

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
WWW.NYMTC.ORG

HUB BOUND 1998 TRAVEL REPORT
Central Business District

CONVERTED TO PDF-FORMAT ON JULY 2004

APPENDIX I
TIME SERIES TABLES

TABLE 1A

PERSONS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY FOR SELECTED YEAR (IN THOUSANDS)
(SHEET 1 OF 2)

| | (1932) | (1940) | (1948) | (1956) | (1960) | (1963) | (1971) | (1973) | | | | | | | |
|---------------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|
| PERSONS BY MODE | | | | | | | | | | | | | | | |
| AUTO, TAXI, VAN AND TRUCK | 516 | 19.1% | 619 | 18.9% | 657 | 17.8% | 828 | 954 | 28.5% | 846 | 25.7% | 914 | 28.9% | 931 | 30.9% |
| BUS | 40 | 1.5% | 150 | 4.6% | 290 | 7.9% | 243 | 243 | 7.3% | 252 | 7.7% | 256 | 8.1% | 232 | 7.7% |
| TROLLEY | 88 | 3.3% | 59 | 1.8% | 24 | 0.7% | 3 | - | - | - | - | 1,789 | 56.5% | 1,653 | 54.8% |
| RAPID TRANSIT | 1,752 | 65.0% | 2,169 | 66.3% | 2,389 | 64.7% | 1,970 | 1,913 | 57.1% | 1,977 | 60.1% | 172 | 5.4% | 168 | 5.6% |
| RAILROAD | 216 | 8.0% | 206 | 6.3% | 283 | 7.7% | 233 | 203 | 6.1% | 177 | 5.4% | 36 | 1.1% | 31 | 1.0% |
| NONRAIL FERRY | 85 | 3.2% | 68 | 2.1% | 48 | 1.3% | 36 | 36 | 1.1% | 38 | 1.2% | - | - | - | - |
| TOTAL | 2,697 | - | 3,271 | - | 3,691 | - | 3,313 | 3,349 | - | 3,290 | - | 3,167 | - | 3,015 | - |
| PERSONS BY SECTOR | | | | | | | | | | | | | | | |
| NORTH OF 60TH STR | 1,046 | 38.8% | 1,320 | 40.4% | 1,599 | 43.3% | 1,422 | 1,441 | 43.0% | 1,388 | 42.2% | 1,279 | 40.4% | 1,248 | 41.4% |
| BROOKLYN | 946 | 35.1% | 1,074 | 32.8% | 1,124 | 30.5% | 950 | 922 | 27.5% | 919 | 27.9% | 876 | 27.7% | 792 | 26.3% |
| QUEENS | 355 | 13.2% | 538 | 16.4% | 602 | 16.3% | 613 | 641 | 19.1% | 615 | 18.7% | 659 | 20.8% | 645 | 21.4% |
| NEW JERSEY | 309 | 11.5% | 302 | 9.2% | 326 | 8.8% | 292 | 306 | 9.1% | 328 | 10.0% | 316 | 10.0% | 298 | 9.9% |
| STATEN ISLAND | 41 | 1.5% | 37 | 1.1% | 40 | 1.1% | 36 | 39 | 1.2% | 40 | 1.2% | 37 | 1.2% | 32 | 1.1% |
| TOTAL | 2,697 | - | 3,271 | - | 3,691 | - | 3,313 | 3,349 | - | 3,290 | - | 3,167 | - | 3,015 | - |
| VEHICLES BY SECTOR | | | | | | | | | | | | | | | |
| NORTH OF 60TH STR | 150 | 51.2% | 191 | 54.4% | 209 | 53.9% | 259 | 293 | 49.7% | 273 | 48.8% | 310 | 48.0% | 332 | 49.7% |
| BROOKLYN | 69 | 23.5% | 84 | 23.9% | 79 | 20.4% | 126 | 139 | 23.6% | 124 | 22.2% | 157 | 24.3% | 148 | 22.2% |
| QUEENS | 46 | 15.7% | 40 | 11.4% | 56 | 14.4% | 71 | 87 | 14.7% | 89 | 15.9% | 103 | 15.9% | 108 | 16.2% |
| NEW JERSEY | 26 | 8.9% | 35 | 10.0% | 43 | 11.1% | 61 | 69 | 11.7% | 71 | 12.7% | 75 | 11.6% | 79 | 11.8% |
| STATEN ISLAND | 2 | 0.7% | 1 | 0.3% | 1 | 0.3% | 2 | 2 | 0.3% | 2 | 0.4% | 1 | 0.2% | 1 | 0.1% |
| TOTAL | 293 | - | 351 | - | 388 | - | 519 | 590 | - | 559 | - | 646 | - | 668 | - |
| PERSONS BY MODE | | | | | | | | | | | | | | | |
| AUTO, TAXI, VAN AND TRUCK | 895 | 29.8% | 877 | 30.8% | 924 | 32.3% | 926 | 914 | 31.2% | 930 | 30.9% | 970 | 31.6% | 1069 | 33.1% |
| BUS | 232 | 7.7% | 220 | 7.7% | 233 | 8.1% | 228 | 231 | 7.9% | 253 | 8.4% | 243 | 7.9% | 275 | 8.5% |
| RAPID TRANSIT | 1,679 | 55.8% | 1,550 | 54.3% | 1,487 | 52.0% | 1,490 | 1,546 | 52.7% | 1,579 | 52.4% | 1,614 | 52.5% | 1,632 | 50.5% |
| RAILROAD | 171 | 5.7% | 179 | 6.3% | 189 | 6.6% | 195 | 212 | 7.2% | 218 | 7.2% | 218 | 7.1% | 214 | 6.6% |
| NONRAIL FERRY | 31 | 1.0% | 26 | 0.9% | 26 | 0.9% | 27 | 24 | 0.8% | 29 | 1.0% | 25 | 0.8% | 39 | 1.2% |
| TRAM | - | - | - | - | 3 | 0.1% | 4 | 4 | 0.1% | 4 | 0.1% | 4 | 0.1% | 4 | 0.1% |
| TOTAL | 3,008 | - | 2,852 | - | 2,862 | - | 2,870 | 2,931 | - | 3,013 | - | 3,074 | - | 3,233 | - |
| PERSONS BY SECTOR | | | | | | | | | | | | | | | |
| NORTH OF 60TH STR | 1,209 | 40.2% | 1,148 | 40.3% | 1,167 | 40.8% | 1,157 | 1,175 | 40.1% | 1,192 | 39.6% | 1,217 | 39.6% | 1,302 | 40.3% |
| BROOKLYN | 806 | 26.8% | 748 | 26.2% | 744 | 26.0% | 747 | 771 | 26.3% | 806 | 26.8% | 831 | 27.0% | 858 | 26.5% |
| QUEENS | 661 | 22.0% | 618 | 21.7% | 613 | 21.4% | 617 | 637 | 21.7% | 655 | 21.7% | 654 | 21.3% | 654 | 20.2% |
| NEW JERSEY | 300 | 10.0% | 311 | 10.9% | 307 | 10.7% | 317 | 320 | 10.9% | 327 | 10.9% | 342 | 11.1% | 374 | 11.6% |
| STATEN ISLAND | 32 | 1.1% | 27 | 0.9% | 28 | 1.0% | 28 | 24 | 0.8% | 29 | 1.0% | 26 | 0.8% | 41 | 1.3% |
| ROOSEVELT ISLAND | - | - | - | - | 3 | 0.1% | 4 | 4 | 0.1% | 4 | 0.1% | 4 | 0.1% | 4 | 0.1% |
| TOTAL | 3,008 | - | 2,852 | - | 2,862 | - | 2,870 | 2,931 | - | 3,013 | - | 3,074 | - | 3,233 | - |
| VEHICLES BY SECTOR | | | | | | | | | | | | | | | |
| NORTH OF 60TH STR | 288 | 45.9% | 288 | 45.8% | 302 | 46.8% | 297 | 302 | 47.0% | 300 | 46.3% | 320 | 47.1% | 341 | 48.6% |
| BROOKLYN | 157 | 25.0% | 152 | 24.2% | 154 | 23.9% | 160 | 160 | 24.9% | 159 | 24.5% | 165 | 24.3% | 166 | 23.7% |
| QUEENS | 104 | 16.6% | 106 | 16.9% | 108 | 16.7% | 107 | 100 | 15.6% | 105 | 16.2% | 105 | 15.5% | 99 | 14.1% |
| NEW JERSEY | 78 | 12.4% | 82 | 13.0% | 80 | 12.4% | 84 | 80 | 12.4% | 83 | 12.8% | 88 | 13.0% | 94 | 13.4% |
| STATEN ISLAND | 1 | 0.2% | 1 | 0.2% | 1 | 0.2% | 1 | 1 | 0.2% | 1 | 0.2% | 1 | 0.1% | 1 | 0.1% |
| TOTAL | 628 | - | 629 | - | 645 | - | 649 | 643 | - | 648 | - | 679 | - | 701 | - |

TABLE 1A

**PERSONS AND VEHICLES ENTERING THE HUB ON A FALL
BUSINESS DAY FOR SELECTED YEAR (IN THOUSANDS)
(SHEET 2 OF 2)**

| | (1983) | (1984) | (1985) | (1986) | (1987) | (1988) | (1989) | (1990) | | | | | | | | |
|---------------------------|-------------|----------|-------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-------------|----------|--------------|----------|
| PERSONS BY MODE | | | | | | | | | | | | | | | | |
| 1097 | 33.6% | 1112 | 34.0% | 1167 | 34.7% | 1137 | 33.5% | 1159 | 33.9% | 1156 | 33.3% | 1131 | 32.5% | 1112 | 33.5% | |
| 281 | 8.6% | 292 | 8.9% | 297 | 8.8% | 267 | 7.9% | 249 | 7.3% | 242 | 7.0% | 233 | 6.7% | 238 | 7.2% | |
| 1645 | 50.3% | 1623 | 49.6% | 1641 | 48.8% | 1727 | 50.9% | 1737 | 50.9% | 1798 | 51.7% | 1839 | 52.8% | 1698 | 51.1% | |
| 202 | 6.2% | 212 | 6.5% | 219 | 6.5% | 224 | 6.6% | 233 | 6.8% | 234 | 6.7% | 235 | 6.7% | 228 | 6.9% | |
| 40 | 1.2% | 32 | 1.0% | 34 | 1.0% | 34 | 1.0% | 34 | 1.0% | 41 | 1.2% | 40 | 1.1% | 44 | 1.3% | |
| 3 | 0.1% | 3 | 0.1% | 4 | - | 3 | 0.1% | 3 | 0.1% | 4 | 0.1% | 4 | 0.1% | 2 | 0.1% | |
| TOTAL | 3268 | - | 3274 | - | 3362 | - | 3392 | - | 3415 | - | 3475 | - | 3482 | - | 3322 | - |
| PERSONS BY SECTOR | | | | | | | | | | | | | | | | |
| 1328 | 40.6% | 1300 | 39.7% | 1337 | 39.8% | 1338 | 39.4% | 1370 | 40.1% | 1405 | 40.4% | 1370 | 39.3% | 1299 | 39.1% | |
| 836 | 25.6% | 862 | 26.3% | 903 | 26.9% | 915 | 27.0% | 889 | 26.0% | 924 | 26.6% | 943 | 27.1% | 903 | 27.2% | |
| 686 | 21.0% | 688 | 21.0% | 683 | 20.3% | 695 | 20.5% | 713 | 20.9% | 700 | 20.1% | 720 | 20.7% | 670 | 20.2% | |
| 375 | 11.5% | 389 | 11.9% | 401 | 11.9% | 406 | 12.0% | 407 | 11.9% | 403 | 11.6% | 411 | 11.8% | 411 | 12.4% | |
| 40 | 1.2% | 32 | 1.0% | 34 | 1.0% | 35 | 1.0% | 33 | 1.0% | 39 | 1.1% | 34 | 1.0% | 37 | 1.1% | |
| 3 | 0.1% | 3 | 0.1% | 4 | 0.1% | 3 | 0.1% | 3 | 0.1% | 4 | 0.1% | 4 | 0.1% | 2 | 0.1% | |
| TOTAL | 3268 | - | 3274 | - | 3362 | - | 3392 | - | 3415 | - | 3475 | - | 3482 | - | 3322 | - |
| VEHICLES BY SECTOR | | | | | | | | | | | | | | | | |
| 351 | 48.6% | 363 | 49.5% | 363 | 47.1% | 352 | 46.7% | 362 | 47.1% | 361 | 47.1% | 348 | 46.3% | 349 | 45.9% | |
| 174 | 24.1% | 168 | 22.9% | 199 | 25.8% | 192 | 25.5% | 191 | 24.9% | 188 | 24.5% | 189 | 25.1% | 206 | 27.1% | |
| 102 | 14.1% | 107 | 14.6% | 110 | 14.3% | 111 | 14.7% | 115 | 15.0% | 117 | 15.3% | 114 | 15.2% | 104 | 13.7% | |
| 94 | 13.0% | 95 | 12.9% | 97 | 12.6% | 97 | 12.9% | 99 | 12.9% | 99 | 12.9% | 100 | 13.3% | 101 | 13.3% | |
| 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | |
| TOTAL | 722 | - | 734 | - | 770 | - | 753 | - | 768 | - | 766 | - | 752 | - | 761 | - |
| PERSONS BY MODE | | | | | | | | | | | | | | | | |
| 1110 | 33.3% | 1146 | 34.4% | 1124.073 | 33.8% | 1115.3 | 33.0% | 1137.5 | 33.4% | 1147 | 33.2% | 1233 | 34.5% | 1316 | 35.9% | |
| 229 | 6.9% | 225 | 6.7% | 218.903 | 6.6% | 219.6 | 6.5% | 215.8 | 6.3% | 220 | 6.4% | 238 | 6.6% | 231 | 6.3% | |
| 1727 | 51.8% | 1699 | 50.9% | 1712.216 | 51.4% | 1764.6 | 52.2% | 1770 | 51.9% | 1790 | 51.8% | 1772 | 50.4% | 1817 | 49.5% | |
| 221 | 6.6% | 223 | 6.7% | 226.29 | 6.8% | 232.9 | 6.9% | 235.9 | 6.9% | 246 | 7.1% | 251 | 7.0% | 254 | 6.9% | |
| 43 | 1.3% | 41 | 1.2% | 41.596 | 1.2% | 42.1 | 1.2% | 42.4 | 1.2% | 41 | 1.2% | 43 | 1.2% | 43 | 1.1% | |
| 2 | 0.1% | 1 | 0.0% | - | - | 1.6 | 0.0% | 1.6 | 0.0% | 2 | 0.1% | 1 | 0.1% | 1 | 0.1% | |
| - | - | - | - | 7.248 | 0.2% | 6.3 | 0.2% | 7.1 | 0.2% | 7.6 | 0.2% | 8 | 0.2% | 8 | 0.2% | |
| TOTAL | 3332 | - | 3335 | - | 3330.326 | - | 3382.4 | - | 3410.3 | - | 3453.6 | - | 3546 | - | 3,670 | |
| PERSONS BY SECTOR | | | | | | | | | | | | | | | | |
| 1324 | 39.7% | 1352 | 40.5% | 1341.143 | 40.3% | 1358.525 | 40.2% | 1385.447 | 41.0% | 1376.302 | 40.1% | 1376 | 38.5% | 1419 | 38.7% | |
| 876 | 26.3% | 871 | 26.1% | 875.03 | 26.3% | 868.437 | 25.7% | 865.47 | 25.6% | 883 | 25.7% | 964 | 27.8% | 991 | 27.0% | |
| 697 | 20.9% | 677 | 20.3% | 674.555 | 20.3% | 695.892 | 20.6% | 702.385 | 20.8% | 705 | 20.5% | 712 | 19.9% | 764 | 20.8% | |
| 399 | 12.0% | 402 | 12.1% | 407.749 | 12.2% | 427.453 | 12.6% | 425.061 | 12.6% | 437 | 12.7% | 460 | 12.9% | 463 | 12.6% | |
| 34 | 1.0% | 33 | 1.0% | 31.85 | 1.0% | 30.052 | 0.9% | 30.259 | 0.9% | 30 | 0.9% | 31 | 0.9% | 31 | 0.8% | |
| 2 | 0.1% | 1 | 0.0% | - | - | 1.607 | 0.0% | 1.585 | 0.0% | 2 | 0.1% | 1 | 0.1% | 1 | 0.0% | |
| TOTAL | 3332 | - | 3336 | - | 3330.327 | - | 3381.966 | - | 3410.207 | - | 3433.302 | - | 3544 | - | 3669 | |
| VEHICLES BY SECTOR | | | | | | | | | | | | | | | | |
| 357 | 46.4% | 382 | 49.2% | 369.626 | 48.6% | 358.183 | 47.5% | 361.303 | 47.9% | 375 | 48.3% | 377 | 46.6% | 389 | 46.5% | |
| 200 | 26.0% | 185 | 23.8% | 181.844 | 23.9% | 185.146 | 24.5% | 189.475 | 25.1% | 182 | 23.5% | 199 | 24.6% | 206 | 24.6% | |
| 104 | 13.5% | 108 | 13.9% | 106.935 | 14.1% | 107.351 | 14.2% | 117.087 | 15.5% | 119 | 15.3% | 131 | 16.2% | 138 | 16.5% | |
| 98 | 12.7% | 101 | 13.0% | 101.952 | 13.4% | 103.754 | 13.7% | 104.31 | 13.8% | 100 | 12.9% | 101 | 12.5% | 102 | 12.2% | |
| - | - | - | - | - | - | 0.254 | 0.0% | 0.251 | 0.0% | 0 | 0.0% | 1 | 0.1% | 1 | 0.1% | |
| TOTAL | 759 | - | 776 | - | 760.357 | - | 754.688 | - | 772.426 | - | 776 | - | 809 | - | 836 | |

TABLE 1B

**PERSONS ENTERING THE HUB DURING 7-10 AM PERIOD ON
A FALL BUSINESS DAY FOR SELECTED YEAR (IN THOUSANDS)**

| | (1981) | | (1982) | | (1983) | | (1984) | | (1985) | | (1986) | | (1987) | | (1988) | | (1989) | |
|------------------------------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|-------------|----------|
| PERSONS BY MODE | | | | | | | | | | | | | | | | | | |
| AUTO, TAXI, VAN AND TRUCK | 227 | 15.2% | 234 | 15.6% | 258 | 17.0% | 257 | 16.6% | 264 | 16.7% | 251 | 16.4% | 255 | 16.7% | 249 | 16.1% | 244 | 15.5% |
| BUS | 133 | 8.9% | 134 | 8.9% | 133 | 8.8% | 158 | 10.2% | 158 | 10.0% | 148 | 9.7% | 141 | 9.3% | 133 | 8.6% | 129 | 8.2% |
| RAPID TRANSIT | 954 | 64.0% | 962 | 64.0% | 958 | 63.1% | 964 | 62.2% | 980 | 62.1% | 949 | 62.0% | 935 | 61.4% | 974 | 63.0% | 1009 | 64.1% |
| RAILROAD | 158 | 10.6% | 153 | 10.2% | 152 | 10.0% | 157 | 10.1% | 159 | 10.1% | 164 | 10.7% | 170 | 11.2% | 167 | 10.8% | 173 | 11.0% |
| NONRAIL FERRY | 16 | 1.1% | 19 | 1.3% | 18 | 1.2% | 14 | 0.9% | 16 | 1.0% | 16 | 1.0% | 21 | 1.4% | 22 | 1.4% | 18 | 1.1% |
| TRAM | 2 | 0.1% | 2 | 0.1% | - | #VALUE! | 1 | 0.1% | 2 | 0.1% | 2 | 0.1% | 2 | 0.1% | 2 | 0.1% | 2 | 0.1% |
| TOTAL | 1490 | - | 1504 | - | 1519 | - | 1551 | - | 1579 | - | 1530 | - | 1524 | - | 1547 | - | 1575 | - |
| PERSONS BY MODE | | | | | | | | | | | | | | | | | | |
| AUTO, TAXI, VAN AND TRUCK | 221 | 15.6% | 220 | 15.5% | 224 | 15.9% | 216 | 15.6% | 218 | 15.6% | 219 | 15.8% | 228 | 16.3% | 252 | 17.8% | 263 | 18.4% |
| BUS | 129 | 9.1% | 126 | 8.9% | 121 | 8.6% | 121 | 8.8% | 121 | 8.7% | 119 | 8.6% | 122 | 8.7% | 117 | 8.3% | 120 | 8.4% |
| RAPID TRANSIT | 877 | 61.8% | 891 | 62.7% | 873 | 62.1% | 859 | 62.2% | 866 | 62.0% | 855 | 61.7% | 858 | 61.2% | 845 | 59.8% | 839 | 58.5% |
| RAILROAD | 164 | 11.6% | 159 | 11.2% | 161 | 11.5% | 159 | 11.5% | 165 | 11.8% | 165 | 11.9% | 169 | 12.0% | 171 | 12.1% | 193 | 13.5% |
| NONRAIL FERRY | 26 | 1.8% | 23 | 1.6% | 25 | 1.8% | 25 | 1.8% | 24 | 1.7% | 24 | 1.7% | 24 | 1.7% | 25 | 1.8% | 15 | 1.0% |
| TRAM | 1 | 0.1% | 1 | 0.1% | 1 | 0.1% | - | #VALUE! | 1 | 0.1% | 1 | 0.1% | 0 | 0.0% | 1 | 0.1% | 1 | 0.1% |
| BICYCLE | | | - | | - | | 1 | 0.1% | 1 | 0.1% | 2 | 0.1% | 2 | 0.1% | 1 | 0.1% | 2 | 0.1% |
| TOTAL | 1418 | - | 1420 | - | 1405 | - | 1381 | - | 1396 | - | 1385 | - | 1403 | - | 1412 | - | 1433 | - |

TABLE 2

SHARE OF TOTAL ENTRIES BY MODE OCCURRING IN THE PEAK HOUR AND PEAK PERIOD*

| YEAR | PERSONS VIA AUTO, TAXI, VAN, TRUCK | | PERSONS VIA PUBLIC TRANSPORTATION | | TOTAL PERSONS | |
|------|---------------------------------------|---------|--------------------------------------|---------|---------------|---------|
| | 8-9 AM | 7-10 AM | 8-9 AM | 7-10 AM | 8-9 AM | 7-10 AM |
| 1960 | 8.6% | 23.1% | 32.2% | 59.4% | 25.3% | 48.5% |
| 1963 | 8.8% | 22.7% | 31.2% | 58.2% | 25.1% | 48.4% |
| 1971 | 9.1% | 25.2% | 32.3% | 60.6% | 25.4% | 49.7% |
| 1973 | 8.0% | 22.2% | 31.4% | 60.6% | 24.3% | 48.6% |
| 1974 | 8.1% | 22.8% | 31.6% | 59.5% | 24.8% | 48.8% |
| 1975 | 8.1% | 22.4% | 30.1% | 59.0% | 24.3% | 48.4% |
| 1976 | 8.1% | 22.2% | 31.9% | 59.6% | 24.5% | 47.9% |
| 1977 | 8.3% | 22.9% | 32.3% | 60.6% | 24.8% | 48.8% |
| 1978 | 8.0% | 22.5% | 30.6% | 58.7% | 23.5% | 47.5% |
| 1979 | 8.1% | 22.4% | 30.8% | 59.0% | 23.8% | 47.7% |
| 1980 | 8.5% | 23.1% | 31.7% | 60.2% | 24.6% | 48.8% |
| 1981 | 8.4% | 23.4% | 31.1% | 60.0% | 23.9% | 48.8% |
| 1982 | 8.5% | 23.4% | 30.9% | 59.3% | 23.7% | 47.9% |
| 1983 | 8.4% | 23.5% | 30.3% | 59.0% | 23.2% | 47.0% |
| 1984 | 8.2% | 23.1% | 31.1% | 59.9% | 23.3% | 47.4% |
| 1985 | 7.9% | 22.2% | 30.5% | 59.9% | 22.6% | 46.7% |
| 1986 | 7.8% | 22.1% | 27.7% | 56.7% | 21.0% | 45.1% |
| 1987 | 7.8% | 22.0% | 26.6% | 56.3% | 20.2% | 44.6% |
| 1988 | 7.7% | 21.6% | 26.4% | 56.0% | 20.1% | 44.5% |
| 1989 | 7.6% | 21.6% | 27.1% | 56.6% | 20.8% | 45.2% |
| 1990 | 7.0% | 19.9% | 25.6% | 54.2% | 19.4% | 42.7% |
| 1991 | 6.9% | 19.8% | 25.9% | 54.1% | 19.6% | 42.6% |
| 1992 | 6.8% | 19.5% | 25.2% | 53.9% | 18.9% | 42.1% |
| 1993 | 6.6% | 19.2% | 24.8% | 52.8% | 18.7% | 41.5% |
| 1994 | 6.7% | 19.5% | 24.0% | 52.0% | 18.3% | 41.3% |
| 1995 | 6.7% | 19.3% | 23.8% | 51.3% | 18.1% | 40.6% |
| 1996 | 7.0% | 19.9% | 23.8% | 50.9% | 18.2% | 40.6% |
| 1997 | 7.3% | 19.9% | 23.3% | 50.3% | 17.6% | 39.3% |
| 1998 | 7.1% | 20.0% | 22.8% | 48.9% | 17.2% | 38.5% |

*PERCENTAGES EXPRESS THE PEAK-HOUR AND PEAK-PERIOD SHARE OF PRIVATE
MOTOR VEHICLE, PUBLIC TRANSPORTATION AND TOTAL PERSON-ENTRIES,
RESPECTIVELY, DURING A 24-HOUR PERIOD.

