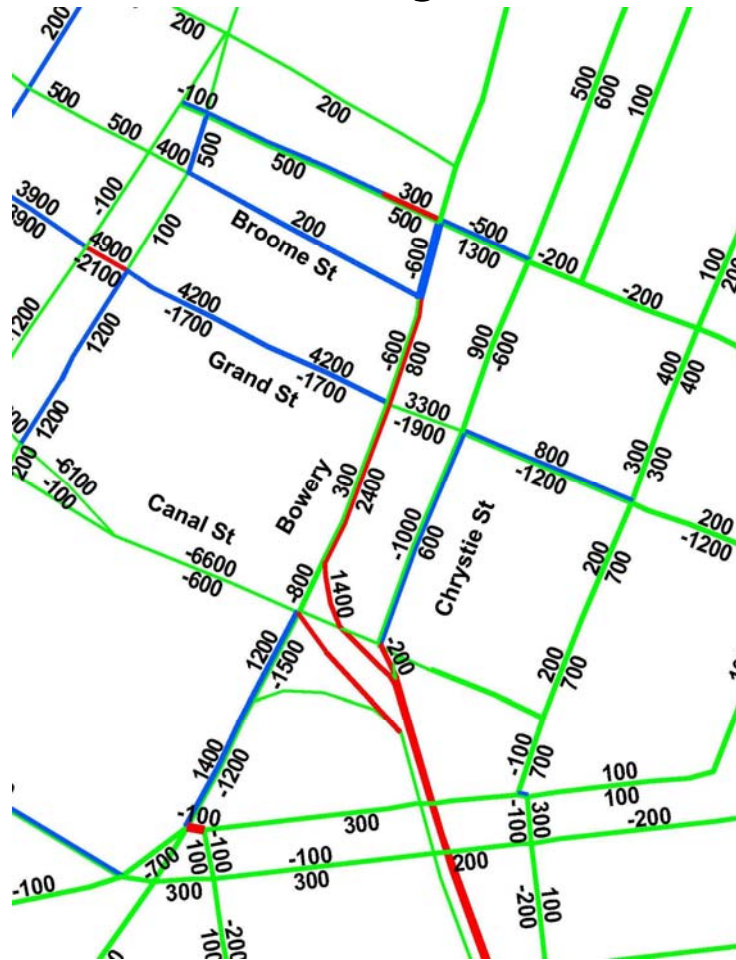


# Holland Tunnel HOV 3+ AM plus Manhattan Bridge HOV2+ AM plus One-way Pair AM Volume Change from No Build Manhattan Bridge Area



- Similar volume levels as HOV 3+ plus One-way except lower traffic levels on Chrystie St





Holland Tunnel HOV 3+ AM plus Manhattan Bridge HOV2+  
plus One-way Pair  
Summary

- **Effects on Canal Street**
  - **Similar D/C ratios and volumes as Holland Tunnel HOV 3+ plus One-way pair**
- **Effects on other Study Area Roadways**
  - **Similar D/C ratios and volumes as Holland Tunnel HOV 3+ plus One-way pair excepting Chrystie St**

# Holland Tunnel HOV 3+ AM Impacts at Other Hudson River Crossings

- Diversions for all Holland Tunnel HOV 3+ combinations similar
- Vehicle hours derived using 2005 aerial delay survey
- Significant increase in 2030 no build delay relative to no build
- Additional 20 % increase in non-priority vehicle hours under Holland Tunnel HOV 3+ scenario

<b>Traffic Diversions Queue Delay Summary (EB)</b>					
<b>Alternative</b>	<b>Vehicle-hours (6AM-10AM)</b>				
	<b>HT</b>	<b>GWB</b>	<b>LT</b>	<b>Total</b>	<b>Compared to Nobuild</b>
2005 Existing	1426	6754	5820	14000	(33719)
2030 Nobuild	3199	30939	13580	47719	-
2030 Build (HOV3+)	217	38674	18024	56916	9197

# Holland Tunnel HOV 3+ AM Mode Shift to HOV3+

- Net gain of 821 HOV 3+ vehicles NJ to NY AM peak period – Holland Tunnel HOV 3+ vs. No Build

Crossing Facilities	Dir	HOV 3+ Lane Scenario
		HOV 3+ Volumes
		Net Change (1)
<b>Hudson River Crossing</b>		
George Washington Bridge	EB	-583
Lincoln Tunnel	EB	-326
Holland Tunnel	EB	1985
<b>Sub Total</b>		<b>1,076</b>
<b>Staten Island Bridge Crossings</b>		
Outerbridge Crossing	EB	-4
Goethals Bridge	EB	-232
Bayonne Bridge	EB/SB	-19
<b>Sub Total</b>		<b>-255</b>
<b>Total</b>		<b>821</b>

Notes:

(1) Represents Incremental Change from 2030B No Build Future Alternative Scenario

# Next Steps

- Develop full improvement packages/scenarios from full list of actions
- Incorporate preliminary scenarios as building blocks in one or more full improvement packages/scenarios
- Present improvement packages to Steering Committee
- Present improvement packages to public
- Model improvement packages/scenarios with BPM
- Select which two improvement packages/scenarios to test using simulation model
- Develop concept plan for Canal St

# Steering Committee Role

- Key decision
  - Should any 1<sup>st</sup> or 2<sup>nd</sup> level preliminary scenarios be incorporated in full improvement packages/ scenarios
- Review of full improvement packages/ scenarios

# Questions to be Answered TODAY

Which of the preliminary scenarios...

- Should be eliminated from further consideration?
- Should be incorporated as building blocks in one or more full improvement packages/scenarios