Congestion Relief Zone Tolling

Week One Update

Varick St near the entrance to the Holland Tunnel
Monday PM rush

Our Purpose

The purpose of the Program is to reduce the number of vehicles entering what had been the most congested district in the country.

NYC Bike Lanes
@NYCBikeLanes

Before & after congestion relief toll.

Congestion pricing works!

📷Canal St & Bowery

5:19 PM · 1/8/25 · **458K** Views

143 165 1.5K 68

Reality Sets In During First Monday of Congestion Pricing

Jan. 6, 2025, 9:33 a.m. ET
Sean Piccoli Reporting from Manhattan

Josh Castro stepped out of a parking garage on East 63rd Street near Second Avenue on his way to work. Castro, 28, a construction project manager from Montclair, N.J., said his drive through the Lincoln Tunnel and then across town normally takes an hour and 15 minutes. “It took me 40 minutes today,” he said.

Darren Rovell
@darrenrovell

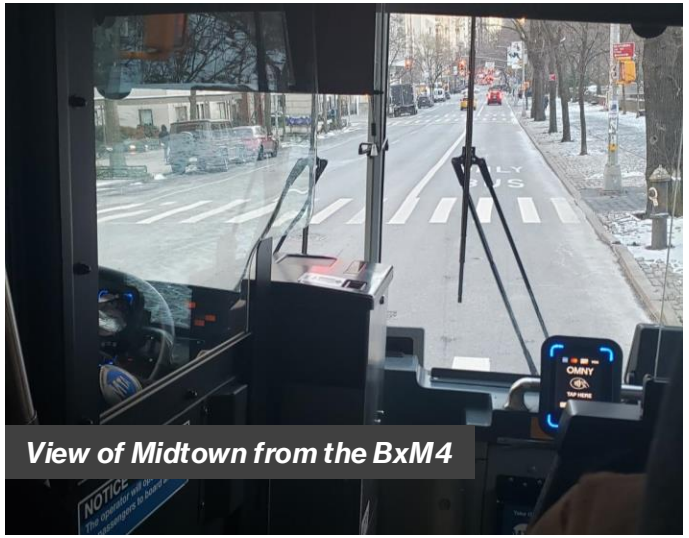
First week of congestion pricing ($9 during the day upcharge) for going from NJ to NY.

This picture was taken by me at 8:06 am this morning 😱

42 St & 11 Av

Gothamist A non-profit newsroom, powered by WNYC.

In first days of congestion pricing, New Yorkers see signs of reduced gridlock



View of Midtown from the BxM4

STREETSBLOG NYC

BUS SPEED

MTA Drivers: Slowest Bus in Manhattan Is Faster Since Congestion Pricing

"I think ever since congestion pricing, driving in the city has gotten better. I feel it," one bus driver told Streetsblog.

isi baehr-breen
@isibb.bsky.social
Follow

I have never seen lower Manhattan less crowded than it was this afternoon. I can’t believe how well congestion pricing is working.

January 12, 2025 at 3:57 PM Everybody can reply

57 likes

3 57

Today

Q1. How is the program changing the number of vehicles entering the CBD?

Q2. Are driving times improved in and to the CBD?

Q3. Are bus riders seeing trip time improvements?

Q4. Has the program changed transit ridership?

Q1. How is the program changing the number of vehicles entering the CBD?

Q1. How is the program changing the number of vehicles entering the CBD?

How many vehicles have entered the CBD since launch?

	CBD Entries
Sun Jan 5	**475,391**
Mon Jan 6	**499,016**
Tue Jan 7	**531,226**
Wed Jan 8	**545,602**
Thu Jan 9	**558,635**
Fri Jan 10	**561,604**

Data source: TBTA – Central Business District Tolling Program

How many vehicles would have entered without CRZ tolling?

	Baseline estimates	Entries as % of baseline (Monday-Friday)
2022-2023-2024 actual/observed entries (October)	642,000	**-16.0%**
2022-2023-2024 entries (adjusted for January)	**583,000**	**-7.51%**

Q2. Are driving times improved in and to the CBD?

Drivers are saving time traveling in and to the CBD.

The greatest improvements in travel times occur on inbound river crossings, particularly in morning commute times when the peak-period toll is in effect.

Trip times are also improved throughout the CBD, especially at the busiest times of the day – the afternoon peak.

TRANSCOM traffic data confirms overall improvements in driving times.

River Crossings into CBD

Brooklyn Bridge WB to Centre Street
Holland Tunnel EB to NY
Hugh Carey Tunnel WB to Manhattan
Lincoln Tunnel EB to NY (South Tube)
Manhattan Bridge WB to Canal Street
Queens Midtown Tunnel WB to Manhattan
Queensboro Bridge WB to Manhattan
Williamsburg Bridge WB to Manhattan

CBD Excluded Roadways

FDR N @ Whitehall (Exit 1) to 61st St (Exit 12)
FDR S @ QMT to HLC
WSH N @ Battery Park to 57th St
WSH S @ 57th St to Battery Park

CBD East/West Streets

Canal St E @ West St to Bowery St
Canal St W @ Bowery St to West St
Houston E @ MacDougal St to Mangin St
Houston W @ Mangin St to Washington St
23rd St E @ 11th Ave to 1st Ave
23rd St W @ 1st Ave to 11th Ave
34th St E @ 12th Ave to 1st Ave
34th St W @ 1st Ave to 12th Ave
42nd St E @ 12th Ave to 1st Ave
42nd St W @ 1st Ave to 12th Ave
57th St E @ 12 Ave to Sutton Pl
57th St W @ Sutton Pl to 12th Ave

CBD North/South Avenues

2nd Ave S @ 59th St to Houston
3rd Ave N @ 8th St to 60th St
5th Ave S @ 60th St to 8th St
8th Ave N @ Hudson St to 58th St
9th Ave S @ 60th St to 14th St

TRANSCOM, a non-profit coalition of transportation and public safety agencies in NY, NJ and CT, improves regional mobility and safety by supporting inter-agency communication of real-time traffic data, planned and unplanned events and the enhanced utilization of transportation management systems.

