

NEW YORK METROPOLITAN TRANSPORTATION COUNCIL
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An aerial photograph of New York City, showing the dense urban landscape, the Hudson River to the west, and the East River to the east. The city's grid pattern and numerous skyscrapers are clearly visible.

HUB BOUND

2003 TRAVEL REPORT

February 2006

The New York Metropolitan Transportation Council (NYMTC) is the federally designated Metropolitan Planning Organization (MPO) for the New York State portion of the metropolitan region, comprising the five counties of New York City, and the New York State counties of Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, Sullivan, Ulster and Westchester.

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I am pleased to announce the latest volume of the “Hub-Bound Travel Report” released by NYMTC Staff. This annual report presents a detailed analysis of travel to and from the Manhattan Central Business District (CBD) both by persons and vehicles. The Hub or CBD, is defined as that portion of Manhattan lying south of 60th Street. The data are collected on a typical fall business weekday. The Hub Bound Report is one of the most popular NYMTC reports and provides data that is vital to modeling validation for conformity, the Regional Transportation Plan, and many major investment studies. Over the period of 80 years, the report has been a valuable resource to planners, academic researchers, and decision-makers to understand the most recent travel patterns and congestion and the associated historical changes in and out of the Manhattan CBD.



Joel P. Ettinger
Executive Director, NYMTC

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Manhattan Central Business District Map



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60th Street Sector

Sixth Avenue
Seventh Avenue
Broadway and Seventh Ave – IRT
Eight Ave – IND
Columbus Avenue
Amsterdam Avenue
West End Avenue
West Side Highway

60th Street Sector

Fifth Avenue
Madison Avenue
Park Ave Metro-North Com. Rail
Lexington Avenue and IRT
Third Avenue
Second Avenue
First Avenue
York Avenue
Franklin D. Roosevelt Drive

MANHATTAN CBD CORDON CROSSINGS BY SECTOR

Queens Sector

Sixty-Third St. Tunnel
Sixtieth St. Tunnel-BMT/IND
Queensboro Bridge-Tramway
Fifty-Third St. Tunnel-IND
Steinway Tunnel-IRT
Queens Midtown Tunnel-IRT
Amtrak/LIRR Tunnels

New Jersey Sector

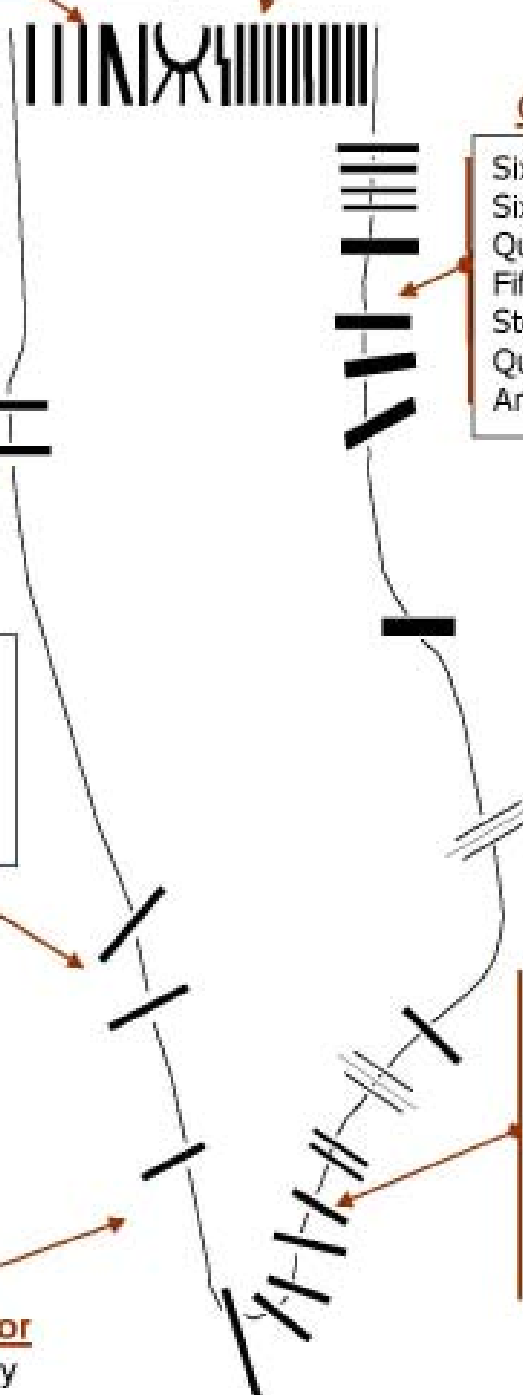
Lincoln Tunnel
Amtrak/N.J. Transit Tunnels
Uptown Path Tunnel
Holland Tunnel
Downtown Path Tunnel

Brooklyn Sector

Fourteenth St. Tunnel-BMT
Williamsburg Bridge-BMT
Rutgers Tunnel -IND
Manhattan Bridge -BMT
Brooklyn Bridge
Cranberry Tunnel -IND
Clark Tunnel -IRT
Montague Tunnel -BMT
Joralemon Tunnel -IRT
Brooklyn Battery Tunnel

Staten Island Sector

Staten Island Ferry



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I. PREFACE

The first travel survey of the Manhattan Central Business District (CBD) was conducted and published by the Regional Plan Association in 1924. The report referred to the district as the “Hub”, reflecting the CBD’s unique role in the region’s economy. Subsequent surveys were conducted at eight-year intervals until 1963, when the Tri-State Regional Planning Commission assumed responsibility for the project, publishing it annually beginning in 1971. The New York Metropolitan Transportation Council (NYMTC) has sponsored the project and published the report since 1982.

The Hub consists of the lower portion of Manhattan from 60th Street in the north to Battery Park in the south. At 8.5 square miles, the land area is less than 0.1 percent of the NYMTC region’s total land area and home to about 2.5 percent of the region’s residents. The Hub also has one of the highest concentrations of business activity in the nation, hosting about 21 percent of the region’s jobs. While average earnings data specific to the CBD are not available, average earnings in Manhattan are about two times higher than those in the other city boroughs.

The New York City subway system has approximately 33 route miles in the Hub. This represents approximately 13 percent of the total NYC subway route mileage and about 24 percent of its underground mileage. There are about 3 route miles of intercity rail in the CBD leading to Penn Station and Grand Central Terminal. For Hub-bound travelers using private vehicles, there are approximately 740 off-street parking facilities that can accommodate about 106,000 vehicles.

This report provides data and analysis on the numerous transportation services and facilities serving the Hub of the region. The report also details total travel by mode, time of day, facility, and by sector, providing transportation professionals and the general public with a valuable resource for defining the Hub’s transportation issues and predicting future demand on the transportation infrastructure. The time series analysis presented in Table 1A contains a useful comparison of current and previous years’ travel volumes.

The report examines travel to and from the Hub by several modes: public transportation, private motor vehicle, and bicycle. Travel via motorcycle, foot and helicopter are not part of this study. The public transit options include the Metropolitan Transportation Authority (MTA)-New York City Transit; subway and bus lines; the Port Authority Trans-Hudson (PATH) subway; MTA-Long Island Rail Road (LIRR); MTA-Metro North Railroad; New Jersey Transit; Amtrak; privately-owned bus carriers; ferries (both the Staten Island Ferry and privately-owned operations); and the Roosevelt Island Tramway. Private vehicle travel includes the use of automobiles, taxis, vans, trucks and bicycles.

The data presented in the report detail entry to and exit from the Hub at specific facilities for each hour on a typical fall business day. Most of the data were collected on a business day in October, 2003. Both vehicle travel and person travel are shown for all public and private transportation modes. The sectors shown in the tables (60th Street, Queens, Brooklyn, Staten Island and New Jersey) are strictly the entry and exit points in the Hub Bound Survey and are not necessarily the actual origins or destinations of trips.

The 2003 Hub-Bound travel data in this report are shown in four appendices:

- **Appendix I** presents historical information comparing volumes of travelers and vehicles, employment, population, transit levels of comfort and the cumulative number of people and vehicles in the CBD;
- **Appendix II** summarizes the peak hour and peak period figures in each travel mode by facility and sector level;
- **Appendix III** provides detailed figures for each of the various travel modes addressed in this report. These tables show hourly volumes of travelers and vehicles. The figures are summarized by facility and sector;
- **Appendix IV** lists the various public and private agencies that have jurisdiction over travel through the Hub's gateways and have traditionally made their survey data available for this report.

II. Highlights

The analysis of travel data for the current year is very often based on comparison with similar data in the past. The year 2003 was the third year of recovery after 9/11 events. Year 2000 presented the maximum number of persons entering the Hub – 3.8 million. In 2001 there was a significant decrease to 3.5 million; followed by a rebound in 2003 to 3.6 million (Table 3). While this was less than in 2000, it indicates a positive trend towards recovery. All the data were received traditionally on a typical fall business day.

- Due to the loss of NYMTC's files and databases during the 9/11 events, data for 1999 are largely absent. Some data sources were able to provide limited data for that year.
- A total of 7.1 million persons entered and left the Manhattan Central Business District (CBD) in 2003 (similar to 1997 and 2002), a decrease of about 0.8 million persons or 10.5 percent compared to 2000. The number of persons visiting the hub gradually grew until 2000. (Tables 14-15.).
- Approximately 38.3 percent of persons who entered the CBD did so during the period of 7-10AM (Table 2).
- Just about 4.8 million persons entered and left the CBD by all modes of public transportation in 2003 – about 0.05 million or one percent more than those who used public transportation in 2002 (Table 5). The total of people entering and leaving the HUB by autos, taxis and trucks increased notably by 0.1 million or 4 percent to 2.3 million persons in 2003 (Table 10).
- Over 17 thousand bicyclists daily entered and left the CBD in 2003, over 4,000 or 32.8 percent more than those who used this mode of travel in 2002 (Tables 24-25).
- MTA-NYCT operates about 93 percent of the trains entering and leaving the CBD around the clock. The number of trains entering and leaving the CBD during morning and evening peak hours is about 24 percent of total. Almost 84 percent of all peak period trains (7-10AM inbound and 4-7PM outbound) were operated by the MTA New York City subway. That agency also operated about 93 percent of all off-peak trains entering and exiting the CBD (Table 6).
- About 77 percent of express bus passengers entering the Hub in 2003 came from points west of the Hudson River. About 22 percent of all express bus passengers came from within New York City itself, while the remaining one percent traveled from points north of New York City (Table 9).
- About 48 percent of all private vehicles (autos, taxis, commuter vans and trucks) entering and leaving the Hub in 2003 did so via the 60th Street Sector (cross street east and west of Central Park and including the Central Park Drives). This volume is about one percent less than the year before. The Brooklyn, Queens and New Jersey sectors accounted for about 23, 17, and 13 percent of the total number of private vehicles, respectively (Table 11). These volumes showed small variations in comparison with year 2002.

- The amount of reverse travel by subway during the 7-10AM peak period fluctuated between 1978 and 2003. Figures rose from a low of 111,000 in 1978 to 216,000 in 2000 then dipped to 210,000 in 2003. Reverse travel by subway accounted for 53 percent of reverse travel by all modes in 2003 (Table 12).
- NYMTC estimates that the CBD area accounted for about 7 percent of New York City's population in 2003. The CBD's population, like that of the 24-county metropolitan region, increased gradually over the period 1990 – 2003 (Table 13A). However, over the same period, the region's wage and salary employment fluctuated reaching about nine billion dollars per year in 2000, but declining by more than 11 percent to 8.9 million in 2003 (Table 13B).
- The heaviest hour for travel into the CBD in 2003 was 8-9AM, with the movement of 751,000 persons (Table 21A). Of these, 59 percent entered via the subway system while about 14 percent, or 82,000, arrived via private vehicles (Table 24). Conversely, 464,000 persons left the CBD around 6PM (Table 25), 55 percent of whom traveled by subway (Table 25). 50,000 of those exiting did so in private vehicles between 6PM and 7PM. (Table 23A).
- Of the majority of travelers entering the CBD during the heaviest travel hour, slightly more than 198,000, did so via the 60th Street sector (Table 26) and just about 147,000 left the CBD via the 60th Street sector at 6PM (Table 27).
- About 34 percent of all inbound buses (11,935) traveled between 7AM and 10AM and carried 54 percent of all inbound travelers (about 261,000) using this mode. (Sector A)
- 1,220 trains (subway and intercity rail) or about 21 percent of the daily total entered the CBD during the morning peak hours from 7-10 AM (Table 6). Approximately the same number of trains left the CBD during the evening peak hours from 4-7 PM. (Table 6)
- More than 2,400 subway trains (about one half of the total number of trains entering the CBD daily) transported almost 700,000 passengers (about 38 percent of those using this mode of travel) into the CBD between 12 noon and 8PM (Section B).

III. CHANGES IN HUB-BOUND TRAVEL

In 2003 3.6 million persons entered the Manhattan Central Business District (CBD) on a typical business day (Table 1A); a decrease of about one percent or 36,000 persons since the previous year's total daily entry. This approximates the level for 1997 and 1998 and is over five percent less than the level for 2000.

Private Transportation

Trips entering the Hub via private transportation in 2003 increased in absolute and relative amounts from about 1.1 million to 1.2 million, a 3.8 percent gain over 2002. In 2002 private transportation delivered 31% of all entering persons. That share increased in October 2003 to over 32%. There were approximately 9,000 daily bicycle trips to the CBD in 2003, about two thousand more than in 2002 (Table 1A).

Public Transportation

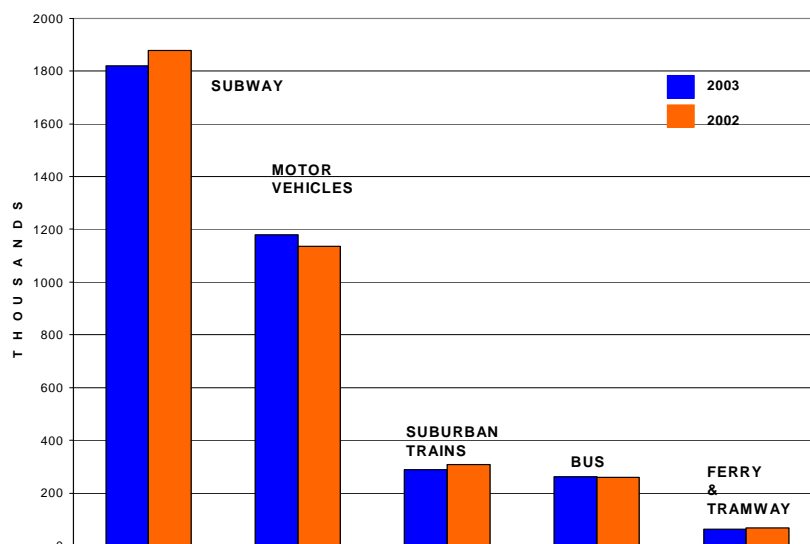
Trips to the Hub made by all modes of public transportation decreased by 3.2 percent since 2002. Round trips made by the same modes of public transportation decreased by one percent since 2002. Bus ridership increased by 3.5 percent. The subway transported about 1.9 percent fewer passengers than in 2002. Downtown PATH was out of service in 2002 and Up-town PATH carried about 14% less passengers than in 2002. Suburban and inter-city rail services carried 3.4 percent or about 20,000 less passengers than a year ago at the same time. In 2003 the relative amount of railroad passengers reached 8.1 percent of all passengers entering and leaving the Hub.

Trips via ferries (both publicly and privately operated) increased by 29 percent in 2003 compared with 2002. Roosevelt Island tramway ridership increased by two percent (fluctuating around 1,150 daily). Approximately 75 percent of all bus passengers traveled into the Hub by express buses; more than one half of all bus passengers commuted from New Jersey.

Cordon Crossings

A comparison of data across "gateways", the cordon lines that represent the major entry points into the CBD, shows that the total number of persons entering the CBD in 2003 decreased by one percent or

Fig.1 PEOPLE ENTERING THE HUB ON A TYPICAL BUSINESS DAY



36,000 since 2002. The biggest decrease came from Queens--three percent or about 25,000 persons. The 60th street sector showed a small increase of about 0.3 percent or 4,000 persons. The Brooklyn sector decreased in ridership by about one percent (10,000 persons). About one percent or 30,000 persons arrived at the CBD from (and through) Staten Island. In October 2003, entry from the New Jersey sector decreased by 0.5 percent or 3,000 persons from the prior year.

The maximum net accumulation of persons in the Hub remained stable during last years. By the year 2000, it reached 1.5 millions persons then decreased to 1.3 million in 2001 and 2002 and remained the same in 2003. Historically, more people entered than left the Hub during the morning hours. During the late afternoon and early evening hours, the reverse was true. Thus, typically, the number of persons accumulating in the Hub peaked in the early afternoon hours. The year 2003 was no exception. At 1:00PM, approximately 1.3 million persons were estimated in the Hub. At that hour, the number of passengers using public transportation reached 1.1 million persons. By 2:00PM, 87,000 motor vehicles were reported in the Hub; about 29,000 more than the year before at the same time (see Tables 21-23).

The number of persons entering the Hub during the morning peak hours (8-9AM), and peak period (7-10AM), during the last four years was in the limits of 9-12 percent . The total number of persons entering the Hub during the morning peak hours decreased by 31,000 or about two percent compared to 2002.

IV. SECTORS OF ENTRY

Travelers may enter the Central Business District of Manhattan (CBD or the Hub) through one of the following five gateways: the 60th Street Sector, the Brooklyn Sector, the Queens Sector, the New Jersey Sector and the Staten Island Sector. The 60th Street's travelers may come from upper Manhattan, the Bronx, counties to the north of New York City or from Connecticut, or may have crossed the George Washington Bridge from New Jersey.