TABLE 3**TOTAL PERSONS ENTERING THE HUB, DURING PEAK HOURS,
AND CBD EMPLOYMENT ON A FALL BUSINESS DAY**

| YEAR | 24 HOURS | 7-10 AM | 8-9 AM | CBD EMPLOYMENT* |
|------|-----------|-----------|---------|--------------------|
| 1960 | 3,349,000 | 1,627,000 | 848,000 | 2,007,000 |
| 1963 | 3,290,000 | 1,596,000 | 827,000 | 1,970,000 |
| 1971 | 3,179,000 | 1,574,700 | 805,300 | 1,913,000 |
| 1973 | 3,024,000 | 1,464,000 | 733,400 | 1,821,000 |
| 1974 | 2,977,300 | 1,452,700 | 738,500 | 1,780,000 |
| 1975 | 3,008,100 | 1,456,700 | 731,000 | 1,730,000 |
| 1976 | 2,852,300 | 1,367,300 | 699,600 | 1,689,000 |
| 1977 | 2,862,300 | 1,395,600 | 708,600 | 1,673,000 |
| 1978 | 2,870,300 | 1,360,400 | 675,700 | 1,722,000 |
| 1979 | 2,931,000 | 1,417,200 | 705,600 | 1,758,000 |
| 1980 | 3,013,000 | 1,467,300 | 739,200 | 1,777,000 |
| 1981 | 3,074,600 | 1,489,500 | 735,300 | 1,835,000 |
| 1982 | 3,233,400 | 1,509,500 | 749,100 | 1,852,000 |
| 1983 | 3,267,700 | 1,521,800 | 751,700 | 1,876,000 |
| 1984 | 3,274,100 | 1,551,100 | 763,300 | 1,915,000 |
| 1985 | 3,361,600 | 1,569,600 | 758,600 | 1,942,000 |
| 1986 | 3,392,300 | 1,530,100 | 713,000 | 1,964,000 |
| 1987 | 3,415,300 | 1,524,600 | 691,200 | 2,009,000 |
| 1988 | 3,474,500 | 1,547,400 | 700,300 | 1,987,000 |
| 1989 | 3,482,200 | 1,574,600 | 724,900 | 1,989,000 |
| 1990 | 3,321,700 | 1,418,200 | 642,800 | 1,967,000 |
| 1991 | 3,331,600 | 1,420,300 | 652,700 | 1,858,000 |
| 1992 | 3,336,000 | 1,404,000 | 629,400 | 1,810,000 |
| 1993 | 3,330,000 | 1,380,800 | 622,000 | 1,805,000 |
| 1994 | 3,382,500 | 1,396,200 | 619,800 | 1,821,000 |
| 1995 | 3,410,200 | 1,384,100 | 616,500 | 1,828,000 |
| 1996 | 3,455,700 | 1,403,800 | 629,600 | 1,850,000 |
| 1997 | 3,545,460 | 1,412,700 | 638,100 | 1,879,600 |
| 1998 | 3,670,000 | 1,415,000 | 630,900 | 1,940,000 |

* ESTIMATED NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT ONLY

TABLE 4

**MAXIMUM NUMBER OF PERSONS AND MOTOR VEHICLES
GATHERING IN THE HUB ON A FALL BUSINESS DAY**

| YEAR | -----PERSONS----- | | | | -----MOTOR VEHICLES----- | | | |
|------|-------------------|-------------------------------|----------------------|----------------|--------------------------|------------------------|-----------------------|----------------|
| | NET CBD ACCUM. | CBD RESIDENTS ³ | MAXIMUM CBD ACCUM | TIME OF DAY | NET CBD ACCUM. | CBD BASED VEHICLES* | MAXIMUM CBD ACCUM. | TIME OF DAY |
| 1971 | 1,545,000 | 508,000 | 2,053,000 | AT 1:00 PM | 109,500 | 96,400 | 205,900 | AT 1:00 PM |
| 1973 | 1,407,000 | 507,000 | 1,914,000 | AT 1:00 PM | 89,300 | 92,800 | 182,100 | AT 2:00 PM |
| 1974 | 1,411,000 | 510,000 | 1,921,000 | AT 1:00 PM | 85,700 | 90,000 | 175,700 | AT 2:00 PM |
| 1975 | 1,402,000 | 502,000 | 1,904,000 | AT 1:00 PM | 84,400 | 88,500 | 172,900 | AT 2:00 PM |
| 1976 | 1,319,000 | 507,000 | 1,826,000 | AT 1:00 PM | 93,500 | 82,300 | 175,800 | AT 1:00 PM |
| 1977 | 1,356,000 | 505,000 | 1,861,000 | AT 1:00 PM | 97,400 | 79,600 | 177,000 | AT 2:00 PM |
| 1978 | 1,329,000 | 503,000 | 1,832,000 | AT 1:00 PM | 96,900 | 79,800 | 176,700 | AT 2:00 PM |
| 1979 | 1,388,000 | 504,000 | 1,892,000 | AT 2:00 PM | 101,500 | 79,000 | 180,500 | AT 2:00 PM |
| 1980 | 1,436,000 | 508,000 | 1,944,000 | AT 1:00 PM | 101,500 | 77,400 | 178,900 | AT 2:00 PM |
| 1981 | 1,446,000 | 508,000 | 1,954,000 | AT 1:00 PM | 97,400 | 78,200 | 175,600 | AT 2:00 PM |
| 1982 | 1,487,000 | 508,000 | 1,995,000 | AT 1:00 PM | 102,100 | 78,600 | 180,700 | AT 2:00 PM |
| 1983 | 1,500,000 | 507,000 | 2,007,000 | AT 1:00 PM | 105,800 | 77,800 | 183,600 | AT 1:00 PM |
| 1984 | 1,511,000 | 513,000 | 2,024,000 | AT 1:00 PM | 125,300 | 77,900 | 203,200 | AT 2:00 PM |
| 1985 | 1,471,000 | 521,000 | 1,992,000 | AT 1:00 PM | 104,000 | 81,000 | 185,000 | AT 1:00 PM |
| 1986 | 1,485,000 | 525,000 | 2,010,000 | AT 1:00 PM | 107,200 | 85,000 | 192,200 | AT 1:00 PM |
| 1987 | 1,448,000 | 526,000 | 1,974,000 | AT 1:00 PM | 110,900 | 86,200 | 197,100 | AT 2:00 PM |
| 1988 | 1,447,000 | 530,000 | 1,977,000 | AT 2:00 PM | 100,800 | 87,800 | 188,600 | AT 1:00 PM |
| 1989 | 1,481,000 | 531,000 | 2,012,000 | AT 1:00 PM | 101,300 | 88,300 | 189,600 | AT 2:00 PM |
| 1990 | 1,318,000 | 528,000 | 1,846,000 | AT 1:00 PM | 101,800 | 90,100 | 191,900 | AT 1:00 PM |
| 1991 | 1,325,000 | 530,000 | 1,855,000 | AT 1:00 PM | 102,300 | 88,400 | 190,700 | AT 1:00 PM |
| 1992 | 1,262,000 | 529,000 | 1,791,000 | AT 1:00 PM | 96,300 | 84,600 | 180,900 | AT 1:00 PM |
| 1993 | 1,250,000 | 530,900 | 1,780,900 | AT 1:00 PM | 94,100 | 85,800 | 179,900 | AT 2:00 PM |
| 1994 | 1,273,000 | 535,000 | 1,808,000 | AT 1:00 PM | 97,100 | 86,100 | 183,200 | AT 2:00 PM |
| 1995 | 1,277,000 | 539,000 | 1,816,000 | AT 1:00 PM | 94,100 | 86,100 | 180,200 | AT 2:00 PM |
| 1996 | 1,295,000 | 544,000 | 1,839,000 | AT 1:00 PM | 94,000 | 85,900 | 179,900 | AT 1:00 PM |
| 1997 | 1,303,000 | 547,000 | 1,850,000 | AT 1:00 PM | 101,000 | 89,000 | 190,000 | AT 2:00 PM |
| 1998 | 1,296,000 | 551,000 | 1,847,000 | AT 1:00 PM | 104,000 | 95,100 | 199,100 | AT 2:00 PM |

* Estimated

TABLE 5

**TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY
(SHEET 1 OF 2)**

| | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
|-----------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| BUS | | | | | | | | | | |
| 60TH STREET SECTOR | | | | | | | | | | |
| FDR DRIVE | 284 | 268 | 314 | 302 | 302 | 0 | 0 | 0 | 0 | 0 |
| YORK AVENUE | 5,866 | 4,040 | 7,287 | 7,040 | 5,922 | 7,100 | 6,820 | 6,706 | 7,093 | 6,869 |
| FIRST AVE/SECOND AVE | 22,903 | 25,190 | 26,149 | 27,177 | 23,441 | 20,387 | 20,500 | 19,579 | 21,299 | 19,114 |
| LEXINGTON AVE/THIRD AVE | 25,507 | 28,364 | 25,446 | 25,030 | 26,069 | 19,204 | 18,544 | 16,802 | 17,353 | 17,638 |
| MADISON AVE/FIFTH AVE | 48,301 | 49,638 | 49,358 | 49,513 | 42,298 | 38,062 | 39,696 | 38,066 | 41,289 | 42,018 |
| CENTRAL PK DR AND COLUMBUS CIRCLE | - | 5,818 | - | - | - | - | - | - | - | 0 |
| EIGHTH AVENUE | 5,083 | 11,533 | 10,361 | 9,414 | 9,482 | 7,748 | 8,006 | 7,608 | 7,692 | 6,279 |
| BROADWAY | 28,136 | 12,359 | 18,108 | 16,656 | 14,933 | 13,885 | 13,214 | 13,818 | 13,370 | 11,640 |
| COLUMBUS AVE/AMSTERDAM AVI | 12,291 | 11,430 | 11,073 | 10,742 | 11,304 | 9,766 | 8,832 | 9,632 | 9,722 | 9,954 |
| WEST END AVENUE | 1,901 | 2,379 | 2,231 | 1,905 | 2,050 | 1,543 | 1,447 | 1,931 | 1,803 | 1,780 |
| SECTOR TOTAL | 150,272 | 151,019 | 150,327 | 147,779 | 135,801 | 117,695 | 117,059 | 114,142 | 119,621 | 115,292 |
| BROOKLYN SECTOR | | | | | | | | | | |
| WILLIAMSBURG BRIDGE | 2,681 | 2,683 | 3,363 | 2,613 | 2,228 | 2,011 | 1,965 | 2,117 | 1,971 | 2,681 |
| MANHATTAN BRIDGE | 1,669 | 1,757 | 1,602 | 1,529 | 1,444 | 1,538 | 1,311 | 1,350 | 1,314 | 1,249 |
| BROOKLYN BATTERY TUNNEL | 33,686 | 35,687 | 35,678 | 31,705 | 31,784 | 29,867 | 29,057 | 31,370 | 31,313 | 34,808 |
| SECTOR TOTAL | 38,036 | 40,127 | 40,643 | 35,847 | 35,456 | 33,416 | 32,333 | 34,837 | 34,598 | 38,738 |
| QUEENS SECTOR | | | | | | | | | | |
| QUEENS MIDTOWN TUNNEL | 16,397 | 18,090 | 18,095 | 18,725 | 16,555 | 15,585 | 15,672 | 16,372 | 17,510 | 18,596 |
| QUEENSBORO BRIDGE | 17,755 | 19,129 | 15,011 | 15,319 | 14,585 | 16,809 | 16,902 | 16,103 | 14,690 | 16,970 |
| SECTOR TOTAL | 34,152 | 37,219 | 33,106 | 34,044 | 31,140 | 32,394 | 32,574 | 32,475 | 32,200 | 35,566 |
| NEW JERSEY SECTOR | | | | | | | | | | |
| HOLLAND TUNNEL | 14,422 | 15,162 | 15,509 | 15,845 | 14,380 | 14,954 | 14,626 | 14,423 | 13,262 | 14,807 |
| LINCOLN TUNNEL | 232,399 | 233,777 | 224,228 | 214,658 | 220,378 | 241,087 | 241,284 | 246,998 | 274,098 | 258,425 |
| SECTOR TOTAL | 246,821 | 248,939 | 239,737 | 230,503 | 234,758 | 256,041 | 255,910 | 261,421 | 287,360 | 273,232 |
| TOTAL BUSES | 469,281 | 477,304 | 463,813 | 448,173 | 437,155 | 439,546 | 437,876 | 442,875 | 473,779 | 462,828 |
| RAIL RAPID TRANSIT | | | | | | | | | | |
| 60TH STREET SECTOR | | | | | | | | | | |
| LEXINGTON AVENUE EXPRESS | 295,758 | 263,080 | 271,106 | 271,029 | 264,020 | 284,497 | 294,105 | 297,069 | 286,204 | 297,797 |
| LEXINGTON AVENUE LOCAL | 269,555 | 260,488 | 255,786 | 250,353 | 239,127 | 279,939 | 266,518 | 278,531 | 267,395 | 288,227 |
| EIGHTH AVENUE EXPRESS | 198,298 | 191,669 | 167,218 | 188,642 | 215,795 | 201,290 | 216,572 | 201,397 | 211,836 | 219,027 |
| EIGHTH AVENUE LOCAL | 68,805 | 63,262 | 85,136 | 61,776 | 67,186 | 82,921 | 82,033 | 79,102 | 79,193 | 81,393 |
| BROADWAY/7TH AVE EXPRESS | 246,202 | 221,621 | 227,600 | 210,473 | 217,363 | 218,187 | 228,172 | 235,340 | 222,157 | 217,642 |
| BROADWAY/7TH AVE LOCAL | 209,883 | 189,749 | 204,998 | 198,753 | 200,193 | 216,484 | 216,402 | 213,625 | 203,551 | 187,439 |
| SECTOR TOTAL | 1,288,501 | 1,189,869 | 1,211,844 | 1,181,026 | 1,203,684 | 1,283,318 | 1,303,802 | 1,305,064 | 1,270,336 | 1,291,525 |

TABLE 5

TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY

(SHEET 2 OF 2)

| | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| BROOKLYN SECTOR | | | | | | | | | | |
| 14TH STREET TUNNEL | 102,193 | 107,181 | 99,623 | 101,962 | 108,457 | 108,835 | 109,883 | 123,782 | 105,920 | 127,547 |
| WILLIAMSBURG BRIDGE | 104,243 | 89,585 | 102,410 | 88,859 | 97,705 | 99,036 | 84,492 | 96,132 | 91,555 | 85,968 |
| RUTGERS TUNNEL | 101,449 | 94,725 | 101,169 | 93,791 | 105,893 | 105,064 | 114,366 | 111,577 | 106,791 | 114,302 |
| MANHATTAN BRIDGE | 200,804 | 244,159 | 212,487 | 217,006 | 237,824 | 227,778 | 205,100 | 239,597 | 234,249 | 244,684 |
| CRANBERRY TUNNEL | 217,586 | 200,500 | 169,951 | 228,451 | 204,432 | 223,412 | 214,094 | 198,328 | 205,622 | 213,988 |
| CLARK TUNNEL | 166,798 | 145,778 | 135,855 | 124,247 | 125,153 | 122,795 | 119,725 | 125,653 | 128,093 | 125,556 |
| MONTAGUE TUNNEL | 129,390 | 83,855 | 123,010 | 125,887 | 105,202 | 105,283 | 117,299 | 99,272 | 109,689 | 116,346 |
| JORALEMON TUNNEL | 219,689 | 189,333 | 171,701 | 171,620 | 181,268 | 160,171 | 175,646 | 171,997 | 185,118 | 181,505 |
| SECTOR TOTAL | 1,242,152 | 1,155,116 | 1,116,206 | 1,151,823 | 1,165,934 | 1,152,374 | 1,140,605 | 1,166,338 | 1,167,037 | 1,209,896 |
| QUEENS SECTOR | | | | | | | | | | |
| 60TH STREET TUNNEL | 221,949 | 199,702 | 164,219 | 177,277 | 177,983 | 186,030 | 195,752 | 209,197 | 204,535 | 217,801 |
| 53RD STREET TUNNEL | 345,046 | 361,821 | 392,003 | 358,629 | 389,020 | 390,027 | 392,099 | 356,815 | 370,024 | 391,808 |
| STEINWAY TUNNEL | 236,981 | 211,671 | 225,149 | 205,860 | 198,720 | 196,360 | 192,253 | 203,149 | 212,854 | 213,457 |
| 63RD STREET TUNNEL | - | 16,595 | 19,903 | 21,702 | 21,727 | 22,359 | 20,116 | 24,088 | 22,554 | 11,280 |
| SECTOR TOTAL | 803,976 | 789,789 | 801,274 | 763,468 | 787,450 | 794,776 | 800,220 | 793,249 | 809,967 | 834,346 |
| NEW JERSEY SECTOR | | | | | | | | | | |
| PATH DOWNTOWN | 123,925 | 118,205 | 118,103 | 115,391 | 112,837 | 116,465 | 112,237 | 117,337 | 100,663 | 117,259 |
| PATH UPTOWN | 76,969 | 75,778 | 73,720 | 72,726 | 76,877 | 80,746 | 76,833 | 78,344 | 97,248 | 78,345 |
| SECTOR TOTAL | 200,894 | 193,983 | 191,823 | 188,117 | 189,714 | 197,211 | 189,070 | 195,681 | 197,911 | 195,604 |
| TOTAL RAIL RAPID TRANSIT | 3,535,523 | 3,328,757 | 3,321,147 | 3,284,434 | 3,346,782 | 3,427,679 | 3,433,697 | 3,460,332 | 3,445,251 | 3,531,371 |
| SUBURBAN RAIL | | | | | | | | | | |
| AMTRAK/MTA METRO-NORTH RR | 167,616 | 167,136 | 164,982 | 165,737 | 171,410 | 178,292 | 180,085 | 178,877 | 179,489 | 183,313 |
| AMTRAK/MTA LIRR | 224,702 | 215,737 | 208,600 | 208,236 | 211,698 | 215,390 | 216,099 | 224,045 | 225,313 | 232,905 |
| AMTRAK/NJ TRANSIT | 75,575 | 71,887 | 65,802 | 65,603 | 66,249 | 69,216 | 70,068 | 83,772 | 89,359 | 91,396 |
| TOTAL SUBURBAN RAIL | 467,893 | 454,760 | 439,384 | 439,576 | 449,357 | 462,898 | 466,252 | 486,694 | 494,161 | 507,614 |
| FERRY | | | | | | | | | | |
| MANHATTAN | - | - | 196 | 180 | 177 | 174 | 120 | 97 | 0 | 93 |
| BROOKLYN | - | - | 136 | 135 | 103 | 386 | 635 | 590 | 414 | 359 |
| QUEENS | 108 | 115 | 136 | 135 | 103 | 386 | 635 | 590 | 414 | 359 |
| STATEN ISLAND FERRY | 69,306 | 72,656 | 67,957 | 64,570 | 62,658 | 59,348 | 58,693 | 59,009 | 59,430 | 60,583 |
| NEW JERSEY | 10,061 | 14,109 | 15,749 | 16,287 | 17,881 | 22,336 | 23,039 | 24,519 | 24,191 | 24,191 |
| STATEN IS. PRIVATE FERRY | - | - | - | - | - | - | - | 23 | 0 | 0 |
| TOTAL FERRY | 79,475 | 86,880 | 84,038 | 81,172 | 80,819 | 82,244 | 82,487 | 84,345 | 84,068 | 85,344 |
| ROOSEVELT ISLAND TRAMWAY | 8,293 | 4,740 | 4,035 | 3,359 | - | 3,431 | 3,356 | 23 | 3,037 | 2,928 |
| TOTAL, ALL MODES | 4,560,465 | 4,352,441 | 4,312,417 | 4,256,714 | 4,327,771 | 4,428,181 | 4,438,483 | 4,489,074 | 4,515,156 | 4,604,430 |
| BICYCLE | - | - | - | - | 13,658 | 12,383 | 14,815 | 14,805 | 14,860 | 14,345 |

TABLE 6

**TOTAL RAIL TRAINS ENTERING AND LEAVING
THE HUB ON A FALL BUSINESS DAY**

| SECTOR AND FACILITY | (1989) | | (1990) | | (1991) | | (1992) | | (1993) | | (1994) | | (1995) | | (1996) | | (1997) | | (1998) | | |
|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | MORNING PEAK | EVENING PEAK | OFF-PEAK |
| 60TH STREET SECTOR | | | | | | | | | | | | | | | | | | | | | |
| IRT LEXINGTON AVE EXPRE: | 129 | 475 | 127 | 425 | 126 | 469 | 112 | 437 | 121 | 390 | 128 | 454 | 118 | 444 | 118 | 463 | 127 | 451 | 66 | 59 | 454 |
| IRT LEXINGTON AVE LOCAL | 108 | 418 | 103 | 401 | 104 | 401 | 89 | 371 | 94 | 330 | 105 | 398 | 88 | 352 | 91 | 343 | 96 | 341 | 48 | 43 | 380 |
| IND EIGHT AVE EXPRESS | 103 | 429 | 99 | 396 | 89 | 366 | 110 | 425 | 94 | 440 | 102 | 433 | 85 | 436 | 82 | 432 | 85 | 457 | 43 | 44 | 438 |
| IND EIGHT AVE LOCAL | 71 | 386 | 70 | 355 | 68 | 371 | 73 | 332 | 72 | 338 | 71 | 362 | 71 | 334 | 70 | 339 | 79 | 308 | 36 | 34 | 337 |
| IRT B'WAY/7TH AV EXPRESS | 106 | 412 | 92 | 393 | 104 | 425 | 100 | 386 | 101 | 377 | 105 | 378 | 103 | 388 | 101 | 387 | 104 | 395 | 55 | 52 | 391 |
| IRT B'WAY/7TH AV LOCAL | 85 | 343 | 84 | 338 | 84 | 327 | 84 | 337 | 83 | 343 | 87 | 347 | 78 | 351 | 75 | 347 | 76 | 330 | 37 | 40 | 345 |
| AMTRAK/METRO-NORTH | 209 | 264 | 205 | 271 | 204 | 273 | 207 | 270 | 205 | 273 | 205 | 286 | 204 | 284 | 203 | 283 | 204 | 284 | 107 | 99 | 302 |
| SECTOR TOTAL | 811 | 2,727 | 780 | 2,579 | 779 | 2,632 | 775 | 2,558 | 770 | 2,491 | 803 | 2,658 | 747 | 2,589 | 740 | 2,594 | 771 | 2,566 | 392 | 371 | 2,647 |
| BROOKLYN SECTOR | | | | | | | | | | | | | | | | | | | | | |
| BMT 14TH STREET TUNNEL | 60 | 236 | 60 | 244 | 60 | 228 | 58 | 242 | 55 | 234 | 60 | 246 | 53 | 235 | 51 | 217 | 54 | 225 | 29 | 26 | 215 |
| BMT WILLIAMSBURG BRIDG | 89 | 340 | 88 | 345 | 88 | 345 | 87 | 342 | 88 | 340 | 89 | 348 | 87 | 345 | 87 | 347 | 85 | 339 | 44 | 43 | 346 |
| IND RUTGERS TUNNEL | 64 | 267 | 65 | 269 | 66 | 256 | 66 | 269 | 70 | 272 | 67 | 271 | 69 | 276 | 69 | 273 | 70 | 278 | 36 | 33 | 295 |
| BMT MANHATTAN BRIDGE | 125 | 498 | 177 | 694 | 130 | 507 | 133 | 518 | 137 | 534 | 136 | 538 | 138 | 531 | 136 | 535 | 128 | 517 | 69 | 65 | 539 |
| IND CRANBERRY TUNNEL | 111 | 378 | 113 | 363 | 107 | 366 | 114 | 373 | 114 | 370 | 115 | 357 | 107 | 360 | 110 | 355 | 103 | 355 | 56 | 53 | 373 |
| IRT CLARK TUNNEL | 96 | 418 | 90 | 390 | 92 | 402 | 94 | 400 | 94 | 390 | 89 | 403 | 93 | 409 | 91 | 408 | 94 | 408 | 48 | 47 | 413 |
| BMT MONTAGUE TUNNEL | 118 | 477 | 89 | 311 | 115 | 481 | 115 | 478 | 112 | 481 | 114 | 482 | 111 | 411 | 113 | 414 | 112 | 413 | 57 | 57 | 409 |
| IRT JORALEMON TUNNEL | 115 | 414 | 112 | 376 | 105 | 434 | 92 | 393 | 118 | 404 | 115 | 410 | 115 | 399 | 109 | 395 | 114 | 391 | 57 | 46 | 401 |
| SECTOR TOTAL | 778 | 3,028 | 794 | 2,992 | 763 | 3,019 | 759 | 3,015 | 788 | 3,025 | 785 | 3,055 | 773 | 2,966 | 766 | 2,944 | 760 | 2,926 | 396 | 370 | 2,991 |
| QUEENS SECTOR | | | | | | | | | | | | | | | | | | | | | |
| BMT 60TH STREEL TUNNEL | 109 | 422 | 107 | 388 | 97 | 336 | 97 | 368 | 96 | 375 | 91 | 377 | 90 | 377 | 92 | 374 | 88 | 376 | 49 | 41 | 376 |
| IND 53RD STREET TUNNEL | 137 | 519 | 131 | 481 | 138 | 532 | 128 | 481 | 143 | 488 | 137 | 482 | 144 | 509 | 138 | 500 | 144 | 526 | 75 | 71 | 553 |
| IRT STEINWAY TUNNEL | 117 | 376 | 111 | 363 | 126 | 363 | 126 | 381 | 115 | 374 | 117 | 381 | 114 | 370 | 112 | 369 | 115 | 369 | 63 | 55 | 377 |
| 63RD STREET TUNNEL | - | - | 41 | 194 | 161 | 265 | 36 | 213 | 41 | 229 | 40 | 238 | 38 | 217 | 40 | 222 | 39 | 214 | 9 | 9 | 124 |
| AMTRAK/LIRR TUNNEL | 165 | 273 | 159 | 266 | 43 | 215 | 158 | 268 | 156 | 268 | 157 | 282 | 155 | 282 | 155 | 284 | 156 | 285 | 81 | 77 | 294 |
| SECTOR TOTAL | 528 | 1,590 | 549 | 1,692 | 565 | 1,711 | 545 | 1,711 | 551 | 1,734 | 542 | 1,760 | 541 | 1,755 | 537 | 1,749 | 542 | 1,770 | 277 | 253 | 1,724 |
| NEW JERSEY SECTOR | | | | | | | | | | | | | | | | | | | | | |
| PATH DOWNTOWN TUNNNE | 162 | 445 | 153 | 433 | 147 | 444 | 157 | 436 | 157 | 436 | 157 | 436 | 157 | 436 | 154 | 436 | 157 | 434 | 79 | 76 | 436 |
| PATH UPTOWN TUNNNEL | 99 | 401 | 99 | 364 | 98 | 364 | 99 | 367 | 99 | 367 | 99 | 367 | 99 | 367 | 99 | 363 | 88 | 329 | 49 | 51 | 337 |
| AMTRAK/NJ TRANSIT TUNNI | 63 | 182 | 74 | 170 | 75 | 175 | 73 | 175 | 56 | 178 | 70 | 181 | 68 | 176 | 79 | 201 | 86 | 210 | 36 | 45 | 212 |
| SECTOR TOTAL | 324 | 1,028 | 326 | 967 | 320 | 983 | 329 | 978 | 312 | 981 | 326 | 984 | 324 | 979 | 332 | 1,000 | 331 | 973 | 164 | 172 | 985 |
| GRAND TOTAL | 2,441 | 8,373 | 2,449 | 8,230 | 2,427 | 8,345 | 2,408 | 8,262 | 2,421 | 8,231 | 2,456 | 8,457 | 2,385 | 8,289 | 2,375 | 8,287 | 2,404 | 8,235 | 1,229 | 1,166 | 8,347 |
| TOTAL, NYCTA | 1,743 | 6,808 | 1,759 | 6,726 | 1,860 | 6,874 | 1,714 | 6,746 | 1,748 | 6,709 | 1,768 | 6,905 | 1,702 | 6,744 | 1,685 | 6,720 | 1,713 | 6,693 | 931 | 818 | 6,766 |

