

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

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

2024

Final EA Appendix 4A Table 4A.1-5 Daily Drive-Along Work-Vehicle Trips by Income Entering the Manhattan CBD (2023) — Adopted Toll Structure Added

INCOME CATEGORY	NO ACTION	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D	SCENARIO E	SCENARIO F	SCENARIO G	ADOPTED TOLL STRUCTURE
Lowest Income	5,234	2,614	2,566	2,608	2,652	2,468	2,452	2,517	2,585
	Difference	-2,620	-2,668	-2,626	-2,582	-2,766	-2,782	-2,717	-2,649
	Percentage	-50.1%	-51.0%	-50.2%	-49.3%	-52.8%	-53.2%	-51.9%	-50.6%
Medium Income	209,971	122,856	120,637	118,821	116,793	112,310	114,648	117,643	116,639
	Difference	-87,115	-89,334	-91,150	-93,178	-97,661	-95,323	-92,337	-93,332
	Percentage	-41.5%	-42.5%	-43.4%	-44.4%	-46.5%	-45.4%	-44.0%	-44.4%
Highest Income	111,053	76,074	74,472	72,976	71,215	67,233	69,071	73,252	71,014
	Difference	-34,978	-36,580	-38,077	-39,838	-43,820	-41,982	-37,801	-40,039
	Percentage	-31.5%	-32.9%	-34.3%	-35.9%	-39.5%	-37.8%	-34.0%	-36.1%
TOTAL	326,258	201,545	197,675	194,405	190,659	182,012	186,171	193,403	190,238
	Difference	-124,713	-128,583	-131,853	-135,599	-144,246	-140,087	-132,855	-136,020
	Percentage	-38.2%	-39.4%	-40.4%	-41.6%	-44.2%	-42.9%	-40.7%	-41.7%

Source: Best Practice Model, WSP

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

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

2024

Final EA Appendix 4A2, Table 4A.2-1. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

Scenario	Daily Volumes									Percent Change							
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>(by Screen Line/ Crossing)</i>																	
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	1,186,595	-14%	-14%	-16%	-18%	-19%	-17%	-16%	-16.1%
Inbound	716,150	605,913	590,895	592,015	581,926	573,295	585,168	594,002	591,969	-15%	-17%	-17%	-19%	-20%	-18.3%	-17.1%	-17.3%
Outbound	698,410	608,023	593,230	593,964	583,232	574,733	586,493	596,676	594,626	-13%	-15%	-15%	-16%	-18%	-16%	-15%	-14.9%
RUC																	
60th Street	530,784	448,516	449,884	432,313	415,589	411,849	425,651	441,908	438,182	-15.5%	-15.2%	-18.6%	-21.7%	-22.4%	-19.8%	-16.7%	-17.4%
Inbound	276,466	220,659	217,484	208,405	198,437	196,294	204,011	216,999	213,346	-20.2%	-21.3%	-24.6%	-28.2%	-29.0%	-26.2%	-21.5%	-22.8%
Outbound	254,307	227,843	225,799	223,892	217,136	215,545	221,627	224,896	224,836	-10.4%	-11.2%	-12.0%	-14.6%	-15.2%	-12.9%	-11.6%	-11.6%
FDR DRIVE+WEST SIDE HWY	291,185	276,569	277,869	273,016	265,672	263,647	270,783	274,822	275,188	-5.0%	-4.6%	-6.2%	-8.8%	-9.5%	-7.0%	-5.6%	-5.5%
West Side Highway / Route 9A	122,140	112,694	113,191	110,074	106,877	105,727	108,784	111,538	111,265	-7.7%	-7.3%	-9.9%	-12.5%	-13.4%	-10.9%	-8.7%	-8.9%
am	25,702	25,071	24,997	24,489	23,993	23,769	24,316	24,818	24,631	-2.5%	-2.7%	-4.7%	-6.6%	-7.5%	-5.4%	-3.4%	-4.2%
md	35,198	32,221	32,826	32,176	30,600	30,831	31,532	32,176	32,453	-8.5%	-6.7%	-8.6%	-13.1%	-12.4%	-10.4%	-8.6%	-7.8%
pm	26,248	25,281	25,353	24,786	24,381	24,288	24,750	25,098	25,023	-3.7%	-3.4%	-5.6%	-7.1%	-7.5%	-5.7%	-4.4%	-4.7%
nt	34,992	30,121	30,015	28,623	27,903	26,839	28,186	29,446	29,158	-13.9%	-14.2%	-18.2%	-20.3%	-23.3%	-19.5%	-15.8%	-16.7%
FDR Drive	169,045	163,875	164,678	162,942	158,795	157,920	161,999	163,284	163,923	-3.1%	-2.6%	-3.6%	-6.1%	-6.6%	-4.2%	-3.4%	-3.0%
am	34,583	34,087	34,140	34,092	33,858	33,882	34,483	34,020	34,526	-1.4%	-1.3%	-1.4%	-2.1%	-2.0%	-0.3%	-1.6%	-0.2%
md	47,506	45,244	46,147	46,139	45,226	45,310	46,489	45,180	46,125	-4.8%	-2.9%	-2.9%	-4.8%	-4.6%	-2.1%	-4.9%	-2.9%
pm	40,079	39,049	39,133	38,753	37,976	38,038	38,679	38,916	38,710	-2.6%	-2.4%	-3.3%	-5.2%	-5.1%	-3.5%	-2.9%	-3.4%
nt	46,877	45,495	45,258	43,958	41,735	40,690	42,348	45,168	44,562	-2.9%	-3.5%	-6.2%	-11.0%	-13.2%	-9.7%	-3.6%	-4.9%
WEST AVENUES	68,392	52,383	53,572	50,586	47,820	47,219	49,818	51,662	51,178	-23.4%	-21.7%	-26.0%	-30.1%	-31.0%	-27.2%	-24.5%	-25.2%
West End Ave	9,898	3,684	3,763	2,894	2,325	2,136	2,721	3,747	3,520	-62.8%	-62.0%	-70.8%	-76.5%	-78.4%	-72.5%	-62.1%	-64.4%
am	2,312	925	932	681	574	486	629	963	808	-60.0%	-59.7%	-70.5%	-75.2%	-79.0%	-72.8%	-58.3%	-65.1%
md	2,706	1,124	1,164	843	674	607	826	1,193	1,087	-58.5%	-57.0%	-68.8%	-75.1%	-77.6%	-69.5%	-55.9%	-59.8%
pm	2,930	1,090	1,151	1,001	733	744	898	1,084	1,102	-62.8%	-60.7%	-65.8%	-75.0%	-74.6%	-69.4%	-63.0%	-62.4%
nt	1,950	545	516	369	344	299	368	507	523	-72.1%	-73.5%	-81.1%	-82.4%	-84.7%	-81.1%	-74.0%	-73.2%
Broadway	33,773	28,170	28,585	27,511	25,951	25,477	26,726	27,285	27,349	-16.6%	-15.4%	-18.5%	-23.2%	-24.6%	-20.9%	-19.2%	-19.0%
am	7,916	6,807	6,792	6,480	6,053	5,825	6,349	6,542	6,512	-14.0%	-14.2%	-18.1%	-23.5%	-26.4%	-19.8%	-17.4%	-17.7%
md	9,108	7,000	7,239	6,826	6,094	6,065	6,520	6,773	6,899	-23.1%	-20.5%	-25.1%	-33.1%	-33.4%	-28.4%	-25.6%	-24.3%
pm	10,673	9,138	9,398	8,991	8,694	8,557	8,694	8,965	8,972	-14.4%	-11.9%	-15.8%	-18.5%	-19.8%	-18.5%	-16.0%	-15.9%
nt	6,076	5,225	5,156	5,214	5,110	5,030	5,163	5,005	4,966	-14.0%	-15.1%	-14.2%	-15.9%	-17.2%	-15.0%	-17.6%	-18.3%

		Daily Volumes								Percent Change							
Scenario	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
Amsterdam	12,033	7,318	7,711	7,099	6,696	6,671	7,265	7,388	7,096	-39.2%	-35.9%	-41.0%	-44.4%	-44.6%	-39.6%	-38.6%	-41.0%
am	1,684	1,036	1,020	897	955	897	922	1,133	983	-38.5%	-39.4%	-46.7%	-43.3%	-46.7%	-45.2%	-32.7%	-41.6%
md	3,278	1,822	1,845	1,684	1,693	1,748	1,950	1,891	1,701	-44.4%	-43.7%	-48.6%	-48.4%	-46.7%	-40.5%	-42.3%	-48.1%
pm	5,264	3,502	3,862	3,352	2,815	2,992	3,155	3,349	3,464	-33.5%	-26.6%	-36.3%	-46.5%	-43.2%	-40.1%	-36.4%	-34.2%
nt	1,807	958	984	1,166	1,233	1,034	1,238	1,015	948	-47.0%	-45.5%	-35.5%	-31.8%	-42.8%	-31.5%	-43.8%	-47.5%
Columbus Ave	8,945	9,615	9,955	9,318	9,112	9,237	9,233	9,751	9,551	7.5%	11.3%	4.2%	1.9%	3.3%	3.2%	9.0%	6.8%
am	2,651	2,663	2,790	2,598	2,566	2,609	2,629	2,753	2,716	0.5%	5.2%	-2.0%	-3.2%	-1.6%	-0.8%	3.8%	2.5%
md	3,170	3,188	3,483	3,192	3,155	3,162	3,092	3,254	3,183	0.6%	9.9%	0.7%	-0.5%	-0.3%	-2.5%	2.6%	0.4%
pm	1,801	1,781	1,837	1,749	1,715	1,755	1,778	1,772	1,817	-1.1%	2.0%	-2.9%	-4.8%	-2.6%	-1.3%	-1.6%	0.9%
nt	1,323	1,983	1,845	1,779	1,676	1,711	1,734	1,972	1,835	49.9%	39.5%	34.5%	26.7%	29.3%	31.1%	49.1%	38.7%
Eighth Avenue	3,743	3,596	3,558	3,764	3,736	3,698	3,873	3,491	3,662	-3.9%	-4.9%	0.6%	-0.2%	-1.2%	3.5%	-6.7%	-2.2%
am	643	698	664	770	932	871	921	633	768	8.6%	3.3%	19.8%	44.9%	35.5%	43.2%	-1.6%	19.4%
md	1,011	880	910	896	854	867	864	832	883	-13.0%	-10.0%	-11.4%	-15.5%	-14.2%	-14.5%	-17.7%	-12.7%
pm	1,253	1,182	1,166	1,212	1,159	1,182	1,240	1,198	1,177	-5.7%	-6.9%	-3.3%	-7.5%	-5.7%	-1.0%	-4.4%	-6.1%
nt	836	836	818	886	791	778	848	828	834	0.0%	-2.2%	6.0%	-5.4%	-6.9%	1.4%	-1.0%	-0.2%
EAST AVENUES	171,207	119,564	118,443	108,711	102,097	100,983	105,050	115,424	111,816	-30.2%	-30.8%	-36.5%	-40.4%	-41.0%	-38.6%	-32.6%	-34.7%
Fifth Avenue	12,394	9,575	9,598	9,055	8,318	8,258	8,660	9,327	9,051	-22.7%	-22.6%	-26.9%	-32.9%	-33.4%	-30.1%	-24.7%	-27.0%
am	3,768	3,168	3,166	2,981	2,738	2,691	2,945	3,068	2,977	-15.9%	-16.0%	-20.9%	-27.3%	-28.6%	-21.8%	-18.6%	-21.0%
md	4,709	3,392	3,497	3,222	2,939	2,927	3,073	3,330	3,233	-28.0%	-25.7%	-31.6%	-37.6%	-37.8%	-34.7%	-29.3%	-31.3%
pm	2,150	1,606	1,634	1,582	1,465	1,493	1,530	1,614	1,556	-25.3%	-24.0%	-26.4%	-31.9%	-30.6%	-28.8%	-24.9%	-27.6%
nt	1,767	1,409	1,301	1,270	1,176	1,147	1,112	1,315	1,285	-20.3%	-26.4%	-28.1%	-33.4%	-35.1%	-37.1%	-25.6%	-27.3%
Madison Avenue	3,727	3,171	3,231	3,118	2,959	2,878	2,926	3,140	3,110	-14.9%	-13.3%	-16.3%	-20.6%	-22.8%	-21.5%	-15.7%	-16.6%
am	462	433	432	424	428	430	437	420	430	-6.3%	-6.5%	-8.2%	-7.4%	-6.9%	-5.4%	-9.1%	-6.9%
md	936	867	883	855	857	859	856	829	842	-7.4%	-5.7%	-8.7%	-8.4%	-8.2%	-8.5%	-11.4%	-10.0%
pm	2,091	1,679	1,716	1,653	1,481	1,414	1,431	1,694	1,651	-19.7%	-17.9%	-20.9%	-29.2%	-32.4%	-31.6%	-19.0%	-21.0%
nt	238	192	200	186	193	175	202	197	187	-19.3%	-16.0%	-21.8%	-18.9%	-26.5%	-15.1%	-17.2%	-21.4%
Park Avenue	18,411	14,583	14,538	14,191	12,968	12,668	13,336	13,959	14,000	-20.8%	-21.0%	-22.9%	-29.6%	-31.2%	-27.6%	-24.2%	-24.0%
am	4,828	3,901	3,905	3,799	3,558	3,353	3,652	3,772	3,719	-19.2%	-19.1%	-21.3%	-26.3%	-30.6%	-24.4%	-21.9%	-23.0%
md	4,860	3,590	3,676	3,420	3,176	3,012	3,205	3,533	3,471	-26.1%	-24.4%	-29.6%	-34.7%	-38.0%	-34.1%	-27.3%	-28.6%
pm	5,188	4,242	4,302	4,177	3,884	3,860	4,003	4,009	4,164	-18.2%	-17.1%	-19.5%	-25.1%	-25.6%	-22.8%	-22.7%	-19.7%

		Daily Volumes								Percent Change							
Scenario	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>nt</i>	3,535	2,850	2,655	2,795	2,350	2,443	2,476	2,645	2,646	-19.4%	-24.9%	-20.9%	-33.5%	-30.9%	-30.0%	-25.2%	-25.1%
Lexington Avenue	14,798	10,597	10,671	9,140	7,982	7,718	8,448	10,751	9,586	-28.4%	-27.9%	-38.2%	-46.1%	-47.8%	-42.9%	-27.3%	-35.2%
<i>am</i>	3,677	2,293	2,329	2,135	1,879	1,863	1,978	2,323	2,206	-37.6%	-36.7%	-41.9%	-48.9%	-49.3%	-46.2%	-36.8%	-40.0%
<i>md</i>	6,294	4,900	4,820	3,817	3,177	3,029	3,415	4,983	4,135	-22.1%	-23.4%	-39.4%	-49.5%	-51.9%	-45.7%	-20.8%	-34.3%
<i>pm</i>	2,134	1,432	1,462	1,474	1,363	1,414	1,449	1,481	1,422	-32.9%	-31.5%	-30.9%	-36.1%	-33.7%	-32.1%	-30.6%	-33.4%
<i>nt</i>	2,693	1,972	2,060	1,714	1,563	1,412	1,606	1,964	1,823	-26.8%	-23.5%	-36.4%	-42.0%	-47.6%	-40.4%	-27.1%	-32.3%
Third Avenue	14,212	10,537	10,490	9,783	8,558	8,341	8,795	10,054	10,530	-25.9%	-26.2%	-31.2%	-39.8%	-41.3%	-38.1%	-29.3%	-25.9%
<i>am</i>	2,388	1,990	1,826	1,834	1,676	1,553	1,659	1,859	1,983	-16.7%	-23.5%	-23.2%	-29.8%	-35.0%	-30.5%	-22.2%	-17.0%
<i>md</i>	5,207	3,833	3,842	3,554	2,811	2,795	2,920	3,599	3,901	-26.4%	-26.2%	-31.7%	-46.0%	-46.3%	-43.9%	-30.9%	-25.1%
<i>pm</i>	4,658	3,304	3,352	3,005	2,747	2,702	2,905	3,149	3,138	-29.1%	-28.0%	-35.5%	-41.0%	-42.0%	-37.6%	-32.4%	-32.6%
<i>nt</i>	1,959	1,410	1,470	1,390	1,324	1,291	1,311	1,447	1,508	-28.0%	-25.0%	-29.0%	-32.4%	-34.1%	-33.1%	-26.1%	-23.0%
Second Avenue	39,264	17,362	16,626	14,152	13,485	13,301	14,184	15,297	15,013	-55.8%	-57.7%	-64.0%	-65.7%	-66.1%	-63.9%	-61.0%	-61.8%
<i>am</i>	8,739	5,211	5,052	4,696	5,206	5,032	5,261	4,719	4,719	-40.4%	-42.2%	-46.3%	-40.4%	-42.4%	-39.8%	-46.0%	-46.0%
<i>md</i>	11,336	5,009	4,687	3,681	3,266	3,394	3,674	4,618	4,135	-55.8%	-58.7%	-67.5%	-71.2%	-70.1%	-67.6%	-59.3%	-63.5%
<i>pm</i>	8,793	3,753	3,710	3,362	3,274	3,143	3,337	3,437	3,473	-57.3%	-57.8%	-61.8%	-62.8%	-64.3%	-62.0%	-60.9%	-60.5%
<i>nt</i>	10,396	3,389	3,177	2,413	1,739	1,732	1,912	2,523	2,686	-67.4%	-69.4%	-76.8%	-83.3%	-83.3%	-81.6%	-75.7%	-74.2%
First Avenue	5,642	5,019	5,272	4,967	5,276	5,111	5,418	5,193	5,061	-11.0%	-6.6%	-12.0%	-6.5%	-9.4%	-4.0%	-8.0%	-10.3%
<i>am</i>	1,709	1,527	1,557	1,499	1,943	1,770	2,000	1,549	1,461	-10.6%	-8.9%	-12.3%	13.7%	3.6%	17.0%	-9.4%	-14.5%
<i>md</i>	1,319	1,416	1,407	1,341	1,226	1,226	1,358	1,432	1,431	7.4%	6.7%	1.7%	-7.1%	-7.1%	3.0%	8.6%	8.5%
<i>pm</i>	1,724	1,436	1,670	1,547	1,585	1,387	1,443	1,546	1,568	-16.7%	-3.1%	-10.3%	-8.1%	-19.5%	-16.3%	-10.3%	-9.0%
<i>nt</i>	890	640	638	580	522	728	617	666	601	-28.1%	-28.3%	-34.8%	-41.3%	-18.2%	-30.7%	-25.2%	-32.5%
York Avenue	23,046	13,733	13,591	12,481	11,842	11,793	12,225	13,239	12,517	-40.4%	-41.0%	-45.8%	-48.6%	-48.8%	-47.0%	-42.6%	-45.7%
<i>am</i>	4,385	2,576	2,545	2,363	2,226	2,188	2,248	2,482	2,312	-41.3%	-42.0%	-46.1%	-49.2%	-50.1%	-48.7%	-43.4%	-47.3%
<i>md</i>	6,974	4,392	4,584	3,964	3,652	3,690	3,922	4,236	4,125	-37.0%	-34.3%	-43.2%	-47.6%	-47.1%	-43.8%	-39.3%	-40.9%
<i>pm</i>	4,325	2,728	2,446	2,267	2,030	2,153	2,048	2,669	2,281	-36.9%	-43.4%	-47.6%	-53.1%	-50.2%	-52.6%	-38.3%	-47.3%
<i>nt</i>	7,362	4,037	4,016	3,887	3,934	3,762	4,007	3,852	3,799	-45.2%	-45.4%	-47.2%	-46.6%	-48.9%	-45.6%	-47.7%	-48.4%
Ed Koch Queensboro Ramp	39,713	34,987	34,426	31,824	30,709	30,915	31,058	34,464	32,948	-11.9%	-13.3%	-19.9%	-22.7%	-22.2%	-21.8%	-13.2%	-17.0%
<i>am</i>	7,646	5,244	5,284	5,092	5,084	5,235	5,223	5,196	5,172	-31.4%	-30.9%	-33.4%	-33.5%	-31.5%	-31.7%	-32.0%	-32.4%
<i>md</i>	15,217	12,289	11,930	10,586	9,709	9,733	9,910	11,908	11,075	-19.2%	-21.6%	-30.4%	-36.2%	-36.0%	-34.9%	-21.7%	-27.2%
<i>pm</i>	7,954	5,429	5,402	4,908	4,911	4,748	4,928	5,368	5,018	-31.7%	-32.1%	-38.3%	-38.3%	-40.3%	-38.0%	-32.5%	-36.9%

		Daily Volumes								Percent Change							
Scenario	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>nt</i>	8,896	12,025	11,810	11,238	11,005	11,199	10,997	11,992	11,683	35.2%	32.8%	26.3%	23.7%	25.9%	23.6%	34.8%	31.3%
Queens	268,300	226,698	225,076	226,946	237,025	235,706	238,171	222,545	223,742	-15.5%	-16.1%	-15.4%	-11.7%	-12.1%	-11.2%	-17.1%	-16.6%
Inbound	142,596	125,030	123,032	130,029	136,799	136,652	137,229	123,298	125,520	-12.3%	-13.7%	-8.8%	-4.1%	-4.2%	-3.8%	-13.5%	-12.0%
Outbound	125,702	101,665	98,264	96,913	100,223	99,051	100,940	99,242	98,222	-19.1%	-21.8%	-22.9%	-20.3%	-21.2%	-19.7%	-21.0%	-21.9%
Ed Koch Queensboro Bridge	186,973	152,370	150,390	130,569	113,066	112,169	113,833	148,715	139,638	-18.5%	-19.6%	-30.2%	-39.5%	-40.0%	-39.1%	-20.5%	-25.3%
<i>am</i>	38,293	32,207	31,839	28,658	26,733	26,384	26,670	31,281	29,350	-15.9%	-16.9%	-25.2%	-30.2%	-31.1%	-30.4%	-18.3%	-23.4%
<i>md</i>	58,127	47,256	46,789	42,846	37,359	37,496	37,849	46,252	44,088	-18.7%	-19.5%	-26.3%	-35.7%	-35.5%	-34.9%	-20.4%	-24.2%
<i>pm</i>	40,997	32,279	31,961	27,824	25,524	24,984	25,738	31,564	28,913	-21.3%	-22.0%	-32.1%	-37.7%	-39.1%	-37.2%	-23.0%	-29.5%
<i>nt</i>	49,556	40,628	39,801	31,241	23,450	23,305	23,576	39,618	37,287	-18.0%	-19.7%	-37.0%	-52.7%	-53.0%	-52.4%	-20.1%	-24.8%
Queens-Midtown Tunnel	81,327	74,328	74,686	96,377	123,959	123,537	124,338	73,830	84,104	-8.6%	-8.2%	18.5%	52.4%	51.9%	52.9%	-9.2%	3.4%
<i>am</i>	19,352	18,072	18,054	20,872	23,344	23,234	23,540	18,078	20,139	-6.6%	-6.7%	7.9%	20.6%	20.1%	21.6%	-6.6%	4.1%
<i>md</i>	28,738	26,581	26,541	29,530	36,234	35,960	36,463	26,369	28,528	-7.5%	-7.6%	2.8%	26.1%	25.1%	26.9%	-8.2%	-0.7%
<i>pm</i>	19,615	17,474	17,660	21,456	25,582	25,387	25,443	17,326	20,395	-10.9%	-10.0%	9.4%	30.4%	29.4%	29.7%	-11.7%	4.0%
<i>nt</i>	13,622	12,201	12,431	24,519	38,799	38,956	38,892	12,057	15,042	-10.4%	-8.7%	80.0%	184.8%	186.0%	185.5%	-11.5%	10.4%
Brooklyn	391,603	350,510	349,383	333,372	314,584	309,743	311,458	344,495	339,505	-10.5%	-10.8%	-14.9%	-19.7%	-20.9%	-20.5%	-12.0%	-13.3%
Inbound	187,486	168,154	164,160	152,790	138,880	137,092	137,368	165,509	160,018	-10.3%	-12.4%	-18.5%	-25.9%	-26.9%	-26.7%	-11.7%	-14.7%
Outbound	204,111	182,347	177,994	180,571	175,696	172,644	174,082	178,980	179,487	-10.7%	-12.8%	-11.5%	-13.9%	-15.4%	-14.7%	-12.3%	-12.1%
Williamsburg Bridge	122,207	101,542	101,260	93,732	78,130	75,951	78,004	98,789	97,247	-16.9%	-17.1%	-23.3%	-36.1%	-37.9%	-36.2%	-19.2%	-20.4%
<i>am</i>	25,067	20,643	20,367	19,853	18,651	18,153	18,242	20,011	19,907	-17.6%	-18.7%	-20.8%	-25.6%	-27.6%	-27.2%	-20.2%	-20.6%
<i>md</i>	34,143	28,314	28,522	27,192	23,711	23,398	24,101	27,740	27,460	-17.1%	-16.5%	-20.4%	-30.6%	-31.5%	-29.4%	-18.8%	-19.6%
<i>pm</i>	30,486	26,445	26,212	24,704	20,928	20,440	20,894	25,801	25,100	-13.3%	-14.0%	-19.0%	-31.4%	-33.0%	-31.5%	-15.4%	-17.7%
<i>nt</i>	32,511	26,140	26,159	21,983	14,840	13,960	14,767	25,237	24,780	-19.6%	-19.5%	-32.4%	-54.4%	-57.1%	-54.6%	-22.4%	-23.8%
Manhattan Bridge	88,594	68,593	68,021	55,533	38,195	35,697	36,567	66,289	61,163	-22.6%	-23.2%	-37.3%	-56.9%	-59.7%	-58.7%	-25.2%	-31.0%
<i>am</i>	23,956	18,859	18,743	15,548	11,715	11,042	10,791	18,221	16,299	-21.3%	-21.8%	-35.1%	-51.1%	-53.9%	-55.0%	-23.9%	-32.0%
<i>md</i>	24,322	19,680	19,369	16,184	10,759	10,020	10,688	18,987	17,432	-19.1%	-20.4%	-33.5%	-55.8%	-58.8%	-56.1%	-21.9%	-28.3%
<i>pm</i>	21,763	16,699	16,736	13,701	9,699	8,974	9,219	16,080	14,654	-23.3%	-23.1%	-37.0%	-55.4%	-58.8%	-57.6%	-26.1%	-32.7%
<i>nt</i>	18,553	13,355	13,173	10,100	6,022	5,661	5,869	13,001	12,778	-28.0%	-29.0%	-45.6%	-67.5%	-69.5%	-68.4%	-29.9%	-31.1%
Brooklyn Bridge	121,147	119,354	118,751	113,780	99,005	97,657	96,384	118,810	116,878	-1.5%	-2.0%	-6.1%	-18.3%	-19.4%	-20.4%	-1.9%	-3.5%
<i>am</i>	24,876	24,638	24,551	24,001	22,907	22,683	22,419	24,480	24,203	-1.0%	-1.3%	-3.5%	-7.9%	-8.8%	-9.9%	-1.6%	-2.7%
<i>md</i>	33,856	33,162	32,970	31,695	27,286	27,164	26,574	32,775	32,011	-2.0%	-2.6%	-6.4%	-19.4%	-19.8%	-21.5%	-3.2%	-5.4%

Scenario	No Action	Daily Volumes								Percent Change							
		A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>pm</i>	27,157	26,147	25,932	25,090	23,246	23,114	22,988	25,899	25,233	-3.7%	-4.5%	-7.6%	-14.4%	-14.9%	-15.4%	-4.6%	-7.1%
<i>nt</i>	35,258	35,407	35,298	32,994	25,566	24,696	24,403	35,656	35,431	0.4%	0.1%	-6.4%	-27.5%	-30.0%	-30.8%	1.1%	0.5%
Hugh Carey Tunnel	59,655	61,021	61,351	70,327	99,254	100,438	100,503	60,607	64,217	2.3%	2.8%	17.9%	66.4%	68.4%	68.5%	1.6%	7.7%
<i>am</i>	16,739	17,349	17,445	18,493	21,045	21,096	21,440	17,352	18,243	3.6%	4.2%	10.5%	25.7%	26.0%	28.1%	3.7%	9.0%
<i>md</i>	18,798	18,663	18,669	20,545	28,999	28,830	28,990	18,450	19,849	-0.7%	-0.7%	9.3%	54.3%	53.4%	54.2%	-1.9%	5.6%
<i>pm</i>	18,908	18,624	18,590	20,647	25,589	25,367	25,619	18,468	19,745	-1.5%	-1.7%	9.2%	35.3%	34.2%	35.5%	-2.3%	4.4%
<i>nt</i>	5,210	6,385	6,647	10,642	23,621	25,145	24,454	6,337	6,380	22.6%	27.6%	104.3%	353.4%	382.6%	369.4%	21.6%	22.5%
New Jersey	223,898	188,240	185,513	193,380	197,992	190,755	196,409	181,759	185,166	-15.9%	-17.1%	-13.6%	-11.6%	-14.8%	-12.3%	-18.8%	-17.3%
Inbound	109,602	92,070	86,219	100,791	107,810	103,257	106,560	88,196	93,085	-16.0%	-21.3%	-8.0%	-1.6%	-5.8%	-2.8%	-19.5%	-15.1%
Outbound	114,290	96,168	91,173	92,588	90,177	87,493	89,844	93,558	92,081	-15.9%	-20.2%	-19.0%	-21.1%	-23.4%	-21.4%	-18.1%	-19.4%
Holland Tunnel	108,683	93,896	92,321	93,934	95,129	91,000	93,926	90,220	91,048	-13.6%	-15.1%	-13.6%	-12.5%	-16.3%	-13.6%	-17.0%	-16.2%
<i>am</i>	23,564	21,004	20,749	20,935	20,961	20,459	20,478	20,454	20,515	-10.9%	-11.9%	-11.2%	-11.0%	-13.2%	-13.1%	-13.2%	-12.9%
<i>md</i>	29,507	25,253	24,765	24,970	25,026	23,860	25,310	24,329	24,265	-14.4%	-16.1%	-15.4%	-15.2%	-19.1%	-14.2%	-17.5%	-17.8%
<i>pm</i>	23,778	20,848	20,700	20,854	21,078	20,120	20,216	20,366	20,251	-12.3%	-12.9%	-12.3%	-11.4%	-15.4%	-15.0%	-14.3%	-14.8%
<i>nt</i>	31,834	26,791	26,107	27,175	28,064	26,561	27,922	25,071	26,017	-15.8%	-18.0%	-14.6%	-11.8%	-16.6%	-12.3%	-21.2%	-18.3%
Lincoln Tunnel	115,215	94,344	93,192	99,446	102,863	99,755	102,483	91,539	94,118	-18.1%	-19.1%	-13.7%	-10.7%	-13.4%	-11.1%	-20.5%	-18.3%
<i>am</i>	24,429	21,961	21,786	22,644	23,212	22,660	22,816	21,565	22,136	-10.1%	-10.8%	-7.3%	-5.0%	-7.2%	-6.6%	-11.7%	-9.4%
<i>md</i>	33,640	26,859	26,371	27,640	28,354	27,110	28,984	25,969	26,760	-20.2%	-21.6%	-17.8%	-15.7%	-19.4%	-13.8%	-22.8%	-20.5%
<i>pm</i>	26,946	22,931	22,784	23,454	23,263	22,480	22,804	22,679	22,958	-14.9%	-15.4%	-13.0%	-13.7%	-16.6%	-15.4%	-15.8%	-14.8%
<i>nt</i>	30,200	22,593	22,251	25,708	28,034	27,505	27,879	21,326	22,264	-25.2%	-26.3%	-14.9%	-7.2%	-8.9%	-7.7%	-29.4%	-26.3%

Final EA Appendix 4A2, Table 4A.2-2. Summary – Vehicle-Miles Traveled (2023) – with Adopted Toll Structure Added

Scenario	Daily VMT								Percent Change								
	Scenario								Scenario								
	No Action	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure
<i>(by Screen Line/ Crossing)</i>																	
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	2,955,907	-7.8%	-7.6%	-8.0%	-8.7%	-9.2%	-7.1%	-8.4%	-8.9%
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	46,649,897	-0.8%	-0.7%	-1.2%	-1.4%	-1.5%	-1.2%	-0.9%	-1.0%
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	2,955,907	-7.8%	-7.6%	-8.0%	-8.7%	-9.2%	-7.1%	-8.4%	-8.9%
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	1,138,038	-5.5%	-5.4%	-4.6%	-4.8%	-5.8%	-2.8%	-6.2%	-6.5%
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	1,817,869	-9.1%	-8.9%	-10.1%	-11.0%	-11.3%	-9.6%	-9.8%	-10.3%
RT9A - S of 60th	610,657	510,785	513,887	493,396	485,167	486,404	501,603	508,951	496,172	-16.4%	-15.8%	-19.2%	-20.5%	-20.3%	-17.9%	-16.7%	-18.7%
FDR - S of 60th	720,682	725,459	729,706	718,820	705,903	710,555	721,421	727,101	723,376	0.7%	1.3%	-0.3%	-2.1%	-1.4%	0.1%	0.9%	0.4%
Bridge & Tunnels - S of 60th*	695,725	606,127	602,425	610,457	612,979	601,835	609,513	592,690	598,321	-12.9%	-13.4%	-12.3%	-11.9%	-13.5%	-12.4%	-14.8%	-14.0%
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	2,020,291	-7.6%	-7.6%	-9.6%	-11.8%	-12.3%	-11.5%	-8.4%	-8.9%
Manhattan: 60th St - 82nd St	687,178	611,298	614,228	596,527	579,197	576,383	588,785	605,889	601,995	-11.0%	-10.6%	-13.2%	-15.7%	-16.1%	-14.3%	-11.8%	-12.4%
Long Island City	634,642	576,941	574,378	573,434	584,367	581,662	585,542	569,080	570,837	-9.1%	-9.5%	-9.6%	-7.9%	-8.3%	-7.7%	-10.3%	-10.1%
Downtown Brooklyn	507,721	490,094	489,809	469,669	438,875	434,721	434,188	487,809	480,437	-3.5%	-3.5%	-7.5%	-13.6%	-14.4%	-14.5%	-3.9%	-5.4%
Williamsburg	388,536	371,228	371,113	364,736	353,275	351,402	353,795	368,465	367,022	-4.5%	-4.5%	-6.1%	-9.1%	-9.6%	-8.9%	-5.2%	-5.5%
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	6,597,042	-0.5%	-0.5%	-1.1%	-1.2%	-1.4%	-1.0%	-0.7%	-1.0%
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	1,661,651	-1.1%	-0.5%	-1.7%	-3.2%	-3.5%	-2.3%	-0.5%	-1.3%
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	2,347,680	-0.8%	-0.8%	-1.7%	-1.3%	-1.4%	-1.3%	-1.1%	-1.5%
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	2,587,711	0.1%	-0.2%	-0.1%	0.1%	-0.1%	0.2%	-0.4%	-0.3%
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	35,076,657	0.2%	0.3%	0.0%	-0.1%	-0.2%	0.0%	0.3%	0.2%
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	1,657,746	-0.1%	0.3%	-0.8%	-2.4%	-2.7%	-2.1%	0.5%	-0.6%
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	6,702,651	0.0%	0.2%	0.0%	-0.1%	-0.2%	-0.1%	0.3%	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	15,120,999	-0.3%	-0.2%	-0.6%	-0.5%	-0.5%	-0.4%	-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	4,094,175	2.1%	2.3%	2.3%	2.2%	2.5%	2.4%	2.8%	2.7%
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	7,501,086	0.3%	0.3%	0.0%	-0.1%	-0.3%	0.1%	0.1%	0.2%
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	121,544,202	-0.4%	-0.3%	-0.6%	-0.8%	-0.9%	-0.6%	-0.4%	-0.5%
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	46,649,897	-0.8%	-0.7%	-1.2%	-1.4%	-1.5%	-1.2%	-0.9%	-1.0%
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	41,565,355	0.1%	0.0%	-0.1%	-0.2%	-0.2%	0.0%	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	33,328,950	-0.2%	-0.2%	-0.4%	-0.6%	-0.8%	-0.5%	-0.3%	-0.4%
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	34,812,699	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	0.0%	-0.2%	-0.3%
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	97,638,773	0.0%	0.0%	0.2%	0.2%	0.1%	0.2%	0.1%	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	253,995,674	-0.2%	-0.2%	-0.3%	-0.3%	-0.4%	-0.2%	-0.2%	-0.3%

Final EA Appendix 4A2, Table 4A.2-3. Transit Boardings by Mode (2023) – with Adopted Toll Structure Added

Mode	Transit Boardings (AM Period)									Change							Percent Change								
	Scenario									Scenario							Scenario								
	No Action	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure
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	6,443,328	79,711	82,055	96,318	104,784	113,075	108,154	85,607	90,462	1.3%	1.3%	1.5%	1.6%	1.8%	1.7%	1.3%	1.4%
Commuter Rail	454,520	456,756	457,863	459,632	461,635	463,109	462,013	458,867	459,622	2,236	3,343	5,112	7,115	8,589	7,493	4,346	5,102	0.5%	0.7%	1.1%	1.6%	1.9%	1.6%	1.0%	1.1%
Long Island Rail Road	142,651	143,452	143,989	144,244	144,733	145,544	144,560	144,084	144,103	802	1,339	1,593	2,083	2,894	1,910	1,433	1,452	0.6%	0.9%	1.1%	1.5%	2.0%	1.3%	1.0%	1.0%
Metro-North Railroad	152,203	153,128	153,437	154,108	154,850	154,296	155,020	153,491	154,348	925	1,234	1,905	2,647	2,093	2,817	1,288	2,145	0.6%	0.8%	1.3%	1.7%	1.4%	1.9%	0.8%	1.4%
New Jersey Transit Rail	159,666	160,175	160,437	161,280	162,051	163,268	162,433	161,292	161,171	509	770	1,614	2,385	3,602	2,767	1,626	1,505	0.3%	0.5%	1.0%	1.5%	2.3%	1.7%	1.0%	0.9%
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	3,203,315	46,661	49,197	54,173	60,961	64,727	61,517	50,775	52,081	1.5%	1.6%	1.7%	1.9%	2.1%	2.0%	1.6%	1.7%
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	3,054,862	44,877	47,459	51,616	58,328	61,390	58,353	47,920	49,638	1.5%	1.6%	1.7%	1.9%	2.0%	1.9%	1.6%	1.7%
PATH	133,736	134,860	134,691	135,588	135,818	136,438	136,206	135,934	135,500	1,124	955	1,852	2,082	2,702	2,471	2,198	1,764	0.8%	0.7%	1.4%	1.6%	2.0%	1.8%	1.6%	1.3%
SIRR	12,274	12,934	13,057	12,978	12,826	12,909	12,967	12,931	12,953	660	783	704	552	635	694	657	679	5.4%	6.4%	5.7%	4.5%	5.2%	5.7%	5.4%	5.5%
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	2,721,174	29,396	27,943	35,224	34,892	37,948	37,093	28,893	31,610	1.1%	1.0%	1.3%	1.3%	1.4%	1.4%	1.1%	1.2%
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	2,064,522	25,817	25,678	30,682	30,434	31,788	31,579	25,607	27,203	1.3%	1.3%	1.5%	1.5%	1.6%	1.6%	1.3%	1.3%
NJT Bus	471,109	474,344	473,456	474,079	474,279	476,321	475,663	474,260	475,149	3,235	2,347	2,970	3,170	5,212	4,554	3,151	4,040	0.7%	0.5%	0.6%	0.7%	1.1%	1.0%	0.7%	0.9%
Others	181,136	181,480	181,053	182,707	182,424	182,084	182,096	181,271	181,503	345	-83	1,571	1,288	948	960	136	367	0.2%	0.0%	0.9%	0.7%	0.5%	0.5%	0.1%	0.2%
Other Transit	57,548	58,966	59,120	59,358	59,363	59,360	59,598	59,140	59,216	1,418	1,572	1,810	1,815	1,811	2,050	1,592	1,668	2.5%	2.7%	3.1%	3.2%	3.1%	3.6%	2.8%	2.9%
Ferries	57,548	58,966	59,120	59,358	59,363	59,360	59,598	59,140	59,216	1,418	1,572	1,810	1,815	1,811	2,050	1,592	1,668	2.5%	2.7%	3.1%	3.2%	3.1%	3.6%	2.8%	2.9%
Roosevelt Tram	153	154	154	156	154	154	155	159	154	1	1	3	1	1	2	6	1	0.5%	0.8%	1.7%	0.6%	0.7%	1.0%	4.1%	0.7%

Final EA Appendix 4A2, Table 4A.2-4. Cordon Volumes by Station/Route (2023) – with Adopted Toll Structure Added

	Cordon Volumes (AM Peak Period)																	Percent Change								
	Baseline	Scenario								Scenario								Scenario								
	No Action	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure	
Commuter Rail																										
Inbound	240,930	242,734	243,593	244,140	245,232	245,754	245,205	243,572	244,004	1,804	2,663	3,210	4,302	4,824	4,274	2,641	3,074	0.7%	1.1%	1.3%	1.8%	2.0%	1.8%	1.1%	1.3%	
Long Island Rail Road (Penn Station)	83,870	84,697	84,929	84,903	85,326	85,825	85,285	84,960	84,720	827	1,059	1,033	1,456	1,955	1,416	1,091	850	1.0%	1.3%	1.2%	1.7%	2.3%	1.7%	1.3%	1.0%	
Metro-North Railroad (Grand Central Terminal)	97,340	97,832	98,426	99,003	99,215	98,861	99,258	98,133	98,826	492	1,086	1,663	1,875	1,521	1,918	793	1,486	0.5%	1.1%	1.7%	1.9%	1.6%	2.0%	0.8%	1.5%	
New Jersey Transit (New York - Penn Station)	59,721	60,205	60,239	60,235	60,691	61,068	60,662	60,478	60,458	484	518	514	970	1,348	941	757	738	0.8%	0.9%	0.9%	1.6%	2.3%	1.6%	1.3%	1.2%	
NYCT Subway																										
Inbound	878,509	891,951	892,551	894,951	898,214	899,469	898,532	892,734	893,352	13,442	14,043	16,442	19,705	20,960	20,023	14,225	14,844	1.5%	1.6%	1.9%	2.2%	2.4%	2.3%	1.6%	1.7%	
60th Street Cordon	276,917	280,723	280,491	281,147	282,960	283,386	282,138	280,980	280,660	3,806	3,575	4,230	6,043	6,470	5,221	4,063	3,743	1.4%	1.3%	1.5%	2.2%	2.3%	1.9%	1.5%	1.4%	
Broadway (1,2,3)	74,725	75,638	75,573	75,834	76,444	76,571	76,077	75,661	75,685	913	848	1,109	1,719	1,846	1,352	936	960	1.2%	1.1%	1.5%	2.3%	2.5%	1.8%	1.3%	1.3%	
8th Avenue (A, C, B, D)	88,153	89,321	89,270	89,419	89,950	90,086	89,703	89,413	89,270	1,168	1,117	1,266	1,797	1,933	1,550	1,260	1,117	1.3%	1.3%	1.4%	2.0%	2.2%	1.8%	1.4%	1.3%	
Lexington Avenue (4, 5, 6)	89,537	90,920	90,841	91,003	91,510	91,610	91,460	91,015	90,928	1,383	1,303	1,465	1,973	2,073	1,922	1,478	1,390	1.5%	1.5%	1.6%	2.2%	2.3%	2.1%	1.7%	1.6%	
2nd Avenue (Q)	24,502	24,843	24,808	24,891	25,055	25,119	24,898	24,890	24,778	342	307	390	553	618	397	389	277	1.4%	1.3%	1.6%	2.3%	2.5%	1.6%	1.6%	1.1%	
Queens Cordon	249,675	254,348	253,872	254,674	255,134	256,033	255,951	254,032	254,302	4,673	4,198	4,999	5,460	6,358	6,276	4,357	4,627	1.9%	1.7%	2.0%	2.2%	2.5%	2.5%	1.7%	1.9%	
63rd Street (F)	53,897	54,770	54,677	54,762	54,801	54,970	54,909	54,829	54,759	874	780	865	904	1,073	1,012	933	862	1.6%	1.4%	1.6%	1.7%	2.0%	1.9%	1.7%	1.6%	
60th Street (R)	18,272	18,816	18,772	18,907	18,905	19,073	19,062	18,805	18,859	544	500	635	633	801	790	533	587	3.0%	2.7%	3.5%	3.5%	4.4%	4.3%	2.9%	3.2%	
60th Street (N, W)	30,668	31,268	31,140	31,314	31,370	31,424	31,476	31,158	31,225	600	472	647	703	756	808	490	557	2.0%	1.5%	2.1%	2.3%	2.5%	2.6%	1.6%	1.8%	
53rd Street (E, M)	78,555	79,837	79,848	80,008	80,143	80,444	80,400	79,787	79,950	1,282	1,293	1,453	1,588	1,889	1,845	1,232	1,395	1.6%	1.6%	1.8%	2.0%	2.4%	2.3%	1.6%	1.8%	
Steinway Tunnel (7)	68,283	69,656	69,436	69,683	69,915	70,122	70,104	69,452	69,509	1,373	1,153	1,400	1,632	1,839	1,821	1,169	1,225	2.0%	1.7%	2.1%	2.4%	2.7%	2.7%	1.7%	1.8%	
Brooklyn Cordon	351,917	356,879	358,188	359,130	360,120	360,050	360,443	357,722	358,390	4,962	6,271	7,213	8,203	8,133	8,526	5,805	6,473	1.4%	1.8%	2.0%	2.3%	2.3%	2.4%	1.6%	1.8%	
14th Street (L)	42,607	43,209	43,337	43,466	43,573	43,562	43,583	43,316	43,317	602	730	859	966	955	976	709	710	1.4%	1.7%	2.0%	2.3%	2.2%	2.3%	1.7%	1.7%	
Williamsburg Bridge (J, M, Z)	37,216	37,924	38,050	38,256	38,366	38,408	38,411	38,070	38,066	708	834	1,040	1,150	1,193	1,195	854	850	1.9%	2.2%	2.8%	3.1%	3.2%	3.2%	2.3%	2.3%	
Rutgers Street (F)	37,006	37,403	37,504	37,709	37,807	37,822	37,921	37,495	37,629	397	498	702	801	815	915	488	623	1.1%	1.3%	1.9%	2.2%	2.2%	2.5%	1.3%	1.7%	
Manhattan Bridge (B, D, N, Q)	100,921	102,440	102,952	103,144	103,654	103,527	103,630	102,549	103,076	1,520	2,031	2,224	2,734	2,606	2,710	1,628	2,155	1.5%	2.0%	2.2%	2.7%	2.6%	2.7%	1.6%	2.1%	
Cranberry Street (A, C)	66,013	66,783	66,866	67,001	67,063	67,061	67,173	66,976	66,901	770	854	988	1,050	1,049	1,160	963	888	1.2%	1.3%	1.5%	1.6%	1.6%	1.8%	1.5%	1.3%	
Clark Street (2, 3)	29,316	29,788	29,874	29,944	29,992	30,073	30,030	29,845	29,845	472	557	628	676	757	714	529	529	1.6%	1.9%	2.1%	2.3%	2.6%	2.4%	1.8%	1.8%	
Montague Street (R)	10,143	10,164	10,167	10,243	10,218	10,258	10,301	10,205	10,220	21	25	101	75	116	158	63	77	0.2%	0.2%	1.0%	0.7%	1.1%	1.6%	0.6%	0.8%	
Joralmon Street (4, 5)	28,696	29,168	29,437	29,367	29,446	29,338	29,393	29,267	29,337	472	741	671	750	643	697	571	641	1.6%	2.6%	2.3%	2.6%	2.2%	2.4%	2.0%	2.2%	
PATH																										
Inbound	112,505	113,767	113,566	114,289	114,542	115,239	115,042	114,476	114,147	1,262	1,061	1,784	2,038	2,735	2,537	1,972	1,643	1.1%	0.9%	1.6%	1.6%	2.4%	2.3%	1.8%	1.5%	
Christopher Street	40,731	41,399	41,286	41,537	41,837	42,286	42,068	41,661	41,659	668	554	806	1,106	1,555	1,337	930	928	1.6%	1.4%	2.0%	2.7%	3.8%	3.3%	2.3%	2.3%	
World Trade Center	71,773	72,368	72,280	72,752	72,705	72,953	72,974	72,815	72,488	595	507	978	932	1,179	1,201	1,042	715	0.8%	0.7%	1.4%	1.3%	1.6%	1.7%	1.5%	1.0%	

Final EA Appendix 4A2, Table 4A.2-5. Change in Mode Share to the Manhattan CBD (2023) – with Adopted Toll Structure Added

Scenario	Daily Journeys									Percent Change							
	No Action	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure
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	1,925,209	0%	0%	0%	0%	0%	0%	0%	0.1%
Drive Alone	191,338	177,348	174,838	169,542	164,844	158,694	160,639	173,398	169,337	-7%	-9%	-11%	-14%	-17%	-16%	-9%	-11.5%
HOV / Shared Ride	143,494	143,308	141,797	141,450	140,446	137,800	139,564	143,075	141,831	0%	-1%	-1%	-2%	-4%	-3%	0%	-1.2%
Taxi / FHV	32,324	25,270	31,884	28,323	19,944	25,762	31,739	23,871	31,337	-22%	-1%	-12%	-38%	-20%	-2%	-26%	-3.1%
Commuter Rail	369,131	374,592	375,796	376,912	379,603	381,204	379,710	376,742	377,376	1%	2%	2%	3%	3%	3%	2%	2.2%
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	1,150,151	1%	1%	2%	2%	3%	2%	2%	1.6%
Walk and Bike	51,958	51,873	50,891	51,547	51,227	51,059	51,138	51,648	51,259	0%	-2%	-1%	-1%	-2%	-2%	-1%	-1.3%
School Bus	3,693	3,962	3,927	3,951	4,084	3,951	3,935	3,839	3,918	7%	6%	7%	11%	7%	7%	4%	6.1%
Total Person Journeys from CBD	161,833	159,806	160,976	160,207	158,892	158,479	159,884	159,898	161,235	-1%	-1%	-1%	-2%	-2%	-1%	-1%	-0.4%
Drive Alone	13,638	12,441	12,446	12,085	12,025	11,535	11,800	12,389	12,132	-9%	-9%	-11%	-12%	-15%	-13%	-9%	-11.0%
HOV / Shared Ride	30,100	29,714	29,269	29,160	28,667	28,300	28,587	29,225	29,141	-1%	-3%	-3%	-5%	-6%	-5%	-3%	-3.2%
Taxi / FHV	4,366	3,184	4,168	3,669	2,372	3,124	3,916	2,960	3,983	-27%	-5%	-16%	-46%	-28%	-10%	-32%	-8.8%
Commuter Rail	3,120	2,954	2,960	3,007	2,951	3,019	2,927	3,060	2,974	-5%	-5%	-4%	-5%	-3%	-6%	-2%	-4.7%
Other Transit (e.g., subway / bus)	78,771	79,372	79,771	79,881	80,507	80,096	80,195	79,856	80,687	1%	1%	1%	2%	2%	2%	1%	2.4%
Walk and Bike	29,188	29,371	29,564	29,703	29,588	29,593	29,601	29,634	29,489	1%	1%	2%	1%	1%	1%	2%	1.0%
School Bus	2,650	2,770	2,798	2,702	2,782	2,812	2,858	2,774	2,829	5%	6%	2%	5%	6%	8%	5%	6.8%
Total Person Journeys within CBD	879,667	880,292	879,506	882,033	883,365	883,222	880,713	881,592	879,013	0%	0%	0%	0%	0%	0%	0%	-0.1%
Drive Alone	7,581	7,576	7,652	7,679	7,650	7,610	7,546	7,778	7,677	0%	1%	1%	1%	0%	0%	3%	1.3%
HOV / Shared Ride	26,570	26,798	27,222	27,220	27,024	26,846	26,607	27,705	27,141	1%	2%	2%	2%	1%	0%	4%	2.1%
Taxi / FHV	28,005	27,711	28,262	28,003	28,397	28,195	28,082	28,619	24,687	-1%	1%	0%	1%	1%	0%	2%	-11.8%
Commuter Rail										-	-	-	-	-	-	-	-
Other Transit (e.g., subway / bus)	240,385	241,162	239,319	241,255	242,475	242,522	241,327	239,993	242,838	0%	0%	0%	1%	1%	0%	0%	1.0%
Walk and Bike	572,877	572,877	572,805	573,716	573,689	573,977	573,110	573,376	572,496	0%	0%	0%	0%	0%	0%	0%	-0.1%
School Bus	4,249	4,168	4,246	4,160	4,130	4,072	4,041	4,121	4,174	-2%	0%	-2%	-3%	-4%	-5%	-3%	-1.8%

Final EA Appendix 4A2, Table 4A.2-6. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

Scenario	Daily Volumes									Percent Change							
	Scenario									Scenario							
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>(by Screen Line/ Crossing)</i>																	
Total	113,058	113,749	128,235	123,915	108,180	120,128	133,196	110,059	129,882	0.6%	13.4%	9.6%	-4.3%	6.3%	17.8%	-2.7%	14.9%
60th Street	39,536	36,877	45,022	45,026	37,509	43,401	50,894	34,730	46,959	-6.7%	13.9%	13.9%	-5.1%	9.8%	28.7%	-12.2%	18.8%
Inbound	21,015	20,019	24,298	25,149	21,748	24,771	28,755	18,992	25,908	-4.7%	15.6%	19.7%	3.5%	17.9%	36.8%	-9.6%	23.3%
Outbound	18,551	16,890	20,758	19,906	15,791	18,661	22,168	15,771	21,080	-9.0%	11.9%	7.3%	-14.9%	0.6%	19.5%	-15.0%	13.6%
FDR DRIVE+WEST SIDE HWY	23,612	18,074	22,638	22,250	16,844	20,638	25,349	16,906	23,365	-23.5%	-4.1%	-5.8%	-28.7%	-12.6%	7.4%	-28.4%	-1.0%
<i>West Side Highway / Route 9A</i>	10,965	8,425	10,350	9,694	6,992	8,839	10,899	7,945	10,582	-23.2%	-5.6%	-11.6%	-36.2%	-19.4%	-0.6%	-27.5%	-3.5%
<i>FDR Drive</i>	12,647	9,649	12,288	12,556	9,852	11,799	14,450	8,961	12,783	-23.7%	-2.8%	-0.7%	-22.1%	-6.7%	14.3%	-29.1%	1.1%
WEST AVENUES	6,720	4,749	6,108	5,172	4,408	5,320	6,114	4,499	5,738	-29.3%	-9.1%	-23.0%	-34.4%	-20.8%	-9.0%	-33.1%	-14.6%
<i>West End Ave</i>	946	626	813	623	340	506	728	545	849	-33.8%	-14.1%	-34.1%	-64.1%	-46.5%	-23.0%	-42.4%	-10.3%
<i>Broadway</i>	2,734	1,614	2,097	1,706	1,235	1,579	1,791	1,575	1,861	-41.0%	-23.3%	-37.6%	-54.8%	-42.2%	-34.5%	-42.4%	-31.9%
<i>Amsterdam</i>	1,292	1,227	1,602	1,406	1,475	1,732	1,895	1,156	1,515	-5.0%	24.0%	8.8%	14.2%	34.1%	46.7%	-10.5%	17.3%
<i>Columbus Ave</i>	1,258	694	903	635	449	518	660	636	701	-44.8%	-28.2%	-49.5%	-64.3%	-58.8%	-47.5%	-49.4%	-44.3%
<i>Eighth Avenue</i>	490	588	693	802	909	985	1,040	587	812	20.0%	41.4%	63.7%	85.5%	101.0%	112.2%	19.8%	65.7%
EAST AVENUES	9,204	14,054	16,276	17,604	16,257	17,443	19,431	13,325	17,856	52.7%	76.8%	91.3%	76.6%	89.5%	111.1%	44.8%	94.0%
<i>Fifth Avenue</i>	1,472	914	1,142	863	623	706	877	801	883	-37.9%	-22.4%	-41.4%	-57.7%	-52.0%	-40.4%	-45.6%	-40.0%
<i>Madison Avenue</i>	236	162	179	178	125	101	104	136	194	-31.4%	-24.2%	-24.6%	-47.0%	-57.2%	-55.9%	-42.4%	-17.8%
<i>Park Avenue</i>	1,739	1,405	1,622	1,571	1,233	1,349	1,561	1,315	1,548	-19.2%	-6.7%	-9.7%	-29.1%	-22.4%	-10.2%	-24.4%	-11.0%
<i>Lexington Avenue</i>	651	906	1,045	1,550	1,192	1,338	1,426	852	1,664	39.2%	60.5%	138.1%	83.1%	105.5%	119.0%	30.9%	155.6%
<i>Third Avenue</i>	898	580	791	852	705	872	999	590	887	-35.4%	-11.9%	-5.1%	-21.5%	-2.9%	11.2%	-34.3%	-1.2%
<i>Second Avenue</i>	1,086	5,247	5,852	6,360	6,964	7,292	7,863	5,107	6,486	383.1%	438.9%	485.6%	541.3%	571.5%	624.0%	370.3%	497.2%
<i>First Avenue</i>	380	1,232	1,360	1,263	1,715	1,570	1,850	1,118	1,295	224.2%	257.9%	232.4%	351.3%	313.2%	386.8%	194.2%	240.8%
<i>York Avenue</i>	2,108	1,649	1,899	1,616	1,321	1,522	1,821	1,562	1,722	-21.8%	-9.9%	-23.3%	-37.3%	-27.8%	-13.6%	-25.9%	-18.3%
<i>Ed Koch Queensboro Ramp</i>	634	1,959	2,386	3,351	2,379	2,693	2,930	1,844	3,177	209.0%	276.3%	428.5%	275.2%	324.8%	362.1%	190.9%	401.1%
Queens	39,427	43,248	45,890	40,624	34,508	37,005	38,519	42,528	43,076	9.7%	16.4%	3.0%	-12.5%	-6.1%	-2.3%	7.9%	9.3%
Inbound	20,102	21,565	22,906	17,668	14,714	15,785	16,512	21,119	19,587	7.3%	13.9%	-12.1%	-26.8%	-21.5%	-17.9%	5.1%	-2.6%
Outbound	19,327	21,685	22,985	22,960	19,797	21,223	22,011	21,412	23,492	12.2%	18.9%	18.8%	2.4%	9.8%	13.9%	10.8%	21.6%
<i>Ed Koch Queensboro Bridge</i>	5,320	10,140	11,429	19,506	25,473	27,371	28,479	9,678	17,178	90.6%	114.8%	266.7%	378.8%	414.5%	435.3%	81.9%	222.9%
<i>Queens-Midtown Tunnel</i>	34,107	33,108	34,461	21,118	9,035	9,634	10,040	32,850	25,898	-2.9%	1.0%	-38.1%	-73.5%	-71.8%	-70.6%	-3.7%	-24.1%
Brooklyn	23,211	19,207	22,881	24,457	22,499	25,535	29,748	18,339	25,705	-17.3%	-1.4%	5.4%	-3.1%	10.0%	28.2%	-21.0%	10.7%
Inbound	10,709	8,597	10,322	13,250	12,184	13,659	15,808	8,189	13,359	-19.7%	-3.6%	23.7%	13.8%	27.5%	47.6%	-23.5%	24.7%
Outbound	12,509	10,618	12,566	11,212	10,320	11,884	13,946	10,158	12,352	-15.1%	0.5%	-10.4%	-17.5%	-5.0%	11.5%	-18.8%	-1.3%
<i>Williamsburg Bridge</i>	5,544	5,468	7,013	9,046	10,687	12,260	13,904	5,435	9,273	-1.4%	26.5%	63.2%	92.8%	121.1%	150.8%	-2.0%	67.3%
<i>Manhattan Bridge</i>	2,245	1,681	2,454	2,286	1,725	2,348	3,080	1,519	2,760	-25.1%	9.3%	1.8%	-23.2%	4.6%	37.2%	-32.3%	22.9%
<i>Brooklyn Bridge</i>	2,576	1,455	1,870	1,902	2,503	2,832	3,630	1,278	2,118	-43.5%	-27.4%	-26.2%	-2.8%	9.9%	40.9%	-50.4%	-17.8%
<i>Hugh Carey Tunnel</i>	12,846	10,603	11,544	11,223	7,584	8,095	9,134	10,107	11,554	-17.5%	-10.1%	-12.6%	-41.0%	-37.0%	-28.9%	-21.3%	-10.1%
New Jersey	10,884	14,417	14,442	13,808	13,664	14,187	14,035	14,462	14,142	32.5%	32.7%	26.9%	25.5%	30.3%	29.0%	32.9%	29.9%
Inbound	5,251	7,149	7,146	6,497	6,014	6,530	6,336	7,187	6,788	36.1%	36.1%	23.7%	14.5%	24.4%	20.7%	36.9%	29.3%
Outbound	5,637	7,272	7,299	7,314	7,654	7,661	7,701	7,278	7,356	29.0%	29.5%	29.7%	35.8%	35.9%	36.6%	29.1%	30.5%
<i>Holland Tunnel</i>	3,718	6,301	6,525	6,292	6,659	6,984	6,788	6,681	6,638	69.5%	75.5%	69.2%	79.1%	87.8%	82.6%	79.7%	78.5%
<i>Lincoln Tunnel</i>	7,166	8,116	7,917	7,516	7,005	7,203	7,247	7,781	7,504	13.3%	10.5%	4.9%	-2.2%	0.5%	1.1%	8.6%	4.7%

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.

Final EA Appendix 4A2, Table 4A.2-7. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2023) – with Adopted Toll Structure Added

Scenario	Daily Volumes								Percent Change								
	No Action	Scenario							ADOPTED TOLL STRUCTURE	Scenario							ADOPTED TOLL STRUCTURE
		A	B	C	D	E	F	G		A	B	C	D	E	F	G	
<i>(by Screen Line/ Crossing)</i>																	
Total	121,537	108,532	107,799	105,607	105,409	102,104	98,811	113,863	107,889	-10.7%	-11.3%	-13.1%	-13.3%	-16.0%	-18.7%	-6.3%	-11.2%
60th Street	46,128	37,375	37,158	35,747	35,140	33,948	34,905	39,058	36,662	-19.0%	-19.4%	-22.5%	-23.8%	-26.4%	-24.3%	-15.3%	-20.4%
Inbound	23,792	18,572	18,388	17,224	16,602	15,978	16,584	19,559	17,847	-21.9%	-22.7%	-27.6%	-30.2%	-32.8%	-30.3%	-17.8%	-25.0%
Outbound	22,366	18,829	18,800	18,550	18,564	18,000	18,350	19,528	18,892	-15.8%	-15.9%	-17.1%	-17.0%	-19.5%	-18.0%	-12.7%	-15.5%
FDR DRIVE+WEST SIDE HWY	4,118	4,202	4,281	4,338	4,749	4,684	4,816	4,388	4,506	2.0%	4.0%	5.3%	15.3%	13.7%	16.9%	6.6%	9.4%
<i>West Side Highway / Route 9A</i>	1,366	1,962	1,995	1,990	2,186	2,058	2,223	2,067	2,105	43.6%	46.0%	45.7%	60.0%	50.7%	62.7%	51.3%	54.1%
<i>FDR Drive</i>	2,752	2,240	2,286	2,348	2,563	2,626	2,593	2,321	2,401	-18.6%	-16.9%	-14.7%	-6.9%	-4.6%	-5.8%	-15.7%	-12.8%
WEST AVENUES	16,382	13,660	13,505	12,789	12,718	12,321	12,642	14,132	13,290	-16.6%	-17.6%	-21.9%	-22.4%	-24.8%	-22.8%	-13.7%	-18.8%
<i>West End Ave</i>	3,555	1,974	1,883	1,261	1,118	839	1,066	1,261	1,663	-44.5%	-47.0%	-64.5%	-68.6%	-76.4%	-70.0%	-39.2%	-53.2%
<i>Broadway</i>	5,864	6,029	6,073	6,143	6,320	6,379	6,291	5,967	6,128	2.8%	3.6%	4.8%	7.8%	8.8%	7.3%	1.8%	4.6%
<i>Amsterdam</i>	3,616	2,361	2,233	1,934	1,758	1,627	1,716	2,691	2,133	-34.7%	-38.2%	-46.5%	-51.4%	-55.0%	-52.5%	-25.6%	-41.0%
<i>Columbus Ave</i>	2,269	2,162	2,177	2,260	2,326	2,292	2,376	2,185	2,193	-4.7%	-4.1%	-0.4%	2.5%	1.0%	4.7%	-3.7%	-3.1%
<i>Eighth Avenue</i>	1,078	1,134	1,139	1,191	1,196	1,184	1,193	1,128	1,173	5.2%	5.7%	10.5%	10.9%	9.8%	10.7%	4.6%	9.3%
EAST AVENUES	25,628	19,513	19,372	18,620	17,673	16,943	17,447	20,538	18,866	-23.9%	-24.4%	-27.3%	-31.0%	-33.9%	-31.9%	-19.9%	-26.3%
<i>Fifth Avenue</i>	1,933	1,596	1,579	1,498	1,476	1,483	1,461	1,592	1,554	-17.4%	-18.3%	-22.5%	-23.6%	-23.3%	-24.4%	-17.6%	-19.4%
<i>Madison Avenue</i>	773	755	752	758	753	730	748	706	744	-2.3%	-2.7%	-1.9%	-2.6%	-5.6%	-3.2%	-8.7%	-3.3%
<i>Park Avenue</i>	4,132	3,438	3,465	3,368	3,298	3,288	3,246	3,553	3,375	-16.8%	-16.1%	-18.5%	-20.2%	-20.4%	-21.4%	-14.0%	-18.2%
<i>Lexington Avenue</i>	3,086	2,568	2,536	2,661	2,672	2,662	2,720	2,505	2,614	-16.8%	-17.8%	-13.8%	-13.4%	-13.7%	-11.9%	-18.8%	-15.1%
<i>Third Avenue</i>	3,705	3,708	3,744	3,639	3,586	3,381	3,575	3,763	3,725	0.1%	1.1%	-1.8%	-3.2%	-8.7%	-3.5%	1.6%	0.7%
<i>Second Avenue</i>	5,643	3,980	3,869	3,381	2,689	2,332	2,544	4,763	3,560	-29.5%	-31.4%	-40.1%	-52.3%	-58.7%	-54.9%	-15.6%	-36.9%
<i>First Avenue</i>	2,583	2,353	2,351	2,365	2,296	2,162	2,267	2,599	2,349	-8.9%	-9.0%	-8.4%	-11.1%	-16.3%	-12.2%	0.6%	-8.9%
<i>York Avenue</i>	1,189	779	737	630	584	575	576	721	619	-34.5%	-38.0%	-47.0%	-50.9%	-51.6%	-51.6%	-39.4%	-47.8%
<i>Ed Koch Queensboro Ramp</i>	2,584	336	339	320	319	330	310	336	326	-87.0%	-86.9%	-87.6%	-87.7%	-87.2%	-88.0%	-87.0%	-87.4%
Queens	23,198	21,929	21,746	21,178	20,879	20,143	20,635	23,063	21,316	-5.5%	-6.3%	-8.7%	-10.0%	-13.2%	-11.0%	-0.6%	-8.1%
Inbound	12,762	11,950	11,901	11,851	11,382	11,070	11,060	12,299	11,763	-6.4%	-6.7%	-7.1%	-10.8%	-13.3%	-13.3%	-3.6%	-7.8%
Outbound	10,440	9,983	9,848	9,330	9,501	9,077	9,579	10,767	9,560	-4.4%	-5.7%	-10.6%	-9.0%	-13.1%	-8.2%	3.1%	-8.4%
<i>Ed Koch Queensboro Bridge</i>	17,286	16,372	16,281	15,812	14,156	13,259	14,675	17,578	15,659	-5.3%	-5.8%	-8.5%	-18.1%	-23.3%	-15.1%	1.7%	-9.4%
<i>Queens-Midtown Tunnel</i>	5,912	5,557	5,465	5,366	6,723	6,884	5,960	5,485	5,657	-6.0%	-7.6%	-9.2%	13.7%	16.4%	0.8%	-7.2%	-4.3%
Brooklyn	33,616	32,029	31,900	31,460	31,774	30,914	25,829	33,088	32,275	-4.7%	-5.1%	-6.4%	-5.5%	-8.0%	-23.2%	-1.6%	-4.0%
Inbound	15,032	14,504	14,467	13,958	14,295	13,857	11,482	15,020	14,501	-3.5%	-3.8%	-7.1%	-4.9%	-7.8%	-23.6%	-0.1%	-3.5%
Outbound	18,590	17,534	17,439	17,510	17,486	17,064	14,353	18,075	17,791	-5.7%	-6.2%	-5.8%	-5.9%	-8.2%	-22.8%	-2.8%	-4.3%
<i>Williamsburg Bridge</i>	8,582	8,741	8,694	8,806	8,596	8,598	8,375	8,972	8,788	1.9%	1.3%	2.6%	0.2%	0.2%	-2.4%	4.5%	2.4%
<i>Manhattan Bridge</i>	12,781	10,887	10,816	11,164	9,900	9,763	9,390	11,747	11,212	-14.8%	-15.4%	-12.7%	-22.5%	-23.6%	-26.5%	-8.1%	-12.3%
<i>Brooklyn Bridge</i>	4,486	4,255	4,256	4,332	4,934	4,973	3,717	4,298	4,340	-5.1%	-5.1%	-3.4%	10.0%	10.9%	-17.1%	-4.2%	-3.3%
<i>Hugh Carey Tunnel</i>	7,767	8,146	8,134	7,158	8,344	7,580	4,347	8,071	7,935	4.9%	4.7%	-7.8%	7.4%	-2.4%	-44.0%	3.9%	2.2%
New Jersey	18,595	17,199	16,995	17,222	17,616	17,099	17,442	18,654	17,636	-7.5%	-8.6%	-7.4%	-5.3%	-8.0%	-6.2%	0.3%	-5.1%
Inbound	10,551	9,890	9,759	10,342	10,896	10,605	10,489	10,651	10,386	-6.3%	-7.5%	-2.0%	3.3%	0.5%	-0.6%	0.9%	-1.6%
Outbound	8,047	7,311	7,238	6,883	6,722	6,495	6,957	8,008	7,256	-9.1%	-10.1%	-14.5%	-16.5%	-19.3%	-13.5%	-0.5%	-9.8%
<i>Holland Tunnel</i>	9,305	9,131	9,065	9,078	9,152	8,935	9,209	9,941	9,476	-1.9%	-2.6%	-2.4%	-1.6%	-4.0%	-1.0%	6.8%	1.9%
<i>Lincoln Tunnel</i>	9,290	8,068	7,930	8,144	8,464	8,164	8,233	8,713	8,160	-13.2%	-14.6%	-12.3%	-8.9%	-12.1%	-11.4%	-6.2%	12.1%

Final EA Appendix 4A2, Table 4A.2-8. Work Journeys to the Manhattan CBD by Origin County (2023) – with Adopted Toll Structure Added

Scenario	Daily Journeys								Percent Change								
	Scenario								Scenario								
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
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	1,561,063	0%	0%	0%	0%	0%	0%	0%	0%
CBD	164,814	165,096	164,894	165,304	165,480	165,649	165,289	165,093	164,811	0%	0%	0%	0%	1%	0%	0%	0.0%
CBD	164,814	165,096	164,894	165,304	165,480	165,649	165,289	165,093	164,811	0%	0%	0%	0%	1%	0%	0%	0.0%
New York City	843,655	839,085	838,585	837,467	835,931	835,102	835,957	837,507	837,160	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-0.8%
Upper Manhattan	175,876	174,686	175,138	174,570	174,556	174,752	174,170	174,207	174,665	-1%	0%	-1%	-1%	-1%	-1%	-1%	-0.7%
Bronx	97,518	96,911	96,821	96,598	96,359	96,172	96,741	96,409	96,269	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1.3%
Brooklyn	282,439	280,663	280,595	279,906	279,684	279,165	280,197	280,463	280,204	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-0.8%
Queens	260,444	258,756	257,996	257,996	257,335	256,897	256,624	258,367	257,751	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1.0%
Staten Island	27,378	28,069	28,035	28,397	27,997	28,116	28,225	28,061	28,271	3%	2%	4%	2%	3%	3%	2%	3.3%
Long Island	128,802	131,412	131,993	131,253	131,272	131,777	130,636	132,202	131,192	2%	2%	2%	2%	2%	1%	3%	1.9%
Nassau	87,416	89,363	89,962	89,120	88,381	88,830	87,993	89,996	89,078	2%	3%	2%	1%	2%	1%	3%	1.9%
Suffolk	41,386	42,049	42,031	42,133	42,891	42,947	42,643	42,206	42,114	2%	2%	2%	4%	4%	3%	2%	1.8%
Upstate New York	101,745	99,988	100,411	100,742	100,272	100,014	100,247	100,347	100,365	-2%	-1%	-1%	-1%	-2%	-1%	-1%	-1.4%
Dutchess	5,989	5,960	5,909	5,982	5,987	6,031	5,961	6,065	5,945	0%	-1%	0%	0%	1%	0%	1%	-0.7%
Orange	14,672	14,595	14,741	14,940	15,391	15,585	15,418	14,754	14,907	-1%	0%	2%	5%	6%	5%	1%	1.6%
Putnam	1,648	1,665	1,628	1,629	1,618	1,685	1,645	1,663	1,649	1%	-1%	-1%	-2%	2%	0%	1%	0.1%
Rockland	8,569	8,310	8,504	8,396	8,526	8,509	8,247	8,518	8,213	-3%	-1%	-2%	-1%	-1%	-4%	-1%	-4.2%
Westchester	70,867	69,458	69,629	69,795	68,750	68,204	68,976	69,347	69,651	-2%	-2%	-2%	-3%	-4%	-3%	-2%	-1.7%
New Jersey	264,412	268,175	267,738	269,024	271,000	272,034	271,413	269,303	270,061	1%	1%	2%	2%	3%	3%	2%	2.1%
Bergen	35,099	35,399	35,160	35,660	35,818	36,087	35,949	35,421	35,483	1%	0%	2%	2%	3%	2%	1%	1.1%
Essex	31,127	31,297	31,485	31,602	31,715	31,901	31,840	31,816	31,597	1%	1%	2%	2%	2%	2%	2%	1.5%
Hudson	82,484	83,408	83,175	83,495	83,911	84,762	84,609	83,716	84,113	1%	1%	1%	2%	3%	3%	1%	2.0%
Hunterdon	3,050	3,074	3,124	3,102	3,126	3,161	3,136	3,094	3,107	1%	2%	2%	2%	4%	3%	1%	1.9%
Mercer	7,175	7,206	7,238	7,284	7,295	7,287	7,254	7,254	7,232	0%	1%	2%	2%	2%	1%	1%	0.8%
Middlesex	28,278	28,713	28,846	28,745	29,169	28,942	29,046	28,864	28,734	2%	2%	2%	3%	2%	3%	2%	1.6%
Monmouth	19,481	19,879	19,522	19,674	19,935	19,727	19,655	19,424	19,805	2%	0%	1%	2%	1%	1%	0%	1.7%
Morris	10,136	10,439	10,403	10,424	10,632	10,643	10,523	10,506	10,566	3%	3%	3%	5%	5%	4%	4%	4.2%
Ocean	11,322	11,429	11,451	11,495	11,564	11,506	11,538	11,497	11,459	1%	1%	2%	2%	2%	2%	2%	1.2%
Passaic	8,228	8,798	8,672	8,828	9,032	9,042	8,876	8,875	8,999	7%	5%	7%	10%	10%	8%	8%	9.4%
Somerset	5,977	6,159	6,124	6,223	6,198	6,298	6,259	6,146	6,202	3%	2%	4%	4%	5%	5%	3%	3.8%
Sussex	3,348	3,369	3,425	3,353	3,367	3,319	3,339	3,400	3,396	1%	2%	0%	1%	-1%	0%	2%	1.4%
Union	17,759	18,059	18,162	18,188	18,273	18,404	18,429	18,324	18,414	2%	2%	2%	3%	4%	4%	3%	3.7%
Warren	948	946	951	951	965	955	960	966	954	0%	0%	0%	2%	1%	1%	2%	0.6%
Connecticut	57,639	57,274	57,394	57,303	57,085	56,505	57,517	56,565	57,474	-1%	0%	-1%	-1%	-2%	0%	-2%	-0.3%
Fairfield	37,853	37,404	37,634	37,596	37,104	36,530	37,532	36,665	37,672	-1%	-1%	-1%	-2%	-3%	-1%	-3%	-0.5%
New Haven	19,786	19,870	19,760	19,707	19,981	19,975	19,985	19,900	19,802	0%	0%	0%	1%	1%	1%	1%	2.3%

Final EA Appendix 4A2, Table 4A.2-9. Toll Vehicle Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

Scenario	Daily Volumes									Percent Change							
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>(by Screen Line/ Crossing)</i>																	
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	1,268,937	-13%	-12%	-14%	-17%	-18%	-16%	-14%	-14.3%
Inbound	750,695	647,822	650,479	635,851	617,517	610,279	621,900	636,184	635,833	-14%	-13%	-15%	-18%	-19%	-17%	-15.3%	-15.3%
Outbound	729,559	644,852	647,500	632,704	613,005	605,868	617,357	633,393	633,104	-12%	-11%	-13%	-16%	-17%	-15%	-13%	-13.2%
60th Street	549,072	473,220	479,431	460,828	438,623	436,372	446,477	469,509	467,387	-13.8%	-12.7%	-16.1%	-20.1%	-20.5%	-18.7%	-14.5%	-14.9%
Inbound	288,876	236,408	239,250	226,243	212,735	211,409	216,884	233,737	230,946	-18.2%	-17.2%	-21.7%	-26.4%	-26.8%	-24.9%	-19.1%	-20.1%
Outbound	260,182	236,796	240,172	234,572	225,878	224,955	229,583	235,764	236,441	-9.0%	-7.7%	-9.8%	-13.2%	-13.5%	-11.8%	-9.4%	-9.1%
FDR DRIVE+WEST SIDE HWY	301,343	288,193	291,892	285,093	276,703	275,597	280,729	287,393	288,400	-4.4%	-3.1%	-5.4%	-8.2%	-8.5%	-6.8%	-4.6%	-4.3%
West Side Highway / Route 9A	124,950	117,457	118,920	115,127	111,092	110,371	112,823	116,458	116,629	-6.0%	-4.8%	-7.9%	-11.1%	-11.7%	-9.7%	-6.8%	-6.7%
am	26,409	25,842	26,232	25,580	25,080	25,175	25,424	25,745	25,893	-2.1%	-0.7%	-3.1%	-5.0%	-4.7%	-3.7%	-2.5%	-2.0%
md	35,767	33,953	34,492	33,809	32,466	32,622	33,110	33,621	34,182	-5.1%	-3.6%	-5.5%	-9.2%	-8.8%	-7.4%	-6.0%	-4.4%
pm	26,791	25,949	26,143	25,589	25,067	25,072	25,363	25,797	25,765	-3.1%	-2.4%	-4.5%	-6.4%	-6.4%	-5.3%	-3.7%	-3.8%
nt	35,983	31,713	32,053	30,149	28,479	27,502	28,926	31,295	30,789	-11.9%	-10.9%	-16.2%	-20.9%	-23.6%	-19.6%	-13.0%	-14.4%
FDR Drive	176,393	170,736	172,972	169,966	165,611	165,226	167,906	170,935	171,771	-3.2%	-1.9%	-3.6%	-6.1%	-6.3%	-4.8%	-3.1%	-2.6%
am	35,876	35,591	35,904	35,980	35,525	35,727	35,945	35,852	36,145	-0.8%	0.1%	0.3%	-1.0%	-0.4%	0.2%	-0.1%	0.7%
md	49,880	48,193	49,129	48,748	47,821	47,663	48,944	48,246	49,020	-3.4%	-1.5%	-2.3%	-4.1%	-4.4%	-1.9%	-3.3%	-1.7%
pm	41,521	40,448	40,849	40,091	39,071	39,406	39,737	40,247	40,335	-2.6%	-1.6%	-3.4%	-5.9%	-5.1%	-4.3%	-3.1%	-2.9%
nt	49,116	46,504	47,090	45,147	43,194	42,430	43,280	46,590	46,271	-5.3%	-4.1%	-8.1%	-12.1%	-13.6%	-11.9%	-5.1%	-5.8%
WEST AVENUES	72,502	56,201	57,660	54,867	50,856	50,545	52,999	56,491	55,772	-22.5%	-20.5%	-24.3%	-29.9%	-30.3%	-26.9%	-22.1%	-23.1%
West End Ave	10,141	3,914	4,226	3,391	2,516	2,424	3,024	4,322	4,037	-61.4%	-58.3%	-66.6%	-75.2%	-76.1%	-70.2%	-57.4%	-60.2%
am	2,742	1,163	1,248	983	767	753	841	1,336	1,121	-57.6%	-54.5%	-64.2%	-72.0%	-72.5%	-69.3%	-51.3%	-59.1%
md	3,007	1,210	1,294	970	777	751	962	1,380	1,206	-59.8%	-57.0%	-67.7%	-74.2%	-75.0%	-68.0%	-54.1%	-59.9%
pm	2,280	1,008	1,130	990	610	607	814	1,020	1,151	-55.8%	-50.4%	-56.6%	-73.2%	-73.4%	-64.3%	-55.3%	-49.5%
nt	2,112	533	554	448	362	313	407	586	559	-74.8%	-73.8%	-78.8%	-82.9%	-85.2%	-80.7%	-72.3%	-73.5%
Broadway	34,340	29,214	29,590	28,539	26,644	26,387	27,354	28,641	28,646	-14.9%	-13.8%	-16.9%	-22.4%	-23.2%	-20.3%	-16.6%	-16.6%
am	8,486	7,413	7,356	7,314	6,655	6,584	6,769	7,238	7,197	-12.6%	-13.3%	-13.8%	-21.6%	-22.4%	-20.2%	-14.7%	-15.2%
md	9,086	7,245	7,487	7,070	6,345	6,246	6,738	7,205	7,243	-20.3%	-17.6%	-22.2%	-30.2%	-31.3%	-25.8%	-20.7%	-20.3%
pm	10,649	9,199	9,342	9,026	8,618	8,631	8,617	9,088	9,117	-13.6%	-12.3%	-15.2%	-19.1%	-19.0%	-19.1%	-14.7%	-14.4%
nt	6,119	5,357	5,405	5,129	5,026	4,926	5,230	5,110	5,089	-12.5%	-11.7%	-16.2%	-17.9%	-19.5%	-14.5%	-16.5%	-16.8%
Amsterdam	13,296	8,508	8,776	8,388	7,821	7,614	8,283	8,730	8,352	-36.0%	-34.0%	-36.9%	-41.2%	-42.7%	-37.7%	-34.3%	-37.2%
am	1,825	1,107	1,082	970	898	870	909	1,210	1,024	-39.3%	-40.7%	-46.8%	-50.8%	-52.3%	-50.2%	-33.7%	-43.9%
md	3,528	2,091	2,084	1,957	1,745	1,740	1,871	2,213	2,032	-40.7%	-40.9%	-44.5%	-50.5%	-50.7%	-47.0%	-37.3%	-42.4%
pm	6,075	4,241	4,587	4,265	3,860	3,814	4,185	4,193	4,245	-30.2%	-24.5%	-29.8%	-36.5%	-37.2%	-31.1%	-31.0%	-30.1%
nt	1,868	1,069	1,023	1,196	1,318	1,190	1,318	1,114	1,051	-42.8%	-45.2%	-36.0%	-29.4%	-36.3%	-29.4%	-40.4%	-43.7%
Columbus Ave	10,785	10,941	11,335	10,628	10,040	10,246	10,362	11,120	10,908	1.4%	5.1%	-1.5%	-6.9%	-5.0%	-3.9%	3.1%	1.1%
am	3,422	3,297	3,412	3,262	3,025	3,091	3,183	3,316	3,370	-3.7%	-0.3%	-4.7%	-11.6%	-9.7%	-7.0%	-3.1%	-1.5%
md	3,964	3,742	3,950	3,617	3,452	3,601	3,518	3,806	3,738	-5.6%	-0.4%	-8.8%	-12.9%	-9.2%	-11.3%	-4.0%	-5.7%
pm	1,968	1,979	2,017	1,840	1,766	1,786	1,859	1,953	1,827	0.6%	2.5%	-6.5%	-10.3%	-9.2%	-5.5%	-0.8%	-7.2%
nt	1,431	1,923	1,956	1,909	1,797	1,768	1,802	2,045	1,973	34.4%	36.7%	33.4%	25.6%	23.5%	25.9%	42.9%	37.9%
Eighth Avenue	3,940	3,624	3,733	3,921	3,835	3,874	3,976	3,678	3,829	-8.0%	-5.3%	-0.5%	-2.7%	-1.7%	0.9%	-6.6%	-2.8%
am	693	697	713	748	878	879	863	652	721	0.6%	2.9%	7.9%	26.7%	26.8%	24.5%	-5.9%	4.0%
md	960	858	853	884	853	881	902	861	897	-10.6%	-11.1%	-7.9%	-11.1%	-8.2%	-6.0%	-10.3%	-6.6%
pm	1,468	1,248	1,314	1,365	1,235	1,236	1,277	1,292	1,363	-15.0%	-10.5%	-7.0%	-15.9%	-15.8%	-13.0%	-12.0%	-7.2%
nt	819	821	853	924	869	878	934	873	848	0.2%	4.2%	12.8%	6.1%	7.2%	14.0%	6.6%	3.5%
EAST AVENUES	175,227	128,826	129,879	120,868	111,064	110,230	112,749	125,625	123,215	-26.5%	-25.9%	-31.0%	-36.6%	-37.1%	-35.7%	-28.3%	-29.7%
Fifth Avenue	13,688	10,357	10,635	9,866	9,084	8,954	9,305	10,313	10,071	-24.3%	-22.3%	-27.9%	-33.6%	-34.6%	-32.0%	-24.7%	-26.4%
am	4,262	3,688	3,718	3,606	3,340	3,250	3,382	3,603	3,510	-13.5%	-12.8%	-15.4%	-21.6%	-23.7%	-20.6%	-15.5%	-17.6%
md	5,324	3,600	3,749	3,492	3,075	3,091	3,237	3,668	3,526	-32.4%	-29.6%	-34.4%	-42.2%	-41.9%	-39.2%	-31.1%	-33.8%
pm	2,178	1,638	1,715	1,546	1,547	1,565	1,565	1,644	1,683	-24.8%	-21.3%	-29.0%	-29.0%	-28.1%	-28.1%	-24.5%	-22.7%
nt	1,924	1,431	1,453	1,222	1,122	1,048	1,121	1,398	1,352	-25.6%	-24.5%	-36.5%	-41.7%	-45.5%	-41.7%	-27.3%	-29.7%
Madison Avenue	4,135	3,557	3,673	3,532	3,361	3,329	3,451	3,574	3,558	-14.0%	-11.2%	-14.6%	-18.7%	-19.5%	-16.5%	-13.6%	-14.0%