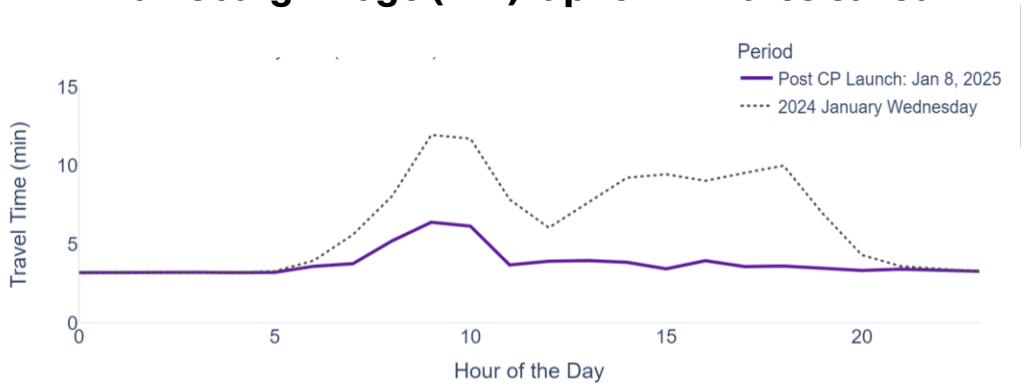
Q2. Are driving times improved in and to the CBD?

Travel times into the CBD improved on all AM peak Hudson River and East River crossings.

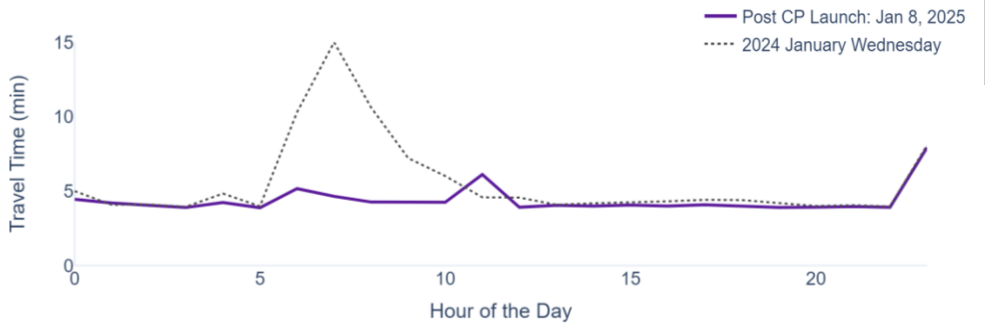
River Crossings into CBD	Length (Miles)	1/8/25 AM peak travel time	Jan 2024 AM peak travel time	Year Over Year % Δ
Lincoln Tunnel (EB)	1.5	4:14	6:59	-39%
Holland Tunnel (EB)	2.1	4:27	12:48	-65%
Hugh Carey Tunnel (WB)	1.8	4:23	5:47	-24%
Brooklyn Bridge (WB)	1.5	4:02	5:38	-28%
Manhattan Bridge (WB)	1.5	3:16	3:37	-10%
Williamsburg Bridge (WB)	1.9	4:30	6:51	-34%
Queens Midtown Tunnel (WB)	1.5	3:33	5:50	-39%
Queensboro Bridge (WB)	1.4	4:02	6:01	-33%

AM Commute Hours (7am-9am)

Williamsburg Bridge (WB): up to 7 minutes saved



Holland Tunnel (EB): up to 10 minutes saved



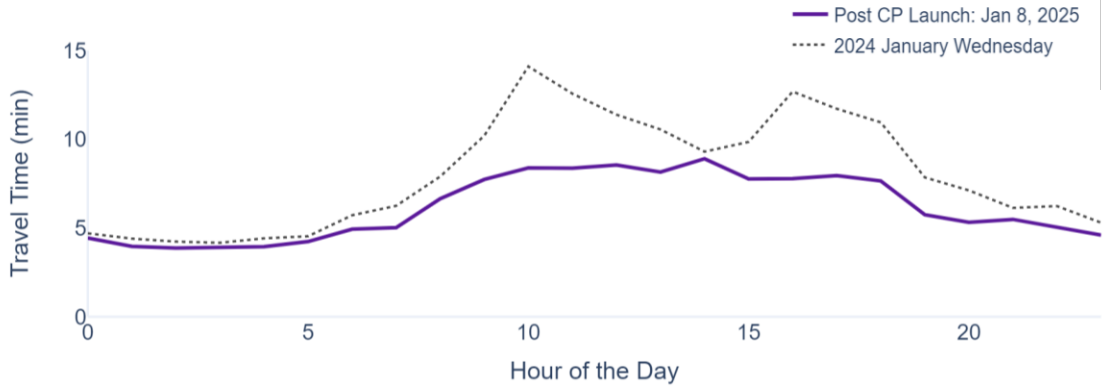
Q2. Are driving times improved in and to the CBD?