* PEAK TRAVEL PERIODS ARE: 7-10AM - INBOUND AND 4-7-PM - OUTBOUND; OFF-PEAK IS THE REMAINDER OF THE 24-HOUR PERIOD

TABLE 7

**TOTAL RAIL CARS ENTERING AND LEAVING
THE HUB ON A FALL BUSINESS DAY**

| SECTOR AND FACILITY | (1989) | | (1990) | | (1991) | | (1992) | | (1993) | | (1994) | | (1995) | | (1996) | | (1997) | | A. M. PEAK | P. M. PEAK | OFF- PEAK |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | PEAK | OFF- PEAK | | | |
| 60TH STREET SECTOR | | | | | | | | | | | | | | | | | | | | | |
| IRT LEXINGTON AVE EXPRI | 1,290 | 4,750 | 1,270 | 4,242 | 1,260 | 4,678 | 1,120 | 4,358 | 1,210 | 3,882 | 1,280 | 4,528 | 1,180 | 4,440 | 1,180 | 4,630 | 1,270 | 4,490 | 660 | 590 | 4,540 |
| IRT LEXINGTON AVE LOCAL | 1,080 | 4,180 | 1,030 | 4,010 | 1,040 | 3,998 | 890 | 3,633 | 938 | 3,201 | 1,050 | 3,896 | 880 | 3,496 | 910 | 3,430 | 960 | 3,410 | 480 | 430 | 3,570 |
| IND EIGHT AVE EXPRESS | 874 | 3,676 | 834 | 3,356 | 768 | 3,074 | 834 | 3,402 | 797 | 3,530 | 861 | 3,545 | 711 | 3,653 | 687 | 3,631 | 693 | 3,780 | 358 | 366 | 3,646 |
| IND EIGHT AVE LOCAL | 642 | 3,450 | 631 | 3,015 | 616 | 3,114 | 654 | 2,332 | 648 | 2,396 | 638 | 2,740 | 640 | 2,683 | 628 | 2,694 | 578 | 2,536 | 288 | 272 | 2,720 |
| IRT B'WAY/7TH AV EXPRES | 1,035 | 4,031 | 877 | 3,755 | 991 | 4,049 | 950 | 3,692 | 963 | 3,601 | 999 | 3,611 | 980 | 3,706 | 960 | 3,697 | 988 | 3,772 | 523 | 494 | 3,738 |
| IRT B'WAY/7TH AV LOCAL | 850 | 3,430 | 840 | 3,380 | 840 | 3,270 | 840 | 3,253 | 830 | 3,406 | 870 | 3,468 | 780 | 3,508 | 750 | 3,468 | 760 | 3,300 | 370 | 400 | 3,450 |
| AMTRAK/METRO-NORTH | 1,374 | 1,499 | 1,325 | 1,530 | 1,323 | 1,493 | 1,322 | 1,489 | 1,322 | 1,529 | 1,339 | 1,644 | 1,381 | 1,749 | 1,397 | 1,789 | 1,411 | 1,821 | 775 | 607 | 1,989 |
| SECTOR TOTAL | 7,145 | 25,016 | 6,807 | 23,288 | 6,838 | 23,676 | 6,610 | 22,159 | 6,708 | 21,545 | 7,037 | 23,432 | 6,552 | 23,235 | 6,512 | 23,339 | 6,660 | 23,109 | 3,454 | 3,159 | 23,653 |
| BROOKLYN SECTOR | | | | | | | | | | | | | | | | | | | | | |
| BMT 14TH STREET TUNNEL | 480 | 1,888 | 480 | 1,952 | 480 | 1,793 | 464 | 1,832 | 440 | 1,724 | 480 | 1,768 | 424 | 1,880 | 408 | 1,684 | 432 | 1,800 | 232 | 208 | 1,720 |
| BMT WILLIAMSBURG BRIDG | 712 | 2,720 | 703 | 2,702 | 704 | 2,325 | 696 | 2,736 | 704 | 2,512 | 712 | 2,580 | 696 | 2,760 | 696 | 2,468 | 680 | 2,712 | 352 | 344 | 2,564 |
| IND RUTGERS TUNNEL | 512 | 2,136 | 578 | 2,348 | 554 | 2,018 | 528 | 2,060 | 560 | 2,088 | 536 | 2,168 | 552 | 2,208 | 552 | 2,182 | 560 | 2,224 | 288 | 264 | 2,360 |
| BMT MANHATTAN BRIDGE | 1,074 | 4,306 | 1,524 | 5,846 | 1,106 | 4,156 | 1,138 | 4,026 | 1,176 | 4,080 | 1,164 | 4,656 | 1,180 | 4,538 | 1,162 | 4,632 | 1,118 | 4,400 | 602 | 570 | 4,604 |
| IND CRANBERRY TUNNEL | 938 | 3,284 | 964 | 3,040 | 918 | 3,095 | 977 | 2,797 | 988 | 2,957 | 976 | 2,745 | 906 | 3,040 | 930 | 3,018 | 866 | 3,022 | 466 | 446 | 3,160 |
| IRT CLARK TUNNEL | 911 | 3,995 | 852 | 3,725 | 874 | 3,806 | 892 | 3,825 | 893 | 3,732 | 846 | 3,851 | 883 | 3,909 | 866 | 3,898 | 892 | 3,899 | 456 | 446 | 3,949 |
| BMT MONTAGUE TUNNEL | 1,038 | 4,168 | 712 | 2,504 | 948 | 3,622 | 945 | 3,800 | 918 | 3,982 | 940 | 4,008 | 910 | 3,399 | 930 | 3,466 | 920 | 3,470 | 484 | 482 | 3,466 |
| IRT JORALEMON TUNNEL | 1,150 | 4,140 | 1,120 | 3,758 | 1,050 | 4,340 | 920 | 3,930 | 1,180 | 4,040 | 1,150 | 4,100 | 1,150 | 3,990 | 1,090 | 3,950 | 1,140 | 3,910 | 570 | 460 | 4,010 |
| SECTOR TOTAL | 6,815 | 26,637 | 6,933 | 25,875 | 6,634 | 25,155 | 6,560 | 25,006 | 6,859 | 25,115 | 6,804 | 25,876 | 6,701 | 25,724 | 6,634 | 25,298 | 6,608 | 25,437 | 3,450 | 3,220 | 25,833 |
| QUEENS SECTOR | | | | | | | | | | | | | | | | | | | | | |
| BMT 60TH STREET TUNNEL | 996 | 3,776 | 908 | 3,312 | 824 | 2,802 | 826 | 2,956 | 812 | 3,130 | 764 | 3,152 | 764 | 3,178 | 776 | 3,168 | 738 | 3,182 | 416 | 348 | 3,188 |
| IND 53RD STREET TUNNEL | 1,096 | 4,172 | 1,110 | 4,012 | 1,242 | 4,603 | 1,138 | 4,242 | 1,274 | 4,306 | 1,214 | 4,306 | 1,272 | 4,562 | 1,234 | 4,470 | 1,280 | 4,726 | 666 | 630 | 4,962 |
| IRT STEINWAY TUNNEL | 1,287 | 4,135 | 1,221 | 3,822 | 1,386 | 3,896 | 1,386 | 4,169 | 1,265 | 4,114 | 1,285 | 4,191 | 1,254 | 4,070 | 1,232 | 4,059 | 1,265 | 4,059 | 693 | 605 | 4,147 |
| 63RD STREET TUNNEL | - | - | 332 | 1,532 | 1,508 | 2,334 | 288 | 1,558 | 328 | 1,698 | 320 | 2,007 | 304 | 1,814 | 320 | 1,868 | 390 | 1,978 | 72 | 72 | 992 |
| AMTRAK/LIRR TUNNEL | 1,518 | 2,402 | 1,538 | 2,365 | 344 | 1,670 | 1,483 | 2,286 | 1,485 | 2,283 | 1,491 | 2,422 | 1,479 | 2,471 | 1,484 | 2,501 | 1,495 | 2,542 | 774 | 731 | 3,289 |
| SECTOR TOTAL | 4,897 | 14,485 | 5,109 | 15,043 | 5,304 | 15,305 | 5,121 | 15,211 | 5,164 | 15,531 | 5,074 | 16,078 | 5,073 | 16,095 | 5,046 | 16,066 | 5,168 | 16,487 | 2,621 | 2,386 | 16,578 |
| NEW JERSEY SECTOR | | | | | | | | | | | | | | | | | | | | | |
| PATH DOWNTOWN TUNNNI | 1,085 | 3,644 | 1,229 | 3,464 | 1,110 | 3,337 | 1,182 | 3,265 | 1,182 | 3,265 | 1,182 | 3,265 | 1,182 | 3,265 | 1,158 | 3,284 | 1,182 | 3,266 | 594 | 572 | 3,284 |
| PATH UPTOWN TUNNNEL | 693 | 2,800 | 693 | 2,547 | 686 | 2,548 | 693 | 2,569 | 693 | 2,569 | 693 | 2,569 | 693 | 2,569 | 798 | 2,597 | 616 | 2,303 | 343 | 308 | 2,359 |
| AMTRAK/NJ TRANSIT TUNN | 562 | 1,091 | 595 | 1,143 | 592 | 1,239 | 592 | 1,185 | 426 | 1,230 | 540 | 1,248 | 543 | 1,245 | 657 | 1,398 | 679 | 1,465 | 295 | 335 | 1,510 |
| SECTOR TOTAL | 2,340 | 7,535 | 2,517 | 7,154 | 2,388 | 7,124 | 2,467 | 7,019 | 2,301 | 7,064 | 2,415 | 7,082 | 2,418 | 7,079 | 2,613 | 7,279 | 2,477 | 7,034 | 1,232 | 1,215 | 7,153 |
| GRAND TOTAL | 21,197 | 73,673 | 21,366 | 71,360 | 21,164 | 71,260 | 20,758 | 69,395 | 21,032 | 69,255 | 21,330 | 72,468 | 20,744 | 72,133 | 20,805 | 71,982 | 20,913 | 72,067 | 10,757 | 9,980 | 73,217 |
| TOTAL, NYCTA | 15,965 | 62,237 | 15,986 | 60,311 | 17,109 | 60,973 | 15,486 | 58,601 | 15,924 | 58,379 | 16,085 | 61,320 | 15,466 | 60,834 | 15,311 | 60,413 | 15,530 | 60,670 | 7,976 | 7,427 | 60,786 |

* PEAK TRAVEL PERIODS ARE: 7-10AM - INBOUND AND 4-7-PM - OUTBOUND; OFF-PEAK IS THE REMAINDER OF THE 24-HOUR PERIOD

TABLE 8

AVERAGE GROSS SQUARE FEET AVAILABLE PER PASSENGER ENTERING THE HUB ON A FALL BUSINESS DAY DURING THE 8AM-9AM PEAK HOUR

| | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
|----------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 60TH STREET SECTOR | | | | | | | | | | |
| RAIL RAPID TRANSIT-EXPRESS | 3.3 | 3.7 | 3.7 | 3.6 | 4.0 | 4.0 | 3.4 | 4.0 | 3.9 | 3.9 |
| RAIL RAPID TRANSIT-LOCAL | 4.4 | 4.5 | 5.0 | 4.9 | 5.1 | 4.9 | 5.4 | 5.6 | 4.5 | 4.8 |
| SUBURBAN RAIL | 9.2 | 8.9 | 9.0 | 9.0 | 8.9 | 8.9 | 9.2 | 9.5 | 9.6 | 9.2 |
| BUS | 8.1 | 7.8 | 7.9 | 7.9 | 8.5 | 9.4 | 9.3 | 8.7 | 8.9 | 9.5 |
| TOTAL | 5.0 | 5.3 | 5.4 | 5.2 | 5.5 | 5.6 | 5.4 | 5.6 | 5.4 | 5.0 |
| BROOKLYN SECTOR | | | | | | | | | | |
| RAIL RAPID TRANSIT | 4.1 | 5.1 | 4.7 | 5.1 | 5.3 | 5.5 | 5.8 | 7.8 | 5.8 | 5.0 |
| BUS | 8.9 | 9.2 | 8.7 | 10.5 | 8.1 | 8.7 | 10.1 | 10.0 | 9.5 | 11.8 |
| SECTOR TOTAL | 4.3 | 5.3 | 4.9 | 5.0 | 5.1 | 5.4 | 5.6 | 7.2 | 5.3 | 5.1 |
| QUEENS SECTOR | | | | | | | | | | |
| RAIL RAPID TRANSIT | 3.7 | 4.2 | 4.2 | 4.1 | 8.1 | 8.3 | 9.2 | 12.0 | 5.1 | 4.2 |
| SUBURBAN RAIL | 7.7 | 7.6 | 7.8 | 7.9 | 7.7 | 8.0 | 8.2 | 8.1 | 8.1 | 8.0 |
| BUS | 9.8 | 9.2 | 10.5 | 8.1 | 10.3 | 9.9 | 9.4 | 8.8 | 10.0 | 9.3 |
| SECTOR TOTAL | 4.9 | 5.3 | 5.3 | 5.4 | 5.7 | 5.7 | 5.8 | 6.8 | 6.1 | 5.4 |
| NEW JERSEY SECTOR | | | | | | | | | | |
| RAIL RAPID TRANSIT | 4.9 | 5.2 | 4.2 | 5.4 | 5.3 | 5.0 | 5.2 | 5.7 | 5.5 | 6.1 |
| SUBURBAN RAIL | 10.2 | 10.4 | 13.6 | 12.0 | 10.0 | 10.6 | 9.7 | 10.4 | 10.0 | 9.8 |
| BUS | 8.3 | 8.3 | 8.1 | 8.6 | 8.1 | 8.0 | 8.2 | 8.2 | 8.4 | 9.4 |
| SECTOR TOTAL | 7.0 | 7.2 | 7.0 | 7.7 | 7.1 | 7.1 | 7.2 | 7.6 | 7.4 | 8.3 |
| STATEN ISLAND FERRY | 12.5 | 12.0 | 13.2 | 12.1 | 12.1 | 15.0 | 14.5 | 14.5 | 14.3 | 14.7 |
| ROOSEVELT ISLAND TRAMWAY | 3.0 | 3.1 | 3.2 | 10.6 | - | 8.1 | 5.9 | 7.9 | 12.1 | 8.8 |
| ALL TRANSIT MODES | 5.1 | 5.6 | 5.5 | 5.6 | 5.7 | 5.9 | 5.9 | 6.7 | 6.1 | 6.0 |

TABLE 9**EXPRESS AND LOCAL BUS PASSENGERS AND VEHICLES
ENTERING THE HUB ON A FALL BUSINESS DAY**

| | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| BUS PASSENGERS | | | | | | | | | | |
| EXPRESS BUS | | | | | | | | | | |
| NEW YORK CITY | 42,161 | 43,892 | 41,866 | 41,575 | 40,296 | 39,459 | 37,647 | 38,272 | 39,181 | 42,582 |
| WEST OF HUDSON | 121,800 | 123,696 | 118,730 | 113,100 | 115,200 | 125,700 | 125,604 | 128,403 | 141,840 | 135,738 |
| NORTH OF NYC | 1,869 | 1,966 | 1,766 | 1,702 | 1,952 | 1,757 | 1,613 | 1,565 | 2,038 | 1,871 |
| TOTAL EXPRESS BUS | 165,830 | 169,554 | 162,362 | 156,377 | 157,448 | 166,916 | 164,864 | 168,240 | 183,059 | 180,191 |
| LOCAL BUS | 67,417 | 68,148 | 66,788 | 68,244 | 61,455 | 52,690 | 50,923 | 51,489 | 54,479 | 50,310 |
| TOTAL PASSENGERS | 233,247 | 237,702 | 229,150 | 224,621 | 218,903 | 219,606 | 215,787 | 219,729 | 237,538 | 230,501 |
| BUS VEHICLES | | | | | | | | | | |
| EXPRESS BUS | | | | | | | | | | |
| NEW YORK CITY | 1,855 | 1,623 | 1,691 | 1,729 | 1,702 | 1,674 | 1,672 | 1,617 | 1,639 | 1,700 |
| WEST OF HUDSON | 5,385 | 5,460 | 5,513 | 5,458 | 5,466 | 5,800 | 6,060 | 6,140 | 6,522 | 6,628 |
| NORTH OF NYC | 108 | 107 | 107 | 112 | 115 | 112 | 112 | 108 | 108 | 114 |
| TOTAL EXPRESS BUS | 7,348 | 7,190 | 7,311 | 7,299 | 7,283 | 7,586 | 7,844 | 7,865 | 8,269 | 8,442 |
| LOCAL BUS | 3,071 | 3,288 | 3,087 | 3,133 | 3,097 | 2,784 | 2,689 | 2,775 | 2,711 | 2,666 |
| TOTAL BUSES | 10,419 | 10,478 | 10,398 | 10,432 | 10,380 | 10,370 | 10,533 | 10,640 | 10,980 | 11,108 |

NOTE: NORTH OF NYC = TRIPS FROM UPSTATE WHICH ARE VIA FIFTH AVE., AND COLUMBUS AVE.

TABLE 10

**TOTAL AUTO, TAXI AND TRUCK PERSONS ENTERING
AND LEAVING THE HUB ON A FALL BUSINESS DAY**

| | (1987) | (1988) | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
|------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 60TH STREET SECTOR | | | | | | | | | | | | |
| EAST OF CENTRAL PARK | | | | | | | | | | | | |
| FDR DRIVE | 195,862 | 194,563 | 191,438 | 202,093 | 189,407 | 206,535 | 194,787 | 200,767 | 201,929 | 206,887 | 208,791 | 225,219 |
| YORK AVENUE | 58,349 | 54,621 | 56,567 | 60,008 | 48,674 | 54,041 | 50,529 | 57,977 | 64,625 | 61,140 | 57,794 | 63,253 |
| SECOND AND FIRST AVENUES | 135,281 | 132,426 | 122,810 | 103,086 | 124,733 | 137,226 | 140,363 | 111,263 | 126,341 | 117,613 | 133,754 | 136,122 |
| QNSBORO BR RAMP & NEW ST. | 44,430 | 43,420 | 46,983 | 70,149 | 69,386 | 72,184 | 71,418 | 50,685 | 47,424 | 47,601 | 52,244 | 90,887 |
| LEXINGTON AND THIRD AVENUE | 95,803 | 98,238 | 100,787 | 92,567 | 92,812 | 94,749 | 102,504 | 98,643 | 97,215 | 89,870 | 89,891 | 108,547 |
| PARK AVENUE | 79,653 | 83,931 | 75,486 | 81,430 | 81,729 | 78,590 | 93,082 | 89,220 | 71,439 | 81,567 | 81,967 | 81,977 |
| FIFTH AND MADISON AVENUES | 106,583 | 106,467 | 101,881 | 102,307 | 93,461 | 117,635 | 89,155 | 96,969 | 98,199 | 101,432 | 103,603 | 110,864 |
| TOTAL | 715,961 | 713,666 | 695,952 | 711,640 | 700,202 | 760,960 | 741,838 | 705,524 | 707,172 | 706,111 | 728,044 | 816,869 |
| CENTRAL PARK DRIVES | 61,620 | 47,860 | 43,885 | 42,723 | 44,084 | 40,213 | 33,440 | 35,110 | 32,277 | 38,407 | 36,190 | 39,840 |
| WEST OF CENTRAL PARK | | | | | | | | | | | | |
| EIGHTH AVENUE | 25,663 | 24,398 | 19,284 | 23,156 | 24,163 | 19,193 | 19,424 | 24,233 | 21,180 | 28,947 | 29,111 | 29,703 |
| BROADWAY | 60,530 | 67,295 | 56,680 | 59,391 | 62,141 | 69,361 | 64,245 | 69,393 | 67,162 | 65,552 | 74,981 | 66,254 |
| COLUMBUS AND AMSTERDAM A | 79,145 | 77,306 | 77,475 | 80,658 | 87,814 | 83,871 | 73,822 | 78,676 | 67,703 | 80,111 | 85,194 | 85,829 |
| WEST END AVENUE | 38,724 | 39,189 | 39,064 | 39,417 | 44,628 | 44,238 | 47,219 | 40,594 | 46,006 | 43,388 | 35,815 | 43,287 |
| WEST SIDE HIGHWAY | 135,896 | 144,154 | 134,408 | 142,565 | 147,369 | 144,563 | 145,105 | 147,312 | 159,857 | 159,091 | 164,485 | 154,897 |
| TOTAL | 339,958 | 352,342 | 326,911 | 345,187 | 366,115 | 361,226 | 349,815 | 360,208 | 361,908 | 377,088 | 389,586 | 379,968 |
| SECTOR TOTAL | 1,117,539 | 1,113,868 | 1,066,748 | 1,099,550 | 1,110,401 | 1,162,399 | 1,125,093 | 1,100,842 | 1,101,357 | 1,121,605 | 1,153,820 | 1,236,677 |
| BROOKLYN SECTOR | | | | | | | | | | | | |
| WILLIAMSBURG BRIDGE | 160,435 | 153,407 | 161,474 | 158,786 | 161,180 | 137,237 | 121,723 | 117,419 | 140,997 | 143,891 | 196,842 | 228,066 |
| MANHATTAN BRIDGE | 113,747 | 110,450 | 100,567 | 109,431 | 103,525 | 111,361 | 106,193 | 111,754 | 107,125 | 118,377 | 169,083 | 114,154 |
| BROOKLYN BRIDGE | 176,259 | 184,261 | 188,062 | 182,638 | 177,062 | 173,048 | 185,750 | 185,826 | 181,754 | 184,398 | 228,700 | 201,020 |
| BROOKLYN BATTERY TUNNEL | 101,389 | 101,288 | 95,055 | 91,515 | 97,347 | 95,140 | 87,265 | 86,512 | 92,808 | 70,622 | 68,614 | 70,397 |
| SECTOR TOTAL | 551,830 | 549,406 | 545,158 | 542,370 | 539,114 | 516,786 | 500,931 | 501,511 | 522,684 | 517,288 | 663,239 | 613,637 |
| QUEENS SECTOR | | | | | | | | | | | | |
| QUEENS MIDTOWN TUNNEL | 118,732 | 116,584 | 111,115 | 107,731 | 122,127 | 124,099 | 117,077 | 103,850 | 112,045 | 110,034 | 117,701 | 122,564 |
| QUEENSBORO BRIDGE | 225,270 | 228,376 | 226,546 | 201,351 | 189,431 | 203,477 | 194,830 | 217,729 | 225,422 | 223,232 | 227,834 | 265,330 |
| SECTOR TOTAL | 344,002 | 344,960 | 337,661 | 309,082 | 311,558 | 327,576 | 311,907 | 321,579 | 337,467 | 333,265 | 345,535 | 387,894 |
| NEW JERSEY SECTOR | | | | | | | | | | | | |
| HOLLAND TUNNEL | 102,060 | 117,245 | 116,846 | 121,982 | 120,766 | 125,816 | 133,692 | 136,559 | 137,071 | 136,000 | 159,363 | 136,082 |
| LINCOLN TUNNEL | 172,154 | 166,349 | 167,342 | 167,383 | 161,500 | 170,596 | 174,912 | 173,399 | 176,089 | 168,747 | 193,666 | 149,670 |
| SECTOR TOTAL | 274,214 | 283,594 | 284,188 | 289,365 | 282,266 | 296,412 | 308,604 | 309,958 | 313,160 | 304,746 | 353,029 | 285,752 |
| STATEN ISLAND FERRY | 1,299 | 1,496 | 1,788 | 1,884 | - | - | - | 1,377 | 1,149 | 1,065 | 2,077 | 1,564 |
| TOTAL, ALL FACILITIES | 2,288,884 | 2,293,324 | 2,235,543 | 2,242,251 | 2,243,339 | 2,303,173 | 2,246,535 | 2,235,267 | 2,275,817 | 2,277,970 | 2,517,700 | 2,525,524 |