Daily Volumes										Percent Change							
Scenario	Scenario							Scenario									
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
am	504	478	483	475	467	466	471	473	493	-5.2%	-4.2%	-5.8%	-7.3%	-7.5%	-6.5%	-6.2%	-2.2%
md	933	894	888	878	882	876	877	881	859	-4.2%	-4.8%	-5.9%	-5.5%	-6.1%	-6.0%	-5.6%	-7.9%
pm	2,424	1,990	2,110	1,990	1,835	1,776	1,906	2,039	2,022	-17.9%	-13.0%	-17.9%	-24.3%	-26.7%	-21.4%	-15.9%	-16.6%
nt	274	195	192	189	177	211	197	181	184	-28.8%	-29.9%	-31.0%	-35.4%	-23.0%	-28.1%	-33.9%	-32.8%
Park Avenue	19,120	15,565	15,774	15,288	14,537	13,927	14,552	15,240	15,236	-18.6%	-17.5%	-20.0%	-24.0%	-27.2%	-23.9%	-20.3%	-20.3%
am	5,447	4,692	4,776	4,636	4,339	4,212	4,363	4,589	4,592	-13.9%	-12.3%	-14.9%	-20.3%	-22.7%	-19.9%	-15.8%	-15.7%
md	5,082	3,833	3,820	3,666	3,475	3,403	3,500	3,724	3,722	-24.6%	-24.8%	-27.9%	-31.6%	-33.0%	-31.1%	-26.7%	-26.8%
pm	5,339	4,419	4,465	4,384	4,323	4,085	4,172	4,322	4,404	-17.2%	-16.4%	-17.9%	-19.0%	-23.5%	-21.9%	-19.0%	-17.5%
nt	3,252	2,621	2,713	2,602	2,400	2,227	2,517	2,605	2,518	-19.4%	-16.6%	-20.0%	-26.2%	-31.5%	-22.6%	-19.9%	-22.5%
Lexington Avenue	12,954	9,343	9,394	8,438	7,528	7,611	7,613	9,448	8,366	-27.9%	-27.5%	-34.9%	-41.9%	-41.2%	-41.2%	-27.1%	-35.4%
am	4,078	2,531	2,615	2,444	2,237	2,173	2,294	2,566	2,457	-37.9%	-35.9%	-40.1%	-45.1%	-46.7%	-43.7%	-37.1%	-39.7%
md	4,945	4,249	4,113	3,683	3,003	3,158	2,998	4,397	3,278	-14.1%	-16.8%	-25.5%	-39.3%	-36.1%	-39.4%	-11.1%	-33.7%
pm	1,830	1,167	1,258	1,147	1,159	1,186	1,203	1,160	1,178	-36.2%	-31.3%	-37.3%	-36.7%	-35.2%	-34.3%	-36.6%	-35.6%
nt	2,101	1,396	1,408	1,164	1,129	1,094	1,118	1,325	1,453	-33.6%	-33.0%	-44.6%	-46.3%	-47.9%	-46.8%	-36.9%	-30.8%
Third Avenue	14,732	11,117	11,374	10,467	8,672	8,892	8,798	10,586	10,978	-24.5%	-22.8%	-29.0%	-41.1%	-39.6%	-40.3%	-28.1%	-25.5%
am	2,657	2,016	2,037	1,929	1,764	1,815	1,770	1,833	1,948	-24.1%	-23.3%	-27.4%	-33.6%	-31.7%	-33.4%	-31.0%	-26.7%
md	4,589	3,792	3,998	3,547	2,671	2,707	2,729	3,790	3,885	-17.4%	-12.9%	-22.7%	-41.8%	-41.0%	-40.5%	-17.4%	-15.3%
pm	5,105	3,847	3,867	3,545	2,998	3,072	3,015	3,547	3,602	-24.6%	-24.3%	-30.6%	-41.3%	-39.8%	-40.9%	-30.5%	-29.4%
nt	2,381	1,462	1,472	1,446	1,239	1,298	1,284	1,416	1,543	-38.6%	-38.2%	-39.3%	-48.0%	-45.5%	-46.1%	-40.5%	-35.2%
Second Avenue	40,494	21,084	20,913	18,165	15,893	15,843	16,747	18,875	19,326	-47.9%	-48.4%	-55.1%	-60.8%	-60.9%	-58.6%	-53.4%	-52.3%
am	9,631	6,535	6,568	6,140	5,685	5,698	5,921	5,890	6,040	-32.1%	-31.8%	-36.2%	-41.0%	-40.8%	-38.5%	-38.8%	-37.3%
md	11,156	6,460	6,568	5,419	4,417	4,545	4,685	6,186	6,608	-42.1%	-41.1%	-51.4%	-60.4%	-59.3%	-58.0%	-44.6%	-40.8%
pm	9,085	4,499	4,453	4,012	3,615	3,620	3,747	4,194	3,917	-50.5%	-51.0%	-55.8%	-60.2%	-60.2%	-58.8%	-53.8%	-56.9%
nt	10,622	3,590	3,324	2,594	2,176	1,980	2,394	2,605	2,761	-66.2%	-68.7%	-75.6%	-79.5%	-81.4%	-77.5%	-75.5%	-74.0%
First Avenue	6,164	5,765	6,078	5,871	5,663	5,308	5,736	5,937	5,760	-6.5%	-1.4%	-4.8%	-8.1%	-13.9%	-6.9%	-3.7%	-6.6%
am	2,202	1,993	2,014	1,952	1,867	1,844	1,911	1,987	1,952	-9.5%	-8.5%	-11.4%	-15.2%	-16.3%	-13.2%	-9.8%	-11.4%
md	1,430	1,601	1,640	1,585	1,564	1,496	1,561	1,640	1,589	12.0%	14.7%	10.8%	9.4%	4.6%	9.2%	14.7%	11.1%
pm	1,755	1,488	1,774	1,733	1,641	1,417	1,635	1,622	1,564	-15.2%	1.1%	-1.3%	-6.5%	-19.3%	-6.8%	-7.6%	-10.9%
nt	777	683	650	601	591	551	629	688	655	-12.1%	-16.3%	-22.7%	-23.9%	-29.1%	-19.0%	-11.5%	-15.7%
York Avenue	23,130	14,003	13,978	13,323	11,794	12,032	12,062	13,801	13,062	-39.5%	-39.6%	-42.4%	-49.0%	-48.0%	-47.9%	-40.3%	-43.5%
am	4,535	2,600	2,627	2,392	2,200	2,157	2,098	2,448	2,372	-42.7%	-42.1%	-47.3%	-51.5%	-52.4%	-53.7%	-46.0%	-47.7%
md	7,308	4,514	4,721	4,475	3,785	3,805	4,073	4,507	4,331	-38.2%	-35.4%	-38.8%	-48.2%	-47.9%	-44.3%	-38.3%	-40.7%
pm	4,177	2,440	2,269	2,018	1,855	1,999	1,915	2,474	2,109	-41.6%	-45.7%	-51.7%	-55.6%	-52.1%	-54.2%	-40.8%	-49.5%
nt	7,110	4,449	4,361	4,438	3,954	4,071	3,976	4,372	4,250	-37.4%	-38.7%	-37.6%	-44.4%	-42.7%	-44.1%	-38.5%	-40.2%
Ed Koch Queensboro Ramp	40,810	38,035	38,060	35,918	34,532	34,334	34,485	37,851	36,858	-6.8%	-6.7%	-12.0%	-15.4%	-15.9%	-15.5%	-7.3%	-9.7%
am	8,172	6,250	6,294	6,108	6,041	5,972	6,002	6,237	6,250	-23.5%	-23.0%	-25.3%	-26.1%	-26.9%	-26.6%	-23.7%	-23.5%
md	15,526	13,262	13,453	12,756	11,677	11,523	11,669	13,353	12,870	-14.6%	-13.4%	-17.8%	-24.8%	-25.8%	-24.8%	-14.0%	-17.1%
pm	8,411	6,202	6,105	5,628	5,493	5,540	5,655	6,103	5,904	-26.3%	-27.4%	-33.1%	-34.7%	-34.1%	-32.8%	-27.4%	-29.8%
nt	8,701	12,321	12,208	11,426	11,321	11,299	11,159	12,158	11,834	41.6%	40.3%	31.3%	30.1%	29.9%	28.2%	39.7%	36.0%
Queens	291,091	253,735	252,884	253,353	254,874	253,653	255,827	248,183	249,488	-12.8%	-13.1%	-13.0%	-12.4%	-12.9%	-12.1%	-14.7%	-14.3%
Inbound	154,348	138,824	138,730	142,997	147,894	147,558	148,430	136,884	138,699	-10.1%	-10.1%	-7.4%	-4.2%	-4.4%	-3.8%	-11.3%	-10.1%
Outbound	136,738	114,904	114,147	110,352	106,975	106,091	107,391	111,295	110,789	-16.0%	-16.5%	-19.3%	-21.8%	-22.4%	-21.5%	-18.6%	-19.0%
Ed Koch Queensboro Bridge	197,846	166,725	165,822	148,303	141,166	139,726	140,873	161,957	155,450	-15.7%	-16.2%	-25.0%	-28.6%	-29.4%	-28.8%	-18.1%	-21.4%
am	42,221	36,712	36,676	33,980	32,041	31,626	31,820	35,481	34,542	-13.0%	-13.1%	-19.5%	-24.1%	-25.1%	-24.6%	-16.0%	-18.2%
md	62,631	52,936	53,021	50,245	47,626	47,231	47,633	51,650	50,593	-15.5%	-15.3%	-19.8%	-24.0%	-24.6%	-23.9%	-17.5%	-19.2%
pm	42,940	34,959	34,766	31,385	30,046	29,768	30,328	34,205	32,264	-18.6%	-19.0%	-26.9%	-30.0%	-30.7%	-29.4%	-20.3%	-24.9%
nt	50,054	42,118	41,359	32,693	31,453	31,101	31,092	40,621	38,051	-15.9%	-17.4%	-34.7%	-37.2%	-37.9%	-37.9%	-18.8%	-24.0%
Queens-Midtown Tunnel	93,245	87,010	87,062	105,050	113,708	113,927	114,954	86,226	94,038	-6.7%	-6.6%	12.7%	21.9%	22.2%	23.3%	-7.5%	0.9%
am	21,318	20,294	20,323	22,461	24,206	24,031	24,399	20,241	21,835	-4.8%	-4.7%	5.4%	13.5%	12.7%	14.5%	-5.1%	2.4%
md	32,800	30,994	31,149	33,041	34,751	34,679	35,178	30,774	32,304	-5.5%	-5.0%	0.7%	5.9%	5.7%	7.3%	-6.2%	-1.5%
pm	22,094	20,087	20,082	23,055	24,200	24,066	24,167	19,888	22,158	-9.1%	-9.1%	4.3%	9.5%	8.9%	9.4%	-10.0%	0.3%
nt	17,033	15,635	15,508	26,493	30,551	31,151	31,210	15,323	17,741	-8.2%	-9.0%	55.5%	79.4%	82.9%	83.2%	-10.0%	4.2%
Brooklyn	408,468	365,716	367,350	351,031	330,025	325,233	330,740	358,827	356,381	-10.5%	-10.1%	-14.1%	-19.2%	-20.4%	-19.0%	-12.2%	-12.7%
Inbound	192,604	172,530	173,247	159,307	143,498	141,693	143,711	169,120	165,715	-10.4%	-10.1%	-17.3%	-25.5%	-26.4%	-25.4%	-12.2%	-14.0%

Daily Volumes										Percent Change							
Scenario	Scenario							Scenario									
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
Outbound	215,854	193,179	194,093	191,710	186,518	183,531	187,019	189,699	190,666	-10.5%	-10.1%	-11.2%	-13.6%	-15.0%	-13.4%	-12.1%	-11.7%
Williamsburg Bridge	133,193	111,152	111,231	103,933	93,227	91,002	93,740	108,000	107,226	-16.5%	-16.5%	-22.0%	-30.0%	-31.7%	-29.6%	-18.9%	-19.5%
am	28,657	23,603	23,402	22,828	21,703	21,184	21,445	23,086	23,026	-17.6%	-18.3%	-20.3%	-24.3%	-26.1%	-25.2%	-19.4%	-19.6%
md	37,751	31,457	31,715	30,384	28,285	27,954	28,793	30,496	30,695	-16.7%	-16.0%	-19.5%	-25.1%	-26.0%	-23.7%	-19.2%	-18.7%
pm	32,592	28,375	28,569	27,062	24,497	24,023	24,458	27,939	27,412	-12.9%	-12.3%	-17.0%	-24.8%	-26.3%	-25.0%	-14.3%	-15.9%
nt	34,193	27,717	27,545	23,659	18,742	17,841	19,044	26,479	26,093	-18.9%	-19.4%	-30.8%	-45.2%	-47.8%	-44.3%	-22.6%	-23.7%
Manhattan Bridge	89,149	69,587	69,972	57,934	44,967	42,409	44,757	67,431	63,541	-21.9%	-21.5%	-35.0%	-49.6%	-52.4%	-49.8%	-24.4%	-28.7%
am	24,240	19,181	19,463	16,306	12,866	12,271	12,375	18,619	17,014	-20.9%	-19.7%	-32.7%	-46.9%	-49.4%	-48.9%	-23.2%	-29.8%
md	24,873	20,349	20,465	17,550	12,633	12,068	13,529	19,843	18,735	-18.2%	-17.7%	-29.4%	-49.2%	-51.5%	-45.6%	-20.2%	-24.7%
pm	21,682	16,501	16,605	13,896	10,852	10,144	10,448	15,847	14,473	-23.9%	-23.4%	-35.9%	-49.9%	-53.2%	-51.8%	-26.9%	-33.2%
nt	18,354	13,556	13,439	10,182	8,616	7,926	8,405	13,122	13,319	-26.1%	-26.8%	-44.5%	-53.1%	-56.8%	-54.2%	-28.5%	-27.4%
Brooklyn Bridge	123,306	120,792	121,064	115,635	109,739	109,409	109,590	120,164	118,268	-2.0%	-1.8%	-6.2%	-11.0%	-11.3%	-11.1%	-2.5%	-4.1%
am	26,213	25,670	25,654	24,973	24,514	24,414	24,590	25,498	25,155	-2.1%	-2.1%	-4.7%	-6.5%	-6.9%	-6.2%	-2.7%	-4.0%
md	34,357	33,511	33,801	32,465	31,177	31,323	31,190	33,385	32,725	-2.5%	-1.6%	-5.5%	-9.3%	-8.8%	-9.2%	-2.8%	-4.7%
pm	27,393	26,147	26,223	25,070	24,595	24,477	24,521	26,020	25,391	-4.5%	-4.3%	-8.5%	-10.2%	-10.6%	-10.5%	-5.0%	-7.3%
nt	35,343	35,464	35,386	33,127	29,453	29,195	29,289	35,261	34,997	0.3%	0.1%	-6.3%	-16.7%	-17.4%	-17.1%	-0.2%	-1.0%
Hugh Carey Tunnel	62,820	64,185	65,083	73,529	82,092	82,413	82,653	63,232	67,346	2.2%	3.6%	17.0%	30.7%	31.2%	31.6%	0.7%	7.2%
am	17,654	18,302	18,449	19,366	20,680	20,680	20,734	18,011	19,200	3.7%	4.5%	9.7%	17.1%	17.1%	17.4%	2.0%	8.8%
md	20,946	20,546	20,963	22,234	24,001	24,044	24,374	20,168	21,788	-1.9%	0.1%	6.1%	14.6%	14.8%	16.4%	-3.7%	4.0%
pm	19,208	19,230	19,455	21,136	22,606	22,545	22,662	18,859	20,198	0.1%	1.3%	10.0%	17.7%	17.4%	18.0%	-1.8%	5.2%
nt	5,012	6,107	6,216	10,793	14,805	15,144	14,883	6,194	6,160	21.8%	24.0%	115.3%	195.4%	202.2%	196.9%	23.6%	22.9%
New Jersey	231,655	200,038	198,343	203,377	207,027	200,911	206,241	193,082	195,681	-13.6%	-14.4%	-12.2%	-10.6%	-13.3%	-11.0%	-16.7%	-15.5%
Inbound	114,867	100,060	99,252	107,304	113,390	109,619	112,875	96,443	100,473	-12.9%	-13.6%	-6.6%	-1.3%	-4.6%	-1.7%	-16.0%	-12.5%
Outbound	116,785	99,973	99,088	96,070	93,634	91,291	93,364	96,635	95,208	-14.4%	-15.2%	-17.7%	-19.8%	-21.8%	-20.1%	-17.3%	-18.5%
Holland Tunnel	112,293	98,676	97,801	98,923	97,997	95,322	97,637	94,418	95,630	-12.1%	-12.9%	-11.9%	-12.7%	-15.1%	-13.1%	-15.9%	-14.8%
am	24,403	22,357	22,225	22,221	22,072	21,685	21,709	21,681	21,867	-8.4%	-8.9%	-8.9%	-9.6%	-11.1%	-11.0%	-11.2%	-10.4%
md	30,664	26,921	26,656	26,726	26,521	25,498	26,919	26,141	25,952	-12.2%	-13.1%	-12.8%	-13.5%	-16.8%	-12.2%	-14.8%	-15.4%
pm	24,319	21,872	21,729	21,790	21,856	21,047	21,114	21,160	21,210	-10.1%	-10.7%	-10.4%	-10.1%	-13.5%	-13.2%	-13.0%	-12.8%
nt	32,907	27,526	27,191	28,186	27,548	27,092	27,895	25,436	26,601	-16.4%	-17.4%	-14.3%	-16.3%	-17.7%	-15.2%	-22.7%	-19.2%
Lincoln Tunnel	119,362	101,362	100,542	104,454	109,030	105,589	108,604	98,664	100,051	-15.1%	-15.8%	-12.5%	-8.7%	-11.5%	-9.0%	-17.3%	-16.2%
am	25,320	23,616	23,552	24,101	24,429	24,076	23,987	23,045	23,595	-6.7%	-7.0%	-4.8%	-3.5%	-4.9%	-5.3%	-9.0%	-6.8%
md	35,984	30,238	29,793	30,254	30,590	29,902	31,337	29,419	29,555	-16.0%	-17.2%	-15.9%	-15.0%	-16.9%	-12.9%	-18.2%	-17.9%
pm	26,762	23,685	23,679	23,597	23,506	22,830	22,925	23,049	23,146	-11.5%	-11.5%	-11.8%	-12.2%	-14.7%	-14.3%	-13.9%	-13.5%
nt	31,296	23,823	23,518	26,502	30,505	28,781	30,355	23,151	23,755	-23.9%	-24.9%	-15.3%	-2.5%	-8.0%	-3.0%	-26.0%	-24.1%

Final EA Appendix 4A2, Table 4A.2-10. Summary – Vehicle-Miles Traveled (2045) – with Adopted Toll Structure Added

Scenario	Daily VMT									Percent Change							Adopted Toll Structure
	No Action	Scenario								Adopted Toll Structure	Scenario						
		A	B	C	D	E	F	G	A		B	C	D	E	F	G	
<i>(by Screen Line/ Crossing)</i>																	
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	3,144,178	-6.7%	-6.0%	-7.2%	-8.4%	-8.7%	-7.5%	-7.6%	-7.6%
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	49,268,271	-0.9%	-0.8%	-1.1%	-1.7%	-1.7%	-1.5%	-1.0%	-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	3,144,178	-6.7%	-6.0%	-7.2%	-8.4%	-8.7%	-7.5%	-7.6%	-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	1,201,489	-4.0%	-3.4%	-3.2%	-2.0%	-2.5%	-1.3%	-5.1%	-4.8%
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	1,942,689	-8.3%	-7.5%	-9.6%	-12.1%	-12.4%	-11.2%	-9.1%	-9.2%
RT9A - S of 60th	647,671	554,316	562,018	528,271	500,214	499,855	509,900	550,459	540,705	-14.4%	-13.2%	-18.4%	-22.8%	-22.8%	-21.3%	-15.0%	-16.5%
FDR - S of 60th	758,659	760,056	770,395	754,497	733,879	739,383	743,921	763,263	762,556	0.2%	1.5%	-0.5%	-3.3%	-2.5%	-1.9%	0.6%	0.5%
Bridge & Tunnels - S of 60th*	734,362	648,531	648,367	651,404	646,813	636,992	647,705	633,143	639,428	-11.7%	-11.7%	-11.3%	-11.9%	-13.3%	-11.8%	-13.8%	-12.9%
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	2,170,252	-6.6%	-6.4%	-8.3%	-10.1%	-10.4%	-9.6%	-7.5%	-7.6%
Manhattan: 60th St - 82nd St	691,669	619,654	625,994	609,607	588,882	587,032	597,706	615,867	614,392	-10.4%	-9.5%	-11.9%	-14.9%	-15.1%	-13.6%	-11.0%	-11.2%
Long Island City	700,142	652,642	650,449	648,608	652,055	649,766	653,025	642,138	644,414	-6.8%	-7.1%	-7.4%	-6.9%	-7.2%	-6.7%	-8.3%	-8.0%
Downtown Brooklyn	530,763	515,559	515,095	495,020	479,948	477,863	479,718	511,255	506,463	-2.9%	-3.0%	-6.7%	-9.6%	-10.0%	-9.6%	-3.7%	-4.6%
Williamsburg	427,355	407,456	408,287	402,043	392,424	390,145	392,860	404,635	404,983	-4.7%	-4.5%	-5.9%	-8.2%	-8.7%	-8.1%	-5.3%	-5.2%
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	7,076,967	-0.8%	-0.6%	-1.1%	-1.8%	-1.8%	-1.5%	-0.8%	-0.9%
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	1,776,647	-1.9%	-1.2%	-2.4%	-4.0%	-4.2%	-3.4%	-1.4%	-2.0%
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	2,514,023	-0.8%	-0.7%	-1.6%	-2.0%	-2.1%	-2.0%	-1.2%	-1.1%
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	2,786,297	0.0%	-0.2%	0.0%	-0.2%	-0.1%	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	36,876,874	0.0%	0.0%	-0.1%	-0.5%	-0.5%	-0.4%	0.0%	0.1%
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	1,795,520	-0.3%	-0.1%	-1.1%	-2.5%	-3.0%	-2.3%	-0.2%	-0.8%
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	6,954,215	0.1%	0.1%	0.0%	-0.4%	-0.4%	-0.5%	0.0%	0.4%
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	15,790,667	-0.6%	-0.6%	-0.6%	-0.9%	-0.9%	-0.7%	-0.6%	-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	4,263,880	1.9%	1.8%	2.1%	1.7%	2.0%	1.6%	2.3%	2.5%
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	8,072,592	0.1%	0.2%	0.1%	-0.3%	-0.4%	-0.2%	0.3%	-0.1%
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	133,442,057	-0.5%	-0.4%	-0.6%	-0.9%	-0.9%	-0.8%	-0.5%	-0.6%
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	49,268,271	-0.9%	-0.8%	-1.1%	-1.7%	-1.7%	-1.5%	-1.0%	-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	46,716,446	-0.1%	-0.2%	-0.2%	-0.2%	-0.2%	-0.3%	-0.1%	-0.2%
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	37,457,340	-0.4%	-0.2%	-0.4%	-0.7%	-0.8%	-0.7%	-0.2%	-0.4%
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	35,027,864	-0.1%	-0.2%	-0.1%	-0.2%	-0.2%	-0.2%	0.0%	-0.1%
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	107,815,533	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	-0.1%
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	276,285,454	-0.2%	-0.2%	-0.2%	-0.4%	-0.5%	-0.4%	-0.2%	-0.3%

Final EA Appendix 4A2, Table 4A.2-11. Transit Boardings by Mode (2045) – with Adopted Toll Structure Added

Mode	Transit Boardings (AM Period)									Change							Percent Change								
	Scenario									Scenario							Scenario								
	No Action	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure
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	7,168,329	89,480	81,243	95,736	114,623	123,398	117,950	89,359	66,622	1.3%	1.1%	1.3%	1.6%	1.7%	1.7%	1.3%	0.9%
Commuter Rail	566,907	571,260	571,647	572,767	575,243	575,759	575,844	571,840	571,566	4,353	4,740	5,859	8,336	8,852	8,937	4,932	4,659	0.8%	0.8%	1.0%	1.5%	1.6%	1.6%	0.9%	0.8%
Long Island Rail Road	182,379	183,350	183,968	183,855	184,739	184,062	184,856	183,867	183,907	971	1,589	1,476	2,360	1,684	2,477	1,488	1,528	0.5%	0.9%	0.8%	1.3%	0.9%	1.4%	0.8%	0.8%
Metro-North Railroad	206,505	208,301	208,346	208,583	209,623	210,064	210,407	208,441	208,784	1,796	1,841	2,079	3,118	3,559	3,902	1,936	2,279	0.9%	0.9%	1.0%	1.5%	1.7%	1.9%	0.9%	1.1%
New Jersey Transit Rail	178,024	179,609	179,334	180,329	180,881	181,634	180,582	179,532	178,875	1,585	1,310	2,305	2,857	3,610	2,558	1,508	851	0.9%	0.7%	1.3%	1.6%	2.0%	1.4%	0.8%	0.5%
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	3,551,694	51,996	48,429	55,086	64,961	72,069	68,164	53,270	33,911	1.5%	1.4%	1.6%	1.8%	2.0%	1.9%	1.5%	1.0%
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	3,377,114	49,792	46,137	52,366	61,796	68,757	64,962	50,969	32,368	1.5%	1.4%	1.6%	1.8%	2.1%	1.9%	1.5%	1.0%
PATH	160,294	161,896	162,044	162,348	162,744	162,808	162,830	162,030	161,365	1,601	1,750	2,054	2,450	2,514	2,536	1,736	1,071	1.0%	1.1%	1.3%	1.5%	1.6%	1.6%	1.1%	0.7%
SIRR	12,743	13,346	13,286	13,410	13,459	13,541	13,409	13,308	13,215	603	543	667	715	798	666	565	472	4.7%	4.3%	5.2%	5.6%	6.3%	5.2%	4.4%	3.7%
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	2,985,223	31,697	26,730	33,197	39,395	40,359	39,066	30,044	26,869	1.1%	0.9%	1.1%	1.3%	1.4%	1.3%	1.0%	0.9%
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	2,205,960	26,292	23,358	28,544	33,136	34,831	31,697	27,537	23,208	1.2%	1.1%	1.3%	1.5%	1.6%	1.5%	1.3%	1.1%
NJT Bus	562,497	567,619	566,723	567,631	567,841	568,634	569,748	566,447	567,336	5,122	4,225	5,134	5,344	6,137	7,251	3,950	4,838	0.9%	0.8%	0.9%	1.0%	1.1%	1.3%	0.7%	0.9%
Others	213,106	213,389	212,253	212,625	214,021	212,497	213,224	211,664	211,928	283	-853	-481	915	-609	118	-1,442	-1,178	0.1%	-0.4%	-0.2%	0.4%	-0.3%	0.1%	-0.7%	-0.6%
Other Transit	58,663	60,097	60,006	60,256	60,594	60,780	60,444	59,775	59,846	1,435	1,343	1,594	1,931	2,117	1,782	1,113	1,184	2.4%	2.3%	2.7%	3.3%	3.6%	3.0%	1.9%	2.0%
Ferries	58,663	60,097	60,006	60,256	60,594	60,780	60,444	59,775	59,846	1,435	1,343	1,594	1,931	2,117	1,782	1,113	1,184	2.4%	2.3%	2.7%	3.3%	3.6%	3.0%	1.9%	2.0%
Roosevelt Tram	195	202	201	202	203	204	204	206	206	6	6	7	7	9	9	10	11	3.3%	2.9%	3.4%	3.8%	4.8%	4.5%	5.4%	5.7%

Final EA Appendix 4A2, Table 4A.2-12. Cordon Volumes by Station/Route (2045) – with Adopted Toll Structure Added

Scenario	Cordon Volumes (AM Peak Period)									Change							Percent Change								
	No Action	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure	A	B	C	D	E	F	G	Adopted Toll Structure
	Commuter Rail																								
Inbound	309,638	313,033	312,689	313,316	315,353	315,608	314,947	313,359	313,345	3,395	3,051	3,678	5,715	5,970	5,308	3,721	3,707	1.1%	1.0%	1.2%	1.8%	1.9%	1.7%	1.2%	1.2%
Long Island Rail Road (Penn Station)	72,372	73,202	73,362	73,243	73,570	73,493	73,654	73,388	73,403	830	990	872	1,199	1,121	1,283	1,016	1,031	1.1%	1.4%	1.2%	1.7%	1.5%	1.8%	1.4%	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	52,359	181	353	281	528	426	721	399	336	0.3%	0.7%	0.5%	1.0%	0.8%	1.4%	0.8%	0.6%
Metro-North Railroad (Grand Central Terminal)	100,383	101,948	101,587	101,784	102,959	103,271	102,611	101,627	102,042	1,565	1,204	1,401	2,576	2,888	2,228	1,245	1,659	1.6%	1.2%	1.4%	2.6%	2.9%	2.2%	1.2%	1.7%
Metro-North Railroad (Penn Station)	22,907	23,102	22,922	23,288	23,302	23,299	23,278	23,296	23,318	195	14	381	394	391	370	388	410	0.9%	0.1%	1.7%	1.7%	1.7%	1.6%	1.7%	1.8%
New Jersey Transit (New York - Penn Station)	61,953	62,577	62,442	62,696	62,972	63,097	62,660	62,626	62,224	624	489	743	1,018	1,144	707	673	271	1.0%	0.8%	1.2%	1.6%	1.8%	1.1%	1.1%	0.4%
Scenario		A	B	C	D	E	F	G		A	B	C	D	E	F	G		A	B	C	D	E	F	G	
NYCT Subway																									
Inbound	900,899	913,149	912,186	914,960	918,589	921,066	919,986	913,556	909,302	12,250	11,287	14,061	17,690	20,166	19,086	12,657	8,403	1.4%	1.3%	1.6%	2.0%	2.2%	2.1%	1.4%	0.9%
60th Street Cordon	311,854	315,733	315,406	315,712	317,561	318,083	317,253	315,867	313,666	3,879	3,553	3,858	5,708	6,229	5,400	4,014	1,813	1.2%	1.1%	1.2%	1.8%	2.0%	1.7%	1.3%	0.6%
Broadway (1,2,3)	77,497	78,349	78,356	78,328	78,800	78,943	78,727	78,407	77,749	853	860	832	1,303	1,446	1,231	910	252	1.1%	1.1%	1.1%	1.7%	1.9%	1.6%	1.2%	0.3%
8th Avenue (A, C, B, D)	93,471	94,274	94,262	94,396	94,818	94,810	94,710	94,165	93,719	803	791	925	1,347	1,339	1,239	694	249	0.9%	0.8%	1.0%	1.4%	1.4%	1.3%	0.7%	0.3%
Lexington Avenue (4, 5, 6)	69,415	70,708	70,455	70,606	70,967	71,251	70,951	70,680	70,100	1,294	1,040	1,191	1,553	1,836	1,536	1,266	685	1.9%	1.5%	1.7%	2.2%	2.6%	2.2%	1.8%	1.0%
2nd Avenue (Q)	71,471	72,401	72,333	72,381	72,977	73,079	72,865	72,615	72,098	930	861	910	1,505	1,608	1,394	1,144	627	1.3%	1.2%	1.3%	2.1%	2.2%	2.0%	1.6%	0.9%
Queens Cordon	216,444	219,084	218,732	219,880	220,478	221,276	221,502	218,757	217,911	2,639	2,288	3,436	4,033	4,832	5,058	2,313	1,467	1.2%	1.1%	1.6%	1.9%	2.2%	2.3%	1.1%	0.7%
63rd Street (F)	51,020	51,428	51,545	51,757	51,778	51,913	52,072	51,535	51,187	408	525	737	758	893	1,052	515	167	0.8%	1.0%	1.4%	1.5%	1.7%	2.1%	1.0%	0.3%
60th Street (R)	12,902	13,201	13,130	13,166	13,232	13,299	13,308	13,120	12,980	299	229	264	331	398	407	218	79	2.3%	1.8%	2.0%	2.6%	3.1%	3.2%	1.7%	0.6%
60th Street (N, W)	28,709	29,302	29,273	29,335	29,478	29,557	29,612	29,243	29,056	593	564	626	769	848	903	534	347	2.1%	2.0%	2.2%	2.7%	3.0%	3.1%	1.9%	1.2%
53rd Street (E, M)	60,056	60,820	60,652	61,069	61,387	61,587	61,494	60,770	60,495	764	595	1,013	1,330	1,531	1,438	713	439	1.3%	1.0%	1.7%	2.2%	2.5%	2.4%	1.2%	0.7%
Steinway Tunnel (7)	63,757	64,332	64,132	64,553	64,603	64,920	65,015	64,090	64,192	575	374	796	845	1,163	1,258	332	435	0.9%	0.6%	1.2%	1.3%	1.8%	2.0%	0.5%	0.7%
Brooklyn Cordon	372,601	378,333	378,048	379,369	380,550	381,707	381,230	378,932	377,725	5,732	5,446	6,767	7,949	9,105	8,629	6,330	5,124	1.5%	1.5%	1.8%	2.1%	2.4%	2.3%	1.7%	1.4%
14th Street (L)	49,801	50,573	50,580	50,776	50,834	51,051	50,906	50,664	50,376	772	779	975	1,033	1,250	1,104	863	574	1.6%	1.6%	2.0%	2.1%	2.5%	2.2%	1.7%	1.2%
Williamsburg Bridge (J, M, Z)	35,369	36,215	36,279	36,266	36,439	36,558	36,471	36,161	36,083	847	910	897	1,070	1,189	1,102	792	715	2.4%	2.6%	2.5%	3.0%	3.4%	3.1%	2.2%	2.0%
Rutgers Street (F)	41,591	42,114	42,088	42,190	42,328	42,426	42,318	42,162	42,133	522	497	598	737	834	727	571	542	1.3%	1.2%	1.4%	1.8%	2.0%	1.7%	1.4%	1.3%
Manhattan Bridge (B, D, N, Q)	107,696	109,253	109,141	109,823	110,234	110,557	110,340	109,597	109,240	1,557	1,445	2,127	2,538	2,861	2,643	1,901	1,544	1.4%	1.3%	2.0%	2.4%	2.7%	2.5%	1.8%	1.4%
Cranberry Street (A, C)	71,587	72,583	72,481	72,701	72,852	73,038	72,947	72,610	72,378	995	894	1,114	1,265	1,450	1,360	1,023	791	1.4%	1.2%	1.6%	1.8%	2.0%	1.9%	1.4%	1.1%
Clark Street (2, 3)	29,111	29,626	29,539	29,553	29,717	29,754	29,915	29,636	29,426	515	428	442	606	643	804	525	315	1.8%	1.5%	1.5%	2.1%	2.2%	2.8%	1.8%	1.1%
Montague Street (R)	11,089	11,148	11,163	11,210	11,231	11,279	11,268	11,272	11,372	59	74	121	142	190	179	183	283	0.5%	0.7%	1.1%	1.3%	1.7%	1.6%	1.7%	2.6%
Joralmont Street (4, 5)	26,356	26,821	26,776	26,850	26,914	27,043	27,065	26,829	26,717	465	420	493	558	686	709	473	361	1.8%	1.6%	1.9%	2.1%	2.6%	2.7%	1.8%	1.4%
PATH																									
Inbound	134,735	136,302	136,291	136,790	137,253	137,339	137,264	136,396	135,634	1,567	1,556	2,055	2,518	2,604	2,529	1,661	899	1.2%	1.2%	1.5%	1.5%	1.9%	1.9%	1.2%	0.7%
Christopher Street	43,258	44,123	43,992	44,361	44,498	44,538	44,611	44,112	44,138	865	733	1,103	1,240	1,280	1,352	853	880	2.0%	1.7%	2.5%	2.9%	3.0%	3.1%	2.0%	2.0%
World Trade Center	91,477	92,179	92,300	92,429	92,755	92,801	92,653	92,284	91,496	702	823	952	1,278	1,324	1,176	807	19	0.8%	0.9%	1.0%	1.4%	1.4%	1.3%	0.9%	0.0%

Final EA Appendix 4A2, Table 4A.2-13. Change in Mode Share to the Manhattan CBD (2045) – with Adopted Toll Structure Added

Scenario	Daily Journeys									Percent Change							
	No Action	Scenario								ADOPTED TOLL STRUCTURE	Scenario						
		A	B	C	D	E	F	G	A		B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
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	2,063,181	0%	0%	0%	0%	0%	0%	0%	0.1%
Drive Alone	195,550	179,719	179,065	172,758	166,999	160,143	161,776	177,186	172,460	-8%	-8%	-12%	-15%	-18%	-17%	-9%	-11.8%
HOV / Shared Ride	137,365	137,579	137,323	137,086	135,196	133,715	134,701	137,052	136,712	0%	0%	0%	-2%	-3%	-2%	0%	-0.5%
Taxi / FHV	32,052	24,713	31,887	27,656	19,757	25,329	30,582	23,340	31,269	-23%	-1%	-14%	-38%	-21%	-5%	-27%	-2.4%
Commuter Rail	434,018	441,246	440,810	442,498	446,877	447,609	445,970	443,261	442,535	2%	2%	2%	3%	3%	3%	2%	2.0%
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	1,223,554	1%	1%	2%	2%	3%	2%	1%	1.6%
Walk and Bike	53,205	52,634	52,918	52,894	52,808	52,810	52,531	53,039	52,870	-1%	-1%	-1%	-1%	-1%	-1%	0%	-0.6%
School Bus	3,552	3,724	3,764	3,739	3,953	3,811	3,839	3,771	3,781	5%	6%	5%	11%	7%	8%	6%	6.4%
Total Person Journeys from CBD	176,050	175,227	176,212	174,978	173,235	173,467	174,685	174,340	176,206	0%	0%	-1%	-2%	-1%	-1%	-1%	0.1%
Drive Alone	14,103	13,096	13,145	12,919	12,217	12,147	12,140	12,895	12,699	-7%	-7%	-8%	-13%	-14%	-14%	-9%	-10.0%
HOV / Shared Ride	32,631	32,135	32,170	31,637	31,603	30,924	31,264	32,100	31,995	-2%	-1%	-3%	-3%	-5%	-4%	-2%	-1.9%
Taxi / FHV	4,689	3,548	4,454	3,832	2,507	3,302	4,270	3,183	4,284	-24%	-5%	-18%	-47%	-30%	-9%	-32%	-8.6%
Commuter Rail	3,310	3,408	3,518	3,291	3,413	3,314	3,373	3,409	3,368	3%	6%	-1%	3%	0%	2%	3%	1.8%
Other Transit (e.g., subway / bus)	86,971	88,026	87,936	88,192	88,496	88,473	88,434	88,144	88,711	1%	1%	1%	2%	2%	2%	1%	2.0%
Walk and Bike	31,641	32,207	32,264	32,351	32,188	32,561	32,462	32,038	32,421	2%	2%	2%	2%	3%	3%	1%	2.5%
School Bus	2,705	2,807	2,725	2,756	2,811	2,746	2,742	2,571	2,728	4%	1%	2%	4%	2%	1%	-5%	0.9%
Total Person Journeys within CBD	920,923	921,442	919,896	923,570	924,139	924,368	922,735	922,384	921,550	0%	0%	0%	0%	0%	0%	0%	0.1%
Drive Alone	7,792	7,631	7,861	7,439	7,601	7,765	7,594	7,630	7,937	-2%	1%	-5%	-2%	0%	-3%	-2%	1.9%
HOV / Shared Ride	26,492	27,528	27,479	27,066	27,334	27,005	26,795	26,854	27,121	4%	4%	2%	3%	2%	1%	1%	2.4%
Taxi / FHV	29,189	29,450	29,354	29,935	29,513	29,346	29,389	29,533	26,007	1%	1%	3%	1%	1%	1%	1%	-10.9%
Commuter Rail										-	-	-	-	-	-	-	
Other Transit (e.g., subway / bus)	250,811	251,057	250,070	251,735	252,596	252,968	252,425	252,483	254,234	0%	0%	0%	1%	1%	1%	1%	1.4%
Walk and Bike	602,457	601,649	600,870	603,242	602,958	603,087	602,497	601,645	602,053	0%	0%	0%	0%	0%	0%	0%	-0.1%
School Bus	4,182	4,127	4,262	4,153	4,137	4,197	4,035	4,239	4,198	-1%	2%	-1%	-1%	0%	-4%	1%	0.4%

Final EA Appendix 4A2, Table 4A.2-14. Taxi and FHV Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

Scenario	Daily Volumes									Percent Change							
	Scenario									Scenario							
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
<i>(by Screen Line/ Crossing)</i>																	
Total	132,656	138,683	154,909	151,623	135,041	147,599	158,508	136,033	158,583	4.5%	16.8%	14.3%	1.8%	11.3%	19.5%	2.5%	19.5%
60th Street	41,578	41,765	50,684	51,367	43,181	49,315	55,614	40,153	53,701	0.4%	21.9%	23.5%	3.9%	18.6%	33.8%	-3.4%	29.2%
Inbound	22,780	23,265	27,915	29,344	25,933	29,118	32,416	22,413	30,285	2.1%	22.5%	28.8%	13.8%	27.8%	42.3%	-1.6%	32.9%
Outbound	18,825	18,530	22,801	22,055	17,277	20,226	23,226	17,772	23,444	-1.6%	21.1%	17.2%	-8.2%	7.4%	23.4%	-5.6%	24.5%
FDR DRIVE+WEST SIDE HWY	24,426	17,867	22,244	21,729	18,256	21,771	25,592	16,884	23,633	-26.9%	-8.9%	-11.0%	-25.3%	-10.9%	4.8%	-30.9%	-3.2%
West Side Highway / Route 9A	11,197	7,805	9,461	8,713	7,094	8,544	10,067	7,447	9,903	-30.3%	-15.5%	-22.2%	-36.6%	-23.7%	-10.1%	-33.5%	-11.6%
FDR Drive	13,229	10,062	12,783	13,016	11,162	13,227	15,525	9,437	13,730	-23.9%	-3.4%	-1.6%	-15.6%	0.0%	17.4%	-28.7%	3.8%
WEST AVENUES	6,880	5,755	7,255	6,334	4,763	5,556	6,674	5,291	6,843	-16.4%	5.5%	-7.9%	-30.8%	-19.2%	-3.0%	-23.1%	-0.5%
West End Ave	758	1,024	1,422	1,177	649	766	1,143	910	1,506	35.1%	87.6%	55.3%	-14.4%	1.1%	50.8%	20.1%	98.7%
Broadway	2,756	1,672	1,991	1,668	1,161	1,437	1,665	1,479	1,743	-39.3%	-27.8%	-39.5%	-57.9%	-47.9%	-39.6%	-46.3%	-36.8%
Amsterdam	1,431	1,418	1,809	1,657	1,351	1,581	1,843	1,281	1,649	-0.9%	26.4%	15.8%	-5.6%	10.5%	28.8%	-10.5%	15.2%
Columbus Ave	1,493	977	1,247	934	682	726	972	924	1,063	-34.6%	-16.5%	-37.4%	-54.3%	-51.4%	-34.9%	-38.1%	-28.8%
Eighth Avenue	442	664	786	898	920	1,046	1,051	697	882	50.2%	77.8%	103.2%	108.1%	136.7%	137.8%	57.7%	99.5%
EAST AVENUES	10,272	18,143	21,185	23,304	20,162	21,988	23,348	17,978	23,225	76.6%	106.2%	126.9%	96.3%	114.1%	127.3%	75.0%	126.1%
Fifth Avenue	1,929	940	1,166	788	529	658	780	958	886	-51.3%	-39.6%	-59.1%	-72.6%	-65.9%	-59.6%	-50.3%	-54.1%
Madison Avenue	209	110	184	152	154	127	204	127	168	-47.4%	-12.0%	-27.3%	-26.3%	-39.2%	-2.4%	-39.2%	-19.6%
Park Avenue	1,872	1,580	1,827	1,772	1,418	1,626	1,886	1,544	1,851	-15.6%	-2.4%	-5.3%	-24.3%	-13.1%	0.7%	-17.5%	-1.1%
Lexington Avenue	608	797	1,052	1,428	1,055	1,231	1,166	778	1,096	31.1%	73.0%	134.9%	73.5%	102.5%	91.8%	28.0%	80.3%
Third Avenue	959	758	994	1,058	1,040	1,341	1,333	712	1,098	-21.0%	3.6%	10.3%	8.4%	39.8%	39.0%	-25.8%	14.5%
Second Avenue	1,343	7,570	8,531	9,717	9,243	10,016	10,209	7,608	10,019	463.7%	535.2%	623.5%	588.2%	645.8%	660.2%	466.5%	646.0%
First Avenue	554	1,855	1,994	2,099	1,849	1,837	1,997	1,835	1,928	234.8%	259.9%	278.9%	233.8%	231.6%	260.5%	231.2%	248.0%
York Avenue	2,128	1,820	2,065	1,778	1,267	1,619	1,839	1,674	1,921	-14.5%	-3.0%	-16.4%	-40.5%	-23.9%	-13.6%	-21.3%	-9.7%
Ed Koch Queensboro Ramp	670	2,713	3,372	4,512	3,607	3,533	3,934	2,742	4,258	304.9%	403.3%	573.4%	438.4%	427.3%	487.2%	309.3%	535.5%
Queens	51,738	57,927	60,848	55,870	51,454	53,728	54,879	57,848	58,175	12.0%	17.6%	8.0%	-0.5%	3.8%	6.1%	11.8%	12.4%
Inbound	25,996	28,635	30,072	24,689	21,247	22,083	22,614	28,577	26,636	10.2%	15.7%	-5.0%	-18.3%	-15.1%	-13.0%	9.9%	2.5%
Outbound	25,745	29,296	30,778	31,184	30,210	31,649	32,268	29,274	31,542	13.8%	19.5%	21.1%	17.3%	22.9%	25.3%	13.7%	22.5%
Ed Koch Queensboro Bridge	7,468	14,678	16,418	27,707	31,369	33,102	33,680	14,513	24,157	96.5%	119.8%	271.0%	320.0%	343.3%	351.0%	94.3%	223.5%
Queens-Midtown Tunnel	44,270	43,249	44,430	28,163	20,085	20,626	21,199	43,335	34,018	-2.3%	0.4%	-36.4%	-54.6%	-53.4%	-52.1%	-2.1%	-23.2%
Brooklyn	28,064	23,897	28,051	29,656	26,520	29,540	33,347	22,929	31,490	-14.8%	0.0%	5.7%	-5.5%	5.3%	18.8%	-18.3%	12.2%
Inbound	12,826	10,654	12,596	15,798	15,189	16,714	18,682	10,197	16,015	-16.9%	-1.8%	23.2%	18.4%	30.3%	45.7%	-20.5%	24.9%
Outbound	15,246	13,251	15,461	13,864	11,338	12,832	14,671	12,740	15,483	-13.1%	1.4%	-9.1%	-25.6%	-15.8%	-3.8%	-16.4%	1.6%
Williamsburg Bridge	7,208	7,896	9,499	11,956	12,349	14,284	15,763	7,603	12,318	9.5%	31.8%	65.9%	71.3%	98.2%	118.7%	5.5%	70.9%
Manhattan Bridge	2,253	1,955	2,921	2,595	1,618	2,117	2,963	1,797	3,226	-13.2%	29.6%	15.2%	-28.2%	-6.0%	31.5%	-20.2%	43.2%
Brooklyn Bridge	3,497	1,887	2,473	2,253	1,737	2,042	2,597	1,657	2,579	-46.0%	-29.3%	-35.6%	-50.3%	-41.6%	-25.7%	-52.6%	-26.3%
Hugh Carey Tunnel	15,106	12,159	13,158	12,852	10,816	11,097	12,024	11,872	13,367	-19.5%	-12.9%	-14.9%	-28.4%	-26.5%	-20.4%	-21.4%	-11.5%
New Jersey	11,276	15,094	15,326	14,730	13,886	15,016	14,668	15,103	15,217	33.9%	35.9%	30.6%	23.1%	33.2%	30.1%	33.9%	35.0%
Inbound	5,259	7,306	7,457	6,618	5,865	6,721	6,417	7,312	7,085	38.9%	41.8%	25.8%	11.5%	27.8%	22.0%	39.0%	34.7%
Outbound	6,020	7,790	7,872	8,115	8,024	8,297	8,254	7,794	8,135	29.4%	30.8%	34.8%	33.3%	37.8%	37.1%	29.5%	35.1%
Holland Tunnel	3,915	6,603	6,859	6,788	6,748	7,594	7,136	6,834	7,045	68.7%	75.2%	73.4%	72.4%	94.0%	82.3%	74.6%	79.9%
Lincoln Tunnel	7,361	8,491	8,467	7,942	7,138	7,422	7,532	8,269	8,172	15.4%	15.0%	7.9%	-3.0%	0.8%	2.3%	12.3%	11.0%

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.

Final EA Appendix 4A2, Table 4A.2-15. Truck Toll Volumes Entering/Leaving the Manhattan CBD by Screen Line/Crossing (2045) – with Adopted Toll Structure Added

Scenario	Daily Volumes									Percent Change							
	No Action	Scenario							ADOPTED TOLL STRUCTURE	Scenario						ADOPTED TOLL STRUCTURE	
		A	B	C	D	E	F	G		A	B	C	D	E	F		G
<i>(by Screen Line/ Crossing)</i>																	
Total	140,805	124,489	123,697	122,869	121,203	118,152	118,163	133,112	124,953	-11.6%	-12.2%	-12.7%	-13.9%	-16.1%	-16.1%	-5.5%	-11.2%
60th Street	52,051	41,877	41,575	40,337	39,157	38,317	38,943	43,833	40,938	-19.5%	-20.1%	-22.5%	-24.8%	-26.4%	-25.2%	-15.8%	-21.3%
Inbound	27,554	21,729	21,532	20,309	19,279	18,808	19,279	22,946	20,804	-21.1%	-21.9%	-26.3%	-30.0%	-31.7%	-30.0%	-16.7%	-24.5%
Outbound	24,527	20,172	20,073	20,058	19,909	19,540	19,696	20,954	20,212	-17.8%	-18.2%	-18.2%	-18.8%	-20.3%	-19.7%	-14.6%	-17.6%
FDR DRIVE+WEST SIDE HWY	4,739	4,684	4,653	4,979	5,295	5,370	5,228	4,803	4,949	-1.2%	-1.8%	5.1%	11.7%	13.3%	10.3%	1.4%	4.4%
West Side Highway / Route 9A	1,609	2,180	2,183	2,372	2,493	2,492	2,443	2,242	2,317	35.5%	35.7%	47.4%	54.9%	54.9%	51.8%	39.3%	44.0%
FDR Drive	3,130	2,504	2,470	2,607	2,802	2,878	2,785	2,561	2,632	-20.0%	-21.1%	-16.7%	-10.5%	-8.1%	-11.0%	-18.2%	-15.9%
WEST AVENUES	19,208	15,421	15,245	14,583	14,145	13,943	14,205	16,274	14,962	-19.7%	-20.6%	-24.1%	-26.4%	-27.4%	-26.0%	-15.3%	-22.0%
West End Ave	4,623	2,284	2,187	1,666	1,329	1,152	1,344	1,666	1,960	-50.6%	-52.7%	-64.0%	-71.3%	-75.1%	-70.9%	-39.2%	-57.6%
Broadway	6,450	6,596	6,635	6,849	6,956	7,060	6,988	6,517	6,700	2.3%	2.9%	6.2%	7.8%	9.5%	8.3%	1.0%	3.9%
Amsterdam	4,247	2,700	2,585	2,279	2,056	1,944	2,043	3,172	2,516	-36.4%	-39.1%	-46.3%	-51.6%	-54.2%	-51.9%	-25.3%	-40.7%
Columbus Ave	2,771	2,675	2,669	2,587	2,553	2,545	2,587	2,642	2,600	-3.5%	-3.7%	-6.6%	-7.9%	-8.2%	-6.6%	-4.7%	-6.1%
Eighth Avenue	1,117	1,166	1,169	1,202	1,251	1,242	1,243	1,134	1,186	4.4%	4.7%	7.6%	12.0%	11.2%	11.3%	1.5%	6.7%
EAST AVENUES	28,104	21,772	21,677	20,775	19,717	19,004	19,510	22,756	21,027	-22.5%	-22.9%	-26.1%	-29.8%	-32.4%	-30.6%	-19.0%	-25.1%
Fifth Avenue	2,013	1,856	1,853	1,720	1,643	1,616	1,670	1,869	1,820	-7.8%	-7.9%	-14.6%	-18.4%	-19.7%	-17.0%	-7.2%	-9.5%
Madison Avenue	887	831	828	825	824	823	831	818	838	-6.3%	-6.7%	-7.0%	-7.1%	-7.2%	-6.3%	-7.8%	-5.2%
Park Avenue	4,186	3,474	3,507	3,425	3,433	3,363	3,386	3,462	3,433	-17.0%	-16.2%	-18.2%	-18.0%	-19.7%	-19.1%	-17.3%	-17.9%
Lexington Avenue	3,803	3,281	3,253	3,266	3,275	3,293	3,361	3,222	3,205	-13.7%	-14.5%	-14.1%	-13.9%	-13.4%	-11.6%	-15.3%	-15.6%
Third Avenue	3,927	4,051	4,040	4,039	3,789	3,639	3,721	4,038	4,017	3.2%	2.9%	2.9%	-3.5%	-7.3%	-5.2%	2.8%	2.4%
Second Avenue	6,070	4,432	4,341	3,790	3,091	2,729	2,951	5,289	4,027	-27.0%	-28.5%	-37.6%	-49.1%	-55.0%	-51.4%	-12.9%	-33.6%
First Avenue	2,753	2,653	2,663	2,665	2,689	2,567	2,628	2,919	2,657	-3.6%	-3.3%	-3.2%	-2.3%	-6.8%	-4.5%	6.0%	-3.3%
York Avenue	1,330	851	849	721	644	634	632	794	696	-36.0%	-36.2%	-45.8%	-51.6%	-52.3%	-52.5%	-40.3%	-47.5%
Ed Koch Queensboro Ramp	3,135	343	343	324	329	340	330	345	334	-89.1%	-89.1%	-89.7%	-89.5%	-89.2%	-89.5%	-89.0%	-89.3%
Queens	25,494	24,760	24,583	23,990	23,102	22,203	22,599	26,008	24,252	-2.9%	-3.6%	-5.9%	-9.4%	-12.9%	-11.4%	2.0%	-4.8%
Inbound	14,324	13,561	13,469	13,350	12,946	12,498	12,636	13,912	13,356	-5.3%	-6.0%	-6.8%	-9.6%	-12.7%	-11.8%	-2.9%	-6.8%
Outbound	11,174	11,202	11,116	10,642	10,159	9,707	9,968	12,107	10,903	0.3%	-0.5%	-4.8%	-9.1%	-13.1%	-10.8%	8.3%	-2.4%
Ed Koch Queensboro Bridge	19,337	19,124	18,998	18,354	17,339	16,401	17,884	20,399	18,326	-1.1%	-1.8%	-5.1%	-10.3%	-15.2%	-7.5%	5.5%	-5.2%
Queens-Midtown Tunnel	6,157	5,636	5,585	5,636	5,763	5,802	4,715	5,609	5,926	-8.5%	-9.3%	-8.5%	-6.4%	-5.8%	-23.4%	-8.9%	-3.7%
Brooklyn	34,484	31,412	31,265	31,554	31,733	31,150	30,743	33,905	32,107	-8.9%	-9.3%	-8.5%	-8.0%	-9.7%	-10.8%	-1.7%	-6.9%
Inbound	14,068	13,071	13,001	12,782	12,689	12,589	12,790	14,164	13,119	-7.1%	-7.6%	-9.1%	-9.8%	-10.5%	-9.1%	0.7%	-6.7%
Outbound	20,423	18,347	18,270	18,779	19,053	18,570	17,962	19,756	19,003	-10.2%	-10.5%	-8.0%	-6.7%	-9.1%	-12.1%	-3.3%	-6.9%
Williamsburg Bridge	10,192	10,141	10,073	10,221	10,491	10,334	10,309	11,200	10,444	-0.5%	-1.2%	0.3%	2.9%	1.4%	1.1%	9.9%	2.5%
Manhattan Bridge	15,711	13,062	12,976	13,170	12,923	12,472	12,250	14,453	13,519	-16.9%	-17.4%	-16.2%	-17.7%	-20.6%	-22.0%	-8.0%	-13.9%
Brooklyn Bridge	3,920	3,578	3,594	3,613	3,838	3,884	3,831	3,655	3,618	-8.7%	-8.3%	-7.8%	-2.1%	-0.9%	-2.3%	-6.8%	-7.7%
Hugh Carey Tunnel	4,661	4,631	4,622	4,550	4,481	4,460	4,353	4,597	4,526	-0.6%	-0.8%	-2.4%	-3.9%	-4.3%	-6.6%	-1.4%	-2.8%
New Jersey	28,776	26,440	26,274	26,988	27,211	26,482	25,878	29,366	27,656	-8.1%	-8.7%	-6.2%	-5.4%	-8.0%	-10.1%	2.1%	-3.9%
Inbound	18,333	17,080	17,028	18,057	18,652	18,086	17,325	18,704	18,267	-6.8%	-7.1%	-1.5%	1.7%	-1.3%	-5.5%	2.0%	-0.4%
Outbound	10,447	9,363	9,248	8,934	8,561	8,400	8,556	10,669	9,396	-10.4%	-11.5%	-14.5%	-18.1%	-19.6%	-18.1%	2.1%	-10.0%
Holland Tunnel	14,154	13,032	13,013	13,260	13,355	12,993	12,409	15,178	14,010	-7.9%	-8.1%	-6.3%	-5.6%	-8.2%	-12.3%	7.2%	-1.0%
Lincoln Tunnel	14,622	13,408	13,261	13,728	13,856	13,489	13,469	14,188	13,646	-8.3%	-9.3%	-6.1%	-5.2%	-7.7%	-7.9%	-3.0%	-6.7%

Final EA Appendix 4A2, Table 4A.2-16. Work Journeys to the Manhattan CBD by Origin County (2045) – with Adopted Toll Structure Added

Scenario	Daily Journeys									Percent Change							
	Scenario									Scenario							
	No Action	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE	A	B	C	D	E	F	G	ADOPTED TOLL STRUCTURE
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	1,721,649	0%	0%	0%	0%	0%	0%	0%	0%
CBD	176,850	176,489	176,318	176,869	177,285	177,255	176,945	176,898	176,607	0%	0%	0%	0%	0%	0%	0%	0%
CBD	176,850	176,489	176,318	176,869	177,285	177,255	176,945	176,898	176,607	0%	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	893,893	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	179,705	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Bronx	110,581	109,817	109,447	109,567	109,724	109,634	109,951	109,627	109,250	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Brooklyn	306,259	304,652	304,406	304,288	302,575	302,669	303,268	303,730	304,518	-1%	-1%	-1%	-1%	-1%	-1%	-1%	-1%
Queens	274,950	274,259	273,649	273,230	272,605	271,943	272,024	273,063	272,632	0%	0%	-1%	-1%	-1%	-1%	-1%	-1%
Staten Island	27,243	27,742	27,724	27,956	28,264	28,358	28,118	27,563	27,788	2%	2%	3%	4%	4%	3%	1%	2%
Long Island	153,583	154,954	156,151	155,085	154,165	153,939	154,948	155,847	155,667	1%	2%	1%	0%	0%	1%	1%	1%
Nassau	106,854	107,027	108,324	107,046	105,860	105,833	106,850	107,663	107,316	0%	1%	0%	-1%	-1%	0%	1%	0%
Suffolk	46,729	47,927	47,827	48,039	48,305	48,106	48,098	48,184	48,351	3%	2%	3%	3%	3%	3%	3%	3%
Upstate New York	123,941	122,506	123,195	122,872	123,358	122,661	123,197	123,330	123,344	-1%	-1%	-1%	0%	-1%	-1%	0%	0%
Dutchess	6,965	7,092	6,857	6,941	6,995	7,031	7,033	7,035	6,839	2%	-2%	0%	0%	1%	1%	1%	-2%
Orange	21,067	21,108	21,359	21,542	21,825	22,000	21,966	21,365	21,453	0%	1%	2%	4%	4%	4%	1%	2%
Putnam	2,076	2,044	2,023	1,968	1,994	1,974	1,965	1,929	2,107	-2%	-3%	-5%	-4%	-5%	-5%	-7%	1%
Rockland	10,303	9,752	10,279	10,534	10,212	10,069	10,435	10,202	10,185	-5%	0%	2%	-1%	-2%	1%	-1%	-1%
Westchester	83,530	82,510	82,677	81,887	82,332	81,587	81,798	82,799	82,760	-1%	-1%	-2%	-1%	-2%	-2%	-1%	-1%
New Jersey	288,193	292,469	292,005	293,257	294,986	296,494	295,065	292,459	293,086	1%	1%	2%	2%	3%	2%	1%	2%
Bergen	37,798	37,866	37,844	38,344	38,555	38,674	38,729	37,651	37,959	0%	0%	1%	2%	2%	2%	0%	0%
Essex	32,027	32,599	32,352	32,488	32,528	32,724	32,797	32,481	32,383	2%	1%	1%	2%	2%	2%	1%	1%
Hudson	101,924	103,139	102,857	103,166	103,802	104,590	104,024	103,336	103,969	1%	1%	1%	2%	3%	2%	1%	2%
Hunterdon	2,557	2,575	2,554	2,595	2,626	2,580	2,577	2,609	2,560	1%	0%	1%	3%	1%	1%	2%	0%
Mercer	8,184	8,235	8,264	8,314	8,333	8,252	8,282	8,288	8,259	1%	1%	2%	2%	1%	1%	1%	1%
Middlesex	29,124	29,635	29,510	29,645	29,982	29,791	29,670	29,558	29,381	2%	1%	2%	3%	2%	2%	1%	1%
Monmouth	17,905	18,162	18,215	18,102	18,282	18,280	18,086	18,227	18,147	1%	2%	1%	2%	2%	1%	2%	1%
Morris	8,629	8,881	9,006	9,080	9,024	9,219	9,026	8,900	8,985	3%	4%	5%	5%	7%	5%	3%	4%
Ocean	12,604	12,650	12,759	12,695	12,633	12,725	12,706	12,639	12,585	0%	1%	1%	0%	1%	1%	0%	0%
Passaic	9,327	10,028	10,035	10,190	10,319	10,409	10,171	10,112	10,132	8%	8%	9%	11%	12%	9%	8%	9%
Somerset	5,287	5,494	5,464	5,517	5,490	5,661	5,561	5,476	5,443	4%	3%	4%	4%	7%	5%	4%	3%
Sussex	3,248	3,263	3,285	3,333	3,279	3,338	3,305	3,297	3,306	0%	1%	3%	1%	3%	2%	2%	2%
Union	18,494	18,829	18,764	18,689	19,013	19,132	19,029	18,759	18,895	2%	1%	1%	3%	3%	3%	1%	2%
Warren	1,085	1,113	1,096	1,099	1,120	1,119	1,102	1,126	1,082	3%	1%	1%	3%	3%	2%	4%	0%
Connecticut	78,860	79,126	78,700	78,889	79,582	79,404	78,953	79,479	79,052	0%	0%	0%	1%	1%	0%	1%	0%
Fairfield	49,537	49,470	49,133	49,254	49,855	49,715	49,330	49,767	49,423	0%	-1%	-1%	1%	0%	0%	0%	0%
New Haven	29,323	29,656	29,567	29,635	29,727	29,689	29,623	29,712	29,629	1%	1%	1%	1%	1%	1%	1%	1%

DUMBO

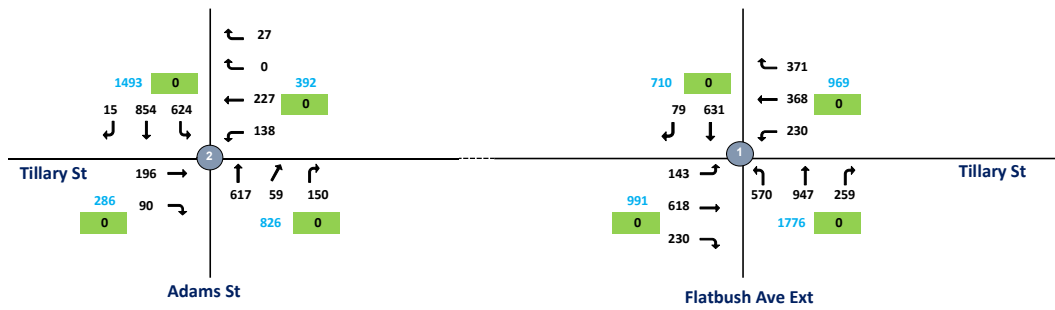
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Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	
Tillary St & Flatbush Ave ext 2019 (TMC-007)	1							
Tillary St	1	EB	0	143	618	230	0	
Tillary St	1	WB	0	230	368	371	0	
Flatbush Ave ext	1	NB	0	570	947	259	0	
Flatbush Ave ext	1	SB	0	0	631	79	0	4446
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	27	
Adams St	2	NB	0	0	617	59	150	
Adams St	2	SB	0	624	854	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	1139	178	0	0	
Old Fulton Rd	3	SB	0	0	654	0	0	1971

CBD Tolling
Dumbo #1- Traffic Flowmap
AM With Action



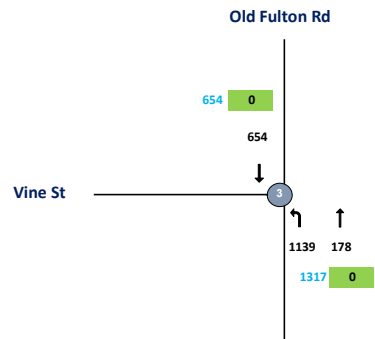
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 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
Dumbo #2 - Traffic Flowmap
AM With Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



DUMBO

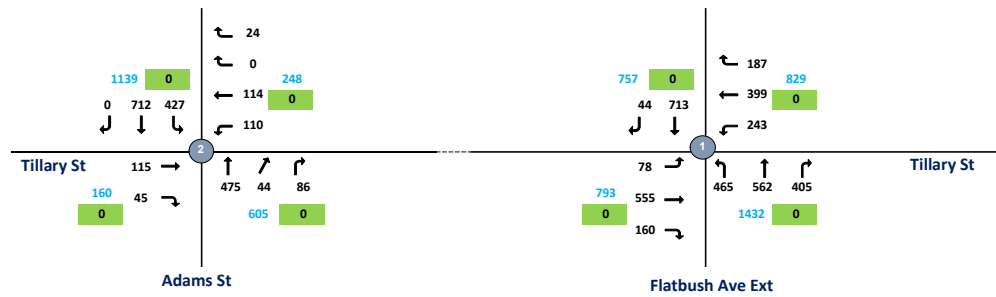
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Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			LN Peak Hour					
			L2	L	T	R	R2	
Tillary St & Flatbush Ave ext 2019 (TMC-007)	1							
Tillary St	1	EB	0	78	555	160	0	
Tillary St	1	WB	0	243	399	187	0	
Flatbush Ave ext	1	NB	0	465	562	405	0	
Flatbush Ave ext	1	SB	0	0	713	44	0	3811
Tillary St & Adams St 2019 (TMC-008)	2							
Tillary St	2	EB	0	0	115	45	0	
Tillary St	2	WB	0	110	114	0	24	
Adams St	2	NB	0	0	475	44	86	
Adams St	2	SB	0	427	712	0	0	2152
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	284	0	0	1686

CBD Tolling
Dumbo - Traffic Flowmap
LN With Action



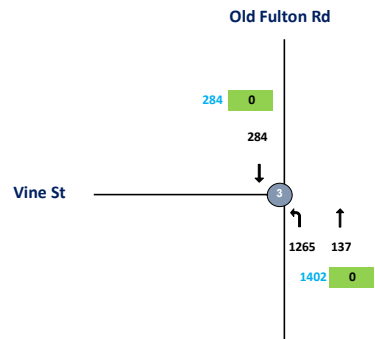
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- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
Dumbo #2 - Traffic Flowmap
LN With Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume







LDR

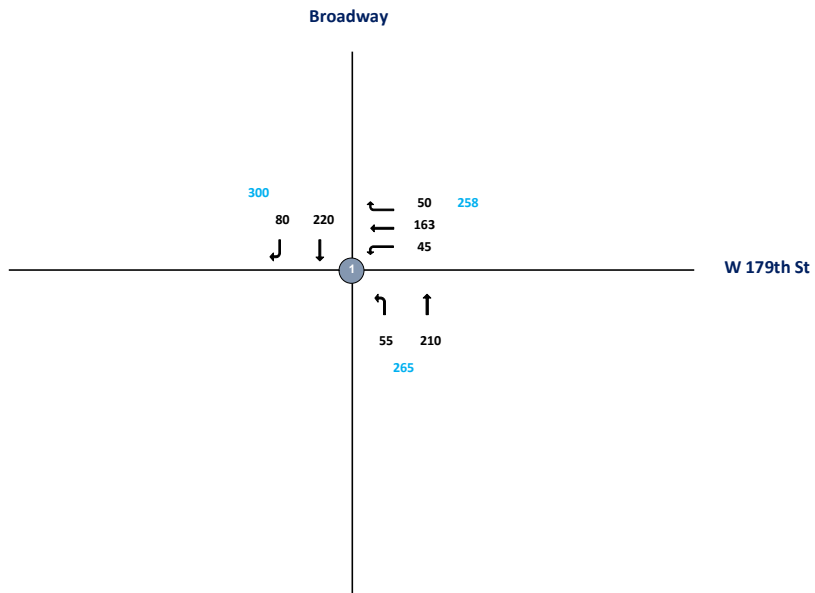
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Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	Total
Broadway & W 179th 2021 (LDR-01)	1							
W 179th St	1	EB	0	0	0	0	0	
W 179th St	1	WB	0	45	163	50	0	
Broadway	1	NB	0	55	210	0	0	
Broadway	1	SB	0	0	220	80	0	823

CBD Tolling
LDR - Traffic Flowmap
AM With-Action



- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume







LDR

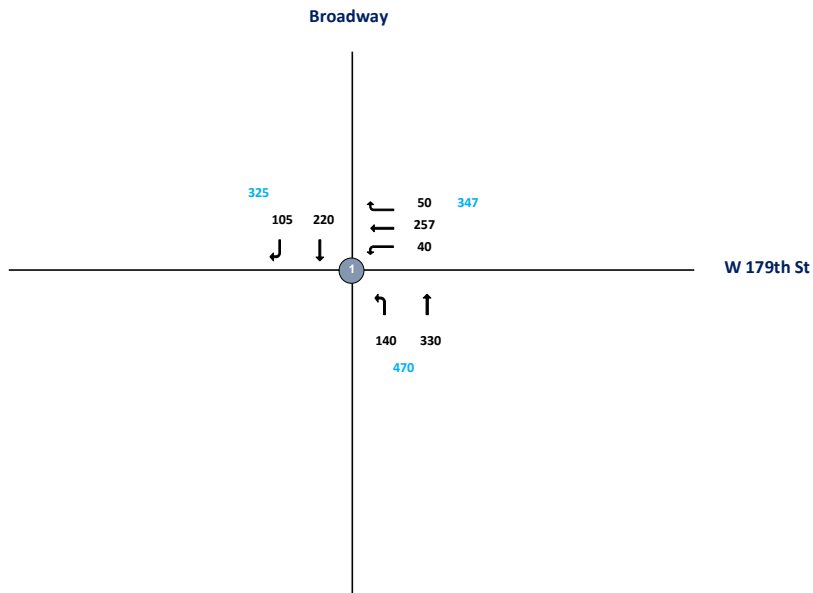
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Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			MD Peak Hour					
			L2	L	T	R	R2	Total
Broadway & W 179th 2021 (LDR-01)	1							
W 179th St	1	EB	0	0	0	0	0	
W 179th St	1	WB	0	40	257	50	0	
Broadway	1	NB	0	140	330	0	0	
Broadway	1	SB	0	0	220	105	0	1142

CBD Tolling
LDR - Traffic Flowmap
MD With-Action



- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume







LDR

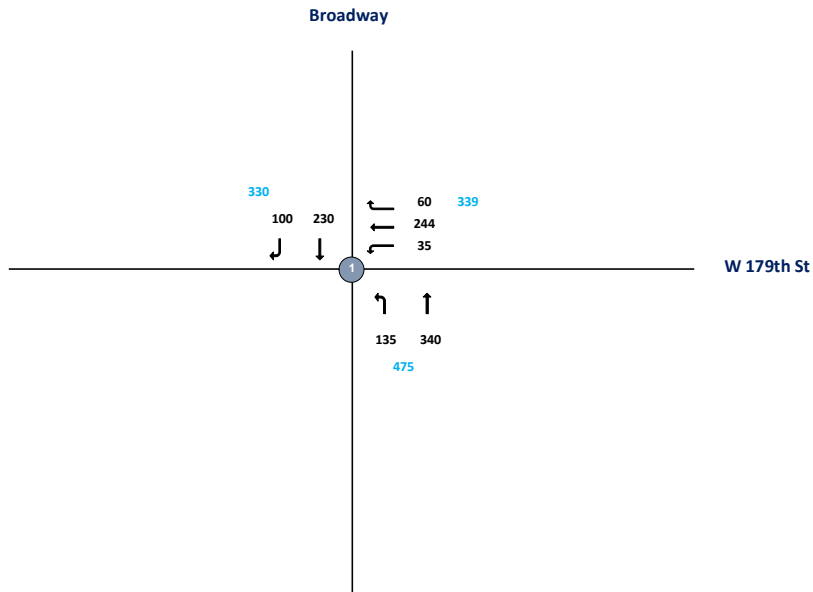
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Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
			L2	L	T	R	R2	Total
Broadway & W 179th 2021 (LDR-01)	1							
W 179th St	1	EB	0	0	0	0	0	
W 179th St	1	WB	0	35	244	60	0	
Broadway	1	NB	0	135	340	0	0	
Broadway	1	SB	0	0	230	100	0	1144

CBD Tolling
LDR - Traffic Flowmap
PM With-Action



- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume



LES

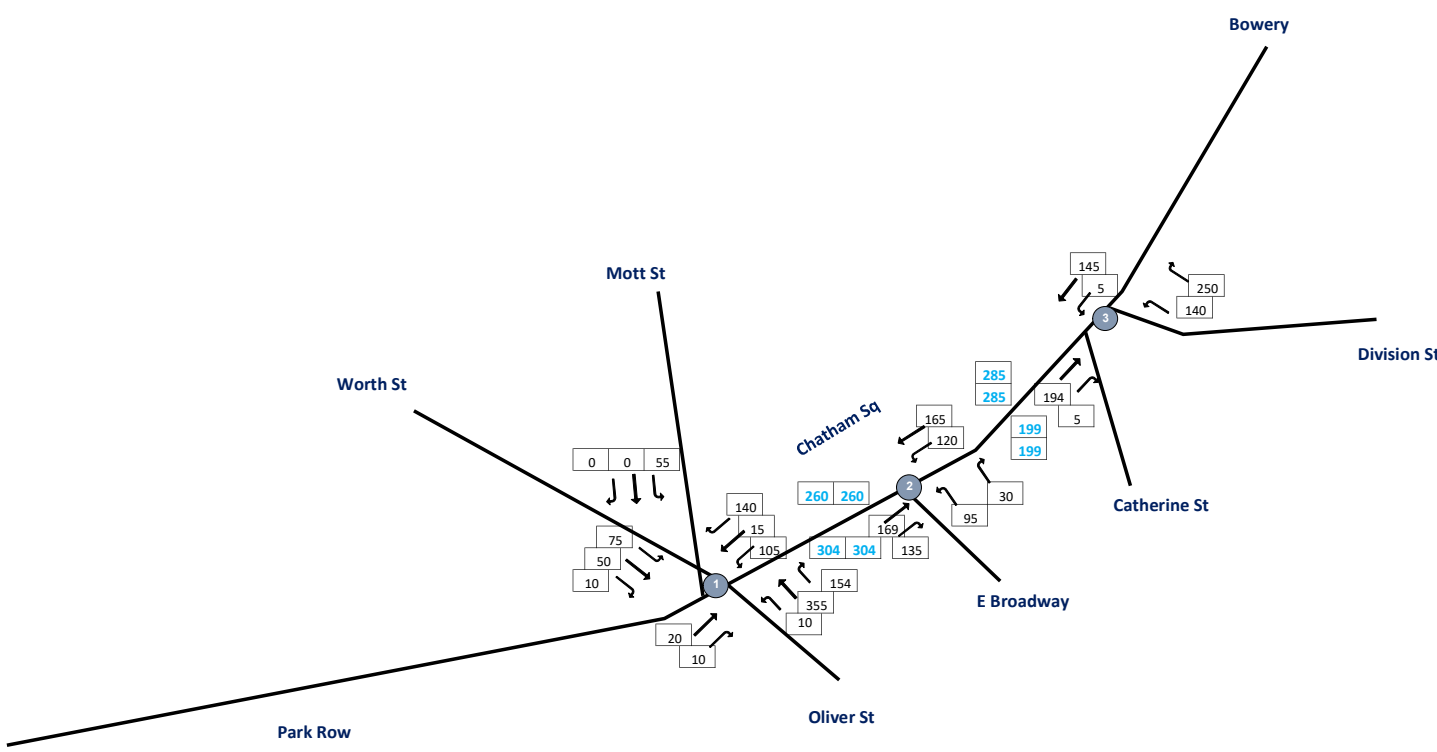
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Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	
Worth St/Oliver St/Mott St & Chatham Square/Park Row								
2022 (LES-01)	1							
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	20	10	0	
Chatham Sq	1	WB	0	105	15	140	0	
Oliver St	1	NB	0	10	355	0	154	
Worth St	1	SB	0	75	50	10	0	999
E Broadway & Chatham Sq								
2022 (LES-02)	2							
Chatham Sq	2	EB	0	0	169	135	0	
Chatham Sq	2	WB	0	120	165	0	0	
E Broadway	2	NB	0	95	0	30	0	
	2	SB	0	0	0	0	0	714
Division St/Doyers St/Catherine St & Chatham Square/Bowery								
2022 (LES-03)	3							
Chatham Sq	3	EB	0	0	194	0	5	
Bowery	3	WB	0	5	145	0	0	
Division St	3	NB	0	140	0	250	0	
	3	SB	0	0	0	0	0	739

CBD Tolling
LES - Traffic Flowmap
AM With-Action



- Legend:**
- Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



LES

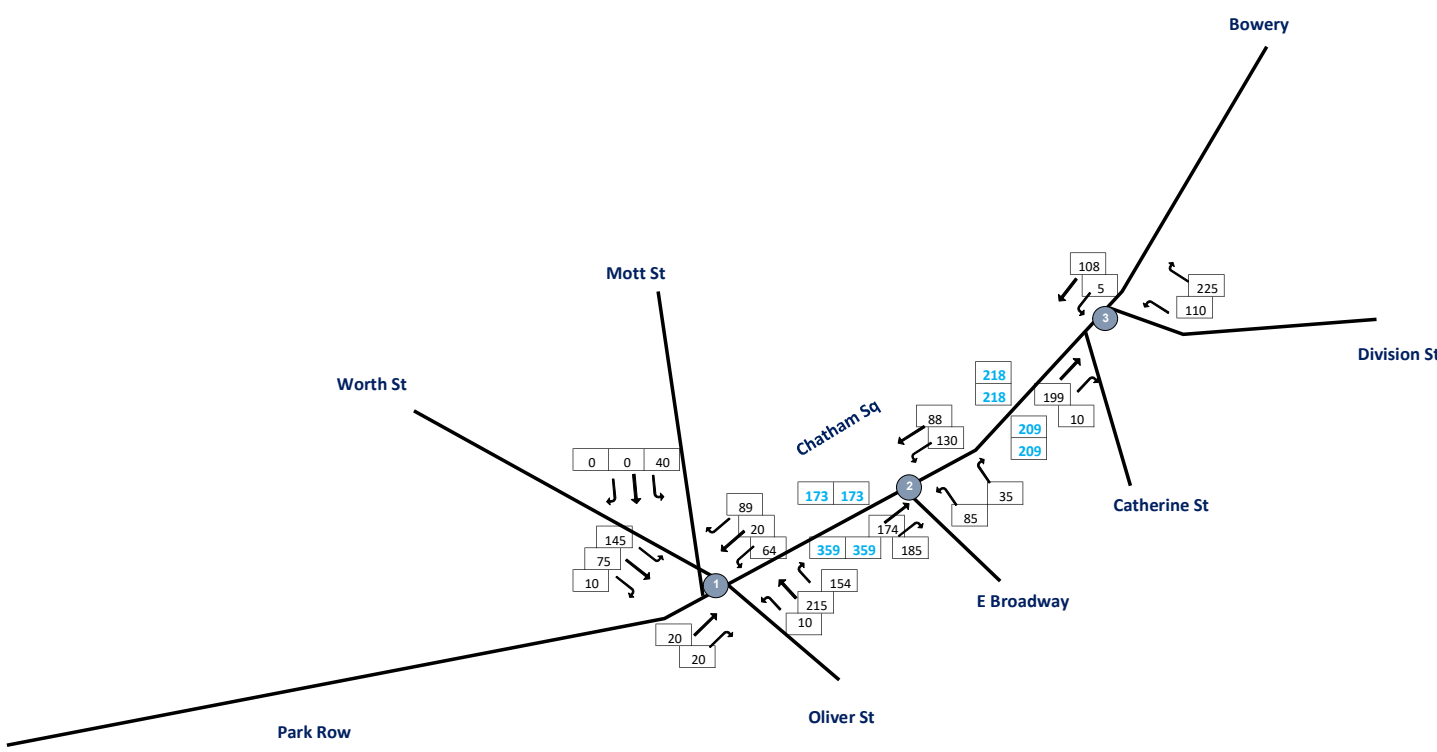
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Intersection	Node	Approach	Total Vehicles						Total
			Inbound/Outbound						
			MD Peak Hour						
			L2	L	T	R	R2		
Worth St/Oliver St/Mott St & Chatham Square/Park Row									
2022 (LES-01)	1								
Mott St	1	SW	40	0	0	0	0		
Park Row	1	EB	0	0	20	20	0		
Chatham Sq	1	WB	0	64	20	89	0		
Oliver St	1	NB	0	10	215	0	154		
Worth St	1	SB	0	145	75	10	0	862	
E Broadway & Chatham Sq									
2022 (LES-02)	2								
Chatham Sq	2	EB	0	0	174	185	0		
Chatham Sq	2	WB	0	130	88	0	0		
E Broadway	2	NB	0	85	0	35	0		
	2	SB	0	0	0	0	0	697	
Division St/Doyers St/Catherine St & Chatham Square/Bowery									
2022 (LES-03)	3								
Chatham Sq	3	EB	0	0	199	0	10		
Bowery	3	WB	0	5	108	0	0		
Division St	3	NB	0	110	0	225	0		
	3	SB	0	0	0	0	0	657	

CBD Tolling
LES - Traffic Flowmap
MD No Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



LES

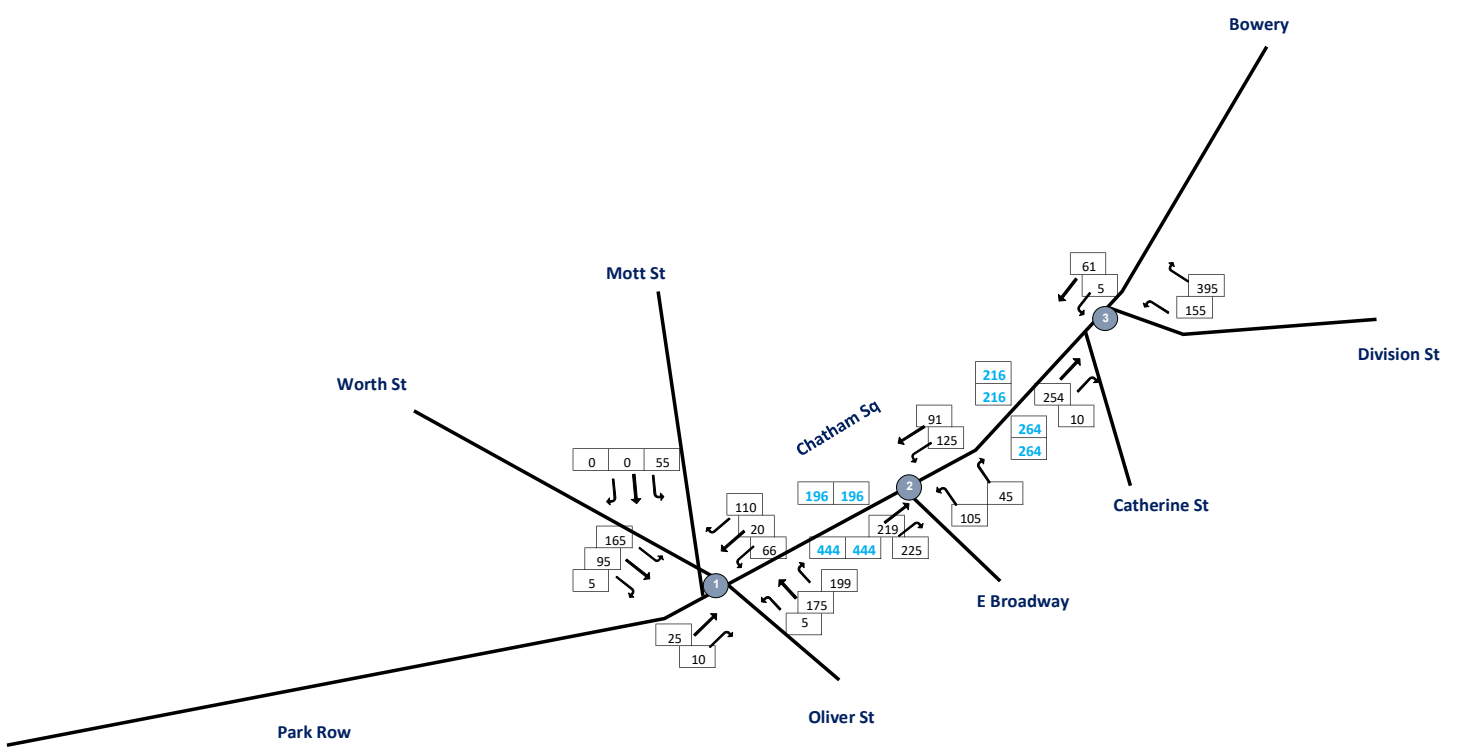
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Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
			L2	L	T	R	R2	Total
Worth St/Oliver St/Mott St & Chatham Square/Park Row 2022 (LES-01)								
Mott St	1	SW	55	0	0	0	0	
Park Row	1	EB	0	0	25	10	0	
Chatham Sq	1	WB	0	66	20	110	0	
Oliver St	1	NB	0	5	175	0	199	
Worth St	1	SB	0	165	95	5	0	930
E Broadway & Chatham Sq 2022 (LES-02)								
Chatham Sq	2	EB	0	0	219	225	0	
Chatham Sq	2	WB	0	125	91	0	0	
E Broadway	2	NB	0	105	0	45	0	
	2	SB	0	0	0	0	0	810
Division St/Doyers St/Catherine St & Chatham Square/Bowery 2022 (LES-03)								
Chatham Sq	3	EB	0	0	254	0	10	
Bowery	3	WB	0	5	61	0	0	
Division St	3	NB	0	155	0	395	0	
	3	SB	0	0	0	0	0	880

CBD Tolling
LES - Traffic Flowmap
PM With-Action



- Legend:**
- Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - ATR Volume
 - Approach Volume



LIC

8:00:00 AM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			AM Peak Hour					
L2	L	T	R	R2				
11th St / Pulaski Brdge & Jackson Ave 2017 --> 2019 (LIC_1_TMC-6A)	1							
Pulaski Bridge / 11th St	1	EB	0	25	55	0	0	
Pulaski Bridge / 11th St	1	WB	0	465	215	0	0	
Jackson Ave	1	NB	0	71	701	406	0	
Jackson Ave	1	SB	0	0	444	64	0	2446
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	661	0	0	
48th St	111	SB	0	0	498	15	0	1284
Vernon Blvd & 50th Ave 2019 (TMC-001)	2							
50th Ave	2	EB	0	35	64	30	0	
50th Ave	2	WB	0	0	0	0	0	
Vernon Blvd	2	NB	0	0	207	13	0	
Vernon Blvd	2	SB	0	44	163	0	0	556
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	1151	30	0	
Pulsaki Btridge	3	SB	0	73	942	0	0	2438
Pulsaki Bridge & Freeman St 2019 (TMC-003)	4							
Freeman St	4	EB	0	0	0	0	0	
Freeman St	4	WB	0	0	0	179	0	
Pulsaki Bridge	4	NB	0	0	1333	0	0	
Pulsaki Btridge	4	SB	0	0	1015	115	0	2642
49th Ave & 21st St 2017 --> 2019 (LIC_5_TMC-6C)	5							
49th Ave	5	EB	0	36	132	10	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	933