East-West streets in the CBD also saw travel time improvements, especially in the PM peak.

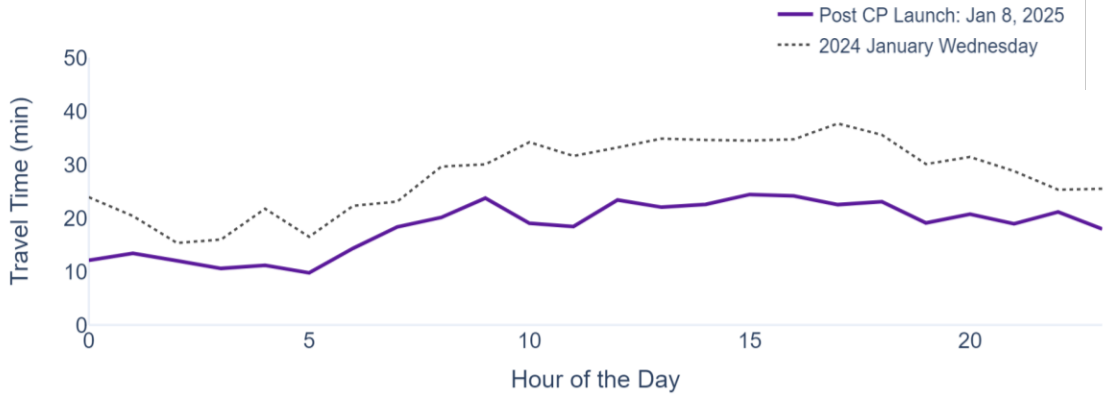
East/West Streets	Length (Miles)	1/8/25 PM peak travel time	Jan 2024 PM peak travel time	Year Over Year % Δ
Canal St (WB)	0.9	7:47	11:47	-34%
Canal St (EB)	1	6:09	9:28	-35%
Houston St (WB)	1.9	13:46	14:20	-4%
Houston St (EB)	1.5	10:24	11:20	-8%
23 St (WB)	1.7	17:49	15:30	15%
23 St (EB)	1.7	19:09	23:57	-20%
34 St (WB)	1.9	23:13	36:00	-36%
34 St (EB)	1.9	34:25	43:41	-21%
42 St (WB)	1.9	32:38	27:52	17%
42 St (EB)	1.9	26:51	28:27	-6%
57 St (WB)	2	20:34	29:20	-30%
57 St (EB)	2	16:10	21:09	-24%

PM Commute Hours (4pm-7pm)

Canal St (WB): 34% travel time improvement



34 St (EB): 30% travel time improvement

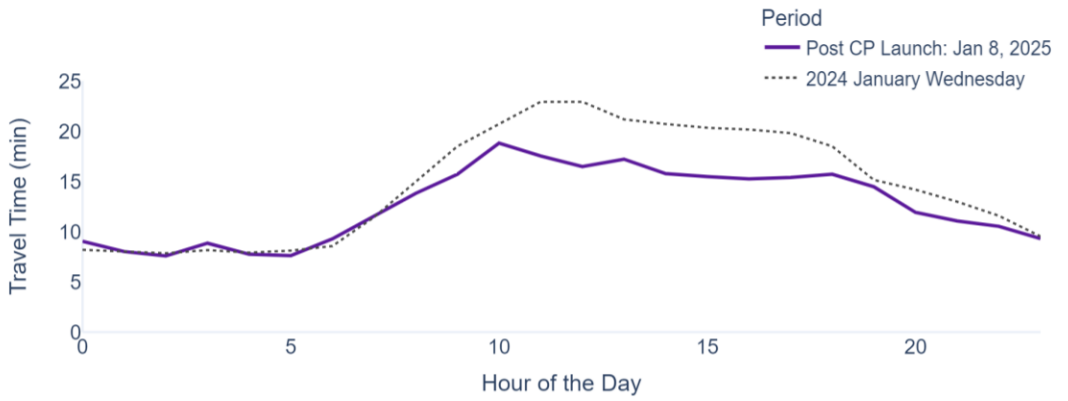


Q2. Are driving times improved in and to the CBD?

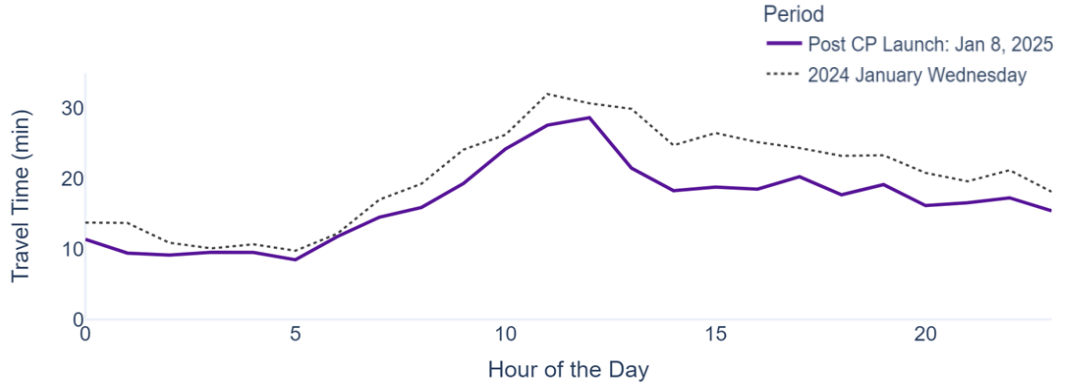
Some North-South avenues saw travel time improvements.