Travel from the Brooklyn Sector, for the most part, may originate from the borough of Brooklyn itself; with the rest coming from Staten Island (through the Verrazano-Narrows Bridge), Queens, Nassau and Suffolk counties. The Queens Sector commuters may also include commuters from Nassau and Suffolk counties. The New Jersey sector provides access for travelers to the CBD from points west of the Hudson River, as well as serving as a gateway for some Staten Island commuters. Only ferry service from the Staten Island sector delivers travelers whose point of origin is clearly defined.

A. 60th Street

In 2003, 1.4 million people crossed 60th Street from the north, an increase of 0.3 percent or 4,000 persons from 2002 (Table 26). Entry via this sector accounted for 38.6 percent of all entries to the CBD - about 0.2 percent more than the previous year's share. About 42 percent (Section D) of travelers entered through this sector via private motor vehicles (autos, taxis, vans and trucks). Subway entry decreased by 2.1 percent or 15,000 persons, compared with 2002, to 736,000 passengers (Section B). Commuter rail ridership and bus transportation didn't change compared to 2002. Public transportation through the 60th street cordon as a whole decreased by 1.7 percent or 15,000 persons.

B. Brooklyn

The total number of persons coming from Brooklyn by all modes decreased by 1.0 percent or 10,000

over 2002 (Table 26). Travel by public transportation decreased by 2.6 percent or 17,000 passengers compared to 2002 (Table 14). Passengers using the subway also decreased by 2.7 percent while bus services increased by 0.4 percent over 2002. Private motor vehicles increased by 2.4 percent. Bicycle travel into the Hub increased by 23 percent, delivering about 1,800 travelers daily (Section G). Ferry service between Brooklyn and the CBD is not offered.

C. Queens

In 2003, entries into the CBD from Queens decreased overall by 3.3 percent to 740,000 – about 25,000 less persons than entered in 2002 (Table 14). Use of public transportation declined during that period by 6.3 percent or about 35,000 passengers (Table 14). Decrease was seen in subway (down by 3.7 percent or 21,000) (Section B). Bus ridership increased by 4.6 percent, or about 1,000 passengers) (Section A). Suburban rail commuters, however, decreased by 21,000 passengers or 4.6 percent over 2002. Travel by private motor vehicles also increased by 4.8 percent or 10,000 persons during that period.

D. New Jersey

The total number of entries from New Jersey slightly decreased; by 0.5 percent or 2,000 persons from 2002 (Table 14). Public transportation's decrease was 3.3 percent or 11,000 persons since 2002 (Table 14). PATH services decreased by 13.7 percent or 10,000 passengers (Table 5). Suburban rail grew by 2.5 percent or 2,000 passengers while bus transportation hasn't changed since 2002. Ferries transported about 31,000 persons (a 6.4 percent decrease over 2002). Growth in motor vehicle travelers was also noted – about 6 percent or 8,000 more than those who used this mode in 2002.

E. Staten Island

This report records only the number of entries from Staten Island via the Staten Island Ferry, as thousands of Staten Islanders also enter the CBD either via Brooklyn or New Jersey using other modes of transportation and are included in those totals as appropriate. Hub-bound ferry travel via the Staten Island sector reached 30,000 passengers in 2003 a decrease of about 8 percent since 2002.

V. MODE OF TRAVEL

Travelers entering the CBD may choose from a wide variety of public or private forms of transportation. Depending on origin, destination and preference, options include: subway, bus, suburban or intercity rail, motor vehicle or bicycle. Staten Island Ferry, the private ferry system, and Roosevelt Island Tramway provide additional alternatives. Data surveys are not conducted for pedestrians and helicopter passengers entering the Hub. Transportation modes in this report are grouped as follows: the subway and rail rapid transit (MTA NYC Transit subway and the Port Authority Trans-Hudson (PATH)); buses (MTA NYC Transit, New Jersey Transit); and private operators. The suburban rail operations include MTA-Metro-North Railroad, MTA-Long Island Rail Road and the New Jersey Transit. Intercity rail service is provided by AMTRAK. Motor vehicles include autos, taxis, vans and trucks.

A. Subway

The subway system continued to be the most popular mode of public transportation in 2003, trans-

porting a daily average of 1,821,000 passengers (Table 1A). That is 50 percent of the total entering the Hub and 75 percent of all those traveling to the CBD by way of public transportation. In 2003, the subway system transported 58,000 fewer passengers than in 2002 (Table 1A). Passengers' hourly ridership during morning peak hours exceeds average ridership during other hours by about 5 times. The ratio of hourly ridership during peak hours to off peak hours was about 1.8 as usual. The ratio of hourly ridership during peak hours to daily ridership is about 1.5.

B. Bus

Bus services into the Hub are provided by various operators, both private and public. This analysis will focus on bus services entering major points – by local or express service – and not by line of operation. Buses generally transport 9-10 percent of all public transportation passengers. In 2003, the bus network serving the Hub transported an average of 260,000 passengers daily, the same amount as in 2002 (Table 1A). Express bus passengers from New Jersey accounted for 75 percent (or 152,000) of all express bus passengers entering the Hub (Table 9). About 76 percent of passengers entering the Hub by bus through 60th Street used express buses.

C. Commuter and Intercity Rail

Commuter and intercity rail trains transported 288,000 passengers or about 12 percent of all public passenger traffic (Table 1A). That is an 8 percent share of all persons entering the Hub daily - the same proportion as in 2002. This mode experienced a decrease of its ridership by 20,000 passengers since 2001 and continued to be the third highest mode of entry into the Hub, behind subway and motor vehicles (Table 1A). Providers operating the suburban rail service to the Hub include: New Jersey Transit, MTA–Long Island Rail Road, and MTA–Metro North Railroad. Amtrak provides intercity rail service. This mode of travel decreased through all sectors except for New Jersey and Queens sectors, which increased by 12 percent each. The

Fig 2. DAILY ENTRIES INTO THE HUB BY MODE

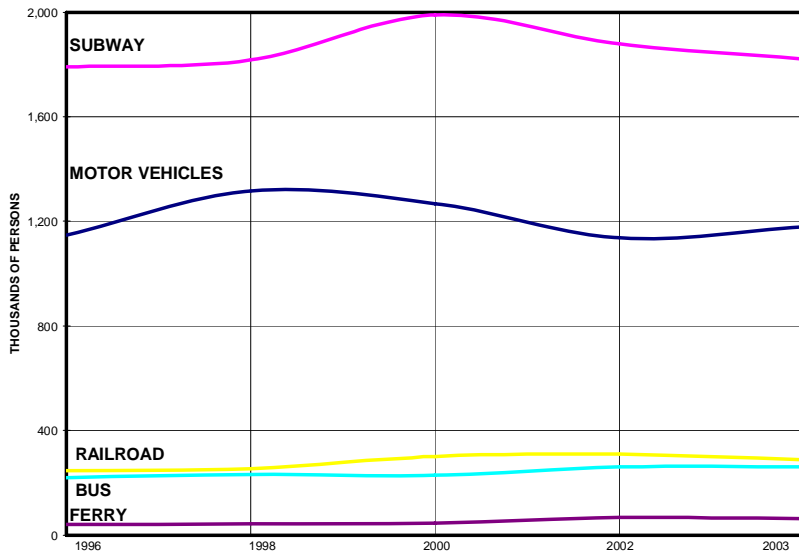
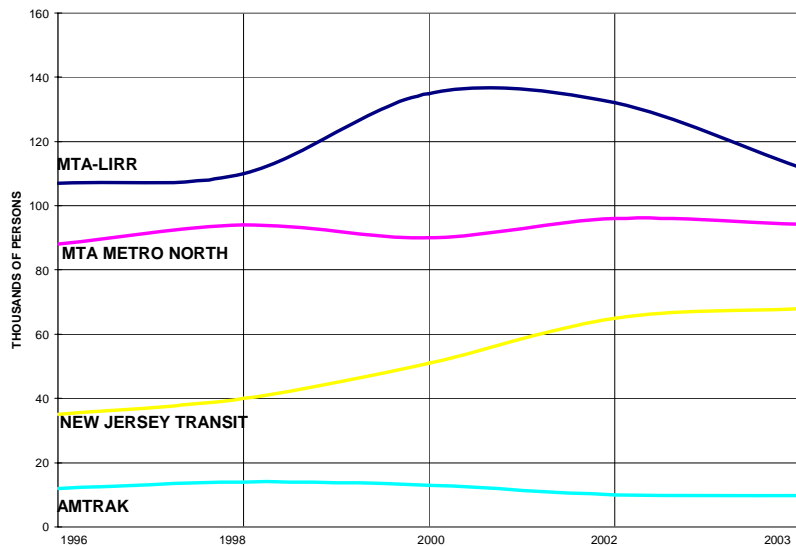


Fig. 3 RAIL ROAD PASSENGERS ENTERING THE HUB



average daily weekday ridership on the Long Island Rail Road for 2003 was 112,000 passengers - a 20,000 passenger decrease from 2002 (Section C).

D. Auto, Taxi, Van, and Truck

Since the first Hub-bound survey recorded modes of travel in 1924, autos, taxis, vans and trucks continued to be the second most dominant transportation mode in the CBD, behind the subway system. In 2003, 1.179 million persons entered the Hub using private motor vehicles; an increase of 43,000 or 4 percent over 2002 (Table 1A). These numbers suggest recuperation of the usual volume by this mode of transportation.

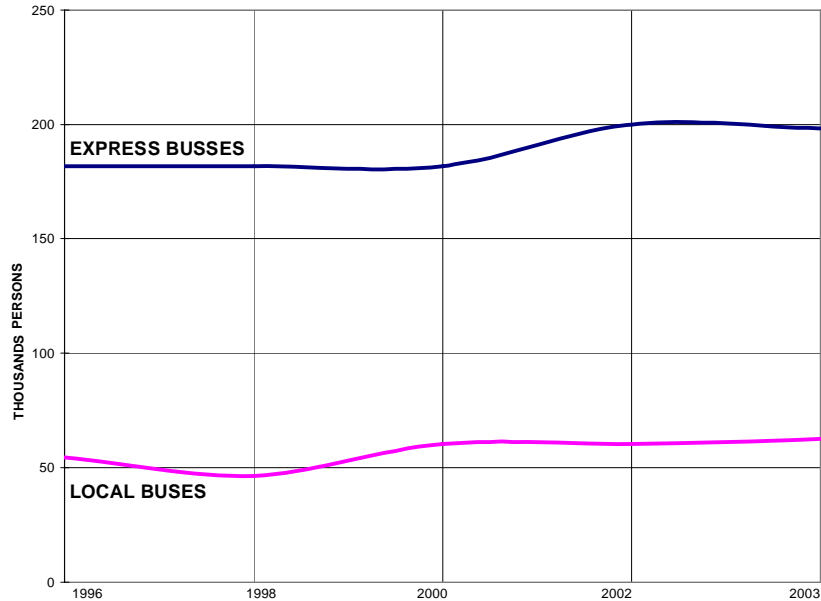
The sector-by-sector analysis shows that in 2003, the New Jersey sector had the largest relative increase in volume over 2002 – about 6 percent. This is a reversal of the previous year when the sector saw its largest decrease; 44 percent. The Brooklyn Sector presented a minimal increase of 2.4 percent.

E. Bicycle

In 2003, the number of bicyclists entering the Hub increased by about 36 percent compared to 2002 (Section G). The largest number of bicyclists – 6,500 or 70 percent of the total — entered the Hub though the 60th Street sector. About 1,800 bicyclists entered via the bridges from Brooklyn and about 800 entered via the Queensborough Bridge. The survey of bicyclists entering and leaving the Hub is conducted by New York City Department of Transportation between 7:00AM and 7:00PM, thus representing 12-hour rather than 24-hour counts.

Bicyclists were considered in Section G of the 60th Street sector whether they were moving along with, or against the traffic.

Fig 4. BUS PASSENGERS ENTERING THE



VI. REVERSE COMMUTE

Reverse travel can be defined as the movement of people and vehicles from the CBD to other sectors during the 7-10AM peak period. For the purpose of this analysis, however, reverse trips were considered as jour-

neys to destinations outside the Manhattan CBD. Therefore, variations in the reverse commuter volume can provide some indications of socioeconomic conditions in the areas bordering the Hub. In 2003 the volume of reverse travelers was approximately 395,000 persons; less than in 2000 and less than 2002 when it peaked at about 409,000 persons (Table 12).

VII. HUB-BOUND COMFORT

The measure of comfort, for the purpose of this analysis, was calculated as the average gross square feet per passenger using public transportation for travel into the Hub during the 8:00AM to 9:00AM peak hour (Table 8). The level of comfort or crowding, especially during the peak travel periods, is one of the significant factors that effect commuter's experience. Other influential factors include: reliability of the mode of travel, frequency of service and the availability of heating or air-conditioning. Provision of a high degree of comfort on the public transportation system is a major goal of all transportation operators. The number of square feet per public transportation passenger in 2003 was about 1.5 percent more than was available in 2002. This change reflects, in part, adjustment in public transportation numbers. The frequency of service, another index of comfort, is measured by the average headway in minutes. This index decreased by about 3 percent for the whole CBD in 2003 compared to 2002 (Table 20).

A. Sector of Entry

Analysis by sector shows that the level of comfort across the 60th Street Sector decreased slightly - by 2 percent since 2002. The gross floor space per passenger increased in the Brooklyn sector from 6.6 square feet to 7.0 square feet (or 6 percent), and average headway increased from 3.2 minutes to 3.3. In the Queens sector, the floor space per passenger was lower in 2003 than in 2002 by 4 percent. The average headway increased by 4 percent, from 2.5 in 2002 to 2.6 minutes in 2003. In the New Jersey sector, both indices changed significantly – floor space per passenger increased from 4.8 square feet in 2002 to 5.2 square feet in 2003, and average headway decreased from 3.0 minutes in 2002 to 2.4 minutes in 2003. The Staten Island Ferry remained the roomiest public transportation mode, with an average of 12.7 square feet per passenger in 2003. The same indices for Roosevelt Island Tramway decreased in 2003.

B. Subway

Analysis for this mode of transportation was examined by line. The No. 4 and 5 express trains had about the same gross floor space per passenger as compared to 2002. Average headway on these lines was stable or decreased slightly. At the same time, each passenger on its local Manhattan counterpart (#6 Train) had 0.1 square feet less, than in 2002. On the IND Eighth Avenue Express, each A train passenger had 1.0 square feet more than was available in 2002 and average headway remained stable. Local trains C and E, using the same lines in the CBD, reported stable area per passenger and average headway. Passengers on the IRT Broadway/7th Avenue express (#2 and #3 trains) and the local (#1 and #9 trains) experienced similar space and headway from 2002 to 2003 and the space and headway on these lines was close to the average for the system.

Comfort of passengers from most Brooklyn subway lines improved slightly compared to conditions in 2002. Total level of comfort in trains entering the HUB from Brooklyn increased by about 10 percent. Floor space per passenger for the Queens sector dropped from 7.1 in 2002 to 6.8 in 2003. Average headway increased from 2.5 minutes to 2.6 minutes. In the New Jersey sector downtown trains were not functioning and uptown PATH trains experienced much higher ridership. As a result, floor space per passenger increased from

4.8 in 2002 to 5.2 in 2003. Headway decreasing from 3.0 in 2002 to 2.6 in 2003 (Table 20).

C. Suburban Rail and Bus

Suburban rail commuters from the 60th Street sector had an average of 10.2 square feet per passenger in 2003 compared with 10.0 square feet in 2002. Commuters entering from Queens had an average of 8.9 square feet per passenger in 2003 compared to an average of 9.6 square feet in 2002. On the other hand, passengers from New Jersey had 0.2 square feet less space per passenger in 2003 than in 2002. (Table 8)

The level of comfort in 2003 increased by 10 percent compared with 2002 for New Jersey sector buses.

D. Ferry and Tramway

Historically, travelers aboard the Staten Island Ferry enjoyed the highest floor space per passenger, much more than most of the other mass transportation operators can provide. In 2003 that comfort level was 12.7 square feet per person. No information is available on the various private ferry vessels' specifications. During the same period, the comfort level for the Roosevelt Island Tramway decreased from 11.5 square feet per passenger in 2002 to 11.3 in 2003 (Table 20).

VIII. END NOTES

The **Hub-Bound Travel Report** provides a concise analysis of both movement and volume of people and vehicles entering and exiting the Manhattan Central Business District on a typical fall business day. The analysis is based on traffic and transit data, most of which were collected in October 2003. The analysis presented includes changes in Hub-Bound travel activity over time and changes by sectors of entry and mode of travel. The document also focuses on reverse commuting – an analysis of travel from the Manhattan CBD during the morning peak hours – and examines the level of comfort offered by public transportation.

Estimates rather than actual data have been utilized in some instances. This is due to the nature of statistical surveys, particularly a survey of this magnitude, as well as to the loss of NYMTC's archives, files and databases during the events of September 11, 2001.