LIC

8:00:00 AM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			L2	L	T	R	R2	
Borden Ave & 11th Street 2018 -- 2019 (LIC_7_TMC-6D)	7							
Borden Ave	7	EB	0	578	50	18	0	
Borden Ave	7	WB	0	40	422	57	0	
11th St	7	NB	0	16	66	16	0	
11th St	7	SB	0	26	0	94	0	1383
Van Dam St & QMT Expwy (North) 2019 (TMC-004A)	8							
QMT Expwy	8	EB	0	0	0	0	0	
QMT Expwy	8	WB	0	0	846	259	0	
Van Dam St	8	NB	0	22	297	0	0	
Van Dam St	8	SB	0	0	769	17	0	2210
Van Dam St & QMT Expwy (South) 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	290	5	0	
Van Dam St	888	SB	0	588	181	0	0	1293
Queens Blvd & Jackson Ave (Mainline) 2018 --> 2019 (LIC_9A_TMC-6E)	9							
Queens Blvd	9	EB	0	0	845	287	0	
Queens Blvd	9	WB	0	50	722	60	0	
Jackson Ave	9	NB	0	0	199	15	0	
Jackson Ave	9	SB	0	15	135	0	0	2328
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	110	90	
Queens Blvd	10	WB	0	0	1030	0	0	
Thompson Ave	10	NB	0	44	266	0	25	
Thompson Ave	10	SB	0	0	446	15	0	2026

LIC

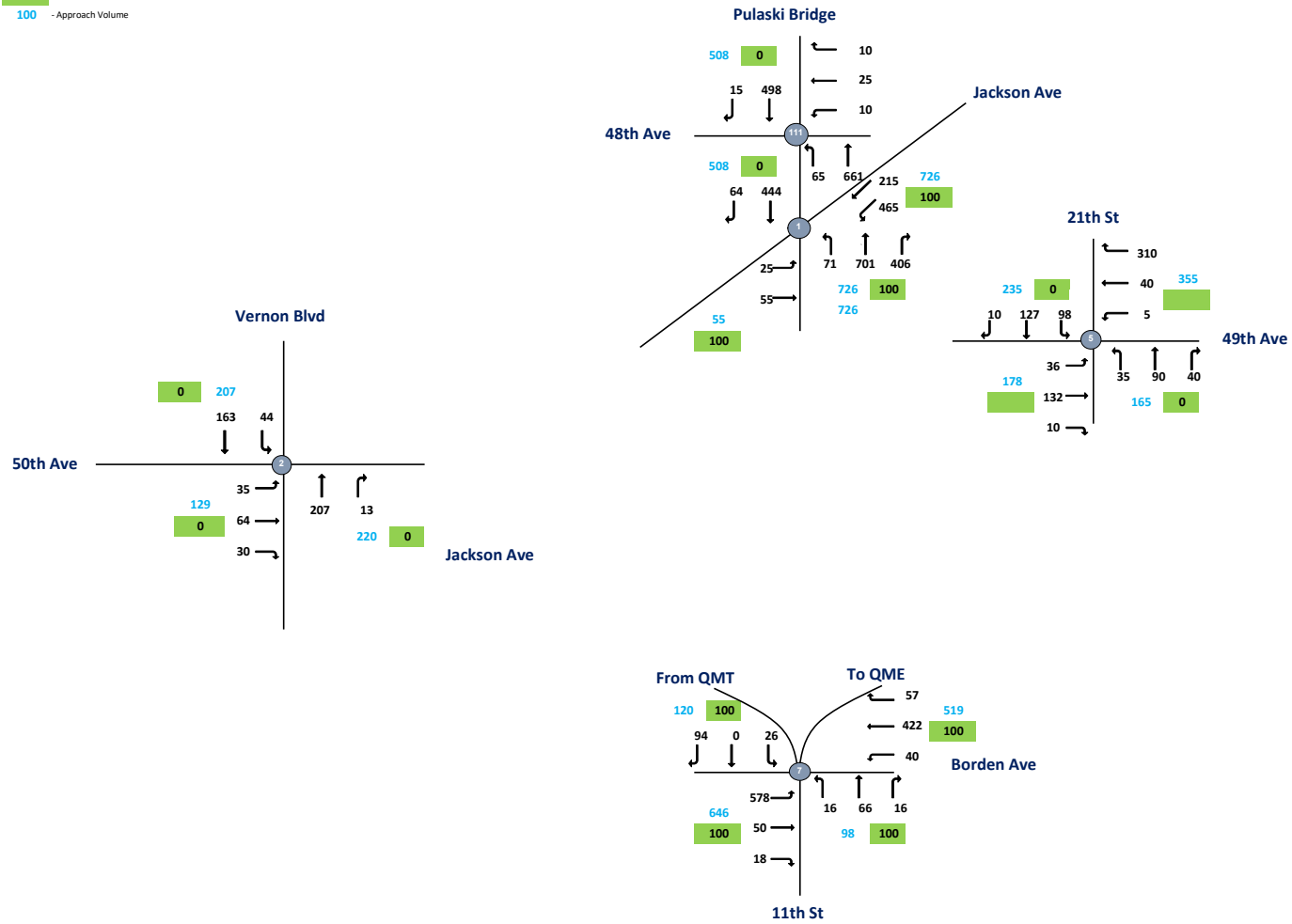
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Intersection	Node	Approach	Total Vehicles						
			Inbound/Outbound						
			AM Peak Hour						
			L2	L	T	R	R2	Total	
Dutch Kills St & Thomson Ave (#1) 2019 (TMC-005)	11								
Thomson Ave	11	EB	0	0	388	0	0		
Thomson Ave	11	WB	0	0	385	896	0		
Dutch 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	721	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	120	66	82	0		
21st Street	12	NB	0	0	356	0	0		
21st Street	12	SB	0	0	951	350	0		1925

CBD Tolling
LIC - Traffic Flowmap #1
AM With Action



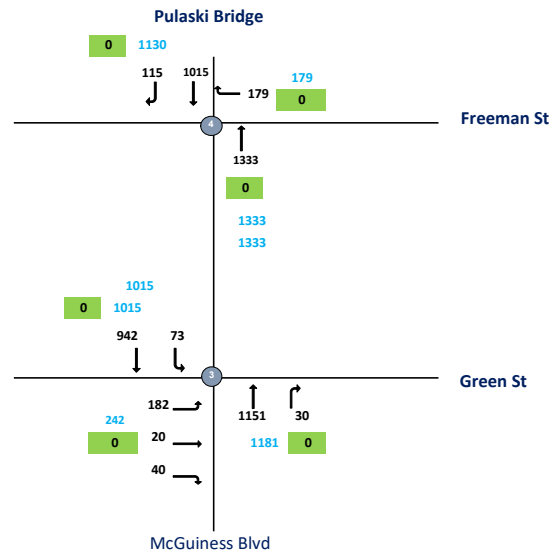
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LIC - Traffic Flowmap #2
AM With Action



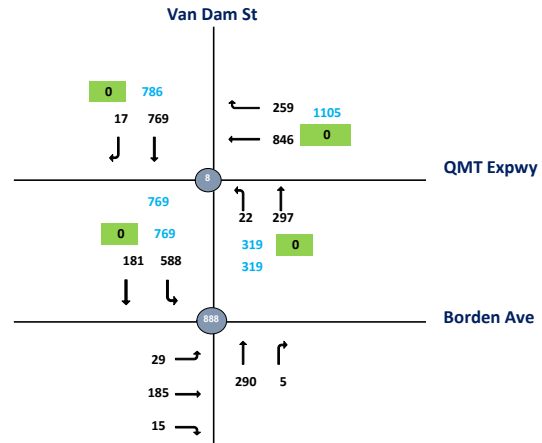
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LIC - Traffic Flowmap #3
AM With Action



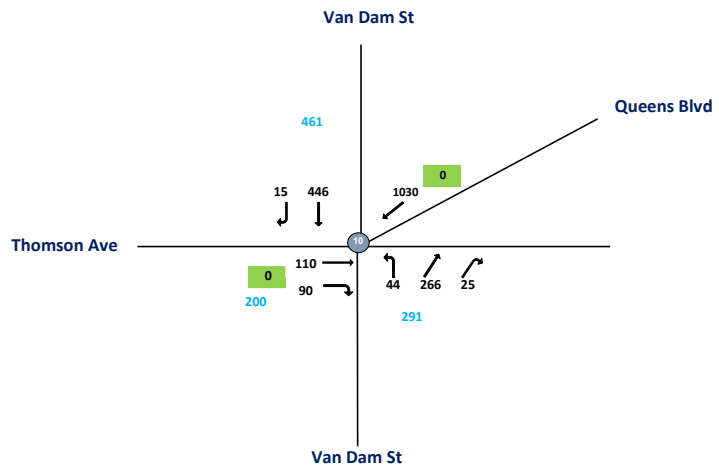
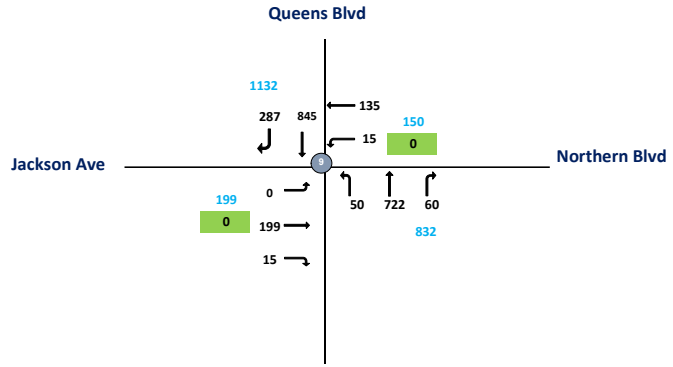
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 0 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LIC - Traffic Flowmap #4
AM With Action



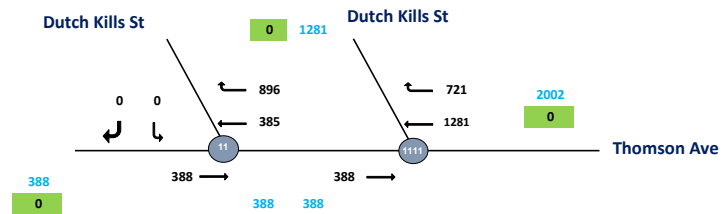
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LIC - Traffic Flowmap #5
AM With Action



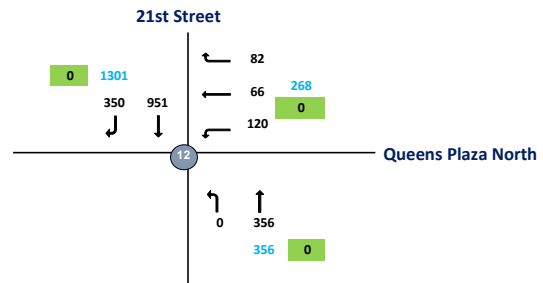
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LIC - Traffic Flowmap #6
AM With Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



LM

8:00:00 AM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			L2	L	T	R	R2	
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 Pl.	1	NB	0	0	42	0	0	
Trinity Pl.	1	SB	0	0	0	0	0	77
Rector St. and Trinity Pl. 2019 (TMC-011)	2							
Rector St.	2	EB	0	100	34	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity Pl.	2	NB	0	0	70	7	0	
Trinity Pl.	2	SB	0	0	0	0	0	211
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	1024	0	444	
West St.	3	SB	0	0	1005	0	0	4165
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	1024	0	0	
West St.	333	SB	0	0	1005	0	0	3268
Chambers St. and Centre St. 2018	4							
Chambers St.	4	EB	0	0	0	393	0	
-	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	396	457	0	0	
Centre St.	4	SB	0	0	213	27	0	1486
Hudson St. and Canal St. 2018	5							
Canal St.	5	EB	49	335	555	0	0	
Canal St.	5	WB	0	0	337	73	0	
Hudson St.	5	NB	0	105	670	150	45	
Hudson St.	5	SB	0	0	0	0	0	2319

LM

8:00:00 AM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	Total
Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	600	0	0	
Canal St.	555	WB	0	0	410	880	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1890
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	2659	277	0	
West St.	7	SB	0	675	2105	0	0	5716
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	2659	0	0	
West St.	777	SB	0	0	2780	0	0	5439
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	134	90	64	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	2217	92	0	
West St.	9	SB	0	5	1657	136	0	4395
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	2232	0	0	
West St.	10	SB	0	0	1857	321	0	77
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	103	30	15	0	
Chambers St.	11	WB	0	69	60	305	0	
West St.	11	NB	0	0	2240	63	0	
West St.	11	SB	0	222	1775	48	0	4930

LM

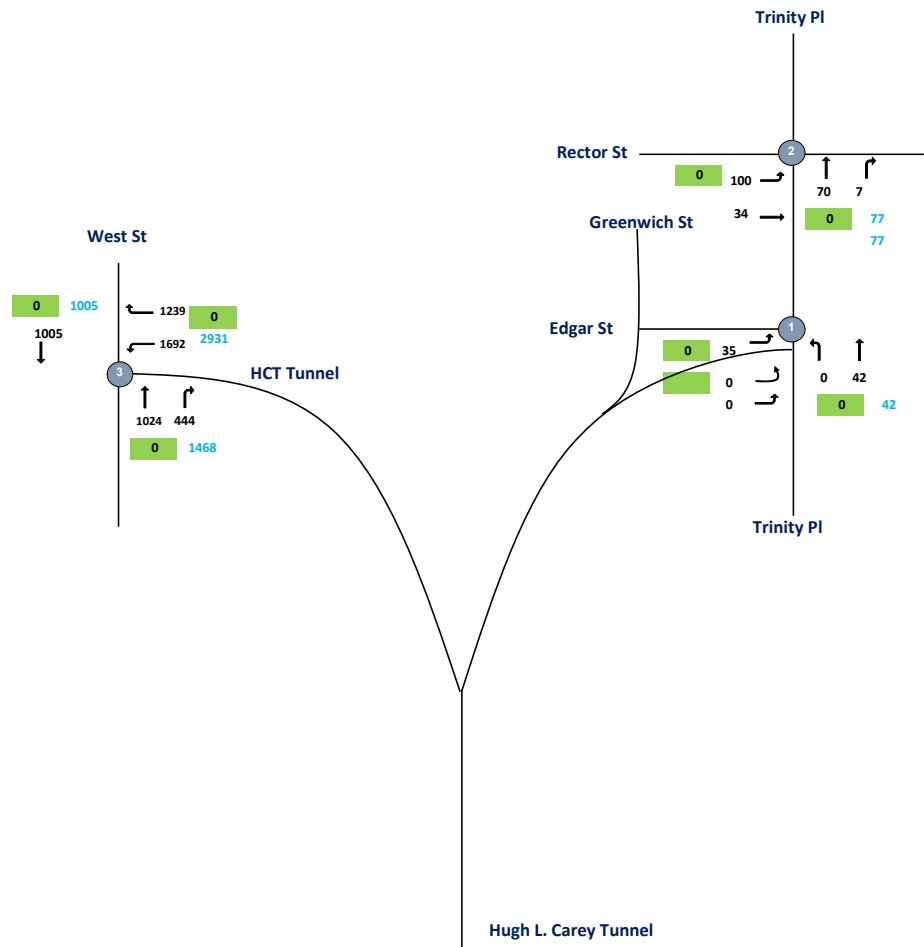
8:00:00 AM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	Total
Bowey and Canal St./Manhattan Bridge Off-Ramp								
2018	14							
Canal St.	14	EB	0	0	709	103	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	989	0	0	
Bowey	14	NB	0	0	289	284	0	
Bowey	14	SB	0	240	136	74	0	2824
Bowey and Manhattan Bridge Off-Ramp								
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	377	0	
Bowey	15	NB	0	0	289	0	0	
Bowey	15	SB	0	0	450	0	0	1116
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	718	25	0	
6th Ave.	18	NB	0	72	901	0	0	
6th Ave.	18	SB	0	0	0	0	0	1716
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	617	0	0	
Canal St.	19	WB	0	0	1148	250	0	
6th Ave.	19	NB	0	157	650	4	0	
Laight St.	19	NE	0	0	0	568	0	3394

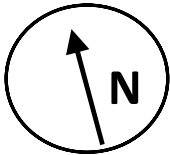
CBD Tolling
LM - Traffic Flowmap #1
AM With Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #2
AM With Action



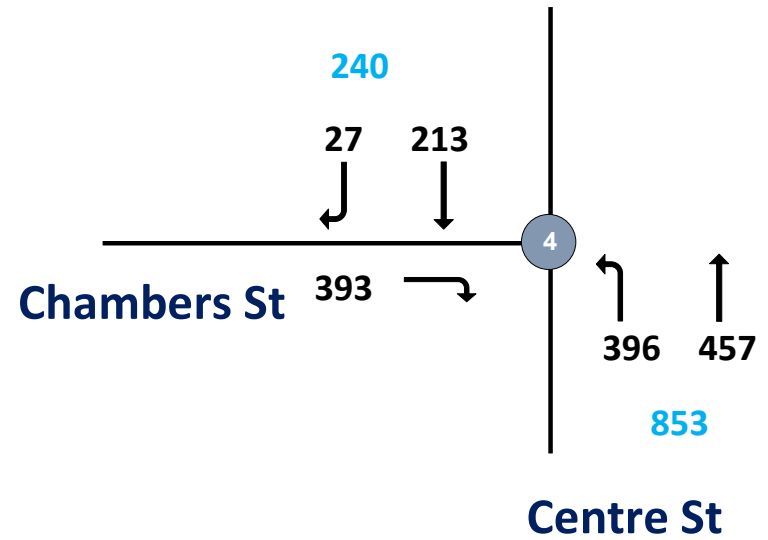
Legend:

1 - Intersection (2019 Collected Data)

7 - Intersection (Uncollected Data)

100 - ATR Volume

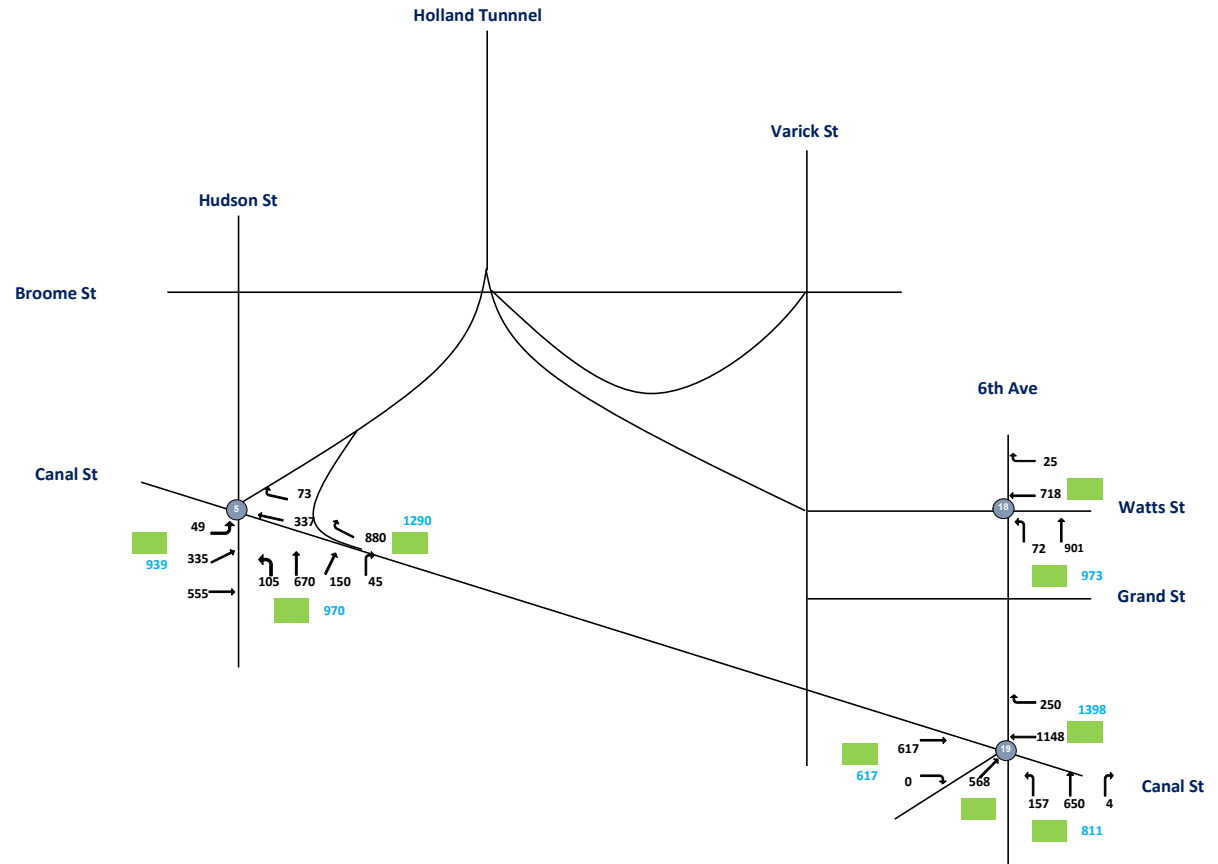
100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #3
AM With Action



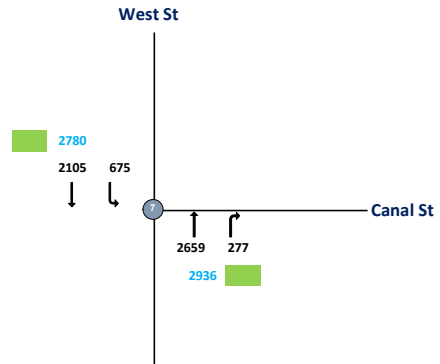
- Legend:**
- Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #4
AM With Action



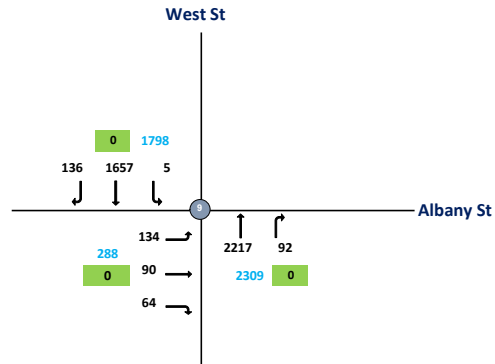
- Legend:
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #5
AM With Action








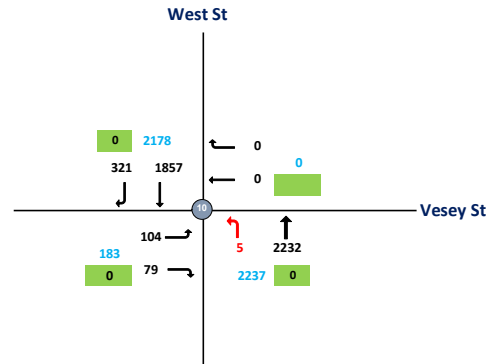
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #6
AM With Action



- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume
 -  - Illegal movement



CBD Tolling
LM - Traffic Flowmap #7
AM With Action



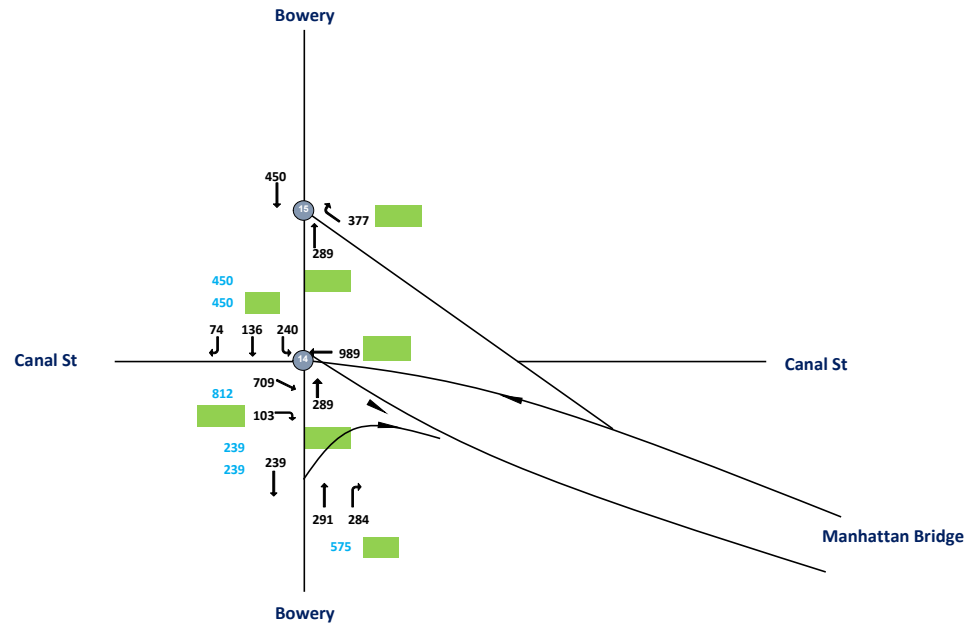
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #8
AM With Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - ATR Volume
 - Approach Volume



Intersection	Node	Approach	Total Vehicles						
			Inbound/Outbound						
			MD Peak Hour						
			L2	L	T	R	R2	Total	
Edgar St. and Trinity Pl. 2019 (TMC-010)	1								
Edgar St.	1	EB	0	291	0	0	0		
478 Exit Ramp.	1	NE	0	0	0	0	0		
Trinity Pl.	1	NB	0	4	34	0	0		
Trinity Pl.	1	SB	0	0	0	0	0		329
Rector St. and Trinity Pl. 2019 (TMC-011)	2								
Rector St.	2	EB	0	109	44	0	0		
Rector St.	2	WB	0	0	0	0	0		
Trinity Pl.	2	NB	0	0	264	61	0		
Trinity Pl.	2	SB	0	0	0	0	0		478
West St. and HCT Exit. 2019 (TMC-012)	3								
-	3	EB	0	0	0	0	0		
HCT Exit.	3	WB	0	860	0	0	0		
West St.	3	NB	0	0	976	0	787		
West St.	3	SB	0	0	1330	0	0		3953
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	852	0		
West St.	333	NB	0	0	976	0	0		
West St.	333	SB	0	0	1330	0	0		3158
Chambers St. and Centre St. 2018	4								
Chambers St.	4	EB	0	0	0	398	0		
-	4	WB	0	0	0	0	0		
Centre St.	4	NB	0	289	364	0	0		
Centre St.	4	SB	0	0	201	13	0		1265
Hudson St. and Canal St. 2018	5								
Canal St.	5	EB	30	206	315	0	0		
Canal St.	5	WB	0	0	163	27	0		
Hudson St.	5	NB	0	75	515	214	55		
Hudson St.	5	SB	0	0	0	0	0		1600

LM

1:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			MD Peak Hour					
L2	L	T	R	R2				
Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	370	0	0	
Canal St.	555	WB	0	0	190	605	0	
Hudson St.	555	NB	0	0	0	0	0	
Hudson St.	555	SB	0	0	0	0	0	1165
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	2100	141	0	
West St.	7	SB	0	349	1835	0	0	4425
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	2100	0	0	
West St.	777	SB	0	0	2184	0	0	4284
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	101	95	63	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1474	85	0	
West St.	9	SB	0	5	2126	86	0	4035
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	139	0	151	0	
Vesey St.	10	WB	0	0	0	0	0	
West St.	10	NB	0	10	1841	0	0	
West St.	10	SB	0	0	2117	164	0	329
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	43	0	10	0	
Chambers St.	11	WB	0	73	65	272	0	
West St.	11	NB	0	0	1868	43	0	
West St.	11	SB	0	171	2002	81	0	4628

LM

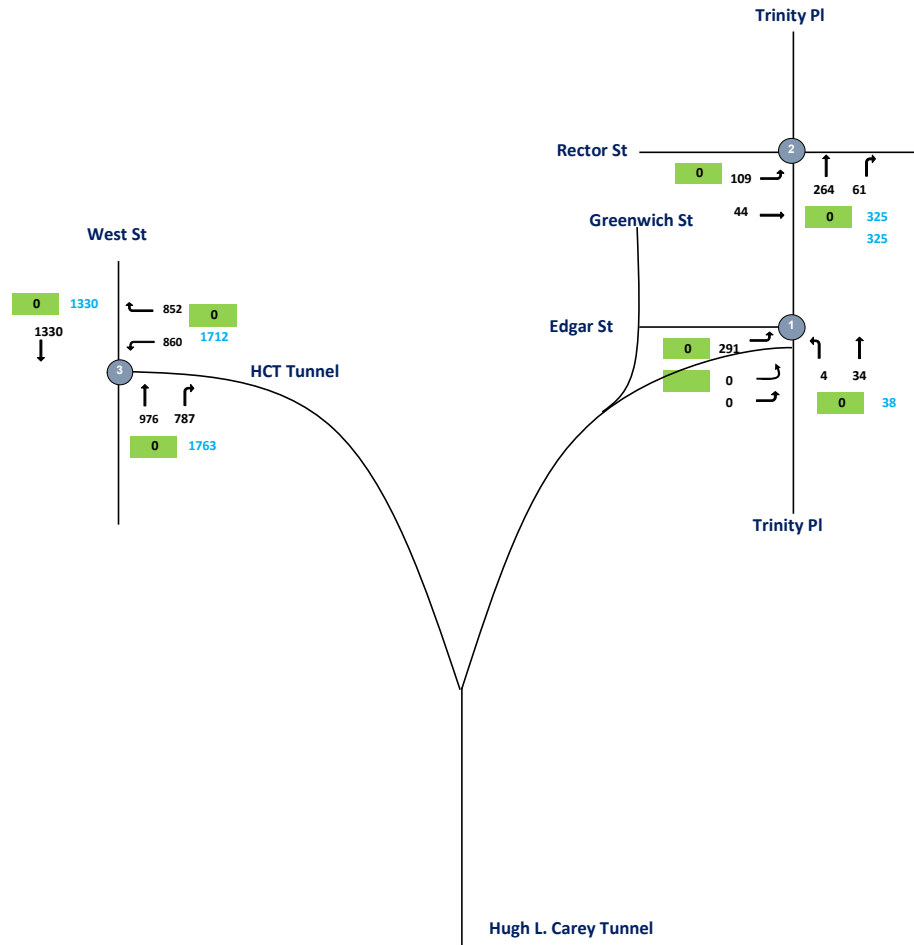
1:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			MD Peak Hour					
			L2	L	T	R	R2	Total
Bowey and Canal St./Manhattan Bridge Off-Ramp								
2018	14							
Canal St.	14	EB	0	0	435	123	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	554	0	0	
Bowey	14	NB	0	0	255	293	0	
Bowey	14	SB	0	224	116	65	0	2065
Bowey and Manhattan Bridge Off-Ramp								
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	143	0	
Bowey	15	NB	0	0	253	0	0	
Bowey	15	SB	0	0	405	0	0	801
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	697	24	0	
6th Ave.	18	NB	0	72	770	0	0	
6th Ave.	18	SB	0	0	0	0	0	1563
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	376	0	0	
Canal St.	19	WB	0	0	642	131	0	
6th Ave.	19	NB	0	148	657	3	0	
Laight St.	19	NE	0	0	0	309	0	2266

CBD Tolling
LM - Traffic Flowmap #1
MD With Action



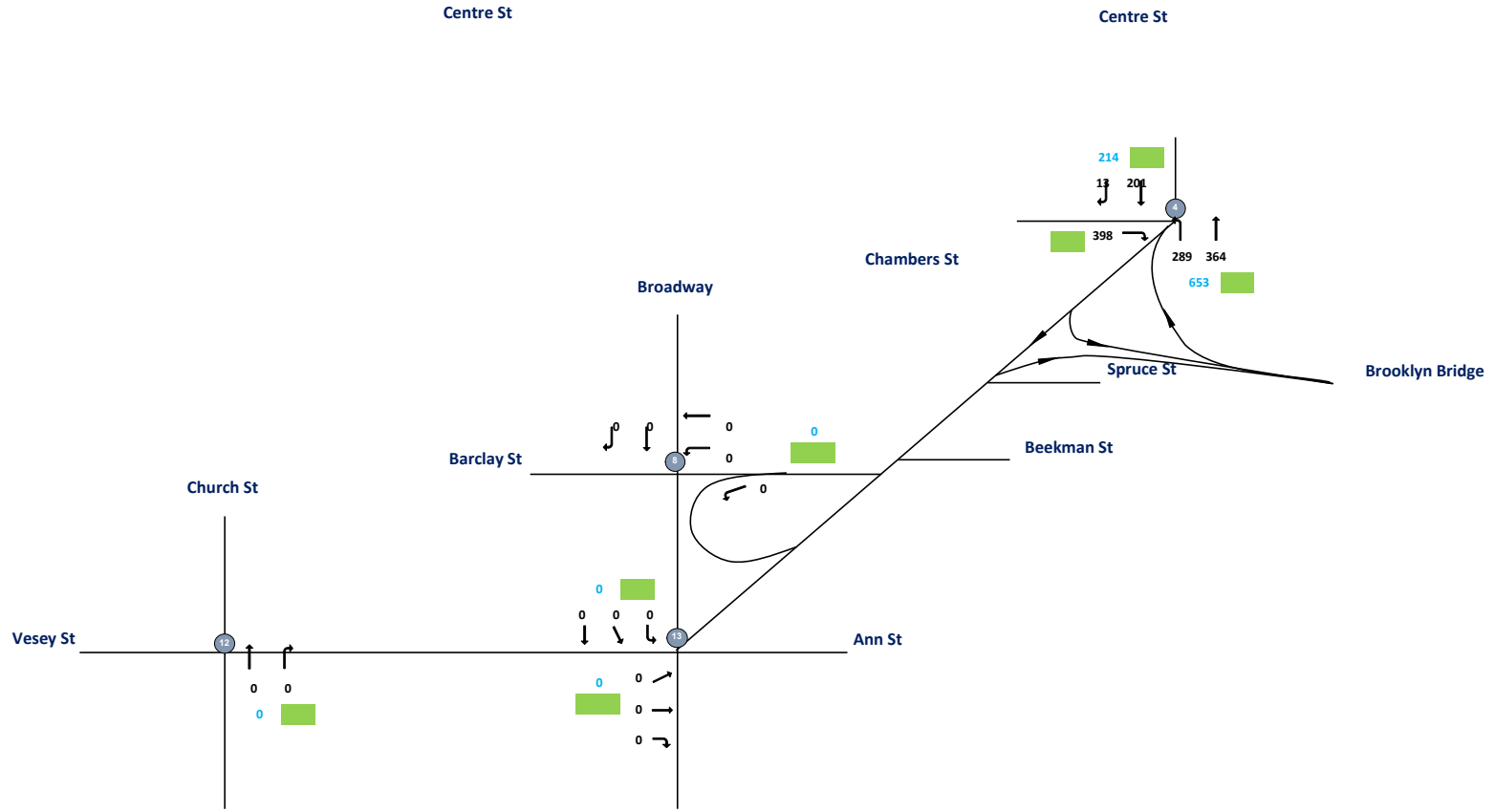
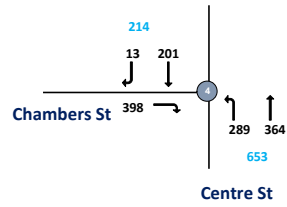
- Legend:**
- Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #2
MD With Action



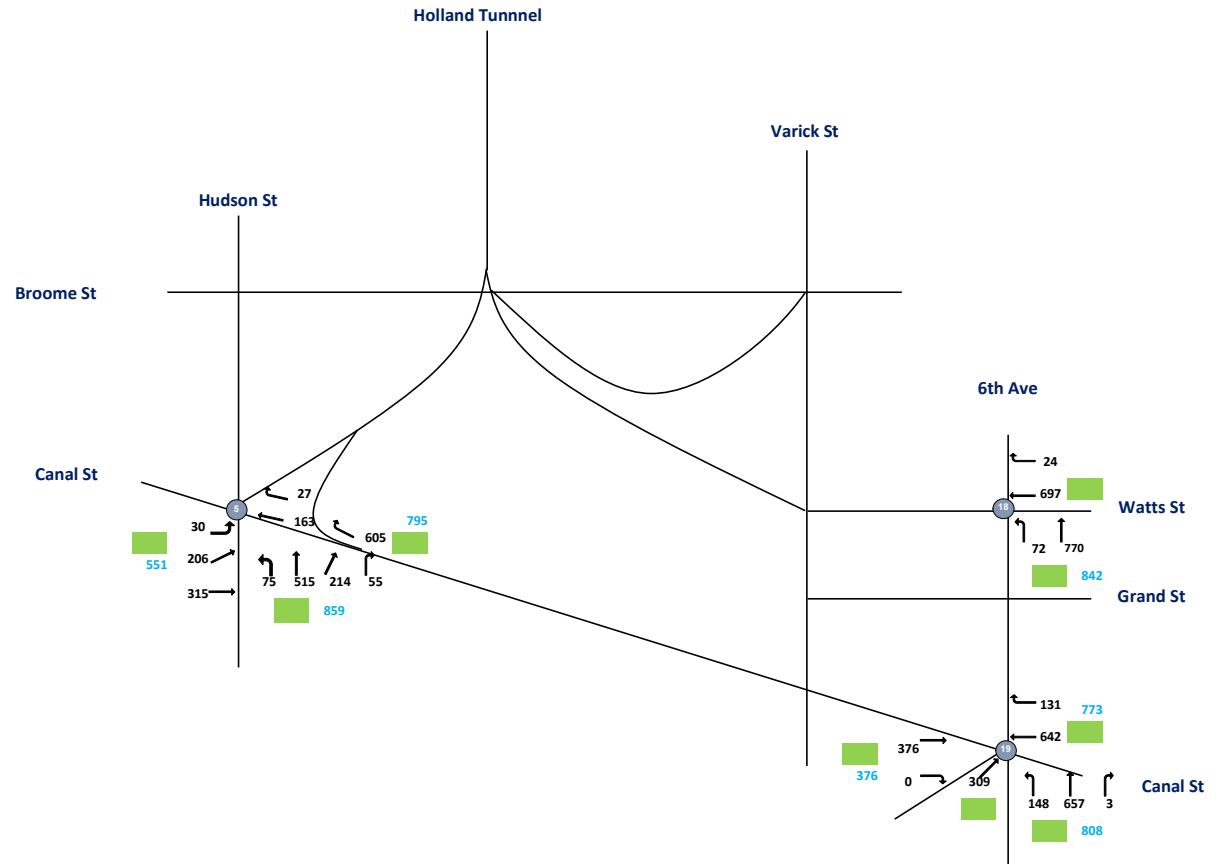
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #3
MD With Action



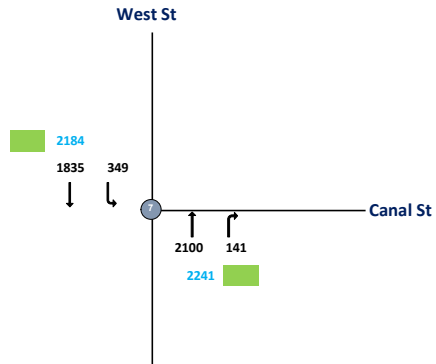
- Legend:**
- Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #4
MD With Action



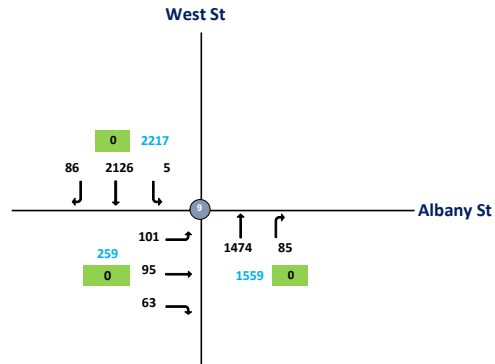
- Legend:**
- ① - Intersection (2019 Collected Data)
 - ② - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #5
MD With Action








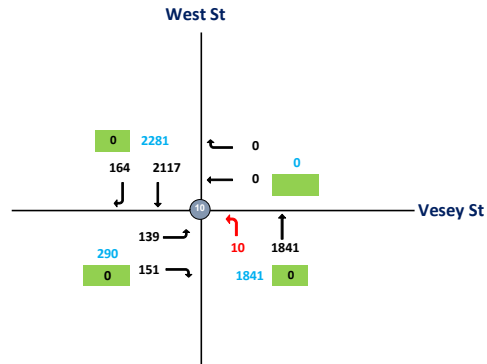
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #6
MD With Action



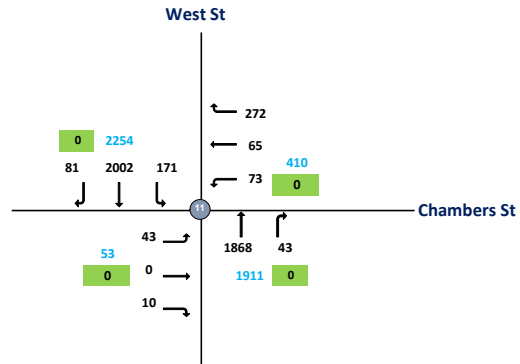
- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume
 -  - Illegal movement



CBD Tolling
LM - Traffic Flowmap #7
MD With Action



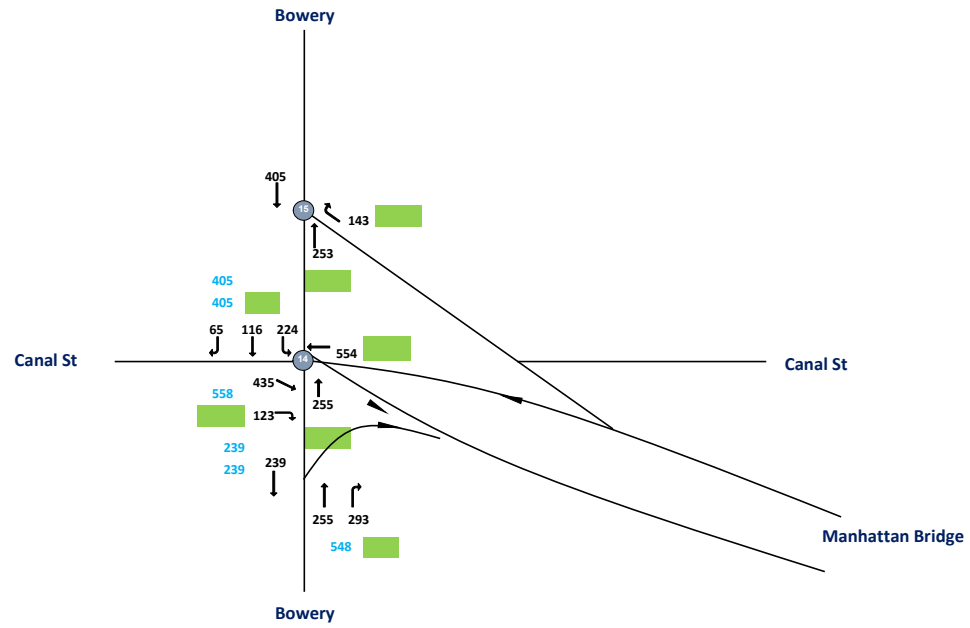
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #8
MD With Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - ATR Volume
 - Approach Volume



LM

5:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			L2	L	T	R	R2	
Edgar St. and Trinity Pl. 2019 (TMC-010)	1							
Edgar St.	1	EB	0	136	0	0	0	
478 Exit Ramp.	1	NE	0	0	0	0	0	
Trinity Pl.	1	NB	0	0	0	0	0	
Trinity Pl.	1	SB	0	0	0	0	0	136
Rector St. and Trinity Pl. 2019 (TMC-011)	2							
Rector St.	2	EB	0	68	38	0	0	
Rector St.	2	WB	0	0	0	0	0	
Trinity Pl.	2	NB	0	0	121	15	0	
Trinity Pl.	2	SB	0	0	0	0	0	242
West St. and HCT Exit. 2019 (TMC-012)	3							
-	3	EB	0	0	0	0	0	
HCT Exit.	3	WB	0	349	0	0	0	
West St.	3	NB	0	0	538	0	1206	
West St.	3	SB	0	0	1197	0	0	3290
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	538	0	0	
West St.	333	SB	0	0	1197	0	0	2245
Chambers St. and Centre St. 2018	4							
Chambers St.	4	EB	0	0	0	464	0	
-	4	WB	0	0	0	0	0	
Centre St.	4	NB	0	374	448	0	0	
Centre St.	4	SB	0	0	290	12	0	1588
Hudson St. and Canal St. 2018	5							
Canal St.	5	EB	5	178	419	0	0	
Canal St.	5	WB	0	0	0	0	0	
Hudson St.	5	NB	0	45	585	159	8	
Hudson St.	5	SB	0	0	0	0	0	1399

LM

5:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
			L2	L	T	R	R2	Total
Hudson St. and Canal St.								
2018	555							
Canal St.	555	EB	0	0	427	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	1832
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	2629	5	0	
West St.	7	SB	0	484	1734	0	0	4852
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	2629	0	0	
West St.	777	SB	0	0	2218	0	0	4847
West St. and Albany St.								
2019 (TMC-013)	9							
Albany St.	9	EB	0	139	90	81	0	
-	9	WB	0	0	0	0	0	
West St.	9	NB	0	0	1227	47	0	
West St.	9	SB	0	0	2192	76	0	3852
West St. and Vesey St.								
2019 (TMC-014)	10							
Vesey St.	10	EB	0	99	0	121	0	
Vesey St.	10	WB	0	10	0	0	0	
West St.	10	NB	0	0	1462	0	0	
West St.	10	SB	0	0	2345	134	0	136
West St. and Chambers St.								
2019 (TMC-015)	11							
Chambers St.	11	EB	0	49	20	5	0	
Chambers St.	11	WB	0	126	90	392	0	
West St.	11	NB	0	0	1754	35	0	
West St.	11	SB	0	183	1809	90	0	4553

LM

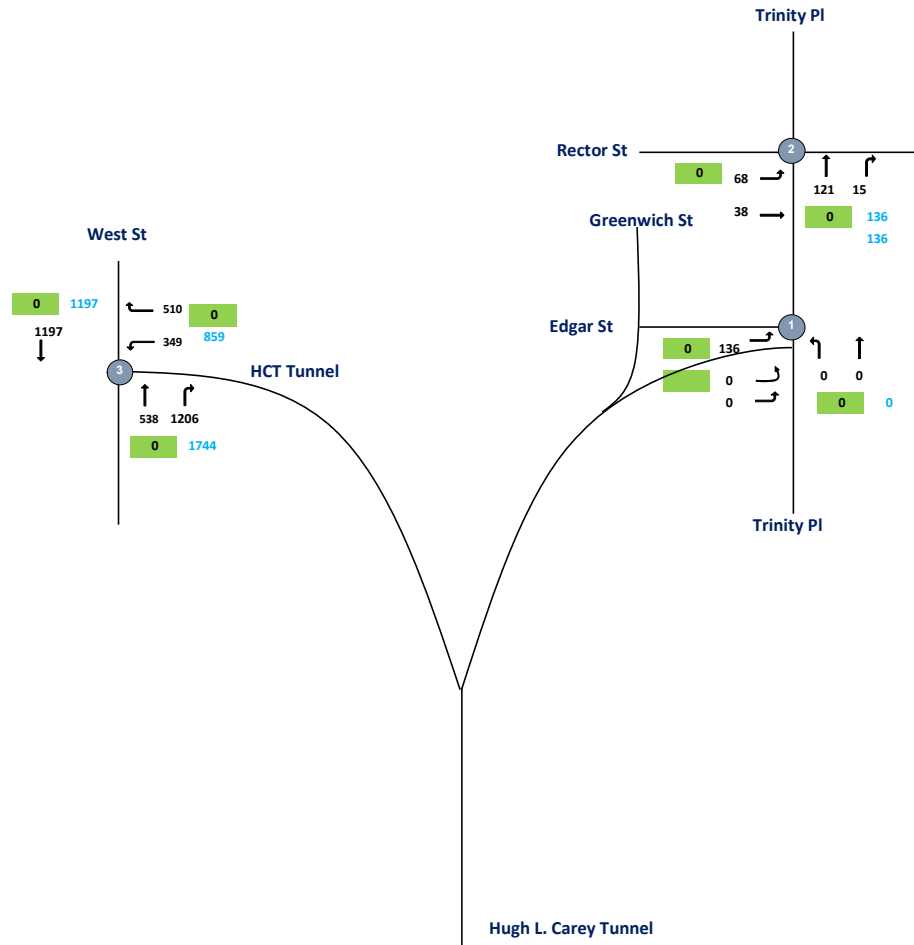
5:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
			L2	L	T	R	R2	Total
Bowey and Canal St./Manhattan Bridge Off-Ramp								
2018	14							
Canal St.	14	EB	0	0	800	83	0	
Manhattan Bridge Off-Ramp	14	WB	0	0	347	0	0	
Bowey	14	NB	0	0	167	472	0	
Bowey	14	SB	0	400	46	16	0	2331
Bowey and Manhattan Bridge Off-Ramp								
2018	15							
	15	EB	0	0	0	0	0	
Manhattan Bridge Off-Ramp	15	WB	0	0	0	222	0	
Bowey	15	NB	0	0	167	0	0	
Bowey	15	SB	0	0	462	0	0	851
6th Ave. and Watts St								
2018	18							
Watts St	18	EB	0	0	0	0	0	
Watts St	18	WB	0	0	195	0	0	
6th Ave.	18	NB	0	132	483	0	0	
6th Ave.	18	SB	0	0	0	0	0	810
6th Ave. and Canal St.								
2018	19							
Canal St.	19	EB	0	0	351	0	0	
Canal St.	19	WB	0	0	1247	9	0	
6th Ave.	19	NB	0	37	591	3	0	
Laight St.	19	NE	0	0	0	346	0	2584

CBD Tolling
LM - Traffic Flowmap #1
PM With Action



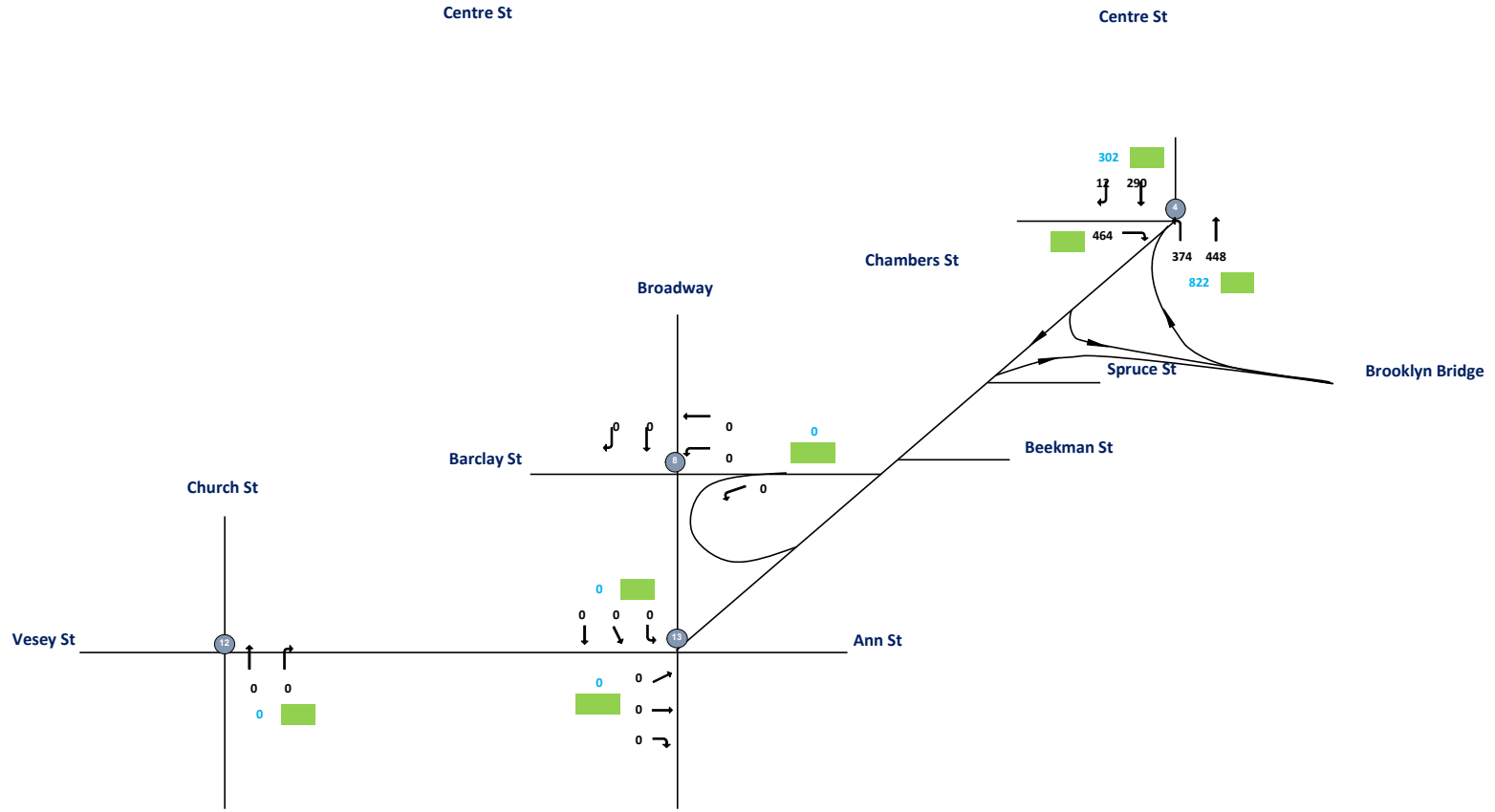
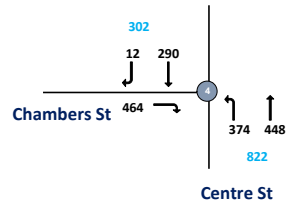
- Legend:**
- Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #2
PM With Action



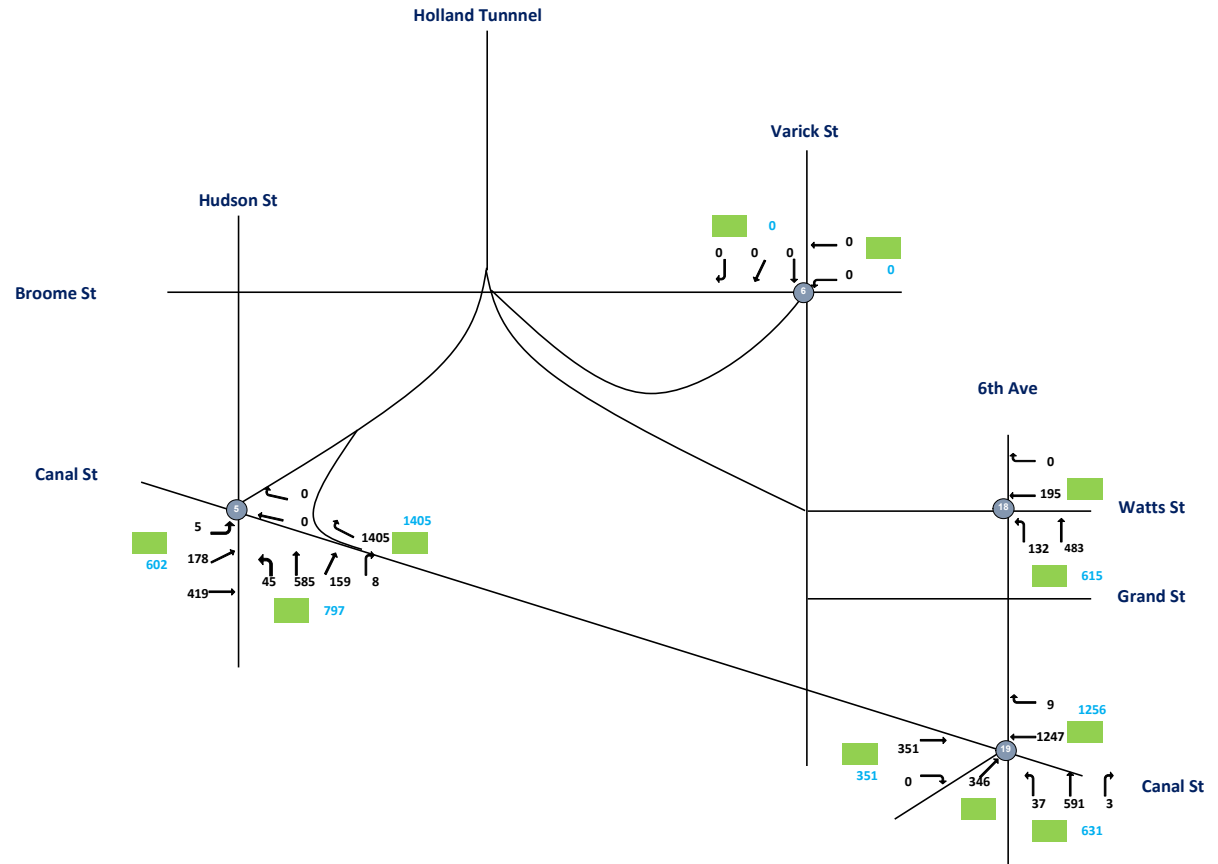
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #3
PM With Action



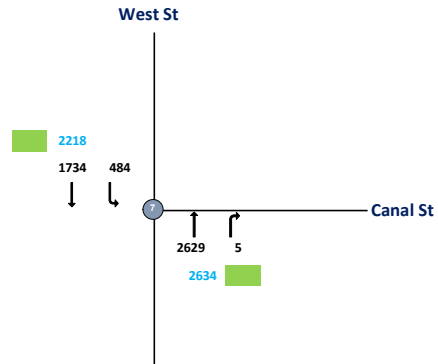
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #4
PM With Action



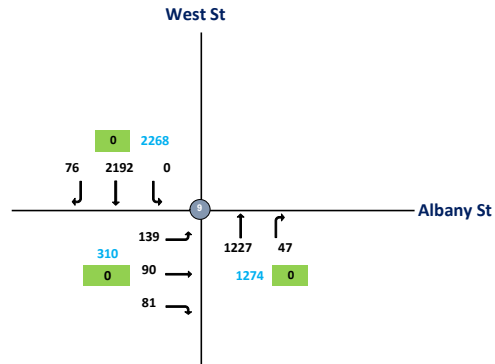
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #5
PM With Action








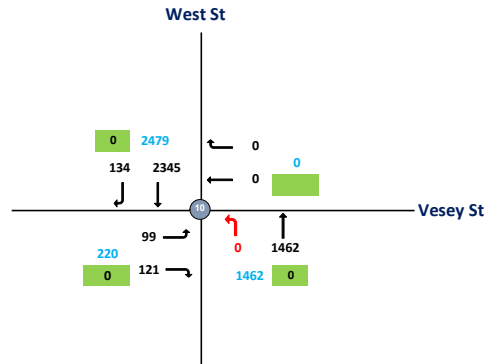
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #6
PM With Action



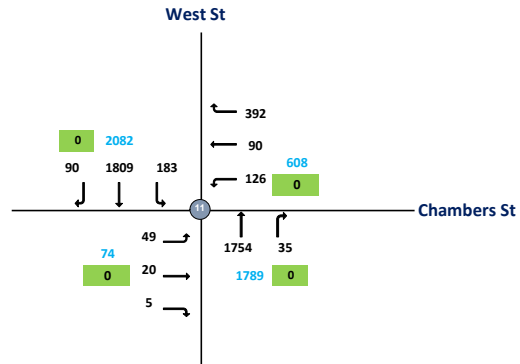
- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume
 -  - Illegal movement



CBD Tolling
LM - Traffic Flowmap #7
PM With Action



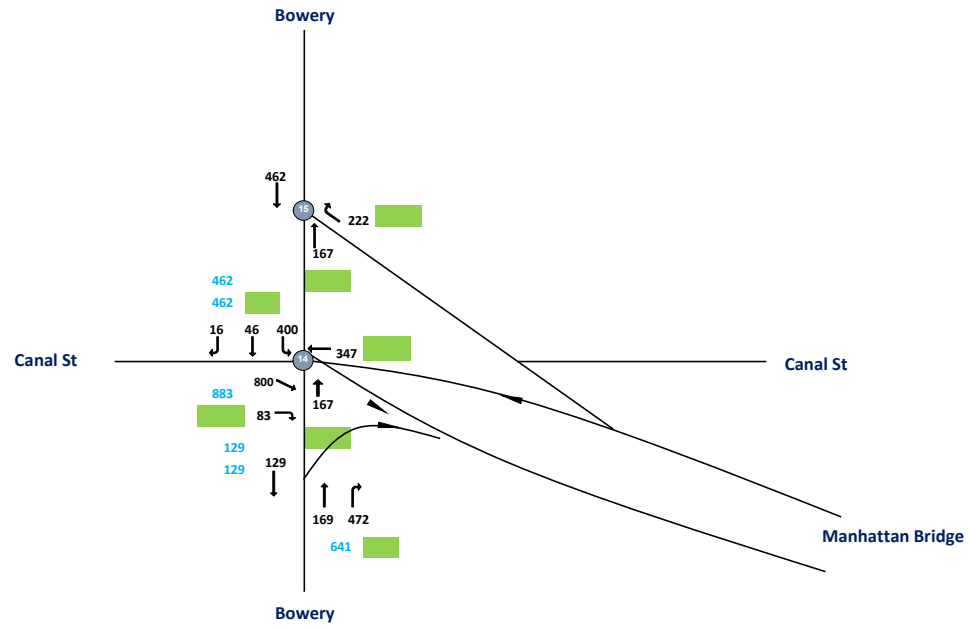
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
LM - Traffic Flowmap #8
PM With Action



- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



QMT

1:00:00 PM

Intersection	Node	Approach	Total Vehicles						
			Inbound/Outbound					Total	
			MD Peak Hour						
			L2	L	T	R	R2		
37th St & 3rd Ave 2019 (TMC-016)	1								
37th St	1	EB	0	0	0	0	0		
37th St	1	WB	0	0	574	259	0		
3rd Ave	1	NB	0	39	576	0	0		
3rd Ave	1	SB	0	0	0	0	0	1448	
36th St & 2nd Ave 2019 (TMC-017)	2								
36th St	2	EB	0	0	1142	84	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	1012	0	0	2445	
34th St & 3rd Ave 2019 (TMC-018)	3								
34th St	3	EB	0	0	397	0	0		
34th St	3	WB	0	0	420	78	0		
3rd Ave	3	NB	0	22	967	162	0		
	3	SB	0	0	0	0	0	2046	
35th St & 3rd Ave 2019 (TMC-019)	4								
35th St	4	EB	0	0	0	0	0		
35th St	4	WB	0	0	477	56	0		
3rd Ave	4	NB	0	78	967	0	0		
	4	SB	0	0	0	0	0	1578	
34th St & 2nd Ave 2019 (TMC-020)	5								
34th St	5	EB	0	0	557	126	0		
34th St	5	WB	0	0	231	0	0		
2nd Ave	5	NB	0	0	0	0	0		
2nd Ave	5	SB	0	225	1299	42	0	2480	
35th St & 2nd Ave 2019 (TMC-021)	6								
35th St	6	EB	0	0	0	468	0		
35th St	6	WB	0	80	85	0	0		
2nd Ave	6	NB	0	0	0	0	0		
2nd Ave	6	SB	0	0	1018	78	0	1729	

QMT

9:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			LN Peak Hour					
			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	372	346	0	
3rd Ave	1	NB	0	22	976	0	0	
3rd Ave	1	SB	0	0	0	0	0	1716
36th St & 2nd Ave 2019 (TMC-017)	2							
36th St	2	EB	0	0	520	47	0	
36th St	2	WB	0	0	0	0	0	
2nd Ave	2	NB	0	0	0	0	0	
2nd Ave	2	SB	0	368	1467	0	0	2402
34th St & 3rd Ave 2019 (TMC-018)	3							
34th St	3	EB	0	0	432	0	0	
34th St	3	WB	0	0	288	94	0	
3rd Ave	3	NB	0	36	1167	184	0	
	3	SB	0	0	0	0	0	2201
35th St & 3rd Ave 2019 (TMC-019)	4							
35th St	4	EB	0	0	0	0	0	
35th St	4	WB	0	0	392	52	0	
3rd Ave	4	NB	0	51	1210	0	0	
	4	SB	0	0	0	0	0	1705
34th St & 2nd Ave 2019 (TMC-020)	5							
34th St	5	EB	0	0	588	70	0	
34th St	5	WB	0	0	181	0	0	
2nd Ave	5	NB	0	0	0	0	0	
2nd Ave	5	SB	0	338	1334	98	0	2609
35th St & 2nd Ave 2019 (TMC-021)	6							
35th St	6	EB	0	0	0	273	0	
35th St	6	WB	0	74	78	0	0	
2nd Ave	6	NB	0	0	0	0	0	
2nd Ave	6	SB	0	0	1423	91	0	1939

RFK-B

8:00 AM

Intersection	Node	Approach	Total Vehicles						
			Inbound/Outbound						
			AM Peak Hour						
			L2	L	T	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

RFK-Q

8:00 AM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	Total
31st Street and Astoria Blvd 2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	11	382	27	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	70	13	0	
31st Street	17	SB	0	0	547	169	0	1219
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	2109	35	0	
31st Street	24	NB	0	15	75	0	0	
31st Street	24	SB	0	0	243	129	0	3008
31st Street and Hoyt Ave S 2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	16	940	91	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	74	7	0	
31st Street	3	SB	0	20	625	0	0	1773

RFK-M

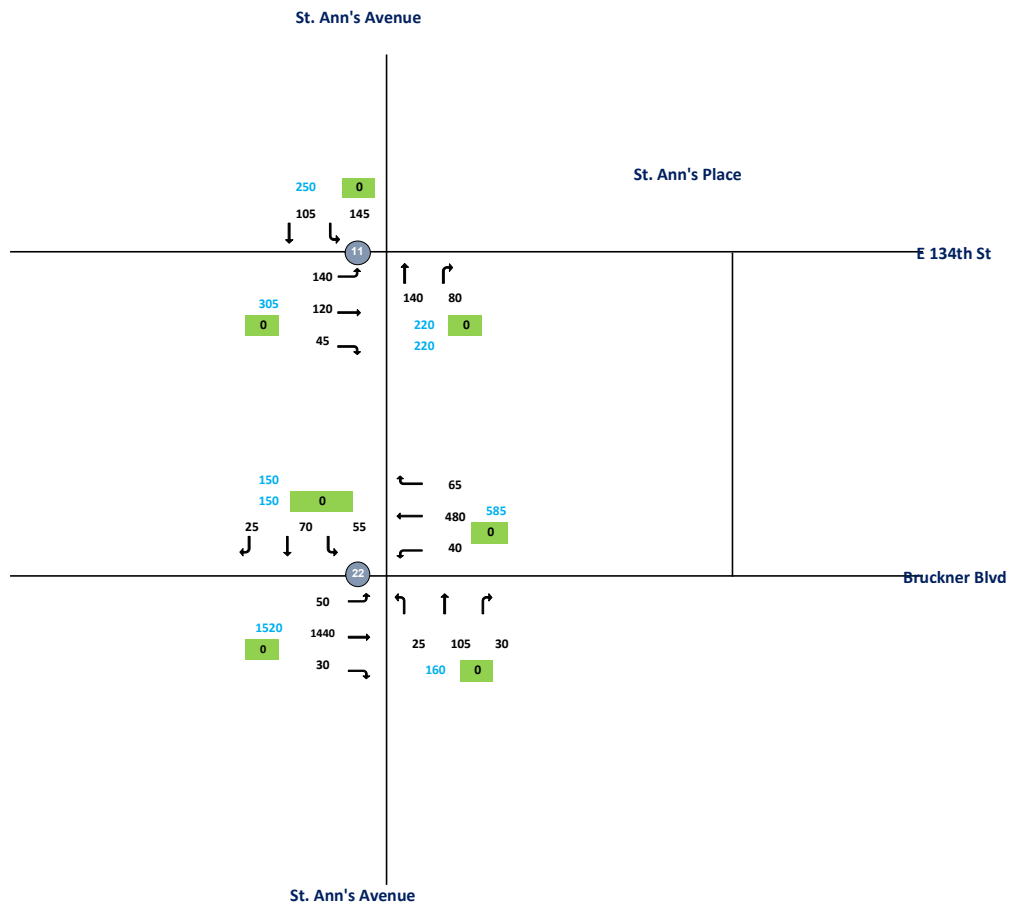
8:00 AM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	
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	1183	42	0	1383
E 125th Street and 2nd Ave								
2019 (TMC-059)								
E 125th Street	2	EB	0	0	672	40	0	
E 125th Street	2	WB	0	11	29	0	0	
2nd Ave	2	SW	0	453	0	153	0	
2nd Ave	2	SB	0	502	699	51	0	2610

CBD Tolling
RKB - Traffic Flowmap
AM With-Action



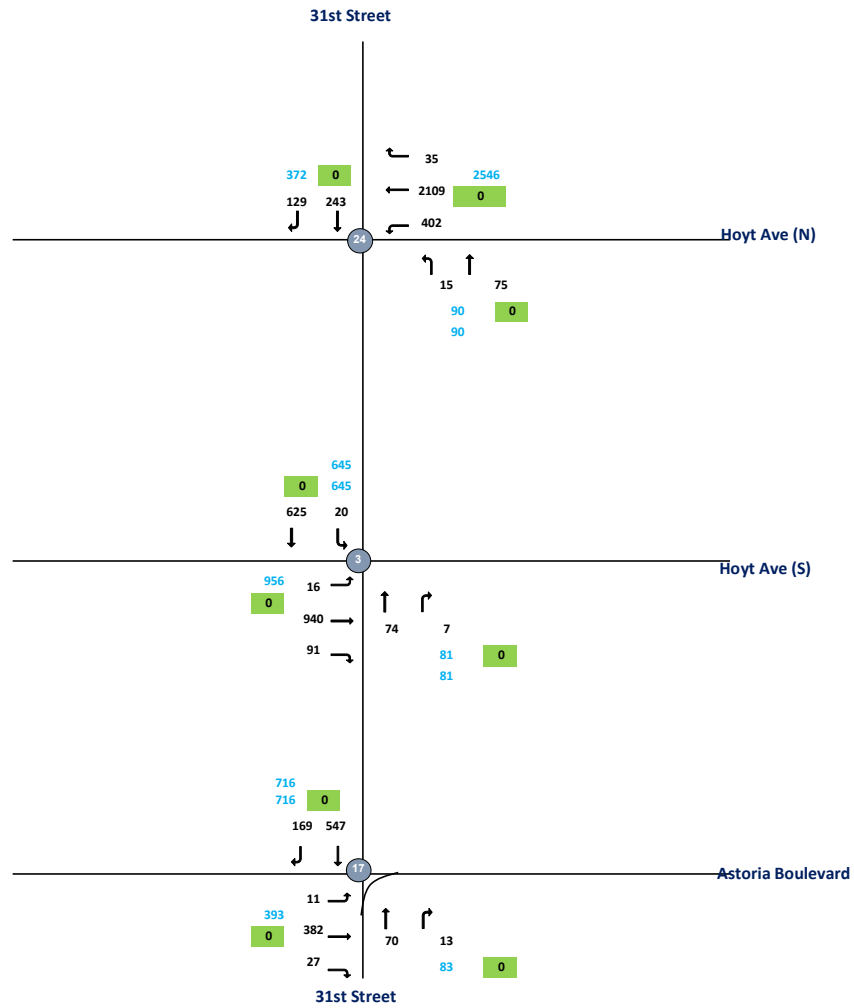
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
AS - Traffic Flowmap
AM With-Action



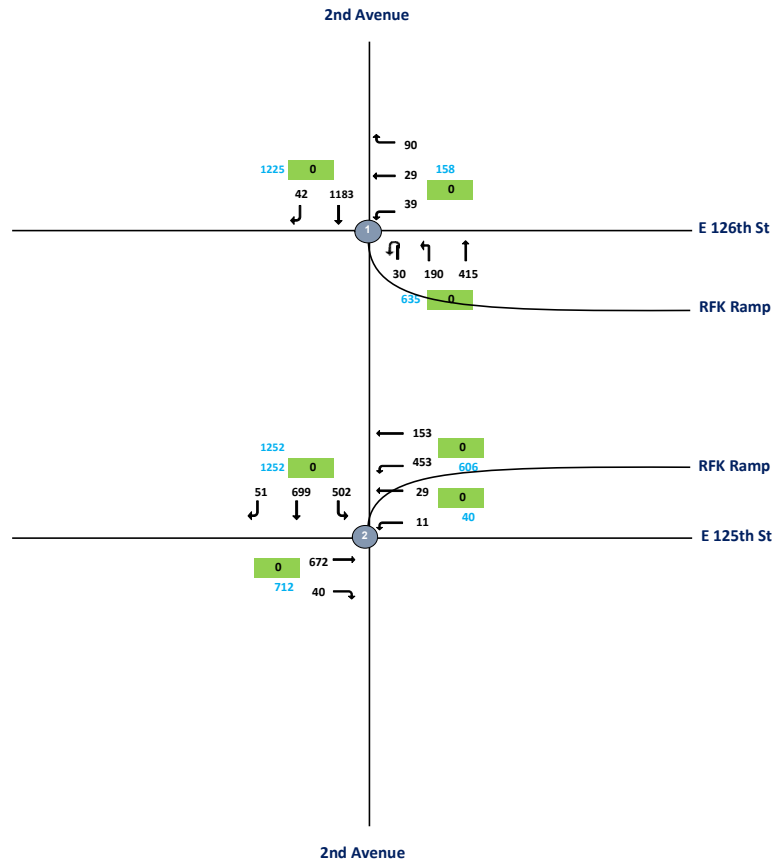
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
RKM - Traffic Flowmap
AM With-Action



- Legend:**
- - Intersection (2019 Collected Data)
 - - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



RFK-B

5:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			PM Peak Hour					
			L2	L	T	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

RFK-Q

5:00 PM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			PM Peak Hour	L2	L	T	R	
31st Street and Astoria Blvd 2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	17	402	50	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	48	7	0	
31st Street	17	SB	0	0	433	198	0	1155
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	1445	35	0	
31st Street	24	NB	0	21	49	0	0	
31st Street	24	SB	0	0	56	66	0	2186
31st Street and Hoyt Ave S 2019 (TMC-064)	3							
Hoyt Ave S	3	EB	0	11	1111	81	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	59	6	0	
31st Street	3	SB	0	20	550	0	0	1838

RFK-M

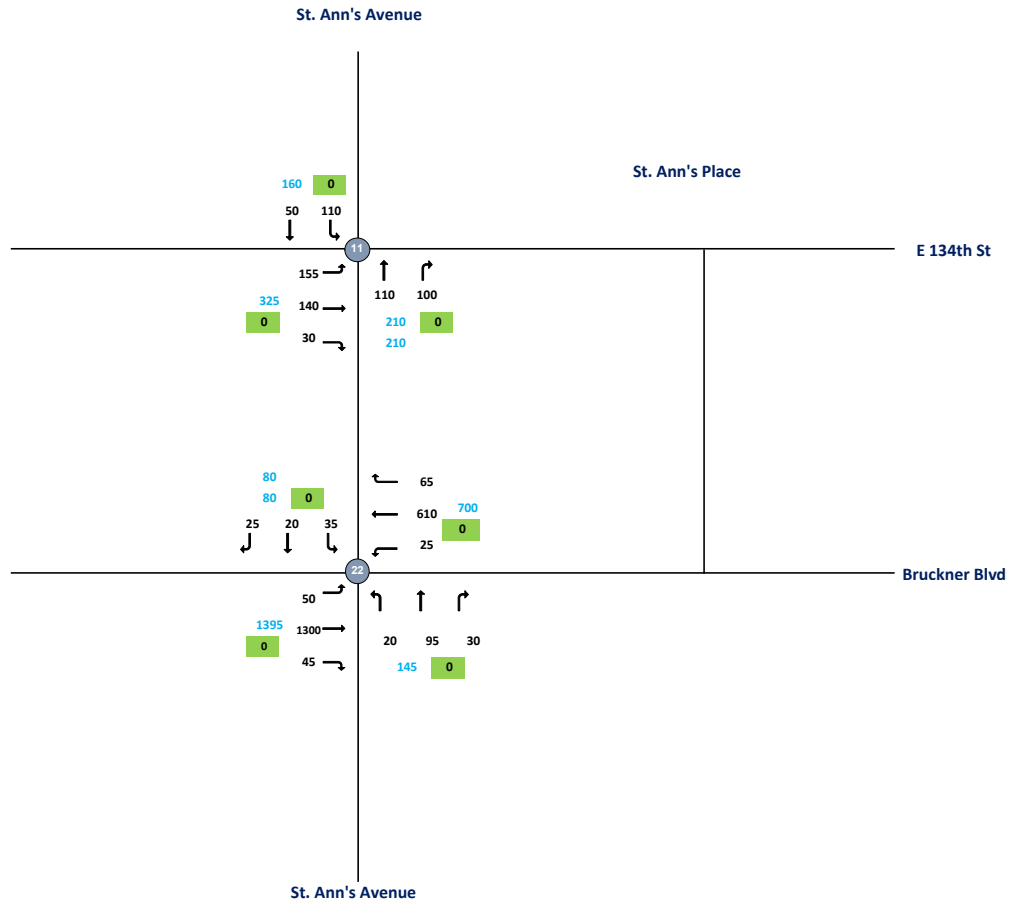
5:00 PM

Intersection	Node	Approach	Total Vehicles						Total
			Inbound/Outbound						
			PM Peak Hour						
			L2	L	T	R	R2		
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	42	22	44	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	1332	31	0	1471	
E 125th Street and 2nd Ave									
2019 (TMC-059)									
E 125th Street	2	EB	0	0	731	20	0		
E 125th Street	2	WB	0	26	83	0	0		
2nd Ave	2	SW	0	583	0	218	0		
2nd Ave	2	SB	0	633	715	51	0	3060	

CBD Tolling
RKB - Traffic Flowmap
PM With-Action



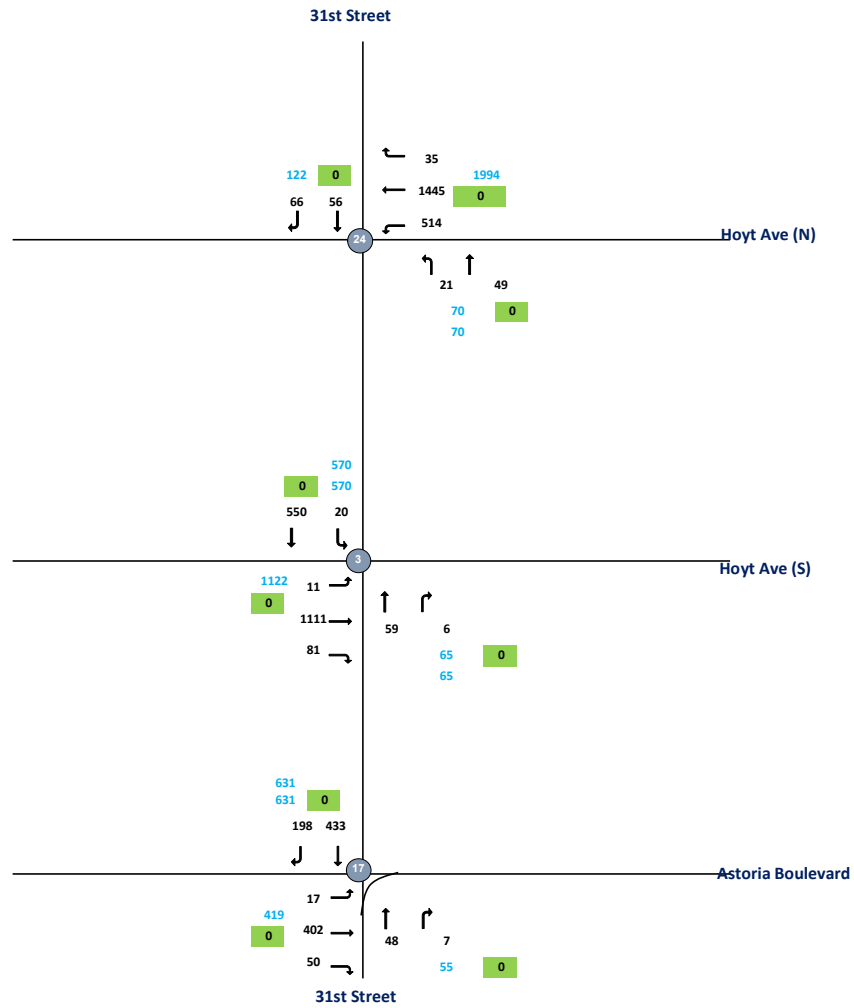
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
AS - Traffic Flowmap
PM With-Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



RKM

5:00 PM

Intersection	Node	Approach	Total Vehicles						Total
			Inbound/Outbound						
			PM Peak Hour						
			L2	L	T	R	R2		
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	42	22	44	0		
2nd Ave	1	NB	0	0	0	0	0		
2nd Ave	1	SB	0	0	1332	31	0	1471	
E 125th Street and 2nd Ave									
2019 (TMC-059)									
E 125th Street	2	EB	0	0	731	20	0		
E 125th Street	2	WB	0	26	83	0	0		
2nd Ave	2	SW	0	583	0	218	0		
2nd Ave	2	SB	0	633	715	51	0	3060	

RFK-B

9:00 PM

Intersection	Node	Approach	Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
			L2	L	T	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

RFK-Q

9:00 PM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			LN Peak Hour					
			L2	L	T	R	R2	
31st Street and Astoria Blvd 2019 (TMC-062)	17							
Astoria Blvd	17	EB	0	10	322	17	0	
Astoria Blvd	17	WB	0	0	0	0	0	
31st Street	17	NB	0	0	24	6	0	
31st Street	17	SB	0	0	306	147	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	444	1065	20	0	
31st Street	24	NB	0	11	24	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	864	46	0	
	3		0	0	0	0	0	
31st Street	3	NB	0	0	29	5	0	
31st Street	3	SB	0	204	407	0	0	1561

RFK-M

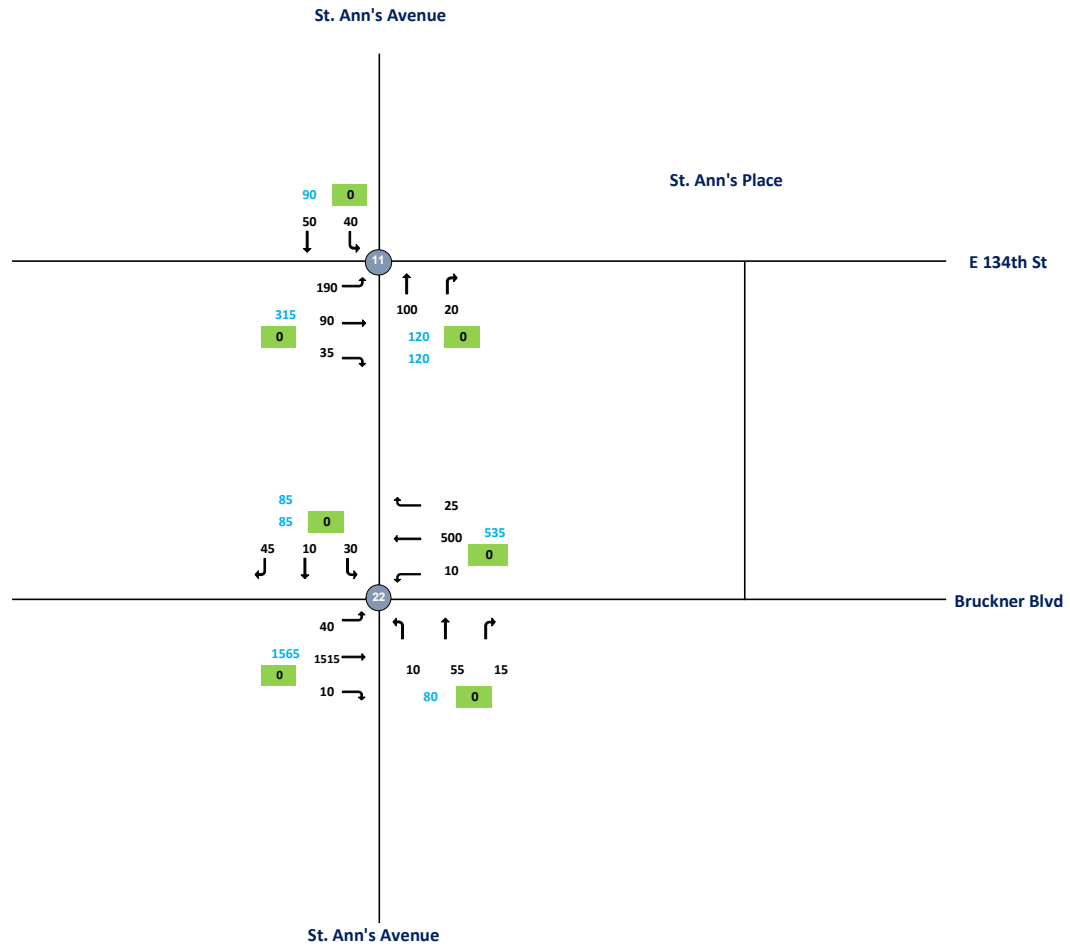
9:00 PM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			LN Peak Hour					
			L2	L	T	R	R2	
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	57	0	
2nd Ave	1	NB	0	0	0	0	0	
2nd Ave	1	SB	0	0	540	17	0	667
E 125th Street and 2nd Ave								
2019 (TMC-059)								
E 125th Street	2	EB	0	0	682	50	0	
E 125th Street	2	WB	0	8	37	0	0	
2nd Ave	2	SW	0	187	0	164	0	
2nd Ave	2	SB	0	124	424	17	0	1693

CBD Tolling
RKB - Traffic Flowmap
LN With-Action



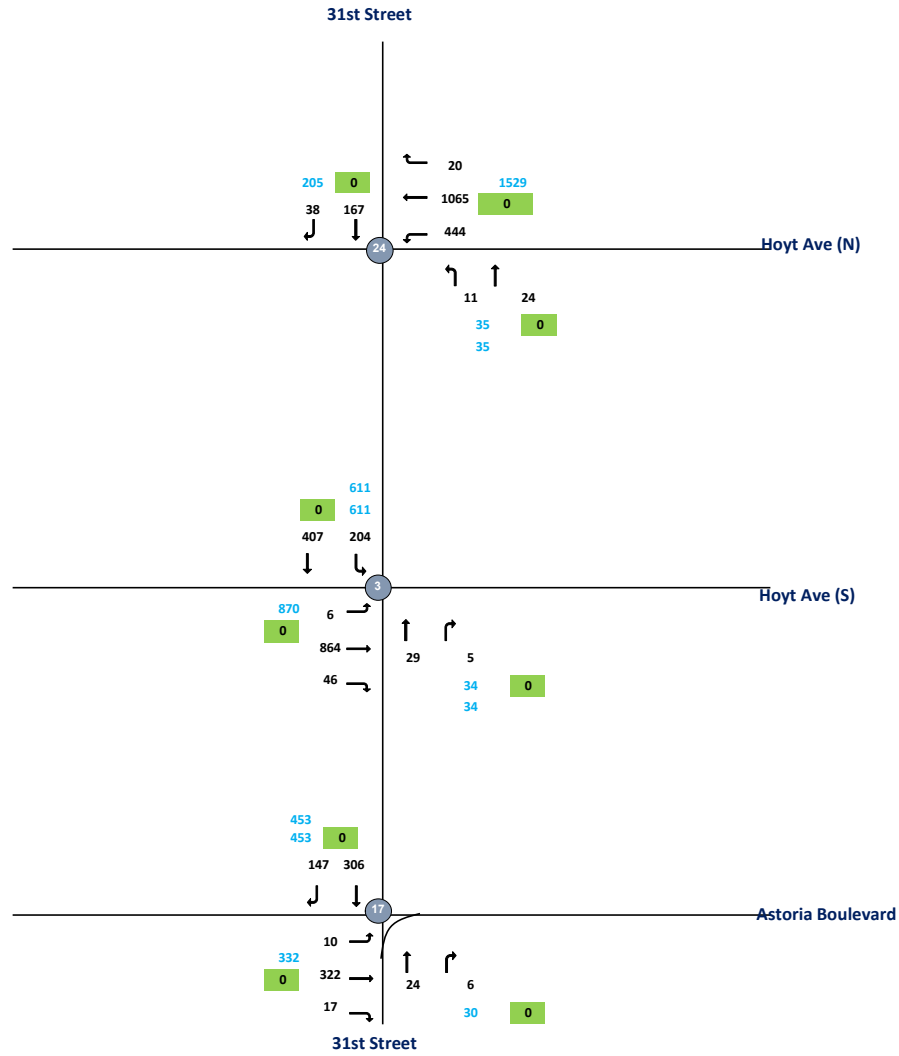
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - ATR Volume
 - Approach Volume