North/South Avenues	Length (Miles)	1/8/25 PM peak travel time	Jan 2024 PM peak travel time	Year Over Year % Δ
2 Av (SB)	2.9	18:18	18:08	1%
3 Av (NB)	2.6	15:26	19:30	-21%
5 Av (SB)	2.6	22:13	21:59	1%
8 Av (NB)	2.4	18:50	24:16	-22%
9 Av (SB)	2.3	14:42	14:33	1%

Third Av (SB): 21% travel time improvement



8 Av (NB): 22% travel time improvement



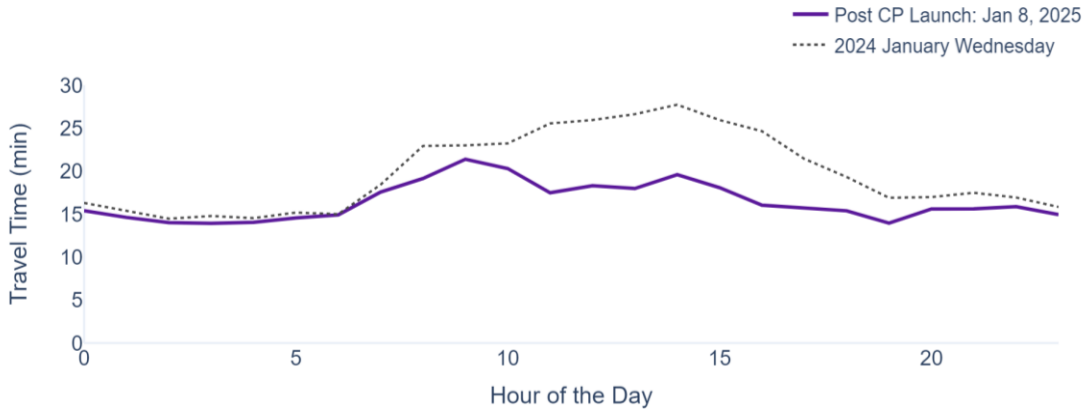
PM Commute Hours (4pm-7pm)

Q2. Are driving times improved in and to the CBD?

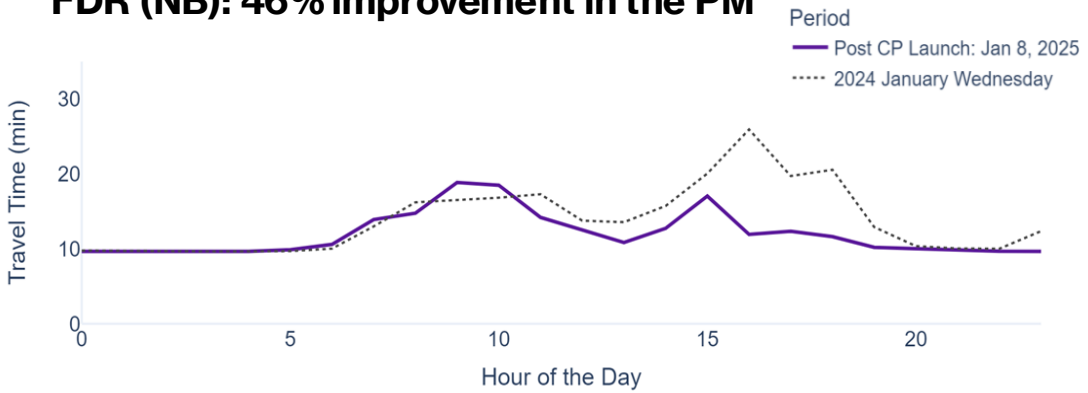
Travel times on the FDR and West Side Highway were also improved in the PM peak.

Excluded Roadways	Length (Miles)	1/8/25 PM peak travel time	Jan 2024 PM peak travel time	Year Over Year % Δ
FDR (NB)	5.6	11:57	22:05	-46%
FDR (SB)	5.6	27:32	24:40	12%
West Side Highway (NB)	4.9	15:43	21:48	-28%
West Side Highway (SB)	4.9	17:50	22:23	-20%

