7	14.6	В -	В -
18	6th Avenue & Watts Street	NB	LT	L	0 173	147	-26	-	-		-		-
		Intersection		Т	605	516	-89	0.34	0.29	35.7 30.8	35.1 30.3	D C	D C
		NEB	R	R L	447 44	381 39	-66 -5	0.79	0.67	44.3	39.1	D -	D -
	Canal Street & 6th	NB	LTR	T	698	625	-73	0.43	0.38	22.9	22.3	С	С
19	Avenue/Laight Street	EB	Т	R T	4 396	3 345	-1 -51	0.53	0.46	30.2	29.1	- C	- C
	Sueet		TR	T	1333	1229	-104	0.96	0.88	38.9	30.1	D	С
		WB		R	10	9	-1	-	-	-	-	-	-

				itew sersey s	Ludy Arca 140	Action vs Action Volume (vph)	(140 IVIIII)		/C	Delay (seconds)	14	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			TR	T	1988	1695	-293	1.03	0.90	61.3	36.7	Е	D
		WB		R	207	207	0	-	-	-	-	-	-
			TR	T	197	197	0	0.84	0.84	80.9	80.9	F	F
	14th Street /	WB2		R	5	5	0	-	-	-	-	-	-
1	Holland Tunnel (E-		L	L	273	273	0	0.97	0.97	76.7	76.7	Е	Е
	W) & Marin	NB	Т	Т	172	172	0	0.29	0.29	25.8	25.8	С	С
	Boulevard (N-S)		TR	Т	187	187	0	0.99	0.99	89.9	89.9	F	F
		SB		R	152	152	0	-	-	-	-	-	-
		Intersection								65.2	50.0	Е	D
			L	L	61	61	0	0.11	0.11	16.9	16.9	В	В
		WB	TR	Т	2821	2528	-293	0.78	0.70	27.6	25.4	С	С
				R	40	40	0	-	-	-	-	-	-
_	14th Street (E-W) &		L	L	86	86	0	0.25	0.25	26.7	26.7	С	С
4	Jersey Avenue (N-S)	NB	Т	Т	727	727	0	0.57	0.57	32.7	32.7	С	С
		60	TR	T	136	136	0	0.33	0.33	37.9	37.9	D	D
		SB	R	R	818	818	0	1.04	1.04	86.2	86.2	F	F
		Intersection								39.0	38.5	D	D
			L	L	434	434	0	0.28	0.28	5.0	5.0	Α	Α
		SE	TR	T	662	662	0	1.05	1.05	107.3	107.3	F	F
				R	369	369	0	-	-	-	-	-	-
	4 2+b C++ (F \A() 0			L	379	379	0	-	-	-	-	-	-
5	12th Street (E-W) & Jersey Avenue (N-S)	EB	LTR	T	1064	986	-78	1.06	1.02	83.2	71.8	F	Е
	Jersey Avenue (N-S)			R	667	667	0	-	-	-	-	-	-
		SB	L	L	126	126	0	0.73	0.73	109.1	109.1	F	F
		28	Т	Т	71	71	0	0.72	0.72	107.4	107.4	F	F
		Intersection								82.4	75.9	F	E
			L	L	71	71	0	0.12	0.12	17.1	17.1	В	В
	12th Street/Holland	EB	TR	T	1948	1870	-78	1.04	1.00	62.3	50.9	E	D
	Tunnel (E-W) &			R	56	56	0	-	-		-		-
8	Marin Boulevard (N	NB	T	T	374	374	0	0.58	0.58	26.9	26.9	С	С
	S)	IND	R	R	449	449	0	1.04	1.04	81.3	81.3	F	F
	3)	SB	Т	Т	187	187	0	0.29	0.29	21.4	21.4	С	С
		Intersection								56.5	49.3	E	D

			Linco	oln Tunnel Study	/ Area - No-Acti	on vs With-Actio	on (No Mitigatio						
						Volume (vph)		V	/C	Delay (seconds)	LOS	5
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With- Action
		SB	TR	T R	977 64	920 51	-57 -13	0.42	0.39	14.9	14.5	В -	В -
1	9th Ave and 33rd Street	WB	L T	L T	70 108	70 92	0 -16	0.28 0.27	0.28 0.23	26.5 25.1	26.5 24.6	C C	C C
		Intersection				<u> </u>				16.5	16.2	В	В
		SB	L R	L R	159 95	143 90	-16 -5	0.44 0.54	0.41 0.49	37.2 47.3	36.7 45.3	D D	D D
2	Dyer Ave and 34th	EB	LT	L T	5 370	5 337	0 -33	- 0.52	- 0.47	- 16.5	- 15.6	- B	- В
	Street	WB	T R	T R	405 170	409 172	4 2	0.59 0.25	0.60 0.25	18.2	18.4 9.9	B A	B A
		Intersection	, n	, , ,	170	1/2		0.23	0.23	21.1	20.5	C	C
		NB	Т	Т	1396	1375	-21	0.61	0.61	23.6	23.4	C	C
		IND	R	R	217	214	-3	0.58	0.57	28.6	28.3	С	С
3	12th Ave and 34th	SB	L T	L T	180 1675	165 1567	-15 -108	0.62 0.60	0.56 0.57	63.3 16.3	63.4 15.8	E B	E B
3	Street		L	L	131	134	3	0.49	0.37	42.5	42.5	D	D
		WB	R	R	220	221	1	0.30	0.31	26.2	26.3	С	С
		Intersection								24.2	24.0	С	С
		SB	LT	L T	50 1102	45 859	-5 -243	0.48	0.38	21.5	20.3	- C	- C
		35	R	R	100	90	-10	0.48	0.38	22.1	21.5	C	С
4	11th Ave and 42nd	EB	T	T	185	166	-19	0.50	0.44	24.9	23.8	С	С
7	Street		R	R	277	238	-39	0.59	0.51	33.0	29.7	C	C
		WB	L T	L T	135 581	135 581	0	0.50 0.51	0.48 0.51	19.2 16.1	18.5 16.1	B B	B B
		Intersection								21.2	20.1	С	С
		NB	TR	T	263	228	-35	0.87	0.76	58.7	47.6	Е	D
			L	R L	10 189	10 169	-20	0.28	0.25	25.6	25.1	- C	- C
		SB	T	T	249	222	-27	0.23	0.29	24.8	24.4	C	C
5	Dyer Ave & West		R	R	80	71	-9	0.25	0.22	25.2	24.8	С	С
,	36th Street	EB	LTD	L	0	0	0	- 0.20	- 0.20	- 25.5	- 25.2	-	- C
		EB	LTR	T R	198 30	178 30	-20 0	0.30	0.28	25.5	25.2	C	-
		WB	R	R	0	0	0	-	-	-	-	-	-
		Intersection								34.6	31.1	С	С
		NB	LT	L T	0 1310	0 1260	-50	0.49	0.47	- 15.9	- 15.7	- В	- В
6	10th Ave and 33rd Street	WB	TR	T	27	12	-15	0.41	0.34	23.5	21.5	С	С
	Street			R	145	131	-14	-	-	-	-	-	-
		Intersection		L	75	71	-4	-	-	17.0	16.4	B -	B -
		SB	LTR	T	736	697	-39	0.67	0.64	22.3	21.7	C	С
				R	120	121	1	-	-	-	-	-	-
	11th Ave and 34th	EB	L T	L T	160 182	152 173	-8 -9	0.96 0.29	0.92 0.28	81.2 26.1	70.3 26.0	F C	E C
7	Street	LD	R	R	55	54	-9 -1	0.29	0.28	33.5	33.3	C	C
			L	L	140	142	2	0.51	0.52	23.4	23.6	С	С
		WB	TR	T	231	234	3	0.84	0.84	51.3	51.3	D	D
		Intersection		R	35	34	-1	-	-	33.1	31.9	- C	- C
			LT	L	233	157	-76	-	-	-	-	-	-
	10th Ave and 41st	NB		Т	1450	1419	-31	0.78	0.72	27.0	25.4	С	С
8	Street	WB	T R	T R	690 540	472 533	-218 -7	0.40 0.97	0.28 0.96	14.9	13.6 63.0	B E	B E
		Intersection	, r	n	340	333	-/	0.97	0.90	65.4 31.3	31.0	C	C
		NB	Т	Т	1860	1861	1	1.03	1.03	54.8	55.3	D	E
		IND	R	R	125	117	-8	0.45	0.42	22.8	22.3	C	С
		SB	L T	L T	337 1783	287 1669	-50 -114	0.65 0.93	0.55 0.87	48.9 39.1	46.3 34.0	D D	D C
6	12th Ave and 42nd			L	5	5	0	-	-		-	-	-
9	Street	EB	LTR	Т	0	0	0	0.19	0.19	35.5	35.5	D	D
			,	R	40	40	-3	- 0.41	- 0.40	- 20.2	- 20.0	-	-
		WB	L R	L R	141 540	138 533	-3 -7	0.41 0.64	0.40 0.64	39.3 21.9	39.0 21.7	D C	D C
	1			t				+		43.3	41.6	D	D

				Lincoln Tunnel	Study Area - No	-Action vs Actio	n (No Mitigatio	n)- PM Peak Ho	ur				
					,	Volume (vph)			//C	Delay (seconds)	LOS	5
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With- Action
		SB	TR	T	1042	962	-80	0.41	0.38	14.7	14.3	В	В
1	9th Ave and 33rd Street	WB	L	R L	85 95	72 95	-13 0	0.37	0.37	28.6	28.6	- C	- C
	Street	Intersection	T	T	211	195	-16	0.48	0.45	29.0 18.0	28.2 17.7	C B	C B
			L	L	167	158	-9	0.48	0.46	37.8	37.5	D	D
		SB	R	R	105	103	-2	0.52	0.50	45.2	44.3	D	D
2	Dyer Ave and 34th Street	EB	LT	L T	0 400	0 368	0 -32	0.55	0.51	17.2	16.2	- B	- B
	Street	WB	T R	T R	553 90	546 89	-7 -1	0.78 0.13	0.77 0.13	25.5 8.8	24.9 8.8	C A	C A
		Intersection	, n	N N	90	65	-1	0.13	0.13	24.8	24.3	C	C
			Т	Т	2322	2250	-72	0.74	0.71	22.7	22.0	C	С
		NB	R	R	286	277	-9	0.50	0.49	19.9	19.5	В	В
	12th Ave and 34th	SB	L	L	293	276	-17	1.04	0.99	116.8	107.1	F	F
3	Street		T	T	2288	2105	-183	0.74	0.68	24.0	21.9	С	С
		WB	L R	L R	86 220	81 215	-5 -5	0.48	0.46 0.38	57.6 44.9	57.2 44.6	E D	E D
		Intersection	Γ.	, r	220	213	-5	0.59	U.36	29.9	28.2	C	С
		cr3cction		L	15	12	-3	-	-	-	-	-	-
		SB	LT	T	700	527	-173	0.33	0.25	19.8	18.9	В	В
			R	R	45	37	-8	0.15	0.12	19.3	18.9	В	В
4	11th Ave and 42nd	EB	T	T	183	177	-6	0.55	0.50	26.1	25.0	С	С
•	Street		R	R	288	256	-32	0.65	0.59	37.0	33.5	D	С
		WB	L -	L	176	177	1	0.50	0.49	19.4	19.0	В	В
		Intersection	T	Т	185	185	0	0.30	0.30	12.6 21.6	12.6 20.6	B C	B C
				Т	142	111	-31	0.47	0.37	35.1	33.0	D	С
		NB	TR	R	5	4	-1	-	-	-	-	-	-
			L	L	356	344	-12	0.54	0.52	31.0	30.5	С	С
		SB	T	T	536	518	-18	0.59	0.57	28.4	28.0	С	С
5	Dyer Ave & West		R	R	105	102	-3	0.31	0.30	26.1	26.0	С	С
-	36th Street	50	1.70	L	120	119	-1	-	-	-	-	-	-
		EB	LTR	T R	150 35	136 35	-14 0	0.49	0.46	28.5	28.1	C	C -
		WB	R	R	0	0	0	-	-		-		-
		Intersection	.,		- J	Ü	- J			29.3	28.7	С	С
		NB	LT	L	0	0	0	-	-	-	-	-	-
	10th Ave and 33rd	IND		Т	1641	1581	-60	0.61	0.58	17.5	17.2	В	В
6	Street	WB	TR	T	181	153	-28	0.45	0.42	18.9	17.7	В	В
				R	115	114	-1	-	-	- 47.7	- 47.0	-	-
		Intersection		L	35	30	-5	-	_	17.7	17.2	B -	B -
		SB	LTR	T T	245	208	-5 -37	0.26	0.23	16.3	15.9	- В	- В
		35	2111	R	60	51	-9	-	-	-	-	-	-
			L	L	218	208	-10	0.96	0.91	72.4	62.3	Е	Е
7	11th Ave and 34th	EB	Т	T	302	288	-14	0.42	0.40	27.9	27.6	С	С
,	Street		R	R	59	57	-2	0.39	0.38	33.3	32.8	С	С
		14/5	L	L	110	110	0	0.42	0.41	20.2	20.1	С	С
		WB	TR	T	246	245	-1 -1	0.90	0.89	59.0 -	57.4 -	E -	Е
		Intersection		R	45	44	-1	-	-	38.3	36.9	- D	- D
			LT	L	292	111	-181	-	-	-	-	-	-
	10th Aug 1 44	NB	.,	T	1603	1570	-33	0.88dl	0.70	29.1	25.0	С	С
8	10th Ave and 41st Street	WB	Т	Т	214	65	-149	0.14	0.04	12.4	11.6	В	В
	Street		R	R	79	71	-8	0.22	0.20	31.7	31.4	С	С
		Intersection	-	+	2000	2550		2.0-	0.05	27.4	24.7	С	С
		NB	T R	T R	2609 123	2559 116	-50 -7	0.87 0.28	0.85 0.26	16.4 7.6	16.2 7.7	B A	B A
			L L	L L	348	317	-7	1.05	0.26	123.4	103.6	F F	F
		SB	T	T	2509	2308	-201	0.91	0.84	29.2	24.1	C	С
9	12th Ave and 42nd			L	5	5	0	-	-	-	-	-	-
3	Street	EB	LTR	Т	0	0	0	0.04	0.04	47.0	47.0	D	D
				R	0	0	0	-	- 0.00	-	-	-	-
		WB	L	L	95	91	-4	0.37	0.36	53.8	53.4	D	D
		Intersection	R	R	135	131	-4	0.28	0.27	35.3 29.3	35.2 25.6	D C	D C
	1	IIILEI JELLIUII		i		1		L	L	23.3	23.0	L L	

			Lin	coln Tunnel Stu	dy Area - No-Ad	tion vs With-Ac	tion (No Mitiga	tion) - AM Peak	Hour				
						Volume (vph)		V	/C	Delay (seconds)	LOS	
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With- Action
		SB	TR	T R	1059 60	1018 56	-41 -4	0.46	0.44	15.3	15.1	В -	В -
1	9th Ave and 33rd Street	WB	L T	L T	50 100	50 97	0 -3	0.19 0.25	0.19 0.24	25.1 24.9	25.1 24.8	C C	C C
		Intersection								16.5	16.3	В	В
		SB	L R	L R	245 155	240 153	-5 -2	0.81 0.87	0.80 0.86	54.1 81.2	52.8 80.1	D F	D F
2	Dyer Ave and 34th	EB	LT	L T	0 411	0 395	-16	0.62	0.60	19.2	18.5	- B	- В
	Street	WB	T R	T R	350 75	345 74	-5 -1	0.52 0.11	0.51 0.11	16.8 8.6	16.6 8.6	B A	B A
		Intersection						-	-	32.1	31.5	С	С
		NB	T R	T R	1833 222	1812 219	-21 -3	0.73 0.56	0.73 0.55	29.5 29.4	29.2 29.2	C C	C C
	12th Ave and 34th	SB	L	L	169	160	-9	0.41	0.39	53.0	54.5	D	D
3	Street		T L	T L	2023 141	1912 136	-111 -5	0.69 0.60	0.65 0.59	2.9 61.6	3.0 61.1	A E	A E
		WB	R	R	200	200	0	0.34	0.34	34.7	34.7	С	С
		Intersection		L	60	56	-4	-	-	20.7	21.0	C	C -
		SB	LT	T	1068	965	-103	0.48	0.43	21.4	20.9	С	С
	11th Ave and 42nd		R T	R T	90 199	84 187	-6 -12	0.28 0.48	0.26 0.45	21.4 24.6	21.0 24.2	C C	C
4	Street	EB	R	R	230	220	-10	0.56	0.53	32.2	30.9	С	С
		WB	L T	L T	126 396	126 396	0	0.57 0.40	0.56 0.40	23.3 14.3	22.8 14.3	C B	C B
		Intersection	'	'	330	350	U	0.40	0.40	21.2	20.7	С	С
		NB	TR	T R	70 20	62 19	-8 -1	0.31	0.29	32.2	31.8	C -	C -
			L	L	434	427	-7	0.69	0.68	37.4	36.8	D	D
	Dyer Ave & West	SB	T R	T R	633 209	623 206	-10 -3	0.77 0.65	0.76 0.64	33.5 36.0	33.0 35.5	C D	C D
5	36th Street			L	0	0	0	-	-	-	-	-	-
		EB	LTR	T R	140 25	131 24	-9 -1	0.27	0.26	25.2	25.0	C -	- C
		WB	R	R	0	0	0	-	-	-	-	-	-
		Intersection	LT	L	0	0	0	-	-	33.4	33.0	C -	- -
6	10th Ave and 33rd	NB	TR	T T	1241 0	1219 0	-22 0	0.51 0.34	0.50 0.32	16.2 22.5	16.1 21.8	B C	В
6	Street	WB	IK	R	160	153	-7	-	-	-	-	-	- C
		Intersection		L	115	111	4	-	-	16.9	16.7	B -	B -
		SB	LTR	T T	115 907	111 878	-4 -29	0.76	0.74	24.9	24.1	C	C
			L	R L	110 110	106 107	-4 -3	0.76	0.74	- 47.0	- 44.4	- D	- D
7	11th Ave and 34th	EB	Т	Т	201	193	-8	0.29	0.28	26.1	26.0	С	С
,	Street		R L	R L	80 176	79 175	-1 -1	0.61 0.78	0.60 0.77	46.0 40.6	45.5 39.8	D D	D D
		WB	TR	Т	231	230	-1	0.78	0.77	51.3	50.1	D	D
		Intersection	i n	R	25	24	-1	-	-	- 32.5	31.7	- C	- C
		NB	LT	L	172	150	-22	-	-	-	- 31.7	-	-
8	10th Ave and 41st	IND	Т	T T	1224 531	1211 459	-13 -72	0.71 0.38	0.69 0.33	25.4 14.8	24.8 14.2	C B	C B
0	Street	WB	R	R	484	459 476	-72 -8	0.38	0.33	71.8	68.0	E	E
		Intersection	_	-	225.4	22.44	40	0.00	0.00	32.3	31.6	С	С
		NB	T R	T R	2254 155	2241 152	-13 -3	0.98 0.40	0.98 0.39	73.0 46.1	72.0 46.0	E D	E D
		SB	L T	L T	274 2220	255 2099	-19 -121	0.50 0.88	0.46 0.83	55.9 30.5	55.1 27.6	E C	E C
9	12th Ave and 42nd		1	L	5	5	0	-	-	- 30.5	-	-	-
3	Street	EB	LTR	T R	0	0	0	0.03	0.03	47.0	47.0	D -	D
		WB	L	L	126	126	0	0.37	0.37	53.2	53.2	D	D D
		Intersection	R	R	360	354	-6	0.50	0.49	29.1 50.2	29.0 49.0	C D	C D
		mersection	1	<u> </u>	1	<u> </u>	1	<u> </u>	<u> </u>	JU.Z	4J.U	U	ט

			Linco	oln Tunnel Study	Area - No-Acti	on vs With-Actio	on (No Mitigatio	on)- Midday Pea	ak Hour				
						Volume (vph)			r/C	Delay (:	seconds)	LOS	;
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With- Action
		SB	TR	T R	977 64	920 51	-57 -13	0.42	0.39	14.9	14.5	В -	В -
1	9th Ave and 33rd Street	WB	L	L	70	70	0	0.28	0.28	26.5	26.5	С	С
		Intersection	Т	Т	108	92	-16	0.27	0.23	25.1 16.5	24.6 16.2	C B	C B
		SB	L	L	159	143	-16	0.44	0.41	37.2	36.7	D D	D
	Dyer Ave and 34th	EB	R LT	R L	95 5	90 5	-5 0	0.54	0.49	47.3 -	45.3 -	-	D -
2	Street		T	T T	370 405	337 409	-33 4	0.52 0.59	0.47	16.5 18.2	15.6 18.4	B B	B B
		WB	R	R	170	172	2	0.25	0.25	9.9	9.9	Α	Α
		Intersection	_	-	1206	4075	24	0.51	0.51	21.1	20.5	C	С
		NB	T R	T R	1396 217	1375 214	-21 -3	0.61 0.58	0.61 0.57	23.6 28.6	23.4 28.3	C C	C C
	12th Avo and 24th	SB	L	L	180	165	-15	0.62	0.56	63.3	63.4	E	E
3	12th Ave and 34th Street	JD	T	T	1675	1567	-108	0.60	0.57	16.3	15.8	В	В
		WB	L R	L R	131 220	134 221	3 1	0.49 0.30	0.49 0.31	42.5 26.2	42.5 26.3	D C	D C
		Intersection	.,		-20	-21		3.30	0.51	24.2	24.0	С	С
			LT	L	50	45	-5	-	-	-	-	-	-
		SB	R	T R	1102 100	859 90	-243 -10	0.48 0.32	0.38	21.5 22.1	20.3 21.5	C C	C C
	11th Ave and 42nd		T T	T T	185	166	-10	0.32	0.29	24.9	23.8	C	C
4	Street	EB	R	R	277	238	-39	0.59	0.51	33.0	29.7	С	С
		WB	L T	L T	135 581	135 581	0	0.50	0.48	19.2 16.1	18.5 16.1	B B	B B
		Intersection		'	361	201	U	0.51	0.51	21.2	20.1	С	С
		NB	TR	Т	263	228	-35	0.87	0.76	58.7	47.6	Е	D
			L	R L	10 189	10 169	-20	0.28	0.25	25.6	25.1	- C	- C
		SB	T	T	249	222	-27	0.23	0.29	24.8	24.4	C	С
5	Dyer Ave & West		R	R	80	71	-9	0.25	0.22	25.2	24.8	С	С
	36th Street	EB	LTR	L T	0 198	0 178	-20	0.30	0.28	25.5	25.2	- C	- C
			2	R	30	30	0	-	-	-	-	-	-
		WB	R	R	0	0	0	-	-	-	-		-
		Intersection	LT	L	0	0	0	-	-	34.6	31.1	C	C -
	10th Ave and 33rd	NB		T	1310	1260	-50	0.49	0.47	15.9	15.7	В	В
6	Street	WB	TR	T	27	12	-15	0.41	0.34	23.5	21.5	С	С
		Intersection		R	145	131	-14	-	-	17.0	16.4	- В	- В
				L	75	71	-4	-	-	-	-	-	-
		SB	LTR	T	736 120	697 121	-39	0.67	0.64	22.3	21.7	C -	C -
			L	R L	160	152	-8	0.96	0.92	81.2	70.3	F	E
7	11th Ave and 34th	EB	T	T	182	173	-9	0.29	0.28	26.1	26.0	С	С
•	Street		R	R	55 140	54	-1 2	0.39	0.38	33.5	33.3	C C	С
		WB	L	L T	140 231	142 234	3	0.51 0.84	0.52 0.84	23.4 51.3	23.6 51.3	D	C D
			TR	R	35	34	-1	-	-	-	-	,	-
		Intersection	LT	L	233	157	-76	-	-	33.1	31.9	C -	C -
	10th Avg and 44.	NB	LI	T	1450	1419	-76	0.78	0.72	27.0	25.4	C	C
8	10th Ave and 41st Street	WB	Т	Т	690	472	-218	0.40	0.28	14.9	13.6	В	В
		Intersection	R	R	540	533	-7	0.97	0.96	65.4 31.3	63.0 31.0	E C	E C
			T	Т	1860	1861	1	1.03	1.03	54.8	55.3	D	E
		NB	R	R	125	117	-8	0.45	0.42	22.8	22.3	С	С
		SB	L T	L T	337 1783	287 1669	-50 -114	0.65 0.93	0.55 0.87	48.9 39.1	46.3 34.0	D D	D C
0	12th Ave and 42nd		- 1	L	5	5	0	-	-		-	-	-
9	Street	EB	LTR	Т	0	0	0	0.19	0.19	35.5	35.5	D	D
			L	R L	40 141	40 138	-3	0.41	0.40	39.3	39.0	- D	- D
		WB	R	R	540	533	-5 -7	0.64	0.40	21.9	21.7	С	С
		Intersection								43.3	41.6	D	D

				Lincoln Tunnel	Study Area - No	-Action vs Actio	n (No Mitigatio	n)- PM Peak Ho	ur				
					,	Volume (vph)			//C	Delay (seconds)	LOS	5
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With- Action
		SB	TR	T	1042	962	-80	0.41	0.38	14.7	14.3	В	В
1	9th Ave and 33rd Street	WB	L	R L	85 95	72 95	-13 0	0.37	0.37	28.6	28.6	- C	- C
	Street	Intersection	T	T	211	195	-16	0.48	0.45	29.0 18.0	28.2 17.7	C B	C B
			L	L	167	158	-9	0.48	0.46	37.8	37.5	D	D
		SB	R	R	105	103	-2	0.52	0.50	45.2	44.3	D	D
2	Dyer Ave and 34th Street	EB	LT	L T	0 400	0 368	0 -32	0.55	0.51	17.2	16.2	- B	- B
	Street	WB	T R	T R	553 90	546 89	-7 -1	0.78 0.13	0.77 0.13	25.5 8.8	24.9 8.8	C A	C A
		Intersection	, n	N N	90	65	-1	0.13	0.13	24.8	24.3	C	C
			Т	Т	2322	2250	-72	0.74	0.71	22.7	22.0	C	С
		NB	R	R	286	277	-9	0.50	0.49	19.9	19.5	В	В
	12th Ave and 34th	SB	L	L	293	276	-17	1.04	0.99	116.8	107.1	F	F
3	Street		T	T	2288	2105	-183	0.74	0.68	24.0	21.9	С	С
		WB	L R	L R	86 220	81 215	-5 -5	0.48	0.46 0.38	57.6 44.9	57.2 44.6	E D	E D
		Intersection	Γ.	, r	220	213	-5	0.59	U.36	29.9	28.2	C	С
				L	15	12	-3	-	-	-	-	-	-
		SB	LT	T	700	527	-173	0.33	0.25	19.8	18.9	В	В
			R	R	45	37	-8	0.15	0.12	19.3	18.9	В	В
4	11th Ave and 42nd	EB	T	T	183	177	-6	0.55	0.50	26.1	25.0	С	С
•	Street		R	R	288	256	-32	0.65	0.59	37.0	33.5	D	С
		WB	L -	L	176	177	1	0.50	0.49	19.4	19.0	В	В
		Intersection	T	Т	185	185	0	0.30	0.30	12.6 21.6	12.6 20.6	B C	B C
				Т	142	111	-31	0.47	0.37	35.1	33.0	D	С
		NB	TR	R	5	4	-1	-	-	-	-	-	-
			L	L	356	344	-12	0.54	0.52	31.0	30.5	С	С
		SB	T	T	536	518	-18	0.59	0.57	28.4	28.0	С	С
5	Dyer Ave & West		R	R	105	102	-3	0.31	0.30	26.1	26.0	С	С
-	36th Street	50	1.70	L	120	119	-1	-	-	-	-	-	-
		EB	LTR	T R	150 35	136 35	-14 0	0.49	0.46	28.5	28.1	C	C -
		WB	R	R	0	0	0	-	-		-		-
		Intersection	.,		Ů	Ü	- J			29.3	28.7	С	С
		NB	LT	L	0	0	0	-	-	-	-	-	-
	10th Ave and 33rd	IND		Т	1641	1581	-60	0.61	0.58	17.5	17.2	В	В
6	Street	WB	TR	T	181	153	-28	0.45	0.42	18.9	17.7	В	В
				R	115	114	-1	-	-	- 47.7	- 47.0	-	-
		Intersection		L	35	30	-5	-	_	17.7	17.2	B -	B -
		SB	LTR	T T	245	208	-5 -37	0.26	0.23	16.3	15.9	- В	- В
		35	2111	R	60	51	-9	-	-	-	-	-	-
			L	L	218	208	-10	0.96	0.91	72.4	62.3	Е	Е
7	11th Ave and 34th	EB	Т	T	302	288	-14	0.42	0.40	27.9	27.6	С	С
,	Street		R	R	59	57	-2	0.39	0.38	33.3	32.8	С	С
		14/2	L	L	110	110	0	0.42	0.41	20.2	20.1	С	С
		WB	TR	T	246	245	-1 -1	0.90	0.89	59.0 -	57.4 -	E -	Е
		Intersection		R	45	44	-1	-	-	38.3	36.9	- D	- D
			LT	L	292	111	-181	-	-	-	-	-	-
	10th Aug 1 44	NB	.,	T	1603	1570	-33	0.88dl	0.70	29.1	25.0	С	С
8	10th Ave and 41st Street	WB	Т	Т	214	65	-149	0.14	0.04	12.4	11.6	В	В
	Street		R	R	79	71	-8	0.22	0.20	31.7	31.4	С	С
		Intersection	-	+	2000	2550		2.0-	0.05	27.4	24.7	С	С
		NB	T R	T R	2609 123	2559 116	-50 -7	0.87 0.28	0.85 0.26	16.4 7.6	16.2 7.7	B A	B A
			L L	L L	348	317	-7	1.05	0.26	123.4	103.6	A F	F
		SB	T	T	2509	2308	-201	0.91	0.84	29.2	24.1	C	С
9	12th Ave and 42nd			L	5	5	0	-	-	-	-	-	-
3	Street	EB	LTR	Т	0	0	0	0.04	0.04	47.0	47.0	D	D
				R	0	0	0	-	- 0.00	-	-	-	-
		WB	L	L	95	91	-4	0.37	0.36	53.8	53.4	D	D
		Intersection	R	R	135	131	-4	0.28	0.27	35.3 29.3	35.2 25.6	D C	D C
	1	IIILEI JELLIUII		i		1		L	L	23.3	23.0	L L	

						Volume (vph)			'/C	Delay (seconds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L.	20	19	-1	0.09	0.09	4.1	4.1	А	Α
	5 274b Chur - + 0 2 l	IND	T	T	826	773	-53	0.60	0.56	6.8	6.4	Α	Α
1	E 37th Street & 3rd	WD	T	T	728	745	17	0.58	0.59	18.6	18.9	В	В
	Avenue	WB	R	R	263	271	8	0.75	0.78	47.9	49.6	D	D
	ľ	Intersection								17.4	18.1	В	В
		65	L	L	438	415	-23	0.65	0.62	33.2	32.2	С	С
		SB	Т	Т	1006	970	-36	0.52	0.50	12.1	11.8	В	В
	E 36th Street & 2nd		Т	Т	431	408	-23	0.48	0.45	27.5	27.2	С	С
2	Avenue	EB	TR	R	47	45	-2	-	-	-	-	-	-
		WB	L	L	515	515	0	1.67	1.61	340.7	311.9	F	F
		Intersection					-			93.6	88.9	F	F
		crscotion	LT	L	94	88	-6	-	-	-	-	-	-
		NB	T	T	1005	949	-56	0.54	0.51	19.4	18.9	В	В
			R	R	104	99	-5	1.02	0.98	116.9	104.1	F	F
3	E 34th Street & 3rd	EB	T	T	416	379	-37	1.01	0.92	73.5	53.9	E	D
-	Avenue		T	T	402	380	-22	1.04	0.98	84.1	69.6	F	E
		WB	R	R	50	48	-2	0.18	0.18	21.3	21.2	C	C
	ľ	Intersection					_		0.20	47.5	39.9	D	D
			LT	L	109	103	-6	-	-	-	-	-	-
		NB	T T	T	946	894	-52	0.48	0.46	2.5	2.4	Α	Α
4	E 35th Street & 3rd		TR	T	574	535	-39	0.61	0.57	26.4	25.5	С	С
	Avenue	WB	R	R	55	52	-3	0.16	0.15	20.7	20.5	C	C
		Intersection								11.0	10.6	В	В
			L	L	370	363	-7	0.66	0.65	34.1	34.1	C	С
		SB		T	1453	1422	-31	0.83	0.81	24.7	23.7	C	C
			Т	R	120	117	-3	1.18	1.15	162.2	150.8	F	F
5	E 34th Street & 2nd		Т	Т	572	561	-11	0.76	0.74	34.8	34.2	С	С
	Ave	EB	R	R	116	114	-2	0.63	0.62	42.3	41.7	D	D
	ľ	WB	Т	Т	195	191	-4	0.51	0.50	30.5	30.3	С	С
		Intersection								35.3	34.1	D	С
			Т	Т	1393	1358	-35	0.56	0.55	16.1	16.2	В	В
		SB	R	R	175	172	-3	0.55	0.54	19.5	19.7	В	В
	E 35th Street & 2nd	EB	R	R	473	468	-5	0.64	0.64	26.8	26.6	C	С
6	Ave		Т	Т	87	86	-1	0.14	0.14	18.3	18.3	В	В
		WB	L	L	77	76	-1	0.14	0.14	18.9	18.9	В	В
		Intersection								19.0	19.0	В	В

	ı		Queens Midto	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,	Volume (vph)			/C	Delc: /	econds)		os
						volume (vpn)		v	/ .	Delay (econas)	L	US I
Intersection #	Intersection NMDe	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	-	44	37	-7	0.16	0.14	6.5	4.8	Α	А
		NB	T	T	635	553	-82	0.49	0.43	5.9	4.7	A	A
1	E 37th Street & 3rd		T	T	577	638	61	0.95	1.05	49.3	74.7	D	F
	Avenue	WB	R	R	265	303	38	0.73	0.84	44.8	52.8	D	D
		Intersection								29.2	43.3	C	D
				L	242	248	6	0.43	0.44	28.6	28.8	C	C
		SB	T	T	1035	990	-45	0.50	0.48	11.7	11.5	В	В
2	E 36th Street & 2nd		T	Ť	1278	1335	57	1.34	1.40	189.4	211.6	F	E
-	Avenue	EB	TR	R	85	83	-2	1.54	1.40	185.4	-	-	-
		Intersection	- 110	, ,	- 65	65				106.1	121.1	F	F
			LT	1	24	21	-3	-	-	-	-	-	-
		NB	T	T	1075	949	-126	0.48	0.42	18.5	17.8	В	В
	E 24th Stroot & 2rd		R	R	173	162	-11	0.78	0.73	47.2	41.9	D	D
3	E 34th Street & 3rd	EB	T	T	445	367	-78	0.96	0.80	62.0	39.1	E	D
	Avenue		T	Т	450	446	-4	0.98	0.97	65.0	63.1	E	E
		WB	R	R	80	83	3	0.30	0.31	23.4	23.6	С	C
		Intersection								38.9	33.8	D	С
			LT	L	83	76	-7	-	-	-	-	-	-
		NB	T	T	1072	956	-116	0.82	0.73	14.3	11.6	В	В
4	E 35th Street & 3rd		TR	T	519	490	-29	0.57	0.54	25.4	24.8	С	С
	Avenue	WB	R	R	60	58	-2	0.19	0.19	21.4	21.3	С	С
		Intersection								18.0	16.3	В	В
			L	L	229	226	-3	0.37	0.37	29.5	30.0	С	С
		SB		T	1325	1271	-54	0.73	0.70	21.9	21.2	С	С
			TR	R	45	43	-2	0.34	0.33	18.9	18.5	В	В
5	E 34th Street & 2nd	FD.	T	T	591	577	-14	0.75	0.73	34.3	33.6	С	С
	Ave	EB	R	R	130	126	-4	0.59	0.57	37.9	36.9	D	D
		WB	T	T	253	234	-19	0.63	0.58	33.8	32.2	С	С
		Intersection								27.4	26.7	С	С
		CD	T	T	1040	992	-48	0.58	0.55	12.1	11.9	В	В
		SB	TR	R	80	81	1	-	-	-	-	-	-
6	E 35th Street & 2nd	EB	R	R	476	467	-9	0.62	0.61	26.1	25.9	С	C
b	Ave	WB	T	T	88	86	-2	0.15	0.14	18.4	18.3	В	В
		WB	L	L	83	81	-2	0.15	0.15	19.0	19.0	В	В
		Intersection								16.6	16.4	В	В

	1		Queens Wild	to the full like	i	y Area - No-Acti	o3 with-Atti				d-V		or.
						Volume (vph)		v	/c	Delay (seconds)	L	os
Intersection #	Intersection NPMe	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	25	22	-3	-	-	-	-	-	-
		NB	Т	T	873	780	-93	0.52	0.46	2.9	2.6	Α	Α
1	E 37th Street & 3rd		Т	Т	618	628	10	0.51	0.51	17.2	17.3	В	В
	Avenue	WB	R	R	274	293	19	0.69	0.73	42.1	44.7	D	D
		Intersection								14.0	15.3	В	В
			L	L	364	421	57	0.55	0.64	30.2	32.3	С	С
		SB	Т	Т	1567	1488	-79	0.67	0.64	14.4	13.7	В	В
2	E 36th Street & 2nd		Т	Т	1044	1209	165	0.79	0.90	33.4	39.6	С	D
	Avenue	EB	TR	R	61	59	-2	-	-	-	-	-	-
		Intersection								23.4	26.8	С	С
			LT	L	69	64	-5	-	-	-	-	-	-
		NB	Т	T	1418	1297	-121	0.65	0.59	21.2	20.2	С	С
	E 34th Street & 3rd		R	R	124	118	-6	0.68	0.65	38.6	36.2	D	D
3		EB	Т	T	386	320	-66	0.81	0.67	40.3	31.9	D	С
	Avenue	14/0	Т	T	431	403	-28	1.04	0.97	80.6	63.5	F	Е
		WB	R	R	79	75	-4	0.30	0.28	23.4	23.1	С	С
		Intersection								35.9	30.9	D	С
		ND	LT	L	173	163	-10	-	-	-	-		-
	5 25 1 5 1 2 2 1	NB	Т	T	1324	1209	-115	0.81	0.75	9.0	7.9	Α	Α
4	E 35th Street & 3rd	14/0	TR	T	429	375	-54	0.48	0.42	23.9	22.9	С	С
	Avenue	WB	R	R	35	31	-4	0.13	0.11	20.4	20.1	С	С
		Intersection								12.6	11.5	В	В
			L	L	259	251	-8	0.42	0.41	24.3	24.8	С	С
		SB	T	T	1657	1581	-76	0.84	0.80	28.5	21.7	С	С
	E 34th Street & 2nd		R	R	55	52	-3	1.28	1.21	231.7	207.1	F	F
5		EB	T	T	428	431	3	0.58	0.58	29.4	29.4	С	С
	Ave	ED	R	R	111	108	-3	0.60	0.58	39.0	38.0	D	D
		WB	T	T	202	182	-20	0.50	0.45	30.0	28.8	С	С
		Intersection								33.5	28.9	С	С
		SB	Ţ	T	1533	1454	-79	0.61	0.58	10.8	10.5	В	В
		30	R	R	95	93	-2	0.29	0.29	10.2	10.2	В	В
6	E 35th Street & 2nd	EB	R	R	437	430	-7	0.56	0.55	24.8	24.5	С	С
U	Ave	WB	T	T	1	0	-1	-	-	17.0	-	В	-
		WB	L	L	1	0	-1	-	-	17.0	-	В	-
		Intersection								13.8	13.6	В	В

			Queens Midtow	n Tunnel (Manl	nattan) Study A	rea - No-Action v	vs With-Action	No Mitigation)	- Late Night Pea	k Hour			
						Volume (vph)		V	'/C	Delay (s	seconds)	Le	OS
Intersection #	Intersection NLNe	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L	25	20	-5	0.08	0.07	3.7	3.6	Α	A
	E 37th Street & 3rd	NB	T	T	1063	893	-170	0.55	0.46	4.9	4.4	Α	Α
1	Avenue	WB	T	T	372	477	105	0.29	0.37	14.4	15.3	В	В
	Avenue	WB	R	R	339	471	132	0.98	1.36	78.4	210.0	E	F
		Intersection								21.8	62.9	С	E
		SB	L	L	421	628	207	0.53	0.78	29.6	37.4	С	D
	E 36th Street & 2nd	35	Т	T	1530	1493	-37	0.67	0.66	14.3	14.0	В	В
2	Avenue	EB	Т	T	580	816	236	0.56	0.76	28.7	33.3	С	С
	Avenue	LD	TR	R	50	43	-7	-	-	-	-	-	-
		Intersection								20.3	24.4	С	С
			LT	L	39	32	-7	-	-	-	-	-	-
		NB	T	T	1257	1069	-188	0.52	0.44	18.9	17.9	В	В
	E 34th Street & 3rd		R	R	193	175	-18	0.57	0.52	25.8	24.1	С	С
3	Avenue	EB	T	T	500	417	-83	0.52	0.43	24.5	23.1	С	С
	rwende	WB	T	T	321	350	29	0.36	0.39	22.1	22.5	С	С
			R	R	100	113	13	0.33	0.37	23.6	24.5	С	С
		Intersection								21.3	20.6	С	С
		NB	LT	L	54	47	-7	-	-	-	-	-	-
	E 35th Street & 3rd		T	T	1303	1135	-168	0.52	0.45	4.3	5.1	Α	Α
4	Avenue	WB	TR	T	461	427	-34	0.51	0.47	24.3	23.7	С	С
			R	R	60	57	-3	0.17	0.16	20.7	20.5	С	С
		Intersection								10.1	10.7	В	В
		c n	L	L	350	330	-20	0.57	0.53	26.7	25.5	C	C
		SB	TR	T	1406	1357	-49	0.72	0.70	14.3	12.9	В	В
5	E 34th Street & 2nd		т	R T	105 623	82 631	-23 8	0.28 0.66	0.22	8.0 29.9	7.0 29.9	A C	A C
5	Ave	EB	R	R	75	72	-3	0.66	0.66	29.9	29.9		-
		WB	T	T	210	119	-3 -91	0.28	0.16	24.5	23.1	C	- C
		Intersection	'	<u> </u>	210	119	-91	U.20	0.10	20.6	19.7	C	В
			Т	T	1485	1438	-47	0.68	0.66	11.5	11.2	В	В
		SB	TR	R	95	98	3	0.08	0.66	- 11.5	- 11.2	- В	В -
	E 35th Street & 2nd	EB	R	R R	295	276	-19	0.37	0.34	21.2	20.8	C	- C
6	Ave		T	T	86	59	-19	0.37	0.09	18.2	17.8	В	В
		WB	Ė	i	81	55	-26	0.13	0.09	18.6	18.1	В	В
		Intersection			31	33	20	0.15	5.05	13.5	13.0	В	В

				Red Hook Stu	dy Area - No-Ac	tion vs With-Act	ion (No Mitigat	ion) - AM Peak	Hour				
Intersection #	Intersection Name	A	Laura Carana	Movement		Volume (vph)		V	/c	Delay (s	seconds)	LO	OS
intersection #	intersection Name	Approach	Lane Group	wovement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		EB	TR	T	112	112	0	0.42	0.42	44.6	44.6	D	D
		ь	TK.	R	0	0	0	-	-		-	-	-
		NB	LT	L	260	260	0	-	-		-	-	-
		IND	LI	T	2425	2395	-30	0.65	0.64	7.8	7.9	A	Α
	Hamilton Avenue ,	SB	RT	T	1118	1140	22	0.40	0.41	8.3	8.4	Α	Α
1	Clinton Street &	(at West 9th)	K1	R	82	84	2	-	-	-	-	-	-
1	West 9 Street	SB	L	L	249	254	5	0.29	0.29	4.7	4.7	Α	Α
	west 9 street	(at Clinton St)	TR	T	866	881	15	0.53	0.54	6.7	6.7	Α	Α
		(at Clinton St)	I K	L	118	120	2	-	-	-	-	-	-
		WB	T	T	115	115	0	0.14	0.14	54.5	54.6	D	D
		WD	L	L	145	145	0	0.24	0.24	58.4	58.8	Е	E
		Intersection								10.0	10.1	Α	В
	Hamilton Avenue	NB	T	T	2081	2050	-31	0.60	0.59	14.5	14.3	В	В
2	NB & West 9 Street	WB	R	R	243	239	-4	0.42	0.41	36.5	36.4	D	D
	IND & West 9 Street	Intersection								17.1	17.0	В	В

			1	Red Hook Study	Area - No-Actio	on vs With-Actio	n (No Mitigatio	n) - Midday Pea	k Hour				
Intersection #	Intersection Name	Annroach	Lane Group	Movement		Volume (vph)		V	/c	Delay (s	seconds)	Le	os
intersection #	intersection Name	Approach	Lane Group	Wovement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		EB	TR	T	114	114	0	0.39	0.39	41.8	41.8	D	D
		LD	TK.	R	0	0	0	-	-	1	=	1	-
		NB	LT	L	245	245	0		-	1	-	1	-
		IND	LI	T	2226	2289	63	0.62	0.63	8.4	9.2	Α	Α
	Hamilton Avenue ,	SB	RT	Т	1167	1283	116	0.43	0.48	9.5	10.0	Α	Α
1	Clinton Street &	(at West 9th)	IV1	R	93	100	7	-	-	-	-	-	-
-	West 9 Street	SB	L	L	258	291	33	0.28	0.31	4.7	4.6	Α	Α
	West 5 Street	(at Clinton St)	TR	T	905	977	72	0.57	0.62	7.3	7.4	Α	Α
		(at clinton st)	TK.	L	134	145	11	1		'n	-	1	-
		WB	T	T	130	130	0	0.14	0.14	55.6	55.3	E	E
		WB	L	L	115	115	0	0.16	0.16	56.1	55.6	E	E
		Intersection								10.4	10.7	В	В
	Hamilton Avenue	NB	T	T	1967	2001	34	0.54	0.54	10.9	11.1	В	В
)	NB & West 9 Street	WB	R	R	132	128	-4	0.29	0.28	38.8	38.6	D	D
	IND & WEST 3 SHEET	Intersection								13.0	13.0	В	В

				Red Hook Stu	dy Area - No-Ac	tion vs With-Act	ion (No Mitigat	ion) - PM Peak	Hour				
Intersection #	Intersection Name	Anneach	Lane Group	Movement		Volume (vph)		V	/C	Delay (seconds)	Le	OS
intersection #	intersection Name	Approach	Lane Group	Wiovernent	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		EB	TR	Т	120	120	0	0.35	0.35	40.8	40.8	D	D
		LD	110	R	0	0	0	-	-	÷		1	-
		NB	LT	L	200	200	0	-	-	-	-	1	-
		ND	LI	Т	2066	1998	-68	0.56	0.55	9.6	10.3	Α	В
	Hamilton Avenue ,	SB	RT	T	1312	1394	82	0.46	0.49	9.7	10.1	Α	В
1	Clinton Street &	(at West 9th)	IV1	R	57	60	3	-	-	-	-	-	-
1	West 9 Street	SB	L	L	287	305	18	0.29	0.31	4.1	4.0	Α	Α
	West 5 Street	(at Clinton St)	TR	T	1022	1080	58	0.63	0.66	7.1	7.5	Α	Α
		(at clinton st)	TK.	L	108	114	6	-	-	÷		1	-
		WB	T	T	105	105	0	0.15	0.15	58.6	59.2	E	E
		WB	L	L	95	95	0	0.16	0.16	58.9	59.5	E	E
		Intersection								10.7	11.1	В	В
	2 Hamilton Avenue NB & West 9 Street	NB	T	T	1729	1650	-79	0.48	0.45	11.3	10.7	В	В
2		WB	R	R	130	123	-7	0.27	0.26	38.5	38.3	D	D
		Intersection								13.5	12.9	В	В

			R	ed Hook Study A	rea - No-Actio	n vs With-Action	(No Mitigation) - Late Night Pe	ak Hour				
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)		V	/C	Delay (s	seconds)	Le	os
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		EB	TR	T	55	62	7	0.17	0.19	37.4	37.8	D	D
		LB	TK.	R	0	0	0	-	-	-	-	-	-
		NB	LT	L	75	75	0	-	-	=	-	-	-
		ND	LI	T	1282	1184	-98	0.36	0.33	8.0	10.9	Α	В
	Hamilton Avenue	SB	RT	T	739	908	169	0.25	0.30	7.8	8.3	Α	Α
	Clinton Street &	(at West 9th)	101	R	45	53	8	-	-	-	-	-	-
-	West 9 Street	SB	L	L	192	252	60	0.20	0.26	2.6	2.6	Α	A
	West 5 Street	(at Clinton St)	TR	T	547	651	104	0.29	0.35	2.5	2.5	Α	Α
		(at chilton 5t)	TK.	L	25	30	5	-	-	-	-	-	-
		WB	T	T	25	25	0	0.03	0.03	59.8	61.0	E	E
		WD	L	L	50	50	0	0.07	0.07	61.0	62.0	E	E
		Intersection								8.1	9.0	Α	Α
	Hamilton Avenue	NB	T	T	1034	877	-157	0.27	0.23	8.0	7.7	Α	Α
2	NB & West 9 Street	WB	R	R	76	68	-8	0.15	0.14	36.7	36.5	D	D
	IND & West 9 Street	Intersection								10.2	10.0	В	В

				RFK Bridge	Study Area - N		ion (No Mitigati						
						Volume		V	/c	De	lay	LC	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
			L	L2	30	30	0	-	-	-	-	-	-
		NW		L	190	190	0	0.97	0.97	85.0	85.0	F	F
			R	R	415	415	0	0.31	0.31	7.3	7.3	Α	A
1	126th Street and	SB	TR	T R	1240	1161 41	-79 -4	0.56	0.52	21.9	21.4	C -	С
1	2nd Avenue			L	45 40	39	-4	-	-	-	-	-	-
		WB	L	T	30	29	-1	0.80	0.77	57.6	54.7	Е	D
				R	94	90	-4	-	-	-	-	-	-
		Intersection	-							28.9	28.5	С	С
			L	L	501	497	-4	0.54	0.54	7.4	7.5	A	A
		SB	TR	T	754	683	-71	0.58	0.53	6.9	6.7	Α -	A
				R L	55 394	50 460	-5 66	1.06	1.24	90.2	154.0	F	F
	125th Street and	SW	L	R	133	155	22	-	1.24	90.2	154.0	-	-
2	2nd Avenue	EB	TR	T	627	678	51	0.86	0.93	44.2	51.5	D	D
		FB	1 K	R	40	40	0	=	-	-	-	-	0
		WB	LT	L	22	11	-11	-	-	-	-	-	-
			-	Т	61	30	-31	0.22	0.10	28.9	27.2	С	С
		Intersection		T	140	140	0	0.46	0.46	34.9 18.5	55.3 18.5	C B	E B
		NB	TR	R	80	80	0	-	- 0.46	- 10.5	- 10.3		- B
				L	145	145	0	-	-	-	-	-	-
	E 134th Street & St.	SB	LT	Т	105	105	0	0.62	0.62	20.2	20.2	С	С
11	Ann's Avenue			L	140	140	0	-	-	-	-	-	-
		EB	LTR	T	120	120	0	0.80	0.80	33.1	33.1	С	С
				R	45	45	0	-	-	-	-	-	-
		Intersection		L	25	25	0			24.8	24.8	С	С
		NB	LTR	T	105	105	0	0.56	0.56	46.0	46.0	D	D
				R	30	30	0	-	-	-	-	-	-
				L	55	55	0	-	-	-	-	-	-
		SB	LTR	Т	70	70	0	0.57	0.57	48.6	48.6	D	D
	St Ann's Ave and			R	25	25	0	-	-	-	-	-	-
22	Bruckner Blvd	EB	LTR	L T	50 1440	50 1440	0	0.90	0.90	25.6	25.6	- C	- C
		ED	LIK	R	30	30	0	0.90	0.90	25.0	25.0	-	-
				L	40	40	0	-	_	-	-	-	_
		WB	LTR	Т	480	480	0	0.50	0.50	11.6	11.6	В	В
				R	65	65	0	-	-	-	-	-	-
		Intersection				1		•		24.9	24.9	С	С
		NB	T	T	96	70	-26	0.26	0.19	37.3	36.1	D	D
			R T	R T	17 558	12 567	-5 9	0.02 0.62	0.02	7.3 26.5	7.2 27.2	A C	A C
	31st St & Astoria	SB	R	R	174	175	1	0.02	0.41	23.9	24.3	C	С
17	Blvd			L	10	11	1	-	-	-	-	-	-
		EB	L	Т	362	384	22	0.51	0.54	32.6	33.3	С	С
				R	26	28	2	-	-	-	-	-	-
		Intersection			4.0	1.5				28.8	29.3	С	С
		NB	L	L T	18 94	15 75	-3 -19	0.21	0.16	21.0	19.2	- C	- В
				T	262	265	-19	0.21	0.16	109.4	109.5	F	F
2.	Hart N.C. 24 . 5:	SB	Т	R	131	130	-1	-	-	-	-	-	-
24	Hoyt N & 31st St		L	L	401	402	1	0.26	0.26	9.3	9.3	Α	Α
		WB	T	T	2135	2127	-8	0.66	0.66	14.1	14.0	В	В
			R	R	35	35	0	0.10	0.10	8.5	8.5	A	A
		Intersection		т	97	74	22	0.16	0.13	27.3 21.9	27.3	С	С
		NB	T	T R	97	74	-23 -2	0.16	0.12	21.9	22.6	C -	- C
			<u> </u>	L	20	20	0	-	-	-	-	-	-
•	U-46634 : 6	SB	L	T	643	647	4	0.38	0.38	15.7	15.9	В	В
3	Hoyt S & 31st St		L	L	15	16	1	=	-	-	=	-	-
	1 1	EB		T	893	946	53	0.79	0.84	46.5	48.7	D	D
		Internal C	R	R	89	95	6	0.38	0.40	41.7	42.9	D	D
		Intersection								33.6	35.5	С	D

				RFK Bridge	Study Area - N	o-Action vs Act	ion (No Mitigatio	on) - MD Peak H	lour				
						Volume			/c	De	lay	LC	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
				L2	0	0	0	-	-	-	-	-	-
		NW	L	L	120	120	0	0.55	0.55	41.3	41.3	D	D
			R	R	1050	1050	0	0.70	0.70	13.0	13.0	В	В
1	126th Street and	SB	TR	T R	1042 49	929 42	-113 -7	0.47	0.42	20.7	20.1	C	C
-	2nd Avenue			L	45	42	-3	-	-	-	-	-	-
		WB	L	T	20	18	-2	0.68	0.62	46.0	42.6	D	D
				R	90	82	-8	-	-	-	-	-	-
		Intersection	L	L	318	305	-13	0.38	0.36	20.3 6.2	19.6 6.3	C A	B A
		SB		T	724	627	-97	0.54	0.46	6.8	6.3	A	A
			TR	R	45	39	-6	-	-	-	-	-	=
		SW	L	L	314	322	8	1.02	1.04	80.0	86.9	F	F
2	125th Street and 2nd Avenue			R T	129 555	132 604	3 49	0.72	0.78	36.8	39.1	- D	- D
	Ziiu Aveilue	EB	TR	R	50	50	0	-	-	-	- 39.1	-	-
		WB	LT	L	18	6	-12	-	-	-	-	-	-
			LI	T	64	22	-42	0.19	0.06	28.3	26.6	С	С
		Intersection		Т	170	170	0	0.51	0.51	30.6 14.1	34.5 14.1	C B	С
		NB	TR	R	80	80	0	0.51	0.51	14.1	- 14.1	В -	В -
		SB	LT	L	110	110	0	-	-	-	-	-	-
11	E 134th Street & St.	36	LI	T	95	95	0	0.53	0.53	18.0	18.0	В	В
	Ann's Avenue	ED.	LTR	L	155	155	0	-	-	-	-	-	-
		EB	LIK	T R	140 85	140 85	0	0.94	0.94	51.5	51.5	D -	D
	ľ	Intersection			05	03	Ü			31.7	31.7	С	C
				L	20	20	0	-	=	-	1=1	=	-
		NB	LTR	Т	140	140	0	0.80	0.80	55.7	55.7	E	E
				R L	75 85	75 85	0	-	-	-	-	-	-
		SB	LTR	T	60	60	0	0.73	0.73	59.3	59.3	E	E
	St Ann's Ave and			R	35	35	0	-	-	-	-	-	-
22	Bruckner Blvd			L	55	55	0	-	-	-	-	-	-
		EB	LTR	T R	1260 35	1260 35	0	0.98	0.98	41.0	41.0	D -	D
				L L	40	40	0	-	-	-	-	-	-
		WB	LTR	T	760	760	0	0.70	0.70	19.9	19.9	В	В
				R	55	55	0	-	-	-	-	-	-
		Intersection	_	_						37.1	37.1	D	D
		NB	T R	T R	117 3	30	-87 0	0.32	0.08	30.4 4.3	27.0 4.3	C A	C A
		CD.	T	T	242	240	-2	0.29	0.29	11.6	11.6	В	B
17	31st St & Astoria	SB	R	R	115	114	-1	0.38	0.38	14.8	14.9	В	В
=-	Blvd	E2	.	L	20	21	1	- 0.15	- 0.40	- 22.2	- 22.5	-	-
		EB	L	T R	364 40	382 42	18 2	0.46	0.48	22.3	22.6	C -	C
	 	Intersection		, ,	40	74				19.5	18.5	В	В
		NB	L	L	102	48	-54	-	-	-	-	-	-
		. 10	-	T	41	9	-32	0.29	0.11	9.5	11.5	A	В
		SB	Т	T R	206 70	203 70	-3 0	0.37	0.37	23.1	23.0	C -	C
24	Hoyt N & 31st St		L	L L	215	215	0	0.17	0.17	11.2	11.2	- В	В
		WB	Т	T	1684	1685	1	0.67	0.67	16.7	16.8	В	В
			R	R	65	65	0	0.17	0.17	12.0	12.0	В	В
		Intersection		Т	133	46	-87	0.16	0.06	16.4 11.4	16.8 22.4	B B	B C
		NB	T	T R	133	46 5	-87 1	0.16	0.06	11.4	22.4	- B	<u> </u>
		SB	L	L	140	139	-1	-			-	-	
3	Hoyt S & 31st St	38	L	T	281	279	-2	0.41	0.39	13.2	13.1	В	В
,	, 3 313131	E2	L	L	10	11	1	- 0.55	- 0.50	- 20.0	- 26.6	-	-
		EB	R	T R	861 76	918 75	57 -1	0.55 0.23	0.59 0.23	26.0 23.9	26.6 23.8	C C	C C
				Λ.	10	/3	-1	0.23	0.23	43.9	43.0		L

				RFK Bridg	e Study Area - N	lo-Action vs Act	ion (No Mitigati	on) - PM Peak H	lour				
						Volume			/c	De	elay	LC	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
			L	L2	25	25	0	-	-	-	-	-	-
		NW		L	180	180	0	0.93	0.93	76.4	76.4	E	E
			R	R T	765 1472	765 1250	0 -222	0.55 0.58	0.55 0.49	10.0 22.2	10.0 20.9	B C	B C
1	126th Street and	SB	TR	R	35	29	-222	- 0.58	0.49	- 22.2	20.9	-	-
	2nd Avenue			L	47	40	-7	-	-	-	-	-	-
		WB	L	Т	25	21	-4	0.57	0.47	40.0	36.6	D	D
		Intersection		R	51	42	-9	-	-	24.1	23.3	- C	- C
		intersection	L	L	663	595	-68	0.69	0.62	9.9	9.3	A	A
		SB	TR	T	822	672	-150	0.55	0.45	6.4	6.1	Α	Α
			TK.	R	59	48	-11	-	-	-	-	-	-
	125th Street and	SW	L	L R	369 138	594 222	225 84	0.88	1.42	51.0	228.3	D	F -
2	2nd Avenue			T	686	724	38	0.81	0.85	39.9	42.5	D	D
		EB	TR	R	20	20	0	-	-	-	-	-	-
		WB	LT	L	55	21	-34	-	-	-	-	-	-
				T	176	66	-110	0.63	0.19	38.3 25.0	28.2 77.2	D C	C F
		Intersection		Т	110	110	0	0.41	0.41	10.9	10.9	В	B
		NB	TR	R	100	100	0	-	-	-	-	-	-
		SB	LT	L	110	110	0	-	-	-	-	-	-
11	E 134th Street & St.			T	50	50	0	0.38	0.38	13.8	13.8	В	В
	Ann's Avenue	EB	LTR	L T	155 140	155 140	0	0.78	0.78	30.3	30.3	- C	C
				R	30	30	0	-	-	-	-	-	-
		Intersection								20.5	20.5	С	С
		ND	LTD	L	20	20	0	-	-	-	-	-	-
		NB	LTR	T R	95 30	95 30	0	0.50	0.50	43.0	43.0	D -	D -
				L	35	35	0	-	-	-	-	-	-
		SB	LTR	T	20	20	0	0.29	0.29	39.6	39.6	D	D
22	St Ann's Ave and			R	25	25	0	-	-	-	-	-	-
22	Bruckner Blvd	EB	LTR	L T	50 1300	50 1300	0	0.85	0.85	22.5	22.5	- C	- C
				R	45	45	0	-	-	-	-	-	-
				L	25	25	0	-	-	-	-	-	-
		WB	LTR	T	610	610	0	0.46	0.46	11.4	11.4	В	В
		Intersection		R	65	65	0	-	-	21.1	21.1	- C	- C
			T	T	42	11	-31	0.11	0.03	27.5	26.3	C	C
		NB	R	R	5	3	-2	0.01	-	4.4	4.3	Α	Α
	24-4-64-6-4	SB	T	T	478	446	-32	0.58	0.54	76.7	76.5	E	E
17	31st St & Astoria Blvd		R	R L	222 16	204 16	-18 0	0.75	0.69	94.5	92.0 -	F -	F -
		EB	L	T	388	399	11	0.50	0.52	23.0	23.2	C	C
				R	48	49	1	-	-	-	-	-	-
		Intersection			4.7					57.3	56.2	E	Е
		NB	L	L T	17 47	4 31	-13 -16	0.12	0.06	27.8	23.0	- C	- C
		CD.	_	T	121	73	-16	0.12	0.06	38.4	37.4	D	D
24	Hoyt N & 31st St	SB	T	R	70	67	-3	=	-	-	-	-	=
	, 3 3131 31	WB	L	L	513	514	1	0.34	0.34	9.7	9.7	A	A B
		WB	T R	T R	1523 35	1463 35	-60 0	0.47 0.07	0.45 0.07	10.7 7.8	10.5 7.8	B A	B A
		Intersection	I.		33	33	Ū	0.07	0.07	13.3	12.2	В	В
		NB	Т	T	53	24	-29	0.08	0.04	37.4	34.9	D	C
		HD	<u>'</u>	R	5	3	-2		-	-	-	-	-
		SB	L	L T	20 614	20	0 -47	- 0.20	0.36	13.2	10.1	- D	- P
3	Hoyt S & 31st St		 	L	11	567 11	-47	0.39	0.36	13.2	10.1	B -	B -
ĺ	11091 3 & 3151 31	EB	L	T	1071	1104	33	0.61	0.62	33.2	33.6	С	С
			R	R	86	83	-3	0.25	0.25	29.3	29.1	С	С
		Intersection	L		l	l	l .			26.4	25.9	С	С

				RFK Bridg	e Study Area - N	No-Action vs Ac	tion (No Mitigati	ion) - LN Peak H	our				
						Volume			/c	De	elay	LC	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
				L2	5	5	0	-	-	-	-	-	-
		NW	L	L	75	75	0	0.36	0.36	35.3	35.3	D	D
			R	R	535	535	0	0.40	0.40	8.1	8.1	Α	Α
	126th Street and	SB	TR	T	560	342	-218	0.24	0.14	18.2	17.4	В	В
1	2nd Avenue			R L	20 20	11 20	-9 0	-	-	-	-	-	-
		WB	L	T	35	33	-2	0.46	0.44	35.7	35.1	D	D
				R	60	56	-4	-	-	-	-	-	-
		Intersection								16.6	15.9	В	В
			L	L	109	91	-18	0.13	0.11	5.7	6.3	A	A
		SB	TR	T R	456 20	266 10	-190 -10	0.31	0.18	6.3	6.4	A	A
				L	174	198	24	0.61	0.70	37.6	40.4	D	D
2	125th Street and	SW	L	R	153	174	21	-	-	-	-	-	-
2	2nd Avenue	EB	TR	T	535	704	169	0.68	0.87	34.9	43.9	С	D
		2.0		R	50	50	0	-	-	-	-	-	-
		WB	LT	L T	9 70	4 10	-5 -60	0.15	0.03	27.5	26.2	- C	- C
		Intersection			70	10	-00	0.15	0.03	27.5	33.1	C	C
			TD	Т	100	100	0	0.21	0.21	17.0	17.0	В	В
		NB	TR	R	20	20	0	-	-	-	-	-	
		SB	LT	L	40	40	0	-		-	-	-	-
11	E 134th Street & St.			Т	50	50	0	0.18	0.18	10.9	10.9	В	В
	Ann's Avenue	FB	LTR	L T	190 90	190 90	0	0.70	0.70	25.0	25.0	- C	C
		LD	EIN	R	35	35	0	-	-	-	-	-	-
		Intersection					-			20.6	20.6	С	С
				L	10	10	0	-	-	=	=	-	-
		NB	LTR	T	55	55	0	0.24	0.24	33.0	33.0	С	С
				R L	15 30	15 30	0	-	1=1	-	-	-	=
		SB	LTR	T	10	10	0	0.25	0.25	35.0	35.0	C	C
	6.4.1.4.1			R	45	45	0	-	-	-	-	-	-
22	St Ann's Ave and Bruckner Blvd			L	40	40	0	-	-	÷	-	-	i i
	Bruckfiel Bivu	EB	LTR	T	1515	1515	0	0.88	0.88	26.6	26.6	С	С
				R L	10 10	10 10	0	-	-	-	-	-	-
		WB	LTR	T	500	500	0	0.33	0.33	12.2	12.2	В В	В
		5	2	R	25	25	0	-	-	-	-	-	-
		Intersection								23.7	23.7	С	С
		NB	T	T	120	26	-94	0.34	0.07	30.7	26.8	С	С
			R	R	13	6	-7	0.02	0.01	4.5	4.5	A	A
	31st St & Astoria	SB	T R	T R	345 165	308 147	-37 -18	0.47	0.41	9.2 10.0	7.4 8.4	A A	A A
17	Blvd			L	103	10	0	-	-	-	-	-	-
		EB	L	T	286	328	42	0.32	0.36	20.2	20.8	С	C
				R	15	17	2	-	-	-	-	-	-
		Intersection		,	0.0					15.5	13.6	В	В
		NB	L	L T	80 51	12 25	-68 -26	0.23	0.05	7.7	10.1	- A	В
			-	Ť	220	167	-53	0.28	0.03	21.7	21.1	C	С
24	Hoyt N & 31st St	SB	T	R	40	38	-2	-	-	-	-	-	-
24	HUYL IN & 31St St		L	L	440	444	4	0.33	0.33	45.6	40.3	D	D
		WB	T	T	1105	1063	-42	0.42	0.41	13.2	13.1	В	В
		Intersection	R	R	20	20	0	0.04	0.04	10.4 21.2	10.4 20.8	B C	B C
				Т	126	31	-95	0.16	0.04	8.3	16.8	A	В
		NB	Т	R	4	5	1	-	-	-	-	-	-
		SB	L	L	205	203	-2	-	-	-	-	-	-
3	Hoyt S & 31st St	JB	<u> </u>	T	455	408	-47	0.65	0.58	26.9	31.6	С	С
		EB	L	L T	5 744	6 882	1 138	0.44	0.52	24.3	25.4	- C	- C
		ED	R	R R	55	47	-8	0.44	0.52	24.3	25.4	C	C
					,,	**	Ü	U.17	0.13	24.1	-2.5		,

				Upper East Stu	dy Area - No-Ac	tion vs With-Ac	tion (No Mitiga						
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Volume (vph) With-Action	Increment	No-Action	/C With-Action	Delay (:	with-Action	No-Action	OS With-Action
				L	14	11	-3	-	-		-		-
1	E 60th Street & Queensboro Bridge	NB	LTR	T R	296 487	226 371	-70 -116	-	-		-	-	-
	Exit	EB	LT	L T	0 10	0 10	0	-	-	-	-	-	-
		Intersection NB	Unsignalized L	L	94	68	-26	0.24	0.17	19.8	18.8	В	В
2	E 60th Street & 3rd Ave	WB	T	T	1000 384	713 408	-287 24	0.55	0.39	22.1 19.1	19.9 21.9	C B	B C
		Intersection	R	R	242	250	8	1.11	1.15	110.3 33.5	121.9 37.9	F C	F D
		NB SB	T	T	670 447	670 318	-129	0.38	0.38	20.3 18.9	20.3 18.0	C B	C B
3	E 60th Street &	EB	T P	T P	219 0	90	-129 0	0.29 0.31	0.12 0.13	28.7	25.6 25.8	C	C
3	York Ave	WB	R L	R L	0	0	0	0.13	0.13	25.7	25.7	- -	- -
			T R	T R	0	0	0	-	-	-		- - C	- - C
		Intersection	Т	T	1023	727	-296	1.36	0.97	21.4 198.1	20.3 55.5	F	Е
4	E 59th Street & 2nd	EB	RR2 L2	R R2 L2	15 15 1332	14 14 885	-1 -1 -447	0.11	0.11	25.5	25.4	- C	- B
4	Ave	SB	L2L	L	5	4	-1	0.88	0.58	27.1	-	-	-
		Intersection	T	T	856	811	-45	0.46	0.43	7.1 75.9	10.9 25.4	A E	B C
		NWB	L2 L	L2 L	769 577	828 621	59 44	0.54 0.65	0.58 0.69	20.9 24.1	21.6 25.5	C	C C
5	E 60th Street & 2nd	SB	LT	T P	10 1420	10 871	-549	0.73	0.45	23.6	18.3	C	В В
	Ave	WB	R LT	R L T	39 4 10	27 1 10	-12 -3	0.13	0.09 - 0.02	16.0 - 15.4	15.4 - 15.4	- B	- B
		Intersection		T			0			22.8	21.3	С	С
	E 60th Street & 1st	NB	TR	T R	1196 47	859 34	-337 -13	0.51	0.37	16.5	14.8	B -	B -
6	Ave	EB	L T	L T	275 222	275 106	-116	0.77 0.20	0.77 0.10	43.8 16.4	43.8 15.4	D B	D B
		Intersection	TR	Т	939	729	-210	0.58	0.45	20.6	20.9 18.4	C C	C B
7	E 60th Street & Lexington Ave	WB	L	R L	78 101	61 101	-17 0	0.25 0.34	0.19 0.34	17.9 34.1	17.0 33.8	B C	B C
	Econington Ave	Intersection	T	T	377	375	-2	0.45	0.45	34.8 25.0	34.7 24.6	C C	C C
	E 60th Street &	NB	LT	L T	104 917	86 751	-18 -166	0.53	0.43	21.5	19.8	- C	- B
8a	Park Ave NB	WB	TR	T R	357 98	357 79	0 -19	0.59	0.56	30.6	29.7	C -	C -
		Intersection	_	Т	1198	1166	-32	0.68	0.66	24.5 24.0	23.4 23.6	C C	C C
8b	E 60th Street &	SB	TR	R L	95 80	92 80	-3 0	-	-	-	-	-	-
	Park Ave NB	WB Intersection	LT	Т	381	363	-18	0.58	0.56	15.3 21.6	13.7 20.9	B C	B C
		NB	L T	L T	134 782	105 612	-29 -170	0.32 0.61	0.25 0.48	20.5 18.3	19.3 15.8	C B	B B
9	E 60th Street & Madison Ave	WB	TR	T R	348 128	346 109	-2 -19	0.59	0.55	21.7	21.1	C -	C -
		Intersection	Т	Т	681	491	-190	0.61	0.44	19.7 11.2	18.2 8.9	B B	B A
10	E 62nd Street & Queensboro Bridge	NB	R	R L	715 10	517 8	-198 -2	0.62	0.45	13.9	10.3	В -	В -
	Exit	EB Intersection	LT	T	232	184	-48	0.41	0.32	30.6 15.0	29.4 12.8	C B	C B
		SB	T R	T R	851 274	652 210	-199 -64	0.90 0.78	0.69 0.60	27.1 29.1	17.3 20.2	C	B
11	E 60th Street & 5th Ave	WB	L T	L T	153 329	150 301	-3 -28	0.44	0.43	27.4	27.2	C	C
		Intersection		T						26.8	20.5	C	C
		NB	TR	R	472 527 353	414 431 332	-58 -96 -21	0.81 0.65 0.65	0.71 0.52 0.55	7.9 39.2	35.2 4.9 29.6	A D	A C
12	E 63rd Street &	SB	TR	T R	372 75	342 74	-21 -30 -1	0.65	0.44	13.8	13.3	В -	В -
	York Ave	WB	L	L T	270 251	216 212	-54 -39	0.56	0.46	42.3 39.9	39.3 37.7	D D	D D
		Intersection	TR	R	74	65	-39			26.5	23.1	- C	- C
13	E 53rd Street &	SB SWB	R R	R R	233 258	221 233	-12 -25	-	-	-	-	-	-
13	FDR Drive		Unsignalized T	T	867	657	-25	0.57	0.43	22.4	20.1	С .	C
14	E 61st Street & 5th Ave	WB	Ĺ	L	258	205	-210 -53	0.57	0.43	18.8	18.3	B C	B B
		Intersection	LT	L	89 773	78 681	-11 -92	0.54	0.47	21.6 - 4.9	19.7 - 4.7	-	- A
15	E 65th Street & 5th Ave	EB	T	T	781	755	-26	0.97	0.94	4.9 55.7 69.7	4.7 49.9 63.1	E E	D F
		Intersection	R	R	338	327	-11	0.97	0.93	36.0	33.6	D	С
4.5	E 66th Street & 5th	SB	TR	T R	798 318	702 298	-96 -20	0.70	0.63	21.0	19.5	C -	B -
16	Avenue	WB	LT	L T	64 410	57 363	-7 -47	0.54	0.48	28.1	27.1	c C	C C
		Intersection		L	74	67	-7	-	-	23.1	21.7		
		SB	LTR	T R	99 99	601 87	-59 -12	0.73	0.66	29.2	27.4	C -	C -
17	E 79th Street & 5th Ave	EB	T R	T R	397 243	375 229	-22 -14	0.74 1.03	0.70 0.97	39.8 101.2	38.1 86.7	D F	D F
		WB	L T	L T	98 441	90 390	-8 -51	0.87 0.49	0.80 0.43	90.7 24.1	78.7 23.2	F C	E C
		Intersection		L	53	48	-5	-		41.7	38.5	D -	D -
		NB	LTR	T R	380 0	307 0	-73 0	0.46	0.38	22.4	20.8	C -	C -
4-	E 71st Street &	SB	LTR	L T	0 384	0 328	0 -56	0.43	0.37	21.7	20.7	- C	- C
18	York Ave		L	R L	59 160	52 157	-7 -3	0.42	0.41	31.5	31.3	C	- C
		WB	TR	T R	125 114	124 104	-1 -10	0.62	0.59	37.9	36.6	D .	D -
		Intersection			-17		10			26.3	25.6	C	C

			U	pper East Study	y Area - No-Acti	on vs With-Actio	on (No Mitigatio	on) - Midday Pe	ak Hour //C	Delay (seconds)	U	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
				L	15	11	-4	NO-ACTION	- With-Action	NO-ACTION		NO-ACTION	
	E 60th Street &	NB	LTR	T	277	210 477	-67 -151	-	-	-	-	-	
1	Queensboro Bridge Exit	EB	LT	R L	628 5	5	0	-	-		-	-	-
			Unsignalized	Т	15	8	-7	-	-	-	-	-	
		NB	L T	L T	74 969	50 650	-24 -319	0.19 0.58	0.13	19.0 22.7	18.1 20.0	B C	B B
2	E 60th Street & 3rd Ave	WB	T	T	264	265	1	0.55	0.56	4.8 88.7	4.5	A	A
		Intersection	R	R	275	273	-2	1.05	1.04	29.4	29.0	C	C
		NB SB	T T	T T	525 681	525 437	0 -244	0.31	0.31 0.25	19.3 20.4	19.3 18.6	B C	B B
		EB	L T	L T	412 0	227 0	-185 0	0.55 0.57	0.30 0.32	35.6 36.5	28.9 29.3	D D	C C
3	E 60th Street & York Ave		R L	R L	35 0	35 0	0	0.10	0.10	25.3	25.3	C	C
		WB	T	T	0	0	0	-	-		-		-
		Intersection	R	R	0	0	0	-	-	24.0	21.0	- C	- C
		EB	T	T R	875 112	112 65	-763 -47	1.02 0.47	0.13 0.34	65.5 27.2	20.7 24.4	E C	C C
4	E 59th Street & 2nd		RR2	R2 L2	70 1044	64 120	-6 -924	0.73	0.08	46.4	17.1	- D	- B
-	Ave	SB	L2L	L	6	3	-3		-	-	-		-
		Intersection	Т	Т	1579	1367	-212	0.73	0.63	40.7 47.7	33.4 30.6	D D	C C
		NWB	L2 L	L2 L	963 514	975 520	12 6	0.79 0.64	0.80 0.64	28.8 25.4	29.5 25.6	C C	C C
-	E 60th Street & 2nd	SB	LT	L2 T	20 1656	13 509	-7 -1147	0.87	0.27	40.8	17.5	- D	- В
5	Ave		R	R L	20	13	-7 -4	0.06	0.04	14.9	14.6	В -	В -
		WB	LT	T	5	5	0	0.01	0.01	15.2	15.2	В	В
		Intersection	TR	T	940	618	-322	0.44	0.29	34.2 15.7	25.3 14.1	C B	C B
6	E 60th Street & 1st		L	R L	84 280	55 278	-29 -2	0.81	0.80	45.6	45.1	- D	- D
	Ave	EB Intersection	Т	Т	363	207	-156	0.34	0.19	17.8 21.3	16.3 22.2	B C	B C
		SB	TR	T	938	644	-294	0.88	0.60	33.6	22.2	C	C
7	E 60th Street & Lexington Ave	WB	L	R L	69 66	47 62	-22 -4	0.26 0.25	0.18 0.24	19.4 18.7	17.8 18.6	B B	B B
		Intersection	Т	Т	272	253	-19	0.29	0.27	17.9 29.0	17.9 20.7	B C	B C
		NB	LT	L T	64 900	49 688	-15 -212	0.51	0.39	21.6	19.6	- C	- B
8a	E 60th Street & Park Ave NB	WB	TR	T R	266 75	225 75	-41 0	0.42	0.37	28.3	27.6	C	C
		Intersection								23.4	21.9	C	C
	E 60th Street &	SB	TR	T R	915 99	858 93	-57 -6	0.55	0.52	22.1	21.5	- C	C -
8b	Park Ave NB	WB	LT	L T	116 214	116 158	-56	0.43	0.37	13.8	13.0	- В	- В
		Intersection			109	83	-26	0.27	0.21	20.0 19.7	19.5 18.6	B B	B B
9	E 60th Street &	NB	T	T	652 243	494 243	-158 0	0.51	0.38	14.5	12.8	B B	B C
3	Madison Ave	WB	TR	R	70	8	-62	-	-		-		-
		Intersection NB	Т	Т	810	763	-47	0.67	0.63	16.5 12.3	15.7 11.5	B B	B B
10	E 62nd Street & Queensboro Bridge	EB	R LT	R L	779 0	735 0	-44 0	0.69	0.65	16.0	14.6	В -	B -
	Exit	Intersection		Т	206	147	-59	0.33	0.23	29.4 15.4	28.3 14.0	C B	C B
		SB	T R	T R	632 286	433 196	-199 -90	0.71 1.01	0.49 0.69	21.5	16.1 29.5	C	B C
11	E 60th Street & 5th Ave	WB	L	L	151	150	-1	0.42	0.42	27.0	26.9	С	С
		Intersection	Т	Т	201	176	-25	0.25	0.22	22.1 33.9	21.7 21.4	C C	C C
		NB	TR	T R	424 432	363 320	-61 -112	0.73 0.67	0.62 0.50	36.8 16.1	32.3 11.8	D B	C B
		SB	L	L T	428 463	376 412	-52 -51	0.45 0.40	0.37 0.35	16.4 8.0	11.5 7.4	B A	B A
12	E 63rd Street & York Ave		TR L	R L	70 317	69 210	-1 -107	0.92	0.64	85.0	56.2	- - F	- E
		WB	TR	T	258	188	-70	0.94	0.66	73.6	50.8	E	D
		Intersection		R	65	50	-15	-	-	34.2	23.8	- C	- C
13	E 53rd Street &	SB SWB	R R	R R	149 353	134 300	-15 -53	-	-		-	-	
	FDR Drive		Unsignalized T	Т	628	449	-179	0.41	0.29	19.8	18.4	В	В
14	E 61st Street & 5th Ave	WB	L	Ĺ	290	180	-110	0.41	0.17	19.1	17.9	B B	В
		Intersection	LT	L	85	76	-9	-	-	19.6		-	B -
15	E 65th Street & 5th Ave	EB	T	T T	533 638	474 607	-59 -31	0.39 0.75	0.35 0.71	7.6 34.2	7.5 32.8	A C	A C
		Intersection	R	R	299	284	-15	0.88	0.83	54.5 27.5	48.9 26.3	D C	D C
		SB	TR	T R	538 410	478 388	-60 -22	0.65	0.60	20.2	19.1	C .	В
16	E 66th Street & 5th Avenue	WB	LT	L	80	72	-8		-	-		-	
		Intersection		Т	474	427	-47	0.66	0.59	30.8 24.1	29.2 22.9	C C	C C
		SB	LTR	L T	65 445	61 417	-4 -28	0.66	0.61	27.7	26.6	- C	- C
	E 79th Street & 5th		Т	R T	150 458	137 425	-13 -33	0.72	0.66	38.7	36.9	- D	- D
17	Ave	EB	R	R	189	175	-14	0.92	0.85	78.1	66.5	E	E
		WB	L T	L T	70 543	65 491	-5 -52	0.82 0.56	0.76 0.50	92.6 25.1	83.4 24.2	F C	F C
		Intersection		L	64	57	-7	-	-	36.9	34.4	D -	C -
		NB	LTR	T R	390	307	-83 0	0.49	0.39	23.0	21.1	C -	C
				L	0	0	0	-	-		-	-	-
	F 74 - 4 C4					262	-86				19.7	C	В
18	E 71st Street & York Ave	SB	LTR	T R	348 55	44	-11	0.40	0.30	21.2	-	-	
18		SB WB	L TR						0.64 0.72				