CBD Tolling
AS - Traffic Flowmap
LN With-Action



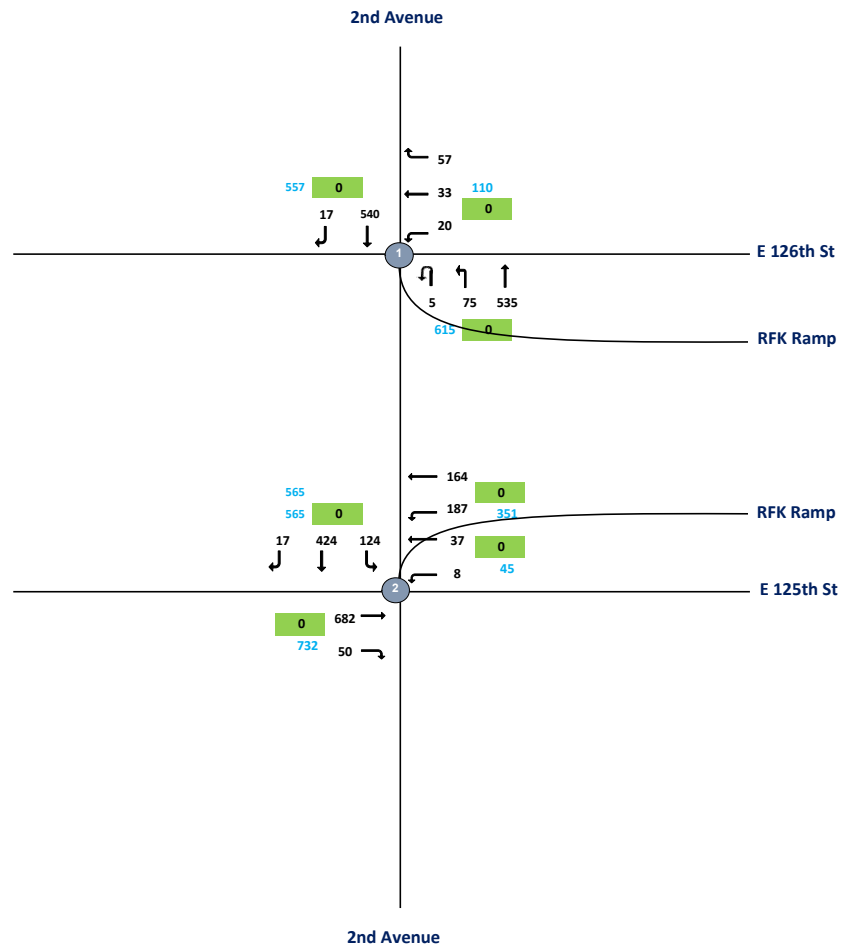
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
RKM - Traffic Flowmap
LN With-Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



RH

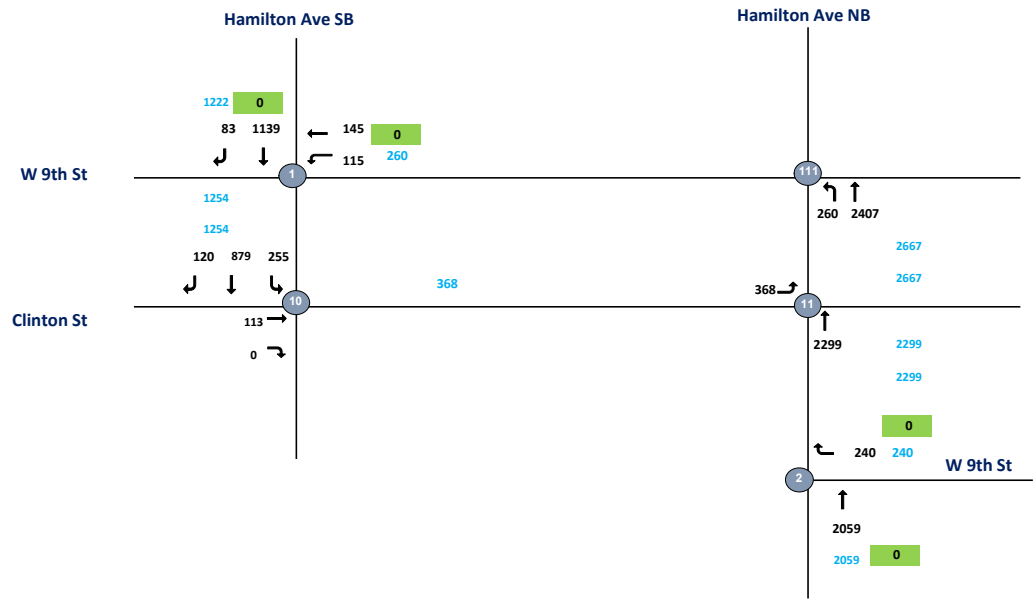
8:00:00 AM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			AM Peak Hour					
			L2	L	T	R	R2	
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	1139	83	0	1482
Hamilton Ave SB & W 9th St 2019 (TMC-040)	10							
Clinton Avenue	10	EB	0	0	113	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	255	879	120	0	1367
Hamilton Ave SB & W 9th St 2019 (TMC-040)	11							
Clinton Avenue	11	EB	0	368	0	0	0	
Clinton Avenue	11		0	0	0	0	0	
Hamilton Ave	11	NB	0	0	2299	0	0	
Hamilton Ave	11		0	0	0	0	0	2667
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	2407	0	0	
-	111	SB	0	0	0	0	0	2667
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	240	0	
Hamilton Ave	2	NB	0	0	2059	0	0	
Hamilton Ave	2	SB	0	0	0	0	0	2299

CBD Tolling
Red Hook- Traffic Flowmap
AM With-Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



RH

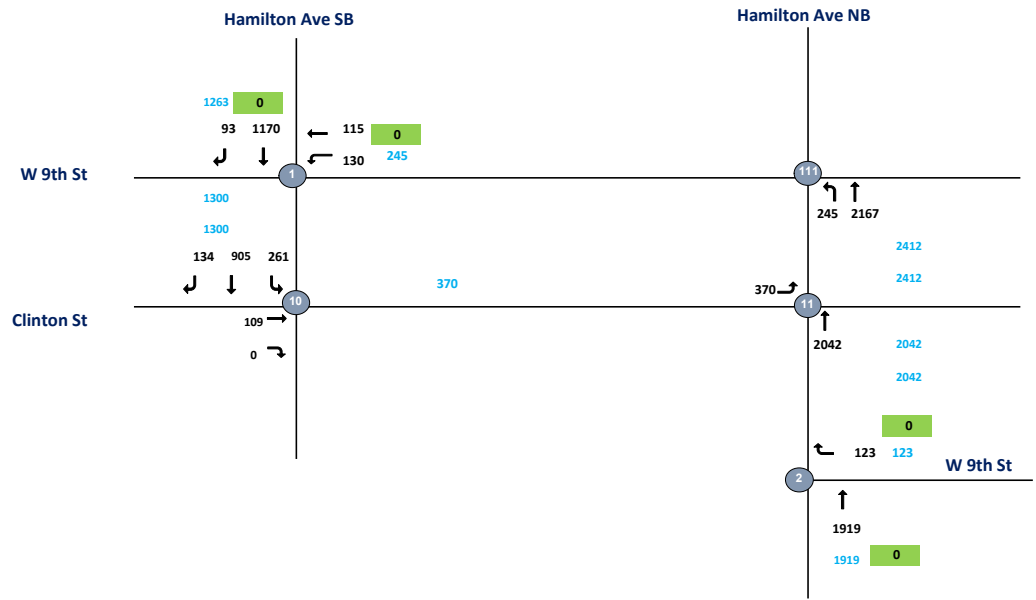
1:00:00 PM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			MD Peak Hour					
			L2	L	T	R	R2	
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	1170	93	0	1508
Hamilton Ave SB & W 9th St 2019 (TMC-040)	10							
Clinton Avenue	10	EB	0	0	109	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	261	905	134	0	1409
Hamilton Ave SB & W 9th St 2019 (TMC-040)	11							
Clinton Avenue	11	EB	0	370	0	0	0	
Clinton Avenue	11		0	0	0	0	0	
Hamilton Ave	11	NB	0	0	2042	0	0	
Hamilton Ave	11		0	0	0	0	0	2412
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	2167	0	0	
-	111	SB	0	0	0	0	0	2412
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	1919	0	0	
Hamilton Ave	2	SB	0	0	0	0	0	2042

CBD Tolling
Red Hook- Traffic Flowmap
MD With-Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



RH

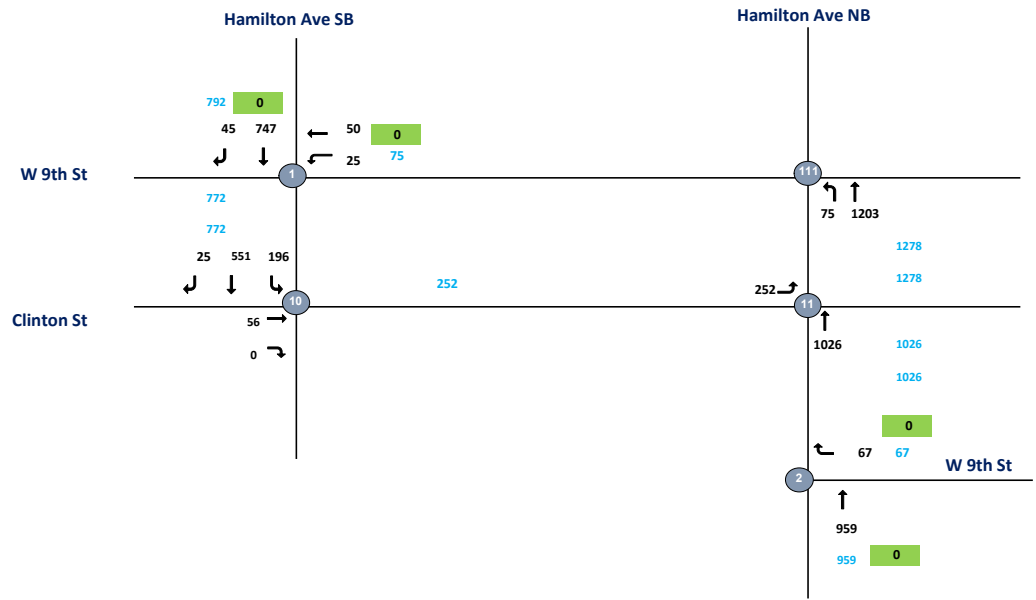
9:00:00 PM

Intersection	Node	Approach	Total Vehicles					Total
			Inbound/Outbound					
			L2	L	T	R	R2	
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	747	45	0	867
Hamilton Ave SB & W 9th St 2019 (TMC-040)	10							
Clinton Avenue	10	EB	0	0	56	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	196	551	25	0	828
Hamilton Ave SB & W 9th St 2019 (TMC-040)	11							
Clinton Avenue	11	EB	0	252	0	0	0	
Clinton Avenue	11		0	0	0	0	0	
Hamilton Ave	11	NB	0	0	1026	0	0	
Hamilton Ave	11		0	0	0	0	0	1278
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	1203	0	0	
-	111	SB	0	0	0	0	0	1278
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	67	0	
Hamilton Ave	2	NB	0	0	959	0	0	
Hamilton Ave	2	SB	0	0	0	0	0	1026

CBD Tolling
Red Hook- Traffic Flowmap
LN With-Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



UES

9:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			L2	L	T	R	R2	
60th Street & Queensboro Bridge Exit 2019 (TMC-022)								
60th Street	1	EB	0	0	10	0	0	
60th Street	1	WB	0	0	0	0	0	
Queensboro Bridge Exit	1	NB	0	9	79	273	0	
	1	SB	0	0	0	0	0	371
60th Street & 3rd Ave 2019 (TMC-023)								
	2	EB	0	0	0	0	0	
60th Street	2	WB	0	0	219	30	0	
3rd Ave	2	NB	0	70	932	0	0	
	2	SB	0	0	0	0	0	1251
60th St & York Ave 2019 (TMC-024)								
60th St	3	EB	0	228	0	25	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	378	0	0	1106
59th St & 2nd Ave 2019 (TMC-025)								
Queensboro Bridge Exit (SWB)	4							
59th St	4	EB	0	0	181	120	94	
	4	WB	0	0	0	0	0	
	4	NB	0	0	0	0	0	
2nd Ave	4	SB	227	6	741	0	0	1369
60th Street & 2nd Ave 2019 (TMC-026)								
Queensboro Bridge Exit (NWB)	5	WB(bridge)	160	150	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	14	0	809	94	0	927

UES

9:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					
			LN Peak Hour					
			L2	L	T	R	R2	Total
60th St & 1st Ave 2019 (TMC-027)	6							
60th Ave	6	EB	0	116	167	0	0	
	6	WB	0	0	0	0	0	
1st Ave	6	NB	0	0	1116	86	0	
	6	SB	0	0	0	0	0	1485
60th St & Lexington Ave 2019 (TMC-028)	7							
	7	EB	0	0	0	0	0	
60th St	7	WB	0	64	225	0	0	
	7	NB	0	0	0	0	0	
Lexington Ave	7	SB	0	0	743	47	0	1079
60th St & Park Ave 2019 (TMC-029)	8							
	8	EB	0	0	0	0	0	
60th St	8	WB	0	0	237	35	0	
Park Ave	8	NB	0	50	499	0	0	
Park Ave	8	SB	0	0	0	0	0	821
60th St & Park Ave 2019 (TMC-029)	888							
	888	EB	0	0	0	0	0	
60th St	888	WB	0	97	190	0	0	
Park Ave	888	NB	0	0	0	0	0	
Park Ave	888	SB	0	0	808	96	0	1191
60th St & Madison Ave 2019 (TMC-030)	9							
	9	EB	0	0	0	0	0	
60th St	9	WB	0	0	234	52	0	
Madison Ave	9	NB	0	73	810	0	0	
	9	SB	0	0	0	0	0	1169

UES

9:00:00 PM

Intersection	Node	Approach	Total Vehicles						
			Inbound/Outbound						
			LN Peak Hour						
			L2	L	T	R	R2	Total	
62nd St & Queensboror Bridge Exit 2019 (TMC-031)	10								
62nd St	10	EB	0	7	99	0	0		
	10	WB	0	0	0	0	0		
Queensboro Bridge Exit	10	NB	0	0	1094	834	0		
	10	SB	0	0	0	0	0		2034
60th St & 5th Ave 2019 (TMC-032)	11								
	11	EB	0	0	0	0	0		
60th St	11	WB	0	152	155	0	0		
	11	NB	0	0	0	0	0		
5th Ave	11	SB	0	0	599	194	0		1100
63rd St & York Ave 2019 (TMC-033)	12								
	12	EB	0	0	0	0	0		
63rd St	12	WB	0	234	228	21	0		
York Ave	12	NB	0	0	166	285	0		
York Ave	12	SB	0	325	338	49	0		1646
53rd St & FDR Drive 2019 (TMC-034)	13								
	13	EB	0	0	0	0	0		
53rd St	13	SW	0	0	0	315	0		
	13	NB	0	0	0	0	0		
FDR Drive	13	SB	0	0	0	131	0		446
61st St & 5th Ave 2019 (TMC-035)	14								
	14	EB	0	0	0	0	0		
61st St	14	WB	0	59	0	0	0		
	14	NB	0	0	0	0	0		
5th Ave	14	SB	0	0	734	0	0		793

UES

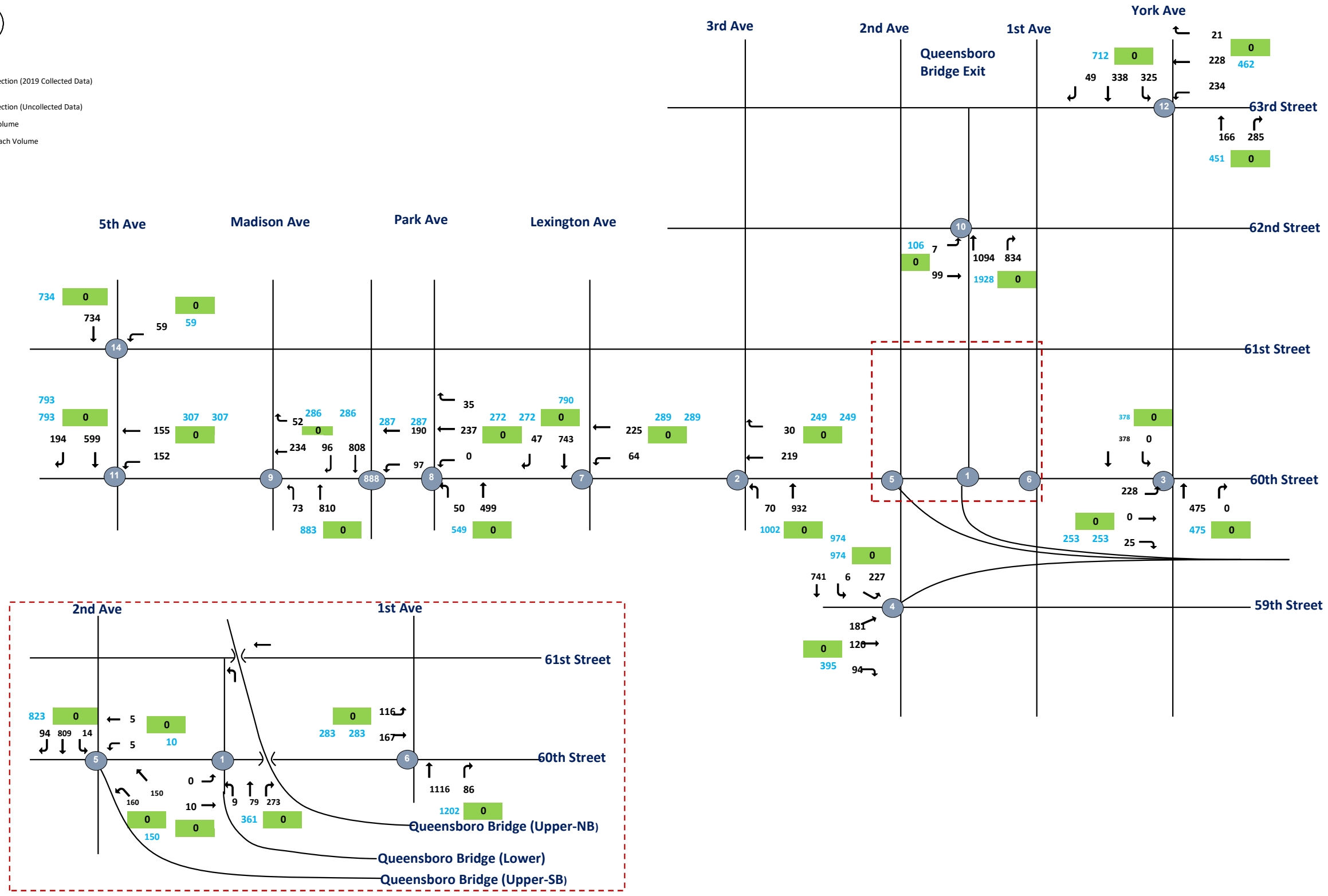
9:00:00 PM

Intersection	Node	Approach	Total Vehicles					
			Inbound/Outbound					Total
			L2	L	T	R	R2	
65th St & 5th Ave 2019 (TMC-036)	15							
65th St	15	EB	0	0	646	198	0	
	15	WB	0	0	0	0	0	
	15	NB	0	0	0	0	0	
5th Ave	15	SB	0	69	668	0	0	1581
66th St & 5th Ave 2019 (TMC-037)	16							
	16	EB	0	0	0	0	0	
66th St	16	WB	0	55	439	0	0	
	16	NB	0	0	0	0	0	
5th Ave	16	SB	0	0	682	242	0	1418
79th St & 5th Ave 2019 (TMC-038)	17							
79th St	17	EB	0	0	336	105	0	
79th St	17	WB	0	50	353	0	0	
	17	NB	0	0	0	0	0	
5th Ave	17	SB	0	56	576	64	0	1540
71st St & York Ave 2019 (TMC-039)	18							
	18	EB	0	0	0	0	0	
71st St	18	WB	0	76	176	76	0	
York Ave	18	NB	0	9	151	0	0	
York Ave	18	SB	0	0	224	31	0	743

CBD Tolling
UE #1 - Traffic Flowmap
LN With Action



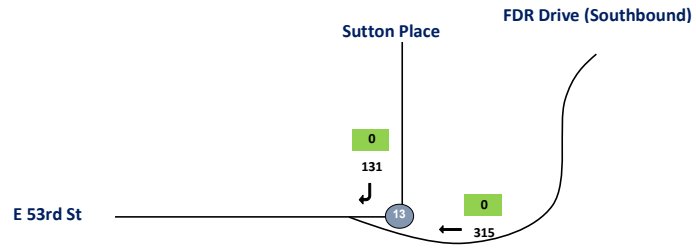
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - 7 - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
UE #2 - Traffic Flowmap
LN With Action







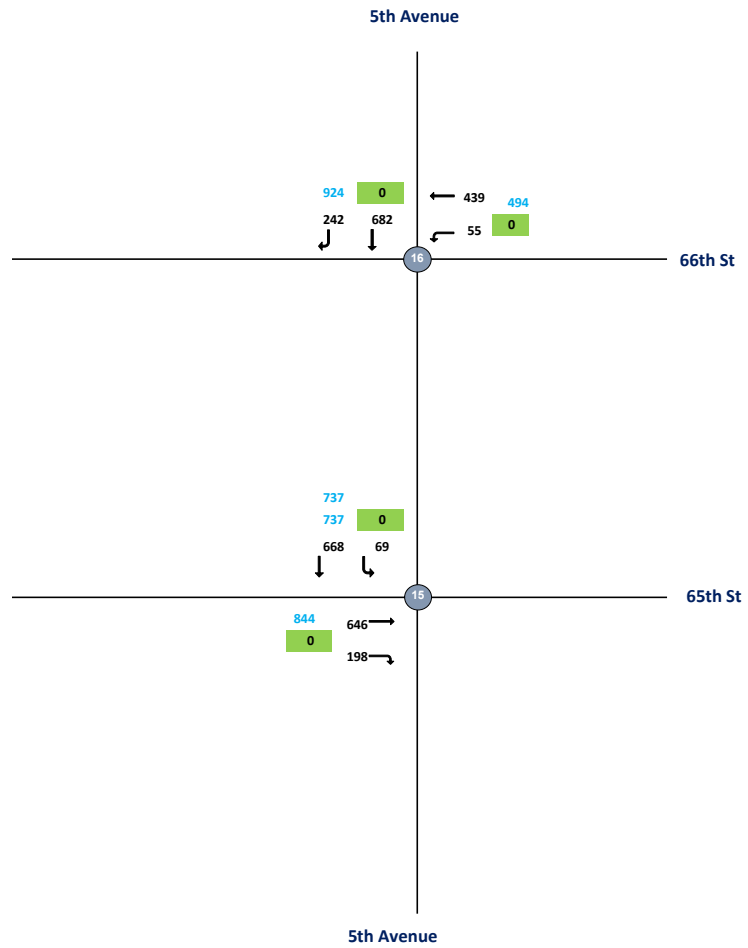
- Legend:**
- Intersection (2019 Collected Data)
 - Intersection (Uncollected Data)
 - ATR Volume
 - Approach Volume



CBD Tolling
UE #3 - Traffic Flowmap
LN With Action



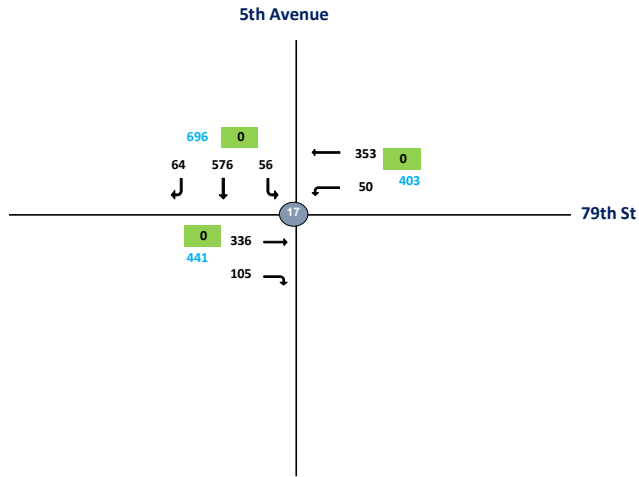
- Legend:**
-  - Intersection (2019 Collected Data)
 -  - Intersection (Uncollected Data)
 -  - ATR Volume
 -  - Approach Volume



CBD Tolling
UE #3 - Traffic Flowmap
LN With Action



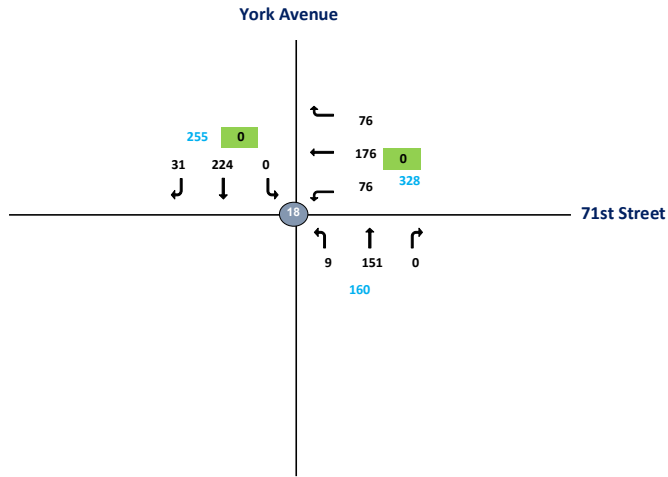
- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



CBD Tolling
UE #4 - Traffic Flowmap
LN With Action



- Legend:**
- 1 - Intersection (2019 Collected Data)
 - ? - Intersection (Uncollected Data)
 - 100 - ATR Volume
 - 100 - Approach Volume



Downtown Brooklyn Study Area - With-Action - AM Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	Flatbush Avenue and Tillary Street	NB	NBL	L	L	570	1.17	146.1	F	~256	#420
			NBT	T	T	947	1.21	137.8	F	~516	#585
			NBR	R	R	259	0.46	4.7	A	-	35
		SB	SBT	T	T	631	0.64	40.7	D	176	219
			SBR	R	R	79	0.30	37.4	D	52	99
		EB	EBL	L	L	143	0.93	99.9	F	137	#234
			EBT	T	T	618	0.84	49.1	D	280	326
			EBR	R	R	230	0.86	65.1	E	194	#322
		WB	WBL	L	L	230	0.77	64.9	E	105	#145
			WBT	T	T	368	0.80	48.0	D	215	291
			WBR	R	R	371	0.92	79.2	E	194	#368
		Intersection								80.3	F
2	Adams Street and Tillary Street	NB	NBL	L	L	0	-	-	-	-	-
			NBT	T	T	617	0.83	48.7	D	272	328
			NBR	T	R	59	0.70	50.3	D	158	#259
			NBR2	R	R2	150	-	-	-	-	-
		SB	SBL	L	L	624	0.90	56.7	E	285	#336
			SBT	T	T	854	0.63	23.6	C	270	340
			SBR	R	R	15	0.03	8.5	A	5	13
		EB	EBL	L	L	0	-	-	-	-	-
			EBT	T	T	196	0.35	36.9	D	75	105
			EBR	R	R	90	-	-	-	-	-
		WB	WBL	L	L	138	0.80	70.9	E	115	#223
			WBT	T	T	227	0.35	37.2	D	86	121
WBR	R		R	0	-	-	-	-	-		
WBR2	R		R2	27	0.07	32.2	C	16	41		
Intersection								42.3	D		
3	Old Fulton Street and Vine Street	NB	NBL	L	L	1139	1.00	54.2	D	~344	#495
			NBT	T	T	178	0.34	20.1	C	81	124
		SB	SBT	T	T	654	0.56	62.3	E	126	m8
		Intersection								53.7	D

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Downtown Brooklyn Study Area - With-Action - LN Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	Flatbush Avenue and Tillary Street	NB	NBL	L	L	465	1.12	132.5	F	~191	#355
			NBT	T	T	562	1.07dl	32.7	C	183	227
			NBR	R	R	405	0.52	6.8	A	32	113
		SB	SBT	T	T	713	0.65	40.8	D	204	242
			SBR	R	R	44	0.15	33.8	C	31	58
		EB	EBL	L	L	78	0.43	54.8	D	57	110
			EBT	T	T	555	0.70	41.5	D	237	280
			EBR	R	R	160	0.49	38.9	D	122	178
		WB	WBL	L	L	243	0.68	58.2	E	103	150
			WBT	T	T	399	0.59	38.4	D	180	218
			WBR	R	R	187	0.59	43.5	D	147	213
			Intersection							42.4	D
2	Adams Street and Tillary Street	NB	NBL	L	L	0	-	-	-	-	-
			NBT	T	T	475	0.59	39.1	D	174	233
			NBR	T	R	44	0.40	37.0	D	98	144
			NBR2	R	R2	86	-	-	-	-	-
		SB	SBL	L	L	427	0.62	41.4	D	178	214
			SBT	T	T	712	0.54	21.7	C	224	261
			SBR	R	R	0	-	-	-	-	-
		EB	EBL	L	L	0	-	-	-	-	-
			EBT	T	T	115	0.16	34.1	C	38	59
			EBR	R	R	45	-	-	-	-	-
		WB	WBL	L	L	110	0.51	45.3	D	88	138
			WBT	T	T	114	0.18	34.6	C	44	64
WBR	R		R	0	-	-	-	-	-		
WBR2	R		R2	24	0.06	33.5	C	14	37		
	Intersection							33.3	C		
3	Old Fulton Street and Vine Street	NB	NBL	L	L	1265	0.84	26.8	C	442	541
			NBT	T	T	137	0.18	12.7	B	55	86
		SB	SBT	T	T	284	0.33	13.8	B	16	m20
		Intersection							23.3	C	

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Little Dominican Republic Area - With Action - AM Peak Hour													
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)		
1	W 179th St & Broadway	NB	NBL	L	L	55	0.15	11.1	B	16	33		
			NBT	T	T	210	0.18	10.3	B	31	50		
		SB	SBT	T	T	220	0.44	23.0	C	80	107		
			SBR	TR	R	80	-	-	-	-	-		
		WB	WBL	TR	L	45	-	-	-	-	-		
			WBT		T	163	0.75	41.8	D	144	#269		
			WBR		R	50	-	-	-	-	-		
		Intersection								24.8	C		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Little Dominican Republic Area - With Action - MD Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	W 179th St & Broadway	NB	NBL	L	L	140	0.36	15.6	B	44	78	
			NBT	T	T	330	0.25	11.4	B	54	80	
		SB	SBT	T	T	220	0.44	24.1	C	82	120	
			SBR	TR	R	105	-	-	-	-	-	
		WB	WBL	TR	L	40	-	-	-	-	-	
			WBT		T	257	0.88	50.9	D	213	#362	
			WBR		R	50	-	-	-	-	-	
		Intersection							27.9	C		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
 #: the volume for the 95th percentile cycle exceeds capacity
 m: volume for the 95th percentile queue is metered by an upstream signal

Little Dominican Republic Area - With Action - PM Peak Hour													
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)		
1	W 179th St & Broadway	NB	NBL	L	L	135	0.30	14.1	B	39	71		
			NBT	T	T	340	0.27	11.6	B	57	82		
		SB	SBT	T	T	230	0.41	23.7	C	80	120		
			SBR	TR	R	100	-	-	-	-	-		
		WB	WBL	TR	L	35	-	-	-	-	-		
			WBT		T	244	0.80	41.6	D	193	#339		
			WBR		R	60	-	-	-	-	-		
		Intersection								24.3	C		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Lower East Side Study Area - With Action - AM Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	NBL	LT	L	10	-	-	-	-	-	
			NBT		T	355	0.76	39.1	D	197	#331	
			NBR2	R	R2	154	0.42	28.8	C	85	129	
		SB	SBL	TR	T	T	75	0.69	66.7	E	46	#106
			SBT		T	50	0.15	23.6	C	28	58	
			SBR		R	10	-	-	-	-	-	
		EB	EBT	TR	T	T	20	0.09	22.0	C	15	33
			EBR		R	10	-	-	-	-	-	
		WB	WBL	LR	L	L	105	0.36	30.1	C	74	119
			WBT		T	T	15	0.25	23.8	C	43	70
			WBR		R	R	140	-	-	-	-	-
		SWB	SWL2	LR	L2	L	55	-	-	-	-	-
			SWL		L	0	0.24	33.0	C	33	62	
			SWR		R	0	-	-	-	-	-	
Intersection								34.4	C			
2	Chatham Square & E Broadway	NB	NBL	L	L	95	0.20	16.4	B	39	66	
			NBR	R	R	30	0.07	14.9	B	12	26	
		EB	EBT	T	T	169	0.16	18.4	B	51	m76	
			EBR	R	R	135	0.29	56.9	E	89	m138	
		WB	WBL	L	L	120	0.35	12.1	B	47	74	
			WBT	T	T	165	0.16	7.0	A	32	44	
Intersection								21.7	C			
3	Chatham Square/Bowery & Divison St	NB	NBL	L	L	140	0.58	41.5	D	90	138	
			NBR	T	T	250	0.55	19.8	B	110	171	
		EB	EBT	T	T	194	0.24	6.1	A	12	18	
			EBR2	TR	R2	5	-	-	-	-	-	
		WB	WBL	LT	L	5	-	-	-	-	-	
			WBT	T	T	145	0.18	19.4	B	31	54	
Intersection								20.5	C			

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Lower East Side Study Area - With Action - MD Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	NBL	LT	L	10	-	-	-	-	-	
			NBT		T	215	0.49	29.3	C	113	186	
			NBR2	R	R2	154	0.42	28.9	C	85	129	
		SB	SBL	TR	T	T	145	0.75	65.5	E	90	#167
			SBT		T	75	0.22	24.6	C	40	79	
			SBR		R	10	-	-	-	-	-	
		EB	EBT	TR	T	T	20	0.11	22.2	C	20	41
			EBR		R	20	-	-	-	-	-	
		WB	WBL	LR	L	L	64	0.20	30.1	C	36	84
			WBT		T	T	20	0.17	26.8	C	31	50
			WBR		R	89	-	-	-	-	-	
		SWB	SWL2	LR	L2	L	40	-	-	-	-	-
			SWL		L	0	0.17	31.8	C	23	48	
			SWR		R	0	-	-	-	-	-	
Intersection								34.7	C			
2	Chatham Square & E Broadway	NB	NBL	L	L	85	0.15	15.8	B	31	62	
			NBR	R	R	35	0.08	14.9	B	14	30	
		EB	EBT	T	T	174	0.17	17.0	B	53	m70	
			EBR	R	R	185	0.37	85.3	F	122	m181	
		WB	WBL	L	L	130	0.34	12.7	B	48	131	
			WBT	T	T	88	0.08	6.7	A	15	30	
Intersection								33.1	C			
3	Chatham Square/Bowery & Divison St	NB	NBL	L	L	110	0.43	36.6	D	66	112	
			NBR	T	T	225	0.41	16.3	B	81	140	
		EB	EBT	T	T	199	0.24	6.0	A	12	19	
			EBR2	TR	R2	10	-	-	-	-	-	
		WB	WBL	LT	L	5	-	-	-	-	-	
			WBT	T	T	108	0.13	18.8	B	23	42	
Intersection								17.1	B			

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Lower East Side Study Area - With Action - PM Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	NBL	LT	L	5	-	-	-	-	-
			NBT		T	175	0.37	26.8	C	85	145
			NBR2	R	R2	199	0.54	32.6	C	114	167
		SB	SBL	TR	T	165	0.62	42.3	D	83	156
			SBT		T	95	0.24	24.7	C	48	88
			SBR	R	5	-	-	-	-	-	
		EB	EBT	TR	T	25	0.09	22.1	C	17	37
			EBR		R	10	-	-	-	-	-
		WB	WBL	LR	L	66	0.21	32.8	C	46	86
			WBT		T	20	0.20	29.8	C	43	70
			WBR	R	110	-	-	-	-	-	
		SWB	SWL2	LR	L2	55	-	-	-	-	-
			SWL		L	0	0.24	33.0	C	33	65
			SWR		R	0	-	-	-	-	-
Intersection								31.5	C		
2	Chatham Square & E Broadway	NB	NBL	L	L	105	0.20	16.3	B	41	73
			NBR	R	R	45	0.09	15.0	B	18	36
		EB	EBT	T	T	219	0.20	21.0	C	74	85
			EBR	R	R	225	0.39	84.8	F	138	215
		WB	WBL	L	L	125	0.32	15.7	B	61	m125
			WBT	T	T	91	0.08	8.4	A	24	m33
Intersection								34.5	C		
3	Chatham Square/Bowery & Divison St	NB	NBL	L	L	155	0.62	43.0	D	100	151
			NBR	T	T	395	0.74	26.5	C	198	297
		EB	EBT	T	T	254	0.31	6.8	A	17	23
			EBR2	TR	R2	10	-	-	-	-	-
		WB	WBL	LT	L	5	-	-	-	-	-
			WBT	T	T	61	0.08	18.3	B	13	28
Intersection								22.9	C		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Long Island City Study Area - Action - AM Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	NBL	LT	L	71	-	-	-	-	-	
			NBT	T	T	701	1.16	122.5	F	~440	#520	
			NBR	R	R	406	0.69	44.8	D	192	234	
		SB	SBT	T	T	444	0.68	8.7	A	23	27	-
			SBR	TR	R	64	-	-	-	-	-	-
			EBL	LT	L	25	-	-	-	-	-	-
		EB	EBT	T	T	55	0.19	36.7	D	32	50	-
			WBL	L	L	465	0.66	43.8	D	170	229	-
WB	WBT	T	T	215	0.30	14.7	B	100	137	-		
	Intersection	Intersection						59.1	E			
1b	11th Street & 48TH Avenue	NB	NBL	L	L	65	0.40	2.9	A	2	m2	
			NBT	T	T	661	0.63	16.0	B	12	m10	
		SB	SBT	T	T	498	0.66	39.2	D	200	264	-
			SBR	TR	R	15	-	-	-	-	-	-
		WB	WBL	L	L	10	-	-	-	-	-	-
			WBT	LTR	T	25	0.08	17.8	B	24	43	-
			WBR	R	R	10	-	-	-	-	-	-
		Intersection	Intersection						24.4	C		
2	50TH Avenue @ Vernon Blvd	NB	NBT	T	T	207	0.35	14.0	B	51	97	
			NBR	R	R	13	0.03	10.8	B	3	12	
		SB	SBL	LT	L	44	-	-	-	-	-	-
			SBT	T	T	163	0.50	17.7	B	59	118	-
		EB	EBL	L	L	35	-	-	-	-	-	-
			EBT	LTR	T	64	0.31	14.0	B	37	66	-
			EBR	R	R	30	-	-	-	-	-	-
		Intersection	Intersection						15.3	B		
3	Green Street & McGuinness Blvd	NB	NBT	T	T	1151	0.83	26.1	C	415	515	
			NBR	TR	R	30	-	-	-	-	-	
		SB	SBL	L	L	73	0.75	58.6	E	49	#132	
			SBT	T	T	942	0.59	17.7	B	266	314	
		EB	EBL	L	L	182	-	-	-	-	-	-
			EBT	LTR	T	20	0.62	40.4	D	192	248	
EBR	R	R	40	-	-	-	-	-	-			
Intersection	Intersection							25.4	C			
4	McGuinness Blvd & Freeman Street	NB	NBT	T	T	1333	-	-	-	-	-	
		SB	SBT	T	T	1015	-	-	-	-	-	
		WB	WBR	R	R	179	-	-	-	-	-	
		Intersection	Unsignalized									
5	21th Street & 49th Avenue	NB	NBL	L	L	35	-	-	-	-	-	
			NBT	LTR	T	90	0.57	32.9	C	88	161	
			NBR	R	R	40	-	-	-	-	-	
		SB	SBL	L	L	98	-	-	-	-	-	-
			SBT	LTR	T	127	1.04	95.3	F	~179	#285	
			SBR	R	R	10	-	-	-	-	-	
		EB	EBL	L	L	36	-	-	-	-	-	-
			EBT	LTR	T	132	0.46	23.8	C	90	135	
			EBR	R	R	10	-	-	-	-	-	
		WB	WBL	L	L	5	-	-	-	-	-	-
			WBT	LT	T	40	0.11	17.8	B	19	39	
			WBR	R	R	310	0.91	57.4	E	179	#351	
Intersection	Intersection							54.5	D			
7	11th Street & Borden Avenue	NB	NBL	L	L	16	-	-	-	-	-	
			NBT	LTR	T	66	-	-	-	-	-	
			NBR	R	R	16	-	-	-	-	-	
		SB	SBL	L	L	26	-	-	-	-	-	-
			SBT	LTR	T	0	-	-	-	-	-	
			SBR	R	R	94	-	-	-	-	-	
		EB	EBL	L	L	578	-	-	-	-	-	-
			EBT	LTR	T	50	-	-	-	-	-	
			EBR	R	R	18	-	-	-	-	-	
		WB	WBL	L	L	40	-	-	-	-	-	-
			WBT	LTR	T	422	-	-	-	-	-	
			WBR	R	R	57	-	-	-	-	-	
Intersection	Unsignalized											
8a	Van Dam Street & QMT Expy	NB	NBL	LT	L	22	-	-	-	-	-	
			NBT	T	T	297	0.41	7.0	A	16	18	
		SB	SBT	T	T	769	0.63	63.1	E	255	325	
			SBR	TR	R	17	-	-	-	-	-	
		WB	WBT	T	T	846	0.67	25.6	C	256	294	
WBR	TR	R	259	-	-	-	-	-	-			
Intersection	Intersection							35.3	D			
8b	Van Dam Street & Borden Avenue	NB	NBT	T	T	290	0.56	42.6	D	127	159	
			NBR	TR	R	5	-	-	-	-	-	
		SB	SBL	L	L	588	0.90	92.5	F	277	#369	
			SBT	T	T	181	0.26	3.0	A	4	6	
		EB	EBL	L	L	29	-	-	-	-	-	
EBT	LTR		T	185	0.31	28.9	C	78	108			
EBR	R	R	15	-	-	-	-	-	-			
Intersection	Intersection							56.1	E			
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	NBL	LT	L	0	-	-	-	-	-	
			NBT	T	T	199	0.50	47.3	D	95	127	
			NBR	TR	R	15	-	-	-	-	-	
		SB	SBL	LT	L	15	-	-	-	-	-	
			SBT	T	T	135	0.40	39.0	D	55	76	
		EB	EBT	T	T	845	0.42	21.9	C	164	200	
			EBR	R	R	287	0.58	28.2	C	191	258	
		WB	WBL	LT	L	50	-	-	-	-	-	
WBT	T		T	722	0.48	15.3	B	133	164			
WBR	TR	R	60	-	-	-	-	-	-			
Intersection	Intersection							24.2	C			
10	Thomson Avenue & Van Dam Street	NB	NBL	L	L	44	0.16	31.3	C	29	58	
			NBT	T	T	266	0.59	59.8	E	157	206	
			NBR	TRR2	R	0	-	-	-	-	-	
			NBR2	R2	R	25	-	-	-	-	-	
		SB	SBT	T	T	446	0.82	68.2	E	264	307	
			SBR	R	R	15	0.09	51.3	D	15	36	
		EB	EBR	R	R	110	0.11	15.3	B	32	47	
			EBR2	R2	R2	90	0.12	11.4	B	41	61	
WB	WBT	T	T	1030	0.67	41.2	D	329	383			
Intersection	Intersection							47.1	D			
11a	Thomson Avenue & Dutch Kills Street	SB	SBL	L	L	0	-	-	-	-	-	
		SBR	LR	R	0	-	-	-	-	-		
		EB	EBT	T	T	388	-	-	-	-	-	
		WB	WBT	T	T	385	-	-	-	-	-	
WBR	R	R	896	-	-	-	-	-	-			
Intersection	Intersection											
11b	Thomson Avenue & Dutch Kills Street	WB	WBT	T	T	1281	-	-	-	-	-	
		EB	EBT	T	T	721	-	-	-	-	-	
		EB	EBT	T	T	388	-	-	-	-	-	
Intersection	Unsignalized											
12	21th Street & Queens Plaza N	NB	NBL	LT	L	0	-	-	-	-	-	
			NBT	T	T	356	0.46	17.4	B	175	247	
		SB	SBT	T	T	951	1.06	72.2	E	~899	#1154	
			SBR	R	R	350	0.45	17.0	B	179	233	
		WB	WBL	L	L	120	-	-	-	-	-	
			WBT	LTR	T	66	0.67	45.4	D	223	305	
WBR	R	R	82	-	-	-	-	-	-			
Intersection	Intersection							47.7	D			

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Lower Manhattan Study Area - Build - AM Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	Trinity Place & Edgar Street	NB	NBL	LT	L	0	-	-	-	-	-
		NB	NBT	T	T	42	0.04	9.8	A	6	14
		EB	EBL	L	L	35	0.09	20.7	C	16	35
		Intersection	Intersection						15.0	B	
2	Trinity Place & Rector Street	NB	NBT	T	T	70	0.11	10.2	B	13	23
		NB	NBR	R	R	7	-	-	-	-	-
		EB	EBL	LT	L	100	-	-	-	-	-
		EB	EBT	T	T	34	0.51	31.6	C	74	119
		Intersection	Intersection						23.7	C	
3a	HCT Entrance/Exit & West Street	NB	NBT	T	T	1024	0.71	44.4	D	328	384
		NB	NBR2	R2	R2	444	0.28	0.5	A	-	-
		SB	SBT	T	T	1005	0.62	1.3	A	-	-
		WB	WBL	L	L	1692	0.97	53.0	D	618	#741
		Intersection	Intersection						32.6	C	
3b	HCT Exit & West Street & West Thames Street	NB	NBT	T	T	1024	0.59	1.2	A	-	-
		SB	SBT	T	T	1005	0.73	45.0	D	342	399
		SB	SBR	R	R	0	-	-	-	-	-
		EB	EBR	R	R	0	-	-	-	-	-
		WB	WBR	R	R	1239	0.82	38.4	D	438	513
Intersection	Intersection						29.2	C			
4	Chambers Street & Centre Street	NB	NBL	L	L	396	0.44	25.9	C	100	143
		NB	NBT	T	T	457	0.52	12.9	B	158	232
		SB	SBT	TR	T	213	0.71	44.7	D	137	199
		SB	SBR	R	R	27	0.25	34.7	C	16	38
		EB	EBR	R	R	393	0.89	51.0	D	239	#400
Intersection	Intersection						31.6	C			
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	NBL	LTR	L	105	-	-	-	-	-
		NB	NBT	T	T	670	0.86	40.8	D	179	#255
		NB	NBR	R	R	150	0.44	31.3	C	76	144
		NB	NBR2	R2	R2	45	0.24	27.8	C	24	51
		EB	EBL2	L2L	L2	49	-	-	-	-	-
		EB	EBL	T	T	335	0.63	35.9	D	109	159
		EB	EBT	T	T	555	0.67	18.4	B	216	337
		WB	WBT	T	T	337	0.67	17.9	B	35	m42
		WB	WBR	R	R	73	-	-	-	-	-
		Intersection	Intersection						29.8	C	
5b	Canal Street & Holland Tunnel On-Ramp	EB	EBT	T	T	600	0.39	5.0	A	28	36
		WB	WBT	T	T	410	0.96	57.8	E	200	#320
		WB	WBR	R	R	880	1.14	100.9	F	~548	#785
Intersection	Intersection						57.2	E			
7a	Canal Street S & West Street	NB	NBT	T	T	2659	0.99	48.1	D	803	#928
		NB	NBR	R	R	277	0.58	27.0	C	230	307
		SB	SBL	L	L	675	0.69	113.1	F	380	446
		SB	SBT	T	T	2105	0.74	8.0	A	446	500
Intersection	Intersection						40.0	D			
7b	Canal Street N & West Street	NB	NBT	T	T	2659	0.59	0.9	A	-	m0
		SB	SBT	T	T	2780	0.55	8.0	A	252	268
		WB	WBL	LR	L	0	-	-	-	-	-
		WB	WBR	R	R	0	-	-	-	-	-
Intersection	Intersection						4.5	A			
9	West Street & Albany Street	NB	NBT	T	T	2217	0.77	25.1	C	493	538
		NB	NBR	TR	R	92	-	-	-	-	-
		NB	SBL	L	L	5	-	-	-	-	-
		SB	SBT	T	T	1657	0.58	19.8	B	271	300
		SB	SBR	R	R	136	-	-	-	-	-
		EB	EBL	L	L	134	-	-	-	-	-
		EB	EBT	T	T	90	0.76	58.1	E	290	359
		EB	EBR	R	R	64	-	-	-	-	-
Intersection	Intersection						25.3	C			
10	West Street & Vesey Street	NB	NBL	L	L	5	-	-	-	-	-
		NB	NBT	T	T	2232	0.69	19.8	B	410	448
		SB	SBT	T	T	1857	0.69	20.1	C	443	495
		SB	SBR	R	R	321	0.83	41.1	D	256	#490
		EB	EBL	L	L	104	0.57	57.5	E	107	161
		EB	EBR	R	R	79	0.39	48.8	D	73	123
		WB	WBL	LT	L	0	-	-	-	-	-
		WB	WBT	T	T	0	-	-	-	-	-
WB	WBR	R	R	0	-	-	-	-	-		
Intersection	Intersection						23.0	C			
11	West Street & Chambers Street	NB	NBT	T	T	2240	0.84	36.5	D	577	627
		NB	NBR	TR	T	63	-	-	-	-	-
		SB	SBL	L	L	222	0.74	78.3	E	132	168
		SB	SBT	T	T	1775	0.63	17.0	B	376	420
		SB	SBR	R	R	48	0.25	57.0	E	51	87
		EB	EBL	LTR	L	103	-	-	-	-	-
		EB	EBT	T	T	30	0.57	55.2	E	152	238
		EB	EBR	R	R	15	-	-	-	-	-
		WB	WBL	LT	L	69	-	-	-	-	-
		WB	WBT	T	T	60	0.57	56.6	E	131	201
WB	WBR	R	R	305	0.74	45.9	D	287	354		
Intersection	Intersection						33.8	C			
14	Canal Street/Manhattan Bridge & Bowery	EB	EBT	T	T	709	0.73	27.2	C	220	245
		WB	EBR	R	R	103	0.29	20.7	C	47	81
		WB	WBT	T	T	989	0.91	38.2	D	283	#414
		NB	NBT	T	T	289	0.55	34.8	C	90	126
		NB	NBR	R	R	284	0.30	0.7	A	-	-
		SB	SBL	L	L	240	0.45	12.5	B	15	65
		SB	SBT	TR	T	136	0.53	9.3	A	30	57
SB	SBR	R	R	74	-	-	-	-	-		
Intersection	Intersection						25.7	C			
15	Manhattan Bridge & Bowery	NB	NBT	T	T	289	0.50	6.6	A	8	10
		SB	SBT	T	T	450	0.29	17.7	B	71	90
		WB	WBR	R	R	377	0.64	32.7	C	127	165
		Intersection	Intersection						19.9	B	
18	6th Avenue & Watts Street	WB	WBT	TR	T	718	0.34	16.9	B	84	108
		WB	WBR	R	R	25	-	-	-	-	-
		NB	NBL	LT	L	72	-	-	-	-	-
		NB	NBT	T	T	901	0.42	11.8	B	49	m56
Intersection	Intersection						13.9	B			
19	Canal Street & 6th Avenue/Laight Street	NEB	NER	R	R	568	0.95	58.9	E	160	#238
		NB	NBL	LTR	L	157	-	-	-	-	-
		NB	NBT	T	T	650	0.49	23.7	C	114	145
		NB	NBR	R	R	4	-	-	-	-	-
		EB	EBT	T	T	617	0.78	37.7	D	178	244
		WB	WBT	TR	T	1148	1.03	57.6	E	~335	#427
WB	WBR	R	R	250	-	-	-	-	-		
Intersection	Intersection						46.0	D			

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
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m: volume for the 95th percentile queue is metered by an upstream signal

Lower Manhattan Study Area - Build - MD Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	Trinity Place & Edgar Street	NB	NBL	LT	L	4	-	-	-	-	-
			NBT	T	T	34	0.03	9.6	A	5	13
		EB	EBL	L	L	291	0.69	33.7	C	173	236
		Intersection	Intersection					31.2	C		
2	Trinity Place & Rector Street	NB	NBT	T	T	264	0.40	41.2	D	114	151
			NBR	R	R	61	-	-	-	-	-
		EB	EBL	LT	L	109	-	-	-	-	-
			EBT	T	T	44	0.41	24.2	C	76	124
		Intersection	Intersection					35.7	D		
3a	HCT Entrance/Exit & West Street	NB	NBT	T	T	976	0.55	24.3	C	215	260
			NBR2	R2	R2	787	0.41	0.8	A	-	-
		SB	SBT	T	T	1330	0.61	1.0	A	-	-
		WB	WBL	L	L	860	0.65	36.0	D	215	264
		Intersection	Intersection					14.4	B		
3b	HCT Exit & West Street & West Thames Street	NB	NBT	T	T	976	0.46	0.6	A	-	-
		SB	SBT	T	T	1330	0.71	28.1	C	316	373
			SBR	R	R	0	-	-	-	-	-
		EB	EBR	R	R	0	-	-	-	-	-
		WB	WBR	R	R	852	0.76	40.2	D	237	295
		Intersection	Intersection					22.5	C		
4	Chambers Street & Centre Street	NB	NBL	L	L	289	0.36	24.7	C	75	105
			NBT	T	T	364	0.40	11.0	B	104	163
		SB	SBT	TR	T	201	0.68	43.0	D	128	188
			SBR	R	R	13	0.18	34.0	C	7	24
		EB	EBR	R	R	398	0.90	52.6	D	249	#399
		Intersection	Intersection					33.3	C		
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	NBL	LTR	L	75	-	-	-	-	-
			NBT	T	T	515	0.96	58.7	E	207	#288
			NBR	R	R	214	0.38	27.5	C	66	94
			NBR2	R2	R2	55	0.29	29.5	C	28	61
		EB	EBL2	L2L	L	30	-	-	-	-	-
			EBL	T	T	206	0.43	31.8	C	71	100
			EBT	T	T	315	0.39	12.5	B	98	157
		WB	WBT	T	T	163	0.47	7.9	A	8	13
	WBR	R	R	27	0.12	4.8	A	1	m3		
		Intersection	Intersection					35.0	C		
5b	Canal Street & Holland Tunnel On-Ramp	EB	EBT	T	T	370	0.25	5.8	A	26	36
		WB	WBT	T	T	190	0.55	34.1	C	103	174
			WBR	R	R	605	0.58	15.2	B	127	186
		Intersection	Intersection					15.5	B		
7a	Canal Street S & West Street	NB	NBT	T	T	2100	0.92	36.6	D	477	543
			NBR	R	R	141	0.35	22.1	C	91	138
		SB	SBL	L	L	349	0.36	43.2	D	161	200
			SBT	T	T	1835	0.68	6.1	A	308	360
		Intersection	Intersection					24.1	C		
7b	Canal Street N & West Street	NB	NBT	T	T	2100	0.52	0.4	A	-	-
		SB	SBT	T	T	2184	0.45	8.3	A	169	188
		WB	WBL	LR	L	0	-	-	-	-	-
			WBR	R	R	0	-	-	-	-	-
		Intersection	Intersection					4.4	A		
9	West Street & Albany Street	NB	NBT	T	T	1474	0.60	20.3	C	247	285
			NBR	TR	R	85	-	-	-	-	-
			SBL	L	L	5	-	-	-	-	-
		SB	SBT	T	T	2126	0.75	23.6	C	331	370
			SBR	R	R	86	-	-	-	-	-
		EB	EBL	L	L	101	-	-	-	-	-
			EBT	T	T	95	0.59	36.3	D	190	252
	EBR	R	R	63	-	-	-	-	-		
		Intersection	Intersection					23.2	C		
10	West Street & Vesey Street	NB	NBL	L	L	10	-	-	-	-	-
			NBT	T	T	1841	0.71	22.8	C	313	357
		SB	SBT	T	T	2117	0.86	28.4	C	517	591
			SBR	R	R	164	0.40	20.1	C	79	138
		EB	EBL	L	L	139	0.54	39.0	D	97	166
			EBR	R	R	151	0.46	34.8	C	94	162
		WB	WBL	LT	L	0	-	-	-	-	-
			WBT	T	T	0	-	-	-	-	-
	WBR	R	R	0	-	-	-	-	-		
		Intersection	Intersection					26.3	C		
11	West Street & Chambers Street	NB	NBT	T	T	1868	0.82	34.1	C	395	446
			NBR	TR	T	43	-	-	-	-	-
			SBL	L	L	171	0.45	52.5	D	72	108
		SB	SBT	T	T	2002	0.72	18.1	B	390	446
			SBR	R	R	81	0.34	45.0	D	67	107
		EB	EBL	LTR	L	43	-	-	-	-	-
			EBT	T	T	0	0.18	33.4	C	38	67
			EBR	R	R	10	-	-	-	-	-
		WB	WBL	LT	L	73	-	-	-	-	-
	WBT	T	T	65	0.53	42.6	D	110	161		
	WBR	R	R	272	0.58	27.4	C	174	229		
		Intersection	Intersection					28.1	C		
14	Canal Street/Manhattan Bridge & Bowery	EB	EBT	T	T	435	0.45	21.5	C	101	144
			EBR	R	R	123	0.34	21.5	C	59	95
		WB	WBT	T	T	554	0.56	23.4	C	137	192
		NB	NBT	T	T	255	0.44	31.1	C	78	106
			NBR	R	R	293	0.30	0.7	A	-	-
		SB	SBL	L	L	224	0.45	12.8	B	6	76
			SBT	TR	T	116	0.47	7.9	A	10	44
	SBR	R	R	65	-	-	-	-	-		
		Intersection	Intersection					17.8	B		
15	Manhattan Bridge & Bowery	NB	NBT	T	T	253	0.23	0.7	A	-	-
		SB	SBT	T	T	405	0.26	17.4	B	62	81
		WB	WBR	R	R	143	0.11	6.7	A	19	30
		Intersection	Intersection					10.1	B		
18	6th Avenue & Watts Street	WB	WBT	TR	T	697	0.33	16.8	B	83	107
			WBR	R	R	24	-	-	-	-	-
		NB	NBL	LT	L	72	-	-	-	-	-
			NBT	T	T	770	0.34	7.5	A	25	32
		Intersection	Intersection					11.8	B		
19	Canal Street & 6th Avenue/Laight Street	NEB	NER	R	R	309	0.55	36.2	D	78	114
		NB	NBL	LTR	L	148	-	-	-	-	-
			NBT	T	T	657	0.46	23.3	C	109	138
			NBR	R	R	3	-	-	-	-	-
		EB	EBT	T	T	376	0.53	30.3	C	105	152
		WB	WBT	TR	T	642	0.63	21.2	C	133	178
	WBR	R	R	131	-	-	-	-	-		
		Intersection	Intersection					25.5	C		

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Lower Manhattan Study Area - Build - PM Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	Trinity Place & Edgar Street	NB	NBL	LT	L	0	-	-	-	-	-
			NBT	T	T	0	-	-	-	-	-
		EB	EBL	L	L	136	0.28	23.3	C	63	110
		Intersection	Intersection					23.3	C		
2	Trinity Place & Rector Street	NB	NBT	T	T	121	0.19	35.6	D	42	68
			NBR	R	R	15	-	-	-	-	-
		EB	EBL	LT	L	68	-	-	-	-	-
			EBT	T	T	38	0.30	22.2	C	51	86
			Intersection	Intersection						29.6	C
3a	HCT Entrance/Exit & West Street	NB	NBT	T	T	538	0.30	23.2	C	134	151
			NBR2	R2	R2	1206	0.61	1.2	A	-	-
		SB	SBT	T	T	1197	0.57	0.8	A	-	-
		WB	WBL	L	L	349	0.29	35.7	D	96	126
		Intersection	Intersection					8.4	A		
3b	HCT Exit & West Street & West Thames Street	NB	NBT	T	T	538	0.26	0.5	A	-	-
		SB	SBT	T	T	1197	0.63	29.7	C	348	393
			SBR	R	R	0	-	-	-	-	-
		EB	EBR	R	R	0	-	-	-	-	-
		WB	WBR	R	R	510	0.48	39.5	D	174	208
		Intersection	Intersection					24.7	C		
4	Chambers Street & Centre Street	NB	NBL	L	L	374	0.43	25.7	C	93	134
			NBT	T	T	448	0.55	13.5	B	164	229
		SB	SBT	TR	T	290	0.97	77.4	E	195	#327
			SBR	R	R	12	0.14	31.9	C	7	22
		EB	EBR	R	R	464	1.08	93.2	F	~353	#492
		Intersection	Intersection					52.1	D		
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	NBL	LTR	L	45	-	-	-	-	-
			NBT	T	T	585	0.88	44.6	D	195	#297
			NBR	R	R	159	0.26	25.8	C	44	73
			NBR2	R2	R2	8	0.04	23.8	C	4	14
		EB	EBL2	L2L	L2	5	-	-	-	-	-
			EBL	T	T	178	0.32	30.2	C	54	77
			EBT	T	T	419	0.49	14.1	B	144	222
		WB	WBT	T	T	0	-	-	-	-	-
			WBR	R	R	0	-	-	-	-	-
		Intersection	Intersection					31.4	C		
5b	Canal Street & Holland Tunnel On-Ramp	EB	EBT	T	T	427	0.27	3.1	A	11	15
		WB	WBT	T	T	0	-	-	-	-	-
			WBR	R	R	1405	1.23	131.8	F	~628	#773
		Intersection	Intersection					102.6	F		
7a	Canal Street S & West Street	NB	NBT	T	T	2629	0.96	41.1	D	752	820
			NBR	R	R	5	0.01	14.8	B	2	9
		SB	SBL	L	L	484	0.53	112.1	F	293	345
			SBT	T	T	1734	0.60	5.0	A	58	55
		Intersection	Intersection					35.9	D		
7b	Canal Street N & West Street	NB	NBT	T	T	2629	0.60	0.8	A	-	-
		SB	SBT	T	T	2218	0.44	8.6	A	201	217
		WB	WBL	LR	L	0	-	-	-	-	-
			WBR	R	R	0	-	-	-	-	-
		Intersection	Intersection					4.4	A		
9	West Street & Albany Street	NB	NBT	T	T	1227	0.46	20.1	C	221	251
			NBR	TR	R	47	-	-	-	-	-
			SBL	L	L	0	-	-	-	-	-
		SB	SBT	T	T	2192	0.66	24.1	C	382	413
			SBR	R	R	76	-	-	-	-	-
		EB	EBL	L	L	139	-	-	-	-	-
			EBT	T	T	90	0.71	50.4	D	294	412
	EBR	R	R	81	-	-	-	-	-		
		Intersection	Intersection					25.0	C		
10	West Street & Vesey Street	NB	NBL	L	L	0	-	-	-	-	-
			NBT	T	T	1462	0.42	14.7	B	216	241
		SB	SBT	T	T	2345	0.79	23.3	C	610	672
			SBR	R	R	134	0.31	15.2	B	64	109
		EB	EBL	L	L	99	0.57	57.9	E	102	156
			EBR	R	R	121	0.60	58.5	E	118	191
		WB	WBL	LT	L	10	-	-	-	-	-
			WBT	T	T	0	0.05	39.7	D	9	25
	WBR	R	R	0	-	-	-	-	-		
		Intersection	Intersection					22.1	C		
11	West Street & Chambers Street	NB	NBT	T	T	1754	0.70	33.9	C	420	463
			NBR	TR	T	35	-	-	-	-	-
			SBL	L	L	183	0.77	85.0	F	112	143
		SB	SBT	T	T	1809	0.67	22.1	C	448	498
			SBR	R	R	90	0.44	66.6	E	85	146
		EB	EBL	LTR	L	49	-	-	-	-	-
			EBT	T	T	20	0.26	39.6	D	66	101
			EBR	R	R	5	-	-	-	-	-
		WB	WBL	LT	L	126	-	-	-	-	-
	WBT	T	T	90	0.73	58.4	E	224	329		
	WBR	R	R	392	0.72	40.4	D	301	423		
		Intersection	Intersection					34.1	C		
14	Canal Street/Manhattan Bridge & Bowery	EB	EBT	T	T	800	0.76	27.7	C	221	297
			EBR	R	R	83	0.29	21.1	C	38	69
		WB	WBT	T	T	347	0.33	19.6	B	84	110
		NB	NBT	T	T	167	0.29	29.0	C	46	74
			NBR	R	R	472	0.42	1.1	A	-	-
		SB	SBL	L	L	400	0.60	15.1	B	64	98
			SBT	TR	T	46	0.11	3.6	A	2	4
	SBR	R	R	16	0.05	2.8	A	1	2		
		Intersection	Intersection					18.4	B		
15	Manhattan Bridge & Bowery	NB	NBT	T	T	167	0.15	1.5	A	2	2
		SB	SBT	T	T	462	0.23	17.0	B	55	70
		WB	WBR	R	R	222	0.17	7.1	A	32	45
		Intersection	Intersection					11.2	B		
18	6th Avenue & Watts Street	WB	WBT	TR	T	195	0.10	14.7	B	22	30
			WBR	R	R	0	-	-	-	-	-
		NB	NBL	LT	L	132	-	-	-	-	-
			NBT	T	T	483	0.27	34.6	C	81	m106
		Intersection	Intersection					29.5	C		
19	Canal Street & 6th Avenue/Laight Street	NEB	NER	R	R	346	0.61	37.4	D	92	125
		NB	NBL	LTR	L	37	-	-	-	-	-
			NBT	T	T	591	0.36	22.1	C	86	110
			NBR	R	R	3	-	-	-	-	-
		EB	EBT	T	T	351	0.47	29.2	C	101	137
		WB	WBT	TR	T	1247	0.90	31.2	C	283	301
	WBR	R	R	9	-	-	-	-	-		
		Intersection	Intersection					29.6	C		

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Queens Midtown Tunnel Study Area - With Action (no mitigation) - MD Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	E 37th Street & 3rd Avenue	NB	NBL	L	L	39	0.10	4.6	A	3	m5
			NBT	T	T	576	0.44	4.8	A	14	23
		WB	WBT	T	T	574	0.95	48.2	D	178	#291
			WBR	R	R	259	0.71	43.9	D	96	131
		Intersection	Intersection						29.0	C	
2	E 36th Street & 2nd Avenue	SB	SBL	L	L	207	0.37	27.6	C	53	86
			SBT	T	T	1012	0.49	11.6	B	121	155
		EB	EBT	T	T	1142	1.21	134.3	F	~353	#445
			EBR	TR	R	84	-	-	-	-	-
		WB	WBL	L	L	0	-	-	-	-	-
Intersection	Intersection						75.3	E			
3	E 34th Street & 3rd Avenue	NB	NBL	LT	L	22	-	-	-	-	-
			NBT	T	T	967	0.43	17.9	B	100	123
			NBR	R	R	162	0.73	41.9	D	78	#191
		EB	EBT	T	T	397	0.86	45.2	D	228	#402
			WBT	T	T	420	0.91	52.5	D	243	#431
		WB	WBR	R	R	78	0.29	23.2	C	38	69
Intersection	Intersection						32.4	C			
4	E 35th Street & 3rd Avenue	NB	NBL	LT	L	78	-	-	-	-	-
			NBT	T	T	967	0.74	11.6	B	249	320
		WB	WBT	T	T	477	0.52	24.6	C	130	180
			WBR	TR	R	56	0.18	21.1	C	26	51
Intersection	Intersection						16.0	B			
5	E 34th Street & 2nd Ave	SB	SBL	L	L	225	0.37	29.7	C	75	110
			SBT	T	T	1299	0.71	21.4	C	285	342
			SBR	R	R	42	0.32	18.0	B	12	m31
		EB	EBT	T	T	557	0.71	32.7	C	158	221
			EBR	TR	R	126	0.57	36.9	D	65	130
		WB	WBT	T	T	231	0.57	32.0	C	122	202
Intersection	Intersection						26.5	C			
6	E 35th Street & 2nd Ave	SB	SBT	T	T	1018	0.56	12.0	B	50	m57
			SBR	R	R	78	-	-	-	-	-
		EB	EBR	R	R	468	0.61	25.9	C	128	188
			WBT	T	T	85	0.14	18.3	B	27	42
		WB	WBL	L	L	80	0.14	18.9	B	26	50
Intersection	Intersection						16.4	B			

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Queens Midtown Tunnel Study Area - With Action (no mitigation) - LN Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	E 37th Street & 3rd Avenue	NB	NBL	L	L	22	0.07	3.5	A	1	m3
			NBT	T	T	976	0.51	4.5	A	15	18
		WB	WBT	T	T	372	0.29	14.4	B	72	101
			WBR	R	R	346	1.00	83.7	F	~136	#213
		Intersection	Intersection					23.9	C		
2	E 36th Street & 2nd Avenue	SB	SBL	L	L	368	0.46	28.4	C	90	133
			SBT	T	T	1467	0.64	13.8	B	200	247
		EB	EBT	T	T	520	0.50	27.7	C	104	140
			EBR	TR	R	47	-	-	-	-	-
		WB	WBL	L	L	0	-	-	-	-	-
		Intersection	Intersection					19.3	B		
3	E 34th Street & 3rd Avenue	NB	NBL	LT	L	36	-	-	-	-	-
			NBT	T	T	1167	0.48	18.4	B	124	151
			NBR	R	R	184	0.54	24.9	C	84	152
		EB	EBT	T	T	432	0.45	23.3	C	105	151
			WBT	T	T	288	0.32	21.6	C	68	101
				WB	WBR	R	R	94	0.31	23.2	C
		Intersection	Intersection					20.6	C		
4	E 35th Street & 3rd Avenue	NB	NBL	LT	L	51	-	-	-	-	-
			NBT	T	T	1210	0.49	4.2	A	17	20
		WB	WBT	T	T	392	0.43	23.1	C	107	143
			WBR	TR	R	52	0.14	20.4	C	24	48
		Intersection	Intersection					9.4	A		
5	E 34th Street & 2nd Ave	SB	SBL	L	L	338	0.55	26.3	C	119	152
			SBT	T	T	1334	0.69	13.1	B	230	270
			SBR	R	R	98	0.26	7.7	A	15	m23
		EB	EBT	T	T	588	0.62	29.1	C	136	165
			EBR	TR	R	70	-	-	-	-	-
				WB	WBT	T	T	181	0.24	24.0	C
		Intersection	Intersection					19.7	B		
6	E 35th Street & 2nd Ave	SB	SBT	T	T	1423	0.65	11.3	B	55	62
			SBR	R	R	91	-	-	-	-	-
		EB	EBR	R	R	273	0.34	20.8	C	65	101
			WBT	T	T	78	0.12	18.0	B	23	42
				WB	WBL	L	L	74	0.11	18.5	B
		Intersection	Intersection					13.2	B		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

RFK Bridge Study Area - Action - AM Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	126th Street and 2nd Avenue	NW	NWL2	L	L2	30	-	-	-	-	-
			NWL		L	190	0.97	85.0	F	150	#271
			NWR	R	R	415	0.31	7.3	A	61	79
		SB	SBT	TR	T	1183	0.53	21.5	C	123	149
			SBR		R	42	-	-	-	-	-
		WB	WBL	L	L	39	-	-	-	-	-
			WBT	T	T	29	0.77	54.7	D	104	#178
			WBR	R	R	90	-	-	-	-	-
Intersection	Intersection						28.5	C			
2	125th Street and 2nd Avenue	SB	SBL	L	L	502	0.54	7.5	A	23	m30
			SBT		T	699	0.54	6.7	A	20	m24
			SBR	TR	R	51	-	-	-	-	-
		SW	SWL	L	L	453	1.22	147.1	F	~256	#342
			SWR		R	153	-	-	-	-	-
		EB	EBT	TR	T	672	0.92	50.4	D	168	#228
			EBR		R	40	-	-	-	-	-
		WB	WBL	LT	L	11	-	-	-	-	-
WBT	T		29		0.10	27.2	C	10	24		
Intersection	Intersection						52.7	D			
11	E 134th Street & St. Ann's Avenue	NB	NBT	TR	T	140	0.46	18.5	B	98	m125
			NBR		R	80	-	-	-	-	-
		SB	SBL	LT	L	145	-	-	-	-	-
			SBT		T	105	0.62	20.2	C	76	128
		EB	EBL	LTR	L	140	-	-	-	-	-
			EBT		T	120	0.80	33.1	C	116	#213
			EBR		R	45	-	-	-	-	-
		Intersection	Intersection						24.8	C	
22	St Ann's Ave and Bruckner Blvd	NB	NBL	LTR	L	25	-	-	-	-	-
			NBT		T	105	0.56	46.0	D	119	196
			NBR		R	30	-	-	-	-	-
		SB	SBL	LTR	L	55	-	-	-	-	-
			SBT		T	70	0.57	48.6	D	134	m186
			SBR		R	25	-	-	-	-	-
		EB	EBL	LTR	L	50	-	-	-	-	-
			EBT		T	1440	0.90	25.6	C	505	657
			EBR		R	30	-	-	-	-	-
		WB	WBL	LTR	L	40	-	-	-	-	-
			WBT		T	480	0.50	11.6	B	131	157
WBR	R		65		-	-	-	-	-		
Intersection	Intersection						24.9	C			
17	31st St & Astoria Blvd	NB	NBT	T	T	70	0.19	36.1	D	48	88
			NBR	R	R	13	0.02	7.2	A	4	11
		SB	SBT	T	T	547	0.61	26.3	C	409	543
			SBR	R	R	169	0.40	23.9	C	110	183
		EB	EBL	L	L	11	-	-	-	-	-
			EBT	T	T	382	0.54	33.2	C	163	197
			EBR	R	R	27	-	-	-	-	-
		Intersection	Intersection						28.9	C	
24	Hoyt N & 31st St	NB	NBL	L	L	15	-	-	-	-	-
			NBT	T	T	75	0.16	19.3	B	40	m61
		SB	SBT	T	T	243	0.77	107.2	F	171	208
			SBR	R	R	129	-	-	-	-	-
		WB	WBL	L	L	402	0.26	9.3	A	73	92
			WBT	T	T	2109	0.65	13.9	B	277	314
WBR	R	R	35	0.10	8.5	A	11	24			
Intersection	Intersection						26.3	C			
3	Hoyt S & 31st St	NB	NBT	T	T	74	0.12	22.6	C	13	20
			NBR	R	R	7	-	-	-	-	-
		SB	SBL	L	L	20	-	-	-	-	-
			SBT	T	T	625	0.37	14.8	B	203	254
		EB	EBL	L	L	16	-	-	-	-	-
			EBT	T	T	940	0.83	48.5	D	236	265
			EBR	R	R	91	0.39	42.0	D	72	114
Intersection	Intersection						35.1	D			

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

RFK Bridge Study Area - Action - PM Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	126th Street and 2nd Avenue	NW	NWL2	L	L2	25	-	-	-	-	-
			NWL		L	180	0.93	76.4	E	140	#244
			NWR	R	R	765	0.55	10.0	B	138	176
		SB	SBT	TR	T	1332	0.53	21.4	C	132	157
			SBR		R	31	-	-	-	-	-
		WB	WBL	L	L	42	-	-	-	-	-
			WBT	T	T	22	0.50	37.5	D	66	108
			WBR	R	R	44	-	-	-	-	-
Intersection	Intersection						23.5	C			
2	125th Street and 2nd Avenue	SB	SBL	L	L	633	0.66	9.8	A	28	m35
			SBT	TR	T	715	0.47	6.1	A	20	m24
			SBR		R	51	-	-	-	-	-
		SW	SWL	L	L	583	1.39	216.6	F	~339	#455
			SWR	R	R	218	-	-	-	-	-
		EB	EBT	TR	T	731	0.86	43.2	D	160	#227
			EBR		R	20	-	-	-	-	-
		WB	WBL	LT	L	26	-	-	-	-	-
WBT	T		83		0.26	29.2	C	29	54		
Intersection	Intersection						71.4	E			
11	E 134th Street & St. Ann's Avenue	NB	NBT	TR	T	110	0.41	10.9	B	44	m96
			NBR		R	100	-	-	-	-	-
		SB	SBL	LT	L	110	-	-	-	-	-
			SBT		T	50	0.38	13.8	B	42	75
		EB	EBL	LTR	L	155	-	-	-	-	-
			EBT		T	140	0.78	30.3	C	116	#205
			EBR		R	30	-	-	-	-	-
		Intersection	Intersection						20.5	C	
22	St Ann's Ave and Bruckner Blvd	NB	NBL	LTR	L	20	-	-	-	-	-
			NBT		T	95	0.50	43.0	D	118	169
			NBR		R	30	-	-	-	-	-
		SB	SBL	LTR	L	35	-	-	-	-	-
			SBT		T	20	0.29	39.6	D	58	m91
			SBR		R	25	-	-	-	-	-
		EB	EBL	LTR	L	50	-	-	-	-	-
			EBT		T	1300	0.85	22.5	C	452	577
			EBR		R	45	-	-	-	-	-
		WB	WBL	LTR	L	25	-	-	-	-	-
WBT	T		610		0.46	11.4	B	153	181		
WBR	R		65		-	-	-	-	-		
Intersection	Intersection						21.1	C			
17	31st St & Astoria Blvd	NB	NBT	T	T	48	0.13	27.6	C	24	54
			NBR	R	R	7	0.01	4.4	A	1	5
		SB	SBT	T	T	433	0.53	76.5	E	171	260
			SBR	R	R	198	0.67	91.3	F	98	164
		EB	EBL	L	L	17	-	-	-	-	-
			EBT	T	T	402	0.52	23.3	C	125	162
			EBR	R	R	50	-	-	-	-	-
Intersection	Intersection						54.4	D			
24	Hoyt N & 31st St	NB	NBL	L	L	21	-	-	-	-	-
			NBT	T	T	49	0.13	28.5	C	30	m52
		SB	SBT	T	T	56	0.26	37.0	D	46	76
			SBR	R	R	66	-	-	-	-	-
		WB	WBL	L	L	514	0.34	9.7	A	98	118
			WBT	T	T	1445	0.45	10.4	B	155	179
WBR	R	R	35	0.07	7.8	A	11	22			
Intersection	Intersection						12.4	B			
3	Hoyt S & 31st St	NB	NBT	T	T	59	0.09	38.4	D	23	43
			NBR	R	R	6	-	-	-	-	-
		SB	SBL	L	L	20	-	-	-	-	-
			SBT	T	T	550	0.35	8.9	A	136	163
		EB	EBL	L	L	11	-	-	-	-	-
			EBT	T	T	1111	0.63	33.7	C	221	261
EBR	R	R	81	0.24	29.0	C	54	88			
Intersection	Intersection						26.1	C			

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#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

RFK Bridge Study Area - Action - LN Peak Hour											
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)
1	126th Street and 2nd Avenue	NW	NWL2	L	L2	5	-	-	-	-	-
			NWL		L	75	0.36	35.3	D	49	85
			NWR	R	R	535	0.40	8.1	A	85	107
		SB	SBT	TR	T	540	0.23	18.1	B	48	64
			SBR		R	17	-	-	-	-	-
		WB	WBL	L	L	20	-	-	-	-	-
			WBT	T	T	33	0.44	35.2	D	63	119
WBR	R		R	57	-	-	-	-	-		
Intersection	Intersection						16.4	B			
2	125th Street and 2nd Avenue	SB	SBL	L	L	124	0.15	5.8	A	7	10
			SBT	TR	T	424	0.29	6.2	A	14	17
			SBR		R	17	-	-	-	-	-
		SW	SWL	L	L	187	0.66	39.1	D	100	147
			SWR	R	R	164	-	-	-	-	-
		EB	EBT	TR	T	682	0.84	41.9	D	163	#223
			EBR		R	50	-	-	-	-	-
		WB	WBL	LT	L	8	-	-	-	-	-
WBT	T		37		0.09	26.9	C	12	25		
Intersection	Intersection						28.3	C			
11	E 134th Street & St. Ann's Avenue	NB	NBT	TR	T	100	0.21	17.0	B	53	m72
			NBR		R	20	-	-	-	-	-
		SB	SBL	LT	L	40	-	-	-	-	-
			SBT		T	50	0.18	10.9	B	23	44
		EB	EBL	LTR	L	190	-	-	-	-	-
			EBT		T	90	0.70	25.0	C	105	164
			EBR		R	35	-	-	-	-	-
Intersection	Intersection						20.6	C			
22	St Ann's Ave and Bruckner Blvd	NB	NBL	LTR	L	10	-	-	-	-	-
			NBT		T	55	0.24	33.0	C	57	91
			NBR		R	15	-	-	-	-	-
		SB	SBL	LTR	L	30	-	-	-	-	-
			SBT		T	10	0.25	35.0	C	66	m104
			SBR		R	45	-	-	-	-	-
		EB	EBL	LTR	L	40	-	-	-	-	-
			EBT		T	1515	0.88	26.6	C	527	654
			EBR		R	10	-	-	-	-	-
		WB	WBL	LTR	L	10	-	-	-	-	-
WBT	T		500		0.33	12.2	B	111	145		
WBR	R		25		-	-	-	-	-		
Intersection	Intersection						23.7	C			
17	31st St & Astoria Blvd	NB	NBT	T	T	24	0.07	26.8	C	13	32
			NBR	R	R	6	0.01	4.5	A	1	5
		SB	SBT	T	T	306	0.41	7.3	A	30	39
			SBR	R	R	147	0.34	8.3	A	14	22
		EB	EBL	L	L	10	-	-	-	-	-
			EBT	T	T	322	0.36	20.7	C	81	118
			EBR	R	R	17	-	-	-	-	-
Intersection	Intersection						13.5	B			
24	Hoyt N & 31st St	NB	NBL	L	L	11	-	-	-	-	-
			NBT	T	T	24	0.05	10.5	B	3	m7
		SB	SBT	T	T	167	0.23	21.1	C	47	75
			SBR	R	R	38	-	-	-	-	-
		WB	WBL	L	L	444	0.33	42.2	D	79	107
			WBT	T	T	1065	0.41	13.1	B	112	134
WBR	R	R	20	0.04	10.4	B	6	16			
Intersection	Intersection						21.2	C			
3	Hoyt S & 31st St	NB	NBT	T	T	29	0.04	17.4	B	4	11
			NBR	R	R	5	-	-	-	-	-
		SB	SBL	L	L	204	-	-	-	-	-
			SBT	T	T	407	0.58	31.8	C	167	206
		EB	EBL	L	L	6	-	-	-	-	-
			EBT	T	T	864	0.51	25.3	C	124	156
EBR	R	R	46	0.14	22.3	C	22	45			
Intersection	Intersection						27.7	C			

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#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Red Hook Study Area - With-Action - AM Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	EBT	TR	T	113	0.43	44.8	D	94	140	
			EBR		R	0	-	-	-	-	-	
		NB	NBL	LT	L	260	-	-	-	-	-	-
			NBT		T	2407	0.64	8.0	A	117	144	
		SB (at West 9th)	SBT	TR	T	1139	0.41	8.4	A	141	168	
			SBR		R	83	-	-	-	-	-	
		SB (at Clinton St)	SBL	L	L	255	0.29	4.7	A	31	42	
			SBT	LTR	T	879	0.54	6.7	A	54	71	
			SBR		R	120	-	-	-	-	-	
		WB	WBL	L	L	115	0.14	54.5	D	41	59	
			WBT	T	T	145	0.24	58.6	E	76	106	
Intersection							10.1	B				
2	Hamilton Avenue NB & West 9th Street	NB	NBT	T	T	2059	0.60	14.4	B	270	303	
		WB	WBR	R	R	240	0.41	36.4	D	103	134	
		Intersection	Intersection						17.0	B		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Red Hook Study Area - With-Action - MD Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	EBT	TR	T	109	0.37	41.4	D	87	131	
			EBR		R	0	-	-	-	-	-	
		NB	NBL	LT	L	245	-	-	-	-	-	-
			NBT		T	2167	0.60	8.4	A	110	131	
		SB (at West 9th)	SBT	TR	T	1170	0.43	9.5	A	159	188	
			SBR		R	93	-	-	-	-	-	
		SB (at Clinton St)	SBL	L	L	261	0.28	4.7	A	29	41	
			SBT	LTR	T	905	0.57	7.2	A	60	74	
			SBR		R	134	-	-	-	-	-	
		WB	WBL	L	L	130	0.14	56.0	E	41	65	
			WBT	T	T	115	0.16	56.4	E	57	90	
		Intersection								10.4	B	
2	Hamilton Avenue NB & West 9th Street	NB	NBT	T	T	1919	0.52	10.7	B	209	236	
		WB	WBR	R	R	123	0.27	38.4	D	54	78	
		Intersection		Intersection					12.7	B		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Red Hook Study Area - With-Action - LN Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	EBT	TR	T	56	0.17	37.5	D	42	74	
			EBR		R	0	-	-	-	-	-	
		NB	NBL	LT	L	75	-	-	-	-	-	-
			NBT		T	1203	0.34	8.5	A	77	85	
		SB (at West 9th)	SBT	TR	T	747	0.25	7.8	A	84	103	
			SBR		R	45	-	-	-	-	-	
		SB (at Clinton St)	SBL	L	L	196	0.20	2.6	A	13	17	
			SBT	LTR	T	551	0.29	2.5	A	18	22	
			SBR		R	25	-	-	-	-	-	
		WB	WBL	L	L	25	0.03	60.6	E	9	19	
			WBT	T	T	50	0.07	61.7	E	24	47	
Intersection							8.3	A				
2	Hamilton Avenue NB & West 9th Street	NB	NBT	T	T	959	0.25	7.8	A	83	99	
		WB	WBR	R	R	67	0.13	36.4	D	28	47	
		Intersection	Intersection						10.0	A		