TABLE 11

**MOTOR VEHICLES ENTERING AND LEAVING
THE HUB ON A FALL BUSINESS DAY**

| | (1986) | (1987) | (1988) | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
|------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 60TH STREET SECTOR | | | | | | | | | | | | | |
| EAST OF CENTRAL PARK | | | | | | | | | | | | | |
| FDR DRIVE | 150,555 | 133,630 | 132,681 | 130,648 | 132,185 | 123,946 | 134,854 | 127,196 | 131,247 | 131,995 | 136,281 | 137,693 | 148,577 |
| YORK AVENUE | 34,569 | 39,066 | 36,577 | 38,030 | 40,755 | 33,350 | 36,983 | 34,351 | 39,450 | 43,859 | 42,448 | 40,600 | 44,148 |
| SECOND AND FIRST AVENUES | 85,157 | 91,388 | 89,496 | 82,935 | 74,252 | 89,595 | 98,258 | 100,575 | 80,012 | 90,609 | 84,139 | 88,217 | 89,964 |
| QNSBORO BR RAMP & NEW ST. | 28,624 | 29,156 | 28,257 | 30,769 | 46,377 | 45,875 | 47,728 | 47,191 | 33,507 | 31,383 | 34,656 | 37,938 | 36,363 |
| LXINGTON AND THIRD AVENU | 59,353 | 62,888 | 64,361 | 66,118 | 61,272 | 61,678 | 62,960 | 68,065 | 65,410 | 64,692 | 62,959 | 67,601 | 70,573 |
| PARK AVENUE | 48,468 | 46,377 | 48,923 | 44,142 | 47,229 | 47,412 | 45,487 | 54,058 | 51,830 | 41,541 | 48,632 | 50,019 | 48,842 |
| FIFTH AND MADISON AVENUES | 61,171 | 63,554 | 63,471 | 60,643 | 63,619 | 58,545 | 73,246 | 56,104 | 60,358 | 61,324 | 64,999 | 64,843 | 69,203 |
| TOTAL | 467,947 | 466,059 | 463,766 | 453,285 | 465,689 | 460,401 | 499,516 | 487,540 | 461,814 | 465,403 | 474,114 | 486,911 | 507,670 |
| CENTRAL PARK DRIVES | 15,196 | 16,171 | 15,342 | 12,176 | 24,052 | 24,148 | 22,009 | 18,260 | 19,202 | 17,638 | 21,269 | 19,971 | 21,712 |
| WEST OF CENTRAL PARK | | | | | | | | | | | | | |
| EIGHTH AVENUE | 33,881 | 26,430 | 24,128 | 23,852 | 14,621 | 15,199 | 12,229 | 12,359 | 15,355 | 13,365 | 18,094 | 18,290 | 18,523 |
| BROADWAY | 40,408 | 39,024 | 43,395 | 36,498 | 37,039 | 38,929 | 43,413 | 40,198 | 43,344 | 41,945 | 42,909 | 45,070 | 43,356 |
| COLUMBUS AND AMSTERDAM A | 52,912 | 53,604 | 52,408 | 52,502 | 54,725 | 59,581 | 56,975 | 50,330 | 53,498 | 45,980 | 56,621 | 60,252 | 59,640 |
| WEST END AVENUE | 26,158 | 27,150 | 27,461 | 27,364 | 27,750 | 31,389 | 31,151 | 33,216 | 28,527 | 32,269 | 30,727 | 30,757 | 31,337 |
| WEST SIDE HIGHWAY | 89,493 | 92,882 | 98,597 | 91,798 | 95,722 | 98,904 | 96,958 | 97,316 | 98,756 | 107,224 | 114,079 | 116,656 | 110,955 |
| TOTAL | 224,167 | 228,831 | 237,203 | 220,338 | 229,857 | 244,002 | 240,726 | 233,419 | 239,480 | 240,783 | 262,430 | 271,025 | 263,811 |
| SECTOR TOTAL | 722,509 | 728,771 | 727,399 | 697,751 | 719,598 | 728,551 | 762,251 | 739,219 | 720,496 | 723,824 | 757,813 | 777,907 | 793,193 |
| BROOKLYN SECTOR | | | | | | | | | | | | | |
| WILLIAMSBURG BRIDGE | 107,181 | 107,362 | 102,643 | 107,967 | 114,100 | 115,345 | 98,307 | 86,591 | 83,525 | 100,588 | 88,570 | 96,124 | 109,195 |
| MANHATTAN BRIDGE | 77,784 | 77,519 | 75,221 | 68,593 | 76,651 | 72,695 | 78,117 | 74,526 | 78,418 | 75,126 | 81,075 | 83,209 | 78,172 |
| BROOKLYN BRIDGE | 126,555 | 123,523 | 129,153 | 131,951 | 132,482 | 128,491 | 125,643 | 134,793 | 134,837 | 131,883 | 131,872 | 147,897 | 144,131 |
| BROOKLYN BATTERY TUNNEL | 60,778 | 63,256 | 62,960 | 59,254 | 60,512 | 63,883 | 62,510 | 57,561 | 57,013 | 61,097 | 57,091 | 54,690 | 61,154 |
| SECTOR TOTAL | 372,298 | 371,660 | 369,977 | 367,765 | 383,745 | 380,414 | 364,577 | 353,471 | 353,793 | 368,694 | 358,608 | 381,920 | 392,652 |
| QUEENS SECTOR | | | | | | | | | | | | | |
| QUEENS MIDTOWN TUNNEL | 71,468 | 77,813 | 76,243 | 72,828 | 71,186 | 80,616 | 81,835 | 77,288 | 68,511 | 73,882 | 72,285 | 78,076 | 79,685 |
| QUEENSBORO BRIDGE | 158,192 | 151,688 | 153,841 | 152,591 | 140,063 | 131,438 | 141,078 | 135,964 | 151,483 | 157,306 | 161,965 | 184,372 | 192,119 |
| SECTOR TOTAL | 229,660 | 229,501 | 230,084 | 225,419 | 211,249 | 212,054 | 222,913 | 213,252 | 219,994 | 231,188 | 234,250 | 262,448 | 271,804 |
| NEW JERSEY SECTOR | | | | | | | | | | | | | |
| HOLLAND TUNNEL | 75,382 | 73,656 | 84,625 | 84,399 | 87,976 | 87,502 | 90,206 | 92,685 | 94,637 | 96,310 | 96,799 | 96,537 | 100,873 |
| LINCOLN TUNNEL | 122,328 | 124,342 | 120,564 | 121,452 | 121,711 | 117,508 | 118,659 | 119,652 | 119,299 | 119,759 | 120,930 | 122,038 | 124,452 |
| SECTOR TOTAL | 197,710 | 197,998 | 205,189 | 205,851 | 209,687 | 205,010 | 208,865 | 212,337 | 213,936 | 216,069 | 217,729 | 218,575 | 225,325 |
| STATEN ISLAND FERRY | 762 | 886 | 1,013 | 1,221 | 1,232 | - | - | - | 900 | 900 | 900 | 1,717 | 1,649 |
| TOTAL, ALL FACILITIES | 1,522,939 | 1,528,816 | 1,533,662 | 1,498,007 | 1,525,511 | 1,526,029 | 1,558,606 | 1,518,279 | 1,509,119 | 1,540,675 | 1,569,300 | 1,642,567 | 1,684,623 |

NOTE: MOTOR VEHICLES INCLUDE AUTOS, TAXIS, COMMUTER VANS, AND BUSES.

TABLE 12

HUB REVERSE TRAVEL ON A FALL BUSINESS DAY*

| | (1975) | (1976) | (1977) | (1978) | (1979) | (1980) | (1981) | (1982) | (1983) | (1984) | (1985) | (1986) |
|--------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SECTOR | | | | | | | | | | | | |
| 60TH STREET | 142,309 | 132,614 | 129,350 | 123,386 | 128,330 | 133,962 | 140,412 | 148,232 | 162,126 | 155,112 | 168,861 | 163,648 |
| BROOKLYN | 42,358 | 42,628 | 43,254 | 41,006 | 39,161 | 36,856 | 54,317 | 56,322 | 64,905 | 57,884 | 62,090 | 69,329 |
| QUEENS | 64,602 | 54,850 | 48,872 | 59,631 | 54,620 | 53,537 | 36,109 | 38,825 | 38,218 | 39,530 | 43,179 | 45,569 |
| NEW JERSEY | 32,359 | 31,598 | 32,145 | 30,652 | 30,757 | 30,012 | 30,775 | 32,319 | 29,721 | 33,187 | 36,722 | 36,323 |
| STATEN ISLAND | 882 | 1,438 | 1,305 | 1,452 | 1,734 | 655 | 579 | 852 | 1,112 | 1,034 | 740 | 1,362 |
| ROOSEVELT ISLAND | N/A | N/A | 250 | 314 | 1,471 | 1,358 | 312 | 312 | 210 | 210 | 341 | 326 |
| TOTAL, ALL SECTOR | 282,510 | 263,128 | 255,176 | 256,441 | 256,073 | 256,380 | 262,504 | 276,862 | 296,292 | 286,957 | 311,933 | 316,557 |
| MODE | | | | | | | | | | | | |
| AUTOS, TAXIS, VANS | 120,109 | 118,427 | 116,743 | 117,833 | 108,110 | 113,705 | 117,963 | 128,817 | 133,939 | 129,964 | 150,426 | 132,785 |
| BUS | 16,966 | 16,692 | 16,094 | 17,556 | 17,950 | 17,671 | 14,847 | 18,156 | 22,952 | 23,070 | 22,708 | 21,669 |
| RAIL RAPID TRANSIT | 138,625 | 120,429 | 113,926 | 110,715 | 119,197 | 114,578 | 119,617 | 119,642 | 131,140 | 125,422 | 129,762 | 152,443 |
| SUBURBAN AND INT | 6,016 | 6,240 | 6,966 | 8,608 | 7,734 | 8,489 | 9,259 | 9,138 | 6,961 | 7,292 | 7,960 | 8,021 |
| FERRY | 794 | 1,340 | 1,197 | 1,420 | 1,661 | 579 | 506 | 797 | 1,090 | 999 | 696 | 1,313 |
| TRAMWAY | N/A | N/A | 250 | 314 | 1,471 | 1,358 | 312 | 312 | 210 | 210 | 341 | 326 |
| TOTAL, ALL MODES | 282,510 | 263,128 | 255,176 | 256,446 | 256,123 | 256,380 | 262,504 | 276,862 | 296,292 | 286,957 | 311,893 | 316,557 |
| SECTOR | | | | | | | | | | | | |
| | (1987) | (1988) | (1989) | (1990) | (1991) | (1992) | (1993) | (1994) | (1995) | (1996) | (1997) | (1998) |
| 60TH STREET | 163,848 | 176,201 | 178,331 | 177,467 | 180,561 | 191,695 | 189,046 | 187,388 | 178,902 | 184,943 | 193,538 | 198,871 |
| BROOKLYN | 70,805 | 71,506 | 69,430 | 76,200 | 77,473 | 81,707 | 82,213 | 79,505 | 81,894 | 78,563 | 106,224 | 78,439 |
| QUEENS | 46,254 | 44,271 | 47,741 | 54,197 | 47,842 | 52,175 | 49,237 | 48,454 | 52,097 | 53,800 | 62,721 | 50,837 |
| NEW JERSEY | 35,990 | 38,752 | 38,965 | 39,206 | 38,598 | 41,431 | 42,553 | 43,703 | 41,909 | 44,617 | 44,331 | 37,532 |
| STATEN ISLAND | 1,424 | 1,569 | 1,786 | 1,810 | 1,513 | 1,277 | 1,327 | 1,325 | 1,370 | 1,404 | 1,673 | 1,766 |
| ROOSEVELT ISLAND | 403 | 566 | 467 | 195 | 197 | 121 | N/A | 140 | 125 | 163 | 117 | 124 |
| TOTAL, ALL SECTOR | 318,724 | 332,865 | 336,720 | 349,075 | 346,184 | 368,406 | 364,376 | 360,515 | 356,297 | 363,490 | 408,604 | 367,569 |
| MODE | | | | | | | | | | | | |
| AUTOS, TAXIS, VANS | 133,031 | 139,752 | 132,655 | 134,966 | 135,519 | 140,899 | 133,619 | 131,272 | 135,193 | 133,044 | 180,561 | 144,976 |
| BUS | 21,710 | 20,723 | 21,520 | 21,185 | 21,512 | 20,099 | 20,403 | 20,671 | 20,383 | 21,457 | 22,923 | 19,581 |
| RAIL RAPID TRANSIT | 153,460 | 159,919 | 170,331 | 181,187 | 177,185 | 196,036 | 196,775 | 195,759 | 188,513 | 195,647 | 190,931 | 184,243 |
| SUBURBAN AND INT | 8,823 | 9,034 | 9,346 | 8,597 | 8,730 | 9,470 | 10,773 | 9,933 | 9,075 | 10,452 | 11,140 | 15,367 |
| FERRY | 1,297 | 2,871 | 2,401 | 2,945 | 3,041 | 1,781 | 1,853 | 2,007 | 1,994 | 1,957 | 2,003 | 2,378 |
| TRAMWAY | 403 | 566 | 467 | 195 | 197 | 121 | N/A | 140 | 125 | 163 | 117 | 124 |
| BICYCLE | | | | | | | 953 | 734 | 1,014 | 769 | 929 | 900 |
| TOTAL, ALL MODES | 318,724 | 332,865 | 336,720 | 349,075 | 346,184 | 368,406 | 364,376 | 360,516 | 356,297 | 363,489 | 408,604 | 367,569 |

* PERSONS LEAVING THE HUB DURING 7AM - 10AM PEAK PERIOD, AND THUS TRAVELING CONTRARY TO THE PREDOMINANT DIRECTION OF TRAVEL

APPENDIX II
SUMMARY TABLES 1998

TABLE 14

WHERE, WHEN AND HOW PEOPLE ENTERED THE HUB ON A FALL DAY IN 1998

| | AUTOS-TAXIS-VANS-TRUCKS | | | -- RAIL RAPID TRANSIT -- | | | ----- BUSES | | | RAILROAD | | | TOTAL | | | TOTAL PERSONS, ALL MODI | | | |
|---------------------------|-------------------------|----------------|------------------|--------------------------|----------------|------------------|---------------|----------------|----------------|-----------------------|----------------|----------------|----------------|------------------|------------------|-------------------------|------------------|------------------|----------------|
| | 8-9 AM | 7-10 AM | 24 HOUR | 8-9 AM | 7-10 AM | 24 HOUR | 8-9 AM | 7-10 AM | 24 HOUR | FERRY-TRAMWAY-BICYCLE | 8-9 AM | 7-10 AM | 24 HOUR | 8-9 AM | 7-10 AM | 24 HOUR | | | |
| 60TH STREET SECTOR | | | | | | | | | | | | | | | | | | | |
| IRT LEX. AVE. EXPRESS | 0 | 0 | 0 | 28,736 | 66,927 | 151,486 | 0 | 0 | 0 | 0 | 0 | 0 | 28,736 | 66,927 | 151,486 | 28,736 | 66,927 | 151,486 | |
| IRT LEX. AVE. LOCAL | 0 | 0 | 0 | 24,027 | 46,542 | 143,455 | 0 | 0 | 0 | 0 | 0 | 0 | 24,027 | 46,542 | 143,455 | 24,027 | 46,542 | 143,455 | |
| IND 8TH AVE. EXPRESS | 0 | 0 | 0 | 23,882 | 53,742 | 113,564 | 0 | 0 | 0 | 0 | 0 | 0 | 23,882 | 53,742 | 113,564 | 23,882 | 53,742 | 113,564 | |
| IND 8TH AVE.LOCAL | 0 | 0 | 0 | 9,073 | 19,416 | 42,779 | 0 | 0 | 0 | 0 | 0 | 0 | 9,073 | 19,416 | 42,779 | 9,073 | 19,416 | 42,779 | |
| IRT BROADWAY/7TH AVE. E. | 0 | 0 | 0 | 21,225 | 48,598 | 111,536 | 0 | 0 | 0 | 0 | 0 | 0 | 21,225 | 48,598 | 111,536 | 21,225 | 48,598 | 111,536 | |
| IRT BROADWAY/7TH AVE. L | 0 | 0 | 0 | 13,399 | 31,446 | 93,448 | 0 | 0 | 0 | 0 | 0 | 0 | 13,399 | 31,446 | 93,448 | 13,399 | 31,446 | 93,448 | |
| FDR DRIVE | 8,808 | 23,829 | 129,287 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,808 | 23,829 | 129,287 | |
| YORK AVENUE | 1,092 | 3,311 | 29,717 | 0 | 0 | 0 | 1,350 | 2,496 | 4,170 | 0 | 0 | 0 | 1,350 | 2,496 | 4,170 | 2,442 | 5,807 | 33,887 | |
| SECOND AVENUE | 2,460 | 7,888 | 66,992 | 0 | 0 | 0 | 1,520 | 3,577 | 10,114 | 37 | 107 | 628 | 1,520 | 3,577 | 10,114 | 4,017 | 11,572 | 77,734 | |
| QUEENSBORO BRIDGE RAMI | 0 | 0 | 22,944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,944 | |
| LEXINGTON AVENUE | 1,930 | 6,154 | 41,920 | 0 | 0 | 0 | 1,098 | 2,595 | 7,898 | 41 | 91 | 735 | 1,098 | 2,595 | 7,898 | 3,069 | 8,840 | 50,553 | |
| PARK AVENUE/MTA TUN. | 3,229 | 8,843 | 44,824 | 0 | 0 | 0 | 0 | 0 | 0 | 31,070 | 67,005 | 93,542 | 31,045 | 66,930 | 92,975 | 34,299 | 75,848 | 138,366 | |
| FIFTH AVENUE | 3,346 | 10,279 | 62,394 | 0 | 0 | 0 | 1,889 | 5,191 | 20,717 | 27 | 81 | 678 | 1,889 | 5,191 | 20,717 | 5,262 | 15,551 | 83,789 | |
| CENT. PARK DR. AND 7TH A | 3,104 | 8,988 | 19,627 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 145 | 1,426 | 0 | 0 | 0 | 3,148 | 9,133 | 21,053 | |
| BROADWAY | 2,156 | 6,280 | 39,794 | 0 | 0 | 0 | 939 | 2,090 | 7,042 | 39 | 106 | 821 | 939 | 2,090 | 7,042 | 3,134 | 8,476 | 47,657 | |
| COLUMBUS AVENUE | 2,358 | 6,692 | 43,929 | 0 | 0 | 0 | 390 | 1,049 | 6,021 | 68 | 173 | 1,193 | 390 | 1,049 | 6,021 | 2,816 | 7,914 | 51,143 | |
| WEST END AVENUE | 1,712 | 5,074 | 25,985 | 0 | 0 | 0 | 160 | 389 | 909 | 31 | 83 | 351 | 160 | 389 | 909 | 1,903 | 5,546 | 27,245 | |
| WEST SIDE HWY/AMTRAK-E | 5,557 | 15,958 | 77,870 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 401 | 1,493 | 141 | 400 | 1,483 | 5,698 | 16,358 | 79,353 | |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 45 | 54 | 27 | 45 | 54 | 27 | 45 | 54 | |
| SECTOR TOTAL | 35,754 | 103,295 | 605,284 | 120,342 | 266,671 | 656,268 | 7,346 | 17,387 | 56,871 | 31,525 | 68,237 | 100,921 | 158,901 | 351,433 | 807,651 | 194,967 | 455,589 | 1,419,334 | |
| BROOKLYN SECTOR | | | | | | | | | | | | | | | | | | | |
| BMT 14TH ST. TUNNEL | 0 | 0 | 0 | 16,004 | 34,095 | 66,903 | 0 | 0 | 0 | 0 | 0 | 0 | 16,004 | 34,095 | 66,903 | 16,004 | 34,095 | 66,903 | |
| WILLIAMSBRG BR./BMT | 12,004 | 32,238 | 145,684 | 13,293 | 25,523 | 43,828 | 63 | 183 | 635 | 52 | 182 | 437 | 13,356 | 25,706 | 44,463 | 25,412 | 58,126 | 190,584 | |
| IND RUTGERS TUNNEL | 0 | 0 | 0 | 13,047 | 26,016 | 56,738 | 0 | 0 | 0 | 0 | 0 | 0 | 13,047 | 26,016 | 56,738 | 13,047 | 26,016 | 56,738 | |
| MANHATTAN BRIDGE/BMT | 4,997 | 13,608 | 55,296 | 31,548 | 67,374 | 120,902 | 85 | 200 | 562 | 0 | 0 | 0 | 31,633 | 67,574 | 121,464 | 36,630 | 81,182 | 176,760 | |
| IND CRANBERRY TUNNEL | 0 | 0 | 0 | 24,850 | 52,290 | 109,100 | 0 | 0 | 0 | 0 | 0 | 0 | 24,850 | 52,290 | 109,100 | 24,850 | 52,290 | 109,100 | |
| IND CLARK TUNNEL | 0 | 0 | 0 | 17,064 | 33,573 | 65,643 | 0 | 0 | 0 | 0 | 0 | 0 | 17,064 | 33,573 | 65,643 | 17,064 | 33,573 | 65,643 | |
| BMT MONTAGUE TUNNEL | 0 | 0 | 0 | 19,297 | 36,369 | 63,142 | 0 | 0 | 0 | 0 | 0 | 0 | 19,297 | 36,369 | 63,142 | 19,297 | 36,369 | 63,142 | |
| IRT JORALEMON TUNNEL | 0 | 0 | 0 | 24,928 | 51,265 | 99,497 | 0 | 0 | 0 | 0 | 0 | 0 | 24,928 | 51,265 | 99,497 | 24,928 | 51,265 | 99,497 | |
| BROOKLYN BRIDGE | 6,460 | 19,344 | 109,701 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 341 | 759 | 0 | 0 | 0 | 6,581 | 19,685 | 110,460 | |
| BROOKLYN BATTERY TUNN | 4,078 | 11,272 | 35,450 | 0 | 0 | 0 | 5,453 | 12,592 | 16,452 | 0 | 0 | 0 | 5,453 | 12,592 | 16,452 | 9,531 | 23,864 | 51,902 | |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 58 | 58 | 36 | 58 | 58 | 36 | 58 | 58 | |
| SECTOR TOTAL | 27,539 | 76,461 | 346,131 | 160,031 | 326,505 | 625,753 | 5,601 | 12,975 | 17,649 | 209 | 581 | 1,254 | 165,668 | 339,538 | 643,460 | 193,380 | 416,522 | 990,787 | |
| QUEENS SECTOR | | | | | | | | | | | | | | | | | | | |
| BMT 60TH STREET TUNNEL | 0 | 0 | 0 | 22,772 | 53,274 | 110,139 | 0 | 0 | 0 | 0 | 0 | 0 | 22,772 | 53,274 | 110,139 | 22,772 | 53,274 | 110,139 | |
| IND 53RD STREET TUNNEL | 0 | 0 | 0 | 50,511 | 111,535 | 213,307 | 0 | 0 | 0 | 0 | 0 | 0 | 50,511 | 111,535 | 213,307 | 50,511 | 111,535 | 213,307 | |
| IRT STEINWAY TUNNEL | 0 | 0 | 0 | 25,480 | 55,127 | 106,030 | 0 | 0 | 0 | 0 | 0 | 0 | 25,480 | 55,127 | 106,030 | 25,480 | 55,127 | 106,030 | |
| 63RD STREET TUNNEL | 0 | 0 | 0 | 1,146 | 2,320 | 5,981 | 0 | 0 | 0 | 0 | 0 | 0 | 1,146 | 2,320 | 5,981 | 1,146 | 2,320 | 5,981 | |
| QUEENS MIDTOWN TUNNEL | 5,958 | 15,517 | 65,580 | 0 | 0 | 0 | 3,592 | 9,826 | 15,464 | 0 | 0 | 0 | 3,592 | 9,826 | 15,464 | 9,550 | 25,343 | 81,044 | |
| QUEENSBORO BRIDGE | 7,808 | 26,021 | 128,209 | 0 | 0 | 0 | 670 | 1,692 | 4,779 | 83 | 219 | 512 | 670 | 1,692 | 4,779 | 8,561 | 27,932 | 133,500 | |
| MTA LIRR/AMTRAK TUNNEL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38,651 | 77,370 | 114,159 | 38,651 | 77,370 | 114,159 | 38,651 | 77,370 | 114,159 | |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 177 | 206 | 83 | 177 | 206 | 83 | 177 | 206 | |
| SECTOR TOTAL | 13,766 | 41,538 | 193,788 | 99,909 | 222,256 | 435,457 | 4,262 | 11,518 | 20,243 | 38,817 | 77,766 | 114,877 | 142,905 | 311,321 | 570,065 | 156,754 | 353,078 | 764,365 | |
| NEW JERSEY SECTOR | | | | | | | | | | | | | | | | | | | |
| PATH DOWNTOWN TUNNEL | 0 | 0 | 0 | 18,182 | 38,155 | 60,625 | 0 | 0 | 0 | 0 | 0 | 0 | 18,182 | 38,155 | 60,625 | 18,182 | 38,155 | 60,625 | |
| PATH UPTOWN TUNNEL | 0 | 0 | 0 | 8,968 | 16,344 | 38,790 | 0 | 0 | 0 | 0 | 0 | 0 | 8,968 | 16,344 | 38,790 | 8,968 | 16,344 | 38,790 | |
| HOLLAND TUNNEL | 6,698 | 16,328 | 78,469 | 0 | 0 | 0 | 2,265 | 6,368 | 8,747 | 0 | 0 | 0 | 2,265 | 6,368 | 8,747 | 8,963 | 22,696 | 87,216 | |
| LINCOLN TUNNEL | 10,019 | 24,716 | 91,525 | 0 | 0 | 0 | 32,531 | 71,888 | 126,991 | 0 | 0 | 0 | 32,531 | 71,888 | 126,991 | 42,550 | 96,604 | 218,516 | |
| N. J. TRANSIT/AMTRAK TUN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,160 | 22,039 | 44,883 | 12,160 | 22,039 | 44,883 | 12,160 | 22,039 | 44,883 | |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,168 | 9,181 | 12,892 | 4,168 | 9,181 | 12,892 | 4,168 | 9,181 | 12,892 | |
| SECTOR TOTAL | 16,717 | 41,044 | 169,994 | 27,150 | 54,499 | 99,415 | 34,796 | 78,256 | 135,738 | 16,328 | 31,220 | 57,775 | 0 | 78,274 | 163,975 | 292,928 | 94,991 | 205,019 | 462,922 |
| STATEN ISLAND FERRY | 159 | 385 | 660 | 0 | 0 | 0 | 0 | 0 | 0 | 5,449 | 15,147 | 30,559 | 5,432 | 15,096 | 30,449 | 5,608 | 15,532 | 31,229 | |
| ROOSEVELT ISL. TRAM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 273 | 575 | 1,335 | 273 | 575 | 1,335 | 273 | 575 | 1,335 | |
| TOTAL, ALL SECTORS | 93,934 | 262,724 | 1,315,857 | 407,432 | 869,931 | 1,816,893 | 52,005 | 120,136 | 230,501 | 92,601 | 193,526 | 306,721 | 551,453 | 1,181,938 | 2,345,888 | 645,972 | 1,446,316 | 3,669,972 | |