				Upper East Stu	dy Area - No-Ad	ction vs With-Ac	tion (No Mitiga		Hour /C	Delay /	seconds)		os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
				L	5	2	-3	-	-	-	-	-	-
1	E 60th Street & Queensboro Bridge	NB	LTR	T R	130 328	67 169	-63 -159	-	-		-		-
1	Exit	EB	LT	L T	0 10	5	-5	-	-	-	-	-	-
		Intersection	Unsignalized	L	92	61	-31	0.25	0.17	19.9	18.7	D	В
	E 60th Street & 3rd	NB	T	T	892	591	-301	0.50	0.33	21.4	19.3	B C	В
2	Ave	WB	T R	T R	331 162	199 88	-132 -74	0.53 0.75	0.32	7.0 40.6	4.2 24.9	A D	A C
		Intersection NB	Т	Т	445	445	0	0.24	0.24	20.4 18.6	16.7 18.6	C B	B B
		SB	T L	T L	1016 170	624 22	-392 -148	0.53	0.33	22.8	19.6 24.5	C	B C
	E 60th Street &	EB	T	T	15	15	0	0.27	0.04	28.3	24.3	C	С
3	York Ave		R L	R L	45 0	45 0	0	0.11	0.11	25.3	25.3	- C	C -
		WB	T R	T R	0	0	0	-	-	-	-	-	-
		Intersection	Т	Т	1063	121	-942	1.20	0.14	22.4 127.9	19.6 20.8	C F	B C
		EB	RR2	R	47	17	-30	0.41	0.29	25.9	23.6	c	c
4	E 59th Street & 2nd Ave		L2	R2 L2	104 1561	88 110	-16 -1451	1.12	0.08	78.7	11.1	E	В В
	,,,,,	SB	L2L T	L T	0 1028	705	-323	0.49	0.34	8.9	13.5	- A	- В
		Intersection	L2	L2	670	397	-273	0.41	0.24	72.4 19.0	15.2 17.2	E B	B B
		NWB	L	L	454	269	-185	0.41	0.24	19.3	17.3	В	В
5	E 60th Street & 2nd	SB	LT	L2 T	10 1914	7 416	-3 -1498	0.86	0.19	33.3	15.4	- C	- B
,	Ave	14/0	R	R L	39 5	18 2	-21 -3	0.12	0.06	15.8	14.9	В -	B -
		WB Intersection	LT	T	0	0	0	-	-	15.2 27.8	15.0 16.5	B C	B B
		NB NB	TR	T	1091	649	-442	0.46	0.27	15.8	13.9	В	В
6	E 60th Street & 1st	EB	L	R L	40 148	24 116	-16 -32	0.51	0.40	30.7	27.8	- C	- C
	Ave	Intersection	Т	Т	190	58	-132	0.18	0.05	16.1 17.5	15.0 16.0	B B	B B
		SB	TR	T R	724 58	418 33	-306 -25	0.49	0.28	18.9	16.4 15.7	B B	B B
7	E 60th Street & Lexington Ave	WB	L	L	98	39	-59	0.32	0.13	19.4	17.3	В	В
	Lexington Ave	Intersection	T	T	325	221	-104	0.35	0.24	18.1 18.7	17.9 16.9	B B	B B
		NB	LT	L T	77 1014	54 716	-23 -298	0.53	0.37	21.3	18.7	- C	- B
8a	E 60th Street & Park Ave NB	WB	TR	Т	298	169	-129	0.40	0.37	26.4	24.7	C	C
		Intersection		R	85	85	0	-	-	22.7	20.3	- C	- C
		SB	TR	T R	851 99	790 92	-61 -7	0.50	0.47	20.5	20.0	C	В -
8b	E 60th Street & Park Ave NB	WB	LT	L	109	62	-47	-	-		-		
		Intersection		Т	266	161	-105	0.44	0.26	12.4 18.1	13.1 18.5	B B	B B
		NB	L T	L T	106 901	79 675	-27 -226	0.26 0.77	0.20 0.57	19.5 23.0	18.4 17.5	B C	B B
9	E 60th Street & Madison Ave	WB	TR	T R	271 94	230	-41 -71	0.41	0.26	14.1	17.3	В	В
		Intersection						-	-	20.4	17.6	c	В В
	E 62nd Street &	NB	T R	T R	387 816	197 418	-190 -398	0.52 0.55	0.27	9.9 12.1	7.3 8.1	A B	A A
10	Queensboro Bridge Exit	EB	LT	L T	0 105	0 57	0 -48	0.17	0.09	27.6	26.8	- C	- C
	LAIC	Intersection								12.1	9.4	В	A
	E 60th Street & 5th	SB	T R	T R	566 266	352 166	-214 -100	0.68 0.85	0.42 0.53	15.2 37.6	4.0 9.9	B D	A A
11	Ave	WB	L T	L T	150 227	124 185	-26 -42	0.46	0.38	27.7 21.9	25.8 21.4	C	C C
		Intersection		т	389	264	-125	0.94	0.64	22.8 68.3	12.3 41.4	C	B D
		NB	TR	R	239	127	-112	0.32	0.17	9.1	7.7	A	А
	E 63rd Street &	SB	L TR	L T	416 671	354 600	-62 -71	1.00 0.86	0.89 0.69	97.1 44.0	73.8 30.6	F D	E C
12	York Ave		L	R L	75 398	74 297	-1 -101	0.51	0.40	39.3	- 36.2	- D	- D
		WB	TR	T R	171 15	140	-31 -2	0.52	0.40	36.8	34.4	D	C
		Intersection								49.4	37.5	D	D
13	E 53rd Street & FDR Drive	SB SWB	R R	R R	207 321	178 266	-29 -55	-	-	-	-	-	-
		Intersection SB	Unsignalized T	Т	661	509	-152	0.47	0.36	20.6	19.1	С	В
14	E 61st Street & 5th Ave	WB	Ĺ	Ĺ	171	9	-162	0.18	0.01	18.0	16.3	В	В
		Intersection	LT	L	65	60	-5	-	-	20.1	19.1	- C	B -
15	E 65th Street & 5th	EB	T	T T	656 737	604 696	-52 -41	0.42 0.88	0.39	7.3 42.9	7.1 38.8	A D	A D
	Ave	EB Intersection	R	R	361	341	-20	0.97	0.92	71.2 34.4	60.3 30.8	E C	E C
		SB	TR	T	631	586	-45	0.71	0.67	21.6	20.7	C	C
16	E 66th Street & 5th Avenue	WB	LT	R L	378 90	367 78	-11 -12	-	-	-	-	-	-
	rwelluc	Intersection		Т	517	448	-69	0.65	0.57	30.6 24.8	28.7 23.3	C C	C C
				L	69 561	67	-2 -15	- 0.72	- 0.70	-	-	-	-
			ITD		100	546 169	-15 -9	0.72	0.70	29.2	28.5	С	С
		SB	LTR	T R	178			-				-	-
17	E 79th Street & 5th Ave		LTR T R			373 194	-43 -22	0.73 0.99	0.65 0.89	39.1 90.9	36.5 69.6	D F	D E
17		SB	T R L	R T R	178 416 216 50	373 194 45	-43 -22 -5	0.99 0.53	0.89 0.48	90.9 58.7	69.6 54.8	F E	E D
17		SB EB	T R	R T R L T	178 416 216 50 554	373 194 45 485	-43 -22 -5 -69	0.99 0.53 0.60	0.89 0.48 0.52	90.9 58.7 26.1 38.1	69.6	F	E
17		SB EB WB	T R L	R T R L T	178 416 216 50 554 35 421	373 194 45 485 29 294	-43 -22 -5 -69 -6 -127	0.99 0.53	0.89 0.48	90.9 58.7 26.1	69.6 54.8 24.6	F E C D -	E D C
17		SB EB WB Intersection	T R L T	R T R L T	178 416 216 50 554 35 421	373 194 45 485 29 294 0	-43 -22 -5 -69 -6 -127	0.99 0.53 0.60	0.89 0.48 0.52	90.9 58.7 26.1 38.1	69.6 54.8 24.6 34.3	F E C D	E D C C -
17	Ave E 71st Street &	SB EB WB Intersection	T R L T	R T R L T T T T T T T T T T T T T T T T	178 416 216 50 554 35 421 0 0 556	373 194 45 485 29 294 0 0	-43 -22 -5 -69 -6 -127 0 0 -87	0.99 0.53 0.60 - 0.47	0.89 0.48 0.52	90.9 58.7 26.1 38.1 - 22.4	69.6 54.8 24.6 34.3 - 20.1	F E C D - C - C C	E D C C - C C - C C C C C C C C C C C C C
	Ave	SB EB WB Intersection NB SB	T R L T	R T R L T T R L T R L T R L T R L	178 416 216 50 554 35 421 0 0 556 84 115	373 194 45 485 29 294 0 0 0 469 76	-43 -22 -5 -69 -6 -127 0 0 -87 -8	0.99 0.53 0.60 - 0.47 - - 0.65 - 0.31	0.89 0.48 0.52 - 0.33 - 0.56 - 0.30	90.9 58.7 26.1 38.1 - 22.4 - - 26.8 - 29.0	69.6 54.8 24.6 34.3 - 20.1 - - 24.3 - 28.7	F E C C C C C C C C C C C C C C C C C C	E D C C C - C C C C C C C C C C C C C C C
	Ave E 71st Street &	SB EB WB Intersection NB	T R L T T LTR	R T R L T T T R L T R R R R R R R	178 416 216 50 554 35 421 0 0 556 84	373 194 45 485 29 294 0 0 469 76	-43 -22 -5 -69 -6 -127 0 0 -87 -8	0.99 0.53 0.60 - 0.47 - - 0.65	0.89 0.48 0.52 - 0.33 - - 0.56	90.9 58.7 26.1 38.1 - 22.4 - 26.8	69.6 54.8 24.6 34.3 - 20.1 - 24.3	F E C C C C C C C	E D C C C C C C C C C C C C C C C C C - C C - C C - C C - C C C - C C C - C C C - C C C - C

			Up	per East Study	Area - No-Actio		n (No Mitigation						
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)			//C		seconds)		OS
				L	No-Action 10	With-Action 9	Increment -1	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
	E 60th Street &	NB	LTR	T	89	78	-11	-	-		-	-	-
1	Queensboro Bridge Exit	EB	LT	R L	308 0	269 0	-39 0			•	-		-
		Intersection	Unsignalized	Т	30	10	-20	-	-	-	-	-	
		NB	L T	L T	79 1059	67 901	-12 -158	0.16 0.52	0.13 0.44	18.2 21.5	17.9 20.5	B C	B C
2	E 60th Street & 3rd Ave	WB	T	T	378	194	-184	0.66	0.34	13.3	15.6	В	В
		Intersection	R	R	160	27	-133	0.74	0.12	43.2 21.6	33.6 19.8	D C	C B
		NB SB	T	T	475 635	475 275	-360	0.27	0.27 0.14	18.8 19.5	18.8 17.4	B B	B B
		EB	L	L T	247	230	-17 0	0.34	0.32	29.6	29.1 29.5	C	C
3	E 60th Street & York Ave	LD	T R	R	0 45	22	-23	0.35 0.11	0.33 0.05	25.2	24.4	C	C
		WB	L T	L T	0	0	0		-	-	-	-	-
		Intersection	R	R	0	0	0			21.4	21.1	- C	- C
			Т	Т	819	131	-688	0.90	0.14	41.2	20.8	D	С
	E 59th Street & 2nd	EB	RR2	R R2	166 120	68 91	-98 -29	0.86	0.48	50.2	28.0	D -	C -
4	Ave	SB	L2 L2L	L2 L	1151 11	127	-1024 -9	0.80	0.09	17.3	2.5	В -	Α -
			Т	Т	1209	616	-593	0.58	0.29	7.7	3.2	A	A
		Intersection NWB	L2	L2	474	142	-332	0.29	0.09	22.7 17.6	9.5 15.8	C B	A B
			L	L L2	444 30	133 10	-311 -20	0.40	0.12	19.2	16.2	B -	В -
5	E 60th Street & 2nd Ave	SB	LT R	T R	1892 89	598 83	-1294 -6	0.82	0.26 0.22	25.9 17.2	16.0 17.0	C B	B B
		WB	LT	L	5	5	0			•			-
		Intersection		Т	5	5	0	0.01	0.01	15.2 23.1	15.2 16.1	B C	B B
		NB	TR	T R	1290 99	1073 82	-217 -17	0.52	0.43	16.5	15.5	В -	В -
6	E 60th Street & 1st Ave	EB	L	L	145	109	-36	0.41	0.31	27.3	25.4	C	С
		Intersection	Т	Т	193	170	-23	0.18	0.15	16.1 17.5	15.9 16.4	B B	B B
		SB	TR	T R	1113 70	604 38	-509 -32	0.94 0.17	0.51 0.09	40.4 16.7	20.4 15.8	D B	C B
7	E 60th Street & Lexington Ave	WB	L	L T	160 297	46 215	-114 -82	0.37	0.11	21.4	20.4	C	C
		Intersection	T				-82	0.35	0.25	33.3	20.6	B C	C
		NB	LT	L T	55 552	52 517	-3 -35	0.32	0.30	18.7	18.5	- B	- B
8a	E 60th Street & Park Ave NB	WB	TR	T	332	218	-114	0.46	0.32	28.9	26.7	С	С
		Intersection		R	35	35	0		-	22.8	21.2	C	C
		SB	TR	T R	877 104	737 87	-140 -17	0.54	0.45	21.8	20.5	C -	C -
8b	E 60th Street & Park Ave NB	WB	LT	L T	110 277	96 174	-14 -103	0.48	0.34	10.0	11.7	- B	- В
		Intersection								18.3	18.2	В	В
	r cost course 0	NB	L T	L T	82 911	71 788	-11 -123	0.16	0.14 0.57	17.5 17.7	17.3 15.7	B B	B B
9	E 60th Street & Madison Ave	WB	TR	T R	266 115	227 34	-39 -81	0.48	0.32	16.1	18.0	В -	В -
		Intersection	-					0.70	0.70	17.2	16.4	В	В
	E 62nd Street &	NB	T R	T R	982 746	1099 838	117 92	0.70 0.71	0.78 0.79	13.0 16.7	15.4 21.2	B B	B C
10	Queensboro Bridge Exit	EB	LT	L T	10 142	6 89	-4 -53	0.25	0.16	28.5	27.4	- C	- C
		Intersection	т	т	876	497	-379	0.91	0.52	15.4 26.0	17.7 8.8	B C	B A
	E 60th Street & 5th	SB	R	R	284	161	-123	0.71	0.40	20.1	9.3	С	A
11	Ave	WB	L T	L T	169 179	146 152	-23 -27	0.37	0.32	24.9 21.7	24.0 21.3	C	C C
		Intersection		т	189	151	-38	0.46	0.37	24.3 35.1	13.1 33.0	C D	B C
		NB	TR	R	377	240	-137	0.47	0.30	7.9	6.2	A	A
	E 63rd Street &	SB	L TR	L T	370 385	310 323	-60 -62	0.50 0.46	0.41 0.38	25.7 19.3	21.8 18.0	C B	C B
12	York Ave		L	R L	50 330	49 170	-1 -160	0.54	0.30	40.2	34.1	- D	- C
		WB	TR	T R	295 25	177 17	-118 -8	0.54	0.30	37.2	32.9	D -	C
		Intersection								25.3	21.9	c	C
13	E 53rd Street & FDR Drive	SB SWB	R R	R R	158 365	119 298	-39 -67	-	-		-	-	-
		Intersection SB	Unsignalized T	Т	976	607	-369	0.59	0.37	22.6	19.1	С	В
14	E 61st Street & 5th Ave	WB	Ĺ	Ĺ	184	51	-133	0.19	0.05	18.2	16.8	В	В
		Intersection	LT	L	75	65	-10		-	21.8	18.9	- C	B -
15	E 65th Street & 5th		T	T T	731 669	638 652	-93 -17	0.47 0.74	0.41 0.73	6.6 33.6	6.6 32.9	A C	A C
	Ave	EB Intersection	R	R	205	200	-5	0.58	0.57	32.7 20.0	32.2 20.4	C	C
		SB	TR	Т	747	650	-97	0.56	0.50	18.2	17.2	В	В
16	E 66th Street & 5th	WB		R L	255 59	238 53	-17 -6		-	-	-		-
	Avenue	Intersection	LT	Т	468	419	-49	0.60	0.54	29.4 22.1	28.1 21.1	C C	C C
			170	L	60	55	-5		-	-	-	-	-
		SB	LTR	T R	617 70	564 62	-53 -8	0.56	0.51	25.1	24.3	C -	C -
17	E 79th Street & 5th Ave	EB	T R	T R	354 110	331 103	-23 -7	0.56 0.38	0.53 0.35	34.1 33.0	33.4 32.5	C C	C C
		WB	L	L	54 388	47 329	-7 -59	0.55	0.48	57.9 22.5	53.2 21.7	E C	D C
		Intersection	Т	T				0.40	0.34	22.5	27.3	C	C
· <u> </u>		NB	LTR	L T	10 236	8 104	-2 -132	0.21	0.10	18.4	17.1	- В	- B
				R	0	0	0		-		-		-
18	E 71st Street &	SB	LTR	L T	0 317	0 181	0 -136	0.32	0.18	19.8	18.1	- В	- B
	York Ave			R	40	26	-14	-			-	-	- C
10	TOTATAL		L	L	80	75	-5	0.20	0.19	26.7	26.5	C	
16	TOTAL PAGE	WB	L TR	T R	80 180 100	75 178 70	-5 -2 -30	0.20	0.19 0.52	26.7 35.3	26.5 33.1	C D	c

			Upper W	est Study Area	- No-Action vs \	Vith-Action (No	Mitigation) - A	M Peak Hour					
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Volume (vph) With-Action	Increment	No-Action	/C With-Action	Delay (:	with-Action	No-Action	With-Action
			L	L	104	98	-6	0.36	0.34	20.4	19.7	С	В
		NB	T R	T R	187 64	177 60	-10 -4	0.35	0.33	16.7 15.7	16.4 15.5	B B	B B
	W 72nd Street &	SB	TR	T R	414 30 10	406 30 8	-8 0 -2	0.60	0.59	27.8	27.6		C -
1	West End Ave	EB	LTR	T R	131 116	105 90	-26 -26	0.64	0.50	37.4	33.2	D -	C -
		WB	LTR	L T	84 138	74 125	-10 -13	0.75	0.64	43.9	37.7	- D	- D
		Intersection		R L	44 1322 19	40 1213 15	-4 -109 -4	-	-	30.0	27.5	c	c
		NB	LTR	T R	370 57	272 45	-98 -12	0.47	0.35	10.1	9.4	В -	A
2	W 61st Street &	SB	L TR	L T	55 574	55 450	0 -124	0.25 0.36	0.21 0.29	14.8 13.4	13.9 12.7	B B	B B
-	West End Ave			R L	35 20	35 19	-1	-	-	-	-	-	-
		EB Intersection	LTR	T R	15 55 1200	11 55 957	-4 0 -243	0.34	0.33	28.9	28.8	- B	- B
		NB	LTR	L T	60 30	57 30	-3 0	0.66	0.61	48.3	43.5	- D	- D
				R L	10 15	10 15	0	-	-		-	-	-
3a	W 79th Street &	SB	LTR	T R L	130 154 5	130 147 4	-7 -1	1.03	1.00	87.9	81.7	- -	- F
38	Riverside Drive	EB	TR	T R	502 330	448 295	-54 -35	0.59	0.53	12.6	11.5	В .	В -
		WB	TR	L T	5 590	5 547	0 -43	0.46	0.43	10.6	10.3	В	В
		Intersection		R	25 1856	24 1712 207	-1 -144	0.25	- 0.24	26.7	25.5	c	c
4a	W 56th Street &	NB	TR	R L	212 100 465	207 99 464	-5 -1 -1	0.35	0.34		22.1		- -
	12th Avenue	EB Intersection	LT	Т	705 1482	702 1472	-3 -10	0.86	0.86	7.0 10.6	6.8 10.4	A B	A B
4b	W 56th Street &	NB SB	T L	T L	2143 1170	2128 1166	-15 -4	1.05 0.91	1.05 0.90	65.6 47.9	63.2 47.5	E D	D A
	West Side Highway	Intersection	T L	T L	2958 75	2936 75	-22	1.01	0.51	0.7 32.1 206.8	0.6 31.2 206.8	C E	C F
		NB SB	T TR	T T	2013 2958	2002 2936	-11 -22	0.59 0.92	0.58 0.92	15.6 33.2	15.4 32.7	B C	B C
5a	W 55th Street & West Side Highway		TR LT	R L	0 126	0 122	0 -4	-	-		-	-	-
		WB	R	T R	30 130	29 126	-1 -4	0.77	0.75 0.35	30.1 6.2 28.2	27.9 6.2 27.8	C A C	C A C
		NB	LT	L T	0 282	0 277	0 -5	0.36	0.35	- 11.8	- 11.7	- B	- B
5b	W 55th Street &	SB	TR	T R	0	0	0	-	-	7	-	-	-
30	12th Avenue	WB	LTR	T D	0 286	0 277	-9 -1	0.54	0.52	57.9	57.5	E	E
	W 55th Street &	Intersection	Т	R T	30	29	-1	-	-	36.2	35.8	D	D
5c	West Side Highway Arterial	WB Intersection	Ĺ	Ĺ	105	104	-1	0.41	0.40	37.2 37.2	35.2 35.2	D D	D D
	W 60th Street &	NB	L T	L T	328 503	317 486	-11 -17	0.78 0.42	0.76	48.5 14.3	46.8 14.2	D B	D B
6	Broadway	SB Intersection	TR	T R	845 64	689 52	-156 -12	0.89	0.72	27.7 - 27.9	20.9	- C	- C
		SB	TR	T R	972 78	752 60	-220 -18	0.73	0.56	5.9	4.6	A -	A -
7	W 60th Street & Columbus Ave	WB	L T	L T	235 157	215 154	-20 -3	0.92 0.29	0.84 0.29	46.5 3.8	36.6 3.7	D A	D A
		Intersection NB	LT	L T	91 912	69 687	-22 -225	0.47	0.36	12.5	10.5	- B	- B
8	W 60th Street & Amsterdam Ave	WB	T R	T R	170 65	150 64	-225 -20 -1	0.47 0.48 0.31	0.43 0.31	44.6 42.9	46.4 45.9	D D	D D
		Intersection	L	L	19	14	-5	0.09	0.06	20.9 11.1	21.4 10.5	C B	C B
		SB	T TR	T T R	372 609	276 489 16	-96 -120 -4	0.34	0.25	12.3 3.1	11.4 3.5	B A	B A
9	W 60th Street &	EB	LTR	L T	20 5 0	5	0	0.12	0.12	21.3	21.3	- C	- - C
	West End Ave			R L	30 140	30 137	-3	-	-	1 1	-	-	-
		WB	LTR	T R	52 69	31 51	-21 -18	0.68	0.58	56.0	54.5	E .	D -
		Intersection NB	TR	T R	972 5	747	-225 -1	0.44	0.34	3.2	16.7 3.6	B A -	A -
10	W 61st Street & Amsterdam Ave	EB	LT	L T	117 10	102 9	-15 -1	0.46	0.40	38.9	39.0	- D	- D
		WB Intersection	R	R	10 142	10 125	0 -17	0.04	0.04	23.6 8.1	23.6 9.0	C A	C A
11	W 61st Street & Columbus Ave	SB Intersection	LT	L T	182 1050 1232	156 812 968	-26 -238 - 264	0.77	0.61	22.2 22.2	18.1 18.1	C C	- B B
		NB	TR	T R	493 10	476 10	-17 0	0.34	0.33	9.6	9.6	Α -	A -
12	W 61st Street &	SB	LT	L T	20 801	0 650	-20 -151	0.56	0.40	19.7	17.2	- B	- В
	Broadway	EB	LTR	T R	30 44 108	26 39 91	-4 -5 -17	0.54	0.46	25.7	26.5	C	c c
	W 61st Street &	Intersection NB	T	Т	1506 598	1292 575	-214 -23	0.32	0.31	17.0 13.4	15.5 13.3	B B	B B
13	W 61st Street & Columbus Ave	EB Intersection	L	L	74 672	49 624	-25 -48	0.23	0.15	28.1 15.1	18.9 13.8	C B	B B
		NB	LTR	T R	15 224 169	14 219 164	-1 -5 -5	0.28 0.44	0.27 0.42	19.1 23.2	19.0 22.9	B C	- B C
		SB	LTR	L T	165 385	162 379	-3 -6	0.44 0.57 0.88	0.42 0.56 0.86	28.7 43.6	28.2 41.1	C	C
14	W 81st Street & Central Park West		L	R L	45 15	42 13	-3 -2	0.18	0.15	44.0	43.2	- D	- D
	central Park West	EB	TR	T R	312 10	278 9	-34 -1	0.92 0.04	0.82 0.03	61.6 23.5	48.2 23.4	E C	D C
		WB	T R	L T R	167 224	151 188 107	-16 -36	0.84 0.71	0.68 0.60	52.4 40.8 30.1	34.8 35.4	D D C	C D C
		Intersection		R L	118 1441 65	107 1329 62	-11 -112 -3	0.41	0.37	30.1 39.7	29.2 34.4	D -	C -
		NB SB	LT	T	353 656	335 612	-18 -44	0.43 0.57	0.40	3.4	3.2 19.6	A C	A B
15	W 66th Street & Central Park West		TR L	R L	45 177	44 162	-1 -15	0.51	0.47	31.3	30.2	- C	- C
		WB	T R	T R	314 231	285 211	-29 -20	0.80 0.65	0.73 0.60	44.6 37.0	39.4 34.6	D D	D C
		Intersection	TR	Т	1841 388	1711 369 254	-130 -19 -1	0.84	0.81	23.6 37.7	21.7 36.2	D -	D -
		NB	115	R	255								
**	W 65th Street &	SB	LT	R L T	370 463	345 429	-25 -34	0.98	0.90 0.52	59.2 9.8	43.3 8.8	E A	D A
16	W 65th Street & Central Park West			L	370	345	-25						

			Upper We	st Study Area -	No-Action vs Wi	th-Action (No N Volume (vph)	litigation) - Mid	day Peak Hour V	//c	Delay (s	seconds)	Li	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L T	L T	115 284	107 265	-8 -19	0.34 0.49	0.31 0.45	19.0 19.8	18.2 19.1	B B	B B
		SB	R TR	R T	70 329	65 312	-5 -17	0.23 0.57	0.22 0.55	16.5 29.4	16.2 28.9	B C	B C
1	W 72nd Street & West End Ave	EB	LTR	R L T	55 25 108	55 19 81	-6 -27	0.63	0.46	38.5	33.6	- D	- - C
				R L	89 80	62 67	-27 -13	-	-				-
		WB	LTR	T R	155 50	137 44	-18 -6	0.89	0.73	59.6 - 34.2	43.7	- C	- C
		NB	LTR	L T	5 366	4 251	-1 -115	0.42	0.29	9.5	10.3	- A	- B
	W 61st Street &	SB	L	R L T	60 14 568	41 14 375	-19 0 -193	0.07	0.06 0.22	12.6 14.0	12.3 13.0	- В В	- В В
2	West End Ave		TR	R L	15 5	15 5	0	-	-				-
		EB Intersection	LTR	T R	20 35	20 35	0	0.17	0.17	24.0	24.0	C - B	- B
		NB	LTR	L T R	70 45	66 45	-4 0 0	0.46	0.43	31.6	30.5	C C	- C
		SB	LTR	L T	5 5 65	5 5 65	0	0.68	0.65	38.8	37.4	- D	- D
3a	W 79th Street & Riverside Drive	EB	TR	R L T	130 20 313	122 17 265	-8 -3 -48	0.53	0.44	12.7	11.5	- - B	- - B
				R L	357 0	303 0	-54 0	-	-	, ,			-
		WB	TR	T R	533 50	483 48	-50 -2	0.38	0.34	10.6	10.2	- B	- B
	W 56th Street &	NB	TR	L R	258 85	252 84	-6 -1	0.25	0.25	4.0	3.9	A -	A -
4a	12th Avenue	EB	LT	L T	270 290	265 285	-5 -5	0.84	0.82	16.8	15.5	- B B	- B B
46	W 56th Street &	Intersection NB	T L	T L	2417 560	2398 550	-19 -10	0.78 0.91	0.78	11.6 10.5 63.0	10.8 10.1 60.8	B B E	B B E
4b	West Side Highway	SB Intersection	T	T	2307	2255	-52	0.81	0.79	49.6 33.6	49.4 33.0	D C	D C
		NB	L T	L T	155 2232 2307	155 2222 2255	-10 -52	1.05 0.71 0.91	1.05 0.70 0.89	165.1 19.0	165.1 18.9	F B E	F B
5a	W 55th Street & West Side Highway	SB	TR LT	T R L	2307 0 162	2255 0 155	-52 0 -7	0.91	U.89 -	79.9 - -	79.3	-	- -
		WB	R	T R	65 185	62 176	-3 -9	0.80 0.42	0.77	26.5 5.9	23.2 5.7	C A	C A
		Intersection NB	LT	L T	0 298	0 293	0 -5	0.43	0.43	50.5 - 15.5	49.9 - 15.4	D - B	- B
5b	W 55th Street & 12th Avenue	SB	TR	T R L	0 0	0 0	0 0	-	-		-	-	-
	12th Avenue	WB	LTR	T R	412 45	393 43	-19 -2	0.56	0.53	42.7	42.1	D	D -
5c	W 55th Street & West Side Highway	Intersection SB WB	T L	T L	0 220	0 217	0 -3	0.57	0.57	31.9	31.3 - 62.0	- -	C -
-	Arterial	Intersection	L	L	338	327	-11	0.83	0.81	66.0 52.2	62.0 49.9	E D	E D
6	W 60th Street & Broadway	SB	T TR	T T R	450 753 79	436 544 57	-14 -209 -22	0.36	0.35	13.6 34.5	13.5 21.6	B C	B C
		Intersection SB	TR	Т	967	636	-331	0.74	0.48	32.6 6.6	26.3 4.2	C A	C A
7	W 60th Street & Columbus Ave	WB	L T	R L T	123 214 203	81 181 203	-42 -33 0	0.75 0.32	0.63 0.32	25.2 3.5	19.1 3.1	C A	B A
		Intersection NB	LT	L	64	46	-18	-	-	8.8	6.5	Α -	Α -
8	W 60th Street & Amsterdam Ave	WB	T R	T T R	1031 241 85	735 199 85	-296 -42 0	0.48 0.60 0.36	0.35 0.50 0.36	14.6 45.3 41.1	13.0 47.4 46.3	B D D	B D D
		Intersection	L	L	10	7	-3	0.05	0.03	22.0 10.3	22.9 9.9	C B	C A
		SB	T TR	T T R	356 588 15	221 400 10	-135 -188 -5	0.29	0.18 0.21	11.8 5.2	10.8 5.2	A A	B A
9	W 60th Street & West End Ave	EB	LTR	L T	0	0	0	0.07	0.07	20.6	20.6	- C	- C
	West Lilu Ave	WB	LTR	R L T	20 170 60	20 170 0	0 0 -60	0.72	0.63	47.9	46.9	- - D	- - D
		Intersection		R	75	75	0	-	-	17.9	18.7	В.	В В
	W 61st Street &	NB	TR	T R L	1106 10 84	812 8 67	-294 -2 -17	0.47	0.35	3.6	4.3	Α .	. A
10	Amsterdam Ave	EB WB	LT R	T R	10 20	8 20	-2 0	0.28 0.06	0.23 0.06	34.0 23.9	32.4 23.9	C	C
11	W 61st Street &	Intersection SB	LT	L T	224 1090	187 717	-37 -373	- 0.82	0.57	6.8 - 23.8	7.5	A - C	- B
	Columbus Ave	Intersection NB	TR	т	442 8	435 1	-7 -7	0.28	0.27	23.8 5.1	17.3 5.1	C A	B A
12	W 61st Street &	SB	LT	R L T	30 688	6 483	-24 -205	0.53	0.34	19.2	16.6	- B	- B
1	Broadway	EB	LTR	L T	45 35 144	39 30 118	-6 -5 -26	0.66	0.55	37.9	38.6	- D	D
	W 61st Street &	Intersection NB	T	R T	617	118 578	-26 -39	0.34	0.32	18.0 13.6	16.1 13.3	B B	B B
13	Columbus Ave	EB Intersection	L	L	73	37	-36 -3	0.25	0.13	24.0 14.7	9.4	C B	A B
		NB	LTR	T R	395 255	386 247	-9 -8	0.50 0.91	0.48 0.88	21.7	21.4 55.9	C E	C E
		SB	LTR	L T R	85 305 40	79 287 35	-6 -18 -5	0.48	0.44	29.3 35.8	27.6 32.3	C D	C C
14	W 81st Street & Central Park West	EB	L TR	L T	15 299	13 263	-2 -36	0.20	0.16 0.65	44.7	43.8 36.1	D D	D D
		WB	L T	R L T	30 178 261	27 159 219	-3 -19 -42	0.19 0.91 0.64	0.17 0.77 0.54	27.2 64.5 36.0	26.8 42.3 32.4	C E D	C D C
		Intersection	R	R	158	142	-16	0.57	0.51	35.2 38.7	33.3 34.1	D D	C
		NB	LT	L T	45 474	43 453	-2 -21	0.44	0.41	1.6	1.5	- A	Α
15	W 66th Street & Central Park West	SB	TR L	T R L	585 55 218	523 53 197	-62 -2 -21	0.55 - 0.65	0.50	20.6	19.6	- D	- C
		WB	T R	T R	387 273	347 246	-40 -27	0.98 0.81	0.88 0.73	71.1 49.0	52.5 42.3	E D	D D
		Intersection NB	TR	T R	464 200	447 199	-17 -1	0.81	0.79	30.9 34.6	25.5 33.5	C	C
16	W 65th Street &	SB	LT	L T	332 471	300 420	-32 -51	0.78 0.54	0.69	34.0 11.0	29.0	C B	C B
	Central Park West	EB	L TR	L T R	55 363 30	49 321 27	-6 -42 -3	0.18 0.61	0.15 0.54	25.5 32.0	25.2 30.4	C C	C C
		Intersection		n	30		-3		_	28.1	26.6	c	c

			Upper W	est Study Area	- No-Action vs \	With-Action (No Volume (vph)	Mitigation) - Pl		r/c	Delay (seconds)	U	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L T	L T	150 626	136 568	-14 -58	0.37 0.87	0.32	18.3 34.0	16.7 27.4	B C	B C
		SB	R TR	R T	135 363	122 325	-13 -38	0.34 0.64	0.31 0.58	15.8 35.7	15.2 34.1	B D	B C
1	W 72nd Street & West End Ave	EB	LTR	R L T	30 20 96	30 13 62	-7 -34	- 0.65	0.38	41.7	33.8	- - D	- - C
				R L	90 79	48 59	-42 -20	-	-		-	-	-
		WB	LTR	T R	120 45	102 38	-18 -7	0.83	0.63	55.3 - 35.6	40.9 - 29.3	- D	- C
		NB	LTR	L T	15 746	11 490	-4 -256	0.68	0.45	10.9	9.8	- B	- A
	W 61st Street &	SB	L	R L T	48 35 723	37 35 495	-11 0 -228	0.23 0.39	0.14 0.28	15.6 13.6	12.7 12.4	- B B	- В В
2	West End Ave		TR	R L	20 25	20	0 -2	-	-		-	-	-
		EB Intersection	LTR	T R	20 35	0	-20 -35	0.27	0.08	27.2	24.1	- B	- B
		NB	LTR	L T R	40 185 15	36 185 15	-4 0 0	0.78	0.75	46.6	44.3	- D	- D
		SB	LTR	L T	5 60	5 59	0 -1	0.62	0.57	39.0	36.8	- D	- D
3a	W 79th Street & Riverside Drive	EB	TR	R L T	99 60 605	87 51 507	-12 -9 -98	0.78	0.64	17.1	13.1	- - B	- - B
		WB	TR	R L T	352 0 419	295 0 345	-57 0 -74	0.41	0.35	9.5	9.0	- - A	- - A
		Intersection		R	156	146	-10	-	-	20.6	18.5	- C	- B
4a	W 56th Street &	NB	TR	R L	290 129 160	277 124 158	-13 -5 -2	0.28	0.27	4.2	4.2	A .	A -
40	12th Avenue	EB Intersection	LT	T	410	404	-6	0.76	0.75	17.2 11.4	15.8 10.7	В В	- В В
4b	W 56th Street &	NB SB	T L	T L	2667 570	2625 562	-42 -8	0.79 0.92	0.78 0.91	8.7 77.6	8.2 74.9	A E	A E
	West Side Highway	Intersection	T	T	2014	1970	-44	0.36	0.35	0.2 13.9 73.1	0.2 13.3 73.1	A B	A B
		NB SB	T TR	T T	2478 2014	15 2448 1970	-30 -44	0.21 0.68 0.66	0.21 0.67 0.64	73.1 15.9 23.7	73.1 15.7 23.3	B C	B C
5a	W 55th Street & West Side Highway		LT	R L	0 315	0 301	0 -14	0.80	0.75	25.3	21.6	- C	c C
		WB Intersection	R	T R	10 189	10 177	-12	0.88	0.84	39.1 22.9 20.8	33.5 21.7 20.1	C C	C C
		NB	LT	L T	0 399 0	0 382 0	0 -17 0	0.46	0.44	13.4	13.1	В В	В В
5b	W 55th Street & 12th Avenue	SB	TR	R L	0	0	0	-	-		-	-	-
		WB Intersection	LTR	T R	514 20	488 19	-26 -1	0.76	0.72	64.7 - 42.6	62.8 - 41.3	- D	- D
5c	W 55th Street & West Side Highway	SB WB	T L	T L	0 25	0 25	0	0.08	0.08	7.1	6.7	- A	- A
	Arterial W 60th Street &	Intersection NB	L T	L T	303 640	289 611	-14 -29	0.71 0.49	0.68	7.1 44.1 15.3	6.7 42.6 14.9	A D B	A D B
6	Broadway	SB	TR	T R	847 88	599 62	-248 -26	0.93	0.66	43.8	22.5	D -	C -
		Intersection	TR	T R	1133 126	653 73	-480 -53	0.82	0.47	34.1 8.1	23.3 4.2	C A	C A
7	W 60th Street & Columbus Ave	WB	L T	L T	190 201	162 189	-28 -12	0.69 0.35	0.59 0.33	25.9 5.0	20.8 4.3	C A	C A
		Intersection NB	LT	L T	97 1371	66 926	-31 -445	- 0.65	- 0.44	9.7	6.7 - 14.0	- B	- B
8	W 60th Street & Amsterdam Ave	WB	T R	T R	222 105	183 79	-39 -26	0.60 0.49	0.50 0.37	45.7 46.1	49.3 49.1	D D	D D
		Intersection	L T	L	10 679	7	-3 -247	0.05	0.03	22.6 10.5	21.7 9.9 12.3	C B B	C A B
		SB	TR	T R	748 10	488 7	-260 -3	0.39	0.25	5.8	5.1	Α .	Α .
9	W 60th Street & West End Ave	EB	LTR	T R	10 0 25	10 0 25	0 0	0.10	0.10	21.0	21.0	C C	C C
		WB	LTR	L T R	130 69 120	116 37	-14 -32 -24	0.74	0.59	44.2	42.1	- D	- D
		Intersection	TR	т	1456	96 991	-465	0.61	0.42	16.9 3.4	16.2 3.1	B A	B A
10	W 61st Street & Amsterdam Ave	EB	LT	R L T	20 98 5	14 60 12	-6 -38 7	- 0.32	0.22	32.5	39.8	- - C	- D
		WB Intersection	R	R L	20 194	19 141	-1 -53	0.07	0.06	23.9 5.7	23.9 6.1	C A	C A
11	W 61st Street & Columbus Ave	SB Intersection	LT	T	1259	726	-533	0.83	0.50	24.4 24.4	16.2 16.2	C	B B
		NB	TR LT	T R L	630 10 40	601 10 4	-29 0 -36	0.38	0.36	5.3	5.2	A -	A -
12	W 61st Street & Broadway	SB		T L	814 35	576 27	-238 -8	0.60	0.37	20.6	16.8	C .	B .
		EB Intersection	LTR	T R	38 121	29 85	-9 -36	0.51	0.36	32.7 - 16.2	34.4	- B	C - B
13	W 61st Street & Columbus Ave	NB EB Intersection	T L	T L	806 88	761 43	-45 -45	0.42	0.40 0.14	14.5 26.1 15.7	14.2 14.8 14.3	B C B	B B
		NB	LTR	L T	25 621 255	23 603	-2 -18	0.61	0.59 0.77	22.8	22.4	- C D	- C D
		SB	LTR	R L T	59 272	245 56 261	-10 -3 -11	0.80 0.44 0.65	0.40 0.61	41.6 30.8 29.1	28.5 27.9	C C	C C
14	W 81st Street & Central Park West	EB	L .	R L T	34 25 306	31 21 252	-3 -4 -54	0.28 0.89	0.23 0.73	47.1 55.4	45.5 40.6	- D E	- D D
			TR L	R L	25 204	21 182	-4 -22	0.13 0.99	0.11 0.78	25.5 79.0	25.1 40.7	C E	C D
		WB	T R	T R	283 209	237 186	-46 -23	0.74 0.75	0.62	40.9 45.6 40.2	35.0 40.0 32.4	D D	D D C
		NB	LT	L T	35 645	33 614	-2 -31	0.55	0.52	13.0	9.5	- B	- A
15	W 66th Street & Central Park West	SB	TR L	T R L	586 40	522 38	-64 -2	0.54	0.49	20.3	19.4	C -	B -
	School Falk West	WB	T R	T R	173 391 292	141 343 258	-32 -48 -34	0.46 1.03 0.85	0.37 0.90 0.75	29.7 85.6 51.7	27.9 57.8 42.7	C F D	C E D
		Intersection NB	TR	Т	630	603	-27	0.94	0.91	34.6 51.0	26.4 43.9	C D	C D
	W 65th Street &	SB	LT	R L T	250 326 433	249 287 376	-1 -39 -57	0.91 0.50	0.78 0.43	95.3 9.8	87.5 9.0	F A	F A
16	Central Park West	EB	L TR	L T	50 462	44 404	-6 -58	0.17 0.78	0.14 0.68	25.4 38.3	25.1 34.0	C D	c c
		Intersection		R	40	35	-5	-	-	46.0	41.0	- D	- D

			Upper West	Study Area - N	o-Action vs Witi	h-Action (No Mi Volume (vph)	tigation) - Late		r r/c	Delay (seconds)	b	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L T	L T	93 133	83 119	-10 -14	0.23 0.20	0.20 0.17	16.0 15.1	15.0 13.6	B B	B B
		SB	R TR	R T	59 295	53 273	-6 -22	0.15 0.41	0.13 0.35	15.0 26.2	13.6 24.1	B C	B C
1	W 72nd Street & West End Ave	EB	LTR	R L T	25 10 104	25 8 81	-2 -23	0.46	0.32	33.1	29.9	- - C	- - C
	west End ave		E.III	R L	79	56 48	-23 -23	-	-		-	-	-
		WB	LTR	T R	126 30	102 24	-24 -6	0.58	0.41	36.5	31.5	D -	C -
		Intersection	LTR	L T	10	7	-3 -123	- 0.20	-	27.0	23.8	- -	P
		IND	L	R	269 24 30	146 14 30	-123 -10 0	0.26 - 0.10	0.14	8.2 - 12.7	11.4	A - B	- B
2	W 61st Street & West End Ave	SB	TR	T R	555 15	335 15	-220 0	0.28	0.17	13.5	12.0	В -	B -
		EB	LTR	L T R	10 20 25	9 20 25	-1 0 0	0.16	0.15	23.8	22.9	c	c
		Intersection		L	40	38	-2	-	-	12.5	12.9	В	В -
		NB	LTR	T R L	35 5 5	35 5	0	0.25	0.23	26.1	25.1	C -	C -
		SB	LTR	T R	50 85	5 49 79	-1 -6	0.46	0.42	30.4	28.6	c	C
3a	W 79th Street & Riverside Drive	EB	TR	L T	5 396	4 307	-1 -89	0.42	0.32	11.1	9.5	В	- A
		WB	TR	R L T	173 0 484	134 0 444	-39 0 -40	0.36	0.32	10.4	9.6	- B	- - A
		Intersection		R	30	29	-1	-	-	13.8	12.9	- B	- B
4a	W 56th Street &	NB	TR	R L	161 44 140	136 38 135	-25 -6 -5	0.13	0.11	1.5	1.5	A .	A -
40	12th Avenue	EB Intersection	LT	T	280	271	-9	0.76	0.63	14.6 10.0	6.2	B A	A A
4b	W 56th Street &	NB SB	T L	T L	2966 420	2884 406	-82 -14	0.85 0.84	0.81 0.69	21.3	12.5 48.5	C E	B D
	West Side Highway	Intersection	T	T	1338	1274	-64	0.25	0.24	0.1 19.0	0.1 12.5 52.6	A B D	A B D
		NB	T	T	2696 1338	2648 1274	-48 -64	0.83	0.79	24.6	20.7	C	C
5a	W 55th Street & West Side Highway	SB	TR LT	R L	0 105	0 93	-12	-	-		-		-
		WB	R	T R	5 270	236	-1 -34	0.39 0.54	0.31 0.43	6.9 7.4 22.7	6.3 6.1 19.7	A A C	A A B
		NB	LT	L T	0 195	0 165	0 -30	0.26	0.21	12.7	11.3	- В	- B
5b	W 55th Street & 12th Avenue	SB	TR	R L	0 0	0 0	0 0	-	-	-	-	-	-
	22di Avende	WB	LTR	T R	380 10	333 9	-47 -1	0.45	0.36	40.4	36.7	D	D -
5c	W 55th Street & West Side Highway	Intersection SB WB	T L	T L	0	0 9	0 -1	0.03	0.02	31.1	28.4	- A	- A
3.0	Arterial	Intersection	L	L	312	291	-21	0.68	0.46	2.5 2.5 42.1	2.3 2.3 31.5	A D	A C
6	W 60th Street & Broadway	SB	T TR	T	476 620	444 363	-32 -257	0.34 0.76	0.28 0.43	13.3 25.6	9.6 20.7	B C	A C
		Intersection	TR	R T	1024	50 476	-35 -548	0.70	0.32	25.3 5.8	19.3	C A	B
7	W 60th Street & Columbus Ave	WB	L	R L	70 235	33 180	-37 -55	0.75	0.55	28.6	19.1	- C	В.
		Intersection	Т	T L	162 40	161 34	-1 -6	0.27	0.26	4.9 9.4	7.4	A A	A
8	W 60th Street & Amsterdam Ave	NB WB	LT T	T T	949 147	777 127	-172 -20	0.40 0.38	0.32 0.32	13.5 44.0	12.2 44.9	B D	B D
		Intersection	R L	R L	85 15	67 9	-18 -6	0.30	0.23	43.6 20.0 10.4	44.3 19.2 9.3	D B B	B A
		NB SB	T TR	T T	258 570	120 354	-138 -216	0.18 0.29	0.08 0.17	10.8	9.5 5.0	B A	A A
9	W 60th Street &	EB	LTR	R L T	10 0	0	-4 0 0	-				-	- - B
3	West End Ave			R L	0 15 100	0 15 94	0 -6	0.04	0.03	20.0	19.3	B	-
		WB	LTR	T R	42 45	20 47	-22 2	0.47	0.39	41.8	39.9	D -	D -
		Intersection NB	TR	T R	1019 15	831 13	-188 -2	0.43	0.35	13.8 5.0	15.3 4.4	B A	B A
10	W 61st Street & Amsterdam Ave	EB	LT	L T	70 4	60 4	-10 0	0.20	0.16	30.3	28.9	- C	- C
		WB Intersection	R	R L	25 184	24 156	-1	0.07	0.07	7.2	21.8 6.7	A .	A -
11	W 61st Street & Columbus Ave	SB Intersection	LT	Т	1094	509	-585	0.70	0.36	19.8 19.8	13.9 13.9	B B	B B
		NB	TR LT	T R L	476 0 20	0 0	-32 0 -20	0.26	0.24	5.0	7.0	A .	A .
12	W 61st Street & Broadway	SB		T L	590 40	317 37	-273 -3	0.39	0.18	17.1	14.3	В	В -
		EB Intersection	LTR	T R	29 115	23 96	-6 -19	0.49	0.39	34.8 - 15.4	36.1 - 14.7	- B	D - B
13	W 61st Street & Columbus Ave	NB EB	T L	T L	683 49	609 23	-74 -26	0.34 0.16	0.30 0.07	13.6 19.0	12.6 1.8	B B	B A
	Source AVE	Intersection	LTR	L	30	29	-1	-	-	14.0	12.2	В	В -
				T R L	320 170 55	318 164 45	-2 -6 -10	0.38 0.36 0.19	0.37 0.33 0.15	20.5 21.4 19.5	19.6 20.3 18.3	C C B	B C B
	W 81st Street &	SB	LTR	T R	201 25	172 20	-29 -5	0.50	0.42	24.4	21.8	C .	C -
14	Central Park West	EB	L TR	T R	15 244 30	14 219 28	-1 -25 -2	0.18 0.66 0.09	0.15 0.57 0.08	44.0 36.4 24.2	41.7 32.3 23.4	D D C	C C
		WB	L T	L T	93 210	76 163	-17 -47	0.37 0.56	0.27 0.42	21.2 32.7	18.2 28.5	C	B C
		Intersection	R	R L	137	111	-26 -1	0.43	0.34	30.2 26.8	27.4 24.1	C	C
		NB SB	LT TR	T T	444 403	429 316	-15 -87	0.34 0.36	0.31	1.2 17.5	1.1 16.0	A B	A B
15	W 66th Street & Central Park West		L	R L	30 104	29 69	-1 -35	0.29	0.18	26.3	24.0	c	- C
		WB	T R	T R	360 242	293 200	-67 -42	0.86 0.73	0.67 0.58	49.0 41.4 24.5	35.0 33.1 18.5	D D C	C C B
		NB	TR	T R	439 305	425 302	-14 -3	0.84	0.79	35.8	32.5	D	C -
16	W 65th Street & Central Park West	SB	LT L	T L	212 295 35	165 220 33	-47 -75 -2	0.57 0.32 0.10	0.43 0.24 0.09	22.3 6.8 24.5	14.0 4.2 23.6	C A C	A C
	vvest	EB	TR	T R	419 30	395 29	-2 -24 -1	0.61	0.55	31.6	29.6	C -	C -
L		Intersection								28.0	25.6	С	С

				Little Dom	inican Republic	Area - No-Actior	n vs With-Action	ı - AM Peak Hou	ır				
Intersection #	Intersection Name	Annroach	Lane Group	Movement		Volume (vph)		V	/c	De	elay	L	os
intersection #	intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L	55	55	0	0.15	0.15	11.10	11.10	В	В
		IND	Т	Т	210	210	0	0.18	0.18	10.3	10.3	В	В
		SB	T	T	220	220	0	0.44	0.44	23.0	23.0	С	С
1	W 179th St &	36	TR	R	80	80	0	-	-	-	-	-	-
1	Broadway			L	45	45	0	-	-	=	-	-	-
		WB	TR	T	153	163	10	0.72	0.75	39.8	41.8	D	D
				R	50	50	0	-	-	-	-	-	-
		Intersection								24.0	24.8	С	С

				Little Dom	inican Republic	Area - No-Actior	n vs With-Action	ո - MD Peak Hou	ır				
Intersection #	Intersection Name	Annroach	Lane Group	Movement		Volume (vph)		V	/c	De	elay	L	os
intersection #	intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L	140	140	0	0.36	0.36	15.60	15.60	В	В
		IND	Т	Т	330	330	0	0.25	0.25	11.4	11.4	В	В
		SB	T	Т	220	220	0	0.44	0.44	24.1	24.1	С	С
1	W 179th St &	36	TR	R	105	105	0	-	-	-	-	-	-
1	Broadway			L	40	40	0	-	-	-	-	-	-
		WB	TR	Т	196	257	61	0.73	0.88	37.7	50.9	D	D
				R	50	50	0	-	-	-	-	-	-
		Intersection						-	-	22.9	27.9	С	С

				Little Dom	inican Republic	Area - No-Action	n vs With-Action	າ - PM Peak Hoເ	r				
Intersection #	Intersection Name	Annroach	Lane Group	Movement		Volume (vph)		V	/c	De	elay	L	OS
intersection #	intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L	135	135	0	0.30	0.30	14.10	14.10	В	В
		IND	Т	Т	340	340	0	0.27	0.27	11.6	11.6	В	В
		SB	T	T	230	230	0	0.41	0.41	23.7	23.7	С	С
1	W 179th St &	3D	TR	R	100	100	0	-	-	-	-	-	-
1	Broadway			L	35	35	0	-	-	-	-	-	-
		WB	TR	T	217	244	27	0.76	0.80	39.6	41.6	D	D
				R	60	60	0	-	-	-	-	-	-
		Intersection								23.3	24.3	С	С

				Lower Ea	st Side Study A	rea - No-Action v	s With-Action -	AM Peak Hour					
Intersection #	Intersection Name	Annuach	Lane Group	Movement		Volume (vph)		V	/C	De	lay	L	os
intersection #	intersection Name	Approach	Lane Group	wovement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			LT	L	10	10	0	-	-	-	-	-	-
		NB	LI	Т	355	355	0	0.76	0.76	39.1	39.1	D	D
			R	R2	165	157	-8	0.45	0.43	29.5	28.9	С	С
			T	T	85	78	-7	0.78	0.71	86.2	71.0	F	E
		SB	TR	T	50	50	0	0.15	0.15	23.6	23.6	С	С
	Park Row/Chatham		TIX	R	10	10	0	-	-	-	-	-	-
	Square &	EB	TR	T	20	20	0	0.09	0.09	22.0	22.0	С	С
1	Worth/Oliver St &	LD	110	R	10	10	0	-	-	-	-	-	-
	Mott St		L	L	133	116	-17	0.46	0.40	29.6	29.7	С	С
	Wiott St	WB	T	T	15	15	0	0.30	0.27	21.5	22.8	С	С
			TR	R	168	150	-18	-	-	-	-	-	-
				L2	55	55	0	-	-	-	-	-	-
		SWB	LR	L	0	0	0	0.24	0.24	33.0	33.0	С	С
				R	0	0	0	-	-	-	-	-	-
		Intersection								35.5	34.5	D	С
		NB	L	L	95	95	0	0.20	0.20	16.4	16.4	В	В
		ND	R	R	30	30	0	0.07	0.07	14.9	14.9	В	В
	Chatham Square &	EB	Т	Т	190	175	-15	0.18	0.16	19.2	18.6	В	В
2	E Broadway	LD	R	R	135	135	0	0.29	0.29	59.7	56.8	E	E
	L bioauway	WB	L	L	120	120	0	0.35	0.35	10.4	11.4	В	В
		WD	T	Т	221	186	-35	0.21	0.18	6.4	6.8	Α	Α
		Intersection			0	0	0	-	-	20.9	21.1	С	С
		NB	L	L	140	140	0	0.58	0.58	41.5	41.5	D	D
		IND	Т	Т	250	250	0	0.55	0.55	19.8	19.8	В	В
	Chatham	EB	Т	Т	215	200	-15	0.27	0.25	5.8	6.1	Α	Α
3	Square/Bowery &	LD	TR	R2	5	5	0	-	-	-	-	1	-
	Divison St	WB	LT	L	5	5	0	-	-	-	-	-	-
		VVD	T	Т	201	166	-35	0.25	0.20	20.1	19.7	С	В
		Intersection								20.1	20.4	С	С

				Lower Ea	ast Side Study A	rea - No-Action v	s With-Action -	MD Peak Hour					
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)		V	/C	De	lay	L	OS
intersection #	intersection Name	Арргоасп	Lane Group	Wiovernent	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			LT	L	10	10	0	-	-	ı	-	1	-
		NB	LI	Т	215	215	0	0.49	0.49	29.3	29.3	С	С
			R	R2	172	146	-26	0.47	0.40	30.2	28.3	С	С
			T	T	163	137	-26	0.84	0.70	95.2	57.1	F	E
		SB	TR	Т	75	75	0	0.22	0.22	24.6	24.6	С	С
	Park Row/Chatham		110	R	10	10	0	-	-	-	-	-	-
	Square &	EB	TR	Т	20	20	0	0.11	0.11	22.2	22.2	С	С
1	Worth/Oliver St &		111	R	20	20	0	-	-	-	-	-	-
	Mott St		L	L	140	40	-100	0.44	0.12	25.6	35.2	С	D
	Wiott St	WB	Т	T	20	20	0	0.27	0.13	18.2	33.9	В	С
			TR	R	165	65	-100	-	-	-	-	-	-
				L2	40	40	0	-	-	-	-	-	-
		SWB	LR	L	0	0	0	0.17	0.17	31.8	31.8	С	С
				R	0	0	0	-	-	-	-	-	-
		Intersection								37.3	34.1	D	С
		NB	L	L	85	85	0	0.15	0.15	15.8	15.8	В	В
		.,,,	R	R	35	35	0	0.08	0.08	14.9	14.9	В	В
	Chatham Square &	EB	Т	Т	210	158	-52	0.20	0.15	20.0	16.3	В	В
2	E Broadway		R	R	185	185	0	0.37	0.37	84.7	85.6	F	F
	2 Diodaway	WB	L	L	130	130	0	0.35	0.33	7.7	15.9	Α	В
		****	T	Т	240	40	-200	0.21	0.03	4.7	8.0	Α	Α
		Intersection								27.3	36.0	С	D
		NB	L	L	110	110	0	0.43	0.43	36.6	36.6	D	D
			T	T	225	225	0	0.41	0.41	16.3	16.3	В	В
	Chatham	EB	T	T	235	183	-52	0.29	0.23	5.7	6.4	Α	Α
3	Square/Bowery &		TR	R2	10	10	0	-	-	-	-	-	-
	Divison St	WB	LT	L	5	5	0	-	-	-	-	-	-
		****	T	T	260	60	-200	0.30	0.07	20.7	18.3	С	В
		Intersection			0	0	0	-	-	17.4	17.3	В	В

				Lower Ea	ast Side Study A	rea - No-Action v	s With-Action -	PM Peak Hour					
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)		V	/C	De	elay	L	os
intersection #	intersection Name	Арргоасп	Lane Group	Wovement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			LT	L	5	5	0	-	-	-	-	1	-
		NB	LI	Т	175	175	0	0.37	0.37	26.8	26.8	С	С
			R	R2	230	192	-38	0.62	0.52	39.0	31.9	D	С
			T	T	195	158	-37	0.73	0.59	68.8	40.5	Е	D
		SB	TR	Т	95	95	0	0.24	0.24	24.7	24.7	С	С
	Park Row/Chatham		111	R	5	5	0	-	-	-	-	-	-
	Square &	EB	TR	T	25	25	0	0.09	0.09	22.1	22.1	С	С
1	Worth/Oliver St &			R	10	10	0	-	-	-	-	-	-
	Mott St		L	L	143	58	-85	0.46	0.19	28.7	34.0	С	С
	Wiott St	WB	Т	T	20	20	0	0.31	0.19	21.0	31.5	С	С
			TR	R	188	102	-86	-	-	-	-	-	-
				L2	55	55	0	-	-	-	-	-	-
		SWB	LR	L	0	0	0	0.24	0.24	33.0	33.0	С	С
				R	0	0	0	-	-	-	-	-	-
		Intersection								35.1	31.3	D	С
		NB	L	L	105	105	0	0.20	0.20	16.3	16.3	В	В
			R	R	45	45	0	0.09	0.09	15.0	15.0	В	В
	Chatham Square &	EB	Т	T	280	205	-75	0.26	0.19	45.5	19.6	D	В
2	E Broadway		R	R	225	225	0	0.39	0.39	84.4	85.0	F	F
	L Broadway	WB	L	L	125	125	0	0.35	0.32	9.9	17.0	Α	В
		***5	T	T	246	75	-171	0.22	0.07	6.4	9.0	Α	Α
		Intersection								35.4	35.2	D	D
		NB	L	L	155	155	0	0.62	0.62	43.0	43.0	D	D
			T	T	395	395	0	0.74	0.74	26.5	26.5	С	С
	Chatham	EB	Т	T	315	240	-75	0.38	0.29	6.2	7.0	Α	Α
3	Square/Bowery &		TR	R2	10	10	0	-	-	-	-	-	-
	Divison St	WB	LT	L	5	5	0	-	-	-	-	-	-
		VVD	T	Т	216	45	-171	0.25	0.06	20.1	18.1	С	В
		Intersection								21.5	23.3	С	С

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.5, Transportation:

Traffic LOS: CBD Tolling
Alternative with Mitigation

	1		I DOWNTOWN	Diookiyii Staa	, cu		Titli Action (VV)		Midday Peak H		.1		oc
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Volume (vph) With-Action	Increment	No-Action	/C With-Action	No-Action	elay With-Action	No-Action	OS With-Action
			L	L	585	585	0	1.20	0.98	155.2	82.9	F	F
		NB	TR	Т	820	593	-227	1.21dl	0.97dl	69.7	37.2	Е	D
				R	345	343	-2	0.51	0.51	5.8	5.7	Α	А
		60	Т	Т	636	425	-211	0.59	0.39	39.5	35.9	D	D
		SB	R	R	77	51	-26	0.31	0.21	37.4	35.1	D	D
1	Flatbush Avenue		L	L	123	91	-32	0.68	0.50	66.4	56.9	Е	E
1	and Tillary Street	EB	T	T	683	697	14	0.82	0.84	47.2	48.3	D	D
			R	R	255	262	7	0.77	0.79	53.8	55.8	D	E
			L	L	233	222	-11	0.73	0.69	61.6	59.7	E	E
		WB	T	T	366	349	-17	0.85	0.66	51.5	41.0	D	D
			R	R	382	259	-123	0.96	0.75	83.4	54.4	F	D
		Intersection								59.6	44.1	E	D
			L	L	0	0	0	-	-	-	-		-
		NB	T	T	474	409	-65	0.66	0.59	41.2	39.8	D	D
		ND	R	R	44	44	0	0.81	0.79	57.9	57.6	E	E
				R2	188	178	-10	-	-	-	-	-	-
			L	L	634	667	33	0.88	0.90	54.8	56.1	D	E
		SB	T	T	735	773	38	0.54	0.57	21.6	22.9	С	С
	Adam Street and		R	R	19	20	1	0.04	0.05	8.6	8.7	Α	Α
2	Tillary Street		L	L	0	0	0	-	-	-	-	-	-
	Tillary Street	EB	TR	T	279	264	-15	0.41	0.39	37.6	37.4	D	D
				R	85	85	0	-	-	-	-	-	-
			L	L	169	158	-11	1.10	1.00	138.4	112.2	F	F
		WB	T	T	214	200	-14	0.31	0.29	36.6	36.3	D	D
			R	R	0	0	0	-	-	-	-	-	-
				R2	33	15	-18	0.08	0.04	32.4	30.9	С	С
		Intersection								45.3	43.9	D	D
		NB	L	L	1094	1128	34	1.03	1.03	63.0	62.4	E	E
3	Old Fulton Street		T	Т	122	126	4	0.25	0.25	20.7	20.1	С	С
3	and Vine Street	SB	T	Т	509	463	-46	0.41	0.38	23.5	17.0	С	В
	i .	Intersection								47.2	45.8	D	D

			ı	ong Island City	Study Area - No	-Action vs With- Volume (vph)	Action (No Miti		ak Hour /C	Delay (seconds)		os
						volume (vpm)		•	/-	Delay (:	seconus		03
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LT T	L T	71 715	71 705	0 -10	1.18	1.17	128.5	124.4	F	- F
			R T	R T	390 445	396 445	6 0	0.66 0.68	0.67 0.68	43.9 8.6	44.2 8.7	D A	D A
1a	Pulaski Bridge / 11th Street &	SB	TR LT	R	60 35	62 31	2 -4	-	-	-	-	-	-
	Jackson Avenue	EB	Т	T	71	65	-6	0.26	0.23	37.8	37.3	D	D
		WB	L T	L T	480 206	464 208	-16 2	0.69 0.29	0.66 0.29	44.6 14.6	43.8 14.6	D B	D B
		Intersection	L	L	65	65	0	0.39	0.39	61.3 3.2	59.7 3.0	E A	E A
		NB	T T	T T	685 495	671 497	-14 2	0.65 0.66	0.64 0.66	23.2 39.1	19.1 39.2	C D	B D
1b	11th Street & 48TH	SB	TR	R	15	15	0	-	-		-		-
	Avenue	WB	LTR	L T	10 25	10 25	0	0.08	0.08	17.8	17.8	- В	- B
		Intersection		R	10	10	0	-	-	28.0	25.9	- C	- C
		NB	T	Т	218	214	-4	0.37	0.36	14.2	14.1	В	В
		SB	R LT	R L	11 35	12 40	1 5	0.03	0.03	10.6	10.8	B -	B -
2	50TH Avenue @ Vernon Blvd	36	Li	T L	165 35	164 35	-1 0	0.47	0.49	16.9	17.3	B -	B -
		EB	LTR	T R	50 30	58 30	8	0.29	0.31	13.7	13.8	В	В
		Intersection								15.0	15.2	В	В
		NB	T TR	T R	1176 30	1153 30	-23 0	0.85	0.83	27.2	26.2	C -	C -
	Green Street &	SB	L T	L T	74 962	73 944	-1 -18	0.80 0.61	0.75 0.60	68.0 17.9	58.7 17.7	E B	E B
3	McGuiness Blvd	EB	LTR	L	185	182	-3 0	-	- 0.62	-	40.4	- D	-
			LIK	T R	20 40	20 40	0	0.63	-	40.7	-	-	D -
		Intersection NB	Т	Т	1361	1335	-26	-	-	26.3	25.4	C -	C -
4	McGuinness Blvd &	SB	T TR	T R	1036 115	1017 115	-19 0	-	-	-	-	-	-
•	Freeman Street	WB	R	R	211	180	-31	-	-	-	-	-	-
		Intersection		L	35	35	0	-	-		-		-
		NB	LTR	T R	90 40	90 40	0	0.57	0.57	33.0	32.9	C -	C -
		SB	LTR	L T	99 129	98 127	-1 -2	1.04	1.04	97.1	95.3	- F	- F
5	21st Street & 49th			R L	10	10	0	-	-	-	-	-	-
5	Avenue	EB	LTR	T	141	138	-1 -3	0.49	0.48	24.5	24.3	C	C
			LT	R L	11 5	11 5	0	-	-	-	-	-	-
		WB	R	T R	40 310	40 310	0	0.11 0.91	0.11	17.8 57.4	17.8 57.4	B E	B E
		Intersection		L	17	17	0	-	-	54.9	54.4	D -	D -
		NB	LTR	Т	67	67	0	-	-	-	-	-	-
				R L	23 35	17 32	-6 -3	-	-		-		-
	4411.61	SB	LTR	T R	0 125	0 114	-11	-	-	-	-	-	-
7	11th Street & Borden Avenue	EB	LTR	L T	561 50	570 50	9	-	-		-		-
			2.11	R	26	19	-7	-	-	-	-	-	-
		WB	LTR	L T	40 422	40 424	0 2	-	-		-		-
		Intersection		R	77	59	-18	-	-	-	-	-	-
		NB	LT T	L T	26 303	23 297	-3 -6	0.45	0.41	8.3	7.1	- A	- A
	Van Dam Street &	SB	Т	T	842	765	-77	0.70	0.63	80.0	61.2	E	E
8a	QMT Expy	WB	TR T	R T	19 891	17 840	-2 -51	0.70	0.67	26.6	25.5	- C	- C
		Intersection	TR	R	263	258	-5	-	-	42.3	34.6	- D	- C
		NB	T TR	T R	299 5	291 5	-8 0	0.57	0.56	43.7	42.7	D -	D -
	Van Darr Str	SB	L	L	636	585	-51	0.97	0.89	95.6	92.4	F	F
8b	Van Dam Street & Borden Avenue		Т	T L	206 30	180 29	-26 -1	0.29	0.26	3.4	3.0	A -	A -
		EB	LTR	T	185	185	0	0.31	0.31	29.0	28.9	C -	C -
				R	15	15	0	-	-				
		Intersection						-	-	57.9	56.0	E	E -
			LT	L T	0 260	0 301	0 41	- 0.65	0.74	57.9 - 51.3	55.4	E - D	- E
		Intersection NB	LT TR LT	L T R	0 260 16 15	0 301 16 15	0 41 0	0.65	0.74	57.9 - 51.3 -	55.4 -	E - D	- E -
9	Jackson Ave / Northern Blvd &	Intersection NB SB	LT TR LT T T	L T R L T T T	0 260 16 15 132 963	0 301 16 15 135 833	0 41 0 0 3 -130	- 0.65 - - 0.40 0.47	- 0.74 - - 0.41 0.41	57.9 - 51.3 - - 38.9 22.8	- 55.4 - - 39.3 21.8	E - D D C	- E D C
9		Intersection NB	LT TR LT T T R	L T R L	0 260 16 15 132 963 327	0 301 16 15 135 833 283	0 41 0 0 3 -130	- 0.65 - - 0.40	- 0.74 - - 0.41	57.9 - 51.3 - - 38.9	- 55.4 - - 39.3	E - D D D	- E D
9	Northern Blvd &	Intersection NB SB	LT TR LT T T T T T T T	L T R L T T T T T T T	0 260 16 15 132 963 327 50 733	0 301 16 15 135 833 283 50 723	0 41 0 0 3 -130 -44 0	- 0.65 - - 0.40 0.47 0.66	- 0.74 - - 0.41 0.41 0.57	57.9 - 51.3 - - 38.9 22.8 31.1	- 55.4 - - 39.3 21.8 27.9	E - D D C C C	- E D C C C
9	Northern Blvd &	NB SB EB	LT TR LT T T T T T T R LT T T R	L T R L T T R R L T R	0 260 16 15 132 963 327 50 733 60	0 301 16 15 135 833 283 50 723 60	0 41 0 0 3 -130 -44 0	- 0.65 0.40 0.47 0.66 - 0.50	0.74 - - 0.41 0.41 0.57 - 0.48	57.9 - 51.3 - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - - 39.3 21.8 27.9 - 15.3 - 26.4	E - D D C C	- E D C C
9	Northern Blvd &	NB SB EB WB	LT TR LT T T T T T T T	L T R L T T T T T T T	0 260 16 15 132 963 327 50 733	0 301 16 15 135 833 283 50 723	0 41 0 0 3 -130 -44 0	- 0.65 0.40 0.47 0.66	- 0.74 0.41 0.41 0.57	57.9 - 51.3 - - 38.9 22.8 31.1 - 15.5	55.4 - - 39.3 21.8 27.9 - 15.3	E	- E D C C C B
9	Northern Blvd & Queens Plaza Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB	LT TR LT T T R LT T T R LT T T LT T T T	L T R L T T R L L T T R L L T T R L T T R L T T R T T R T T T R T T T T	0 260 16 15 132 963 327 50 733 60 0	0 301 16 15 135 833 283 50 723 60	0 41 0 0 3 -130 -44 0 -10 0	- 0.65 0.40 0.47 0.66 - 0.50	0.74 - - 0.41 0.41 0.57 - 0.48	57.9 - 51.3 - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - - 39.3 21.8 27.9 - 15.3 - 26.4	E	- E D C C C B
	Northern Blvd & Queens Plaza	Intersection NB SB EB WB Intersection SB EB WB	LT TR LT T T T T T T T R LT T T LT T T T	L T R L T T R L T R L T R L T R L T R	0 260 16 15 132 963 327 50 733 60	0 301 16 15 135 833 283 50 723 60	0 41 0 0 3 -130 -44 0 -10 0	- 0.65 0.40 0.47 0.66 - 0.50	- 0.74 0.41 0.41 0.41 0.57 0.48	57.9 - 51.3 - - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - - 39.3 21.8 27.9 - 15.3 - 26.4	E	- E D C C C B
	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street	Intersection NB SB EB WB Intersection SB EB WB Intersection	LT TR LT T T T T T T T R LT T T T T T T	L T R L T T R R L T T R R T T R R T T T R R T T T R T T T R T T T T R T T T T R T T T T R T T T T R T	0 260 16 15 132 963 327 50 733 60 0 0 400 385 896	0 301 16 15 135 833 283 50 723 60 0 0 388 385 896	0 41 0 0 3 -130 -44 0 0 -10 0 0 0 0 0 0 0 0 0 0	0.65 - - 0.40 0.47 0.66 - 0.50 - -	0.74 - - 0.41 0.41 0.57 - - 0.48	57.9 - 51.3 - - 38.9 22.8 31.1 - 15.5 - 26.0	55.4 - 39.3 21.8 27.9 - 15.3 - 26.4 - -	E	- E
	Northern Blvd & Queens Plaza Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB WB	LT TR LT T R LT T T R LT T R LT T R LT T R R LT T R R R R	L T R L T T R L T T R R T T R R T T R R R T T T R R T T T R R T T T T R R T T T R R T T T R R T T T R R	0 260 16 15 132 963 327 50 733 60 0 0 400 385 896	0 301 16 15 135 833 283 50 723 60 0 0 0 388 385 896	0 41 0 0 3 -130 -44 0 -10 0 0 -12 0	- 0.65 - 0.40 0.47 0.66 - 0.50 	0.74	57.9 - 51.3 - - - - - - - - - - - - -	55.4 5.4 39.3 21.8 27.9 - 15.3 - 26.4 -	E - D D - C C C C - B C	- E
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection	LT TR LT T T R LT T T T T T T T T T T T T	L T R L T T R T T R T T R T T R T T T R T T T T R T T T T T T R T	0 260 16 15 132 963 327 50 0 0 0 400 385 896 1281 842 400	0 301 16 15 135 135 283 283 50 0 0 0 388 385 896 689 388	0 41 0 0 0 3 3 -130 -44 0 0 0 0 0 0 0 0 0 0 -12 0 0 0 0 0 -130 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.65 	0.74 	57.9 . 51.3	55.4 	E	E
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	Intersection NB SB EB WB Intersection SB EB WB Intersection WB Intersection WB	LT TR LT T T T R LT T T R LT T T T T T T T T T T T T	L T R L T T R R L L T T R R T T T R R T T T T	0 260 16 15 132 963 327 50 0 0 0 400 385 896 1281 842 400 0 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	0 301 16 15 135 833 283 50 723 60 0 0 0 388 385 385 896	0 41 0 0 3 3 -130 -44 0 0 -110 0 0 0 0 0 0 -12 0 0 0 -153 -12 0 0 0	0.65 - 0.40 0.47 0.66 - 0.50 	0.74 - 0.41 0.41 0.57 - 0.48 	57.9 	55.4 	E	- C C C C C C C C C C C C C C C C C C C
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection	LT TR LT T T T T T T T T T T T T T T T T	L T T R L T T T R T T T T T T R	0 260 16 15 132 963 327 50 0 0 0 0 400 400 400 400 400 400 400	0 301 16 15 135 833 50 0 0 0 0 0 388 385 896	0 41 0 0 3 -130 -44 0 -110 0 0 0 -12 0 0 -153 -12 0 0	0.65 - 0.40 0.47 0.66 - 0.50 	0.74	57.9 51.3	55.4 	E	- C C C C C C C C C C C C C C C C C C C
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection NB	LT TR LT T T R LT T T T T T T T T T T T T	L T R L T T R T T T R T T T T T T T T T	0 260 16 15 15 132 2963 327 50 0 0 0 0 400 385 896 1281 842 400 0 5 365 947	0 301 16 15 135 133 283 50 0 0 0 0 0 0 0 0 0 128 338 385 385 385 496 496 496 496 496 496 496 496 496 496	0 41 0 0 3 3 -130 -44 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 112 0 0 0 0	0.65 - 0.40 0.40 0.66 - 0.50 0.50 	0.74	57.9	55.4 - 39.3 21.8 27.9 - 15.3 - 26.4 	E D	E

			Lo	ng Island City S	tudy Area - No-	Action vs With-A Volume (vph)	ction (With Mit		eak Hour /C	Delay (s	seconds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LT T	L T	70 515	68 499	-2 -16	1.03	1.00	84.6	77.8	- F	E
			R	R	283	312	29	0.41	0.45	34.0	34.8	С	С
1a	Pulaski Bridge / 11th Street &	SB	T TR	T R	340 75	337 84	-3 9	0.65	0.66	8.9	9.0	A -	A -
	Jackson Avenue	EB	LT T	L T	55 89	73 114	18 25	0.33	0.42	38.9	40.9	- D	- D
		WB	L T	L T	395 208	342 209	-53 1	0.57 0.28	0.49	37.5 12.0	35.7 12.1	D B	D B
		Intersection								41.6 5.9	39.3	D	D
		NB	L T	L T	55 515	55 517	2	0.32 0.57	0.33 0.57	11.3	6.9 12.7	A B	A B
1b	11th Street & 48TH	SB	T TR	T R	410 35	416 35	6	0.67	0.68	43.1	43.4	D -	D -
10	Avenue	WB	LTR	L T	5 25	5 25	0	0.08	0.08	15.1	15.1	- B	- B
				R	15	15	0	-	-	24.3	25.3	- C	- C
		Intersection NB	Т	Т	230	249	19	0.44	0.48	15.4	16.0	В	В
		SB	R LT	R L	27 35	39 48	12	0.06	0.09	11.0	11.2	B -	B -
2	50TH Avenue @ Vernon Blvd	36	LI	T L	214 30	207 30	-7 0	0.53	0.56	17.6	18.7	В -	В -
		EB	LTR	T R	30 20	42 20	12	0.21	0.23	12.7	12.9	В	В
		Intersection						-	-	15.7	16.3	В В	В
		NB	T TR	T R	752 40	754 39	-1	0.55	0.55	17.1	17.1	B -	B -
	Green Street &	SB	L T	L T	78 624	71 561	-7 -63	0.38 0.38	0.35 0.34	19.1 14.1	18.1 13.6	B B	B B
3	McGuiness Blvd	EB	LTR	L T	243	250 40	7	- 0.84	0.85	53.3	54.8	- D	- D
			LIN	R	60	40 59	-1	-	-		-		
		Intersection NB	T	Т	995	1004	9	-	-	23.5	24.1	C -	C -
4	McGuinness Blvd &	SB	T TR	T R	702 215	632 215	-70 0	-	-		-	-	-
	Freeman Street	WB	R	R	185	114	-71	-	-	-	-	-	-
		Intersection		L	20	20	0	-	-		-	-	-
		NB	LTR	T R	85 50	85 50	0	0.47	0.47	28.7	28.7	C -	C -
		SB	LTR	L T	105 100	96 91	-9 -9	0.87	0.78	58.7	- 47.2	E	- D
-	21st Street & 49th	**		R	10	9	-1		-		-	-	
5	Avenue	EB	LTR	L T	33 111	38 128	5 17	0.39	0.45	22.3	23.6	- C	- C
			LT	R L	11 5	13 5	0	-	-		-	-	-
		WB	R	T R	35 310	35 310	0	0.09	0.09	17.5 39.3	17.5 39.3	B D	B D
		Intersection		L	10	8	-2	-	-	38.0	34.8	D -	C -
		NB	LTR	T	80	70	-10	-				-	
				R L	41 45	32 64	-9 19		-	-	-	-	-
	114h C44 R	SB	LTR	T R	6 130	9 186	3 56	-	-	-	-	-	-
7	11th Street & Borden Avenue	EB	LTR	L T	581 75	610 73	29 -2	-	-		-	-	-
				R L	41 70	40 70	-1	-	-		-	-	-
		WB	LTR	T	271	265	-6	-	-		-	-	-
		Intersection		R	346	357	11	-	-	-	-	-	-
		NB	LT T	L T	20 238	19 228	-1 -10	0.27	0.26	3.6	3.6	- A	- A
0-	Van Dam Street &	SB	Т	Т	768	580	-188	0.64	0.48	73.7	22.9	E	C -
8a	QMT Expy	WB	TR T	R T	14 651	11 643	-3 -8	0.70	0.71	18.1	18.1	В	В
		Intersection	TR	R	501	528	27	-	-	35.2	17.6	- D	- B
		NB	T TR	T R	238 10	227 10	-11 0	0.38	0.36	28.0	27.8	C -	C -
	Van Dam Street &	SB	L T	L T	574 194	403 177	-171 -17	0.95 0.27	0.66 0.24	93.1 2.2	83.9 1.5	F A	F A
8b	Borden Avenue			L	20	20	0	-	-		-	-	-
		EB	LTR	T R	205 35	205 35	0	0.32	0.32	23.6	23.6	C -	C -
		Intersection	1.7	L	15	15	0	-	-	51.4	42.7	D -	D
		NB	LT TR	T R	272 42	304 46	32 4	0.80	0.85	59.2	62.1	E .	E -
		SB	LT	L	55	56	1		-	-	-		
			T	T	145 762	147 326	-436	0.66 0.40	0.69 0.17	53.9 21.1	56.1 18.9	D C	E B
9	Jackson Ave / Northern Blvd &	EB	T	Т			-120	0.41	0.18	23.2	19.7	С	В
9		EB	T R LT	R L	210 45	90 44	-120	-				-	-
9	Northern Blvd &	EB WB	R LT T	R L T	210 45 861	44 849	-1 -12	0.54	0.51				- B
9	Northern Blvd &	WB	R LT T TR	R L T R	210 45 861 90	44 849 89	-1 -12 -1	0.54	0.51	16.4 - 27.6	16.6 - 30.3	- B - C	B - C
9	Northern Blvd & Queens Plaza	WB Intersection SB	R LT T TR L L LR	R L T R	210 45 861 90 1047 25	44 849 89 1022 24	-1 -12 -1 -25 -1	0.54	- 0.51 - 0.58	27.6 17.4	16.6 - 30.3 17.1	- B - C B -	- C B
9 11a	Northern Blvd &	WB Intersection SB EB	R LT T TR	R L T R	210 45 861 90 1047 25 223 235	44 849 89 1022 24 207 230	-1 -12 -1 -1 -25 -1 -16 -5	0.54	- 0.51 - 0.58	- 16.4 - 27.6 17.4	- 16.6 - 30.3 17.1	- B - C B	- C B
	Northern Blvd & Queens Plaza Thomson Avenue &	WB Intersection SB EB WB	R LT T TR L L LR	R L T R	210 45 861 90 1047 25 223	44 849 89 1022 24 207	-1 -12 -1 -25 -1 -16	0.54 - 0.59 - 0.19	0.51 - 0.58 - 0.18	27.6 17.4 29.0	16.6 - 30.3 17.1 - 28.8 30.3	- B - C C C -	B - C B - C C - C
	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street	WB Intersection SB EB	R LT T TR L LR T T R	R L T R L T R T T T T T	210 45 861 90 1047 25 223 235 0	44 849 89 1022 24 207 230 0	-1 -12 -1 -25 -1 -16 -5 0	0.54 - 0.59 - 0.19 0.28	0.51 - 0.58 - 0.18 0.27	27.6 17.4 29.0 30.4 21	- 16.6 - 30.3 17.1 - 28.8 30.3 - 20.7	- B - C C C C - C C	B - C B - C C - C - C
	Northern Blvd & Queens Plaza Thomson Avenue &	WB Intersection SB EB WB Intersection WB	R LT T TR L LR T T R	R L T R L T T R	210 45 861 90 1047 25 223 235 0	44 849 89 1022 24 207 230 0	-1 -12 -1 -25 -1 -16 -5 0	0.59 - 0.19 0.28	0.51 - 0.58 - 0.18 0.27	27.6 17.4 29.0 30.4	16.6 - 30.3 17.1 - 28.8 30.3	- B - C C C -	B - C B - C C - C
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	WB Intersection SB EB WB Intersection WB EB Intersection	R LT T TR L LR T T R	R L T R L R T T R T T R	210 45 861 90 1047 25 223 235 0	44 849 89 1022 24 207 230 0	-1 -12 -1 -25 -1 -16 -5 0	- 0.54 - 0.59 - 0.19 0.28	- 0.51 - 0.58 - 0.18 0.27	- 16.4 - 27.6 17.4 - 29.0 30.4 - 21	- 16.6 - 30.3 17.1 - 28.8 30.3 - 20.7	- B C - C	B - C C C - C C
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	WB Intersection SB EB WB Intersection WB EB Intersection NB	R LT T TR L LR T T R T T T T T T T T T	R L T R R T T R T T R T T T T T T T T T	210 45 861 90 1047 25 223 235 0 235 885 1270	44 849 89 1022 24 207 230 0 230 885 1229	-1 -12 -1 -25 -1 -16 -5 0 -5 0 -41	0.54 - 0.59 - 0.19 0.28 - -	- 0.51 0.58 - 0.18 - 0.27 	27.6 17.4 29.0 30.4 21	- 16.6 - 30.3 17.1 - 28.8 30.3 - 20.7 	- B B C C C C D D	B
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	WB Intersection SB EB WB Intersection WB EB Intersection	R LT T TR L L LR T T R T R	R L T R T T R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R R T T R R R T T R R R T T R R R R T R	210 45 861 90 1047 25 223 235 0 235 0 0 818 818 496 249	44 849 89 1022 24 207 230 0 230 885 1229 0 804 499 268	-1 -12 -1 -12 -1 -1 -16 -5 0 -5 0 -41 -14 3 19	0.54 0.59 - 0.19 0.28 -	0.51 0.58 - 0.18 0.27 -	27.6 17.4 29.0 30.4 -	- 16.6 - 30.3 17.1 - 28.8 30.3 - 20.7 	- B B C C C C	B
11a	Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	WB Intersection SB EB WB Intersection WB EB Intersection NB	R LT T TR L LR T T R T T T T T T T T T	R L T R R T T R R T T R R T T T R T T T T	210 45 861 90 1047 25 223 235 0 235 885 1270	44 849 89 1022 24 207 230 0 230 885 1229	-1 -12 -1 -1 -25 -1 -16 -5 0 -5 0 -41	- 0.54 0.59 - 0.19 - 0.28 	- 0.51 0.58 - 0.18 - 0.27 	27.6 17.4 29.0 30.4 - 21 - - 54.6 26.7	- 16.6 - 30.3 17.1 - 28.8 30.3 - 20.7 	- B B	B