~: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

Upper East Side Study Area - Action - LN Peak Hour												
Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	Volume	V/C	Delay	LOS	Q (50th)	Q (95th)	
1	E 60th Street & Queensboro Bridge Exit	NB	NBL	LTR	L	9	-	-	-	-	-	
			NBT		T	79	-	-	-	-	-	
			NBR		R	273	-	-	-	-	-	
		EB	EBL	LT	L	0	-	-	-	-	-	-
			EBT		T	10	-	-	-	-	-	-
Intersection	Unsignalized											
2	E 60th Street & 3rd Ave	NB	NBL	L	L	70	0.14	17.9	B	30	54	
			NBT	T	T	932	0.46	20.7	C	115	144	
		WB	WBT	T	T	219	0.38	16.4	B	63	178	
			WBR	R	R	30	0.14	33.7	C	20	46	
Intersection	Intersection						20.0	C				
3	E 60th Street & York Ave	NB	NBT	T	T	475	0.27	18.8	B	90	110	
			SBT	T	T	378	0.19	18.0	B	62	84	
		EB	EBL	L	L	228	0.31	29.1	C	80	122	
			EBT	LT	T	0	0.33	29.4	C	80	118	
			EBR	R	R	25	0.06	24.5	C	15	33	
		WB	WBL	L	L	0	-	-	-	-	-	-
			WBT	T	T	0	-	-	-	-	-	-
			WBR	R	R	0	-	-	-	-	-	-
Intersection	Intersection						21.0	C				
4	E 59th Street & 2nd Ave	EB	EBT	T	T	181	0.20	21.4	C	44	66	
			EBR	RR2	R	120	0.65	33.6	C	125	183	
			EBR2		R2	94	-	-	-	-	-	
		SB	SBL2	L2	L2	227	0.16	2.4	A	7	12	
			SBL	L2L	L	6	-	-	-	-	-	-
			SBT	T	T	741	0.35	3.1	A	16	24	
Intersection	Intersection						10.6	B				
5	E 60th Street & 2nd Ave	NWB	NWL2	L2	L2	160	0.10	15.9	B	22	33	
			NWL	L	L	150	0.14	16.3	B	31	47	
		SB	SBL2	L2	L2	14	-	-	-	-	-	-
			SBT	TR	T	809	0.35	17.0	B	93	118	
			SBR		R	94	0.25	17.4	B	40	69	
		WB	WBL	LT	L	5	-	-	-	-	-	-
			WBT	T	T	5	0.01	15.2	B	2	6	
Intersection	Intersection						16.8	B				
6	E 60th Street & 1st Ave	NB	NBT	T	T	1116	0.45	15.7	B	113	138	
			NBR	TR	R	86	-	-	-	-	-	
		EB	EBL	L	L	116	0.33	25.7	C	61	98	
			EBT	T	T	167	0.15	15.9	B	35	53	
			Intersection	Intersection						16.6	B	
7	E 60th Street & Lexington Ave	SB	SBT	T	T	743	0.63	22.6	C	176	239	
			SBR	R	R	47	0.11	16.0	B	19	38	
		WB	WBL	L	L	64	0.15	20.7	C	33	68	
			WBT	T	T	225	0.26	21.9	C	68	93	
Intersection	Intersection						22.0	C				
8a	E 60th Street & Park Ave NB	NB	NBL	LT	L	50	-	-	-	-	-	
			NBT	T	T	499	0.29	18.3	B	90	117	
			WBT	T	T	237	0.34	27.0	C	85	113	
		WBR	TR	R	35	-	-	-	-	-	-	
Intersection	Intersection						21.4	C				
8b	E 60th Street & Park Ave NB	SB	SBT	T	T	808	0.50	21.1	C	165	205	
			SBR	TR	R	96	-	-	-	-	-	
		WB	WBL	L	L	97	-	-	-	-	-	
			WBT	T	T	190	0.36	10.9	B	25	31	
Intersection	Intersection						18.5	B				
9	E 60th Street & Madison Ave	NB	NBL	L	L	73	0.14	17.3	B	33	59	
			NBT	T	T	810	0.59	16.0	B	192	248	
		WB	WBT	T	T	234	0.35	18.3	B	42	52	
			WBR	TR	R	52	-	-	-	-	-	
Intersection	Intersection						16.7	B				
10	E 62nd Street & Queensboro Bridge Exit	NB	NBT	T	T	1094	0.78	15.3	B	282	381	
			NBR	R	R	834	0.79	20.9	C	249	#453	
		EB	EBL	LT	L	7	-	-	-	-	-	
			EBT	T	T	99	0.17	27.6	C	28	50	
Intersection	Intersection						17.6	B				
11	E 60th Street & 5th Ave	SB	SBT	T	T	599	0.62	10.0	B	33	40	
			SBR	R	R	194	0.49	10.2	B	21	30	
		WB	WBL	L	L	152	0.34	24.2	C	71	123	
			WBT	T	T	155	0.19	21.3	C	35	59	
Intersection	Intersection						13.5	B				
12	E 63rd Street & York Ave	NB	NBT	T	T	166	0.40	33.8	C	120	170	
			NBR	TR	R	285	0.35	6.6	A	61	92	
		SB	SBL	L	L	325	0.43	22.7	C	88	144	
			SBT	T	T	338	0.40	18.3	B	101	117	
			SBR	TR	R	49	-	-	-	-	-	
		WB	WBL	L	L	234	0.40	36.3	D	114	187	
			WBT	LT	T	228	0.40	34.5	C	117	164	
			WBR	TR	R	21	-	-	-	-	-	
Intersection	Intersection						23.2	C				
13	E 53rd Street & FDR Drive	SB	SBR	R	R	131	-	-	-	-	-	
		SWB	SWR	R	R	315	-	-	-	-	-	
		Intersection	Unsignalized									
14	E 61st Street & 5th Ave	SB	SBT	T	T	734	0.44	20.1	C	114	148	
		WB	WBL	L	L	59	0.06	16.9	B	12	23	
		Intersection	Intersection						19.9	B		
15	E 65th Street & 5th Ave	SB	SBL	LT	L	69	-	-	-	-	-	
			SBT	T	T	668	0.43	6.6	A	33	39	
		EB	EBT	T	T	646	0.72	32.7	C	177	242	
			EBR	R	R	198	0.56	32.1	C	113	171	
Intersection	Intersection						19.9	B				
16	E 66th Street & 5th Avenue	SB	SBT	T	T	682	0.52	17.5	B	141	180	
			SBR	TR	R	242	-	-	-	-	-	
		WB	WBL	LT	L	55	-	-	-	-	-	
			WBT	T	T	439	0.56	28.6	C	138	189	
Intersection	Intersection						21.4	C				
17	E 79th Street & 5th Ave	SB	SBL	LT	L	56	-	-	-	-	-	
			SBT	T	T	576	0.52	24.5	C	127	167	
			SBR	TR	R	64	-	-	-	-	-	
		EB	EBT	T	T	336	0.53	33.5	C	96	142	
			EBR	R	R	105	0.36	32.6	C	57	104	
		WB	WBL	L	L	50	0.51	55.2	E	35	68	
WBT	T		T	353	0.36	22.1	C	83	122			
Intersection	Intersection						27.5	C				
18	E 71st Street & York Ave	NB	NBL	LT	L	9	-	-	-	-	-	
			NBT	T	T	151	0.14	17.5	B	40	61	
			NBR	TR	R	0	-	-	-	-	-	
		SB	SBL	LT	L	0	-	-	-	-	-	
			SBT	LTR	T	224	0.23	18.6	B	66	95	
			SBR	TR	R	31	-	-	-	-	-	
		WB	WBL	L	L	76	0.19	26.5	C	49	79	
WBT	TR		T	176	0.53	33.3	C	176	243			
WBR		R	76	-	-	-	-	-				
Intersection	Intersection						24.3	C				

∞: the approach is above capacity for the 50th percentile traffic , queue can be longer
#: the volume for the 95th percentile cycle exceeds capacity
m: volume for the 95th percentile queue is metered by an upstream signal

AM Peak Hour					
	Performance Measures	Existing Condition	No Action Alternative	With Action Alternative adopted toll structure	Incremental Change
	Hourly Volume				
Northbound	Bayonne	1,075	1,091	1,370	279
	RFK	4,452	4,575	5,108	533
	Eastern Spur I-95 (Pre-ramp)	152	152	204	52
	Merge from 495	641	660	658	-2
	Eastern Spur I-95 (Post-ramp)	793	811	862	50
Southbound	Bayonne	659	678	752	74
	RFK	4,951	5,127	5,548	421
	Eastern Spur I-95 (Pre-ramp)	1,063	1,145	1,154	8
	Diverge to 495	630	627	657	30
	Eastern Spur I-95 (Post-ramp)	433	519	497	-22
	Density (pc/mi/ln)				
Northbound	Bayonne	15.4	15.6	19.2	3.6
	RFK	31.1	32.0	35.7	3.7
	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	7.0	0.3
Southbound	Bayonne	10.5	10.8	11.7	0.9
	RFK	34.4	35.6	38.5	2.9
	Eastern Spur I-95 (Pre-ramp)	8.6	9.3	9.2	-0.1
	Diverge to 495	8.1	8.7	8.7	0.0
	Eastern Spur I-95 (Post-ramp)	3.4	4.1	3.9	-0.2
	Level of Service (LOS)				
Northbound	Bayonne	B	B	C	-
	RFK	D	D	E	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Merge from 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-
Southbound	Bayonne	A	A	B	-
	RFK	D	E	E	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Diverge to 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-

MD Peak Hour					
	Performance Measures	Existing Condition	No Action Alternative	With Action Alternative adopted toll structure	Incremental Change
	Hourly Volume				
<i>Northbound</i>	Bayonne	459	434	695	261
	RFK	4,325	4,381	4,656	275
	Eastern Spur I-95 (Pre-ramp)	225	195	263	68
	Merge from 495	572	569	594	25
	Eastern Spur I-95 (Post-ramp)	798	764	857	93
<i>Southbound</i>	Bayonne	592	585	690	105
	RFK	3,430	3,551	4,106	555
	Eastern Spur I-95 (Pre-ramp)	637	629	797	168
	Diverge to 495	596	586	623	37
	Eastern Spur I-95 (Post-ramp)	40	43	174	131
	Density (pc/mi/ln)				
<i>Northbound</i>	Bayonne	7.4	7.0	10.5	3.5
	RFK	30.4	30.8	33.3	2.5
	Eastern Spur I-95 (Pre-ramp)	1.9	1.7	2.3	0.6
	Merge from 495	8.3	8.1	8.5	0.4
	Eastern Spur I-95 (Post-ramp)	6.8	6.5	7.1	0.6
<i>Southbound</i>	Bayonne	9.8	9.6	11.0	1.4
	RFK	24.7	25.6	29.4	3.8
	Eastern Spur I-95 (Pre-ramp)	5.4	5.3	6.6	1.3
	Diverge to 495	5.1	5.0	6.2	1.2
	Eastern Spur I-95 (Post-ramp)	0.4	0.4	1.3	0.9
	Level of Service (LOS)				
<i>Northbound</i>	Bayonne	A	A	A	-
	RFK	D	D	D	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Merge from 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-
<i>Southbound</i>	Bayonne	A	A	A	-
	RFK	C	C	D	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Diverge to 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-

PM Peak Hour					
	Performance Measures	Existing Condition	No Action Alternative	With Action Alternative adopted toll structure	Incremental Change
	Hourly Volume				
Northbound	Bayonne	563	570	735	165
	RFK	4,710	4,704	5,251	548
	Eastern Spur I-95 (Pre-ramp)	418	436	498	62
	Merge from 495	805	805	852	47
	Eastern Spur I-95 (Post-ramp)	1,223	1,241	1,350	109
Southbound	Bayonne	791	814	984	170
	RFK	4,159	4,344	4,974	629
	Eastern Spur I-95 (Pre-ramp)	801	792	827	35
	Diverge to 495	761	755	786	31
	Eastern Spur I-95 (Post-ramp)	40	37	41	4
	Density (pc/mi/ln)				
Northbound	Bayonne	7.8	7.9	10.0	2.1
	RFK	31.3	31.2	35.1	3.9
	Eastern Spur I-95 (Pre-ramp)	3.1	3.2	3.7	0.5
	Merge from 495	10.4	10.5	11.1	0.6
	Eastern Spur I-95 (Post-ramp)	9.1	9.2	10.0	0.8
Southbound	Bayonne	11.2	11.6	13.7	2.1
	RFK	27.9	29.1	33.3	4.2
	Eastern Spur I-95 (Pre-ramp)	5.9	5.9	6.2	0.3
	Diverge to 495	5.6	5.5	5.8	0.3
	Eastern Spur I-95 (Post-ramp)	0.3	0.3	0.3	0.0
	Level of Service (LOS)				
Northbound	Bayonne	A	A	A	-
	RFK	D	D	E	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Merge from 495	A	A	B	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-
Southbound	Bayonne	B	B	B	-
	RFK	D	D	D	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Diverge to 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-

LN Peak Hour					
	Performance Measures	Existing Condition	No Action Alternative	With Action Alternative adopted toll structure	Incremental Change
	Hourly Volume				
Northbound	Bayonne	173	175	185	10
	RFK	847	866	935	69
	Eastern Spur I-95 (Pre-ramp)	15	16	14	-2
	Merge from 495	341	343	349	6
	Eastern Spur I-95 (Post-ramp)	356	360	363	4
Southbound	Bayonne	207	207	223	16
	RFK	833	847	1,455	607
	Eastern Spur I-95 (Pre-ramp)	347	354	364	10
	Diverge to 495	334	340	351	11
	Eastern Spur I-95 (Post-ramp)	13	14	12	-1
	Density (pc/mi/ln)				
Northbound	Bayonne	2.6	2.6	2.7	0.1
	RFK	6.1	6.1	6.8	0.7
	Eastern Spur I-95 (Pre-ramp)	0.1	0.2	0.1	-0.1
	Merge from 495	4.5	4.5	4.5	0.0
	Eastern Spur I-95 (Post-ramp)	2.8	2.8	2.8	0.0
Southbound	Bayonne	3.3	3.3	3.5	0.2
	RFK	5.9	6.3	10.0	3.7
	Eastern Spur I-95 (Pre-ramp)	2.7	2.7	2.8	0.1
	Diverge to 495	2.5	2.6	2.6	0.0
	Eastern Spur I-95 (Post-ramp)	0.1	0.1	0.1	0.0
	Level of Service (LOS)				
Northbound	Bayonne	A	A	A	-
	RFK	A	A	A	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Merge from 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-
Southbound	Bayonne	A	A	A	-
	RFK	A	A	A	-
	Eastern Spur I-95 (Pre-ramp)	A	A	A	-
	Diverge to 495	A	A	A	-
	Eastern Spur I-95 (Post-ramp)	A	A	A	-

HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	AM
Project Description	Bayonne NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.909	1603	4400	0.36	41.8	19.2	C

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	19.2	17.5	1.40	C

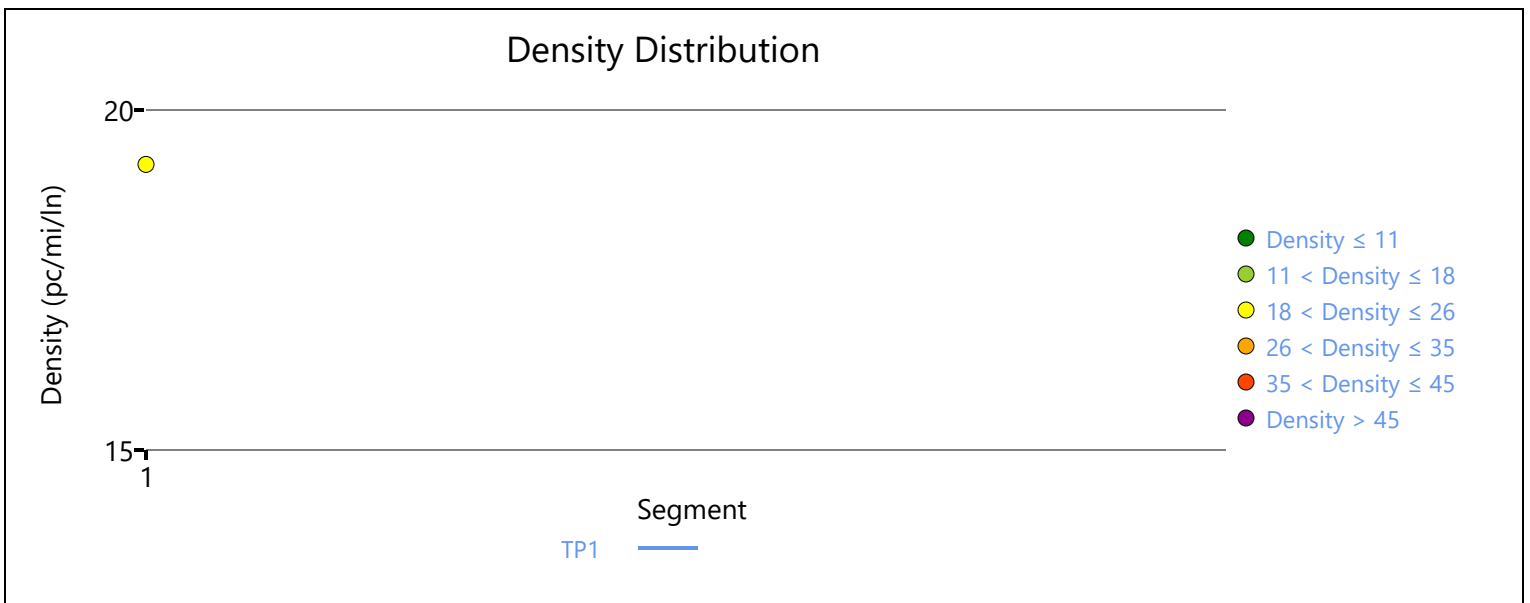
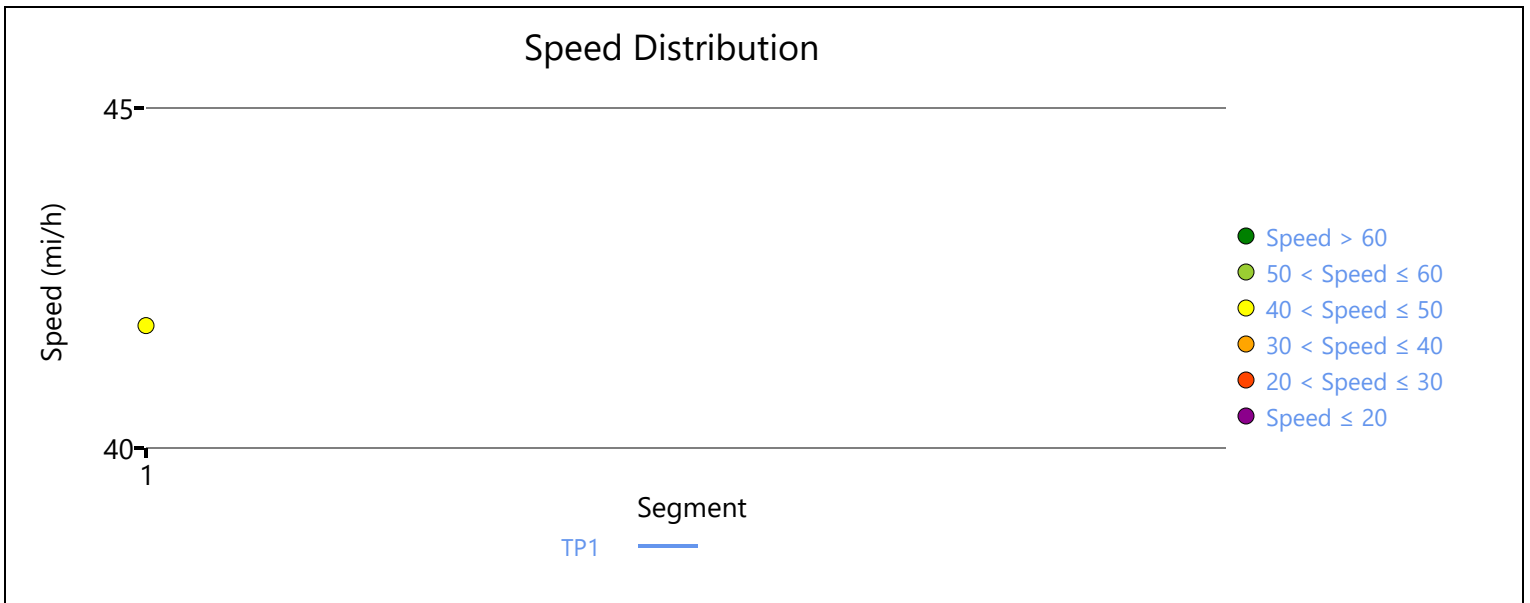
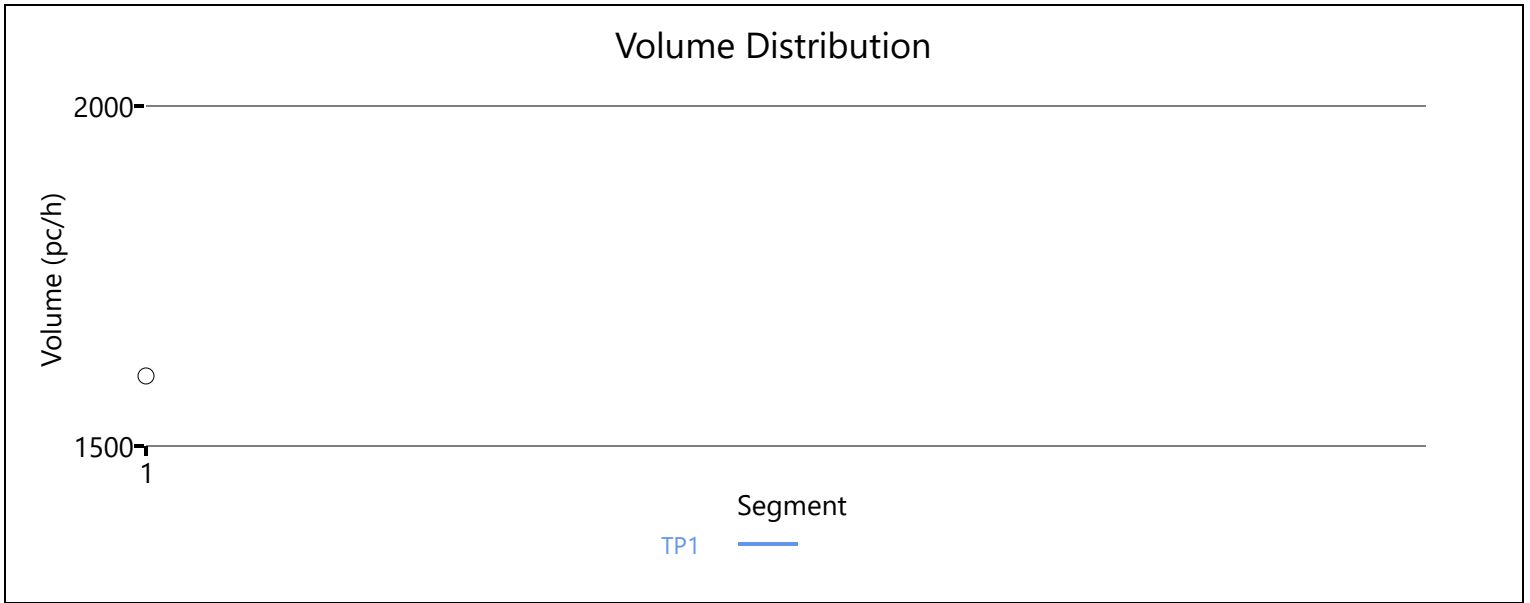
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	17.5
Average Travel Time, min	1.40	Density, pc/mi/ln	19.2

Messages

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HCS7 Freeway Facilities Report

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Jurisdiction		Time Analyzed	AM
Project Description	Bayonne SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.817	979	4400	0.22	41.8	11.7	B

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	11.7	9.6	1.40	B

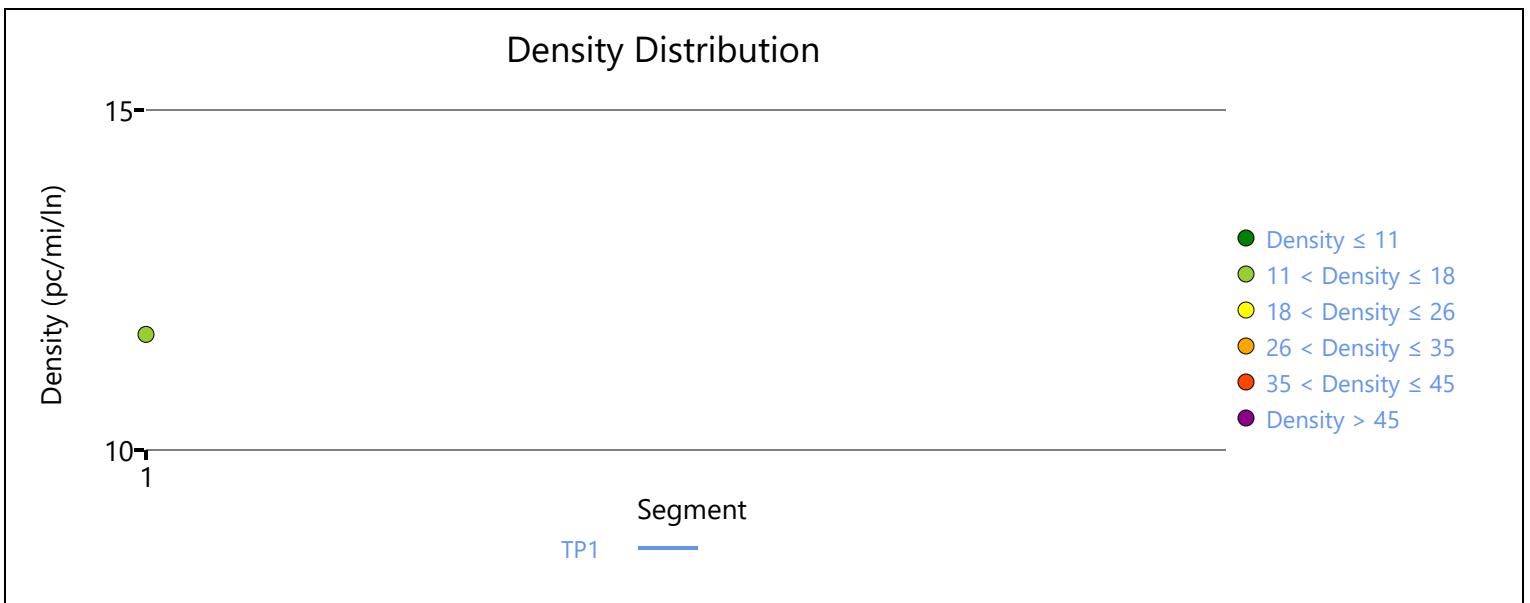
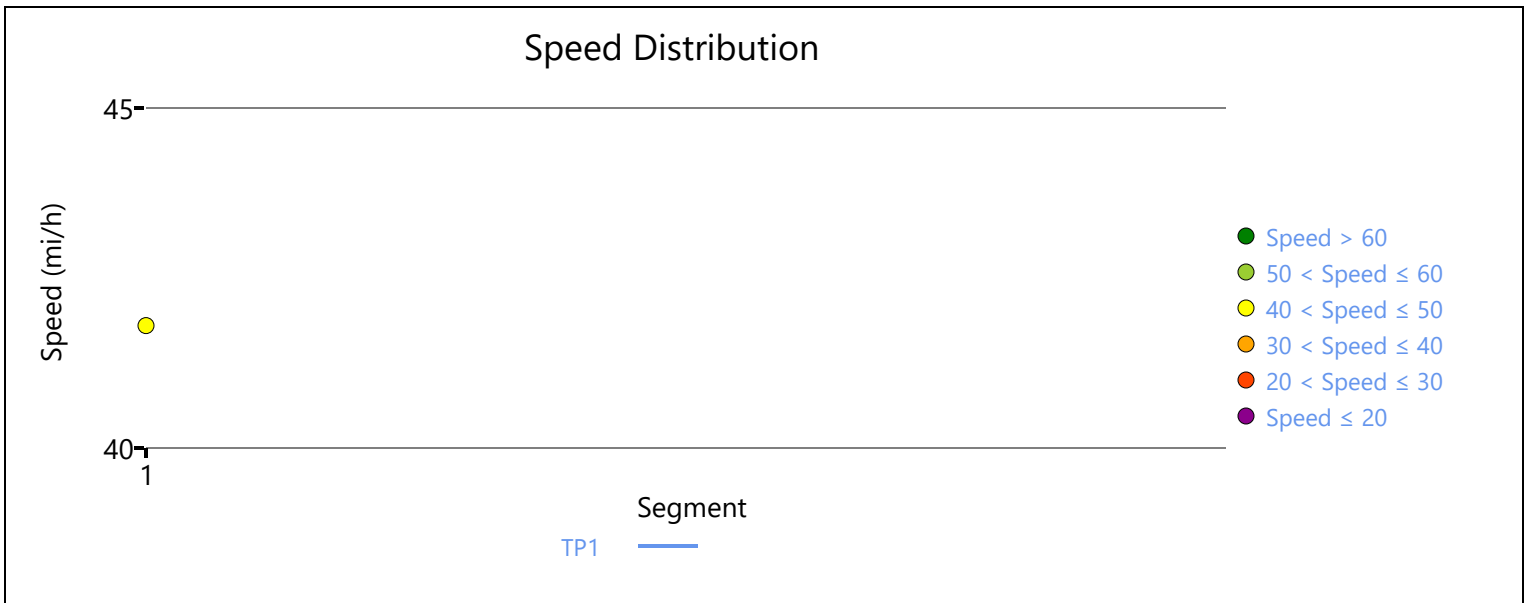
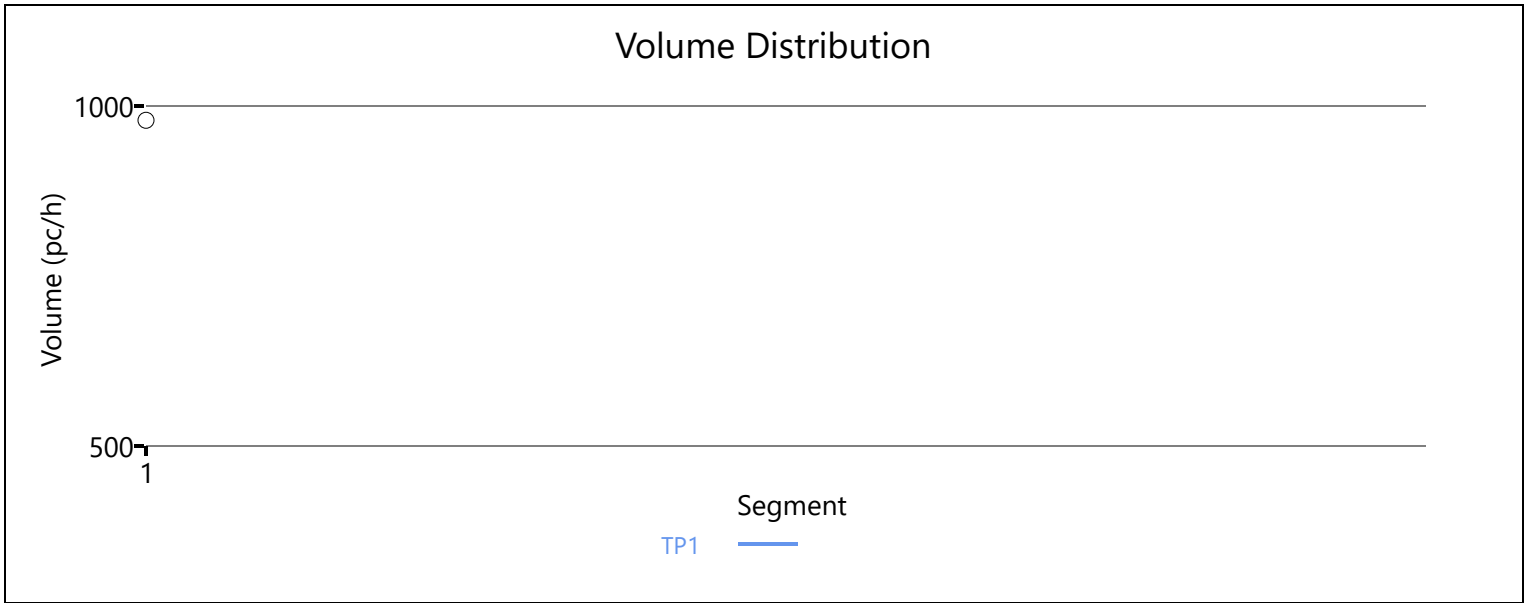
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	9.6
Average Travel Time, min	1.40	Density, pc/mi/ln	11.7

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HCS7 Freeway Facilities Report

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Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	MD
Project Description	Bayonne NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.846	874	4400	0.20	41.8	10.5	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	10.5	8.9	1.40	A

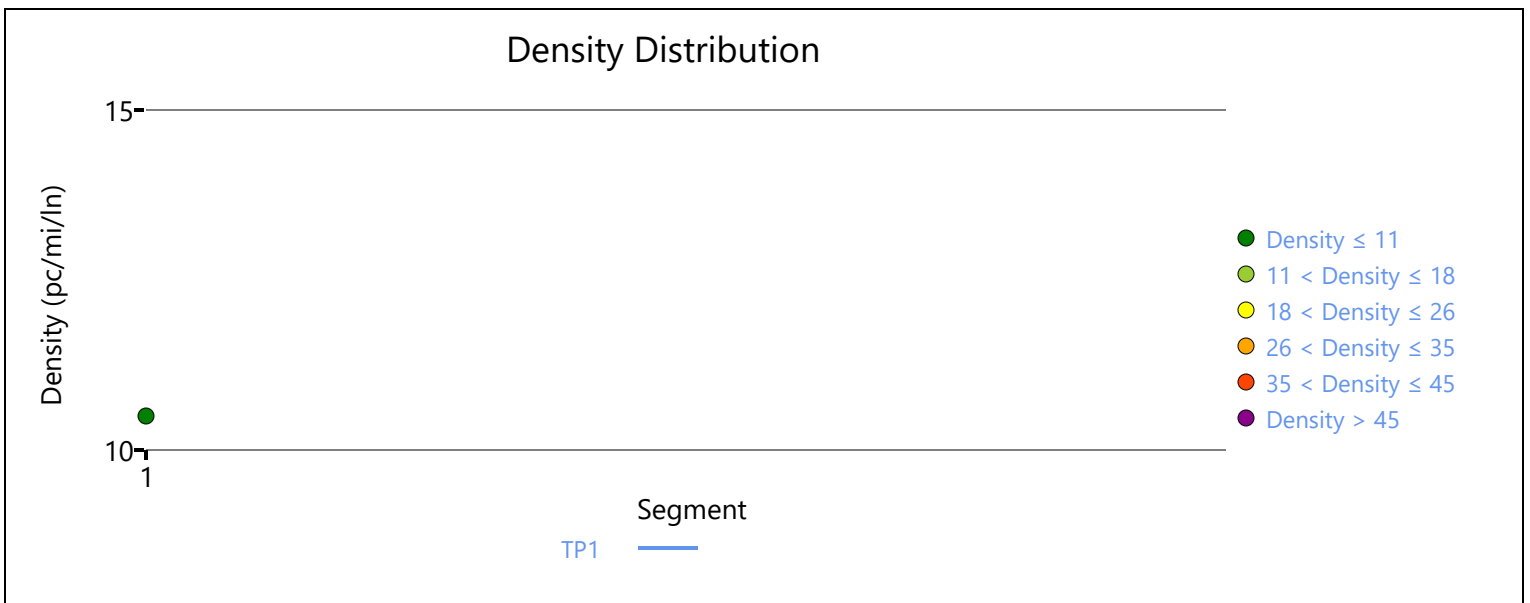
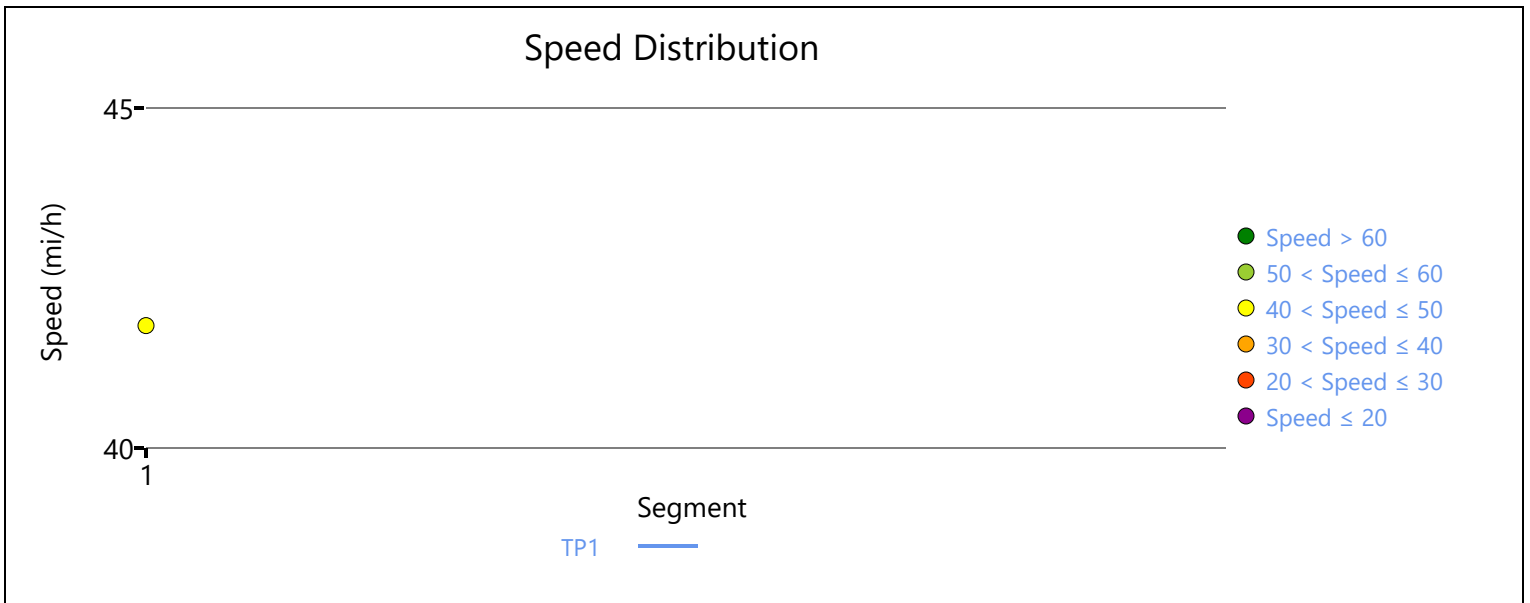
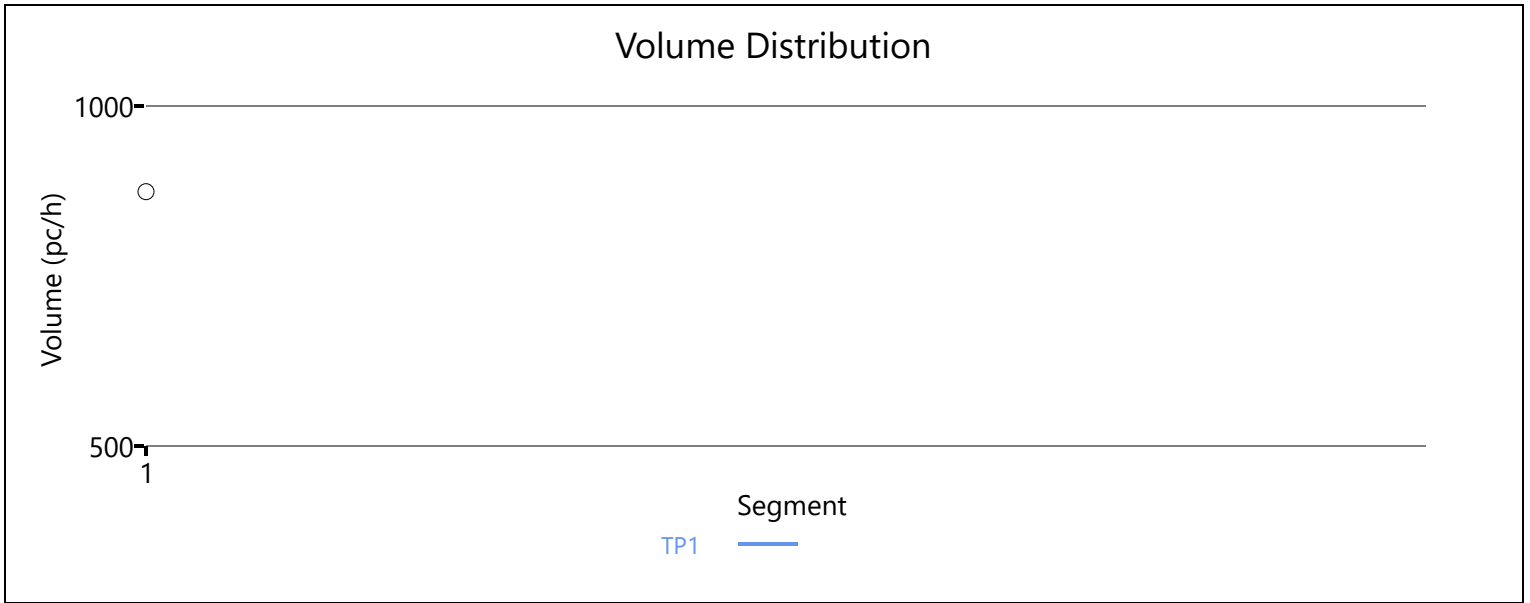
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	8.9
Average Travel Time, min	1.40	Density, pc/mi/ln	10.5

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HCS7 Freeway Facilities Report

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Analyst		Date	1/10/2024
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Jurisdiction		Time Analyzed	MD
Project Description	Bayonne SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.797	921	4400	0.21	41.8	11.0	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	11.0	8.8	1.40	A

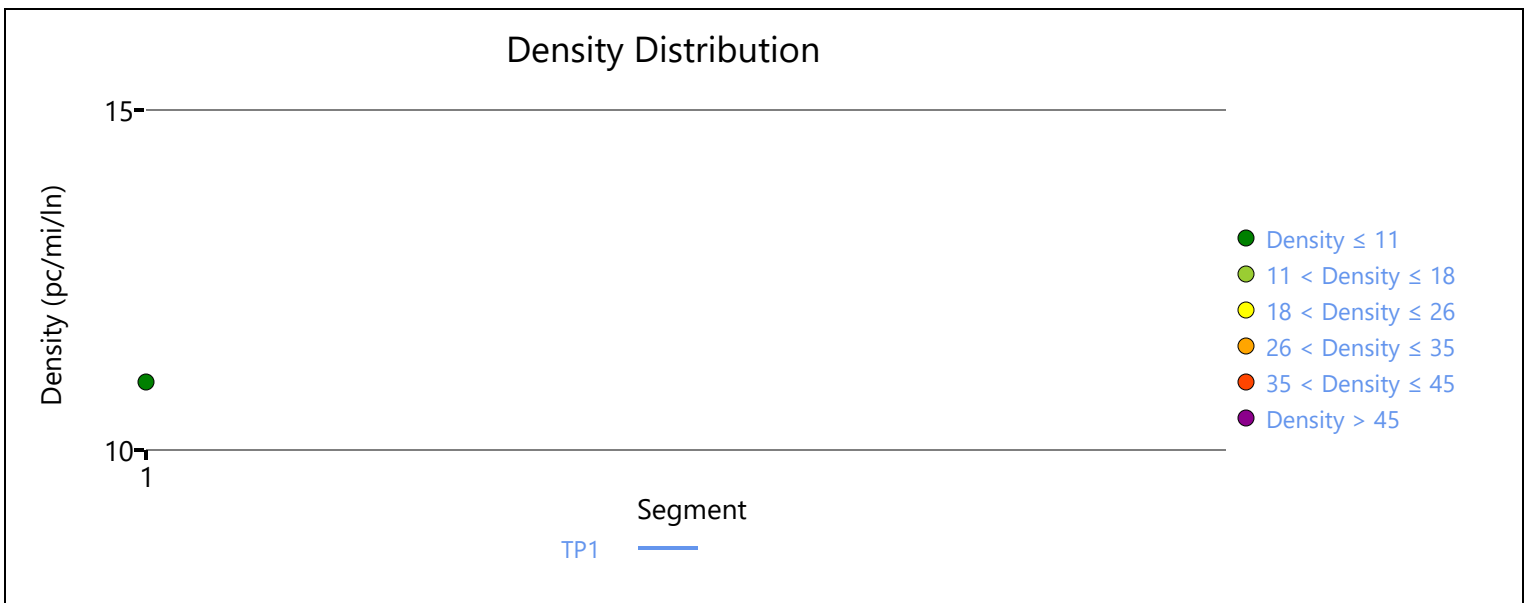
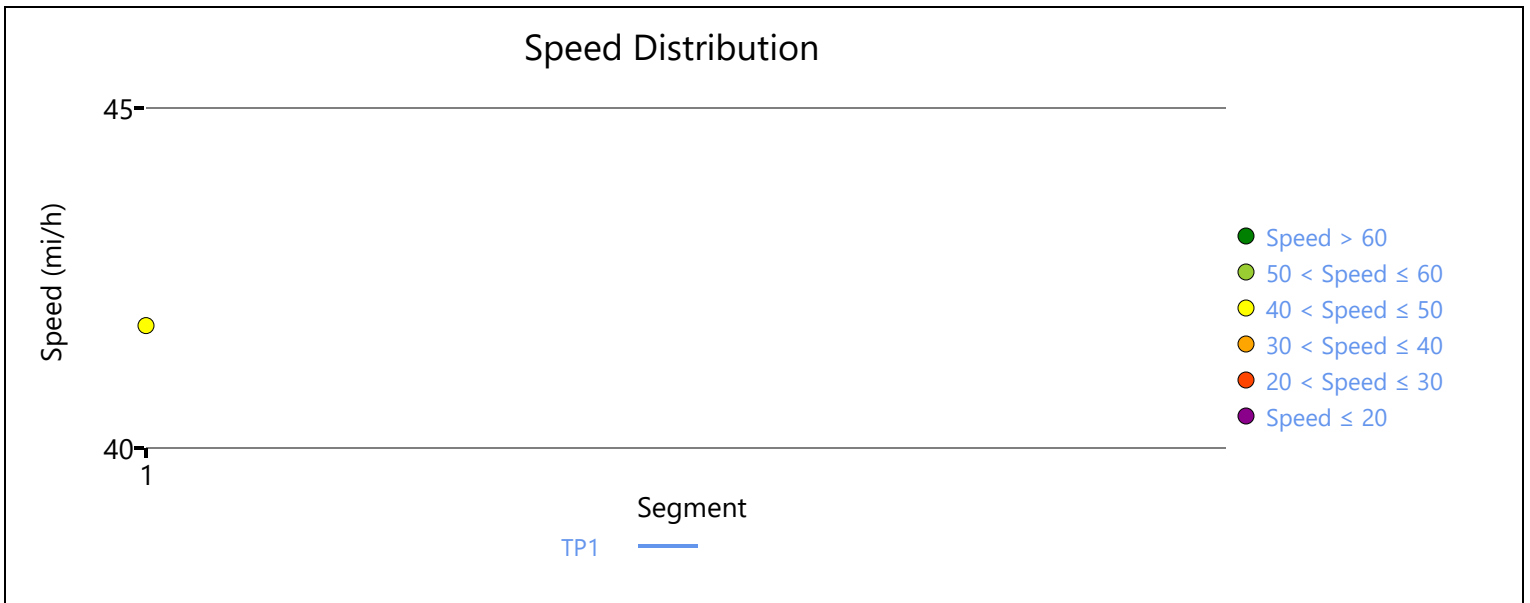
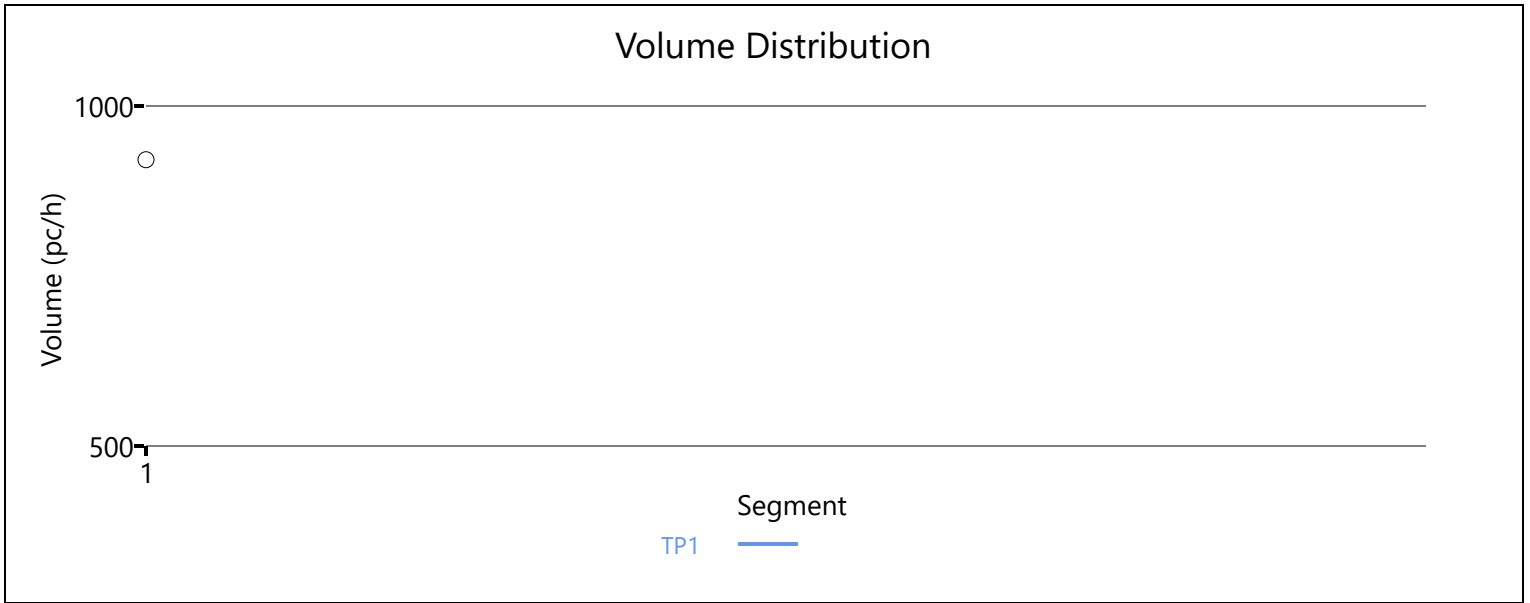
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	8.8
Average Travel Time, min	1.40	Density, pc/mi/ln	11.0

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	PM
Project Description	Bayonne NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.933	838	4400	0.19	41.8	10.0	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	10.0	9.3	1.40	A

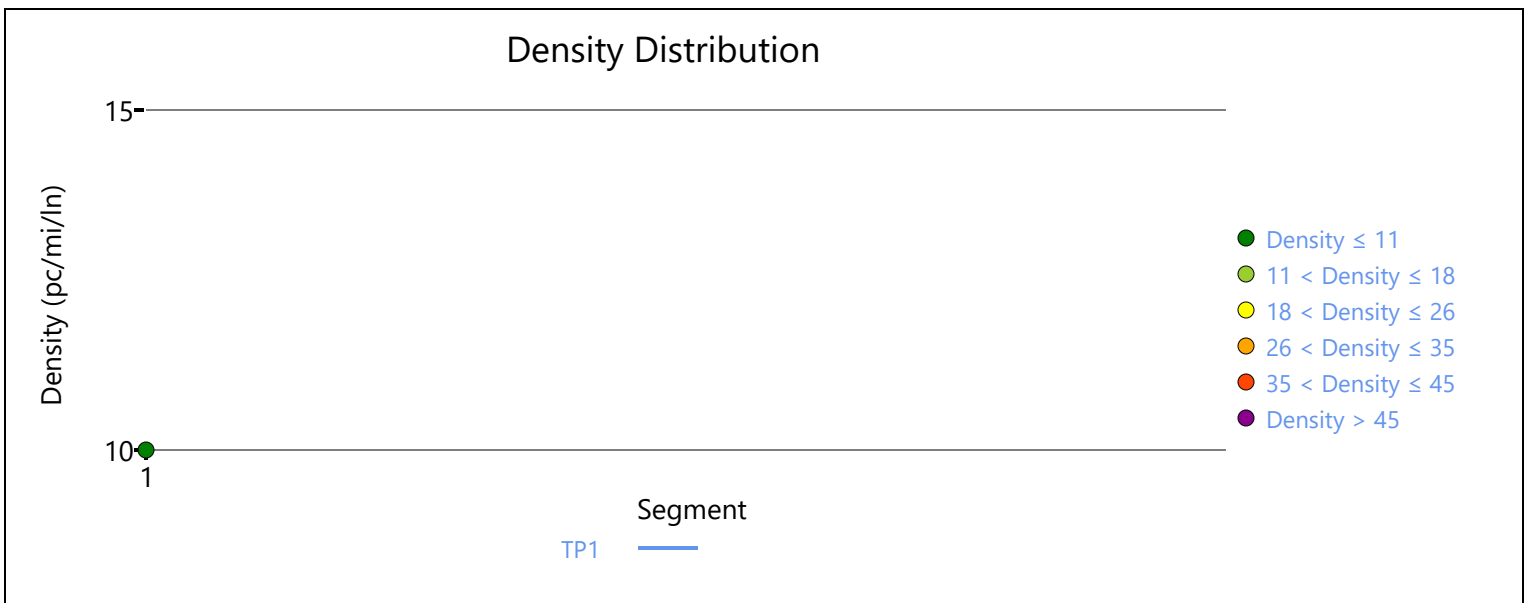
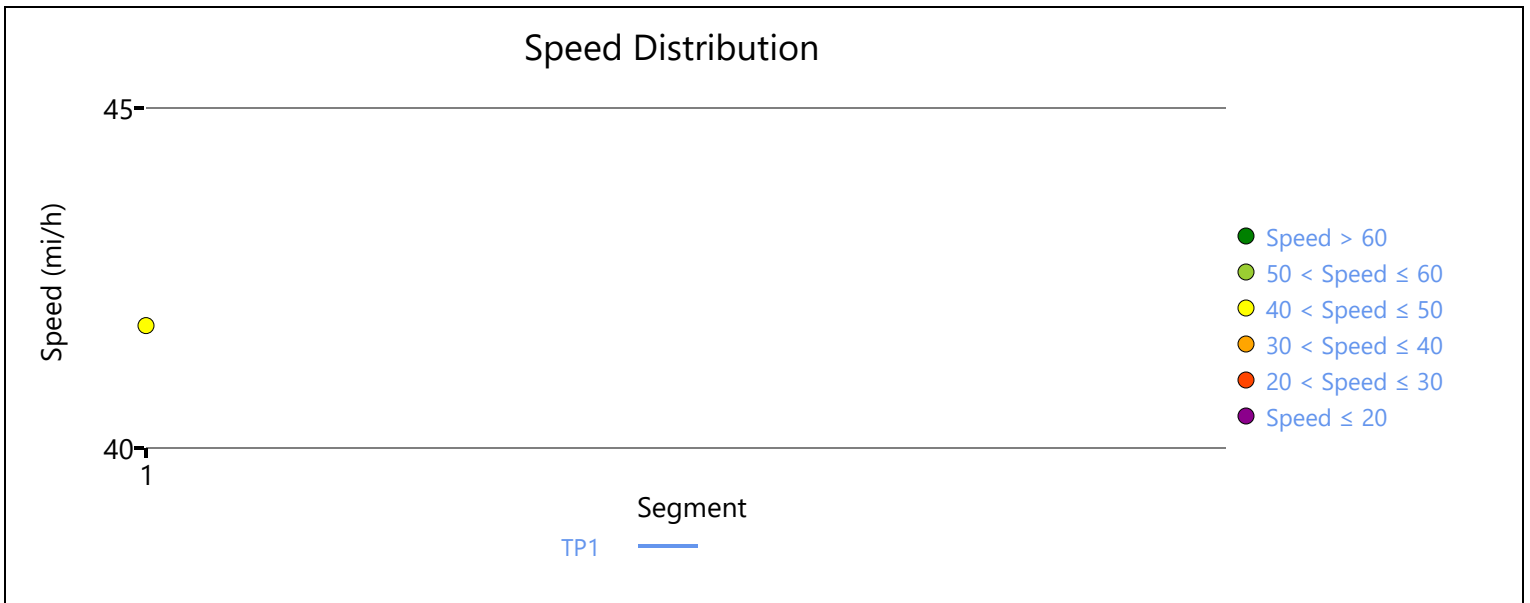
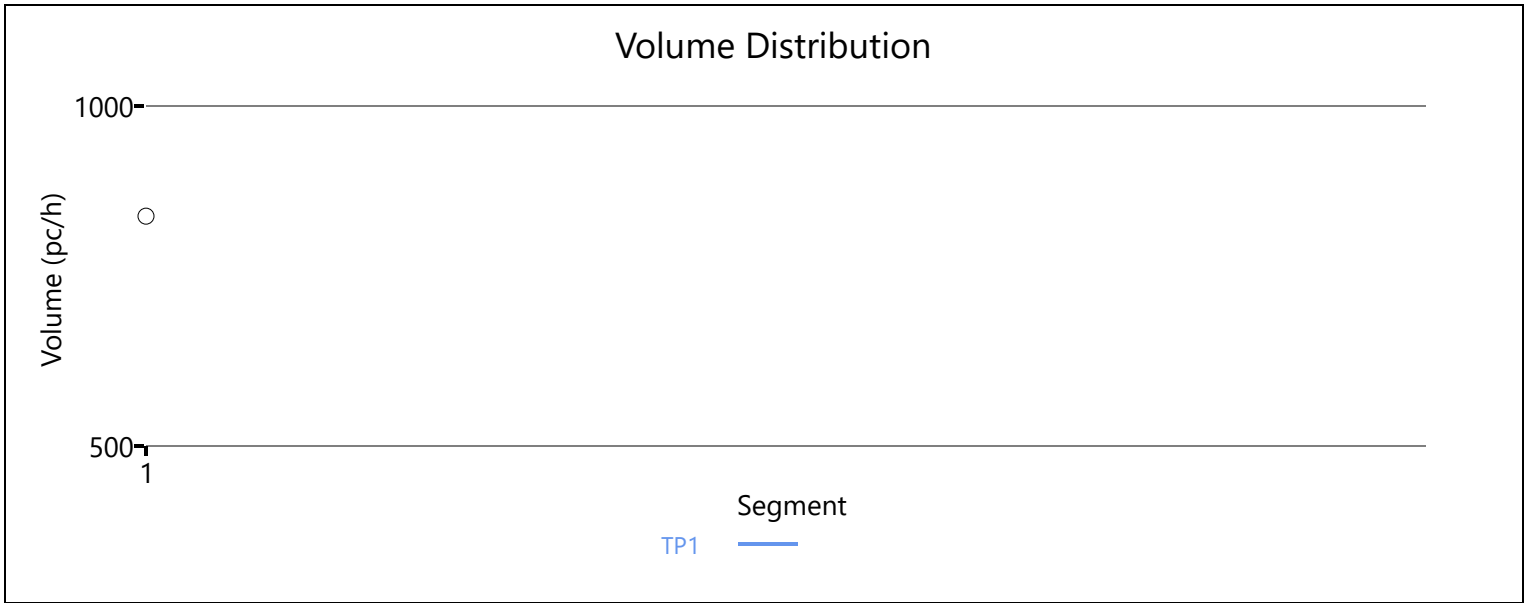
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	9.3
Average Travel Time, min	1.40	Density, pc/mi/ln	10.0

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	PM
Project Description	Bayonne SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.912	1148	4400	0.26	41.8	13.7	B

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	13.7	12.5	1.40	B

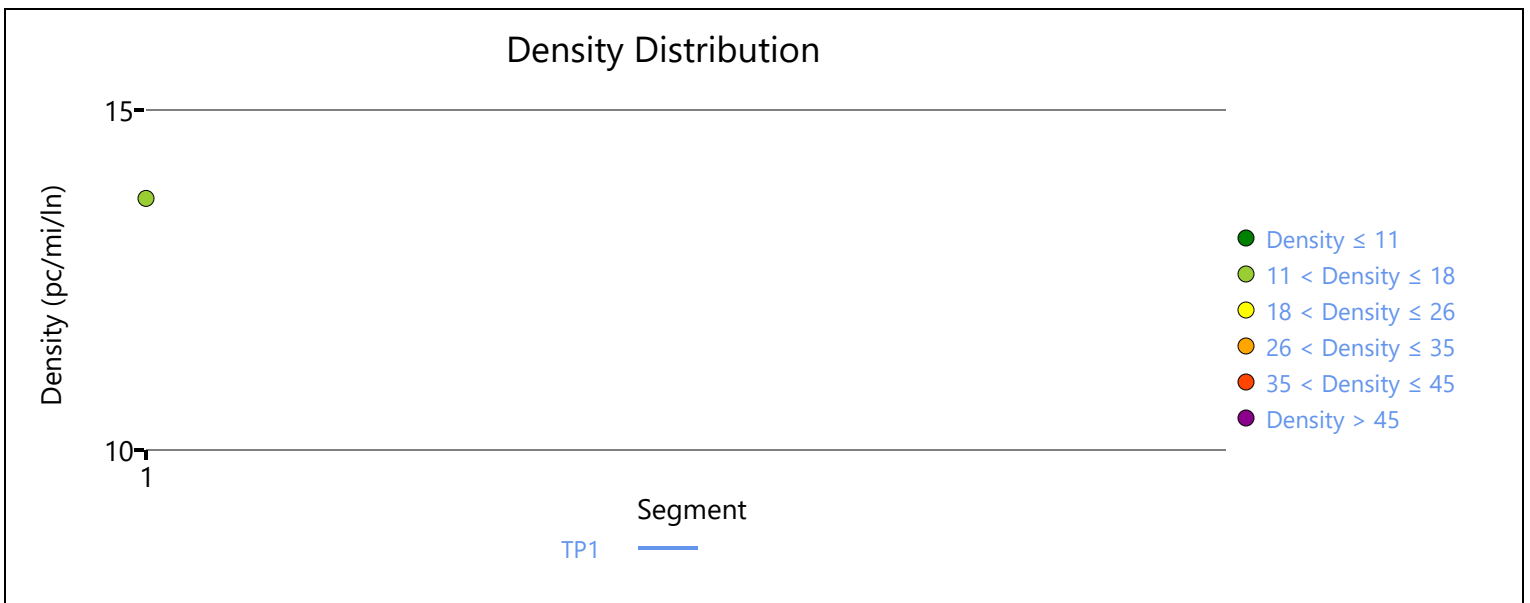
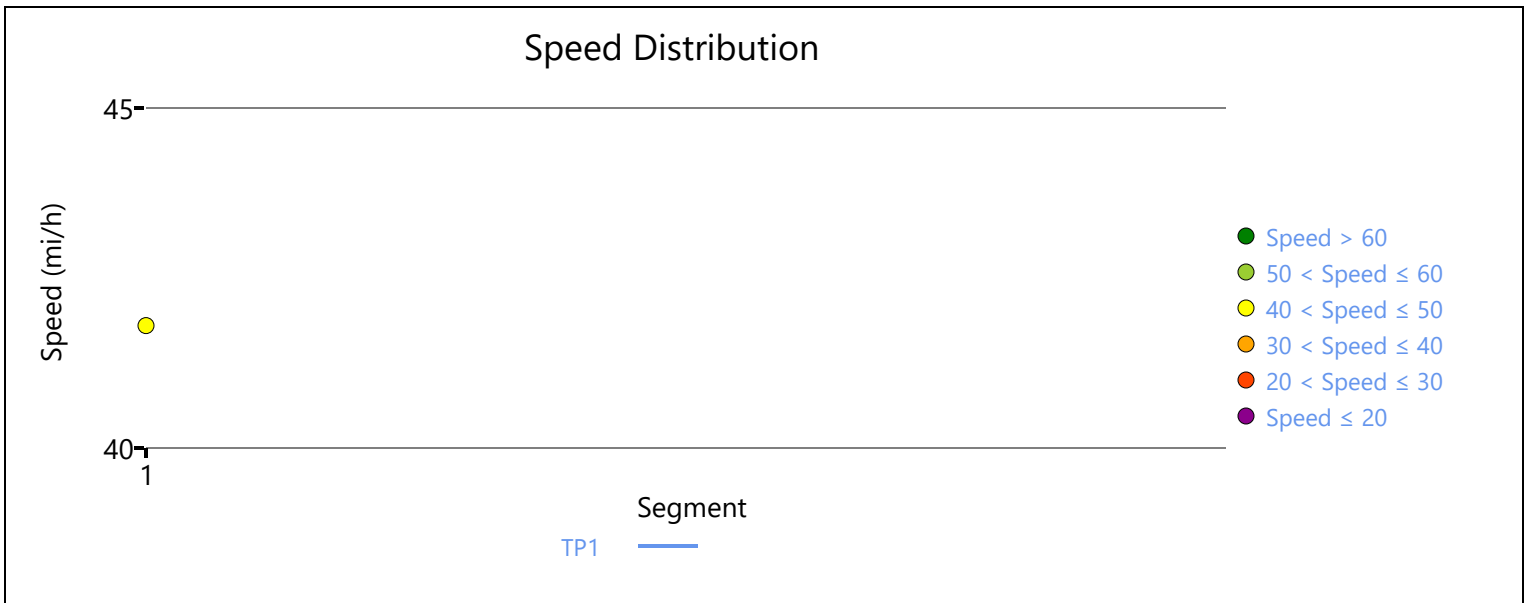
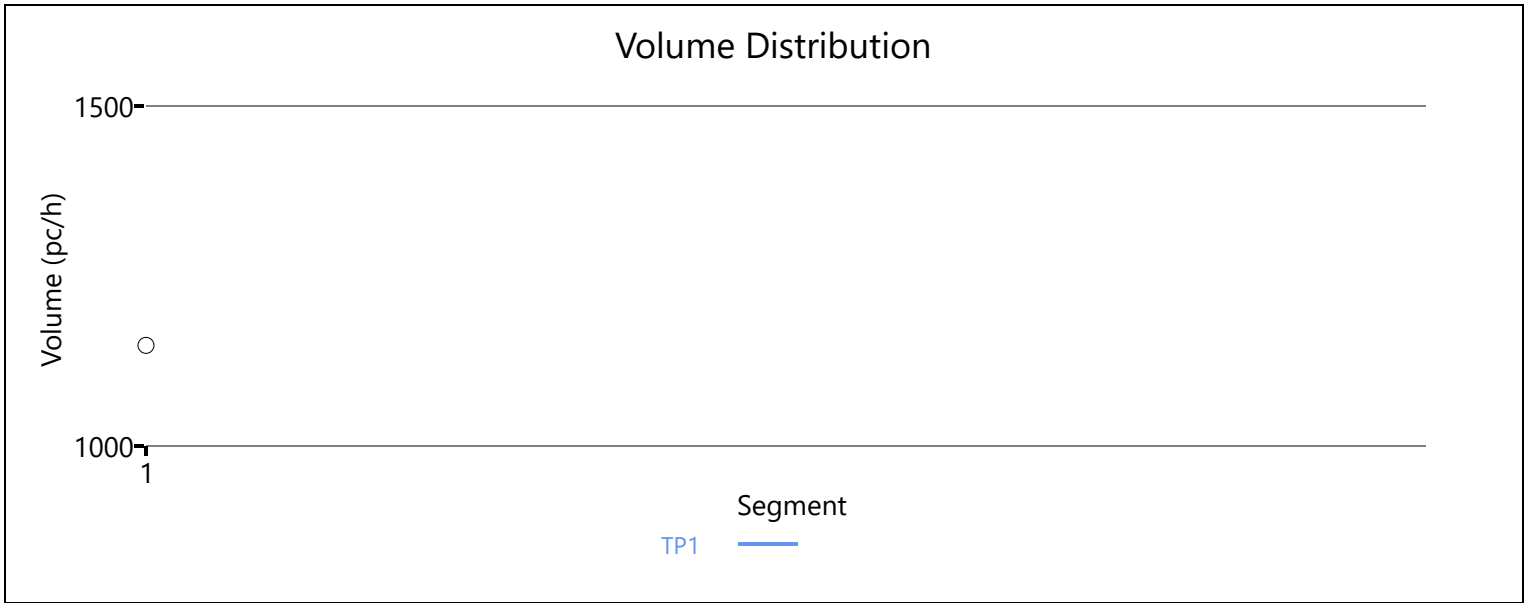
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	12.5
Average Travel Time, min	1.40	Density, pc/mi/ln	13.7

Messages

Comments

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	LN
Project Description	Bayonne NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.865	228	4400	0.05	41.8	2.7	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	2.7	2.3	1.40	A

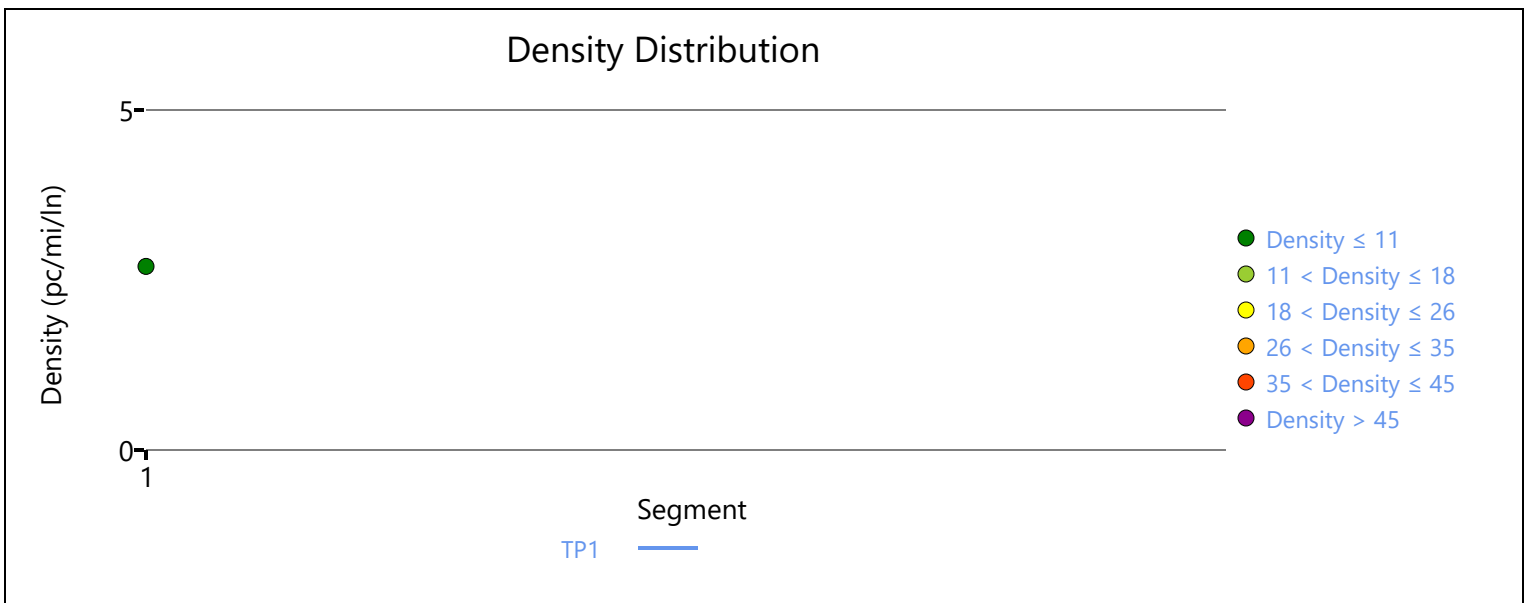
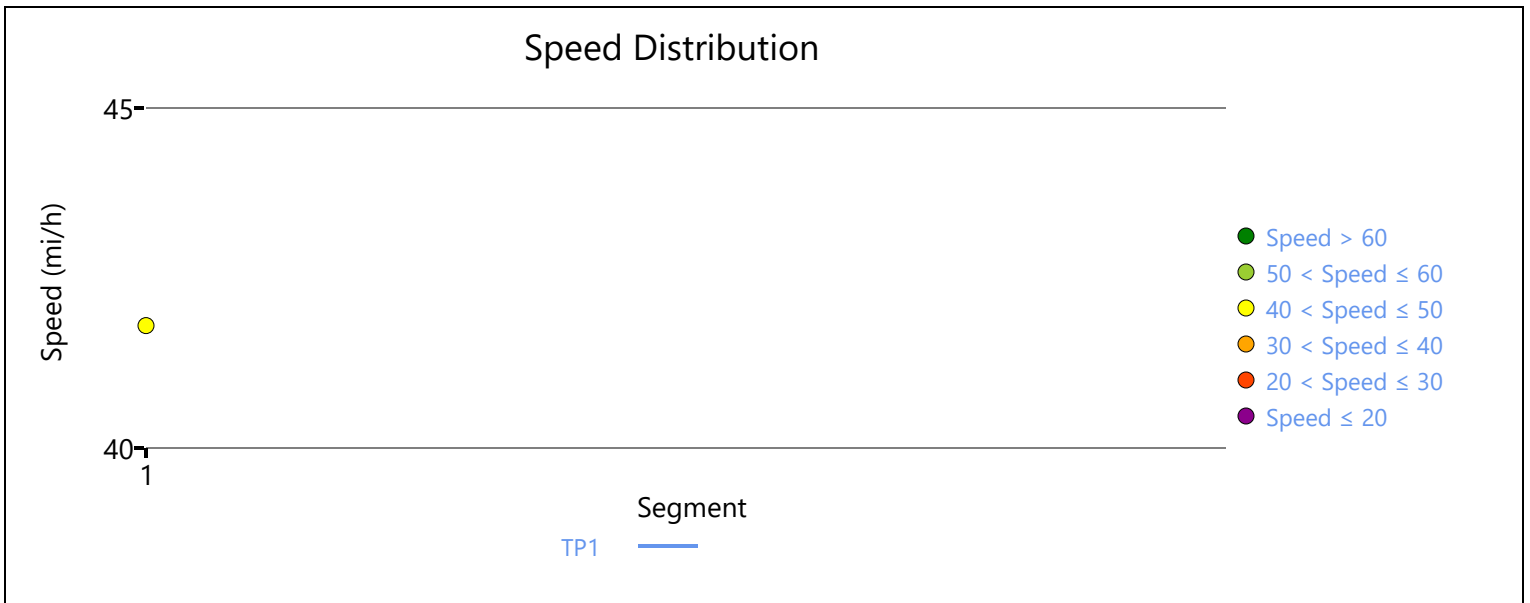
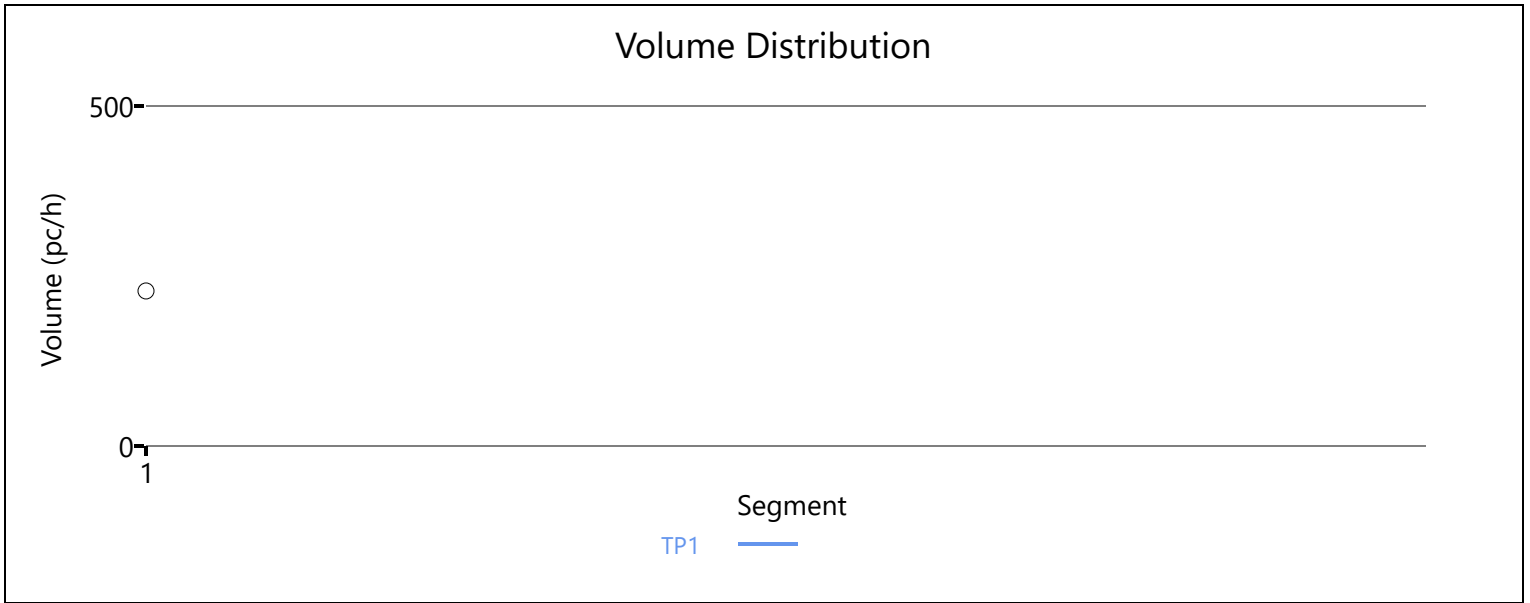
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	2.3
Average Travel Time, min	1.40	Density, pc/mi/ln	2.7

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	LN
Project Description	Bayonne SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.00		

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)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.809	293	4400	0.07	41.8	3.5	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	3.5	2.8	1.40	A

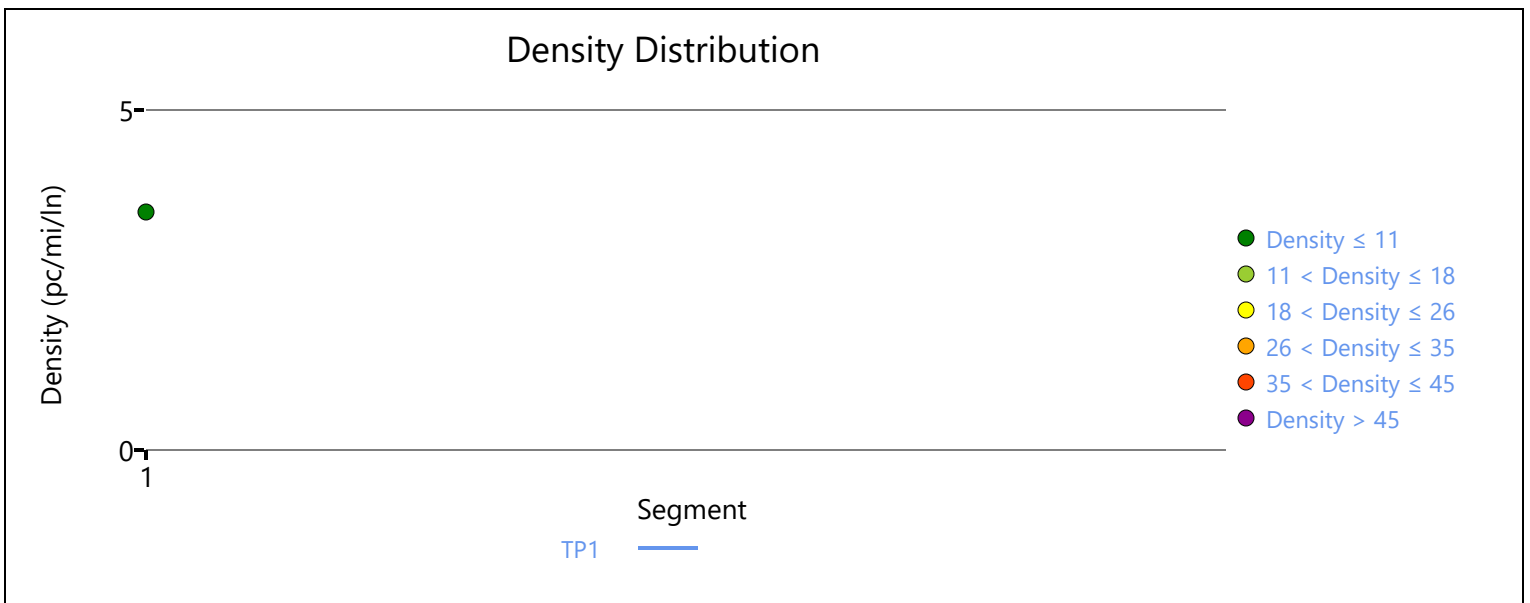
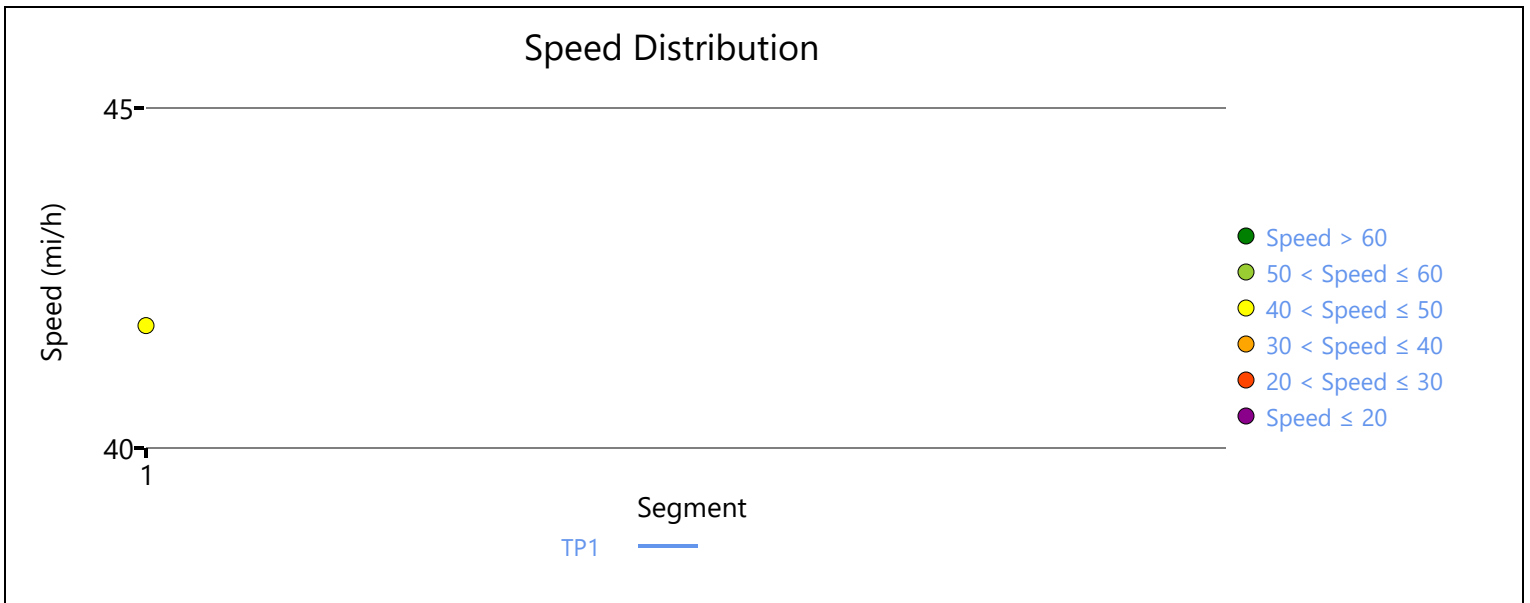
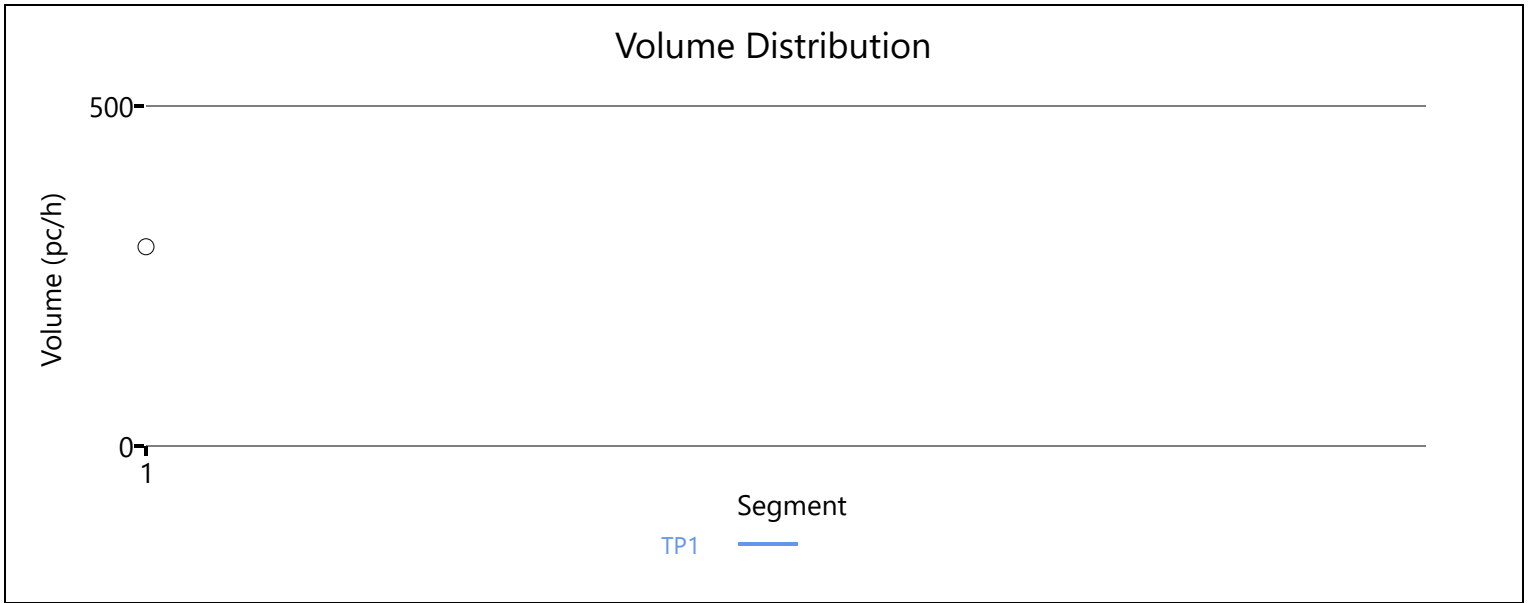
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	2.8
Average Travel Time, min	1.40	Density, pc/mi/ln	3.5

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	AM
Project Description	RFK NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.909	5978	8800	0.68	41.8	35.7	E