TABLE 15

WHERE, WHEN AND HOW PEOPLE LEFT THE HUB ON A FALL DAY IN 1998

| | AUTOS- TAXIS-VANS-TRUCKS | | | RAIL RAPID TRANSIT | | | BUSES | | | RAILROAD FERRY-TRAMWAY-BICYCLE | | | TOTAL PUBLIC TRANSPORTATION | | | TOTAL PERSONS, ALL MODES | | |
|---------------------------------|-----------------------------|----------------|------------------|--------------------|----------------|------------------|---------------|----------------|----------------|-----------------------------------|----------------|----------------|--------------------------------|----------------|------------------|-----------------------------|------------------|------------------|
| | 5-6 PM | 4-7 PM | 24 HOUR | 5-6 PM | 4-7 PM | 24 HOUR | 5-6 PM | 4-7 PM | 24 HOUR | 5-6 PM | 4-7 PM | 24 HOUR | 5-6 PM | 4-7 PM | 24 HOUR | 5-6 PM | 4-7 PM | 24 HOUR |
| 60TH STREET SECTOR | | | | | | | | | | | | | | | | | | |
| IRT LEX. AVE. EXPRESS | 0 | 0 | 0 | 18,303 | 52,382 | 146,311 | 0 | 0 | 0 | 0 | 0 | 0 | 18,303 | 52,382 | 146,311 | 18,303 | 52,382 | 146,311 |
| IRT LEX. AVE. LOCAL | 0 | 0 | 0 | 21,599 | 45,371 | 144,772 | 0 | 0 | 0 | 0 | 0 | 0 | 21,599 | 45,371 | 144,772 | 21,599 | 45,371 | 144,772 |
| IND 8TH AVE. EXPRESS | 0 | 0 | 0 | 15,958 | 41,486 | 105,463 | 0 | 0 | 0 | 0 | 0 | 0 | 15,958 | 41,486 | 105,463 | 15,958 | 41,486 | 105,463 |
| IND 8TH AVE. LOCAL | 0 | 0 | 0 | 6,081 | 15,489 | 38,614 | 0 | 0 | 0 | 0 | 0 | 0 | 6,081 | 15,489 | 38,614 | 6,081 | 15,489 | 38,614 |
| IRT BROADWAY/7TH AVE. EXP. | 0 | 0 | 0 | 17,426 | 41,709 | 106,106 | 0 | 0 | 0 | 0 | 0 | 0 | 17,426 | 41,709 | 106,106 | 17,426 | 41,709 | 106,106 |
| IRT BROADWAY/7TH AVE. LOC. | 0 | 0 | 0 | 10,655 | 29,820 | 93,991 | 0 | 0 | 0 | 0 | 0 | 0 | 10,655 | 29,820 | 93,991 | 10,655 | 29,820 | 93,991 |
| FDR DRIVE | 4,775 | 14,819 | 95,933 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,775 | 14,819 | 95,933 |
| YORK AVENUE | 2,156 | 5,961 | 33,536 | 0 | 0 | 0 | 354 | 1,088 | 2,699 | 0 | 0 | 0 | 354 | 1,088 | 2,699 | 2,510 | 7,049 | 36,235 |
| FIRST AVENUE | 5,209 | 14,940 | 69,130 | 0 | 0 | 0 | 997 | 2,664 | 9,000 | 48 | 128 | 428 | 997 | 2,664 | 9,000 | 6,254 | 17,732 | 78,558 |
| QUEENSBORO BRIDGE RAMP | 3,380 | 11,792 | 62,728 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,380 | 11,792 | 62,728 |
| ROADWAY UNDER RAMP (NEW ST.) | 372 | 1,022 | 5,215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 372 | 1,022 | 5,215 |
| THIRD AVENUE | 5,040 | 13,842 | 66,627 | 0 | 0 | 0 | 1,203 | 3,034 | 9,740 | 79 | 223 | 1,302 | 1,203 | 3,034 | 9,740 | 6,322 | 17,099 | 77,669 |
| PARK AVENUE/MTA TUN. | 2,490 | 7,477 | 37,153 | 0 | 0 | 0 | 0 | 0 | 0 | 19,484 | 45,299 | 87,729 | 19,461 | 45,233 | 87,420 | 21,965 | 52,747 | 124,882 |
| MADISON AVENUE | 2,649 | 8,315 | 48,471 | 0 | 0 | 0 | 2,445 | 6,410 | 21,301 | 92 | 221 | 616 | 2,445 | 6,410 | 21,301 | 5,186 | 14,946 | 70,388 |
| CENTRAL PARK DR. AND 60TH ST. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CENTRAL PARK DR. AND 6TH AV. | 2,568 | 7,154 | 20,212 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 270 | 771 | 0 | 0 | 0 | 2,658 | 7,424 | 20,983 |
| CENTRAL PARK DR. AND COL. CIRC. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EIGHTH AVENUE | 1,811 | 5,491 | 29,703 | 0 | 0 | 0 | 747 | 1,635 | 6,279 | 97 | 286 | 795 | 747 | 1,635 | 6,279 | 2,655 | 7,412 | 36,777 |
| BROADWAY | 1,662 | 5,106 | 26,640 | 0 | 0 | 0 | 403 | 1,659 | 4,598 | 0 | 0 | 0 | 403 | 1,659 | 4,598 | 2,065 | 6,765 | 31,058 |
| AMSTERDAM AVENUE | 3,023 | 8,468 | 41,900 | 0 | 0 | 0 | 344 | 966 | 3,933 | 17 | 57 | 168 | 344 | 966 | 3,933 | 3,384 | 9,491 | 46,001 |
| WEST END AVENUE | 1,494 | 4,287 | 17,301 | 0 | 0 | 0 | 112 | 293 | 871 | 28 | 60 | 229 | 112 | 293 | 871 | 1,634 | 4,640 | 18,401 |
| WEST SIDE HIGHWAY/AMTRAK-EMP | 5,209 | 14,784 | 77,027 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 308 | 1,458 | 122 | 304 | 1,435 | 5,331 | 15,092 | 78,485 |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 35 | 39 | 14 | 35 | 39 | 14 | 35 | 39 |
| SECTOR TOTAL | 41,839 | 123,459 | 631,393 | 90,022 | 226,257 | 635,257 | 6,605 | 17,749 | 58,421 | 20,071 | 46,887 | 93,535 | 116,210 | 289,543 | 782,572 | 158,528 | 414,323 | 1,418,606 |
| BROOKLYN SECTOR | | | | | | | | | | | | | | | | | | |
| BMT 14TH ST. TUNNEL | 0 | 0 | 0 | 9,892 | 23,038 | 60,644 | 0 | 0 | 0 | 0 | 0 | 0 | 9,892 | 23,038 | 60,644 | 9,892 | 23,038 | 60,644 |
| WILLIAMSBURG BR./BMT | 7,148 | 20,837 | 82,382 | 8,941 | 20,567 | 42,140 | 392 | 876 | 2,046 | 58 | 184 | 416 | 9,333 | 21,443 | 44,186 | 16,539 | 42,464 | 126,984 |
| IND RUTGERS TUNNEL | 0 | 0 | 0 | 8,476 | 20,092 | 57,564 | 0 | 0 | 0 | 0 | 0 | 0 | 8,476 | 20,092 | 57,564 | 8,476 | 20,092 | 57,564 |
| MANHATTAN BRIDGE/BMT | 4,510 | 13,317 | 58,858 | 20,036 | 51,134 | 122,533 | 182 | 342 | 687 | 0 | 0 | 0 | 20,218 | 51,476 | 123,220 | 24,728 | 64,793 | 182,078 |
| IND CRANBERRY TUNNEL | 0 | 0 | 0 | 20,360 | 45,564 | 104,888 | 0 | 0 | 0 | 0 | 0 | 0 | 20,360 | 45,564 | 104,888 | 20,360 | 45,564 | 104,888 |
| IND CLARK TUNNEL | 0 | 0 | 0 | 8,745 | 22,865 | 59,913 | 0 | 0 | 0 | 0 | 0 | 0 | 8,745 | 22,865 | 59,913 | 8,745 | 22,865 | 59,913 |
| BMT MONTAGUE TUNNEL | 0 | 0 | 0 | 7,797 | 21,826 | 53,204 | 0 | 0 | 0 | 0 | 0 | 0 | 7,797 | 21,826 | 53,204 | 7,797 | 21,826 | 53,204 |
| IRT JORALEMON TUNNEL | 0 | 0 | 0 | 11,792 | 32,266 | 82,008 | 0 | 0 | 0 | 0 | 0 | 0 | 11,792 | 32,266 | 82,008 | 11,792 | 32,266 | 82,008 |
| BROOKLYN BRIDGE | 6,602 | 18,868 | 91,319 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 195 | 402 | 0 | 0 | 0 | 6,667 | 19,063 | 91,721 |
| BROOKLYN BATTERY TUNNEL | 4,015 | 10,960 | 34,947 | 0 | 0 | 0 | 5,711 | 12,631 | 18,356 | 0 | 0 | 0 | 5,711 | 12,631 | 18,356 | 9,726 | 23,591 | 53,303 |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | 60 | 60 | 0 | 60 | 60 |
| SECTOR TOTAL | 22,275 | 63,982 | 267,506 | 96,039 | 237,352 | 582,894 | 6,285 | 13,849 | 21,089 | 123 | 439 | 878 | 102,324 | 251,201 | 604,043 | 124,722 | 315,562 | 872,367 |
| QUEENS SECTOR | | | | | | | | | | | | | | | | | | |
| BMT 60TH STREET TUNNEL | 0 | 0 | 0 | 18,489 | 45,117 | 107,662 | 0 | 0 | 0 | 0 | 0 | 0 | 18,489 | 45,117 | 107,662 | 18,489 | 45,117 | 107,662 |
| IND 53RD STREET TUNNEL | 0 | 0 | 0 | 29,309 | 76,382 | 178,501 | 0 | 0 | 0 | 0 | 0 | 0 | 29,309 | 76,382 | 178,501 | 29,309 | 76,382 | 178,501 |
| IRT STEINWAY TUNNEL | 0 | 0 | 0 | 18,808 | 45,361 | 107,427 | 0 | 0 | 0 | 0 | 0 | 0 | 18,808 | 45,361 | 107,427 | 18,808 | 45,361 | 107,427 |
| 63RD STREET TUNNEL | 0 | 0 | 0 | 661 | 1,728 | 5,299 | 0 | 0 | 0 | 0 | 0 | 0 | 661 | 1,728 | 5,299 | 661 | 1,728 | 5,299 |
| QUEENS MIDTOWN TUNNEL | 5,057 | 14,981 | 56,984 | 0 | 0 | 0 | 767 | 1,374 | 3,132 | 0 | 0 | 0 | 767 | 1,374 | 3,132 | 5,824 | 16,355 | 60,116 |
| QUEENSBORO BRIDGE | 9,059 | 27,876 | 137,121 | 0 | 0 | 0 | 2,614 | 6,665 | 12,191 | 68 | 168 | 469 | 2,614 | 6,665 | 12,191 | 11,741 | 34,709 | 149,781 |
| MTA LIRR/AMTRAK TUNNEL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,430 | 67,159 | 118,746 | 30,430 | 67,159 | 118,746 | 30,430 | 67,159 | 118,746 |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 128 | 153 | 59 | 128 | 153 | 59 | 128 | 153 |
| SECTOR TOTAL | 14,116 | 42,857 | 194,106 | 67,267 | 168,588 | 398,889 | 3,381 | 8,039 | 15,323 | 30,557 | 67,455 | 119,368 | 101,137 | 243,914 | 533,111 | 115,321 | 286,939 | 727,686 |
| NEW JERSEY SECTOR | | | | | | | | | | | | | | | | | | |
| PATH DOWNTOWN TUNNEL | 0 | 0 | 0 | 15,551 | 32,578 | 56,634 | 0 | 0 | 0 | 0 | 0 | 0 | 15,551 | 32,578 | 56,634 | 15,551 | 32,578 | 56,634 |
| PATH UPTOWN TUNNEL | 0 | 0 | 0 | 8,195 | 17,734 | 39,555 | 0 | 0 | 0 | 0 | 0 | 0 | 8,195 | 17,734 | 39,555 | 8,195 | 17,734 | 39,555 |
| HOLLAND TUNNEL | 2,458 | 7,371 | 57,613 | 0 | 0 | 0 | 993 | 2,600 | 6,060 | 0 | 0 | 0 | 993 | 2,600 | 6,060 | 3,451 | 9,971 | 63,673 |
| LINCOLN TUNNEL | 2,590 | 8,814 | 58,145 | 0 | 0 | 0 | 25,354 | 58,210 | 131,434 | 0 | 0 | 0 | 25,354 | 58,210 | 131,434 | 27,944 | 67,024 | 189,579 |
| N. J. TRANSIT/AMTRAK TUNNEL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,029 | 22,059 | 46,513 | 10,029 | 22,059 | 46,513 | 10,029 | 22,059 | 46,513 |
| PRIVATE FERRY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,442 | 5,872 | 11,299 | 2,442 | 5,872 | 11,299 | 2,442 | 5,872 | 11,299 |
| SECTOR TOTAL | 5,048 | 16,185 | 115,758 | 23,746 | 50,312 | 96,189 | 26,347 | 60,810 | 137,494 | 12,471 | 27,931 | 57,812 | 62,564 | 139,053 | 291,495 | 67,612 | 155,238 | 407,253 |
| STATEN ISLAND FERRY | | | | | | | | | | | | | | | | | | |
| STATEN ISLAND FERRY | 131 | 386 | 904 | 0 | 0 | 0 | 0 | 0 | 0 | 5,603 | 17,771 | 30,324 | 5,601 | 17,737 | 30,134 | 5,734 | 18,157 | 31,228 |
| ROOSEVELT ISLAND TRAM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 641 | 1,593 | 278 | 641 | 1,593 | 278 | 641 | 1,593 |
| TOTAL, ALL SECTORS | 83,409 | 246,869 | 1,209,667 | 277,074 | 682,509 | 1,713,229 | 42,618 | 100,447 | 232,327 | 69,103 | 161,124 | 303,510 | 388,114 | 942,089 | 2,242,948 | 472,195 | 1,190,860 | 3,458,733 |

TABLE 16

**WHERE AND WHEN MOTOR VEHICLES ENTERED
THE HUB ON A FALL BUSINESS DAY IN 1998**

| | AUTOS-TAXIS-VANS-TRUCKS | | | ----- BUSES ----- | | | TOTAL MOTOR VEHICLES | | |
|-----------------------------------|-------------------------|----------------|----------------|-------------------|--------------|---------------|----------------------|----------------|----------------|
| | 8-9 AM | 7-10 AM | 24 HOURS | 8-9 AM | 7-10 AM | 24 HOURS | 8-9 AM | 7-10 AM | 24 HOURS |
| 60TH STREET SECTOR | | | | | | | | | |
| FDR DRIVE | 5,388 | 15,395 | 83,037 | 0 | 0 | 0 | 5,388 | 15,395 | 83,037 |
| YORK AVENUE | 798 | 2,469 | 21,098 | 27 | 57 | 160 | 825 | 2,526 | 21,258 |
| SECOND AVENUE | 1,831 | 5,845 | 46,686 | 35 | 91 | 377 | 1,866 | 5,936 | 47,063 |
| QUEENSBORO BR. RAMP | 0 | 0 | 5,308 | 0 | 0 | 0 | 0 | 0 | 5,308 |
| LEXINGTON AVENUE | 1,584 | 4,372 | 27,818 | 39 | 112 | 427 | 1,623 | 4,484 | 28,245 |
| PARK AVENUE | 1,785 | 4,935 | 26,389 | 0 | 0 | 0 | 1,785 | 4,935 | 26,389 |
| FIFTH AVENUE | 2,031 | 6,034 | 35,716 | 57 | 184 | 872 | 2,088 | 6,218 | 36,588 |
| CENTRAL PARK DRIVE AND 7TH AVENUE | 1,700 | 4,750 | 10,532 | 0 | 0 | 0 | 1,700 | 4,750 | 10,532 |
| BROADWAY | 1,611 | 4,425 | 25,781 | 38 | 99 | 511 | 1,649 | 4,524 | 26,292 |
| COLUMBUS AVENUE | 1,720 | 4,880 | 29,932 | 17 | 44 | 345 | 1,737 | 4,924 | 30,277 |
| WEST END AVENUE | 1,282 | 3,576 | 18,669 | 6 | 18 | 99 | 1,288 | 3,594 | 18,768 |
| WEST SIDE HIGHWAY | 4,247 | 12,790 | 56,877 | 0 | 0 | 0 | 4,247 | 12,790 | 56,877 |
| SECTOR TOTAL | 23,977 | 69,471 | 387,843 | 219 | 605 | 2,791 | 24,196 | 70,076 | 390,634 |
| BROOKLYN SECTOR | | | | | | | | | |
| WILLIAMSBURG BRIDGE | 3,450 | 10,400 | 59,472 | 5 | 15 | 79 | 3,455 | 10,415 | 59,551 |
| MANHATTAN BRIDGE | 2,833 | 8,276 | 37,504 | 4 | 9 | 37 | 2,837 | 8,285 | 37,541 |
| BROOKLYN BRIDGE | 4,264 | 12,862 | 75,730 | 0 | 0 | 0 | 4,264 | 12,862 | 75,730 |
| BROOKLYN BATTERY TUNNEL | 3,906 | 10,669 | 33,163 | 198 | 453 | 667 | 4,104 | 11,122 | 33,830 |
| SECTOR TOTAL | 14,453 | 42,207 | 205,869 | 207 | 477 | 783 | 14,660 | 42,684 | 206,652 |
| QUEENS SECTOR | | | | | | | | | |
| QUEENS MIDTOWN TUNNEL | 3,958 | 10,614 | 42,216 | 99 | 268 | 575 | 4,057 | 10,882 | 42,791 |
| QUEENSBORO BRIDGE | 5,604 | 19,651 | 95,902 | 25 | 74 | 331 | 5,629 | 19,725 | 96,233 |
| SECTOR TOTAL | 9,562 | 30,265 | 138,118 | 124 | 342 | 906 | 9,686 | 30,607 | 139,024 |
| NEW JERSEY SECTOR | | | | | | | | | |
| HOLLAND TUNNEL | 2,793 | 8,554 | 47,636 | 61 | 136 | 349 | 2,854 | 8,690 | 47,985 |
| LINCOLN TUNNEL | 4,178 | 12,941 | 54,368 | 942 | 2,242 | 6,279 | 5,120 | 15,183 | 60,647 |
| SECTOR TOTAL | 6,971 | 21,495 | 102,004 | 1,003 | 2,378 | 6,628 | 7,974 | 23,873 | 108,632 |
| CARS ABOARD STATEN ISLAND FERRY | 165 | 400 | 686 | 0 | 0 | 0 | 165 | 400 | 686 |
| TOTAL, ALL SECTORS | 55,128 | 163,838 | 834,520 | 1,553 | 3,802 | 11,108 | 56,681 | 167,640 | 845,628 |

TABLE 17

**WHERE AND WHEN MOTOR VEHICLES LEFT
THE HUB ON A FALL BUSINESS DAY IN 1998**

| | AUTOS-TAXIS-VANS-TRUCKS | | | ----- BUSES ----- | | | TOTAL MOTOR VEHICLES | | |
|------------------------------------|-------------------------|----------------|----------------|-------------------|--------------|--------------|----------------------|----------------|----------------|
| | 5-6 PM | 4-7 PM | 24 HOURS | 5-6 PM | 4-7 PM | 24 HOURS | 5-6 AM | 4-7 PM | 24 HOURS |
| 60TH STREET SECTOR | | | | | | | | | |
| FDR DRIVE | 3,704 | 10,581 | 65,540 | 0 | 0 | 0 | 3,704 | 10,581 | 65,540 |
| YORK AVENUE | 1,439 | 4,018 | 22,751 | 9 | 31 | 139 | 1,448 | 4,049 | 22,890 |
| FIRST AVENUE | 2,905 | 8,398 | 42,509 | 28 | 84 | 392 | 2,933 | 8,482 | 42,901 |
| QUEENSBORO BRIDGE RAMP | 0 | 0 | 27,312 | 0 | 0 | 0 | 0 | 0 | 27,312 |
| ROADWAY UNDER RAMP (NEW STREET) | 295 | 809 | 3,743 | 0 | 0 | 0 | 295 | 809 | 3,743 |
| THIRD AVENUE | 2,407 | 7,019 | 41,920 | 28 | 82 | 408 | 2,435 | 7,101 | 42,328 |
| PARK AVENUE | 1,433 | 4,184 | 22,453 | 0 | 0 | 0 | 1,433 | 4,184 | 22,453 |
| MADISON AVENUE | 1,592 | 4,895 | 31,748 | 66 | 179 | 867 | 1,658 | 5,074 | 32,615 |
| CENTRAL PARK DRIVE AND 60TH STREET | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CENTRAL PARK DRIVE AND 6TH AVENUE | 1,385 | 3,833 | 11,180 | 0 | 0 | 0 | 1,385 | 3,833 | 11,180 |
| CENTRAL PARK DRIVE AND COLUMBUS C | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EIGHT AVENUE | 1,030 | 3,107 | 18,201 | 28 | 62 | 322 | 1,058 | 3,169 | 18,523 |
| BROADWAY | 922 | 2,830 | 16,833 | 10 | 50 | 231 | 932 | 2,880 | 17,064 |
| AMSTERDAM AVENUE | 1,997 | 5,606 | 29,149 | 14 | 41 | 214 | 2,011 | 5,647 | 29,363 |
| WEST END AVENUE | 1,024 | 2,947 | 12,462 | 6 | 15 | 107 | 1,030 | 2,962 | 12,569 |
| WEST SIDE HIGHWAY | 3,534 | 10,378 | 54,078 | 0 | 0 | 0 | 3,534 | 10,378 | 54,078 |
| SECTOR TOTAL | 23,667 | 68,605 | 399,879 | 189 | 544 | 2,680 | 23,856 | 69,149 | 402,559 |
| BROOKLYN SECTOR | | | | | | | | | |
| WILLIAMSBURG BRIDGE | 3,499 | 10,663 | 49,551 | 12 | 26 | 93 | 3,511 | 10,689 | 49,644 |
| MANHATTAN BRIDGE | 2,880 | 8,331 | 40,594 | 6 | 12 | 37 | 2,886 | 8,343 | 40,631 |
| BROOKLYN BRIDGE | 4,312 | 12,512 | 68,401 | 0 | 0 | 0 | 4,312 | 12,512 | 68,401 |
| BROOKLYN BATTERY TUNNEL | 2,737 | 7,902 | 26,645 | 172 | 409 | 679 | 2,909 | 8,311 | 27,324 |
| SECTOR TOTAL | 13,428 | 39,408 | 185,191 | 190 | 447 | 809 | 13,618 | 39,855 | 186,000 |
| QUEENS SECTOR | | | | | | | | | |
| QUEENS MIDTOWN TUNNEL | 3,055 | 8,998 | 36,669 | 32 | 74 | 225 | 3,087 | 9,072 | 36,894 |
| QUEENSBORO BRIDGE | 6,376 | 19,398 | 95,402 | 35 | 103 | 484 | 6,411 | 19,501 | 95,886 |
| SECTOR TOTAL | 9,431 | 28,396 | 132,071 | 67 | 177 | 709 | 9,498 | 28,573 | 132,780 |
| NEW JERSEY SECTOR | | | | | | | | | |
| HOLLAND TUNNEL | 2,799 | 8,251 | 52,541 | 31 | 92 | 347 | 2,830 | 8,343 | 52,888 |
| LINCOLN TUNNEL | 4,123 | 13,008 | 58,430 | 773 | 1,728 | 5,375 | 4,896 | 14,736 | 63,805 |
| SECTOR TOTAL | 6,922 | 21,259 | 110,971 | 804 | 1,820 | 5,722 | 7,726 | 23,079 | 116,693 |
| CARS ABOARD STATEN ISLAND FERRY | 139 | 411 | 963 | 0 | 0 | 0 | 139 | 411 | 963 |
| TOTAL, ALL SECTORS | 53,587 | 158,079 | 829,075 | 1,250 | 2,988 | 9,920 | 54,837 | 161,067 | 838,995 |

TABLE 20

PUBLIC TRANSPORTATION VEHICLE LEVEL OF COMFORT AND HEADWAY ENTERING THE HUB ON A FALL BUSINESS DAY IN 1997 AND 1998, DURING THE 8AM - 9AM PEAK HOUR

| | TRAINS (97) | VEHICLES | | VEHICLES FLOOR SPACE (SQUARE FEET) | | PASSENGERS | | PASSENGER PER VEHICLE | | FLOOR SPACE PER PASSENGER (SQUARE FEET) | | AVERAGE HEADWAY (MINUTES) | | |
|---------------------------------|----------------|------------|-------------------------|---------------------------------------|------------------|------------------|----------------|-----------------------|-----------|--------------------------------------------|------------|------------------------------|----------|------|
| | | (98) | CARS/BUSES (97) (98) | (97) (98) | (97) (98) | (97) (98) | (97) (98) | (97) (98) | (97) (98) | (97) (98) | | | | |
| 60TH STREET SECTOR | | | | | | | | | | | | | | |
| IRT LEXINGTON AVE EXPRESS | 27 | 26 | 270 | 260 | 121,770 | 117,260 | 30,571 | 28,736 | 113 | 111 | 4.0 | 4.1 | 2.2 | 2.3 |
| IRT LEXINGTON AVE LOCAL | 21 | 23 | 210 | 230 | 94,710 | 103,730 | 25,817 | 24,027 | 123 | 104 | 3.7 | 4.3 | 2.9 | 2.6 |
| IND EIGHTH AVE EXPRESS | 19 | 17 | 154 | 142 | 92,708 | 85,484 | 24,140 | 23,882 | 157 | 168 | 3.8 | 3.6 | 3.2 | 3.5 |
| IND EIGHTH AVE LOCAL | 11 | 12 | 88 | 96 | 52,976 | 57,792 | 9,107 | 9,073 | 103 | 95 | 5.8 | 6.4 | 5.5 | 5.0 |
| IRT BROADWAY/7TH AVE EXPRESS | 22 | 20 | 210 | 191 | 94,710 | 86,141 | 23,550 | 21,225 | 112 | 111 | 4.0 | 4.1 | 2.7 | 3.0 |
| IRT BROADWAY/7TH AVE LOCAL | 15 | 14 | 150 | 140 | 67,650 | 63,140 | 16,848 | 13,399 | 112 | 96 | 4.0 | 4.7 | 4.0 | 4.3 |
| MTA-AMTRAK TUN. | 50 | 45 | 391 | 336 | 332,350 | 285,936 | 34,479 | 31,186 | 88 | 93 | 9.6 | 9.2 | 1.2 | 1.3 |
| BUSES | 0 | 0 | 219 | 219 | 81,280 | 70,080 | 9,097 | 7,346 | 42 | 34 | 8.9 | 9.5 | | |
| SECTOR TOTAL | 165 | 157 | | | 938,154 | 869,563 | 173,609 | 158,874 | | | 5.4 | 5.0 | | |
| BROOKLYN SECTOR | | | | | | | | | | | | | | |
| BMT 14TH STREET TUNNEL | 12 | 12 | 96 | 96 | 57,792 | 57,792 | 12,398 | 16,004 | 131 | 137 | 4.7 | 3.6 | 6.0 | 5.0 |
| WILLIAMSBURG BRIDGE/BMT | 18 | 19 | 144 | 152 | 86,688 | 91,504 | 13,878 | 13,293 | 76 | 96 | 6.2 | 6.9 | 4.3 | 3.2 |
| IND RUTGERS TUNNEL | 12 | 14 | 108 | 112 | 78,000 | 84,000 | 11,914 | 13,047 | 114 | 76 | 6.5 | 6.4 | 5.5 | 4.3 |
| MANHATTAN BRIDGE/BMT | 29 | 28 | 254 | 246 | 152,908 | 148,092 | 31,463 | 31,548 | 116 | 124 | 4.9 | 4.7 | 2.7 | 2.1 |
| IND CRANBERRY TUNNEL | 23 | 25 | 196 | 206 | 117,992 | 124,012 | 24,049 | 24,850 | 147 | 123 | 4.9 | 5.0 | 4.3 | 2.4 |
| IRT CLARK TUNNEL | 17 | 18 | 161 | 171 | 72,611 | 77,121 | 15,583 | 17,064 | 80 | 97 | 4.7 | 4.5 | 4.3 | 3.3 |
| BMT MONTAGUE TUNNEL | 20 | 22 | 166 | 186 | 99,932 | 111,972 | 14,667 | 19,297 | 88 | 88 | 6.8 | 5.8 | 3.3 | 2.7 |
| IRT JORALEMON TUNNEL | 25 | 19 | 250 | 190 | 112,750 | 85,690 | 26,362 | 24,928 | 91 | 105 | 4.3 | 3.4 | 2.7 | 3.2 |
| BUSES | | | 144 | 207 | 46,080 | 66,240 | 4,843 | 5,601 | 32 | 34 | 9.5 | 11.8 | 4.1 | 3.3 |
| SECTOR TOTAL | 156 | 157 | | | 824,753 | 846,423 | 155,157 | 165,632 | | | 5.3 | 5.1 | - | |
| QUEENS SECTOR | | | | | | | | | | | | | | |
| BMT 60TH STREET TUNNEL | 20 | 19 | 172 | 160 | 103,544 | 96,320 | 24,914 | 22,772 | 154 | 145 | 4.2 | 3.9 | 4.3 | 3.2 |
| IND 53RD STREET TUNNEL | 28 | 29 | 248 | 256 | 186,000 | 192,000 | 39,526 | 50,511 | 183 | 159 | 4.7 | 4.9 | 2.2 | 2.1 |
| IRT STEINWAY TUNNEL | 25 | 24 | 275 | 264 | 124,025 | 119,064 | 24,256 | 25,480 | 85 | 88 | 5.1 | 4.9 | 3.2 | 2.5 |
| 63RD STREET TUNNEL | 8 | 3 | 80 | 24 | 48,160 | 14,448 | 1,878 | 1,146 | 26 | 23 | 25.6 | 7.7 | 12.0 | 20.0 |
| LIRR/AMTRAK TUNNELS | 37 | 37 | 362 | 362 | 307,700 | 307,700 | 38,081 | 38,651 | 104 | 105 | 8.1 | 8.1 | 1.6 | 1.6 |
| BUSES | | | 121 | 124 | 38,720 | 39,680 | 3,875 | 4,262 | 34 | 47 | 10.0 | 10.2 | | |
| SECTOR TOTAL | 118 | 112 | | | 808,149 | 769,212 | 132,530 | 142,822 | | | 6.1 | 5.8 | | |
| NEW JERSEY SECTOR | | | | | | | | | | | | | | |
| PATH DOWNTOWN TUNNEL | 31 | 31 | 233 | 233 | 101,122 | 101,122 | 18,503 | 18,182 | 70 | 78 | 5.5 | 5.6 | 1.9 | 1.9 |
| PATH UPTOWN TUNNEL | 17 | 21 | 119 | 147 | 51,646 | 63,798 | 11,076 | 8,968 | 101 | 61 | 4.7 | 7.1 | 3.5 | 2.9 |
| N.J. TRANSIT/AMTRAK TUNNEL | 18 | 14 | 161 | 140 | 136,850 | 119,000 | 13,651 | 12,160 | 88 | 87 | 10.0 | 9.8 | 3.3 | 4.3 |
| BUSES | | | 605 | 1,003 | 276,969 | 327,981 | 32,904 | 34,796 | 40 | 35 | 8.4 | 9.4 | | |
| SECTOR TOTAL | 66 | 66 | | | 566,587 | 611,901 | 76,134 | 74,106 | | | 7.4 | 8.3 | | |
| STATEN ISLAND FERRY | | | | | | | | | | | | | | |
| STATEN ISLAND FERRY | 4 | 4 | | | 80,000 | 80,000 | 5,601 | 5,432 | 1,400 | 1,358 | 14.3 | 14.7 | 15.0 | 15.0 |
| ROOSEVELT ISLAND TRAMWAY | | | | | | | | | | | | | | |
| ROOSEVELT ISLAND TRAMWAY | 8 | 8 | | | 2,400 | 2,400 | 198 | 273 | 25 | 34 | 12.1 | 8.8 | 7.5 | 7.5 |
| TOTAL, ALL SECTORS | 517 | 504 | | | 3,220,043 | 3,179,499 | 543,229 | 547,139 | | | 6.0 | 6.1 | | |