APPENDIX I
TIME SERIES TABLES 2003

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TABLE 1A
PERSONS AND VEHICLES ENTERING THE HUB ON A FALL
BUSINESS DAY FOR SELECTED YEARS (000S)

	1932		1940		1948		1956		1960		1963		1971	
PERSONS BY MODE														
AUTO, TAXI, VAN AND TRUCK	516	19.1%	619	18.9%	657	17.8%	828	25.0%	954	28.5%	846	25.7%	914	28.9%
BUS	40	1.5%	150	4.6%	290	7.9%	243	7.3%	243	7.3%	252	7.7%	256	8.1%
TROLLEY	88	3.3%	59	1.8%	24	0.7%	3	0.1%	-	-	-	-	-	-
SUBWAY	1,752	65.0%	2,169	66.3%	2,389	64.7%	1,970	59.5%	1,913	57.1%	1,977	60.1%	1,789	56.5%
RAILROAD	216	8.0%	206	6.3%	283	7.7%	233	7.0%	203	6.1%	177	5.4%	172	5.4%
NONRAIL FERRY	85	3.2%	68	2.1%	48	1.3%	36	1.1%	36	1.1%	38	1.2%	36	1.1%
TOTAL	2,697	-	3,271	-	3,691	-	3,313	-	3,349	-	3,290	-	3,167	-
PERSONS BY SECTOR														
NORTH OF 60TH STREET	1,046	38.8%	1,320	40.4%	1,599	43.3%	1,422	42.9%	1,441	43.0%	1,388	42.2%	1,279	40.4%
BROOKLYN	946	35.1%	1,074	32.8%	1,124	30.5%	950	28.7%	922	27.5%	919	27.9%	876	27.7%
QUEENS	355	13.2%	538	16.4%	602	16.3%	613	18.5%	641	19.1%	615	18.7%	659	20.8%
NEW JERSEY	309	11.5%	302	9.2%	326	8.8%	292	8.8%	306	9.1%	328	10.0%	316	10.0%
STATEN ISLAND	41	1.5%	37	1.1%	40	1.1%	36	1.1%	39	1.2%	40	1.2%	37	1.2%
TOTAL	2,697	-	3,271	-	3,691	-	3,313	-	3,349	-	3,290	-	3,167	-
VEHICLES BY SECTOR														
NORTH OF 60TH STREET	150	51.2%	191	54.4%	209	53.9%	259	49.9%	293	49.7%	273	48.8%	310	48.0%
BROOKLYN	69	23.5%	84	23.9%	79	20.4%	126	24.3%	139	23.6%	124	22.2%	157	24.3%
QUEENS	46	15.7%	40	11.4%	56	14.4%	71	13.7%	87	14.7%	89	15.9%	103	15.9%
NEW JERSEY	26	8.9%	35	10.0%	43	11.1%	61	11.8%	69	11.7%	71	12.7%	75	11.6%
STATEN ISLAND	2	0.7%	1	0.3%	1	0.3%	2	0.4%	2	0.3%	2	0.4%	1	0.2%
TOTAL	293	-	351	-	388	-	519	-	590	-	559	-	646	-

* Percentgase may not total 100 due to rounding

TABLE 1A
PERSONS AND VEHICLES ENTERING THE HUB ON A FALL
BUSINESS DAY FOR SELECTED YEARS (000S)
Continued

	1975		1978		1979		1980		1981		1982		1985	
PERSONS BY MODE														
AUTO, TAXI, VAN AND TRUCK	895	29.8%	926	32.3%	914	31.2%	930	30.9%	970	31.6%	1,069	33.1%	1,167	34.7%
BUS	232	7.7%	228	7.9%	231	7.9%	253	8.4%	243	7.9%	275	8.5%	297	8.8%
SUBWAY	1,679	55.8%	1,490	51.9%	1,546	52.7%	1,579	52.4%	1,614	52.5%	1,632	50.5%	1,641	48.8%
RAILROAD	171	5.7%	195	6.8%	212	7.2%	218	7.2%	218	7.1%	214	6.6%	219	6.5%
NONRAIL FERRY	31	1.0%	27	0.9%	24	0.8%	29	1.0%	25	0.8%	39	1.2%	34	1.0%
TRAM	-	-	4	0.1%	4	0.1%	4	0.1%	4	0.1%	4	0.1%	4	-
TOTAL	3,008	-	2,870	-	2,931	-	3,013	-	3,074	-	3,233	-	3,362	-
PERSONS BY SECTOR														
NORTH OF 60TH STREET	1,209	40.2%	1,157	40.3%	1,175	40.1%	1,192	39.6%	1,217	39.6%	1,302	40.3%	1,337	39.8%
BROOKLYN	806	26.8%	747	26.0%	771	26.3%	806	26.8%	831	27.0%	858	26.5%	903	26.9%
QUEENS	661	22.0%	617	21.5%	637	21.7%	655	21.7%	654	21.3%	654	20.2%	683	20.3%
NEW JERSEY	300	10.0%	317	11.0%	320	10.9%	327	10.9%	342	11.1%	374	11.6%	401	11.9%
STATEN ISLAND	32	1.1%	28	1.0%	24	0.8%	29	1.0%	26	0.8%	41	1.3%	34	1.0%
ROOSEVELT ISLAND	-	-	4	0.1%	4	0.1%	4	0.1%	4	0.1%	4	0.1%	4	0.1%
TOTAL	3,008	-	2,870	-	2,931	-	3,013	-	3,074	-	3,233	-	3,362	-
VEHICLES BY SECTOR														
NORTH OF 60TH STREET	288	45.9%	297	45.8%	302	47.0%	300	46.3%	320	47.1%	341	48.6%	363	47.1%
BROOKLYN	157	25.0%	160	24.7%	160	24.9%	159	24.5%	165	24.3%	166	23.7%	199	25.8%
QUEENS	104	16.6%	107	16.5%	100	15.6%	105	16.2%	105	15.5%	99	14.1%	110	14.3%
NEW JERSEY	78	12.4%	84	12.9%	80	12.4%	83	12.8%	88	13.0%	94	13.4%	97	12.6%
STATEN ISLAND	1	0.2%	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%
TOTAL	628	-	649	-	643	-	648	-	679	-	701	-	770	-

*Percentage may not total 100 due to rounding

TABLE 1A
PERSONS AND VEHICLES ENTERING THE HUB ON A FALL
BUSINESS DAY FOR SELECTED YEARS (000S)
Continued

	1986		1988		1990		1992		1993		1994		1995		1996	
PERSONS BY MODE																
AUTO, TAXI, VAN AND TRUCK	1,137	33.5%	1,156	33.3%	1,112	33.5%	1,146	34.4%	1,124	33.8%	1,115	33.0%	1,138	33.4%	1,147	33.2%
BUS	267	7.9%	242	7.0%	238	7.2%	225	6.7%	219	6.6%	220	6.5%	216	6.3%	220	6.4%
SUBWAY	1,727	50.9%	1,798	51.7%	1,698	51.1%	1,699	50.9%	1,712	51.4%	1,765	52.2%	1,770	51.9%	1,790	51.8%
RAILROAD	224	6.6%	234	6.7%	228	6.9%	223	6.7%	226	6.8%	233	6.9%	236	6.9%	246	7.1%
NONRAIL FERRY	34	1.0%	41	1.2%	44	1.3%	41	1.2%	42	1.2%	42	1.2%	42	1.2%	41	1.2%
TRAM	3	0.1%	4	0.1%	2	0.1%	1	0.0%	7	0.2%	2	0.0%	2	0.0%	2	0.1%
TOTAL	3,392	-	3,475	-	3,322	-	3,335	-	3,330	-	3,382	-	3,410	-	3,454	-
PERSONS BY SECTOR																
NORTH OF 60TH STREET	1,338	39.4%	1,405	40.4%	1,299	39.1%	1,352	40.5%	1,341	40.3%	1,359	40.2%	1,385	41.0%	1,376	40.1%
BROOKLYN	915	27.0%	924	26.6%	903	27.2%	871	26.1%	875	26.3%	868	25.7%	865	25.6%	883	25.7%
QUEENS	695	20.5%	700	20.1%	670	20.2%	677	20.3%	675	20.3%	696	20.6%	702	20.8%	705	20.5%
NEW JERSEY	406	12.0%	403	11.6%	411	12.4%	402	12.1%	408	12.2%	427	12.6%	425	12.6%	437	12.7%
STATEN ISLAND	35	1.0%	39	1.1%	37	1.1%	33	1.0%	32	1.0%	30	0.9%	30	0.9%	30	0.9%
ROOSEVELT ISLAND	3	0.1%	4	0.1%	2	0.1%	1	0.0%	-	-	2	0.0%	2	0.0%	2	0.1%
TOTAL	3,392	-	3,475	-	3,322	-	3,336	-	3,330	-	3,382	-	3,410	-	3,433	-
VEHICLES BY SECTOR																
NORTH OF 60TH STREET	352	46.7%	361	47.1%	349	45.9%	382	49.2%	370	48.6%	358	47.5%	361	47.9%	375	48.3%
BROOKLYN	192	25.5%	188	24.5%	206	27.1%	185	23.8%	182	23.9%	185	24.5%	189	25.1%	182	23.5%
QUEENS	111	14.7%	117	15.3%	104	13.7%	108	13.9%	107	14.1%	107	14.2%	117	15.5%	119	15.3%
NEW JERSEY	97	12.9%	99	12.9%	101	13.3%	101	13.0%	102	13.4%	104	13.7%	104	13.8%	100	12.9%
STATEN ISLAND	1	0.1%	1	0.1%	1	0.1%	-	-	-	-	0	0.0%	0	0.0%	0	0.0%
TOTAL	753	-	766	-	761	-	776	-	760	-	755	-	772	-	776	-

*Percentage may not total 100 due to rounding

TABLE 1A
PERSONS AND VEHICLES ENTERING THE HUB ON A FALL
BUSINESS DAY FOR SELECTED YEARS (000S)
Continued

	1997		1998		1999		2000		2001		2002		2003	
PERSONS BY MODE														
AUTO, TAXI, VAN AND TRUCK	1,233	34.5%	1,316	35.9%	1,302	34.7%	1,268	33.9%	998	28.8%	1,136	31.1%	1,179	32.6%
BUS	238	6.6%	231	6.3%	237	6.3%	228	5.9%	257	7.4%	260	7.1%	261	7.2%
SUBWAY	1,772	50.4%	1,817	49.5%	1,905	50.7%	1,989	51.1%	1,891	54.5%	1,878	51.4%	1,821	50.3%
RAILROAD	251	7.0%	254	6.9%	274	7.3%	301	7.7%	288	8.3%	307	8.4%	288	7.9%
NONRAIL FERRY	43	1.2%	43	1.1%	57	1.5%	46	1.2%	30	0.9%	67	1.8%	62	1.7%
TRAM	1	0.1%	1	0.1%	1	0.0%	1.4	0.04%	1	0.03%	1	0.0%	1	0.03%
BICYCLE	8	0.2%	8	0.2%	14	0.4%	6	0.2%	6	0.2%	7	0.2%	9	0.3%
TOTAL	3,546	-	3,670	-	3,790	-	3,839	-	3,471	-	3,657	-	3,621	-
PERSONS BY SECTOR														
NORTH OF 60TH STREET	1,376	38.5%	1,419	38.7%	1,494	39.5%	1,484	39.6%	1,346	38.8%	1,395	38.2%	1,399	38.7%
BROOKLYN	964	27.8%	991	27.0%	991	26.2%	1,040	27.1%	927	26.7%	987	27.0%	977	27.0%
QUEENS	712	19.9%	764	20.8%	784	20.7%	787	21.3%	772	22.3%	765	20.9%	740	20.4%
NEW JERSEY	460	12.9%	463	12.6%	481	12.7%	497	14.3%	424	12.2%	476	13.0%	473	13.1%
STATEN ISLAND	31	0.9%	31	0.8%	39	1.0%	30	0.8%	0	0.0%	33	0.9%	30	0.8%
ROOSEVELT ISLAND	1	0.1%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%	1	0.0%
TOTAL	3,544	-	3,669	-	3,790	-	3,839	-	3,471	-	3,657	-	3,621	-
VEHICLES BY SECTOR														
NORTH OF 60TH STREET	377	46.6%	389	46.5%	393	46.6%	387	46.7%	369	53.5%	376.83	48.0%	383	47.3%
BROOKLYN	199	24.6%	206	24.6%	203	24.1%	201	24.1%	133	19.3%	178.45	22.7%	185	22.9%
QUEENS	131	16.2%	138	16.5%	135	16.0%	131	15.9%	127	18.4%	132.76	16.9%	139	17.2%
NEW JERSEY	101	12.5%	102	12.2%	112	13.3%	105	13.4%	60	8.8%	96.818	12.3%	103	12.7%
STATEN ISLAND	1	0.1%	1	0.1%	1	0.1%	0.4	0.0%	0	0.0%	0	0.0%	0	0.0%
TOTAL	809	-	836	-	844	-	825	-	689	-	785	-	810	-