West Side Highway (NB): 28% time improvement



FDR (NB): 46% improvement in the PM



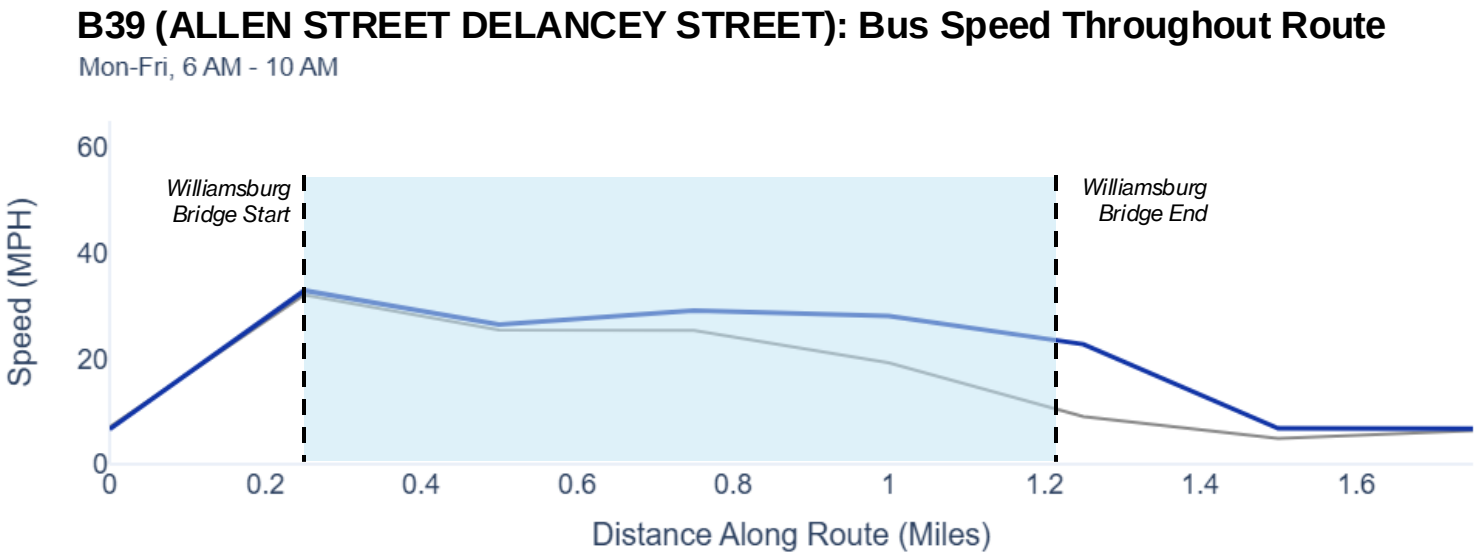
PM Commute Hours (4pm-7pm)

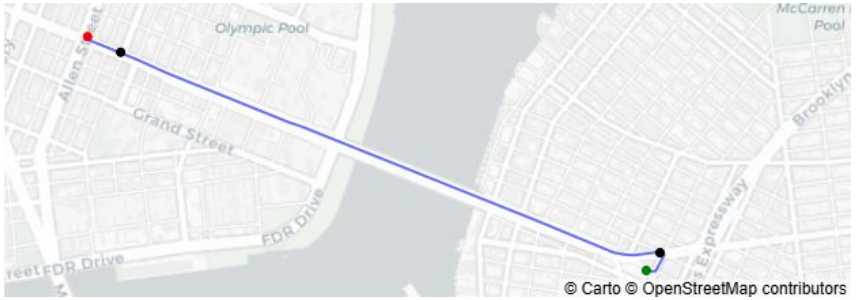
Q3. Are bus riders seeing trip time improvements?

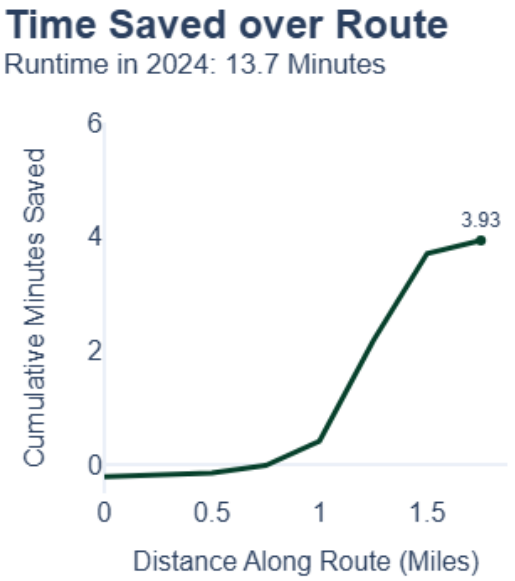
Less traffic has also improved the commutes of bus riders.

Overall, buses are moving faster, especially in the AM peak. The routes seeing the most time savings are those that cross the East or Hudson Rivers into Manhattan – many of which are express buses.