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	35.7	32.5	1.00	E

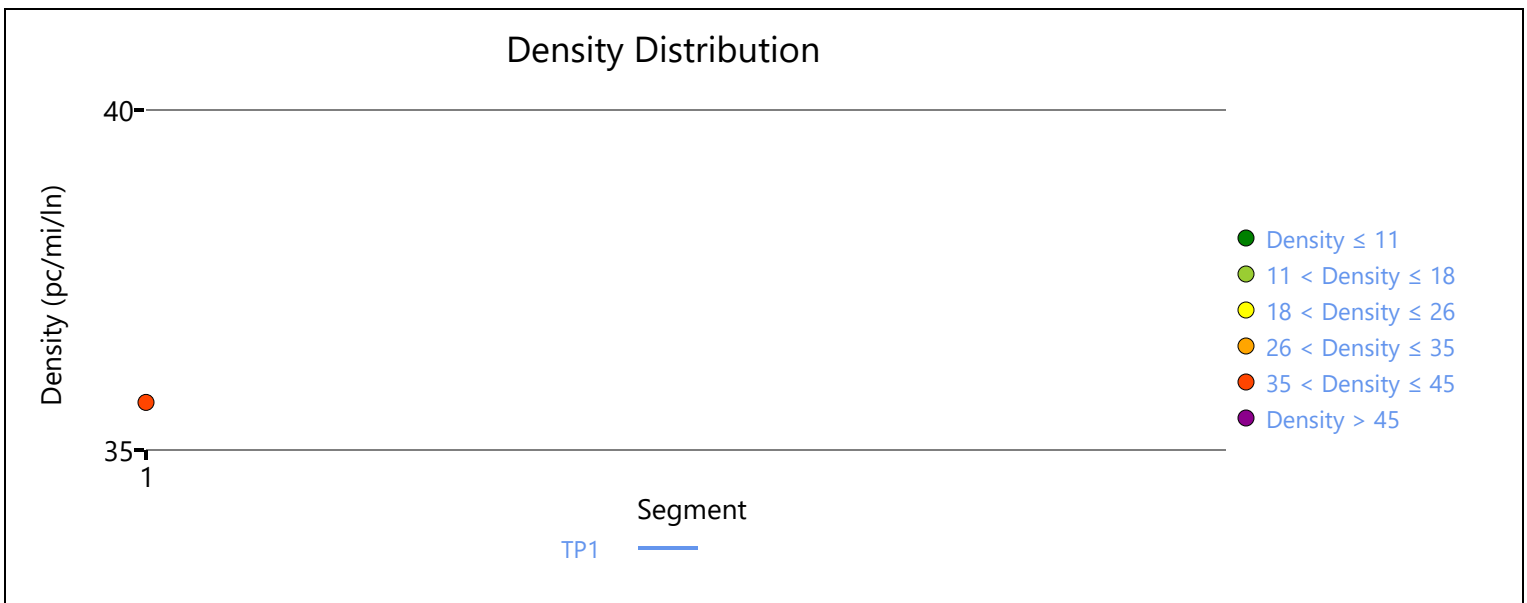
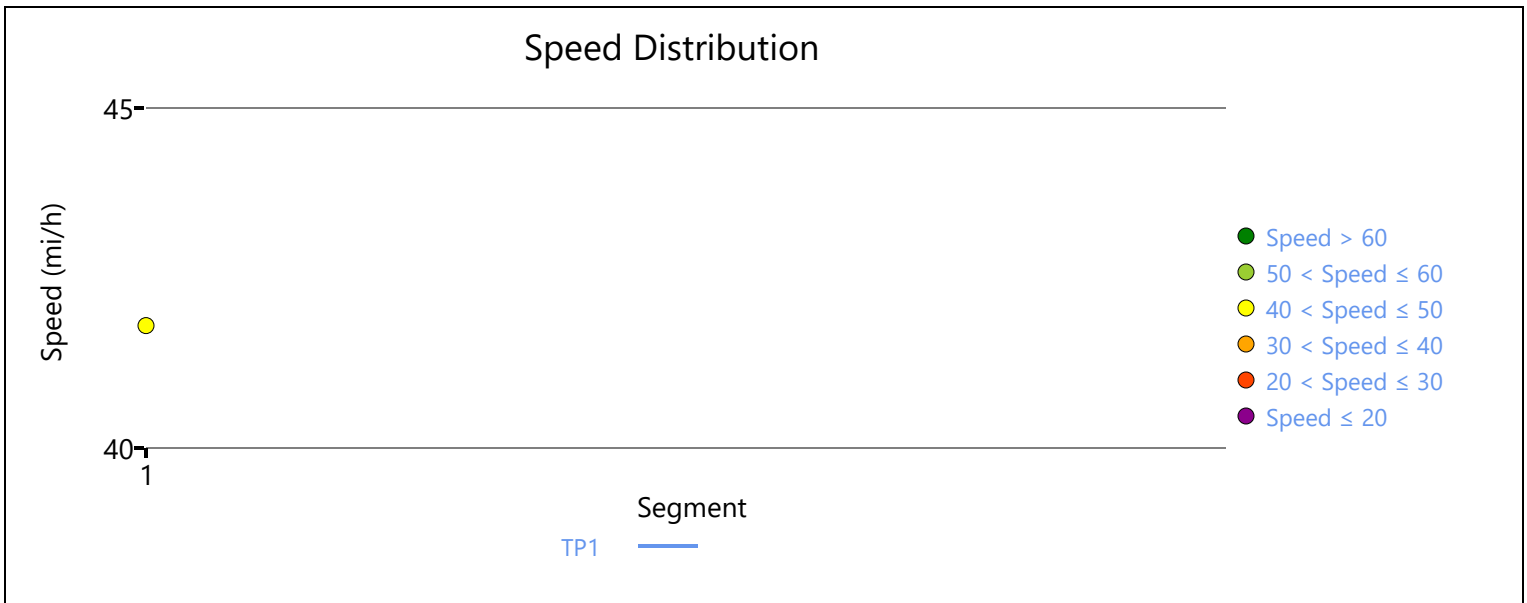
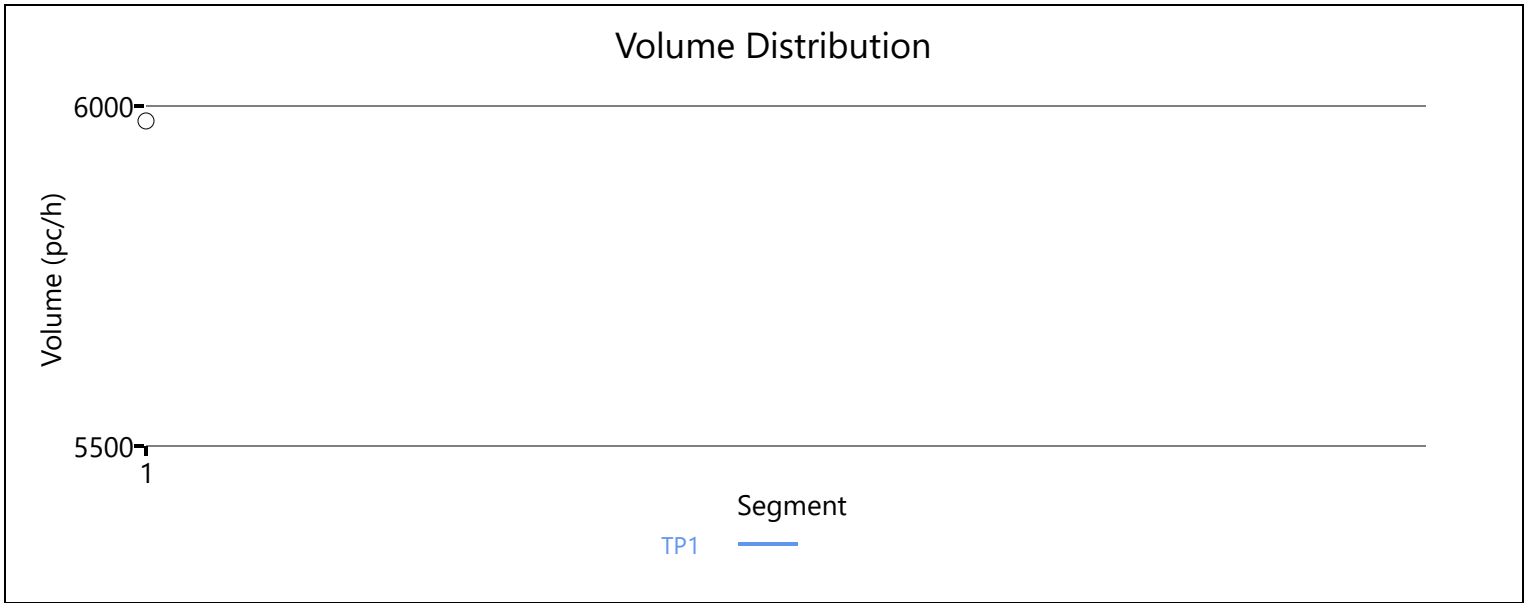
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	32.5
Average Travel Time, min	1.00	Density, pc/mi/ln	35.7

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	AM
Project Description	RFK SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	6436	8800	0.73	41.8	38.5	E

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	38.5	35.3	1.00	E

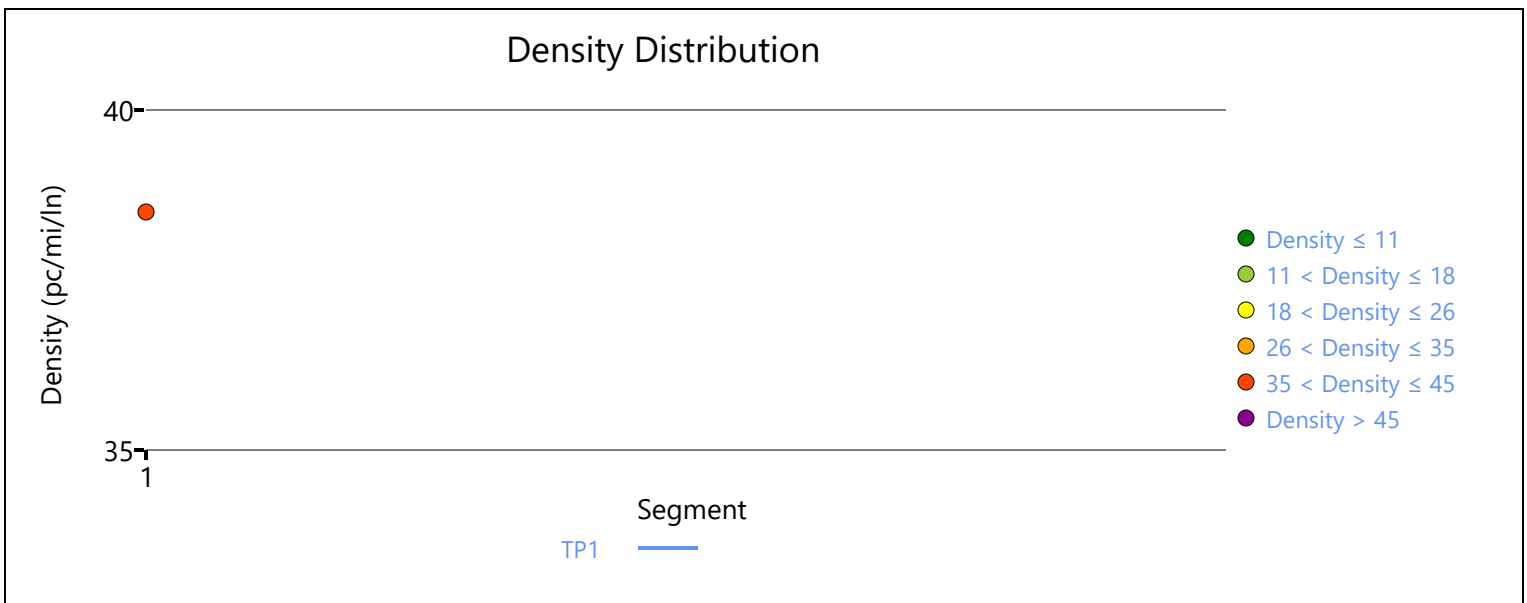
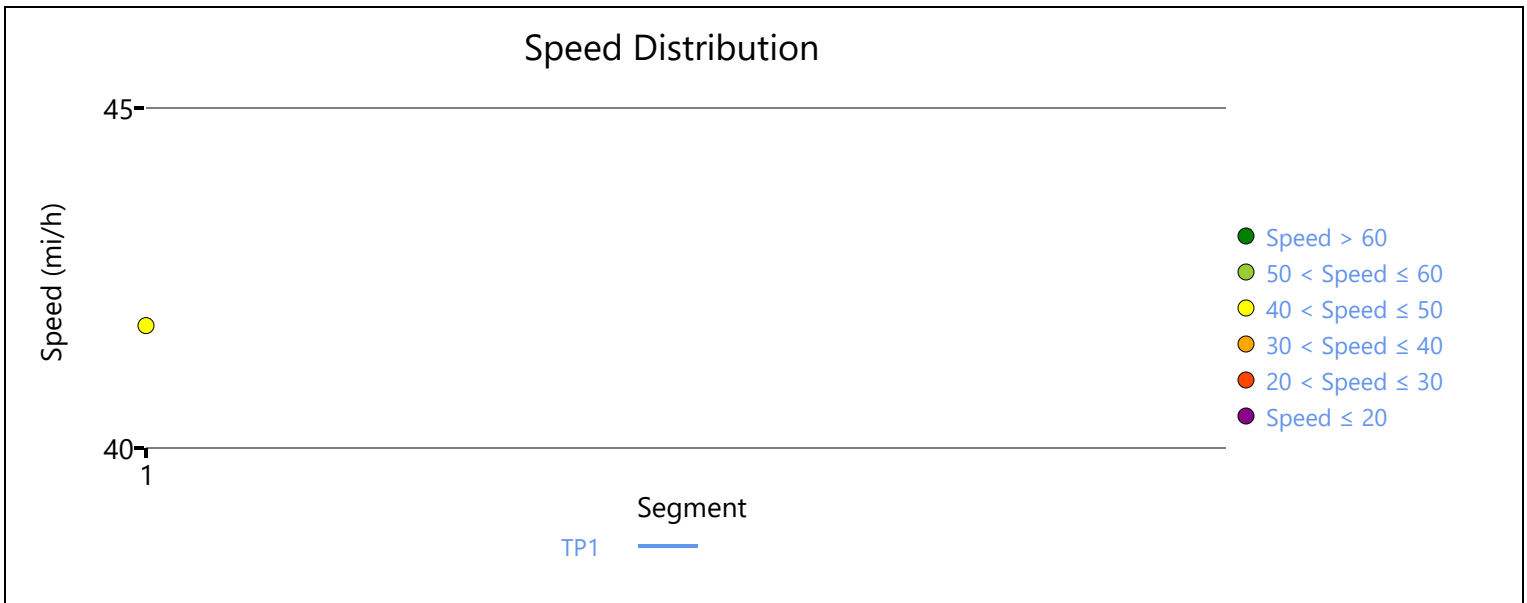
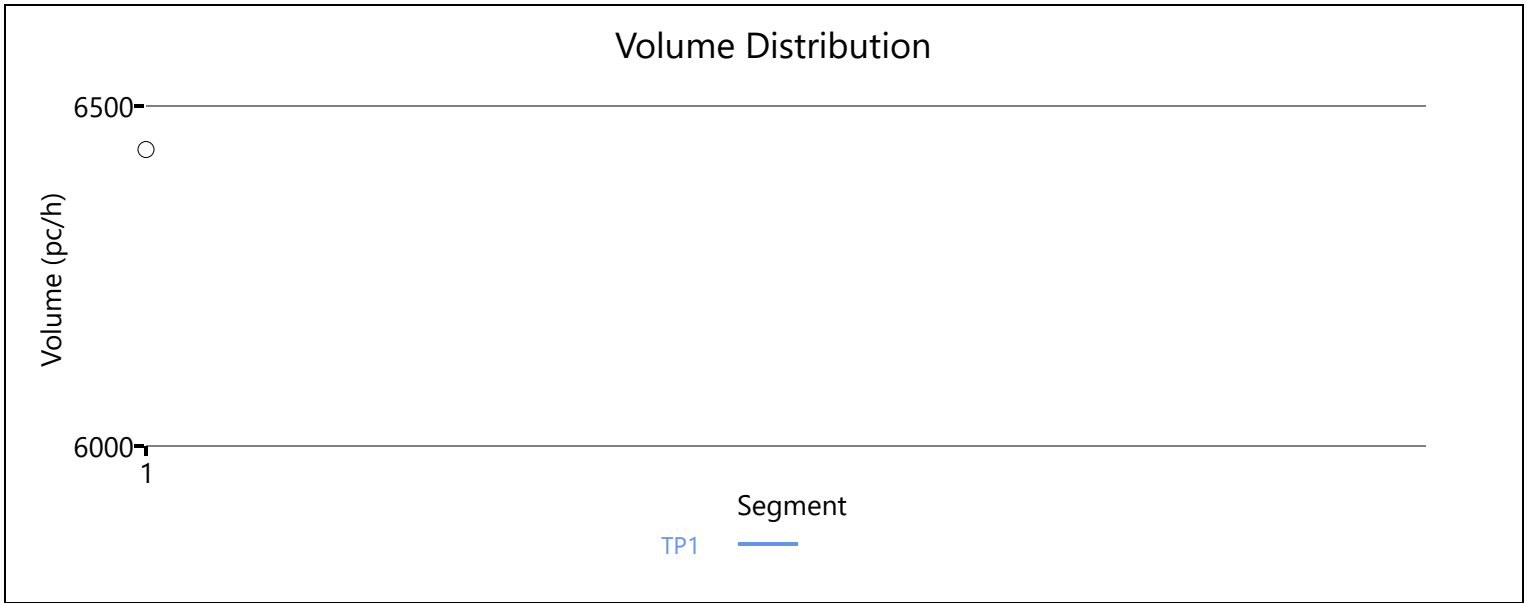
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	35.3
Average Travel Time, min	1.00	Density, pc/mi/ln	38.5

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	MD
Project Description	RFK NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.891	5559	8800	0.63	41.8	33.3	D

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	33.3	29.7	1.00	D

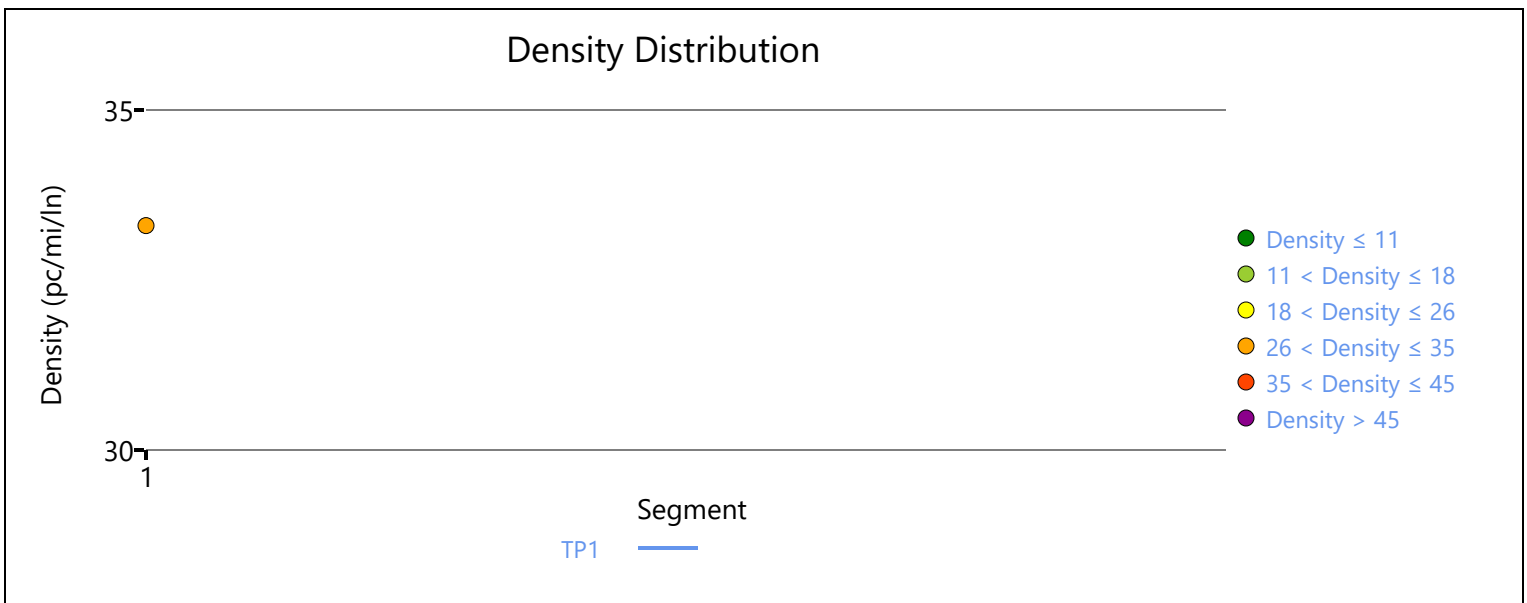
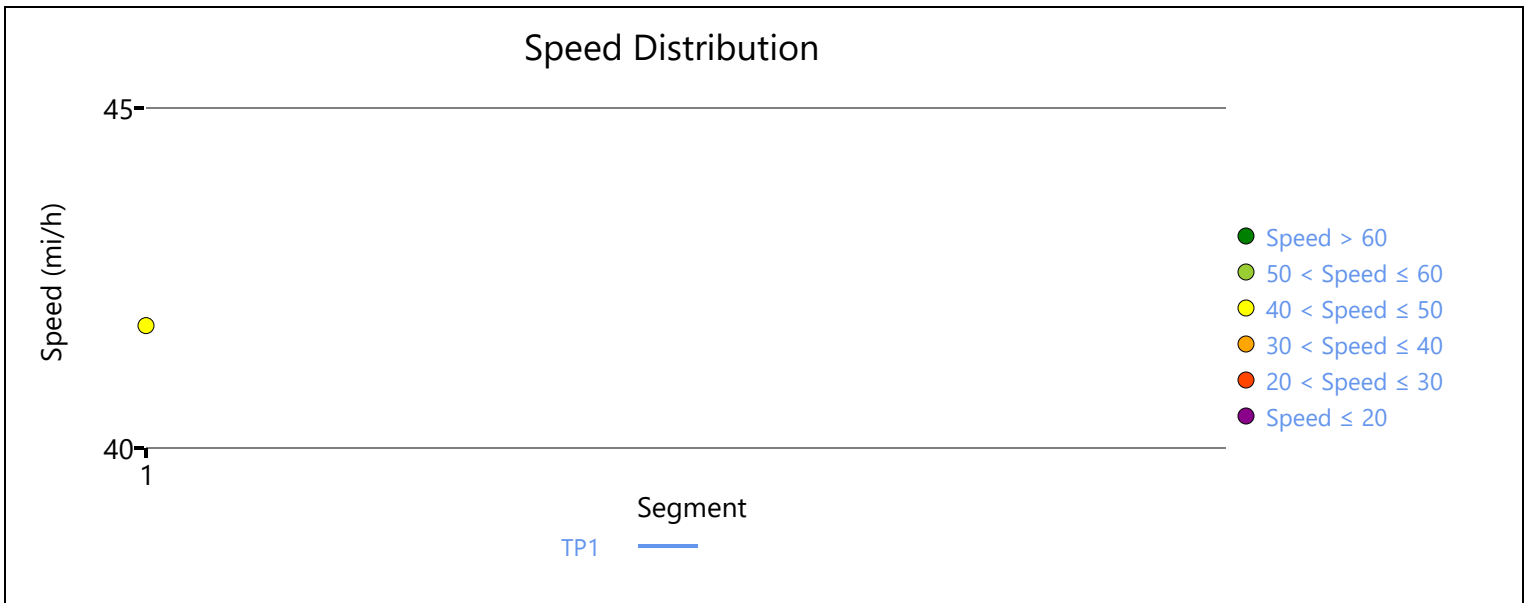
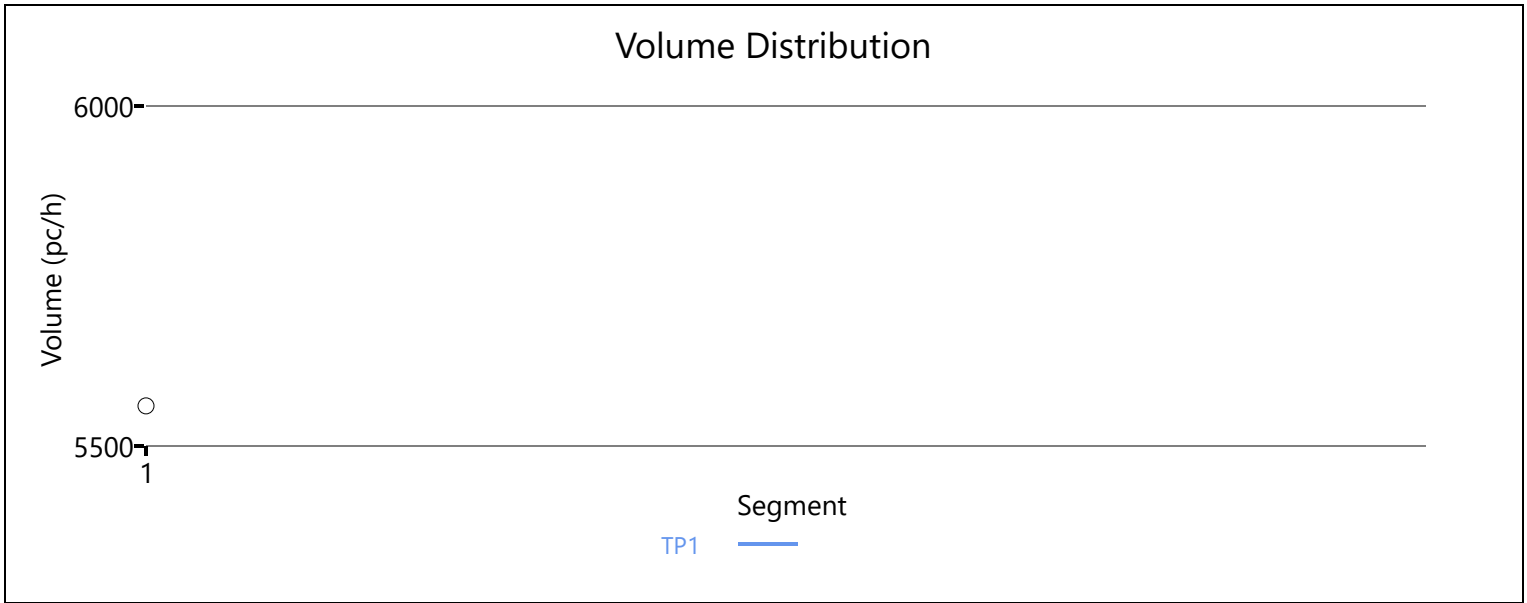
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	29.7
Average Travel Time, min	1.00	Density, pc/mi/ln	33.3

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	MD
Project Description	RFK SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.888	4919	8800	0.56	41.8	29.4	D

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	29.4	26.1	1.00	D

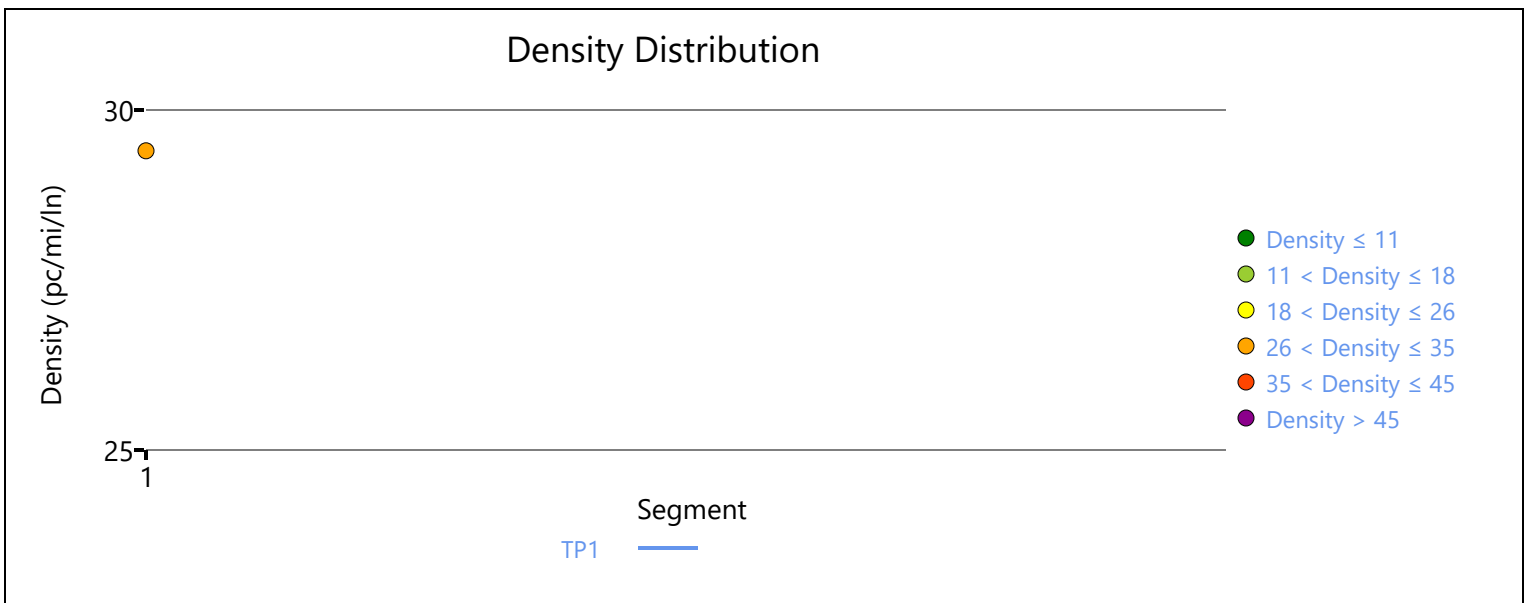
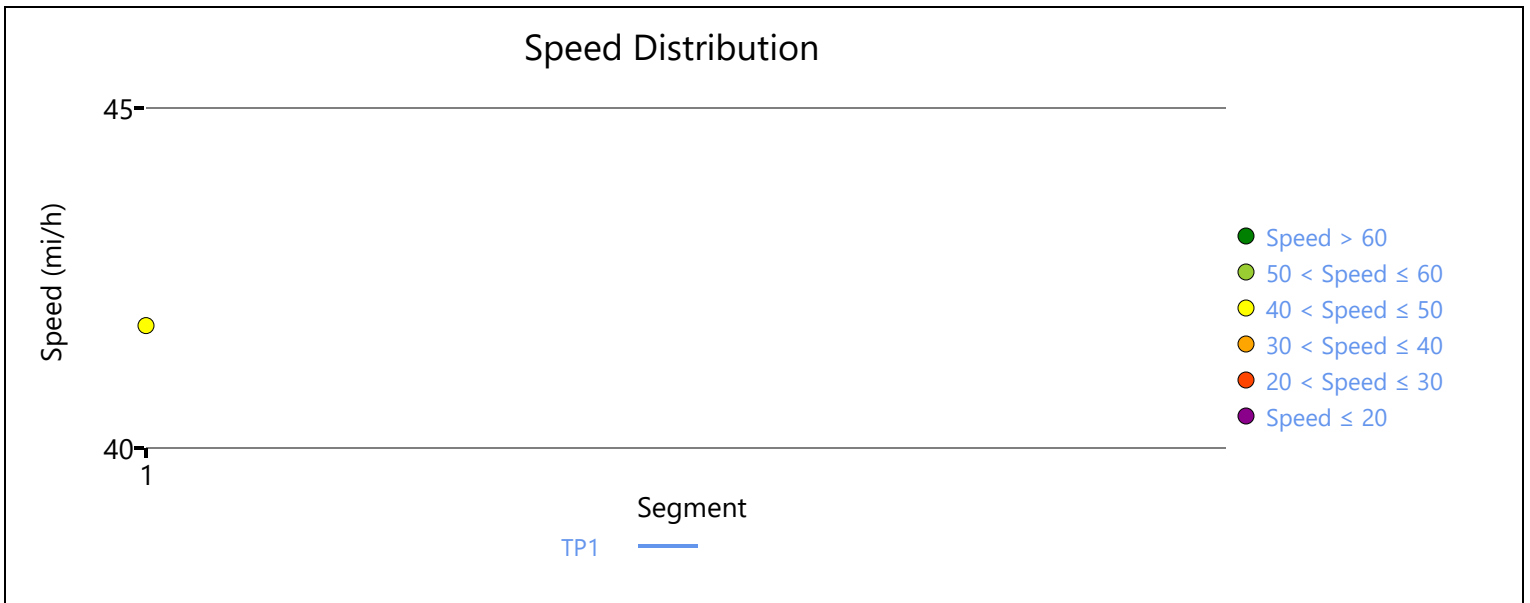
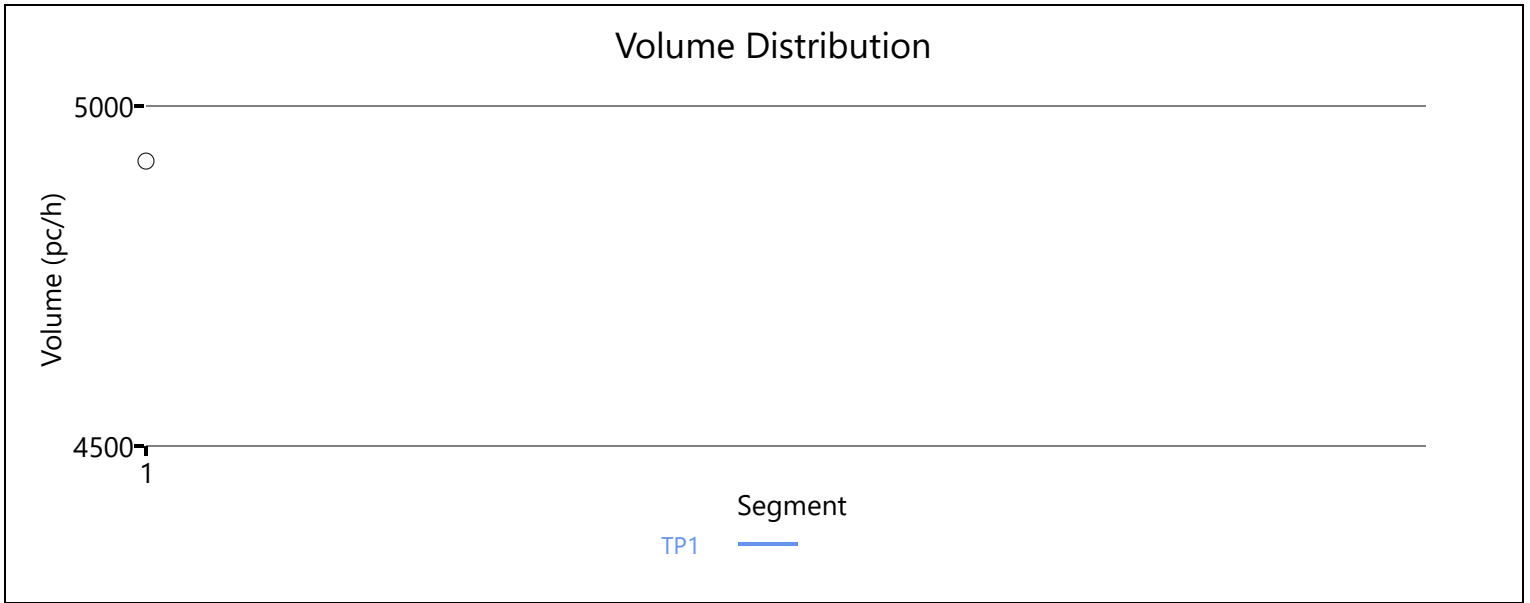
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	26.1
Average Travel Time, min	1.00	Density, pc/mi/ln	29.4

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	PM
Project Description	RFK NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.952	5868	8800	0.67	41.8	35.1	E

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	35.1	33.4	1.00	E

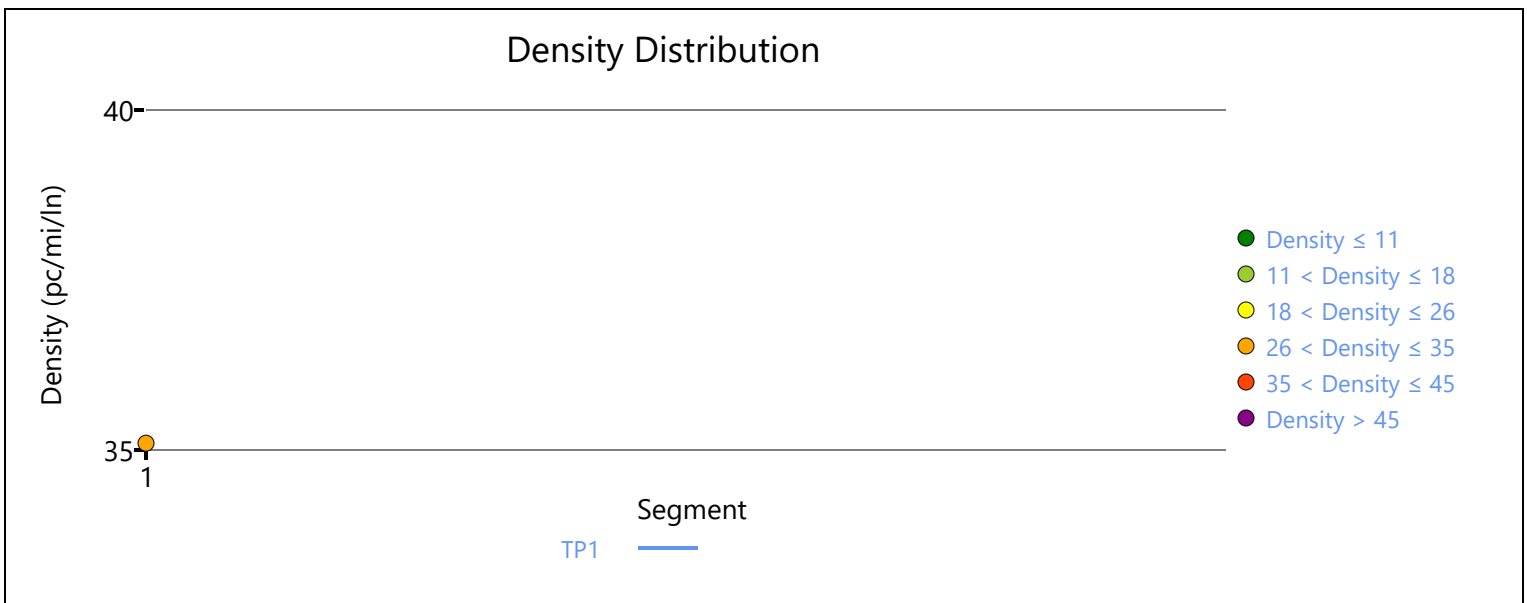
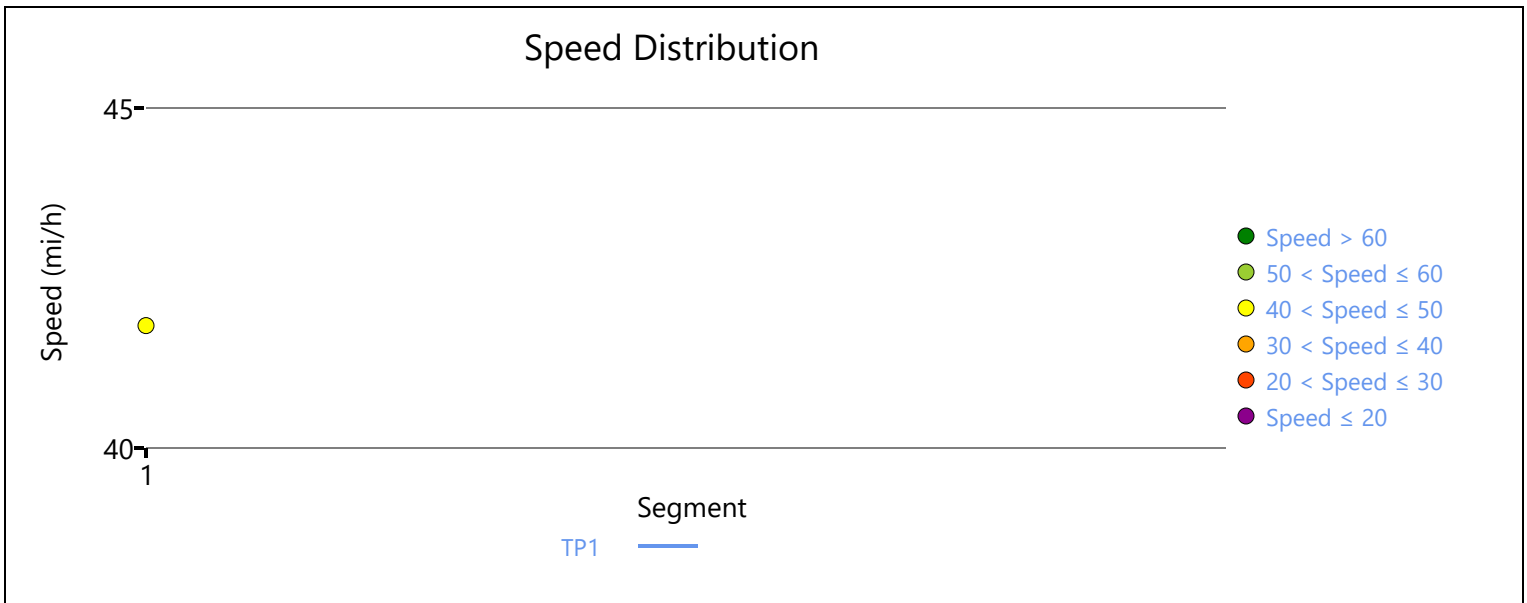
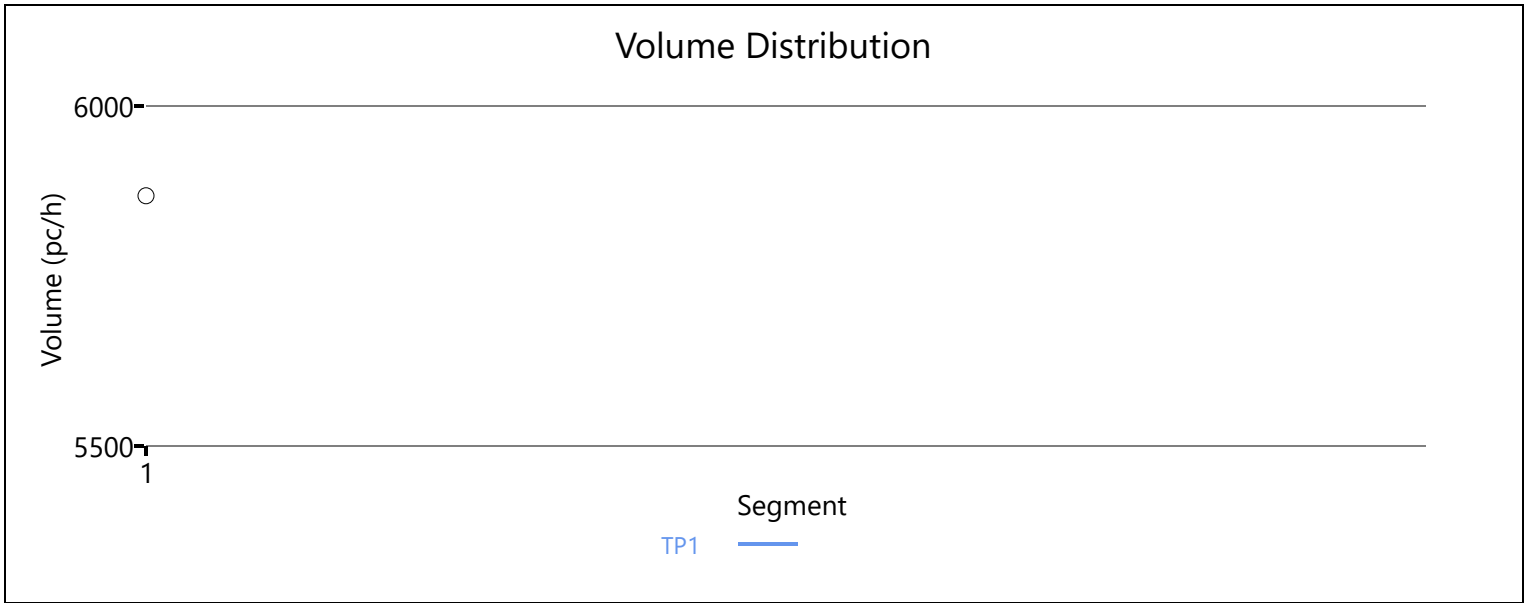
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	33.4
Average Travel Time, min	1.00	Density, pc/mi/ln	35.1

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	PM
Project Description	RFK SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.951	5564	8800	0.63	41.8	33.3	D

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	33.3	31.7	1.00	D

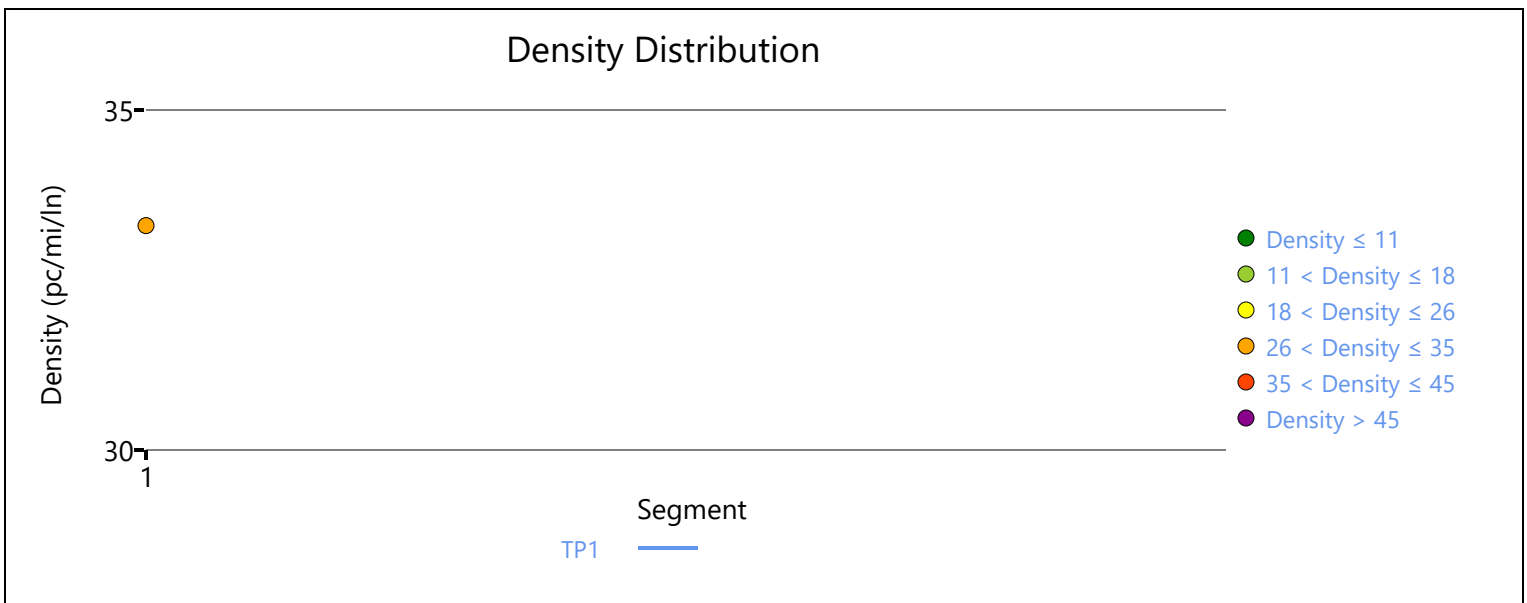
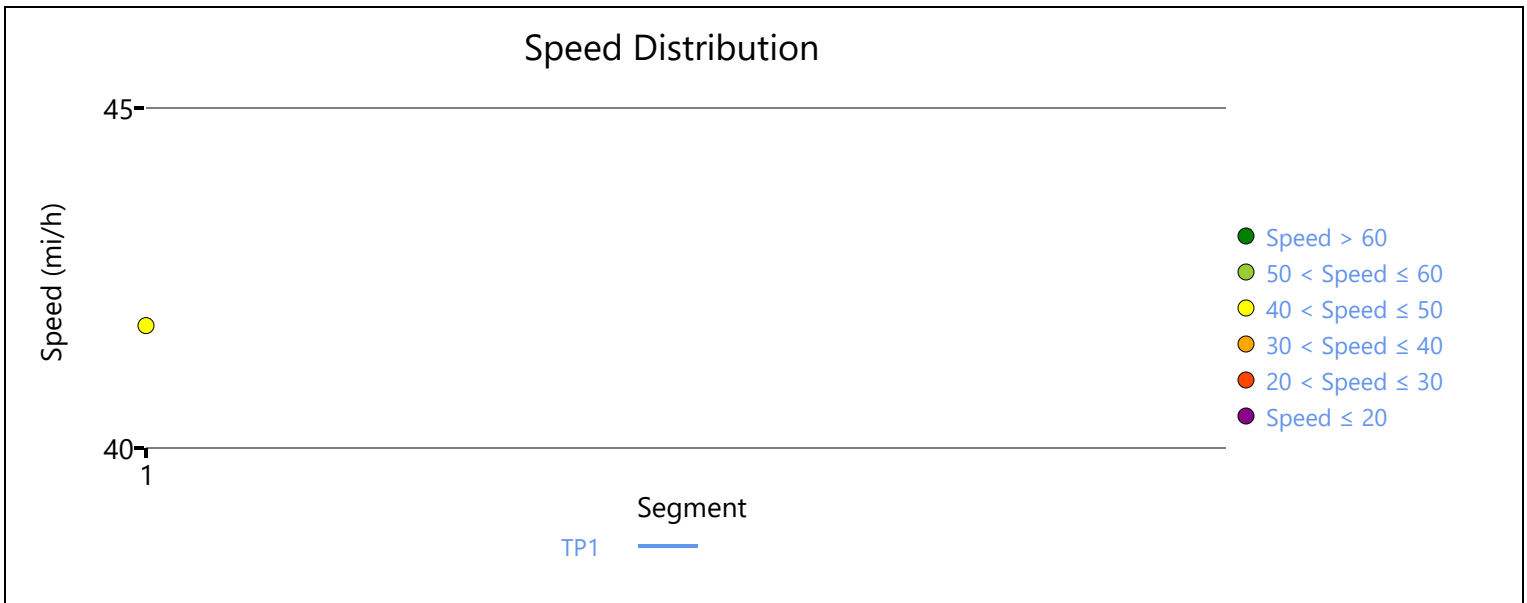
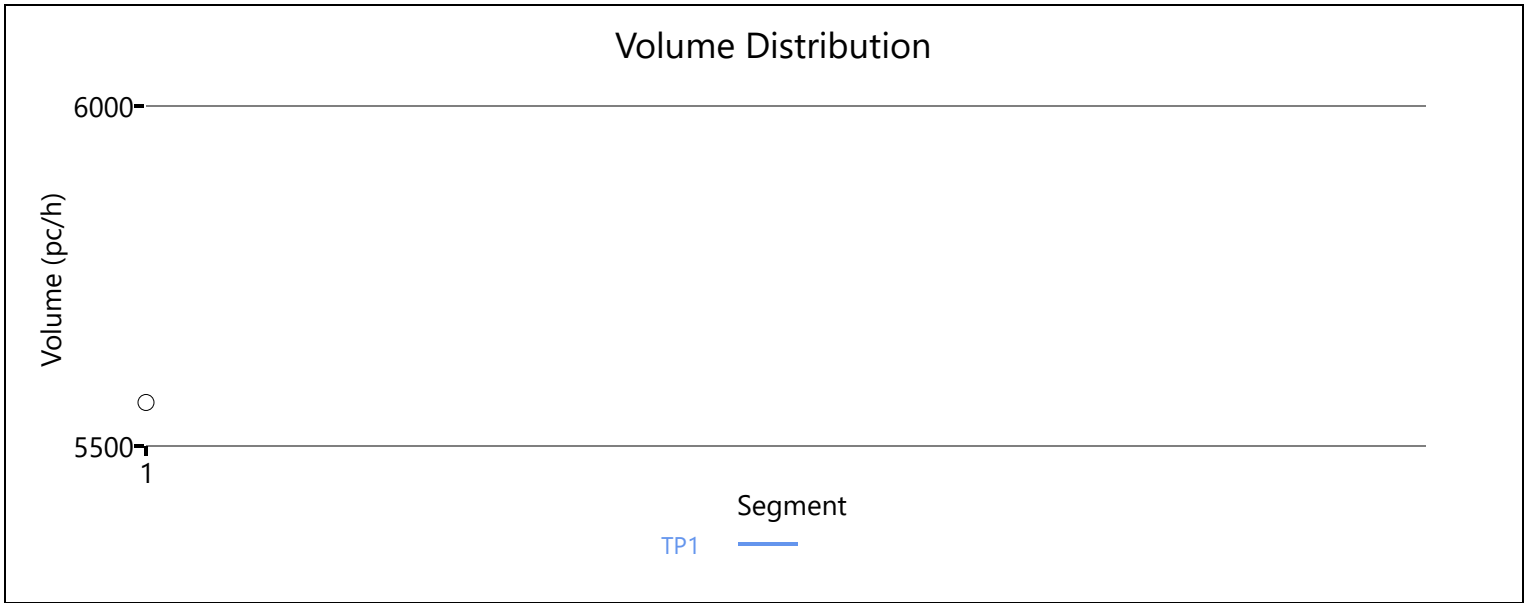
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	31.7
Average Travel Time, min	1.00	Density, pc/mi/ln	33.3

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	LN
Project Description	RFK NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.870	1143	8800	0.13	41.8	6.8	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	6.8	5.9	1.00	A

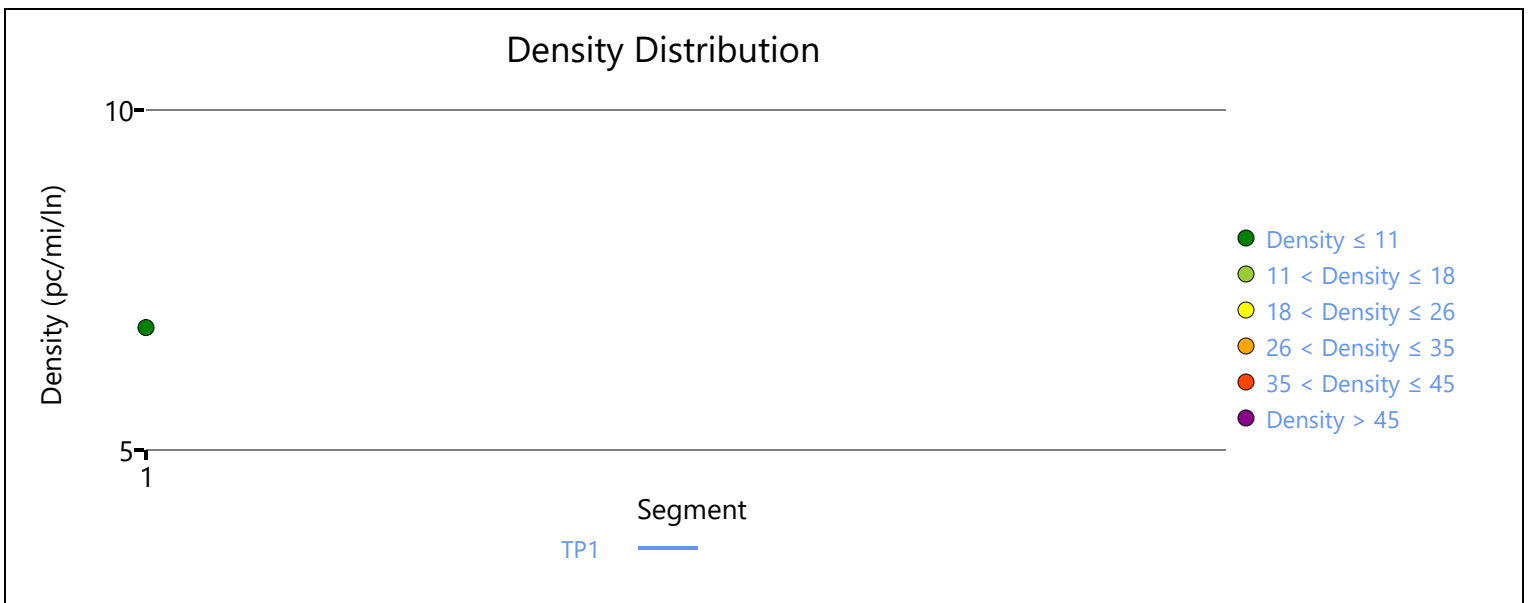
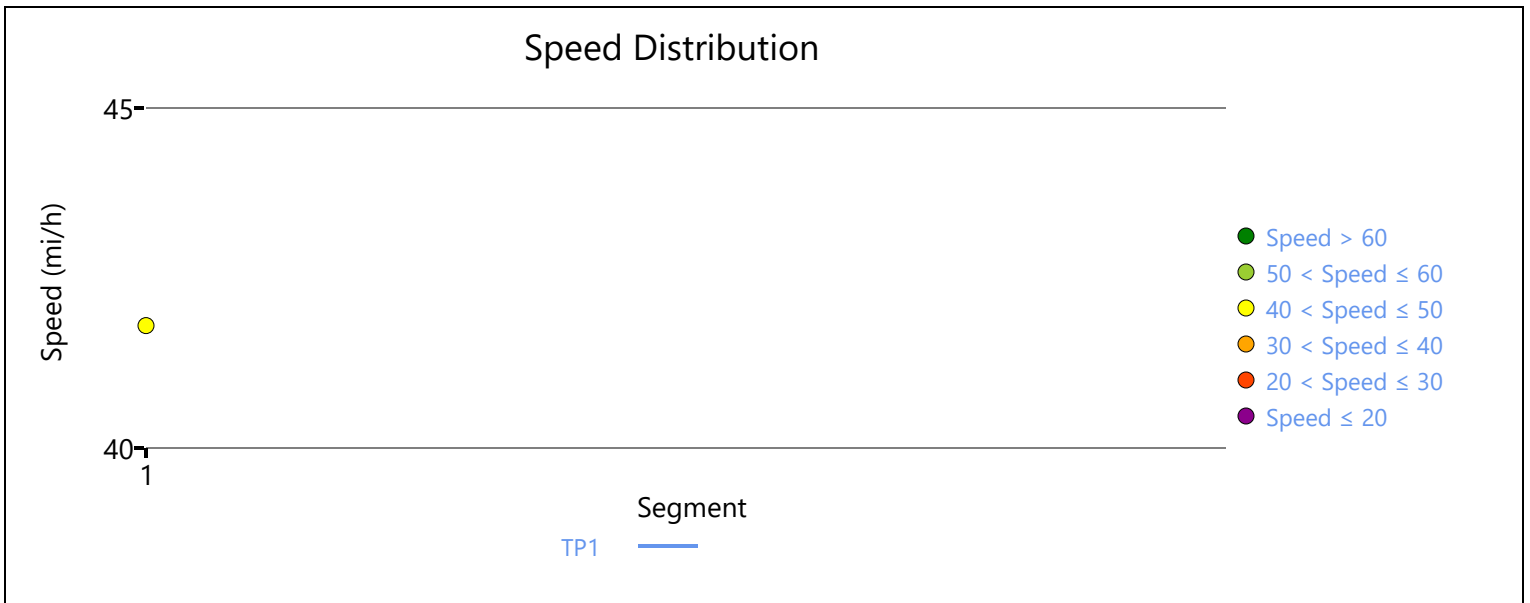
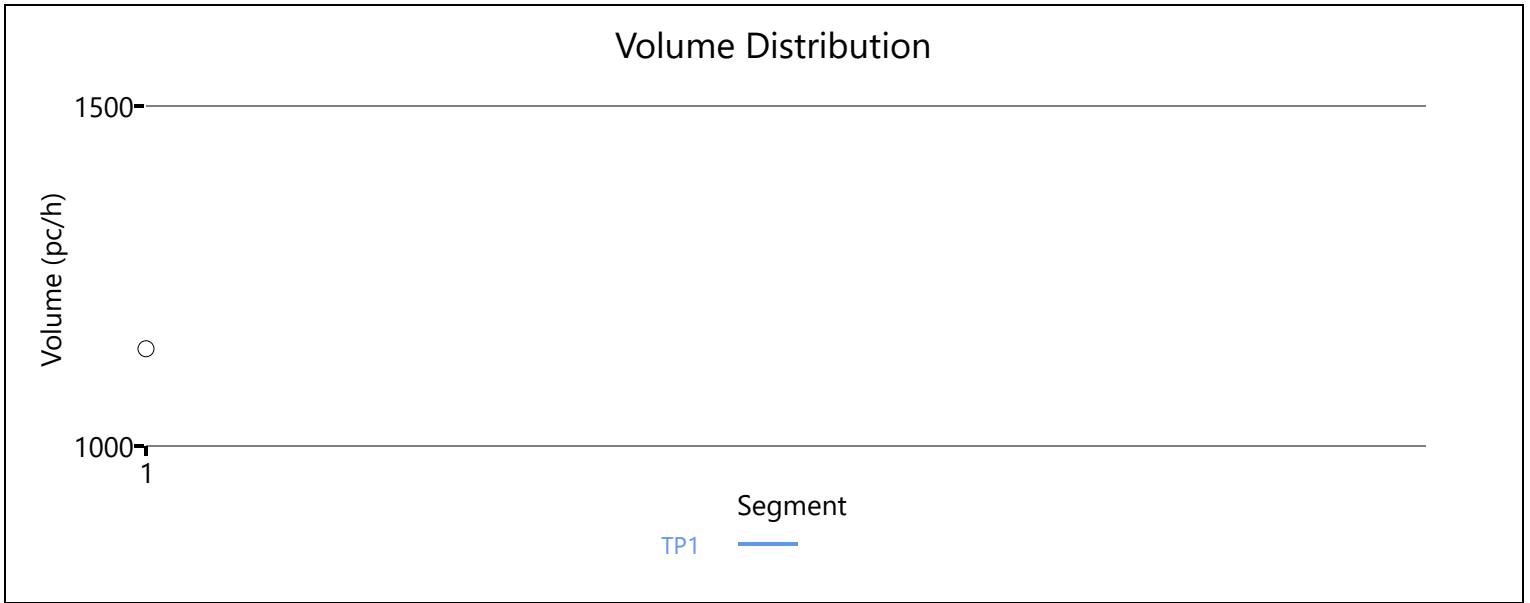
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	5.9
Average Travel Time, min	1.00	Density, pc/mi/ln	6.8

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	LN
Project Description	RFK SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	1
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	0.69		

Facility Segment Data

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	0.924	1675	8800	0.19	41.8	10.0	A

Facility Analysis Results

AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	10.0	9.2	1.00	A

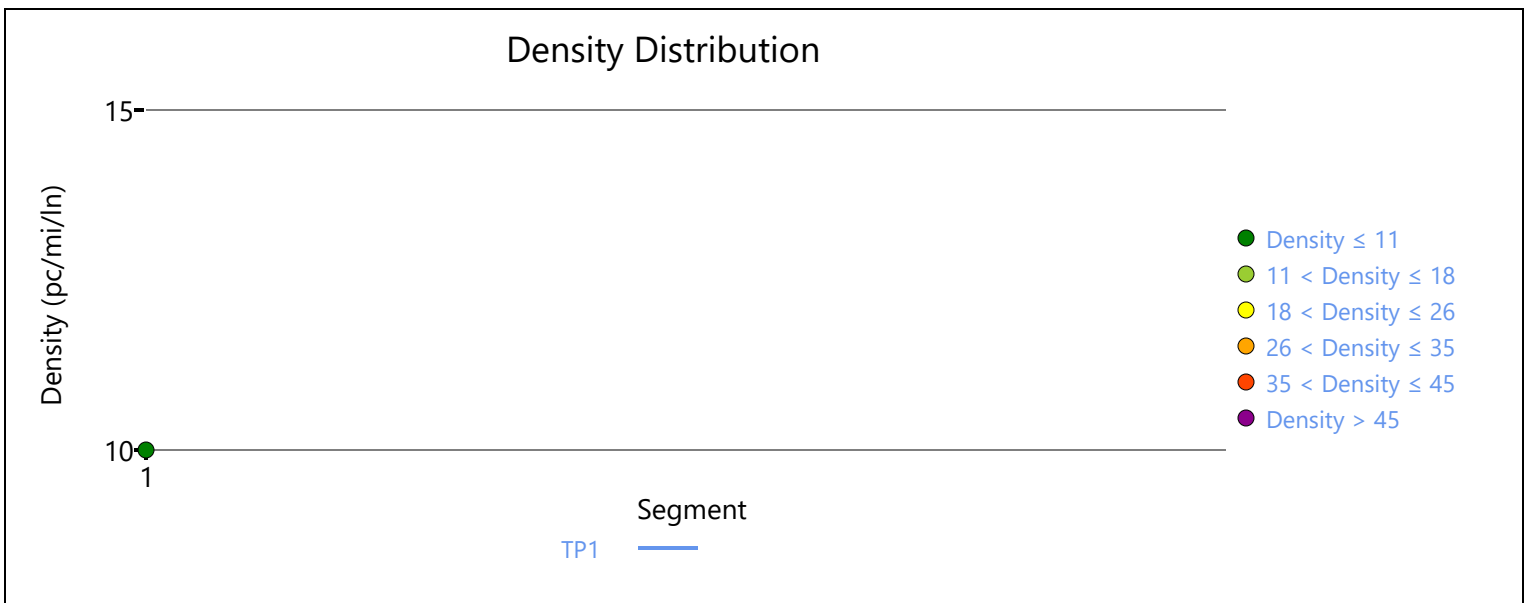
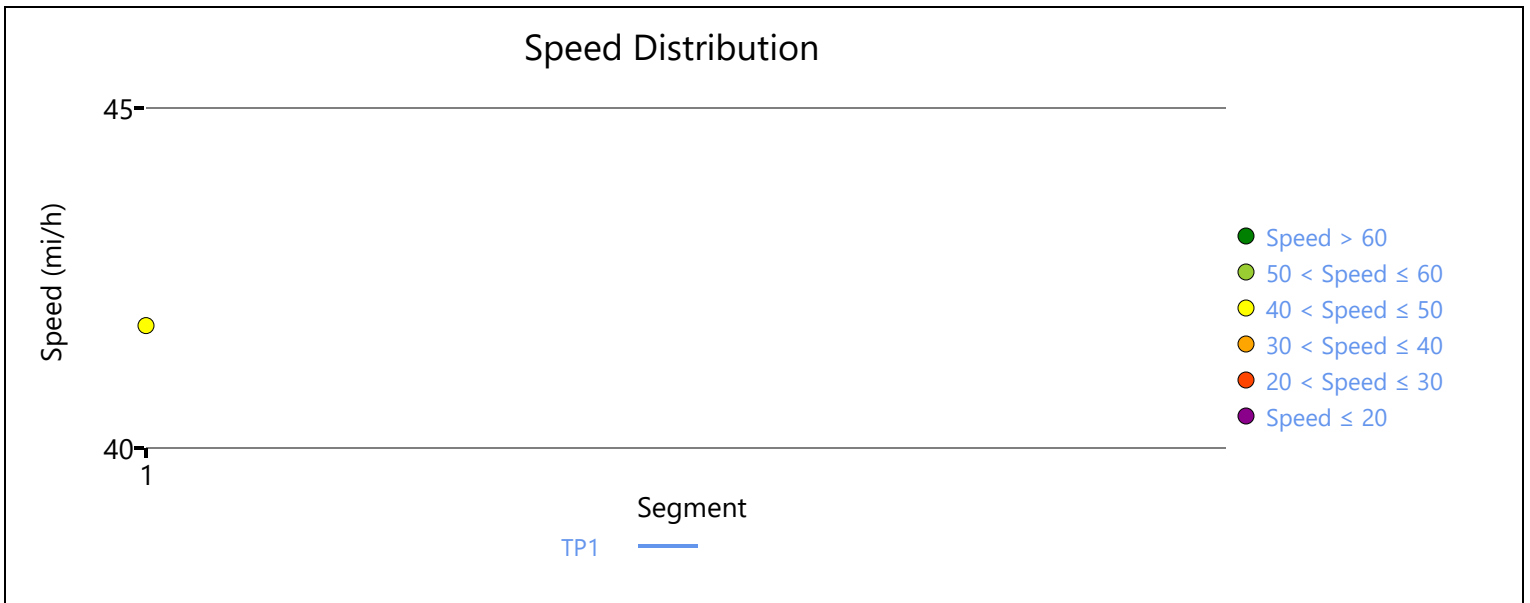
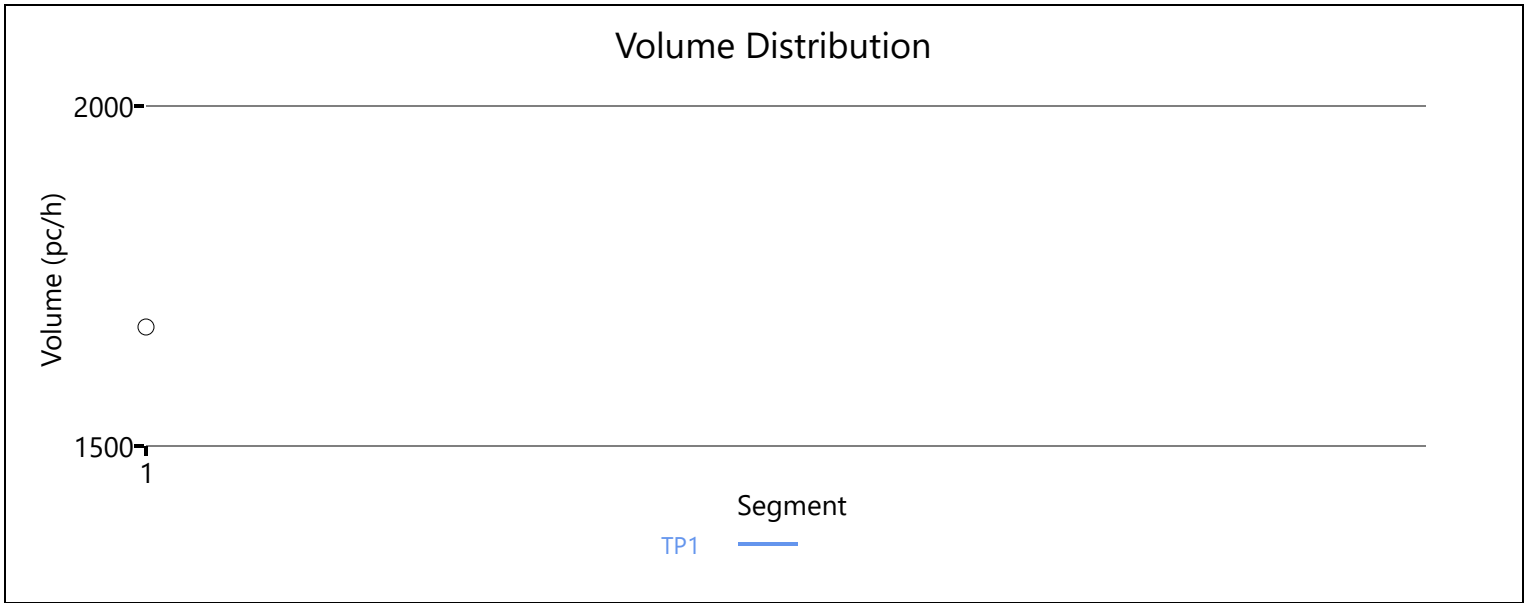
Facility Overall Results

Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	9.2
Average Travel Time, min	1.00	Density, pc/mi/ln	10.0

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	AM
Project Description	NJTP Eastern Spur NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Merge	Merge	-	663	3
3	Basic	Basic		2500	3

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	0.789	275	6654	0.04	51.8	1.8	A

Segment 2: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/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	1094	819	6750	4000	0.16	0.20	51.7	51.3	7.1	8.6	A

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	0.838	1094	6654	0.16	51.8	7.0	A

Facility Analysis Results

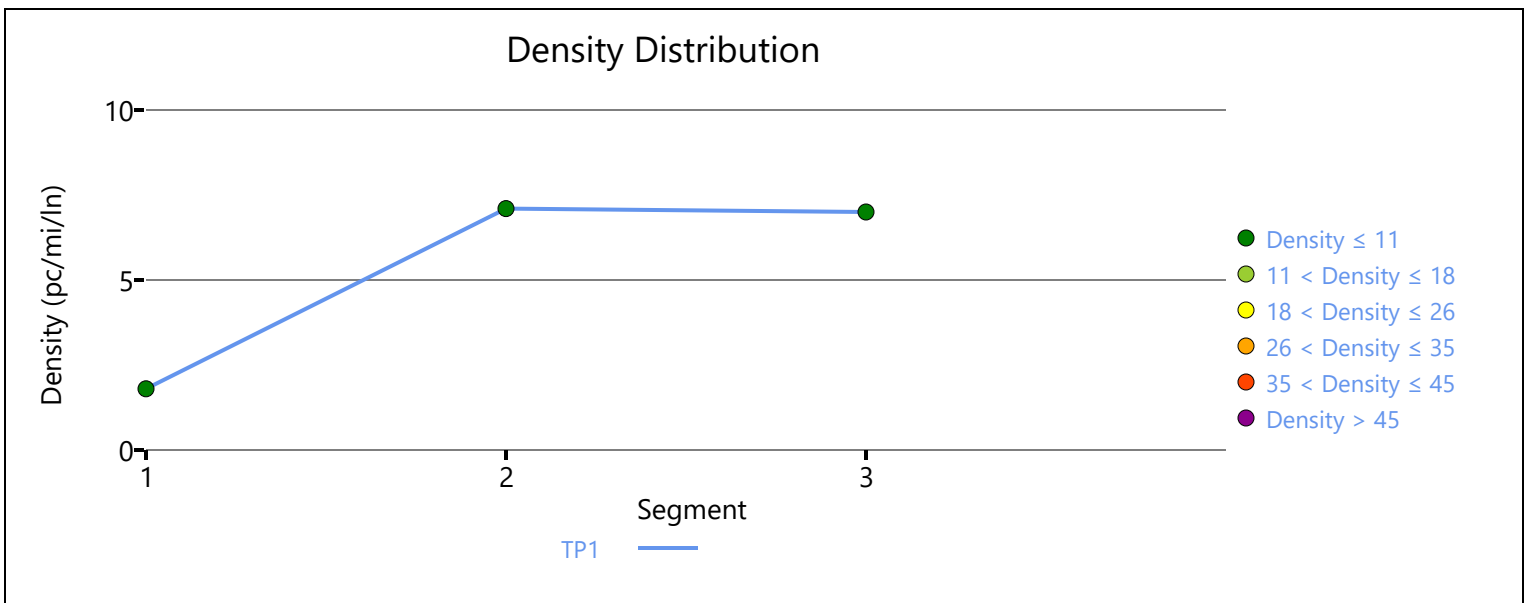
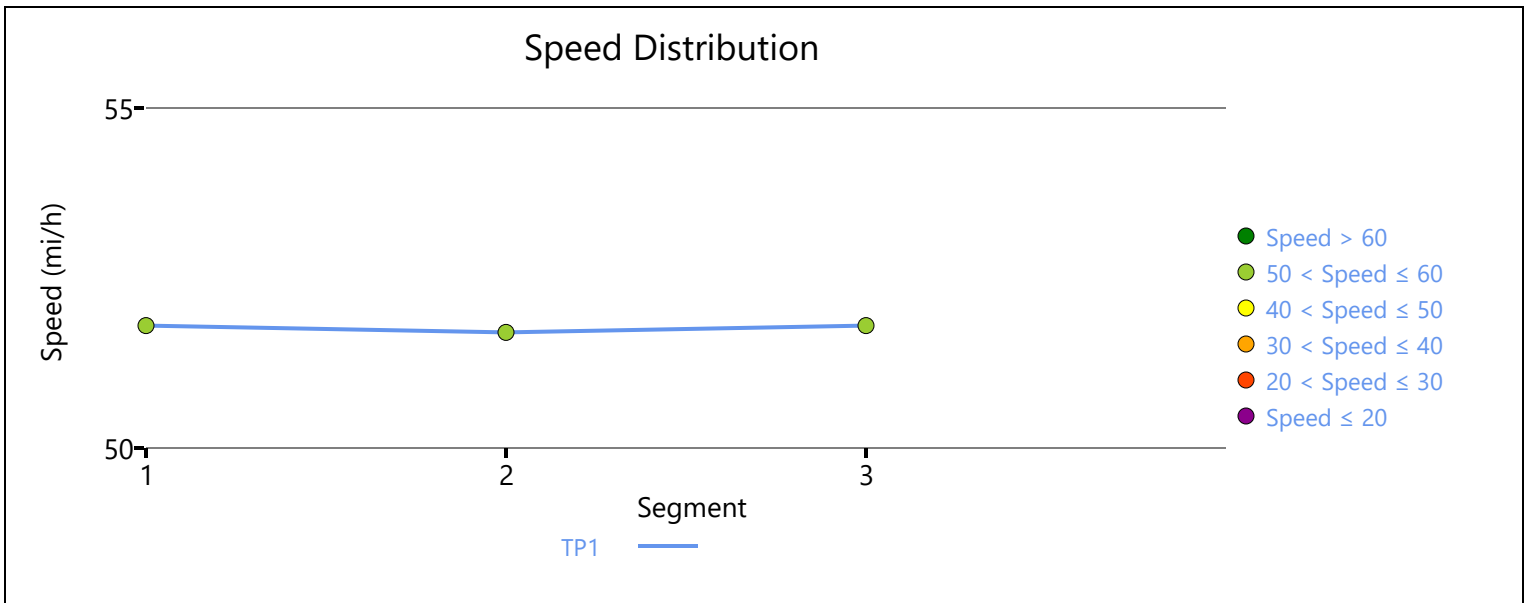
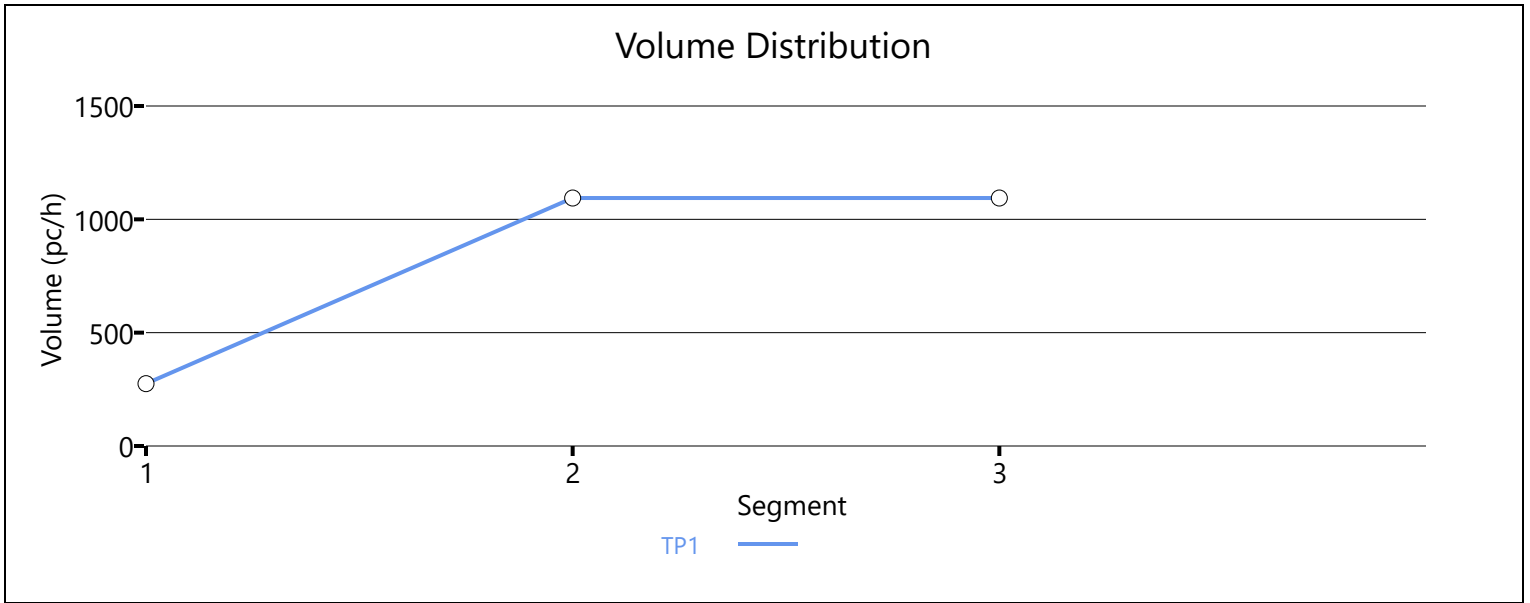
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.8	4.7	3.9	1.20	A

Facility Overall Results

Space Mean Speed, mi/h	51.8	Density, veh/mi/ln	3.9
Average Travel Time, min	1.20	Density, pc/mi/ln	4.7

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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	AM
Project Description	NJTP Eastern Spur SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Diverge	Basic	-	1800	3
3	Basic	Basic		2500	3

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	0.856	1434	6654	0.22	51.8	9.2	A

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.856	0.836	1434	836	6750	4200	0.21	0.20	54.9	55.0	8.7	8.7	A

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	601	6654	0.09	51.8	3.9	A

Facility Analysis Results

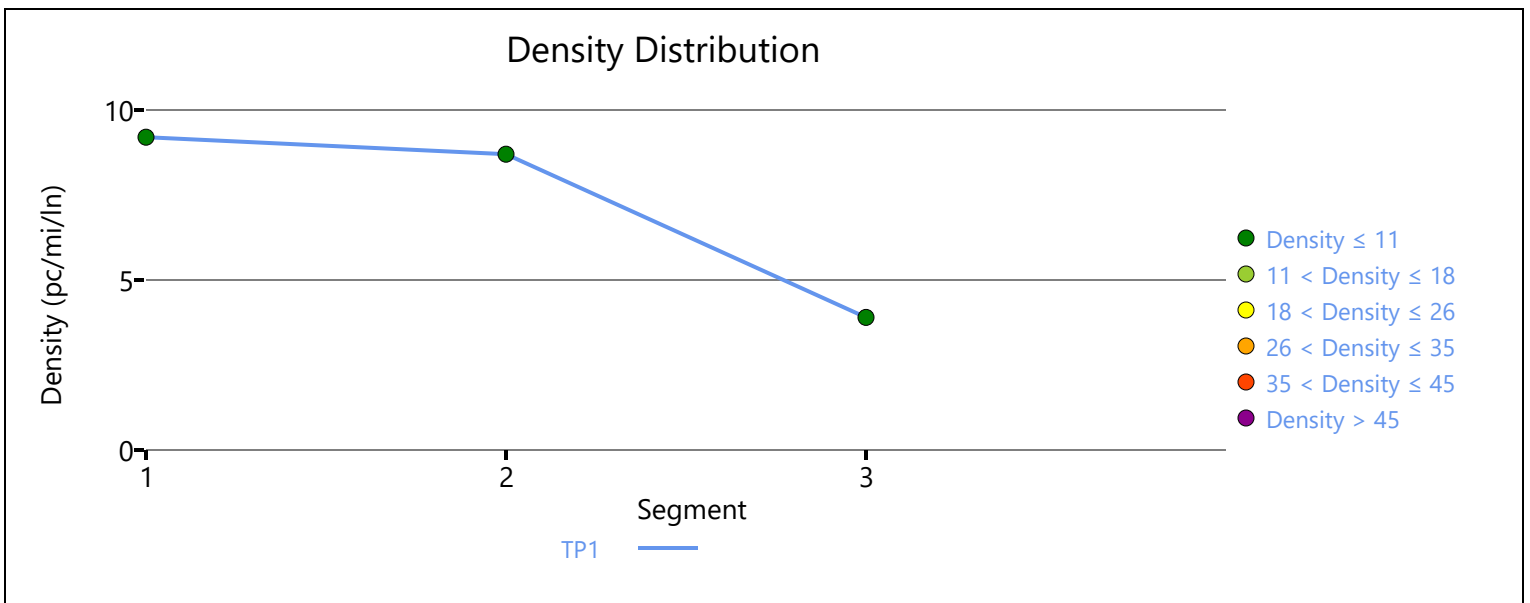
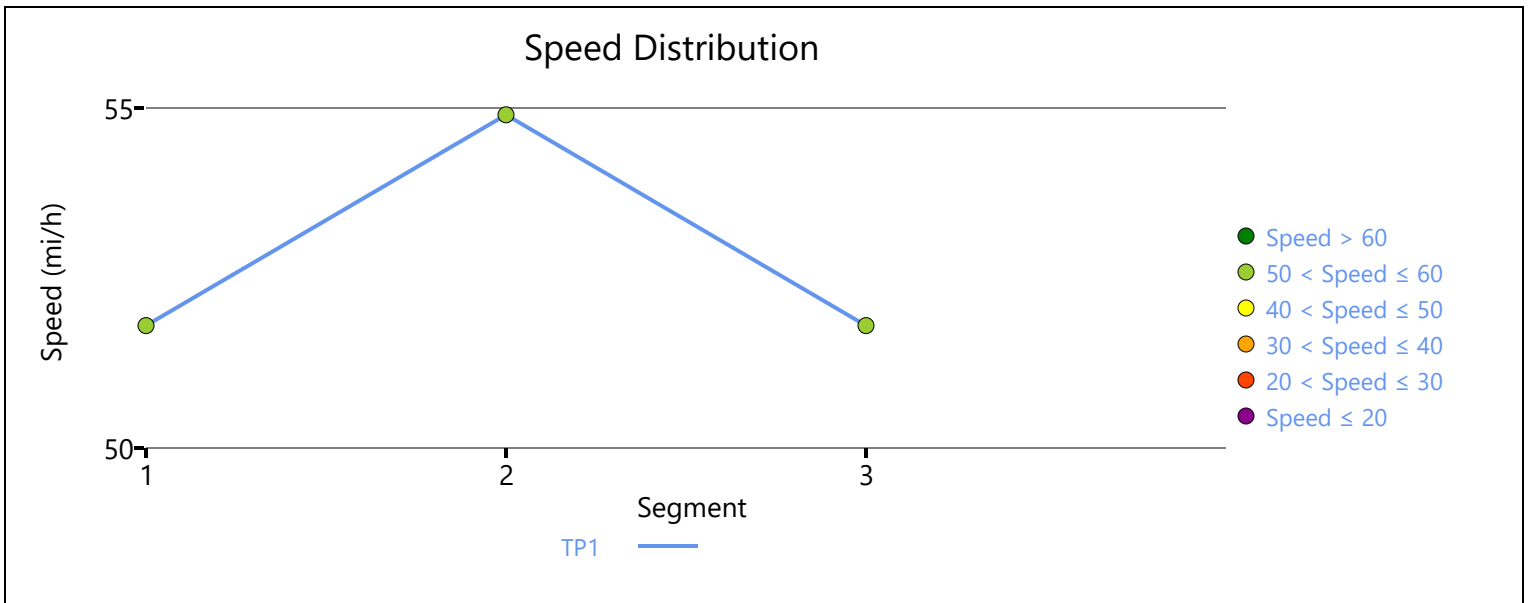
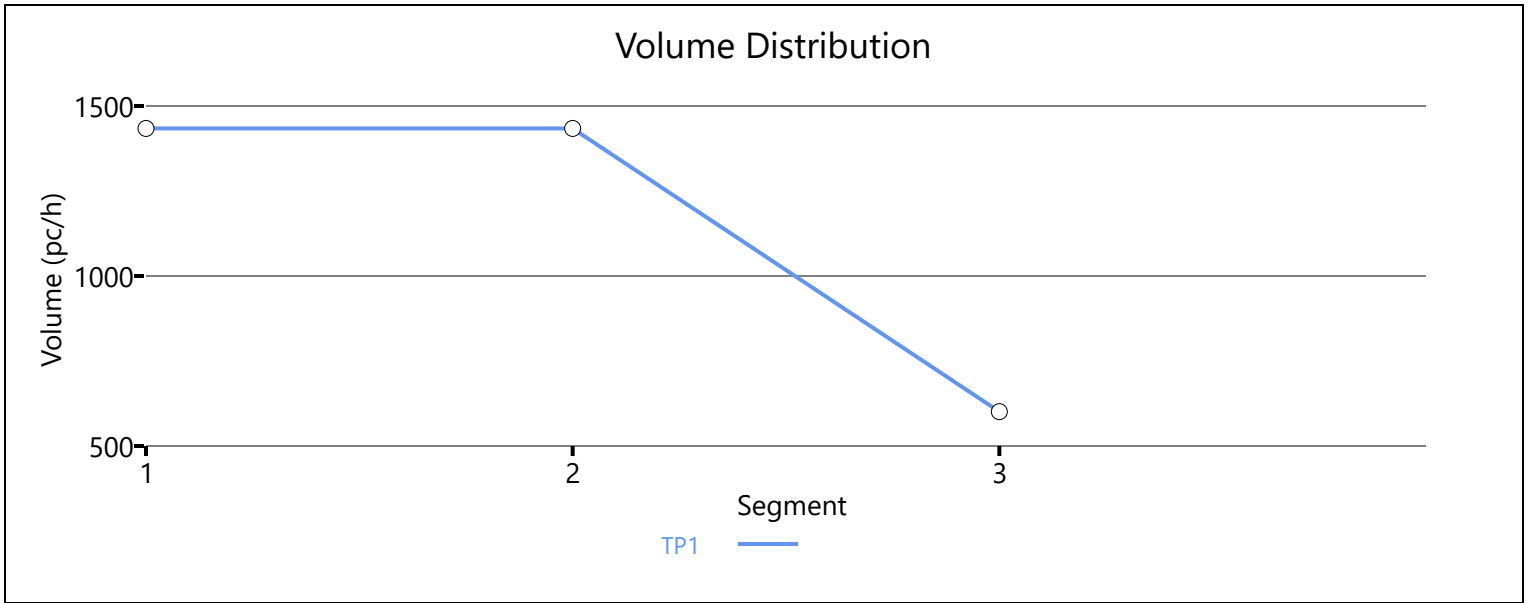
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.8	7.1	6.1	1.50	A