* Percentgagge may not total 100 due to rounding

CHART 1
PERSONS ENTERING THE HUB BY MODE
ON A FALL BUSINESS DAY

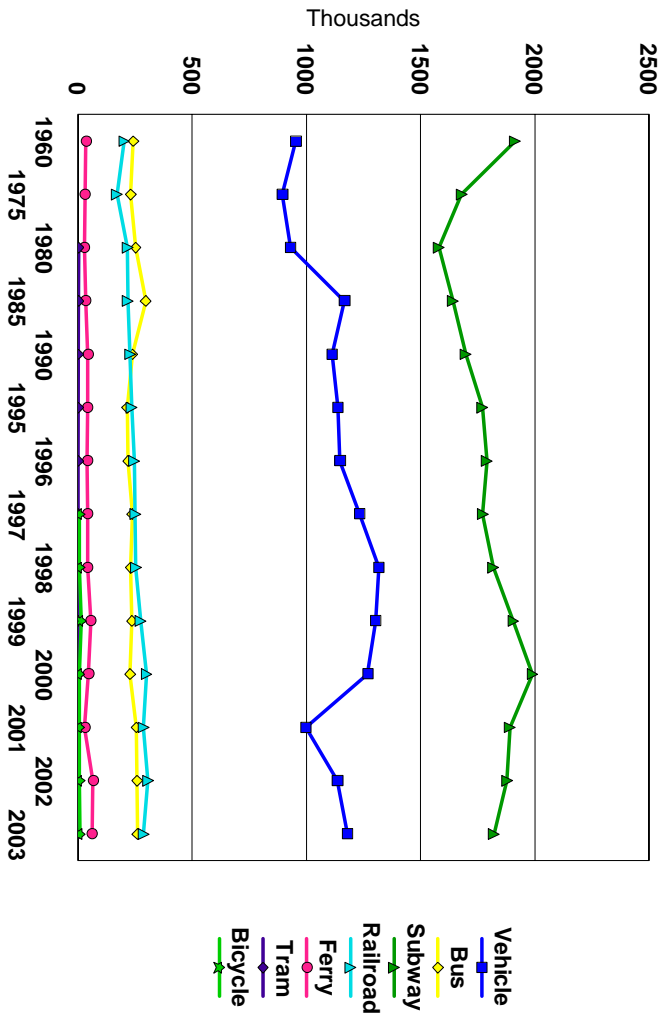


CHART 2
PERSONS ENTERING THE HUB BY SECTOR
ON A FALL BUSINESS DAY

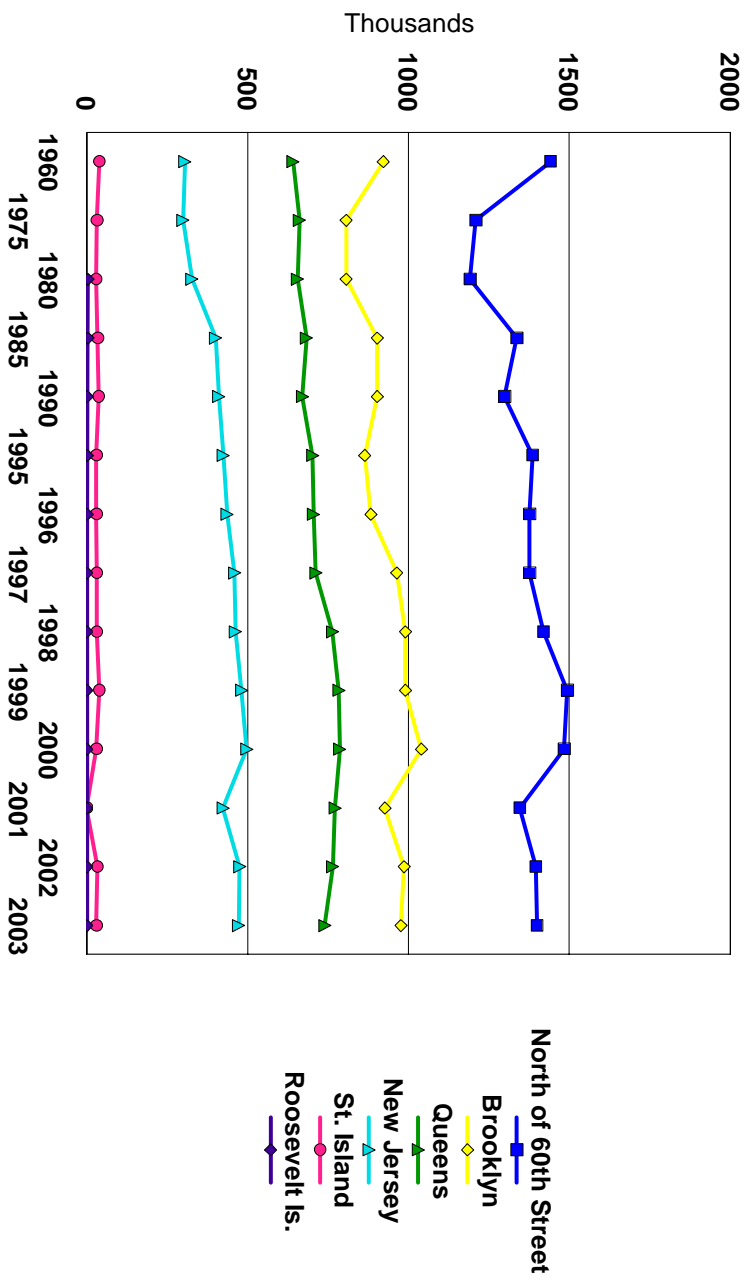


CHART 3
PERSONS ENTERING THE HUB BY HOUR AND MODE
2003

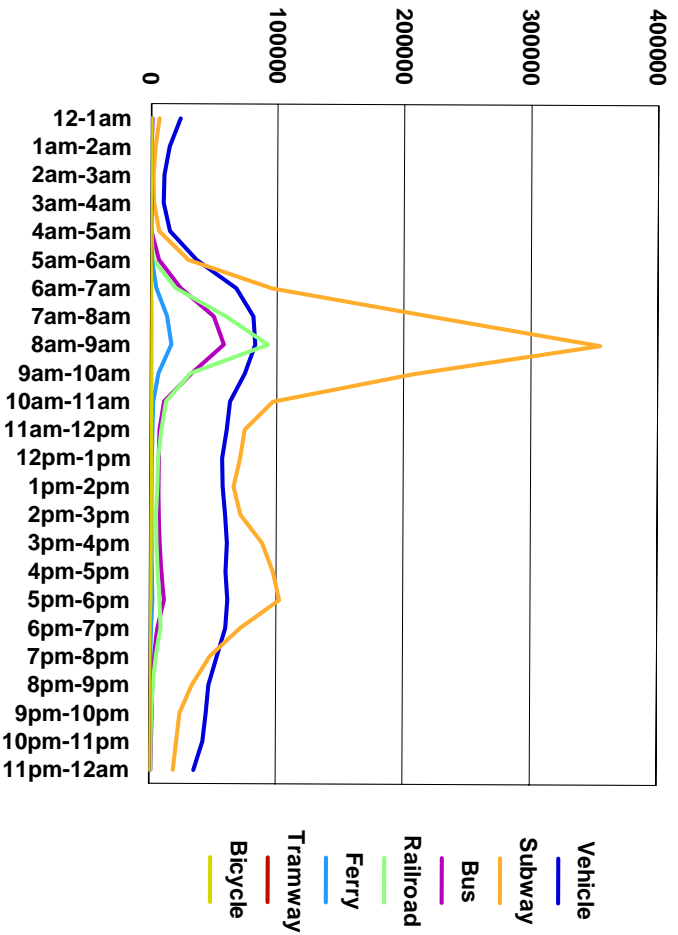


CHART 4
PERSONS LEAVING THE HUB BY HOUR AND MODE
2003

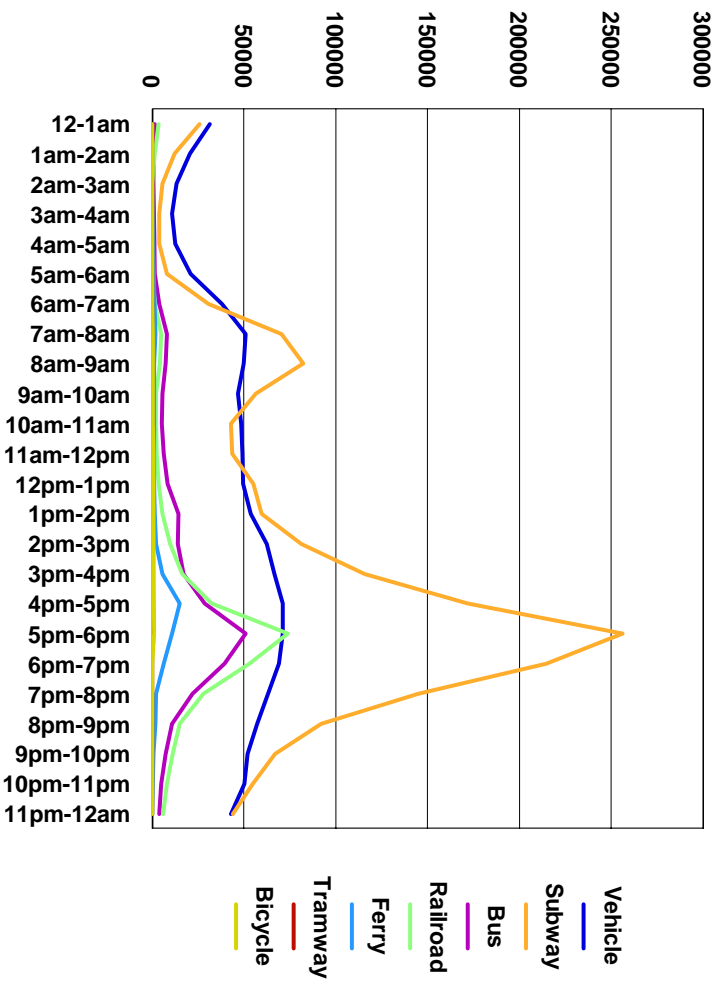


CHART 5
PRIVATE VEHICLES ENTERING THE HUB
ON A FALL BUSINESS DAY

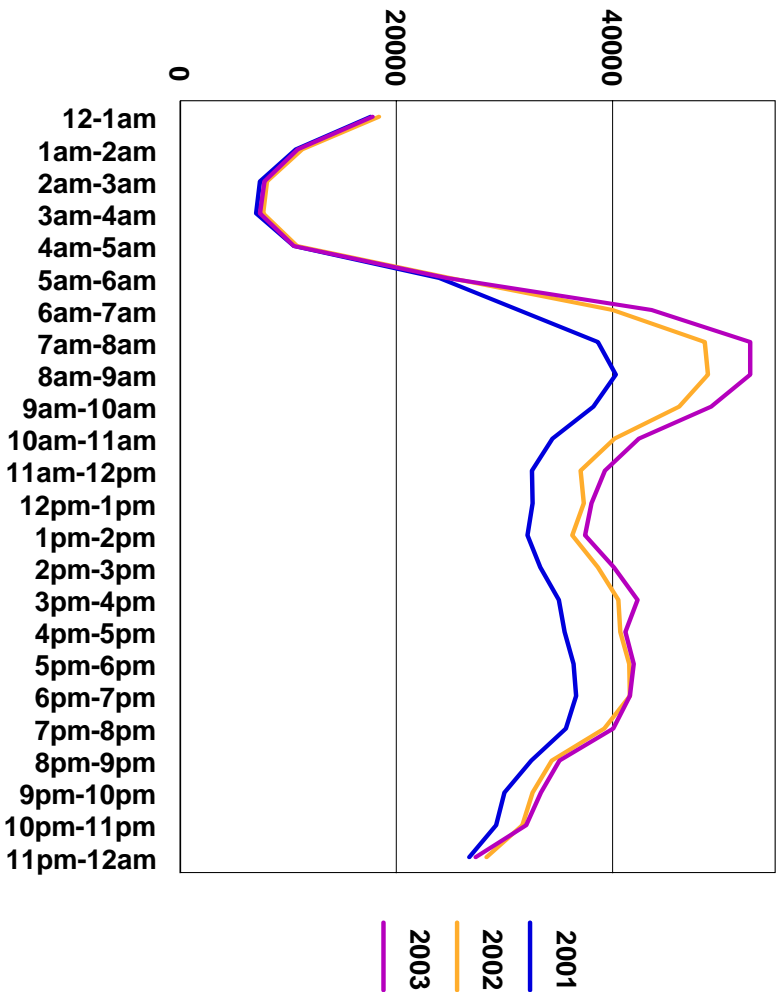


CHART 6
PRIVATE VEHICLES LEAVING THE HUB
ON A FALL BUSINESS DAY

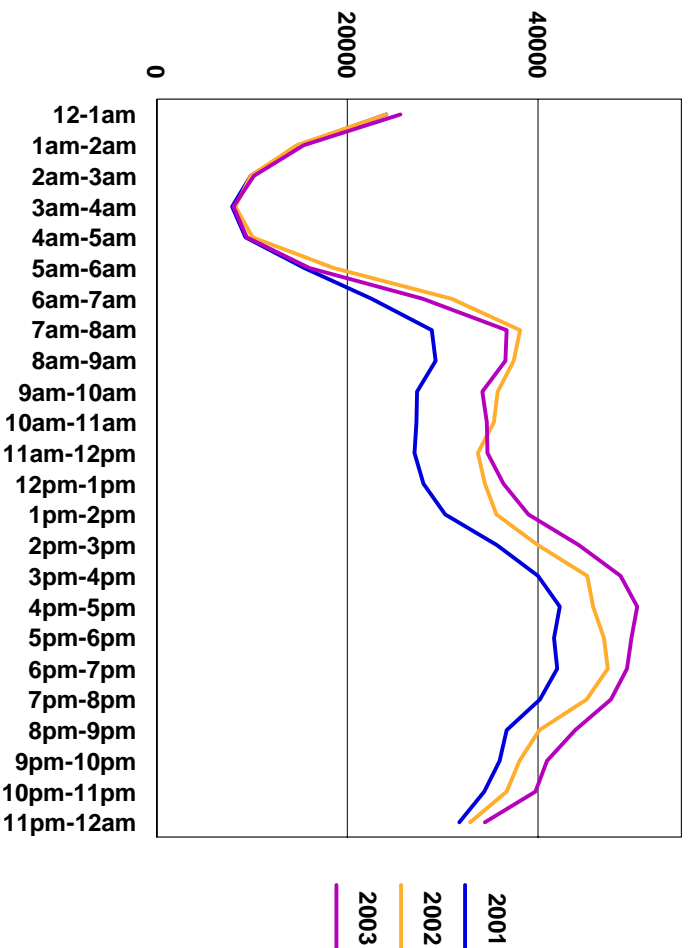


TABLE 1B
PERSONS AND VEHICLES ENTERING THE HUB BY MODE DURING 7-10 PERIOD ON
A FALL BUSINESS DAY FOR SELECTED YEARS (000S)

	1982		1984		1986		1987		1988		1990		1991		1991		1993	
PERSONS BY MODE																		
AUTO, TAXI, VAN																		
AND TRUCK	234	15.6%	257	16.6%	251	16.4%	255	16.7%	249	16.1%	221	15.6%	220	15.5%	224	15.9%	216	15.6%
BUS	134	8.9%	158	10.2%	148	9.7%	141	9.3%	133	8.6%	129	9.1%	126	8.9%	121	8.6%	121	8.8%
SUBWAY	962	64.0%	964	62.2%	949	62.0%	935	61.4%	974	63.0%	877	61.8%	891	62.7%	873	62.1%	859	62.2%
RAILROAD	153	10.2%	157	10.1%	164	10.7%	170	11.2%	167	10.8%	164	11.6%	159	11.2%	161	11.5%	159	11.5%
NONRAIL FERRY	19	1.3%	14	0.9%	16	1.0%	21	1.4%	22	1.4%	26	1.8%	23	1.6%	25	1.8%	25	1.8%
TRAMWAY	2	0.1%	1	0.1%	2	0.1%	2	0.1%	2	0.1%	1	0.1%	1	0.1%	1	0.1%	-	0.0%
TOTAL	1,504	-	1,551	-	1,530	-	1,524	-	1,547	-	1,418	-	1,420	-	1,405	-	1,381	-
PERSONS BY MODE																		
AUTO, TAXI, VAN																		
AND TRUCK	218	15.6%	219	15.8%	228	16.3%	252	17.8%	263	18.4%	259	17.0%	179	13.1%	220	15.6%	239	17.2%
BUS	121	8.7%	119	8.6%	122	8.7%	117	8.3%	120	8.4%	131	8.6%	132	9.7%	138	9.8%	140	10.1%
SUBWAY	866	62.0%	855	61.7%	858	61.2%	845	59.8%	839	58.5%	958	62.7%	851	62.2%	813	57.8%	787	56.7%
RAILROAD	165	11.8%	165	11.9%	169	12.0%	171	12.1%	193	13.5%	154	10.1%	183	13.4%	196	13.9%	184	13.2%
NONRAIL FERRY	24	1.7%	24	1.7%	24	1.7%	25	1.8%	15	1.0%	23	1.5%	21	1.5%	39	2.7%	36	2.6%
TRAMWAY	1	0.1%	1	0.1%	0	0.0%	1	0.1%	1	0.1%	1	0.0%	0	0.0%	0	0.0%	1	0.0%
BICYCLE	1	0.1%	2	0.1%	2	0.1%	1	0.1%	2	0.1%	1	0.1%	1	0.1%	2	0.1%	2	0.2%
TOTAL	1,396	-	1,385	-	1,403	-	1,412	-	1,433	-	1,536	-	1,368	-	1,408	-	1,388	-

* Data for 1999 were lost following the events of 9/11/01

Percentage may not total 100 due to rounding

TABLE 2
SHARE OF TOTAL ENTRIES BY MODE OCCURRING
IN THE MORNING PEAK HOUR AND PEAK PERIOD (%) *

YEAR	PERSONS VIA AUTO, TAXI, VAN, TRUCK		PASSENGERS VIA PUBLIC TRANSPORTATION		TOTAL SHARE	
	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%
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%
2000	7.4%	20.2%	22.0%	49.4%	17.0%	39.5%
2001	6.2%	17.9%	21.5%	48.1%	17.1%	39.4%
2002	6.6%	19.3%	21.3%	47.2%	16.8%	38.5%
2003	7.0%	20.2%	21.5%	47.2%	16.7%	38.3%

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

Data for 1999 were lost following the event of 9/11/01

TABLE 3
TOTAL PERSONS ENTERING THE HUB DURING MORNING
PEAK HOUR, PEAK PERIOD AND CBD EMPLOYMENT

YEAR	24 HOURS	7-10 AM	8-9 AM	CBD EMPLOYMENT*
1960	3,349,000	1,627,000	848,000	2,007,000
1971	3,179,000	1,574,700	805,300	1,913,000
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
1999	3,790,000	N/A	N/A	2,005,000
2000*	3,840,000	1,524,000	661,680	2,152,000
2001	3,471,000	1,367,200	593,500	2,128,000
2002	3,658,919	1,461,540	633,000	1,971,000
2003	3,620,813	1,384,803	602,987	2,010,000

*ESTIMATED NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT ONLY, BASED ON NEW YORK STATE
DEPARTMENT OF LABOR DATA

* Data for 1999 were lost following the events of 9/11/01

TABLE 4
CUMULATIVE NUMBER OF PERSONS AND MOTOR VEHICLES
IN THE HUB ON A FALL BUSINESS DAY

YEAR	-----PERSONS-----				-----MOTOR VEHICLES-----			
	NET CBD ACCUM.	CBD RESIDENTS*	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
2000	1,464,000	552,000	2,015,846	AT 1:00 PM	103,367	91,080	194,447	AT 2:00 PM
2001	1,254,000	540,000	2,016,000	AT 1:00 PM	67,093	91,080	156,228	AT 2:00 PM
2002	1,253,800	552,000	1,805,800	AT 1:00 PM	60,181	91,080	151,261	AT 2:00 PM
2003	1,265,360	556,000	1,821,360	AT 1:00 PM	86,909	91,740	178,649	AT 2:00 PM

* Estimated

Data for 1999 were lost following the events of 9/11/01

TABLE 5
TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND
LEAVING THE HUB ON A FALL BUSINESS DAY

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
BUS												
60TH STREET SECTOR												
FDR DRIVE	302	302	0	0	0	0	0	0	0	0	0	0
YORK AVENUE	7,040	5,922	7,100	6,820	6,706	7,093	6,869	7,165	7,078	8,906	6,898	6,230
FIRST AVE/SECOND AVE	27,177	23,441	20,387	20,500	19,579	21,299	19,114	19,459	20,516	21,865	20,885	20,510
LEXINGTON AVE/THIRD AVE	25,030	26,069	19,204	18,544	16,802	17,353	17,638	16,435	19,245	22,526	18,587	17,955
MADISON AVE/FIFTH AVE	49,513	42,298	38,062	39,696	38,066	41,289	42,018	43,477	30,587	48,185	45,614	45,152
CENTRAL PK DR AND COLUMBUS CIRCLE	-	-	-	-	-	-	-	-	-	-	-	-
EIGHTH AVENUE	9,414	9,482	7,748	8,006	7,608	7,692	6,279	6,637	7,302	8,989	0	4,138
BROADWAY	16,656	14,933	13,885	13,214	13,818	13,370	11,640	12,923	12,117	14,722	12,610	12,296
COLUMBUS AVE/AMSTERDAM AVE	10,742	11,304	9,766	8,832	9,632	9,722	9,954	12,898	6,358	5,392	4,572	3,934
WEST END AVENUE	1,905	2,050	1,543	1,447	1,931	1,803	1,780	2,080	2,097	2,687	2,119	2,188
SECTOR TOTAL	147,779	135,801	117,695	117,059	114,142	119,621	115,292	121,074	105,300	133,272	111,285	112,403
BROOKLYN SECTOR												
WILLIAMSBURG BRIDGE	2,613	2,228	2,011	1,965	2,117	1,971	2,681	2,483	3,052	2,297	3,063	3,478
MANHATTAN BRIDGE	1,529	1,444	1,538	1,311	1,350	1,314	1,249	1,076	1,015	937	919	1,110
BROOKLYN BATTERY TUNNEL	31,705	31,784	29,867	29,057	31,370	31,313	34,808	37,352	42,605	51,178	57,553	60,257
SECTOR TOTAL	35,847	35,456	33,416	32,333	34,837	34,598	38,738	40,911	46,672	54,412	61,535	64,845
QUEENS SECTOR												
QUEENS MDTOWN TUNNEL	18,725	16,555	15,585	15,672	16,372	17,510	18,596	27,355	16,965	17,625	14,249	14,832
QUEENSBORO BRIDGE	15,319	14,585	16,809	16,902	16,103	14,690	16,970	21,741	17,377	20,455	16,855	16,981
SECTOR TOTAL	34,044	31,140	32,394	32,574	32,475	32,200	35,566	49,096	34,342	38,080	31,104	31,813
NEW JERSEY SECTOR												
HOLLAND TUNNEL	15,845	14,380	14,954	14,626	14,423	13,262	14,807	15,091	14,807	6,144	32,986	32,507
LINCOLN TUNNEL	214,658	220,378	241,087	241,284	246,998	274,098	258,425	274,051	257,065	270,831	278,831	284,489
SECTOR TOTAL	230,503	234,758	256,041	255,910	261,421	287,360	273,232	289,142	271,872	276,975	311,817	316,996
TOTAL BUS	448,173	437,155	439,546	437,876	442,875	473,779	462,828	500,223	458,186	502,739	515,741	526,057
SUBWAY												
60TH STREET SECTOR												
LEXINGTON AVENUE EXPRESS	271,029	264,020	284,497	294,105	297,069	286,204	297,797	307,652	300,899	312,473	320,534	319,384
LEXINGTON AVENUE LOCAL	250,353	239,127	279,939	266,518	278,531	267,395	288,227	293,254	328,145	326,617	317,512	306,344
EIGHTH AVENUE EXPRESS	188,642	215,795	201,290	216,572	201,397	211,836	219,027	246,420	225,443	223,484	240,539	223,148
EIGHTH AVENUE LOCAL	61,776	67,186	82,921	82,033	79,102	79,193	81,393	97,986	101,461	92,327	96,874	96,184
BROADWAY/7TH AVE EXPRESS	210,473	217,363	218,187	228,172	235,340	222,157	217,642	251,084	258,206	107,677	235,167	253,085
BROADWAY/7TH AVE LOCAL	198,753	200,193	216,484	216,402	213,625	203,551	187,439	213,910	237,117	293,601	228,164	214,778
SECTOR TOTAL	1,181,026	1,203,684	1,283,318	1,303,802	1,305,064	1,270,336	1,291,525	1,410,306	1,451,271	1,356,179	1,438,790	1,412,923