			Lo	ng Island City S	udy Area - No-		ction (With Mit			Del*	aconds)		ns
						Volume (vph)		V	/c	Delay (s	econds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LT T	L T	70 610	70 565	0 -45	1.01 0.81	0.98 0.75	145.9 48.5	135.1 45.5	F D	F D
			R	R	379	378	-1	0.50	0.54	35.7	38.8	D C	D
1a	Pulaski Bridge / 11th Street &	SB	T TR	T R	556 55	546 58	-10 3	0.89	0.88	20.1	19.2		B -
	Jackson Avenue	EB	LT T	L T	50 145	104 237	54 92	0.41	0.67	40.2	45.0	- D	- D
		WB	L T	L T	666 159	621 160	-45 1	0.86 0.18	0.87 0.18	49.9 10.9	53.4 10.9	D B	D B
		Intersection	'			•			•	40.4	40.9	D	D
		NB	L T	L T	70 590	70 599	9	0.64	0.63 0.57	22.7 4.6	25.8 7.0	C A	C A
	44.1 6 0 407.1	SB	T	T	601	594	-7	0.92	0.91	60.1	58.7	E	E
1b	11th Street & 48TH Avenue		TR	R L	35 10	35 10	0	-	-	-	-	-	-
		WB	LTR	T R	40 15	40 15	0	0.10	0.10	15.3	15.3	В .	В -
		Intersection								32.8	33.0	С	С
		NB	T R	T R	277 45	338 63	61 18	0.50 0.12	0.60 0.16	16.1 11.6	18.4 12.2	B B	B B
	50TH Avenue @	SB	LT	L T	48 179	56 176	-3	0.51	0.55	17.3	18.6	- B	- B
2	Vernon Blvd			L	50	50	0		-	-	-	-	-
		EB	LTR	T R	34 15	41 15	7	0.29	0.30	13.9	14.0	В -	B -
		Intersection	Т	Т	892	829	-63	0.61	0.56	15.8 18.1	17.2 17.2	B B	B B
		NB	TR	R	20	20	0	-	-	-	-		
3	Green Street &	SB	L T	L T	59 970	57 914	-2 -56	0.35 0.55	0.31 0.52	19.2 16.7	17.2 16.1	B B	B B
J	McGuiness Blvd	EB	LTR	L T	170 35	160 35	-10 0	0.63	0.60	40.4	39.3	- D	- D
				R	55	53	-2	-	-	-		-	
		Intersection NB	T	T	1062	989	-73	-	-	20.4	19.6	C -	B -
4	McGuinness Blvd &	SB	T TR	T R	1029 340	971 340	-58 0	-	-	-	-		-
,	Freeman Street	WB	R	R	139	101	-38	-	-	-		-	
		Intersection		L	40	40	0	-	-				-
		NB	LTR	T R	105 65	105 65	0	0.63	0.63	33.5	33.4	C	C
		60	LTD	L	163	159	-4		-				
	21st Street & 49th	SB	LTR	T R	79 30	77 29	-2 -1	1.17	1.13	137.6	124.8	F -	F -
5	Avenue	EB	LTR	L T	48 97	61 123	13 26	0.50	0.64	25.1	29.9	- C	- C
				R	36	46	10	-	-				-
		WB	LT	L T	5 85	5 85	0	0.20	0.20	18.8	18.8	- В	В В
		Intersection	R	R	355	355	0	0.87	0.87	47.0 60.9	47.0 56.8	D E	D E
		NB	LTR	L T	11 42	9 39	-2 -3		-	-	-		-
		ND	LIK	R	16	6	-10		-				
		SB	LTR	L T	53 9	90 15	37 6	-	-	-	-	-	-
7	11th Street &			R L	263 567	450 590	187 23		-	-	-		-
,	Borden Avenue	EB	LTR	T	70	65	-5		-				
				R L	10 0	5	-5 0		-	-	-		-
		WB	LTR	T R	334 154	313 88	-21 -66	-	-	-	-	-	-
		Intersection	17										
		NB	LT T	L T	30 265	26 243	-4 -22	0.29	0.26	4.7	4.7	Α	A
8a	Van Dam Street &	SB	T TR	T R	508 9	412 7	-96 -2	0.45	0.37	25.2	22.8	C -	C -
	QMT Expy	WB	T TR	T R	867 393	808 356	-59 -37	0.74	0.68	26.8	25.2	C -	C -
		Intersection								23.3	21.7	C	C
		ND		T	265	241				39.5	38.8		
		NB	T TR	R	10	10	-24 0	0.44	0.40	-	-	D -	D -
	Van Dam Street &	SB	TR L	R L	10 296	10 240	0 -56	0.56	0.46	- 96.8	83.0	- F	F
8b	Van Dam Street & Borden Avenue	SB	TR L T	R L T L	10 296 212 30	10 240 172 28	0 -56 -40 -2	- 0.56 0.57 -	0.46 0.45	96.8 85.6	83.0 85.7	F F	- F F
8b		SB EB	TR L	R L T	10 296 212	10 240 172	0 -56 -40	- 0.56 0.57	- 0.46 0.45	96.8 85.6 - 34.0	83.0 85.7 - 34.0	F F C C	- F F - C -
8b		SB	TR L T	R L T L	10 296 212 30 545	10 240 172 28 545	0 -56 -40 -2 0	- 0.56 0.57 - 0.59	- 0.46 0.45 - 0.59	96.8 85.6 - 34.0	83.0 85.7 - 34.0	- F F - C	- F - C
8b		SB EB	TR L T LTR	R L T L T R	10 296 212 30 545 15	10 240 172 28 545 15 35 305	0 -56 -40 -2 0 0	- 0.56 0.57 - 0.59	- 0.46 0.45 - 0.59	96.8 85.6 - 34.0 - 55.1	83.0 85.7 - 34.0 - 51.3	- F F - C C - E E - E	- F F - C - D D - D
8b	Borden Avenue	SB EB Intersection	TR L T LTR LT TR LT TR LT	R L T L T R	10 296 212 30 545 15 35 410 17 20	10 240 172 28 545 15 35 305 21 20	0 -56 -40 -2 0 0 -105 4	- 0.56 0.57 - 0.59 - - 0.91	- 0.46 0.45 - 0.59 - 0.73	96.8 85.6 34.0 - 55.1 - 69.6	- 83.0 85.7 - 34.0 - 51.3 - 54.6	- F F - C C - E E	- F F - C C - D D D
8b		SB EB Intersection NB SB	TR L T LTR LT TR	R L T L T R	10 296 212 30 545 15 35 410	10 240 172 28 545 15 35 305 21	0 -56 -40 -2 0 0	0.56 0.57 - 0.59 -	- 0.46 0.45 - 0.59 - - 0.73	96.8 85.6 - 34.0 - 55.1 - 69.6	83.0 85.7 - 34.0 - 51.3 - 54.6	- F F - C C - E E - E	- F F C C - D D - D - D
	Borden Avenue	SB EB Intersection NB	TR L T LTR LT TR LT TR LT TR LT TR LT TR R	R L T R L T R L T R R L T T R R L T T R R L T T R R L T T R R R R	10 296 212 30 545 15 35 410 17 20 143 926	10 240 172 28 545 15 35 305 21 20 144 465	0 -56 -40 -2 0 0 -105 4 0 1 -461 -99	0.56 0.57 - 0.59 - - 0.91 - - 0.35	0.46 0.45 - 0.59 - 0.73 - 0.35	- 96.8 85.6 - 34.0 - 55.1 - 69.6 - 36.7	- 83.0 85.7 - 34.0 - 51.3 - 54.6 - 36.5	F F C C C C C C	- F F - C C - D D D B B B B
	Borden Avenue Jackson Ave / Northern Blvd &	SB EB Intersection NB SB	TR L T LTR LT TR LT TR LT TR LT T T T T	R L T T R L T T T R L T T T T T T T T T	10 296 2912 30 545 15 35 410 17 20 143 926 199 20 752	10 240 172 28 545 15 30 21 20 144 465 100 738	0 -56 -40 -2 0 0 -105 4 0 1 -461 -99 0	- 0.56 0.57 - 0.59 0.91 0.35 0.44	- 0.46 0.45 - 0.59 - 0.73 - 0.73 - 0.35	96.8 85.6 - 34.0 - 55.1 - 69.6 - - 36.7 21.7	83.0 85.7 34.0 51.3 54.6	F F C C C C C C C B B	- F F - C C - D D - D D B B B B B B B B B B B B B B
	Borden Avenue Jackson Ave / Northern Blvd &	SB EB Intersection NB SB EB	TR L T LTR LT TR LT TR LT TR LT TR LT T T R LT LT T R	R L T T R L T T R L L T T R L L T T R L L T T R L L T T R L L T T R R L L L L	10 296 2112 30 545 15 35 410 17 20 143 926 199 20	10 240 172 28 545 15 35 305 21 20 144 465 100 20	0 -56 -40 -2 0 0 -105 4 0 1 1 -461 -99 0	- 0.56 0.57 - 0.59 0.91 0.35 0.44 0.40	- 0.46 0.45 - 0.59 - 0.73 - 0.35 0.35 0.22 0.20	96.8 85.6 - 34.0 - 55.1 - 69.6 - 36.7 21.7 23.0	54.6 - 36.5 - 36.5 - 36.5 - 36.5 - 18.8 19.4	- F F - C C E D C	- F F - C C - D D - D D B B B B - C
	Borden Avenue Jackson Ave / Northern Blvd &	SB EB Intersection NB SB EB WB	TR L T LTR LT TR LT TR LT T T T T T T T	R L T T R L T T R L T T R R L T T R L T T R L L T T R L L T T R L L T T R L L T T R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L L L	10 296 212 30 545 15 35 410 17 20 143 926 199 20 752 60	10 240 172 28 545 15 35 305 21 20 144 465 100 20 738 60	0 -56 -40 -2 0 0 -105 -4 0 0 -105 -4 0 0 -110 -461 -99 0 0 -144 0 0 -111	- 0.56 0.57 - 0.59 0.91 0.35 0.44 0.40	- 0.46 0.45 - 0.59 - 0.73 - 0.35 0.35 0.22 0.20	96.8 85.6 - 34.0 - 55.1 - 69.6 - 36.7 21.7 23.0 -	51.3 - 54.6 - 36.5 18.8 19.4 - 14.0	F F C C C C C C C C C C C C C C C C C C	- F F - C C - D D - D D B B B - B B - C B B B B
	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue &	SB EB Intersection NB SB EB WB Intersection	TR L TR LTR LT TR TR LT TR TR LT TR TR LT TR TR TR TR TR TR TR TR TR TR TR TR TR	R L T T R L T T R L L T T R L L T T R L L T T R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T T T T T R T	10 296 212 30 545 15 35 410 17 20 143 296 199 20 60 1385 15 385	10 240 172 28 545 15 35 305 21 20 144 465 100 20 20 1374 15	0 - 56 - 40 - 2 - 2 0 0 0 - 105 4 0 0 1 1 4 - 461 - 99 0 0 0 - 111 0 0 1 1 1 1 3 1 1 1 1 1 1 1 1 1 1 1	0.56 0.57 0.59 0.59 0.91 0.91 0.35 0.44 0.40 0.38	0.46 0.45 0.45 0.59 0.73 0.73 0.22 0.20 0.36 0.69	96.8 96.8 85.6 34.0 34.0 55.1 69.6 721.7 23.0 14.1 19.3 43.6	\$3.0 \$3.0 \$5.7	F F F C C C C C C C C C C C C C C C C C	F F C C C C C C C C C C C C C C C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza	SB EB Intersection NB SB EB WB Intersection SB EB WB	TR L T LTR LT TR LT TR LT T T T T T T T	R L T L T R L L T T R L L T R R L L T R R L L T R R L L T R R L L T R R L L T R R R R	10 296 212 30 545 15 35 410 17 20 143 926 199 20 752 60	10 240 172 28 545 15 35 305 21 20 144 465 100 20 738 60	0 -56 -40 -2 0 0 0 -105 4 0 0 1-11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- 0.56 0.57 - 0.59 - 0.91 - 0.35 0.44 0.40 - 0.38 - 0.70	0.46 0.45 - 0.59 - 0.73 - 0.35 0.22 0.20 - 0.69	96.8 85.6	\$3.0 \$3.0 \$5.7 \$4.0 \$5.5 \$6.5 18.8 19.4	F F F C C C C C C C C C C C C C C C C C	F F F C C B B C C B B C C C B C C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue &	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection	TR L L T T LTR LT T T R LT T T R LT T T R LT T T R LT T T R LT T T T	R L T T L T T R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L R R T T R R R T T R R	10 296 212 30 545 15 35 410 17 20 143 926 926 1385 15 15 342 401 0	10 240 172 28 545 15 35 305 21 20 20 144 465 100 20 738 60 1374 15 400 0	0 -56 -40 -2 0 0 0 -105 4 0 -115 4 -461 -99 0 -114 0	0.56 0.57 0.59 0.59 0.91 0.91 0.35 0.44 0.40 0.38	0.46 0.45 0.45 0.59 0.73 0.73 0.22 0.20 0.36 0.69	96.8 96.8 85.6 34.0 34.0 55.1 69.6 721.7 23.0 14.1 19.3 43.6	\$3.0 \$3.0 \$5.7	F F F C C C C C C C C C C C C C C C C C	F F C C C C C C C C C C C C C C C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection WB	TR L T LTR LT TR LT TR LT T T T T R LT T T T	R L T T R L T T R L T T R R L T T R R L T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T T R R T R R T T R R T R R T R R T R R T R R R T T R R R T T R R R T T R R R T R R R T T R R R T R R R T R R R R T R	10 296 212 30 545 15 15 35 410 17 20 143 2926 199 20 752 60 1385 145 342 401 0	10 240 172 28 545 15 35 305 21 20 144 465 100 738 60 400 670	0 .56 .40 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0 .0	0.56 0.57 0.57 0.59 0.59 0.91 0.91 0.35 0.44 0.40 0.40 0.70	0.46 0.45 0.59 0.59 0.73 0.73 0.22 0.20 0.36 0.69	96.8 96.8 85.6 34.0 69.6 	83.0 85.7 34.0 51.3 54.6 18.8 19.4 14.0 25.2 19.1 	F F C C C C C C C C C C C C C C C C C C	F F F C C B B C C B B C C C B C C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection	TR L T T LTR LT T T T T T T T T T T T T	R L T T R L T R L T R R L T R R T T R R T T R R T T T R R T T T R R T T T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T T R R T T T T R R T T T T R R T T T T R R T T T T R R T T T T R R T T T T R R T T T T R R T T T T T R R T T T T T R R T T T T T R R T T T T T T R R T	10 296 212 30 545 15 15 35 410 17 20 143 926 199 20 752 60 1385 15 342 401 0	10 240 172 28 545 15 35 305 21 20 104 26 100 1374 465 100 0 400	0 -56 -40 -40 -40 -40 -40 -40 -40 -40 -40 -40	. 0.56 0.57 - 0.59 - 0.59 - 0.91 0.35 0.44 0.40 - 0.38 0.70 0.36	0.46 0.45 	96.8 96.8 85.6 34.0 55.1	\$3.0 \$5.7 	F F F C C C C C C C C C C C C C C C C C	F F F C C C C C C C C C C C C C C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection WB Intersection WB	TR L T T TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR LT TR TR TT TR TR TT TR TR TT TR TT TR TT TR TT TR TT TR TT TR TT TR TT TR TT TR TT TR TT TR TR	R L T T R L T R R T T R R T T R R T T R R T T R R T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R T T R T T T R T T T R T T T R T T T R T T T T R T T T T R T T T T T T T T R T	10 296 212 30 545 15 15 35 410 17 20 30 410 17 20 31 43 926 199 20 752 60 1385 15 342 401 0	10 240 172 28 545 15 35 305 21 20 20 144 465 100 20 1374 15 355 400 0 400 670 1729	0	0.56 0.57 	0.46 0.45 0.59 0.73 0.35 0.22 0.20 0.36 0.69 0.58	96.8 96.8 85.6 34.0 69.6 	83.0 85.7 34.0 51.3 54.6 	F F F C C C C C C C C C C C C C C C C C	- F F - C C - D D - C C C - C - C C - C C - C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection WB Intersection WB Intersection Intersection Intersection Intersection Intersection Intersection Intersection Intersection Intersection Intersection	TR	R L L T R L L T T R R L L T T R R L L T T R R L L T T T R R L L T T T T	10 296 212 30 545 15 35 410 17 20 143 926 199 20 752 60 1385 15 60 401 670 1727	10 240 172 28 545 15 35 35 21 20 20 144 465 100 20 1374 15 400 0 400 670 1729	0	0.56 0.57 	0.46 0.45 0.59 0.70 0.73 0.73 0.35 0.22 0.20 0.36 0.69 0.69 0.58 0.11 0.71	96.8 96.8 85.6 34.0 69.6 	83.0 85.7 34.0 51.3 54.6 18.8 19.4 14.0 25.2 19.1 	F F C C C C C C C C C C C C C C C C C C	F F C C C C C C C C C C C C C C C C C C
9	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue &	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection NB SB SB	TR L T LTR LT TR LT TR LT T T T T R LT T T T	R L T T R L T T R T T T R T T T R L L T T T R T T T R T T T R T T T T	10 296 212 30 215 545 15 35 410 17 20 143 926 199 20 752 60 1385 15 342 401 0 401 670 1727 0 0 1063 629 277	10 240 172 28 545 15 35 305 21 20 1444 65 100 738 60 400 670 1729 0 0 1045 631 226 73	0	0.56 0.57 0.59 0.59 0.59 0.091 0.01 0.035 0.044 0.40 0.40 0.38 0.38 0.36 0.36 0.36 0.36 0.36 0.36 0.36 0.36	0.46 0.45 0.45 0.59 0.59 0.73 0.73 0.22 0.20 0.36 0.69 0.69 0.70 0.37 0.58 0.70 0.71 0.71 0.71 0.71	96.8 96.8 85.6 34.0 	33.0 85.7	F F C C B B	F F C C B B C C C C C C C C C C C C C C
9 11a 11b	Jackson Ave / Northern Blvd & Queens Plaza Thomson Avenue & Dutch Kills Street Thomson Avenue & Dutch Kills Street	SB EB Intersection NB SB EB WB Intersection SB EB WB Intersection WB EB Intersection NB	TR	R L T T R L T T R R T T T R T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R R T T T R T T R T T R T T R T T R T T T R T T T R T T T R T T T T R T T T T R T T T T R R T T T T T R R T T T T T R R T T T T T R R T T T T T R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T R R R T T T T T T R R R T T T T T T R R R T T T T T R R R T T T T T T R R R T T T T T T R R R T T T T T R R R T T T T T T R R R T T T T T T R R R T T T T T T R R R T T T T T T T R R R T	10 296 212 30 545 15 35 410 17 20 143 926 199 20 752 60 1385 15 342 401 0 401 670 1727	10 240 172 28 545 15 35 305 21 20 144 465 100 20 738 60 1374 15 355 305 0 0 0 0 0 0 0 0 0 0 1045 631	0		0.46 0.45 0.59 0.73 0.35 0.22 0.20 0.36 0.37 0.38 1.11 0.71 0.28	96.8 96.8 85.6 34.0 69.6 	83.0 85.7 34.0 51.3 54.6 36.5 18.8 19.4 25.2 19.1 43.9 49.0 	F F C C B C C C C C C C C C C C C C C C	F F C C B B

			Lo	wer Manhattan	Study Area - N	o-Action vs With	n-Action (No Mit						00
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Volume (vph) With-Action	Increment	No-Action	/C With-Action	No-Action	seconds) With-Action	No-Action	OS With-Action
		NEB	L	L2	0	0	0	-	-	-	-	-	-
		INEB		L	0	0	0	-	-	-	-	-	-
1	Trinity Place & Edgar Street	NB	LT T	L T	3 79	0 62	-3 -17	0.09	0.06	10.1	10.0	- B	- A
	Eugai Street	EB	L	Ĺ	35	35	0	0.09	0.09	20.7	20.7	c	C
		Intersection								13.5	14.1	В	В
		NB	TR	T R	104 10	88 9	-16	0.16	0.14	10.7	10.5	B -	B -
2	Trinity Place &	50	LT	L	102	97	-5	-	-	-	-	-	-
	Rector Street	EB		Т	35	34	-1	0.52	0.49	31.9	31.0	С	С
		Intersection	Т	т	1056	1022	-34	0.73	0.71	22.1 45.2	22.2 44.4	C D	C D
		NB	R2	R2	424	448	24	0.73	0.71	0.5	0.5	A	A
3a	HCT Entrance/Exit & West Street	SB	T	Т	1044	1008	-36	0.65	0.63	1.4	1.3	A	Α
	a west street	WB	L	L	1692	1722	30	0.97	0.99	53.0	56.8	D	E
		Intersection NB	Т	Т	1056	1022	-34	0.61	0.59	32.7 1.2	34.2 1.2	C A	C A
	HCT Exit & West	SB	TR	T	1044	1008	-36	0.76	0.73	46.1	45.1	D	D
3b	Street & West			R	0	0	0	-	-	-	-	-	-
	Thames Street	EB WB	R R	R R	0 1239	0 1280	0 41	0.82	0.85	38.4	40.1	- D	- D
		Intersection								29.5	30.1	С	С
		NB	L	L	430	406	-24	0.48	0.45	26.5	26.0	С	С
	Chambers Street &		T TR	T T	496 237	469 206	-27 -31	0.57 0.79	0.54 0.69	13.8 50.5	13.2 43.2	B D	B D
4	Centre Street	SB		R	31	27	-4	0.79	0.05	35.9	34.7	D	C
		EB	R	R	394	381	-13	0.89	0.86	51.3	47.5	D	D
		Intersection	LT	1	105	105	0		_	32.7	30.2	C -	<u> </u>
		ND	LI	T	670	670	0	0.87	0.86	41.0	40.8	D	D
		NB	R	R	190	147	-43	0.56	0.43	34.9	31.0	С	С
	Canal Street & Hudson		R2 L	R2 L2	46 50	45 49	-1 -1	0.24	0.24	27.9	27.8	C -	C -
5a	Street/Holland	EB	Ŀ	LZ L	438	328	-110	0.80	0.62	42.9	35.6	D	D
	Tunnel On-Ramp		Т	T	589	564	-25	0.71	0.68	19.8	18.8	В	В
		WB	TR	T R	409 89	342 74	-67 -15	0.81	0.68	28.9	18.5	C -	В -
		Intersection		, r	69	/4	-10	-	-	33.6	29.8	C	c
	Canal Street &	EB	T	Т	635	609	-26	0.42	0.40	5.1	5.0	A	Α
5b	Holland Tunnel On-	WB	T	T	498	416 880	-82	1.08	0.97	97.8	60.0	F	E
	Ramp	Intersection	R	R	880	880	0	1.14	1.14	100.9 70.3	100.9 57.7	E	E
		NB	T	Т	2680	2678	-2	1.00	1.00	50.2	49.9	D	D
_	Canal Street S &	NB	R	R	291	278	-13	0.61	0.58	28.2	27.1	С	С
7a	West Street	SB	L T	L T	734 2144	673 2111	-61 -33	0.75 0.76	0.69	115.1 8.2	113.0 8.0	F A	F A
		Intersection							•	41.9	40.8	D	D
		NB	TR	T	2267	2230	-37	0.79	0.78	25.8	25.3	С	С
				R L	93 5	92 5	-1	-	-	-	-	-	-
	West Street &	SB	TR	T	1644	1670	26	0.58	0.59	19.8	19.9	В	В
9	Albany Street			R	140	136	-4	-	-	-	-	-	-
	, , , , , , , , , , , , , , , , , , , ,	EB	LTR	L T	135 90	134 90		0.76	0.76	57.9	58.3	- E	- E
				R	62	65	3	-	-	-	-	-	-
		Intersection			_	_				25.6	25.4	С	С
		NB	Т	L T	5 2296	5 2243	-53	0.71	0.69	20.3	19.8	- C	- В
		SB	T	Т	1855	1874	19	0.69	0.70	20.0	20.3	c	C
		35	R	R	330	323	-7	0.86	0.84	44.0	41.6	D	D
10	West Street & Vesey Street	EB	L R	L R	105 77	104 79	-1 2	0.58 0.38	0.57	58.1 48.5	57.5 48.8	E D	E D
			LT	Ĺ	0	0	0	-	-	-	-	-	-
		WB		T	0	0	0	-	-	-	-	-	-
		Intersection	R	R	0	0	0	-	-	23.5	23.1	- C	- C
		NB	TR	Т	2328	2256	-72	0.88	0.85	38.4	36.9	D	D
				T	65	63	-2	-	- 25		- 70.7	-	-
		SB	L T	L T	230 1793	223 1789	-7 -4	0.77 0.63	0.75 0.63	80.2 17.1	78.7 17.1	F B	E B
			R	R	50	49	-1	0.27	0.26	57.3	57.1	E	E
11	West Street & Chambers Street	EB	LTR	L T	105 30	103 29	-2 -1	0.58	0.57	55.5	55.0	- E	- E
	chambers street	LD	LIN	R	15	15	-1	- 0.58	-	- 55.5	- 55.0	-	- -
			LT	L	67	69	2	-	-	-		-	-
		WB	R	T R	60 310	60 305	0 -5	0.56 0.75	0.57 0.74	56.0 46.7	56.6 45.9	E D	E D
		Intersection	n	, n	210	303	-5	0.73	0.74	35.0	34.0	D	C
		EB	T	T	839	756	-83	0.87	0.78	34.0	29.0	С	C
		WB	R T	R T	104 1149	103 980	-1 -169	0.29 1.05	0.29	20.7 69.5	20.7 37.4	C E	C D
	Canal		T	T	294	292	-169	0.56	0.55	35.0	37.4	D	C
14	Street/Manhattan	NB	R	R	337	304	-33	0.36	0.33	0.9	0.8	Α	Α
	Bridge & Bowery	SB	L TR	L T	331 156	272 142	-59 -14	0.57 0.68	0.49 0.58	16.0 12.7	13.6 10.3	B B	B B
		36		R	85	77	-14	-	-	-	-	- -	-
		Intersection								37.7	25.8	D	C
	Manhattan Bridge	NB SB	T T	T T	294 572	292 491	-2 -81	0.51 0.37	0.51	6.7 18.6	6.6 18.0	A B	A B
15	& Bowery	WB	R	R	555	366	-189	0.94	0.62	54.0	32.2	D	C
		Intersection								30.0	19.6	С	В
		WB	TR	T R	776 25	715 25	-61 0	0.37	0.34	17.1	16.9	B -	B -
18	6th Avenue &	NB	LT	L	86	74	-12		-	-			
	Watts Street			Т	997	925	-72	0.47	0.43	12.5	11.8	В	В
		Intersection NEB	R	R	629	602	-27	1.05	1.00	14.4 82.6	13.9 71.1	B F	B E
		INED	ĸ	L L	168	160	-27	1.05	- 1.00	82.6	- /1.1	-	- -
	Canal Street & 6th	NB	LTR	Т	694	663	-31	0.52	0.50	24.2	23.9	С	С
19	Avenue/Laight	EB	Т	R T	4 657	4 628	-29	0.83	0.79	40.8	38.5	- D	- D
	Street		TR	T	1217	1145	-29 -72	1.09	1.03	78.6	56.8	E E	E
		WB		R	265	249	-16	-	-	-	-	-	-
										59.5			

				Lower Manhatta	an Study Area -	No-Action vs Wi	th-Action (Mitig	ration) - MD Pea	ak Hour				
	1				in study Area -	Volume (vph)	ui-Action (iviliag		/C	Delay (seconds)	L	OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NEB	L	L2	0	0	0		-		-		-
	Trinity Place &		LT	L	0 11	0	-10	-	-	-	-	-	-
1	Edgar Street	NB	T	T	99	10	-89	0.09	0.01	10.0	14.6	В	В
		EB	L	L	254	451	197	0.61	0.81	30.4	32.7	С	С
		Intersection								24.7	32.4	С	С
		NB	TR	T R	297 56	389 72	92 16	0.42	0.55	36.9	30.6	D -	C -
2	Trinity Place &		LT	L	110	72	-31	-	-	-	-		<u> </u>
	Rector Street	EB		T	45	44	-1	0.42	0.32	24.3	22.2	С	С
		Intersection								33.1	28.8	С	С
		NB	Т	T	1033	970	-63	0.58	0.56	25.0	25.0	С	С
3a	HCT Entrance/Exit	SB	R2 T	R2 T	781 1409	977 1294	196 -115	0.41	0.51 0.61	0.8 1.1	1.2	A A	A A
34	& West Street	WB	Ĺ	Ĺ	832	964	132	0.63	0.01	35.5	37.0	D	D
		Intersection			1					14.2	14.9	В	В
		NB	T	Т	1033	970	-63	0.49	0.46	0.7	0.6	Α	A
21-	HCT Exit & West	SB	TR	T	1409	1294	-115	0.76	0.71	29.4	28.5	С	С
3b	Street & West Thames Street	WB	R	R R	0 823	0 973	0 150	0.73	0.85	39.2	43.9	- D	- D
	manies street	Intersection			023	373	150	0.73	0.05	22.4	24.4	C	C
		NB	L	L	344	266	-78	0.43	0.33	25.7	24.3	С	C
		IND	T	T	433	334	-99	0.47	0.36	12.1	10.6	В	В
4	Chambers Street &	SB	TR	T	226	107	-119	0.77	0.36	48.6	33.0	D	С
	Centre Street	EB	R	R R	15 391	12 269	-3 -122	0.21	0.16 0.61	35.3 50.4	33.6 31.8	D D	C C
		Intersection	n	n	331	203	-144	0.03	0.01	32.9	23.3	C	C
			LT	L	75	75	0	-	-	-	-	-	-
		NB		Т	515	515	0	0.96	0.96	58.7	58.7	E	E
	Conel Store 2		R	R	325	207	-118	0.57	0.36	31.2	27.3	С	С
	Canal Street & Hudson		R2 L	R2 L2	58 31	43 31	-15 0	0.31	0.23	29.8	27.8	C	C -
5a	Street/Holland	EB		L	328	211	-117	0.65	0.44	36.5	31.9	D	C
	Tunnel On-Ramp		T	T	357	322	-35	0.44	0.40	13.3	12.6	В	В
		WB	TR	T	257	104	-153	0.75	0.30	19.1	6.3	В	A
		Intersection		R	42	17	-25	0.19	0.08	11.1	4.4 36.0	B D	A D
	1	Intersection EB	Т	Т	415	365	-50	0.28	0.24	35.6 5.6	5.2	A	A
F1:	Canal Street &		Ť	T	299	121	-178	0.87	0.35	55.9	29.2	E	C
5b	Holland Tunnel On- Ramp	WB	R	R	605	605	0	0.58	0.58	15.2	15.2	В	В
	Kamp	Intersection								21.8	13.5	С	В
		NB	T	T	2136	2186	50	0.94	0.96	38.4	41.1	D	D C
7a	Canal Street S &		R L	R L	163 428	125 285	-38 -143	0.40 0.44	0.31 0.29	23.4 53.1	21.3 38.4	C D	D
,,,	West Street	SB	T	T	1911	2014	103	0.71	0.75	6.5	7.5	A	A
		Intersection								26.3	25.7	С	С
		NB	TR	T	1533	1578	45	0.62	0.64	20.8	21.2	С	С
				R L	85 5	90 5	5 0	-	-	-	-	-	-
		SB	TR	T	2174	2349	175	0.76	0.82	24.1	26.0	С	С
9	West Street & Albany Street			R	90	86	-4	-	-	-	-	-	-
	Albany Street			L	105	101	-4	-	-	-	-	-	-
		EB	LTR	T R	95 62	95 69	7	0.60	0.60	36.6	36.9	D -	D -
		Intersection		K	02	69	,	-	-	23.7	24.9	C	C
				L	10	11	1	-	-	-	-	-	-
		NB	Т	Т	1924	1923	-1	0.74	0.76	23.8	24.5	С	С
		SB	T	T	2165	2304	139	0.88	0.93	29.6	34.2	C	C
	West Street &		R L	R L	170 144	164 136	-6 -8	0.42 0.56	0.40 0.53	20.5 39.9	20.1 38.6	C D	C D
10	Vesey Street	EB	R	R	149	163	14	0.45	0.49	34.6	35.9	C	D
			LT	L	0	0	0	-	-	-	-	-	-
		WB		T	0	0	0	-	-	-	-	-	-
		Intersection	R	R	0	0	0	-	-	27.3	29.9	- C	- C
				Т	1996	1960	-36	0.88	0.86	36.9	35.9	D	D
		NB	TR	Ť	46	44	-2	-	-	-	-	-	-
			L	L	179	165	-14	0.47	0.44	52.9	52.2	D	D
		SB	T	T	2063	2127	64	0.74	0.76	18.7	19.4	В	В
	West Street &		R	R L	85 45	82 43	-3 -2	0.36	0.34	45.4	45.1	D -	D -
11	Chambers Street	EB	LTR	T	0	0	0	0.18	0.18	33.5	33.4	С	С
				R	10	11	1	-	-	-	-	-	
		\A/D	LT	L	72 65	80	8	- 0.53	- 0.50	42.5	- 44.0	- D	- 0
		WB	R	T R	65 284	65 271	0 -13	0.52	0.56 0.57	42.5 28.2	44.0 27.3	D C	D C
		Intersection			207		10	0.00	0.57	29.7	29.3	C	C
		EB	T	T	631	372	-259	0.65	0.38	25.5	20.5	С	С
			R	R	125	124	-1	0.35	0.34	21.6	21.6	C	С
	Canal	WB	T T	T T	697 269	419 255	-278 -14	0.71 0.46	0.42	27.0 31.5	21.0 31.1	C C	C C
14	Street/Manhattan	NB	R	R	431	255	-14	0.46	0.44	1.3	0.5	A	A
	Bridge & Bowery		L	L	396	189	-207	0.69	0.39	22.5	11.2	С	В
		SB	TR	T	150	99	-51	0.76	0.41	17.0	6.9	В	Α
		Intercent!		R	75	66	-9	-	-	- 20.0	17.0	-	- D
	+	Intersection NB	Т	Т	269	255	-14	0.25	0.23	20.9 0.7	17.0 0.7	C A	B A
	Manhattan Bridge	SB	T	T	621	354	-267	0.40	0.23	19.0	17.0	В	В
15	& Bowery	WB	R	R	272	21	-251	0.21	0.02	7.4	6.2	Α	Α
		Intersection			205			0.05	2.25	11.9	9.9	В	A
		WB	TR	T R	785 25	685 24	-100 -1	0.37	0.33	17.2	16.7	B -	B -
18	6th Avenue &	*/-	LT	L	92	69	-23	-	-	-	-	-	-
	Watts Street	NB	<u></u>	T	882	747	-135	0.39	0.33	8.0	7.6	Α	Α
		Intersection								12.3	11.9	В	В
		NEB	R	R	389	318	-71	0.70	0.57	40.2	36.6	D	D
		NB	LTR	L T	165 733	141 625	-24 -108	0.51	0.43	24.0	23.0	- C	- C
	Canal Street & 6th			R	4	3	-108	-	-	-	-	-	-
10	Avenue/Laight	EB	T	Т	417	383	-34	0.58	0.54	31.5	30.5	С	С
19	Street												
19	Street	WB	TR	T	703	594	-109	0.69	0.58	22.7	20.3	С	С
19	Street		TR	T R	703 144	594 122	-109 -22	0.69	0.58	22.7	20.3	- C	- C

			Low	er Manhattan	Study Area - No	o-Action vs Witl	n-Action (No M		Peak Hour	Del'	cocond-1		os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Volume (vph) With-Action	Increment	No-Action	With-Action	No-Action	with-Action	No-Action	With-Action
		NEB	L	L2	0	0	0	-	-		-	-	-
	Talada Blass 0	NED	LT	L	0	0	0	-	-	-	-	-	-
1	Trinity Place & Edgar Street	NB	T	L T	9	0	-1 -9	0.01	-	9.5	-	A	-
		EB	L	L	134	138	4	0.28	0.29	23.2	23.3	С	С
		Intersection	TR	Т	125	120	-5	0.21	0.20	22.2 34.1	23.3 35.8	C C	C D
	Totalia Diana 0	NB	I K	R	18	18	0	-	-	34.1	-	-	-
2	Trinity Place & Rector Street	EB	LT	L	81	59	-22	-	-	-	-	-	-
				T	40	39	-1	0.35	0.27	23.2 29.1	21.5 29.8	C C	C C
		Intersection	Т	Т	566	539	-27	0.32	0.31	23.4	23.2	C	C
	HCT Entrance/Exit	NB	R2	R2	1297	1520	223	0.65	0.77	1.5	2.6	Α	Α
3a	& West Street	SB WB	T L	T L	1297 351	1191 347	-106 -4	0.61 0.29	0.56 0.29	1.0 35.8	0.8 35.7	A D	A D
		Intersection			551	547		0.25	0.23	8.4	8.4	A	A
		NB	T	T	566	539	-27	0.28	0.26	0.5	0.5	Α	Α
3b	HCT Exit & West Street & West	SB	TR	T R	1297 0	1191 0	-106 0	0.69	0.63	31.2	29.6	C -	C
	Thames Street	WB	R	R	510	510	0	0.48	0.48	39.5	39.5	D	D
		Intersection								25.4	24.6	С	С
		NB	L T	L T	445 533	396 474	-49 -59	0.51 0.66	0.45 0.58	27.1 16.0	26.1 14.2	C B	C B
4	Chambers Street &	SB	TR	T	370	230	-140	1.24	0.77	160.8	49.0	F	D
4	Centre Street		_	R	15	11	-4	0.17	0.13	33.1	31.5	С	С
		EB Intersection	R	R	510	434	-76	1.18	1.01	131.1 80.0	74.1 39.8	F E	E D
			LT	L	45	45	0	-	-	-	-	-	-
		NB		T	585	585	0	0.88	0.88	44.6	44.6	D	D
	Canal Street &		R R2	R R2	189 10	184 5	-5 -5	0.31 0.05	0.30	26.5 24.0	26.4 23.4	C C	C
5a	Hudson		L	L2	5	5	0	-	-	-	-	-	-
Эd	Street/Holland	EB	-	L	225	209	-16	0.41	0.38	31.3	30.9	С	C
	Tunnel On-Ramp		T TR	T	462 10	419 0	-43 -10	0.54	0.49	15.0 3.8	14.1	B A	B -
		WB		R	2	0	-2	0.03	-	4.0	-	Α	
		Intersection	_	_	470	40.		0.00	0.00	31.1	31.5	С	C
	Canal Street &	EB	T T	T T	472 12	424 0	-48 -12	0.30 0.04	0.27	3.2 24.2	2.9	A C	Α -
5b	Holland Tunnel On- Ramp	WB	R	R	1405	1405	0	1.23	1.23	131.8	131.8	F	F
	Kamp	Intersection								99.7	102.7	F	F
		NB	T R	T R	2698 5	2647 5	-51 0	0.98	0.97 0.01	45.7 14.8	42.2 14.8	D B	D B
7a	Canal Street S &	cp.	L	L	559	476	-83	0.62	0.53	114.2	111.6	F	F
	West Street	SB	T	T	1884	1854	-30	0.65	0.64	5.4	5.4	Α	Α
		Intersection	TR	Т	1284	1227	-57	0.48	0.46	39.0 20.5	35.7 20.1	D C	D C
		NB	110	R	49	47	-2	-	-	-	-	-	-
				L	0	0	0	-	-	-	-	-	-
9	West Street &	SB	TR	T R	2324 80	2402 76	78 -4	0.70	0.72	25.1	25.7	- C	C
-	Albany Street			L	140	140	0	-	-	-	-	-	-
		EB	LTR	T	90	90	0	0.71	0.73	50.7	51.7	D	D
		Intersection		R	82	88	6	-	-	25.7	26.1	- C	C
		NB		L	0	0	0	-	-	-	-	-	-
		No	T T	T T	1536	1469	-67	0.45	0.43	15.0	14.7	В	В
		SB	R	R	2465 140	2518 135	53 -5	0.83	0.85 0.31	25.1 15.5	26.0 15.3	C B	C B
10	West Street &	EB	L	L	100	99	-1	0.58	0.57	58.3	57.9	E	E
	Vesey Street		R LT	R L	122 10	129 10	7	0.60	0.64	58.7 -	60.9	- E	- E
		WB		T	0	0	0	0.05	0.05	39.7	39.7	D	D
			R	R	0	0	0	-	-	-	-	-	-
		Intersection		Т	1879	1781	-98	0.75	0.71	23.1 35.4	23.8 34.2	C D	C
		NB	TR	T	38	36	-2	-	-	-	-	-	-
			L	L	195	182	-13	0.82	0.77	89.8	84.7	F	F
		SB	T R	T R	1945 95	1938 90	-7 -5	0.72 0.47	0.72 0.44	23.6 67.4	23.5 66.6	C E	C E
11	West Street &			L	50	50	0	-	-	-	-	-	-
**	Chambers Street	EB	LTR	T R	20 5	20 5	0	0.27	0.27	39.9	40.1	D -	D -
			LT	L L	127	135	8	-	-	-	-	-	-
		WB		T	90	90	0	0.74	0.77	58.8	61.7	E	E
		Intersection	R	R	396	394	-2	0.72	0.72	40.9 35.5	40.6 34.7	D D	D C
			Т	T	1051	763	-288	0.99	0.72	52.4	26.5	D	C
		EB	R	R	85	83	-2	0.30	0.29	21.3	21.1	С	С
	Canal	WB	T T	T T	542 177	328 171	-214 -6	0.52 0.30	0.31 0.29	22.2 29.2	19.4 29.1	C	B C
14	Street/Manhattan	NB	R	R	619	454	-165	0.56	0.41	1.9	1.1	Α	Α
	Bridge & Bowery		L	L	677	370	-307	1.02	0.56	55.1	13.8	E	В
		SB	TR	T R	105 20	32 16	-73 -4	0.26 0.06	0.08	4.3 2.8	3.4 2.8	A A	A A
		Intersection						5.55	5.55	34.4	17.9	C	В
	Advantage Co.	NB	T	T	177	171	-6	0.16	0.15	1.6	1.5	A	A
15	Manhattan Bridge & Bowery	SB WB	T R	T R	802 416	418 203	-384 -213	0.40 0.32	0.21 0.16	18.8 8.3	16.8 7.0	B A	B A
	,	Intersection								13.4	10.8	В	В
		WB	TR	T	219	188	-31	0.11	0.09	14.7	14.6	В	В
18	6th Avenue &		LT	R L	0 173	0 147	-26	-	-	-	-	-	-
10	Watts Street	NB		T	605	516	-89	0.34	0.29	35.7	35.1	D	D
		Intersection	_	_		201		0.00		30.8	30.3	С	С
		NEB	R	R L	447 44	381 39	-66 -5	0.79	0.67	44.3	39.1	D -	D -
	Canal Street & 6th	NB	LTR	T	698	625	-73	0.43	0.38	22.9	22.3	С	С
19	Avenue/Laight	F0	-	R	4	3	-1 -1	- 0.53	1	- 20.2	- 20.1	-	-
	Street	EB	T TR	T T	396 1333	345 1229	-51 -104	0.53 0.96	0.46 0.88	30.2 38.9	29.1 30.1	C D	C
		WB		R	10	9	-1	-	-	-	-	-	-
		Intersection								34.6	29.4	С	С

				RFK Bridg	ge Study Area -		ction (Mitigatio						
						Volume		V	/c	De	lay	LC	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
			L	L2	30	30	0	-	-	-	-	-	-
		NW		L	190	190	0	0.97	0.97	85.0	85.0	F	F
			R	R	415	415	0	0.31	0.31	7.3	7.3	A	A
1	126th Street and	SB	TR	T R	1240 45	1161 41	-79 -4	0.56	0.52	21.9	21.4	C -	С
1	2nd Avenue			L	40	39	-4	-	-	-	-	-	-
		WB	L	Т	30	29	-1	0.80	0.77	57.6	54.7	E	D
				R	94	90	-4	=	-	-	=	-	-
		Intersection		1		1			1	28.9	28.5	С	С
		50	L	L	501	497	-4	0.54	0.64	7.4	12.7	A	В
		SB	TR	T R	754 55	683 50	-71 -5	0.58	0.62	6.9	11.1	A -	В -
				L L	394	460	-5 66	1.06	1.04	90.2	79.3	F	E
	125th Street and	SW	L	R	133	155	22	-	-	-	-	-	-
2	2nd Avenue	EB	TR	Т	627	678	51	0.86	0.89	44.2	45.4	D	D
		CD	I K	R	40	40	0	-	-	-	-	-	-
		WB	LT	L	22	11	-11	-	-	-	-	-	-
				Т	61	30	-31	0.22	0.10	28.9	26.4	С	С
		Intersection		T	140	140	0	0.46	0.46	34.9 18.5	37.8 18.5	C B	D B
		NB	TR	R	80	80	0	-	- 0.46	10.5	- 10.3	B	- B
				L	145	145	0	=	-	-	-	-	=
11	E 134th Street & St.	SB	LT	T	105	105	0	0.62	0.62	20.2	20.2	С	С
11	Ann's Avenue			L	140	140	0	-	-	-	=:	-	ı
		EB	LTR	T	120	120	0	0.80	0.80	33.1	33.1	С	С
				R	45	45	0	-	-	- 24.0	- 24.0	-	-
		Intersection		L	25	25	0		1	24.8	24.8	С	C
		NB	LTR	T	105	105	0	0.56	0.56	46.0	46.0	D	D
				R	30	30	0	-	-	-	-	-	-
				L	55	55	0	-	-	-	-	-	-
		SB	LTR	Т	70	70	0	0.57	0.57	48.6	48.6	D	D
22	St Ann's Ave and			R L	25 50	25 50	0	=	-	-	-	-	-
22	Bruckner Blvd	EB	LTR	T	1440	1440	0	0.90	0.90	25.6	25.6	- C	C
		LU	EIII	R	30	30	0	-	-	-	-	-	-
				L	40	40	0	=	-	-	-	-	-
		WB	LTR	Т	480	480	0	0.50	0.50	11.6	11.6	В	В
				R	65	65	0	=	-	-	-	-	=
		Intersection	-	-	0.5	70	25	0.05	0.40	24.9	24.9	С	С
		NB	T R	T R	96 17	70 12	-26 -5	0.26	0.19 0.02	37.3 7.3	36.1 7.2	D A	D A
			T	T T	558	567	-5 9	0.62	0.63	26.5	27.2	C	C
17	31st St & Astoria	SB	R	R	174	175	1	0.41	0.41	23.9	24.3	C	C
17	Blvd			L	10	11	1	-	=	-	-	-	-
		EB	L	T	362	384	22	0.51	0.54	32.6	33.3	С	С
		Intere		R	26	28	2	=	-	28.8	29.3	- C	- C
		Intersection			18	15	-3	_	_	28.8	29.3	-	-
		NB	L	T	94	75	-3 -19	0.21	0.16	21.0	19.2	C	В
		CD.	-	T	262	265	3	0.81	0.81	109.4	109.5	F	F
24	Hoyt N & 31st St	SB	T	R	131	130	-1	-	-	-	-	-	-
24	110yt N & 315t St		L	L	401	402	1	0.26	0.26	9.3	9.3	Α	Α
		WB	T	T	2135	2127	-8	0.66	0.66	14.1	14.0	В	В
		Intersection	R	R	35	35	0	0.10	0.10	8.5 27.3	8.5 27.3	A C	A C
				Т	97	74	-23	0.16	0.12	21.9	22.6	C	С
		NB	Т	R	9	7	-2	-	-	-	-	-	-
		SB	L	L	20	20	0	=	-	-	-	-	=
3	Hoyt S & 31st St	36		T	643	647	4	0.38	0.38	15.7	15.9	В	В
3	,	F.0	L	L	15	16	1 52	- 0.70	-	- 46.5	- 40.7	-	-
		EB		Т	893	946	53	0.79	0.84	46.5	48.7	D	D
			R	R	89	95	6	0.38	0.40	41.7	42.9	D	D

				RFK Brid	ge Study Area -	No-Action vs A	ction (Mitigation	n) - MD Peak Ho	ur				
						Volume			/c	De	lay	LC	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
			L	L2	0	0	0	-	-	-	-	=	=
		NW		L	120	120	0	0.55	0.55	41.3	41.3	D	D
			R	R	1050	1050	0	0.70	0.70	13.0	13.0	В	В
1	126th Street and	SB	TR	T R	1042 49	929 42	-113 -7	0.47	0.42	20.7	20.1	C	C
_	2nd Avenue			L	45	42	-3	-	-	-	-	-	-
		WB	L	T	20	18	-2	0.68	0.62	46.0	42.6	D	D
				R	90	82	-8	-	-	-	-	=	=
		Intersection		L	318	305	-13	0.38	0.37	20.3 6.2	19.6 7.0	C A	B A
		SB	L	T	724	627	-13	0.54	0.37	6.8	7.0	A	A
			TR	R	45	39	-6	-	-	-	-	-	-
		SW	L	L	314	322	8	1.02	0.99	80.0	72.3	F	E
2	125th Street and		_	R	129	132	3	- 0.70		-	-	-	-
	2nd Avenue	EB	TR	T R	555 50	604 50	49 0	0.72	0.78	36.8	39.1	D -	D -
		1415		L	18	6	-12	-	-	-	-	-	-
		WB	LT	T	64	22	-42	0.19	0.06	28.3	26.6	С	С
		Intersection								30.6	31.5	С	С
		NB	TR	T	170	170	0	0.51	0.51	14.1	14.1	В	В
				R I	80 110	80 110	0	-	-	-	-	-	-
	E 134th Street & St.	SB	LT	T	95	95	0	0.53	0.53	18.0	18.0	В	В
11	Ann's Avenue			L	155	155	0	-	-	-	-	=	=
		EB	LTR	T	140	140	0	0.94	0.94	51.5	51.5	D	D
		lata-satia-		R	85	85	0	-	-	- 24.7	31.7	-	-
		Intersection		L	20	20	0	-	-	31.7	31./	C -	C -
		NB	LTR	T	140	140	0	0.80	0.80	55.7	55.7	Е	Е
				R	75	75	0	-	-	-	-	Ξ	Ξ
				L	85	85	0	-	-	-	-	-	=
		SB	LTR	T R	60 35	60 35	0	0.73	0.73	59.3	59.3	E -	E -
22	St Ann's Ave and			L	55	55	0	-	-	-	-	-	-
	Bruckner Blvd	EB	LTR	Т	1260	1260	0	0.98	0.98	41.0	41.0	D	D
				R	35	35	0	-	-	-	-	-	-
		WB	LTR	L T	40 760	40 760	0	0.70	0.70	19.9	19.9	- B	- B
		WB	LIK	R	760 55	760 55	0	0.70	0.70	19.9	19.9	В	В
		Intersection			33	33	Ü			37.1	37.1	D	D
		NB	T	T	117	30	-87	0.32	0.08	30.4	27.0	С	С
		ND	R	R	3	3	0	-	-	4.3	4.3	A	A
	31st St & Astoria	SB	T R	T R	242 115	240 114	-2 -1	0.29 0.38	0.29 0.38	11.6 14.8	11.6 14.9	B B	B B
17	Blvd		, n	L L	20	21	1	-	-	- 14.8	- 14.9	-	-
		EB	L	T	364	382	18	0.46	0.48	22.3	22.6	С	С
				R	40	42	2	-	-	-	-	-	-
		Intersection			102	40	F4			19.5	18.5	В	В
		NB	L	L T	102 41	48 9	-54 -32	0.29	0.11	9.5	11.5	- A	- B
		60	-	T	206	203	-32	0.23	0.37	23.1	23.0	C	С
24	Hoyt N & 31st St	SB	T	R	70	70	0	-	-	-	-	-	-
27	110yt N & 315t St	14/2	L	L	215	215	0	0.17	0.17	11.2	11.2	В	В
		WB	T R	T R	1684 65	1685 65	0	0.67 0.17	0.67 0.17	16.7 12.0	16.8 12.0	B B	B B
	1	Intersection	К	К	05	05	U	U.1/	0.1/	16.4	16.8	B B	B B
			Т	T	133	46	-87	0.16	0.06	11.4	22.4	В	C
		NB	1	R	4	5	1	-	-	-	-	=	=
		SB	L	L	140	139	-1	-	-	-	-		
3	Hoyt S & 31st St			T L	281 10	279 11	-2 1	0.41	0.39	13.2	13.1	B -	B -
		EB	L	T	861	918	57	0.55	0.59	26.0	26.6	C	C
			R	R	76	75	-1	0.23	0.23	23.9	23.8	C	C
		Intersection								20.9	22.4	С	С

				RFK Bric	ige Study Area -	No-Action vs A	ction (Mitigatio	n) - PM Peak Ho	ur				
						Volume			/c	De	elay	LC	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
			L	L2	25	25	0	-	-	-	-	-	-
		NW		L	180	180	0	0.93	0.93	76.4	76.4	E	E
			R	R	765	765 1250	0	0.55	0.55	10.0	10.0	В	B C
1	126th Street and	SB	TR	T R	1472 35	29	-222 -6	0.58	0.49	22.2	21.0	C	-
	2nd Avenue			L	47	40	-7	-	-	-	-	-	-
		WB	L	Т	25	21	-4	0.57	0.47	40.0	36.6	D	D
				R	51	42	-9	-	-		-	-	
		Intersection	L	L	663	595	-68	0.69	0.91	24.1 9.9	23.3 34.1	C A	C C
		SB		T	822	672	-150	0.55	0.65	6.4	15.2	A	В
			TR	R	59	48	-11	-	-	-	-	-	-
		SW	L	L	369	594	225	0.88	0.96	51.0	52.1	D	D
2	125th Street and 2nd Avenue			R T	138 686	222 724	84 38	0.81	0.85	39.9	42.5	- D	- D
	2.1.0 / Welluc	EB	TR	R	20	20	0	- 0.01	-	-	-	-	-
		WB	LT	L	55	21	-34	-	-	-	-	-	=
				T	176	66	-110	0.63	0.19	38.3	28.2	D	С
		Intersection		T	110	110	0	0.41	0.41	25.0 10.9	36.2 10.9	C B	D B
		NB	TR	R	100	100	0		- 0.41	-	-	-	-
		SB	LT	L	110	110	0	-	-	-	-	-	-
11	E 134th Street & St.	36		Т	50	50	0	0.38	0.38	13.8	13.8	В	В
	Ann's Avenue	EB	LTR	L	155	155	0	- 0.70	0.78	30.3	30.3	-	- C
		ED	LIK	T R	140 30	140 30	0	0.78	0.78	30.3	30.3	C -	-
		Intersection			30	30	Ü			20.5	20.5	С	С
				L	20	20	0	-	-	-	-	-	-
		NB	LTR	T	95	95	0	0.50	0.50	43.0	43.0	D	D
				R L	30 35	30 35	0	-	-	-	-	-	-
		SB	LTR	T	20	20	0	0.29	0.29	39.6	39.6	D	D
	St Ann's Ave and			R	25	25	0	-	-	-	-	-	-
22	Bruckner Blvd			L	50	50	0	-	-	-	-	-	-
		EB	LTR	T R	1300 45	1300 45	0	0.85	0.85	22.5	22.5	C -	С
	ŀ			L	25	25	0	-	-	-	-	-	-
		WB	LTR	Т	610	610	0	0.46	0.46	11.4	11.4	В	В
				R	65	65	0	-	-	-	-	-	-
		Intersection	-	T	43	11	24	0.11	0.03	21.1	21.1	C	С
		NB	T R	T R	42 5	11 3	-31 -2	0.11	0.03	27.5 4.4	26.3 4.3	C A	C A
		SB	T	T	478	446	-32	0.58	0.54	76.7	76.5	E	E
17	31st St & Astoria	JD	R	R	222	204	-18	0.75	0.69	94.5	92.0	F	F
	Blvd	EB	L	L T	16 388	16 399	0 11	0.50	0.52	23.0	23.2	- C	- C
		LD	L	R	48	49	1	0.50	- 0.52	23.0	- 23.2	-	-
		Intersection								57.3	56.2	E	E
·		NB	L	L	17	4	-13	-	-	-	-	-	-
				T	47	31	-16	0.12	0.06	27.8	23.0	С	С
		SB	T	T R	121 70	73 67	-48 -3	0.36	0.29	38.4	37.4	D -	D -
24	Hoyt N & 31st St		L	L.	513	514	1	0.34	0.34	9.7	9.7	A	A
		WB	T	Т	1523	1463	-60	0.47	0.45	10.7	10.5	В	В
		Intern 17	R	R	35	35	0	0.07	0.07	7.8	7.8	A	A
		Intersection		T	53	24	-29	0.08	0.04	13.3 37.4	12.2 34.9	B D	B C
		NB	Т	R	5	3	-29	-	- 0.04	-	- 54.9	-	-
		SB	L	L	20	20	0	-	-	-	=	-	-
3	Hoyt S & 31st St	- 55		T	614	567	-47	0.39	0.36	13.2	10.1	В	В
		EB	L	L T	11 1071	11 1104	0 33	0.61	0.62	33.2	33.6	- C	- C
		LU	R	R	86	83	-3	0.61	0.62	29.3	29.1	C	C
		Intersection								26.4	25.9	C	C

				RFK Bridg	e Study Area - I	No-Action vs Ac	tion (No Mitigati	ion) - LN Peak H	our				
						Volume			/c	De	elay	LC	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
			L	L2	5	5	0	-	-	-	-	-	-
		NW		L	75	75	0	0.36	0.36	35.3	35.3	D	D
			R	R	535	535	0	0.40	0.40	8.1	8.1	A	A
1	126th Street and	SB	TR	T R	560 20	342 11	-218 -9	0.24	0.14	18.2	17.4	B -	B -
	2nd Avenue			L	20	20	0	-	-	-	-	-	-
		WB	L	T	35	33	-2	0.46	0.44	35.7	35.1	D	D
				R	60	56	-4	-	-		-	-	
		Intersection	L	L	109	91	-18	0.13	0.11	16.6 5.7	15.9 6.3	B A	B A
		SB		T	456	266	-190	0.31	0.18	6.3	6.4	A	A
			TR	R	20	10	-10	-	-	-	-	-	1
		SW	L	L	174	198	24	0.61	0.70	37.6	40.4	D	D
2	125th Street and 2nd Avenue			R T	153 535	174 704	21 169	0.68	0.87	34.9	43.9	- C	- D
	2.10 / Welluc	EB	TR	R	50	50	0	-	-	-	-	-	-
		WB	LT	L	9	4	-5	-	-	-	-	-	•
				T	70	10	-60	0.15	0.03	27.5	26.2	С	С
		Intersection		Т	100	100	0	0.21	0.21	23.8 17.0	33.1 17.0	C B	C B
		NB	TR	R	20	20	0	- 0.21	-	-	-	-	-
		SB	LT	L	40	40	0	-	-	-	-	-	1
11	E 134th Street & St.	36		T	50	50	0	0.18	0.18	10.9	10.9	В	В
	Ann's Avenue	EB	LTR	L T	190 90	190 90	0	0.70	0.70	25.0	25.0	- C	- C
		ED	LIK	R	35	35	0	0.70	0.70	25.0	25.0	-	-
		Intersection		.,	- 55	33	Ü			20.6	20.6	С	С
				L	10	10	0	-	-	-	=	-	-
		NB	LTR	T	55	55	0	0.24	0.24	33.0	33.0	С	С
				R L	15 30	15 30	0	-	-	-	-	-	-
		SB	LTR	T	10	10	0	0.25	0.25	35.0	35.0	С	С
	St Ann's Ave and			R	45	45	0	-	-	-	-	-	-
22	Bruckner Blvd			L	40	40	0	-	-			-	
		EB	LTR	T R	1515 10	1515 10	0	0.88	0.88	26.6	26.6	C -	С
				L	10	10	0	-	-		-	-	-
		WB	LTR	T	500	500	0	0.33	0.33	12.2	12.2	В	В
				R	25	25	0	-	-	-	-	-	ı
		Intersection	т.	т.	120	26	04	0.24	0.07	23.7	23.7	С	C C
		NB	T R	T R	120 13	26 6	-94 -7	0.34	0.07	30.7 4.5	26.8 4.5	C A	A
		SB	T	T	345	308	-37	0.47	0.41	9.2	7.4	A	A
17	31st St & Astoria	70	R	R	165	147	-18	0.39	0.34	10.0	8.4	A	Α
	Blvd	EB	L	L T	10 286	10 328	0 42	0.32	0.36	20.2	20.8	- C	C
		LD	L	R	15	17	2	- 0.32	- 0.36	- 20.2	20.8	-	-
		Intersection								15.5	13.6	В	В
		NB	L	L	80	12	-68	-	-	-	-	-	-
				T T	51 220	25 167	-26 -53	0.23 0.28	0.05 0.23	7.7 21.7	10.1 21.1	A C	B C
		SB	T	R R	40	38	-53 -2	U.28 -	0.23	21./	∠1.1	- C	-
24	Hoyt N & 31st St		L	L	440	444	4	0.33	0.33	45.6	40.3	D	D
		WB	T	Т	1105	1063	-42	0.42	0.41	13.2	13.1	В	В
		Intern 17	R	R	20	20	0	0.04	0.04	10.4	10.4	В	В
		Intersection		Т	126	31	-95	0.16	0.04	21.2 8.3	20.8 16.8	C A	C B
		NB	Т	R	4	5	-95	-	- 0.04	- 0.3	-	-	-
		SB	L	L	205	203	-2	-	-	-	-	-	-
3	Hoyt S & 31st St	36		T	455	408	-47	0.65	0.58	26.9	31.6	С	С
		EB	L	L T	5 744	6 882	1 138	0.44	0.52	24.3	25.4	- C	- C
		LU	R	R	55	47	-8	0.44	0.52	24.3	25.4	C	C
		Intersection								24.1	27.6	C	C

				own Tunnel (Ma	1	Volume (vph)			/C		seconds)	10	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L	20	19	-1	0.09	0.09	4.1	4.1	Α	Α
	5 0 7 1 6 1 0 0 1	IND	T	T	826	773	-53	0.60	0.56	6.8	6.4	Α	А
1	E 37th Street & 3rd	WD	T	T	728	745	17	0.58	0.59	18.6	18.9	В	В
	Avenue	WB	R	R	263	271	8	0.75	0.78	47.9	49.6	D	D
		Intersection								17.4	18.1	В	В
		2-	L	L	438	415	-23	0.65	0.62	33.2	32.2	С	С
		SB	T	T	1006	970	-36	0.52	0.50	12.1	11.8	В	В
_	E 36th Street & 2nd		T	Т	431	408	-23	0.48	0.45	27.5	27.2	С	С
2	Avenue	EB	TR	R	47	45	-2	-	-	-	-	-	-
		WB	L	L	515	515	0	1.67	1.61	340.7	311.9	F	F
		Intersection						-		93.6	88.9	F	F
			LT	L	94	88	-6	-	-	-	-	-	-
		NB	T	T	1005	949	-56	0.54	0.51	19.4	18.9	В	В
			R	R	104	99	-5	1.02	0.98	116.9	104.1	F	F
3	E 34th Street & 3rd	EB	T	T	416	379	-37	1.01	0.92	73.5	53.9	Е	D
	Avenue		T	T	402	380	-22	1.04	0.98	84.1	69.6	F	E
		WB	R	R	50	48	-2	0.18	0.18	21.3	21.2	C	С
		Intersection								47.5	39.9	D	D
			LT	L	109	103	-6	-	-	-	-	-	-
		NB	T	T	946	894	-52	0.48	0.46	2.5	2.4	Α	Α
4	E 35th Street & 3rd		TR	T	574	535	-39	0.61	0.57	26.4	25.5	С	С
	Avenue	WB	R	R	55	52	-3	0.16	0.15	20.7	20.5	С	С
		Intersection					-			11.0	10.6	В	В
			L	L	370	363	-7	0.66	0.65	34.1	34.1	С	С
		SB		Т	1453	1422	-31	0.83	0.81	24.7	23.7	C	С
			TR	R	120	117	-3	1.18	1.15	162.2	150.8	F	F
5	E 34th Street & 2nd		T	Т	572	561	-11	0.76	0.74	34.8	34.2	С	С
	Ave	EB	R	R	116	114	-2	0.63	0.62	42.3	41.7	D	D
		WB	T	Т	195	191	-4	0.51	0.50	30.5	30.3	С	С
		Intersection								35.3	34.1	D	С
			Т	Т	1393	1358	-35	0.56	0.55	16.1	16.2	В	В
		SB	TR	R	175	172	-3	0.55	0.54	19.5	19.7	В	В
_	E 35th Street & 2nd	EB	R	R	473	468	-5	0.64	0.64	26.8	26.6	C	C
6	Ave	WD	Т	Т	87	86	-1	0.14	0.14	18.3	18.3	В	В
		WB	L	L	77	76	-1	0.14	0.14	18.9	18.9	В	В
		Intersection			Ì	Ì		Ì		19.0	19.0	В	В

			Queens iviidi	own Tunnel (M	annattan) Stud	y Area - NO-ACIIC	on vs with-Actio						
						Volume (vph)		V	'/C	Delay (seconds)	L	OS
Intersection #	Intersection NMDe	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	44	37	-7	0.16	0.15	6.5	7.7	А	A
		NB	T	T	635	553	-82	0.49	0.47	5.9	7.3	A	A
1	E 37th Street & 3rd		Т	Т	577	638	61	0.95	0.98	49.3	52.9	D	D
	Avenue	WB	R	R	265	303	38	0.73	0.79	44.8	47.8	D	D
		Intersection								29.2	34.3	C	С
			L	L	242	248	6	0.43	0.46	28.6	29.9	C	C
		SB	T	T	1035	990	-45	0.50	0.49	11.7	12.1	В	В
2	E 36th Street & 2nd		T	T	1278	1335	57	1.34	1.35	189.4	189.8	F	F
=	Avenue	EB	TR	R	85	83	-2	-	-	-	-		_
		Intersection			- 03	03				106.1	109.7	F	F
			LT		24	21	-3	-	-	-	-	-	-
		NB	T	T	1075	949	-126	0.48	0.42	18.5	17.8	В	В
			R	R	173	162	-11	0.78	0.73	47.2	41.9	D	D
3	E 34th Street & 3rd	EB	T	T	445	367	-78	0.96	0.80	62.0	39.1	E	D
	Avenue		T	T	450	446	-4	0.98	0.97	65.0	63.1	E	E
		WB	R	R	80	83	3	0.30	0.31	23.4	23.6	С	С
		Intersection								38.9	33.8	D	С
			LT	L	83	76	-7	-	-	-	-	-	-
		NB	Т	T	1072	956	-116	0.82	0.73	14.3	11.6	В	В
4	E 35th Street & 3rd		TR	T	519	490	-29	0.57	0.54	25.4	24.8	С	С
	Avenue	WB	R	R	60	58	-2	0.19	0.19	21.4	21.3	С	С
		Intersection								18.0	16.3	В	В
			L	L	229	226	-3	0.37	0.37	29.5	30.0	С	С
		SB		Т	1325	1271	-54	0.73	0.70	21.9	21.2	С	С
			TR	R	45	43	-2	0.34	0.33	18.9	18.5	В	В
5	E 34th Street & 2nd	-	Т	T	591	577	-14	0.75	0.73	34.3	33.6	С	С
	Ave	EB	R	R	130	126	-4	0.59	0.57	37.9	36.9	D	D
		WB	T	T	253	234	-19	0.63	0.58	33.8	32.2	С	С
		Intersection								27.4	26.7	С	С
		SB	T	T	1040	992	-48	0.58	0.55	12.1	11.4	В	В
		38	TR	R	80	81	1	-	-	=.	-	-	-
6	E 35th Street & 2nd	EB	R	R	476	467	-9	0.62	0.61	26.1	25.9	С	C
O	Ave	WB	T	T	88	86	-2	0.15	0.14	18.4	18.3	В	В
		VVD	L	L	83	81	-2	0.15	0.15	19.0	19.0	В	В
		Intersection								16.6	16.1	В	В

			Queens Mid	town Tunnel (M	lanhattan) Stud	y Area - No-Acti	on vs With-Acti						
						Volume (vph)		V	/c	Delay (seconds)	L	OS
Intersection #	Intersection NPMe	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
			L	L	25	22	-3	-	-	-	-	-	-
		NB	Т	Т	873	780	-93	0.52	0.46	2.9	2.6	Α	А
1	E 37th Street & 3rd	14/0	Т	Т	618	628	10	0.51	0.51	17.2	17.3	В	В
	Avenue	WB	R	R	274	293	19	0.69	0.73	42.1	44.7	D	D
		Intersection								14.0	15.3	В	В
			L	L	364	421	57	0.55	0.64	30.2	32.3	С	С
		SB	Т	Т	1567	1488	-79	0.67	0.64	14.4	13.7	В	В
2	E 36th Street & 2nd		Т	Т	1044	1209	165	0.79	0.90	33.4	39.6	С	D
	Avenue	EB	TR	R	61	59	-2	-	-	1	-	-	-
		Intersection								23.4	26.8	С	С
			LT	L	69	64	-5	-	-	-	-	-	-
		NB	Т	T	1418	1297	-121	0.65	0.59	21.2	20.2	С	С
	E 34th Street & 3rd		R	R	124	118	-6	0.68	0.65	38.6	36.2	D	D
3		EB	Т	T	386	320	-66	0.81	0.67	40.3	31.9	D	С
	Avenue	WB	T	T	431	403	-28	1.04	0.97	80.6	63.5	F	E
		WB	R	R	79	75	-4	0.30	0.28	23.4	23.1	С	С
		Intersection								35.9	30.9	D	С
		NB	LT	L	173	163	-10	-	-	-	-	-	-
	E 35th Street & 3rd	IND	T	T	1324	1209	-115	0.81	0.75	9.0	7.9	Α	Α
4	Avenue	WB	TR	T	429	375	-54	0.48	0.42	23.9	22.9	С	С
	Avenue	VVD	R	R	35	31	-4	0.13	0.11	20.4	20.1	С	С
		Intersection								12.6	11.5	В	В
			L	L	259	251	-8	0.42	0.41	24.3	24.8	С	С
		SB	TR	T	1657	1581	-76	0.84	0.80	28.5	21.7	С	С
	E 34th Street & 2nd		TK.	R	55	52	-3	1.28	1.21	231.7	207.1	F	F
5		EB	T	T	428	431	3	0.58	0.58	29.4	29.4	С	С
	Ave	LD	R	R	111	108	-3	0.60	0.58	39.0	38.0	D	D
		WB	T	T	202	182	-20	0.50	0.45	30.0	28.8	С	С
		Intersection								33.5	28.9	С	С
<u> </u>		SB	T	T	1533	1454	-79	0.61	0.58	10.8	10.5	В	В
		30	TR	R	95	93	-2	0.29	0.29	10.2	10.2	В	В
6	E 35th Street & 2nd	EB	R	R	437	430	-7	0.56	0.55	24.8	24.5	С	С
J	Ave	WB	T	T	1	0	-1	-	-	17.0	-	В	-
		VV D	L	L	1	0	-1	-	-	17.0	-	В	-
		Intersection								13.8	13.6	В	В

		•	Queens Midto	own Tunnel (Ma	nhattan) Study	Area - No-Actior	r vs With-Action			Hour	•	•	
						Volume (vph)		V	r/C	Delay (s	econds)	L	OS
Intersection #	Intersection NLNe	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L	L	25	20	-5	0.08	0.08	3.7	7.2	Α	А
	E 37th Street & 3rd	NB	T	T	1063	893	-170	0.55	0.56	4.9	9.0	Α	Α
1		WB	T	T	372	477	105	0.29	0.33	14.4	11.6	В	В
	Avenue	VVD	R	R	339	471	132	0.98	0.99	78.4	71.2	E	E
		Intersection								21.8	26.5	С	С
		SB	L	L	421	628	207	0.53	0.78	29.6	37.4	С	D
	E 36th Street & 2nd	36	T	T	1530	1493	-37	0.67	0.66	14.3	14.0	В	В
2	Avenue	EB	T	T	580	816	236	0.56	0.76	28.7	33.3	С	С
	Avenue	EB	TR	R	50	43	-7	-	-	-	-	-	-
		Intersection								20.3	24.4	C	C
			LT	L	39	32	-7	-	-	-	-	-	-
		NB	T	T	1257	1069	-188	0.52	0.44	18.9	17.9	В	В
	E 34th Street & 3rd		R	R	193	175	-18	0.57	0.52	25.8	24.1	С	С
3	Avenue	EB	T	T	500	417	-83	0.52	0.43	24.5	23.1	С	С
	Avenue	WB	T	T	321	350	29	0.36	0.39	22.1	22.5	С	С
		WB	R	R	100	113	13	0.33	0.37	23.6	24.5	С	С
		Intersection								21.3	20.6	С	С
		NB	LT	L	54	47	-7	-	-	-	-	-	-
	E 35th Street & 3rd	113	T	T	1303	1135	-168	0.52	0.45	4.3	5.1	Α	Α
4	Avenue	WB	TR	T	461	427	-34	0.51	0.47	24.3	23.7	С	С
	Avenue		R	R	60	57	-3	0.17	0.16	20.7	20.5	С	С
		Intersection								10.1	10.7	В	В
			L	L	350	330	-20	0.57	0.53	26.7	25.5	С	С
		SB	TR	T	1406	1357	-49	0.72	0.70	14.3	12.9	В	В
	E 34th Street & 2nd			R	105	82	-23	0.28	0.22	8.0	7.0	Α	Α
5	Ave	EB	T	T	623	631	8	0.66	0.66	29.9	29.9	С	С
			R	R	75	72	-3	-	-	-	-	-	-
		WB	T	Т	210	119	-91	0.28	0.16	24.5	23.1	С	С
		Intersection								20.6	19.7	С	В
		SB	T	Т	1485	1438	-47	0.68	0.66	11.5	11.2	В	В
			TR	R	95	98	3	-	-	-	-	-	-
6	E 35th Street & 2nd	EB	R	R	295	276	-19	0.37	0.34	21.2	20.8	С	С
	Ave	WB	T	T	86	59	-27	0.13	0.09	18.2	17.8	В	В
			L	L	81	55	-26	0.13	0.09	18.6	18.1	В	В
		Intersection								13.5	13.0	В	В

				Upper East St	udy Area - No-	Action vs With-	Action (Mitigati	on) - AM Peak V		Delen f	seconds)		os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	Volume (vph) With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	LTR	L T	14 296	11 226	-3 -70	-	-	-	-	-	-
1	E 60th Street & Queensboro Bridge	NB	LIK	R L	487 0	371 0	-116 0		-	-	-	-	-
	Exit	EB Intersection	LT	T	10	10	0	-	-	-	-	-	-
		NB	Unsignalized L T	L T	94	68	-26	0.24	0.18	19.8 22.1	19.6 20.7	B C	B C
2	E 60th Street & 3rd Ave	WB	T	T	1000 384	713 408	-287 24	0.72	0.74	19.1	21.0	В	С
		Intersection	R	R	242	250	8	1.11	1.09	110.3 33.5	99.0 34.1	C	F C
		NB SB	T	T T	670 447	670 318	0 -129	0.38 0.27	0.38 0.19	20.3 18.9	20.3 18.0	C B	C B
	E 60th Street &	EB	L T	L T	219 0	90	-129 0	0.29 0.31	0.12 0.13	28.7 29.0	25.6 25.8	C C	C C
3	York Ave		R L	R L	50 0	50 0	0	0.13	0.13	25.7	25.7	- -	- C
		WB	T R	T R	0	0	0	-	-		-	-	-
		Intersection	T	T	1023	727	-296	1.36	0.97	21.4 198.1	20.3 55.5	C F	C E
	5 50th Store 0 2 d	EB	RR2	R R2	15 15	14 14	-1 -1	0.11	0.11	25.5	25.4	C -	C -
4	E 59th Street & 2nd Ave	SB	L2 L2L	L2 L	1332	885 4	-447 -1	0.88	0.58	27.1	13.9	C -	B -
		Intersection	T	Т	856	811	-45	0.46	0.43	7.1 75.9	10.9 25.4	A E	B C
		NWB	L2	L2 L	769 577	828 621	59 44	0.54 0.65	0.58	20.9	21.6 25.5	C	C
	E 60th Street & 2nd	SB	LT	L2 T	10	10 871	0 -549	0.73	0.45	23.6	18.3	- C	- B
5	Ave		R	R L	39 4	27	-12 -3	0.13	0.09	16.0	15.4	В -	В -
		WB	LT	T	10	10	-3	0.03	0.02	15.4	15.4	В С	В С
		Intersection NB	TR	T	1196	859	-337	0.51	0.37	22.8 16.5	21.3 14.8	В	C B
6	E 60th Street & 1st Ave	EB	L	R L	47 275	34 275	-13 0	0.77	0.77	43.8	43.8	- D	- D
		Intersection	T	T	222	106	-116	0.20	0.10	16.4 20.6	15.4 20.9	B C	B C
	E 60th Street &	SB	TR	T R	939 78	729 61	-210 -17	0.58 0.25	0.45 0.19	20.4 17.9	18.4 17.0	C B	B B
7	Lexington Ave	WB	L T	L T	101 377	101 375	-2	0.34 0.45	0.34 0.45	34.1 34.8	33.7 34.5	C C	C C
		Intersection		L	104	86	-18	-	-	25.0	24.5	C -	C -
8a	E 60th Street &	NB	LT	T T	917 357	751 357	-166 0	0.53 0.59	0.43 0.56	21.5 30.6	19.8 29.7	C C	B C
	Park Ave NB	WB	TR	R	98	79	-19	-	-	24.5	23.4	- C	- C
		SB	TR	T	1198 95	1166 92	-32 -3	0.68	0.66	24.0	23.6	С	C
8b	E 60th Street & Park Ave NB	WB	LT	R L	80	80	0	-	-	-		-	-
		Intersection		T	381	363	-18	0.58	0.56	15.3 21.6	13.7 20.9	B C	B C
	E 60th Street &	NB	L T	L T	134 782	105 612	-29 -170	0.32 0.61	0.25 0.48	20.5 18.3	19.3 15.8	C B	B B
9	Madison Ave	WB	TR	T R	348 128	346 109	-2 -19	0.59	0.55	21.7	21.1	C -	C -
		Intersection NB	Т	Т	681	491	-190	0.61	0.44	19.7 11.2	18.2 8.9	B B	B A
10	E 62nd Street & Queensboro Bridge	EB	R LT	R L	715 10	517 8	-198 -2	0.62	0.45	13.9	10.3	В -	B -
	Exit	Intersection	LI	Т	232	184	-48	0.41	0.32	30.6 15.0	29.4 12.8	C B	C B
		SB	T R	T R	851 274	652 210	-199 -64	0.90 0.78	0.69 0.60	27.1 29.1	17.3 20.2	C C	B C
11	E 60th Street & 5th Ave	WB	L T	L T	153 329	150 301	-3 -28	0.44 0.41	0.43 0.37	27.4 24.2	27.2 23.7	C C	C C
		Intersection		Т	472	414	-58	0.81	0.71	26.8 40.9	20.5 35.2	C D	C D
		NB	TR L	R L	527 353	431	-96 -21	0.65	0.52	7.9 39.2	4.9	A D	A C
12	E 63rd Street &	SB	TR	T R	372 75	342 74	-30 -1	0.47	0.44	13.8	13.3	В -	В -
	York Ave	WB	L	L T	270 251	216 212	-54 -39	0.56	0.46	42.3 39.9	39.3 37.7	D D	D D
		Intersection	TR	R	74	65	-39	-	-	26.5	23.1	- C	- C
13	E 53rd Street &	SB	R	R	233	221	-12	-	-			-	-
13	FDR Drive		R Unsignalized	R	258	233	-25	0.57	0.42	22.4	20.4		
14	E 61st Street & 5th Ave	SB WB	L	T L	867 258	657 205	-210 -53	0.57 0.26	0.43	22.4 18.8	20.1 18.3	C B	C B
		Intersection	LT	L	89	78	-11	-	-	21.6	19.7	- -	B -
15	E 65th Street & 5th Ave	EB	T	T T	773 781	681 755	-92 -26	0.54 0.97	0.47 0.94	4.9 55.7	4.7 49.9	A E	A D
		Intersection	R	R	338	327	-11	0.97	0.93	69.7 36.0	63.1 33.6	E D	E C
	E 66th Street & 5th	SB	TR	T R	798 318	702 298	-96 -20	0.70	0.63	21.0	19.5	C -	B -
16	Avenue	WB	LT	L T	64 410	57 363	-7 -47	0.54	0.48	28.1	27.1	- C	- C
		Intersection		L	74	67	-7	-	-	23.1	21.7	C -	C -
		SB	LTR	T R	660 99	601 87	-59 -12	0.73	0.66	29.2	27.4	C -	C -
17	E 79th Street & 5th Ave	EB	T R	T R	397 243	375 229	-22 -14	0.74 1.03	0.70 0.97	39.8 101.2	38.1 86.7	D F	D F
		WB	L T	L T	98 441	90	-8 -51	0.87	0.80	90.7	78.7 23.2	F C	E C
		Intersection		L	53	48	-51	0.49	0.43	41.7	38.5	D .	D
		NB	LTR	Ť	380	307	-73	0.46	0.38	22.4	20.8	C -	С
	574±6: :-			R L	0	0	0						-
18	E 71st Street & York Ave	SB	LTR	T R	384 59	328 52	-56 -7	0.43	0.37	21.7	20.7	C -	- C
		WB	L TR	L T	160 125	157 124	-3 -1	0.42 0.62	0.41 0.59	31.5 37.9	31.3 36.6	C D	C D
				R	114	104	-10						