Williamsburg Bridge: B39

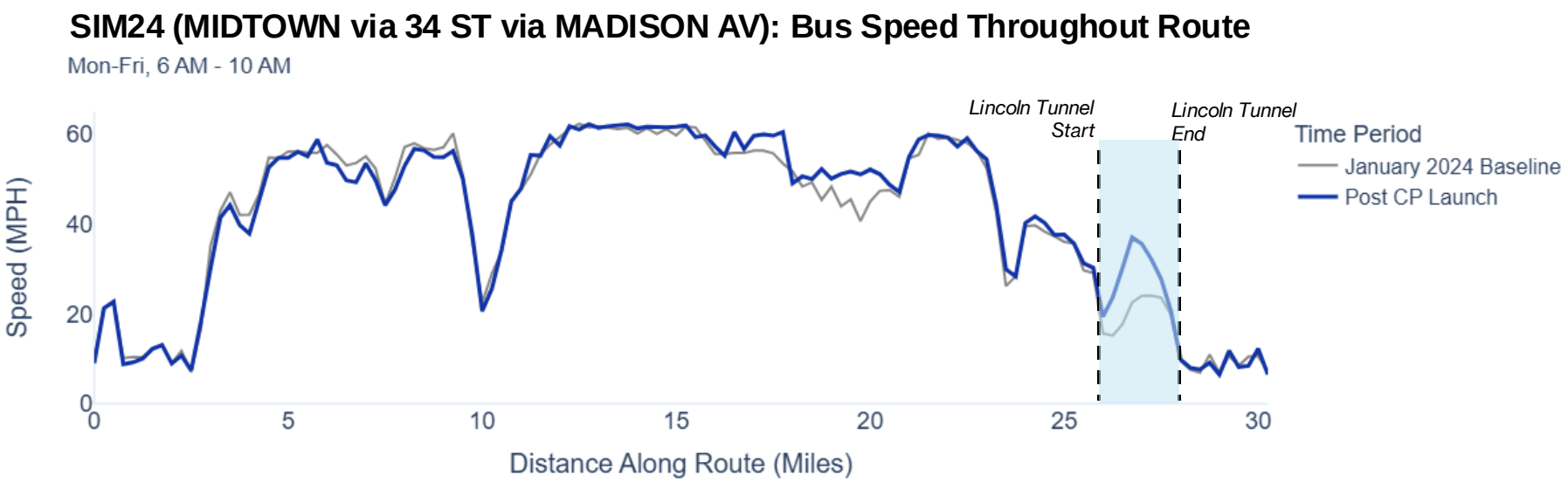


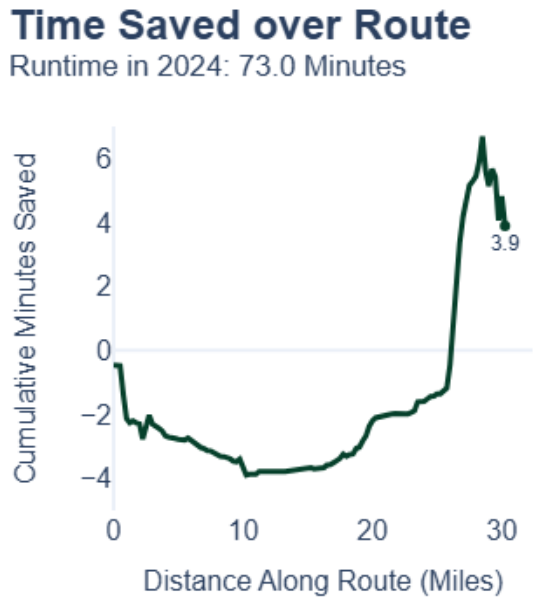




→ The **B39** spends the majority of its route on the **Williamsburg Bridge**.
→ Last week during morning commute, **inbound B39 trips saved 3.9 minutes** relative to their runtimes in January 2024. **This is a 28% reduction in travel time.**