Facility Overall Results

Space Mean Speed, mi/h	52.8	Density, veh/mi/ln	6.1
Average Travel Time, min	1.50	Density, pc/mi/ln	7.1

Messages

WARNING 1	Ramp segment length is longer than 1500 feet for segment 2.
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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	MD
Project Description	NJTP Eastern Spur NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Merge	Merge	-	663	3
3	Basic	Basic		2500	3

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	0.795	352	6654	0.05	51.8	2.3	A

Segment 2: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/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	1112	760	6750	4000	0.16	0.19	51.8	51.3	7.2	8.5	A

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	0.821	1110	6654	0.17	51.8	7.1	A

Facility Analysis Results

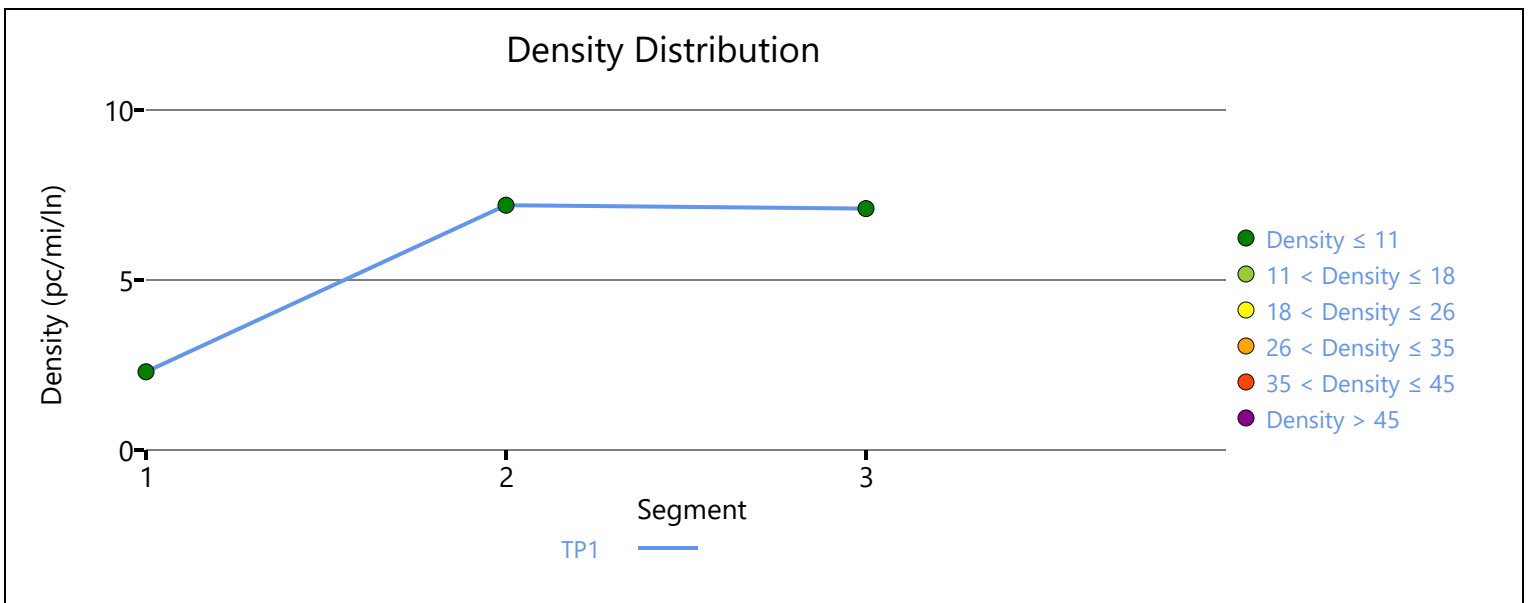
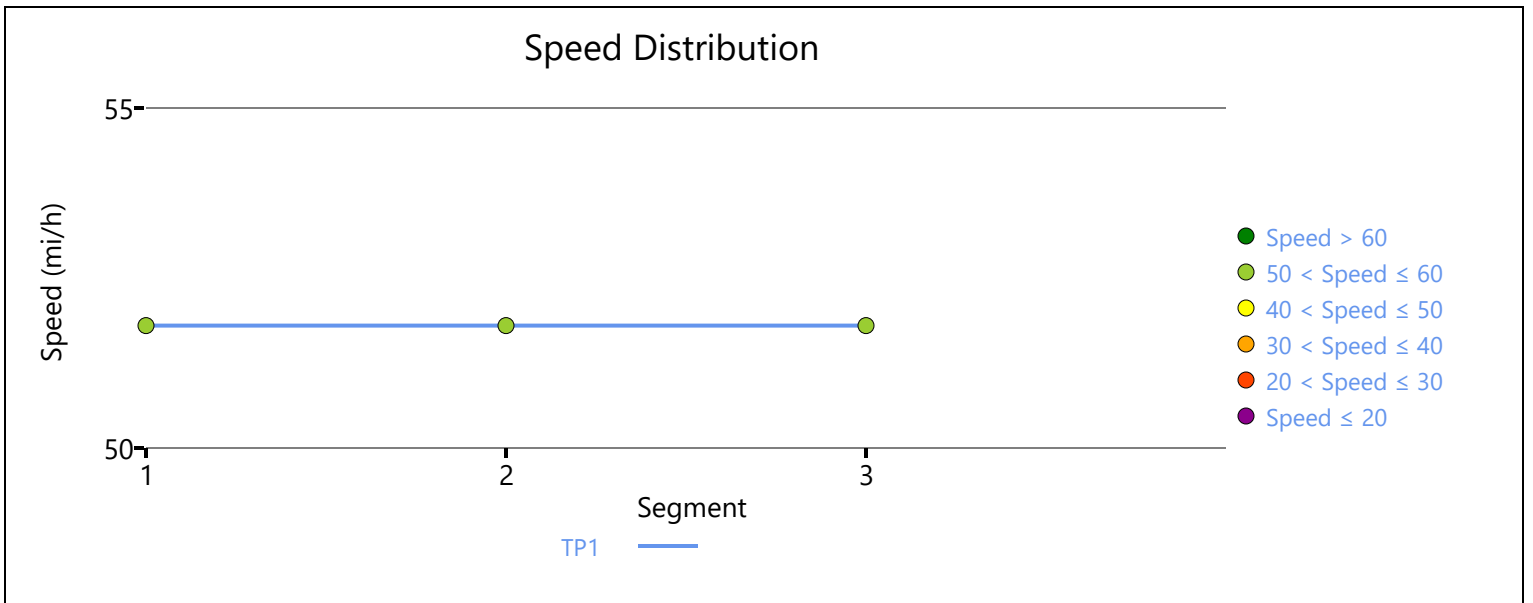
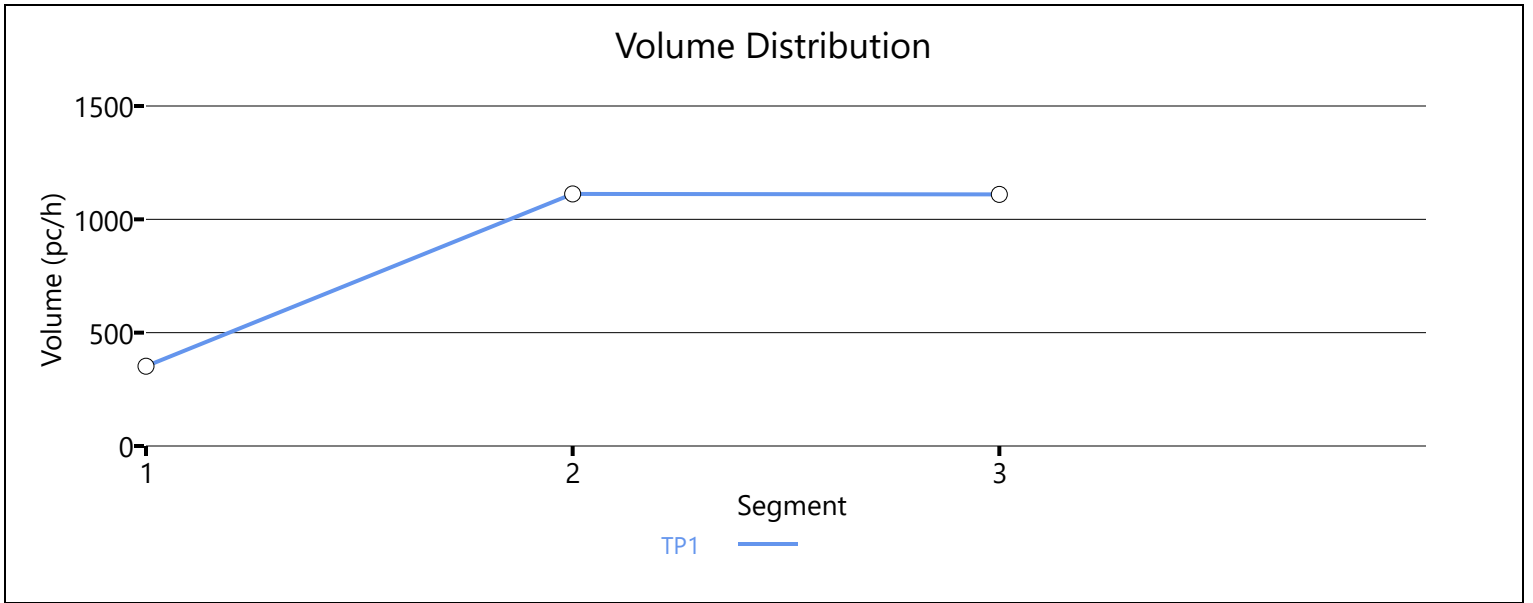
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.8	5.0	4.0	1.20	A

Facility Overall Results

Space Mean Speed, mi/h	51.8	Density, veh/mi/ln	4.0
Average Travel Time, min	1.20	Density, pc/mi/ln	5.0

Messages

Comments



HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	MD
Project Description	NJTP Eastern Spur SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Diverge	Basic	-	1800	3
3	Basic	Basic		2500	3

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	0.831	1020	6654	0.15	51.8	6.6	A

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.831	0.806	1020	822	6750	4200	0.15	0.20	54.9	55.0	6.2	6.2	A

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	0.921	201	6654	0.03	51.8	1.3	A

Facility Analysis Results

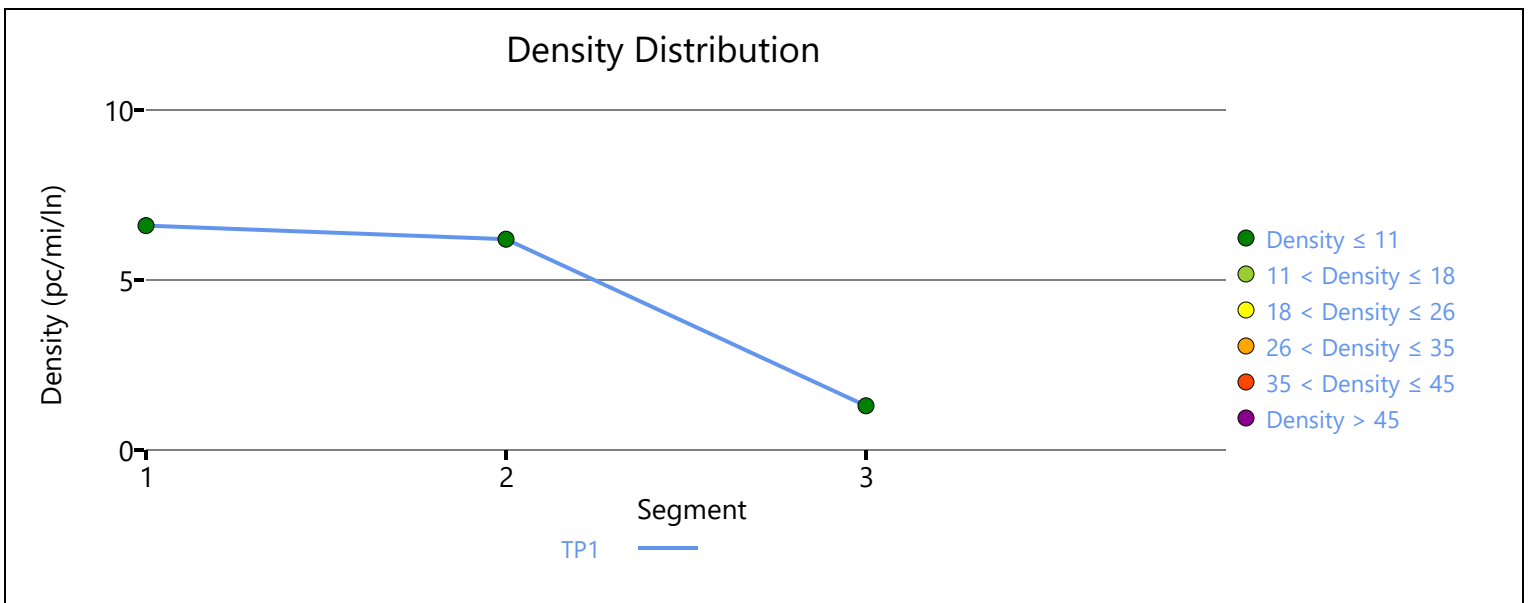
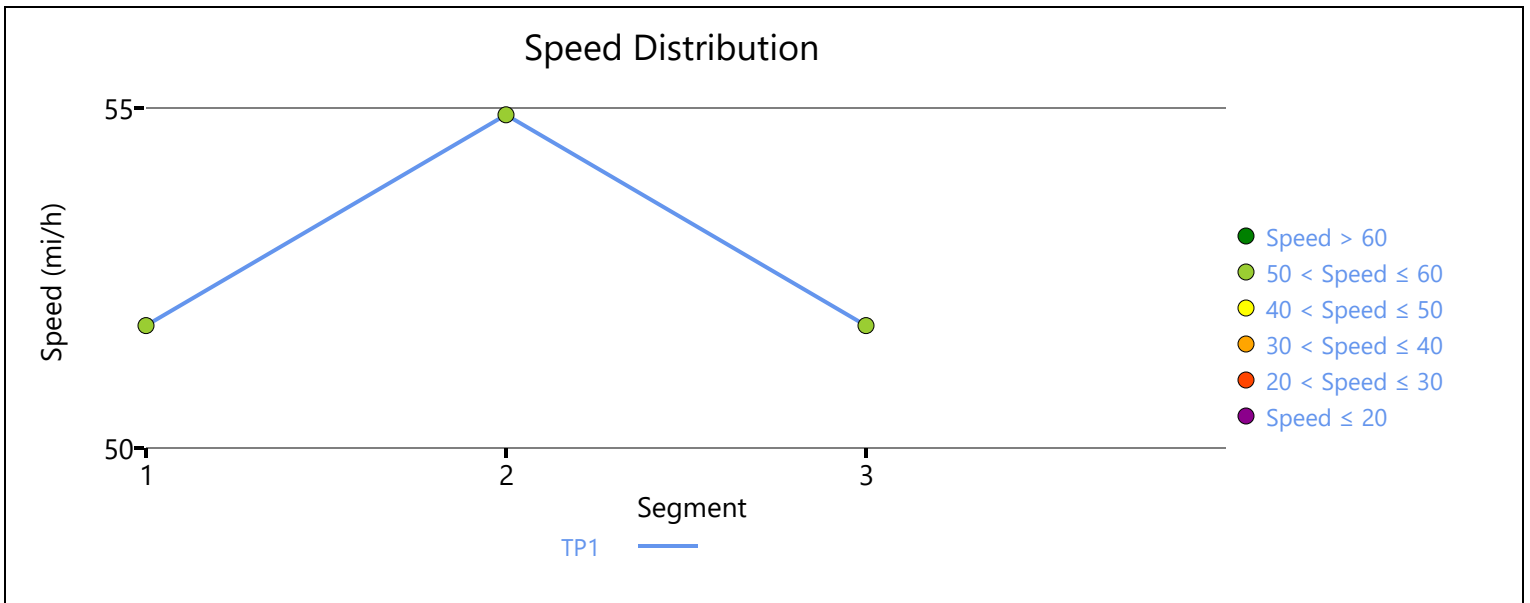
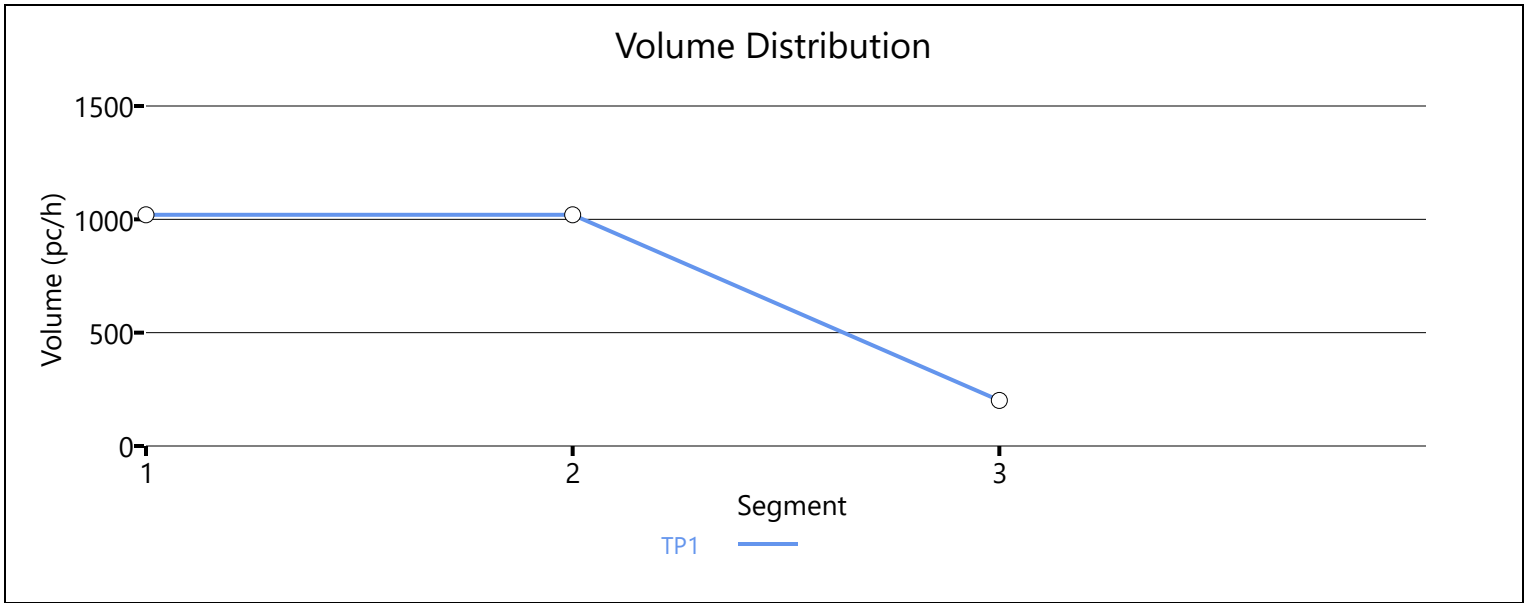
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.9	4.6	3.8	1.50	A

Facility Overall Results

Space Mean Speed, mi/h	52.9	Density, veh/mi/ln	3.8
Average Travel Time, min	1.50	Density, pc/mi/ln	4.6

Messages

WARNING 1	Ramp segment length is longer than 1500 feet for segment 2.
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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	PM
Project Description	NJTP Eastern Spur NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Merge	Merge	-	663	3
3	Basic	Basic		2500	3

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	578	6654	0.09	51.8	3.7	A

Segment 2: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/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	1549	971	6750	4000	0.23	0.24	51.8	51.2	10.0	11.1	B

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	0.928	1548	6654	0.23	51.8	10.0	A

Facility Analysis Results

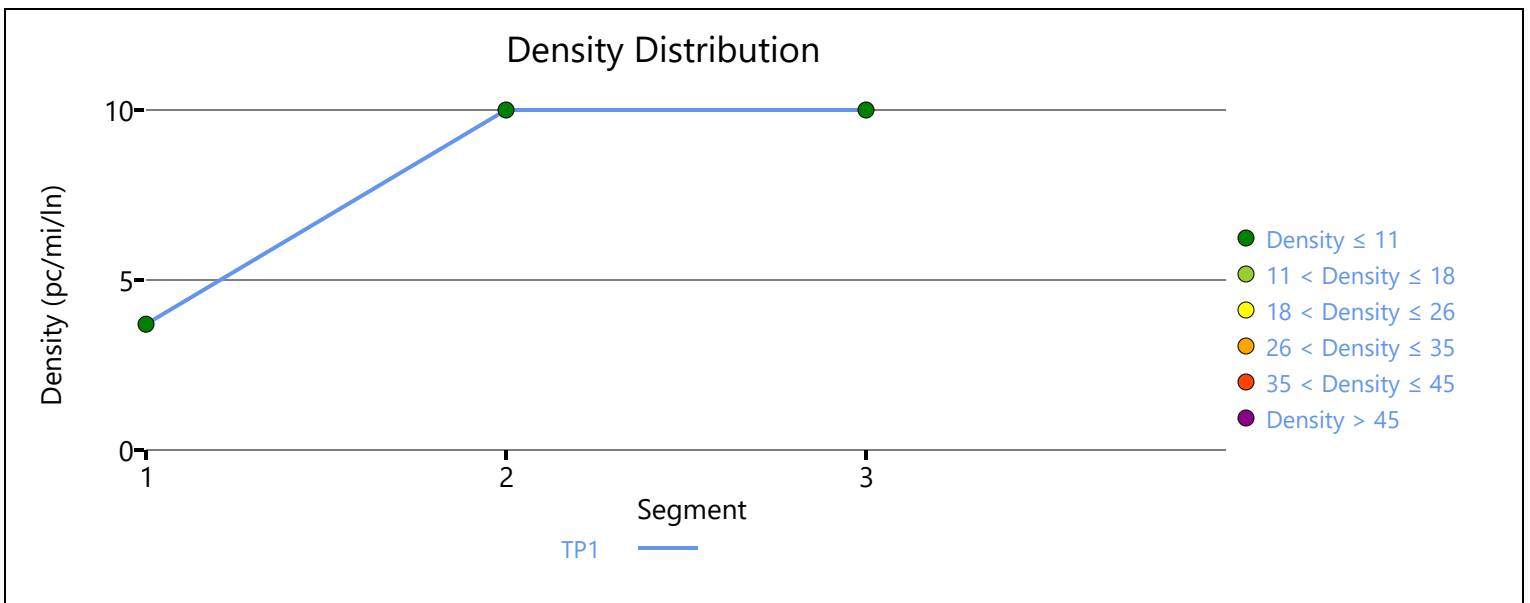
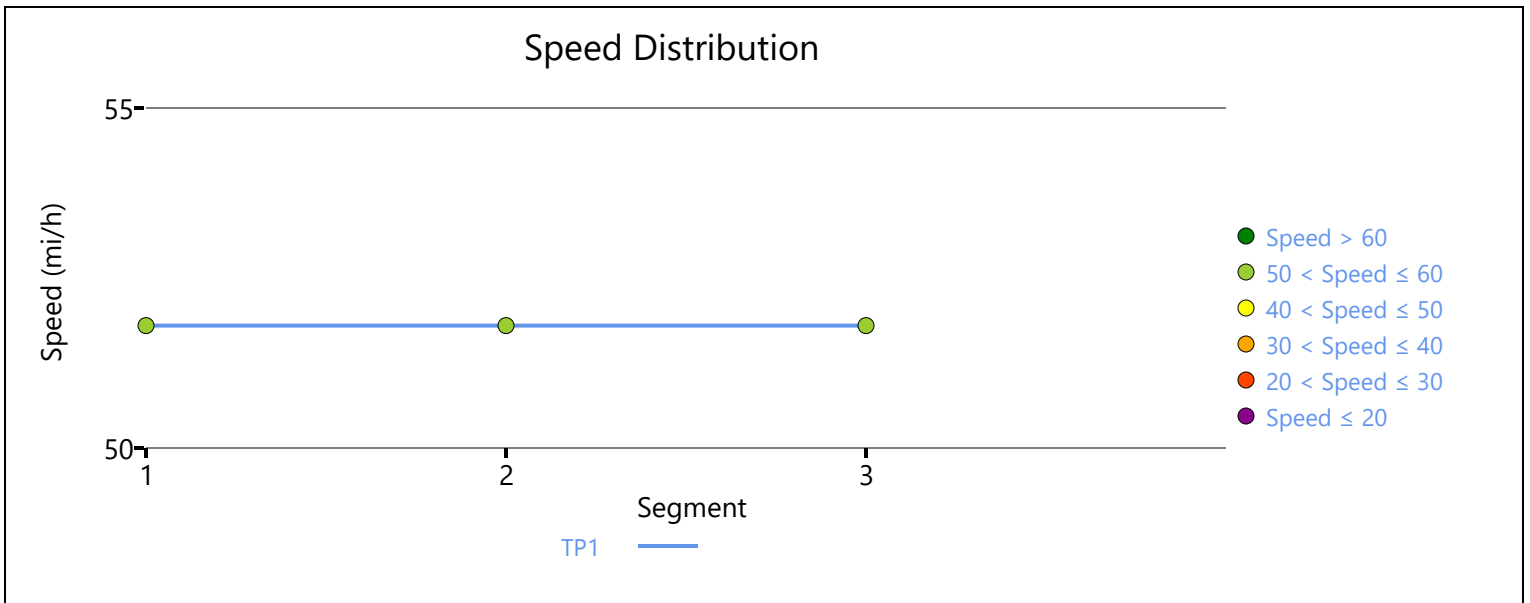
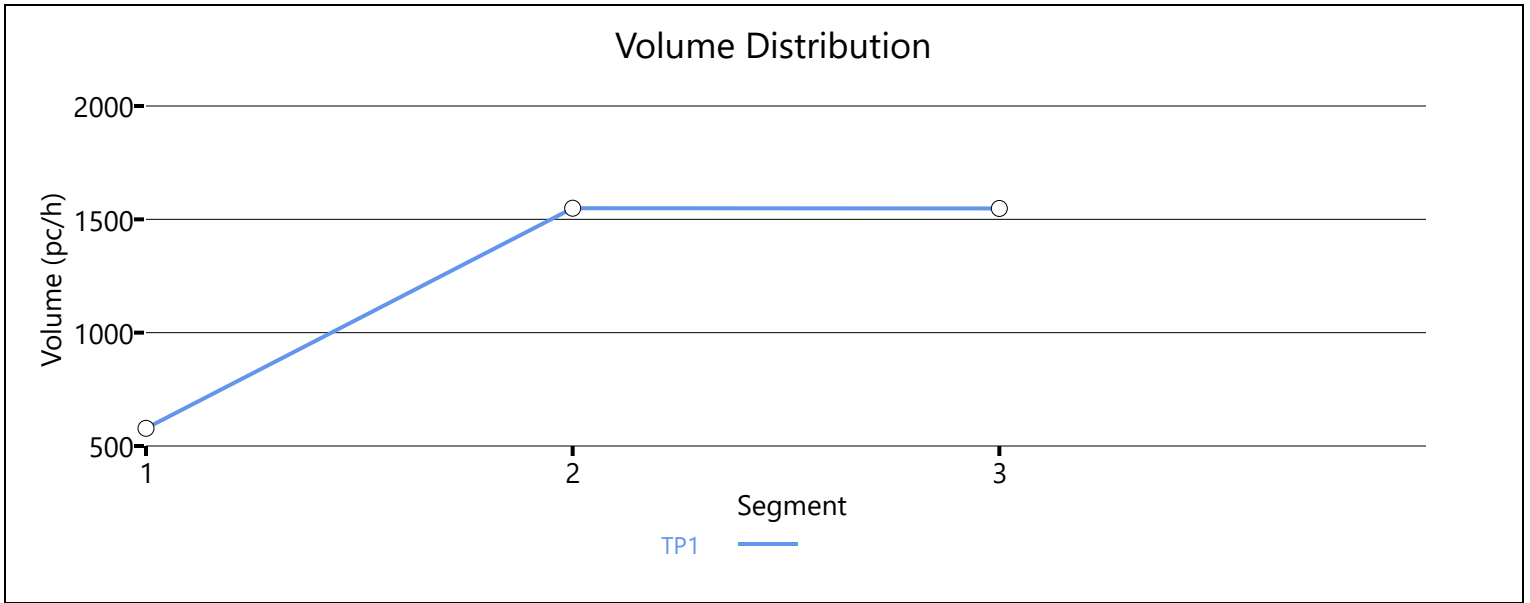
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.8	7.2	6.7	1.20	A

Facility Overall Results

Space Mean Speed, mi/h	51.8	Density, veh/mi/ln	6.7
Average Travel Time, min	1.20	Density, pc/mi/ln	7.2

Messages

Comments



HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	PM
Project Description	NJTP Eastern Spur SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Diverge	Basic	-	1800	3
3	Basic	Basic		2500	3

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	0.919	957	6654	0.14	51.8	6.2	A

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/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	957	903	6750	4200	0.14	0.22	54.9	55.0	5.8	5.8	A

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	0.808	54	6654	0.01	51.8	0.3	A

Facility Analysis Results

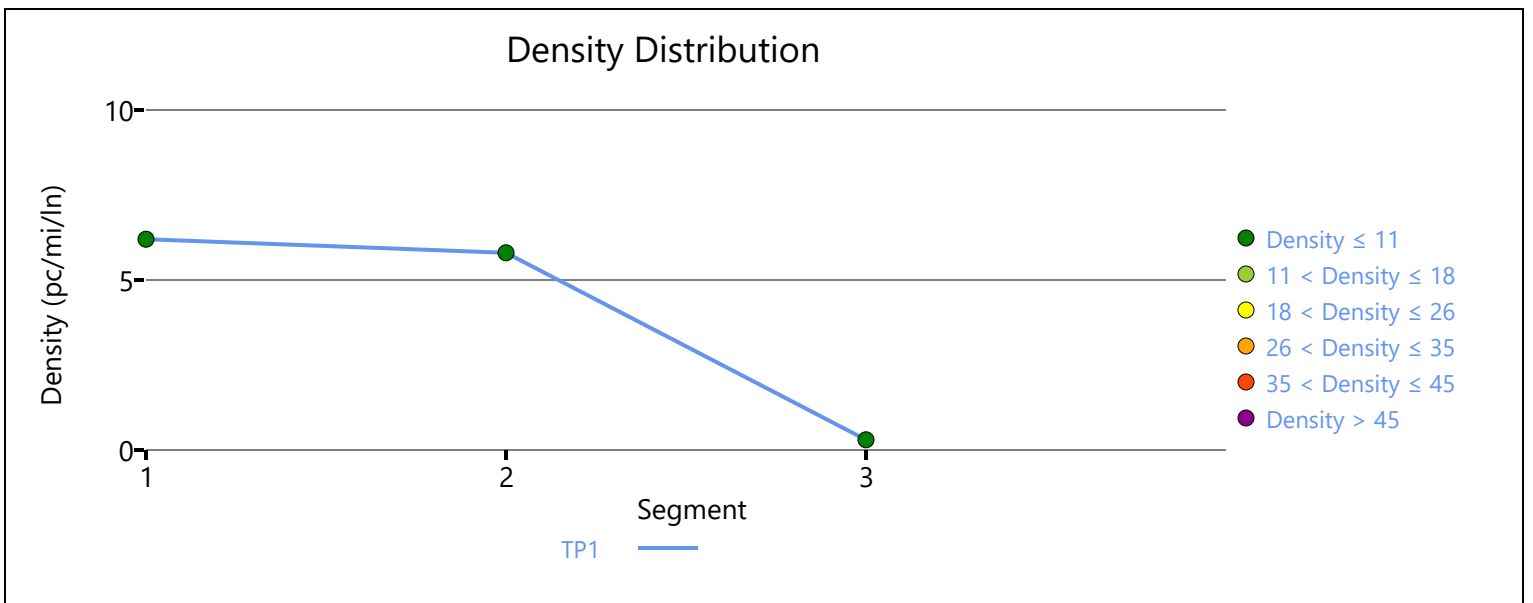
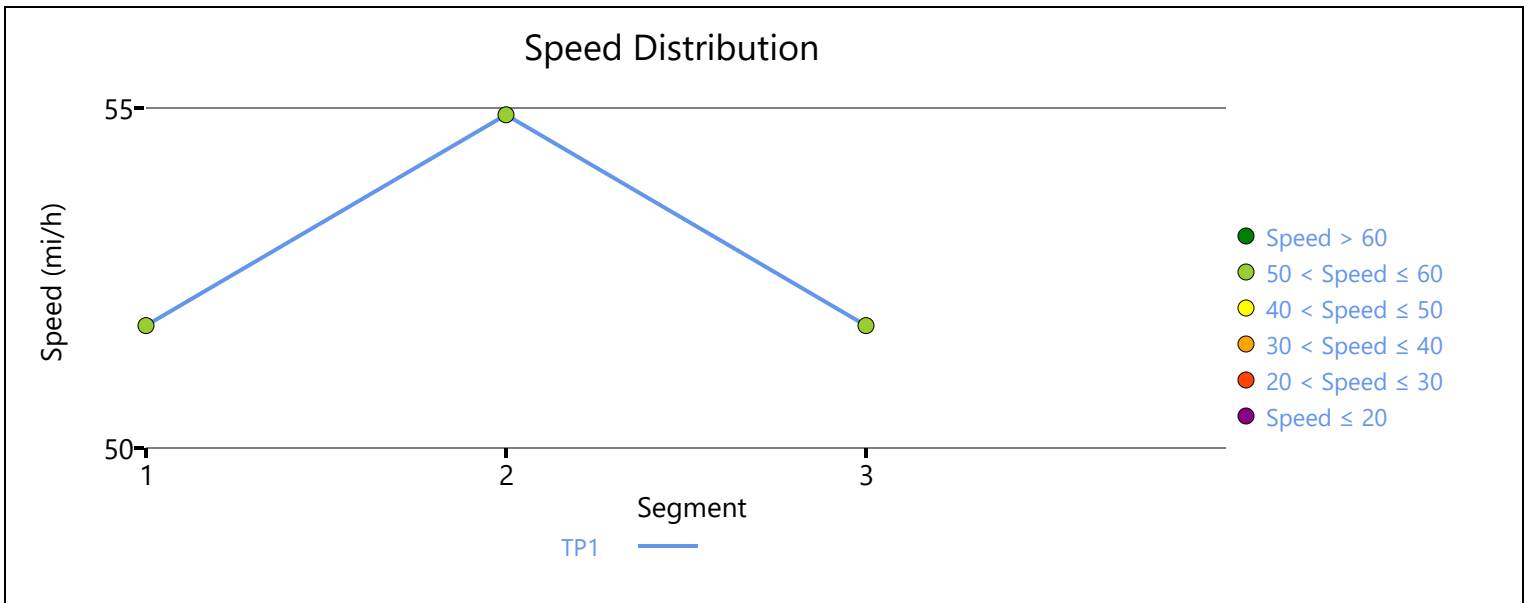
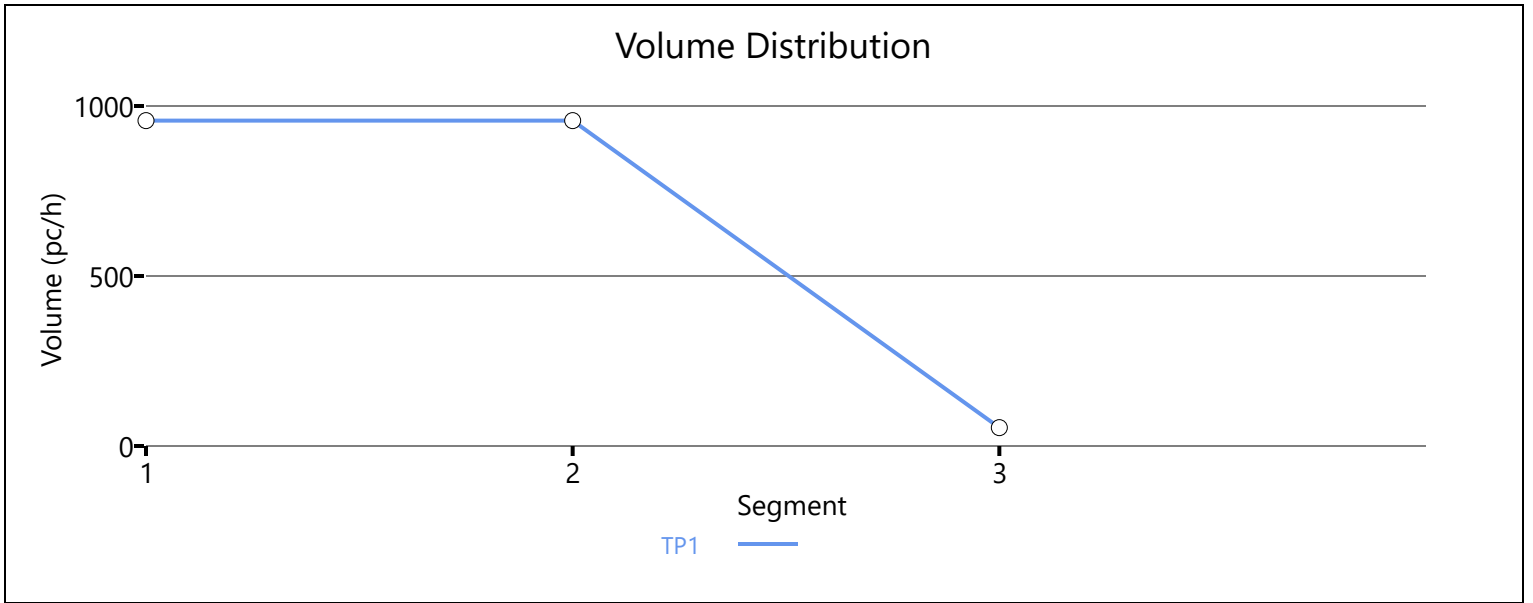
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.0	3.9	3.6	1.50	A

Facility Overall Results

Space Mean Speed, mi/h	53.0	Density, veh/mi/ln	3.6
Average Travel Time, min	1.50	Density, pc/mi/ln	3.9

Messages

WARNING 1	Ramp segment length is longer than 1500 feet for segment 2.
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HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	LN
Project Description	NJTP Eastern Spur NB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Merge	Merge	-	663	3
3	Basic	Basic		2500	3

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	0.733	20	6654	0.00	51.8	0.1	A

Segment 2: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.733	0.904	431	411	6750	4000	0.06	0.10	51.4	51.3	2.8	4.5	A

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	0.896	431	6654	0.06	51.8	2.8	A

Facility Analysis Results

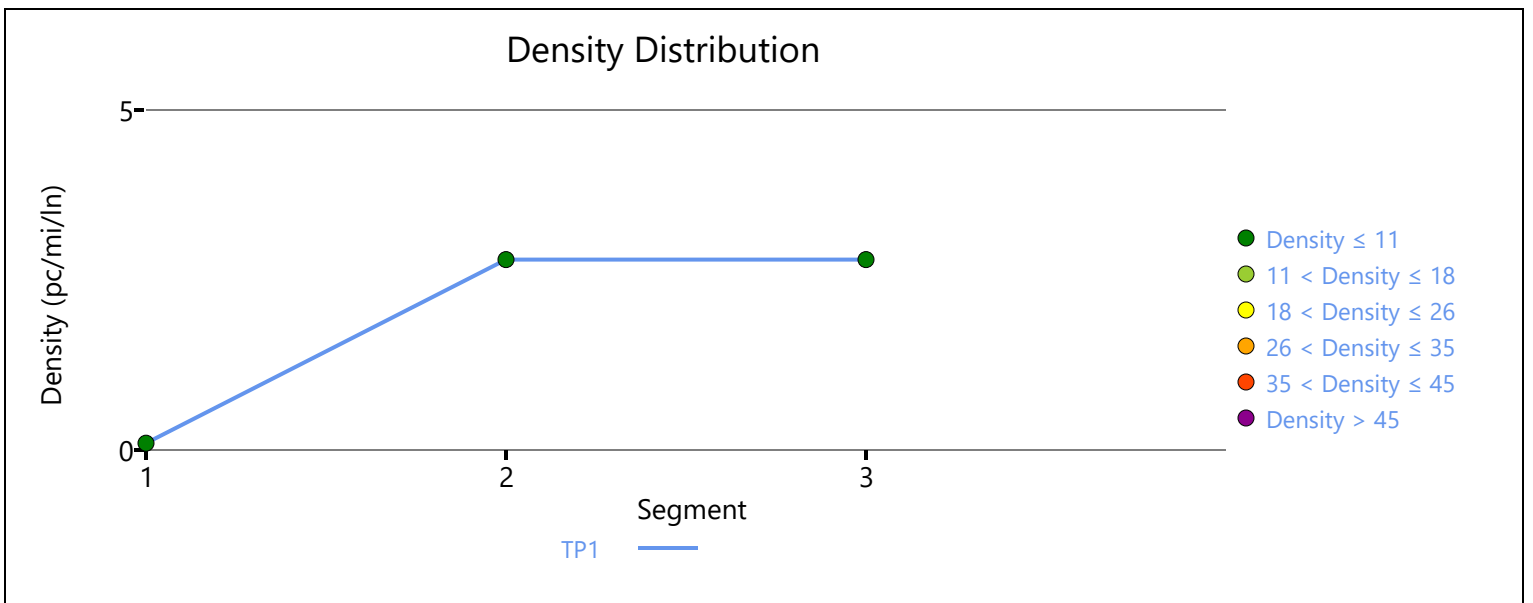
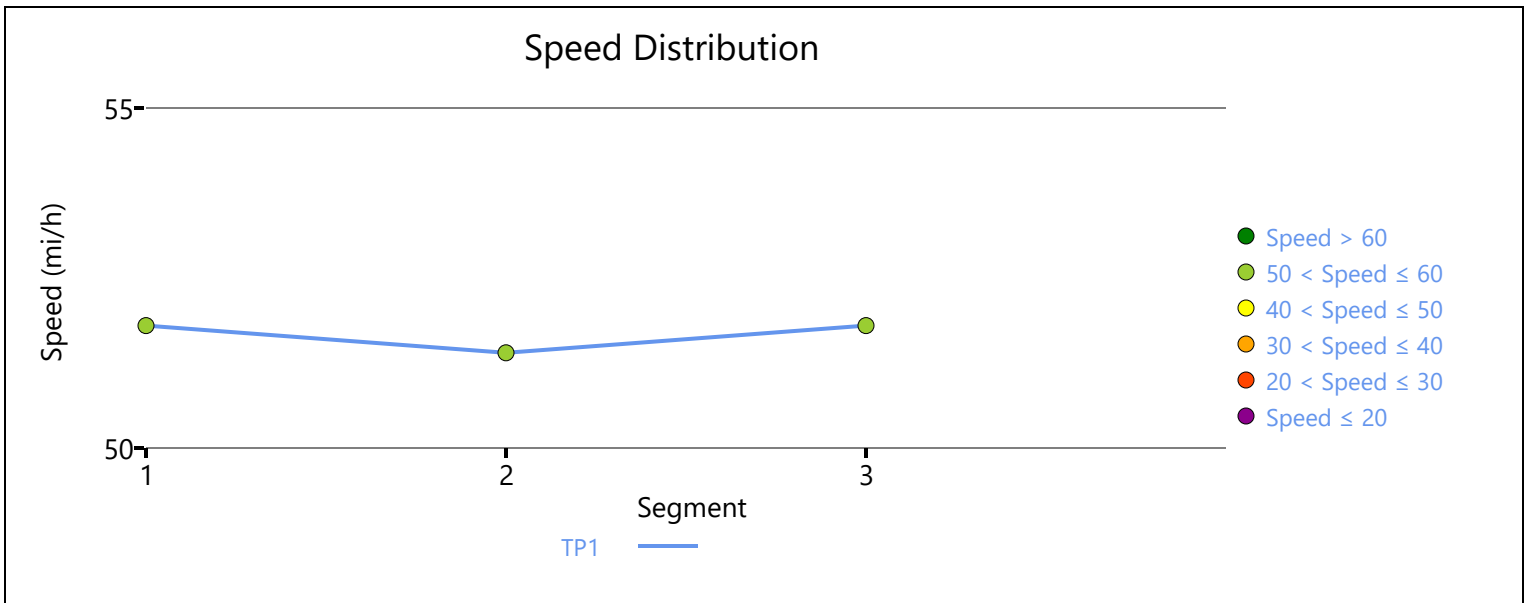
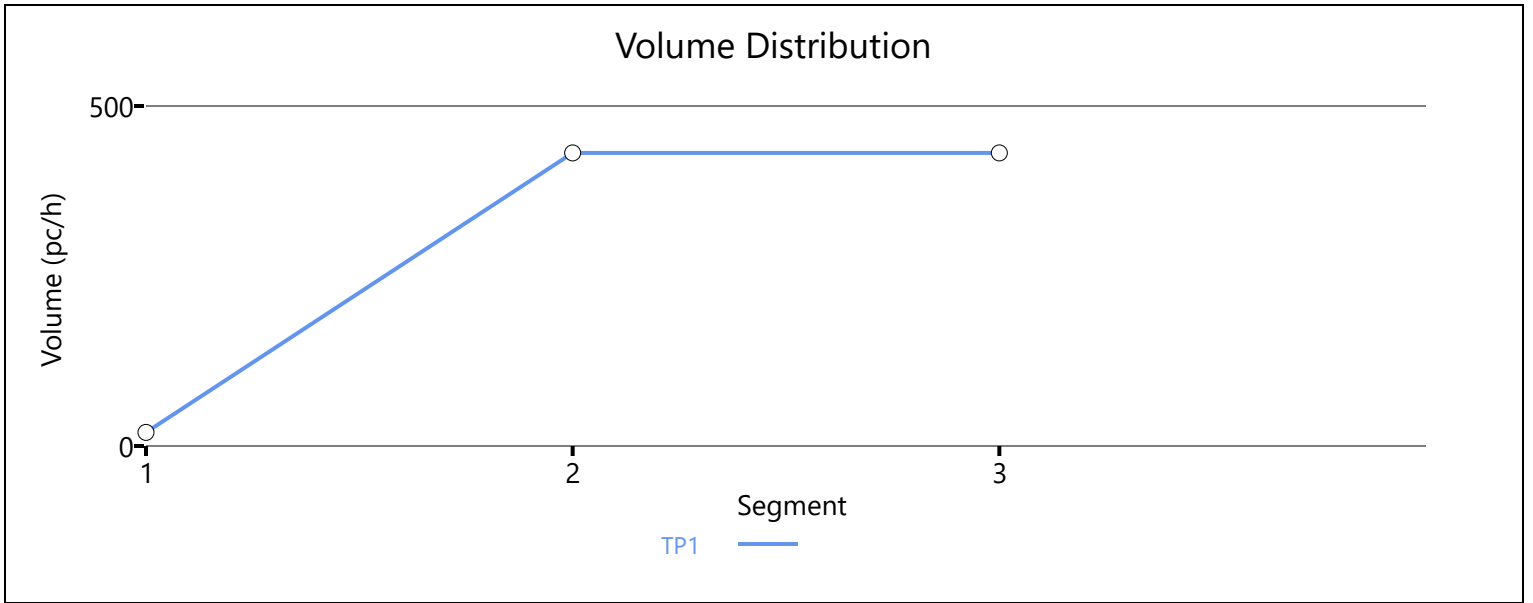
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.7	1.6	1.4	1.20	A

Facility Overall Results

Space Mean Speed, mi/h	51.7	Density, veh/mi/ln	1.4
Average Travel Time, min	1.20	Density, pc/mi/ln	1.6

Messages

Comments



HCS7 Freeway Facilities Report

Project Information

Analyst		Date	1/10/2024
Agency	WSP	Analysis Year	adopted toll structure
Jurisdiction		Time Analyzed	LN
Project Description	NJTP Eastern Spur SB	Units	U.S. Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic		2500	3
2	Diverge	Basic	-	1800	3
3	Basic	Basic		2500	3

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	0.899	431	6654	0.06	51.8	2.8	A

Segment 2: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/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	431	412	6750	4200	0.06	0.10	54.9	55.0	2.6	2.6	A

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	0.706	20	6654	0.00	51.8	0.1	A

Facility Analysis Results

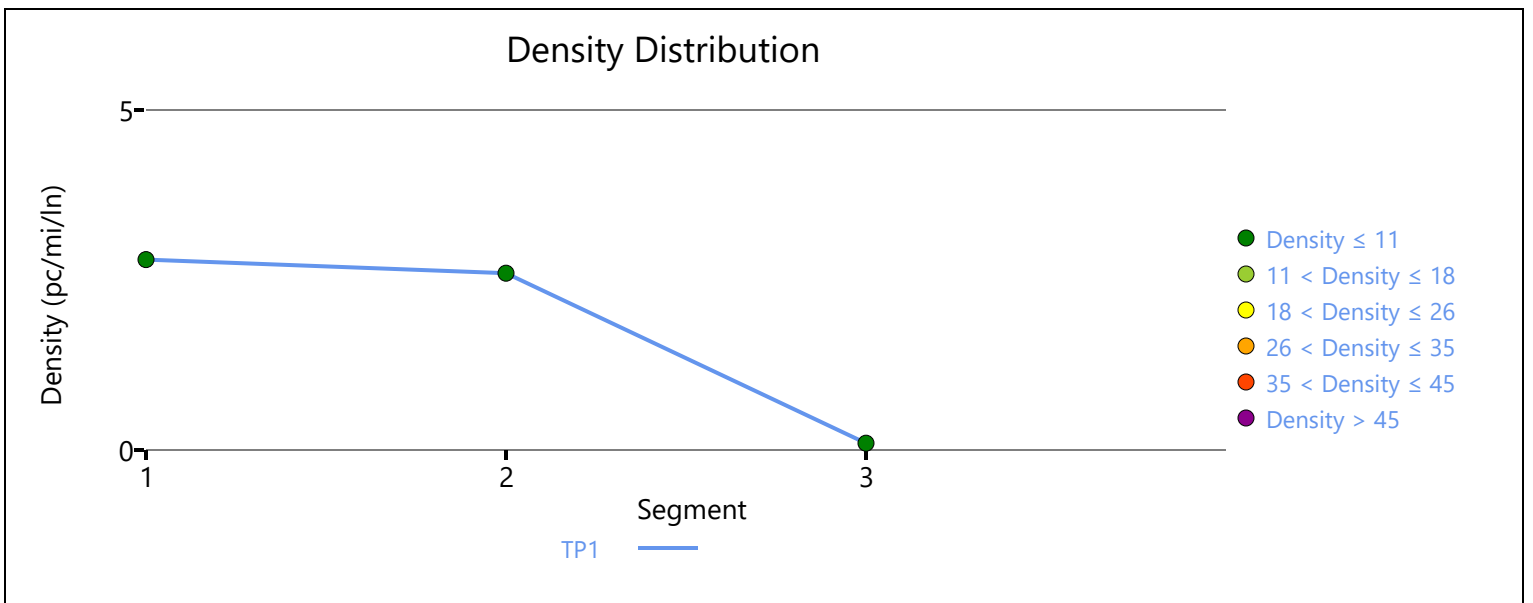
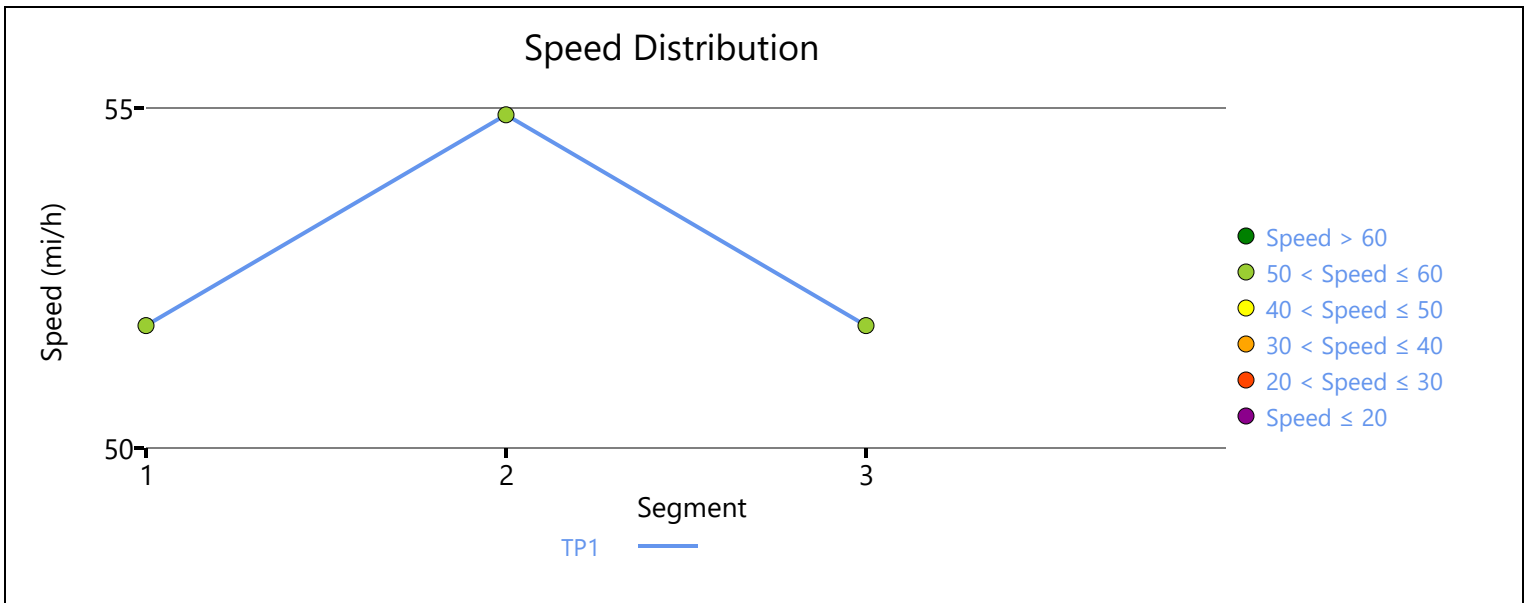
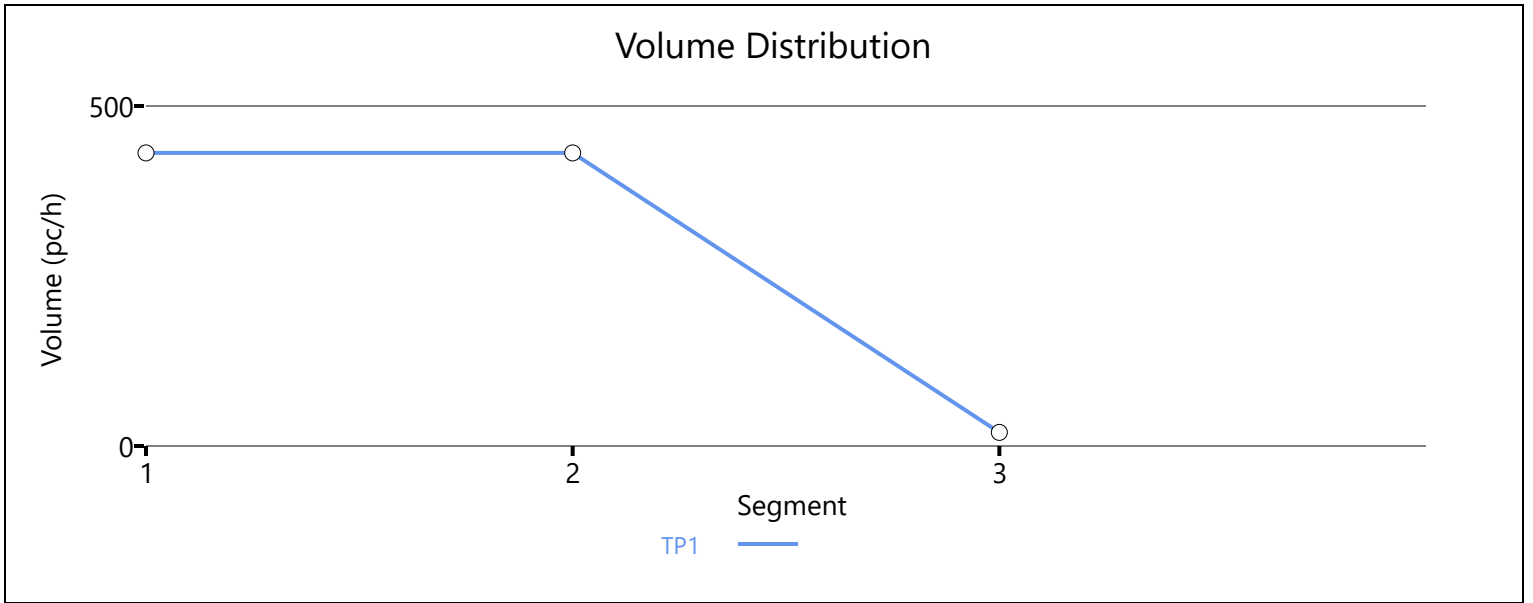
AP	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.0	1.8	1.6	1.50	A

Facility Overall Results

Space Mean Speed, mi/h	53.0	Density, veh/mi/ln	1.6
Average Travel Time, min	1.50	Density, pc/mi/ln	1.8

Messages

WARNING 1	Ramp segment length is longer than 1500 feet for segment 2.
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CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 4C, Transportation: Supporting Documentation for Transit Analyses

2024

4C-1 LINE HAUL SCREENING RESULTS PER SECTOR

Table 4C-1. Projected New Passenger-Trips at Maximum Load Point for Routes Crossing into the Manhattan CBD at the 60th Street Boundary, (2023 AM Peak Period and Hour) with Adopted Toll Structure Added

MODE	FINAL EA (SCENARIO E)		ADOPTED TOLL STRUCTURE	
	Peak Period	Peak Hour	Peak Period	Peak Hour
Subway				
Broadway				
No. 1	892	232	568	148
No. 2	807	210	505	131
No. 3	530	138	259	67
Lexington Avenue				
No. 4	558	145	336	87
No. 5	348	90	321	83
No. 6	870	226	876	228
Eighth Avenue				
A	690	179	402	104
B	387	101	229	60
C	220	57	109	28
D	636	165	432	112
Second Avenue (Q)	603	157	260	68
Commuter Rail (Metro-North Railroad)				
Harlem	722	311	379	163
Hudson	632	272	198	85
New Haven	494	212	1,017	437
Buses				
York Avenue (1 route)	9	2	4	1
Second Avenue (2 routes)	48	12	19	7
Lexington Avenue (4 routes)	38	10	15	5
Fifth Avenue (13 routes)	103	27	36	15
Broadway (4 routes)	29	7	11	4
Columbus Avenue (1 route)	7	2	3	1
West End Avenue (1 route)	8	2	19	7

Source: WSP, Best Practice Model; analysis prepared by WSP and FHI Studio.

Note: MTA NYCT data was used to analyze maximum load points for bus routes as of 2019.

The tolling scenario used to derive this analysis matches the representative tolling scenario in **Table 4C-12**.

Table 4C-2. Projected Incremental Ridership Increases at Maximum Load Point for Routes Crossing into the Manhattan CBD at the 60th Street Boundary (2023 AM Peak Hour) with Adopted Toll Structure Added

MODE	SCHEDULED TRAINS		FINAL EA (SCENARIO E)				ADOPTED TOLL STRUCTURE			
	NEW PASSENGER-TRIPS		NEW PASSENGER-TRIPS		NEW PASSENGER-TRIPS		NEW PASSENGER-TRIPS			
	Trips/Hour	Trips/Hour	Peak Period	Peak Hour	Per Train	Per Car	Peak Period	Peak Hour	Per Train	Per Car
Commuter Rail (Metro-North Railroad)										
New Haven	21	8	494	229	10.12	1.26	1,017	437	20.82	2.60

Source: WSP, Best Practice Model; analysis prepared by WSP and FHI Studio.

Note: The tolling scenario used to derive this analysis matches the representative tolling scenario in **Table 4C-12**.

Table 4C-3. Projected New Passenger-Trips at Maximum Load Point for Routes Crossing into the Manhattan CBD from Queens/Roosevelt Island, (2023 AM Peak Hour) with Adopted Toll Structure Added

MODE	FINAL EA (SCENARIO E)		ADOPTED TOLL STRUCTURE	
	PEAK PERIOD	AM PEAK HOUR	PEAK PERIOD	AM PEAK HOUR
Subway				
60th Street Tunnel (R)	657	171	509	132
60th Street Tunnel				
N	386	100	356	93
W	369	96	348	90
53rd Street Tunnel				
M	1,014	264	772	201
E	876	228	669	174
Steinway Tunnel				
No. 7 (Local)	1,449	377	1,140	296
No. 7 (Express)	600	156	602	157
63rd Street Tunnel (F)	1,073	279	865	225
Commuter Rail (Long Island Rail Road)				
Babylon	808	331	264	108
Far Rockaway	147	60	120	49
Hempstead	127	52	97	40
Long Beach	50	20	67	27
Montauk	18	8	4	1
Oyster Bay	32	13	29	12
Port Jefferson	276	113	105	43
Port Washington	368	151	89	36
Ronkonkoma	232	95	54	22
West Hempstead	0	0	0	0
Buses				
Queens-Midtown Tunnel (33 routes)	94	25	44	11
Ed Koch Queensboro Bridge (3 routes)	41	11	37	13

Source: WSP, Best Practice Model; analysis prepared by WSP and FHI Studio.

Note: The tolling scenario used to derive this analysis matches the representative tolling scenario in Table 4C-15. The projected ridership changes have been rounded to zero (0) for estimates at or below zero, to account for variability/noise in the BPM for lines where existing ridership is already relatively low. MTA NYCT data was used to analyze maximum load points for bus routes as of 2019.

Table 4C-4. Projected New Passenger-Trips at Maximum Load Point for Routes Crossing into the Manhattan CBD from Brooklyn (2023 AM Peak Period and Hour) with Adopted Toll Structure Added

MODE	FINAL EA (SCENARIO E)		ADOPTED TOLL STRUCTURE	
	AM PEAK PERIOD	AM PEAK HOUR	AM PEAK PERIOD	AM PEAK HOUR
Subway				
Clark Street Tunnel				
No. 2	165	43	332	86
No. 3	345	90	285	74
Joralemon Street Tunnel				
No. 4	664	173	613	159
No. 5	588	153	565	147
Cranberry Street Tunnel				
A	859	224	731	190
C	334	87	255	66
Rutgers Street Tunnel (F)	1,033	269	706	184
Canarsie Tunnel (L)	976	254	787	205
Williamsburg Bridge				
J	674	175	582	151
M	502	130	381	99
Manhattan Bridge				
B	616	160	459	119
D	867	226	815	212
N	634	165	610	159
Q	685	178	547	142
Montague Street Tunnel (R)	640	166	561	146
Buses				
Hugh L. Carey Tunnel (6 routes)	45	12	21	5
Williamsburg Bridge (1 route)	0	0	0	0

Source: WSP, Best Practice Model; analysis prepared by WSP and FHI Studio.

Note: MTA NYCT data was used to analyze maximum load points for bus routes as of 2019. The tolling scenario used to derive this analysis matches the representative tolling scenario in Table 4C-18.

Table 4C-5. Projected New Passenger-Trips at Maximum Load Point for Staten Island Express Bus Routes (2023 AM Peak Period and Hour) with Adopted Toll Structure Added

MODE	FINAL EA (SCENARIO E)		ADOPTED TOLL STRUCTURE	
	AM PEAK PERIOD	AM PEAK HOUR	AM PEAK PERIOD	AM PEAK HOUR
Bus				
Staten Island express via Hugh L. Carey Tunnel (16 routes)	447	116	403	105
Staten Island express via Lincoln Tunnel (5 routes)	66	17	37	10

Source: WSP, Best Practice Model; analysis prepared by WSP and FHI Studio.

Note: MTA NYCT data was used to analyze maximum load points for bus routes as of 2019. The tolling scenario used to derive this analysis matches the representative tolling scenario in **Table 4C-21**.

Table 4C-6. Projected New Passenger-Trips at Maximum Load Point for Routes Crossing into the Manhattan CBD from New Jersey/West of Hudson (2023 AM Peak Period and Peak Hour) with Adopted Toll Structure Added

MODE	FINAL EA (SCENARIO E)		ADOPTED TOLL STRUCTURE	
	AM PEAK PERIOD	AM PEAK HOUR	AM PEAK PERIOD	AM PEAK HOUR
Subway				
PATH (33rd Street)				
Hoboken Line	898	234	513	133
Journal Square Line	657	171	463	120
PATH (World Trade Center)				
Hoboken Line	605	157	327	85
Newark Line	596	155	468	122
Commuter Rail (NJ TRANSIT)*				
Montclair-Boonton Line	305	125	256	110
Morris & Essex Line	273	112	215	92
Northeast Corridor Line	420	172	136	59
North Jersey Coast Line	309	127	102	44
Buses				
Lincoln Tunnel (104 routes)	1,462	380	804	209
Holland Tunnel (13 routes)	91	24	126	33

Source: WSP, Best Practice Model; analysis prepared by WSP and FHI Studio.

Note: The tolling scenario used to derive this analysis matches the representative tolling scenario in **Table 4C-23**.

* Metro-North west-of-Hudson commuter trains (Port Jervis, Pascack Valley) transfer at Secaucus Junction to enter the Manhattan CBD and are therefore incorporated into NJ TRANSIT incremental passenger-trips

4C-2 LEVEL OF SERVICE TABLES – NEW YORK CITY

NOTE: Tables are arranged in alphabetical order by station.

Table 4C-7. Final EA (Scenario E): Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Stair Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
QBL M3/S3	Street stair at southeast corner of 21st Street and 44th Drive	5.00	4.00	300	207	94	65	90%	90%	80%	0.34	A
QBL M4/S4	Street stair at northeast corner of 21st Street and 44th Drive	5.00	4.00	481	305	150	95	90%	90%	80%	0.53	B
QBL O6/O7	Street stair at southeast corner of 23rd Street and 44th Drive	10.00	8.50	540	313	169	98	90%	90%	80%	0.27	A
XTN M1/S1	Street stair at northeast corner of Jackson Avenue and Pearson Street	5.00	4.00	52	45	16	14	90%	90%	80%	0.07	A
XTN M3/S3	Street stair at southwest corner of Jackson Avenue and Court Square	5.50	4.50	241	537	75	168	90%	90%	80%	0.48	B
XTN O1/O2	Street stair at northeast corner of Jackson Avenue and 45th Avenue	9.00	7.75	225	294	70	92	90%	90%	80%	0.18	A
O3/O4	Stair in Citicorp Building/One Court Square	9.00	7.75	13	30	4	9	90%	90%	80%	0.02	A
FLU M1/S1	Street stair at southeast corner of Jackson Avenue and 23rd Street	8.00	6.75	162	110	51	34	90%	90%	80%	0.11	A
FLU M2/S2	Street stair at northwest corner of 23rd Street and 45th Road	5.00	4.00	222	151	69	47	90%	90%	80%	0.25	A
QBL P1	Connecting stair between N308 paid zone and Queens-bound E/M platform	14.00	12.75	668	1,288	209	403	90%	80%	75%	0.46	B
QBL P2	Connecting stair between N308 paid zone and Manhattan-bound E/M platform	14.00	12.75	4,343	1,597	1,357	499	90%	80%	75%	1.37	E
QBL P3	Connecting stair between N307 paid zone and Queens-bound E/M platform	11.00	9.75	60	245	19	77	90%	80%	75%	0.10	A
QBL P4	Connecting stair between N307 paid zone and Manhattan-bound E/M platform	11.00	9.75	738	264	231	83	90%	80%	75%	0.30	A
FLU P1/P3	Connecting stair between R508 paid zone and Queens-bound 7 platform	8.00	6.75	732	918	229	287	90%	80%	75%	0.73	C
FLU P2/P4	Connecting stair between R508 paid zone and Manhattan-bound 7 platform	7.50	6.25	1767	2188	552	684	90%	80%	75%	1.90	F+
O3/O4/O5	Connecting stair between 7 train mezzanine and G train mezzanine	7.00	6.00	208	880	65	275	90%	80%	80%	0.52	B
XTN P1	Connecting stair between N400C paid zone and G train platform	8.75	7.50	1,434	335	448	105	90%	80%	75%	0.69	B
XTN P2	Connecting stair between N400 paid zone and G train platform	9.25	8.00	710	1,145	222	358	90%	80%	75%	0.70	B
XTN P3	Connecting stair between N400 paid zone and G train platform	9.25	8.00	657	1,910	205	597	90%	80%	75%	0.97	C
XTN P5	Connecting stair between N400B paid zone and G train platform	7.00	6.00	10	604	3	189	100%	80%	75%	0.28	A
XTN P6	Connecting stair between N400B paid zone and G train platform	9.25	8.00	57	945	18	295	90%	80%	75%	0.39	A
XTN P7	Connecting stair between N400C paid zone and G train platform	9.25	8.00	160	1,006	50	314	90%	80%	75%	0.45	A
QBL M1	Connecting stair between E/M platforms and N308 paid zone	13.00	11.75	4,343	1,597	1,357	499	90%	80%	80%	1.46	E

NOTE: + denotes a significant adverse effect

Table 4C-8. Final EA (Scenario E): Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Escalator Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E265	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	157	0	49	0	750	0.07	A
E266	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	0	324	0	101	750	0.15	A
E461X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	0	1,703	0	532	1,050	0.56	B
E462X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	2,253	0	704	0	1,050	0.74	C

Table 4C-9. Final EA (Scenario E): Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Fare Array Area Analysis (AM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
21st Street and 44th Drive - northeast corner (N307)											
Two-Way Turnstiles	4	1,680	2,580	781	307	244	96	90%	80%	0.21	A
21st Street and 44th Drive – southeast corner (N307A)											
High Exit Only Turnstile	2	0	1,110	0	208	0	65	100%	80%	0.07	A
23rd Street and 44th Road – northeast corner (N308)											
Two-Way Turnstiles	4	1,680	2,580	540	313	169	98	90%	75%	0.17	A
Jackson Avenue and Pearson Street – northeast corner (N400C)											
HEET	2	510	1,080	52	45	16	14	90%	80%	0.05	A
Jackson Avenue and Court Square – southwest corner (N400)											
Two-Way Turnstiles	3	1,260	1,935	241	537	75	168	90%	80%	0.19	A
Jackson Avenue and 45th Avenue – northeast corner (N400B)											
Two-Way Turnstiles	3	1,260	1,935	225	294	70	92	90%	80%	0.13	A
Citicorp Building/One Court Square (N400A)											
Two-Way Turnstiles	7	2,940	4,515	170	354	53	111	90%	80%	0.05	A
Jackson Avenue and 23rd Street – southeast corner (R508)											
Two-Way Turnstiles	6	2,520	3,870	384	261	120	82	90%	80%	0.08	A

Table 4C-10. Final EA (Scenario E): Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Stair Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
QBL M3/S3	Street stair at southeast corner of 21st Street and 44th Drive	5.00	4.00	182	373	57	117	90%	90%	80%	0.39	A
QBL M4/S4	Street stair at northeast corner of 21st Street and 44th Drive	5.00	4.00	442	167	138	52	90%	90%	80%	0.40	A
QBL O6/O7	Street stair at southeast corner of 23rd Street and 44th Drive	10.00	8.50	383	220	120	69	90%	90%	80%	0.19	A
XTN M1/S1	Street stair at northeast corner of Jackson Avenue and Pearson Street	5.00	4.00	52	40	16	13	90%	90%	80%	0.06	A
XTN M3/S3	Street stair at southwest corner of Jackson Avenue and Court Square	5.50	4.50	446	266	139	83	90%	90%	80%	0.43	A
XTN O1/O2	Street stair at northeast corner of Jackson Avenue and 45th Avenue	9.00	7.75	339	110	106	34	90%	90%	80%	0.15	A
O3/O4	Stair in Citicorp Building/One Court Square	9.00	7.75	96	280	30	88	90%	90%	80%	0.14	A
FLU M1/S1	Street stair at southeast corner of Jackson Avenue and 23rd Street	8.00	6.75	398	148	124	46	90%	90%	80%	0.21	A
FLU M2/S2	Street stair at northwest corner of 23rd Street and 45th Road	5.00	4.00	358	170	112	53	90%	90%	80%	0.35	A
QBL P1	Connecting stair between N308 paid zone and Queens-bound E/M platform	14.00	12.75	1,357	1,826	424	571	90%	80%	75%	0.75	C
QBL P2	Connecting stair between N308 paid zone and Manhattan-bound E/M platform	14.00	12.75	1,811	639	566	200	90%	80%	75%	0.57	B
QBL P3	Connecting stair between N307 paid zone and Queens-bound E/M platform	11.00	9.75	215	434	67	136	90%	80%	75%	0.20	A
QBL P4	Connecting stair between N307 paid zone and Manhattan-bound E/M platform	11.00	9.75	414	144	129	45	90%	80%	75%	0.17	A
FLU P1/P3	Connecting stair between R508 paid zone and Queens-bound 7 platform	8.00	6.75	1,865	1,204	583	376	90%	80%	75%	1.35	E
FLU P2/P4	Connecting stair between R508 paid zone and Manhattan-bound 7 platform	7.50	6.25	848	948	265	296	90%	80%	75%	0.86	C
O3/O4/O5	Connecting stair between 7 train mezzanine and G train mezzanine	7.00	6.00	123	459	38	143	90%	80%	80%	0.28	A
XTN P1	Connecting stair between N400C paid zone and G train platform	8.75	7.50	2,415	199	755	62	90%	80%	75%	1.01	D
XTN P2	Connecting stair between N400 paid zone and G train platform	9.25	8.00	1,188	691	371	216	90%	80%	75%	0.70	B
XTN P3	Connecting stair between N400 paid zone and G train platform	9.25	8.00	1,100	1,152	344	360	90%	80%	75%	0.84	C
XTN P5	Connecting stair between N400B paid zone and G train platform	7.00	6.00	17	363	5	113	100%	80%	75%	0.17	A
XTN P6	Connecting stair between N400B paid zone and G train platform	9.25	8.00	96	569	30	178	90%	80%	75%	0.25	A
XTN P7	Connecting stair between N400C paid zone and G train platform	9.25	8.00	268	596	84	186	90%	80%	75%	0.33	A
QBL M1	Connecting stair between E/M platforms and N308 paid zone	13.00	11.75	1,811	639	566	200	90%	80%	80%	0.60	B

Table 4C-11. Final EA (Scenario E): Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Escalator Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E265	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	239	0	75	0	750	0.11	A
E266	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	0	209	0	65	750	0.10	A
E461X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	0	1,824	0	570	1,050	0.60	B
E462X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	1,922	0	601	0	1,050	0.64	B

Table 4C-12. Final EA (Scenario E): Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Fare Array Area Analysis (PM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
21st Street and 44th Drive - northeast corner (N307)											
Two-Way Turnstiles	4	1,680	2,580	624	176	195	55	90%	80%	0.16	A
21st Street and 44th Drive – southeast corner (N307A)											
High Exit Only Turnstile	2	0	1,110	0	394	0	123	100%	80%	0.14	A
23rd Street and 44th Road – northeast corner (N308)											
Two-Way Turnstiles	4	1,680	2,580	383	220	120	69	90%	75%	0.12	A
Jackson Avenue and Pearson Street – northeast corner (N400C)											
HEET	2	510	1,080	52	40	16	13	90%	80%	0.05	A
Jackson Avenue and Court Square – southwest corner (N400)											
Two-Way Turnstiles	3	1,260	1,935	446	288	139	90	90%	80%	0.19	A
Jackson Avenue and 45th Avenue – northeast corner (N400B)											
Two-Way Turnstiles	3	1,260	1,935	339	110	106	34	90%	80%	0.12	A
Citicorp Building/One Court Square (N400A)											
Two-Way Turnstiles	7	2,940	4,515	334	489	104	153	90%	80%	0.09	A
Jackson Avenue and 23rd Street – southeast corner (R508)											
Two-Way Turnstiles	6	2,520	3,870	756	318	236	99	90%	80%	0.14	A

Table 4C-13. Adopted Toll Structure: Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Stair Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
QBL M3/S3	Street stair at southeast corner of 21st Street and 44th Drive	5.00	4.00	298	208	93	65	90%	90%	80%	0.34	A
QBL M4/S4	Street stair at northeast corner of 21st Street and 44th Drive	5.00	4.00	478	306	149	96	90%	90%	80%	0.53	B
QBL O6/O7	Street stair at southeast corner of 23rd Street and 44th Drive	10.00	8.50	538	314	168	98	90%	90%	80%	0.27	A
XTN M1/S1	Street stair at northeast corner of Jackson Avenue and Pearson Street	5.00	4.00	52	46	16	14	90%	90%	80%	0.07	A
XTN M3/S3	Street stair at southwest corner of Jackson Avenue and Court Square	5.50	4.50	240	540	75	169	90%	90%	80%	0.48	B
XTN O1/O2	Street stair at northeast corner of Jackson Avenue and 45th Avenue	9.00	7.75	224	296	70	93	90%	90%	80%	0.19	A
O3/O4	Stair in Citicorp Building/One Court Square	9.00	7.75	13	30	4	9	90%	90%	80%	0.02	A
FLU M1/S1	Street stair at southeast corner of Jackson Avenue and 23rd Street	8.00	6.75	161	110	50	34	90%	90%	80%	0.11	A
FLU M2/S2	Street stair at northwest corner of 23rd Street and 45th Road	5.00	4.00	221	152	69	48	90%	90%	80%	0.25	A
QBL P1	Connecting stair between N308 paid zone and Queens-bound E/M platform	14.00	12.75	663	1294	207	404	90%	80%	75%	0.46	B
QBL P2	Connecting stair between N308 paid zone and Manhattan-bound E/M platform	14.00	12.75	4328	1598	1,353	499	90%	80%	75%	1.37	E
QBL P3	Connecting stair between N307 paid zone and Queens-bound E/M platform	11.00	9.75	60	248	19	78	90%	80%	75%	0.10	A
QBL P4	Connecting stair between N307 paid zone and Manhattan-bound E/M platform	11.00	9.75	734	263	229	82	90%	80%	75%	0.30	A
FLU P1/P3	Connecting stair between R508 paid zone and Queens-bound 7 platform	8.00	6.75	730	914	228	286	90%	80%	75%	0.73	C
FLU P2/P4	Connecting stair between R508 paid zone and Manhattan-bound 7 platform	7.50	6.25	1753	2194	548	686	90%	80%	75%	1.90	F+
O3/O4/O5	Connecting stair between 7 train mezzanine and G train mezzanine	7.00	6.00	208	876	65	274	90%	80%	80%	0.52	B
XTN P1	Connecting stair between N400C paid zone and G train platform	8.75	7.50	1450	334	453	104	90%	80%	75%	0.70	B
XTN P2	Connecting stair between N400 paid zone and G train platform	9.25	8.00	714	1144	223	358	90%	80%	75%	0.70	C
XTN P3	Connecting stair between N400 paid zone and G train platform	9.25	8.00	661	1909	207	597	90%	80%	75%	0.98	C
XTN P5	Connecting stair between N400B paid zone and G train platform	7.00	6.00	10	604	3	189	100%	80%	75%	0.28	A
XTN P6	Connecting stair between N400B paid zone and G train platform	9.25	8.00	58	944	18	295	90%	80%	75%	0.39	A
XTN P7	Connecting stair between N400C paid zone and G train platform	9.25	8.00	162	1004	51	314	90%	80%	75%	0.45	A
QBL M1	Connecting stair between E/M platforms and N308 paid zone	13.00	11.75	4328	1598	1,353	499	90%	80%	80%	1.46	E

NOTE: + denotes a significant adverse effect

Table 4C-14. Adopted Toll Structure: Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Escalator Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E265	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	157	0	49	0	750	0.07	A
E266	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	0	325	0	102	750	0.15	A
E461X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	0	1694	0	529	1,050	0.56	B
E462X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	2254	0	704	0	1,050	0.74	C

Table 4C-15. Adopted Toll Structure Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Fare Array Area Analysis (AM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
21st Street and 44th Drive - northeast corner (N307)											
Two-Way Turnstiles	4	1,680	2,580	777	308	243	96	0.90	0.80	0.21	A
21st Street and 44th Drive – southeast corner (N307A)											
High Exit Only Turnstile	2	0	1,110	0	209	0	65	1.00	0.80	0.07	A
23rd Street and 44th Road – northeast corner (N308)											
Two-Way Turnstiles	4	1,680	2,580	538	314	168	98	0.90	0.75	0.17	A
Jackson Avenue and Pearson Street – northeast corner (N400C)											
HEET	2	510	1,080	52	46	16	14	0.90	0.80	0.05	A
Jackson Avenue and Court Square – southwest corner (N400)											
Two-Way Turnstiles	3	1,260	1,935	240	540	75	169	0.90	0.80	0.19	A
Jackson Avenue and 45th Avenue – northeast corner (N400B)											
Two-Way Turnstiles	3	1,260	1,935	224	296	70	93	0.90	0.80	0.13	A
Citicorp Building/One Court Square (N400A)											
Two-Way Turnstiles	7	2,940	4,515	169	355	53	111	0.90	0.80	0.05	A
Jackson Avenue and 23rd Street – southeast corner (R508)											
Two-Way Turnstiles	6	2,520	3,870	382	262	119	82	0.90	0.80	0.08	A

Table 4C-16. Adopted Toll Structure: Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Stair Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
QBL M3/S3	Street stair at southeast corner of 21st Street and 44th Drive	5.00	4.00	183	372	57	116	90%	90%	80%	0.39	A
QBL M4/S4	Street stair at northeast corner of 21st Street and 44th Drive	5.00	4.00	444	167	139	52	90%	90%	80%	0.41	A
QBL O6/O7	Street stair at southeast corner of 23rd Street and 44th Drive	10.00	8.50	384	218	120	68	90%	90%	80%	0.19	A
XTN M1/S1	Street stair at northeast corner of Jackson Avenue and Pearson Street	5.00	4.00	53	40	17	13	90%	90%	80%	0.07	A
XTN M3/S3	Street stair at southwest corner of Jackson Avenue and Court Square	5.50	4.50	448	266	140	83	90%	90%	80%	0.43	A
XTN O1/O2	Street stair at northeast corner of Jackson Avenue and 45th Avenue	9.00	7.75	341	110	107	34	90%	90%	80%	0.15	A
O3/O4	Stair in Citicorp Building/One Court Square	9.00	7.75	96	278	30	87	90%	90%	80%	0.14	A
FLU M1/S1	Street stair at southeast corner of Jackson Avenue and 23rd Street	8.00	6.75	399	147	125	46	90%	90%	80%	0.22	A
FLU M2/S2	Street stair at northwest corner of 23rd Street and 45th Road	5.00	4.00	360	169	113	53	90%	90%	80%	0.36	A
QBL P1	Connecting stair between N308 paid zone and Queens-bound E/M platform	14.00	12.75	1321	1868	413	584	90%	80%	75%	0.75	C
QBL P2	Connecting stair between N308 paid zone and Manhattan-bound E/M platform	14.00	12.75	1734	647	542	202	90%	80%	75%	0.55	B
QBL P3	Connecting stair between N307 paid zone and Queens-bound E/M platform	11.00	9.75	216	449	68	140	90%	80%	75%	0.21	A
QBL P4	Connecting stair between N307 paid zone and Manhattan-bound E/M platform	11.00	9.75	417	124	130	39	90%	80%	75%	0.16	A
FLU P1/P3	Connecting stair between R508 paid zone and Queens-bound 7 platform	8.00	6.75	1864	1155	583	361	90%	80%	75%	1.33	D
FLU P2/P4	Connecting stair between R508 paid zone and Manhattan-bound 7 platform	7.50	6.25	839	896	262	280	90%	80%	75%	0.83	C
O3/O4/O5	Connecting stair between 7 train mezzanine and G train mezzanine	7.00	6.00	115	455	36	142	90%	80%	80%	0.27	A
XTN P1	Connecting stair between N400C paid zone and G train platform	8.75	7.50	2430	199	759	62	90%	80%	75%	1.02	D
XTN P2	Connecting stair between N400 paid zone and G train platform	9.25	8.00	1194	677	373	212	90%	80%	75%	0.69	B
XTN P3	Connecting stair between N400 paid zone and G train platform	9.25	8.00	1105	1129	345	353	90%	80%	75%	0.84	C
XTN P5	Connecting stair between N400B paid zone and G train platform	7.00	6.00	17	356	5	111	100%	80%	75%	0.17	A
XTN P6	Connecting stair between N400B paid zone and G train platform	9.25	8.00	97	558	30	174	90%	80%	75%	0.25	A
XTN P7	Connecting stair between N400C paid zone and G train platform	9.25	8.00	270	595	84	186	90%	80%	75%	0.33	A
QBL M1	Connecting stair between E/M platforms and N308 paid zone	13.00	11.75	1734	647	542	202	90%	80%	80%	0.59	B

Table 4C-17. Adopted Toll Structure: Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Escalator Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E265	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	240	0	75	0	750	0.11	A
E266	Exiting Escalator below Citicorp Building/One Court Square	1	32	90%	0	207	0	65	750	0.10	A
E461X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	0	1816	0	568	1,050	0.60	B
E462X	Connecting escalator between 7 train mezzanine and G train mezzanine	1	40	90%	1831	0	572	0	1,050	0.61	B

Table 4C-18. Adopted Toll Structure: Court Square-23rd Street Station (E, M, G, and No. 7 lines) – Fare Array Area Analysis (PM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
21st Street and 44th Drive - northeast corner (N307)											
Two-Way Turnstiles	4	1,680	2,580	627	175	196	55	0.90	0.80	0.16	A
21st Street and 44th Drive – southeast corner (N307A)											
High Exit Only Turnstile	2	0	1,110	0	391	0	122	1.00	0.80	0.14	A
23rd Street and 44th Road – northeast corner (N308)											
Two-Way Turnstiles	4	1,680	2,580	384	218	120	68	0.90	0.75	0.12	A
Jackson Avenue and Pearson Street – northeast corner (N400C)											
HEET	2	510	1,080	53	40	17	13	0.90	0.80	0.05	A
Jackson Avenue and Court Square – southwest corner (N400)											
Two-Way Turnstiles	3	1,260	1,935	448	286	140	89	0.90	0.80	0.19	A
Jackson Avenue and 45th Avenue – northeast corner (N400B)											
Two-Way Turnstiles	3	1,260	1,935	341	110	107	34	0.90	0.80	0.12	A
Citicorp Building/One Court Square (N400A)											
Two-Way Turnstiles	7	2,940	4,515	336	486	105	152	0.90	0.80	0.09	A
Jackson Avenue and 23rd Street – southeast corner (R508)											
Two-Way Turnstiles	6	2,520	3,870	759	316	237	99	0.90	0.80	0.14	A

Table 4C-19. Final EA (Scenario E): Main Street- Flushing Station (No. 7 line) – Stair Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
S6/M6	Street stair at northwest corner of Roosevelt Avenue and Main Street	6.00	5.00	2225	692	695	216	90%	90%	80%	1.54	E
S4/M4	Street stair at northeast corner of Roosevelt Avenue and Main Street	5.00	4.00	1,241	442	388	138	90%	100%	80%	1.04	D
S7/M7	Street stair at southwest corner of Roosevelt Avenue and Main Street	5.00	4.00	817	805	255	252	90%	80%	80%	1.17	D
S3	Street stair at southeast corner of Roosevelt Avenue and Main Street	5.00	4.00	143	88	45	28	90%	100%	80%	0.15	A
S5	Street stair at southeast corner of Roosevelt Avenue and Main Street	4.80	3.80	1,977	355	618	111	90%	80%	80%	1.78	F
M3/M5	Street stair at southeast corner of Roosevelt Avenue and Main Street	11.50	10.25	2,119	442	662	138	90%	90%	80%	0.66	B
M11	Street stair on south side of Roosevelt Avenue between Main Street and Union Street	10.00	8.75	562	8	176	3	100%	80%	75%	0.17	A
P11	Connecting stair between platform and R533 paid zone west	4.25	3.25	2,423	442	757	138	90%	80%	75%	2.58	F
P12	Connecting stair between platform and R533 paid zone west	4.25	3.25	532	264	166	83	90%	80%	75%	0.73	C
P15	Connecting stair between platform and R533 paid zone west	4.25	3.25	1,113	294	348	92	90%	80%	75%	1.27	D
P16	Connecting stair between platform and R533 paid zone west	4.25	3.25	82	191	26	60	90%	80%	75%	0.26	A
P3	Connecting stair between platform and R533 paid zone east	4.25	3.25	146	315	46	98	90%	80%	75%	0.43	A
P4	Connecting stair between platform and R533 paid zone east	4.25	3.25	24	194	8	61	90%	80%	75%	0.21	A
P5/P7	Connecting stair between platform and R533 paid zone east	4.25	3.25	1,902	424	594	133	90%	80%	75%	2.10	F
P6/P8	Connecting stair between platform and R533 paid zone east	4.25	3.25	207	256	65	80	90%	80%	75%	0.43	A

Table 4C-20. Final EA (Scenario E): Main Street- Flushing Station (No. 7 line) – Escalator Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E455	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	899	0	281	1,050	0.36	A
E456	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	3,040	0	950	0	1,050	1.21	D+
E457	Street escalator at south side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	393	0	123	1,050	0.16	A

NOTE: + denotes a significant adverse effect

Table 4C-21. Final EA (Scenario E): Main Street- Flushing Station (No. 7 line) – Fare Array Area Analysis (AM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
Main Street and Roosevelt Avenue (R533-West)											
Two-Way Turnstiles	8	3,360	5,160	4,149	1,191	1,297	372	90%	80%	0.53	B
Main Street and Roosevelt Avenue (R533-East)											
Two-Way Turnstiles	8	3,360	5,160	2,254	1,189	704	372	90%	80%	0.33	A
Roosevelt Avenue between Main Street and Union Street (R534)											
Two-Way Turnstiles	9	3,780	5,805	3,603	1,301	1,126	407	90%	75%	0.43	A

Table 4C-22. Final EA (Scenario E): Main Street- Flushing Station (No. 7 line) – Stair Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
S6/M6	Street stair at northwest corner of Roosevelt Avenue and Main Street	6.00	5.00	820	1,507	256	471	90%	90%	80%	1.29	D
S4/M4	Street stair at northeast corner of Roosevelt Avenue and Main Street	5.00	4.00	615	891	192	278	90%	100%	80%	1.00	C
S7/M7	Street stair at southwest corner of Roosevelt Avenue and Main Street	5.00	4.00	497	1,495	155	467	90%	80%	80%	1.44	E
S3	Street stair at southeast corner of Roosevelt Avenue and Main Street	5.00	4.00	249	613	78	192	90%	100%	80%	0.59	B
S5	Street stair at southeast corner of Roosevelt Avenue and Main Street	4.80	3.80	592	1,273	185	398	90%	80%	80%	1.42	E
M3/M5	Street stair at southeast corner of Roosevelt Avenue and Main Street	11.50	10.25	841	1,886	263	589	90%	90%	80%	0.74	C
M11	Street stair on south side of Roosevelt Avenue between Main Street and Union Street	10.00	8.75	73	69	23	22	90%	80%	75%	0.05	A
P11	Connecting stair between platform and R533 paid zone west	4.25	3.25	476	619	149	193	90%	80%	75%	1.01	D
P12	Connecting stair between platform and R533 paid zone west	4.25	3.25	1,085	984	339	308	90%	80%	75%	1.90	F
P15	Connecting stair between platform and R533 paid zone west	4.25	3.25	39	680	12	213	100%	80%	75%	0.61	B
P16	Connecting stair between platform and R533 paid zone west	4.25	3.25	124	867	39	271	90%	80%	75%	0.93	C
P3	Connecting stair between platform and R533 paid zone east	4.25	3.25	35	525	11	164	90%	80%	75%	0.53	B
P4	Connecting stair between platform and R533 paid zone east	4.25	3.25	25	809	8	253	100%	80%	75%	0.71	C
P5/P7	Connecting stair between platform and R533 paid zone east	4.25	3.25	348	538	109	168	90%	80%	75%	0.82	C
P6/P8	Connecting stair between platform and R533 paid zone east	4.25	3.25	633	756	198	236	90%	80%	75%	1.28	D

Table 4C-23. Final EA (Scenario E): Main Street- Flushing Station (No. 7 line) – Escalator Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E455	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	1,362	0	426	1,050	0.54	B
E456	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	706	0	221	0	1,050	0.28	A
E457	Street escalator at south side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	1,562	0	488	1,050	0.62	B

Table 4C-24. Final EA (Scenario E): Main Street- Flushing Station (No. 7 line) – Fare Array Area Analysis (PM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
Main Street and Roosevelt Avenue (R533-West)											
Two-Way Turnstiles	8	3,360	5,160	1,724	3,150	539	984	90%	80%	0.44	A
Main Street and Roosevelt Avenue (R533-East)											
Two-Way Turnstiles	8	3,360	5,160	1,048	2,629	328	822	90%	80%	0.33	A
Roosevelt Avenue between Main Street and Union Street (R534)											
Two-Way Turnstiles	9	3,780	5,805	778	2,993	243	935	90%	75%	0.31	A

Table 4C-25. Adopted Toll Structure: Main Street- Flushing Station (No. 7 line) – Stair Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
S6/M6	Street stair at northwest corner of Roosevelt Avenue and Main Street	6.00	5.00	2228	694	696	217	90%	90%	80%	1.55	E
S4/M4	Street stair at northeast corner of Roosevelt Avenue and Main Street	5.00	4.00	1,243	444	388	139	90%	100%	80%	1.04	D
S7/M7	Street stair at southwest corner of Roosevelt Avenue and Main Street	5.00	4.00	818	807	256	252	90%	80%	80%	1.18	D
S3	Street stair at southeast corner of Roosevelt Avenue and Main Street	5.00	4.00	143	88	45	28	90%	100%	80%	0.15	A
S5	Street stair at southeast corner of Roosevelt Avenue and Main Street	4.80	3.80	1,980	355	619	111	90%	80%	80%	1.78	F
M3/M5	Street stair at southeast corner of Roosevelt Avenue and Main Street	11.50	10.25	2,122	444	663	139	90%	90%	80%	0.66	B
M11	Street stair on south side of Roosevelt Avenue between Main Street and Union Street	10.00	8.75	563	8	176	3	100%	80%	75%	0.17	A
P11	Connecting stair between platform and R533 paid zone west	4.25	3.25	2,426	444	758	139	90%	80%	75%	2.58	F
P12	Connecting stair between platform and R533 paid zone west	4.25	3.25	533	264	167	83	90%	80%	75%	0.73	C
P15	Connecting stair between platform and R533 paid zone west	4.25	3.25	1,114	295	348	92	90%	80%	75%	1.27	D
P16	Connecting stair between platform and R533 paid zone west	4.25	3.25	82	192	26	60	90%	80%	75%	0.26	A
P3	Connecting stair between platform and R533 paid zone east	4.25	3.25	147	316	46	99	90%	80%	75%	0.43	A
P4	Connecting stair between platform and R533 paid zone east	4.25	3.25	24	195	8	61	90%	80%	75%	0.21	A
P5/P7	Connecting stair between platform and R533 paid zone east	4.25	3.25	1,906	425	596	133	90%	80%	75%	2.10	F
P6/P8	Connecting stair between platform and R533 paid zone east	4.25	3.25	208	257	65	80	90%	80%	75%	0.43	A

Table 4C-26. Adopted Toll Structure: Main Street- Flushing Station (No. 7 line) – Escalator Analysis (AM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E455	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	901	0	282	1,050	0.36	A
E456	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	3045	0	952	0	1,050	1.21	D+
E457	Street escalator at south side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	394	0	123	1,050	0.16	A

NOTE: + denotes a significant adverse effect

Table 4C-27. Adopted Toll Structure: Main Street- Flushing Station (No. 7 line) – Fare Array Area Analysis (AM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
Main Street and Roosevelt Avenue (R533-West)											
Two-Way Turnstiles	8	3,360	5,160	4,155	1,194	1,298	373	0.90	0.80	0.53	B
Main Street and Roosevelt Avenue (R533-East)											
Two-Way Turnstiles	8	3,360	5,160	2,257	1,192	705	373	0.90	0.80	0.33	A
Roosevelt Avenue between Main Street and Union Street (R534)											
Two-Way Turnstiles	9	3,780	5,805	3,608	1,304	1,128	408	0.90	0.75	0.44	A

Table 4C-28. Adopted Toll Structure: Main Street- Flushing Station (No. 7 line) – Stair Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	ACTUAL WIDTH (FT)	EFFECTIVE WIDTH (FT)	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR		V/C RATIO	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
S6/M6	Street stair at northwest corner of Roosevelt Avenue and Main Street	6.00	5.00	823	1,510	257	472	90%	90%	80%	1.30	D
S4/M4	Street stair at northeast corner of Roosevelt Avenue and Main Street	5.00	4.00	616	893	193	279	90%	100%	80%	1.00	D
S7/M7	Street stair at southwest corner of Roosevelt Avenue and Main Street	5.00	4.00	498	1,498	156	468	90%	80%	80%	1.44	E
S3	Street stair at southeast corner of Roosevelt Avenue and Main Street	5.00	4.00	250	614	78	192	90%	100%	80%	0.59	B
S5	Street stair at southeast corner of Roosevelt Avenue and Main Street	4.80	3.80	594	1,275	186	398	90%	80%	80%	1.42	E
M3/M5	Street stair at southeast corner of Roosevelt Avenue and Main Street	11.50	10.25	843	1,889	263	590	90%	90%	80%	0.74	C
M11	Street stair on south side of Roosevelt Avenue between Main Street and Union Street	10.00	8.75	73	69	23	22	90%	80%	75%	0.05	A
P11	Connecting stair between platform and R533 paid zone west	4.25	3.25	478	620	149	194	90%	80%	75%	1.01	D
P12	Connecting stair between platform and R533 paid zone west	4.25	3.25	1,088	986	340	308	90%	80%	75%	1.90	F
P15	Connecting stair between platform and R533 paid zone west	4.25	3.25	39	682	12	213	100%	80%	75%	0.61	B
P16	Connecting stair between platform and R533 paid zone west	4.25	3.25	124	868	39	271	90%	80%	75%	0.93	C
P3	Connecting stair between platform and R533 paid zone east	4.25	3.25	35	526	11	164	90%	80%	75%	0.53	B
P4	Connecting stair between platform and R533 paid zone east	4.25	3.25	26	811	8	253	100%	80%	75%	0.71	C
P5/P7	Connecting stair between platform and R533 paid zone east	4.25	3.25	349	539	109	168	90%	80%	75%	0.82	C
P6/P8	Connecting stair between platform and R533 paid zone east	4.25	3.25	635	758	198	237	90%	80%	75%	1.28	D

Table 4C-29. Adopted Toll Structure: Main Street- Flushing Station (No. 7 line) – Escalator Analysis (PM Peak Hour)

SUBWAY STAIR	LOCATION	QUANTITY	TREAD WIDTH (IN)	SURGE FACTOR	PEAK-HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		PEAK 15-MINUTE CAPACITY (WITHOUT SURGING FACTOR)	V/C RATIO	LOS
					In to Station	Out from Station	In to Station	Out from Station			
E455	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	1364	0	426	1,050	0.54	B
E456	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	708	0	221	0	1,050	0.28	A
E457	Street escalator at south side of Roosevelt Avenue between Main Street and Union Street	1	40	75%	0	1565	0	489	1,050	0.62	B

Table 4C-30. Adopted Toll Structure: Main Street- Flushing Station (No. 7 line) – Fare Array Area Analysis (PM Peak Hour)

FARE ARRAY ELEMENT	QUANTITY	CAPACITY		PEAK HOUR VOLUMES		PEAK 15-MINUTE VOLUMES		FRICTION FACTOR	SURGE FACTOR (OUT)	V/C RATIO	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
Main Street and Roosevelt Avenue (R533-West)											
Two-Way Turnstiles	8	3,360	5,160	1,729	3,156	540	986	0.90	0.80	0.44	A
Main Street and Roosevelt Avenue (R533-East)											
Two-Way Turnstiles	8	3,360	5,160	1,051	2,633	328	823	0.90	0.80	0.33	A
Roosevelt Avenue between Main Street and Union Street (R534)											
Two-Way Turnstiles	9	3,780	5,805	781	2,998	244	937	0.90	0.75	0.31	A

Table 4C-31. Final EA (Scenario E): Level of Service Summary with and without Project Improvements

The two (2) vertical circulation elements in this table are modeled to meet CEQR thresholds for significant adverse effects under the most conservative tolling scenario.