TABLE 5
TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND
LEAVING THE HUB ON A FALL BUSINESS DAY
(Continued)

	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
BROOKLYN SECTOR												
14TH STREET TUNNEL	101,962	108,457	108,835	109,883	123,782	105,920	127,547	144,558	163,549	159,771	167,472	166,911
WILLIAMSBURG BRIDGE	88,859	97,705	99,036	84,492	96,132	91,555	85,968	74,975	87,021	91,843	85,964	90,030
RUTGERS TUNNEL	93,791	105,893	105,064	114,366	111,577	106,791	114,302	110,517	125,533	140,095	135,123	127,796
MANHATTAN BRIDGE	217,006	237,824	227,778	205,100	239,597	234,249	244,684	265,455	270,321	258,327	227,934	250,242
CRANBERRY TUNNEL	228,451	204,432	223,412	214,094	198,328	205,622	213,988	227,757	236,592	230,867	236,495	216,822
CLARK TUNNEL	124,247	125,153	122,795	119,725	125,653	128,093	125,556	124,239	129,787	123,423	125,959	126,764
MONTAGUE TUNNEL	125,887	105,202	105,283	117,299	99,272	109,689	116,346	114,625	127,688	80,052	82,759	84,107
JORALEMON TUNNEL	171,620	181,268	160,171	175,646	171,997	185,118	181,505	185,956	175,815	197,364	164,511	163,787
SECTOR TOTAL	1,151,823	1,165,934	1,152,374	1,140,605	1,166,338	1,167,037	1,209,896	1,248,082	1,316,306	1,281,742	1,226,217	1,226,459
QUEENS SECTOR												
60TH STREET TUNNEL	177,277	177,983	186,030	195,752	209,197	204,535	217,801	215,050	249,173	249,367	247,699	233,901
53RD STREET TUNNEL	358,629	389,020	390,027	392,099	356,815	370,024	391,808	393,783	401,114	340,136	226,569	221,438
STEINWAY TUNNEL	205,860	198,720	196,360	192,253	203,149	212,854	213,457	211,348	219,467	225,556	190,391	185,419
63RD STREET TUNNEL	21,702	21,727	22,359	20,116	24,088	22,554	11,280	18,511	20,722	13,460	157,410	153,682
SECTOR TOTAL	763,468	787,450	794,776	800,220	793,249	809,967	834,346	838,692	890,476	828,519	822,069	794,440
NEW JERSEY SECTOR												
PATH DOWNTOWN	115,391	112,837	116,465	112,237	117,337	100,663	117,259	129,661	143,897	0	0	0
PATH UPTOWN	72,726	76,877	80,746	76,833	78,344	97,248	78,345	76,380	96,921	179,214	141,266	130,821
SECTOR TOTAL	188,117	189,714	197,211	189,070	195,681	197,911	195,604	206,041	240,818	179,214	141,266	130,821
TOTAL SUBWAY	3,284,434	3,346,782	3,427,679	3,433,697	3,460,332	3,466,440	3,650,152	3,703,121	3,898,871	3,645,654	3,628,342	3,564,643
SUBURBAN RAIL												
AMTRAK/MTA METRO-NORTH RR	165,737	171,410	178,292	180,085	178,877	179,489	183,313	188,330	198,154	196,165	188,533	188,550
AMTRAK/MTA LIRR	208,236	211,698	215,390	216,099	224,045	225,313	232,905	253,076	266,898	240,322	264,719	225,118
AMTRAK/NJ TRANSIT	65,603	66,249	69,216	70,068	83,772	89,359	91,396	104,387	126,460	139,037	155,772	161,029
TOTAL SUBURBAN RAIL	439,576	449,357	462,898	466,252	486,694	494,161	507,614	545,793	591,512	575,524	609,024	574,697
FERRY												
MANHATTAN					97	0	93	11,391	93	670	2	3
BROOKLYN	180	177	174	120	107	33	118	177	118	0	1,905	1,783
QUEENS	135	103	386	635	590	414	359	253	359	0	474	444
STATEN ISLAND FERRY	64,570	62,658	59,348	58,693	59,009	59,430	60,583	76,873	60,583	0	64,759	59,360
NEW JERSEY	16,287	17,881	22,336	23,039	24,519	24,191	24,191	25,155	24,191	54,680	61,631	57,668
STATEN IS. PRIVATE FERRY				23	0	0	0	0	0	0	0	0
TOTAL FERRY	81,172	80,819	82,244	82,487	84,345	84,068	85,344	113,849	85,344	55,350	128,771	119,257
ROOSEVELT ISLAND TRAMWAY	3,359	-	3,431	3,356	23	3,037	2,928	2,480	3,027	2,282	2,318	2,364
TOTAL, ALL MODES	4,256,714	4,327,771	4,428,181	4,438,483	4,519,978	4,510,534	4,746,261	4,823,429	5,041,114	4,781,550	4,884,195	4,787,019
BICYCLE	-	13,658	12,383	14,815	14,805	14,860	14,345	14,650	12,367	10,982	12,988	17,251

R- Data was revised

TABLE 6
TOTAL RAIL TRAINS ENTERING AND LEAVING
THE HUB ON A FALL BUSINESS DAY

SECTOR AND FACILITY	1992		1994		1995		1996		1997		1998		2000		2001		2002		2003		
	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	AM PEAK	PM PEAK	OFF-PEAK
60TH STREET SECTOR																					
IRT LEXINGTON AVE EXPRESS	112	437	128	454	118	444	118	463	127	451	125	454	138	450	128	482	128	480	65	63	503
IRT LEXINGTON AVE LOCAL	89	371	105	398	88	352	91	343	96	341	91	380	116	420	101	430	105	408	51	54	418
IND EIGHT AVE EXPRESS	110	425	102	433	85	436	82	432	85	457	87	438	103	437	92	443	94	473	48	46	473
ND EIGHT AVE LOCAL	73	332	71	362	71	334	70	339	79	308	70	337	82	347	71	342	72	345	35	37	340
IRT B'WAY/7TH AV EXPRESS	100	386	105	378	103	388	101	387	104	395	107	391	121	381	53	207	111	412	56	55	418
IRT B'WAY/7TH AV LOCAL	84	337	87	347	78	351	75	347	76	330	77	345	90	388	118	578	86	402	45	41	391
AMTRAK/METRO-NORTH	207	270	205	286	204	284	203	283	204	284	206	302	249	283	217	319	218	332	115	103	332
SECTOR TOTAL	775	2,558	803	2,658	747	2,589	740	2,594	771	2,566	763	2,647	899	2,706	780	2,801	814	2,852	415	399	2,875
BROOKLYN SECTOR																					
BMT 14TH STREET TUNNEL	58	242	60	246	53	235	51	217	54	225	55	215	74	300	69	306	69	315	31	38	299
BMT WILLIAMSBURG BRIDGE	87	342	89	348	87	345	87	347	85	339	87	346	82	340	86	357	86	360	43	43	354
ND RUTGERS TUNNEL	66	269	67	271	69	276	69	273	70	278	69	295	71	312	66	309	66	316	37	29	308
BMT MANHATTAN BRIDGE	133	518	136	538	138	531	136	535	128	517	134	539	140	562	154	549	154	612	67	87	616
IND CRANBERRY TUNNEL	114	373	115	357	107	360	110	355	103	355	109	373	110	396	111	393	111	429	57	54	427
IRT CLARK TUNNEL	94	400	89	403	93	409	91	408	94	408	95	413	89	436	96	539	96	455	52	44	448
BMT MONTAGUE TUNNEL	115	478	114	482	111	411	113	414	112	413	114	409	116	444	97	446	97	444	57	40	439
IRT JORALEMON TUNNEL	92	393	115	410	115	399	109	395	114	391	103	401	112	409	110	410	110	402	56	54	423
SECTOR TOTAL	759	3,015	785	3,055	773	2,966	766	2,944	760	2,926	766	2,991	794	3,189	802	3,309	789	3,333	400	389	3,314
QUEENS SECTOR																					
BMT 60TH STREET TUNNEL	97	368	91	377	90	377	92	374	88	376	90	376	125	366	117	542	117	562	61	56	563
IND 53RD STREET TUNNEL	128	481	137	482	144	509	138	500	144	526	146	553	189	556	134	608	118	500	62	56	504
IRT STEINWAY TUNNEL	126	381	117	381	114	370	112	369	115	369	118	377	144	417	136	451	132	448	66	66	460
63RD STREET TUNNEL	36	213	40	238	38	217	40	222	39	214	18	124	51	196	30	143	72	310	37	35	312
AMTRAK/LIRR TUNNEL	158	268	157	282	155	282	155	284	156	285	158	294	267	365	160	348	168	543	87	81	319
SECTOR TOTAL	545	1,711	542	1,760	541	1,755	537	1,749	542	1,770	530	1,724	776	1,900	577	2,092	607	2,363	313	294	2,148
NEW JERSEY SECTOR																					
PATH DOWNTOWN TUNNEL	157	436	157	436	157	436	154	436	157	434	155	436	220	506	0	0	0	0	0	0	0
PATH UPTOWN TUNNEL	99	367	99	367	99	367	99	363	88	329	100	337	148	392	69	281	69	222	36	33	279
AMTRAK/NJ TRANSIT TUNNELS	73	175	70	181	68	176	79	201	86	210	81	212	142	244	124	322	127	307	56	71	324
SECTOR TOTAL	329	978	326	964	324	979	332	1,000	331	973	336	985	510	1,142	193	603	196	529	92	104	603
GRAND TOTAL	2,408	8,262	2,456	8,457	2,385	8,289	2,375	8,287	2,404	8,235	2,395	8,347	2,979	8,937	2,352	8,805	2,406	9,077	1,220	1,186	8,940
TOTAL, NYCTA	1,714	6,746	1,768	6,905	1,702	6,744	1,685	6,720	1,713	6,693	1,695	6,766	1,953	7,147	1,973	8,138	2,020	8,202	1,018	1,002	8,289

* Peak travel periods are: 7-10AM - inbound and 4-7PM - 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	1992		1994		1995		1996		1997		1998		2000		2001		2002		2003			
	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	PEAK	A. M.	P. M.	OFF-PEAK
60TH STREET SECTOR																						
IRT LEXINGTON AVE EXPRESS	1,120	4,358	1,280	4,528	1,180	4,440	1,180	4,630	1,270	4,490	1,250	1,210	4,670	1,280	4,820	1,280	4,800	650	630	5,030		
IRT LEXINGTON AVE LOCAL	890	3,633	1,050	3,896	880	3,496	910	3,430	960	3,410	910	1,010	4,350	1,010	4,300	1,050	4,080	510	540	4,180		
IND EIGHT AVE EXPRESS	834	3,402	861	3,545	711	3,653	687	3,631	693	3,780	724	762	3,786	678	2,990	694	3,138	398	296	3,124		
IND EIGHT AVE LOCAL	654	2,332	638	2,740	640	2,683	628	2,694	578	2,536	560	568	2,882	568	2,760	576	2,774	280	296	2,732		
IRT B'WAY/7TH AV EXPRESS	950	3,692	999	3,611	980	3,706	960	3,697	988	3,772	1,017	1,038	3,735	530	2,070	1,110	4,120	560	550	4,180		
IRT B'WAY/7TH AV LOCAL	840	3,253	870	3,468	780	3,508	750	3,468	760	3,300	770	780	4,000	1,180	5,780	860	4,020	450	410	3,910		
AMTRAK/METRO-NORTH	1,322	1,489	1,339	1,644	1,381	1,749	1,397	1,789	1,411	1,821	1,382	1,335	2,361	1,526	2,093	1,494	2,179	823	671	2,174		
SECTOR TOTAL	6,610	22,159	7,037	23,432	6,552	23,235	6,512	23,339	6,660	23,109	6,613	6,703	25,784	6,772	24,813	7,064	25,111	3,671	3,393	25,330		
BROOKLYN SECTOR																						
BMT 14TH STREET TUNNEL	464	1,832	480	1,768	424	1,880	408	1,684	432	1,800	440	592	2,400	592	2,448	552	2,520	248	304	2,392		
BMT WILLIAMSBURG BRIDGE	696	2,736	712	2,580	696	2,760	696	2,468	680	2,712	696	656	2,720	696	2,856	688	2,880	344	344	2,832		
IND RUTGERS TUNNEL	528	2,060	536	2,168	552	2,208	552	2,182	560	2,224	552	568	2,496	592	2,472	540	2,552	304	236	2,504		
BMT MANHATTAN BRIDGE	1,138	4,026	1,164	4,656	1,180	4,538	1,162	4,632	1,118	4,400	1,172	1,216	4,730	1,224	4,666	1,326	5,202	580	746	5,218		
IND CRANBERRY TUNNEL	977	2,797	976	2,745	906	3,040	930	3,018	866	3,022	912	930	3,326	995	3,253	1,000	3,577	484	516	3,550		
IRT CLARK TUNNEL	892	3,825	846	3,851	883	3,909	866	3,898	892	3,899	902	844	4,162	960	5,390	960	4,550	520	440	4,480		
BMT MONTAGUE TUNNEL	945	3,800	940	4,008	910	3,399	930	3,466	920	3,470	966	970	3,772	860	3,942	850	3,838	490	360	3,838		
IRT JORALEMON TUNNEL	920	3,930	1,150	4,100	1,150	3,990	1,090	3,950	1,140	3,910	1,030	1,120	4,090	1,230	4,040	1,156	3,967	616	540	4,174		
SECTOR TOTAL	6,560	25,006	6,804	25,876	6,701	25,724	6,634	25,298	6,608	25,437	6,670	6,896	27,696	7,149	29,067	7,072	29,086	3,586	3,486	28,988		
QUEENS SECTOR																						
BMT 60TH STREEL TUNNEL	826	2,956	764	3,152	764	3,178	776	3,168	738	3,182	764	874	3,356	1,070	4,604	1,056	4,732	524	532	4,726		
IND 53RD STREET TUNNEL	1,138	4,242	1,214	4,306	1,272	4,562	1,234	4,470	1,280	4,726	1,296	1,342	5,228	1,298	5,218	1,136	4,636	574	562	4,626		
IRT STEINWAY TUNNEL	1,386	4,169	1,285	4,191	1,254	4,070	1,232	4,059	1,265	4,059	1,298	1,331	4,840	1,452	5,005	1,430	4,972	726	704	5,082		
63RD STREET TUNNEL	288	1,558	320	2,007	304	1,814	320	1,868	390	1,978	144	380	2,082	250	1,480	518	2,608	296	222	2,598		
AMTRAK/LIRR TUNNEL	1,483	2,286	1,491	2,422	1,479	2,471	1,484	2,501	1,495	2,542	1,505	1,601	3,729	1,514	3,074	1,618	4,843	831	787	2,967		
SECTOR TOTAL	5,121	15,211	5,074	16,078	5,073	16,095	5,046	16,066	5,168	16,487	5,007	5,528	19,235	5,584	19,381	5,758	21,791	2,951	2,807	19,999		
NEW JERSEY SECTOR																						
PATH DOWNTOWN TUNNEL	1,182	3,265	1,182	3,265	1,182	3,265	1,158	3,284	1,182	3,266	1,166	1,431	4,030	0	0	0	0	0	0	0		
PATH UPTOWN TUNNEL	693	2,569	693	2,569	693	2,569	798	2,597	616	2,303	651	868	2,856	483	1,966	483	1,551	252	231	1,952		
AMTRAK/NJ TRANSIT TUNNELS	592	1,185	540	1,248	543	1,245	657	1,398	679	1,465	630	986	1,869	948	2,044	995	1,926	462	533	2,037		
SECTOR TOTAL	2,467	7,019	2,415	7,082	2,418	7,079	2,613	7,279	2,477	7,034	2,447	3,285	8,755	1,431	4,010	1,478	3,476	714	764	3,989		
GRAND TOTAL	20,758	69,395	21,330	72,468	20,744	72,133	20,805	71,982	20,913	72,067	20,737	22,412	81,470	20,936	77,270	21,372	79,464	10,922	10,450	78,306		
TOTAL, NYCTA	15,986	60,311	15,486	58,601	16,085	61,320	15,466	60,834	15,311	60,413	15,530	15,403	60,786	16,191	66,625	16,782	68,966	8,554	8,228	69,176		