TABLE 21A**HOURLY VARIATION IN TOTAL PERSONS
ENTERING AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 1996, 1997, AND 1998**

| HOURS | ----- 1996 ----- | | | ----- 1997 ----- | | | ----- 1998 ----- | | |
|---------|------------------|-----------|-----------|------------------|-----------|-----------|------------------|-----------|-----------|
| | INBOUND | OUTBOUND | TOTAL | INBOUND | OUTBOUND | TOTAL | INBOUND | OUTBOUND | TOTAL |
| 12-1 AM | 33,593 | 59,763 | 93,356 | 33,586 | 58,531 | 92,117 | 33,367 | 67,657 | 101,024 |
| 2 | 18,810 | 31,243 | 50,053 | 19,537 | 29,376 | 48,913 | 18,701 | 34,692 | 53,392 |
| 3 | 13,382 | 18,307 | 31,690 | 16,359 | 17,079 | 33,438 | 13,197 | 20,525 | 33,722 |
| 4 | 12,359 | 13,179 | 25,538 | 16,282 | 13,665 | 29,947 | 12,695 | 15,933 | 28,628 |
| 5 | 18,595 | 14,819 | 33,414 | 25,607 | 16,631 | 42,238 | 21,035 | 18,046 | 39,081 |
| 6 | 57,734 | 26,262 | 83,996 | 65,125 | 31,730 | 96,855 | 64,163 | 32,188 | 96,351 |
| 7 | 192,689 | 62,924 | 255,613 | 195,958 | 59,590 | 255,548 | 197,298 | 69,404 | 266,702 |
| 8 | 448,899 | 119,606 | 568,505 | 451,313 | 129,714 | 581,027 | 456,646 | 124,532 | 581,178 |
| 9 | 629,628 | 134,683 | 764,311 | 638,102 | 153,007 | 791,109 | 645,972 | 134,989 | 780,961 |
| 10 | 325,314 | 109,201 | 434,515 | 323,310 | 125,883 | 449,193 | 343,698 | 108,048 | 451,746 |
| 11 | 177,113 | 94,190 | 271,303 | 180,812 | 109,217 | 290,029 | 190,444 | 99,011 | 289,455 |
| 12 NOON | 143,684 | 97,294 | 240,979 | 148,631 | 109,646 | 258,277 | 161,092 | 105,915 | 267,007 |
| 1 PM | 129,276 | 109,438 | 238,714 | 134,133 | 126,853 | 260,986 | 144,932 | 115,703 | 260,635 |
| 2 | 128,245 | 123,382 | 251,627 | 134,704 | 143,922 | 278,626 | 140,699 | 134,536 | 275,235 |
| 3 | 133,647 | 151,945 | 285,592 | 139,204 | 164,304 | 303,508 | 145,230 | 166,609 | 311,839 |
| 4 | 150,466 | 202,615 | 353,081 | 157,398 | 209,578 | 366,976 | 165,845 | 228,604 | 394,449 |
| 5 | 166,026 | 307,493 | 473,519 | 164,178 | 304,994 | 469,172 | 181,005 | 329,008 | 510,013 |
| 6 | 165,944 | 482,506 | 648,450 | 169,164 | 497,594 | 666,758 | 185,553 | 472,204 | 657,757 |
| 7 | 130,556 | 394,636 | 525,192 | 134,524 | 387,062 | 521,586 | 146,979 | 389,737 | 536,716 |
| 8 | 102,430 | 246,844 | 349,274 | 102,415 | 248,550 | 350,965 | 109,923 | 256,664 | 366,587 |
| 9 | 81,232 | 177,344 | 258,577 | 86,672 | 188,580 | 275,252 | 89,128 | 184,965 | 274,093 |
| 10 | 71,035 | 137,976 | 209,011 | 77,516 | 146,257 | 223,773 | 78,243 | 139,734 | 217,977 |
| 11 | 68,227 | 112,703 | 180,930 | 71,500 | 119,098 | 190,598 | 68,838 | 118,277 | 187,114 |
| 12 MID | 56,774 | 86,403 | 143,177 | 59,429 | 96,538 | 155,967 | 55,289 | 91,749 | 147,038 |
| TOTAL | 3,455,659 | 3,314,758 | 6,770,417 | 3,545,459 | 3,487,399 | 7,032,858 | 3,669,971 | 3,458,731 | 7,128,702 |

TABLE 21B**MAXIMUM NET ACCUMULATION OF TOTAL
PERSONS IN THE HUB ON A FALL BUSINESS DAY**

| | | | | |
|------|---|-----------|----|----------|
| 1963 | - | 1,540,000 | AT | 02:00 PM |
| 1971 | - | 1,545,000 | AT | 01:00 PM |
| 1973 | - | 1,407,000 | AT | 01:00 PM |
| 1974 | - | 1,411,000 | AT | 01:00 PM |
| 1975 | - | 1,402,000 | AT | 01:00 PM |
| 1976 | - | 1,319,000 | AT | 01:00 PM |
| 1977 | - | 1,356,000 | AT | 01:00 PM |
| 1978 | - | 1,329,000 | AT | 01:00 PM |
| 1979 | - | 1,388,000 | AT | 02:00 PM |
| 1980 | - | 1,436,000 | AT | 01:00 PM |
| 1981 | - | 1,446,000 | AT | 01:00 PM |
| 1982 | - | 1,487,000 | AT | 01:00 PM |
| 1983 | - | 1,500,000 | AT | 01:00 PM |
| 1984 | - | 1,511,000 | AT | 01:00 PM |
| 1985 | - | 1,485,000 | AT | 01:00 PM |
| 1986 | - | 1,471,000 | AT | 01:00 PM |
| 1987 | - | 1,448,000 | AT | 01:00 PM |
| 1988 | - | 1,447,000 | AT | 02:00 PM |
| 1989 | - | 1,481,000 | AT | 01:00 PM |
| 1990 | - | 1,318,000 | AT | 01:00 PM |
| 1991 | - | 1,325,000 | AT | 01:00 PM |
| 1992 | - | 1,262,000 | AT | 01:00 PM |
| 1993 | - | 1,250,000 | AT | 01:00 PM |
| 1994 | - | 1,273,000 | AT | 01:00 PM |
| 1995 | - | 1,277,000 | AT | 01:00 PM |
| 1996 | - | 1,295,000 | AT | 01:00 PM |
| 1997 | - | 1,303,000 | AT | 01:00 PM |
| 1998 | - | 1,296,000 | AT | 01:00 PM |

TABLE 22A

**HOURLY VARIATION IN TOTAL PUBLIC TRANSIT
PASSENGERS ENTERING AND LEAVING THE HUB ON
A FALL BUSINESS DAY IN 1996, 1997, AND 1998**

| HOURS | ----- 1996 ----- | | | ----- 1997 ----- | | | ----- 1998 ----- | | |
|---------|------------------|-----------|-----------|------------------|-----------|-----------|------------------|-----------|-----------|
| | INBOUND | OUTBOUND | TOTAL | INBOUND | OUTBOUND | TOTAL | INBOUND | OUTBOUND | TOTAL |
| 12-1 AM | 7,248 | 26,114 | 33,362 | 7,276 | 25,443 | 32,719 | 6,673 | 28,521 | 35,194 |
| 2 | 3,341 | 11,278 | 14,619 | 3,703 | 10,149 | 13,852 | 3,272 | 11,568 | 14,840 |
| 3 | 2,820 | 5,530 | 8,350 | 5,170 | 4,658 | 9,828 | 2,412 | 5,800 | 8,212 |
| 4 | 3,074 | 3,305 | 6,379 | 5,883 | 3,240 | 9,123 | 2,679 | 4,371 | 7,050 |
| 5 | 6,136 | 3,391 | 9,527 | 11,002 | 3,358 | 14,360 | 6,976 | 4,799 | 11,775 |
| 6 | 30,149 | 7,230 | 37,379 | 33,142 | 7,519 | 40,661 | 33,132 | 9,667 | 42,799 |
| 7 | 134,980 | 30,263 | 165,243 | 138,809 | 30,244 | 169,053 | 134,778 | 33,427 | 168,205 |
| 8 | 373,770 | 75,756 | 449,526 | 368,199 | 75,606 | 443,805 | 371,547 | 74,240 | 445,787 |
| 9 | 548,826 | 88,721 | 637,547 | 547,502 | 87,821 | 635,323 | 551,453 | 85,435 | 636,888 |
| 10 | 252,812 | 65,968 | 318,780 | 243,343 | 63,687 | 307,030 | 258,938 | 62,018 | 320,956 |
| 11 | 117,765 | 47,397 | 165,162 | 116,903 | 45,347 | 162,250 | 118,362 | 50,090 | 168,452 |
| 12 NOON | 88,890 | 50,213 | 139,103 | 87,994 | 49,025 | 137,019 | 90,243 | 56,979 | 147,222 |
| 1 PM | 76,924 | 59,175 | 136,099 | 76,357 | 56,887 | 133,244 | 78,406 | 63,634 | 142,040 |
| 2 | 73,833 | 69,255 | 143,088 | 73,610 | 67,881 | 141,491 | 74,535 | 80,530 | 155,065 |
| 3 | 77,111 | 91,684 | 168,795 | 78,284 | 93,144 | 171,428 | 79,435 | 105,775 | 185,210 |
| 4 | 91,074 | 134,178 | 225,252 | 92,367 | 137,858 | 230,225 | 97,841 | 153,738 | 251,579 |
| 5 | 107,730 | 233,653 | 341,383 | 99,467 | 230,413 | 329,880 | 108,179 | 247,249 | 355,428 |
| 6 | 106,013 | 404,549 | 510,562 | 101,752 | 417,239 | 518,991 | 109,656 | 388,128 | 497,784 |
| 7 | 69,353 | 315,115 | 384,468 | 72,885 | 309,279 | 382,164 | 74,113 | 306,807 | 380,920 |
| 8 | 45,533 | 178,250 | 223,783 | 45,121 | 181,377 | 226,498 | 47,531 | 179,476 | 227,007 |
| 9 | 30,885 | 111,295 | 142,180 | 32,332 | 117,991 | 150,323 | 34,094 | 114,585 | 148,679 |
| 10 | 23,627 | 77,683 | 101,310 | 26,422 | 81,015 | 107,437 | 26,811 | 77,211 | 104,022 |
| 11 | 21,254 | 55,278 | 76,532 | 21,116 | 55,112 | 76,228 | 20,445 | 59,342 | 79,787 |
| 12 MID | 15,141 | 38,780 | 53,921 | 15,928 | 41,436 | 57,364 | 14,376 | 39,556 | 53,932 |
| TOTAL | 2,308,289 | 2,184,061 | 4,492,350 | 2,304,567 | 2,195,729 | 4,500,296 | 2,345,887 | 2,242,946 | 4,588,833 |

TABLE 22B

**MAXIMUM NET ACCUMULATION OF TOTAL TRANSIT
PASSENGERS IN THE HUB ON A FALL BUSINESS DAY**

| | | | | |
|------|---|-----------|----|---------|
| 1963 | - | 1,425,000 | AT | 2:00 PM |
| 1971 | - | 1,376,000 | AT | 1:00 PM |
| 1973 | - | 1,245,000 | AT | 1:00 PM |
| 1974 | - | 1,263,000 | AT | 1:00 PM |
| 1975 | - | 1,254,000 | AT | 1:00 PM |
| 1976 | - | 1,209,000 | AT | 2:00 PM |
| 1977 | - | 1,189,000 | AT | 1:00 PM |
| 1978 | - | 1,167,000 | AT | 1:00 PM |
| 1979 | - | 1,226,000 | AT | 1:00 PM |
| 1980 | - | 1,274,000 | AT | 1:00 PM |
| 1981 | - | 1,291,000 | AT | 1:00 PM |
| 1982 | - | 1,291,000 | AT | 1:00 PM |
| 1983 | - | 1,299,000 | AT | 1:00 PM |
| 1984 | - | 1,302,000 | AT | 1:00 PM |
| 1985 | - | 1,300,000 | AT | 2:00 PM |
| 1986 | - | 1,290,000 | AT | 1:00 PM |
| 1987 | - | 1,258,000 | AT | 1:00 PM |
| 1988 | - | 1,272,000 | AT | 2:00 PM |
| 1989 | - | 1,305,000 | AT | 1:00 PM |
| 1990 | - | 1,166,000 | AT | 1:00 PM |
| 1991 | - | 1,170,000 | AT | 1:00 PM |
| 1992 | - | 1,114,000 | AT | 1:00 PM |
| 1993 | - | 1,107,000 | AT | 1:00 PM |
| 1994 | - | 1,124,000 | AT | 1:00 PM |
| 1995 | - | 1,134,000 | AT | 1:00 PM |
| 1996 | - | 1,147,000 | AT | 2:00 PM |
| 1997 | - | 1,214,000 | AT | 1:00 PM |
| 1998 | - | 1,106,000 | AT | 1:00 PM |

TABLE 23A

**HOURLY VARIATION IN TOTAL MOTOR VEHICLES
ENTERING AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 1996, 1997, AND 1998**

| ----- 1996 ----- | | | ----- 1997 ----- | | | ----- 1998 ----- | | |
|------------------|----------|-----------|------------------|----------|-----------|------------------|----------|-----------|
| INBOUND | OUTBOUND | TOTAL | INBOUND | OUTBOUND | TOTAL | INBOUND | OUTBOUND | TOTAL |
| 18,230 | 23,419 | 41,649 | 18,292 | 25,270 | 43,562 | 19,036 | 27,644 | 46,680 |
| 10,634 | 13,815 | 24,449 | 10,914 | 14,787 | 25,701 | 10,759 | 16,211 | 26,970 |
| 7,209 | 8,775 | 15,984 | 7,650 | 9,355 | 17,005 | 7,373 | 10,232 | 17,605 |
| 6,436 | 6,799 | 13,235 | 7,200 | 7,401 | 14,601 | 6,861 | 7,779 | 14,640 |
| 8,627 | 7,788 | 16,415 | 10,017 | 8,791 | 18,808 | 9,468 | 8,733 | 18,201 |
| 18,864 | 12,950 | 31,814 | 21,502 | 14,342 | 35,844 | 20,791 | 15,159 | 35,950 |
| 42,922 | 24,366 | 67,288 | 42,359 | 27,932 | 70,291 | 43,818 | 27,643 | 71,461 |
| 54,290 | 33,275 | 87,565 | 55,797 | 37,383 | 93,180 | 56,274 | 37,649 | 93,923 |
| 54,434 | 35,065 | 89,499 | 55,150 | 37,559 | 92,709 | 56,681 | 37,140 | 93,821 |
| 49,078 | 32,777 | 81,855 | 51,672 | 34,918 | 86,590 | 54,686 | 34,850 | 89,535 |
| 41,134 | 33,159 | 74,293 | 42,641 | 34,229 | 76,870 | 45,662 | 35,031 | 80,693 |
| 37,628 | 32,771 | 70,399 | 39,329 | 34,996 | 74,325 | 43,826 | 34,368 | 78,194 |
| 35,998 | 34,724 | 70,722 | 37,425 | 36,815 | 74,240 | 40,000 | 35,794 | 75,794 |
| 36,105 | 36,350 | 72,455 | 38,452 | 38,963 | 77,415 | 39,695 | 37,540 | 77,235 |
| 38,396 | 40,461 | 78,857 | 39,881 | 43,650 | 83,531 | 40,390 | 41,090 | 81,480 |
| 40,539 | 45,808 | 86,347 | 42,612 | 48,625 | 91,237 | 42,383 | 48,178 | 90,561 |
| 39,825 | 49,037 | 88,862 | 42,735 | 51,185 | 93,920 | 43,739 | 52,291 | 96,029 |
| 40,575 | 50,962 | 91,537 | 43,140 | 52,031 | 95,171 | 44,048 | 54,837 | 98,885 |
| 41,676 | 52,337 | 94,013 | 41,165 | 52,726 | 93,891 | 43,516 | 53,935 | 97,451 |
| 39,455 | 47,925 | 87,380 | 39,891 | 47,789 | 87,680 | 42,276 | 51,978 | 94,254 |
| 33,776 | 45,370 | 79,146 | 35,975 | 45,237 | 81,212 | 37,687 | 48,982 | 86,669 |
| 32,039 | 41,639 | 73,678 | 33,691 | 42,113 | 75,804 | 34,971 | 43,990 | 78,961 |
| 31,606 | 39,273 | 70,879 | 33,050 | 40,802 | 73,852 | 33,279 | 41,151 | 74,430 |
| 28,201 | 32,699 | 60,900 | 28,834 | 36,282 | 65,116 | 28,411 | 36,790 | 65,201 |
| 787,677 | 781,544 | 1,569,221 | 819,374 | 823,181 | 1,642,555 | 845,628 | 838,995 | 1,684,624 |

TABLE 23B

**MAXIMUM NET ACCUMULATION OF TOTAL MOTOR
VEHICLES IN THE HUB ON A FALL BUSINESS DAY**

| | | | | |
|------|---|---------|----|----------|
| 1963 | - | 75,700 | AT | 03:00 PM |
| 1971 | - | 109,500 | AT | 01:00 PM |
| 1973 | - | 89,300 | AT | 02:00 PM |
| 1974 | - | 85,700 | AT | 02:00 PM |
| 1975 | - | 84,400 | AT | 02:00 PM |
| 1976 | - | 93,500 | AT | 01:00 PM |
| 1977 | - | 97,400 | AT | 02:00 PM |
| 1978 | - | 96,900 | AT | 02:00 PM |
| 1979 | - | 101,500 | AT | 02:00 PM |
| 1980 | - | 101,500 | AT | 02:00 PM |
| 1981 | - | 97,400 | AT | 02:00 PM |
| 1982 | - | 102,100 | AT | 02:00 PM |
| 1983 | - | 105,800 | AT | 01:00 PM |
| 1984 | - | 125,300 | AT | 02:00 PM |
| 1985 | - | 104,000 | AT | 01:00 PM |
| 1986 | - | 107,200 | AT | 01:00 PM |
| 1987 | - | 110,900 | AT | 02:00 PM |
| 1988 | - | 100,800 | AT | 01:00 PM |
| 1989 | - | 101,300 | AT | 02:00 PM |
| 1990 | - | 101,800 | AT | 01:00 PM |
| 1991 | - | 102,300 | AT | 01:00 PM |
| 1992 | - | 96,300 | AT | 01:00 PM |
| 1993 | - | 94,100 | AT | 02:00 PM |
| 1994 | - | 97,100 | AT | 02:00 PM |
| 1995 | - | 94,100 | AT | 02:00 PM |
| 1996 | - | 93,800 | AT | 01:00 PM |
| 1997 | - | 101,000 | AT | 02:00 PM |
| 1998 | - | 104,000 | AT | 02:00 PM |

TABLE 24

**TOTAL PERSONS ENTERING THE HUB
BY HOUR AND MODE IN 1998**

| HOURS | AUTO/TAXI | RAIL RAPID | SUBURBAN | | | | TOTAL | |
|--------------|------------------|------------------|----------------|----------------|---------------|-----------------|--------------|------------------|
| | VAN/TRUCK | TRANSIT | BUSES | RAIL | FERRY | TRAMWAY BICYCLE | | |
| 12-1 AM | 26,694 | 5,617 | 925 | 363 | 41 | 0 | 33,640 | |
| 2 | 15,429 | 2,684 | 377 | 259 | 24 | 0 | 18,773 | |
| 3 | 10,785 | 2,045 | 179 | 155 | 37 | 0 | 13,201 | |
| 4 | 10,016 | 2,401 | 179 | 0 | 92 | 0 | 12,688 | |
| 5 | 14,059 | 5,963 | 410 | 270 | 278 | 0 | 20,980 | |
| 6 | 31,031 | 26,524 | 3,916 | 1,481 | 1,015 | 0 | 63,967 | |
| 7 | 62,520 | 92,234 | 18,864 | 16,942 | 4,883 | 22 | 195,465 | |
| 8 | 84,749 | 250,887 | 45,599 | 52,359 | 11,772 | 165 | 445,881 | |
| 9 | 93,934 | 392,443 | 52,005 | 81,997 | 9,746 | 273 | 630,983 | |
| 10 | 84,040 | 195,411 | 22,532 | 32,383 | 3,039 | 137 | 338,262 | |
| 11 | 71,412 | 94,622 | 9,252 | 10,838 | 1,745 | 69 | 188,608 | |
| 12 NOON | 70,105 | 72,794 | 7,435 | 7,346 | 1,577 | 95 | 160,096 | |
| 1 PM | 65,736 | 64,446 | 6,883 | 5,344 | 1,092 | 43 | 144,334 | |
| 2 | 65,300 | 62,307 | 6,282 | 4,753 | 1,123 | 82 | 140,711 | |
| 3 | 65,017 | 68,030 | 6,625 | 4,000 | 1,078 | 38 | 145,566 | |
| 4 | 67,298 | 86,141 | 7,301 | 4,422 | 1,031 | 52 | 166,951 | |
| 5 | 72,114 | 96,869 | 9,709 | 5,986 | 1,140 | 68 | 186,598 | |
| 6 | 75,205 | 102,453 | 10,599 | 8,208 | 1,275 | 82 | 198,514 | |
| 7 | 72,332 | 67,646 | 7,571 | 6,695 | 915 | 60 | 155,753 | |
| 8 | 62,310 | 42,903 | 4,352 | 3,690 | 507 | 38 | 113,882 | |
| 9 | 55,034 | 30,301 | 3,270 | 1,814 | 430 | 56 | 90,905 | |
| 10 | 51,432 | 22,947 | 2,538 | 1,948 | 402 | 28 | 79,295 | |
| 11 | 48,393 | 17,527 | 2,056 | 969 | 322 | 13 | 69,280 | |
| 12 MID | 40,913 | 11,698 | 1,642 | 1,278 | 95 | 14 | 55,640 | |
| TOTAL | 1,315,857 | 1,816,893 | 230,501 | 253,500 | 43,659 | 1,335 | 8,227 | 3,669,972 |