Lincoln Tunnel: SIM24

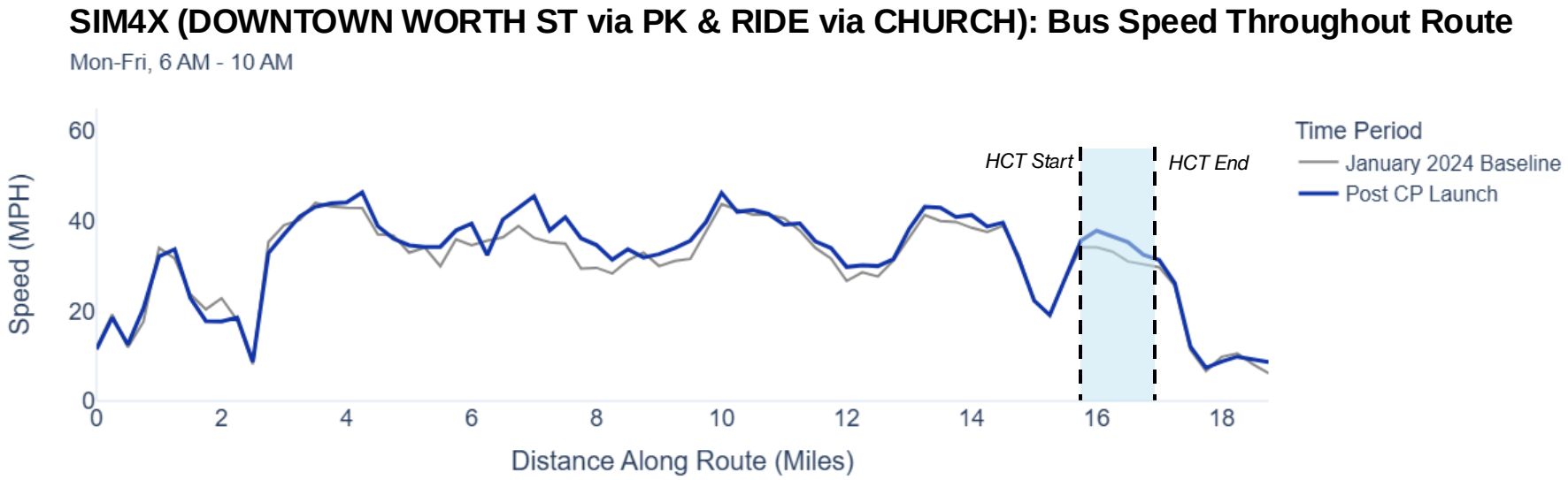


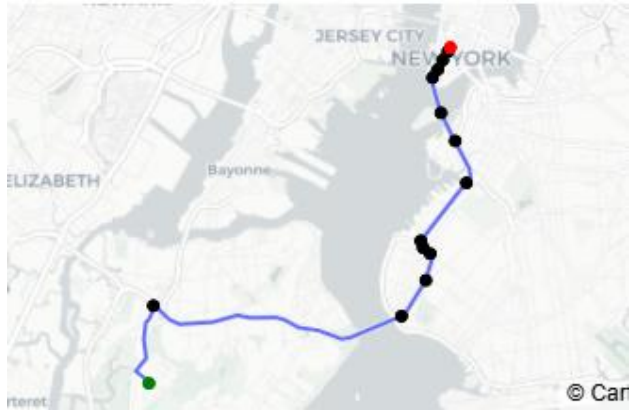


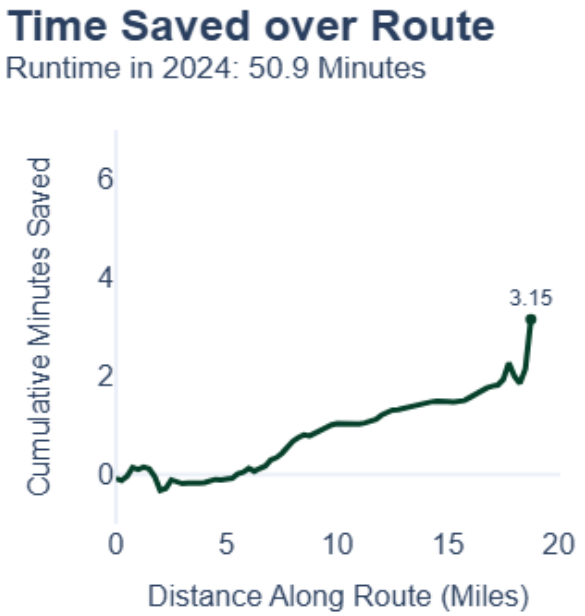
→ Over its entire route, the SIM24 saw a runtime reduction of 3.9 minutes (5.3% improvement).

→ This speed improvement is **due solely to faster travel times across the Lincoln Tunnel.** Trips for this route saved **7 minutes** driving across the Lincoln Tunnel compared to last year.

Hugh Carey Tunnel: SIM4X

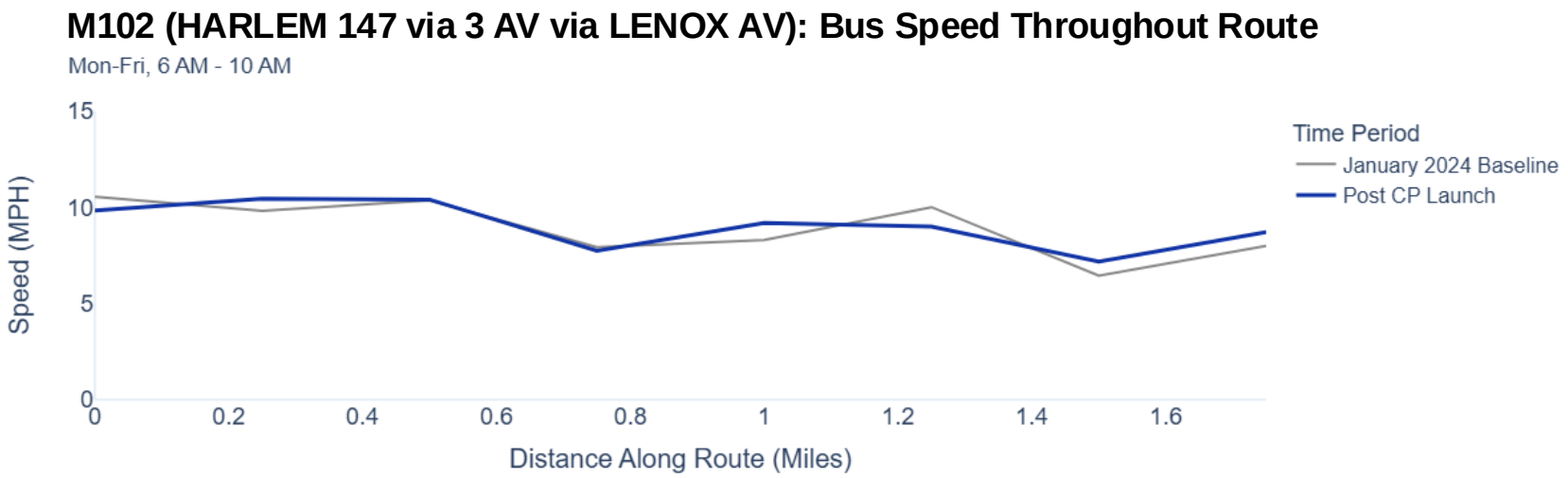


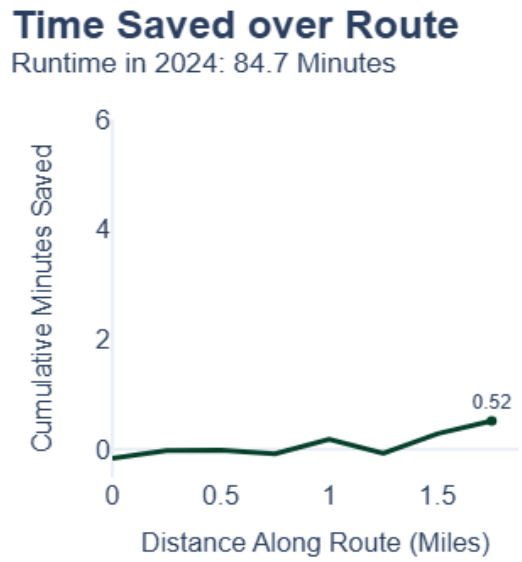




→ Last week, this bus saw a 3.1-minute reduction in travel time, an improvement of 6%.
→ There were modest gains in speed across the Gowanus Expressway leading into the Hugh Carey Tunnel, and then faster travel on Manhattan surface streets.