* Peak travel periods are: 7-10AM - inbound and 4-7-PM - outbound; off-peak is the remainder of the 24-hour period

Data for 1999 were lost following the events of 9/11/01

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

	1991	1993	1994	1995	1996	1997	1998	2000	2001	2002	2003
60TH STREET SECTOR											
SUBWAY-EXPRESS	3.7	4.0	4.0	3.4	4.0	3.9	3.9	4.4	4.8	4.7	4.8
SUBWAY-LOCAL	5.0	5.1	4.9	5.4	5.6	4.5	4.8	5.3	5.8	6.6	6.2
SUBURBAN RAIL	9.0	8.9	8.9	9.2	9.5	9.6	9.2	10.4	9.8	10.0	10.2
BUS	7.9	8.5	9.4	9.3	8.7	8.9	9.5	9.1	7.2	9.1	8.9
TOTAL	5.4	5.5	5.6	5.4	5.6	5.4	5.0	6.1*	6.1	6.6	6.5
BROOKLYN SECTOR											
SUBWAY	4.7	5.3	5.5	5.8	7.8	5.8	5.0	5.1	6.2	6.5	6.9
BUS	8.7	8.1	8.7	10.1	10.0	9.5	11.8	10.0	8.3	7.7	7.6
SECTOR TOTAL	4.9	5.1	5.4	5.6	7.2	5.3	5.1	5.6*	6.4	6.6	7.0
QUEENS SECTOR											
SUBWAY	4.2	8.1	8.3	9.2	12.0	5.1	4.2	9.3*	12.1	5.7	5.7
SUBURBAN RAIL	7.8	7.7	8.0	8.2	8.1	8.1	8.0	12.1	8.1	9.6	8.9
BUS	10.5	10.3	9.9	9.4	8.8	10.0	9.3	9.6*	8.2	9.9	9.0
SECTOR TOTAL	5.3	5.7	5.7	5.8	6.8	6.1	5.4	9.9*	10.8	7.1	6.8
NEW JERSEY SECTOR											
SUBWAY	4.2	5.3	5.0	5.2	5.7	5.5	6.1	8.8	2.4	1.2	1.7
SUBURBAN RAIL	13.6	10.0	10.6	9.7	10.4	10.0	9.8	9.6*	8.7	7.5	8.0
BUS	8.1	8.1	8.0	8.2	8.2	8.4	9.4	9.5	9.7	9.5	9.3
SECTOR TOTAL	7.0	7.1	7.1	7.2	7.6	7.4	8.3	7.2*	6.9	4.8	5.2
STATEN ISLAND FERRY	13.2	12.1	15.0	14.5	14.5	14.3	14.7	15.1	N/A	11.2	12.7
ROOSEVELT ISLAND TRAMWAY	3.2	-	8.1	5.9	7.9	12.1	8.8	12.1	16.1	11.5	11.3
ALL TRANSIT MODES	5.5	5.7	5.9	5.9	6.7	6.1	6.0	7.2*	7.5	6.3	6.4

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

	1991	1993	1994	1995	1996	1997	1998	2000	2001	2002	2003
BUS PASSENGERS											
NEW YORK CITY	41,866	40,296	39,459	37,647	38,272	39,181	42,582	45,445	52,157	45,140	43,976
WEST OF HUDSON	118,730	115,200	125,700	125,604	128,403	141,840	135,738	134,378	137,019	153,030	152,374
NORTH OF NYC	1,766	1,952	1,757	1,613	1,565	2,038	1,871	1,972	1,972	1,943	1,944
TOTAL EXPRESS BUS	162,362	157,448	166,916	164,864	168,240	183,059	180,191	181,795	191,148	200,113	198,294
LOCAL BUS	66,788	61,455	52,690	50,923	51,489	54,479	50,310	46,454	65,592	60,367	62,431
TOTAL PASSENGERS	229,150	218,903	219,606	215,787	219,729	237,538	230,501	228,250	256,740	260,480	260,725
BUS VEHICLES											
EXPRESS BUS											
NEW YORK CITY	1,691	1,702	1,674	1,672	1,617	1,639	1,700	2,499	2,451	2,408	2,307
WEST OF HUDSON	5,513	5,466	5,800	6,060	6,140	6,522	6,628	6,590	6,682	7,318	7,281
NORTH OF NYC	107	115	112	112	108	108	114	112	112	108	109
TOTAL EXPRESS BUS	7,311	7,283	7,586	7,844	7,865	8,269	8,442	9,201	9,245	9,834	9,697
LOCAL BUS	3,087	3,097	2,784	2,689	2,775	2,711	2,666	1,994	2,282	2,184	2,238
TOTAL BUSES	10,398	10,380	10,370	10,533	10,640	10,980	11,108	11,195	11,527	12,018	11,935

NOTE: North of NYC = trips from upstate which are via Fifth and Columbus Avenues

Data for 1999 were lost following the events of 9/11/01

TABLE 10

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

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
60TH STREET SECTOR														
EAST OF CENTRAL PARK														
FDR DRIVE	202,093	189,407	206,535	194,787	200,767	201,929	206,887	208,791	225,219	239,141	245,093	142,087	179,996	195,028
YORK AVENUE	60,008	48,674	54,041	50,529	57,977	64,625	61,140	57,794	63,253	62,152	57,173	53,714	52,795	54,045
SECOND AND FIRST AVENUES	103,086	124,733	137,226	140,363	111,263	126,341	117,613	133,754	136,122	134,186	142,075	119,025	113,038	110,861
QNSBORO BR RAMP & NEW ST.	70,149	69,386	72,184	71,418	50,685	47,424	47,601	52,244	90,887	52,412	56,405	55,154	59,216	61,270
LEXINGTON AND THIRD AVENUES	92,567	92,812	94,749	102,504	98,643	97,215	89,870	89,891	108,547	103,324	115,300	87,233	79,277	88,612
PARK AVENUE	81,430	81,729	78,590	93,082	89,220	71,439	81,567	81,967	81,977	86,388	85,603	64,933	58,840	63,159
FIFTH AND MADISON AVENUES	102,307	93,461	117,635	89,155	96,969	98,199	101,432	103,603	110,864	97,386	110,957	95,297	85,483	87,504
TOTAL	711,640	700,202	760,960	741,838	705,524	707,172	706,111	728,044	816,869	774,989	812,606	617,442	628,646	660,479
CENTRAL PARK DRIVES	42,723	44,084	40,213	33,440	35,110	32,277	38,407	36,190	39,840	30,727	39,141	28,510	34,755	36,048
WEST OF CENTRAL PARK														
EIGHTH AVENUE	23,156	24,163	19,193	19,424	24,233	21,180	28,947	29,111	29,703	30,727	30,928	23,086	0	0
BROADWAY	59,391	62,141	69,361	64,245	69,393	67,162	65,552	74,981	66,254	40,971	62,538	68,288	62,244	54,393
COLUMBUS AND AMSTERDAM AVES.	80,658	87,814	83,871	73,822	78,676	67,703	80,111	85,194	85,829	78,654	87,577	76,757	82,839	83,994
WEST END AVENUE	39,417	44,628	44,238	47,219	40,594	46,006	43,388	35,815	43,287	60,219	37,366	32,835	34,730	36,110
WEST SIDE HIGHWAY	142,565	147,369	144,563	145,105	147,312	159,857	159,091	164,485	154,897	103,284	159,255	119,680	139,403	153,378
TOTAL	345,187	366,115	361,226	349,815	360,208	361,908	377,088	389,586	379,968	313,855	377,664	320,647	319,216	327,875
SECTOR TOTAL	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	1,119,571	1,229,410	966,599	982,617	1,024,403
BROOKLYN SECTOR														
WILLIAMSBURG BRIDGE	158,786	161,180	137,237	121,723	117,419	140,997	143,891	196,842	228,066	219,830	219,960	163,663	214,027	206,465
MANHATTAN BRIDGE	109,431	103,525	111,361	106,193	111,754	107,125	118,377	169,083	114,154	134,819	110,746	106,404	96,355	107,661
BROOKLYN BRIDGE	182,638	177,062	173,048	185,750	185,826	181,754	184,398	228,700	201,020	177,668	206,174	131,303	165,507	183,811
BROOKLYN BATTERY TUNNEL	91,515	97,347	95,140	87,265	86,512	92,808	70,622	68,614	70,397	72,478	75,429	16,387	66,765	66,031
SECTOR TOTAL	542,370	539,114	516,786	500,931	501,511	522,684	517,288	663,239	613,637	604,795	612,310	417,757	542,653	563,968
QUEENS SECTOR														
QUEENS MIDTOWN TUNNEL	107,731	122,127	124,099	117,077	103,850	112,045	110,034	117,701	122,564	123,872	117,233	105,652	122,837	126,728
QUEENSBORO BRIDGE	201,351	189,431	203,477	194,830	217,729	225,422	223,232	227,834	265,330	261,866	258,687	261,233	262,685	275,471
SECTOR TOTAL	309,082	311,558	327,576	311,907	321,579	337,467	333,265	345,535	387,894	385,738	375,921	366,885	385,522	402,199
NEW JERSEY SECTOR														
HOLLAND TUNNEL	121,982	120,766	125,816	133,692	136,559	137,071	136,000	159,363	136,082	138,440	122,025	54,247	110,198	121,107
LINCOLN TUNNEL	167,383	161,500	170,596	174,912	173,399	176,089	168,747	193,666	149,670	153,275	189,028	142,395	174,775	170,409
SECTOR TOTAL	289,365	282,266	296,412	308,604	309,958	313,160	304,746	353,029	285,752	291,715	311,053	196,643	284,974	291,517
STATEN ISLAND FERRY	1,884	-	-	-	1,377	1,149	1,065	2,077	1,564	-	855	0	0	0
TOTAL, ALL FACILITIES	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	2,401,819	2,529,549	1,947,884	2,195,765	2,282,087

TABLE 11
MOTOR VEHICLES ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
EAST OF CENTRAL PARK															
FDR DRIVE	130,648	132,185	123,946	134,854	127,196	131,247	131,995	136,281	137,693	148,577	157,583	161,232	121,933	154,272	154,272
YORK AVENUE	38,030	40,755	33,350	36,983	34,351	39,450	43,859	42,448	40,600	44,148	43,369	39,845	40,120	39,450	40,429
SECOND AND FIRST AVENUES	82,935	74,252	89,595	98,258	100,575	80,012	90,609	84,139	88,217	89,964	88,390	93,080	95,691	90,743	88,942
QNSBORO BR RAMP & NEW ST.	30,769	46,377	45,875	47,728	47,191	33,507	31,383	34,656	37,938	36,363	30,960	32,376	35,165	37,439	38,808
LEXINGTON AND THIRD AVENUES	66,118	61,272	61,678	62,960	68,065	65,410	64,692	62,959	67,601	70,573	66,376	72,403	68,192	61,956	69,460
PARK AVENUE	44,142	47,229	47,412	45,487	54,058	51,830	41,541	48,632	50,019	48,842	50,763	50,607	50,022	45,366	48,512
FIFTH AND MADISON AVENUES	60,643	63,619	58,545	73,246	56,104	60,358	61,324	64,999	64,843	69,203	63,151	67,468	64,648	58,412	59,369
TOTAL	453,285	465,689	460,401	499,516	487,540	461,814	465,403	474,114	486,911	507,670	500,592	517,011	475,771	487,638	499,792
CENTRAL PARK DRIVES															
CENTRAL PARK DRIVES	12,176	24,052	24,148	22,009	18,260	19,202	17,638	21,269	19,971	21,712	21,585	21,362	15,520	18,902	19,645
WEST OF CENTRAL PARK															
EIGHTH AVENUE	23,852	14,621	15,199	12,229	12,359	15,355	13,365	18,094	18,290	18,523	16,836	16,194	16,194	16,590	14,642
BROADWAY	36,498	37,039	38,929	43,413	40,198	43,344	41,945	42,909	45,070	43,356	45,975	40,535	40,535	40,535	40,535
COLUMBUS AND AMSTERDAM AVES.	52,502	54,725	59,581	56,975	50,330	53,498	45,980	56,621	60,252	59,640	60,084	54,387	54,387	58,770	59,552
WEST END AVENUE	27,364	27,750	31,389	31,151	33,216	28,527	32,269	30,727	30,757	31,337	29,090	32,339	25,794	27,431	28,435
WEST SIDE HIGHWAY	91,798	95,722	98,904	96,958	97,316	98,756	107,224	114,079	116,656	110,955	111,264	95,063	95,063	110,993	122,107
TOTAL	220,338	229,857	244,002	240,726	233,419	239,480	240,783	262,430	271,025	263,811	263,249	238,518	231,973	254,319	265,271
SECTOR TOTAL	697,751	719,598	728,551	762,251	739,219	720,496	723,824	757,813	777,907	793,193	785,426	776,891	723,264	760,859	784,708
BROOKLYN SECTOR															
WILLIAMSBURG BRIDGE	107,967	114,100	115,345	98,307	86,591	83,525	100,588	88,570	96,124	109,195	107,941	108,456	82,013	103,175	100,062
MANHATTAN BRIDGE	68,593	76,651	72,695	78,117	74,526	78,418	75,126	81,075	83,209	78,172	92,311	75,720	72,998	66,087	73,699
BROOKLYN BRIDGE	131,951	132,482	128,491	125,643	134,793	134,837	131,883	131,872	147,897	144,131	127,065	147,767	95,586	121,145	134,444
BROOKLYN BATTERY TUNNEL	59,254	60,512	63,883	62,510	57,561	57,013	61,097	57,091	54,690	61,154	63,307	64,009	12,213	55,374	54,649
SECTOR TOTAL	367,765	383,745	380,414	364,577	353,471	353,793	368,694	358,608	381,920	392,652	390,624	395,952	262,810	345,781	362,854
QUEENS SECTOR															
QUEENS MIDTOWN TUNNEL	72,828	71,186	80,616	81,835	77,288	68,511	73,882	72,285	78,076	79,685	80,941	80,170	72,256	82,279	84,865
QUEENSBORO BRIDGE	152,591	140,063	131,438	141,078	135,964	151,483	157,306	161,965	184,372	192,119	189,043	181,954	175,470	175,437	184,008
SECTOR TOTAL	225,419	211,249	212,054	222,913	213,252	219,994	231,188	234,250	262,448	271,804	269,984	262,124	247,726	257,716	268,873
NEW JERSEY SECTOR															
HOLLAND TUNNEL	84,399	87,976	87,502	90,206	92,685	94,637	96,310	96,799	96,537	100,873	103,019	100,441	43,121	91,010	99,551
LINCOLN TUNNEL	121,452	121,711	117,508	118,659	119,652	119,299	119,759	120,930	122,038	124,452	128,692	118,121	94,407	117,363	115,175
SECTOR TOTAL	205,851	209,687	205,010	208,865	212,337	213,936	216,069	217,729	218,575	225,325	231,711	218,562	137,528	208,374	214,726
STATEN ISLAND FERRY															
STATEN ISLAND FERRY	1,221	1,232	-	-	-	900	900	900	1717	1,649		855	0	0	0
TOTAL, ALL FACILITIES	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	1,677,745	1,669,454	1,371,684	1,570,108	1,631,161