TABLE 25

**TOTAL PERSONS LEAVING THE HUB
BY HOUR AND MODE IN 1998**

| HOURS | AUTO/TAXI | RAIL RAPID | SUBURBAN | | | | TOTAL | |
|--------------|------------------|------------------|----------------|----------------|---------------|-----------------|--------------|------------------|
| | VAN/TRUCK | TRANSIT | BUSES | RAIL | FERRY | TRAMWAY BICYCLE | | |
| 12-1 AM | 39,136 | 23,897 | 1,601 | 2,869 | 185 | 29 | 67,717 | |
| 2 | 23,124 | 9,904 | 490 | 1,190 | 21 | 20 | 34,749 | |
| 3 | 14,725 | 4,941 | 767 | 82 | 31 | 0 | 20,546 | |
| 4 | 11,562 | 3,218 | 873 | 200 | 88 | 0 | 15,941 | |
| 5 | 13,247 | 3,462 | 962 | 60 | 305 | 0 | 18,036 | |
| 6 | 22,521 | 6,543 | 1,357 | 877 | 904 | 0 | 32,202 | |
| 7 | 35,977 | 25,951 | 3,703 | 2,738 | 905 | 5 | 69,279 | |
| 8 | 50,113 | 60,236 | 7,531 | 6,015 | 640 | 35 | 124,749 | |
| 9 | 49,238 | 72,502 | 6,851 | 5,673 | 753 | 55 | 135,388 | |
| 10 | 45,625 | 52,858 | 5,199 | 3,679 | 985 | 34 | 108,785 | |
| 11 | 48,337 | 41,740 | 5,015 | 2,299 | 1,035 | 86 | 99,096 | |
| 12 NOON | 48,520 | 42,020 | 6,108 | 7,614 | 885 | 22 | 105,585 | |
| 1 PM | 51,437 | 51,014 | 8,267 | 3,559 | 731 | 18 | 115,658 | |
| 2 | 53,433 | 61,305 | 13,259 | 4,832 | 1,065 | 38 | 134,505 | |
| 3 | 60,195 | 84,411 | 12,780 | 6,905 | 1,293 | 106 | 166,329 | |
| 4 | 74,388 | 124,146 | 15,434 | 11,037 | 1,979 | 124 | 227,586 | |
| 5 | 81,121 | 184,000 | 25,863 | 24,811 | 9,391 | 136 | 325,960 | |
| 6 | 83,409 | 276,209 | 42,618 | 60,042 | 8,116 | 278 | 471,339 | |
| 7 | 82,339 | 220,601 | 31,966 | 49,902 | 6,325 | 227 | 391,951 | |
| 8 | 77,188 | 134,294 | 18,082 | 25,639 | 2,499 | 116 | 257,818 | |
| 9 | 70,380 | 88,500 | 9,172 | 15,217 | 2,072 | 120 | 185,461 | |
| 10 | 62,523 | 61,323 | 6,138 | 9,122 | 730 | 55 | 139,891 | |
| 11 | 58,935 | 48,086 | 4,904 | 5,907 | 452 | 56 | 118,340 | |
| 12 MID | 52,193 | 32,068 | 3,387 | 3,845 | 295 | 33 | 91,821 | |
| TOTAL | 1,209,667 | 1,713,229 | 232,327 | 254,114 | 41,685 | 1,593 | 6,118 | 3,458,733 |

TABLE 26**TOTAL PERSONS ENTERING THE HUB
BY HOUR AND SECTOR IN 1998**

| Hours | 60th St. Sector | Brooklyn Sector | Queens Sector | New Jersey Sector | Staten Island Sector | Roosevelt I. Sector | Total |
|--------------|--------------------|--------------------|------------------|----------------------|-------------------------|------------------------|------------------|
| 12-1 am | 17,761 | 7,353 | 4,898 | 3,314 | 41 | 0 | 33,367 |
| 1-2 am | 9,233 | 4,449 | 2,985 | 2,010 | 24 | 0 | 18,701 |
| 2-3 am | 6,440 | 3,165 | 2,225 | 1,331 | 37 | 0 | 13,197 |
| 3-4 am | 5,294 | 3,501 | 2,337 | 1,472 | 92 | 0 | 12,695 |
| 4-5 am | 7,319 | 6,261 | 4,839 | 2,339 | 278 | 0 | 21,035 |
| 5-6 am | 20,303 | 17,541 | 16,092 | 9,212 | 1,015 | 0 | 64,163 |
| 6-7 am | 56,340 | 55,143 | 49,752 | 31,779 | 4,261 | 22 | 197,298 |
| 7-8 am | 138,214 | 126,521 | 114,287 | 69,288 | 8,172 | 165 | 456,646 |
| 8-9 am | 194,967 | 193,380 | 156,754 | 94,991 | 5,608 | 273 | 645,972 |
| 9-10 am | 122,410 | 96,622 | 82,037 | 40,740 | 1,752 | 137 | 343,698 |
| 10-11 am | 68,743 | 54,833 | 43,173 | 22,347 | 1,278 | 69 | 190,444 |
| 11 am-12 n | 64,426 | 47,296 | 30,511 | 17,499 | 1,264 | 95 | 161,092 |
| 12-1 pm | 58,858 | 42,589 | 26,711 | 15,938 | 794 | 43 | 144,932 |
| 1-2 pm | 61,621 | 40,317 | 23,681 | 14,095 | 902 | 82 | 140,699 |
| 2-3 pm | 63,564 | 40,180 | 25,673 | 14,858 | 918 | 38 | 145,230 |
| 3-4 pm | 77,081 | 41,965 | 29,659 | 16,188 | 899 | 52 | 165,845 |
| 4-5 pm | 85,026 | 43,148 | 32,097 | 19,697 | 969 | 68 | 181,005 |
| 5-6 pm | 86,206 | 45,247 | 29,997 | 23,235 | 787 | 82 | 185,553 |
| 6-7 pm | 70,067 | 33,984 | 23,735 | 18,549 | 585 | 60 | 146,979 |
| 7-8 pm | 55,513 | 22,586 | 18,078 | 13,335 | 372 | 38 | 109,923 |
| 8-9 pm | 47,278 | 18,466 | 13,859 | 9,076 | 392 | 56 | 89,128 |
| 9-10 pm | 40,074 | 17,107 | 12,102 | 8,551 | 381 | 28 | 78,243 |
| 10-11 pm | 32,972 | 17,162 | 10,910 | 7,472 | 309 | 13 | 68,838 |
| 11 pm-12 m | 29,636 | 11,972 | 7,974 | 5,605 | 88 | 14 | 55,289 |
| TOTAL | 1,419,344 | 990,787 | 764,365 | 462,921 | 31,219 | 1,335 | 3,669,971 |

TABLE 27**TOTAL PERSONS LEAVING THE HUB
BY HOUR AND SECTOR IN 1998**

| HOURS | 60TH S' SECTO | BROOKLY SECTO | QUEEN SECTO | NEW JERS SECTOR | S. I. SECTOI | ROOSEVELT ISLANI | TOTAL |
|--------------|------------------|------------------|----------------|--------------------|-----------------|---------------------|------------------|
| 12-1 AM | 23,704 | 18,994 | 16,890 | 7,994 | 46 | 29 | 67,657 |
| 2 | 12,082 | 9,332 | 9,392 | 3,845 | 21 | 20 | 34,692 |
| 3 | 7,550 | 5,436 | 4,709 | 2,798 | 31 | 0 | 20,525 |
| 4 | 5,861 | 3,973 | 3,086 | 2,926 | 88 | 0 | 15,933 |
| 5 | 6,889 | 3,998 | 3,180 | 3,675 | 305 | 0 | 18,046 |
| 6 | 14,402 | 6,490 | 4,827 | 5,565 | 904 | 0 | 32,188 |
| 7 | 34,689 | 14,275 | 11,416 | 8,140 | 879 | 5 | 69,404 |
| 8 | 65,974 | 26,115 | 18,772 | 13,158 | 478 | 35 | 124,532 |
| 9 | 73,879 | 28,863 | 17,288 | 14,489 | 415 | 55 | 134,989 |
| 10 | 59,018 | 23,462 | 14,776 | 9,885 | 874 | 34 | 108,048 |
| 11 | 55,197 | 21,215 | 13,901 | 7,641 | 972 | 86 | 99,011 |
| 12 NOON | 53,183 | 22,845 | 20,066 | 8,993 | 807 | 22 | 105,915 |
| 1 PM | 58,290 | 25,644 | 19,854 | 11,314 | 582 | 18 | 115,703 |
| 2 | 62,786 | 31,438 | 23,699 | 15,727 | 848 | 38 | 134,536 |
| 3 | 72,079 | 43,129 | 32,990 | 17,307 | 998 | 106 | 166,609 |
| 4 | 90,361 | 62,720 | 51,257 | 22,625 | 1,517 | 124 | 228,604 |
| 5 | 109,296 | 92,830 | 79,106 | 39,476 | 8,164 | 136 | 329,008 |
| 6 | 158,537 | 124,722 | 115,321 | 67,612 | 5,734 | 278 | 472,204 |
| 7 | 146,519 | 98,070 | 92,511 | 48,150 | 4,259 | 227 | 389,737 |
| 8 | 101,942 | 66,613 | 55,349 | 31,424 | 1,220 | 116 | 256,664 |
| 9 | 68,769 | 51,453 | 40,505 | 22,898 | 1,221 | 120 | 184,965 |
| 10 | 55,202 | 36,870 | 30,565 | 16,607 | 434 | 55 | 139,734 |
| 11 | 47,743 | 30,315 | 25,953 | 13,895 | 314 | 56 | 118,277 |
| 12 MID | 34,655 | 23,566 | 22,271 | 11,105 | 119 | 33 | 91,749 |
| TOTAL | 1,418,606 | 872,367 | 727,686 | 407,251 | 31,228 | 1,593 | 3,458,731 |

APPENDIX III
HOURLY DETAIL TABLES 1998

SECTION A: BUS TRANSIT BY ROUTE

RECAPITULATION, 1998 - INBOUND

| HOURS | 60TH ST SECTOR | | BROOKLYN SECTOR | | QUEENS SECTOR | | N. J. SECTOR | | ALL SECTORS | |
|---------|----------------|--------|-----------------|--------|---------------|--------|--------------|---------|-------------|---------|
| | BUSES | PSGRS | BUSES | PSGRS | BUSES | PSGRS | BUSES | PSGRS | BUSES | PSGRS |
| 12-1 AM | 53 | 452 | 2 | 0 | 8 | 22 | 55 | 466 | 118 | 940 |
| 2 | 17 | 124 | 2 | 0 | 2 | 2 | 21 | 252 | 42 | 378 |
| 3 | 8 | 42 | 2 | 2 | 1 | 2 | 11 | 133 | 22 | 179 |
| 4 | 10 | 28 | 2 | 0 | 1 | 1 | 9 | 150 | 22 | 179 |
| 5 | 14 | 94 | 5 | 6 | 1 | 4 | 17 | 306 | 37 | 410 |
| 6 | 38 | 441 | 18 | 267 | 12 | 252 | 93 | 2,951 | 161 | 3,911 |
| 7 | 110 | 1,771 | 76 | 1,923 | 69 | 2,269 | 386 | 12,901 | 641 | 18,864 |
| 8 | 200 | 4,945 | 199 | 6,025 | 151 | 5,863 | 888 | 28,664 | 1,438 | 45,497 |
| 9 | 215 | 6,966 | 207 | 5,601 | 124 | 4,262 | 1,003 | 34,796 | 1,549 | 51,625 |
| 10 | 196 | 5,173 | 71 | 1,349 | 67 | 1,393 | 487 | 14,796 | 821 | 22,711 |
| 11 | 150 | 2,905 | 26 | 422 | 44 | 1,018 | 286 | 4,944 | 506 | 9,289 |
| 12 NOON | 157 | 3,028 | 23 | 413 | 38 | 806 | 230 | 3,206 | 448 | 7,453 |
| 1 PM | 140 | 2,837 | 20 | 335 | 43 | 568 | 198 | 3,137 | 401 | 6,877 |
| 2 | 132 | 2,801 | 21 | 335 | 36 | 423 | 177 | 2,756 | 366 | 6,315 |
| 3 | 149 | 2,935 | 20 | 297 | 43 | 621 | 247 | 2,783 | 459 | 6,636 |
| 4 | 164 | 3,555 | 19 | 198 | 47 | 504 | 332 | 3,087 | 562 | 7,344 |
| 5 | 194 | 4,228 | 21 | 241 | 37 | 489 | 497 | 4,765 | 749 | 9,723 |
| 6 | 192 | 4,760 | 17 | 115 | 34 | 457 | 462 | 5,348 | 705 | 10,680 |
| 7 | 152 | 3,393 | 10 | 47 | 38 | 328 | 436 | 3,866 | 636 | 7,634 |
| 8 | 130 | 2,199 | 9 | 29 | 22 | 224 | 290 | 1,949 | 451 | 4,401 |
| 9 | 113 | 1,458 | 4 | 17 | 28 | 301 | 167 | 1,509 | 312 | 3,285 |
| 10 | 105 | 1,140 | 3 | 13 | 24 | 240 | 144 | 1,168 | 276 | 2,561 |
| 11 | 89 | 944 | 3 | 6 | 20 | 127 | 111 | 1,005 | 223 | 2,082 |
| 12 MID | 68 | 763 | 3 | 8 | 16 | 67 | 81 | 800 | 168 | 1,638 |
| TOTAL | 2,796 | 56,982 | 783 | 17,649 | 906 | 20,243 | 6,628 | 135,738 | 11,113 | 230,612 |

RECAPITULATION, 1998 - OUTBOUND

| HOURS | 60TH ST SECTOR | | BROOKLYN SECTOR | | QUEENS SECTOR | | N. J. SECTOR | | ALL SECTORS | |
|---------|----------------|--------|-----------------|--------|---------------|--------|--------------|---------|-------------|---------|
| | BUSES | PSGRS | BUSES | PSGRS | BUSES | PSGRS | BUSES | PSGRS | BUSES | PSGRS |
| 12-1 AM | 53 | 602 | 9 | 182 | 6 | 168 | 45 | 649 | 113 | 1,601 |
| 2 | 29 | 219 | 1 | 2 | 2 | 8 | 24 | 261 | 56 | 490 |
| 3 | 16 | 131 | 2 | 4 | 2 | 6 | 16 | 626 | 36 | 767 |
| 4 | 9 | 32 | 2 | 1 | 2 | 3 | 6 | 837 | 19 | 873 |
| 5 | 12 | 28 | 1 | 0 | 6 | 20 | 9 | 914 | 28 | 962 |
| 6 | 28 | 306 | 2 | 3 | 12 | 46 | 27 | 1,002 | 69 | 1,357 |
| 7 | 81 | 1,604 | 2 | 21 | 23 | 101 | 159 | 1,977 | 265 | 3,703 |
| 8 | 171 | 4,057 | 10 | 156 | 35 | 144 | 485 | 3,174 | 701 | 7,531 |
| 9 | 164 | 3,139 | 13 | 243 | 40 | 201 | 796 | 3,268 | 1,013 | 6,851 |
| 10 | 184 | 2,400 | 9 | 90 | 44 | 250 | 407 | 2,459 | 644 | 5,199 |
| 11 | 168 | 2,310 | 16 | 127 | 39 | 225 | 186 | 2,353 | 409 | 5,015 |
| 12 NOON | 136 | 2,450 | 21 | 210 | 40 | 340 | 145 | 3,108 | 342 | 6,108 |
| 1 PM | 130 | 2,727 | 21 | 287 | 39 | 423 | 150 | 4,830 | 340 | 8,267 |
| 2 | 141 | 2,894 | 25 | 426 | 43 | 645 | 152 | 9,294 | 361 | 13,259 |
| 3 | 122 | 3,182 | 33 | 625 | 43 | 820 | 160 | 8,153 | 358 | 12,780 |
| 4 | 143 | 3,958 | 60 | 1,483 | 46 | 1,287 | 247 | 8,706 | 496 | 15,434 |
| 5 | 173 | 4,979 | 128 | 3,715 | 60 | 2,862 | 457 | 14,307 | 818 | 25,863 |
| 6 | 189 | 6,605 | 190 | 6,285 | 67 | 3,381 | 804 | 26,347 | 1,250 | 42,618 |
| 7 | 182 | 6,165 | 129 | 3,849 | 46 | 1,796 | 559 | 20,156 | 916 | 31,966 |
| 8 | 150 | 3,850 | 66 | 1,679 | 33 | 973 | 337 | 11,580 | 586 | 18,082 |
| 9 | 124 | 2,238 | 23 | 727 | 25 | 635 | 203 | 5,572 | 375 | 9,172 |
| 10 | 105 | 1,633 | 19 | 482 | 24 | 429 | 147 | 3,594 | 295 | 6,138 |
| 11 | 90 | 1,854 | 15 | 278 | 17 | 324 | 107 | 2,448 | 229 | 4,904 |
| 12 MID | 80 | 1,058 | 12 | 214 | 15 | 236 | 94 | 1,879 | 201 | 3,387 |
| TOTAL | 2,680 | 58,421 | 809 | 21,089 | 709 | 15,323 | 5,722 | 137,494 | 9,920 | 232,327 |

SECTION B: RAIL RAPID TRANSIT BY LINE

RECAPITULATION, 1998 - INBOUND

| HOURS | 60th STREET SECTOR | | | BROOKLYN SECTOR | | | QUEENS SECTOR | | | NEW JERSEY SECTOR | | | ALL SECTORS | | |
|--------------|--------------------|---------------|----------------|-----------------|---------------|----------------|---------------|--------------|----------------|-------------------|--------------|---------------|--------------|---------------|------------------|
| | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS |
| 12-1 AM | 20 | 192 | 2,559 | 27 | 222 | 1,372 | 18 | 166 | 1,053 | 6 | 44 | 360 | 71 | 624 | 5,344 |
| 2 | 14 | 130 | 1,083 | 26 | 214 | 828 | 15 | 137 | 536 | 4 | 30 | 165 | 59 | 511 | 2,612 |
| 3 | 16 | 148 | 989 | 21 | 174 | 518 | 14 | 127 | 426 | 4 | 30 | 108 | 55 | 479 | 2,041 |
| 4 | 13 | 122 | 741 | 27 | 218 | 919 | 15 | 135 | 576 | 4 | 30 | 172 | 59 | 505 | 2,408 |
| 5 | 17 | 160 | 1,773 | 25 | 210 | 2,290 | 16 | 147 | 1,748 | 4 | 30 | 207 | 62 | 547 | 6,018 |
| 6 | 29 | 275 | 8,421 | 32 | 274 | 9,216 | 20 | 183 | 8,528 | 4 | 30 | 555 | 85 | 762 | 26,720 |
| 7 | 63 | 589 | 28,288 | 74 | 642 | 34,666 | 35 | 320 | 26,564 | 21 | 158 | 4,549 | 193 | 1,709 | 94,067 |
| 8 | 93 | 875 | 80,475 | 122 | 1,065 | 96,351 | 69 | 655 | 68,074 | 40 | 294 | 16,752 | 324 | 2,889 | 261,652 |
| 9 | 112 | 1,059 | 120,342 | 157 | 1,359 | 160,031 | 75 | 704 | 99,909 | 52 | 380 | 27,150 | 396 | 3,502 | 407,432 |
| 10 | 80 | 745 | 65,854 | 117 | 1,026 | 70,123 | 52 | 488 | 54,273 | 36 | 263 | 10,597 | 285 | 2,522 | 200,847 |
| 11 | 76 | 703 | 31,396 | 94 | 819 | 34,204 | 40 | 372 | 25,293 | 22 | 160 | 5,565 | 232 | 2,054 | 96,458 |
| 12 NOON | 76 | 712 | 27,772 | 91 | 791 | 25,546 | 39 | 362 | 16,813 | 22 | 160 | 3,659 | 228 | 2,025 | 73,790 |
| 1 PM | 77 | 720 | 25,567 | 90 | 778 | 21,689 | 42 | 389 | 14,489 | 22 | 160 | 3,299 | 231 | 2,047 | 65,044 |
| 2 | 75 | 696 | 26,124 | 88 | 758 | 19,631 | 41 | 380 | 13,713 | 22 | 160 | 2,827 | 226 | 1,994 | 62,295 |
| 3 | 79 | 739 | 29,664 | 90 | 784 | 21,046 | 40 | 372 | 14,113 | 22 | 160 | 2,871 | 231 | 2,055 | 67,694 |
| 4 | 80 | 745 | 38,155 | 101 | 876 | 24,826 | 48 | 444 | 18,962 | 23 | 167 | 3,092 | 252 | 2,232 | 85,035 |
| 5 | 100 | 942 | 40,447 | 129 | 1,112 | 25,724 | 56 | 529 | 20,913 | 29 | 211 | 4,192 | 314 | 2,794 | 91,276 |
| 6 | 85 | 784 | 39,754 | 136 | 1,196 | 27,556 | 61 | 580 | 16,895 | 46 | 336 | 5,287 | 328 | 2,896 | 89,492 |
| 7 | 76 | 701 | 28,287 | 112 | 983 | 16,585 | 46 | 427 | 10,925 | 37 | 270 | 3,075 | 271 | 2,381 | 58,872 |
| 8 | 64 | 594 | 20,278 | 100 | 871 | 10,182 | 42 | 395 | 6,808 | 22 | 160 | 1,676 | 228 | 2,020 | 38,944 |
| 9 | 67 | 624 | 15,186 | 80 | 710 | 7,140 | 33 | 306 | 5,113 | 22 | 160 | 1,085 | 202 | 1,800 | 28,524 |
| 10 | 57 | 527 | 11,234 | 56 | 473 | 5,676 | 32 | 290 | 4,152 | 18 | 130 | 833 | 163 | 1,420 | 21,895 |
| 11 | 33 | 307 | 6,097 | 49 | 409 | 6,548 | 27 | 250 | 3,619 | 16 | 116 | 821 | 125 | 1,082 | 17,085 |
| 12 MID | 26 | 248 | 5,782 | 37 | 296 | 3,086 | 22 | 203 | 1,962 | 11 | 81 | 517 | 96 | 828 | 11,347 |
| TOTAL | 1,428 | 13,337 | 656,268 | 1,881 | 16,260 | 625,753 | 898 | 8,361 | 435,457 | 509 | 3,720 | 99,414 | 4,716 | 41,678 | 1,816,892 |

RECAPITULATION, 1998 - OUTBOUND

| HOURS | 60th STREET SECTOR | | | BROOKLYN SECTOR | | | QUEENS SECTOR | | | NEW JERSEY SECTOR | | | ALL SECTORS | | |
|--------------|--------------------|---------------|----------------|-----------------|---------------|----------------|---------------|--------------|----------------|-------------------|--------------|---------------|--------------|---------------|------------------|
| | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS | TRAINS | CARS | PASSENGERS |
| 12-1 AM | 24 | 228 | 6,174 | 36 | 294 | 8,909 | 17 | 157 | 7,332 | 4 | 29 | 1,422 | 81 | 708 | 23,837 |
| 2 | 19 | 178 | 2,494 | 24 | 198 | 3,705 | 18 | 163 | 3,218 | 4 | 30 | 430 | 65 | 569 | 9,847 |
| 3 | 15 | 144 | 1,532 | 24 | 196 | 1,687 | 15 | 137 | 1,522 | 4 | 30 | 179 | 58 | 507 | 4,920 |
| 4 | 17 | 158 | 1,036 | 23 | 188 | 1,191 | 14 | 127 | 841 | 4 | 30 | 142 | 58 | 503 | 3,210 |
| 5 | 15 | 140 | 1,212 | 25 | 204 | 1,168 | 15 | 137 | 927 | 4 | 30 | 165 | 59 | 511 | 3,472 |
| 6 | 16 | 146 | 2,660 | 30 | 261 | 1,893 | 19 | 176 | 1,670 | 6 | 44 | 306 | 71 | 627 | 6,529 |
| 7 | 45 | 417 | 11,526 | 66 | 582 | 7,179 | 31 | 282 | 6,170 | 22 | 161 | 1,201 | 164 | 1,442 | 26,076 |
| 8 | 67 | 618 | 28,645 | 112 | 978 | 16,706 | 48 | 465 | 11,920 | 43 | 315 | 2,748 | 270 | 2,376 | 60,019 |
| 9 | 94 | 871 | 38,738 | 147 | 1,292 | 18,707 | 62 | 597 | 10,340 | 48 | 350 | 4,318 | 351 | 3,110 | 72,103 |
| 10 | 112 | 1,044 | 27,478 | 126 | 1,102 | 14,165 | 63 | 587 | 8,561 | 29 | 212 | 1,917 | 330 | 2,945 | 52,121 |
| 11 | 90 | 846 | 22,361 | 96 | 837 | 11,274 | 48 | 448 | 6,697 | 22 | 160 | 1,323 | 256 | 2,291 | 41,655 |
| 12 NOON | 75 | 695 | 19,893 | 90 | 788 | 13,534 | 41 | 386 | 7,259 | 22 | 160 | 1,664 | 228 | 2,029 | 42,350 |
| 1 PM | 73 | 680 | 22,849 | 87 | 751 | 16,340 | 39 | 357 | 9,941 | 22 | 160 | 1,929 | 221 | 1,948 | 51,059 |
| 2 | 75 | 700 | 26,264 | 88 | 766 | 20,518 | 40 | 374 | 12,261 | 22 | 160 | 2,293 | 225 | 2,000 | 61,336 |
| 3 | 75 | 702 | 32,538 | 92 | 804 | 30,315 | 41 | 380 | 18,892 | 22 | 160 | 2,946 | 230 | 2,046 | 84,691 |
| 4 | 82 | 766 | 47,089 | 99 | 864 | 43,717 | 42 | 391 | 29,050 | 23 | 167 | 5,308 | 246 | 2,188 | 125,164 |
| 5 | 79 | 737 | 59,022 | 121 | 1,050 | 67,651 | 53 | 491 | 46,684 | 39 | 285 | 13,691 | 292 | 2,563 | 187,048 |
| 6 | 101 | 947 | 90,022 | 126 | 1,098 | 96,039 | 66 | 626 | 67,267 | 50 | 367 | 23,746 | 343 | 3,038 | 277,074 |
| 7 | 92 | 868 | 77,213 | 123 | 1,072 | 73,662 | 57 | 538 | 54,637 | 38 | 228 | 12,875 | 310 | 2,706 | 218,387 |
| 8 | 84 | 789 | 45,867 | 100 | 862 | 48,042 | 46 | 429 | 32,430 | 24 | 174 | 6,801 | 254 | 2,254 | 133,140 |
| 9 | 68 | 632 | 26,697 | 82 | 712 | 34,696 | 41 | 379 | 22,358 | 21 | 153 | 4,253 | 212 | 1,876 | 88,004 |
| 10 | 59 | 553 | 20,953 | 70 | 610 | 22,379 | 32 | 297 | 15,029 | 17 | 124 | 2,805 | 178 | 1,584 | 61,166 |
| 11 | 49 | 459 | 15,194 | 49 | 400 | 17,468 | 29 | 262 | 12,924 | 16 | 116 | 2,437 | 143 | 1,237 | 48,023 |
| 12 MID | 25 | 240 | 7,800 | 40 | 334 | 11,949 | 27 | 244 | 10,959 | 13 | 95 | 1,288 | 105 | 913 | 31,996 |
| TOTAL | 1,451 | 13,558 | 635,257 | 1,876 | 16,243 | 582,894 | 904 | 8,430 | 398,889 | 519 | 3,740 | 96,187 | 4,750 | 41,971 | 1,713,227 |