2023

			Up	per East Study	Area - No-Actio	n vs With-Action Volume (vph)	(No Mitigation	n) - Late Night F	Peak Hour	Delay (seconds)		OS
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
				L	No-Action 15	With-Action	Increment -4	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
	E 60th Street &	NB	LTR	T	277	210	-67	-	-			-	-
1	Queensboro Bridge Exit	EB	LT	R L	628 5	477 5	-151 0	-	-	-	-	-	-
	EXIL		Unsignalized	T	15	8	-7	-	-	-	-	-	-
		NB	L	L	74 969	50 650	-24	0.19	0.13	19.0 22.7	18.1	В	В
2	E 60th Street & 3rd Ave	WB	T T	T T	264	265	-319 1	0.58 0.55	0.56	4.8	20.0 4.5	C A	B A
	A.C.	Intersection	R	R	275	273	-2	1.05	1.04	88.7 29.4	85.5 29.0	F C	F C
		NB	T	T	525	525	0	0.31	0.31	19.3	19.3	B C	В
		SB	T L	T L	681 412	437 227	-244 -185	0.39 0.55	0.25 0.30	20.4 35.6	18.6 28.9	D	B C
3	E 60th Street &	EB	T R	T R	0 35	0 35	0	0.57 0.10	0.32 0.10	36.5 25.3	29.3 25.3	D C	C C
	York Ave	WB	L T	L T	0	0	0	-	:		-	- :	- :
			R	R	0	ő	0	-	-		-	-	-
		Intersection	Т	Т	875	112	-763	1.02	0.13	24.0 65.5	21.0 20.7	C E	C C
		EB	RR2	R R2	112 70	65 64	-47 -6	0.47	0.34	27.2	24.4	C -	C -
4	E 59th Street & 2nd Ave	SB	L2 L2L	L2 L	1044 6	120 3	-924 -3	0.73	0.08	46.4	17.1	D	В
			T	T	1579	1367	-212	0.73	0.63	40.7	33.4	D	C
		Intersection NWB	L2	L2	963	975	12	0.79	0.80	47.7 28.8	30.6 29.5	D C	C C
		NWB	L	L L2	514 20	520 13	6 -7	0.64	0.64	25.4	25.6	C	C
5	E 60th Street & 2nd	SB	LT	T	1656	509	-1147	0.87	0.27	40.8	17.5	D	В
	Ave	WB	R LT	R L	20 10	13 6	-7 -4	0.06	0.04	14.9	14.6	B -	В -
		Intersection	LI	Т	5	5	0	0.01	0.01	15.2 34.2	15.2 25.3	B C	B C
		NB	TR	T R	940 84	618 55	-322 -29	0.44	0.29	15.7	14.1	В	В
6	E 60th Street & 1st	EB	L	R L	84 280	55 278	-29 -2	0.81	0.80	45.6	45.1	- D	- D
	Ave	Intersection	T	T	363	207	-156	0.34	0.19	17.8 21.3	16.3 22.2	B C	B C
		SB	TR	T	938	644	-294	0.88	0.60	33.6	22.2	C	C
7	E 60th Street & Lexington Ave	WB	L	R L	69 66	47 62	-22 -4	0.26 0.25	0.18 0.24	19.4 18.7	17.8 18.6	B B	B B
	LEXINGTON AVE	Intersection	T	Т	272	253	-19	0.29	0.27	17.9 29.0	17.9 20.7	B C	B C
		NB	LT	L T	64 900	49 688	-15 -212	0.51	0.39	21.6	19.6	- C	- B
8a	E 60th Street & Park Ave NB	WB	TR	T	266	225	-41	0.42	0.37	28.3	27.6	C	C
		Intersection		R	75	75	0	-	-	23.4	21.9	- C	- C
		SB	TR	T	915	858	-57	0.55	0.52	22.1	21.5	С	С
8b	E 60th Street & Park Ave NB	WB	LT	R L	99 116	93 116	-6 0	-	-	-	-	-	-
	Tulk Ave No	Intersection		Т	214	158	-56	0.43	0.37	13.8 20.0	13.0 19.5	B B	B B
		NB	L T	L T	109 652	83 494	-26 -158	0.27 0.51	0.21 0.38	19.7	18.6 12.8	B B	B B
9	E 60th Street & Madison Ave	WB	TR	T	243	243	0	0.40	0.28	14.5 19.6	20.7	В	C
		Intersection		R	70	8	-62	-	-	16.5	15.7	- В	- В
	E 62nd Street &	NB	T R	T R	810 779	763 735	-47 -44	0.67 0.69	0.63 0.65	12.3 16.0	11.5 14.6	B B	B B
10	Queensboro Bridge	EB	LT	L	0	0	0		-		-		
	Exit	Intersection		Т	206	147	-59	0.33	0.23	29.4 15.4	28.3 14.0	C B	C B
		SB	T R	T R	632 286	433 196	-199 -90	0.71 1.01	0.49 0.69	21.5 76.2	16.1 29.5	C E	B C
11	E 60th Street & 5th Ave	WB	L	L	151	150	-1	0.42	0.42	27.0	26.9	С	С
		Intersection	Т	Т	201	176	-25	0.25	0.22	22.1 33.9	21.7 21.4	C C	C C
		NB	TR	T R	424 432	363 320	-61 -112	0.73 0.67	0.62 0.50	36.8 16.1	32.3 11.8	D B	C B
		SB	L	L	428 463	376 412	-52	0.45	0.37	16.4	11.5	В	В
12	E 63rd Street & York Ave	30	TR	T R	70	69	-51 -1		0.35	-	7.4	A -	A -
		WB	L TR	L T	317 258	210 188	-107 -70	0.92 0.94	0.64	85.0 73.6	56.2 50.8	F E	E D
		Intersection	- IR	R	65	50	-15	-	-	- 34.2	23.8	- C	- C
42	E 53rd Street &	SB	R	R	149	134	-15	-	-		-	-	-
13	FDR Drive	SWB Intersection	R Unsignalized	R	353	300	-53	-	-	-	-		
14	E 61st Street & 5th	SB WB	T L	T L	628 290	449 180	-179 -110	0.41 0.28	0.29 0.17	19.8 19.1	18.4 17.9	B B	B B
	Ave	Intersection								19.6	18.2	В	В
	E 65th Street & 5th	SB	LT	L T	85 533	76 474	-9 -59	0.39	0.35	7.6	7.5	- A	A
15	Ave	EB	T R	T R	638 299	607 284	-31 -15	0.75 0.88	0.71 0.83	34.2 54.5	32.8 48.9	C D	C D
15						478	-60	0.65	0.60	27.5	26.3	С	C
15		Intersection		т			-60	0.05		20.2	19.1	C -	B -
		Intersection SB	TR	T R	538 410	388							-
16	E 66th Street & 5th Avenue		TR LT			388 72 427	-8 -47	0.66	0.59	30.8	29.2	- C	С
	E 66th Street & 5th	SB		R L T	410 80 474	72 427	-47	0.66		30.8 24.1			C C
	E 66th Street & 5th	SB WB		R L T	410 80 474 65 445	72 427 61 417	-47 -4 -28			30.8	29.2	C	
16	E 66th Street & 5th Avenue E 79th Street & 5th	SB WB Intersection	LT LTR	R L T L T R T	410 80 474 65 445 150 458	72 427 61 417 137 425	-47 -4 -28 -13 -33	0.66 - 0.66 - 0.72	0.59 - 0.61 - 0.66	30.8 24.1 - 27.7 - 38.7	29.2 22.9 - 26.6 - 36.9	C C - C D	C - C - D
	E 66th Street & 5th Avenue	SB WB Intersection SB EB	LT LTR	R L T T R	410 80 474 65 445 150	72 427 61 417 137	-47 -4 -28 -13	0.66 - 0.66	0.59 - 0.61	30.8 24.1 - 27.7 - 38.7 78.1	29.2 22.9 - 26.6 - 36.9 66.5	C C - C D E	C - C - D E
16	E 66th Street & 5th Avenue E 79th Street & 5th	SB WB Intersection SB EB WB	LTR T R	R L T R T R	410 80 474 65 445 150 458 189	72 427 61 417 137 425 175	-47 -4 -28 -13 -33 -14	0.66 - 0.66 - 0.72 0.92	0.59 - 0.61 - 0.66 0.85	30.8 24.1 - 27.7 - 38.7 78.1 92.6 25.1	29.2 22.9 - 26.6 - 36.9 66.5 83.4 24.2	C C C - C D E F C C	C - C - D E F C
16	E 66th Street & 5th Avenue E 79th Street & 5th	SB WB Intersection SB EB WB Intersection	LTR T R L T	R L T T R T R L T R L	410 80 474 474 65 445 150 458 189 70 543	72 427 61 417 137 425 175 65 491	-47 -4 -28 -13 -33 -14 -5 -52	0.66 - 0.66 - 0.72 0.92 0.82 0.56	0.59 - 0.61 - 0.66 0.85 0.76 0.50	30.8 24.1 - 27.7 - 38.7 78.1 92.6 25.1 36.9	29.2 22.9 - 26.6 - 36.9 66.5 83.4 24.2 34.4	C C	C - C - D E F C C - C - C - C - C - C - C - C - C -
16	E 66th Street & 5th Avenue E 79th Street & 5th	SB WB Intersection SB EB WB	LTR LTR T R L	R L T T R T R T T R L T T T T T T T T T	410 80 474 65 445 150 458 189 70 543	72 427 61 417 137 425 175 65 491	-47 -4 -28 -13 -33 -14 -5 -52 -7 -83	0.66 - 0.66 - 0.72 0.92 0.82 0.56	0.59 - 0.61 - 0.66 0.85 0.76 0.50	30.8 24.1 - 27.7 - 38.7 78.1 92.6 25.1	29.2 22.9 - 26.6 - 36.9 66.5 83.4 24.2	C C	C - C - D - E - F - C - C
16	E 66th Street & 5th Avenue E 79th Street & 5th Ave	SB WB Intersection SB EB WB Intersection NB	LTR T R L L T	R L T T R L L T T T T T T T R L L T T R L L T T T R L L T T R L L T T R L L T T R L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L T T R R L L T R R R L L T R R R L L T R R R L L T R R R R	410 80 474 65 445 150 458 189 70 543 64 390 0	72 427 61 417 137 425 175 65 491 57 307 0	-47 -4 -28 -13 -33 -14 -5 -52 -7 -83 0	0.66 - 0.66 - 0.72 0.92 0.82 0.56 - 0.49 -	0.59 - 0.61 - 0.66 0.85 0.76 0.50	30.8 24.1 27.7 38.7 78.1 92.6 25.1 36.9 23.0	29.2 22.9 - 26.6 - 36.9 66.5 83.4 24.2 34.4 - -	C C D E E F C C D	C C C C C
16	E 66th Street & 5th Avenue E 79th Street & 5th	SB WB Intersection SB EB WB Intersection	LTR T R L T	R L T T R L T T R R L T T R R R R T T R R R R	410 80 474 65 445 150 458 189 70 543 64 390 0	72 427 61 417 137 425 175 65 491 57 307 0	-47 -4 -28 -13 -33 -14 -5 -52 -7 -83 0	0.66	0.59	30.8 24.1 - 27.7 - 38.7 78.1 92.6 25.1 36.9 - 23.0	29.2 22.9 	C C C C D D C C C C C C C C C C C C C C	C
16	E 66th Street & 5th Avenue E 79th Street & 5th Ave E 71st Street &	SB WB Intersection SB EB WB Intersection NB	LTR T R L L T	R L T T R L T T R L T T T T T T T T T T	410 80 474 65 445 150 458 70 543 64 390 0	72 427 61 417 137 425 175 65 491 57 307 0	-47 -4 -28 -13 -33 -14 -5 -52 -7 -83 0 0 -86	0.66 - 0.66 - 0.72 0.92 0.82 0.56 - 0.49 - 0.49	0.59 - 0.61 - 0.66 0.85 0.76 0.50	30.8 24.1 - 27.7 - 38.7 78.1 92.6 25.1 36.9 - 23.0 21.2	29.2 22.9 - 26.6 - 36.9 66.5 83.4 24.2 34.4 - 21.1	C C C C C C C C C C C C C C C C C C C	C - C - C - B

		-		Upper East Stu	ıdy Area - No-Ad	ction vs With-Ac	tion (No Mitiga		Hour C/C	Delay (seconds)	-	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
				L	5	2	-3	-	-	-	-	-	-
1	E 60th Street & Queensboro Bridge	NB	LTR	T R	130 328	67 169	-63 -159	-	-	-	-	-	-
1	Exit	EB	LT	L T	0 10	0 5	0 -5	-	-	-	-	-	-
		Intersection	Unsignalized	L	92	61	-31	0.25	0.17	19.9	18.7	В	В
	E 60th Street & 3rd	NB	T	T	892	591	-301	0.50	0.33	21.4	19.3	С	В
2	Ave	WB	T R	T R	331 162	199 88	-132 -74	0.53 0.75	0.32 0.41	7.0 40.6	4.2 24.9	A D	A C
		Intersection NB	т	Т	445	445	0	0.24	0.24	20.4 18.6	16.7 18.6	C B	B B
		SB	T	T L	1016 170	624 22	-392 -148	0.53	0.33	22.8	19.6 24.5	C	B C
	E 60th Street &	EB	T	T	15	15	0	0.27	0.04	28.3	24.3	C	С
3	York Ave		R L	R L	45 0	45 0	0	0.11	0.11	25.3	25.3	C -	C -
		WB	T R	T R	0	0	0	-	-	-	-	-	-
		Intersection	Т	Т	1063	121	-942	1.20	0.14	22.4 127.9	19.6 20.8	C	B C
		EB	RR2	R	47	17	-30	0.41	0.29	25.9	23.6	c	c
4	E 59th Street & 2nd Ave		L2	R2 L2	104 1561	88 110	-16 -1451	1.12	0.08	78.7	11.1	E	- B
		SB	L2L T	L T	1028	705	-323	0.49	0.34	8.9	13.5	- A	- В
		Intersection	L2	L2	670	397	-273	0.41	0.24	72.4 19.0	15.2 17.2	E B	B B
		NWB	L	L	454	269	-185	0.41	0.24	19.3	17.3	В	В
5	E 60th Street & 2nd	SB	LT	L2 T	10 1914	7 416	-3 -1498	0.86	0.19	33.3	15.4	- C	В
*	Ave	WB	R LT	R L	39 5	18 2	-21 -3	0.12	0.06	15.8	14.9	B -	B -
		Intersection		Т	0	0	0	-	-	15.2 27.8	15.0 16.5	B C	B B
		NB	TR	T R	1091 40	649 24	-442 -16	0.46	0.27	15.8	13.9	В	В
6	E 60th Street & 1st Ave	EB	L	L	148	116	-32	0.51	0.40	30.7	27.8	C	C
		Intersection	Т	T	190	58	-132	0.18	0.05	16.1 17.5	15.0 16.0	B B	B B
-	E cosh common o	SB	TR	T R	724 58	418 33	-306 -25	0.49 0.19	0.28 0.11	18.9 16.9	16.4 15.7	B B	B B
7	E 60th Street & Lexington Ave	WB	L T	L T	98 325	39 221	-59 -104	0.32 0.35	0.13 0.24	19.4 18.1	17.3 17.9	B B	B B
		Intersection						0.55	0.24	18.7	16.9	В	В
	E 60th Street &	NB	LT	L T	77 1014	54 716	-23 -298	0.53	0.37	21.3	18.7	C	В В
8a	Park Ave NB	WB	TR	T R	298 85	169 85	-129 0	0.40	0.28	26.4	24.7	C -	C -
		Intersection		Т	851	790	-61	0.50	0.47	22.7 20.5	20.3 20.0	C C	C B
O.b.	E 60th Street &	SB	TR	R	99	92	-7	-	-	-	-	-	-
8b	Park Ave NB	WB	LT	L T	109 266	62 161	-47 -105	0.44	0.26	12.4	13.1	- В	В В
		Intersection	L	L	106	79	-27	0.26	0.20	18.1 19.5	18.5 18.4	B B	B B
9	E 60th Street &	NB	T	T T	901 271	675 230	-226 -41	0.77 0.41	0.57 0.26	23.0 14.1	17.5 17.3	C B	B B
-	Madison Ave	WB	TR	R	94	23	-71	-	-	20.4	17.6	- C	- B
		Intersection	Т	Т	387	197	-190	0.52	0.27	9.9	7.3	Α	A
10	E 62nd Street & Queensboro Bridge	EB	R LT	R L	816 0	418 0	-398 0	0.55	0.28	12.1	8.1	B -	- A
	Exit	Intersection	LI	T	105	57	-48	0.17	0.09	27.6 12.1	26.8 9.4	C B	C A
		SB	T R	T R	566 266	352 166	-214 -100	0.68 0.85	0.42 0.53	15.2 37.6	4.0	B D	A A
11	E 60th Street & 5th Ave	WB	L	L	150	124	-26	0.46	0.38	27.7	25.8	С	C
		Intersection	Т	Т	227	185	-42	0.24	0.20	21.9 22.8	21.4 12.3	C C	C B
		NB	TR	T R	389 239	264 127	-125 -112	0.94 0.32	0.64 0.17	68.3 9.1	41.4 7.7	E A	D A
		SB	L	L T	416 671	354 600	-62 -71	1.00	0.89	97.1 44.0	73.8 30.6	F D	E C
12	E 63rd Street & York Ave	35	TR	R	75	74	-1		-	-			-
		WB	L TR	L T	398 171	297 140	-101 -31	0.51 0.52	0.40	39.3 36.8	36.2 34.4	D D	D C
		Intersection		R	15	13	-2	-	-	49.4	37.5	- D	- D
13	E 53rd Street &	SB SWB	R R	R R	207 321	178 266	-29 -55	-	-	-	-	-	-
	FDR Drive		Unsignalized		661	509	-152	0.47	0.36	20.6	19.1	С	В
14	E 61st Street & 5th Ave	WB	T L	T L	661 171	509 9	-152 -162	0.47 0.18	0.36 0.01	18.0	16.3	В	В
		Intersection	LT	L	65	60	-5	-	-	20.1	19.1	C -	B -
15	E 65th Street & 5th		T	T	656 737	604 696	-52 -41	0.42 0.88	0.39 0.83	7.3 42.9	7.1 38.8	A D	A D
	Ave	EB Intersection	R	R	361	341	-20	0.97	0.92	71.2 34.4	60.3 30.8	E C	E C
		Intersection	TR	T	631	586	-45	0.71	0.67	34.4 21.6	30.8 20.7	C	C
16	E 66th Street & 5th Avenue	WB	LT	R L	378 90	367 78	-11 -12	-	-		-	-	-
	, venue	Intersection		Т	517	448	-69	0.65	0.57	30.6 24.8	28.7 23.3	C C	C C
		SB	LTR	L T	69 561	67 546	-2 -15	0.72	- 0.70	29.2	28.5	- C	- C
		эD		R	178	169	-9	-	0.70	-	-	-	-
17	E 79th Street & 5th Ave	EB	T R	T R	416 216	373 194	-43 -22	0.73 0.99	0.65 0.89	39.1 90.9	36.5 69.6	D F	D E
		WB	L T	L T	50 554	45 485	-5 -69	0.53 0.60	0.48 0.52	58.7 26.1	54.8 24.6	E C	D C
		Intersection				29			-	38.1	34.3	D .	C
		NB	LTR	L T	35 421	294	-6 -127	0.47	0.33	22.4	20.1	C C	С
				R L	0	0	0	-	-	-	-	-	-
18	E 71st Street & York Ave	SB	LTR	T R	556 84	469 76	-87 -8	0.65	0.56	26.8	24.3	C -	C -
		1479	L	L	115	110	-5	0.31	0.30	29.0	28.7	С	С
		WB	TR	T R	125 94	124 81	-1 -13	0.52	0.48	33.7	32.6	C -	C -
		Intersection								26.6	25.0	С	C

			Up	per East Study	Area - No-Actio		n (No Mitigation						
Intersection #	Intersection Name	Approach	Lane Group	Movement		Volume (vph)			//C		seconds)		os
				L	No-Action 10	With-Action 9	Increment -1	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
	E 60th Street &	NB	LTR	T	89	78	-11	-	-		-		-
1	Queensboro Bridge Exit	EB	LT	R L	308 0	269 0	-39 0	-		•	-		-
		Intersection	Unsignalized	Т	30	10	-20	-	-	-	-	-	
		NB	L T	L T	79 1059	67 901	-12 -158	0.16 0.52	0.13 0.44	18.2 21.5	17.9 20.5	B C	B C
2	E 60th Street & 3rd Ave	WB	T	T	378	194	-184	0.66	0.34	13.3	15.6	В	В
		Intersection	R	R	160	27	-133	0.74	0.12	43.2 21.6	33.6 19.8	D C	C B
		NB SB	T T	T T	475 635	475 275	0 -360	0.27 0.32	0.27 0.14	18.8 19.5	18.8 17.4	B B	B B
		EB	L	L T	247	230	-17 0	0.34	0.32	29.6	29.1 29.5	C	C
3	E 60th Street & York Ave	LD	T R	R	0 45	22	-23	0.35 0.11	0.33 0.05	25.2	24.4	C	C
		WB	L T	L T	0	0	0	-	-	-	-		-
		Intersection	R	R	0	0	0	-	-	21.4	21.1	- C	- C
			Т	Т	819	131	-688	0.90	0.14	41.2	20.8	D	С
	E 59th Street & 2nd	EB	RR2	R R2	166 120	68 91	-98 -29	0.86	0.48	50.2	28.0	D -	C -
4	Ave	SB	L2 L2L	L2 L	1151 11	127 2	-1024 -9	0.80	0.09	17.3	2.5	В -	A -
		Intersection	T	T	1209	616	-593	0.58	0.29	7.7 22.7	3.2 9.5	A C	A A
		NWB	L2	L2	474	142	-332	0.29	0.09	17.6	15.8	В	В
			L LT	L L2	444 30	133 10	-311 -20	0.40	0.12	19.2	16.2	B -	B -
5	E 60th Street & 2nd Ave	SB	R	T R	1892 89	598 83	-1294 -6	0.82 0.24	0.26 0.22	25.9 17.2	16.0 17.0	C B	B B
		WB	LT	L T	5	5	0	0.01	0.01	15.2	15.2	- B	- B
		Intersection					0			23.1	16.1	С	В
	r coul :	NB	TR	T R	1290 99	1073 82	-217 -17	0.52	0.43	16.5	15.5	B -	B -
6	E 60th Street & 1st Ave	EB	L T	L T	145 193	109 170	-36 -23	0.41 0.18	0.31 0.15	27.3 16.1	25.4 15.9	C B	C B
		Intersection	'							17.5	16.4	В	В
	E 60th Street &	SB	TR	T R	1113 70	604 38	-509 -32	0.94 0.17	0.51 0.09	40.4 16.7	20.4 15.8	D B	C B
7	Lexington Ave	WB	L T	L T	160 297	46 215	-114 -82	0.37 0.35	0.11 0.25	21.4 19.8	20.4 21.9	C B	C C
		Intersection						0.55	0.23	33.3	20.6	C	C
	E 60th Street &	NB	LT	L T	55 552	52 517	-3 -35	0.32	0.30	18.7	18.5	- В	- В
8a	Park Ave NB	WB	TR	T R	332 35	218 35	-114 0	0.46	0.32	28.9	26.7	C -	C -
		Intersection								22.8	21.2	С	С
	E 60th Street &	SB	TR	T R	877 104	737 87	-140 -17	0.54	0.45	21.8	20.5	C -	C -
8b	Park Ave NB	WB	LT	L T	110 277	96 174	-14 -103	0.48	0.34	10.0	11.7	- B	- B
		Intersection	L	L	82	71	-11	0.16	0.14	18.3 17.5	18.2 17.3	B B	B B
	E 60th Street &	NB	T	T	911	788	-123	0.66	0.57	17.7	15.7	В	В
9	Madison Ave	WB	TR	T R	266 115	227 34	-39 -81	0.48	0.32	16.1	18.0	B -	B -
		Intersection	Т	Т	982	1099	117	0.70	0.78	17.2 13.0	16.4 15.4	B B	B B
40	E 62nd Street &	NB	R	R	746	838	92	0.71	0.79	16.7	21.2	В	C
10	Queensboro Bridge Exit	EB	LT	L T	10 142	6 89	-4 -53	0.25	0.16	28.5	27.4	C	C C
		Intersection	Т	Т	876	497	-379	0.91	0.52	15.4 26.0	17.7 8.8	B C	B A
11	E 60th Street & 5th	SB	R L	R L	284 169	161 146	-123 -23	0.71 0.37	0.40 0.32	20.1 24.9	9.3 24.0	C C	A C
-11	Ave	WB	T	T	179	152	-27	0.21	0.18	21.7	21.3	C	С
		Intersection	TD	т	189	151	-38	0.46	0.37	24.3 35.1	13.1 33.0	C D	B C
		IND	TR L	R L	377 370	240 310	-137 -60	0.47 0.50	0.30 0.41	7.9 25.7	6.2 21.8	A C	A C
12	E 63rd Street &	SB	TR	T R	385 50	323 49	-62 -1	0.46	0.38	19.3	18.0	В	В
12	York Ave		L	L	330	170	-160	0.54	0.30	40.2	34.1	D	C
		WB	TR	T R	295 25	177 17	-118 -8	0.54	0.30	37.2	32.9	D -	C -
		Intersection SB	R	R	158	119	-39	-	-	25.3	21.9	C -	C -
13	E 53rd Street & FDR Drive	SWB	R	R	365	298	-67	-	-	-	-	-	-
	E 61st Street & 5th	SB	Unsignalized T	T	976	607	-369	0.59	0.37	22.6	19.1	С	В
14	Ave	WB Intersection	L	L	184	51	-133	0.19	0.05	18.2 21.8	16.8 18.9	B C	B B
		SB	LT	L T	75 731	65 638	-10 -93	0.47	0.41	-	-	-	-
15	E 65th Street & 5th Ave	EB	Т	T	669	652	-17	0.74	0.73	6.6 33.6	6.6 32.9	A C	A C
		Intersection	R	R	205	200	-5	0.58	0.57	32.7 20.0	32.2 20.4	C C	C C
		SB	TR	T R	747 255	650 238	-97 -17	0.56	0.50	18.2	17.2	В	В
16	E 66th Street & 5th Avenue	WB	LT	L	59	53	-6	-		-	-		
		Intersection		Т	468	419	-49	0.60	0.54	29.4 22.1	28.1 21.1	C C	C C
		SB	LTR	L T	60 617	55 564	-5 -53	0.56	0.51	25.1	24.3	- C	- C
	E 70th Ct 2 5			R	70	62	-8	-	-	-	-		-
17	E 79th Street & 5th Ave	EB	T R	T R	354 110	331 103	-23 -7	0.56 0.38	0.53 0.35	34.1 33.0	33.4 32.5	C C	C C
		WB	L T	L T	54 388	47 329	-7 -59	0.55 0.40	0.48	57.9 22.5	53.2 21.7	E C	D C
		Intersection								28.1	27.3	C	c
		NB	LTR	L T	10 236	8 104	-2 -132	0.21	0.10	18.4	17.1	- В	- В
	1			R L	0	0	0	-	-		-		-
													-
18	E 71st Street &	SB	LTR	T	317	181	-136	0.32	0.18	19.8	18.1	В	В
18	E 71st Street & York Ave		LTR L	T R L	40 80	26 75	-14 -5	0.20	0.19	26.7	26.5	- C	- C
18		SB		T R	40	26	-14	-	-		-		

					. TO ACCION VS V	Vith-Action (No Volume (vph)			/c	Delay (s	econds)	L	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB SB	L T R	L T R	104 187 64 414	98 177 60 406	-6 -10 -4 -8	0.36 0.35 0.22 0.60	0.34 0.33 0.20 0.59	20.4 16.7 15.7 27.8	19.7 16.4 15.5 27.6	C B B	B B C
1	W 72nd Street & West End Ave	EB	LTR	R L T	30 10 131 116	30 8 105 90	-26 -26	0.64	0.50	37.4	33.2	- - D	- - C
		WB	LTR	L T R	84 138 44	74 125 40	-10 -13 -4	0.75	0.64	43.9	37.7	- D	- D
		Intersection	LTR	L T	19 370	15 272	-4 -98	0.47	0.35	30.0	27.5 - 9.4	C - B	- A
2	W 61st Street &	SB	L TR	R L T	57 55 574	45 55 450	-12 0 -124	0.25 0.36	0.21 0.29	14.8 13.4	13.9 12.7	- В В	- B B
	West End Ave	EB	LTR	R L T R	35 20 15 55	35 19 11 55	0 -1 -4 0	0.34	0.33	28.9	28.8	- C	- - C
		Intersection		L	60	57	-3	-	-	13.5	13.2	В -	B -
		NB	LTR	T R	30 10 15	30 10	0 0	0.66	0.61	48.3	43.5	D -	D -
3a	W 79th Street & Riverside Drive	SB	LTR	T R	130 154 5	130 147 4	0 -7 -1	1.03	1.00	87.9 -	81.7	F -	F -
		EB WB	TR TR	T R L	502 330 5 590	448 295 5 547	-54 -35 0 -43	0.59	0.53	12.6	11.5	- B B	- - B
		Intersection	IK.	R	25	24	-1	0.46	0.43	10.6	10.3	- C	- C
4a	W 56th Street &	NB	TR	R I	212 100	207 99 464	-5 -1 -1	0.35	0.34	22.2	22.1	C -	C -
4a	12th Avenue	EB Intersection	LT	T	465 705	702	-3	0.86	0.86	7.0 10.6	6.8	A B	A B
4b	W 56th Street & West Side Highway	NB SB	T L T	T L T	2143 1170 2958	2128 1166 2936	-15 -4 -22	1.05 0.91 0.52	1.05 0.90 0.51	65.6 47.9 0.7	63.2 47.5 0.6	E D A	E D A
	riigiiway	Intersection	L	L	75	75	0	1.01	1.01	32.1 206.8	31.2 206.8	C F	C F
	W 55th Street &	SB	T TR	T T R	2013 2958 0	2002 2936 0	-11 -22 0	0.59 0.92	0.58 0.92	15.6 33.2	15.4 32.7	B C	B C -
5a	West Side Highway	WB	LT R	L T R	126 30 130	122 29 126	-4 -1 -4	0.77 0.36	0.75 0.35	30.1 6.2	- 27.9 6.2	C A	C A
		Intersection NB	LT	L T	0 282	0 277	0 -5	0.36	0.35	28.2	27.8 - 11.7	- B	- B
5b	W 55th Street & 12th Avenue	SB WB	TR LTR	T R L	0 0 0 286	0 0 0 277	0 0 0 -9	- 0.54	0.52	57.9	57.5	- - -	
		Intersection		R	30	29	-1	-	-	36.2	35.8	- D	- D
5c	W 55th Street & West Side Highway	SB WB	T L	T L	0 105	0 104	-1	0.41	0.40	37.2	35.2	- D	- D
	Arterial	Intersection NB	L	L	328	317	-11	0.78	0.76	37.2 48.5	35.2 46.8	D D	D D
6	W 60th Street & Broadway	SB	T TR	T T R	503 845 64	486 689 52	-17 -156 -12	0.42 0.89	0.40 0.72	14.3 27.7	20.9	B C	В С -
		Intersection SB	TR	T	972	752	-220	0.73	0.56	27.9 5.9	24.3 4.6	C A	C A
7	W 60th Street & Columbus Ave	WB Intersection	L T	R L T	78 235 157	60 215 154	-18 -20 -3	0.92 0.29	0.84 0.29	46.5 3.8 12.5	36.6 3.7 10.5	D A	D A
8	W 60th Street &	NB	LT T	L T T	91 912 170	69 687 150	-22 -225 -20	0.47 0.48	0.36 0.43	14.5	13.2 46.4	- B	- B D
-	Amsterdam Ave	WB	R	R	65	64	-1	0.31	0.31	42.9 20.9	45.9 21.4	D C	D C
		NB	L T	T T	19 372 609	14 276 489	-5 -96 -120	0.09 0.34 0.33	0.06 0.25 0.26	11.1 12.3 3.1	10.5 11.4 3.5	B B A	B B A
9	W 60th Street & West End Ave	SB EB	TR LTR	R L T	20 5 0	16 5 0	-4 0 0	0.12	0.12	21.3	21.3	- C	- - c
		WB	LTR	R L T R	30 140 52 69	30 137 31 51	-3 -21 -18	0.68	0.58	56.0	54.5	- - E	- D
		Intersection NB	TR	T R	972	747	-225 -1	0.44	0.34	16.7 3.2	16.7 3.6	B A	B A
10	W 61st Street & Amsterdam Ave	EB	LT	L T	117 10	102 9	-15 -1	0.46	0.40	38.9	39.0	- D	- D
	W C1-4 C4 0	WB Intersection	R	R L	10	10	-26	0.04	0.04	23.6 8.1	23.6 9.0 -	C A	A -
11	W 61st Street & Columbus Ave	SB Intersection	LT	T	1050	812	-238	0.77	0.61	22.2 22.2	18.1 18.1	C	B B
		NB	TR LT	T R L	493 10 20	476 10 0	-17 0 -20	0.34	0.33	9.6	9.6	A .	- A
12	W 61st Street & Broadway	SB EB	LTR	T L T	801 30 44 108	650 26 39 91	-151 -4 -5 -17	0.56 - 0.54	0.40 - 0.46	19.7 - 25.7	17.2 - 26.5	- C	B - C
	W 61st Street &	Intersection NB	Т	Т	598	575	-23	0.32	0.31	17.0 13.4	15.5 13.3	B B	B B
13	W 61st Street & Columbus Ave	EB Intersection	Ĺ	L	74	49	-25	0.23	0.15	28.1 15.1	18.9 13.8	C B	B B
		NB	LTR	T R	15 224 169 165	14 219 164 162	-1 -5 -5	0.28 0.44 0.57	0.27 0.42 0.56	19.1 23.2 28.7	19.0 22.9 28.2	B C C	B C C
14	W 81st Street &	SB	LTR	T R L	385 45 15	379 42 13	-6 -3 -2	0.88	0.86 - 0.15	43.6	41.1	D	D .
	Central Park West	EB	TR	T R	312 10	278 9	-34 -1	0.92 0.04	0.82	61.6 23.5	48.2 23.4	E C	D C
		WB	L T R	T R	167 224 118	151 188 107	-16 -36 -11	0.84 0.71 0.41	0.68 0.60 0.37	52.4 40.8 30.1	34.8 35.4 29.2	D D C	C D C
		Intersection	LT	L T	65 353	62 335	-3 -18	- 0.42	0.40	39.7	34.4	- A	- A
15	W 66th Street &	SB	TR	T R	353 656 45	335 612 44	-18 -44 -1	0.43 0.57	0.40 0.54	20.4	19.6	C -	B -
15	Central Park West	WB	L T R	L T R	177 314 231	162 285 211	-15 -29 -20	0.51 0.80 0.65	0.47 0.73 0.60	31.3 44.6 37.0	30.2 39.4 34.6	C D	C D C
		Intersection NB	TR	Т	388	369	-19	0.84	0.81	23.6 37.7	21.7 36.2	C D	C D
	W 65th Street &	SB	LT	R L T	255 370 463	254 345 429	-1 -25 -34	0.98 0.56	0.90 0.52	59.2 9.8	- 43.3 8.8	- E A	D A
16	W 65th Street & Central Park West	EB	L TR	L T	30 499	28 462	-2 -37	0.56 0.09 0.77	0.52 0.09 0.71	9.8 22.9 36.1	8.8 22.9 33.6	C D	C C
		Intersection		R	25	23	-2	-	-	35.2	30.9	- D	- C

			Upper West	Study Area - N	o-Action vs Wit	h-Action (With I Volume (vph)	Mitigation) - Mi	dday Peak Hour V	/c	Delay (s	seconds)	U	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L T R	L T R	115 284 70	107 265 65	-8 -19 -5	0.34 0.49 0.23	0.31 0.45 0.22	19.0 19.8 16.5	18.2 19.1 16.2	B B	B B
	W 72nd Street &	SB	TR	T R L	329 55 25	312 55 19	-17 0 -6	0.57	0.55	29.4	28.9	C .	C -
1	West End Ave	EB	LTR	T R L	108 89 80	81 62 67	-27 -27 -13	0.63	0.46	38.5	33.6	D .	C -
		WB	LTR	T R	155 50	137 44	-18 -6	0.89	0.73	59.6	43.7	E	D -
		Intersection	LTR	L T	5 366	4 251	-1 -115	0.42	0.29	9.5	29.1	- A	C - B
	W 61st Street &	SB	L	R L T	60 14 568	41 14 375	-19 0 -193	0.07 0.32	0.06 0.22	12.6 14.0	12.3 13.0	- В В	- В В
2	West End Ave		TR	R L	15 5	15 5	0	-	-	, ,	, ,	-	-
		EB Intersection	LTR	T R	20 35	20 35	0	0.17	0.17	24.0	24.0	C - B	C - B
		NB	LTR	L T R	70 45 5	66 45 5	-4 0 0	0.46	0.43	31.6	30.5	C .	- C
		SB	LTR	L T R	5 65 130	5 65 122	0 0 -8	0.68	0.65	38.8	37.4	- D	- D
3a	W 79th Street & Riverside Drive	EB	TR	L T R	20 313 357	17 265 303	-3 -48 -54	0.53	0.44	12.7	11.5	В	В В
		WB	TR	L T	0 533	0 483	0 -50	0.38	0.34	10.6	10.2	- B	- B
		Intersection	TR	R L	50 258	48 252	-2 -6	0.25	0.25	16.8	16.3 3.9	B A	B A
4a	W 56th Street & 12th Avenue	EB	LT	R L T	85 270 290	84 265 285	-1 -5 -5	- 0.84	- 0.82	16.8	15.5	- - B	- - B
	W 56th Street &	Intersection NB	T L	T L	2417 560	2398 550	-19 -10	0.78 0.91	0.78 0.89	11.6 10.5 63.0	10.8 10.1 60.8	B B	B B
4b	W 56th Street & West Side Highway	SB Intersection	Т	T	2307	2255	-52	0.81	0.79	49.6 33.6	49.4 33.0	D C	D C
		NB SB	L T TR	L T T	155 2232 2307	155 2222 2255	-10 -52	1.05 0.71 0.91	1.05 0.70 0.89	165.1 19.0 79.9	165.1 18.9 79.3	F B E	F B E
5a	W 55th Street & West Side Highway	WB	LT	R L T	0 162 65	0 155 62	0 -7 -3	- 0.80	0.77	26.5	23.2	- - C	- - C
		Intersection	R	R	185	176	-9 0	0.42	0.40	5.9 50.5	5.7 49.9	A D	A D
		NB SB	LT TR	T	298	293 0	-5 0	0.43	0.43	15.5	15.4	В -	B -
5b	W 55th Street & 12th Avenue	WB	LTR	R L T	0 0 412	0 0 393	0 0 -19	0.56	0.53	42.7	42.1	- D	- D
	W 55th Street &	Intersection SB	T	R T	45	43	-2	-	-	31.9	31.3	c C	- C
5c	West Side Highway Arterial	WB Intersection	L	L	220	217	-3	0.57	0.57	66.0 66.0	62.0 62.0	E E	E E
6	W 60th Street & Broadway	NB SB	T TR	T T	338 450 753	327 436 544	-11 -14 -209	0.83 0.36 0.86	0.81 0.35 0.62	52.2 13.6 34.5	49.9 13.5 21.6	D B C	B C
		Intersection	TR	R T	79 967	57 636	-22 -331	0.74	0.48	32.6 6.6	26.3 4.2	C A	C A
7	W 60th Street & Columbus Ave	WB	L T	R L T	123 214 203	81 181 203	-42 -33 0	0.75 0.32	0.63 0.32	25.2 3.5	19.1 3.1	C A	B A
		Intersection NB	LT	L T	64 1031	46 735	-18 -296	- 0.48	0.35	8.8 - 14.6	6.5 - 13.0	A	A - B
8	W 60th Street & Amsterdam Ave	WB	T R	T R	241 85	199 85	-42 0	0.60 0.36	0.50 0.36	45.3 41.1	45.2 44.1	D D	D D
		Intersection	L T	L T	10 356	7 221	-3 -135	0.05 0.29	0.03 0.18	22.0 10.3 11.8	22.3 9.9 10.8	C B	C A B
	W 60th Street &	SB	TR	T R L	588 15 0	400 10 0	-188 -5 0	0.30	0.21	5.2	5.2	A	
9	West End Ave	EB	LTR	T R L	0 20 170	0 20 170	0 0		0.07	20.6	20.6	- -	- -
		WB Intersection	LTR	T R	60 75	0 75	-60 0	0.72	0.63	47.9 - 17.9	45.8 - 18.4	- B	- B
	W 61st Street &	NB	TR	T R L	1106 10 84	812 8 67	-294 -2 -17	0.47	0.35	3.6	4.3	A	A -
10	Amsterdam Ave	WB Intersection	LT R	T R	10 20	8 20	-2 0	0.28 0.06	0.23 0.06	34.0 23.9 6.8	32.4 23.9 7.5	C C	C C A
11	W 61st Street & Columbus Ave	SB	LT	L T	224 1090	187 717	-37 -373	0.82	0.57	23.8	17.3	- C	- B
		Intersection NB	TR	T R	442 8	435 1	-7 -7	0.28	0.27	23.8 5.1	17.3 5.1	C A	B A
12	W 61st Street & Broadway	SB	LT	L T L	30 688 45	6 483 39	-24 -205 -6	0.53	0.34	19.2	16.6	В .	- B
		EB Intersection	LTR	T R	35 144	30 118	-5 -26	0.66	0.55	37.9 - 18.0	38.6	D - B	D - B
13	W 61st Street & Columbus Ave	NB EB Intersection	T L	T L	617 73	578 37	-39 -36	0.34 0.25	0.32 0.13	13.6 24.0 14.7	13.3 9.4 13.1	B C B	B A B
		NB	LTR	L T R	40 395 255	37 386 247	-3 -9 -8	0.50 0.91	0.48 0.88	21.7	21.4	- C E	- C E
		SB	LTR	L T R	85 305 40	79 287 35	-6 -18 -5	0.48 0.77	0.44 0.72	29.3 35.8	27.6 32.3	C D	C
14	W 81st Street & Central Park West	EB	L TR	L T	15 299	13 263	-2 -36	0.20	0.16 0.65	44.7	43.8 36.1	D D	D D
		WB	L T	R L T	30 178 261	27 159 219	-3 -19 -42	0.19 0.91 0.64	0.17 0.77 0.54	27.2 64.5 36.0	26.8 42.3 32.4	C E D	C D C
		Intersection	R	R L	158 45	142 43	-16 -2	0.57	0.51	35.2 38.7	33.3 34.1	D D	C C
	W 66th Street &	NB SB	LT TR	T T R	474 585 55	453 523 53	-21 -62 -2	0.44	0.41 0.50	1.6 20.6	1.5 19.6	A C	A B
15	Central Park West	WB	L T	L T	218 387	197 347	-21 -40	0.65 0.98	0.59 0.88	36.1 71.1	33.7 52.5	D E	C D
		Intersection	R TR	R T	273 464	246	-27	0.81	0.73	49.0 30.9 34.6	42.3 25.5 33.5	C C	C C
**	W 65th Street &	SB	LT	R L T	200 332 471	199 300 420	-1 -32 -51	0.78 0.54	0.69 0.48	34.0 11.0	29.0 10.3	C B	- C B
16	Central Park West	EB	L TR	L T R	55 363 30	49 321 27	-6 -42 -3	0.18 0.61	0.15 0.54	25.5 32.0	25.2 30.4	C C	C C
		Intersection	Control							28.1	26.6	C	C

			Upper V	est Study Area	- No-Action vs \	With-Action (No Volume (vph)	Mitigation) - PI		//c	Delay (:	seconds)	U	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L T R	L T R	150 626 135	136 568 122	-14 -58 -13	0.37 0.87 0.34	0.32 0.79 0.31	18.3 34.0 15.8	16.7 27.4 15.2	B C B	B C B
	W 72nd Street &	SB	TR	T R L	363 30 20	325 30 13	-38 0 -7	0.64	0.58	35.7	34.1	D -	C -
1	West End Ave	EB	LTR	T R	96 90	62 48	-34 -42	0.65	0.38	41.7	33.8	D -	C -
		WB	LTR	L T R	79 120 45	59 102 38	-20 -18 -7	0.83	0.63	55.3	40.9	E -	- D -
		Intersection	LTR	L T	15 746	11 490	-4 -256	- 0.68	0.45	35.6 - 10.9	29.3 - 9.8	D - B	- A
			L	R L	48 35	37 35	-11 0	0.23	0.14	15.6	12.7	- В	- В
2	W 61st Street & West End Ave	SB	TR	T R L	723 20 25	495 20 23	-228 0 -2	0.39	0.28	13.6	12.4	- B	B -
		EB	LTR	T R	20 35	0	-20 -35	0.27	0.08	27.2	24.1	C -	C -
		Intersection	LTR	L T	40 185	36 185	-4 0	0.78	0.75	13.0 - 46.6	11.4	- D	- D
		SB	LTR	R L T	15 5 60	15 5 59	0 0 -1	0.62	0.57	39.0	36.8	- - D	- - D
3a	W 79th Street & Riverside Drive	EB	TR	R L T	99 60 605	87 51 507	-12 -9 -98	0.78	0.64	17.1	13.1	- - B	- - B
				R L	352 0	295 0	-57 0	-	-		-	-	-
		WB Intersection	TR	T R	419 156	345 146	-74 -10	0.41	0.35	9.5	9.0	- C	- B
4a	W 56th Street &	NB	TR	L R L	290 129 160	277 124 158	-13 -5 -2	0.28	0.27	4.2	4.2	A .	A -
40	12th Avenue	EB Intersection	LT	T	410	158 404	-6	0.76	0.75	17.2 11.4	15.8 10.7	- В В	B B
4b	W 56th Street & West Side Highway	NB SB	T L T	T L T	2667 570 2014	2625 562 1970	-42 -8 -44	0.79 0.92 0.36	0.78 0.91 0.35	8.7 77.6 0.2	74.9 0.2	A E A	A E A
	, ,	Intersection NB	L	L	15	15	0	0.21	0.21	13.9 73.1	13.3 73.1	B E	B E
5a	W 55th Street &	SB	T TR	T T R	2478 2014 0	2448 1970 0	-30 -44 0	0.68 0.66	0.67 0.64	15.9 23.7	15.7 23.3	B C	B C
	West Side Highway	WB	LT R	T R	315 10 189	301 10 177	-14 0 -12	0.80 0.88 0.77	0.75 0.84 0.74	25.3 39.1 22.9	21.6 33.5 21.7	C D C	C C
		Intersection NB	LT	L T	0 399	0 382	0 -17	-	-	20.8	20.1	C - B	C - B
5b	W 55th Street &	SB	TR	T R	0	0	0	0.46	0.44	13.4	13.1	- -	-
	12th Avenue	WB	LTR	T R	0 514 20	0 488 19	-26 -1	0.76	0.72	64.7	62.8	- E	- E
5c	W 55th Street & West Side Highway	Intersection SB WB	T L	T L	0 25	0 25	0	0.08	0.08	42.6 - 7.1	41.3 - 6.7	D -	D -
30	Arterial	Intersection	L	L	303	289	-14	0.71	0.68	7.1 44.1	6.7 42.6	A D	A D
6	W 60th Street & Broadway	SB	T TR	T T R	640 847 88	611 599 62	-29 -248 -26	0.49 0.93	0.47	15.3 43.8	14.9 22.5	B D	В С -
		Intersection SB	TR	Т	1133	653	-480	0.82	0.47	34.1 8.1	23.3 4.2	C A	C A
7	W 60th Street & Columbus Ave	WB	L T	R L T	126 190 201	73 162 189	-53 -28 -12	0.69 0.35	0.59	25.9 5.0	20.8	C A	C A
		Intersection NB	LT	L T	97 1371	66 926	-31 -445	- 0.65	- 0.44	9.7	6.7 - 14.0	- B	- B
8	W 60th Street & Amsterdam Ave	WB	T R	T R	222 105	183 79	-39 -26	0.60 0.49	0.50 0.37	45.7 46.1 22.6	49.3 49.1 21.7	D D	D D C
		Intersection	L T	L T	10 679	7 432	-3 -247	0.05 0.54	0.03 0.34	10.5 15.1	9.9 12.3	C B	A B
	W 60th Street &	SB	TR	T R L	748 10 10	488 7 10	-260 -3 0	0.39	0.25	5.8	5.1	A .	- A
9	West End Ave	EB	LTR	T R L	0 25 130	0 25 116	0 0 -14	0.10	0.10	21.0	21.0	C -	C -
		WB	LTR	T R	69 120	37 96	-32 -24	0.74	0.59	44.2	42.1	D -	D -
		Intersection	TR	T R	1456 20	991 14	-465 -6	0.61	0.42	16.9 3.4	16.2 3.1	A -	B A -
10	W 61st Street & Amsterdam Ave	EB WB	LT R	T R	98 5 20	60 12 19	-38 7 -1	0.32 0.07	0.22 0.06	32.5 23.9	39.8 23.9	- C C	D C
11	W 61st Street &	Intersection SB	LT	L T	194 1259	141 726	-53 -533	0.83	0.50	5.7	6.1	A	A - B
11	Columbus Ave	Intersection	TR	т	630	601	-29	0.83	0.50	24.4 24.4 5.3	16.2 16.2 5.2	C A	B A
**	W 61st Street &	SB	LT	R L T	10 40 814	10 4 576	-36 -238	- 0.60	0.37	20.6	16.8	- - C	- - B
12	Broadway	EB	LTR	L T R	35 38 121	27 29 85	-8 -9 -36	0.51	0.36	32.7	34.4	- C	- C
	W 61st Street &	Intersection NB	T	Т	806	761	-45	0.42	0.40	16.2 14.5	13.4 14.2	B B	B B
13	Columbus Ave	EB Intersection	L	L	25	23	-45 -2	0.29	0.14	26.1 15.7	14.8 14.3	С В -	B B
		NB	LTR	T R L	621 255 59	603 245 56	-18 -10	0.61 0.80 0.44	0.59 0.77 0.40	22.8 41.6 30.8	22.4 38.9 28.5	C D C	C D C
	W 81st Street &	SB	LTR	T R	272 34	261 31	-11 -3	0.65	0.61	29.1	27.9	C -	C -
14	Central Park West	EB	TR	T R	25 306 25	21 252 21	-4 -54 -4	0.28 0.89 0.13	0.23 0.73 0.11	47.1 55.4 25.5	45.5 40.6 25.1	E C	D D C
		WB	L T R	L T R	204 283 209	182 237 186	-22 -46 -23	0.99 0.74 0.75	0.78 0.62 0.67	79.0 40.9 45.6	40.7 35.0 40.0	E D	D D
		Intersection	LT	L	35	33	-2	-	-	40.2	32.4	D -	C -
15	W 66th Street &	SB	TR	T T R	645 586 40	614 522 38	-31 -64 -2	0.55 0.54	0.52 0.49	13.0 20.3	9.5 19.4	B C	A B
15	Central Park West	WB	L T R	L T R	173 391 292	141 343 258	-32 -48 -34	0.46 1.03 0.85	0.37 0.90 0.75	29.7 85.6 51.7	27.9 57.8 42.7	C F D	C E D
		Intersection	TR	Т	630	603	-27	0.94	0.91	34.6 51.0	26.4 43.9	C D	C D
16	W 65th Street &	SB	LT	R L T	250 326 433	249 287 376	-1 -39 -57	0.91 0.50	0.78 0.43	95.3 9.8	87.5 9.0	F A	F A
10	Central Park West	EB	L TR	L T R	50 462 40	44 404 35	-6 -58 -5	0.17 0.78	0.14 0.68	25.4 38.3	25.1 34.0	C D	C C
		Intersection	Cantral					-	_	46.0	41.0	D	D D

			Upper West	Study Area - N	o-Action vs Witi	h-Action (No Mi Volume (vph)	tigation) - Late	Night Peak Hou	r r/c	Delay (:	seconds)	U	os
Intersection #	Intersection Name	Approach	Lane Group	Movement	No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
		NB	L T R	L T R	93 133 59	83 119 53	-10 -14 -6	0.23 0.20 0.15	0.20 0.17 0.13	16.0 15.1 15.0	15.0 13.6 13.6	B B B	B B B
	W 72nd Street &	SB	TR	T R L	295 25 10	273 25 8	-22 0 -2	0.41	0.35	26.2	24.1	- C	C -
1	West End Ave	EB	LTR	T R	104 79	81 56	-23 -23	0.46	0.32	33.1	29.9	c	C
		WB	LTR	L T R	65 126 30	48 102 24	-17 -24 -6	0.58	0.41 -	36.5	31.5	- D	- C
		Intersection	LTR	L T	10 269	7 146	-3 -123	0.26	0.14	27.0 - 8.2	23.8	- A	C - B
			L	R L	24 30	14 30	-10 0	0.10	0.08	12.7	11.9	- В	- В
2	W 61st Street & West End Ave	SB	TR	T R L	555 15 10	335 15 9	-220 0 -1	0.28	0.17	13.5	12.0	B -	B -
		EB	LTR	T R	20 25	20 25	0	0.16	0.15	23.8	22.9	C -	C -
		Intersection	LTR	L T	40 35	38 35	-2 0	- 0.25	0.23	12.5 - 26.1	12.9 - 25.1	- C	- C
				R L	5 5	5 5	0	-	-	1 1	-	-	-
3a	W 79th Street &	SB	LTR	T R	50 85	49 79 4	-1 -6 -1	0.46	0.42	30.4	28.6	- c	- C
50	Riverside Drive	EB	TR	T R	396 173	307 134	-89 -39	0.42	0.32	11.1	9.5	В -	Α -
		WB	TR	T R	0 484 30	0 444 29	-40 -1	0.36	0.32	10.4	9.6	B .	A
		Intersection NB	TR	L	161	136	-25	0.13	0.11	13.8 1.5	12.9 1.5	B A	B A
4a	W 56th Street & 12th Avenue	EB	LT	R L T	44 140 280	38 135 271	-6 -5 -9	0.76	0.63	14.6	- 6.2	- - B	- - A
		Intersection NB	T	T	2966	2884	-82	0.85	0.81	10.0 21.3	4.7 12.5	A C	A B
4b	W 56th Street & West Side Highway	SB Intersection	L T	L T	420 1338	406 1274	-14 -64	0.84 0.25	0.69	0.1 19.0	48.5 0.1 12.5	E A B	D A B
		NB	L T	L T	5 2696	5 2648	0 -48	0.06 0.83	0.05 0.79	55.0 24.6	52.6 20.7	D C	D C
5a	W 55th Street & West Side Highway	SB	TR	T R L	1338 0 105	1274 0 93	-64 0 -12	0.55	0.50	23.7	21.6	C -	C -
	West side riighway	WB	LT R	T R	5 270	4 236	-1 -34	0.39 0.54	0.31 0.43	6.9 7.4	6.3 6.1	A A	A A
		Intersection NB	LT	L T	0 195	0 165	0 -30	0.26	0.21	22.7	19.7 - 11.3	- B	- B
5b	W 55th Street &	SB	TR	T R	0	0	0	-	-	-	-	-	-
35	12th Avenue	WB	LTR	T R	0 380 10	0 333 9	-47 -1	0.45	0.36	40.4	36.7	- D	- D
	W 55th Street &	Intersection SB	Т	T	0	0	0	-	-	31.1	28.4	C	C
5c	West Side Highway Arterial	WB Intersection	L	L	312	9 291	-1	0.03	0.02	2.5 2.5 42.1	2.3 2.3 31.5	A A D	A A C
6	W 60th Street & Broadway	NB SB	T TR	T T	476 620	444 363	-32 -257	0.34 0.76	0.48 0.28 0.43	13.3 25.6	9.6 20.7	B C	A C
	bioadway	Intersection		R T	1024	50 476	-35 -548	0.70	0.32	25.3 5.8	19.3 4.0	C A	B A
7	W 60th Street & Columbus Ave	SB WB	TR L	R L	70 235	33 180	-37 -55	0.75	0.55	28.6	19.1	- C	- B
	Columbus Ave	Intersection	Т	T L	162	161 34	-1	0.27	0.26	4.9 9.4	4.3 7.4	A A	A
8	W 60th Street & Amsterdam Ave	NB WB	LT T	T T	949 147	777 127	-172 -20	0.40 0.38	0.32 0.32	13.5 44.0	12.2 44.9	B D	B D
	Andreadin	Intersection	R L	R L	85 15	67	-18 -6	0.30	0.23	43.6 20.0 10.4	44.3 19.2 9.3	B B	D B A
		NB SB	T TR	T T	258 570	120 354	-138 -216	0.18 0.29	0.08 0.17	10.8 5.2	9.5 5.0	B A	A A
9	W 60th Street &	EB	LTR	R L T	10 0 0	6 0 0	-4 0 0	0.04	0.03	20.0	19.3	- - B	- - B
	West End Ave	WB	LTR	R L T	15 100 42	15 94 20	0 -6 -22	0.47	0.39	41.8	- - 39.9	- - D	- - D
		Intersection		R	45	47	2	-	-	13.8	15.3	- В	- B
	W 61st Street &	NB	TR	T R L	1019 15 70	831 13 60	-188 -2 -10	0.43	0.35	5.0	4.4	- A	- A
10	Amsterdam Ave	EB WB	LT R	T R	4 25	4 24	0 -1	0.20 0.07	0.16 0.07	30.3 22.6	28.9 21.8	C C	C C
11	W 61st Street &	Intersection	LT	L T	184 1094	156 509	-28 -585	0.70	0.36	7.2	6.7 - 13.9	- B	- B
	Columbus Ave	Intersection NB	TR	т	476	444	-32	0.26	0.24	19.8 5.0	13.9 7.0	B A	B A
42	W 61st Street &	SB	LT	R L T	0 20 590	0 0 317	-20 -273	0.39	0.18	17.1	14.3	- B	- - B
12	Broadway	EB	LTR	L T	40 29 115	37 23	-3 -6 -19	0.49	0.39	34.8	36.1	C	D
	W 61st Street &	Intersection NB	Т	R T	683	96	-74	0.34	0.30	15.4 13.6	14.7 12.6	В В	B B
13	Columbus Ave	EB Intersection	L	L	49	23	-26 -1	0.16	0.07	19.0	1.8	B B	A B
		NB	LTR	T R	320 170	318 164	-2 -6	0.38 0.36	0.37 0.33	20.5	19.6 20.3	C	B C
		SB	LTR	T R	55 201 25	45 172 20	-10 -29 -5	0.19 0.50	0.15 0.42	19.5 24.4	18.3 21.8	B C	B C
14	W 81st Street & Central Park West	EB	L TR	L T	15 244	14 219	-1 -25	0.18 0.66	0.15 0.57	44.0 36.4	41.7 32.3	D D	D C
		WB	L T	R L T	30 93 210	28 76 163	-2 -17 -47	0.09 0.37 0.56	0.08 0.27 0.42	24.2 21.2 32.7	23.4 18.2 28.5	C C	C B C
		Intersection	R	R	137	111	-26	0.43	0.34	30.2 26.8	27.4 24.1	C C	C C
		NB	LT	T T	30 444 403	29 429 316	-1 -15 -87	0.34 0.36	0.31 0.28	1.2 17.5	1.1 16.0	A B	A B
15	W 66th Street & Central Park West	SB	TR L	R L	30 104	29 69	-1 -35	0.29	0.18	26.3	24.0	- C	- C
		WB	T R	T R	360 242	293 200	-67 -42	0.86 0.73	0.67 0.58	49.0 41.4 24.5	35.0 33.1 18.5	D D C	C C B
		NB	TR	T R	439 305	425 302	-14 -3	0.84	0.79	35.8	32.5	D -	C -
16	W 65th Street & Central Park West	SB	LT L	T L	212 295 35	165 220 33	-47 -75 -2	0.57 0.32 0.10	0.43 0.24 0.09	22.3 6.8 24.5	14.0 4.2 23.6	C A C	B A C
		EB	TR	T R	419 30	395 29	-24 -1	0.61	0.55	31.6	29.6	C -	C -
	<u> </u>	Intersection	Control							28.0	25.6	С	C A p.p.c

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.6, Transportation: Highway Capacity Software Files

Three highway segments were analyzed which operate at speeds of 40 mph or higher using the HCS as a screening tool at spot locations to determine if further detailed analysis was needed.

- Bayonne Bridge
- RFK Bridge Queens Leg
- New Jersey Turnpike Eastern Spur

The results of the HCS screening analysis shown in **Table 4B.6-1** indicate that all three highways have sufficient capacity to absorb additional traffic volumes with only minor changes in density, speeds, and travel times for all tolling scenarios.

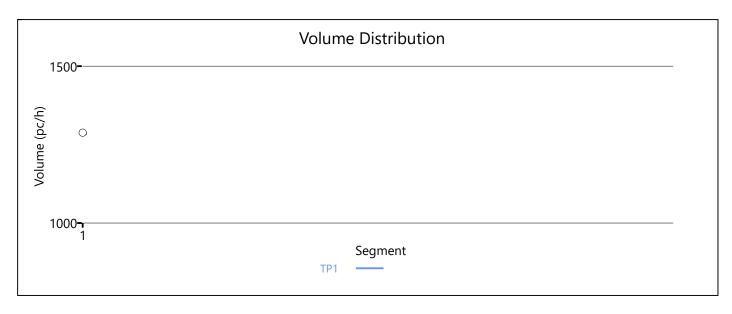
Appendix 4B.6, Transportation: Highway Capacity Software Files

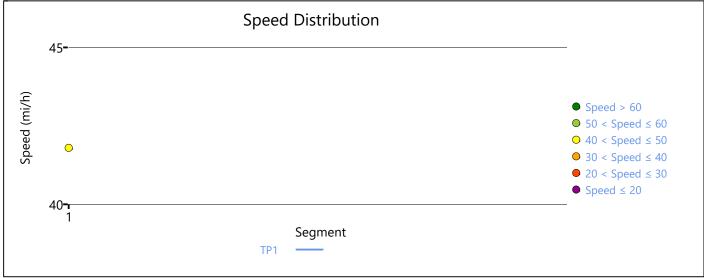
Table 4B.6-1 Summary of Highway Capacity Software Results

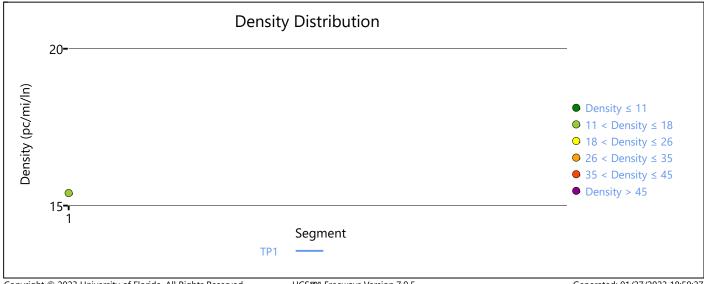
			HOURLY V	OLUME	
DIRECTION	LOCATION	EXISTING CONDITION	NO ACTION ALTERNATIVE	CBD TOLLING ALTERNATIVE (Tolling Scenario D)	INCREMENTAL CHANGE
Hourly Volume					
	Bayonne Bridge	1,075	1,091	1,467	376
	RFK Bridge	4,452	4,575	5,083	508
Northbound	Eastern Spur I-95 (Pre-ramp)	152	152	208	56
	Merge from 495	641	660	657	-3
	Eastern Spur I-95 (Post-ramp)	793	811	865	53
	Bayonne Bridge	659	678	759	81
	RFK Bridge	4,951	5,127	5,524	396
Southbound	Eastern Spur I-95 (Pre-ramp)	1,063	1,145	1,244	98
	Diverge to 495	630	627	686	59
	Eastern Spur I-95 (Post-ramp)	433	519	558	39
Density (pc/mi/ln)		<u>. </u>	<u> </u>		<u> </u>
	Bayonne Bridge	15.4	15.6	20.5	4.9
	RFK Bridge	31.1	32	35.6	3.6
Northbound	Eastern Spur I-95 (Pre-ramp)	1.4	1.4	1.8	0.4
	Merge from 495	8.2	8.4	8.6	0.2
	Eastern Spur I-95 (Post-ramp)	6.5	6.7	7.1	0.4
	Bayonne Bridge	10.5	10.8	11.8	1
	RFK Bridge	34.4	35.6	38.3	2.7
Southbound	Eastern Spur I-95 (Pre-ramp)	8.6	9.3	9.9	0.6
	Diverge to 495	4.9	5.2	5.6	0.4
	Eastern Spur I-95 (Post-ramp)	3.4	4.1	4.3	0.2

			HOURLY \	/OLUME	
DIRECTION	LOCATION	EXISTING CONDITION	NO ACTION ALTERNATIVE	CBD TOLLING ALTERNATIVE (Tolling Scenario D)	INCREMENTAL CHANGE
Level of Service (LC	OS)				
	Bayonne Bridge	В	В	С	_
	RFK Bridge	D	D	E	Х
Northbound	Eastern Spur I-95 (Pre-ramp)	A	A	Α	_
	Merge from 495	A	A	A	_
	Eastern Spur I-95 (Post-ramp)	A	A	A	_
	Bayonne Bridge	A	A	В	_
	RFK Bridge	D	Е	E	Х
Southbound	Eastern Spur I-95 (Pre-ramp)	A	A	A	_
	Diverge to 495	A	A	А	_
	Eastern Spur I-95 (Post-ramp)	A	A	А	_

			11037	Freeway	racillue	s Repor	L			
Project	Information	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Ye	ear		Existing		
Jurisdictio	n				Time Anal	yzed		AM		
Project De	escription		CBD		Units			U.S. Cus	tomary	
Facility	Global Inp	out								
Jam Densi	ity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Queue Dis	scharge Capacit	ty Drop, %	7		Total Segn	nents		1		
Total Anal	ysis Periods		1		Analysis Pe	eriod Duration	n, min	15		
Facility Le	ngth, mi		1.00							
Facility	Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				5280)	2	
Facility	Segment	Data								
				Segmen	t 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity /mi/ln)	LOS
1	0.94	0.888	1288	44	400	0.29	41.8		15.4	В
Facility	Analysis R	Results								
AP	Speed, mi	i/h	Density, pc/mi/	in Dens	sity, veh/mi	/In Tr	avel Time, mi	n	LOS	
1	41.8		15.4		13.7		1.40		В	
Facility	Overall Re	sults								
Space Me	an Speed, mi/h	1	41.8		Density, ve	eh/mi/ln		13.7		
Average T	ravel Time, min	1	1.40		Density, po	c/mi/ln		15.4		
Messag	ges									
Comme	ents									

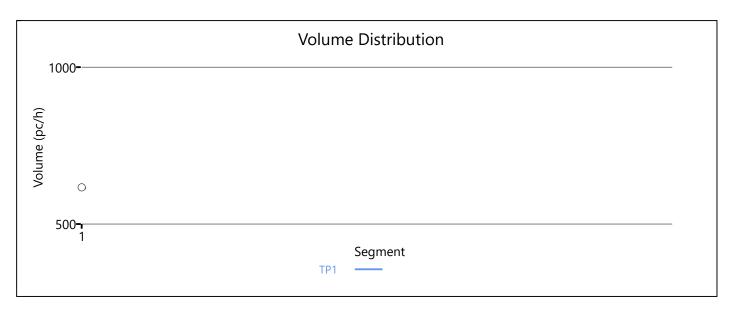


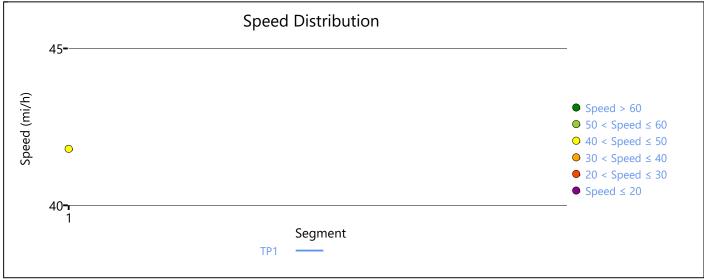


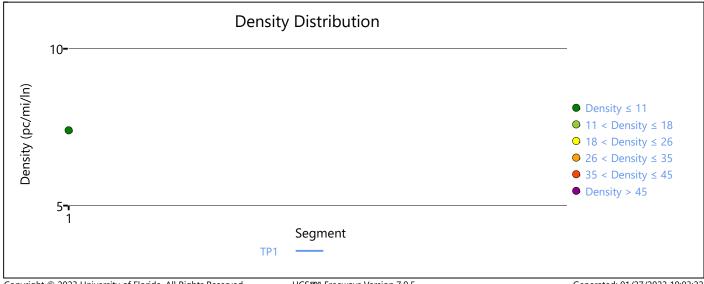


HCSTM Freeways Version 7.9.5 Bayonne - NB AM - Existing.xuf Generated: 01/27/2023 18:59:27

			HCS7	Freeway	Facilitie	es Repor	t			
Projec	t Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		Existing		
Jurisdiction	on				Time Anal	yzed		MD		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	/ Global Inp	out								
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	/mi/ln	45.0		
Queue Di	ischarge Capaci	ty Drop, %	7		Total Segr	nents		1		
Total Ana	llysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility Le	ength, mi		1.00							
Facility	/ Segment	Data	·							
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				5280)	2	
Facility	/ Segment	Data								
				Segmer	nt 1: Basi	c				
AP	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.792	617	4	400	0.14	41.8		7.4	Α
Facility	/ Analysis F	Results								
AP	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In Tr	avel Time, mi	n	LOS	
1	41.8		7.4		5.9		1.40		А	
Facility	/ Overall Re	esults		·		·		·		
Space Me	ean Speed, mi/h	n	41.8		Density, v	eh/mi/ln		5.9		
Average ⁻	Travel Time, mir	า	1.40		Density, p	c/mi/ln		7.4		
Messa	ges									
Comm	ents									

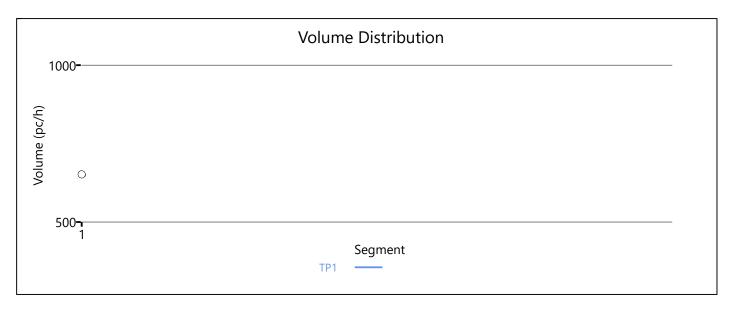


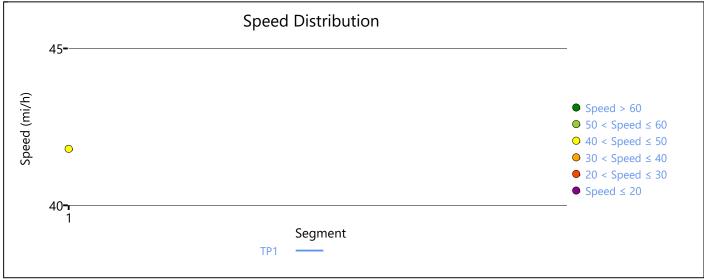


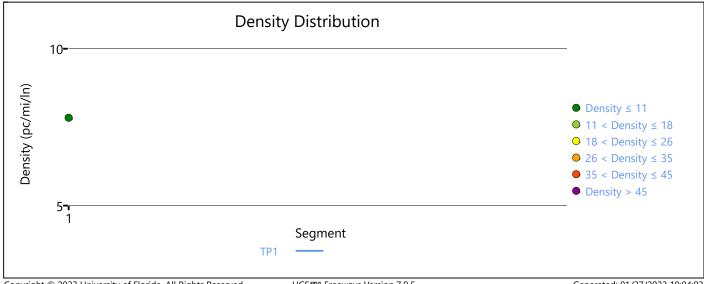


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			HCS7	Freeway	Facilitie	es Re	port	:			
Projec	t Informati	ion									
Analyst			Cl		Date				4/21/20	22	
Agency			WSP		Analysis Y	ear			Existing		
Jurisdicti	on				Time Ana	yzed			PM		
Project D	escription (CBD		Units				U.S. Cus	tomary	
Facility	y Global In	put									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacit	y, pc/r	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	ments			1		
Total Ana	alysis Periods		1		Analysis P	eriod Du	ıration	ı, min	15		
Facility L	ength, mi		1.00								
Facility	y Segment	Data									
No.	Coded		Analyzed		Name			Length	, ft	Lane	 es
1	Basic		Basic					5280)	2	
Facility	y Segment	Data									
				Segmer	nt 1: Basi	c					
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/d Rati		Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.919	652	4	400	0.1	5	41.8		7.8	А
Facility	y Analysis I	Results									
АР	Speed, m	i/h	Density, pc/mi/	In Dens	sity, veh/mi	/ln	Tra	evel Time, mi	n	LOS	
1	41.8		7.8		7.2			1.40		А	
Facility	y Overall R	esults									
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			7.2		
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln			7.8		
Messa	ges										
Comm	ents										

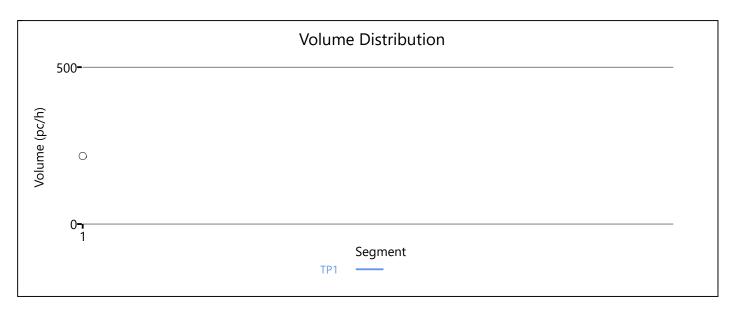


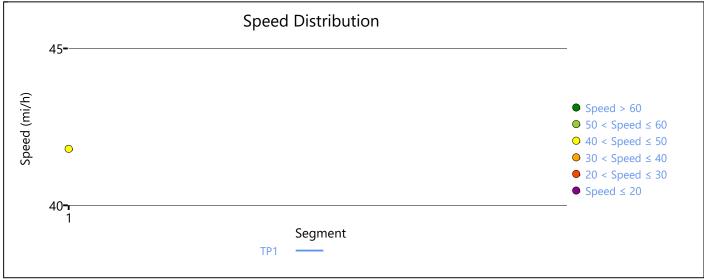


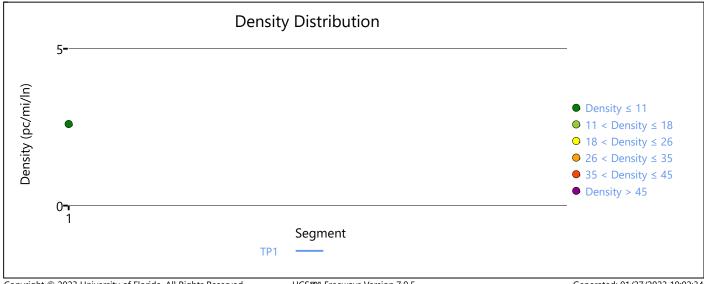


HCSTM Freeways Version 7.9.5 Bayonne - NB PM - Existing.xuf Generated: 01/27/2023 19:04:03

			HCS/	Freeway	Facılıtıe —	es Repor	<u>t</u>			
Project	Information	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Ye	ear		Existing		
Jurisdictio	n				Time Anal	yzed		LN		
Project De	escription		CBD		Units			U.S. Cus	tomary	
Facility	Global Inp	out								
Jam Densi	ty, pc/mi/ln		190.0		Density at	Capacity, pc	/mi/ln	45.0		
Queue Dis	scharge Capaci	ty Drop, %	7		Total Segn	nents		1		
Total Analy	ysis Periods		1		Analysis Pe	eriod Duratio	n, min	15		
Facility Ler	ngth, mi		1.00							
Facility	Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				5280)	2	
Facility	Segment	Data								
				Segmen	t 1: Basi	с				
АР	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity /mi/ln)	LOS
1	0.94	0.847	217	44	400	0.05	41.8		2.6	А
Facility	Analysis R	Results								
AP	Speed, mi	i/h	Density, pc/mi/	In Dens	sity, veh/mi	/In T	ravel Time, mi	n	LOS	
1	41.8		2.6		2.2		1.40		А	
Facility	Overall Re	sults								
Space Mea	an Speed, mi/h	1	41.8		Density, ve	eh/mi/ln		2.2		
Average Tr	ravel Time, min	1	1.40		Density, po	c/mi/ln		2.6		
Messag	jes									
Comme	ents									

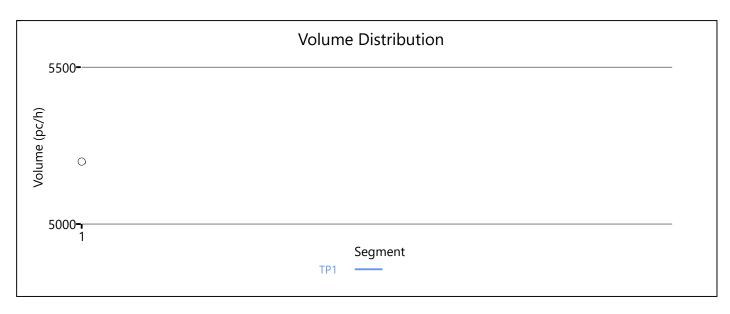


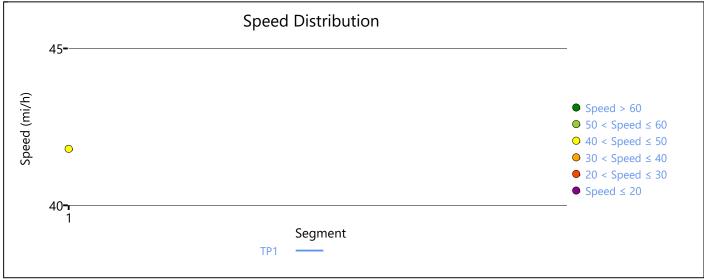


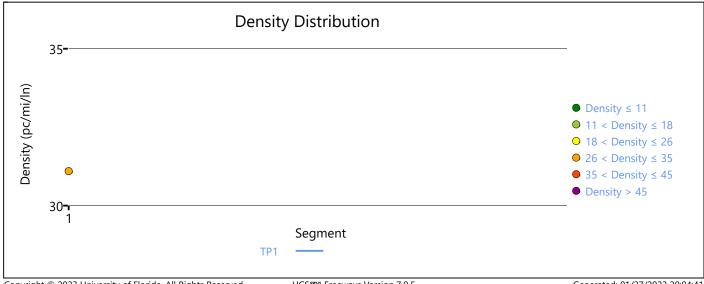


HCSTM Freeways Version 7.9.5 Bayonne - NB LN - Existing.xuf Generated: 01/27/2023 19:02:34

Projec	t Informatio	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Yea	ar		Existing		
Jurisdictio	on				Time Analyz	zed		AM		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	y Global Inp	out								
Jam Dens	sity, pc/mi/ln		190.0		Density at C	Capacity, pc/r	mi/ln	45.0		
Queue D	ischarge Capacit	ty Drop, %	7		Total Segme	ents		1		
Total Ana	lysis Periods		1		Analysis Per	riod Duration	, min	15		
Facility Le	ength, mi		0.69							
Facility	y Segment I	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lan	es
1	Basic		Analyzed Basic		Name		Length 3634		Land	es
1		Data	•	Seamer			_			es
1	Basic	Data fHV	•	Сар	Name nt 1: Basic pacity c/h)	d/c Ratio	_	D		
1 Facility	Basic y Segment I		Basic Flow Rate	Cap (p	nt 1: Basic	d/c	3634 Speed	D (pc	4 Pensity	
1 Facility AP	Basic y Segment PHF	fHV 0.911	Flow Rate (pc/h)	Cap (p	nt 1: Basic	d/c Ratio	Speed (mi/h)	D (pc	density c/mi/ln)	LOS
Facility AP	PHF 0.94	fHV 0.911 Results	Flow Rate (pc/h)	Сар (р	nt 1: Basic	d/c Ratio 0.59	Speed (mi/h)	D (pc	density c/mi/ln)	LOS
Facility AP 1 Facility	PHF 0.94 Analysis R	fHV 0.911 Results	Flow Rate (pc/h) 5199	Сар (р	nt 1: Basic pacity c/h)	d/c Ratio 0.59	3634 Speed (mi/h) 41.8	D (pc	ensity c/mi/ln)	LOS
AP 1 Facility AP 1	PHF 0.94 Analysis R Speed, mi	fHV 0.911 Results	Flow Rate (pc/h) 5199 Density, pc/mi/	Сар (р	nt 1: Basic pacity c/h) 800	d/c Ratio 0.59	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 31.1	LOS
AP 1 Facility AP 1 Facility Facility	PHF 0.94 Analysis R Speed, mi 41.8	fHV 0.911 Results i/h esults	Flow Rate (pc/h) 5199 Density, pc/mi/	Сар (р	nt 1: Basic pacity c/h) 800	d/c Ratio 0.59	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 31.1	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 Analysis R Speed, mi 41.8	fHV 0.911 Results i/h esults	Flow Rate (pc/h) 5199 Density, pc/mi/ 31.1	Сар (р	nt 1: Basic pacity c/h) 800	d/c Ratio 0.59 In Tra	Speed (mi/h) 41.8	D (po	Pensity L/mi/ln) 31.1	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 Analysis R Speed, mi 41.8 Overall Re ean Speed, mi/h Travel Time, min	fHV 0.911 Results i/h esults	Flow Rate (pc/h) 5199 Density, pc/mi/ 31.1	Сар (р	nt 1: Basic pacity c/h) 800 sity, veh/mi/l 28.3	d/c Ratio 0.59 In Tra	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 31.1	LOS



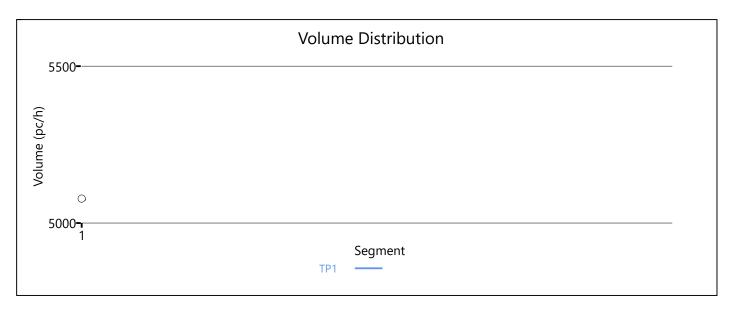


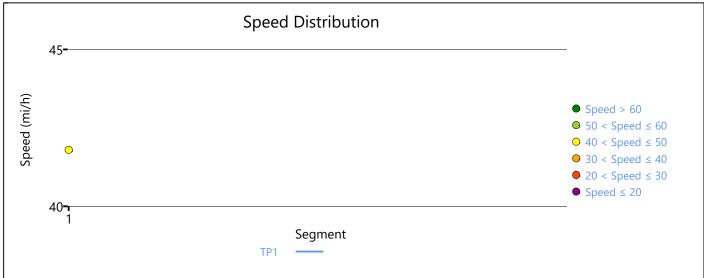


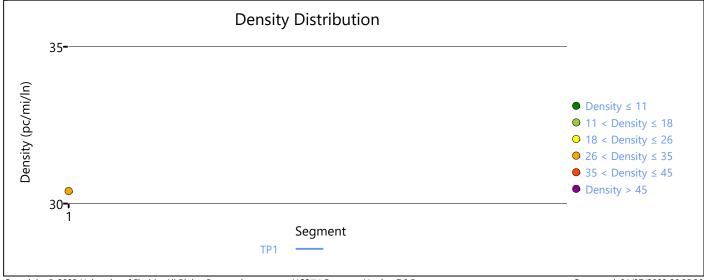
HCSTM Freeways Version 7.9.5 RFK - NB AM - Existing.xuf