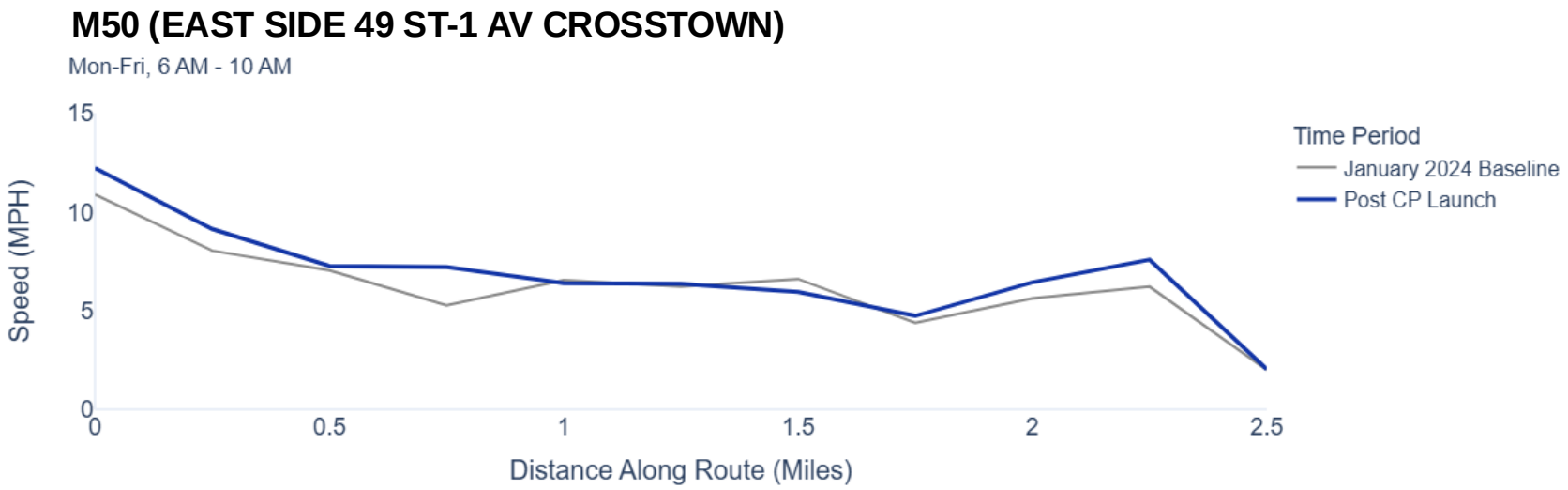
CBD North/South: M102

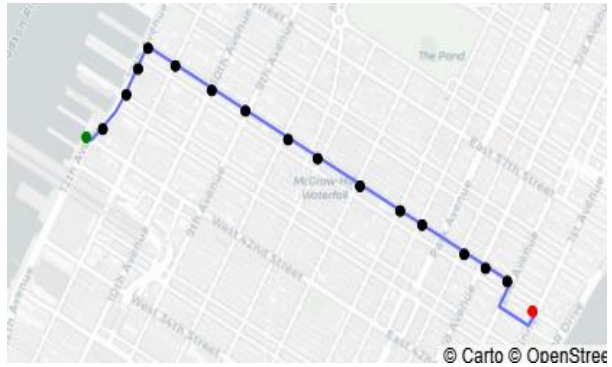


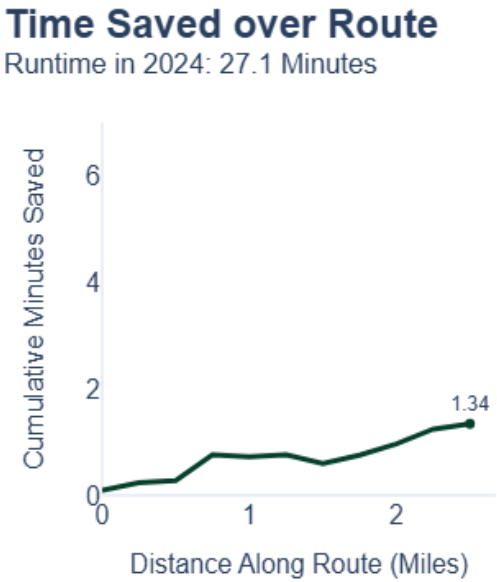


→ The **M102** is traveling at roughly the same speed as last year.

CBD East/West: M50







→ The **M50**, sometimes noted as being one of the slowest buses in Manhattan, has shaved **1.3 minutes (5%)** off of its runtime.

Q4. Has the program changed transit ridership?

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Reminder: Even prior to Congestion Relief, only 11% of commuters into the CBD drove.

1.5 million people work in the Manhattan CBD

143,000 drove in (pre-CRZ)

1.3 million already took transit (pre-CRZ)

In Week One, ridership growth is above average on some Express Bus routes.

From Brooklyn via Hugh Carey Tunnel

- BM1 (Mill Basin / Marine Park)
- BM2 (Mill Basin / Marine Park)
- BM3 (Sheepshead Bay)
- BM4 (Gerritsen Beach / Marine Park)

From Staten Island

- SIM9 via Verrazzano and Hugh Carey
- SIM24 via Goethals and Lincoln Tunnel

From Queens via Queens-Midtown Tunnel

- QM16 (Rockaways)
- QM17 (Rockaways)

First-week takeaways

1. In the first five weekdays of the program, CBD entries were down ~8% from our January estimated weekday baseline.

2. Travel times were 30-40% shorter on inbound river crossings, and 20-30% improved in the PM on most crosstown streets and the excluded roadways. Results were more mixed on North/South avenues.

3. Many MTA Express Bus riders saw shorter commutes thanks to less traffic, and we're seeing slightly higher ridership on some express bus routes. No meaningful uptick in transit ridership or crowding has occurred.