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

TABLE 12
HUB REVERSE TRAVEL ON A FALL BUSINESS DAY

	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1989	1990
SECTOR												
60TH STREET	123,386	128,330	133,962	140,412	148,232	162,126	155,112	168,861	163,648	163,848	176,201	177,467
BROOKLYN	41,006	39,161	36,856	54,317	56,322	64,905	57,884	62,090	69,329	70,805	71,506	76,200
QUEENS	59,631	54,620	53,537	36,109	38,825	38,218	39,530	43,179	45,569	46,254	44,271	54,197
NEW JERSEY	30,652	30,757	30,012	30,775	32,319	29,721	33,187	36,722	36,323	35,990	38,752	39,206
STATEN ISLAND	1,452	1,734	655	579	852	1,112	1,034	740	1,362	1,424	1,569	1,810
ROOSEVELT ISLAND	314	1,471	1,358	312	312	210	210	341	326	403	566	195
TOTAL, ALL SECTORS	256,441	256,073	256,380	262,504	276,862	296,292	286,957	311,933	316,557	318,724	332,865	349,075
MODE												
AUTOS, TAXIS, VANS AND TRUCKS	117,833	108,110	113,705	117,963	128,817	133,939	129,964	150,426	132,785	133,031	139,752	134,966
BUS	17,556	17,950	17,671	14,847	18,156	22,952	23,070	22,708	21,669	21,710	20,723	21,185
SUBWAY	110,715	119,197	114,578	119,617	119,642	131,140	125,422	129,762	152,443	153,460	159,919	181,187
SUBURBAN AND INTERCITY RAIL	8,608	7,734	8,489	9,259	9,138	6,961	7,292	7,960	8,021	8,823	9,034	8,597
FERRY	1,420	1,661	579	506	797	1,090	999	696	1,313	1,297	2,871	2,945
TRAMWAY	314	1,471	1,358	312	312	210	210	341	326	403	566	195
TOTAL, ALL MODES	256,446	256,123	256,380	262,504	276,862	296,292	286,957	311,893	316,557	318,724	332,865	349,075
SECTOR												
	1991	1992	1993	1994	1995	1996	1997	1998	2000	2001	2002	2003
60TH STREET	180,561	191,695	189,046	187,388	178,902	184,943	193,538	198,871	213,112	196,583	201,639	204,083
BROOKLYN	77,473	81,707	82,213	79,505	81,894	78,563	106,224	78,439	83,366	75,700	82,879	83,394
QUEENS	47,842	52,175	49,237	48,454	52,097	53,800	62,721	50,837	61,059	57,976	65,462	62,654
NEW JERSEY	38,598	41,431	42,553	43,703	41,909	44,617	44,331	37,532	40,239	36,331	57,729	43,162
STATEN ISLAND	1,513	1,277	1,327	1,325	1,370	1,404	1,673	1,766	1,523	0	1,653	1,515
ROOSEVELT ISLAND	197	121	N/A	140	125	163	117	124	134	101	59	60
TOTAL, ALL SECTORS	346,184	368,406	364,376	360,515	356,297	363,490	408,604	367,569	399,433	366,692	409,421	394,868
MODE												
AUTOS, TAXIS, VANS AND TRUCKS	135,519	140,899	133,619	131,272	135,193	133,044	180,561	144,976	155,392	122,041	154,761	147,747
BUS	21,512	20,099	20,403	20,671	20,383	21,457	22,923	19,581	15,300	20,133	21,203	20,825
SUBWAY	177,185	196,036	196,775	195,759	188,513	195,647	190,931	184,243	216,393	211,286	215,438	209,509
SUBURBAN AND INTERCITY RAIL	8,730	9,470	10,773	9,933	9,075	10,452	11,140	15,367	9,128	11,267	12,820	11,374
FERRY	3,041	1,781	1,853	2,007	1,994	1,957	2,003	2,378	2,538	1,370	4,330	3,969
TRAMWAY	197	121	N/A	140	125	163	117	124	134	101	59	60
BICYCLE			953	734	1,014	769	929	900	548	495	865	1,397
TOTAL, ALL MODES	346,184	368,406	364,376	360,516	356,297	363,489	408,604	367,569	399,433	366,694	409,476	394,880

* Persons leaving the Hub during 7AM - 10AM peak period, and thus travelling contrary to the predominant direction of travel

** Data for 1999 were lost following the events of 9/11/01

TABLE 13A
TRI-STATE REGION POPULATION

	1990	1995*	2000	2002	2003	2003/1990	2003/1995	2003/2000	2003/2002
	IN THOUSANDS					PERCENT CHANGE			
CONNECTICUT REGION									
3 COUNTIES	1,806	1,848	1,889	1,906	1,929	6.8%	4.4%	2.1%	1.2%
NEW JERSEY									
9 COUNTIES	5,007	5,220	5,431	5,475	5,537	10.6%	6.1%	2.0%	1.1%
NEW YORK STATE									
MANHATTAN CBD*	528	537	546	549	549	4.0%	2.2%	0.5%	0.0%
NYC REMAINDER	6,796	7,016	7,462	7,476	7,536	10.9%	7.4%	1.0%	0.8%
9 SUBURBAN COUNTIES	4,635	4,724	4,681	4,751	4,795	3.5%	1.5%	2.4%	0.9%
TOTAL	11,959	12,277	12,689	12,776	12,880	7.7%	4.9%	1.5%	0.8%
TOTAL REGION	18,772	19,345	20,009	20,157	20,346	8.4%	5.2%	1.7%	0.9%

* NYMTC ESTIMATE

Connecticut Region (after 1999) includes New Haven, Fairfield, and Litchfield counties.

The 9 counties of New Jersey are: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union

The 7 suburban counties of New York are: Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester

TABLE 13B
**TRI-STATE REGION NONAGRICULTURAL
WAGE AND SALARY EMPLOYMENT**

	1990	1995*	2000	2002	2003	2003/1990	2003/1995	2003/2000	2003/2002
	IN THOUSANDS					PERCENT CHANGE			
CONNECTICUT REGION									
3 COUNTIES	856	810	852	841	832	-2.8%	2.7%	-2.3%	-1.1%
NEW JERSEY									
9 COUNTIES	2,890	3,020	2,459	2,705	2,470	-14.5%	-18.2%	0.4%	-8.7%
NEW YORK STATE									
MANHATTAN CBD*	2,186	2,077	2,048	1,971	2,010	-8.1%	-3.2%	-1.9%	2.0%
NYC REMAINDER	1,788	1,699	1,675	1,613	1,574	-12.0%	-7.4%	-6.0%	-2.4%
9 SUBURBAN COUNTIES	2,346	2,294	2,003	2,015	2,028	-13.6%	-11.6%	1.2%	0.6%
TOTAL	6,320	6,070	5,726	5,599	5,612	-11.2%	-7.5%	-2.0%	0.2%
TOTAL REGION	10,066	9,900	9,037	9,145	8,914	-11.4%	-10.0%	-1.4%	-2.5%

* NYMTC ESTIMATE

Connecticut Region (after 1999) includes New Haven, Fairfield, and Litchfield counties.

The 9 counties of New Jersey are: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union

The 7 suburban counties of New York are: Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester

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APPENDIX II
SUMMARY TABLES 2003

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TABLE 14

WHERE, WHEN AND HOW PEOPLE ENTERED THE HUB ON A FALL DAY IN 2003

	AUTOS-TAXIS-VANS-TRUCKS			SUBWAY			BUSES			BICYCLE-RAILROAD-FERRY-TRAMWAY				TOTAL PUBLIC TRANSPORTATION			TOTAL PERSONS, ALL MODES		
	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	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	30,718	70,678	171,926	0	0	0	0	0	0	30,718	70,678	171,926	30,718	70,678	171,926	
IRT LEX. AVE. LOCAL	0	0	0	23,139	46,628	151,784	0	0	0	0	0	0	23,139	46,628	151,784	23,139	46,628	151,784	
IND 8TH AVE. EXPRESS/LOCAL	0	0	0	21,177	46,343	116,483	0	0	0	0	0	0	21,177	46,343	116,483	21,177	46,343	116,483	
IND 8TH AVE. LOCAL	0	0	0	10,176	22,720	52,193	0	0	0	0	0	0	10,176	22,720	52,193	10,176	22,720	52,193	
IRT BROADWAY/7TH AVE. EXP.	0	0	0	24,767	38,664	136,972	0	0	0	0	0	0	24,767	38,664	136,972	24,767	38,664	137,472	
IRT BROADWAY/7TH AVE. LOC.	0	0	0	15,416	34,454	107,100	0	0	0	0	0	0	15,416	34,454	107,100	15,416	34,454	107,100	
FDR DRIVE	6,476	18,548	111,259	0	0	0	0	0	0	0	0	0	0	0	0	6,476	18,548	111,259	
YORK AVENUE	1,188	3,421	28,063	0	0	0	920	1,977	4,029	0	0	0	920	1,977	4,029	2,108	5,398	32,092	
SECOND AVENUE	1,188	7,439	57,331	0	0	0	1,483	3,584	10,413	59	159	660	1,483	3,584	10,413	2,730	11,182	68,404	
QUEENSBORO BRIDGE RAMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LEXINGTON AVENUE	1,949	5,625	35,502	0	0	0	1,531	3,151	8,487	26	73	471	1,531	3,151	8,487	3,506	8,849	44,460	
PARK AVENUE/MTA TUN.	1,613	5,038	30,755	0	0	0	0	0	0	32,192	64,600	94,622	32,166	64,527	94,151	33,805	69,638	125,948	
FIFTH AVENUE	2,527	7,412	42,848	0	0	0	3,772	8,663	23,902	51	200	960	3,772	8,663	23,902	6,350	16,275	67,710	
CENTRAL PARK DR. AND 7TH AV.	2,527	7,412	17,700	0	0	0	0	0	0	39	125	625	0	0	0	2,566	7,537	18,325	
BROADWAY	1,759	13,638	32,435	0	0	0	812	2,025	7,117	60	157	824	812	2,025	7,117	2,631	15,820	40,376	
COLUMBUS AVENUE	2,755	7,505	46,448	0	0	0	170	395	1,994	3	9	62	170	395	1,994	2,928	7,909	48,504	
WEST END AVENUE	1,438	4,019	21,528	0	0	0	220	429	1,037	6	17	70	220	429	1,037	1,664	4,465	22,635	
WEST SIDE HIGHWAY/AMTRAK-EMP.	5,849	17,449	79,746	0	0	0	0	0	0	143	729	3,063	143	729	3,063	5,992	18,178	82,809	
SECTOR TOTAL	29,268	97,506	503,616	125,393	259,487	736,458	8,908	20,224	56,979	32,579	66,069	101,357	166,610	344,967	890,651	196,148	443,286	1,399,481	
BROOKLYN SECTOR																			
BMT 14TH ST. TUNNEL	0	0	0	16,803	41,634	87,297	0	0	0	0	0	0	16,803	41,634	87,297	16,803	41,634	87,297	
WILLIAMSBURG BR./BMT	11,896	30,646	124,654	11,562	25,283	46,735	110	285	955	101	303	817	11,672	25,568	47,690	23,669	56,517	173,161	
IND RUTGERS TUNNEL	0	0	0	11,453	25,428	62,542	0	0	0	0	0	0	11,453	25,428	62,542	11,453	25,428	62,542	
MANHATTAN BRIDGE/BMT	4,430	12,042	52,388	27,037	61,489	129,598	63	169	546	73	160	421	27,173	61,818	130,565	31,603	73,860	183,533	
IND CRANBERRY TUNNEL	0	0	0	21,336	49,284	109,537	0	0	0	0	0	0	21,336	49,284	109,537	21,336	49,284	109,537	
IND CLARK TUNNEL	0	0	0	12,058	26,304	61,225	0	0	0	0	0	0	12,058	26,304	61,225	12,058	26,304	61,225	
BMT MONTAGUE TUNNEL	0	0	0	11,595	23,560	45,423	0	0	0	0	0	0	11,595	23,560	45,423	11,595	23,560	45,423	
IRT JORALEMON TUNNEL	0	0	0	16,298	37,169	86,792	0	0	0	0	0	0	16,298	37,169	86,792	16,298	37,169	86,792	
BROOKLYN BRIDGE	7,281	19,909	100,718	0	0	0	0	0	0	119	279	560	0	0	0	7,400	20,188	101,278	
BROOKLYN BATTERY TUNNEL	3,413	9,645	33,786	0	0	0	8,599	22,576	31,846	0	0	0	8,599	22,576	31,846	12,012	32,221	65,632	
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	97	184	264	97	184	264	97	184	264	
SECTOR TOTAL	27,020	72,242	311,545	128,142	290,151	629,149	8,772	23,030	33,347	390	926	2,062	137,084	313,525	663,181	164,324	386,350	976,683	
QUEENS SECTOR																			
BMT 60TH STREET TUNNEL	0	0	0	28,374	58,287	119,687	0	0	0	0	0	0	28,374	58,287	119,687	28,374	58,287	119,687	
IND 53RD STREET TUNNEL	0	0	0	21,416	50,129	105,861	0	0	0	0	0	0	21,416	50,129	105,861	21,416	50,129	105,861	
IRT STEINWAY TUNNEL	0	0	0	18,921	43,455	89,437	0	0	0	0	0	0	18,921	43,455	89,437	18,921	43,455	89,437	
63RD STREET TUNNEL	0	0	0	17,459	37,239	76,946	0	0	0	0	0	0	17,459	37,239	76,946	17,459	37,239	76,946	
QUEENS MIDTOWN TUNNEL	6,343	18,839	72,079	0	0	0	6,028	12,565	14,505	0	0	0	6,028	12,565	14,505	12,371	31,404	86,584	
QUEENSBORO BRIDGE	9,236	29,063	142,658	0	0	0	418	1,044	3,520	128	311	824	418	1,044	3,520	9,782	30,418	147,002	
MTA LIRR/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	35,008	74,079	114,092	35,008	74,079	114,092	35,008	74,079	114,092	
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	97.3128	184.3329	264	97	184	264	97	184	264	
SECTOR TOTAL	15,579	47,901	214,736	86,170	189,110	391,931	6,446	13,609	18,025	35,233	74,574	115,180	127,721	276,982	524,312	143,428	325,195	739,872	
NEW JERSEY SECTOR																			
PATH DOWNTOWN TUNNEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PATH UPTOWN TUNNEL	0	0	0	14,856	32,504	63,144	0	0	0	0	0	0	14,856	32,504	63,144	14,856	32,504	63,144	
HOLLAND TUNNEL	2,803	8,737	52,531	0	0	0	4,801	13,552	18,539	0	0	0	4,801	13,552	18,539	7,604	22,289	71,071	
LINCOLN TUNNEL	5,902	19,592	97,053	0	0	0	28,909	69,833	133,835	0	0	0	28,909	69,833	133,835	34,811	89,425	230,888	
N. J. TRANSIT/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	25,481	44,921	77,735	25,481	44,921	77,735	25,481	44,921	77,735	
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	9,820	20,166	30,596	9,820	20,166	30,596	9,820	20,166	30,596	
SECTOR TOTAL	8,705	28,329	149,584	14,856	32,504	63,144	33,710	83,385	152,374	35,301	65,087	108,331	83,867	180,975	323,850	92,572	209,305	473,434	
STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0	6,302	20,166	29,930	6,302	20,166	29,930	6,302	20,166	29,930	
ROOSEVELT ISLAND TRAM	0	0	0	0	0	0	0	0	0	212	502	1,163	212	502	1,163	212	502	1,163	
TOTAL, ALL SECTORS	80,572	245,979	1,179,482	354,561	771,252	1,820,682	57,836	140,248	260,725	110,018	227,325	358,023	521,797	1,137,118	2,433,086	602,987	1,384,803	3,620,813	