Generated: 01/27/2023 20:04:41

Projec	t Informatio	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Yea	ar		Existing		
Jurisdictio	on				Time Analyz	zed		MD		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	/ Global Inp	out								
Jam Dens	sity, pc/mi/ln		190.0		Density at C	Capacity, pc/r	mi/ln	45.0		
Queue Di	ischarge Capacit	ty Drop, %	7		Total Segme	ents		1		
Total Ana	lysis Periods		1		Analysis Per	riod Duration	, min	15		
Facility Le	ength, mi		0.69							
Facility	/ Segment l	Data								
No.	Coded		Analyzed		Nicon		1	· ·	Lan	oc
	Coucu		Allalyzeu		Name		Length	, π	Lall	62
1	Basic		Basic		Name		3634		4	es
		Data	•	Seamen			_			
	Basic	Data fHV	•	Сар	nt 1: Basic	d/c Ratio	_	D		
Facility	Basic / Segment I		Basic Flow Rate	Cap (p	nt 1: Basic	d/c	3634 Speed	D	4 Pensity	
AP	Basic / Segment I PHF	fHV 0.906	Flow Rate (pc/h)	Cap (p	at 1: Basic	d/c Ratio	Speed (mi/h)	D	density c/mi/ln)	LO
AP	PHF 0.94	fHV 0.906 Results	Flow Rate (pc/h)	Cap (po	at 1: Basic	d/c Ratio 0.58	Speed (mi/h)	D (pc	density c/mi/ln)	LO
AP 1 Facility	PHF 0.94 Analysis R	fHV 0.906 Results	Flow Rate (pc/h) 5078	Cap (po	at 1: Basic pacity c/h)	d/c Ratio 0.58	3634 Speed (mi/h) 41.8	D (pc	ensity c/mi/ln)	LOS
AP 1 Facility AP 1	PHF 0.94 / Analysis R Speed, mi	fHV 0.906 Results	Flow Rate (pc/h) 5078 Density, pc/mi/	Cap (po	at 1: Basic pacity c/h) 800	d/c Ratio 0.58	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 30.4	LOS
AP 1 Facility AP 1 Facility	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.906 Results i/h	Flow Rate (pc/h) 5078 Density, pc/mi/	Cap (po	at 1: Basic pacity c/h) 800	d/c Ratio 0.58	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 30.4	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.906 Results i/h esults	Flow Rate (pc/h) 5078 Density, pc/mi/ 30.4	Cap (po	at 1: Basic pacity c/h) 800 sity, veh/mi/l 27.5	d/c Ratio 0.58	Speed (mi/h) 41.8	D (po	Pensity L/mi/ln) 30.4	LO

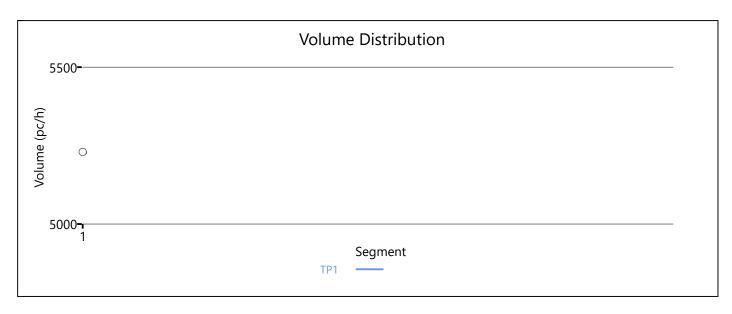


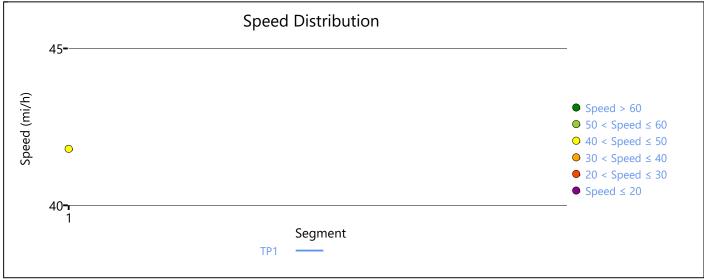


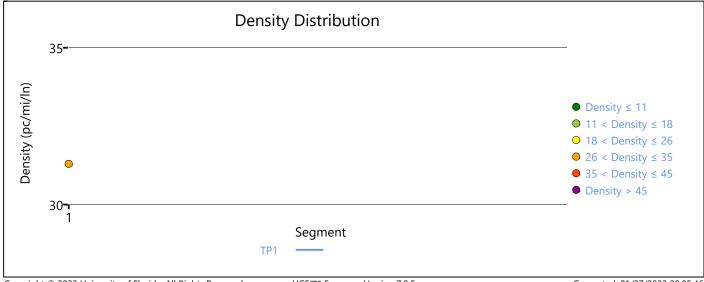


HCSTM Freeways Version 7.9.5 RFK - NB MD - Existing.xuf Generated: 01/27/2023 20:05:30

			HCS7	Freeway	Facilitie	es Repo	rt			
Projec	t Informati	on								
Analyst			C1		Date			4/21/20)22	
Agency			WSP		Analysis Y	'ear		Existing		
Jurisdiction	on				Time Ana	lyzed		PM		
Project D	escription		CBD		Units			U.S. Cus	stomary	
Facility	/ Global In	put								
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, po	:/mi/ln	45.0		
Queue Di	ischarge Capac	ity Drop, %	7		Total Segi	ments		1		
Total Ana	lysis Periods		1		Analysis F	eriod Duration	on, min	15		
Facility Le	ength, mi		0.69							
Facility	/ Segment	Data								
No.	Coded		Analyzed		Name		Length	ı, ft	Land	es
1	Basic		Basic				3634	4	4	
Facility	/ Segment	Data					-			
				Segme	nt 1: Basi	ic				
AP	PHF	fHV	Flow Rate (pc/h)		pacity oc/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
1	0.94	0.958	5230	3	3800	0.59	41.8		31.3	D
Facility	/ Analysis I	Results								
AP	Speed, m	i/h	Density, pc/mi/	'In Der	sity, veh/m	i/ln 1	ravel Time, mi	n	LOS	
1	41.8		31.3		30.0		1.00		D	
Facility	Overall R	esults								
Space Me	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln		30.0		
Average ⁻	Travel Time, mii	n	1.00		Density, p	c/mi/ln		31.3		
Messa	ges									
Comm	ents									
30										



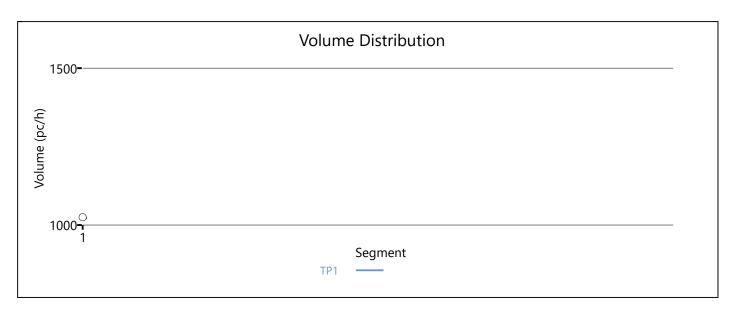


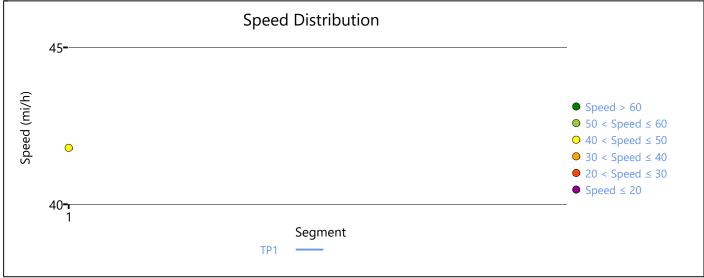


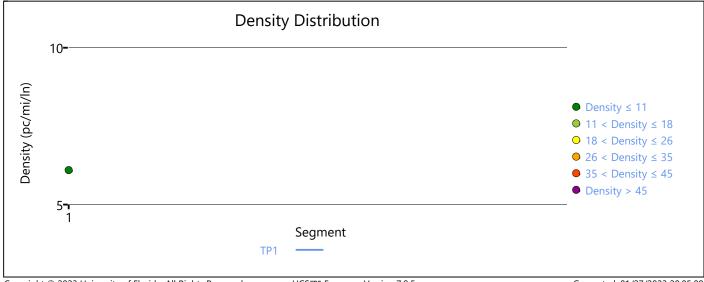
HCSTM Freeways Version 7.9.5 RFK - NB PM - Existing.xuf

Generated: 01/27/2023 20:05:46

			HCS7	Freeway	Facilitie	es Re	port	:				
Projec	t Informati	ion										
Analyst			CJ		Date				4/21/20	22		
Agency			WSP		Analysis Y	ear			Existing			
Jurisdicti	on				Time Ana	yzed			LN			
Project Description CBD Units U.S. Customary												
Facilit	y Global In	put										
Jam Den	sity, pc/mi/ln		190.0		Density at	Capaci	ty, pc/r	mi/ln	45.0			
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	ments			1			
Total Ana	alysis Periods		1		Analysis P	eriod D	uration	ı, min	15			
Facility L	ength, mi		0.69									
Facilit	y Segment	Data										
No. Coded Analyzed Name Length, ft Lanes												
1 Basic Basic 3634 4												
Facilit	y Segment	Data										
				Segmer	nt 1: Basi	c						
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/ Rat		Speed (mi/h)		ensity c/mi/ln)	LOS	
1	0.94	0.879	1025	8	800	0.1	12	41.8		6.1	А	
Facilit	y Analysis I	Results										
AP	Speed, m	i/h	Density, pc/mi/	In Dens	sity, veh/mi	/ln	Tra	avel Time, mi	n	LOS		
1	41.8		6.1		5.4			1.00		А		
Facilit	y Overall R	esults										
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/lr	n		5.4			
Average	Travel Time, mi	n	1.00		Density, p	c/mi/ln			6.1			
Messa	ges											
Comm	ents											



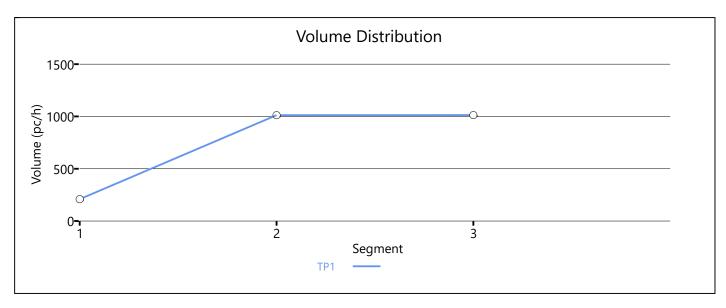


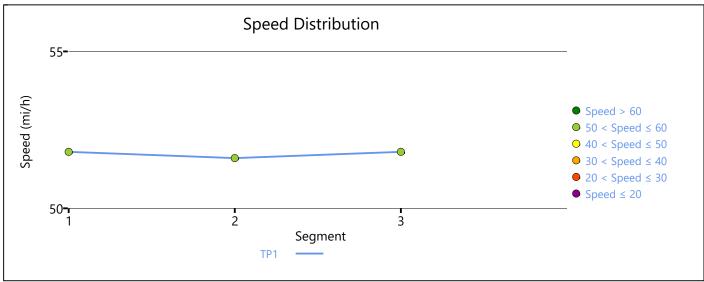


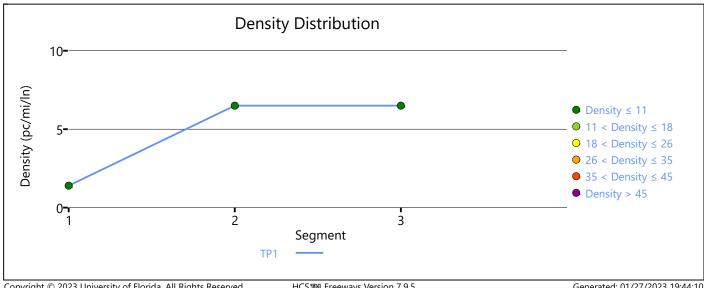
HCSTM Freeways Version 7.9.5 RFK - NB LN - Existing.xuf

Generated: 01/27/2023 20:05:09

					НС	S7 Fre	eeway I	- acilitie	es Re	port					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	ear ear				Existing		
Jurisdict	tion							Time Ana	lyzed				AM		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facilit	ty Gloł	oal In	put												
Jam Dei	nsity, pc/	mi/ln			190.0			Density at	Capaci	ity, pc/r	ni/ln		45.0		
Queue I	Discharge	e Capac	ity Dro	р, %	7			Total Segr	ments				3		
	nalysis Pe				1			Analysis P	eriod D	uration	, min		15		
Facility	Length, n	ni ———			1.07										
Facilit	ty Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			_				663		3	
3		Basic			Basic							2500		3	
Facilit	ty Seg	ment	Data												
							Segmen	t 1: Basi	ic						
AP	PI	4F	fŀ	łV	Flow (pc/		Capa (pc			/c tio		eed i/h)		nsity ni/ln)	LOS
1 0.94 0.772 209 6654 0.03 51.8 1.4 A											51	.4	Α		
1	0.9	94	0.7	12											
1	0.9	94	0.7	12		S	egment	2: Mer	ge						
AP	O.:			IV	Flow (pc/	Rate	egment Capa (pc	acity	d,	/c tio		eed i/h)		nsity ni/ln)	LOS
					I	Rate	Capa	acity	d,						LOS
	Pi	-1F	fl	IV	(pc)	Rate /h)	Capa (pc	acity /h)	d, Ra	tio	(mi	i/h)	(pc/r	ni/ln)	LOS
АР	PI F	HF R	fl-	IV R	(pc/	Rate /h) Ramp	Capa (pc	Acity /h) Ramp	d, Ra F 0.15	tio R	(mi	i/h) R	(pc/r Freeway 6.5	Ramp 8.2	A
АР	F 0.94	HF R	fH F 0.772	IV R	(pc/	Rate /h) Ramp 803 Rate	Capa (pc Freeway 6750 Segmen	Ramp 4000 t 3: Basi	d, Ra F 0.15	tio R	(mi	i/h) R	(pc/r Freeway 6.5	ni/ĺn) Ramp	
AP	F 0.94	R 0.94	fH F 0.772	R 0.849	(pc, Freeway 1012 Flow	Rate /h) Ramp 803	Capa (pc Freeway 6750 Segmen	Ramp 4000 t 3: Basi	d, Ra F 0.15	R 0.20	F 51.6 Spe (mi	R 51.3	(pc/r Freeway 6.5	Ramp 8.2	A
1 AP 1	F 0.94	R 0.94	fH F 0.772 fH	R 0.849	Flow (pc)	Rate /h) Ramp 803	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basi	d, Ra F 0.15	R 0.20	F 51.6 Spe (mi	f/h) R 51.3 eed i/h)	(pc/r Freeway 6.5	Ramp 8.2 sity ni/ln)	LOS
1 AP 1	PH	R 0.94	fH F 0.772 fH 0.8	R 0.849	Flow (pc)	Rate/h) Ramp 803 Rate/h) 13	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basi	d, Ra F 0.15 C d, Ra	R 0.20 /c tio	F 51.6 Spe (mi	R 51.3	(pc/r Freeway 6.5	Ramp 8.2 sity ni/ln)	LOS
AP 1 AP 1 Facilit	PH	R 0.94 HF 94	fH F 0.772 fH 0.8	R 0.849	Flow (pc)	Rate/h) Ramp 803 Rate/h) 13	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basi	d, Ra F 0.15 C d, Ra	R 0.20 /c tio	(mi F 51.6 Spo (mi	R 51.3 eed i/h)	(pc/r Freeway 6.5	Ramp 8.2 sity ni/ln)	LOS
AP 1 AP 1 Facilit AP 1	PH	R 0.94 HF 94 lysis beed, n 51.8	fH F 0.772 fH 0.8 Resultable	R 0.849	Freeway 1012 Flow (pc) 107	Rate/h) Ramp 803 Rate/h) 13	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinacity /h) 4ty, veh/mi	d, Ra F 0.15 C d, Ra	R 0.20 /c tio	F 51.6 Spo (mi 51	R 51.3 eed i/h)	(pc/r Freeway 6.5	Ramp 8.2 sity ni/ln) 5	LOS
AP 1 Facilit AP 1 Facilit	Pi F 0.94 Pi 0.94	R 0.94 HF 94 lysis beed, n 51.8	fH F 0.772 fH 0.8 Results	R 0.849	Freeway 1012 Flow (pc) 107	Rate/h) Ramp 803 Rate/h) 13	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinacity /h) 4ty, veh/mi	d, Ra F 0.15 iC d, Ra 0.	R 0.20 /c tio	F 51.6 Spo (mi 51	R 51.3 eed i/h)	(pc/r Freeway 6.5	Ramp 8.2 sity ni/ln) 5	LOS
AP 1 Facilit AP 1 Facilit Space N	PI F 0.94 PI 0.94 ty Ana Sp ty Ove	R 0.94 HF 94 lysis beed, n 51.8 rall R ed, mi/	fl- F 0.772 fl- 0.8 Resultani/h	R 0.849	Flow (pc) 1012 Plowsity, po	Rate/h) Ramp 803 Rate/h) 13	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinacity /h) 54	d, Ra F 0.15 C d, Ra 0.	R 0.20 /c tio 15	F 51.6 Spo (mi 51	R 51.3 eed i/h)	(pc/r Freeway 6.5	Ramp 8.2 sity ni/ln) 5	LOS
AP 1 Facilit AP 1 Facilit Space N	PI F 0.94 PI 0.94 ty Ana Sp ty Ove Mean Spe	R 0.94 HF 94 lysis beed, n 51.8 rall R ed, mi/	fl- F 0.772 fl- 0.8 Resultani/h	R 0.849	Flow (pc) 1012 Flow (pc) 107 Density, pc 4.3	Rate/h) Ramp 803 Rate/h) 13	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinetty /h) 54 Density, v	d, Ra F 0.15 C d, Ra 0.	R 0.20 /c tio 15	F 51.6 Spo (mi 51	R 51.3 eed i/h)	(pc/r Freeway 6.5 Der (pc/r 6	Ramp 8.2 sity ni/ln) 5	LOS

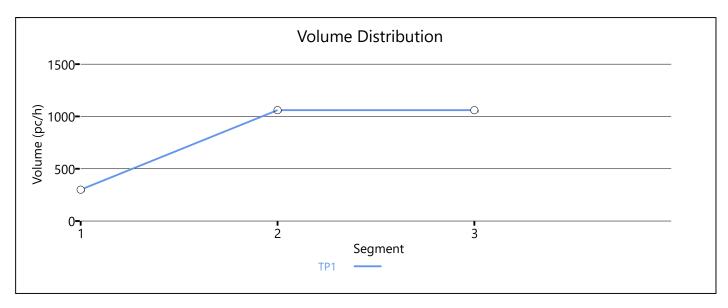


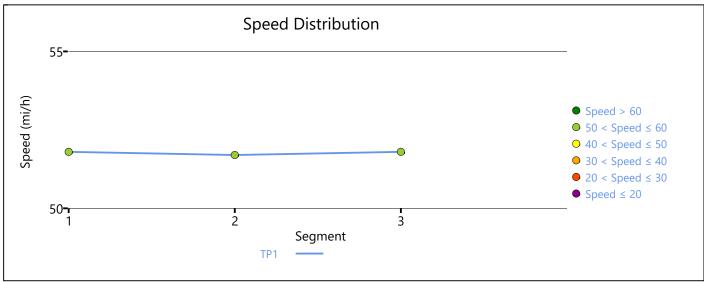


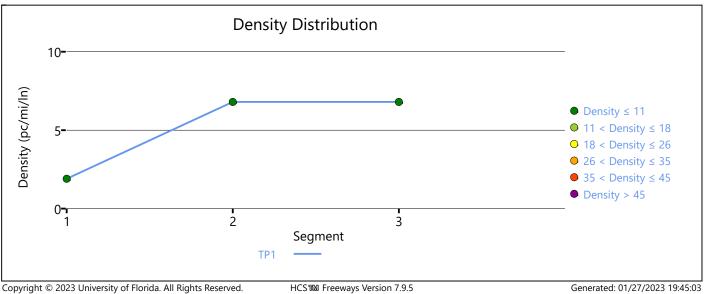


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					НС	S7 Fre	eeway F	Facilitie	es Re	eport					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	2	
Agency					WSP			Analysis Y	'ear				Existing		
Jurisdic	tion							Time Ana	lyzed				MD		
Project	Descripti	on			CBD			Units					U.S. Custo	omary	
Facili	ty Glol	oal In	put												
Jam De	nsity, pc/	mi/ln			190.0			Density a	t Capac	ity, pc/r	mi/ln		45.0		
Queue	Discharg	e Capac	ity Dro	o, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis F	eriod D	Ouration	n, min		15		
Facility	Length, r	ni			1.07										
Facili	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facili	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
AP	PI	HF	fŀ	١٧	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	'97	30	0	66	54	0.	05	51	1.8		1.9	Α
						S	egment	2: Mer	ge						
AP	PI	HF	fŀ	IV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.797	0.801	1060	760	6750	4000	0.16	0.19	51.7	51.3	6.8	8.3	А
						9	Segmen	t 3: Basi	ic						
AP	Pi	HF	fŀ	IV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.8	800	100	60	66	54	0.	16	51	1.8		6.8	А
Facili	ty Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.8			4.6			3.7			1.20)		А	
Facili	ty Ove	rall R	esults	5											
Space N	Лean Spe	ed, mi/	h		51.8			Density, v	eh/mi/l	ln			3.7		
Average	e Travel T	ime, mi	n		1.20			Density, p	c/mi/ln	1			4.6		
Mess	ages														
Comr	nents														



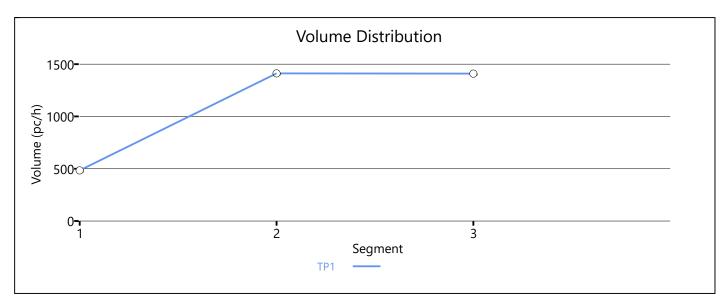


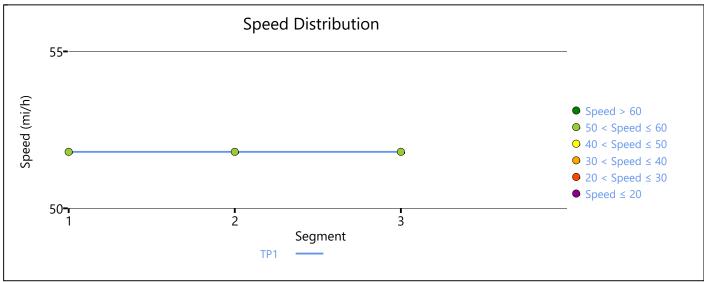


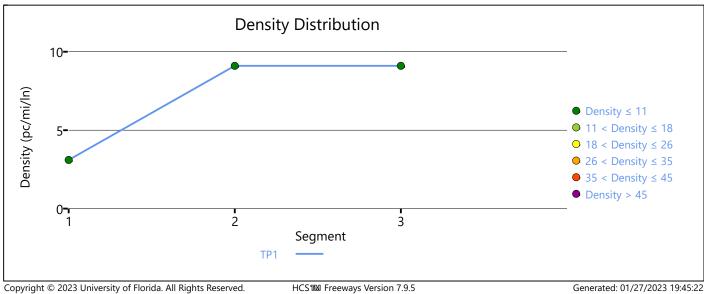
NJ Turnpike - Eastern Spur NB MD - Existing.xuf

Generated: 01/27/2023 19:45:03

					НС	S7 Fre	eeway F	- acilitie	es Re	eport					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	<u>2</u>	
Agency					WSP			Analysis Y	ear				Existing		
Jurisdic	tion							Time Ana	lyzed				PM		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facili	ty Glol	oal In	put												
Jam De	nsity, pc/	mi/ln			190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Queue	Discharg	e Capac	ity Dro	o, %	7			Total Segi	ments				3		
	nalysis Pe				1			Analysis P	eriod D	Ouration	, min		15		
Facility	Length, r	ni			1.07										
Facili	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Land	es
1		Basic			Basic							2500		3	
2		Merge			Merge			_				663		3	
3		Basic			Basic							2500		3	
Facili	ty Seg	ment	Data												
							Segment	t 1: Basi	ic						
AP	PI	HF	fŀ	IV	Flow (pc)		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.9	19	48	4	66	54	0.	07	51	1.8		3.1	А
						S	egment	2: Mer	ge						
АР	PI	HF	fŀ	١٧	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.919	0.923	1412	928	6750	4000	0.21	0.23	51.8	51.3	9.1	10.4	В
						9	Segment	t 3: Basi	ic						
AP	PI	HF	fŀ	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.9	23	14 ⁻	10	66	54	0.	21	51	1.8		9.1	А
Facili	ty Ana	lysis	Resul	ts											
AP	Sı	peed, n	ni/h		Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	n	LOS	
1		51.8			6.5			5.9			1.20)		А	
Facili	ty Ove	rall R	esults	5											
Space N	Леап Spe	ed, mi/	h		51.8			Density, v	eh/mi/l	ln			5.9		
Average	e Travel T	ime, mi	n		1.20			Density, p	c/mi/ln	1			6.5		
Mess	ages														
Comr	nents														



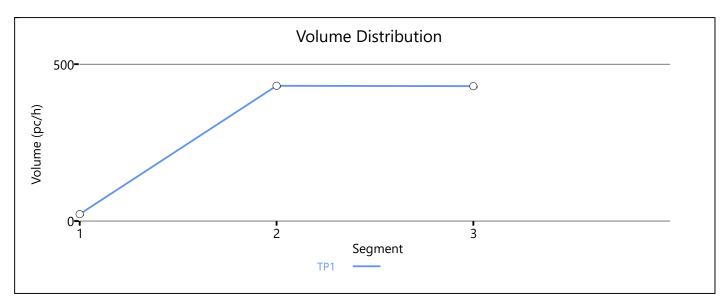


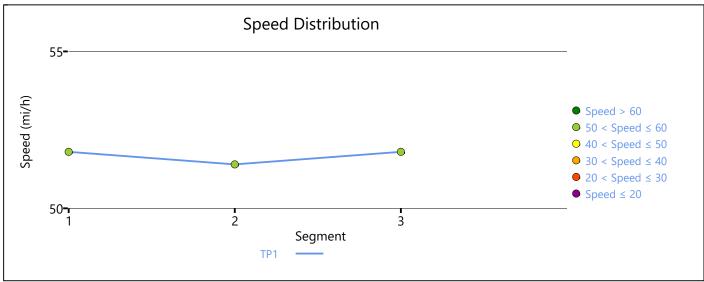


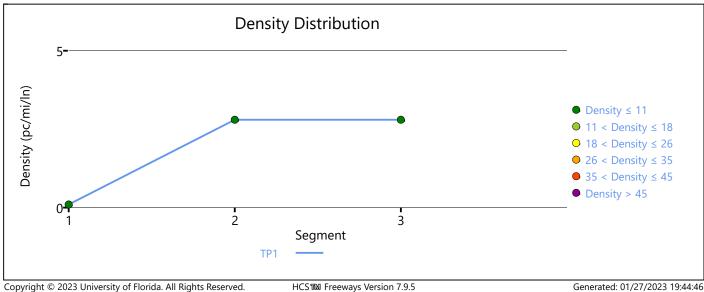
NJ Turnpike - Eastern Spur NB PM - Existing.xuf

Generated: 01/27/2023 19:45:22

					НС	S7 Fre	eeway l	Facilitie	es Re	port	-				
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	2	
Agency					WSP			Analysis Y	'ear				Existing		
Jurisdic	tion							Time Ana	lyzed				LN		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facili	ty Glol	oal In	put												
Jam De	nsity, pc/	mi/ln			190.0			Density a	t Capac	ity, pc/r	mi/ln		45.0		
Queue	Discharg	e Capac	ity Dro	p, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis F	eriod D	uration	, min		15		
Facility	Length, r	ni			1.07										
Facili	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facili	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
AP	PI	-IF	fl	١V	Flow (pc		Capa (pc	acity /h)		/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	723	22	2	66	54	0.	00	51	1.8		0.1	Α
						S	egment	2: Mer	ge						
AP	PI	-IF	fl	١V	Flow (pc		Capa (pc	acity /h)		/c tio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.723	0.888	431	409	6750	4000	0.06	0.10	51.4	51.3	2.8	4.5	А
						9	Segmen	t 3: Basi	ic						
AP	PI	НF	fl	łV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	3.0	380	43	0	66	54	0.	06	51	1.8		2.8	Α
Facili	ty Ana	lysis	Resul	ts											
AP	Sı	peed, n	ni/h	\top	Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.7			1.6			1.4			1.20)		А	
Facili	ty Ove	rall R	esult	<u> </u>											
Space N	Лean Spe	ed, mi/	h		51.7			Density, v	eh/mi/l	n			1.4		
Average	e Travel T	ime, mi	n		1.20			Density, p	c/mi/ln				1.6		
Mess	ages														
C	nents														



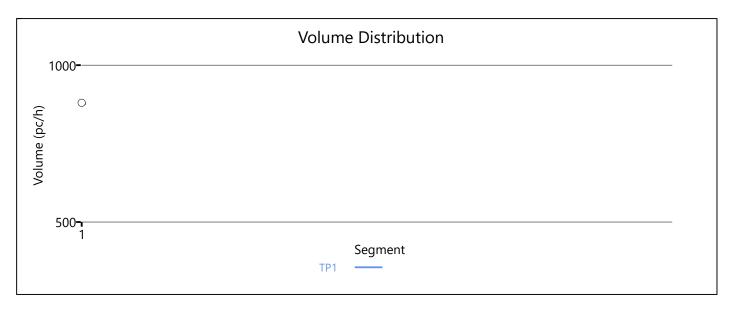


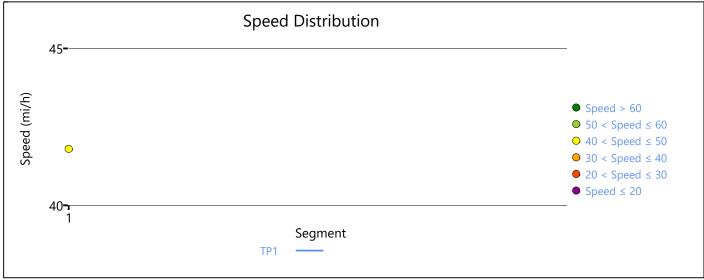


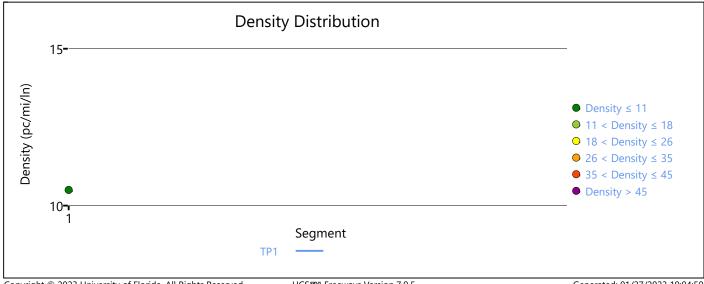
NJ Turnpike - Eastern Spur NB LN - Existing.xuf

Generated: 01/27/2023 19:44:46

			HCS7	Freeway	Facilitie	es Rep	ort	:				
Project Information												
Analyst			CJ		Date				4/21/20	22		
Agency			WSP		Analysis Y	Analysis Year						
Jurisdicti	on				Time Anal	yzed			AM			
Project Description CBD Units U.S. Customary												
Facility	y Global In	put										
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity	, pc/r	mi/ln	45.0			
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	ments			1			
Total Ana	alysis Periods		1		Analysis P	eriod Dur	ration	ı, min	15			
Facility L	ength, mi		1.00									
Facility	y Segment	Data										
No. Coded Analyzed Name Length, ft Lanes												
1 Basic Basic 5280 2												
Facility	y Segment	Data										
				Segmer	nt 1: Basi	c						
AP	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/c Ratio		Speed (mi/h)		ensity :/mi/ln)	LOS	
1	0.94	0.797	880	4	400	0.20)	41.8		10.5	А	
Facility	y Analysis I	Results										
АР	Speed, m	i/h	Density, pc/mi/	In Den	sity, veh/mi	i/ln	Tra	evel Time, mi	1	LOS		
1	41.8		10.5		8.4			1.40		А		
Facility	y Overall R	esults										
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			8.4			
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln			10.5			
Messa	ges											
Comm	ents											

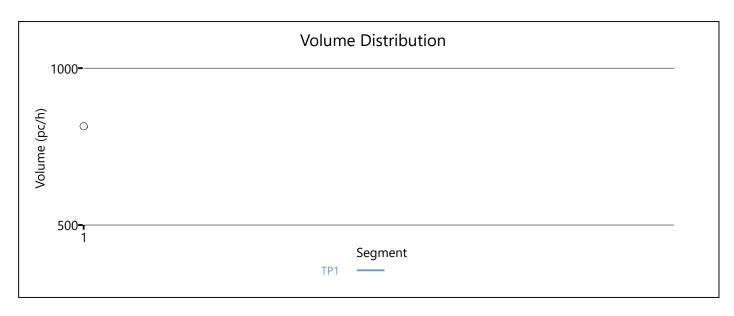


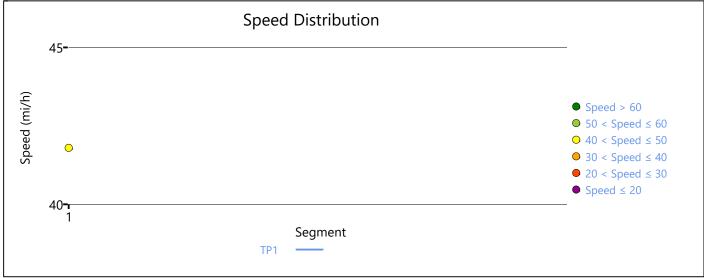


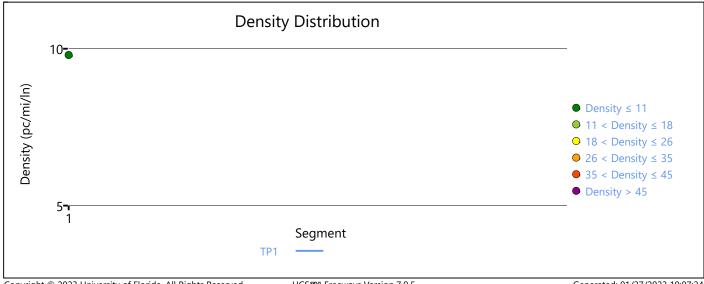


HCSTM Freeways Version 7.9.5 Bayonne - SB AM - Existing.xuf Generated: 01/27/2023 19:04:50

Project Information				HCS7	Freeway	Facilitie	es Repor	t						
Agency	Projec	t Informati	on											
Time Analyzed MD	Analyst													
Project Description														
Facility Global Input	Jurisdiction	on				Time Anal	yzed		MD					
Jam Density, pc/mi/ln	Project D	escription		CBD		Units			U.S. Cus	tomary				
Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 1.00 Image: Color of the period Duration, min 15 No. Coded Analyzed Name Length, ft Lanes 1 Basic Basic 5280 2 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LO (pc/mi/ln) LO (pc/mi/ln) LO (pc/mi/ln) LO (pc/mi/ln) LO (pc/mi/ln) A (pc	Facility	y Global Inj	put											
Total Analysis Periods	Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc,	/mi/ln	45.0					
Facility Facility	Queue Di	ischarge Capaci	ity Drop, %	7		Total Segr	nents		1					
No. Coded Analyzed Name Length, ft Lanes	Total Ana	lysis Periods		1		Analysis P	eriod Duratio	n, min	15					
No. Coded Analyzed Name Length, ft Lanes 1 Basic Basic 5280 2 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Speed (mi/h) Density (pc/mi/ln) LOI (pc/mi/ln) LOI (pc/mi/ln) A Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 9.8 7.6 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 7.6 Average Travel Time, min 1.40 Density, pc/mi/ln 9.8	Facility Le	ength, mi		1.00										
1 Basic Basic 5280 2	Facility	y Segment	Data	·										
Segment 1: Basic Speed S	No.	Coded		Analyzed		Name		Length	, ft	Lane	es			
Segment 1: Basic Speed Density LOS														
AP	Facility	y Segment	Data											
Image: Control of the contr					Segmen	nt 1: Basi	С							
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 9.8 7.6 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 7.6 Average Travel Time, min 1.40 Density, pc/mi/ln 9.8	АР	PHF	fHV				_				LOS			
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 9.8 7.6 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 7.6 Average Travel Time, min 1.40 Density, pc/mi/ln 9.8	1	0.94	0.773	815	44	400	0.19	41.8		9.8	А			
1 41.8 9.8 7.6 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 7.6 Average Travel Time, min 1.40 Density, pc/mi/ln 9.8	Facility	y Analysis F	Results											
Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 7.6 Average Travel Time, min 1.40 Density, pc/mi/ln 9.8	AP	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/ln T	ravel Time, mi	n	LOS				
Space Mean Speed, mi/h Average Travel Time, min 41.8 Density, veh/mi/ln 7.6 Density, pc/mi/ln 9.8	1	41.8		9.8		7.6		1.40		А				
Average Travel Time, min 1.40 Density, pc/mi/ln 9.8	Facility	y Overall Re	esults											
	Space Me	ean Speed, mi/ł	า	41.8		Density, v	eh/mi/ln		7.6					
Messages	Average ⁻	Travel Time, mir	า	1.40		Density, p	c/mi/ln		9.8					
	Messa	ges												
Comments	Comm	ents												

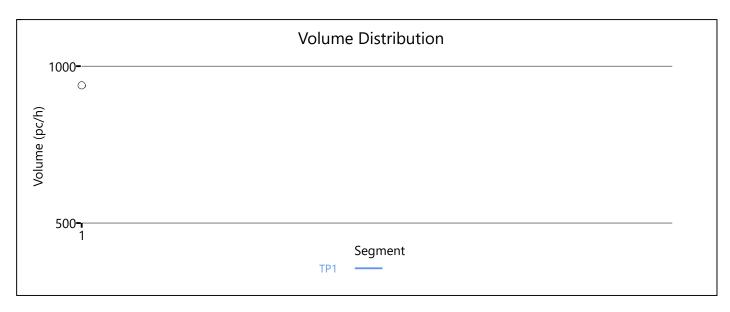


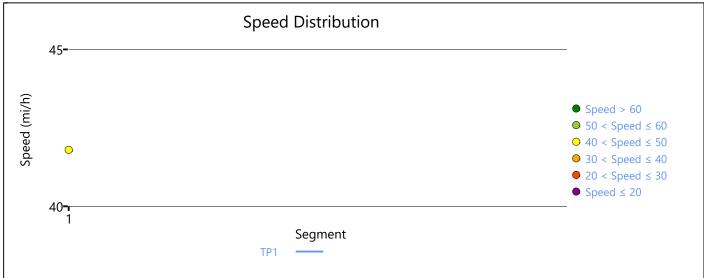


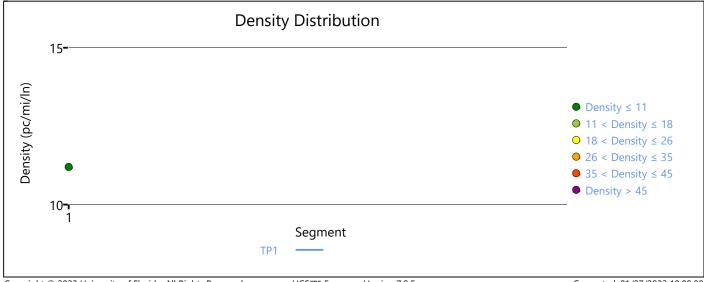


HCSTM Freeways Version 7.9.5 Bayonne - SB MD - Existing.xuf Generated: 01/27/2023 19:07:24

			HCS7	Freeway	Facilitie	es Rep	ort	:			
Projec	t Informati	ion									
Analyst			CJ		Date				4/21/20	22	
Agency			WSP		Analysis Y	ear			Existing		
Jurisdicti	on				Time Anal	yzed			PM		
Project D	escription (CBD		Units				U.S. Cus	tomary	
Facility	y Global In	put									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity,	pc/r	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	nents			1		
Total Ana	alysis Periods		1		Analysis P	eriod Dura	ation	, min	15		
Facility L	ength, mi		1.00								
Facility	y Segment	Data									
No.	Coded		Analyzed		Name			Length	, ft	Lane	es
1	Basic		Basic					5280)	2	
Facility	y Segment	Data									
				Segmer	nt 1: Basi	С					
AP	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/c Ratio)	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.896	939	4	400	0.21		41.8		11.2	В
Facility	y Analysis I	Results									
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In	Tra	vel Time, mi	n	LOS	
1	41.8		11.2		10.0			1.40		В	
Facility	y Overall R	esults									
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			10.0		
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln			11.2		
Messa	ges										
Comm	ents										

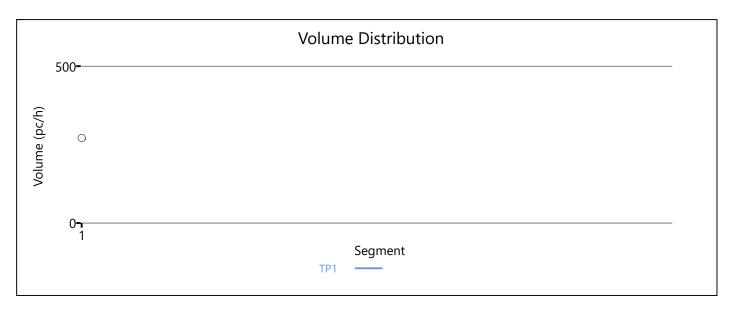


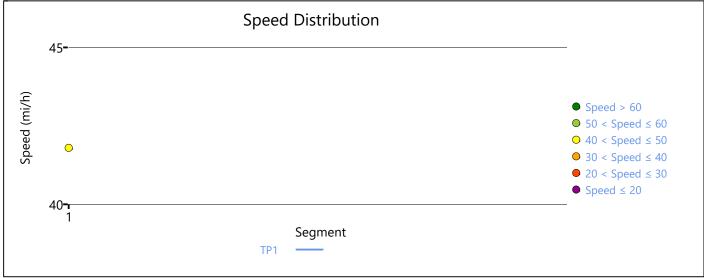


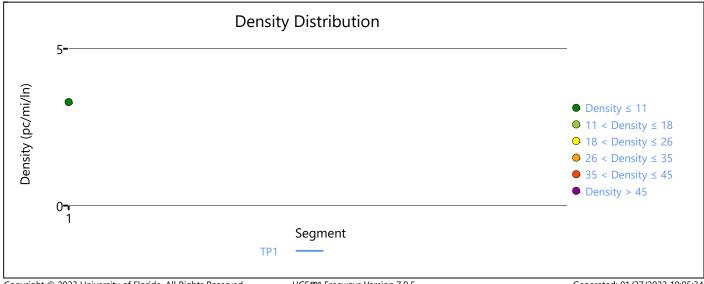


HCSTM Freeways Version 7.9.5 Bayonne - SB PM - Existing.xuf Generated: 01/27/2023 19:08:00

·				HCS7	Freeway	Facilitie	es Repor	t			
Agency	Projec	t Informati	on								
Time Analyzed LN	Analyst			CJ		Date			4/21/20	22	
Project Description CBD Units U.S. Customary	Agency			WSP		Analysis Y	ear		Existing		
Part Phr	Jurisdicti	on				Time Anal	yzed		LN		
Segment 1: Basic	Project D	escription		CBD		Units			U.S. Cus	tomary	
Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 1.00 Image: Color of the period Duration, min 15 Facility Segment Data No. Coded Analyzed Name Length, ft Lanes 1 Basic Basic 5280 2 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Plow Rate (pc/h) Ratio (pc/mi/ln) Plow (pc/mi/ln) LOS (mi/h) Plow (pc/mi/ln) LOS (mi/h) Plow (pc/mi/ln) LOS (mi/h) Plow (pc/mi/ln) A Plow (pc/mi/	Facility	y Global Inj	out								
Total Analysis Period Total Analysis Period Duration, min Total	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Tacility Length, mi	Queue D	ischarge Capaci	ty Drop, %	7		Total Segr	nents		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duratio	n, min	15		
No. Coded Analyzed Name Length, ft Lanes	Facility Lo	ength, mi		1.00							
Basic Basic 5280 2	Facility	y Segment	Data								
Segment 1: Basic Segment Segment 1: Basic	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic AP	1	Basic		Basic				5280)	2	
PHF	Facility	y Segment	Data								
Company Comp					Segmen	ıt 1: Basi	С				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 3.3 2.7 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 2.7 Average Travel Time, min 1.40 Density, pc/mi/ln 3.3 Messages	AP	PHF	fHV				-				LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 3.3 2.7 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 2.7 Average Travel Time, min 1.40 Density, pc/mi/ln 3.3 Messages	1	0.94	0.812	271	44	400	0.06	41.8		3.3	А
1 41.8 3.3 2.7 1.40 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 2.7 Average Travel Time, min 1.40 Density, pc/mi/ln 3.3 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h Average Travel Time, min 1.40 Density, veh/mi/ln 2.7 Density, pc/mi/ln 3.3 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/ln Tr	avel Time, mi	n	LOS	
Space Mean Speed, mi/h Average Travel Time, min 1.40 Density, veh/mi/ln 2.7 Density, pc/mi/ln 3.3 Messages	1	41.8		3.3		2.7		1.40		А	
Average Travel Time, min 1.40 Density, pc/mi/ln 3.3 Messages	Facility	y Overall Re	esults		-						
Messages	Space M	ean Speed, mi/l	າ	41.8		Density, v	eh/mi/ln		2.7		
	Average	Travel Time, mir	า	1.40		Density, p	c/mi/ln		3.3		
Comments	Messa	ges									
	Comm	ents									

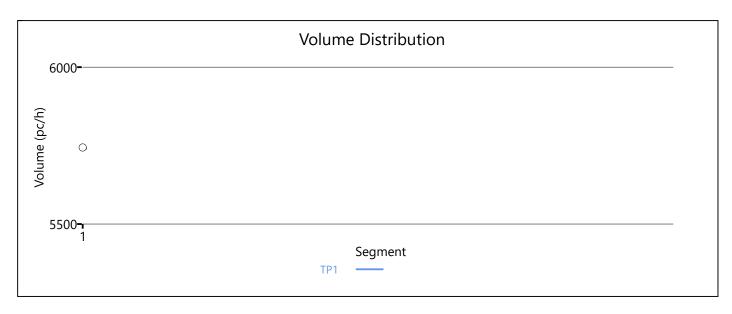


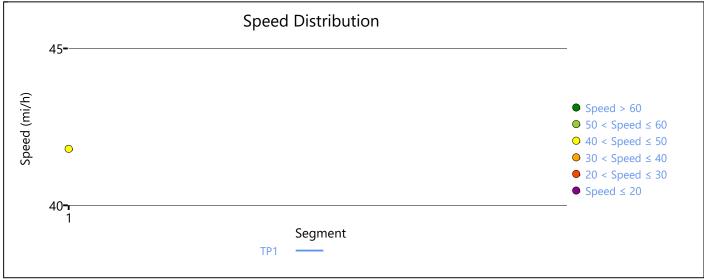


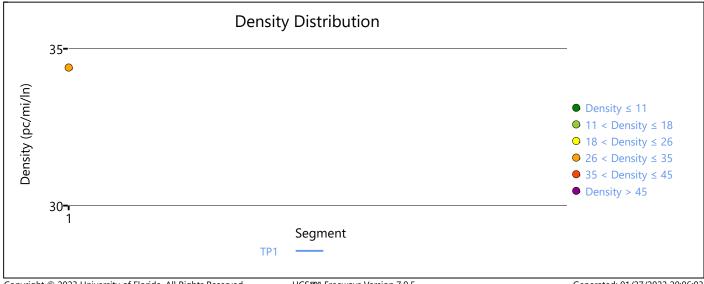


HCSTM Freeways Version 7.9.5 Bayonne - SB LN - Existing.xuf Generated: 01/27/2023 19:05:34

·				HCS7	Freeway	Facilitie	es Repor	t			
Agency	Projec	t Informati	on								
Time Analyzed	Analyst			Cì		Date			4/21/20	22	
Project Description CBD Units U.S. Customary	Agency			WSP		Analysis Y	ear		Existing		
Pacility Global Input	Jurisdicti	on				Time Anal	yzed		AM		
Jam Density, pc/mi/ln 190.0 Density at Capacity, pc/mi/ln 45.0	Project D	escription		CBD		Units			U.S. Cus	tomary	
Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 0.69 Image: Comparity of the compari	Facility	y Global Inj	out								
Total Analysis Periods	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Pacility Length, mi	Queue D	ischarge Capaci	ty Drop, %	7		Total Segr	nents		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duratior	n, min	15		
No. Coded Analyzed Name Length, ft Lanes 1 Basic Basic 3634 4 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LOS 1 0.94 0.917 5744 8800 0.65 41.8 34.4 D Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 34.4 31.5 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 31.5 Average Travel Time, min 1.00 Density, pc/mi/ln 34.4	Facility Lo	ength, mi		0.69							
Basic Basic 3634 4	Facility	y Segment	Data								
Segment 1: Basic Speed Density LOS	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic AP	1	Basic		Basic				3634	1	4	
AP	Facility	y Segment	Data								
Cope Cope					Segmen	ıt 1: Basi	С				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 34.4 31.5 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 31.5 Average Travel Time, min 1.00 Density, pc/mi/ln 34.4 Messages	AP	PHF	fHV				•				LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 34.4 31.5 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 31.5 Average Travel Time, min 1.00 Density, pc/mi/ln 34.4 Messages	1	0.94	0.917	5744	88	300	0.65	41.8		34.4	D
1 41.8 34.4 31.5 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 31.5 Average Travel Time, min 1.00 Density, pc/mi/ln 34.4 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 31.5 Average Travel Time, min 1.00 Density, pc/mi/ln 34.4 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/In Tra	avel Time, mi	n	LOS	
Space Mean Speed, mi/h Average Travel Time, min 1.00 Density, veh/mi/ln 31.5 Average Travel Time, min 34.4 Messages	1	41.8		34.4		31.5		1.00		D	
Average Travel Time, min 1.00 Density, pc/mi/ln 34.4 Messages	Facility	y Overall Re	esults								
Messages	Space M	ean Speed, mi/l	1	41.8		Density, v	eh/mi/ln		31.5		
	Average	Travel Time, mir	า	1.00		Density, p	c/mi/ln		34.4		
Comments	Messa	ges									
	Comm	ents									



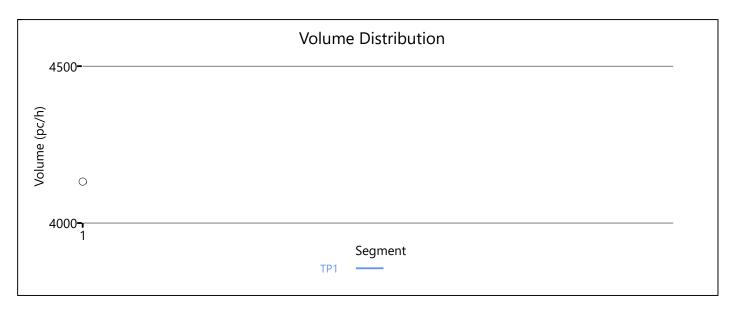


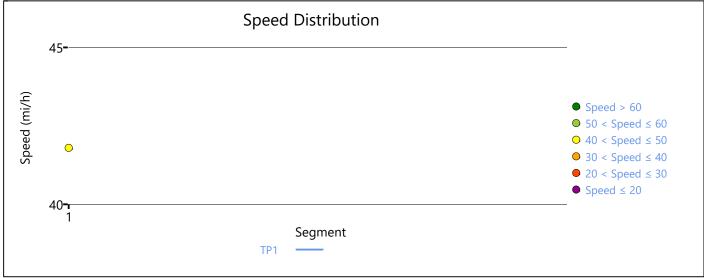


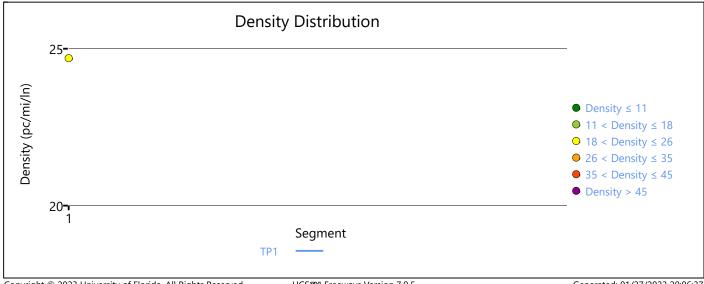
HCSTM Freeways Version 7.9.5 RFK - SB AM - Existing.xuf

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			HCS7	Freeway	Facilitie	es Rep	ort				
Projec	t Informati	on									
Analyst			CJ		Date				4/21/20	22	
Agency			WSP		Analysis Ye	ear			Existing		
Jurisdicti	on				Time Anal	yzed			MD		
Project D	Description		CBD		Units				U.S. Cus	tomary	
Facilit	y Global In _l	put									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity,	pc/m	ni/ln	45.0		
Queue D	ischarge Capaci	ity Drop, %	7		Total Segn	nents			1		
Total Ana	alysis Periods		1		Analysis P	eriod Dura	ation,	min	15		
Facility L	ength, mi		0.69								
Facilit	y Segment	Data									
No.	Coded		Analyzed		Name		П	Length	, ft	Lan	es
1	Basic		Basic					3634		4	
Facilit	y Segment	Data									
				Segmen	t 1: Basi	c					
AP	PHF	fHV	Flow Rate (pc/h)		acity :/h)	d/c Ratio	,	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.883	4132	88	300	0.47		41.8		24.7	С
Facilit	y Analysis F	Results									
АР	Speed, m	i/h	Density, pc/mi/	In Dens	ity, veh/mi	/In	Trav	vel Time, mii	1	LOS	
	41.8		24.7		21.8			1.00		С	
1	41.0										
	y Overall R	esults									
Facilit			41.8		Density, ve	eh/mi/ln			21.8		
Facility Space M	y Overall Ro	h	41.8		Density, ve				21.8		
Facility Space M	y Overall Re ean Speed, mi/b Travel Time, mir	h			-						



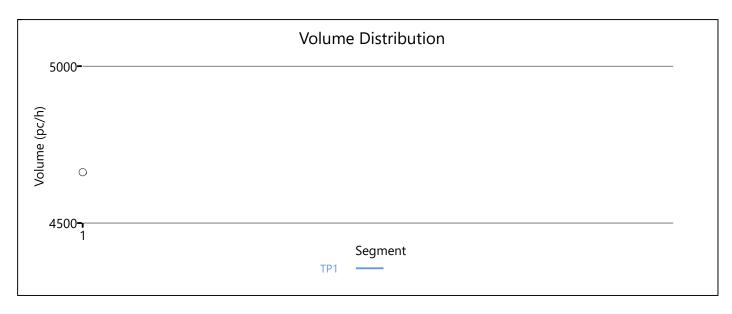


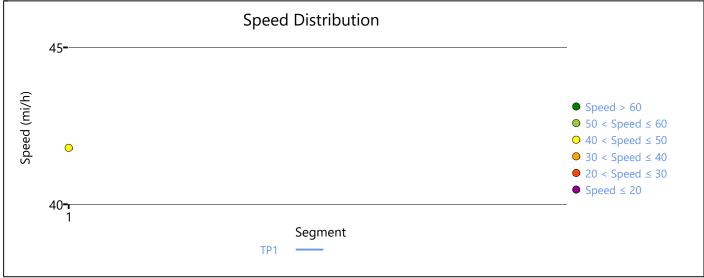


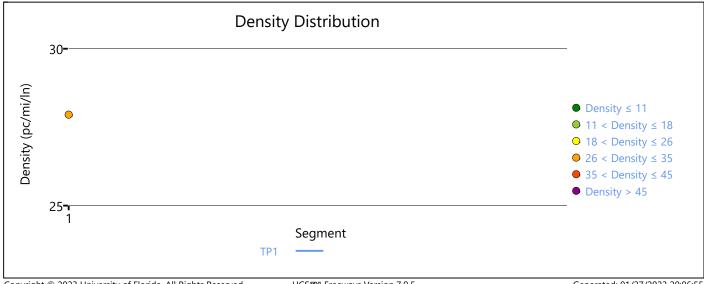
HCSTM Freeways Version 7.9.5 RFK - SB MD - Existing.xuf

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Projec	t Information	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Ye	ar		Existing		
Jurisdictio	on				Time Analy	zed		PM		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	/ Global Inp	out								
Jam Dens	sity, pc/mi/ln		190.0		Density at 0	Capacity, pc/r	mi/ln	45.0		
Queue Di	ischarge Capaci	ty Drop, %	7		Total Segm	ients		1		
Total Ana	lysis Periods		1		Analysis Pe	riod Duration	ı, min	15		
Facility Le	ength, mi		0.69							
Facility	/ Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lan	es
1	Basic		Analyzed Basic		Name		Length 3634		Lan 4	
1		Data	•	Seamen			_			
1	Basic	Data	•	Сар	Name nt 1: Basic pacity c/h)	d/c Ratio	_	D		
1 Facility	Basic / Segment		Basic Flow Rate	Cap (p	nt 1: Basic	d/c	3634 Speed	D (pc	4 Pensity	
Facility AP	Basic / Segment	fHV 0.949	Flow Rate (pc/h)	Cap (p	nt 1: Basic	d/c Ratio	Speed (mi/h)	D (pc	density c/mi/ln)	LO
Facility AP	PHF 0.94	fHV 0.949 Results	Flow Rate (pc/h)	Cap (po	nt 1: Basic	d/c Ratio 0.53	Speed (mi/h)	D (pc	density c/mi/ln)	LO
Facility AP 1 Facility	PHF 0.94 Analysis R	fHV 0.949 Results	Flow Rate (pc/h) 4662	Cap (po	nt 1: Basic pacity c/h)	d/c Ratio 0.53	3634 Speed (mi/h) 41.8	D (pc	ensity c/mi/ln) 27.9	LOS
AP 1 Facility AP 1	PHF 0.94 / Analysis R Speed, mi	fHV 0.949 Results	Flow Rate (pc/h) 4662 Density, pc/mi/	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.53	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 27.9	LOS
AP 1 Facility AP 1 Facility Facility	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.949 Results i/h esults	Flow Rate (pc/h) 4662 Density, pc/mi/	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.53	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 27.9	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.949 Results i/h esults	Flow Rate (pc/h) 4662 Density, pc/mi/ 27.9	Cap (po	pacity c/h) 800 sity, veh/mi/ 26.5	d/c Ratio 0.53	Speed (mi/h) 41.8	D (po	Pensity L/mi/ln) 27.9	LO
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8 / Overall Re ean Speed, mi/h Travel Time, min	fHV 0.949 Results i/h esults	Flow Rate (pc/h) 4662 Density, pc/mi/ 27.9	Cap (po	pacity c/h) 800 sity, veh/mi/ 26.5 Density, vel	d/c Ratio 0.53	Speed (mi/h) 41.8	D (pc	Pensity L/mi/ln) 27.9	LOS



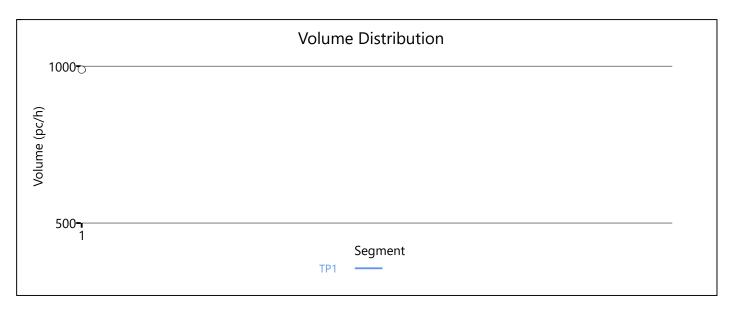


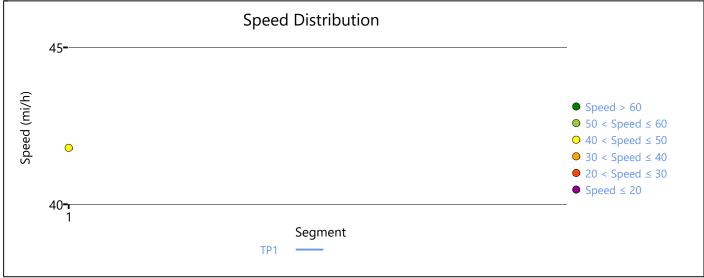


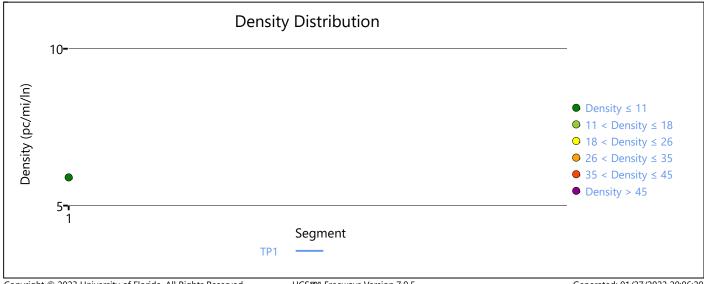
HCSTM Freeways Version 7.9.5 RFK - SB PM - Existing.xuf

Generated: 01/27/2023 20:06:55

			HCS7	Free	way Faciliti	es Rep	oort				
Projec	t Informati	ion									
Analyst			CJ		Date				4/21/20)22	
Agency			WSP		Analysis \	'ear			Existing		
Jurisdiction	on				Time Ana	lyzed			LN		
Project D	escription		CBD		Units				U.S. Cu	stomary	
Facility	/ Global In	put									
Jam Dens	sity, pc/mi/ln		190.0		Density a	t Capacit	y, pc/r	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	7		Total Seg	ments			1		
Total Ana	lysis Periods		1		Analysis F	eriod Du	ıration	ı, min	15		
Facility Le	ength, mi		0.69								
Facility	/ Segment	Data									
No.	Coded		Analyzed		Name			Length	, ft	Lane	es
1	Basic		Basic					3634		4	
Facility	/ Segment	Data									
				Seg	gment 1: Bas	ic					
AP	PHF	fHV	Flow Rate (pc/h)		Capacity (pc/h)	d/d Rati		Speed (mi/h)		Density c/mi/ln)	LOS
1	0.94	0.896	989		8800	0.1	1	41.8		5.9	Α
Facility	/ Analysis I	Results									
AP	Speed, m	ni/h	Density, pc/mi/	/In	Density, veh/m	i/ln	Tra	avel Time, mi	n	LOS	
1	41.8		5.9		5.3			1.00		А	
Facility	/ Overall R	esults									
Space Me	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			5.3		
Average ⁻	Travel Time, mi	n	1.00		Density, p	c/mi/ln			5.9		
Messa	ges										
Comm	onts										
Commi	CIILS										



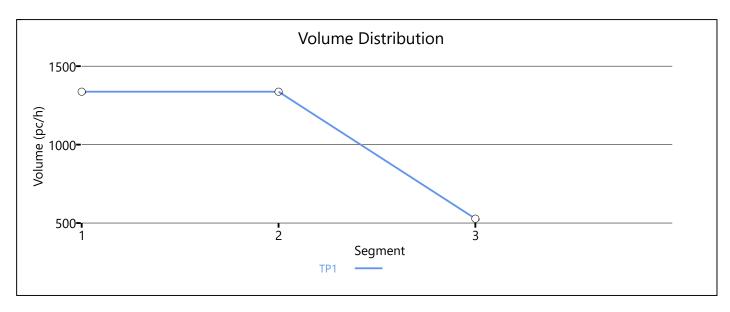


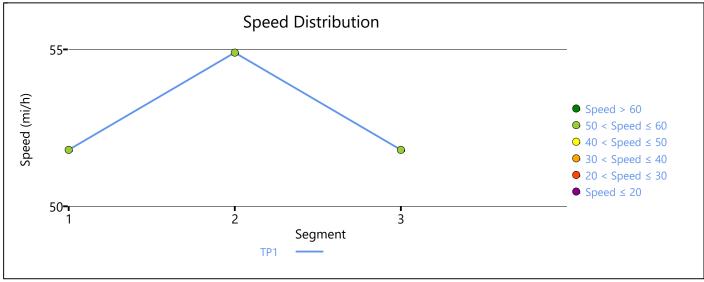


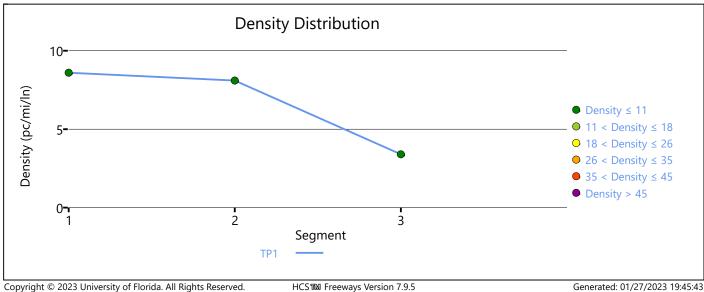
HCSTM Freeways Version 7.9.5 RFK - SB LN - Existing.xuf Generated: 01/27/2023 20:06:20

					НС	S7 Fre	eeway F	acilitie	es Re	eport	-				
Projec	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	2	
Agency					WSP			Analysis Y	'ear				Existing		
Jurisdict	ion							Time Ana	lyzed				AM		
Project I	Descripti	on			CBD			Units					U.S. Cust	omary	
Facilit	ty Gloł	oal In	put												
Jam Der	nsity, pc/	mi/ln			190.0			Density a	t Capac	ity, pc/r	mi/ln		45.0		
Queue [Discharge	e Capac	ity Dro	o, %	7			Total Segi	ments				3		
Total An	alysis Pe	riods			1			Analysis F	eriod D	Ouration	, min		15		
Facility L	ength, n	ni			1.29										
Facilit	y Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2	1	Diverge	:		Basic			-				1800		3	
3		Basic			Basic							2500		3	
Facilit	ty Segi	ment	Data												
							Segment	t 1: Basi	ic						
AP	Pi	-IF	fŀ	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		ensity 'mi/ln)	LOS
1	0.9	94	8.0	46	133	37	66	54	0.	20	51	1.8		8.6	Α
						Se	egment ?	nt 2: Diverge							
AP	PI	НF	fŀ	IV	Flow (pc,		Capacity (pc/h)			/c itio		eed i/h)		ensity 'mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freewa	/ Ramp	
1	0.94	0.94	0.846	0.829	1337	808	6750	4200	0.20	0.19	54.9	55.0	8.1	8.1	А
						9	Segment	t 3: Basi	ic						
AP	Pi	-IF	fŀ	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		ensity 'mi/ln)	LOS
1	0.9	94	8.0	373	52	8	66	54	0.	08	51	1.8		3.4	Α
Facilit	y Ana	lysis	Resul	ts											
АР	Sp	peed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		52.8			6.6			5.6			1.50)		А	
Facilit	y Ove	rall R	esults	5											
Space M	1ean Spe	ed, mi/	h		52.8			Density, v	eh/mi/	ln			5.6		
Average	Travel T	ime, mi	n		1.50			Density, p	c/mi/lr	1			6.6		
Messa	ages														
WARNIN	NG 1				Ramp se	gment len	gth is longe	er than 150	00 feet	for segr	ment 2.				
						-									

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





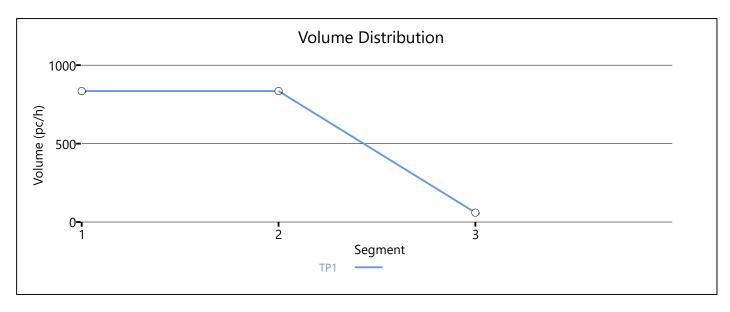


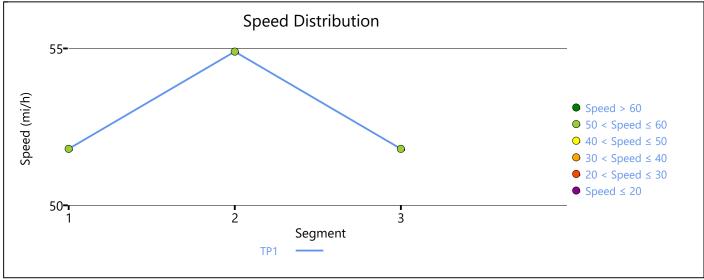
NJ Turnpike - Eastern Spur SB AM - Existing.xuf

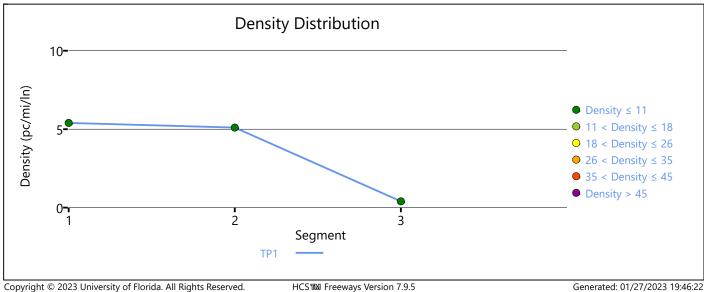
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					НС	S7 Fre	eeway F	acilitie	es Re	port	:				
Projec	t Info	rmati	ion												
Analyst					CJ			Date					4/21/2022	2	
Agency					WSP			Analysis Y	ear ear				Existing		
Jurisdicti	ion							Time Anal	lyzed				MD		
Project D	Description	on			CBD			Units					U.S. Custo	mary	
Facility	y Glob	al In	put												
Jam Den	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ity, pc/r	ni/ln		45.0		
Queue D			ity Dro	p, %	7			Total Segr	ments				3		
Total Ana					1			Analysis P	eriod D	uration	, min		15		
Facility L	ength, m	ni ———			1.29										
Facility	y Segr	nent	Data												
No.	(Coded			Analyzed			Name			L	ength.	, ft	Land	es
1		Basic			Basic							2500		3	
2		Diverge	;		Basic			_				1800		3	
3		Basic			Basic							2500		3	
Facility	y Segr	nent	Data												
						9	Segmen	t 1: Basi	ic						
AP	PH	łF	fŀ	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.9	94	0.8	310	83	5	66	54	0.	13	51	1.8	!	5.4	Α
	0.94 0.810					Segment 2: Diverge									
						Se	egment	2: Diver	ge						
АР	PH	łF	fl	łV	Flow (pc,	Rate	egment i Capa (pc	city	d,	/c tio		eed i/h)		nsity mi/ln)	LOS
AP	PH F	iF R	fl-	IV R		Rate	Capa	city	d,					mi/ln)	LOS
AP	Ļ.,			I	(рс,	Rate /h)	Capa (pc	ncity /h)	d, Ra	tio	(m	i/h)	(pc/	mi/ln)	LOS
	F	R	F	R	(pc,	Rate /h) Ramp	Capa (pc	Ramp	d, Ra F 0.12	tio R	(m	i/h) R	(pc/	mi/ln) Ramp	
	F	R 0.94	F 0.810	R	(pc,	Rate /h) Ramp 776	Capa (pc) Freeway	Ramp 4200 t 3: Basi	d, Ra F 0.12	tio R	(m) F 54.9	i/h) R	(pc/ Freeway 5.1	mi/ln) Ramp	
1	F 0.94	R 0.94	F 0.810	R 0.817	Freeway 835	Rate /h) Ramp 776 Rate	Capa (pc) Freeway 6750 Segment	Ramp 4200 t 3: Basi	d, Ra F 0.12	R 0.18	54.9 Spe (m)	R 55.0	(pc/ Freeway 5.1 De (pc/	Ramp 5.1	A
1 AP	PH 0.94	R 0.94	F 0.810	R 0.817	Freeway 835	Rate /h) Ramp 776 Rate	Capa (pc) Freeway 6750 Segment	Ramp 4200 t 3: Basi	d, Ra F 0.12	R 0.18	54.9 Spe (m)	ri/h) R 55.0	(pc/ Freeway 5.1 De (pc/	Ramp 5.1 sity mi/ln)	LOS
1 AP	PH 0.94	R 0.94	f 0.810 f h	R 0.817	Freeway 835	Rate /h) Ramp 776 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basi	d, Ra F 0.12 C d, Ra 0.0	R 0.18	54.9 Spe (m)	R 55.0	(pc/ Freeway 5.1	Ramp 5.1 sity mi/ln)	LOS
1 AP 1 Facility	PH 0.94	R 0.94 HF 94	f 0.810 f h	R 0.817	Freeway 835 Flow (pc)	Rate /h) Ramp 776 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basi acity /h)	d, Ra F 0.12 C d, Ra 0.0	R 0.18	(m) F 54.9 Spp (m) 55	R 55.0 eed i/h)	(pc/ Freeway 5.1	Ramp 5.1 sity mi/ln)	LOS
1 AP 1 Facility AP	PH 0.94 PH 5.9	R 0.94 IF Oysis I Geed, m 53.0	F 0.810	R 0.817	Freeway 835 Flow (pc,	Rate /h) Ramp 776 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) 4ty, veh/mi	d, Ra F 0.12 C d, Ra 0.0	R 0.18	Spo (m	R 55.0 eed i/h)	(pc/ Freeway 5.1	mi/ln) Ramp 5.1 nsity mi/ln) 0.4	LOS
1 AP 1 Facility AP 1	PH 0.94 PH 0.9 y Anal Sp	R 0.94 HF 94 lysis l peed, m 53.0 rall R	fl- 0.7 Results	R 0.817	Freeway 835 Flow (pc,	Rate /h) Ramp 776 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) 4ty, veh/mi	d, Ra F 0.12 iC d, Ra 0.	R 0.18 /c tio 01	Spo (m	R 55.0 eed i/h)	(pc/ Freeway 5.1	mi/ln) Ramp 5.1 nsity mi/ln) 0.4	LOS
1 AP 1 Facility AP 1 Facility	PH 0.94 PH 0.9 Osponia Special Speci	R 0.94 HF 94 lysis I 53.0 rall R ed, mi/	fb 0.810 fb 0.7 Results h	R 0.817	Freeway 835 Flow (pc,	Rate /h) Ramp 776 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) ty, veh/mi 2.8	d, Ra F 0.12 C d, Ra 0.1	R 0.18 /c tio 01	Spo (m	R 55.0 eed i/h)	(pc/ Freeway 5.1 De (pc/	mi/ln) Ramp 5.1 nsity mi/ln) 0.4	LOS
1 AP 1 Facility AP 1 Facility Space Me	PH 0.94 PH 0.9 y Anal Sp y Ovel ean Spectravel Triavel Ti	R 0.94 HF 94 lysis I 53.0 rall R ed, mi/	fb 0.810 fb 0.7 Results h	R 0.817	Flow (pc) 60 Density, pc 3.5	Rate /h) Ramp 776 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basi acity/h) 54 ty, veh/mi 2.8	d, Ra F 0.12 C d, Ra 0.1	R 0.18 /c tio 01	Spo (m	R 55.0 eed i/h)	(pc/ Freeway 5.1 De (pc/	mi/ln) Ramp 5.1 nsity mi/ln) 0.4	LOS

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





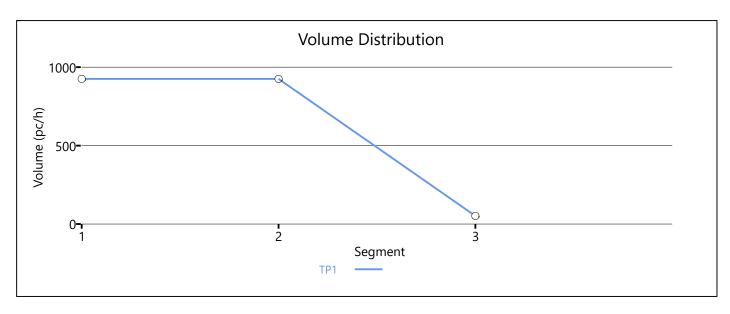


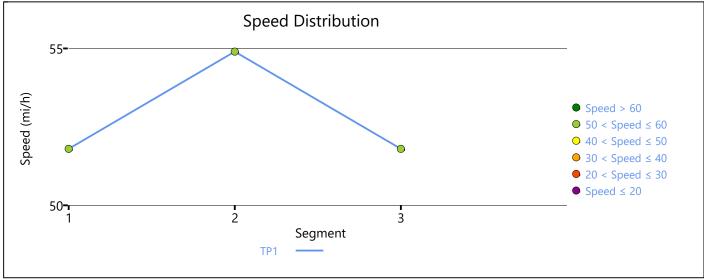
NJ Turnpike - Eastern Spur SB MD - Existing.xuf

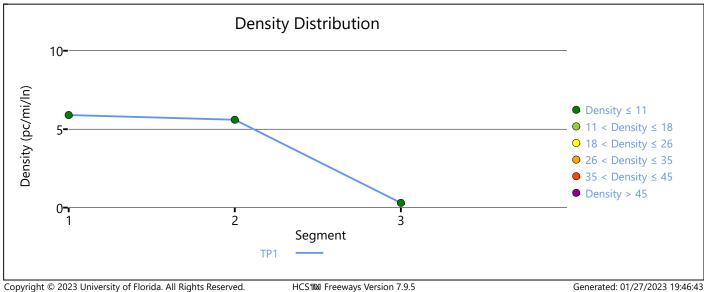
Generated: 01/27/2023 19:46:22

					НС	S7 Fre	eeway I	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	ear				Existing		
Jurisdicti	Jurisdiction								yzed				PM		
Project D	Description	on			CBD			Units					U.S. Custo	mary	
Facility	y Glob	oal In	put												
Jam Den	sity, pc/ı	mi/ln			190.0			Density at	Capaci	ity, pc/r	ni/ln		45.0		
Queue D			ity Dro	р, %	7			Total Segr	ments				3		
Total Ana					1			Analysis P	eriod D	uration	, min		15		
Facility L	ength, m	ni ———			1.29										
Facility	y Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength	, ft	Land	es
1		Basic			Basic							2500		3	
2	[Diverge	!		Basic			_				1800		3	
3		Basic			Basic							2500		3	
Facility	y Segi	ment	Data												
						9	Segmen	t 1: Basi	c						
AP	Pi	łF	fŀ	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.9	94	0.9	921	92	5	66	54	0.	14	51	.8	į	5.9	Α
	1 0.94 0.921					Segment 2: Diverge									
						Se	egment :	2: Diver	ge						
AP	Pł	4F	fl	IV	Flow (pc)	Rate	egment / Capa (pc	city	d,	/c tio		eed i/h)		nsity mi/ln)	LOS
AP	Pł F	lF R	fl-	IV R		Rate	Capa	city	d,					mi/ĺn)	LOS
AP	ļ.,			I	(рс,	Rate /h)	Capa (pc	icity /h)	d, Ra	tio	(m	/h)	(pc/	mi/ĺn)	LOS
	F	R	F	R	(pc,	Rate /h) Ramp	Capa (pc	Ramp	d, Ra F	tio R	(m	/h) R	(pc/ Freeway	ni/ľn) Ramp	
	F	R 0.94	F 0.921	R	(pc,	Rate /h) Ramp 874	Capa (pc) Freeway	Ramp 4200 t 3: Basi	d, Ra F 0.14	R 0.21	(m) F 54.9	/h) R	(pc/ Freeway 5.6	ni/ľn) Ramp	
1	F 0.94	R 0.94	F 0.921	R 0.926	(pc, Freeway 925	Rate /h) Ramp 874 Rate /h)	Capa (pc) Freeway 6750 Segment	Ramp 4200 t 3: Basi	d, Ra F 0.14	R 0.21	54.9 Spe (m)	R 55.0	(pc/ Freeway 5.6	Ramp 5.6	A
1 AP	PH 0.94	R 0.94	F 0.921	R 0.926	Freeway 925 Flow (pc,	Rate /h) Ramp 874 Rate /h)	Capa (pc) Freeway 6750 Segment	Ramp 4200 t 3: Basi	d, Ra F 0.14	R 0.21	54.9 Spe (m)	R 55.0	(pc/ Freeway 5.6	Ramp 5.6 sity ni/ln)	A LOS
1 AP	PH 0.94	R 0.94	F 0.921	R 0.926	Freeway 925 Flow (pc,	Rate /h) Ramp 874 SRate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basi	d, Ra F 0.14 C d, Ra	R 0.21	54.9 Spe (m)	R 55.0	(pc/ Freeway 5.6	Ramp 5.6 sity ni/ln)	A LOS
1 AP 1 Facility	PH 0.94	R 0.94 HF 94	F 0.921	R 0.926	Freeway 925 Flow (pc)	Rate /h) Ramp 874 SRate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basi	d, Ra F 0.14 C d, Ra	R 0.21	(m) F 54.9 Spp (m) 55	R 55.0 eed //h)	(pc/ Freeway 5.6	Ramp 5.6 sity mi/ln)	A LOS
1 AP 1 Facility AP	PH 0.94 PH 0.9 Sp	R 0.94 HF 94 lysis peed, m 53.0	F 0.921 fh 0.8 Resulini/h	R 0.926	Freeway 925 Flow (pc,	Rate /h) Ramp 874 SRate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) 4ty, veh/mi	d, Ra F 0.14 C d, Ra	R 0.21	Spo (m	R 55.0 eed //h)	(pc/ Freeway 5.6	Ramp 5.6 sity ni/ln) 0.3	A LOS
1 AP 1 Facility AP 1	PH 0.94 PH 0.9 y Anal Sp	R 0.94 HF 94 lysis peed, m 53.0 rall R	fl- 0.8 Results	R 0.926	Freeway 925 Flow (pc,	Rate /h) Ramp 874 SRate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) 4ty, veh/mi	d, Ra F 0.14 C d, Ra 0.0	R 0.21 /c tio 01	Spo (m	R 55.0 eed //h)	(pc/ Freeway 5.6	Ramp 5.6 sity ni/ln) 0.3	LOS
1 AP 1 Facility AP 1 Facility	PH 0.94 PH 0.9 O.9 O.9 O.9 O.9 O.9 O.9 O.9	R 0.94 HF 94 lysis 1 53.0 rall R ed, mi/	fb 0.921 fb 0.8 Resultini/h	R 0.926	Freeway 925 Flow (pc, 52	Rate /h) Ramp 874 SRate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 tt 3: Basicity/h) 54 tty, veh/mi 3.4	d, Ra F 0.14 C d, Ra 0.0	R 0.21 /c tio 01	Spo (m	R 55.0 eed //h)	(pc/ Freeway 5.6 De (pc/	Ramp 5.6 sity ni/ln) 0.3	LOS
1 AP 1 Facility AP 1 Facility Space Me	PH 0.94 PH 0.9 y Ana Sp lean Spe Travel Ti	R 0.94 HF 94 lysis 1 53.0 rall R ed, mi/	fb 0.921 fb 0.8 Resultini/h	R 0.926	Freeway 925 Flow (pc, 52 Density, pc 3.8	Rate /h) Ramp 874 SRate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) ty, veh/mi 3.4 Density, v	d, Ra F 0.14 C d, Ra 0.0	R 0.21 /c tio 01	Spo (m	R 55.0 eed //h)	(pc/ Freeway 5.6	Ramp 5.6 sity ni/ln) 0.3	LOS