ELEMENT	LOCATION	STAIR EFFECTIVE WIDTH / ESCALATOR TREAD WIDTH	PROJECT IMPROVEMENT	AM PEAK HOUR			PM PEAK HOUR		
				No Action v/c (LOS)	With Action v/c (LOS)	With Action With Improvements v/c (LOS)	No Action v/c (LOS)	With Action v/c (LOS)	With Action With Improvements v/c (LOS)
Court Square-23rd Street Station (E, M, G, and No. 7 lines)									
FLU P2/P4	Connecting stair between R508 paid zone and Manhattan-bound No. 7 line platform	6.25 feet	Add new 5-foot-wide platform stair on north end of Manhattan-bound No. 7 line platform	1.84 (F)	1.90 (F)	1.56 (E)	No Adverse Effects		
NEW FLU plat stair	New connecting stair between new fare control area and Manhattan-bound No. 7 line platform	4 feet	New platform stair on north end of Manhattan-bound No. 7 line platform	N/A	N/A	0.53 (B)	N/A	N/A	0.44 (A)
Main Street Flushing Station (No. 7 line)									
E456	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	40 inches	Raise escalator speed to 120 fpm	1.18 (D)	1.21 (D)	1.08 (D)	No Adverse Effects		

Table 4C-32. Adopted Toll Structure: Level of Service Summary with and without Project Improvements

The two (2) vertical circulation elements in this table are modeled to meet CEQR thresholds for significant adverse effects.

ELEMENT	LOCATION	STAIR EFFECTIVE WIDTH / ESCALATOR TREAD WIDTH	PROJECT IMPROVEMENT	AM PEAK HOUR			PM PEAK HOUR		
				No Action v/c (LOS)	With Action v/c (LOS)	With Action With Improvements v/c (LOS)	No Action v/c (LOS)	With Action v/c (LOS)	With Action With Improvements v/c (LOS)
Court Square-23rd Street Station (E, M, G, and No. 7 lines)									
FLU P2/P4	Connecting stair between R508 paid zone and Manhattan-bound No. 7 line platform	6.25 feet	Add new 5-foot-wide platform stair on north end of Manhattan-bound No. 7 line platform	1.84 (F)	1.90 (F)	1.56 (E)	No Adverse Effects		
NEW FLU plat stair	New connecting stair between new fare control area and Manhattan-bound No. 7 line platform	4 feet	New platform stair on north end of Manhattan-bound No. 7 line platform	N/A	N/A	0.53 (B)	N/A	N/A	0.43 (A)
Main Street Flushing Station (No. 7 line)									
E456	Street escalator at north side of Roosevelt Avenue between Main Street and Union Street	40 inches	Raise escalator speed to 120 fpm	1.18 (D)	1.21 (D)	1.08 (D)	No Adverse Effects		

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 10, Air Quality

2024

PROJECT-LEVEL HOT-SPOT SCREENING

Table 1. Upper East Side Study Area – No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10% Volume
1	E 60th Street & Queensboro Bridge Exit	0	0	437	371	Pass	NA
2	E 60th Street & 3rd Ave	C	C	1676	1251	Pass	NA
3	E 60th Street & York Ave	C	C	1402	1106	Pass	NA
4	E 59th Street & 2nd Ave	C	B	3476	1369	Pass	NA
5	E 60th Street & 2nd Ave	C	B	2939	1237	Pass	NA
6	E 60th Street & 1st Ave	B	B	1727	1485	Pass	NA
7	E 60th Street & Lexington Ave	C	C	1640	1079	Pass	NA
8a	E 60th Street & Park Ave NB	C	C	974	821	Pass	NA
8b	E 60th Street & Park Ave SB	B	B	1368	1191	Pass	NA
9	E 60th Street & Madison Ave	B	B	1374	1169	Pass	NA
10	E 62nd Street & Queensboro Bridge Exit	B	B	1880	2034	Pass	NA
11	E 60th Street & 5th Ave	C	B	1508	1100	Pass	NA
12	E 63rd Street & York Ave	C	C	2021	1646	Pass	NA
13	E 53rd Street & FDR Drive	0	0	523	446	Pass	NA
14	E 61st Street & 5th Ave	C	B	1160	793	Pass	NA
15	E 65th Street & 5th Ave	C	B	1680	1581	Pass	NA
16	E 66th Street & 5th Avenue	C	C	1529	1418	Pass	NA
17	E 79th Street & 5th Ave	C	C	1653	1540	Pass	NA
18	E 71st Street & York Ave	C	C	963	743	Pass	NA

Table 2. Upper East Side Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	E 60th Street & Queensboro Bridge Exit	0	0	-2	-1	0	-3	Pass	NA
2	E 60th Street & 3rd Ave	C	C	-15	-4	0	-19	Pass	NA
3	E 60th Street & York Ave	C	C	0	-4	0	-4	Pass	NA
4	E 59th Street & 2nd Ave	C	B	-55	-27	-14	-96	Pass	NA
5	E 60th Street & 2nd Ave	C	B	-46	-14	-13	-73	Pass	NA
6	E 60th Street & 1st Ave	B	B	-5	-2	0	-7	Pass	NA
7	E 60th Street & Lexington Ave	C	C	-8	-7	-1	-16	Pass	NA
8a	E 60th Street & Park Ave NB	C	C	-6	-7	0	-13	Pass	NA
8b	E 60th Street & Park Ave SB	B	B	-1	-1	0	-2	Pass	NA
9	E 60th Street & Madison Ave	B	B	-2	-4	0	-6	Pass	NA
10	E 62nd Street & Queensboro Bridge Exit	B	B	-1	0	0	-1	Pass	NA
11	E 60th Street & 5th Ave	C	B	-3	-8	-1	-12	Pass	NA
12	E 63rd Street & York Ave	C	C	-1	-1	0	-2	Pass	NA
13	E 53rd Street & FDR Drive	0	0	0	0	0	0	Pass	NA
14	E 61st Street & 5th Ave	C	B	-2	-7	-1	-10	Pass	NA
15	E 65th Street & 5th Ave	C	B	0	-3	0	-3	Pass	NA
16	E 66th Street & 5th Avenue	C	C	0	-2	0	-2	Pass	NA
17	E 79th Street & 5th Ave	C	C	0	-3	0	-3	Pass	NA
18	E 71st Street & York Ave	C	C	-2	-4	0	-6	Pass	NA

Table 3. Long Island City Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen	
		NB	BD	NB	BD	LOS	10% Volume
1a	Pulaski Bridge / 11th Street & Jackson Avenue	E	E	2473	2446	Fail	Pass
1b	11th Street & 48TH Avenue	C	C	1305	1284	Pass	NA
2	50th Avenue @ Vernon Blvd	B	B	544	556	Pass	NA
3	Green Street & McGuinness Blvd	C	C	2487	2438	Pass	NA
4	McGuinness Blvd & Freeman Street	0	0	2723	2642	Pass	NA
5	21st Street & 49th Avenue	D	D	948	933	Fail	Pass
7	11th Street & Borden Avenue	0	0	1443	1383	Pass	NA
8a	Van Dam Street & QMT Expy	D	D	2344	2210	Fail	Pass
8b	Van Dam Street & Borden Avenue	E	E	1376	1293	Fail	Pass
9	Jackson Ave / Northern Blvd & Queens Plaza	C	C	2556	2328	Pass	NA
11a	Thomson Avenue & Dutch Kills Street	0		1681	1669	Pass	NA
11b	Thomson Avenue & Dutch Kills Street	0	0	2523	2390	Pass	NA
12	21st Street & Queens Plaza N	D	D	1998	1925	Fail	Pass

Table 4. Long Island City Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT
1a	Pulaski Bridge / 11th Street & Jackson Avenue	E	E	0	0	0	0	Fail	Pass
1b	11th Street & 48th Avenue	C	C	0	0	0	0	Pass	NA
2	50th Avenue @ Vernon Blvd	B	B	1	-1	0	0	Pass	NA
3	Green Street & McGuinness Blvd	C	C	-2	-1	0	-3	Pass	NA
4	McGuinness Blvd & Freeman Street	0	0	-5	-1	0	-6	Pass	NA
5	21st Street & 49th Avenue	D	D	0	0	0	0	Fail	Pass
7	11th Street & Borden Avenue	0	0	0	0	0	0	Pass	NA
8a	Van Dam Street & QMT Expy	D	D	-9	-2	-1	-12	Fail	Pass
8b	Van Dam Street & Borden Avenue	E	E	-8	-1	0	-9	Fail	Pass
9	Jackson Ave / Northern Blvd & Queens Plaza	C	C	0	0	0	0	Pass	NA
11a	Thomson Avenue & Dutch Kills Street	0		-1	-1	0	-2	Pass	NA
11b	Thomson Avenue & Dutch Kills Street	0	0	-1	-1	0	-2	Pass	NA
12	21st Street & Queens Plaza N	D	D	-1	-1	0	-2	Fail	Pass

Table 5. Lower Manhattan Study Area – No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		PM LOS		PM Volume		PM Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Trinity Place & Edgar Street	B	B	117	77	Pass	NA	C	C	364	329	Pass	NA	C	C	144	136	Pass	NA
2	Trinity Place & Rector Street	C	C	251	211	Pass	NA	C	D	508	478	Fail	Pass	C	C	264	242	Pass	NA
3a	HCT Entrance/Exit & West Street	C	C	4216	4165	Pass	NA	B	B	4055	3953	Pass	NA	A	A	3511	3290	Pass	NA
3b	HCT Exit & West Street & West Thams Street	C	C	3339	3268	Pass	NA	C	C	3265	3158	Pass	NA	C	C	2373	2245	Pass	NA
4	Chambers Street & Centre Street	C	C	1588	1486	Pass	NA	C	C	1409	1265	Pass	NA	E	D	1873	1588	Fail	Pass
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	C	C	2586	2319	Pass	NA	D	C	1988	1600	Pass	NA	C	C	1533	1399	Pass	NA
5b	Canal Street & Holland Tunnel On-Ramp	E	E	2013	1890	Fail	Pass	C	B	1319	1165	Pass	NA	F	F	1889	1832	Fail	Pass
7a	Canal Street S & West Street	D	D	5849	5716	Fail	Pass	C	C	4638	4425	Pass	NA	D	D	5146	4852	Fail	Pass
9	West Street & Albany Street	C	C	4436	4395	Pass	NA	C	C	4149	4035	Pass	NA	C	C	4049	3852	Pass	NA
10	West Street & Vesey Street	C	C	4668	4598	Pass	NA	C	C	4562	4422	Pass	NA	C	C	4373	4171	Pass	NA
11	West Street & Chambers Street	D	C	5053	4930	Pass	NA	C	C	4845	4628	Pass	NA	D	C	4840	4553	Pass	NA
14	Canal Street/Manhattan Bridge & Bowery	D	C	8718	8119	Pass	NA	C	B	2774	2065	Pass	NA	C	B	3276	2331	Pass	NA
15	Manhattan Bridge & Bowery	C	B	1421	1116	Pass	NA	B	B	1162	801	Pass	NA	B	B	1395	851	Pass	NA
18	6th Avenue & Watts Street	B	B	1884	1716	Pass	NA	B	B	1784	1563	Pass	NA	C	C	997	810	Pass	NA
19	Canal Street & 6th Avenue/Laight Street	E	D	3634	3394	Fail	Pass	C	C	2555	2266	Pass	NA	C	C	2932	2584	Pass	NA

Table 6. Lower Manhattan Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	Approach	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		PM LOS		PM Increment			PM HDDV	PM Screen	
			NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Trinity Place & Edgar Street	Intersection	B	B	-2	-21	0	-23	Pass	NA	C	C	-2	-8	0	-10	Pass	NA	C	C	0	-4	0	-4	Pass	NA
2	Trinity Place & Rector Street	Intersection	C	C	-3	-18	0	-21	Pass	NA	C	D	-2	-5	0	-7	Fail	Pass	C	C	-2	-4	0	-6	Pass	NA
3a	HCT Entrance/Exit & West Street	Intersection	C	C	-2	3	0	1	Pass	NA	B	B	-5	-1	0	-6	Pass	NA	A	A	-3	-13	0	-16	Pass	NA
3b	HCT Exit & West Street & West Thames Street	Intersection	C	C	-2	-2	0	-4	Pass	NA	C	C	-4	-3	0	-7	Pass	NA	C	C	-2	-4	0	-6	Pass	NA
4	Chambers Street & Centre Street	Intersection	C	C	-17	-34	0	-51	Pass	NA	C	C	-3	-32	0	-35	Pass	NA	E	D	-46	-78	0	-124	Fail	Pass
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	Intersection	C	C	-18	-13	-1	-32	Pass	NA	D	C	-31	-4	-5	-40	Pass	NA	C	C	-4	-1	0	-5	Pass	NA
5b	Canal Street & Holland Tunnel On-Ramp	Intersection	E	E	-14	-10	-3	-27	Fail	Pass	C	B	-20	-5	-7	-32	Pass	NA	F	F	-2	-1	0	-3	Fail	Pass
7a	Canal Street S & West Street	Intersection	D	D	-7	-6	0	-13	Fail	Pass	C	C	-8	-7	-1	-16	Pass	NA	D	D	-7	-7	0	-14	Fail	Pass
9	West Street & Albany Street	Intersection	C	C	-2	-1	0	-3	Pass	NA	C	C	6	-6	0	0	Pass	NA	C	C	-2	-6	0	-8	Pass	NA
10	West Street & Vesey Street	Intersection	C	C	-3	-3	0	-6	Pass	NA	C	C	-4	-4	0	-8	Pass	NA	C	C	-3	-6	0	-9	Pass	NA
11	West Street & Chambers Street	Intersection	D	C	-4	-4	0	-8	Pass	NA	C	C	-7	-5	0	-12	Pass	NA	D	C	-4	-9	0	-13	Pass	NA
14	Canal Street/Manhattan Bridge & Bowery	Intersection	D	C	-57	-19	-4	-80	Pass	NA	C	B	-84	-24	-4	-112	Pass	NA	C	B	-43	-29	0	-72	Pass	NA
15	Manhattan Bridge & Bowery	Intersection	C	B	0	0	0	0	Pass	NA	B	B	0	0	0	0	Pass	NA	B	B	0	0	0	0	Pass	NA
18	6th Avenue & Watts Street	Intersection	B	B	-8	-7	0	-15	Pass	NA	B	B	-8	-5	-1	-14	Pass	NA	C	C	-3	-9	0	-12	Pass	NA
19	Canal Street & 6th Avenue/Laight Street	Intersection	E	D	-24	-9	-1	-34	Fail	Pass	C	C	-32	-3	-2	-37	Pass	NA	C	C	-16	-9	-1	-26	Pass	NA

Table 7. Queens-Midtown Tunnel Study Area– No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	MD LOS		MD Volume		MD Screen		LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10%	NB	BD	NB	BD	LOS	10%
1	E 37th Street & 3rd Avenue	C	C	1521	1448	Pass	NA	C	C	1799	1716	Pass	NA
2	E 36th Street & 2nd Avenue	F	E	2640	2445	Fail	Pass	C	B	2581	2402	Pass	NA
3	E 34th Street & 3rd Avenue	D	C	2247	2046	Pass	NA	C	C	2410	2201	Pass	NA
4	E 35th Street & 3rd Avenue	B	B	1734	1578	Pass	NA	B	A	1878	1705	Pass	NA
5	E 34th Street & 2nd Avenue	C	C	2573	2480	Pass	NA	C	B	2769	2609	Pass	NA
6	E 35th Street & 2nd Avenue	B	B	1767	1729	Pass	NA	B	B	2042	1939	Pass	NA

Table 8. Queens-Midtown Tunnel Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	MD LOS		MD Increment			MD HDDV	MD Screen		LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	E 37th Street & 3rd Avenue	C	C	-6	-2	0	-8	Pass	NA	C	C	-1	-1	0	-2	Pass	NA
2	E 36th Street & 2nd Avenue	F	E	-14	-4	0	-18	Fail	Pass	C	B	-3	-2	0	-5	Pass	NA
3	E 34th Street & 3rd Avenue	D	C	-13	-7	0	-20	Pass	NA	C	C	-3	-4	0	-7	Pass	NA
4	E 35th Street & 3rd Avenue	B	B	-8	-2	0	-10	Pass	NA	B	A	-1	-1	0	-2	Pass	NA
5	E 34th Street & 2nd Avenue	C	C	-6	-2	0	-8	Pass	NA	C	B	-1	-2	0	-3	Pass	NA
6	E 35th Street & 2nd Avenue	B	B	-3	-1	0	-4	Pass	NA	B	B	-1	-1	0	-2	Pass	NA

Table 9. Red Hook Study Area – No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
		1	Hamilton Avenue, Clinton Street & West 9 th Street	A	B	5490	5516	Pass	NA	B	B	5387	5329	Pass	NA	A	A	3035	2973
2	Hamilton Avenue NB & West 9 th Street	B	B	2324	2299	Pass	NA	B	B	2099	2042	Pass	NA	B	A	1110	1026	Pass	NA

Table 10. Red Hook Study Area – No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDDV	AM Screen		MD LOS		MD Increment			MD HDDDV	MD Screen		LN LOS		LN Increment			LN HDDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
		1	Hamilton Avenue, Clinton Street & West 9 th Street	A	B	3	2	1	6	Pass	NA	B	B	-1	0	0	-1	Pass	NA	A	A	0	1	0	1
2	Hamilton Avenue NB & West 9 th Street	B	B	-2	0	-1	-3	Pass	NA	B	B	-5	0	0	-5	Pass	NA	B	A	-1	-1	-1	-3	Pass	NA

Table 11. Robert F. Kennedy Bridge Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		PM LOS		PM Volume		PM Screen		LN LOS		LN Volume		LN Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	126th Street and 2nd Avenue	C	C	2084	2018	Pass	NA	C	C	2600	2441	Pass	NA	B	B	1310	1282	Pass	NA
2	125th Street and 2nd Avenue	C	D	2587	2610	Fail	Pass	C	E	2988	3060	Fail	Pass	C	C	1576	1693	Pass	NA
11	E 134th Street & St. Ann's Avenue	C	C	775	775	Pass	NA	C	C	665	665	Pass	NA	C	C	490	490	Pass	NA
22	St Ann's Ave and Bruckner Blvd	C	C	2415	2415	Pass	NA	C	C	2320	2320	Pass	NA	C	C	2265	2265	Pass	NA
17	31st St & Astoria Blvd	C	C	1243	1219	Pass	NA	E	D	1199	1155	Fail	Pass	B	B	954	832	Pass	NA
24	Hoyt N & 31st St	C	C	3076	3008	Pass	NA	B	B	2326	2186	Pass	NA	C	C	1956	1769	Pass	NA
3	Hoyt S & 31st St	C	D	1766	1773	Fail	Pass	C	C	1860	1838	Pass	NA	C	C	1594	1561	Pass	NA

Table 12. Robert F. Kennedy Bridge Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		PM LOS		PM Increment			PM HDDV	PM Screen		LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	126th Street and 2nd Avenue	C	C	-6	-3	0	-9	Pass	NA	C	C	-3	-7	0	-10	Pass	NA	B	B	-1	-1	0	-2	Pass	NA
2	125th Street and 2nd Avenue	C	D	-11	-2	-2	-15	Fail	Pass	C	E	-5	-10	0	-15	Fail	Pass	C	C	2	3	0	5	Pass	NA
11	E 134th Street & St. Ann's Avenue	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA
22	St Ann's Ave and Bruckner Blvd	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA
17	31st St & Astoria Blvd	C	C	0	0	0	0	Pass	NA	E	D	-1	0	0	-1	Fail	Pass	B	B	-1	1	0	0	Pass	NA
24	Hoyt N & 31st St	C	C	-3	-2	-2	-7	Pass	NA	B	B	-4	-2	0	-6	Pass	NA	C	C	-2	0	0	-2	Pass	NA
3	Hoyt S & 31st St	C	D	3	0	1	4	Fail	Pass	C	C	2	1	0	3	Pass	NA	C	C	0	0	1	1	Pass	NA

Table 13. Downtown Brooklyn Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	Approach	AM LOS		AM Volume		AM Screen		LN LOS		LN Volume		LN Screen	
			NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Flatbush Avenue and Tillary Street	Intersection	F	F	4887	4446	Fail	Pass	D	D	4383	3811	Fail	Pass
2	Adam Street and Tillary Street	Intersection	D	D	2997	2997	Fail	Pass	C	C	2109	2152	Pass	NA
3	Old Fulton Street and Vine Street	Intersection	D	D	2805	1971	Fail	Pass	C	C	2062	1686	Pass	NA

Table 14. Downtown Brooklyn Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		LN LOS		LN Increment			LN HDDV	LN Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Flatbush Avenue and Tillary Street	F	F	-72	-12	-13	-97	Fail	Pass	D	D	-6	-8	-1	-15	Fail	Pass
2	Adam Street and Tillary Street	D	D	-1	-1	0	-2	Fail	Pass	C	C	-1	-2	0	-3	Pass	NA
3	Old Fulton Street and Vine Street	D	D	-5	-9	-1	-15	Fail	Pass	C	C	-2	-6	0	-8	Pass	NA

Table 15. Little Dominican Republic Study Area - No-Action Alternative vs. Adopted Toll Structure Carbon Monoxide Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		PM LOS		PM Volume		PM Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	W 179th St & Broadway	C	C	813	823	Pass	Pass	C	C	1081	1142	Pass	Pass	C	C	1117	1144	Pass	Pass

Table 16. Little Dominican Republic Study Area - No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		PM LOS		PM Increment			PM HDDV	PM Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	W 179th St & Broadway	C	C	17	82	0	99	Pass	NA	C	C	0	0	0	0	Pass	NA	C	C	0	0	0	0	Pass	NA

Table 17. Lower East Side Study Area- No-Action Alternative vs. Adopted Toll Structure Screening

Intersection #	Intersection Name	AM LOS		AM Volume		AM Screen		MD LOS		MD Volume		MD Screen		PM LOS		PM Volume		PM Screen	
		NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume	NB	BD	NB	BD	LOS	10% Volume
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	C	C	1076	999	Pass	Pass	D	C	1050	862	Pass	Pass	D	C	1146	930	Pass	Pass
2	Chatham Square & E Broadway	C	C	791	714	Pass	Pass	C	C	885	697	Pass	Pass	D	C	1026	810	Pass	Pass
3	Chatham Square/Bowery & Divison St	B	C	816	739	Pass	Pass	B	B	845	657	Pass	Pass	B	C	1096	880	Pass	Pass

Table 18. Lower East Side Study Area- No-Action Alternative vs. Adopted Toll Structure Particulate Matter Screening

Intersection #	Intersection Name	AM LOS		AM Increment			AM HDDV	AM Screen		MD LOS		MD Increment			MD HDDV	MD Screen		PM LOS		PM Increment			PM HDDV	PM Screen	
		NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT	NB	BD	MT	Bus	HT	Total	LOS	HDDT
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	C	C	-6	-3	0	-9	Pass	NA	D	C	-17	-7	0	-24	Pass	NA	D	C	-18	-8	0	-26	Pass	NA
2	Chatham Square & E Broadway	C	C	-9	-4	0	-13	Pass	NA	C	C	-21	-9	0	-30	Pass	NA	D	C	-23	-11	0	-34	Pass	NA
3	Chatham Square/Bowery & Divison St	B	C	-11	-4	0	-15	Pass	NA	B	B	-24	-7	0	-31	Pass	NA	B	C	-28	-10	0	-38	Pass	NA

Table 19. Maximum Truck Changes on Highway Links with Project – Adopted Toll Structure

Worst-Case Scenario	County	link #	Roadway	EJ Community	Maximum Change in Trucks	AADT - No Action	AADT - Scenario	Trucks - No Action	Trucks - Scenario	% Trucks - No Action	% Trucks - Scenario
10J	Queens	64851	TRIBOROUGH BRIDGE	yes	1,290	72,148	78,816	7,467	8,756	10%	11%
10J	New York	220571	TRIBOROUGH BRIDGE (SOUTH) - N	yes	1,290	72,057	78,725	7,467	8,756	10%	11%
10J	New York	64925	TRIBOROUGH BRIDGE	yes	1,218	42,009	45,018	6,554	7,772	16%	17%
10J	New York	64926	I 278	yes	1,218	42,009	45,018	6,554	7,772	16%	17%
10J	New York	90365	TRIBOROUGH BRIDGE	yes	1,218	42,009	45,018	6,554	7,772	16%	17%
10J	Bronx	64930	TRIBOROUGH BRIDGE (NORTH) - N	yes	1,216	45,875	48,358	6,711	7,927	15%	16%
10J	New York	64931	I 278	yes	1,216	45,875	48,358	6,711	7,927	15%	16%
10J	Bronx	64940	TRIBORO BR	yes	1,216	45,875	48,358	6,711	7,927	15%	16%
10J	Queens	64831	TRIBOROUGH BRIDGE	yes	1,144	67,666	81,271	8,044	9,188	12%	11%
10J	New York	64916	TRIBOROUGH BRIDGE (SOUTH) - S	yes	1,144	67,666	81,271	8,044	9,188	12%	11%
10J	Queens	220946	GRAND CENTRAL PKY	yes	918	55,367	57,646	5,005	5,923	9%	10%
10J	Bronx	64944	RAMP FROM TRIBORO	yes	888	21,072	23,978	3,765	4,653	18%	19%
10J	Queens	64878	GRAND CENTRAL PKY	yes	883	78,250	79,959	5,703	6,586	7%	8%
10J	Queens	64879	BROOKLYN QUEENS EXPY	yes	875	19,212	20,314	4,136	5,011	22%	25%
10J	Bronx	64945	MAJOR DEEGRAN EXPWY	yes	862	67,416	68,266	5,601	6,463	8%	9%
10J	Bronx	64953	I 87	yes	862	67,416	68,266	5,601	6,463	8%	9%

Table 20. Maximum Average Annual Daily Traffic (AADT) on Highway Links with Project – Adopted Toll Structure

Scenario	County	link #	Roadway	EJ Community	AADT - No Action	AADT - Scenario	Trucks - No Action	Trucks - Scenario	Change in Trucks	% Trucks - No Action	% Trucks - Scenario
T10J	Bergen	268133	I-95	Yes	124,642	129,962	18,019	18,428	409	14.5%	14.2%
T10J	Queens	64554	VAN WYCK EXPY	Yes	128,793	126,920	5,664	5,415	-249	4.4%	4.3%
T10J	Bergen	268077	I-95	Yes	120,803	126,308	17,101	17,543	441	14.2%	13.9%
T10J	Bergen	268116	I-95	Yes	120,803	126,308	17,101	17,543	441	14.2%	13.9%
T10J	Bergen	268128	I-95	Yes	120,803	126,308	17,101	17,543	441	14.2%	13.9%
T10J	Queens	64564	VAN WYCK EXPY	Yes	123,598	122,388	4,731	4,923	192	3.8%	4.0%
T10J	Bergen	268131	I-95	Yes	116,685	121,706	16,114	16,204	90	13.8%	13.3%
T10J	Queens	63972	VAN WYCK EXPY	Yes	119,688	119,405	4,081	4,100	19	3.4%	3.4%
T10J	Bergen	265316	SR 4	Yes	117,908	117,481	6,034	6,021	-13	5.1%	5.1%
T10J	Queens	64267	LONG ISLAND EXPY	Yes	119,833	117,048	8,426	8,244	-181	7.0%	7.0%
T10J	Bergen	266111	SR 4	Yes	117,502	116,646	7,057	7,064	7	6.0%	6.1%
T10J	Queens	64289	LONG ISLAND EXPY	Yes	117,103	115,616	6,571	6,511	-60	5.6%	5.6%
T10J	Queens	63969	VAN WYCK EXPY	Yes	116,087	115,223	4,975	5,110	136	4.3%	4.4%
T10J	New York	62217	CROSS BRONX EXP. BRIDGE - WB	Yes	109,815	112,166	18,166	18,632	466	16.5%	16.6%
T10J	Queens	64441	LONG ISLAND EXPY	Yes	113,419	112,000	7,434	7,171	-263	6.6%	6.4%
T10J	New York	62285	I 95	Yes	109,469	111,820	18,166	18,632	466	16.6%	16.7%
T10J	Bergen	263218	I-95 Bergen-Passaic Expwy	Yes	104,710	111,566	13,548	13,985	438	12.9%	12.5%

ANALYSIS RESULTS (PM HOT SPOT AT GEORGE WASHINGTON BRIDGE)

Table 21 - Predicted 24-hour PM₁₀ Design Value Concentrations

SITE	ALTERNATIVE	BACKGROUND CONCENTRATION (µG/M ³)	MODELED CONCENTRATION (µG/M ³)	TOTAL CONCENTRATION* (µG/M ³)	NAAQS (µg/m ³)
I-95 west of the GWB	No Build	44	44	88	150
	Adopted Toll Structure		45	89	

* Total concentrations = modeled results + 24-hour PM₁₀ background
 µg/m³ = micrograms per cubic meter

Table 22 - Predicted 24-hour PM_{2.5} Design Value Concentrations

SITE	ALTERNATIVE	BACKGROUND CONCENTRATION (µG/M ³)	MODELED CONCENTRATION (µG/M ³)	TOTAL CONCENTRATION* (µG/M ³)	NAAQS (µg/m ³)
I-95 West of the GWB	No Build	22.0	5.8	27.8	35.0
	Adopted Toll Structure		6.0	28.0	

* Total concentrations = modeled results + 24-hour PM_{2.5} background
 µg/m³ = micrograms per cubic meter

Table 23 - Predicted Annual PM_{2.5} Design Value Concentrations

SITE	ALTERNATIVE	BACKGROUND CONCENTRATION (µG/M ³)	MODELED CONCENTRATION (µG/M ³)	TOTAL CONCENTRATION* (µG/M ³)	NAAQS (µg/m ³)
I-95 West of the GWB	No Build	9.0	1.8	10.8	12.0
	Adopted Toll Structure		1.9	10.9	

* Total concentrations = modeled results + Annual PM_{2.5} background
 µg/m³ = micrograms per cubic meter

Figure 1 – AERMOD Model Screenshot, I-95 west of GWB



Figure 2 – 24-Hour PM₁₀ No Action Contours ($\mu\text{g}/\text{m}^3$), I-95 west of GWB

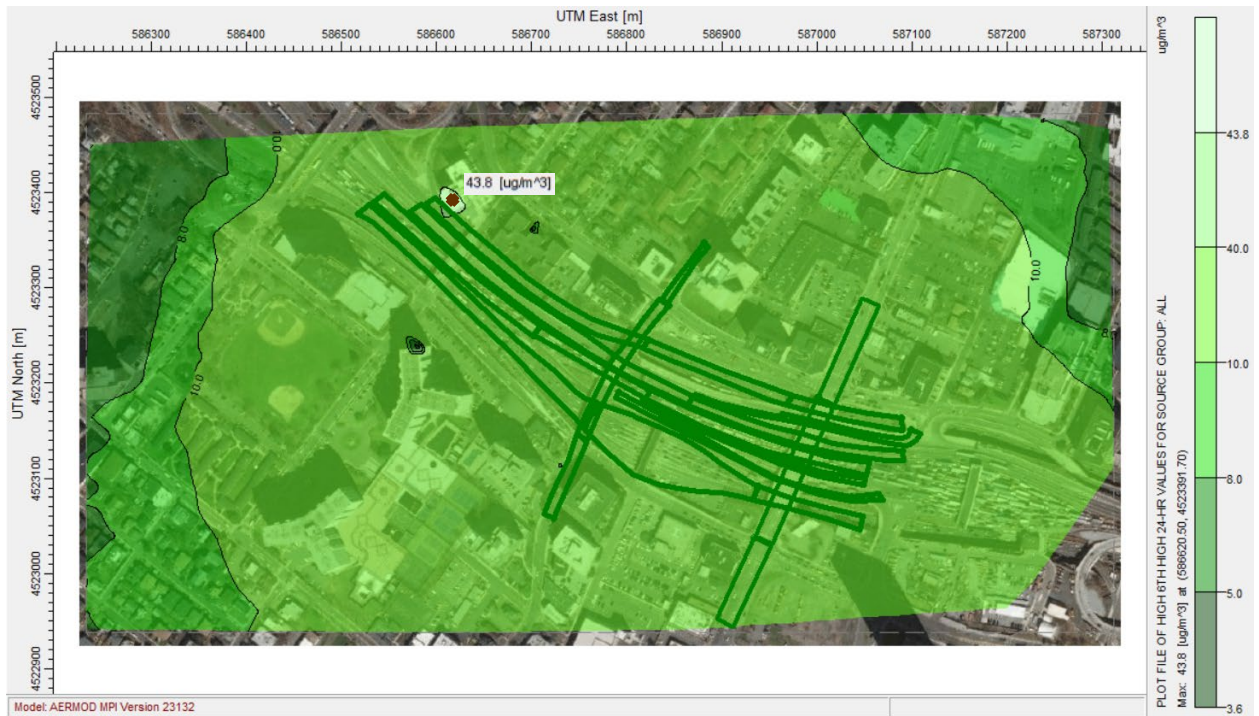


Figure 3 – 24-Hour PM₁₀ Adopted Toll Structure- Contours (µg/m³), I-95 west of GWB



Figure 4 – 24-Hour PM_{2.5} No Action Contours (µg/m³), I-95 west of GWB

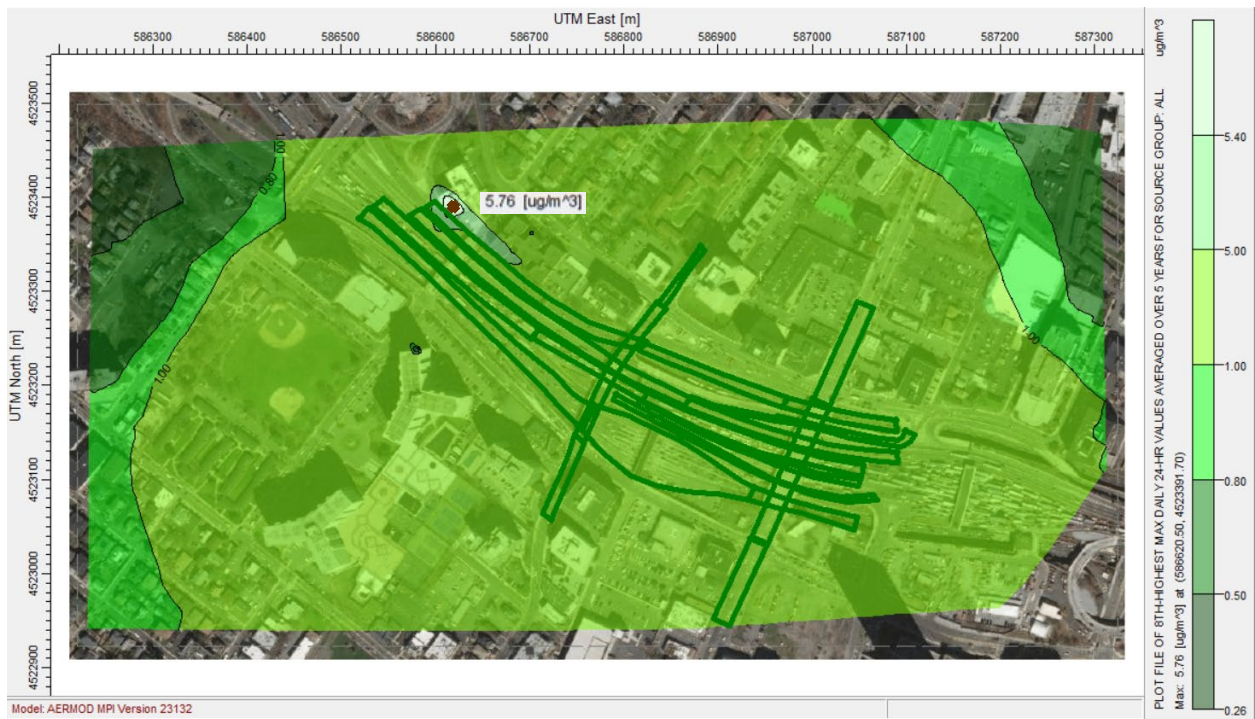


Figure 5 – 24-Hour PM_{2.5} Adopted Toll Structure Contours (µg/m³), I-95 west of GWB

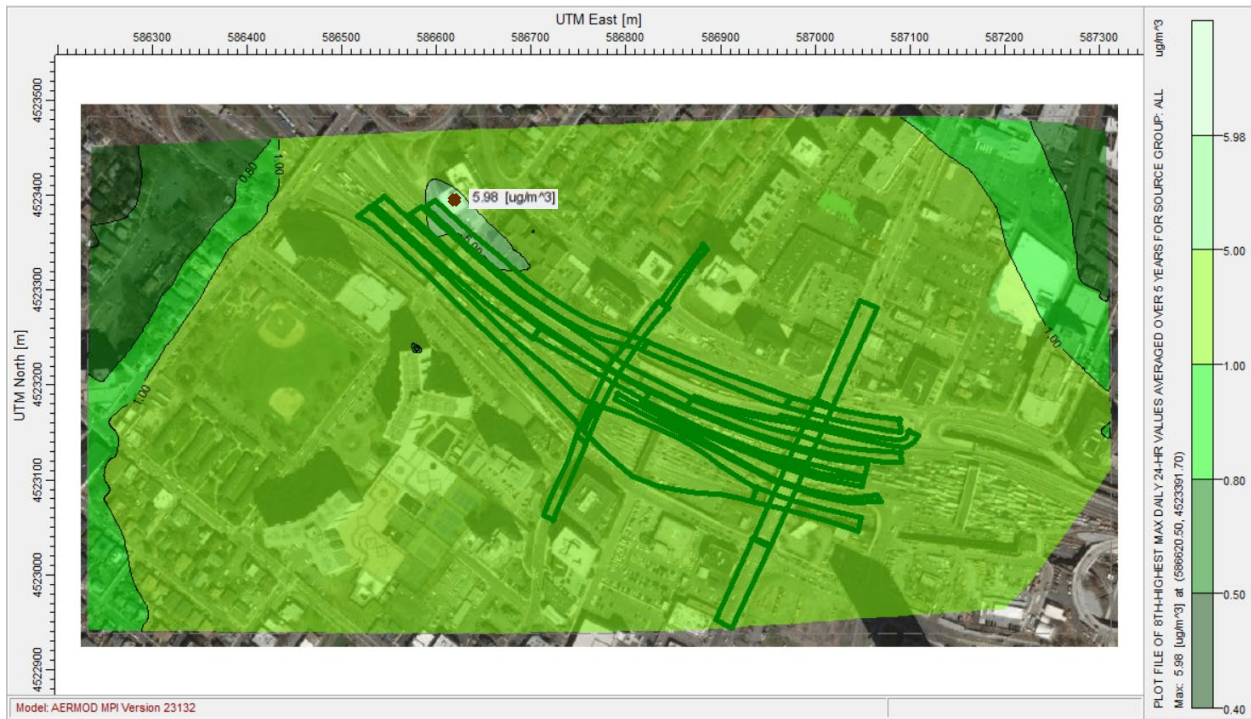


Figure 6 – Annual PM_{2.5} No Action Contours (µg/m³), I-95 west of GWB

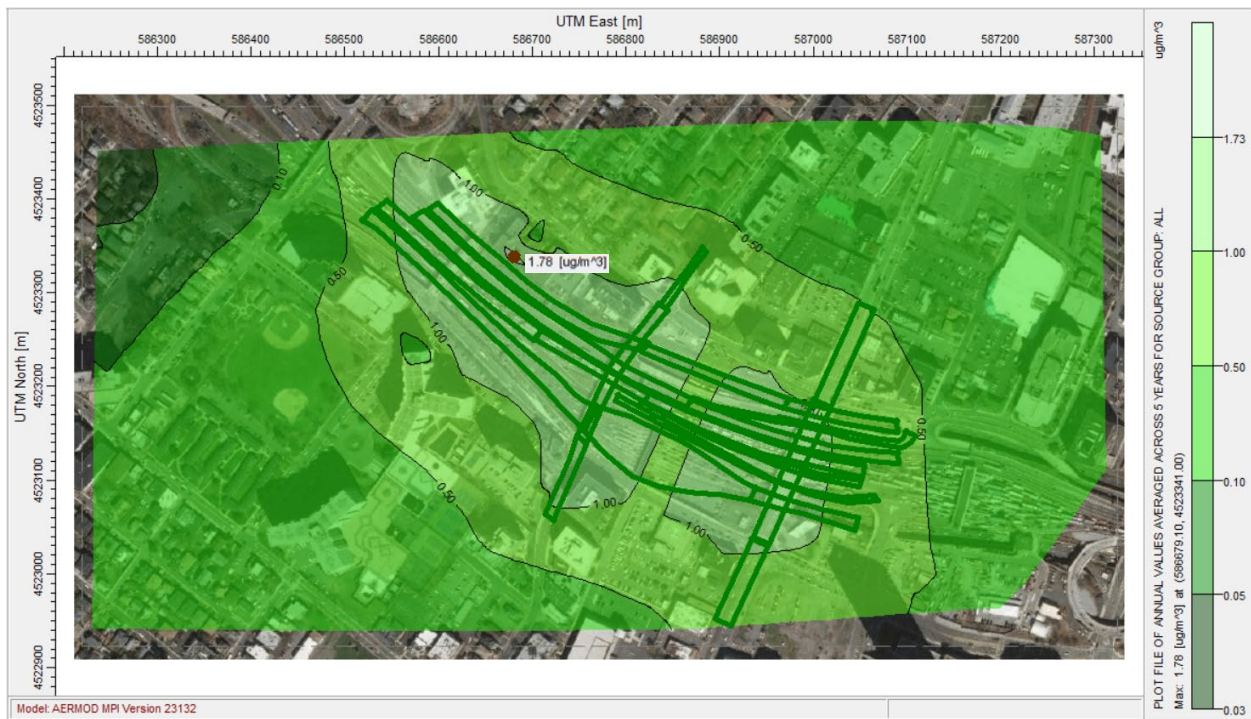
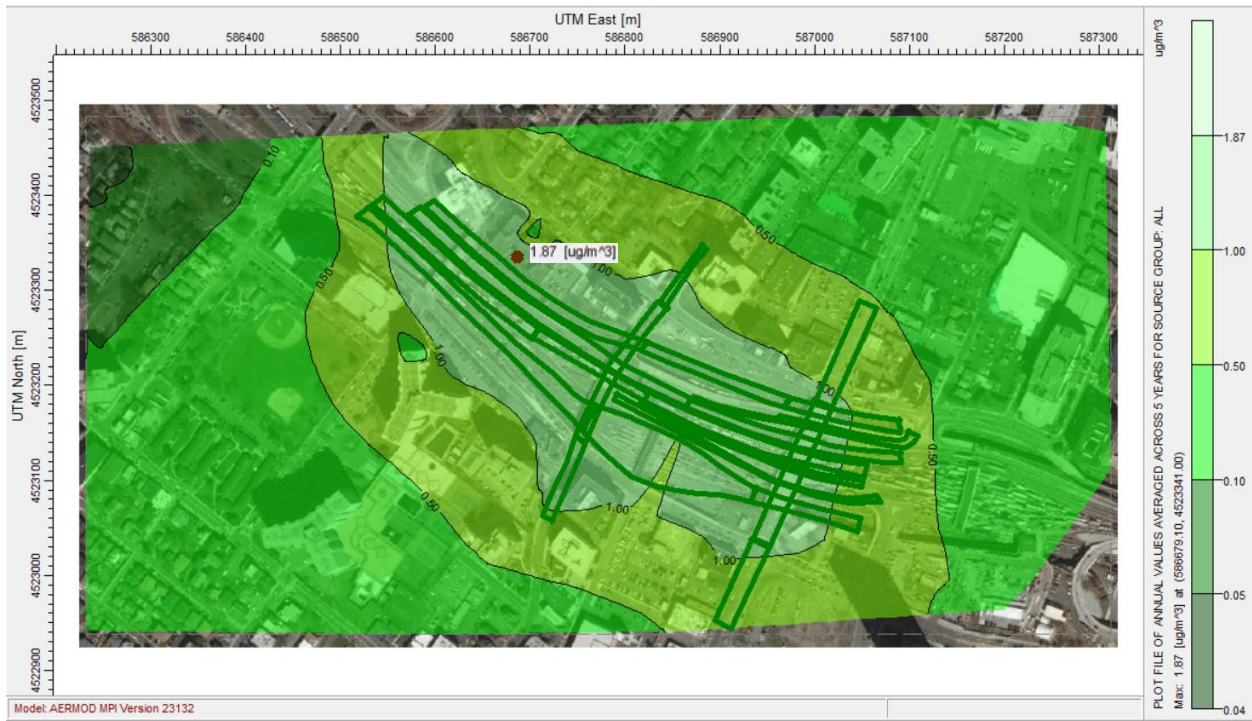


Figure 7 – Annual PM_{2.5} Adopted Toll Structure Contours ($\mu\text{g}/\text{m}^3$), I-95 west of GWB



CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

Appendix 12, Noise

2024

LOCAL STREET NOISE ASSESSMENT

Table 1. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Downtown Brooklyn Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		LN	
						PCE	DW PCE	PCE	DW PCE
1	Flatbush Avenue and Tillary Street	NB	NBL	L	L	0.0	-0.6	0.0	-0.7
			NBT	T	T	-0.9		-1.7	
			NBR	R	R	0.0		-0.1	
		SB	SBT	T	T	-0.6	-0.6	-0.8	-0.7
			SBR	R	R	-0.6		-0.8	
		EB	EBL	L	L	-0.9	-0.1	-1.2	-0.2
			EBT	T	T	0.1		0.1	
			EBR	R	R	0.0		0.2	
		WB	WBL	L	L	-0.1	-0.6	-0.1	-0.6
			WBT	T	T	0.0		-0.1	
			WBR	R	R	-1.0		-2.1	

Table 1. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Downtown Brooklyn Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		LN	
						PCE	DW PCE	PCE	DW PCE
2	Adams Street and Tillary Street	NB	NBL	L	L	0.0	-0.1	0.0	-0.4
			NBT	T	T	0.0		-0.3	
			NBR	T	R	0.0		0.0	
			NBR2	R	R2	-0.2		-0.9	
		SB	SBL	L	L	0.1	0.1	0.6	0.6
			SBT	T	T	0.1		0.6	
			SBR	R	R	0.0		0.0	
		EB	EBL	L	L	0.0	-0.1	0.0	-0.3
			EBT	T	T	-0.2		-1.1	
			EBR	R	R	0.0		0.0	
		WB	WBL	L	L	0.0	-0.1	-0.1	-0.2
			WBT	T	T	0.0		-0.1	
WBR	R		R	0.0	0.0				
WBR2	R		R2	-1.6	-1.9				
3	Old Fulton Street and Vine Street	NB	NBL	L	L	0.0	0.0	0.3	0.0
			NBT	T	T	0.0		0.2	
		SB	SBT	T	T	-0.1	-0.1	-0.5	-0.5

Table 2. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Little Dominican Republic Study Area - With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
1	W 179th St & Broadway	NB	NBL	L	L	3.0	2.7	2.5	2.8	1.3	2.5
			NBT	T	T	2.6		2.9		3.1	
		SB	SBT	T	T	3.0	2.8	1.9	1.6	1.6	0.9
			SBR	TR	R	2.2		1.1		-0.8	
		WB	WBL	TR	L	3.1	-0.1	1.9	-2.2	2.4	-2.8
			WBT		T	-1.1		-3.3		-4.0	
			WBR		R	4.0		2.5		1.9	

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM	
						PCE	DW PCE
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	NBL	LT	L	0.0	0.0
			NBT	T	T	-0.1	
			NBR	R	R	0.2	
		SB	SBT	T	T	0.0	0.0
			SBR	TR	R	0.3	
		EB	EBL	LT	L	-1.5	-1.2
			EBT	T	T	-1.1	
		WB	WBL	L	L	-0.1	0.0
WBT	T		T	0.2			
1b	11th Street & 48th Avenue	NB	NBL	L	L	0.0	-0.1
			NBT	T	T	-0.2	
		SB	SBT	T	T	0.0	0.0
			SBR	TR	R	0.0	
		WB	WBL	LTR	L	0.0	0.0
			WBT		T	0.0	
			WBR		R	0.0	

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM	
						PCE	DW PCE
2	50th Avenue @ Vernon Blvd	NB	NBT	T	T	-0.2	-0.2
			NBR	R	R	0.4	
		SB	SBL	LT	L	1.1	0.1
			SBT		T	0.0	
		EB	EBL	LTR	L	0.0	0.3
			EBT		T	0.7	
EBR	R		0.0				
3	Green Street & McGuinness Blvd	NB	NBT	T	T	-0.1	-0.1
			NBR	TR	R	0.0	
		SB	SBL	L	L	0.0	-0.1
			SBT	T	T	-0.1	
		EB	EBL	LTR	L	0.0	0.0
			EBT		T	0.0	
EBR	R		0.0				
4	McGuinness Blvd & Freeman Street	NB	NBT	T	T	-0.1	-0.1
		SB	SBT	T	T	-0.1	-0.1
			SBR	TR	R	0.0	
		WB	WBR	R	R	-0.5	-0.5

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM	
						PCE	DW PCE
5	21st Street & 49th Avenue	NB	NBL	LTR	L	0.0	0.0
			NBT		T	0.0	
			NBR		R	0.0	
		SB	SBL	LTR	L	0.0	-0.1
			SBT		T	-0.1	
			SBR		R	0.0	
		EB	EBL	LTR	L	-0.2	-0.3
			EBT		T	-0.3	
			EBR		R	-0.4	
		WB	WBL	LT	L	0.0	0.0
			WBT		T	0.0	
			WBR	R	R	0.0	
7	11th Street & Borden Avenue	NB	NBL	LTR	L	-0.3	-0.4
			NBT		T	-0.1	
			NBR		R	-1.6	
		SB	SBL	LTR	L	-1.3	-1.2
			SBT		T	0.0	
			SBR		R	-1.2	
		EB	EBL	LTR	L	0.1	0.1
			EBT		T	0.0	
			EBR		R	-1.6	
		WB	WBL	LTR	L	0.0	-0.2
			WBT		T	0.0	
			WBR		R	-1.3	

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM	
						PCE	DW PCE
8a	Van Dam Street & QMT Expwy	NB	NBL	LT	L	-0.1	-0.1
			NBT	T	T	-0.1	
		SB	SBT	T	T	-0.5	-0.5
			SBR	TR	R	-0.1	
		WB	WBT	T	T	-0.2	-0.1
			WBR	TR	R	0.0	
8b	Van Dam Street & Borden Avenue	NB	NBT	T	T	-0.1	-0.1
			NBR	TR	R	0.0	
		SB	SBL	L	L	-0.3	-0.3
			SBT	T	T	-0.5	
		EB	EBL	LTR	L	-0.2	0.0
			EBT		T	0.0	
			EBR		R	0.0	
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	NBL	LT	L	0.0	-1.1
			NBT		T	-1.2	
			NBR	TR	R	-0.3	
		SB	SBL	LT	L	0.0	0.1
			SBT	T	T	0.1	
		EB	EBT	T	T	-0.6	-0.6
			EBR	R	R	-0.6	
		WB	WBL	LT	L	0.0	-0.1
			WBT	T	T	-0.1	
WBR	TR		R	0.0			

Table 3. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Long Island City Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM	
						PCE	DW PCE
10	Thomson Avenue & Van Dam Street	NB	NBL	L	L	-7.6	-2.1
			NBT	T	T	0.0	
			NBR	TRR2	R	0.0	
			NBR2		R2	0.0	
		SB	SBT	T	T	-0.7	-0.7
			SBR	R	R	-0.8	
		EB	EBR	R	R	-0.2	-0.1
			EBR2	R2	R2	-0.1	
		WB	WBT	T	T	0.0	0.0
		11a	Thomson Avenue & Dutch Kills Street	SB	SBL	L	L
SBR	LR				R	0.0	
EB	EBT			T	T	-0.2	-0.2
WB	WBT			T	T	0.0	0.0
	WBR			R	R	0.0	
11b	Thomson Avenue & Dutch Kills Street	WB	WBT	T	T	0.0	-0.1
			WBR	R	R	-0.6	
		EB	EBT	T	T	-0.2	-0.2
12	21st Street & Queens Plaza N	NB	NBL	LT	L	0.0	-0.1
			NBT	T	T	-0.1	
		SB	SBT	T	T	0.0	-0.1
			SBR	R	R	-0.6	
		WB	WBL	LTR	L	-0.1	-0.1
			WBT		T	-0.7	
			WBR		R	0.0	

Table 4. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower East Side Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	NBL	LT	L	0.0	-0.1	0.0	-0.2	0.0	-0.3
			NBT		T	0.0		0.0			
			NBR2	R	R2	-0.3		-0.5		-0.6	
		SB	SBL	T	T	-0.7	-0.5	-0.5	-0.4	-0.8	-0.6
			SBT	TR	T	0.0		0.0		0.0	
			SBR		R	0.0		0.0		0.0	
		EB	EBT	TR	T	0.0	0.0	0.0	0.0	0.0	0.0
			EBR		R	0.0		0.0		0.0	
		WB	WBL	L	L	-0.9	-0.7	-3.7	-2.3	-3.7	-2.1
			WBT	T	T	0.0		0.0		0.0	
			WBR	TR	R	-0.8		-2.8		-2.4	
		SWB	SWL2	LR	L2	0.0	0.0	0.0	0.0	0.0	0.0
			SWL		L	0.0		0.0		0.0	
			SWR		R	0.0		0.0		0.0	
		2	Chatham Square & E Broadway	NB	NBL	L	L	0.0	0.0	0.0	0.0
NBR	R				R	0.0	0.0	0.0			
EB	EBT			T	T	-0.6	-0.4	-0.8	-0.4	-1.0	-0.6
	EBR			R	R	0.0		0.0		0.0	
WB	WBL			L	L	0.0	-0.8	0.0	-2.5	0.0	-2.4
	WBT	T	T	-1.3	-4.6	-4.3					

Table 4. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower East Side Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
3	Chatham Square/Bowery & Division St	NB	NBL	L	L	0.0	0.0	0.0	0.0	0.0	0.0
			NBR	T	T	0.0		0.0		0.0	
		EB	EBT	T	T	-0.5	-0.5	-0.6	-0.6	-0.9	-0.9
			EBR2	TR	R2	0.0		0.0		0.0	
		WB	WBL	LT	L	0.0	-1.4	0.0	-3.6	0.0	-5.4
			WBT	T	T	-1.5		-3.7		-5.6	

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
1	Trinity Place & Edgar Street	NB	NBL	LT	L	0.0	-2.7	0.0	-4.9	0.0	0.0
			NBT	T	T	-2.7		-4.9		0.0	
		EB	EBL	L	L	0.0	0.0	0.6	0.6	0.0	0.0
2	Trinity Place & Rector Street	NB	NBT	T	T	-1.7	-1.7	-0.5	-0.5	-0.2	-0.3
			NBR	R	R	-1.5		0.2		-5.0	
		EB	EBL	LT	L	0.0	-0.0	0.0	-0.0	-0.9	-0.7
			EBT		T	-0.1		0.0		-0.1	
3a	HCT Entrance/Exit & West Street	NB	NBT	T	T	-0.1	0.0	-0.3	-0.1	-0.2	-0.3
			NBR2	R2	R2	0.2		0.1		-0.3	
		SB	SBT	T	T	-0.1	-0.1	-0.2	-0.2	-0.3	-0.3
		WB	WBL	L	L	0.0	0.0	0.2	0.2	0.0	0.0
3b	HCT Exit & West Street & West Thames Street	NB	NBT	T	T	-0.1	-0.1	-0.3	-0.3	-0.2	-0.2
		SB	SBT	T	T	-0.1	-0.1	-0.2	-0.2	-0.3	-0.3
			SBR	R	R	0.0		0.0			
		EB	EBR	R	R	0.0	0.0	0.0	0.0	0.0	0.0
WB	WBR	R	R	0.0	0.0	0.2	0.2	0.0	0.0		

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM		
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE	
4	Chambers Street & Centre Street	NB	NBL	L	L	-0.4	-0.4	-0.8	-0.8	-0.8	-0.7	
			NBT	T	T	-0.4		-0.8		-0.7		
		SB	SBT	TR	T	-0.5	-0.5	-0.5	-0.5	-1.1	-1.1	
			SBR		R	-0.6		-0.8		-1.0		
EB	EBR	R	R	R	0.0	0.0	0.1	0.1	-0.4	-0.4		
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	NBL	LTR	L	0.0	-0.1	0.0	-0.5	0.0	-0.2	
			NBT		T	0.0		0.0		0.0		
			NBR		R	-0.9		-1.5		-0.7		
			NBR2		R2	R2		0.0		-0.4		-1.0
		EB	EBL2	L2L	L2	0.0	-0.5	-0.1	-0.9	0.0	-0.5	
			EBL		L	-1.2		-1.8		-0.9		
			EBT		T	T		-0.2		-0.4		-0.4
		WB	WBT	T	T	T	-0.8	-0.8	-2.0	-2.0	0.0	0.0
WBR	R		R	R	-1.2	-1.8	0.0					
5b	Canal Street & Holland Tunnel On-Ramp	EB	EBT	T	T	-0.3	-0.3	-0.6	-0.6	-0.4	-0.4	
		WB	WBT	T	T	-0.9	-0.4	-2.1	-1.2	0.0	-0.1	
			WBR	R	R	0.0		0.0				
7a	Canal Street S & West Street	NB	NBT	T	T	0.0	-0.1	-0.1	-0.1	-0.1	-0.1	
			NBR	R	R	-0.2		-0.7		0.0		
		SB	SBL	L	L	L	-0.3	-0.2	-0.9	-0.3	-0.6	-0.4
			SBT	T	T	T	-0.1		-0.2		-0.4	

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
7b	Canal Street N & West Street	NB	NBT	T	T	0.0	0.0	-0.1	-0.1	-0.1	-0.1
		SB	SBT	T	T	-0.1	-0.1	-0.3	-0.3	-0.4	-0.4
		WB	WBL	LR	L	0.0	0.0	0.0	0.0	0.0	0.0
			WBR		R	0.0		0.0			
9	West Street & Albany Street	NB	NBT	T	T	-0.1	-0.1	-0.2	-0.2	-0.2	-0.2
			NBR	TR	R	0.0		0.0		-0.2	
		SB	SBL		L	-5.3	0.0	0.0	-0.1	0.0	-0.3
			SBT	T	T	0.0		-0.1			
			SBR	R	R	-0.1		-0.1			
		EB	EBL	L	L	0.0	0.0	2.7	0.7	0.0	0.0
			EBT	T	T	0.0		-1.1			
			EBR	R	R	0.1		0.0			
10	West Street & Vesey Street	NB	NBL	L	L	0.0	-0.1	0.0	-0.2	0.0	-0.2
			NBT	T	T	-0.1		-0.2		-0.2	
		SB	SBT	T	T	0.0	0.0	-0.1	-0.1	-0.2	-0.2
			SBR	R	R	-0.1		-0.1			
		EB	EBL	L	L	0.0	0.0	-0.1	0.0	0.0	-0.0
			EBR	R	R	0.0		0.0			
		WB	WBL	LT	L	0.0	0.0	0.0	0.0	0.0	0.0
			WBT		T	0.0		0.0			
WBR	R		R	0.0	0.0						

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
11	West Street & Chambers Street	NB	NBT	T	T	-0.2	-0.1	-0.3	-0.3	-0.3	-0.3
			NBR	TR	T	0.0		-0.2		-0.2	
		SB	SBL	L	L	-0.1	-0.1	-0.1	-0.1	-0.4	-0.3
			SBT	T	T	0.0		-0.1		-0.3	
			SBR	R	R	-0.1		-0.2		-0.2	
		EB	EBL	LTR	L	-0.1	0.0	-0.1	-0.1	0.0	0.0
			EBT		T	0.0		0.0		0.0	
			EBR		R	0.0		0.0		0.0	
		WB	WBL	LT	L	0.0	0.0	0.0	-0.1	0.0	0.0
			WBT		T	0.0		0.0		0.0	
WBR	R		R	0.0	-0.1	0.0					
14	Canal Street/Manhattan Bridge & Bowery	EB	EBT	T	T	-0.7	-0.7	-1.6	-1.4	-1.1	-1.0
			EBR	R	R	0.0		-0.2		-0.3	
		WB	WBT	T	T	-0.7	-0.7	-1.0	-1.0	-2.0	-2.0
		NB	NBT	T	T	0.0	-0.7	-0.2	-1.7	-0.2	-1.2
			NBR	R	R	-0.7		-1.7		-1.2	
		SB	SBL	L	L	-1.3	-1	-2.3	-1.6	-2.2	-2.4
			SBT	TR	T	-0.5		-1.2		-3.4	
SBR	R		-0.7		-0.7	-1.0					
15	Manhattan Bridge & Bowery	NB	NBT	T	T	-0.1	-0.1	-0.3	-0.3	-0.3	-0.3
		SB	SBT	T	T	-1.0	-1.0	-1.9	-1.9	-2.4	-2.4
		WB	WBR	R	R	-1.7	-1.7	-2.8	-2.8	-2.7	-2.7

Table 5. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Lower Manhattan Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		PM	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
18	6th Avenue & Watts Street	WB	WBT	TR	T	-0.3	-0.3	-0.5	-0.5	-0.4	-0.4
			WBR		R	0.0		-0.1		0.0	
		NB	NBL	LT	L	-0.6	-0.4	-1.1	-0.7	-1.2	-1.1
			NBT		T	-0.4		-0.7		-1.0	
19	Canal Street & 6th Avenue/Laight Street	NEB	NER	R	R	-0.4	-0.4	-0.9	-0.9	-1.1	-1.1
		NB	NBL	LTR	L	-0.2	-0.3	-0.5	-0.5	-0.7	-0.8
			NBT		T	-0.3		-0.4		-0.8	
			NBR		R	0.0		-1.2		-1.2	
		EB	EBT	T	T	-0.3	-0.3	-0.4	-0.4	-0.4	-0.4
		WB	WBT	TR	T	-0.3	-0.3	-0.4	-0.3	-0.3	-0.5
WBR	R		-0.3		-0.3	-0.5					

Table 6. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Queens Midtown Tunnel Study Area – With Action Peak Hour (No Mitigation)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	MD		LN	
						PCE	DW PCE	PCE	DW PCE
1	E 37th Street & 3rd Avenue	NB	NBL	L	L	-1.0	-0.4	-0.6	-0.4
			NBT	T	T	-0.4		-0.4	
		WB	WBT	T	T	0.0	0.0	0.0	0.0
			WBR	R	R	0.0		0.1	
2	E 36th Street & 2nd Avenue	SB	SBL	L	L	-0.7	-0.2	-0.6	-0.3
			SBT	T	T	-0.1		-0.2	
		EB	EBT	T	T	-0.5	-0.4	-0.4	-0.4
			EBR	TR	R	0.0		-0.3	
		WB	WBL	L	L	0.0		0.0	
3	E 34th Street & 3rd Avenue	NB	NBL	LT	L	-0.1	-0.4	-0.1	-0.3
			NBT	T	T	-0.5		-0.3	
			NBR	R	R	-0.3		-0.1	
		EB	EBT	T	T	-0.5	-0.5	-0.6	-0.6
			WBT	T	T	-0.3		-0.3	
WBR	R	R	-0.1	-0.3					
4	E 35th Street & 3rd Avenue	NB	NBL	LT	L	-0.2	-0.4	-0.2	-0.3
			NBT	T	T	-0.4		-0.3	
		WB	WBT	T	T	-0.4	-0.3	-0.6	-0.6
			WBR	TR	R	-0.1		-0.4	

Table 6. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Queens Midtown Tunnel Study Area – With Action Peak Hour With Action Peak Hour (No Mitigation) (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	MD		LN	
						PCE	DW PCE	PCE	DW PCE
5	E 34th Street & 2nd Ave	SB	SBL	L	L	0.0	-0.1	-0.1	-0.2
			SBT	T	T	-0.1		-0.2	
			SBR	R	R	-0.4		-0.2	
		EB	EBT	T	T	-0.3	-0.2	-0.2	-0.2
			EBR	TR	R	0.0		-0.1	
		WB	WBT	T	T	-0.5	-0.5	-0.5	-0.5
6	E 35th Street & 2nd Ave	SB	SBT	T	T	-0.1	-0.1	-0.2	-0.2
			SBR	R	R	-0.2		-0.1	
		EB	EBR	R	R	0.0	0.0	-0.3	-0.3
		WB	WBT	T	T	-0.1	-0.1	-0.4	-0.4
			WBL	L	L	-0.1		-0.3	

Table 7. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Red Hook Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		MD		LN	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
1	Hamilton Avenue, Clinton Street & West 9th Street	EB	EBT	TR	T	0.0	0.0	-0.2	-0.2	0.0	0.0
			EBR		R	0.0		0.0			
		NB	NBL	LT	L	0.0	-0.0	0.0	-0.1	0.0	-0.3
			NBT		T	0.0		-0.1			
		SB (at West 9th)	SBT	TR	T	0.1	0.1	0.0	0.0	0.1	0.1
			SBR		R	0.0		0.0			
		SB (at Clinton St)	SBL	L	L	0.1	0.1	0.0	0.0	0.0	0.0
			SBT	LTR	T	0.1		0.0		0.0	
			SBR		R	0.0		0.0		0.0	
		WB	WBL	L	L	0.0	0.0	0.0	0.0	0.0	0.0
WBT	T		T	0.0	0.0	0.0					
2	Hamilton Avenue NB & West 9th Street	NB	NBT	T	T	-0.1	-0.1	-0.1	-0.1	-0.4	-0.4
		WB	WBR	R	R	0.0	-0.0	-0.2	-0.2	-0.4	-0.4

Table 81. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - RFK Bridge Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		PM		LN	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
1	126th Street and 2nd Avenue	NW	NWL2	L	L2	0.0	0.0	0.0	0.0	0.0	0.0
			NWL		L	0.0		0.0			
			NWR	R	0.0	0.0					
		SB	SBT	TR	T	-0.2	-0.2	-0.4	-0.4	-0.1	-0.2
			SBR		R	-0.1		-0.5		-0.8	
		WB	WBL	L	L	-0.2	-0.1	-0.3	-0.3	0.0	-0.1
			WBT	T	T	-0.1		-0.4		-0.1	
			WBR	R	R	-0.1		-0.4		-0.2	
		2	125th Street and 2nd Avenue	SB	SBL	L	L	0.0	-0.3	-0.2	-0.4
SBT	TR				T	-0.4	-0.6	-0.3			
SBR					R	-0.4	-0.7	-0.9			
SW	SWL			L	L	0.6	0.6	2.0	2.0	0.3	0.3
	SWR			R	R	0.6		2.0		0.3	
EB	EBT			TR	T	0.3	0.2	0.3	0.3	1.1	1.0
	EBR				R	0.0		0.0		0.0	
WB	WBL			LT	L	-3.5	-3.2	-3.4	-3.6	-0.5	-3.9
	WBT				T	-3.1		-3.7		-4.2	

Table 81. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - RFK Bridge Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		PM		LN			
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE		
11	E 134th Street & St. Ann's Avenue	NB	NBT	TR	T	0.0	0.0	0.0	0.0	0.0	0.0		
			NBR		R	0.0		0.0					
		SB	SBL	LT	L	0.0	0.0	0.0	0.0	0.0	0.0		
			SBT		T	0.0		0.0					
		EB	EBL	LTR	L	0.0	0.0	0.0	0.0	0.0	0.0		
			EBT		T	0.0		0.0					
			EBR		R	0.0		0.0					
		22	St Ann's Ave and Bruckner Blvd	NB	NBL	LTR	L	0.0	0.0	0.0	0.0	0.0	0.0
					NBT		T	0.0		0.0			
NBR	R				0.0		0.0						
SB	SBL			LTR	L	0.0	0.0	0.0	0.0	0.0	0.0		
	SBT				T	0.0		0.0					
	SBR				R	0.0		0.0					
EB	EBL			LTR	L	0.0	0.0	0.0	0.0	0.0	0.0		
	EBT				T	0.0		0.0					
	EBR				R	0.0		0.0					
WB	WBL			LTR	L	0.0	0.0	0.0	0.0	0.0	0.0		
	WBT				T	0.0		0.0					
	WBR				R	0.0		0.0					

Table 81. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - RFK Bridge Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	AM		PM		LN	
						PCE	DW PCE	PCE	DW PCE	PCE	DW PCE
17	31st St & Astoria Blvd	NB	NBT	T	T	-0.9	-0.9	0.4	0.5	-7.4	-6.8
			NBR	R	R	-0.5		1.5		-3.4	
		SB	SBT	T	T	-0.1	-0.1	-0.5	-0.5	-0.4	-0.4
			SBR	R	R	-0.1		-0.5		-0.4	
		EB	EBL	L	L	0.4	0.2	0.3	0.2	0.0	0.5
			EBT	T	T	0.2		0.2		0.5	
EBR	R		R	0.1	0.1	0.5					
24	Hoyt N & 31st St	NB	NBL	L	L	-0.8	-1.2	0.9	0.3	-8.6	-5.2
			NBT	T	T	-1.2		0.1		-3.2	
		SB	SBT	T	T	-0.3	-0.2	-3.3	-1.4	-1.3	-1.1
			SBR	R	R	0.0		-0.1		-0.2	
		WB	WBL	L	L	0.0	-0.0	0.0	-0.2	0.0	-0.1
			WBT	T	T	0.0		-0.2		-0.1	
WBR	R		R	0.0	0.0	0.0					
3	Hoyt S & 31st St	NB	NBT	T	T	-0.7	-0.7	0.3	0.4	-6.8	-6.2
			NBR	R	R	-1.1		0.8		1.0	
		SB	SBL	L	L	0.0	-0.1	0.0	-0.4	0.0	-0.3
			SBT	T	T	-0.1		-0.4		-0.4	
		EB	EBL	L	L	0.2	0.3	0.0	0.1	0.8	0.6
			EBT	T	T	0.3		0.2		0.6	
EBR	R		R	0.1	-0.2	-0.5					

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area – With Action Peak Hour

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	LN	
						PCE	DW PCE
1	E 60th Street & Queensboro Bridge Exit	NB	NBL	LTR	L	-2.6	-4.3
			NBT		T	-8.3	
			NBR		R	-2.8	
		EB	EBL	LT	L		-3.2
			EBT		T	-3.2	
2	E 60th Street & 3rd Ave	NB	NBL	L	L	-5.7	-3.3
			NBT	T	T	-3.1	
		WB	WBT	T	T	-6.4	-8.6
			WBR	R	R	-13.7	
3	E 60th Street & York Ave	NB	NBT	T	T	-2.8	-2.8
		SB	SBT	T	T	-2.6	-2.6
		EB	EBL	L	L	-0.7	-1.3
			EBT	LT	T	0.0	
			EBR	R	R	-2.8	
		WB	WBL	L	L	0.0	0.0
			WBT	T	T	0.0	
WBR	R		R	0.0			

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	LN	
						PCE	DW PCE
4	E 59th Street & 2nd Ave	EB	EBT	T	T	-8.8	-7.0
			EBR	RR2	R	4.1	
			EBR2		R2	6.4	
		SB	SBL2	L2	L2	-9.1	-5.6
			SBL	L2L	L	5.6	
			SBT	T	T	-4.0	
5	E 60th Street & 2nd Ave	NWB	NWL2	L2	L2	-9.0	-9.2
			NWL	L	L	-9.4	
		SB	SBL2	L2	L2	3.3	-4.5
			SBT	TR	T	-4.8	
			SBR		R	0.3	
		WB	WBL	LT	L	1.2	-0.8
WBT	T		T	-15.6			
6	E 60th Street & 1st Ave	NB	NBT	T	T	-3.4	-3.2
			NBR	TR	R	0.5	
		EB	EBL	L	L	-3.8	-3.0
			EBT	T	T	-2.2	
7	E 60th Street & Lexington Ave	SB	SBT	T	T	-3.3	-3.4
			SBR	R	R	-5.3	
		WB	WBL	L	L	-4.5	-6.2
			WBT	T	T	-6.5	
8a	E 60th Street & Park Ave NB	NB	NBL	LT	L	-2.7	-3.3
			NBT	T	T	-2.9	
			WBT	T	T	-7.8	
			WBR	TR	R	-8.7	

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	LN	
						PCE	DW PCE
8b	E 60th Street & Park Ave NB	SB	SBT	T	T	-2.6	-2.5
			SBR	TR	R	-1.4	
		WB	WBL	L	L	-3.1	-6.4
			WBT	T	T	-7.2	
9	E 60th Street & Madison Ave	NB	NBL	L	L	-7.3	-3.2
			NBT	T	T	-2.7	
		WB	WBT	T	T	-4.7	-5.4
			WBR	TR	R	-8.5	
10	E 62nd Street & Queensboro Bridge Exit	NB	NBT	T	T	1.8	0.9
			NBR	R	R	-0.1	
		EB	EBL	LT	L	-5.9	-5.2
			EBT	T	T	-5.2	
11	E 60th Street & 5th Ave	SB	SBT	T	T	-4.5	-4.3
			SBR	R	R	-3.1	
		WB	WBL	L	L	-4.8	-5.8
			WBT	T	T	-6.6	
12	E 63rd Street & York Ave	NB	NBT	T	T	-4.5	-3.8
			NBR	TR	R	-3.2	
		SB	SBL	L	L	-0.3	-1.9
			SBT	T	T	-2.5	
			SBR	TR	R	-4.0	
		WB	WBL	L	L	-1.1	-2.0
			WBT	LT	T	-1.8	
WBR	TR		R	-7.1			

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	LN	
						PCE	DW PCE
13	E 53rd Street & FDR Drive	SB	SBR	R	R	-3.6	-3.6
		SWB	SWR	R	R	0.9	0.9
14	E 61st Street & 5th Ave	SB	SBT	T	T	-3.6	-3.6
		WB	WBL	L	L	-7.4	-7.4
15	E 65th Street & 5th Ave	SB	SBL	LT	L	-2.8	-3.1
			SBT	T	T	-3.1	
		EB	EBT	T	T	-2.3	-2.4
			EBR	R	R	-3.1	
16	E 66th Street & 5th Avenue	SB	SBT	T	T	-3.9	-3.5
			SBR	TR	R	-2.1	
		WB	WBL	LT	L	-0.2	-0.6
			WBT	T	T	-0.7	
17	E 79th Street & 5th Ave	SB	SBL	LT	L	-0.4	-4.0
			SBT	T	T	-4.1	
			SBR	TR	R	-4.5	
		EB	EBT	T	T	-2.9	-3.2
			EBR	R	R	-4.5	
		WB	WBL	L	L	-7.2	-3.4
WBT	T		T	-2.7			

Table 9. Adopted Toll Structure Estimated Directional Weighted PCE Noise Level Changes - Upper East Side Study Area – With Action Peak Hour (Continued)

Intersection #	Intersection Name	Approach	Movement	Lane Group	Movement	LN	
						PCE	DW PCE
18	E 71st Street & York Ave	NB	NBL	LT	L	-7.7	-4.5
			NBT	T	T	-4.3	
			NBR	TR	R	0.0	
		SB	SBL	LT	L	0.0	-3.8
			SBT	LTR	T	-3.6	
			SBR	TR	R	-4.5	
		WB	WBL	L	L	-2.4	-2.5
			WBT	TR	T	-2.6	
			WBR		R	-2.5	