SECTION C: SUBURBAN AND INTERCITY RAIL TRANSIT BY LINE

RECAPITULATION, 1998-INBOUND

| HOURS | 60TH STREET SECTOR | | | QUEENS SECTOR | | | NEW JERSEY SECTOR | | | ALL SECTORS | | |
|--------------|--------------------|--------------|---------------|---------------|--------------|----------------|-------------------|--------------|---------------|-------------|--------------|----------------|
| | TRAINS | CARS | PSGRS | TRAINS | CARS | PSGRS | TRAINS | CARS | PSGRS | TRAINS | CARS | PSGRS |
| 12-1 AM | 4 | 24 | 135 | 4 | 36 | 100 | 2 | 10 | 128 | 10 | 70 | 363 |
| 2 | 2 | 11 | 36 | 4 | 40 | 70 | 3 | 19 | 153 | 9 | 70 | 259 |
| 3 | 0 | 0 | 0 | 6 | 41 | 144 | 1 | 6 | 11 | 7 | 47 | 155 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 4 | 36 | 270 | 0 | 0 | 0 | 4 | 36 | 270 |
| 6 | 2 | 11 | 334 | 4 | 36 | 990 | 2 | 13 | 157 | 8 | 60 | 1,481 |
| 7 | 8 | 45 | 3,626 | 12 | 106 | 11,120 | 8 | 58 | 2,196 | 28 | 209 | 16,942 |
| 8 | 29 | 219 | 18,470 | 26 | 256 | 26,800 | 14 | 101 | 7,089 | 69 | 576 | 52,359 |
| 9 | 45 | 336 | 31,186 | 37 | 362 | 38,651 | 14 | 140 | 12,160 | 96 | 838 | 81,997 |
| 10 | 33 | 220 | 17,674 | 18 | 156 | 11,919 | 8 | 54 | 2,790 | 59 | 430 | 32,383 |
| 11 | 13 | 90 | 4,304 | 13 | 115 | 5,000 | 4 | 39 | 1,534 | 30 | 244 | 10,838 |
| 12 NOON | 12 | 78 | 3,359 | 8 | 74 | 2,310 | 7 | 51 | 1,677 | 27 | 203 | 7,346 |
| 1 PM | 8 | 49 | 1,815 | 10 | 93 | 2,276 | 7 | 56 | 1,253 | 25 | 198 | 5,344 |
| 2 | 10 | 59 | 1,627 | 9 | 78 | 1,907 | 7 | 49 | 1,219 | 26 | 186 | 4,753 |
| 3 | 8 | 51 | 1,414 | 6 | 56 | 1,260 | 8 | 54 | 1,326 | 22 | 161 | 4,000 |
| 4 | 9 | 56 | 1,435 | 9 | 78 | 1,470 | 7 | 47 | 1,517 | 25 | 181 | 4,422 |
| 5 | 9 | 60 | 1,739 | 9 | 75 | 2,031 | 8 | 54 | 2,216 | 26 | 189 | 5,986 |
| 6 | 13 | 93 | 2,705 | 7 | 68 | 2,021 | 10 | 72 | 3,482 | 30 | 233 | 8,208 |
| 7 | 10 | 73 | 1,775 | 8 | 68 | 2,017 | 10 | 68 | 2,903 | 28 | 209 | 6,695 |
| 8 | 8 | 58 | 956 | 7 | 66 | 1,370 | 7 | 54 | 1,364 | 22 | 178 | 3,690 |
| 9 | 8 | 51 | 592 | 7 | 62 | 670 | 6 | 53 | 552 | 21 | 166 | 1,814 |
| 10 | 7 | 50 | 444 | 8 | 75 | 742 | 7 | 50 | 762 | 22 | 175 | 1,948 |
| 11 | 5 | 31 | 287 | 6 | 58 | 500 | 2 | 16 | 182 | 13 | 105 | 969 |
| 12 MID | 6 | 37 | 545 | 7 | 56 | 521 | 2 | 14 | 212 | 15 | 107 | 1,278 |
| TOTAL | 249 | 1,702 | 94,458 | 229 | 2,091 | 114,159 | 144 | 1,078 | 44,883 | 622 | 4,871 | 253,500 |

RECAPITULATION, 1998-OUTBOUND

| HOURS | 60TH STREET SECTOR | | | QUEENS SECTOR | | | NEW JERSEY SECTOR | | | ALL SECTOR | | |
|--------------|--------------------|--------------|---------------|---------------|--------------|----------------|-------------------|--------------|---------------|------------|--------------|----------------|
| | TRAINS | CARS | PSGRS | TRAINS | CARS | PSGRS | TRAINS | CARS | PSGRS | TRAINS | CARS | PSGRS |
| 12-1 AM | 4 | 31 | 563 | 7 | 64 | 1,180 | 7 | 39 | 1,126 | 18 | 134 | 2,869 |
| 2 | 3 | 18 | 265 | 5 | 50 | 630 | 3 | 18 | 295 | 11 | 86 | 1,190 |
| 3 | 0 | 0 | 0 | 1 | 6 | 82 | 0 | 0 | 0 | 1 | 6 | 82 |
| 4 | 0 | 0 | 0 | 5 | 44 | 200 | 0 | 0 | 0 | 5 | 44 | 200 |
| 5 | 0 | 0 | 0 | 1 | 10 | 60 | 0 | 0 | 0 | 1 | 10 | 60 |
| 6 | 5 | 23 | 687 | 4 | 40 | 190 | 0 | 0 | 0 | 9 | 63 | 877 |
| 7 | 10 | 63 | 2,194 | 5 | 42 | 489 | 1 | 9 | 55 | 16 | 114 | 2,738 |
| 8 | 13 | 80 | 4,067 | 7 | 64 | 1,170 | 1 | 14 | 778 | 21 | 158 | 6,015 |
| 9 | 11 | 86 | 2,477 | 8 | 78 | 1,130 | 4 | 37 | 2,066 | 23 | 201 | 5,673 |
| 10 | 8 | 58 | 980 | 10 | 88 | 1,106 | 5 | 38 | 1,593 | 23 | 184 | 3,679 |
| 11 | 10 | 54 | 1,045 | 8 | 70 | 740 | 3 | 17 | 514 | 21 | 141 | 2,299 |
| 12 NOON | 8 | 48 | 905 | 8 | 67 | 6,213 | 3 | 17 | 496 | 19 | 132 | 7,614 |
| 1 PM | 9 | 62 | 1,328 | 7 | 54 | 1,887 | 3 | 16 | 344 | 19 | 132 | 3,559 |
| 2 | 8 | 50 | 1,739 | 9 | 84 | 2,260 | 5 | 37 | 833 | 22 | 171 | 4,832 |
| 3 | 7 | 49 | 1,672 | 9 | 85 | 3,677 | 7 | 47 | 1,556 | 23 | 181 | 6,905 |
| 4 | 8 | 55 | 1,338 | 11 | 108 | 7,560 | 8 | 64 | 2,139 | 27 | 227 | 11,037 |
| 5 | 23 | 122 | 6,826 | 23 | 196 | 13,711 | 12 | 78 | 4,274 | 58 | 396 | 24,811 |
| 6 | 42 | 261 | 19,583 | 32 | 324 | 30,430 | 16 | 128 | 10,029 | 90 | 713 | 60,042 |
| 7 | 34 | 224 | 19,128 | 22 | 211 | 23,018 | 17 | 129 | 7,756 | 73 | 564 | 49,902 |
| 8 | 20 | 143 | 10,940 | 11 | 104 | 9,740 | 14 | 93 | 4,959 | 45 | 340 | 25,639 |
| 9 | 13 | 97 | 6,845 | 8 | 64 | 5,191 | 14 | 100 | 3,181 | 35 | 261 | 15,217 |
| 10 | 10 | 65 | 3,116 | 8 | 72 | 3,902 | 11 | 77 | 2,104 | 29 | 214 | 9,122 |
| 11 | 7 | 43 | 1,946 | 7 | 66 | 2,510 | 8 | 56 | 1,451 | 22 | 165 | 5,907 |
| 12 MID | 6 | 37 | 1,211 | 7 | 58 | 1,670 | 7 | 48 | 964 | 20 | 143 | 3,845 |
| TOTAL | 259 | 1,669 | 88,855 | 223 | 2,049 | 118,746 | 149 | 1,062 | 46,513 | 631 | 4,780 | 254,114 |

**SECTION D: AUTOS, TAXIS, COMMUTER VANS
AND TRUCKS OCCUPANTS BY FACILITY**

RECAPITULATION, 1998 - INBOUND

| HOURS | 60TH ST. SECTOR | BROOKLYN SECTOR | QUEENS SECTOR | N. J. SECTOR | S. I. SECTOR | TOTAL |
|--------------|--------------------|--------------------|------------------|-----------------|-----------------|------------------|
| 12-1 AM | 14,630 | 5,981 | 3,723 | 2,360 | 0 | 26,694 |
| 2 | 7,991 | 3,621 | 2,377 | 1,440 | 0 | 15,429 |
| 3 | 5,409 | 2,645 | 1,653 | 1,079 | 0 | 10,785 |
| 4 | 4,525 | 2,582 | 1,760 | 1,150 | 0 | 10,016 |
| 5 | 5,452 | 3,965 | 2,817 | 1,826 | 0 | 14,059 |
| 6 | 11,102 | 8,058 | 6,322 | 5,549 | 0 | 31,031 |
| 7 | 22,655 | 18,554 | 9,794 | 11,490 | 26 | 62,520 |
| 8 | 34,064 | 24,023 | 13,445 | 13,057 | 161 | 84,749 |
| 9 | 35,754 | 27,539 | 13,766 | 16,717 | 159 | 93,934 |
| 10 | 33,478 | 24,900 | 14,327 | 11,270 | 65 | 84,040 |
| 11 | 29,668 | 20,101 | 11,807 | 9,795 | 40 | 71,412 |
| 12 NOON | 29,669 | 21,259 | 10,538 | 8,607 | 31 | 70,105 |
| 1 PM | 27,946 | 20,496 | 9,346 | 7,949 | 0 | 65,736 |
| 2 | 30,365 | 20,260 | 7,609 | 7,065 | 0 | 65,300 |
| 3 | 28,863 | 18,782 | 9,656 | 7,717 | 0 | 65,017 |
| 4 | 33,382 | 16,876 | 8,693 | 8,325 | 21 | 67,298 |
| 5 | 37,988 | 17,134 | 8,640 | 8,316 | 36 | 72,114 |
| 6 | 38,464 | 17,513 | 10,596 | 8,620 | 13 | 75,205 |
| 7 | 36,205 | 17,303 | 10,446 | 8,348 | 31 | 72,332 |
| 8 | 32,129 | 12,327 | 9,643 | 8,189 | 21 | 62,310 |
| 9 | 30,056 | 11,309 | 7,775 | 5,883 | 10 | 55,034 |
| 10 | 27,279 | 11,418 | 6,968 | 5,751 | 16 | 51,432 |
| 11 | 25,670 | 10,608 | 6,664 | 5,422 | 29 | 48,393 |
| 12 MID | 22,542 | 8,878 | 5,424 | 4,069 | 0 | 40,913 |
| TOTAL | 605,284 | 346,131 | 193,788 | 169,994 | 660 | 1,315,857 |

RECAPITULATION, 1998 - OUTBOUND

| HOURS | 60TH ST. SECTOR | BROOKLYN SECTOR | QUEENS SECTOR | N. J. SECTOR | S. I. SECTOR | TOTAL |
|--------------|--------------------|--------------------|------------------|-----------------|-----------------|------------------|
| 12-1 AM | 16,365 | 9,903 | 8,210 | 4,658 | 0 | 39,136 |
| 2 | 9,104 | 5,625 | 5,536 | 2,859 | 0 | 23,124 |
| 3 | 5,887 | 3,745 | 3,099 | 1,993 | 0 | 14,725 |
| 4 | 4,793 | 2,781 | 2,042 | 1,947 | 0 | 11,562 |
| 5 | 5,649 | 2,830 | 2,173 | 2,596 | 0 | 13,247 |
| 6 | 10,749 | 4,594 | 2,921 | 4,257 | 0 | 22,521 |
| 7 | 19,365 | 7,075 | 4,656 | 4,881 | 0 | 35,977 |
| 8 | 29,105 | 9,222 | 5,506 | 6,198 | 82 | 50,113 |
| 9 | 29,335 | 9,863 | 5,582 | 4,421 | 37 | 49,238 |
| 10 | 27,838 | 9,173 | 4,831 | 3,769 | 15 | 45,625 |
| 11 | 29,002 | 9,771 | 6,214 | 3,325 | 26 | 48,337 |
| 12 NOON | 29,597 | 9,058 | 6,240 | 3,589 | 37 | 48,520 |
| 1 PM | 30,874 | 8,950 | 7,557 | 4,026 | 29 | 51,437 |
| 2 | 31,426 | 10,428 | 8,492 | 3,087 | 0 | 53,433 |
| 3 | 34,143 | 12,143 | 9,551 | 4,358 | 0 | 60,195 |
| 4 | 37,598 | 17,461 | 13,317 | 6,012 | 0 | 74,388 |
| 5 | 37,998 | 21,346 | 15,772 | 5,877 | 128 | 81,121 |
| 6 | 41,839 | 22,275 | 14,116 | 5,048 | 131 | 83,409 |
| 7 | 43,622 | 20,361 | 12,968 | 5,260 | 127 | 82,339 |
| 8 | 41,281 | 16,892 | 12,194 | 6,754 | 67 | 77,188 |
| 9 | 32,989 | 16,030 | 12,321 | 8,992 | 49 | 70,380 |
| 10 | 29,500 | 14,009 | 11,205 | 7,713 | 95 | 62,523 |
| 11 | 28,749 | 12,569 | 10,195 | 7,360 | 61 | 58,935 |
| 12 MID | 24,586 | 11,403 | 9,406 | 6,776 | 22 | 52,193 |
| TOTAL | 631,393 | 267,506 | 194,106 | 115,758 | 904 | 1,209,667 |

**SECTION E: AUTOS, TAXIS, COMMUTER VANS
AND TRUCKS BY FACILITY**

RECAPITULATION, 1998 - INBOUND

| HOURS | 60TH ST. SECTOR | BROOKLYN SECTOR | QUEENS SECTOR | N. J. SECTOR | S. I. SECTOR | TOTAL |
|--------------|-----------------|-----------------|----------------|----------------|--------------|----------------|
| 12-1 AM | 10,324 | 4,366 | 2,595 | 1,635 | 0 | 18,920 |
| 2 | 5,466 | 2,632 | 1,648 | 971 | 0 | 10,717 |
| 3 | 3,559 | 1,913 | 1,150 | 729 | 0 | 7,351 |
| 4 | 2,971 | 1,881 | 1,235 | 752 | 0 | 6,839 |
| 5 | 3,387 | 2,885 | 1,981 | 1,178 | 0 | 9,431 |
| 6 | 7,077 | 5,853 | 4,450 | 3,250 | 0 | 20,630 |
| 7 | 16,006 | 11,131 | 8,600 | 7,414 | 27 | 43,178 |
| 8 | 23,149 | 13,610 | 10,511 | 7,399 | 168 | 54,837 |
| 9 | 23,977 | 14,453 | 9,562 | 6,971 | 165 | 55,128 |
| 10 | 22,345 | 14,144 | 10,192 | 7,125 | 68 | 53,874 |
| 11 | 19,628 | 11,322 | 8,221 | 5,943 | 42 | 45,156 |
| 12 NOON | 19,622 | 10,663 | 7,485 | 5,576 | 33 | 43,379 |
| 1 PM | 17,966 | 10,137 | 6,556 | 4,939 | 0 | 39,598 |
| 2 | 19,011 | 10,085 | 5,542 | 4,693 | 0 | 39,331 |
| 3 | 18,104 | 10,570 | 6,518 | 4,737 | 0 | 39,929 |
| 4 | 19,997 | 10,403 | 6,094 | 5,305 | 22 | 41,821 |
| 5 | 21,364 | 10,076 | 6,451 | 5,060 | 38 | 42,989 |
| 6 | 21,176 | 10,184 | 6,984 | 4,985 | 13 | 43,342 |
| 7 | 21,460 | 9,469 | 6,820 | 5,098 | 33 | 42,880 |
| 8 | 20,880 | 8,957 | 6,964 | 5,001 | 22 | 41,824 |
| 9 | 19,982 | 8,527 | 5,352 | 3,505 | 10 | 37,376 |
| 10 | 18,137 | 8,191 | 4,834 | 3,517 | 17 | 34,696 |
| 11 | 17,225 | 7,791 | 4,613 | 3,397 | 30 | 33,056 |
| 12 MID | 15,030 | 6,626 | 3,760 | 2,824 | 0 | 28,240 |
| TOTAL | 387,843 | 205,869 | 138,118 | 102,004 | 686 | 834,520 |

RECAPITULATION, 1998 - OUTBOUND

| HOURS | 60TH ST. SECTOR | BROOKLYN SECTOR | QUEENS SECTOR | N. J. SECTOR | S. I. SECTOR | TOTAL |
|--------------|-----------------|-----------------|----------------|----------------|--------------|----------------|
| 12-1 AM | 11,261 | 7,361 | 5,645 | 3,264 | 0 | 27,531 |
| 2 | 6,208 | 4,218 | 3,789 | 1,940 | 0 | 16,155 |
| 3 | 3,948 | 2,822 | 2,115 | 1,311 | 0 | 10,196 |
| 4 | 3,239 | 2,088 | 1,397 | 1,036 | 0 | 7,760 |
| 5 | 3,832 | 2,079 | 1,496 | 1,298 | 0 | 8,705 |
| 6 | 7,368 | 3,352 | 2,009 | 2,361 | 0 | 15,090 |
| 7 | 14,466 | 5,406 | 3,150 | 4,356 | 0 | 27,378 |
| 8 | 21,036 | 7,241 | 3,662 | 4,922 | 87 | 36,948 |
| 9 | 20,415 | 7,407 | 3,879 | 4,387 | 39 | 36,127 |
| 10 | 19,591 | 6,792 | 3,579 | 4,228 | 16 | 34,206 |
| 11 | 19,113 | 6,593 | 4,570 | 4,319 | 27 | 34,622 |
| 12 NOON | 18,629 | 6,287 | 4,587 | 4,484 | 39 | 34,026 |
| 1 PM | 18,825 | 6,508 | 5,280 | 4,810 | 31 | 35,454 |
| 2 | 19,117 | 6,990 | 5,595 | 5,477 | 0 | 37,179 |
| 3 | 20,177 | 8,043 | 6,369 | 6,143 | 0 | 40,732 |
| 4 | 20,894 | 11,392 | 8,947 | 6,449 | 0 | 47,682 |
| 5 | 21,326 | 12,959 | 10,035 | 7,016 | 137 | 51,473 |
| 6 | 23,667 | 13,428 | 9,431 | 6,922 | 139 | 53,587 |
| 7 | 23,612 | 13,021 | 8,930 | 7,321 | 135 | 53,019 |
| 8 | 23,867 | 12,000 | 8,428 | 7,025 | 72 | 51,392 |
| 9 | 22,352 | 11,497 | 8,315 | 6,391 | 52 | 48,607 |
| 10 | 20,322 | 10,218 | 7,576 | 5,478 | 101 | 43,695 |
| 11 | 19,630 | 9,129 | 6,884 | 5,214 | 65 | 40,922 |
| 12 MID | 16,984 | 8,360 | 6,403 | 4,819 | 23 | 36,589 |
| TOTAL | 399,879 | 185,191 | 132,071 | 110,971 | 963 | 829,075 |

RECAPITULATION, 1998-INBOUND

| HOURS | MANHATTAN PRIVATE FERRY | BROOKLYN PRIVATE FERRY | QUEENS PRIVATE FERRY | N. J. * PRIVATE FERRY | STATEN PRIVATE FERRY | STATEN ISLAND FERRY | ROOSEVELT ISLAND TRAMWAY | TOTAL |
|---------|-------------------------------|------------------------------|----------------------------|-----------------------------|----------------------------|---------------------------|--------------------------------|--------|
| 12-1 AM | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 41 |
| 2 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 |
| 3 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 37 |
| 4 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 92 |
| 5 | 0 | 0 | 0 | 0 | 0 | 278 | 0 | 278 |
| 6 | 0 | 0 | 0 | 0 | 0 | 1,015 | 0 | 1,015 |
| 7 | 0 | 0 | 5 | 643 | 0 | 4,235 | 22 | 4,905 |
| 8 | 7 | 0 | 53 | 3,726 | 0 | 7,986 | 165 | 11,937 |
| 9 | 27 | 36 | 83 | 4,168 | 0 | 5,432 | 273 | 10,019 |
| 10 | 11 | 22 | 41 | 1,287 | 0 | 1,678 | 137 | 3,176 |
| 11 | 0 | 0 | 5 | 509 | 0 | 1,231 | 69 | 1,814 |
| 12 NOON | 0 | 0 | 0 | 350 | 0 | 1,227 | 95 | 1,672 |
| 1 PM | 0 | 0 | 0 | 300 | 0 | 792 | 43 | 1,135 |
| 2 | 0 | 0 | 0 | 228 | 0 | 895 | 82 | 1,205 |
| 3 | 0 | 0 | 2 | 161 | 0 | 915 | 38 | 1,116 |
| 4 | 0 | 0 | 1 | 167 | 0 | 863 | 52 | 1,083 |
| 5 | 8 | 0 | 3 | 208 | 0 | 921 | 68 | 1,208 |
| 6 | 0 | 0 | 5 | 498 | 0 | 772 | 82 | 1,357 |
| 7 | 0 | 0 | 7 | 357 | 0 | 551 | 60 | 975 |
| 8 | 0 | 0 | 1 | 157 | 0 | 349 | 38 | 545 |
| 9 | 1 | 0 | 0 | 47 | 0 | 382 | 56 | 486 |
| 10 | 0 | 0 | 0 | 37 | 0 | 365 | 28 | 430 |
| 11 | 0 | 0 | 0 | 42 | 0 | 280 | 13 | 335 |
| 12 MID | 0 | 0 | 0 | 7 | 0 | 88 | 14 | 109 |
| TOTAL | 54 | 58 | 206 | 12,892 | 0 | 30,449 | 1,335 | 44,994 |

RECAPITULATION, 1998-OUTBOUND

| HOURS | MANHATTAN PRIVATE FERRY | BROOKLYN PRIVATE FERRY | QUEENS PRIVATE FERRY | N. J. * PRIVATE FERRY | STATEN PRIVATE FERRY | STATEN ISLAND FERRY | ROOSEVELT ISLAND TRAMWAY | TOTAL |
|---------|-------------------------------|------------------------------|----------------------------|-----------------------------|----------------------------|---------------------------|--------------------------------|--------|
| 12-1 AM | 0 | 0 | 0 | 139 | 0 | 46 | 29 | 214 |
| 2 | 0 | 0 | 0 | 0 | 0 | 21 | 20 | 41 |
| 3 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 31 |
| 4 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 88 |
| 5 | 0 | 0 | 0 | 0 | 0 | 305 | 0 | 305 |
| 6 | 0 | 0 | 0 | 0 | 0 | 904 | 0 | 904 |
| 7 | 0 | 0 | 0 | 26 | 0 | 879 | 5 | 910 |
| 8 | 0 | 0 | 1 | 260 | 0 | 379 | 35 | 675 |
| 9 | 0 | 0 | 2 | 416 | 0 | 335 | 55 | 808 |
| 10 | 0 | 0 | 1 | 147 | 0 | 837 | 34 | 1,019 |
| 11 | 0 | 0 | 0 | 126 | 0 | 909 | 86 | 1,121 |
| 12 NOON | 0 | 0 | 0 | 136 | 0 | 749 | 22 | 907 |
| 1 PM | 0 | 0 | 0 | 185 | 0 | 546 | 18 | 749 |
| 2 | 0 | 0 | 0 | 220 | 0 | 845 | 38 | 1,103 |
| 3 | 0 | 0 | 2 | 294 | 0 | 997 | 106 | 1,399 |
| 4 | 0 | 0 | 7 | 460 | 0 | 1,512 | 124 | 2,103 |
| 5 | 12 | 15 | 33 | 1,327 | 0 | 8,004 | 136 | 9,527 |
| 6 | 14 | 0 | 59 | 2,442 | 0 | 5,601 | 278 | 8,394 |
| 7 | 9 | 45 | 36 | 2,103 | 0 | 4,132 | 227 | 6,552 |
| 8 | 4 | 0 | 12 | 1,330 | 0 | 1,153 | 116 | 2,615 |
| 9 | 0 | 0 | 0 | 900 | 0 | 1,172 | 120 | 2,192 |
| 10 | 0 | 0 | 0 | 391 | 0 | 339 | 55 | 785 |
| 11 | 0 | 0 | 0 | 199 | 0 | 253 | 56 | 508 |
| 12 MID | 0 | 0 | 0 | 198 | 0 | 97 | 33 | 328 |
| TOTAL | 39 | 60 | 153 | 11,299 | 0 | 30,134 | 1,593 | 43,278 |

* 1997 data were used because 1998 data were not available

** estimated - no outbound turnstile counts are available at the SI Ferry

SECTION G: BICYCLE VOLUMES BY FACILITY

RECAPITULATION, 1998-INBOUND

| HOURS | 60TH STREET | | | S. I. SECTOR | |
|--------------|--------------|-----------------|---------------|--------------|--------------|
| | SECTOR | BROOKLYN SECTOR | QUEENS SECTOR | ABOARD FERRY | TOTAL |
| 12-1 AM | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 |
| 8 | 151 | 122 | 52 | 25 | 350 |
| 9 | 312 | 173 | 83 | 17 | 585 |
| 10 | 399 | 228 | 84 | 9 | 720 |
| 11 | 507 | 106 | 50 | 7 | 670 |
| 12 NOON | 616 | 78 | 44 | 6 | 744 |
| 1 PM | 687 | 69 | 32 | 2 | 790 |
| 2 | 737 | 91 | 29 | 7 | 864 |
| 3 | 699 | 55 | 21 | 3 | 778 |
| 4 | 597 | 65 | 29 | 15 | 706 |
| 5 | 630 | 49 | 21 | 12 | 712 |
| 6 | 604 | 63 | 23 | 2 | 692 |
| 7 | 470 | 49 | 12 | 3 | 534 |
| 8 | 0 | 48 | 32 | 2 | 82 |
| 9 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 |
| 12 MID | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 6,409 | 1,196 | 512 | 110 | 8,227 |

RECAPITULATION, 1998-OUTBOUND

| HOURS | 60TH STREET | | | S. I. SECTOR | |
|--------------|--------------|-----------------|---------------|--------------|--------------|
| | SECTOR | BROOKLYN SECTOR | QUEENS SECTOR | ABOARD FERRY | TOTAL |
| 12-1 AM | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 |
| 8 | 100 | 31 | 31 | 17 | 179 |
| 9 | 190 | 50 | 33 | 43 | 316 |
| 10 | 322 | 34 | 27 | 22 | 405 |
| 11 | 479 | 43 | 25 | 37 | 584 |
| 12 NOON | 338 | 43 | 14 | 21 | 416 |
| 1 PM | 512 | 67 | 46 | 7 | 632 |
| 2 | 463 | 66 | 41 | 3 | 573 |
| 3 | 544 | 46 | 48 | 1 | 639 |
| 4 | 378 | 59 | 36 | 5 | 478 |
| 5 | 459 | 103 | 44 | 32 | 638 |
| 6 | 474 | 123 | 68 | 2 | 667 |
| 7 | 382 | 153 | 56 | 0 | 591 |
| 8 | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 |
| 12 MID | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 4,641 | 818 | 469 | 190 | 6,118 |