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





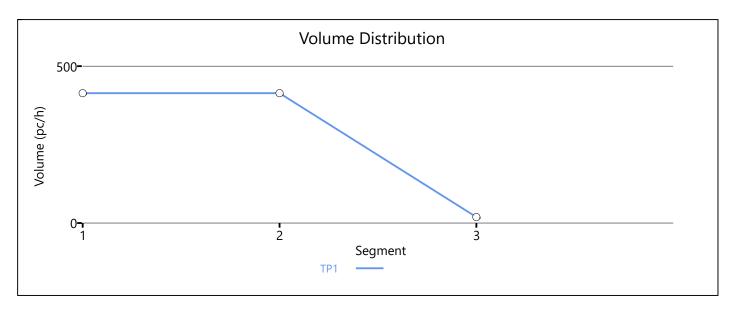


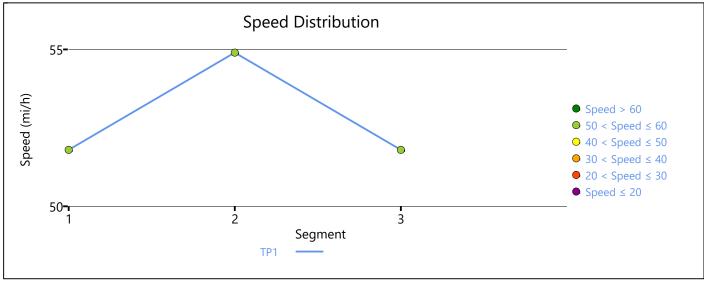
NJ Turnpike - Eastern Spur SB PM - Existing.xuf

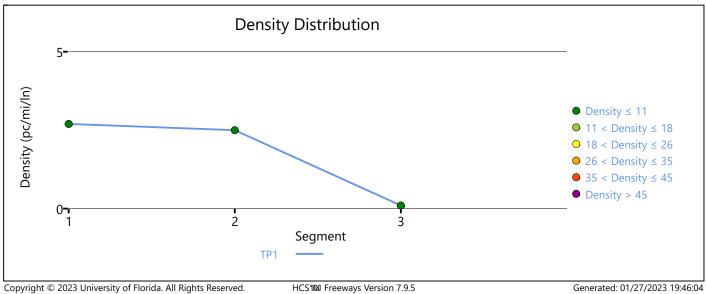
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					НС	S7 Fre	eeway F	acilitie	es Re	port					
Projec	t Info	rmat	ion												
Analyst					CJ			Date					4/21/202	2	
Agency					WSP			Analysis Y	'ear				Existing		
Jurisdicti	ion						Time Analyzed				LN				
Project D	Description	on			CBD			Units					U.S. Custo	mary	
Facility	y Glob	oal In	put												
Jam Density, pc/mi/ln				190.0			Density at	Capaci	ity, pc/r	ni/ln		45.0			
Queue D			ity Dro	o, %	7			Total Segr					3		
Total Ana					1			Analysis P	eriod D	uration	, min		15		
Facility L	ength, m	ni			1.29										
Facility	y Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Land	es
1		Basic			Basic							2500		3	
2		Diverge	!		Basic						1800			3	
3	_	Basic		<u> </u>	Basic							2500		3	
Facility	y Segi	ment	Data												
							Segment	t 1: Basi	ic						
АР	PH	4F	f⊦	IV	Flow Rate (pc/h)			pacity d/c pc/h) Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.9	94	0.8	391	41	4	6654 0.06			51	1.8		2.7	Α	
	1 0.94 0.891 414 6654 0.06 51.8 2.7 A Segment 2: Diverge														
							egment	2: Diver	ge						
AP	PH	4F	fŀ	IV	Flow (pc,	Rate	egment i Capa (pc	city	d,	/c tio		eed i/h)		nsity mi/ln)	LOS
АР	PI-	lF R	fl-	IV R		Rate	Capa	city	d,					mi/ĺn)	LOS
AP	<u> </u>				(рс,	Rate /h)	Capa (pc	ncity /h)	d, Ra	tio	(m	i/h)	(pc/	mi/ĺn)	LOS
	F	R	F	R	(pc,	Rate /h) Ramp	Capa (pc	Ramp	d, Ra F	tio R	(m	i/h) R	(pc/	mi/ln) Ramp	
	F	R 0.94	F 0.891	R	(pc,	Rate /h) Ramp 395	Capa (pc) Freeway	Ramp 4200 t 3: Basi	d, Ra F 0.06	R 0.09	(m) F 54.9	i/h) R	(pc/ Freeway 2.5	mi/ln) Ramp	
1	F 0.94	R 0.94	F 0.891	R 0.899	Freeway 414 Flow	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment	Ramp 4200 t 3: Basicity /h)	d, Ra F 0.06	R 0.09	54.9 Spe (m)	R 55.0	(pc/ Freeway 2.5	Ramp 2.5	A
1 AP	PH 0.94	R 0.94	F 0.891	R 0.899	Freeway 414 Flow (pc,	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basicity /h)	d, Ra F 0.06	R 0.09	54.9 Spe (m)	ri/h) R 55.0	(pc/ Freeway 2.5	mi/ln) Ramp 2.5 nsity mi/ln)	LOS
1 AP	PH 0.94	R 0.94	F 0.891	R 0.899	Freeway 414 Flow (pc,	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basicity /h)	d, Ra F 0.06 C d, Ra	R 0.09	54.9 Spe (m)	R 55.0	(pc/ Freeway 2.5	mi/ln) Ramp 2.5 nsity mi/ln)	LOS
1 AP 1 Facility	PH 0.94	R 0.94 HF 94	F 0.891	R 0.899	Freeway 414 Flow (pc)	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h)	d, Ra F 0.06 C d, Ra	R 0.09	(m) F 54.9 Spp (m) 55	R 55.0 eed i/h)	(pc/ Freeway 2.5	mi/ln) Ramp 2.5 nsity mi/ln)	LOS
1 AP 1 Facility AP	PH 0.94 PH 0.9 Sp	R 0.94 HF 94 lysis peed, m 53.0	F 0.891	R 0.899	Freeway 414 Flow (pc,	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h) ty, veh/mi	d, Ra F 0.06 C d, Ra	R 0.09	Spo (m) 54.9	R 55.0 eed i/h)	(pc/ Freeway 2.5	mi/ln) Ramp 2.5 nsity mi/ln) 0.1	LOS
1 AP 1 Facility AP 1	PH 0.94 PH 0.9 y Anal Sp	R 0.94 HF 94 lysis peed, m 53.0 rall R	fl- 0.7 Results	R 0.899	Freeway 414 Flow (pc,	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h) ty, veh/mi	d, Ra F 0.06 iC d, Ra 0.0	R 0.09 /c tio	Spo (m) 54.9	R 55.0 eed i/h)	(pc/ Freeway 2.5	mi/ln) Ramp 2.5 nsity mi/ln) 0.1	LOS
1 AP 1 Facility AP 1 Facility	PH 0.94 PH 0.9 O.9 O.9 O.9 O.9 O.9 O.9 O.9	R 0.94 HF 94 lysis 1 53.0 rall R ed, mi/	fb 0.891 fb 0.7 Results h	R 0.899	Freeway 414 Flow (pc, 19	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h) ty, veh/mi 1.5	d, Ra F 0.06 C d, Ra 0.0	R 0.09 /c tio 00 Tra	Spo (m) 54.9	R 55.0 eed i/h)	(pc/	mi/ln) Ramp 2.5 nsity mi/ln) 0.1	LOS
1 AP 1 Facility AP 1 Facility Space M	PH 0.94 PH 0.9 y Ana Sp lean Spe Travel Ti	R 0.94 HF 94 lysis 1 53.0 rall R ed, mi/	fb 0.891 fb 0.7 Results h	R 0.899	Freeway 414 Flow (pc) 19 Density, pc 1.7	Rate /h) Ramp 395 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basinetty /h) ty, veh/mi 1.5	d, Ra F 0.06 C d, Ra 0.0	R 0.09 /c tio 00 Tra	Spo (m) 54.9	R 55.0 eed i/h)	(pc/ Freeway 2.5	mi/ln) Ramp 2.5 nsity mi/ln) 0.1	LOS

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	

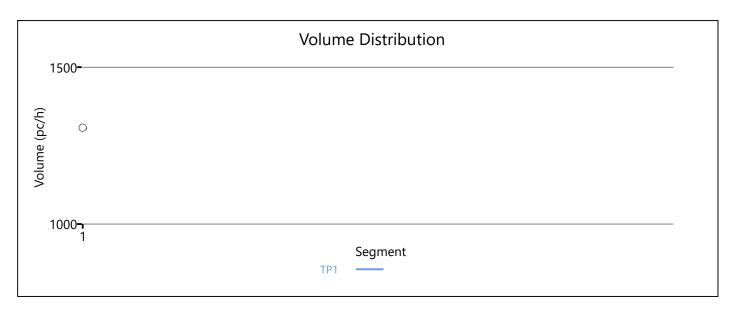


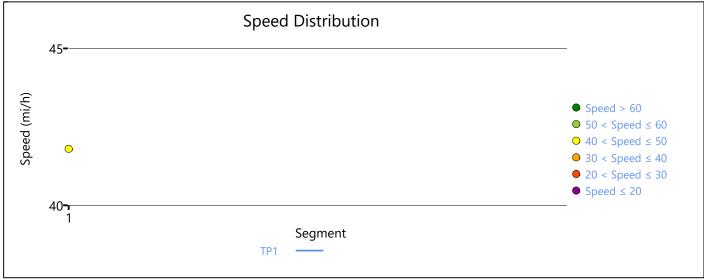


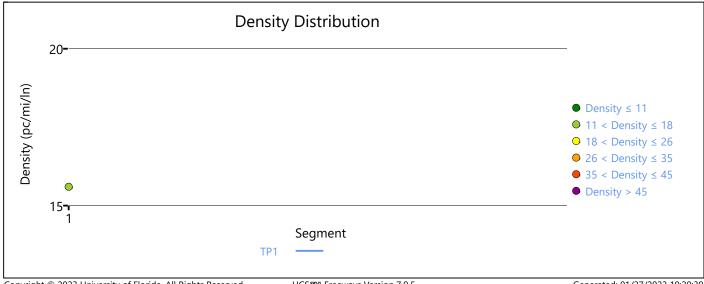


NJ Turnpike - Eastern Spur SB LN - Existing.xuf

			HCS7	Freeway	Facilitie	s Repor	t				
Projec	t Informati	on									
Analyst			CJ		Date				22		
Agency			WSP		Analysis Year				NoBuild		
Jurisdiction Time Analyzed AM											
Project D	Description		CBD		Units			U.S. Cus	tomary		
Facilit	y Global Inj	out									
Jam Density, pc/mi/ln 190.0					Density at	Capacity, pc/	mi/ln	45.0			
Queue D	Queue Discharge Capacity Drop, % 7				Total Segn	nents		1			
Total Ana	Analysis Periods 1				Analysis P	eriod Duratio	n, min	15			
Facility L	ength, mi		1.00								
Facilit	y Segment	Data									
No.	Coded		Analyzed		Name		Length	, ft	ft Lane		
1	Basic		Basic				5280		2		
Facilit	y Segment	Data					-				
				Segmen	t 1: Basi	с					
АР	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)		LO	
1	0.94	0.888	1307	44	100	0.30	41.8		15.6	В	
Facilit	y Analysis F	Results									
Facility AP	y Analysis F Speed, m		Density, pc/mi/	In Dens	ity, veh/mi	/In Tr	avel Time, mi	n	LOS		
	<u> </u>		Density, pc/mi/	'In Dens	i ity, veh/mi 13.9	/In Tr	avel Time, mi	n	LOS B		
AP 1	Speed, m	i/h	<u> </u>	'In Dens		/In Tr		n			
AP 1 Facility	Speed, m 41.8	i/h esults	<u> </u>	'In Dens				n 13.9			
AP 1 Facility Space M	Speed, m 41.8 y Overall Re	esults	15.6	'In Dens	13.9	eh/mi/ln					
AP 1 Facility Space M	Speed, m 41.8 y Overall Re ean Speed, mi/h Travel Time, mir	esults	15.6	'In Dens	13.9 Density, ve	eh/mi/ln		13.9			

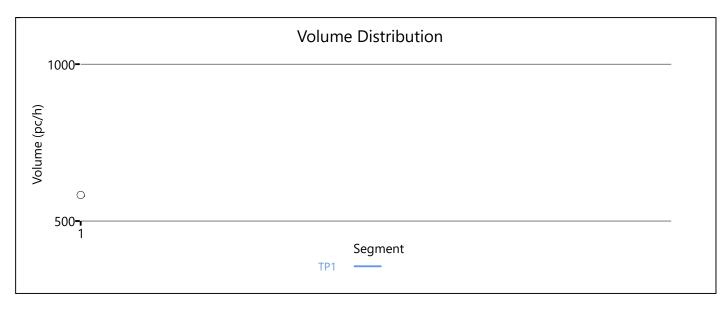


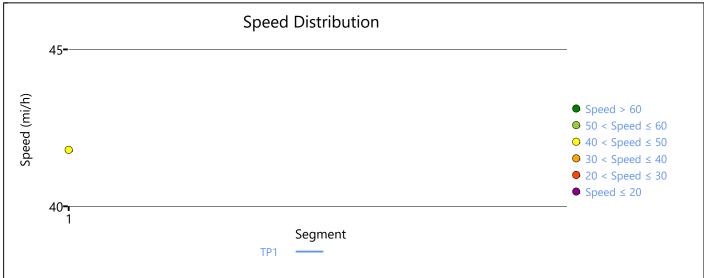


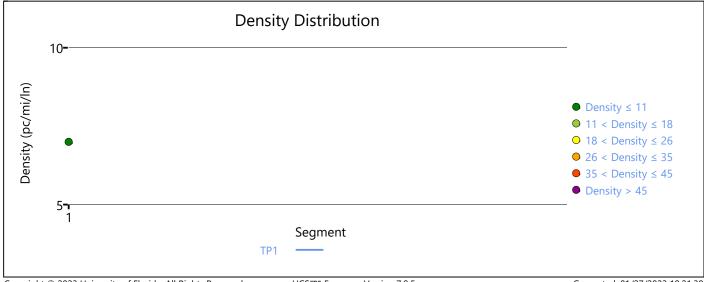


HCSTM Freeways Version 7.9.5 Bayonne - NB AM - NoBuild.xuf Generated: 01/27/2023 19:20:39

			HCS7	Freeway	Facilitie	s Repor	t				
Projec	t Informati	on									
Analyst			CJ		Date				4/21/2022		
Agency			WSP		Analysis Year				NoBuild		
Jurisdiction Time Analyzed MD											
Project D	escription		CBD		Units			U.S. Cus	tomary		
Facility	y Global Inp	put									
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0			
Queue D	ischarge Capaci	ity Drop, %	7		Total Segn	nents		1			
Total Ana	lysis Periods		1		Analysis P	eriod Duratio	n, min	15			
Facility Le	ength, mi		1.00								
Facility	y Segment	Data									
No.	Coded		Analyzed	Analyzed Name Length, f					, ft Lanes		
1	Basic		Basic		52			80 2			
Facility	y Segment	Data									
				Segmen	nt 1: Basi	С					
AP	PHF	fHV	Flow Rate (pc/h)		pacity d/c pc/h) Ratio		Speed (mi/h)		ensity :/mi/ln)	LOS	
1	0.94	0.792	583	44	400	0.13	41.8		7.0	Α	
Facility	y Analysis F	Results									
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In Tr	avel Time, mi	n	LOS		
1	41.8		7.0		5.5		1.40		А		
Facility	y Overall Re	esults									
Space Me	ean Speed, mi/h	า	41.8		Density, ve	eh/mi/ln		5.5			
Average	Travel Time, mir	า	1.40		Density, p	c/mi/ln		7.0			
Messa	ges										
Comm	ents										

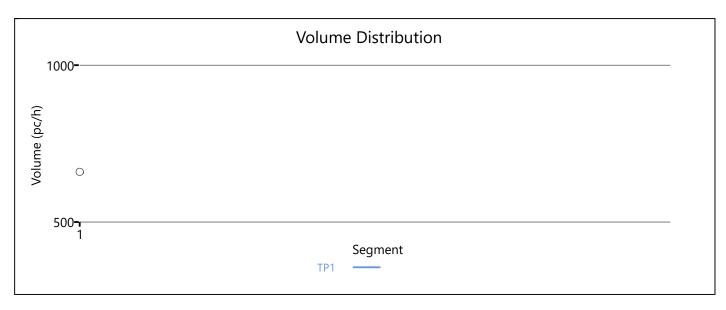


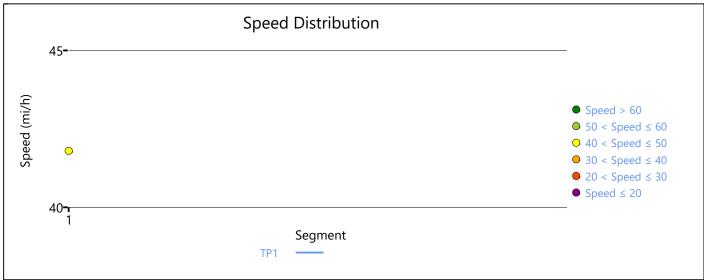


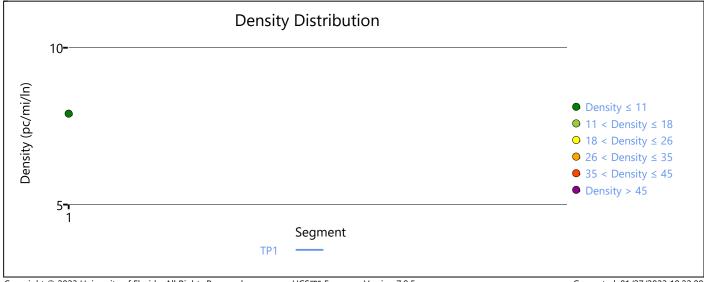


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			HCS7	Freeway	Facilitie	s Repor	t				
Projec	t Informati	on									
Analyst			CJ		Date				22		
Agency			WSP		Analysis Year				NoBuild		
Jurisdiction	on				Time Anal	yzed		PM			
Project D	escription		CBD		Units			U.S. Cus	tomary		
Facility	/ Global Inp	put									
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	/mi/ln	45.0			
Queue D	ischarge Capaci	ity Drop, %	7		Total Segn	nents		1			
Total Ana	llysis Periods		1		Analysis P	eriod Duratio	n, min	15			
Facility Le	ength, mi		1.00								
Facility	/ Segment	Data									
No.	Coded		Analyzed	nalyzed Name Length, ft					Lanes		
1	Basic		Basic					5280			
Facility	/ Segment	Data									
				Segmen	ıt 1: Basi	С					
AP	PHF	fHV	Flow Rate (pc/h)		pacity d/c pc/h) Ratio		Speed (mi/h)		ensity :/mi/ln)	LOS	
1	0.94	0.919	660	44	400	0.15	41.8		7.9	А	
Facility	, Analysis F	Results									
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/ln Tı	avel Time, mi	n	LOS		
1	41.8		7.9		7.3		1.40		А		
Facility	y Overall Re	esults									
Space Me	ean Speed, mi/l	า	41.8		Density, ve	eh/mi/ln		7.3			
Average	Travel Time, mir	า	1.40		Density, p	c/mi/ln		7.9			
Messa	ges										
Comm	ents										

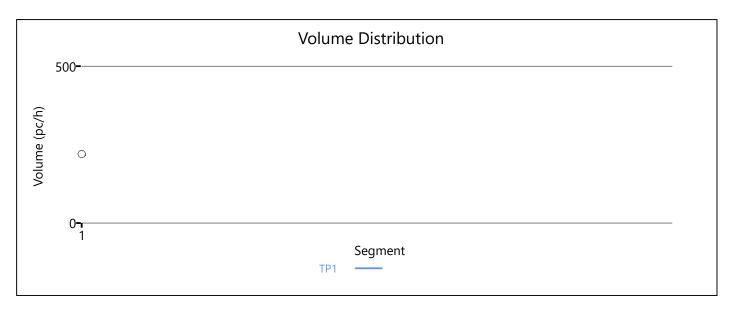


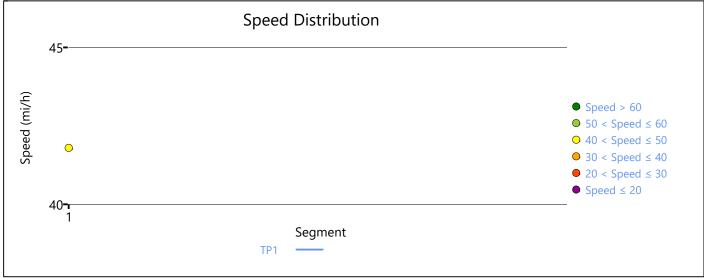


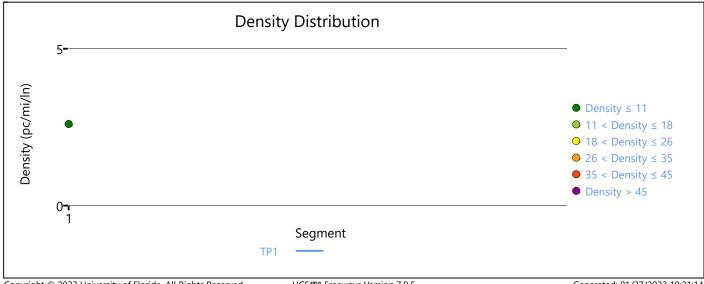


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Project	t Informati	on								
Analyst			CJ		Date		4/21/2022			
Agency			WSP		Analysis Year			NoBuild		
Jurisdictio	on				Time Analyz	zed		LN		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	/ Global Inp	out								
Jam Density, pc/mi/ln			190.0		Density at Ca	Capacity, pc/r	mi/ln	45.0		
Queue Discharge Capacity Drop, %			7		Total Segme	ents		1		
Total Analysis Periods			1		Analysis Peri	iod Duration	, min	15		
Facility Le	ength, mi		1.00							
Facility	/ Segment	Data								
						ı, ft Laı		anes		
No.	Coded		Analyzed		Name		Length	, ft	Lan	es
No.	Coded Basic		Analyzed Basic		Name		Length 5280		Lan 2	
1		Data					_		-	
1 Facility	Basic / Segment		Basic		nt 1: Basic		5280		2	
1	Basic	Data		Сар		d/c Ratio	_) D	-	
1 Facility	Basic / Segment		Basic Flow Rate	Cap (po	at 1: Basic	d/c	5280 Speed) D	ensity	
Facility AP	Basic / Segment PHF	fHV 0.847	Flow Rate (pc/h)	Cap (po	at 1: Basic	d/c Ratio	Speed (mi/h)) D	Pensity C-/mi/ln)	LOS
Facility AP	PHF 0.94	fHV 0.847 Results	Flow Rate (pc/h)	Cap (po	at 1: Basic	d/c Ratio	Speed (mi/h)	D (po	Pensity C-/mi/ln)	LOS
AP 1 Facility	PHF 0.94 Analysis F	fHV 0.847 Results	Flow Rate (pc/h)	Cap (po	at 1: Basic Pacity C/h)	d/c Ratio	5280 Speed (mi/h) 41.8	D (po	ensity c/mi/ln)	LOS
AP 1 Facility AP 1	PHF 0.94 / Analysis F Speed, m	fHV 0.847 Results i/h	Flow Rate (pc/h) 220 Density, pc/mi/	Cap (po	at 1: Basic acity c/h) 400	d/c Ratio	Speed (mi/h) 41.8	D (po	Pensity C/mi/ln) 2.6	LOS
AP 1 Facility AP 1 Facility Facility	PHF 0.94 / Analysis F Speed, m 41.8	fHV 0.847 Results i/h esults	Flow Rate (pc/h) 220 Density, pc/mi/	Cap (po	at 1: Basic acity c/h) 400	d/c Ratio 0.05	Speed (mi/h) 41.8	D (po	Pensity C/mi/ln) 2.6	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis F Speed, m 41.8	fHV 0.847 Results i/h esults	Flow Rate (pc/h) 220 Density, pc/mi/ 2.6	Cap (po	at 1: Basic Pacity C/h) 400	d/c Ratio 0.05	Speed (mi/h) 41.8	D (po	Pensity C/mi/ln) 2.6	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis F Speed, m 41.8 / Overall Reean Speed, mi/h Travel Time, mir	fHV 0.847 Results i/h esults	Flow Rate (pc/h) 220 Density, pc/mi/ 2.6	Cap (po	at 1: Basic vacity c/h) 400 sity, veh/mi/lr 2.2 Density, veh,	d/c Ratio 0.05	Speed (mi/h) 41.8	D (pc	Pensity C/mi/ln) 2.6	LOS

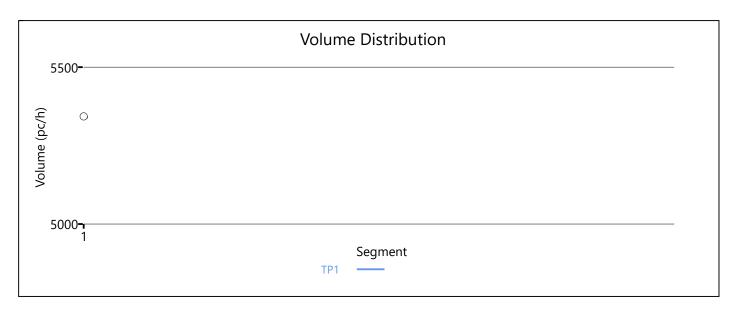


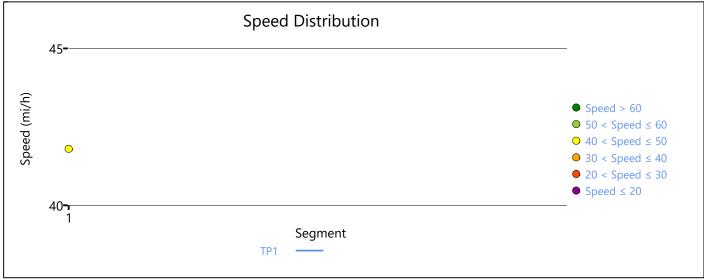


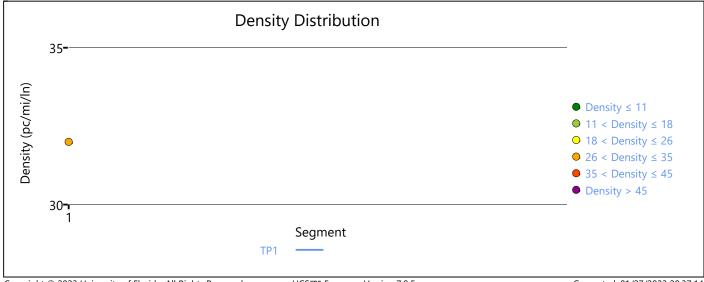


HCSTM Freeways Version 7.9.5 Bayonne - NB LN - NoBuild.xuf Generated: 01/27/2023 19:21:14

			HCS7	Freeway	Facilitie	s Repo	ort				
Projec	t Informati	on									
Analyst			CJ		Date)22		
Agency			WSP		Analysis Year				NoBuild		
Jurisdiction Time Analyzed AM											
Project D	Description		CBD		Units			U.S. Cu	stomary		
Facilit	y Global Inj	put									
Jam Density, pc/mi/ln 190.0					Density at	Capacity, ր	oc/mi/ln	45.0			
Queue D	Queue Discharge Capacity Drop, % 7				Total Segn	nents		1			
Total Ana	alysis Periods		1		Analysis P	eriod Dura	ion, min	15			
Facility L	ength, mi		0.69								
Facilit	y Segment	Data									
No.	Coded		Analyzed		Name Length, ft				Lanes		
1	Basic		Basic				363	3634		4	
Facilit	y Segment	Data					-				
				Segmen	t 1: Basi	с					
AP	PHF	fHV	Flow Rate (pc/h)		acity :/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS	
1	0.94	0.911	5343	88	300	0.61	41.8		32.0	D	
Facilit	y Analysis F	Results									
AP	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/In	Travel Time, m	in	LOS		
	41.8		32.0		29.2		1.00		D		
1											
<u> </u>	y Overall Re	esults									
Facilit			41.8		Density, ve	eh/mi/ln		29.2			
Facility Space M	y Overall Re	า	41.8		Density, ve			29.2			
Facility Space M	y Overall Re ean Speed, mi/h Travel Time, mir	า									



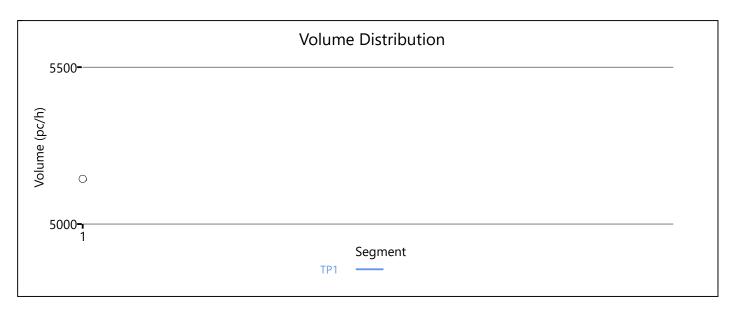


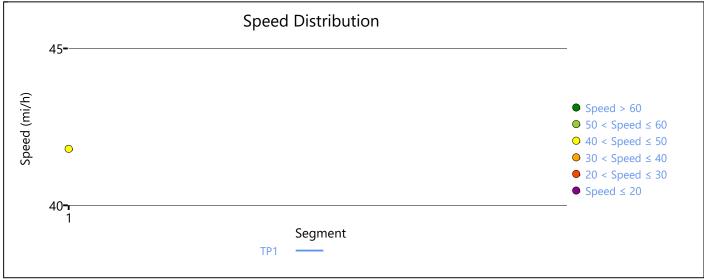


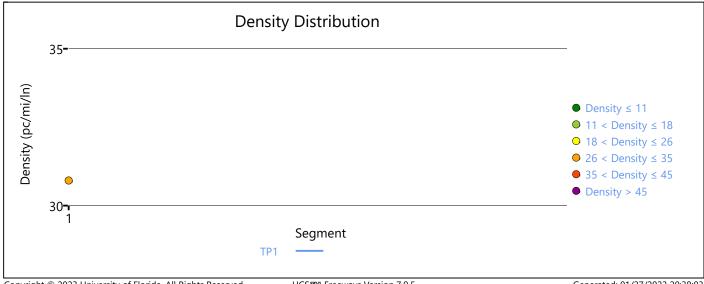
HCSTM Freeways Version 7.9.5 RFK - NB AM - NoBuild.xuf

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			HCS7	Freeway	Facilitie	es Repor	t			
Projec	t Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Year			NoBuild		
Jurisdiction	on				Time Anal	yzed		MD		
Project D	escription		CBD	Units			U.S. Cus	tomary		
Facility	y Global Inj	put								
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	nents		1		
Total Ana	lysis Periods		1		Analysis P	eriod Duration	n, min	15		
Facility Le	ength, mi		0.69							
Facility	y Segment	Data								
No.	Coded		Analyzed	Analyzed Name Length, f					, ft Lanes	
1	Basic		Basic		363			34 4		
Facility	y Segment	Data								
				Segmen	ıt 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		Density (pc/mi/ln)	
1	0.94	0.906	5144	88	300	0.58	41.8		30.8	D
Facility	y Analysis F	Results								
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/ln Tr	avel Time, mi	n	LOS	
1	41.8		30.8		27.9		1.00		D	
Facility	y Overall Re	esults								
Space Me	ean Speed, mi/l	า	41.8		Density, v	eh/mi/ln		27.9		
Average	Travel Time, mir	า	1.00		Density, pc/mi/ln			30.8		
Messa	ges									
Comm	ents									



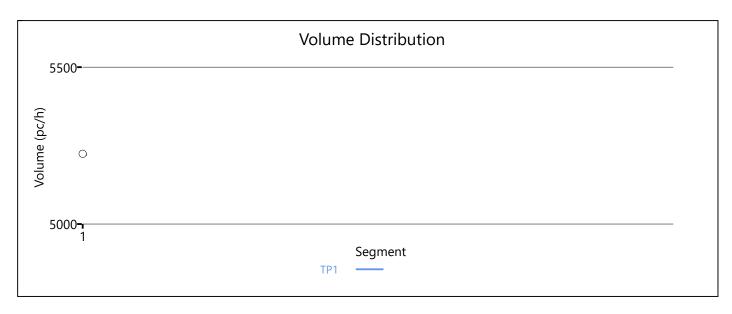


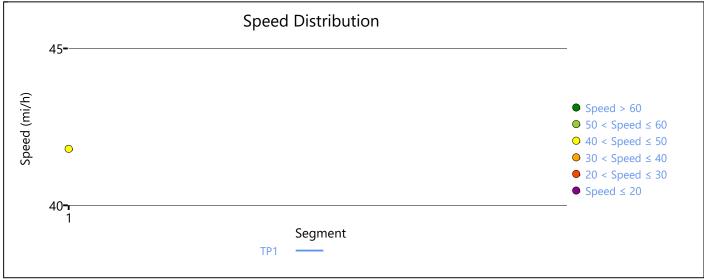


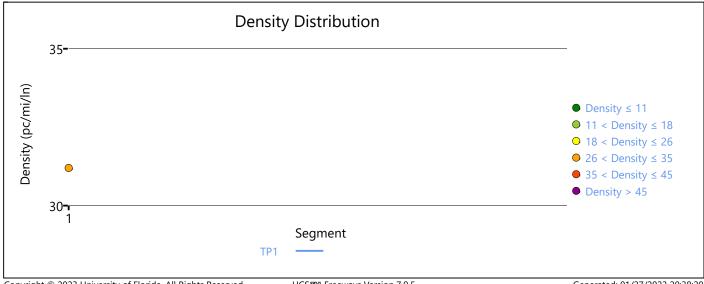
HCSTM Freeways Version 7.9.5 RFK - NB MD - NoBuild.xuf

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			HCS7	Freeway	[,] Facilitie	es Rep	ort				
Projec	t Informati	on									
Analyst			CJ		Date				4/21/20)22	
Agency			WSP		Analysis Y	'ear			NoBuil	d	
Jurisdiction	on				Time Ana	lyzed			PM		
Project D	escription		CBD		Units				U.S. Cu	stomary	
Facility	/ Global In	put									
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity,	pc/m	ni/ln	45.0		
Queue Di	scharge Capac	ity Drop, %	7		Total Segi	ments			1		
Total Ana	lysis Periods		1		Analysis P	eriod Dura	ation,	min	15		
Facility Le	ength, mi		0.69								
Facility	/ Segment	Data									
No.	Coded		Analyzed		Name		\Box	Length	, ft	Land	es
1	Basic		Basic					3634	ļ	4	
Facility	/ Segment	Data								-	
				Segme	nt 1: Basi	ic					
AP	PHF	fHV	Flow Rate (pc/h)		pacity pc/h)	d/c Ratio	,	Speed (mi/h)		Density c/mi/ln)	LOS
1	0.94	0.958	5224		8800	0.59		41.8		31.2	D
Facility	/ Analysis I	Results									
AP	Speed, m	i/h	Density, pc/mi/	'In Dei	nsity, veh/m	i/ln	Tra	vel Time, mi	n	LOS	
1	41.8		31.2		29.9			1.00		D	
Facility	Overall R	esults									
Space Me	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			29.9		
Average ⁻	Travel Time, mii	n	1.00		Density, p	c/mi/ln			31.2		
Messa	ges										
Comm	ents										



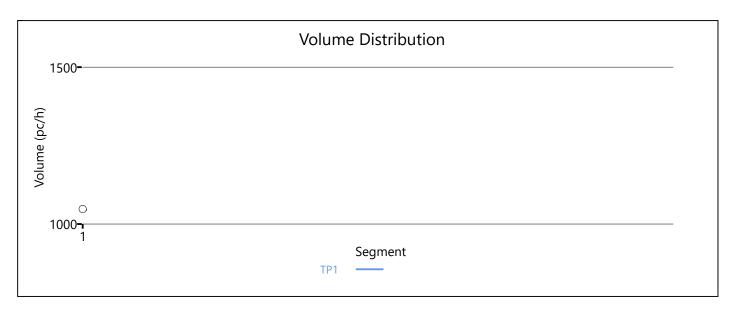


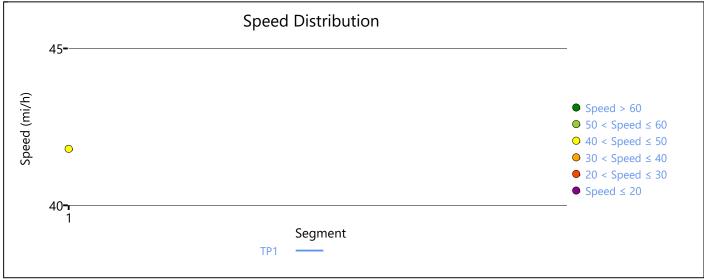


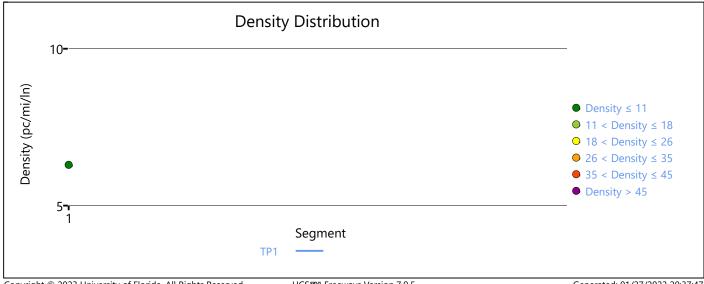
HCSTM Freeways Version 7.9.5 RFK - NB PM - NoBuild.xuf

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Project Information Inf				HCS7	Freeway	Facilitie	es Repor	t			
Agency WSP Analysis Year NoBuild Jurisdiction Time Analyzed LN Project Description CBD Units U.S. Customary Facility Global Input Jam Density, pc/mi/In 190.0 Density at Capacity, pc/mi/In 45.0 Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 0.69 Density of the period Duration, min 15 Facility Segment Data Segment 1: Basic Segment 1: Basic Segment 1: Basic AP PHF fHV Flow Rate (pc/h) (pc/h) (pc/h) (pc/h) (pc/h) (pc/mi/ln) (pc/mi/ln) (pc/mi/ln) LOS 1 0.94 0.879 1048 8800 0.12 41.8 6.3 A Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 6.3 5.5 1.00 A Facility Overall Results Space Mean Speed, mi/h <td< td=""><td>Projec</td><td>t Informati</td><td>on</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	Projec	t Informati	on								
	Analyst			Cì		Date			4/21/20	22	
Project Description CBD	Agency			WSP		Analysis Y	ear		NoBuild		
Pacility Global Input	Jurisdicti	on				Time Anal	yzed		LN		
Jam Density, pc/mi/ln 190.0 Density at Capacity, pc/mi/ln 45.0	Project D	escription		CBD		Units			U.S. Cus	tomary	
Total Analysis Periods	Facility	y Global Inp	out								
Total Analysis Periods	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	/mi/ln	45.0		
Facility Length, mi 0.69	Queue D	ischarge Capaci	ty Drop, %	7		Total Segr	nents		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duratio	n, min	15		
No. Coded Analyzed Name Length, ft Lanes 1 Basic Basic 3634 4 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Are draw (mi/h) Density (pc/mi/ln) LOS (pc/mi/ln) LOS 1 0.94 0.879 1048 8800 0.12 41.8 6.3 A Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 6.3 5.5 1.00 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3	Facility Le	ength, mi		0.69							
1 Basic Basic 3634 4	Facility	y Segment	Data								
Segment 1: Basic Speed Density Capac	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic Speed Density LOS	1	Basic		Basic				3634	,	4	
AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LOS 1 0.94 0.879 1048 8800 0.12 41.8 6.3 A Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 6.3 5.5 1.00 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	Facility	y Segment	Data								
Composition Composition					Segmen	nt 1: Basi	c				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 6.3 5.5 1.00 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	AP	PHF	fHV				_				LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 6.3 5.5 1.00 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	1	0.94	0.879	1048	88	800	0.12	41.8		6.3	А
1 41.8 6.3 5.5 1.00 A Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In Tr	avel Time, mi	n	LOS	
Space Mean Speed, mi/h Average Travel Time, min 41.8 Density, veh/mi/ln 5.5 Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	1	41.8		6.3		5.5		1.00		А	
Average Travel Time, min 1.00 Density, pc/mi/ln 6.3 Messages	Facility	y Overall Re	esults		-						
Messages	Space M	ean Speed, mi/h	າ	41.8		Density, v	eh/mi/ln		5.5		
	Average	Travel Time, mir	1	1.00		Density, p	c/mi/ln		6.3		
Comments	Messa	ges									
	Comm	ents									



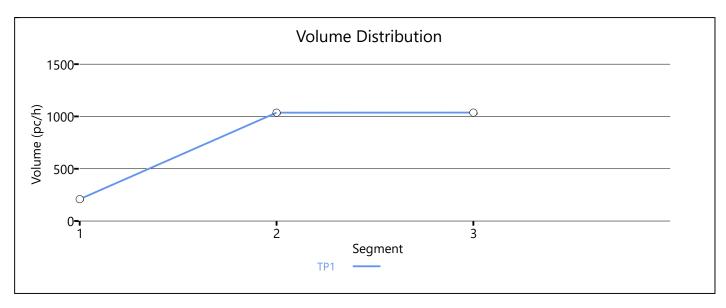


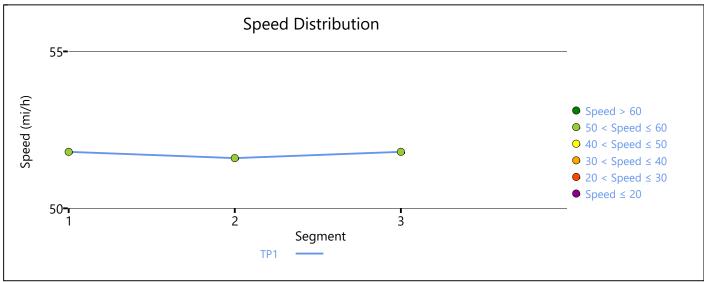


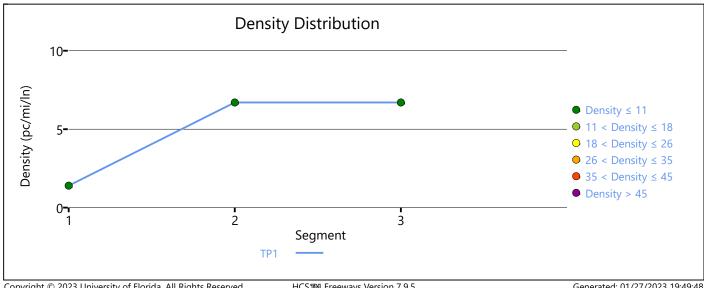
HCSTM Freeways Version 7.9.5 RFK - NB LN - NoBuild.xuf

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					НС	S7 Fre	eeway F	acilitie	es Re	port					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	<u>2</u>	
Agency					WSP			Analysis Y	ear ear				No Build		
Jurisdic	tion							Time Ana	lyzed				AM		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facili	ty Glol	oal In	put												
Jam De	nsity, pc/	mi/ln			190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Queue	Discharg	e Capac	city Dro	р, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis P	eriod D	uration	n, min		15		
Facility	Length, r	ni			1.07										
Facili	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge							663		3	
3		Basic			Basic							2500		3	
Facili	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
AP	PI	HF	fl	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	772	20	19	66	54	0.	03	51	1.8		1.4	А
						S	egment	2: Mer	ge						
AP	PI	HF	fl	łV	Flow (pc,		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.772	0.849	1036	827	6750	4000	0.15	0.21	51.6	51.3	6.7	8.4	А
						9	Segmen	t 3: Basi	ic						
AP	PI	HF	fl	łV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	3.0	333	103	37	66	54	0.	16	51	1.8		5.7	А
Facili	ty Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, pe	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.8			4.4			3.6			1.20)		А	
Facili	ty Ove	rall R	esult	s											
Space N	Лean Spe	ed, mi/	'h		51.8			Density, v	eh/mi/l	n			3.6		
Average	e Travel T	ime, mi	in		1.20			Density, p	c/mi/ln				4.4		
Mess	ages														
Comr	nents														

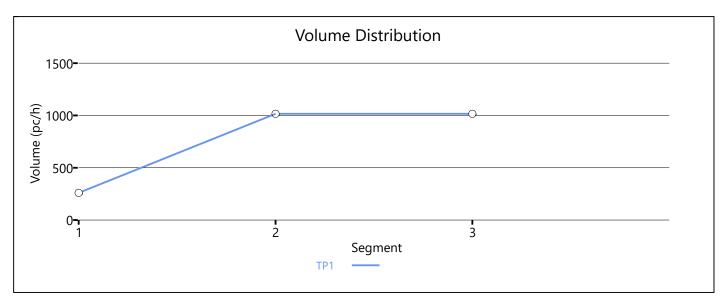


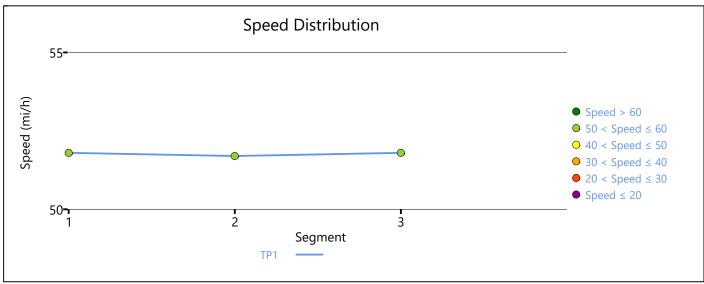


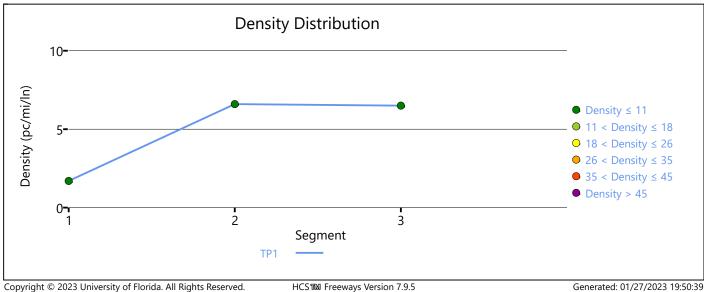


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					НС	S7 Fre	eeway F	acilitie	es Re	eport					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/2022	<u> </u>	
Agency					WSP			Analysis Y	'ear				No Build		
Jurisdic	tion							Time Ana	lyzed				MD		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facili	ty Glol	oal In	put												
Jam De	nsity, pc/	mi/ln			190.0			Density at	t Capac	ity, pc/r	mi/ln		45.0		
Queue	Discharg	e Capac	ity Dro	р, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis P	Period D	Ouration	, min		15		
Facility	Length, r	ni			1.07										
Facili	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	ft	Lane	es.
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facili	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
АР	PI	HF	fŀ	łV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	'97	26	0	66	54	0.	04	51	1.8		1.7	А
						S	egment	2: Mer	ge						
AP	PI	HF	fl	łV	Flow (pc)		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.797	0.801	1016	756	6750	4000	0.15	0.19	51.7	51.3	6.6	8.1	А
						9	Segmen	t 3: Basi	ic						
AP	PI	HF	fl	łV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	3.0	300	10	16	66	54	0.	15	51	1.8	(5.5	А
Facili	ty Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.8			4.4			3.5			1.20)		Α	
Facili	ty Ove	rall R	esult	5											
Space N	Лean Spe	ed, mi/	h		51.8			Density, v	eh/mi/l	ln			3.5		
Average	e Travel T	ime, mi	in		1.20			Density, p	c/mi/ln	1			4.4		
Mess	ages														
Comr	nents														



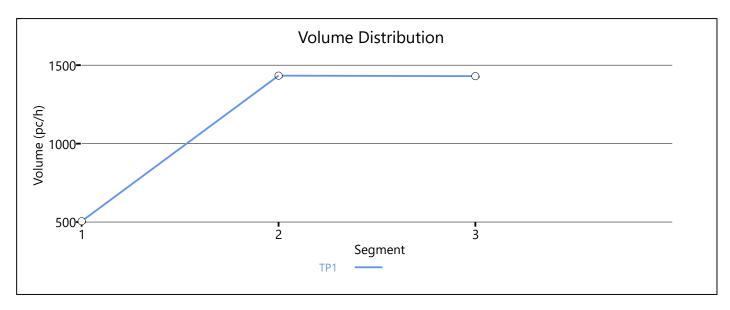


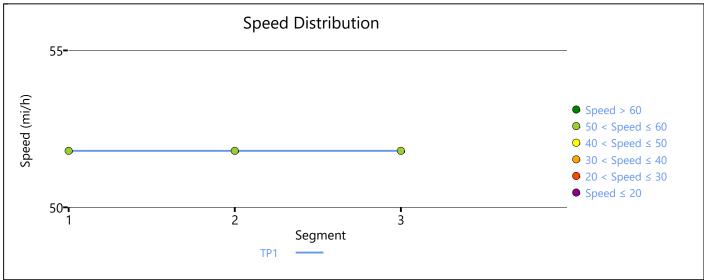


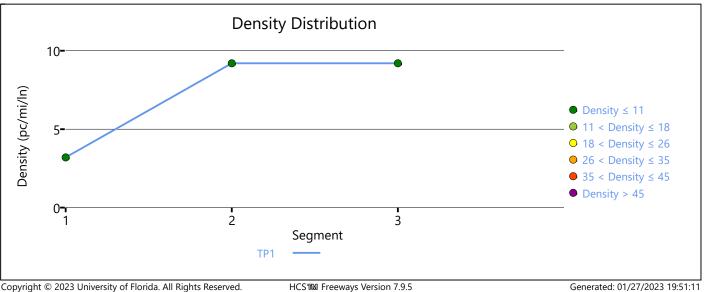
NJ Turnpike - Eastern Spur NB MD - NoBuild.xuf

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					НС	S7 Fre	eeway F	Facilitie	es Re	port					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/2022	<u> </u>	
Agency					WSP			Analysis Y	'ear				No Build		
Jurisdic	tion							Time Ana	lyzed				PM		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facili	ty Glol	oal In	put												
Jam De	nsity, pc/	mi/ln			190.0			Density at	t Capac	ity, pc/r	mi/ln		45.0		
Queue	Discharg	e Capac	ity Dro	р, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis P	eriod D	uration	n, min		15		
Facility	Length, r	ni			1.07										
Facili	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facili	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
AP	PI	HF	fŀ	łV	Flow (pc		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.9	919	50	5	66	54	0.	08	51	.8		3.2	А
						S	egment	2: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc)		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.919	0.923	1433	928	6750	4000	0.21	0.23	51.8	51.3	9.2	10.5	В
						9	Segmen	t 3: Basi	ic						
AP	PI	HF	fŀ	łV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.9	923	143	30	66	54	0.	21	51	.8	9).2	А
Facili	ty Ana	lysis	Resul	ts											
AP	Sį	oeed, n	ni/h		Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.8			6.6			6.0			1.20)		А	
Facili	ty Ove	rall R	esults	5											
Space N	Лean Spe	ed, mi/	'n		51.8			Density, v	eh/mi/l	n			6.0		
Average	e Travel T	ime, mi	in		1.20			Density, p	c/mi/ln				6.6		
Mess	ages														
Comr	nents														



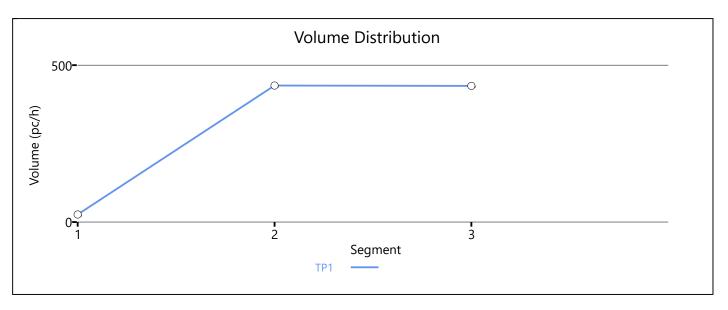


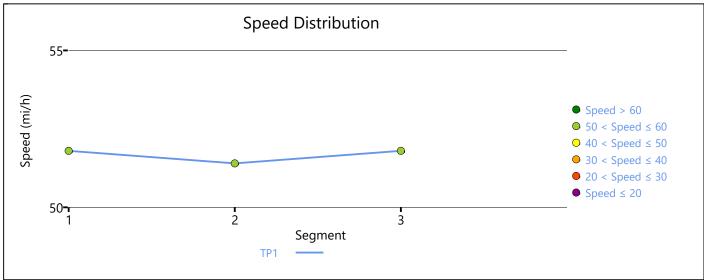


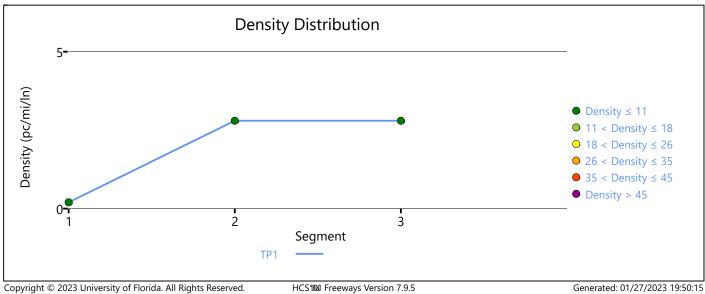
NJ Turnpike - Eastern Spur NB PM - NoBuild.xuf

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					НС	S7 Fre	eeway l	Facilitie	es Re	eport					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	<u>2</u>	
Agency					WSP			Analysis Y	'ear				No Build		
Jurisdict	tion							Time Ana	lyzed				LN		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facilit	ty Glol	oal In	put												
Jam Dei	nsity, pc/	mi/ln			190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Queue I	Discharg	e Capac	ity Dro	р, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility	Length, r	ni			1.07										
Facilit	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facilit	ty Seg	ment	Data												
							Segmen	t 1: Basi	ic						
AP	Pi	-IF	fl	łV	Flow (pc		Capa (pc	acity /h)		/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	723	24	4	66	54	0.	00	51	1.8		0.2	А
						S	egment	2: Mer	ge						
AP	PI	-IF	fl	łV	Flow (pc		Capa (pc	acity /h)		/c tio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.723	0.888	435	411	6750	4000	0.06	0.10	51.4	51.3	2.8	4.5	А
						9	Segmen	t 3: Basi	ic						
AP	Pi	-IF	fl	łV	Flow (pc		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	3.0	380	43	4	66	54	0.	07	51	1.8		2.8	А
Facilit	ty Ana	lysis	Resul	ts											
АР	Sı	peed, n	ni/h		Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	vel Tin	ne, mi	1	LOS	
1		51.7			1.7			1.4			1.20	0		А	
Facilit	ty Ove	rall R	esult	<u> </u>											
Space N	Лean Spe	ed, mi/	'h		51.7			Density, v	eh/mi/l	n			1.4		
Average	e Travel T	ime, mi	in		1.20			Density, p	c/mi/ln				1.7		
Mess	ages														

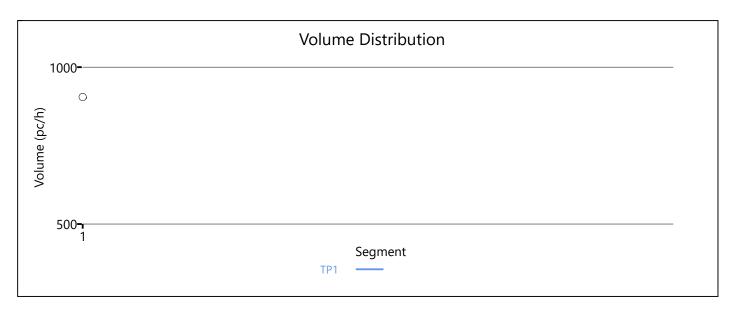


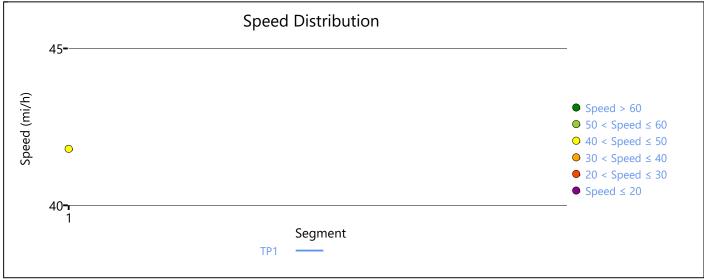


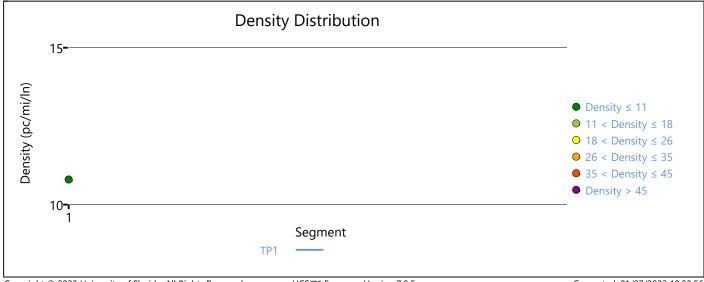


NJ Turnpike - Eastern Spur NB LN - NoBuild.xuf

			HCS7	Freeway	Facilitie	es Repor	t			
Projec	t Informati	ion								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		NoBuild		
Jurisdicti	on				Time Anal	yzed		AM		
Project D	Description		CBD		Units			U.S. Cus	tomary	
Facilit	y Global In	put								
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	5 7		Total Segr	ments		1		
Total Ana	alysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility L	ength, mi		1.00							
Facilit	y Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	 ≥s
1	Basic		Basic				5280)	2	
Facilit	y Segment	Data								
				Segmen	t 1: Basi	c				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.797	905	44	100	0.21	41.8		10.8	А
Facilit	y Analysis I	Results								
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/In Tr	avel Time, mi	n	LOS	
1	41.8		10.8		8.6		1.40		А	
Facilit	y Overall R	esults								
Space M	ean Speed, mi/	h	41.8		Density, v	eh/mi/ln		8.6		
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln		10.8		
Messa	ges									
Comm	nents									

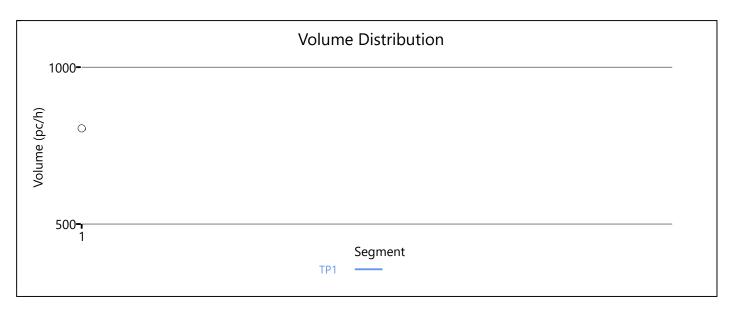


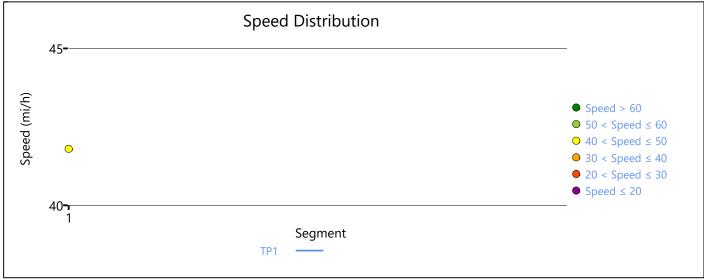


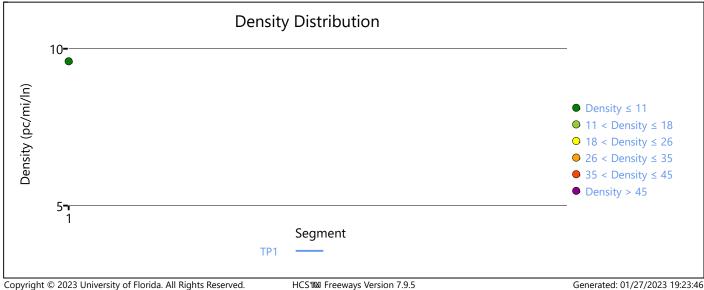


HCSTM Freeways Version 7.9.5 Bayonne - SB AM - NoBuild.xuf Generated: 01/27/2023 19:22:56

			HCS7	Freeway	Facilitie	es Report	t			
Projec	t Informati	on								
Analyst			C1		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		NoBuild		
Jurisdicti	on				Time Anal	yzed		MD		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	y Global Iոր	out								
Jam Den:	sity, pc/mi/ln		190.0		Density at	Capacity, pc/i	mi/ln	45.0		
Queue D	ischarge Capaci	ty Drop, %	7		Total Segr	nents		1		
Total Ana	lysis Periods		1		Analysis P	eriod Duratior	n, min	15		
Facility Le	ength, mi		1.00							
Facility	y Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Land	es
1	Basic		Basic				5280)	2	
Facility	y Segment	Data								
				Segmen	t 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity :/mi/ln)	LOS
1	0.94	0.773	805	44	100	0.18	41.8		9.6	А
Facility	y Analysis R	Results								
АР	Speed, m	i/h	Density, pc/mi/	In Dens	ity, veh/mi	/In Tra	avel Time, mi	n	LOS	
1	41.8		9.6		7.4		1.40		А	
Facility	y Overall Re	esults								
Space Mo	ean Speed, mi/h	n	41.8		Density, v	eh/mi/ln		7.4		
Average	Travel Time, mir	1	1.40		Density, p	c/mi/ln		9.6		
Messa	ges									
Comm	ents									



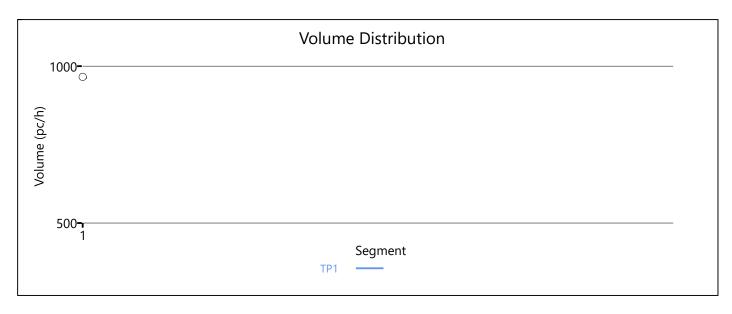


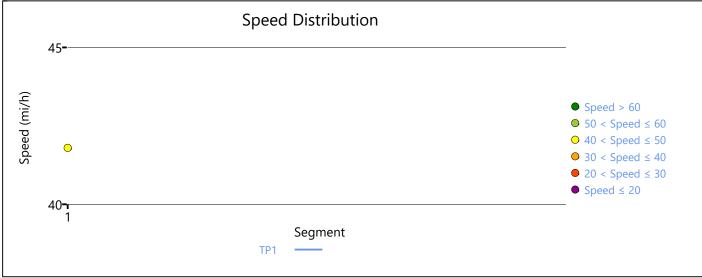


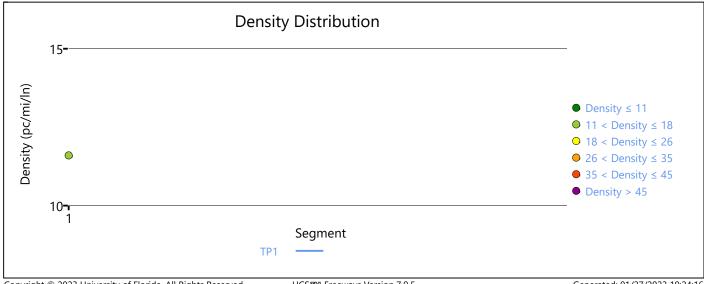
Bayonne - SB MD - NoBuild.xuf

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			HCS7	Freeway	/ Facilitie	es Repor	t			
Projec	t Informati	on								
Analyst			CJ		Date			4/21/20)22	
Agency			WSP		Analysis Y	ear ear		NoBuild	d	
Jurisdiction	on				Time Ana	lyzed		PM		
Project D	escription		CBD		Units			U.S. Cus	stomary	
Facility	/ Global In	put								
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc,	/mi/ln	45.0		
Queue Di	ischarge Capac	ity Drop, %	7		Total Segr	ments		1		
Total Ana	lysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility Le	ength, mi		1.00							
Facility	/ Segment	Data								
No.	Coded	\Box	Analyzed		Name		Length	ı, ft	Land	es
1	Basic		Basic				5280)	2	
Facility	/ Segment	Data								
				Segme	ent 1: Basi	ic				
AP	PHF	fHV	Flow Rate (pc/h)		apacity (pc/h)	d/c Ratio	Speed (mi/h)		Density c/mi/ln)	LOS
1	0.94	0.896	966		4400	0.22	41.8		11.6	В
Facility	/ Analysis I	Results								
AP	Speed, m	i/h	Density, pc/mi/	′ln De	nsity, veh/m	i/ln Tı	ravel Time, mi	n	LOS	
1	41.8		11.6		10.4		1.40		В	
Facility	Overall R	esults								
Space Me	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln		10.4		
Average ⁻	Travel Time, mii	n	1.40		Density, p	c/mi/ln		11.6		
Messa	ges									
Comm	ents									

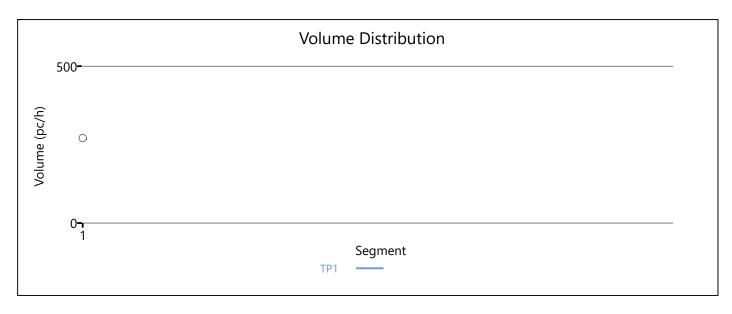


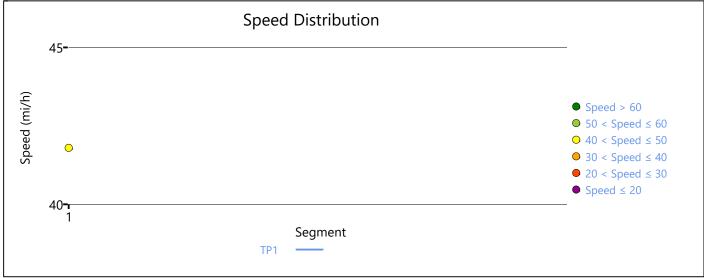


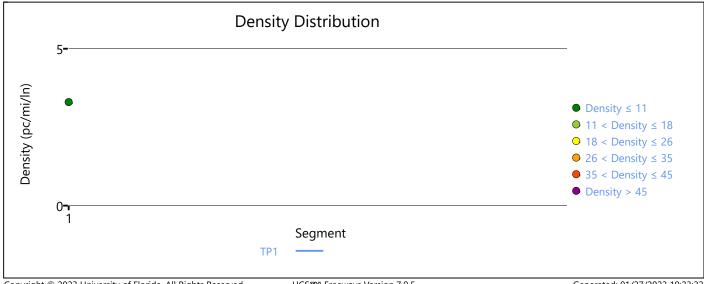


HCSTM Freeways Version 7.9.5 Bayonne - SB PM - NoBuild.xuf Generated: 01/27/2023 19:24:16

			HCS7	Freeway	Facilitie	es Rep	ort	:			
Projec	t Informati	ion									
Analyst			Cl		Date				4/21/20	22	
Agency			WSP		Analysis Y	ear			NoBuild		
Jurisdicti	on				Time Ana	yzed			LN		
Project D	escription (CBD		Units				U.S. Cus	tomary	
Facility	y Global In	put									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity	/, pc/r	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	ments			1		
Total Ana	alysis Periods		1		Analysis P	eriod Du	ration	ı, min	15		
Facility L	ength, mi		1.00								
Facility	y Segment	Data									
No.	Coded		Analyzed		Name			Length	, ft	Lane	es
1	Basic		Basic					5280)	2	
Facility	y Segment	Data									
				Segmer	nt 1: Basi	c					
AP	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/c Rati		Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.812	271	4	400	0.06	5	41.8		3.3	А
Facility	y Analysis I	Results									
AP	Speed, m	i/h	Density, pc/mi/	In Den	sity, veh/mi	i/ln	Tra	avel Time, mi	n	LOS	
1	41.8		3.3		2.7			1.40		А	
Facility	y Overall R	esults									
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			2.7		
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln			3.3		
Messa	ges										
Comm	ents										

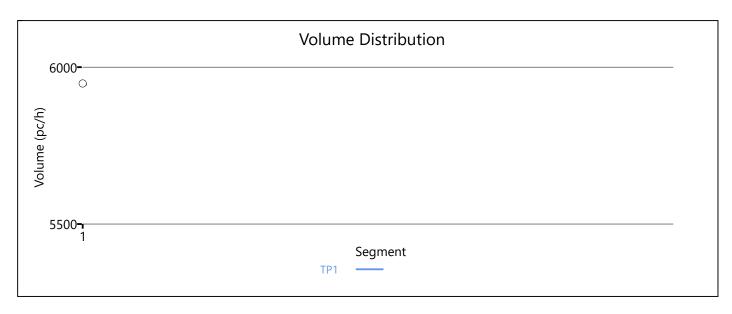


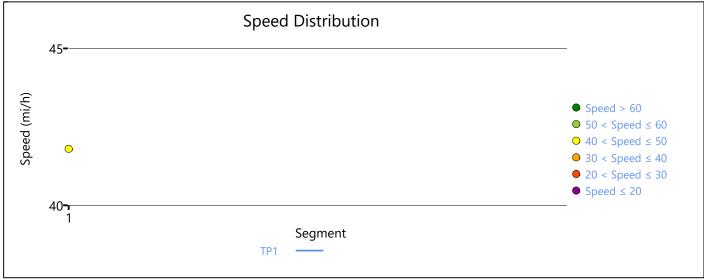


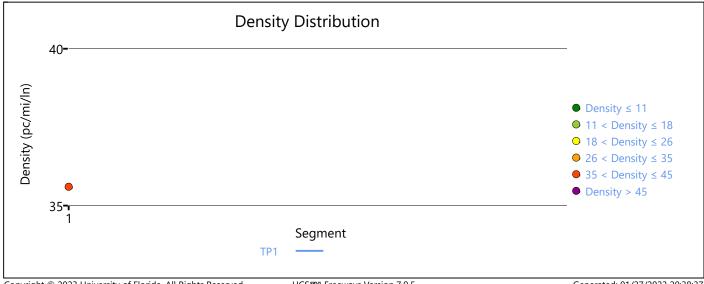


HCSTM Freeways Version 7.9.5 Bayonne - SB LN - NoBuild.xuf Generated: 01/27/2023 19:23:22

·				HCS7	Freeway	Facilitie	es Repor	t			
Agency	Projec	t Informati	on								
Time Analyzed	Analyst			CJ		Date			4/21/20	22	
Project Description CBD Units U.S. Customary	Agency			WSP		Analysis Y	ear		NoBuild		
Part Part	Jurisdicti	on				Time Anal	yzed		AM		
Density, pc/mi/ln 190.0 Density at Capacity, pc/mi/ln 45.0	Project D	escription		CBD		Units			U.S. Cus	tomary	
Total Segments	Facility	y Global Inj	out								
Total Analysis Period Total Analysis Period Duration, min Total	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
No. Coded Analyzed Name Length, ft Lanes	Queue D	ischarge Capaci	ty Drop, %	7		Total Segr	nents		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duratior	n, min	15		
No. Coded Analyzed Name Length, ft Lanes	Facility Lo	ength, mi		0.69							
Basic Basic 3634 4	Facility	y Segment	Data								
Segment 1: Basic Speed Density LOS	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic AP	1	Basic		Basic				3634	1	4	
AP	Facility	y Segment	Data								
Company Comp					Segmen	nt 1: Basi	С				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 35.6 32.6 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 32.6 Average Travel Time, min 1.00 Density, pc/mi/ln 35.6 Messages	AP	PHF	fHV				•				LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 35.6 32.6 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 32.6 Average Travel Time, min 1.00 Density, pc/mi/ln 35.6 Messages	1	0.94	0.917	5948	88	800	0.68	41.8		35.6	E
1 41.8 35.6 32.6 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 32.6 Average Travel Time, min 1.00 Density, pc/mi/ln 35.6 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h Average Travel Time, min 1.00 Density, veh/mi/ln 32.6 Density, pc/mi/ln 35.6 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In Tra	avel Time, mi	n	LOS	
Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 32.6 Average Travel Time, min 1.00 Density, pc/mi/ln 35.6 Messages	1	41.8		35.6		32.6		1.00		E	
Average Travel Time, min 1.00 Density, pc/mi/ln 35.6 Messages	Facility	y Overall Re	esults								
Messages	Space M	ean Speed, mi/l	1	41.8		Density, v	eh/mi/ln		32.6		
	Average	Travel Time, mir	า	1.00		Density, p	c/mi/ln		35.6		
Comments	Messa	ges									
	Comm	ents									



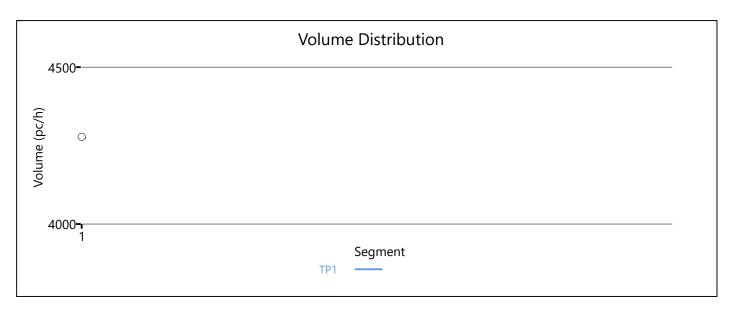


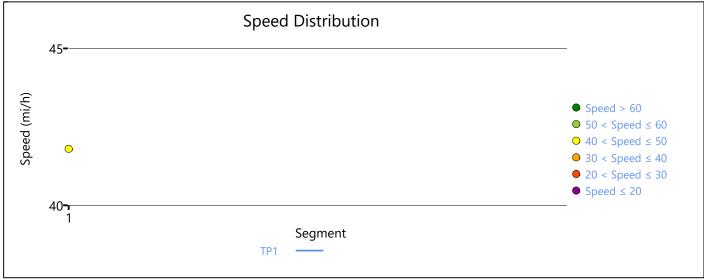


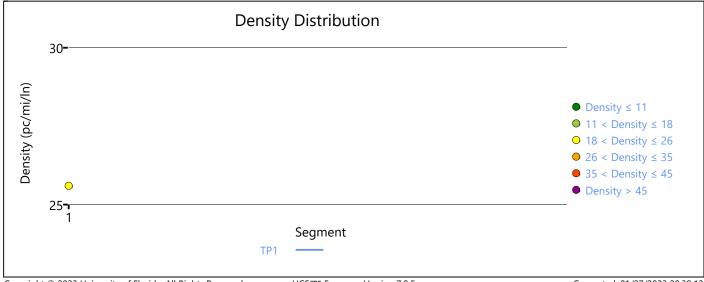
HCSTM Freeways Version 7.9.5 RFK - SB AM - NoBuild.xuf

Generated: 01/27/2023 20:38:37

Projec	t Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Yea	ar		NoBuild		
Jurisdictio	on				Time Analyz	zed		MD		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	/ Global Iոբ	out								
Jam Dens	sity, pc/mi/ln		190.0		Density at C	Capacity, pc/r	mi/ln	45.0		
Queue Di	ischarge Capaci	ty Drop, %	7		Total Segme	ents		1		
Total Ana	llysis Periods		1		Analysis Per	riod Duration	, min	15		
Facility Le	ength, mi		0.69							
Facility	/ Segment	Data								
	_									
No.	Coded		Analyzed		Name		Length	, ft	Lan	es
No. 1	Coded Basic	\perp	Analyzed Basic		Name		Length 3634		Land	es
1		Data	•	Seamen			_			es
1	Basic	Data	•	Сар	Name nt 1: Basic pacity c/h)	d/c Ratio	_	D		
1 Facility	Basic / Segment		Basic Flow Rate	Cap (p	nt 1: Basic	d/c	3634 Speed	D (pc	4 ensity	
Facility AP	Basic / Segment PHF	fHV 0.883	Basic Flow Rate (pc/h)	Cap (p	nt 1: Basic	d/c Ratio	Speed (mi/h)	D (pc	ensity :/mi/ln)	LOS
Facility AP	PHF 0.94	fHV 0.883 Results	Basic Flow Rate (pc/h)	Cap (po	nt 1: Basic	d/c Ratio 0.49	Speed (mi/h)	D (pc	ensity :/mi/ln)	LOS
Facility AP 1 Facility	PHF 0.94 Analysis R	fHV 0.883 Results	Flow Rate (pc/h) 4278	Cap (po	nt 1: Basic pacity c/h)	d/c Ratio 0.49	3634 Speed (mi/h) 41.8	D (pc	ensity c/mi/ln) 25.6	LOS
AP 1 Facility AP 1	PHF 0.94 Analysis R Speed, mi	fHV 0.883 Results	Flow Rate (pc/h) 4278 Density, pc/mi/	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.49	Speed (mi/h) 41.8	D (pc	ensity :/mi/ln) 25.6	LOS
Facility AP 1 Facility AP 1 Facility	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.883 Results i/h esults	Flow Rate (pc/h) 4278 Density, pc/mi/	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.49	Speed (mi/h) 41.8	D (pc	ensity :/mi/ln) 25.6	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.883 Results i/h esults	Flow Rate (pc/h) 4278 Density, pc/mi/ 25.6	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.49 In Tra	Speed (mi/h) 41.8	D (po	ensity :/mi/ln) 25.6	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8 / Overall Re ean Speed, mi/h Travel Time, mir	fHV 0.883 Results i/h esults	Flow Rate (pc/h) 4278 Density, pc/mi/ 25.6	Cap (po	nt 1: Basic pacity c/h) 800 sity, veh/mi/l 22.6 Density, veh	d/c Ratio 0.49 In Tra	Speed (mi/h) 41.8	D (pc	ensity :/mi/ln) 25.6	LOS



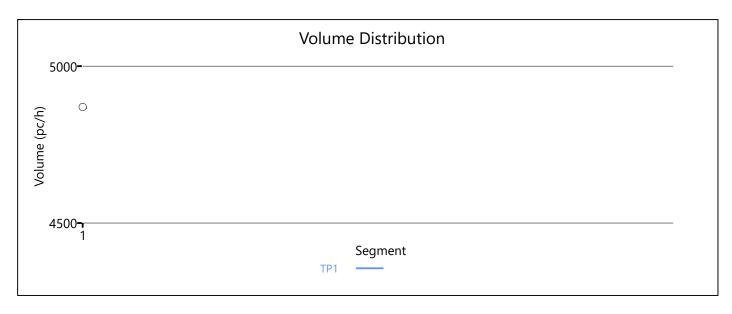


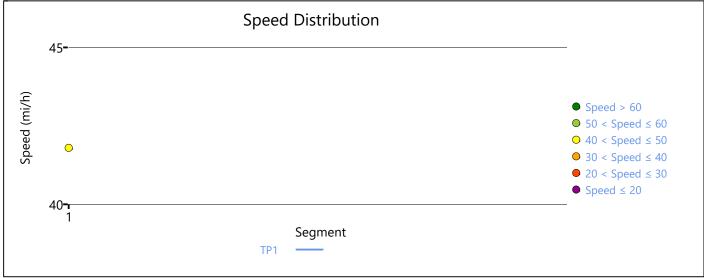


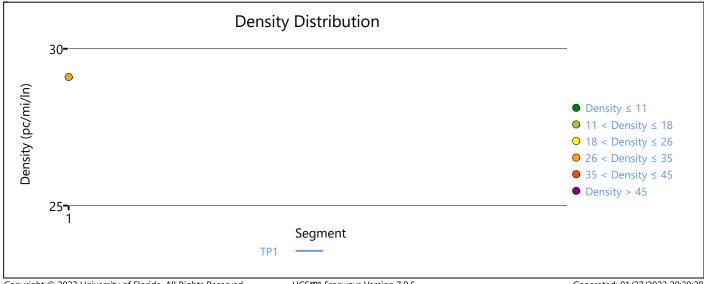
HCSTM Freeways Version 7.9.5 RFK - SB MD - NoBuild.xuf

Generated: 01/27/2023 20:39:12

			HCS7	Freeway	Facilitie	s Rep	ort					
Projec	t Informati	on										
Analyst			CJ	CI					4/21/2022			
Agency			WSP		Analysis Y	ear			NoBuild			
Jurisdicti	on				Time Anal	yzed			PM			
Project D	Description		CBD		Units				U.S. Cus	tomary		
Facilit	y Global In _l	put										
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity,	pc/n	ni/ln	45.0			
Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	nents			1			
Total Ana	alysis Periods		1		Analysis P	eriod Dura	ation,	min	15			
Facility L	ility Length, mi 0.69											
Facilit	y Segment	Data										
No.	Coded		Analyzed	Analyzed Name Lengt						Lan	Lanes	
1	Basic		Basic					3634		4		
Facilit	y Segment	Data										
				Segmen	t 1: Basi	С						
AP	PHF	fHV	Flow Rate (pc/h)		pacity d/c pc/h) Ratio				Density (pc/mi/ln)		LOS	
1	0.94	0.949	4870	88	8800 0.55			41.8 29.1 D				
Facilit	y Analysis F	Results										
АР	Speed, m	i/h	Density, pc/mi/	In Dens	ity, veh/mi	/In	Tra	vel Time, mii	1	LOS		
	41.8		29.1		27.6	27.6 1.00			D			
1												
	y Overall Ro	esults										
Facilit	y Overall Ro		41.8		Density, ve	eh/mi/ln			27.6			
Facility Space M		h	41.8		Density, vo				27.6 29.1			
Facility Space M	ean Speed, mi/l Travel Time, mir	h			1							



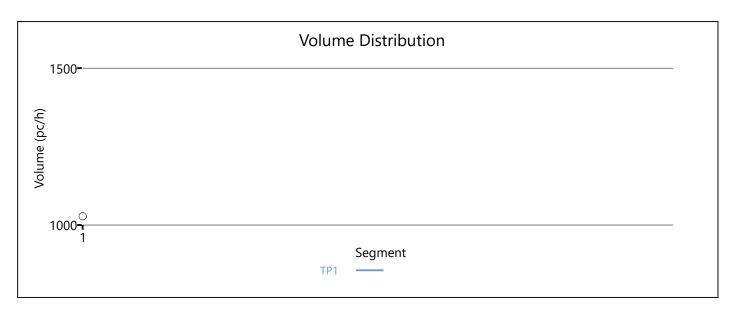


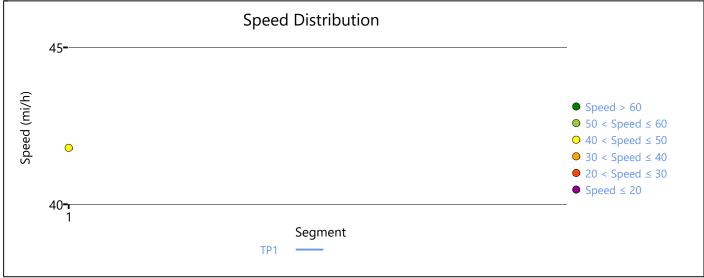


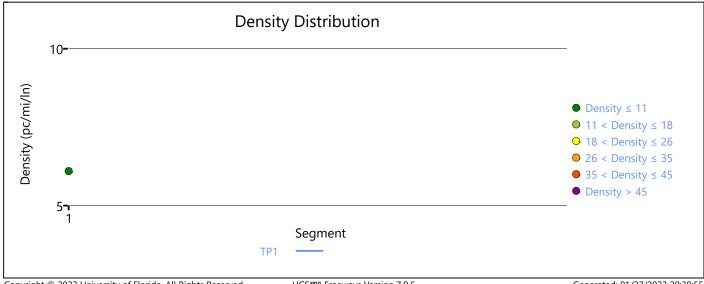
HCSTM Freeways Version 7.9.5 RFK - SB PM - NoBuild.xuf

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HCS7 Freeway Facilities Report												
Projec	t Informati	ion										
Analyst			CJ	CJ					4/21/2022			
Agency			WSP		Analysis Y	ear ear			NoBuild			
Jurisdicti	on				Time Ana	lyzed			LN			
Project D	escription (CBD		Units				U.S. Cus	tomary		
Facility	y Global In	put										
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity	y, pc/r	mi/ln	45.0			
Queue D	ischarge Capac	ity Drop, %	6 7		Total Segi	ments			1			
Total Ana	alysis Periods		1		Analysis P	eriod Du	ration	ı, min	15			
Facility L	ility Length, mi 0.69											
Facility	y Segment	Data										
No.	Coded		Analyzed	Analyzed Name Lengtl						Lane	 es	
1	Basic		Basic							4		
Facility	y Segment	Data										
				Segme	nt 1: Basi	ic						
AP	PHF	fHV	Flow Rate (pc/h)		pacity oc/h)					ensity c/mi/ln)	LOS	
1	0.94	0.896	1028	8	3800 0.12 4			41.8	6.1 A			
Facility	y Analysis I	Results										
AP	Speed, m	i/h	Density, pc/mi/	In Den	sity, veh/m	i/ln	Tra	avel Time, mi	n	LOS		
1	41.8		6.1		5.5			1.00		А		
Facility	y Overall R	esults										
Space M	ean Speed, mi/l	h	41.8		Density, v	Density, veh/mi/ln 5.5						
Average	Travel Time, mi	n	1.00		Density, p	c/mi/ln			6.1			
Messa	ges											
Comm	ents											



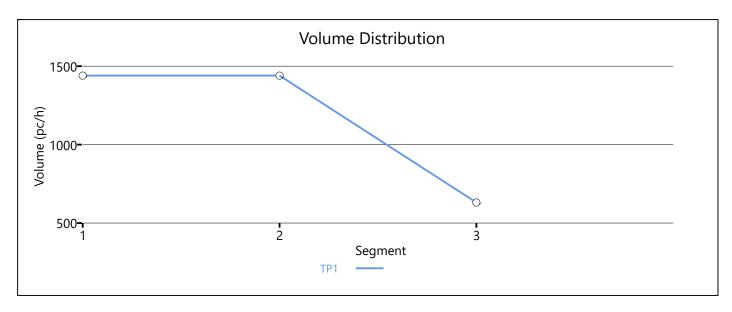


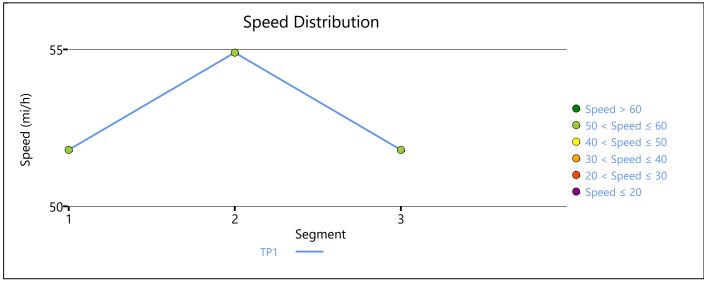


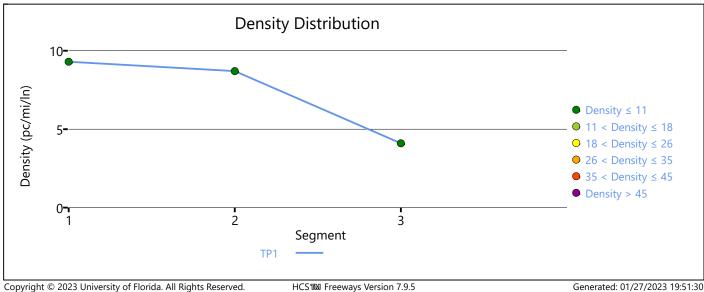
HCSTM Freeways Version 7.9.5 RFK - SB LN - NoBuild.xuf Generated: 01/27/2023 20:38:55

	HCS7 Freeway F								es Re	port					
Projec	t Info	rmati	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	ear ear				NoBuild		
Jurisdicti	ion							Time Ana	lyzed				AM		
Project D	Description	on			CBD			Units					U.S. Custo	mary	
Facility															
Jam Density, pc/mi/ln					190.0			Density at	Capaci	ity, pc/r	ni/ln		45.0		
Queue D			ity Dro	э, %	7			Total Segr	ments				3		
Total Ana					1			Analysis P	eriod D	uration	, min		15		
Facility L	ength, m	ni 			1.29										
Facility	y Segr	nent	Data												
No.		Coded			Analyzed			Name			L	ength	, ft	Land	es
1		Basic			Basic							2500		3	
2		Diverge				Basic _						1800		3	
3		Basic			Basic							2500		3	
Facility	y Segi	nent	Data												
						9	Segmen	t 1: Basi	ic						
АР	PH	łF	fŀ	IV	Flow Rate (pc/h)			pacity d/c pc/h) Ratio			Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.9	1 0.94 0.846			144	1440 6654			0.	0.22 51.8			9.3		Α
						Se	egment	2: Diver	ge						
АР	Pŀ	1F	fŀ	IV	Flow (pc,	Rate	egment (PC	city	d,	/c tio		eed i/h)		nsity mi/ln)	LOS
AP	PI-	IF R	fl-	IV R		Rate	Capa	city	d,					mi/ĺn)	LOS
AP	Ļ.,				(рс,	Rate /h)	Capa (pc	ncity /h)	d, Ra	tio	(mi	/h)	(pc/	mi/ĺn)	LOS
	F	R	F	R	(pc,	Rate /h) Ramp	Capa (pc	Ramp	d, Ra F 0.21	tio R	(mi	/h) R	(pc/ Freeway	ni/ľn) Ramp	
	F	R 0.94	F	R 0.829	(pc,	Rate /h) Ramp 805	Capa (pc) Freeway	Ramp 4200 t 3: Basi	d, Ra F 0.21	tio R	(mi	/h) R	(pc/ Freeway 8.7	ni/ľn) Ramp	
1	F 0.94	R 0.94	F 0.846	R 0.829	Freeway 1440 Flow	Rate /h) Ramp 805 Rate /h)	Capa (pc) Freeway 6750 Segment	Ramp 4200 t 3: Basicity /h)	d, Ra F 0.21	R 0.19	F 54.9 Spe (mi	R 55.0	(pc/ Freeway 8.7	Ramp 8.7	A
1 AP	PH 0.94	R 0.94	F 0.846	R 0.829	Freeway 1440 Flow (pc,	Rate /h) Ramp 805 Rate /h)	Capa (pc) Freeway 6750 Segment	Ramp 4200 t 3: Basicity /h)	d, Ra F 0.21	R 0.19	F 54.9 Spe (mi	R 55.0	(pc/ Freeway 8.7	Ramp 8.7	A LOS
1 AP	PH 0.94	R 0.94	F 0.846	R 0.829	Freeway 1440 Flow (pc,	Rate /h) Ramp 805 Rate /h)	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basicity /h)	d, Ra F 0.21 C d, Ra 0.0	R 0.19	F 54.9 Spe (mi	R 55.0	(pc/ Freeway 8.7	Ramp 8.7	A LOS
1 AP 1 Facility	PH 0.94	R 0.94 HF 94	F 0.846	R 0.829	Freeway 1440 Flow (pc)	Rate /h) Ramp 805 Rate /h) 1	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basi	d, Ra F 0.21 C d, Ra 0.0	R 0.19	(mi F 54.9 Spo (mi	R 55.0 eed //h)	(pc/ Freeway 8.7	Ramp 8.7 sity ni/ln)	A LOS
1 AP 1 Facility AP	PH 0.94	R 0.94 IF Oysis I Geed, m 52.8	F 0.846 fl- 0.8 Resulini/h	R 0.829	Freeway 1440 Flow (pc,	Rate /h) Ramp 805 Rate /h) 1	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) 4ty, veh/mi	d, Ra F 0.21 C d, Ra 0.0	R 0.19	Spo (mi	R 55.0 eed //h)	(pc/ Freeway 8.7	Ramp 8.7 sity ni/ln) 1.1	A LOS
1 AP 1 Facility AP 1	PH 0.94 PH 0.9 y Anal Sp	R 0.94 HF Hysis I beed, m 52.8 rall R	F 0.846 ft- 0.8 Resultini/h	R 0.829	Freeway 1440 Flow (pc,	Rate /h) Ramp 805 Rate /h) 1	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) 4ty, veh/mi	d, Ra F 0.21 iC d, Ra 0.	R 0.19 /c tio 09	Spo (mi	R 55.0 eed //h)	(pc/ Freeway 8.7	Ramp 8.7 sity ni/ln) 1.1	LOS
1 AP 1 Facility AP 1 Facility	PH 0.94 PH 0.9 Osponia Special Speci	R 0.94 HF 94 lysis I 52.8 rall R ed, mi/	fl- 0.846 fl- 0.8 Resultini/h	R 0.829	Freeway 1440 Flow (pc, 63 Density, pc, 7.2	Rate /h) Ramp 805 Rate /h) 1	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basincity /h) ty, veh/mi 6.2	d, Ra F 0.21 C d, Ra 0.	R 0.19 /c tio 09	Spo (mi	R 55.0 eed //h)	(pc/ Freeway 8.7	Ramp 8.7 sity ni/ln) 1.1	LOS
1 AP 1 Facility AP 1 Facility Space M	PH 0.94 PH 0.9 y Anal Sp lean Spectravel Travel Tri	R 0.94 HF 94 lysis I 52.8 rall R ed, mi/	fl- 0.846 fl- 0.8 Resultini/h	R 0.829	Flow (pc) 63 Density, pc 7.2	Rate /h) Ramp 805 Rate /h) 1	Capa (pc) Freeway 6750 Segment Capa (pc)	Ramp 4200 t 3: Basinetty /h) ty, veh/mi 6.2	d, Ra F 0.21 C d, Ra 0.	R 0.19 /c tio 09	Spo (mi	R 55.0 eed //h)	(pc/ Freeway 8.7 De (pc/	Ramp 8.7 sity ni/ln) 1.1	LOS

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





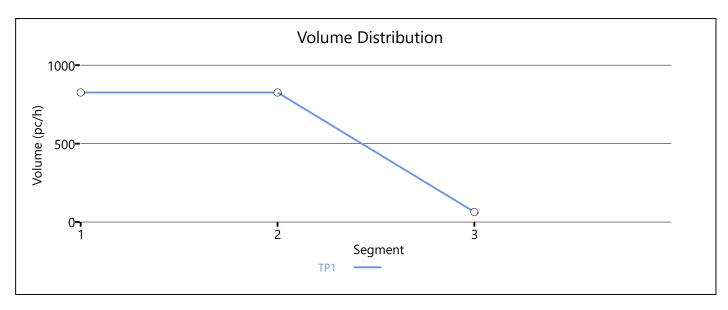


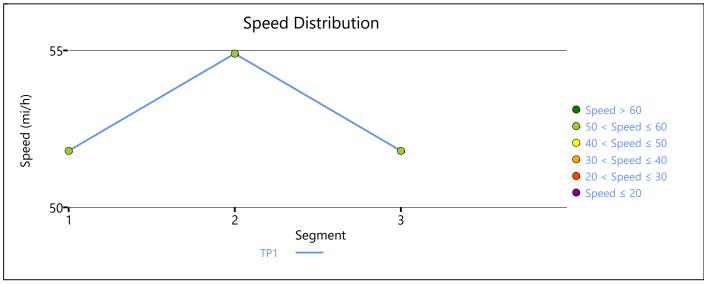
NJ Turnpike - Eastern Spur SB AM - NoBuild.xuf

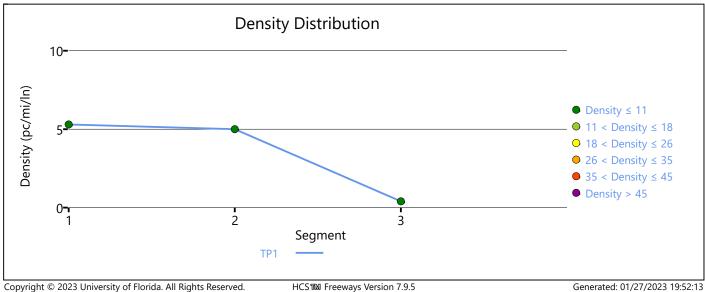
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					НС	S7 Fr€	eeway F	-acilitie	es Re	eport					
Projec	t Info	rmati	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	ear				No Build		
Jurisdiction								Time Ana	lyzed				MD		
Project Description CBD								Units					U.S. Custo	mary	
Facility	y Glob	al In	put												
Jam Density, pc/mi/ln					190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Queue D	ischarge	Capac	ity Dro	o, %	7			Total Segi	ments				3		
Total Ana	alysis Pe	riods			1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			1.29										
Facility	y Segı	nent	Data												
No.		Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic							2500		3	
2	[Diverge	•		Basic			-				1800		3	
3		Basic			Basic							2500		3	
Facility	y Segı	nent	Data												
							Segmen	t 1: Basi	ic						
AP	Pi	łF	fŀ	IV	Flow Rate (pc/h)			pacity d/c pc/h) Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.9	94	8.0	310	82	826 6654			0.12 51.8			.8	į	Α	
						Segment 2: Diverge									
AP	Pi	łF	fŀ	IV	/ Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)			nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.810	0.817	826	763	6750	4200	0.12	0.18	54.9	55.0	5.0	5.0	А
						9	Segmen	t 3: Basi	ic						
AP	PH	łF	fŀ	IV	Flow (pc,		Capa (pc		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.9	94	0.7	'15	64	4	66	54	0.	01	51	.8	().4	А
Facility	y Ana	lysis l	Resul	ts											
AP	Sp	eed, m	ni/h	\top	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	vel Tin	ne, mir	1	LOS	
1		53.0			3.4			2.8			1.50)		А	
Facility	y Ove	rall R	esults	5											
Space Me	ean Spe	ed, mi/	h		53.0			Density, v	eh/mi/l	n			2.8		
Average ¹	Travel Ti	me, mi	n		1.50			Density, p	c/mi/ln	l			3.4		
Messa	ges														
WARNIN	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet	for segr	ment 2.				

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	



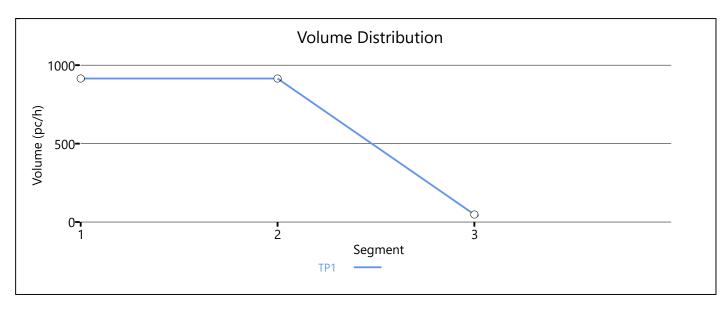


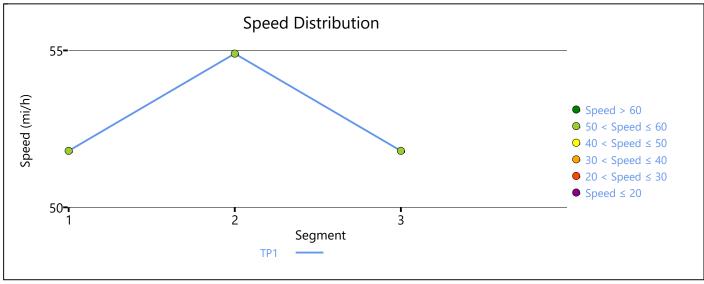


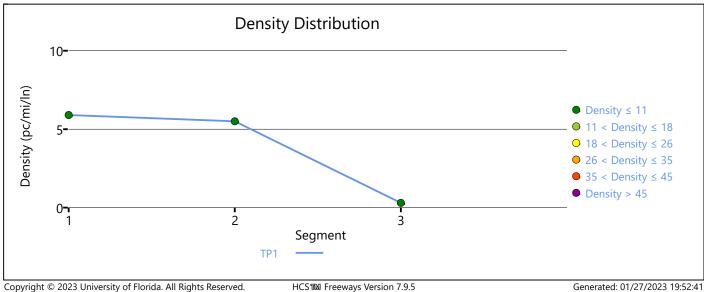
NJ Turnpike - Eastern Spur SB MD - NoBuild.xuf

					HC	S7 Fre	eeway I	- acilitie	es Re	port					
Project	t Info	rmati	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	ear				No Build		
Jurisdictio	on							Time Ana	yzed				PM		
Project Description CBD								Units					U.S. Custo	mary	
Facility	y Glob	al In	put												
Jam Density, pc/mi/ln					190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Queue Di	ischarge	Capac	ity Drop	o, %	7			Total Segi	ments				3		
Total Ana					1			Analysis P	eriod D	uration	, min		15		
Facility Le	ength, m	ni			1.29										
Facility	y Segr	nent	Data												
No.	(Coded			Analyzed			Name			L	ength,	ft	Lane	es
1		Basic			Basic							2500		3	
2	Diverge				Basic							1800		3	
3		Basic			Basic							2500		3	
Facility	y Segr	nent	Data												
						9	Segmen	t 1: Basi	c						
АР	PF	łF	f⊦	IV	Flow Rate (pc/h)			pacity d/c pc/h) Ratio		-	Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.9	94	0.9	21	915 66			54	4 0.14			51.8		5.9	А
						Segment 2: Diverge									
АР	PF	lF .	fH	IV	/ Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)			nsity ni/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.921	0.926	915	867	6750	4200	0.14	0.21	54.9	55.0	5.5	5.5	А
						9	Segmen	t 3: Basi	c						
АР	PF	łF	fH	IV	Flow (pc/		Capa (pc		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.9	94	0.8	22	48	3	66	54	0.	01	51	.8	().3	А
Facility	y Anal	lysis l	Result	ts											
AP	Sp	eed, m	ni/h		Density, po	/mi/ln	Densi	ty, veh/m	/ln	Tra	vel Tin	ne, mir	1	LOS	
1		53.0			3.7			3.4			1.50)		А	
Facility	y Ovei	rall R	esults	3											
Space Me	ean Spe	ed, mi/	h		53.0			Density, v	eh/mi/l	n			3.4		
Average 1	Travel Ti	me, mi	n		1.50			Density, p	c/mi/ln				3.7		
Messag	ges														
WARNING	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet	for segr	ment 2.				

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





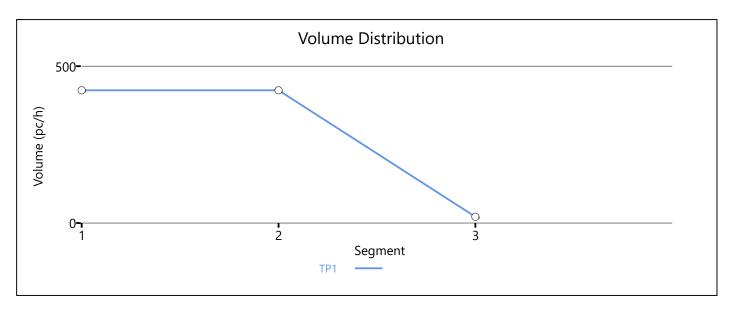


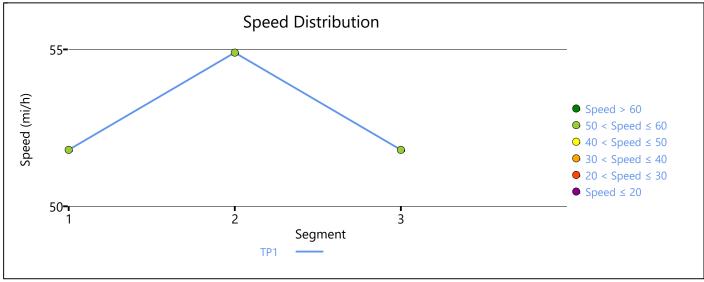
NJ Turnpike - Eastern Spur SB PM - NoBuild.xuf

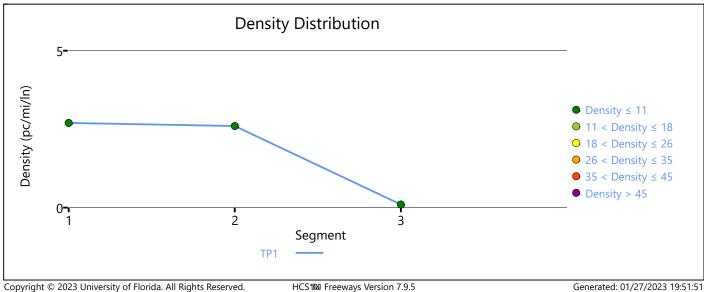
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					НС	S7 Fre	eeway F	- acilitie	es Re	port					
Projec	t Info	rmati	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	ear ear				No Build		
Jurisdicti	ion							Time Anal	lyzed				LN		
Project D	Description	on			CBD			Units					U.S. Custo	mary	
Facility	y Glok	al In	put												
Jam Den	sity, pc/	mi/ln			190.0			Density at	Capaci	ity, pc/r	ni/ln		45.0		
Queue D			ity Dro	o, %	7			Total Segr					3		
Total Ana					1			Analysis P	eriod D	uration	, min		15		
Facility L	ength, n	ni			1.29										
Facility	y Segi	nent	Data												
No.		Coded			Analyzed			Name			L	ength	ft	Lane	es
1		Basic			Basic							2500		3	
2	[Diverge	!		Basic			<u>-</u> ,				1800		3	
3		Basic			Basic							2500		3	
Facility	y Segi	nent	Data												
						9	Segment	t 1: Basi	ic						
АР	Pi	łF	f⊦	łV	Flow (pc/		Capa (pc			/c tio		eed i/h)		nsity ni/ln)	LOS
1	0.9	94	3.0	891	42	3	66	54	0.	06	51	.8	2	7	Α
						Se	egment ?	2. Divor	ae						
							.gc	Z. Divei	9-						
AP	PI	łF	fŀ	IV	Flow (pc/	Rate	Capa (pc	city	d,	/c tio		eed i/h)		nsity ni/ln)	LOS
AP	PI F	IF R	fl-	IV R		Rate	Capa	city	d,						LOS
AP	<u> </u>				(pc/	Rate /h)	Capa (pc	ncity /h)	d, Ra	tio	(mi	/h)	(pc/	ni/ĺn)	LOS
	F	R	F	R	(pc/ Freeway	Rate /h) Ramp	Capa (pc	Ramp	d, Ra F	tio R	(mi	/h) R	(pc/	ni/ĺn) Ramp	
	F	R 0.94	F 0.891	R	(pc/ Freeway	Rate /h) Ramp 402 SRate	Capa (pc) Freeway	Ramp 4200 t 3: Basi	d, Ra F 0.06	tio R	(mi	/h) R	(pc/liferally) Freeway 2.6 De	ni/ĺn) Ramp	
1	F 0.94	R 0.94	F 0.891	R 0.899	(pc/ Freeway 423	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment	Ramp 4200 t 3: Basi	d, Ra F 0.06	R 0.10	F 54.9 Spe (mi	R 55.0	(pc/life property for the property for t	Ramp 2.6	A
1 AP	F 0.94	R 0.94	F 0.891	R 0.899	Freeway 423 Flow (pc)	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basi	d, Ra F 0.06	R 0.10	F 54.9 Spe (mi	R 55.0	(pc/life property for the property for t	Ramp 2.6 sity mi/ln)	LOS
1 AP	PH 0.94	R 0.94	F 0.891	R 0.899	Freeway 423 Flow (pc)	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basi	d, Ra F 0.06 C d, Ra	R 0.10	F 54.9 Spe (mi	R 55.0	(pc/life) Freeway 2.6 De (pc/life)	Ramp 2.6 sity mi/ln)	LOS
1 AP 1 Facility	PH 0.94	R 0.94 HF 94	F 0.891	R 0.899	Freeway 423 Flow (pc)	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basi acity /h)	d, Ra F 0.06 C d, Ra	R 0.10	(mi F 54.9 Spo (mi	R 55.0 eed //h)	(pc/life) Freeway 2.6 De (pc/life)	Ramp 2.6 sity mi/ln)	LOS
1 AP 1 Facility AP	PH 0.94 PH 0.97	R 0.94 IF Oysis I Geed, m 53.0	F 0.891 fl- 0.7 Resulini/h	R 0.899	Freeway 423 Flow (pc,	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h) ty, veh/mi	d, Ra F 0.06 C d, Ra	R 0.10	Spo (mi	R 55.0 eed //h)	(pc/life) Freeway 2.6 De (pc/life)	Ramp 2.6 asity ni/ln) 1.1	LOS
1 AP 1 Facility AP 1	PH 0.94 PH 0.9 y Ana Sp	R 0.94 HF 94 lysis peed, m 53.0 rall R	fl- 0.7 Results	R 0.899	Freeway 423 Flow (pc,	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h) ty, veh/mi	d, Ra F 0.06 iC d, Ra 0.	R 0.10 /c tio 00	Spo (mi	R 55.0 eed //h)	(pc/life) Freeway 2.6 De (pc/life)	Ramp 2.6 asity ni/ln) 1.1	LOS
1 AP 1 Facility AP 1 Facility	PH 0.94 PH 0.9 y Ana Sp y Over	R 0.94 HF 94 lysis I 53.0 rall R ed, mi/	fb 0.891 fb 0.7 Resultini/h	R 0.899	Freeway 423 Flow (pc, 20 Density, pc	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basincity /h) ty, veh/mi 1.5	d, Ra F 0.06 C d, Ra 0.0	R 0.10 /c tio 00 Tra	Spo (mi	R 55.0 eed //h)	(pc/life) Freeway 2.6 De (pc/life)	Ramp 2.6 asity ni/ln) 1.1	LOS
1 AP 1 Facility AP 1 Facility Space M	PH 0.94 PH 0.9 y Ana Sp lean Spe Travel Tr	R 0.94 HF 94 lysis I 53.0 rall R ed, mi/	fb 0.891 fb 0.7 Resultini/h	R 0.899	Flow (pc/ 20 Density, pc	Rate /h) Ramp 402 Rate /h)	Capa (pc, Freeway 6750 Segment Capa (pc,	Ramp 4200 t 3: Basi acity/h) 54 ty, veh/mi 1.5	d, Ra F 0.06 C d, Ra 0.0	R 0.10 /c tio 00 Tra	Spo (mi	R 55.0 eed //h)	(pc/s	Ramp 2.6 asity ni/ln) 1.1	LOS

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	



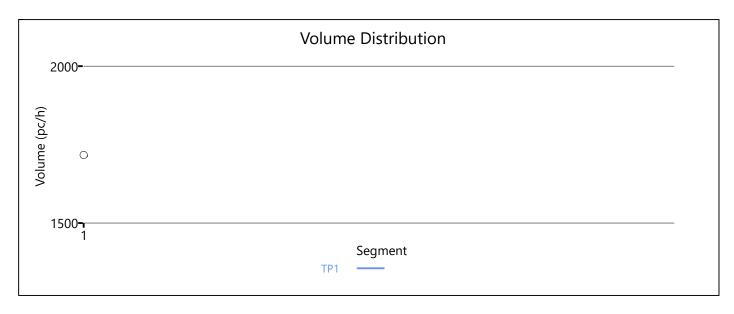


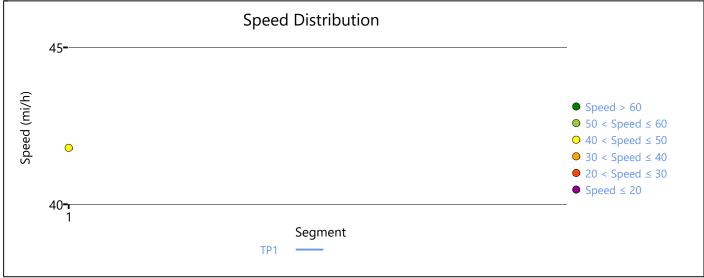


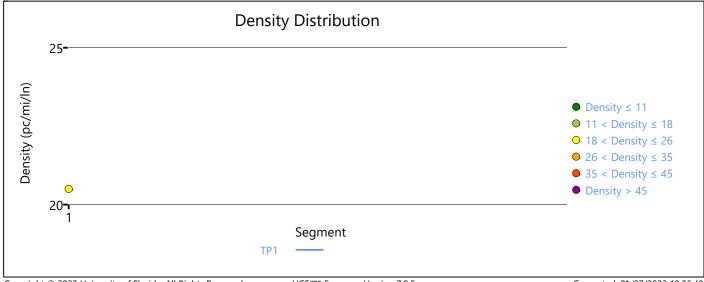
NJ Turnpike - Eastern Spur SB LN - NoBuild.xuf

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			HCS7	Freeway	Facilitie	es Rep	ort	:			
Projec	t Informati	ion									
Analyst			CJ		Date				4/21/20	22	
Agency			WSP		Analysis Y	ear			NEPA 5		
Jurisdicti	on				Time Ana	yzed			AM		
Project D	escription		CBD		Units				U.S. Cus	tomary	
Facility	y Global In	put									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity	/, pc/r	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	ments			1		
Total Ana	alysis Periods		1		Analysis P	eriod Dui	ration	ı, min	15		
Facility Lo	ength, mi		1.00								
Facility	y Segment	Data									
No.	Coded		Analyzed		Name			Length	, ft	Lane	es
1	Basic		Basic					5280)	2	
Facility	y Segment	Data									
				Segmer	nt 1: Basi	c					
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio		Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.909	1717	4	400	0.39)	41.8		20.5	С
Facility	y Analysis I	Results									
АР	Speed, m	ni/h	Density, pc/mi/	In Dens	sity, veh/mi	i/ln	Tra	evel Time, mi	n	LOS	
1	41.8		20.5		18.6			1.40		С	
Facility	y Overall R	esults									
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln			18.6		
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln			20.5		
Messa	ges										
Comm	ents										

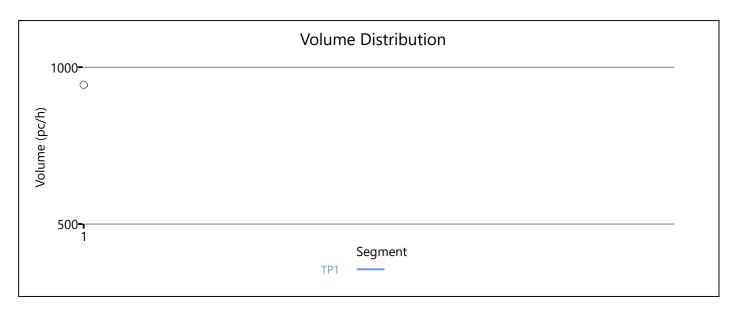


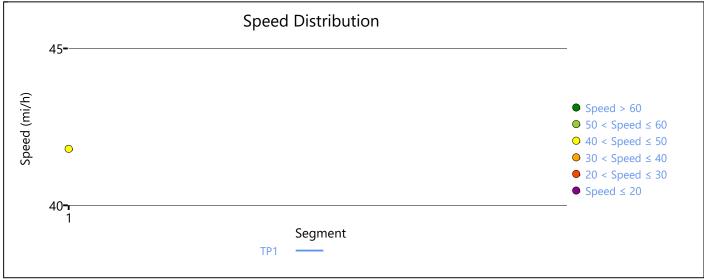


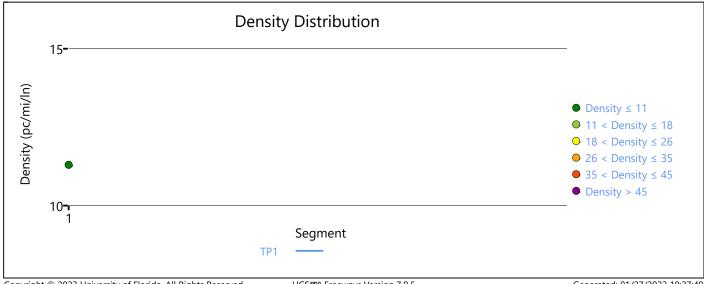


HCSTM Freeways Version 7.9.5 Bayonne - NB AM - Build.xuf Generated: 01/27/2023 19:26:40

			HC3/	Freeway	Facilitie	es Repor	t			
Project	Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		NEPA 5		
Jurisdictio	n				Time Anal	yzed		MD		
Project De	escription		CBD		Units			U.S. Cus	tomary	
Facility	Global Inp	out								
Jam Densi	ity, pc/mi/ln		190.0		Density at	Capacity, pc/	/mi/ln	45.0		
Queue Dis	scharge Capaci	ty Drop, %	7		Total Segr	nents		1		
Total Anal	ysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility Ler	ngth, mi		1.00							
Facility	Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				5280)	2	
Facility	Segment	Data								
				Segmen	nt 1: Basi	С				
АР	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity :/mi/ln)	LOS
1	0.94	0.846	944	44	400	0.21	41.8		11.3	В
Facility	Analysis R	Results								
AP	Speed, m	i/h	Density, pc/mi/	In Dens	sity, veh/mi	/ln Tı	avel Time, mi	n	LOS	
1	41.8		11.3		9.6		1.40		В	
Facility	Overall Re	sults								
Space Mea	an Speed, mi/h	1	41.8		Density, ve	eh/mi/ln		9.6		
Average Ti	ravel Time, mir	1	1.40		Density, p	c/mi/ln		11.3		
Messag	ges									
Comme	ents									



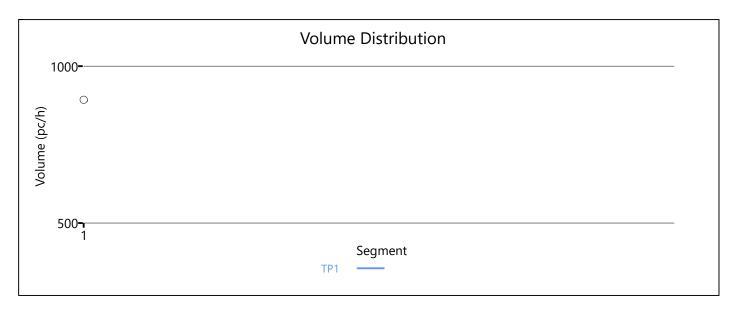


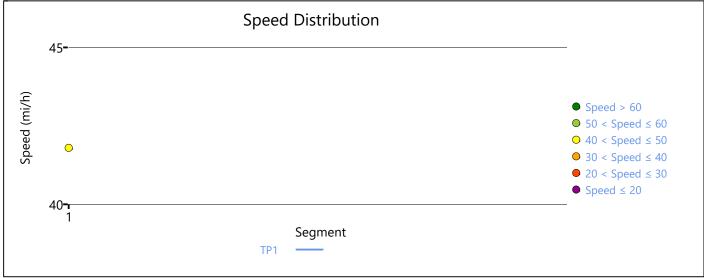


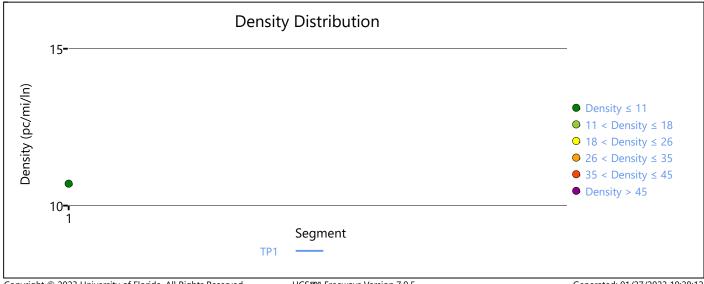
HCSTM Freeways Version 7.9.5 Bayonne - NB MD - Build.xuf

Generated: 01/27/2023 19:27:49

			HCS7	Freeway	Facilitie	es Report				
Projec	t Informati	on								
Analyst			Cì		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		NEPA 5		
Jurisdicti	on				Time Anal	yzed		PM		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	y Global Inj	put								
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/ı	mi/ln	45.0		
Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	nents		1		
Total Ana	alysis Periods		1		Analysis P	eriod Duration	n, min	15		
Facility L	ength, mi		1.00							
Facility	y Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	 ∋s
1	Basic		Basic				5280)	2	
Facility	y Segment	Data								
				Segmen	nt 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/c Ratio	Speed (mi/h)		ensity :/mi/ln)	LOS
1	0.94	0.933	893	44	400	0.20	41.8		10.7	Α
Facility	y Analysis F	Results								
АР	Speed, m	i/h	Density, pc/mi/	In Dens	sity, veh/mi	/In Tra	avel Time, mi	n	LOS	
1	41.8		10.7		10.0		1.40		А	
Facility	y Overall Re	esults				-				
Space M	ean Speed, mi/ł	า	41.8		Density, v	eh/mi/ln		10.0		
Average	Travel Time, mir	า	1.40		Density, p	c/mi/ln		10.7		
Messa	ges									
Comm	ents									
30										



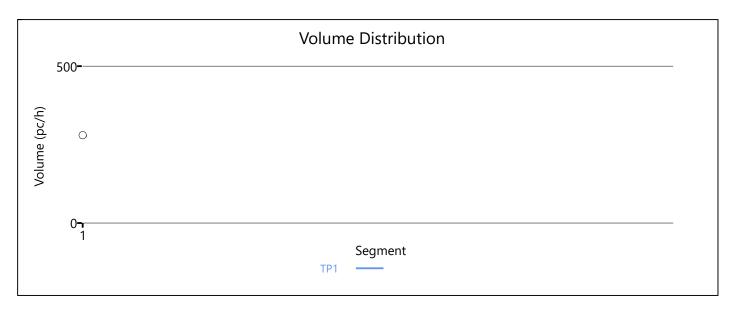


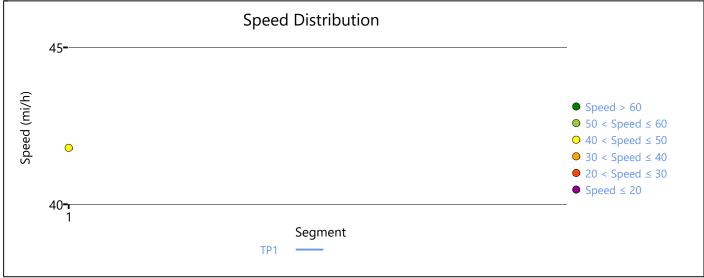


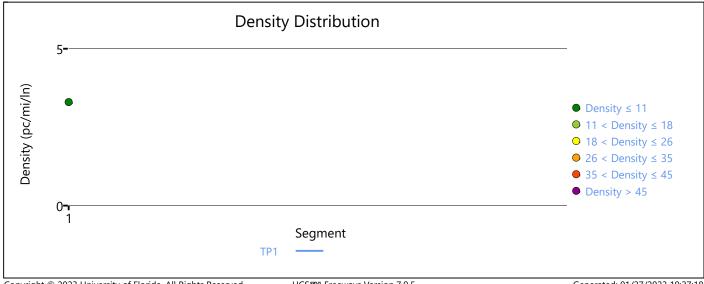
HCSTM Freeways Version 7.9.5 Bayonne - NB PM - Build.xuf

Generated: 01/27/2023 19:28:12

			HCS7	Freeway	Facilitie	es Repor	t			
Projec	t Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		NEPA 5		
Jurisdicti	on				Time Anal	yzed		LN		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	y Global Inj	put								
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	nents		1		
Total Ana	alysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility Lo	ength, mi		1.00							
Facility	y Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				5280)	2	
Facility	y Segment	Data								
				Segmen	ıt 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity :/mi/ln)	LOS
1	0.94	0.865	280	44	400	0.06	41.8		3.3	А
Facility	y Analysis F	Results								
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/ln Tr	avel Time, mi	n	LOS	
1	41.8		3.3		2.9		1.40		А	
Facility	y Overall Re	esults								
Space M	ean Speed, mi/l	า	41.8		Density, ve	eh/mi/ln		2.9		
Average	Travel Time, mir	า	1.40		Density, p	c/mi/ln		3.3		
Messa	ges									
Comm	ents									



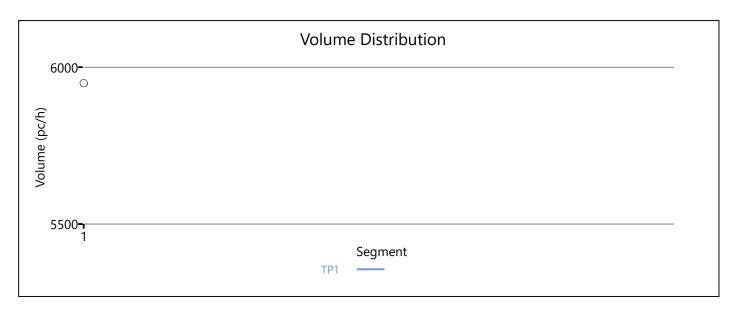


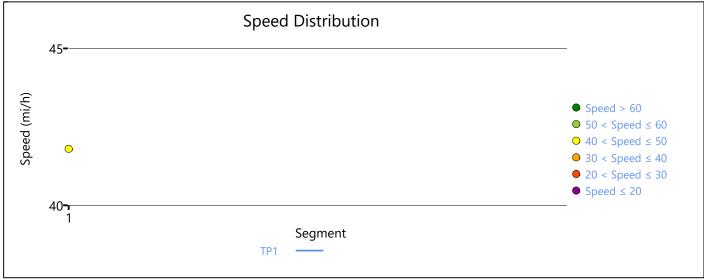


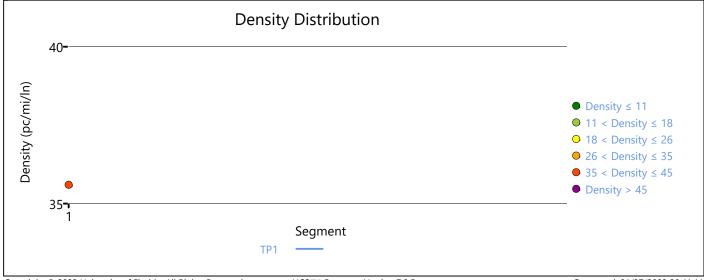
HCSTM Freeways Version 7.9.5 Bayonne - NB LN - Build.xuf

Generated: 01/27/2023 19:27:18

Project	t Information	on								
Analyst			CJ		Date			4/21/202	22	
Agency			WSP		Analysis Yea	ar		NEPA 5		
Jurisdictio	on				Time Analyz	zed		AM		
Project D	escription		CBD		Units			U.S. Cust	tomary	
Facility	/ Global Inp	out								
Jam Dens	sity, pc/mi/ln		190.0		Density at 0	Capacity, pc/r	mi/ln	45.0		
Queue Di	ischarge Capaci	ty Drop, %	7		Total Segme	ents		1		
Total Ana	lysis Periods		1		Analysis Per	riod Duration	, min	15		
Facility Le	ength, mi		0.69							
Facility	/ Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lan	es
1	Basic		Analyzed Basic		Name		Length 3634		Land 4	es
1		Data	•	Seamen			_			es
1	Basic	Data fHV	•	Сар	Name nt 1: Basic pacity c/h)	d/c Ratio	_	D		
1 Facility	Basic / Segment		Basic Flow Rate	Cap (p	nt 1: Basic	d/c	3634 Speed	D (pc	4 ensity	
1 Facility AP	Basic / Segment	fHV 0.909	Flow Rate (pc/h)	Cap (p	nt 1: Basic	d/c Ratio	Speed (mi/h)	D (pc	ensity :/mi/ln)	LOS
Facility AP	PHF 0.94	fHV 0.909 Results	Flow Rate (pc/h)	Cap (po	nt 1: Basic	d/c Ratio 0.68	Speed (mi/h)	D (pc	ensity :/mi/ln)	LOS
Facility AP 1 Facility	PHF 0.94 / Analysis R	fHV 0.909 Results	Flow Rate (pc/h) 5949	Cap (po	nt 1: Basic pacity c/h)	d/c Ratio 0.68	3634 Speed (mi/h) 41.8	D (pc	ensity e/mi/ln)	LOS
AP 1 Facility AP 1	PHF 0.94 / Analysis R Speed, mi	fHV 0.909 Results	Flow Rate (pc/h) 5949 Density, pc/mi/	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.68	Speed (mi/h) 41.8	D (pc	ensity :/mi/ln) 35.6	LOS
AP 1 Facility AP 1 Facility Facility	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.909 Results i/h esults	Flow Rate (pc/h) 5949 Density, pc/mi/	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.68	Speed (mi/h) 41.8 avel Time, min 1.00	D (pc	ensity :/mi/ln) 35.6	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8	fHV 0.909 Results i/h esults	Flow Rate (pc/h) 5949 Density, pc/mi/ 35.6	Cap (po	nt 1: Basic pacity c/h) 800	d/c Ratio 0.68 In Tra	Speed (mi/h) 41.8 avel Time, min 1.00	D (pc	ensity :/mi/ln) 35.6	LOS
AP 1 Facility AP 1 Facility Space Me	PHF 0.94 / Analysis R Speed, mi 41.8 / Overall Re ean Speed, mi/h Travel Time, min	fHV 0.909 Results i/h esults	Flow Rate (pc/h) 5949 Density, pc/mi/ 35.6	Cap (po	nt 1: Basic pacity c/h) 800 sity, veh/mi/l 32.4	d/c Ratio 0.68 In Tra	Speed (mi/h) 41.8 avel Time, min 1.00	D (pc	ensity :/mi/ln) 35.6	LOS

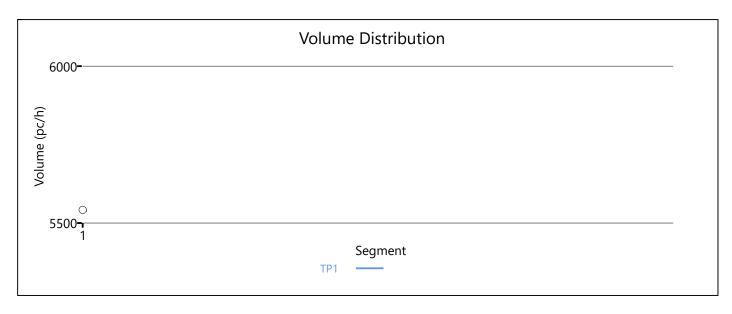


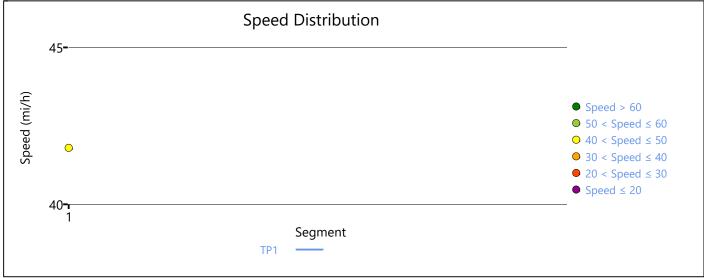


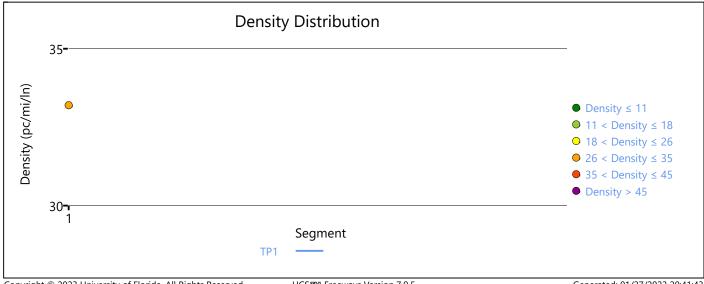


HCSTM Freeways Version 7.9.5 RFK - NB AM - Build.xuf Generated: 01/27/2023 20:41:11

·				HCS7	Freeway	Facilitie	es Repor	t			
Agency	Projec	t Informati	on								
Time Analyzed MD	Analyst			Cì		Date			4/21/20	22	
Project Description CBD Units U.S. Customary	Agency			WSP		Analysis Y	ear		NEPA 5		
Part Phr	Jurisdicti	on				Time Anal	yzed		MD		
Density, pc/mi/ln 190.0 Density at Capacity, pc/mi/ln 45.0	Project D	escription		CBD		Units			U.S. Cus	tomary	
Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 0.69 Image: Comparity of the compari	Facility	y Global In _l	put								
Total Analysis Periods 1	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Pacility Length, mi	Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	nents		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duration	n, min	15		
No. Coded Analyzed Name Length, ft Lanes 1 Basic 3634 4 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LOS 1 0.94 0.891 5542 8800 0.63 41.8 33.2 D Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 33.2 29.6 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 29.6 Average Travel Time, min 1.00 Density, pc/mi/ln 33.2	Facility Lo	ength, mi		0.69							
Basic Basic 3634 4	Facility	y Segment	Data								
Segment 1: Basic Speed Density	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic AP	1	Basic		Basic				3634	ļ	4	
AP	Facility	y Segment	Data								
Cope Cope					Segmen	nt 1: Basi	С				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 33.2 29.6 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 29.6 Average Travel Time, min 1.00 Density, pc/mi/ln 33.2 Messages	AP	PHF	fHV				_				LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 33.2 29.6 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 29.6 Average Travel Time, min 1.00 Density, pc/mi/ln 33.2 Messages	1	0.94	0.891	5542	88	800	0.63	41.8		33.2	D
1 41.8 33.2 29.6 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 29.6 Average Travel Time, min 1.00 Density, pc/mi/ln 33.2 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 29.6 Average Travel Time, min 1.00 Density, pc/mi/ln 33.2 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/ln Tr	avel Time, mi	n	LOS	
Space Mean Speed, mi/h Average Travel Time, min 1.00 Density, veh/mi/ln 29.6 Density, pc/mi/ln 33.2 Messages	1	41.8		33.2		29.6		1.00		D	
Average Travel Time, min 1.00 Density, pc/mi/ln 33.2 Messages	Facility	y Overall Ro	esults								
Messages	Space M	ean Speed, mi/l	า	41.8		Density, v	eh/mi/ln		29.6		
	Average	Travel Time, mir	n	1.00		Density, p	c/mi/ln		33.2		
Comments	Messa	ges									
	Comm	ents									



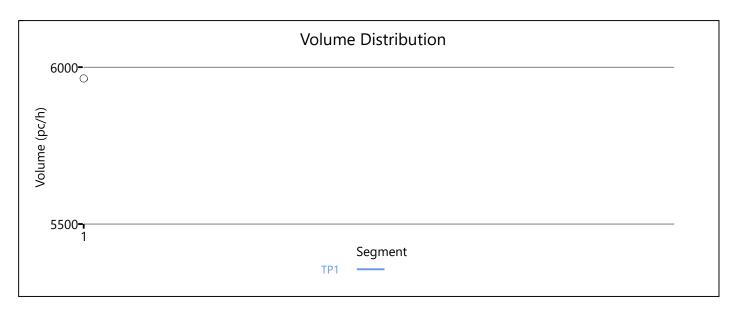


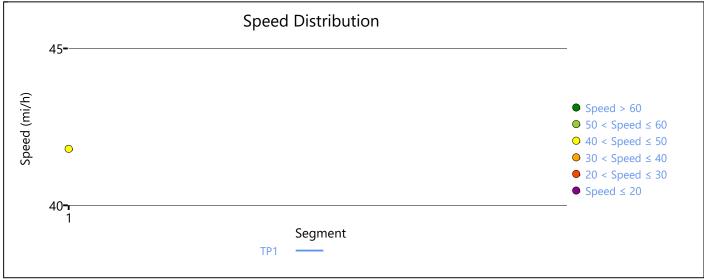


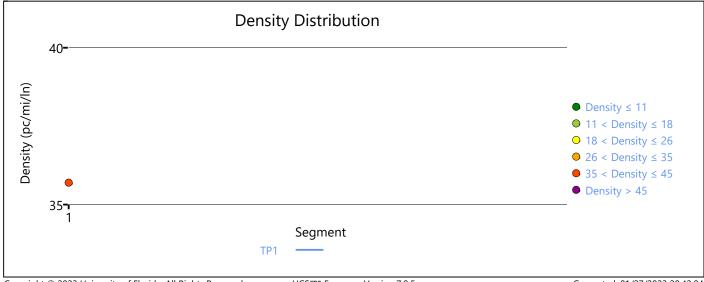
HCSTM Freeways Version 7.9.5 RFK - NB MD - Build.xuf

Generated: 01/27/2023 20:41:43

			HCS7	Freeway	Facilitie	es Repor	t			
Projec	t Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency			WSP		Analysis Y	ear		NEPA 5		
Jurisdiction	on				Time Anal	yzed		PM		
Project D	escription		CBD		Units			U.S. Cus	tomary	
Facility	y Global Inp	put								
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	nents		1		
Total Ana	lysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility Le	ength, mi		0.69							
Facility	y Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				3634	1	4	
Facility	y Segment	Data								
				Segmen	ıt 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity :/mi/ln)	LOS
1	0.94	0.952	5964	88	300	0.68	41.8		35.7	E
Facility	y Analysis F	Results								
AP	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/ln Tr	avel Time, mi	n	LOS	
1	41.8		35.7		34.0		1.00		E	
Facility	y Overall Re	esults		-						
Space Me	ean Speed, mi/h	າ	41.8		Density, v	eh/mi/ln		34.0		
Average ¹	Travel Time, mir	า	1.00		Density, p	c/mi/ln		35.7		
Messa	ges									
Comm	ents									

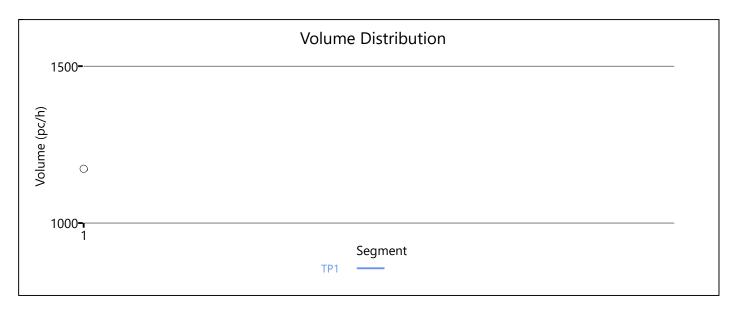


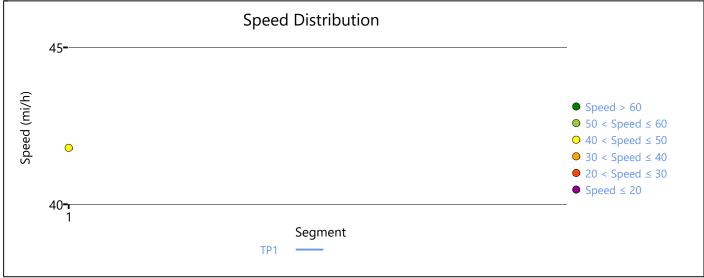


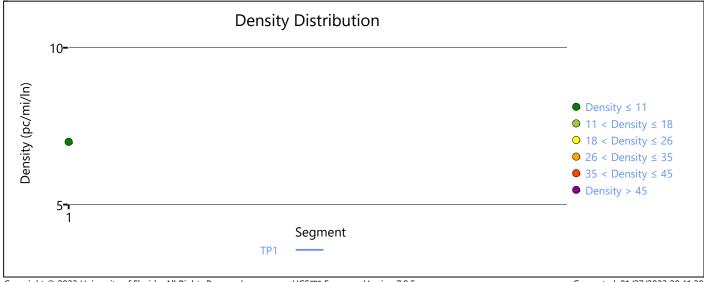


HCSTM Freeways Version 7.9.5 RFK - NB PM - Build.xuf Generated: 01/27/2023 20:42:04

			HCS7	Freeway	Facilitie	es Re _l	port	:			
Projec	t Informati	on									
Analyst			Cl		Date				4/21/20	22	
Agency			WSP		Analysis Y	ear			NEPA 5		
Jurisdicti	on				Time Anal	yzed			LN		
Project D	Description		CBD		Units				U.S. Cus	tomary	
Facility	y Global In	put									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacit	y, pc/r	mi/ln	45.0		
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	ments			1		
Total Ana	alysis Periods		1		Analysis P	eriod Du	uration	ı, min	15		
Facility L	ength, mi		0.69								
Facility	y Segment	Data									
No.	Coded		Analyzed		Name			Length	, ft	Lane	 es
1	Basic		Basic					3634		4	
Facility	y Segment	Data									
				Segmer	nt 1: Basi	c					
AP	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/ Rat		Speed (mi/h)		ensity :/mi/ln)	LOS
1	0.94	0.870	1173	8	800	0.1	3	41.8		7.0	А
Facility	y Analysis I	Results									
АР	Speed, m	i/h	Density, pc/mi/	In Den	sity, veh/mi	i/ln	Tra	evel Time, mi	1	LOS	
1	41.8		7.0		6.1			1.00		А	
Facility	y Overall R	esults									
Space M	ean Speed, mi/l	h	41.8		Density, v	eh/mi/ln	1		6.1		
Average	Travel Time, mi	n	1.00		Density, p	c/mi/ln			7.0		
Messa	ges										
Comm	ents										



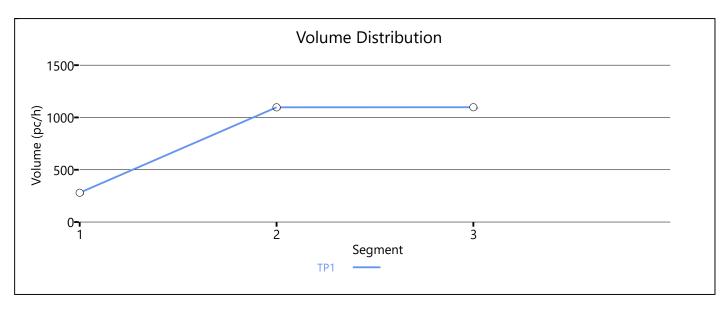


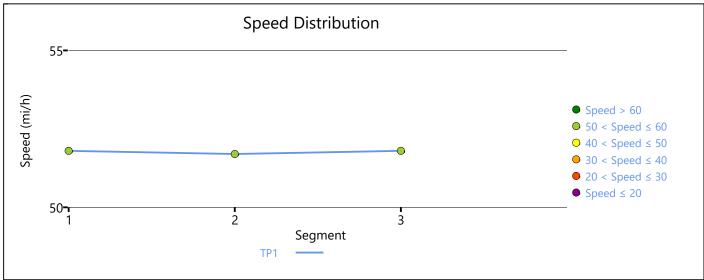


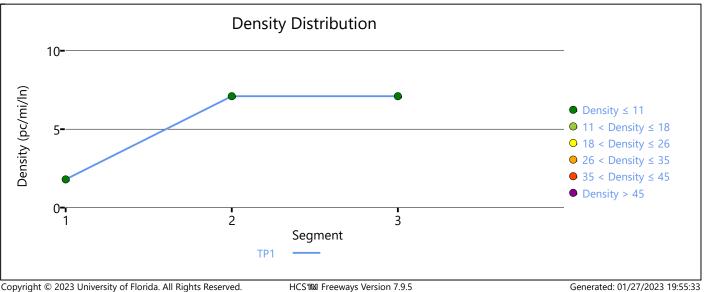
HCSTM Freeways Version 7.9.5 RFK - NB LN - Build.xuf

Generated: 01/27/2023 20:41:28

					НС	S7 Fre	eeway F	Facilitie	es Re	eport					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	2	
Agency					WSP			Analysis Y	'ear				NEPA 5		
Jurisdict	tion							Time Ana	lyzed				AM		
Project	Descripti	on			CBD			Units					U.S. Cust	omary	
Facilit	ty Glol	oal In	put												
Jam Dei	nsity, pc/	mi/ln			190.0			Density a	t Capac	ity, pc/r	mi/ln		45.0		
Queue I	Discharg	e Capac	ity Dro	o, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis F	eriod D	Ouration	, min		15		
Facility	Length, r	ni			1.07										
Facilit	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facilit	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
AP	PI	4F	fŀ	١٧	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	'89	28	0	66	54	0.	04	51	1.8		1.8	Α
						S	egment	2: Mer	ge						
AP	PI	-IF	fŀ	IV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.789	0.855	1097	817	6750	4000	0.16	0.20	51.7	51.3	7.1	8.6	А
						9	Segmen	t 3: Basi	ic						
AP	PI	НF	fŀ	IV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.8	38	109	98	66	54	0.	17	51	1.8		7.1	А
Facilit	ty Ana	lysis	Resul	ts											
АР	Sį	peed, n	ni/h		Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.8			4.8			3.9			1.20)		А	
Facilit	ty Ove	rall R	esults	5											
Space N	Леап Spe	ed, mi/	'h		51.8			Density, v	eh/mi/l	ln			3.9		
Average	e Travel T	ime, mi	in		1.20			Density, p	c/mi/ln	1			4.8		
Messa	ages														
Comr	nents														



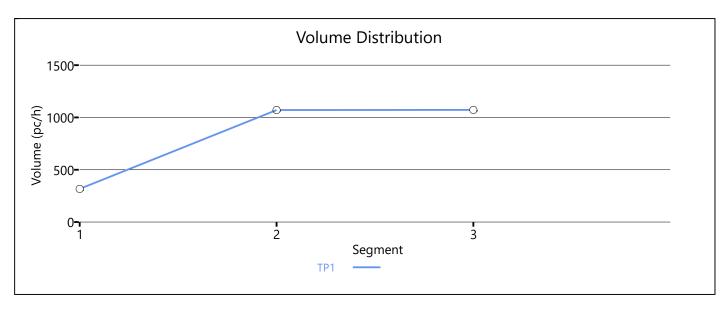


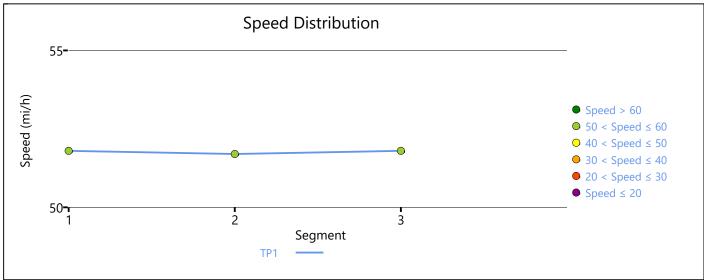


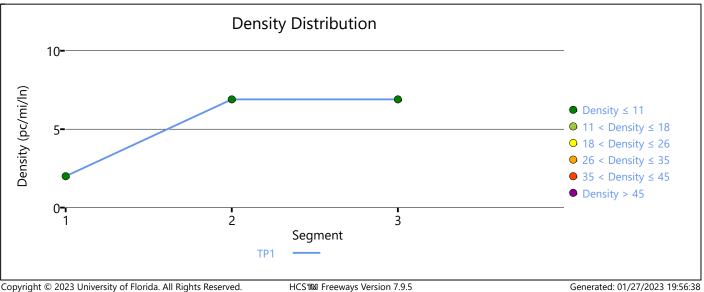
NJ Turnpike - Eastern Spur NB AM v2 - Build.xuf

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					НС	S7 Fre	eeway F	Facilitie	es Re	eport					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/202	2	
Agency					WSP			Analysis Y	'ear				NEPA 5		
Jurisdict	tion							Time Ana	lyzed				MD		
Project	Descripti	on			CBD			Units					U.S. Custo	omary	
Facilit	ty Glol	oal In	put												
Jam Dei	nsity, pc/	mi/ln			190.0			Density a	t Capac	ity, pc/r	mi/ln		45.0		
Queue I	Discharg	e Capac	ity Dro	р, %	7			Total Segi	ments				3		
Total Ar	nalysis Pe	riods			1			Analysis F	eriod D	Ouration	, min		15		
Facility	Length, r	ni			1.07										
Facilit	ty Seg	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-				663		3	
3		Basic			Basic							2500		3	
Facilit	ty Seg	ment	Data												
						:	Segmen	t 1: Basi	ic						
AP	PI	HF	fŀ	łV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	0.7	795	31	7	66	54	0.	05	51	1.8		2.0	Α
						S	egment	2: Mer	ge						
AP	PI	HF	fŀ	łV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.795	0.832	1071	754	6750	4000	0.16	0.19	51.7	51.3	6.9	8.3	А
						9	Segmen	t 3: Basi	ic						
AP	PI	HF	fl	łV	Flow (pc		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.	94	3.0	321	10	72	66	54	0.	16	51	1.8		6.9	А
Facilit	ty Ana	lysis	Resul	ts											
АР	Sį	oeed, n	ni/h		Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		51.8			4.7			3.9			1.20)		А	
Facilit	ty Ove	rall R	esult	5											
Space N	Лean Spe	ed, mi/	h		51.8			Density, v	eh/mi/l	ln			3.9		
Average	e Travel T	ime, mi	n		1.20			Density, p	c/mi/ln	1			4.7		
Messa	ages														
Comr	nents														



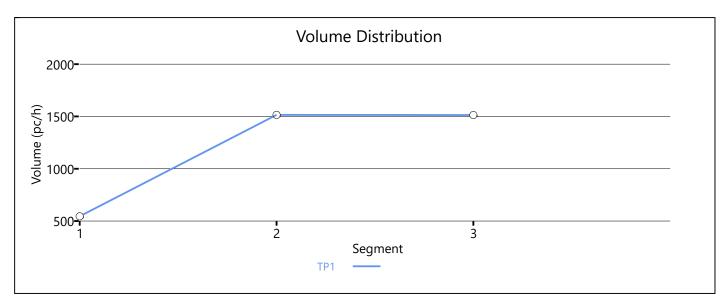


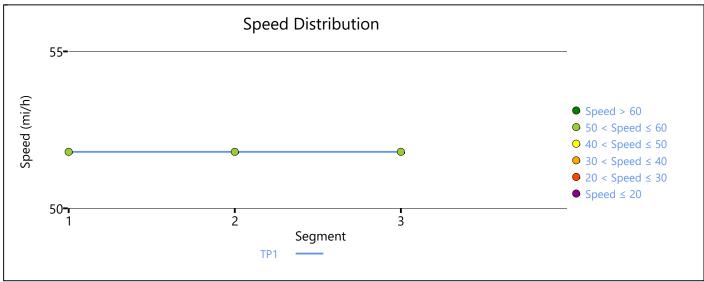


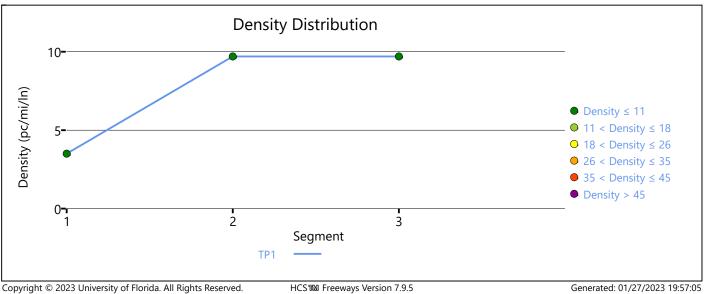
NJ Turnpike - Eastern Spur NB MD - Build.xuf

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					НС	S7 Fre	eeway F	Facilitie	es Re	port						
Proje	ct Info	rmat	ion													
Analyst					CJ			Date					4/21/202	2		
Agency					WSP			Analysis Year				NEPA 5				
Jurisdiction							Time Ana	lyzed				PM				
Project	Descripti	on			CBD			Units					U.S. Custo	omary		
Facilit	ty Glol	oal In	put													
Jam Dei	nsity, pc/	mi/ln			190.0			Density at	t Capac	ity, pc/r	mi/ln		45.0			
Queue I	Discharg	e Capac	ity Dro	р, %	7			Total Segi	ments				3			
Total Ar	nalysis Pe	riods			1			Analysis P	eriod D	uration	, min		15			
Facility	Length, r	ni			1.07											
Facilit	ty Seg	ment	Data													
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es	
1		Basic			Basic							2500		3		
2		Merge			Merge				-			663		3		
3	Basic Basic							2500						3		
Facilit	ty Seg	ment	Data													
						:	Segmen	t 1: Basi	ic							
AP	Pi	HF	fŀ	łV	Flow Rate (pc/h)			Capacity d/c (pc/h) Ratio			Speed (mi/h)		Density (pc/mi/ln)		LOS	
1	0.	94	0.9	917	545 665			54	0.08		51	1.8		3.5	Α	
						S	egment	2: Mer	ge							
AP	PI	HF	fŀ	łV	Flow Rate (pc/h)		Capa (pc			/c tio		eed i/h)		nsity mi/ln)	LOS	
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp		
1	0.94	0.94	0.917	0.933	1515	970	6750	4000	0.22	0.24	51.8	51.2	9.7	10.9	В	
						9	Segmen	t 3: Basi	ic							
AP	PI	HF	fŀ	łV	Flow (pc		Capa (pc		d/c Ratio			eed i/h)	Density (pc/mi/ln)		LOS	
1	0.	94	0.9	928	15	14	66	54	0.	23	51	1.8		9.7	Α	
Facilit	ty Ana	lysis	Resul	ts												
AP	Sį	oeed, n	ni/h		Density, p	c/mi/ln	Densi	ity, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS		
1		51.8			7.0			6.4			1.20)		Α		
Facilit	ty Ove	rall R	esults	5												
Space N	∕lean Spe	ed, mi/	′h		51.8			Density, v	eh/mi/l	n			6.4			
Average	e Travel T	ime, mi	in		1.20			Density, p	c/mi/ln				7.0			
Mess	ages															
Comr	nents															



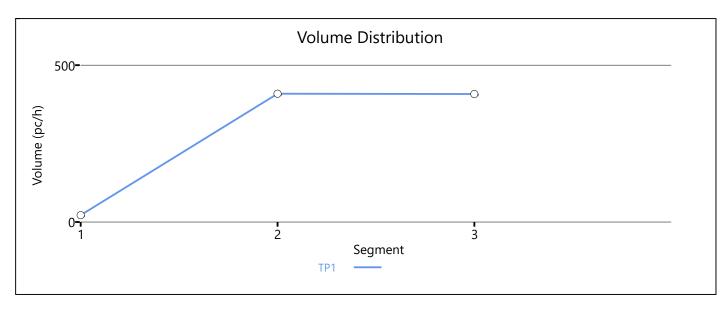


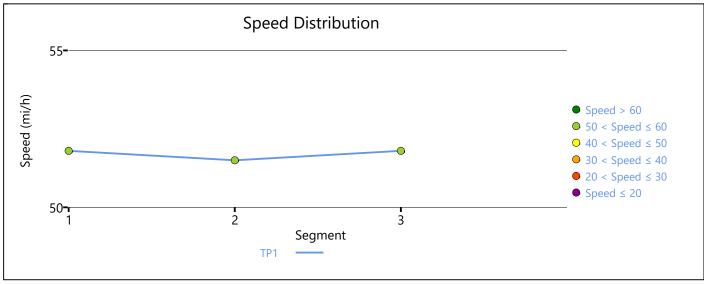


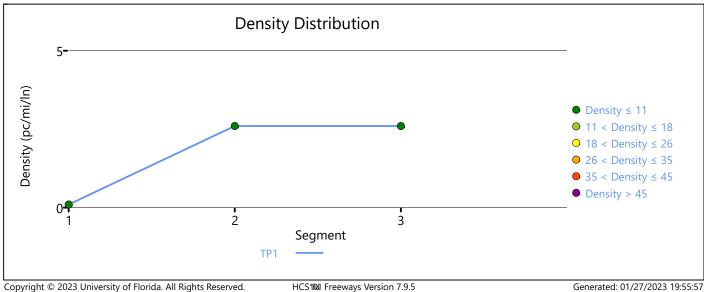
NJ Turnpike - Eastern Spur NB PM - Build.xuf

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					НС	S7 Fre	eeway I	- acilitie	es Re	port					
Proje	ct Info	rmat	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP		Analysis Year				NEPA 5				
Jurisdiction								Time Ana	lyzed				LN		
Project	Descripti	on			CBD			Units					U.S. Custo	mary	
Facilit	ty Gloł	oal In	put												
Jam Dei	nsity, pc/	mi/ln			190.0			Density at	: Capaci	ity, pc/r	mi/ln		45.0		
Queue I	Discharge	e Capac	ity Dro	p, %	7			Total Segr	ments				3		
	nalysis Pe				1			Analysis P	eriod D	uration	, min		15		
Facility I	Length, n	ni			1.07										
Facilit	ty Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength	, ft	Lane	es
1		Basic			Basic							2500		3	
2		Merge			Merge			-			663			3	
3		Basic			Basic		2500				3				
Facilit	ty Seg	ment	Data												
							Segmen	t 1: Basi	ic						
AP	PI	4F	fŀ	ΗV	Flow (pc,		Capacity d/c (pc/h) Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS		
1	0.	0.94 0.733 22						6654 0.00			51	.8	0	.1	Α
	0.1		• • • • • • • • • • • • • • • • • • • •												
	0.	J-1				S	egment	2: Mer	ge						
АР	Pi			ΗV	Flow (pc,	Rate	egment Capa (pc	acity	d,	/c tio		eed i/h)		sity ni/ln)	LOS
				IV R		Rate	Capa	acity	d,						LOS
	Pi	-lF	fl		(рс,	Rate /h)	Capa (pc	acity /h)	d, Ra	tio	(mi	/h)	(pc/r	ni/ln)	LOS
AP	PI F	HF R	fl-	R	(pc,	Rate /h) Ramp	Capa (pc	Acity /h) Ramp	d, Ra F	tio R	(mi	/h) R	(pc/r Freeway	ni/ľn) Ramp	
AP	PI F	R 0.94	fh F 0.733	R	(pc,	Rate /h) Ramp 387	Capa (pc Freeway 6750 Segmen	Ramp 4000 t 3: Basi	d, Ra F 0.06	tio R	(mi	/h) R	(pc/r Freeway 2.6	ni/ľn) Ramp	
AP	F 0.94	R 0.94	fH F 0.733	R 0.904	(pc) Freeway 409 Flow	Rate /h) Ramp 387 Rate /h)	Capa (pc Freeway 6750 Segmen	Ramp 4000 t 3: Basi	d, Ra F 0.06	R 0.10	F 51.5	(h) R 51.4	(pc/r Freeway 2.6	Ramp 4.3	A
1 AP 1	F 0.94	R 0.94	fH F 0.733	R 0.904	Freeway 409 Flow (pc,	Rate /h) Ramp 387 Rate /h)	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basi	d, Ra F 0.06	R 0.10	F 51.5	R 51.4 eed	(pc/r Freeway 2.6	Ramp 4.3 sity ni/ln)	LOS
1 AP 1	PI F 0.94	R 0.94	fH 0.733 fH 0.8	R 0.904	Freeway 409 Flow (pc,	Rate /h) Ramp 387 Rate /h)	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basi	d, Ra F 0.06 C d, Ra	R 0.10	F 51.5	R 51.4 eed //h)	(pc/r Freeway 2.6 Der (pc/r	Ramp 4.3 sity ni/ln)	LOS
AP 1 AP 1 Facilit	PI F 0.94	R 0.94 HF 94	fH 0.733 fH 0.8	R 0.904	Freeway 409 Flow (pc)	Rate /h) Ramp 387 Rate /h) 8	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basi	d, Ra F 0.06 C d, Ra	R 0.10	(mi F 51.5	R 51.4 eed //h)	(pc/r Freeway 2.6 Der (pc/r	Ramp 4.3 sity ni/ln)	LOS
AP 1 AP 1 Facilit AP 1	PI F 0.94	R 0.94 HF 94 lysis 51.7	fH F 0.733 fH 0.8 Resultable	R 0.904	Freeway 409 Flow (pc,	Rate /h) Ramp 387 Rate /h) 8	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinacity /h) 54	d, Ra F 0.06 C d, Ra	R 0.10	F 51.5 Spo (mi 51	R 51.4 eed //h)	(pc/r Freeway 2.6 Der (pc/r	Ramp 4.3 sity ni/ln) 6	LOS
AP 1 Facilit AP 1 Facilit	Pi F 0.94 Pi 0.94 Pi 1 1 1 1 1 1 1 1 1	R 0.94 HF 94 lysis 51.7 rall R	fH F 0.733 fH 0.8 Results	R 0.904	Freeway 409 Flow (pc,	Rate /h) Ramp 387 Rate /h) 8	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinacity /h) 54	d, Ra F 0.06 iC d, Ra 0.	R 0.10	F 51.5 Spo (mi 51	R 51.4 eed //h)	(pc/r Freeway 2.6 Der (pc/r	Ramp 4.3 sity ni/ln) 6	LOS
AP 1 Facilit AP 1 Facilit Space N	PI F 0.94 PI 0.94 ty Ana Sp ty Ove	R 0.94 HF 94 lysis 51.7 rall R ed, mi/	fl- F 0.733 fl- 0.8 Resultani/h	R 0.904	Freeway 409 Flow (pc, 400 Density, pc	Rate /h) Ramp 387 Rate /h) 8	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinacity /h) 54	d, Ra F 0.06 C d, Ra 0.0	R 0.10	F 51.5 Spo (mi 51	R 51.4 eed //h)	(pc/r Freeway 2.6 Der (pc/r 2	Ramp 4.3 sity ni/ln) 6	LOS
AP 1 Facilit AP 1 Facilit Space N	PI F 0.94 PI 0.94 ty Ana Sp ty Ove Mean Spe	R 0.94 HF 94 lysis 51.7 rall R ed, mi/	fl- F 0.733 fl- 0.8 Resultani/h	R 0.904	Flow (pc) 409 Pensity, pc 1.5	Rate /h) Ramp 387 Rate /h) 8	Capa (pc Freeway 6750 Segmen Capa (pc	Ramp 4000 t 3: Basinetty /h) ty, veh/mi 1.3	d, Ra F 0.06 C d, Ra 0.0	R 0.10	F 51.5 Spo (mi 51	R 51.4 eed //h)	(pc/r Freeway 2.6 Der (pc/r 2	Ramp 4.3 sity ni/ln) 6	LOS



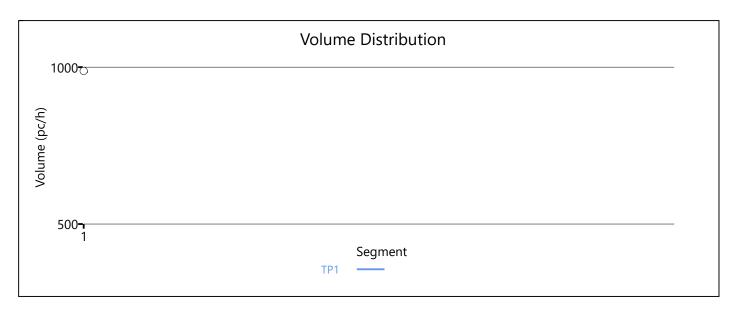


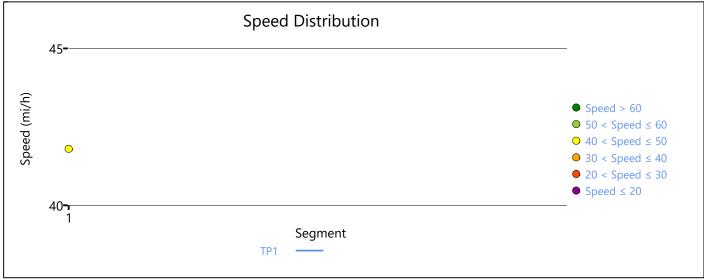


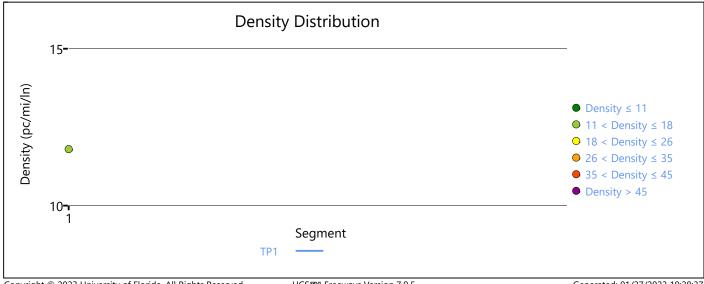
NJ Turnpike - Eastern Spur NB LN - Build.xuf

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			HCS7	Freeway	Facilitie	es Repor	t					
Project	t Informati	on										
Analyst CJ					Date				4/21/2022			
Agency			WSP		Analysis Y	ear		NEPA 5				
Jurisdictio	on				Time Anal	yzed		AM				
Project D	escription		CBD		Units			U.S. Cus	tomary			
Facility	/ Global Iոբ	out										
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc	/mi/ln	45.0				
Queue Di	ischarge Capaci	ty Drop, %	7		Total Segr	ments		1				
Total Ana	llysis Periods		1		Analysis P	eriod Duratio	n, min	15				
Facility Le	ength, mi		1.00									
Facility	/ Segment	Data										
No.	Coded		Analyzed		Name		Length	, ft	Lane			
1	Basic		Basic		528			0 2				
Facility	/ Segment	Data										
				Segmen	ıt 1: Basi	С						
AP	PHF	fHV	Flow Rate (pc/h)		pacity d/c pc/h) Ratio		Speed (mi/h)		Density (pc/mi/ln)			
1	0.94	0.817	988	44	400	0.22 41.8			11.8 B			
Facility	, Analysis R	Results										
АР	Speed, m	i/h	Density, pc/mi/	In Dens	ity, veh/mi	/ln T	ravel Time, mi	n	LOS			
1	41.8		11.8		9.6		1.40	В				
Facility	y Overall Re	esults										
Space Me	ean Speed, mi/h	1	41.8		Density, v	eh/mi/ln		9.6				
Average 1	Travel Time, mir	1	1.40		Density, pc/mi/ln 11.8							
Messa	ges											
Comm	ents											
- '-												



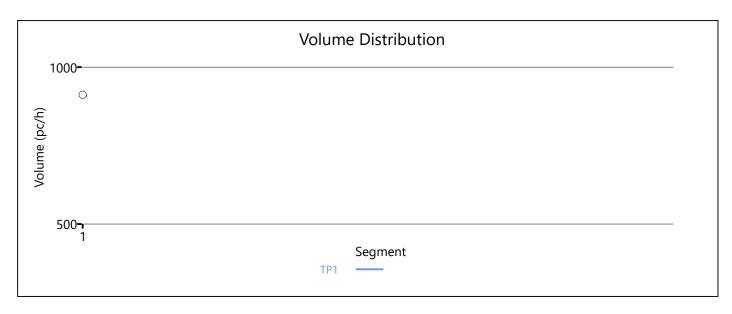


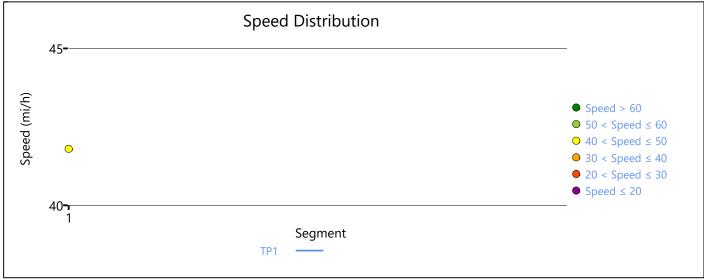


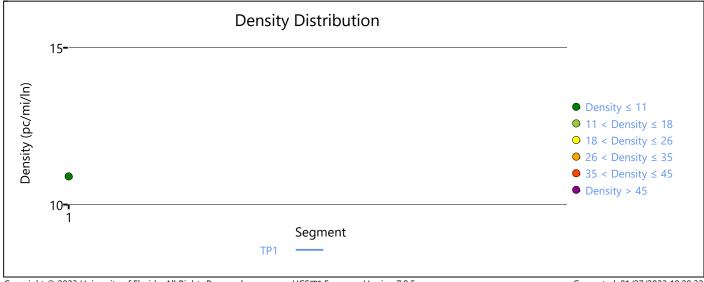
HCSTM Freeways Version 7.9.5 Bayonne - SB AM - Build.xuf

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			HCS7	Freeway	Facilitie	s Repo	rt				
Projec	t Informati	on									
Analyst			CJ	Date				4/21/2022			
Agency			WSP		Analysis Ye	ear		NEPA 5			
Jurisdicti	on				Time Anal	yzed		MD			
Project D	Description		CBD		Units			U.S. Cus	tomary		
Facilit	y Global Inj	out									
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, po	:/mi/ln	45.0			
Queue D	ischarge Capaci	ty Drop, %	7		Total Segn	nents		1			
Total Ana	alysis Periods		1		Analysis P	eriod Duration	on, min	15			
Facility L	ength, mi		1.00								
Facilit	y Segment	Data									
No.	Coded		Analyzed	ed Name Len				, ft	Lanes		
1	Basic		Basic				5280)	2		
Facilit	y Segment	Data									
				Segmen	t 1: Basi	С					
AP	PHF	fHV	Flow Rate (pc/h)		acity d/c /h) Ratio				ensity c/mi/ln)	LO	
1	0.94	0.797	912	44	100	0.21	41.8		10.9	А	
F:1:4	y Analysis F	Results									
Facilit							Travel Time, min		LOS		
AP	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi	/In 1	ravei Time, mi	"			
	Speed, m	i/h	Density, pc/mi/	'In Dens	ity, veh/mi 8.7	/In 1	1.40	"	A		
AP 1	•			'In Dens		/In 1					
AP 1 Facilit	41.8	esults		'In Dens				8.7			
AP 1 Facility Space M	41.8 y Overall Re	esults	10.9	'In Dens	8.7	eh/mi/ln					
AP 1 Facility Space M	41.8 y Overall Ree ean Speed, mi/b Travel Time, mir	esults	10.9	'In Dens	8.7 Density, ve	eh/mi/ln		8.7			



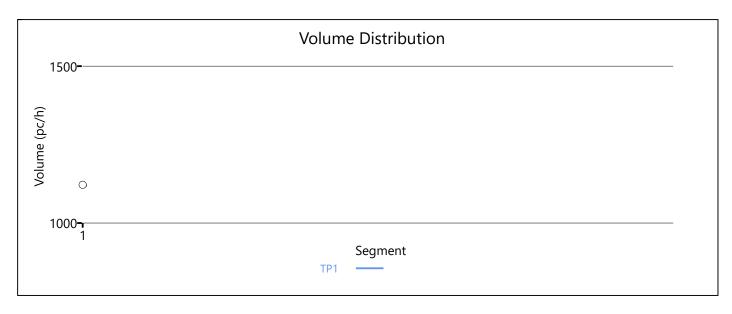


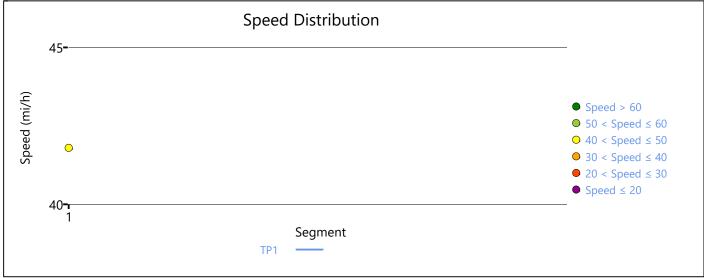


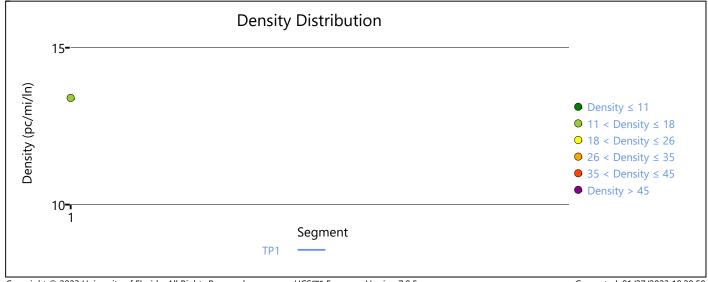
HCSTM Freeways Version 7.9.5 Bayonne - SB MD - Build.xuf

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			HCS7	Freeway	Facilitie	es Re _l	port	:				
Projec	t Informati	ion										
Analyst			Cl		Date				4/21/2022			
Agency			Analysis Y	ear			NEPA 5					
Jurisdicti	on				Time Ana	yzed			PM			
Project D	escription (CBD		Units				U.S. Cus	tomary		
Facility	y Global In	put										
Jam Den	sity, pc/mi/ln		190.0		Density at	Capacit	y, pc/r	mi/ln	45.0			
Queue D	ischarge Capac	ity Drop, %	7		Total Segr	nents			1			
Total Ana	alysis Periods		1		Analysis P	eriod Du	uration	ı, min	15			
Facility L	ength, mi		1.00									
Facility	y Segment	Data										
No.	Coded		Analyzed		Name			Length	, ft	Lane	es	
1	Basic		Basic		į			5280	5280 2			
Facility	y Segment	Data										
				Segmer	nt 1: Basi	c						
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)					ensity c/mi/ln)	LOS	
1	0.94	0.912	1122	4	0.26 41.8			13.4 B				
Facility	y Analysis I	Results										
АР	Speed, m	i/h	Density, pc/mi/	In Dens	sity, veh/mi	i/ln	Tra	evel Time, mi	n	LOS		
1	41.8		13.4		12.2			1.40		В		
Facility	y Overall R	esults										
Space M	ean Speed, mi/l	h	41.8		Density, veh/mi/ln				12.2			
Average	Travel Time, mi	n	1.40		Density, p	c/mi/ln			13.4			
Messa	ges											
Comm	ents											



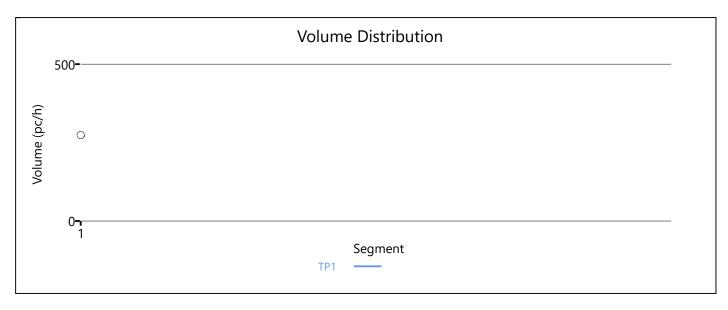


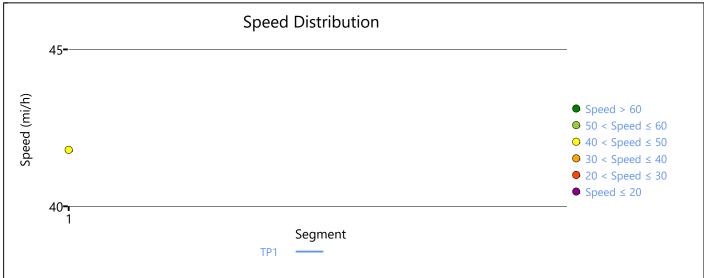


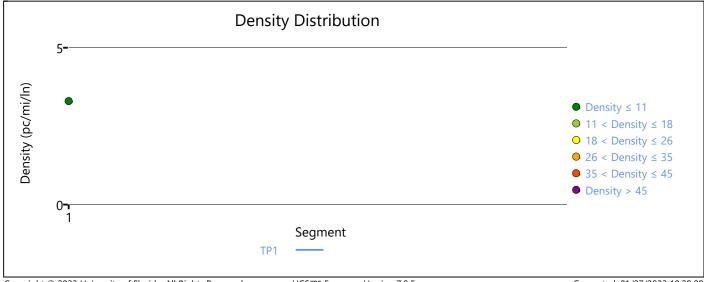
HCSTM Freeways Version 7.9.5 Bayonne - SB PM - Build.xuf

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						s Repoi	<u> </u>				
Project I	Information	on									
Analyst			CJ		Date		4/21/2022				
Agency			WSP		Analysis Ye	ear		NEPA 5			
Jurisdiction	ı				Time Anal	yzed		LN			
Project Des	scription		CBD		Units			U.S. Cus	tomary		
Facility (Global Inp	out									
Jam Density	y, pc/mi/ln		190.0		Density at	Capacity, pc	/mi/ln	45.0			
Queue Disc	charge Capacit	ty Drop, %	7		Total Segn	nents		1			
Total Analys	rsis Periods		1		Analysis Pe	eriod Duratio	on, min	15			
Facility Leng	gth, mi		1.00	1.00							
Facility S	Segment I	Data									
No.	Coded	\Box	Analyzed		Name		Length	, ft	t Lane		
1	Basic		Basic		528			0 2			
Facility S	Segment I	Data									
				Segmen	t 1: Basi	С					
АР	PHF	fHV	Flow Rate (pc/h)		pacity d/c pc/h) Ratio		Speed (mi/h)		Density (pc/mi/ln)		
1	0.94	0.809	274	44	0.06 41.8			3.3 A			
Facility /	Analysis R	esults									
АР	Speed, mi	i/h	Density, pc/mi/	In Dens	ity, veh/mi	/In T	ravel Time, mi	n	LOS		
1	41.8		3.3		2.7		1.40	А			
Facility (Overall Re	sults									
Space Mear	ın Speed, mi/h	ı	41.8		Density, ve	eh/mi/ln		2.7			
Average Tra	avel Time, min	1	1.40		Density, pc/mi/ln 3.3						
Message	es										
Comme	nts										



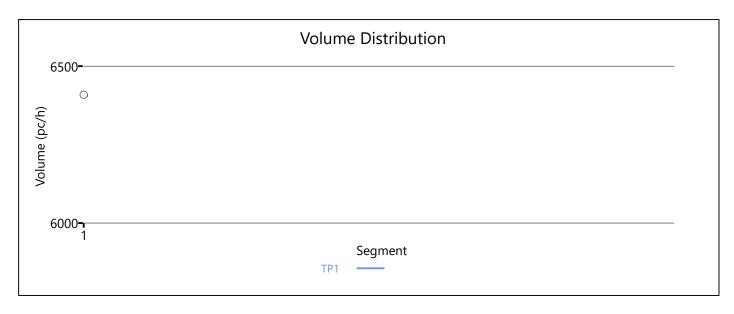


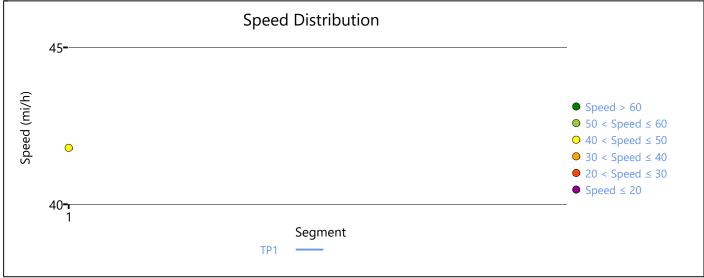


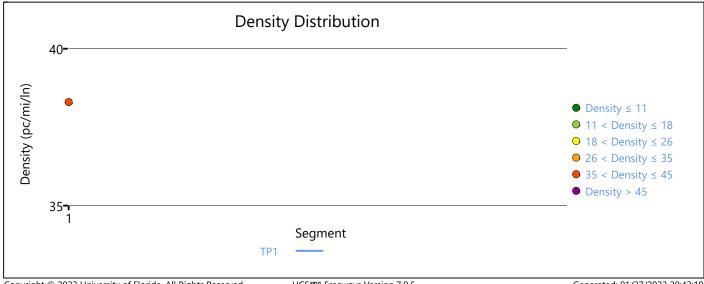
HCSTM Freeways Version 7.9.5 Bayonne - SB LN - Build.xuf

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·		HCS7 Freeway Facilities Report									
Agency	Projec	t Informati	on								
Time Analyzed	Analyst			CJ		Date			4/21/20	22	
Project Description CBD Units U.S. Customary	Agency			WSP		Analysis Y	ear		NEPA 5		
Pacility Global Input	Jurisdicti	on				Time Anal	yzed		AM		
Density, pc/mi/ln 190.0 Density at Capacity, pc/mi/ln 45.0	Project D	escription		CBD		Units			U.S. Cus	tomary	
Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 0.69 Image: Comparity of the compari	Facility	y Global Inj	out								
Total Analysis Periods 1	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Pacility Length, mi	Queue D	ischarge Capaci	ty Drop, %	7		Total Segr	ments		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duration	n, min	15		
No. Coded Analyzed Name Length, ft Lanes 1 Basic 3634 4 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LOS 1 0.94 0.917 6409 8800 0.73 41.8 38.3 E Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 38.3 35.1 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 35.1 Average Travel Time, min 1.00 Density, pc/mi/ln 38.3	Facility Lo	ength, mi		0.69							
Basic Basic 3634 4	Facility	y Segment	Data								
Segment 1: Basic Speed Density	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic AP	1	Basic		Basic				3634	1	4	
AP	Facility	y Segment	Data								
Cope Cope					Segmen	ıt 1: Basi	c				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 38.3 35.1 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 35.1 Average Travel Time, min 1.00 Density, pc/mi/ln 38.3 Messages	AP	PHF	fHV								LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 38.3 35.1 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 35.1 Average Travel Time, min 1.00 Density, pc/mi/ln 38.3 Messages	1	0.94	0.917	6409	88	800	0.73	41.8		38.3	E
1 41.8 38.3 35.1 1.00 E Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 35.1 Average Travel Time, min 1.00 Density, pc/mi/ln 38.3 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 35.1 Average Travel Time, min 1.00 Density, pc/mi/ln 38.3 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	i/ln Tr	avel Time, mi	n	LOS	
Space Mean Speed, mi/h Average Travel Time, min 1.00 Density, veh/mi/ln 35.1 38.3 Messages	1	41.8		38.3		35.1		1.00		E	
Average Travel Time, min 1.00 Density, pc/mi/ln 38.3 Messages	Facility	y Overall Re	esults								
Messages	Space M	ean Speed, mi/l	1	41.8		Density, v	eh/mi/ln		35.1		
	Average	Travel Time, mir	า	1.00		Density, p	c/mi/ln		38.3		
Comments	Messa	ges									
	Comm	ents									



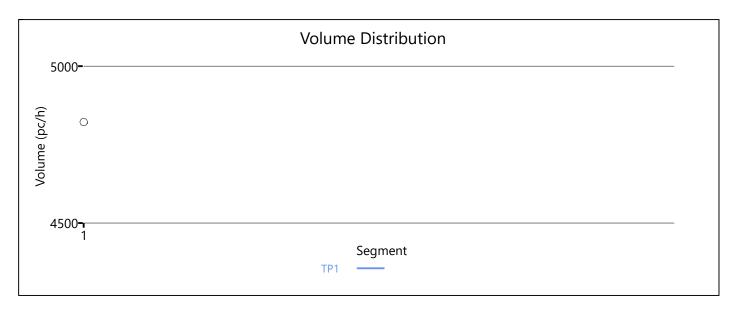


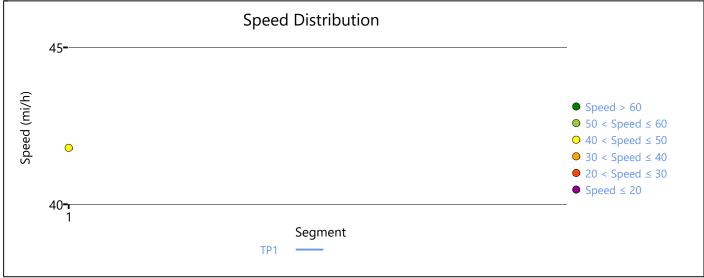


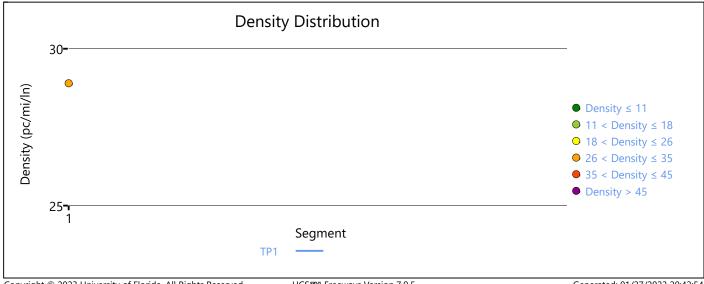
HCSTM Freeways Version 7.9.5 RFK - SB AM - Build.xuf

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·				HCS7	Freeway	Facilitie	es Repor	t			
Agency	Projec	t Informati	on								
	Analyst			CJ		Date			4/21/20	22	
Project Description CBD	Agency			WSP		Analysis Y	ear		NEPA 5		
Pacility Global Input	Jurisdicti	on				Time Anal	yzed		MD		
Jam Density, pc/mi/In 190.0 Density at Capacity, pc/mi/In 45.0	Project D	escription		CBD		Units			U.S. Cus	tomary	
Queue Discharge Capacity Drop, % 7 Total Segments 1 Total Analysis Periods 1 Analysis Period Duration, min 15 Facility Length, mi 0.69 Image: Comparity of the compari	Facility	y Global Inj	put								
Total Analysis Periods 1	Jam Den	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	mi/ln	45.0		
Facility Length, mi	Queue D	ischarge Capaci	ity Drop, %	7		Total Segr	ments		1		
No. Coded Analyzed Name Length, ft Lanes	Total Ana	alysis Periods		1		Analysis P	eriod Duratior	n, min	15		
No. Coded Analyzed Name Length, ft Lanes 1 Basic Basic 3634 4 Facility Segment Data Segment 1: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Mc/c Ratio Speed (mi/h) Density LOS 1 0.94 0.888 4822 8800 0.55 41.8 28.9 D Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 28.9 25.7 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 25.7 Average Travel Time, min 1.00 Density, pc/mi/ln 28.9	Facility Le	ength, mi		0.69							
Basic Basic 3634 4	Facility	y Segment	Data								
Segment 1: Basic Speed Density LOS	No.	Coded		Analyzed		Name		Length	, ft	Lane	es
Segment 1: Basic Speed	1	Basic		Basic				3634	1	4	
AP	Facility	y Segment	Data								
Company Comp					Segmen	nt 1: Basi	С				
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 28.9 25.7 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 25.7 Average Travel Time, min 1.00 Density, pc/mi/ln 28.9 Messages	AP	PHF	fHV				_				LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 41.8 28.9 25.7 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 25.7 Average Travel Time, min 1.00 Density, pc/mi/ln 28.9 Messages	1	0.94	0.888	4822	88	800	0.55	41.8		28.9	D
1 41.8 28.9 25.7 1.00 D Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 25.7 Average Travel Time, min 1.00 Density, pc/mi/ln 28.9 Messages	Facility	y Analysis F	Results								
Facility Overall Results Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 25.7 Average Travel Time, min 1.00 Density, pc/mi/ln 28.9 Messages	АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In Tr	avel Time, mi	n	LOS	
Space Mean Speed, mi/h 41.8 Density, veh/mi/ln 25.7 Average Travel Time, min 1.00 Density, pc/mi/ln 28.9 Messages	1	41.8		28.9		25.7		1.00		D	
Average Travel Time, min 1.00 Density, pc/mi/ln 28.9 Messages	Facility	y Overall Re	esults								
Messages	Space Mo	ean Speed, mi/l	า	41.8		Density, v	eh/mi/ln		25.7		
	Average	Travel Time, mir	า	1.00		Density, p	c/mi/ln		28.9		
Comments	Messa	ges									
	Comm	ents									



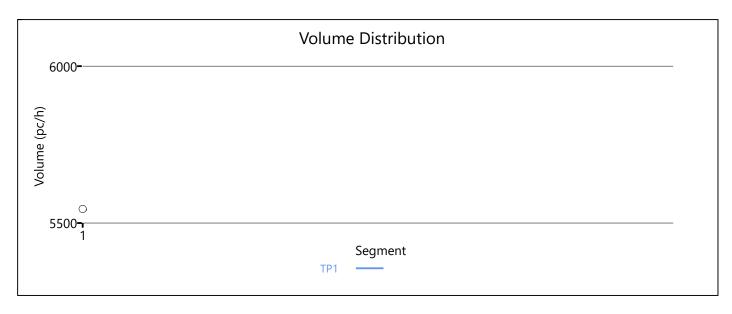


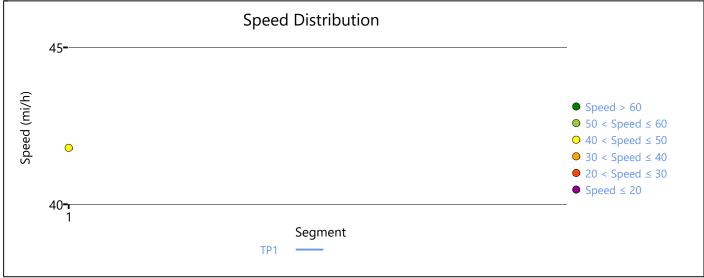


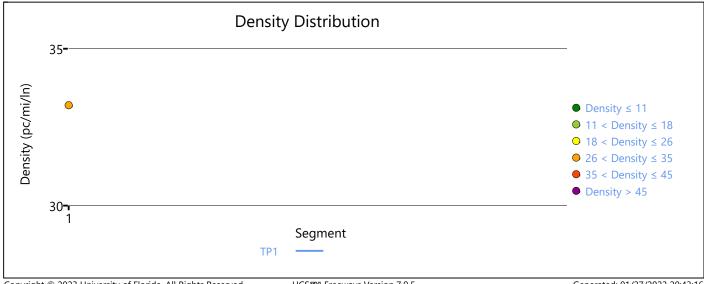
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			HCS7	Freeway	Facilitie	es Repor	t			
Project	t Informati	on								
Analyst			CJ		Date			4/21/20	22	
Agency WSP Analysis Year NEPA 5										
Jurisdictic	on				Time Anal	yzed		PM		
Project De	escription		CBD		Units			U.S. Cus	tomary	
Facility	/ Global Inp	put								
Jam Dens	sity, pc/mi/ln		190.0		Density at	Capacity, pc/	/mi/ln	45.0		
Queue Di	scharge Capaci	ity Drop, %	7		Total Segn	nents		1		
Total Ana	lysis Periods		1		Analysis P	eriod Duratio	n, min	15		
Facility Le	ength, mi		0.69							
Facility	/ Segment	Data								
No.	Coded		Analyzed		Name		Length	ı, ft	Land	es
1	Basic		Basic				3634	4	4	
Facility	/ Segment	Data								
				Segmen	nt 1: Basi	С				
АР	PHF	fHV	Flow Rate (pc/h)		oacity c/h)	d/c Ratio	Speed (mi/h)		ensity c/mi/ln)	LOS
1	0.94	0.951	5545	88	800	0.63	41.8		33.2	D
Facility	/ Analysis F	Results								
АР	Speed, m	i/h	Density, pc/mi/	'In Dens	sity, veh/mi	/In Ti	ravel Time, mi	n	LOS	
1	41.8		33.2		31.6		1.00		D	
Facility	Overall R	esults								
Space Me	ean Speed, mi/b	า	41.8		Density, ve	eh/mi/ln		31.6		
Average 1	Travel Time, mir	า	1.00		Density, p	c/mi/ln		33.2		
Messag	ges									
Comm	onto									



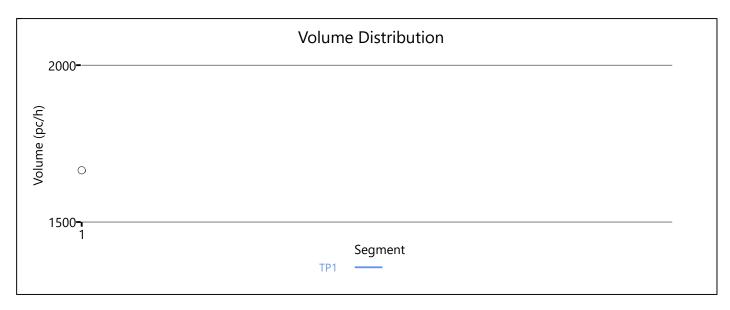


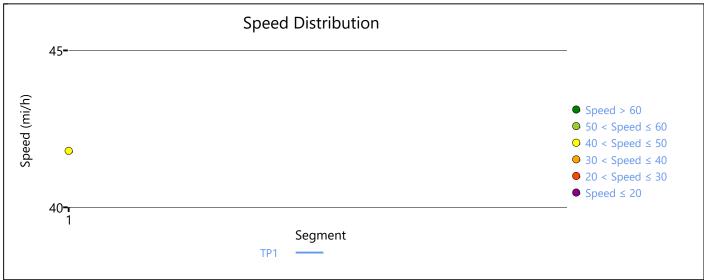


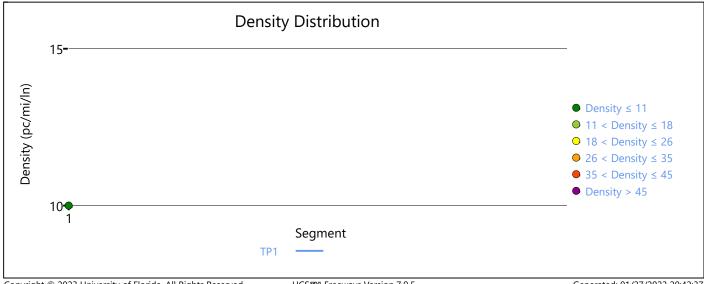
HCSTM Freeways Version 7.9.5 RFK - SB PM - Build.xuf

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			11037	Treeway	гаспппе	s Repor	ι			
Project	Information	on								
Analyst			CJ		Date			4/21/20	22	
Agency	Agency WSP Analysis Year NEPA 5									
Jurisdictio	n				Time Analy	/zed		LN		
Project De	escription		CBD		Units			U.S. Cus	tomary	
Facility	Global Inp	out								
Jam Densi	ity, pc/mi/ln		190.0		Density at	Capacity, pc,	/mi/ln	45.0		
Queue Dis	scharge Capacit	ty Drop, %	7		Total Segm	nents		1		
Total Anal	ysis Periods		1		Analysis Pe	eriod Duratio	n, min	15		
Facility Le	ngth, mi		0.69							
Facility	Segment	Data								
No.	Coded		Analyzed		Name		Length	, ft	Lane	es
1	Basic		Basic				3634	1	4	
Facility	Segment	Data								
				Segmen	t 1: Basi	С				
AP	PHF	fHV	Flow Rate (pc/h)		acity c/h)	d/c Ratio	Speed (mi/h)		ensity /mi/ln)	LOS
1	0.94	0.924	1665	88	300	0.19	41.8		10.0	А
Facility	Analysis R	Results								
AP	Speed, mi	i/h	Density, pc/mi/	In Dens	ity, veh/mi,	/In Ti	ravel Time, mi	n	LOS	
1	41.8		10.0		9.2		1.00		А	
Facility	Overall Re	esults								
Space Me	an Speed, mi/h	1	41.8		Density, ve	eh/mi/ln		9.2		
Average T	ravel Time, min	1	1.00		Density, po	c/mi/ln		10.0		
Messag	ges									
Comme	ents									





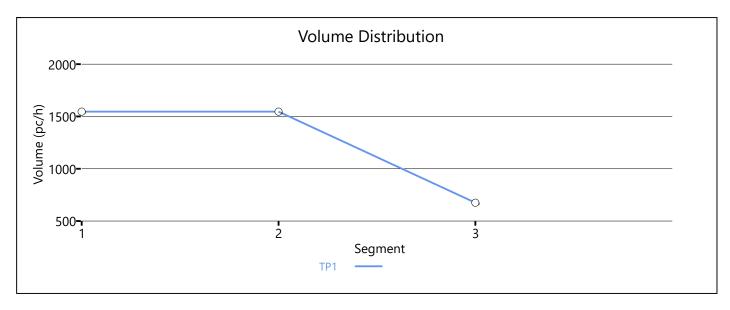


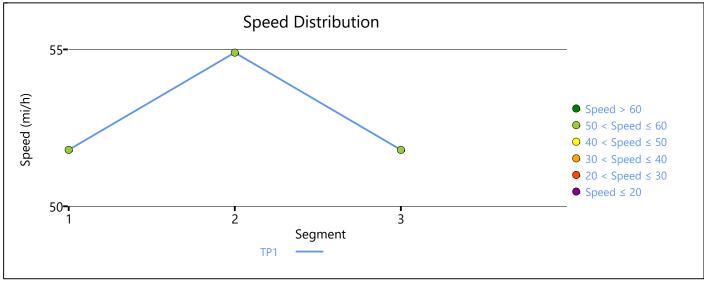
HCSTM Freeways Version 7.9.5 RFK - SB LN - Build.xuf

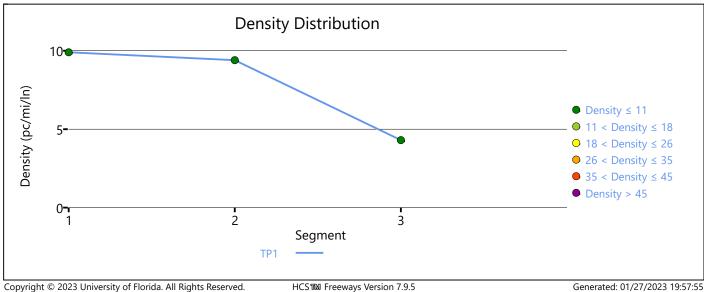
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Project Information Analysi						НС	S7 Fre	eeway I	acilitie	es Re	eport	-				
Agery	Projec	ct Info	rmat	ion												
Project Pro	Analyst					CJ			Date					4/21/202	2	
Fracility Global Injuncy 1900	Agency					WSP			Analysis Y	ear				NEPA 5		
Pacility Solity Jurisdict	ion							Time Ana	lyzed				AM			
Ann Density	Project I	Descripti	on			CBD			Units					U.S. Cust	omary	
This conting	Facilit	ty Gloł	oal In	put												
Total Amalysis Periods	Jam Der	nsity, pc/	mi/ln			190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Facility Veg++++++++-+	Queue [Discharge	e Capac	ity Dro	o, %	7			Total Segi	ments				3		
No. No						1			Analysis P	eriod D	Ouration	, min		15		
No.	Facility L	ength, n	ni			1.29										
1	Facilit	y Seg	ment	Data												
2	No.		Coded			Analyzed			Name			L	ength.	, ft	Land	es
Second Second	1		Basic			Basic							2500		3	
Parity Facility	2		Diverge	!					-				1800		3	
AP	3		Basic			Basic							2500		3	
AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c (mi/h) Sped (mi/h) Desity (pc/mi/ln) LOS 1 0.94 0.856 1546 6654 0.23 51.8 9.9 A Segment 2: Diverget AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c (mi/h) Sped (mi/h) Density (pc/mi/ln) LOS AP R F R F R F (pc/mi/ln) Romp F R F (pc/mi/ln) LOS AP R F R F (pc/mi/ln) Romp Romp F (pc/mi/ln)	Facilit	y Segi	ment	Data												
							!	Segmen	t 1: Basi	ic						
Segment 2: Diverge AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Ratio Sped (mi/h) Density (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) Ratio Facility Ratio PHF Ratio Peneway (pc/mi/ln) Ratio Sped (mi/h) Density (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) LOS (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) LOS (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage (pc/mi/ln) Amage	AP	Pi	4F	fŀ	IV	1					-					LOS
AP PHF fHV fIow Rate (pc/h) Capatily (pc/h) Ratio Sped (mi/h) Density (pc/mi/ln) LOS 1 7 R F R Freeway Ramp Freeway Ramp F R F R Freeway Ramp Ramp F R F R Freeway Ramp P R F R F R P <td< td=""><td>1</td><td>0.9</td><td>94</td><td>8.0</td><td>56</td><td>154</td><td>46</td><td>66</td><td>54</td><td>0.</td><td>23</td><td>51</td><td>1.8</td><td></td><td>9.9</td><td>А</td></td<>	1	0.9	94	8.0	56	154	46	66	54	0.	23	51	1.8		9.9	А
N							Se	egment	2: Diver	ge						
1	AP	PI	4F	fŀ	IV											LOS
Segment 3: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LOS 1 0.94 0.880 675 6654 0.10 51.8 4.3 A Facility Analysis Results 1 52.8 7.7 6.6 1.50 A 1 52.8 7.7 6.6 1.50 A Facility Overall Results Space Mean Speed, mi/h 52.8 Density, veh/mi/ln 6.6 6.6 Average Travel Time, min 1.50 Density, pc/mi/ln 7.7		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freewa	y Ramp	
AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LOS 1 0.94 0.880 675 6654 0.10 51.8 4.3 A Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 52.8 7.7 6.6 1.50 A Facility Overall Results Space Mean Speed, mi/h 52.8 Density, veh/mi/ln 6.6 6.6 Average Travel Time, min 1.50 Density, pc/mi/ln 7.7	1	0.94	0.94	0.856	0.836	1546	873	6750	4200	0.23	0.21	54.9	55.0	9.4	9.4	А
Companies Com							:	Segmen	t 3: Basi	ic						
Facility Analysis Results AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 52.8 7.7 6.6 1.50 A Facility Overall Results Space Mean Speed, mi/h 52.8 Density, veh/mi/ln 6.6 Average Travel Time, min 1.50 Density, pc/mi/ln 7.7 Messages	AP	PI	4F	fŀ	IV											LOS
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS 1 52.8 7.7 6.6 1.50 A Facility Overall Results Space Mean Speed, mi/h 52.8 Density, veh/mi/ln 6.6 Average Travel Time, min 1.50 Density, pc/mi/ln 7.7 Messages	1	0.9	94	0.8	80	67	'5	66	54	0.	10	51	1.8		4.3	А
1 52.8 7.7 6.6 1.50 A Facility Overall Results Space Mean Speed, mi/h 52.8 Density, veh/mi/ln 6.6 Average Travel Time, min 1.50 Density, pc/mi/ln 7.7 Messages	Facilit	y Ana	lysis	Resul	ts											
Facility Overall Results Space Mean Speed, mi/h 52.8 Density, veh/mi/ln 6.6 Average Travel Time, min 1.50 Density, pc/mi/ln 7.7 Messages	АР	Sp	eed, n	ni/h	Т	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
Space Mean Speed, mi/h Average Travel Time, min 52.8 Density, veh/mi/ln 6.6 Average Travel Time, min 7.7 Messages	1		52.8			7.7			6.6			1.50)		А	
Average Travel Time, min 1.50 Density, pc/mi/ln 7.7 Messages	Facilit	y Ove	rall R	esults	5											
Messages	Space M	1ean Spe	ed, mi/	h		52.8			Density, v	eh/mi/l	ln			6.6		
	Average	Travel T	ime, mi	n		1.50			Density, p	c/mi/ln	1			7.7		
WARNING 1 Ramp segment length is longer than 1500 feet for segment 2.	Messa	ages														
· · · · · · · · · · · · · · · · · · ·	WARNIN	NG 1				Ramp se	gment len	ngth is longe	er than 150	00 feet	for segr	ment 2.				

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





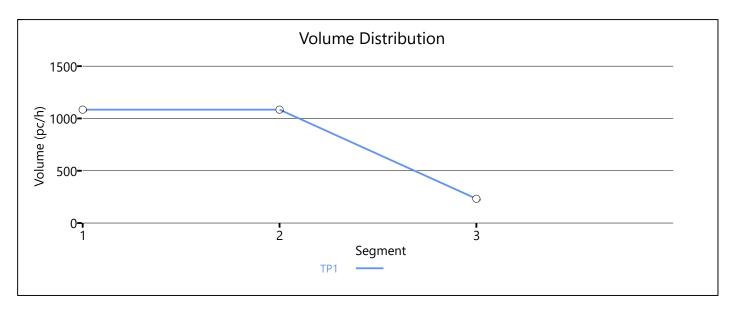


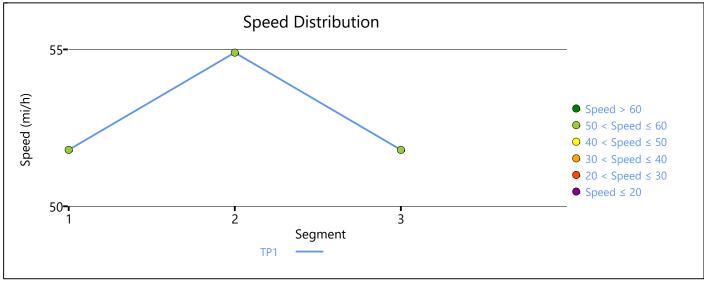
NJ Turnpike - Eastern Spur SB AM - Build.xuf

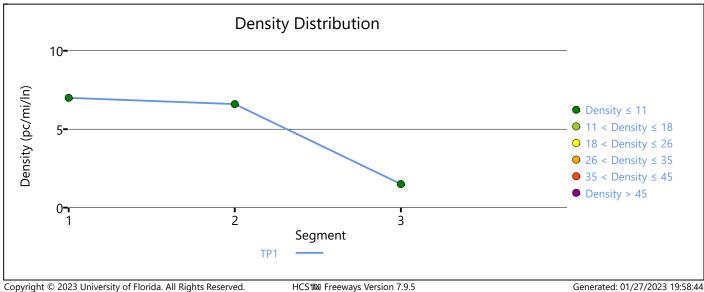
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Coperity Coperity						НС	S7 Fre	eeway F	acilitie	es Re	eport	-				
Agency	Projec	t Info	rmat	ion												
Time Analyzed	Analyst					CJ			Date					4/21/2022	<u> </u>	
Project Description CBD	Agency					WSP			Analysis Y	ear				NEPA 5		
Pacility Global Input	Jurisdicti	on							Time Ana	lyzed				MD		
Jam Density, pc/mi/In	Project D	Description	on			CBD			Units					U.S. Custo	mary	
Total Segments 3 Total Segments 3 Total Analysis Periods 1 Analysis Period Duration, min 15	Facility	y Glob	al In	put												
Total Analysis Periods	Jam Den	sity, pc/ı	mi/ln			190.0			Density at	Capac	ity, pc/r	mi/ln		45.0		
Facility Length, mi	Queue D	ischarge	Capac	ity Drop	0, %	7			Total Segi	ments				3		
Name	Total Ana	alysis Pe	riods			1			Analysis P	eriod D	Ouration	, min		15		
No. Coded Analyzed Name Length, ft Lanes	Facility Le	ength, m	ni			1.29										
1	Facility	y Segi	ment	Data												
2	No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
Segment 1: Basic Speed (mi/h) Density (pc/mi/ln) L0	1		Basic			Basic							2500		3	
Segment 1: Basic Segment Segme	2	[Diverge	1		Basic							1800		3	
Segment 1: Basic AP	3		Basic			Basic							2500		3	
AP	Facility	y Segı	ment	Data												
Composition Composition								Segment	t 1: Basi	ic						
Segment 2: Diverge	AP	Pŀ	łF	fH	IV	1					-					LOS
AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LO F R F R Freeway Ramp F R F R Freeway Ramp 1 0.94 0.94 0.831 0.806 1084 853 6750 4200 0.16 0.20 54.9 55.0 6.6 6.6 6.6 Segment 3: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LO 1 0.94 0.921 232 6654 0.03 51.8 1.5 7 Facility Analysis Results	1	0.9	94	0.8	31	108	34	66	54	0.	16	51	1.8		7.0	Α
Copa Copa							Se	egment ?	2: Diver	ge						
1 0.94 0.94 0.831 0.806 1084 853 6750 4200 0.16 0.20 54.9 55.0 6.6 6.6 Segment 3: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) Ratio (mi/h) (pc/mi/ln) 1 0.94 0.921 232 6654 0.03 51.8 1.5 Facility Analysis Results	AP	PH	łF	fH	IV											LOS
Segment 3: Basic AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LO 1 0.94 0.921 232 6654 0.03 51.8 1.5 7 Facility Analysis Results		F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
AP PHF fHV Flow Rate (pc/h) Capacity (pc/h) d/c Ratio Speed (mi/h) Density (pc/mi/ln) LO 1 0.94 0.921 232 6654 0.03 51.8 1.5 7 Facility Analysis Results	1	0.94	0.94	0.831	0.806	1084	853	6750	4200	0.16	0.20	54.9	55.0	6.6	6.6	А
(pc/h) (pc/h) Ratio (mi/h) (pc/mi/ln) 1 0.94 0.921 232 6654 0.03 51.8 1.5 7 Facility Analysis Results							9	Segment	t 3: Basi	ic						
Facility Analysis Results	AP	PH	łF	fH	IV											LOS
	1	0.9	94	0.9	21	23	2	66	54	0.	03	51	1.8		1.5	Α
AP Speed, mi/h Density, pc/mi/ln Density, veh/mi/ln Travel Time, min LOS	Facility	y Ana	lysis	Result	ts											
	АР	Sp	eed, n	ni/h	Т	Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1 52.9 4.9 4.1 1.50 A	1		52.9			4.9			4.1			1.50)		А	
Facility Overall Results	Facility	y Ove	rall R	esults												
Space Mean Speed, mi/h 52.9 Density, veh/mi/ln 4.1	Space M	ean Spe	ed, mi/	h		52.9			Density, v	eh/mi/l	ln			4.1		
Average Travel Time, min 1.50 Density, pc/mi/ln 4.9	Average	Travel Ti	me, mi	n		1.50			Density, p	c/mi/ln)			4.9		
Messages	Messa	ges														
WARNING 1 Ramp segment length is longer than 1500 feet for segment 2.	WARNIN	IG 1				Ramp se	gment len	gth is longe	er than 150	00 feet	for segr	ment 2.				

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





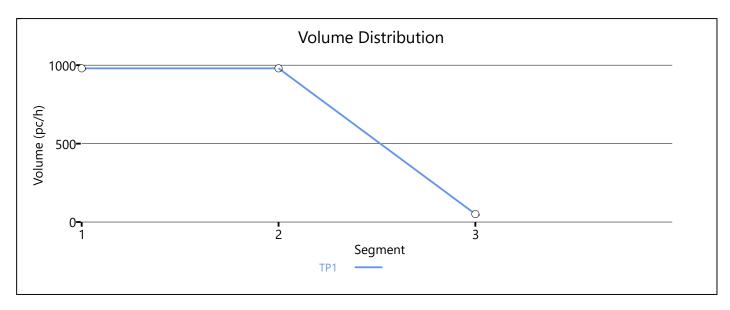


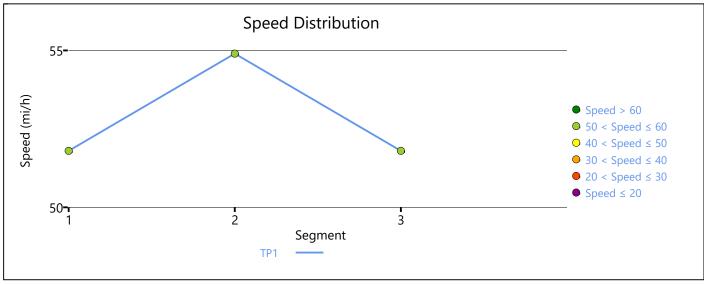
NJ Turnpike - Eastern Spur SB MD - Build.xuf

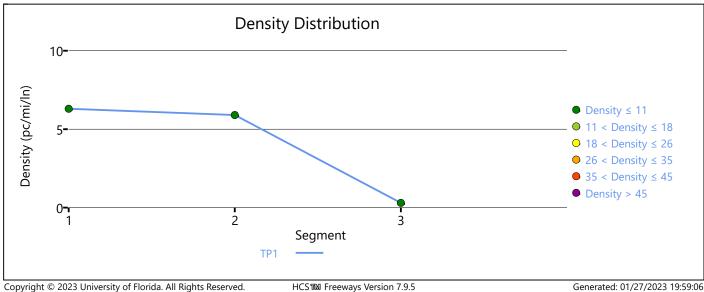
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					НС	S7 Fr€	eeway F	-acilitie	es Re	eport					
Projec	t Info	rmat	ion												
Analyst					CJ			Date					4/21/2022		
Agency					WSP			Analysis Y	'ear				NEPA 5		
Jurisdiction	on							Time Ana	lyzed				PM		
Project D	Description	on			CBD			Units					U.S. Custo	mary	
Facility	y Glok	al In	put												
Jam Dens	sity, pc/ı	mi/ln			190.0			Density at	t Capac	ity, pc/r	mi/ln		45.0		
Queue D	ischarge	Capac	ity Drop	э, %	7			Total Segi	ments				3		
Total Ana	alysis Pe	riods			1			Analysis P	eriod D	Ouration	, min		15		
Facility Le	ength, m	ni			1.29										
Facility	y Segı	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	, ft	Lane	es
1		Basic			Basic							2500		3	
2	[Diverge	•		Basic			-				1800		3	
3		Basic			Basic							2500		3	
Facility	y Segı	ment	Data												
							Segmen	t 1: Basi	ic						
АР	PH	4F	f⊦	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.9	94	0.9	19	98	0	66	54	0.	15	51	1.8	6	5.3	Α
						Se	egment :	2: Diver	ge						
AP	PH	łF	fH	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.919	0.926	980	928	6750	4200	0.15	0.22	54.9	55.0	5.9	5.9	А
						9	Segmen	t 3: Basi	ic						
АР	PH	łF	fH	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.9	94	0.8	808	5	1	66	54	0.	01	51	1.8	().3	Α
Facility	y Ana	lysis	Result	ts											
AP	Sp	eed, n	ni/h		Density, po	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, miı	1	LOS	
1		53.0			4.0			3.6			1.50)		А	
Facility	y Ove	rall R	esults	5											
Space Me	ean Spe	ed, mi/	h		53.0			Density, v	eh/mi/	ln			3.6		
Average ⁻	Travel Ti	me, mi	n		1.50			Density, p	c/mi/lr	1			4.0		
Messa	ges														
WARNIN	G 1				Ramp se	gment len	gth is longe	er than 150	00 feet	for segr	ment 2.				

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	





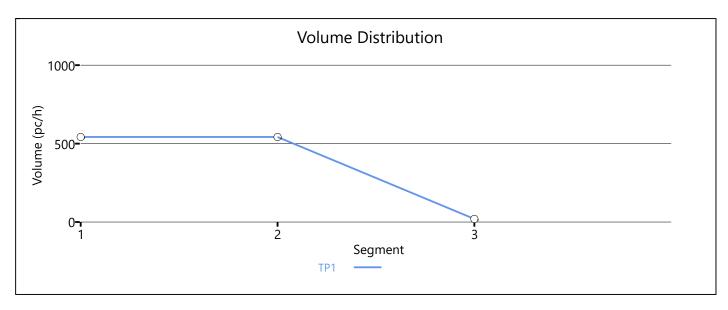


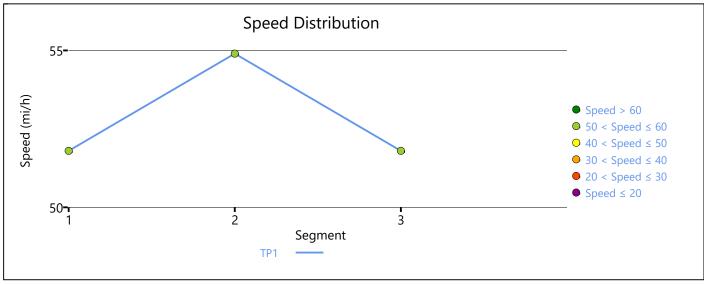
NJ Turnpike - Eastern Spur SB PM - Build.xuf

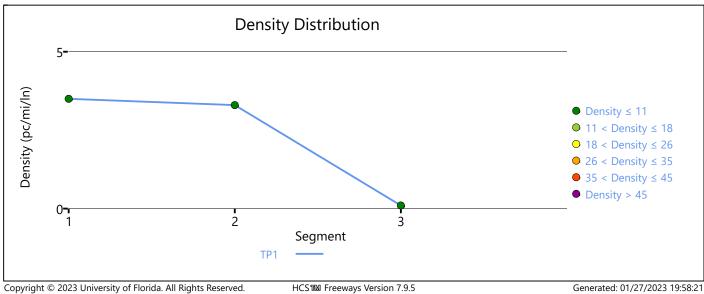
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					НС	S7 Fre	eeway F	acilitie	es Re	eport	-				
Projec	t Info	rmat	ion												
Analyst					CJ			Date					4/21/2022	<u> </u>	
Agency					WSP			Analysis Y	'ear				NEPA 5		
Jurisdict	ion							Time Ana	lyzed				LN		
Project [Descripti	on			CBD			Units					U.S. Custo	mary	
Facilit	y Glob	oal In	put												
Jam Der	sity, pc/	mi/ln			190.0			Density a	t Capac	ity, pc/r	mi/ln		45.0		
Queue [Discharge	e Capac	ity Drop	э, %	7			Total Segi	ments				3		
Total An	alysis Pe	riods			1			Analysis F	eriod D	Ouration	, min		15		
Facility L	ength, n	ni			1.29										
Facilit	y Segi	ment	Data												
No.		Coded			Analyzed			Name			L	ength.	ft	Lane	es
1		Basic			Basic							2500		3	
2	1	Diverge	•		Basic			-				1800		3	
3		Basic		<u> </u>	Basic							2500		3	
Facilit	y Segı	ment	Data												
						9	Segment	t 1: Basi	ic						
AP	Pi	4F	fH	IV	Flow (pc)		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.9	94	0.8	99	54	2	66	54	0.	08	51	.8		3.5	Α
						Se	egment ?	2: Diver	ge						
AP	Pi	4F	fH	IV	Flow (pc,		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.899	0.906	542	523	6750	4200	0.08	0.12	54.9	55.0	3.3	3.3	А
							Segment	t 3: Bas	ic						
AP	Pi	4F	fH	IV	Flow (pc)		Capa (pc			/c itio		eed i/h)		nsity mi/ln)	LOS
1	0.9	94	0.7	'06	20)	66	54	0.	00	51	.8	().1	Α
Facilit	y Ana	lysis	Result	ts											
АР	Sp	peed, n	ni/h	Т	Density, p	c/mi/ln	Densi	ty, veh/m	i/ln	Tra	avel Tin	ne, mii	1	LOS	
1		53.0			2.2			2.0			1.50)		А	
Facilit	y Ove	rall R	esults	5											
Space M	lean Spe	ed, mi/	h		53.0			Density, v	eh/mi/	ln			2.0		
Average	Travel T	ime, mi	n		1.50			Density, p	c/mi/lr)			2.2		
Messa	iges														
WARNIN	IG 1				Ramp se	gment len	ngth is longe	er than 150	00 feet	for segr	ment 2.				

WARNING 2	Length of accel/decel lane is longer than 1500 feet for segment 2.
Comments	







NJ Turnpike - Eastern Spur SB LN - Build.xuf

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.7, Transportation:

Average Weekday Travel Times to the Manhattan CBD

2023

Tables

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	Staten Island - AM, MD, PM, ON	4B.7-8

2023 Appendix 4B.7-i

Table 4B.7-1. Average Weekday Travel Time to the Manhattan CBD from the Bronx (minutes)

YEAR	MONTH	AM	MD	PM	ON
	October	48.4	43.4	47.1	29.2
2019	November	45.5	44.1	47.6	28.4
	December	42.7	42.9	49.4	28.7
	January	42.5	36.9	38.6	27.5
	February	46.8	39.8	40.5	27.9
	March	36.7	32.3	31.7	25.3
	April	24.5	25.0	24.6	23.3
	May	27.3	28.7	27.8	24.8
0000	June	31.6	32.5	30.7	26.4
2020	July	33.1	34.3	32.9	26.0
	August	34.0	36.4	35.0	26.6
	September	41.6	37.9	35.5	26.9
	October	42.6	37.4	37.2	26.6
	November	35.2	35.3	35.4	26.0
	December	33.3	35.7	36.7	26.7
	January	33.5	32.9	33.1	25.8
	February	35.9	37.2	34.9	25.9
	March	36.6	36.6	36.2	25.9
	April	38.4	40.1	36.8	26.2
	May	40.2	41.2	41.4	26.7
0004	June	40.8	43.3	44.5	28.1
2021	July	37.3	40.4	41.4	27.6
	August	36.4	39.3	38.6	27.9
	September	44.1	41.1	40.5	27.8
	October	47.3	42.0	43.2	27.2
	November	42.0	41.4	42.7	27.2
	December	39.0	38.9	39.8	26.9
	January	37.9	34.6	34.6	25.4
	February	43.6	41.3	39.6	26.5
2022	March	45.2	40.3	39.8	27.0
2022	April	45.0	43.0	43.3	27.2
	May	46.4	46.3	46.7	28.0
	June	43.7	44.3	45.1	28.5

Source: NYCDOT FHV VMT/VHT Data and WSP Analysis - July 2022 Notes:

¹ AM 6:00 a.m. to 10:00 a.m. (Morning Peak Period0

² MD 10:00 a.m. to 4:00 p.m. (Midday)

³ PM 4:00 p.m. to 8:00 p.m. (Afternoon Peak Period)

⁴ ON 8:00 p.m. to 6:00 a.m. (Overnight)

Table 4B.7-2. Average Weekday Travel Time to the Manhattan CBD from Brooklyn (minutes)

YEAR	MONTH	AM	MD	PM	ON
	October	31.3	30.1	29.1	22.1
2019	November	30.6	30.1	29.2	21.9
	December	28.5	30.0	29.9	22.5
	January	28.3	26.3	25.8	21.0
	February	30.8	28.2	27.2	21.4
	March	27.0	25.2	23.7	20.7
	April	21.4	21.9	20.3	21.0
	May	24.2	24.0	21.6	21.3
2020	June	26.3	26.4	24.3	21.6
2020	July	27.1	27.8	24.4	19.9
	August	28.2	29.3	26.1	20.3
	September	30.6	30.0	26.8	20.9
	October	31.0	30.0	26.5	20.7
	November	28.8	28.0	26.2	20.9
	December	27.1	28.3	27.0	21.5
	January	26.1	26.3	24.0	21.0
	February	28.5	28.9	25.5	21.5
	March	28.4	29.6	25.7	21.1
	April	29.4	30.3	27.1	21.2
	May	30.2	31.5	28.2	21.6
2021	June	30.7	31.9	30.2	22.3
2021	July	30.2	31.5	30.5	22.7
	August	30.5	31.0	29.6	22.5
	September	32.9	32.0	30.0	21.9
	October	35.0	32.6	32.1	22.6
	November	32.7	32.6	32.9	22.2
	December	30.0	30.9	32.5	21.8
	January	30.1	28.6	26.8	20.9
	February	34.0	32.4	31.6	22.0
2022	March	34.1	32.3	31.2	22.6
2022	April	34.5	33.9	33.0	22.5
	May	35.6	34.9	34.7	22.8
	June	34.2	35.1	34.4	22.9

Appendix 4B.7-2 2023

¹ AM 6:00 a.m. to 10:00 a.m. (Morning Peak Period0

² MD 10:00 a.m. to 4:00 p.m. (Midday)

³ PM 4:00 p.m. to 8:00 p.m. (Afternoon Peak Period)

⁴ ON 8:00 p.m. to 6:00 a.m. (Overnight)

Table 4B.7-3. Average Weekday Travel Time to the Manhattan CBD from Queens (minutes)

YEAR	MONTH	AM	MD	PM	ON
	October	44.5	43.9	45.9	30.9
2019	November	43.4	43.8	45.2	29.5
	December	40.4	44.6	46.0	29.2
	January	38.4	34.4	35.6	27.6
	February	42.0	37.0	38.2	28.1
	March	31.3	28.1	27.7	24.5
	April	21.1	21.0	20.5	21.0
	May	23.3	23.4	23.0	21.8
2020	June	27.0	25.6	24.9	22.8
2020	July	29.5	27.6	25.5	22.4
	August	29.9	30.0	28.5	22.9
	September	34.2	31.1	28.8	23.7
	October	34.4	31.1	29.3	24.2
	November	30.9	28.6	28.5	23.8
	December	28.0	29.3	29.4	24.2
	January	27.7	27.0	27.3	24.5
	February	29.6	29.5	27.6	24.0
	March	30.7	30.2	28.1	23.8
	April	33.0	33.1	30.0	24.4
	May	35.9	36.9	33.9	26.0
2021	June	36.7	38.9	36.9	26.7
2021	July	34.8	36.8	35.3	26.8
	August	35.2	37.0	34.7	26.9
	September	40.1	39.2	37.4	27.7
	October	42.6	40.6	39.6	27.2
	November	41.2	41.9	41.4	27.4
	December	36.6	38.7	39.7	26.7
	January	33.9	31.2	30.3	24.9
	February	41.0	39.1	36.6	26.2
2022	March	42.0	39.9	38.4	27.4
2022	April	42.5	43.6	43.2	28.0
	May	46.6	47.8	46.4	28.5
	June	43.2	46.1	45.5	28.4

Source: NYCDOT FHV VMT/VHT Data and WSP Analysis - July 2022 Notes:

¹ AM 6:00 a.m. to 10:00 a.m. (Morning Peak Period0

² MD 10:00 a.m. to 4:00 p.m. (Midday)

³ PM 4:00 p.m. to 8:00 p.m. (Afternoon Peak Period)

⁴ ON 8:00 p.m. to 6:00 a.m. (Overnight)

Table 4B.7-4. Average Weekday Travel Times to the Manhattan CBD from Staten Island (minutes)

YEAR	MONTH	AM	MD	PM	ON
	October	54.9	51.7	53.4	40.3
2019	November	55.6	51.4	59.3	38.4
	December	55.1	55.5	62.3	39.8
	January	50.0	44.7	50.5	35.9
	February	54.3	45.5	50.8	35.7
	March	44.8	40.5	43.0	33.2
	April	33.2	36.3	38.1	34.2
	May	37.1	39.7	37.5	34.3
2020	June	38.7	41.9	39.8	33.4
2020	July	38.8	42.0	40.8	36.2
	August	39.9	45.8	39.8	33.3
	September	44.4	46.6	42.6	35.9
	October	44.9	45.7	43.1	35.4
	November	42.8	43.2	44.2	33.9
	December	39.7	45.1	45.2	34.0
	January	39.8	42.3	40.2	34.4
	February	43.9	43.8	42.0	34.6
	March	43.9	47.0	43.3	33.1
	April	43.4	46.8	46.0	34.5
	May	45.2	48.3	47.7	37.7
2021	June	46.3	49.2	52.3	36.8
2021	July	44.3	45.9	51.6	36.3
	August	42.8	46.1	51.0	36.6
	September	51.8	49.7	51.7	39.2
	October	65.0	53.4	58.1	40.6
	November	54.9	50.7	61.1	39.9
	December	47.1	49.0	60.6	37.5
	January	45.7	44.0	46.6	35.7
	February	53.8	47.7	52.8	36.7
2022	March	57.4	48.3	54.2	37.0
2022	April	57.6	50.0	56.7	37.2
	May	60.4	53.2	58.5	36.6
	June	55.7	56.1	63.1	38.1

Appendix 4B.7-4 2023

¹ AM 6:00 a.m. to 10:00 a.m. (Morning Peak Period0

² MD 10:00 a.m. to 4:00 p.m. (Midday)

³ PM 4:00 p.m. to 8:00 p.m. (Afternoon Peak Period)

⁴ ON 8:00 p.m. to 6:00 a.m. (Overnight)

60.0 50.0 Travel Times (minutes) 40.0 30.0 20.0 10.0 0.0 December April November December November March August September October January March August September October December January February November March Februar) Februar) 2019 2020 2021 2022 Travel Times to CBD From Bronx AM Travel Times to CBD From Bronx MD Travel Times to CBD From Bronx PM Travel Times to CBD From Bronx ON

Figure 4B.7-1. Average Weekday Travel Times to the Manhattan CBD from the Bronx—AM, MD, PM, ON (minutes)

Note: Table 4B.7-1., Average Weekday Travel Time to the Manhattan CBD from the Bronx (minutes), contains the information shown in this chart.

Table 4B.7-5. Average Weekday Travel Times to the Manhattan CBD Before/After Peak of Pandemic— The Bronx (minutes)

PERIOD	MONTH	AM	MD	PM	ON
Pre-Pandemic	October–December 2019	45.5	43.5	48.0	28.8
Post-Pandemic	April–June 2022	45.0	44.5	45.0	27.9
	Change	-0.5	1.1	-3.0	-0.9

Source: NYCDOT FHV VMT/VMT Data and WSP Analysis—July 2022

40.0 35.0 Travel Times (minutes) 30.0 25.0 20.0 15.0 10.0 5.0 0.0 November December Novembe December Septembel October December annary Septembel October Novembe February -ebruar 2019 2020 2021 2022 Travel Times to CBD From Brooklyn AM Travel Times to CBD From Brooklyn MD Travel Times to CBD From Brooklyn PM

Figure 4B.7-2. Average Weekday Travel Times to the Manhattan CBD from Brooklyn—AM, MD, PM, ON (minutes)

Note: Table 4B.7-2., Average Weekday Travel Time to the Manhattan CBD from Brooklyn (minutes), contains the information shown in this chart.

Travel Times to CBD From Brooklyn ON

Table 4B.7-6. Average Weekday Travel Time to the Manhattan CBD Before/After Peak of the Pandemic—Brooklyn (minutes)

PERIOD	MONTH	AM	MD	PM	ON
Pre-Pandemic	October–December 2019	30.1	30.1	29.4	22.2
Post-Pandemic	April–June 2022	34.8	34.6	34.0	22.8
	Change	4.6	4.5	4.6	0.6

Source: NYCDOT FHV VMT/VMT Data and WSP Analysis—July 2022

Appendix 4B.7-6 2023



Figure 4B.7-3. Average Weekday Travel Times to the Manhattan CBD from Queens—AM, MD, PM, ON

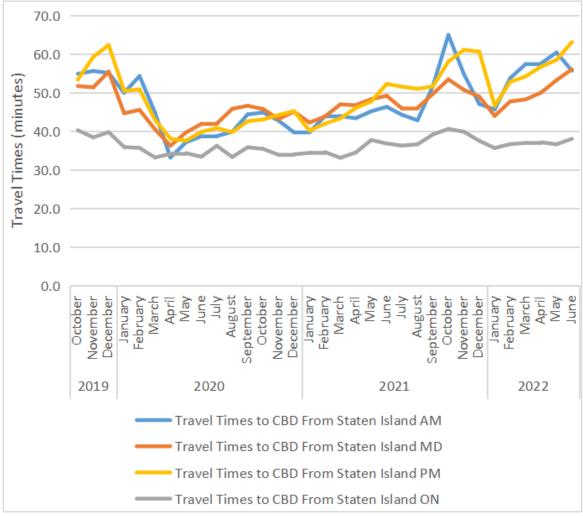
Note: Table 4B.7-3., Average Weekday Travel Time to the Manhattan CBD from Queens (minutes), contains the information shown in this chart.

Table 4B.7-7. Average Weekday Travel Times to the Manhattan CBD Before/After Peak of Pandemic—Queens (minutes)

PERIOD	MONTH	АМ	MD	PM	ON
Pre-Pandemic	October–December 2019	42.8	44.1	45.7	29.9
Post-Pandemic	April–June 2022	44.1	45.8	45.0	28.3
	Change	1.3	1.8	-0.7	-1.6

Source: NYCDOT FHV VMT/VMT Data and WSP Analysis—July 2022

Figure 4B.7-4. Average Weekday Travel Times to the Manhattan CBD from Staten Island—AM, MD, PM, ON



Note: Table 4B.7-3., Average Weekday Travel Time to the Manhattan CBD from Staten Island (minutes), contains the information that is shown in this chart.

Table 4B.7-8. Average Weekday Travel Times to the Manhattan CBD Before/After Peak of Pandemic—Staten Island (minutes)

PERIOD	MONTH	AM	MD	PM	ON
Pre-Pandemic	October–December 2019	55.2	52.9	58.3	39.5
Post-Pandemic	April–June 2022	57.9	53.1	59.5	37.3
	Change	2.7	0.3	1.1	-2.2

Source: NYCDOT FHV VMT/VMT Data and WSP Analysis—July 2022

Appendix 4B.7-8 2023

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.8, Transportation:

Overview of Highways
Throughout the Study Area

2023

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Figure 4B.8-1, Figure 4B.8-2, and **Figure 4B.8-3** show the principal highways in the regional study area. The following describes this highway network and is organized by geographic regions relative to the Manhattan CBD.

4B.8-1 NORTH OF THE MANHATTAN CBD: HIGHWAYS IN THE BRONX, NEW YORK COUNTIES NORTH OF NEW YORK CITY, AND SOUTHWESTERN CONNECTICUT

The Major Deegan Expressway (I-87) extends from the Robert F. Kennedy (RFK) Bridge through the western Bronx to the New York City-Westchester County border where it becomes the **New York State Thruway** (I-87) (Governor Thomas E. Dewey Thruway). From the RFK Bridge, I-87 has three lanes in each direction for most of the highway north until it merges with I-287 at the approach to the Governor Mario M. Cuomo Bridge.

Between the Bronx and Westchester County border to Albany, I-87 is commonly known as the New York State Thruway. This portion of the New York State Thruway passes through Yonkers, New York, and continues through southwestern Westchester County until it converges with I-287 and crosses the Hudson River via the Governor Mario M. Cuomo Bridge. The New York State Thruway then diverges from I-287 and continues north through Rockland and Orange Counties, and points north to Albany.

Tolls are collected by the New York State Thruway Authority in both directions at the Yonkers tolling point, eastbound only at the Governor Mario M. Cuomo Bridge, and westbound only at Spring Valley (for trucks only) in Rockland County. From Woodbury, in Orange County to the north, tolls are based upon entrance and exit location, distance traveled and type of vehicle. New York State Thruway system tolls can be paid by E-ZPass and more recently Tolls by Mail.

The Trans-Manhattan/Cross Bronx Expressway (part of I-95) extends east—west from the George Washington Bridge, with the Trans-Manhattan Expressway consisting of the portion located in Manhattan, and the Cross Bronx Expressway consisting of the portion in the Bronx. It continues to run across the Bronx to multiple interchanges in the eastern Bronx and joins with the New England Thruway (I-95), the Bruckner Expressway (I-278), the Hutchinson River Parkway, the Bronx-Whitestone Bridge via the Hutchinson Expressway (I-678), and the Throgs Neck Bridge via the Throgs Neck Expressway (I-695).

The **New England Thruway (part of I-95)** extends north—south from the Cross Bronx Expressway (I-95) and Bruckner Expressway (I-278) in the eastern Bronx through Westchester County to the New York and Connecticut state line where I-95 continues as the Connecticut Turnpike, serving cities and towns along Long Island Sound. A toll is collected for I-95 in New York by the New York State Thruway Authority in the northbound direction only, at New Rochelle, New York. The **Bruckner Expressway (I-278)** connects the RFK Bridge and the southern end of the Major Deegan Expressway (I-87) to the New England Thruway (I-95), Cross Bronx Expressway (I-95) and Hutchinson River Parkway.

NEW YORK Orange Rockland Governor Bridge CONNECTICUT Pakwai Westchester 287 Fairfield **NEW JERSEY** Saw Mill River Parkway Bergen Passaic Sprain Brook Henry Hudson Parkway Parkway Hutchinson River 95 George Washington Parkway Bridge LONG ISLAND SOUND Bronx River Parkway Major Deegan Expressway West Side Highway Route 9A Bruckner Expressway 678 Essex Grand Central Nassau Queens Union Kings 3.5 State Boundary **CBD** Tolling Zone County Boundary Principal Arterials

Figure 4B.8-1. Highways in The Bronx, New York Counties North of New York City, and Southwestern Connecticut

Source: ESRI, New York City Open Data, NYMTC 2020 TransCAD Highway Network.

Appendix 4B.8-2 2023



Figure 4B.8-2. Highways in Brooklyn, Queens, and Long Island

Source: ESRI, New York City Open Data, NYMTC 2020 TransCAD Highway Network.

NEW YORK Orange PENNSYLVANIA Governor Mario M, Cuomo Bridge Rockland Sussex George Washington **NEW JERSEY** Bridge Passaic Warren Morris Queens Union Richmond Hunterdon Somerset Verrazzano-Narrows Bridge RARITAN BAY Middlesex Mercer ATLANTIC OCEAN Monmouth PENNSYLVANIA Ocean 16 MILES **CBD Tolling Zone** State Boundary Highways County Boundary

Figure 4B.8-3. Highways in Northern New Jersey

Source: ESRI, New York City Open Data, NYMTC 2020 TransCAD Highway Network.

The Cross-Westchester Expressway (I-287) runs east—west across Westchester County, connecting the Governor Mario M. Cuomo Bridge and the New York State Thruway (I-87) to the New England Thruway (I-95). Along the way, it connects to several north—south parkways in Westchester County and the southern end of I-684.

I-684 extends north—south from the Cross-Westchester Expressway (I-287) north to I-84, east of Brewster, New York. Along the way it traverses a small corner of Connecticut. The northern end of the Saw Mill River Parkway terminates at I-684, in Katonah, New York.

I-84 extends east—west from Scranton, Pennsylvania, to the Massachusetts Turnpike. Within the study area, I-84 enters New York at Port Jervis, crosses the Hudson River from Orange County to Dutchess County on the Newburgh-Beacon Bridge and enters Connecticut at Danbury in Fairfield County.

A group of interconnected parkways pass through Putnam County, Dutchess County, Westchester County, or the Bronx in New York as well as Fairfield County in Connecticut. These parkways provide north—south connections with Manhattan via the Henry Hudson Bridge, RFK Bridge, I-95, and local streets that span the Harlem River. Only passenger cars are permitted on these parkways. Parkways generally prohibit heavy trucks, most buses, and other commercial vehicles and impose height restrictions for bridges and overpasses along the roadway.

These parkways include the following:

- **Henry Hudson Parkway** is a north—south parkway that extends from West 72nd Street in Manhattan to the Bronx—Westchester County boundary.
- Saw Mill River Parkway is a north—south parkway that runs along the westernmost side of New York extending from the Bronx—Westchester County boundary as the continuation of the Henry Hudson Parkway. The Parkway heads northeastward to an interchange with I-684 and New York State Route 35 (NY 35).
- Sprain Brook Parkway is a north—south parkway that extends up the middle of New York from an interchange with the Bronx River Parkway in Yonkers, New York, to Hawthorne, New York, where it ends as a merge into the Taconic State Parkway.
- Bronx River Parkway is a north—south parkway that extends between Story Avenue near Bruckner
 Expressway in the Bronx to the southern end of the Taconic State Parkway at Kensico Circle in
 Westchester County.
- Taconic State Parkway is a north—south divided highway that passes through Putnam and Dutchess Counties from the Kensico Dam in Valhalla, New York, in the south, to Chatham, New York, in the north. This alignment extends roughly midway between the Hudson River and the Connecticut and Massachusetts state lines, along the Taconic Mountains.
- **Hutchinson River Parkway** is a north—south parkway that extends from the Bruckner Expressway in the Throgs Neck section of the Bronx to the New York—Connecticut state line at Rye Brook, New York, where the highway continues into Connecticut as the Merritt Parkway.

• Merritt Parkway is a limited-access parkway in Fairfield County, Connecticut, that extends from the New York State line in Westchester—where it serves as the continuation of the Hutchinson River Parkway—to Exit 54 in Milford, where the Wilbur Cross Parkway begins.

4B.8-2 HIGHWAYS IN BROOKLYN, QUEENS, AND LONG ISLAND

The Long Island Expressway (I-495, NY-495) extends most of the length of Long Island, 71 miles east from the western end at the Queens-Midtown Tunnel in Queens, through Nassau, to Riverhead in Suffolk County. The Long Island Expressway (I-495) is the primary east—west highway through Long Island and serves car, bus, and truck traffic. The Long Island Expressway (I-495) has three general-use lanes in each direction in most areas and there is a high-occupancy vehicle (HOV) lane in each direction between Exit 32 (Nassau/Queens Border) and Exit 64 (Medford, Suffolk County). In addition, during weekdays, there is an HOV-3+ (and Clean Pass) lane in effect in the Manhattan-bound direction from the Calvary Cemetery to the entrance of the Queens-Midtown Tunnel.

The **Grand Central Parkway and Northern State Parkway** follow a curving 43-mile route, starting from the RFK Bridge in the west to Hauppauge, New York, in the east. The route begins at the RFK Bridge on an overlapping route with I-278 to the Brooklyn-Queens Expressway (BQE) interchange in the Astoria and Jackson Heights neighborhoods of Queens. It continues as the Grand Central Parkway through Queens and becomes the Northern State Parkway at the Queens-Nassau County border. The Grand Central Parkway and Northern State Parkway carry only passenger cars. West of the Wantagh State Parkway, the Northern State Parkway generally has three lanes in each direction while east of the Wantagh State Parkway, it has two lanes in each direction.

The **Belt Parkway** extends 25 miles around southern Brooklyn and Queens from Bay Ridge, Brooklyn, to the Queens-Nassau County border. At its western end, the Belt Parkway connects to both the Gowanus Expressway and the Verrazzano-Narrows Bridge. At its eastern end, the Belt Parkway connects to the Southern State Parkway and the Cross Island Parkway. Along the way, it provides connections to the Van Wyck Expressway, John F. Kennedy (JFK) Expressway, and Nassau Expressway. Both the Van Wyck Expressway and JFK Expressway provide access to/from JFK International Airport. The Belt Parkway carries only passenger cars.

The Southern State Parkway and Heckscher State Parkway extend 34 miles from the Belt Parkway at the Queens-Nassau County border east to Heckscher State Park on the south shore of Long Island in East Islip. The Southern State has three lanes in each direction in most areas—except the western portion where it has four lanes in each direction. The Southern State Parkway and Heckscher State Parkway carry only passenger cars.

The BQE and Gowanus Expressway (both I-278) follow a winding north—south path in western Brooklyn and Queens. They comprise the circumferential link between the Bruckner Expressway via the RFK Bridge and the Staten Island Expressway via the Verrazzano-Narrows Bridge. This limited-access highway provides connections to all the Brooklyn and Queens bridges and tunnels to Manhattan (e.g., Hugh L. Carey Tunnel, Brooklyn Bridge, Manhattan Bridge, Williamsburg Bridge, Long Island Expressway/Queens-Midtown

Tunnel, and Ed Koch Queensboro Bridge¹). The highway generally has three lanes in each direction; however, the section between Atlantic Avenue and Sands Street has been reduced to two lanes in each direction due to the advanced age and condition of this cantilever structure. There is a reversible 3+ HOV lane from the Verrazzano-Narrows Bridge to the Hugh L. Carey Tunnel via the Gowanus Expressway in Brooklyn.

A set of relatively short expressways and parkways provide north—south connections in Queens and Long Island. Parkways generally prohibit heavy trucks, most buses, and other commercial vehicles and impose height restrictions for bridges and overpasses along the roadway. From west to east, these expressways and parkways include the following:

- Van Wyck Expressway (I-678) is a north—south auxiliary interstate highway that extends for approximately 9 miles through Queens. The route begins at JFK International Airport and ends at Northern Boulevard, with I-678 continuing under other highway names across the Bronx-Whitestone Bridge to the Bruckner Interchange in the Bronx. The Van Wyck Expressway has three to four lanes in each direction, with an additional managed-use lane² proposed in each direction from the airport to the Kew Gardens Interchange as part of the Van Wyck Expressway Capacity and Access Improvements to JFK Airport Project.
- The **Cross Island Parkway** originates near the JFK International Airport and the Southern State Parkway in the south and ends at the Whitestone Expressway (I-678) in Whitestone, Queens, in the north—a distance of approximately 11 miles.
- Meadowbrook State Parkway is a 12.5-mile parkway in Nassau County. Its southern terminus is at a full cloverleaf interchange with the Bay and Ocean Parkways in Jones Beach State Park. The parkway heads north, provides an interchange with the Loop Parkway, crosses South Oyster Bay, enters the mainland, and connects to the Southern State Parkway in North Merrick before merging into the Northern State Parkway at Exit 31A in the hamlet of Carle Place.
- Wantagh State Parkway is a 13.3-mile parkway in Nassau County that extends from Jones Beach State Park at the southern end to an interchange with the Northern State Parkway at the northern end.
- Robert Moses Causeway, Sagtikos State Parkway, and Sunken Meadow State Parkway together form a continuous north—south route across the entire width of Long Island for 19.4 miles. At the south end, the Robert Moses Causeway extends from its interchange with the Southern State Parkway south to Robert Moses State Park. From this interchange, the roadway is branded as Sagtikos State Parkway, which continues northward to the Long Island Expressway (I-495) and Northern State Parkway. At this interchange and continuing northward, the roadway is known as the Sunken Meadow Parkway and extends to the north shore, terminating at Sunken Meadow State Park.

¹ The connection to the Ed Koch Queensboro Bridge is not direct because vehicles must traverse local streets to reach the bridge.

Managed use lane is defined by the Federal Highway Administration as highway facilities or a set of lanes where operational strategies are proactively implemented and managed in response to changing conditions. Strategies may include pricing, vehicle eligibility, and access control.

4B.8-3 HIGHWAYS IN NORTHERN NEW JERSEY

The **New Jersey Turnpike (I-95)** runs north—south for 117 miles through New Jersey from the George Washington Bridge to the Delaware Memorial Bridge. The turnpike enters the south end of the BPM catchment area east of Trenton and intersects with several limited-access or major highways in northeastern New Jersey, including I-195, I-287, the Garden State Parkway, I-278, I-78, US-1/9, I-280, NJ Route 3, US-46, and I-80.

From the southern end of the regional study area to the Garden State Parkway interchange, the turnpike has six lanes split between two adjacent roadways in each direction, for a total of 12 lanes. From the Garden State Parkway to the Route 9 interchange, the turnpike has seven lanes in each direction for a total of 14 lanes. From the Route 9 interchange to the Vince Lombardi Park & Ride facility, the turnpike splits into eastern and western spurs with three lanes in each direction on each spur, for a total of 12 lanes. From the junction with I-80 to the George Washington Bridge, the turnpike has five lanes on two roadways in each direction for a total of 10 lanes.

Tolls are paid in cash or by E-ZPass using a system to record the entry and exit of each vehicle along the entire length of the turnpike up to the Route 46 interchange. A toll is collected by the Port Authority of New York and New Jersey on the George Washington Bridge for vehicles entering New York.

I-80 begins at a junction with the New Jersey Turnpike (I-95) in Teaneck, New Jersey, west of the George Washington Bridge and continues west through the Delaware Water Gap, where it enters Pennsylvania. I-80 intersects the Garden State Parkway, I-280, and I-287. Between the Garden State Parkway in Saddle Brook and the junction with I-95, I-80 is divided into an express and local roadway pair with three local and two express lanes in each direction. This separation continues after the merge onto I-95 to the Fort Lee, New Jersey side of the George Washington Bridge in Bergen County. West of Saddle Brook, the interstate initially has four lanes in each direction, narrowing to three lanes, and then two lanes just before the Delaware Water Gap in Warren County.

I-78 comprises the New Jersey Turnpike Extension and the Phillipsburg-Newark Expressway. The New Jersey Turnpike Extension begins just west of the Holland Tunnel and extends to the New Jersey Turnpike after crossing Newark Bay. From that point, the Phillipsburg-Newark Expressway continues west-southwest past Phillipsburg, New Jersey, into Pennsylvania. In addition to the New Jersey Turnpike, the highway intersects the Garden State Parkway and I-287. From the New Jersey Turnpike west to a junction with NJ Route 24, I-78 is divided into a local roadway and an express roadway in each direction.

The New Jersey Turnpike Extension (the portion of I-78 between the New Jersey Turnpike and the Holland Tunnel) has two lanes in each direction and is integrated into the New Jersey Turnpike toll system, which accepts cash and E-ZPass payments. At Jersey Avenue in Jersey City, New Jersey, I-78 transitions to a pair of one-way, east—west, local streets with traffic signals to the Holland Tunnel.

The Essex Freeway (I-280) runs southeast to northwest for 17.9 miles connecting I-80 at the western end to the New Jersey Turnpike (I-95) at the eastern end, passing just north of downtown Newark. The highway varies between two to three lanes in each direction, depending upon the segment.

I-287 is a circumferential or belt freeway that loops around the southern, western, and northern portions of the New York/Northern New Jersey metropolitan area. To the south, I-287 heads westward from an interchange with the New Jersey Turnpike (I-95) and NJ Route 440 (connecting to the Outerbridge Crossing to Staten Island, New York). From this interchange, the highway heads west and north through Middlesex, Somerset, Morris, and Bergen Counties in New Jersey and then connects with the New York State Thruway (I-87) in Suffern, New York.

Garden State Parkway is a 172-mile parkway that parallels the New Jersey Coast and northeastern New Jersey with its southern terminus is in Cape May and its northern terminus as a short section in Rockland County, New York, where it connects with the New York State Thruway (I-87 and I-287). From south to north, the Garden State Parkway intersects I-195, the NJ Turnpike (I-95), I-78, I-280, NJ Route 3, I-80, NJ Route 4, and I-87/I-287. The Garden State Parkway has large truck restrictions from Exit 105 (Tinton, New Jersey) north to its terminus in New York State.

The **Palisades Interstate Parkway** links I-95, the George Washington Bridge, and US Route 9W from its southern terminus in Fort Lee, New Jersey, and extends north along the Hudson River and into New York State.

The **Pulaski Skyway (US 1/9) and NJ 139** form a key connection to the Holland Tunnel. The 3.5-mile four-lane highway opened in 1932 as one of the first limited-access highways in the United States. The east end of the highway connects to the Holland Tunnel, and the west end has interchanges with the New Jersey Turnpike and I-78.

NJ Route 3 is a limited-access highway connecting US Route 46 to the Lincoln Tunnel via NJ Route 495. NJ Route 3 also serves the Meadowlands Sports Complex and has three to four lanes, depending on the segment, with separate express and local roadways in Secaucus, New Jersey.

NJ Route 495 extends east—west, connecting the Lincoln Tunnel to both NJ Route 3 and the New Jersey Turnpike. NJ Route 495 has three lanes in each direction, with an eight-lane section along the NJ Route 495 Viaduct to Union City, New Jersey. The Port Authority of New York and New Jersey operates one westbound (outbound from the Manhattan CBD) lane of the highway as a contra-flow Exclusive Bus Lane during the AM peak hours.

NJ Route 4 extends east—west connecting Paterson, New Jersey, to an interchange with I-95, US Route 1/9 (US 1/9), and US 9W at the George Washington Bridge approach in Fort Lee, New Jersey. The route is a divided highway with four to six lanes depending on the segment.

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4B.9, Transportation: Traffic Data Collection Program

From June 15–25, 2019, an extensive traffic data collection effort was undertaken at intersections within the 15 intersection study areas. Additional data collection occurred in fall 2019, and NYCDOT provided available traffic count data from recent traffic studies (all pre-COVID-19 pandemic). The data collection calibration and balancing of intersection traffic and pedestrian volumes included the following and were done in coordination with NYCDOT.

- Turning-movement counts at 40 locations
 - 16 locations on the West Side
 - 12 locations on the East Side
 - 12 locations in the Lower Manhattan and Queens-Midtown Tunnel areas
- Automatic Traffic Recorder (ATR) counts at 118 locations within the study areas
 - 42 locations on the West Side at 60th Street area
 - 42 locations on the East Side at 60th Street area
 - 34 locations in the Lower Manhattan and Queens-Midtown Tunnel areas
- Vehicle classification counts at each of the 40 intersections and eight ATR locations.

The following data collection times were used.

- AM count period: 7:00 a.m. to 10:00 a.m.
- Midday (MD) count period: 11:00 a.m. to 2:00 p.m.
- PM count period: 4:00 p.m. to 7:00 p.m.
- Late night (LN) count period: 8:00 p.m. to 12:00 a.m.

Field data relating to traffic operations were collected in June 2019 at key intersections in the 15 study areas:

- Physical inventory, including intersection geometry, number of lanes, lane markings, lane widths, permitted movements, turning bay lengths, signage, traffic controls, signal-timing, and all other applicable dimensions.
- **Signal-timing** data was provided by NYCDOT.
- Operating characteristics, including lane designations, parking regulations, bus stop locations, bus lane
 locations, turning restrictions, and all other applicable characteristics.
- Traffic and pedestrian counts, including 7-day ATR counts, video turning-movement counts with vehicle classifications, and video pedestrian counts.
- Field observations of roadway and intersection performance characteristics, including floating vehiclespeed and delay measurements, queue lengths, and intersection processing rates.
- Vehicle speeds, travel time, and travel pattern data were purchased from StreetLight Data, Inc.