TABLE 15
WHERE, WHEN AND HOW PEOPLE LEFT THE HUB ON A FALL DAY IN 2003

	AUTOS- TAXIS-VANS-TRUCKS			SUBWAY			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	20,789	49,020	147,458	0	0	0	0	0	0	20,789	49,020	147,458	20,789	49,020	147,458
IRT LEX. AVE. LOCAL	0	0	0	19,709	49,483	154,560	0	0	0	0	0	0	19,709	49,483	154,560	19,709	49,483	154,560
IND 8TH AVE. EXPRESS/LOCAL	0	0	0	13,063	35,061	106,665	0	0	0	0	0	0	13,063	35,061	106,665	13,063	35,061	106,665
IND 8TH AVE.LOCAL	0	0	0	5,725	16,411	43,991	0	0	0	0	0	0	5,725	16,411	43,991	5,725	16,411	43,991
IRT BROADWAY/7TH AVE. EXP.	0	0	0	14,863	39,091	116,113	0	0	0	0	0	0	14,863	39,091	116,113	14,863	39,091	116,113
IRT BROADWAY/7TH AVE. LOC.	0	0	0	12,208	31,786	107,678	0	0	0	0	0	0	12,208	31,786	107,678	12,208	31,786	107,678
FDR DRIVE	4,607	13,827	83,769	0	0	0	0	0	0	0	0	0	0	0	0	4,607	13,827	83,769
YORK AVENUE	1,488	4,428	25,982	0	0	0	183	521	2,201	0	0	0	183	521	2,201	1,671	4,949	28,183
FIRST AVENUE	3,116	9,183	53,530	0	0	0	1,143	3,231	10,097	51	108	340	1,143	3,231	10,097	4,310	12,522	63,967
QUEENSBORO BRIDGE RAMP	2,168	6,595	54,999	0	0	0	0	0	0	0	0	0	0	0	0	2,168	6,595	54,999
ROADWAY UNDER RAMP (NEW ST.)	331	885	6,270	0	0	0	0	0	0	0	0	0	0	0	0	331	885	6,270
THIRD AVENUE	2,973	8,227	53,110	0	0	0	1,107	2,839	9,468	36	97	477	1,107	2,839	9,468	4,116	11,163	63,055
PARK AVENUE/MTA TUN.	1,907	5,731	32,403	0	0	0	0	0	0	24,089	50,334	91,851	24,089	50,334	91,851	25,996	56,065	124,254
MADISON, FIFTH, SIXTH & SEVETH AVE.	2,442	8,023	44,656	0	0	0	2,472	6,536	21,250	242	496	2,187	2,472	6,536	21,250	5,156	15,065	67,645
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.	2,416	6,097	18,349	0	0	0	0	0	0	0	0	0	0	0	0	2,416	6,097	18,349
CENTRAL PARK DR.AND COL. CIRC.	0	0	0	0	0	0	663	1,537	4,138	0	0	0	663	1,537	4,138	663	1,537	4,138
EIGHTH AVENUE	0	0	0	0	0	0	0	0	0	100	200	791	0	0	0	100	200	791
BROADWAY	1,722	5,065	21,958	0	0	0	468	1,503	5,179	2	8	37	468	1,503	5,179	2,192	6,576	27,174
AMSTERDAM AVENUE	2,387	7,124	37,546	0	0	0	147	478	1,940	53	81	380	147	478	1,940	2,587	7,683	39,866
WEST END AVENUE	889	2,483	14,582	0	0	0	125	407	1,151	6	17	57	125	407	1,151	1,020	2,907	15,790
WEST SIDE HIGHWAY/AMTRAK-EMP.	3,670	12,142	73,632	0	0	0	0	0	0	127	571	3,172	127	571	3,172	3,797	12,713	76,804
SECTOR TOTAL	30,116	89,809	520,787	86,357	220,852	676,465	6,308	17,052	55,424	24,706	51,912	99,292	116,881	288,809	826,912	147,487	379,625	1,351,520
BROOKLYN SECTOR																		
BMT 14TH ST. TUNNEL	0	0	0	11,836	30,542	79,614	0	0	0	0	0	0	11,836	30,542	79,614	11,836	30,542	79,614
WILLIAMSBURG BR./BMT	6,500	18,559	81,811	8,583	20,337	43,295	621	1,364	2,523	135	267	526	9,204	21,701	45,818	15,839	40,527	128,155
IND RUTGERS TUNNEL	0	0	0	8,452	19,539	65,254	0	0	0	0	0	0	8,452	19,539	65,254	8,452	19,539	65,254
MANHATTAN BRIDGE/BMT	4,060	12,152	55,273	19,408	50,563	120,644	96	306	564	73	125	210	19,577	50,994	121,418	23,637	63,146	176,691
IND CRANBERRY TUNNEL	0	0	0	18,491	40,915	107,285	0	0	0	0	0	0	18,491	40,915	107,285	18,491	40,915	107,285
IND CLARK TUNNEL	0	0	0	8,039	24,409	65,539	0	0	0	0	0	0	8,039	24,409	65,539	8,039	24,409	65,539
BMT MONTAGUE TUNNEL	0	0	0	6,400	16,277	38,684	0	0	0	0	0	0	6,400	16,277	38,684	6,400	16,277	38,684
IRT JORALEMON TUNNEL	0	0	0	13,632	30,975	76,995	0	0	0	0	0	0	13,632	30,975	76,995	13,632	30,975	76,995
BROOKLYN BRIDGE	4,790	14,588	83,094	0	0	0	0	0	0	146	267	411	0	0	0	4,936	14,855	83,505
BROOKLYN BATTERY TUNNEL	3,619	9,946	32,245	0	0	0	8,692	19,223	28,411	0	0	0	8,692	19,223	28,411	12,311	29,169	60,656
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	240	713.0034	939	240	713	939	240	713	939
SECTOR TOTAL	18,969	55,245	252,423	94,841	233,557	597,310	9,409	20,893	31,498	594	1,372	2,086	104,563	255,288	629,957	123,812	311,067	883,316
QUEENS SECTOR																		
BMT 60TH STREET TUNNEL	0	0	0	14,434	42,931	114,214	0	0	0	0	0	0	14,434	42,931	114,214	14,434	42,931	114,214
IND 53RD STREET TUNNEL	0	0	0	17,760	47,333	115,577	0	0	0	0	0	0	17,760	47,333	115,577	17,760	47,333	115,577
IRT STEINWAY TUNNEL	0	0	0	15,737	38,114	95,982	0	0	0	0	0	0	15,737	38,114	95,982	15,737	38,114	95,982
63RD STREET TUNNEL	0	0	0	15,003	32,518	76,736	0	0	0	0	0	0	15,003	32,518	76,736	15,003	32,518	76,736
QUEENS MIDTOWN TUNNEL	4,296	13,025	54,649	0	0	0	23	154	327	0	0	0	23	154	327	4,319	13,179	54,976
QUEENSBORO BRIDGE	8,840	26,552	132,813	0	0	0	3,723	8,212	13,461	96	193	442	3,723	8,212	13,461	8,115	21,430	146,716
MTA LIRR/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	28,603	63,518	111,026	28,603	63,518	111,026	28,603	63,518	111,026
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	43.0422	104.7984	180	43	105	180	43	105	180
SECTOR TOTAL	13,136	39,576	187,463	62,934	160,896	402,509	3,746	8,366	13,788	28,742	63,816	111,648	95,326	232,885	527,503	104,014	259,128	715,407
NEW JERSEY SECTOR																		
PATH DOWNTOWN TUNNEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PATH UPTOWN TUNNEL	0	0	0	11,968	27,317	67,677	0	0	0	0	0	0	11,968	27,317	67,677	11,968	27,317	67,677
HOLLAND TUNNEL	4,879	13,543	68,639	0	0	0	2,431	6,166	13,968	0	0	0	2,431	6,166	13,968	7,310	19,709	82,606
LINCOLN TUNNEL	4,073	13,583	73,388	0	0	0	29,056	66,711	150,654	0	0	0	29,056	66,711	150,654	33,129	80,294	224,043
N. J. TRANSIT/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	21,347	45,435	83,294	21,347	45,435	83,294	21,347	45,435	83,294
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	5,103	13,993	27,072	5,103	13,993	27,072	5,103	13,993	27,072
SECTOR TOTAL	8,953	27,126	142,027	11,968	27,317	67,677	31,487	72,877	164,622	26,450	59,429	110,366	69,904	159,623	342,665	78,857	186,749	484,692
STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0	5,470	17,324	29,430	5,498	17,572	29,485	5,470	17,324	29,430
ROOSEVELT ISLAND TRAMWAY	0	0	0	0	0	0	0	0	0	66	337	1,202	278	641	1,593	66	337	1,202
TOTAL, ALL SECTORS	71,173	211,756	1,102,699	256,100	642,622	1,743,961	50,950	119,188	265,332	86,028	194,189	354,022	392,450	954,818	2,358,114	459,707	1,154,229	3,465,638

TABLE 16
WHERE AND WHEN MOTOR VEHICLES ENTERED
THE HUB ON A FALL BUSINESS DAY IN 2003

	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	5,183	15,287	85,336	0	0	0	914	2,651	21,497
YORK AVENUE	914	2,651	21,497	25	62	167	939	2,713	21,664
SECOND AVENUE	954	6,689	48,033	36	97	393	990	6,786	48,426
QUEENSBORO BRIDGE RAMP	0	0	0	0	0	0	0	0	0
LEXINGTON AVENUE	1,453	4,468	29,585	38	102	425	1,491	4,570	30,010
PARK AVENUE	1,453	4,405	25,334	0	0	0	1,453	4,405	25,334
FIFTH AVENUE	1,767	4,405	32,073	97	272	1,105	1,864	4,677	33,178
CENTRAL PARK DRIVE AND 7TH AVENUE	1,752	4,553	9,486	0	0	0	1,752	4,553	9,486
BROADWAY	977	2,760	18,182	37	104	616	1,014	2,864	18,798
COLUMBUS AVENUE	1,789	5,039	32,762	7	18	114	1,796	5,057	32,876
WEST END AVENUE	1,132	3,129	17,500	7	19	107	1,139	3,148	17,607
WEST SIDE HIGHWAY	4,915	14,260	62,957	0	0	0	4,915	14,260	62,957
SECTOR TOTAL	22,289	67,646	382,745	247	674	2,927	18,267	55,684	321,833
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	3,414	9,851	51,391	4	12	71	3,418	9,863	51,462
MANHATTAN BRIDGE	2,508	7,305	35,573	4	8	34	2,512	7,313	35,607
BROOKLYN BRIDGE	3,878	11,312	67,483	0	0	0	3,878	11,312	67,483
BROOKLYN BATTERY TUNNEL	3,103	8,704	30,566	201	526	828	3,304	9,230	31,394
SECTOR TOTAL	12,903	37,172	185,013	209	546	933	13,112	37,718	185,946
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	4040	11473	46,683	163	342	497	4,203	11,815	47,180
QUEENSBORO BRIDGE	5,864	17,656	92,554	19	52	297	5,883	17,708	92,851
SECTOR TOTAL	9,904	29,129	139,237	182	394	794	10,086	29,523	140,031
NEW JERSEY SECTOR									
HOLLAND TUNNEL	2,495	7,780	46,948	82	203	725	2,577	7,983	47,673
LINCOLN TUNNEL	3,792	12,006	55,617	901	2,208	6,556	4,693	14,214	62,173
SECTOR TOTAL	6,287	19,787	102,566	983	2,411	7,281	7,270	22,198	109,847
CARS ABOARD STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0
TOTAL, ALL SECTORS	51,383	153,734	809,561	1,621	4,025	11,935	48,735	145,123	757,657

TABLE 17
WHERE AND WHEN MOTOR VEHICLES LEFT
THE HUB ON A FALL BUSINESS DAY IN 2003

	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 PM	4-7 PM	24 HOURS
60TH STREET SECTOR									
FDR DRIVE	4,134	12,133	68,936	0	0	0	4,134	12,133	68,936
YORK AVENUE	1,181	3,486	18,932	6	24	131	1,187	3,510	19,063
FIRST AVENUE	2,226	6,343	40,909	26	88	402	2,252	6,431	41,311
QUEENSBORO BRIDGE RAMP	1,668	4,890	34,661	0	0	0	1,668	4,890	34,661
ROADWAY UNDER RAMP (NEW STREET)	263	701	4,147	0	0	0	263	701	4,147
THIRD AVENUE	1,918	5,518	39,875	29	91	430	1,947	5,609	40,305
PARK AVENUE	1,372	4,135	23,178	0	0	0	1,372	4,135	23,178
MADISON AVENUE	1,462	4,596	27,296	67	203	969	1,529	4,799	28,265
CENTRAL PARK DRIVE AND 60TH STREET	0	0	0	0	0	0	0	0	0
CENTRAL PARK DRIVE AND 6TH AVENUE	1,306	3,262	10,159	0	0	0	1,306	3,262	10,159
CENTRAL PARK DRIVE AND COLUMBUS CIRCLE	0	0	0	14	39	224	14	39	224
EIGHT AVENUE	761	2,522	14,642	19	70	387	780	2,592	15,029
BROADWAY	921	2,678	14,465	0	0	0	921	2,678	14,465
AMSTERDAM AVENUE	1,717	4,914	26,790	6	18	113	1,723	4,932	26,903
WEST END AVENUE	700	1,907	10,935	6	22	111	706	1,929	11,046
WEST SIDE HIGHWAY	3,277	10,738	59,150	0	0	0	3,277	10,738	59,150
SECTOR TOTAL	22,906	67,823	394,075	173	555	2,767	23,079	68,378	396,842
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	3,171	8,978	48,671	20	40	110	3,191	9,018	48,781
MANHATTAN BRIDGE	2,587	7,602	38,126	3	10	34	2,590	7,612	38,160
BROOKLYN BRIDGE	3,720	11,160	66,961	0	0	0	3,720	11,160	66,961
BROOKLYN BATTERY TUNNEL	2,312	6,800	24,083	206	482	794	2,518	7,282	24,877
SECTOR TOTAL	11,790	34,540	177,841	229	532	938	12,019	35,072	178,779
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	2864	8550	38,182	1	7	15	2,865	8,557	38,197
QUEENSBORO BRIDGE	5,893	17,429	91,454	119	274	659	6,012	17,703	92,113
SECTOR TOTAL	8,757	25,979	129,636	120	281	674	8,877	26,260	130,310
NEW JERSEY SECTOR									
HOLLAND TUNNEL	3,116	9,261	52,602	68	203	764	3,184	9,464	53,366
LINCOLN TUNNEL	3,245	11,682	59,558	797	1,799	5,580	4,041	13,481	65,139
SECTOR TOTAL	6,361	20,944	112,160	865	2,002	6,344	7,225	22,945	118,505
CARS ABOARD STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0
TOTAL, ALL SECTORS	49,814	149,286	813,712	1,387	3,370	10,723	51,200	152,655	824,436

TABLE 18
WHERE AND WHEN BUS PASSENGERS ENTERED
THE HUB ON A FALL BUSINESS DAY IN 2003

	---- LOCAL BUSES ----			--- EXPRESS BUSES ---			----- TOTAL -----		
	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	0	0	0	0	0	0	0	0	0
YORK AVENUE	653	1,494	3,495	267	483	534	920	1,977	4,029
SECOND AVENUE	1,483	3,584	10,413	0	0	0	1,483	3,584	10,413
LEXINGTON AVENUE	1,141	2,334	7,073	390	817	1,414	1,531	3,151	8,487
FIFTH AVENUE	2,076	4,672	12,847	1,696	3,991	11,055	3,772	8,663	23,902
BROADWAY	812	2,025	7,117	0	0	0	812	2,025	7,117
COLUMBUS AVENUE	170	395	1,994	0	0	0	170	395	1,994
WEST END AVENUE	220	429	1,037	0	0	0	220	429	1,037
SECTOR TOTAL	6,555	14,933	43,976	2,353	5,291	13,003	8,908	20,224	56,979
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	110	285	955	0	0	0	110	285	955
MANHATTAN BRIDGE	63	169	546	0	0	0	63	169	546
BROOKLYN BATTERY TUNNEL	8,438	22,190	31,176	161	386	670	8,599	22,576	31,846
SECTOR TOTAL	8,611	22,644	32,677	161	386	670	8,772	23,030	33,347
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	784	2,080	2,151	5,244	10,485	12,354	6,028	12,565	14,505
QUEENSBORO BRIDGE	194	460	1,461	224	584	2,059	418	1,044	3,520
SECTOR TOTAL	978	2,540	3,612	5,468	11,069	14,413	6,446	13,609	18,025
NEW JERSEY SECTOR									
HOLLAND TUNNEL	0	0	0	4,801	13,552	18,539	4,801	13,552	18,539
LINCOLN TUNNEL	0	0	0	28,909	69,833	133,835	28,909	69,833	133,835
SECTOR TOTAL	0	0	0	33,710	83,385	152,374	33,710	83,385	152,374
TOTAL, ALL SECTORS	16,144	40,117	80,265	41,692	100,131	180,460	57,836	140,248	260,725

TABLE 19
WHERE AND WHEN BUS PASSENGERS LEFT
THE HUB ON A FALL BUSINESS DAY IN 2003

	---- LOCAL BUSES ----			--- EXPRESS BUSES ---			----- TOTAL -----		
	5-6 PM	4-7 PM	24 HOURS	5-6 PM	4-7 PM	24 HOURS	5-6 PM	4-7 PM	24 HOURS
60TH STREET SECTOR									
FDR DRIVE	0	0	0	0	0	0	0	0	0
YORK AVENUE	183	521	2,201	0	0	0	183	521	2,201
FIRST AVENUE	1,043	2,999	9,781	100	232	316	1,143	3,231	10,097
THIRD AVENUE	886	2,163	8,029	221	676	1,439	1,107	2,839	9,468
MADISON AVENUE	1,832	4,761	11,891	640	1,775	9,359	2,472	6,536	21,250
EIGHTH AVENUE	(468)	(1,503)	(5,179)	468	1,503	5,179	0	0	0
BROADWAY	468	1,503	5,179	0	0	0	468	1,503	5,179
AMSTERDAM AVENUE	147	478	1,940	0	0	0	147	478	1,940
WEST END AVENUE	125	407	1,151	0	0	0	125	407	1,151
SECTOR TOTAL	4,216	11,329	34,993	1,429	4,186	16,293	5,645	15,515	51,286
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	151	387	1,339	470	977	1,184	621	1,364	2,523
MANHATTAN BRIDGE	96	306	564	0	0	0	96	306	564
BROOKLYN BATTERY TUNNEL	0	0	0	6,067	19,223	28,411	6,067	19,223	28,411
SECTOR TOTAL	247	693	1,903	6,537	20,200	29,595	6,784	20,893	31,498
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	0	0	0	23	154	327	23	154	327
QUEENSBORO BRIDGE	997	2,234	4,035	2,726	5,978	9,426	3,723	8,212	13,461
SECTOR TOTAL	997	2,234	4,035	2,749	6,132	9,753	3,746	8,366	13,788
NEW JERSEY SECTOR									
HOLLAND TUNNEL	0	0	0	2,431	6,166	13,968	2,431	6,166	13,968
LINCOLN TUNNEL	0	0	0	29,056	66,711	150,654	29,056	66,711	150,654
SECTOR TOTAL	0	0	0	31,487	72,877	164,622	31,487	72,877	164,622
TOTAL, ALL SECTORS	5,460	14,256	40,931	42,202	103,395	220,263	47,662	117,651	261,194

TABLE 20
LEVEL OF COMFORT AND HEADWAY
PUBLIC TRANSPORTATION VEHICLE
ENTERING THE HUB ON A FALL BUSINESS DAY
DURING THE 8AM-9AM PEAK HOUR

	VEHICLES		CARS/BUSES		VEHICLES		FLOOR SPACE		PASSENGERS		FLOOR SPACE		AVERAGE	
	TRAINS				FLOOR SPACE		PASSENGERS		PER VEHICLE		PER PASSENGER		HEADWAY	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
60TH STREET SECTOR														
IRT LEXINGTON AVE EXPRESS	21	23	210	230	126,420	138,460	28,479	30,718	136	134	4.4	4.5	2.9	2.6
IRT LEXINGTON AVE LOCAL	22	23	220	230	132,440	138,460	22,124	23,139	101	101	6.0	6.0	2.7	2.6
IND EIGHTH AVE EXPRESS	19	19	160	156	96,320	93,912	23,846	21,177	149	136	4.0	4.4	3.2	3.2
IND EIGHTH AVE LOCAL	12	12	96	96	57,792	57,792	8,570	10,176	89	106	6.7	5.7	5.0	5.0
IRT BROADWAY/7TH AVE EXPRESS	22	23	220	230	132,440	138,460	23,224	24,767	106	108	5.7	5.6	2.7	2.6
IRT BROADWAY/7TH AVE LOCAL	18	18	180	180	108,360	108,360	15,390	15,416	86	86	7.0	7.0	3.3	3.3
MTA-AMTRAK TUN.	52	52	388	389	329,800	330,650	33,035	32,309	85	83	10.0	10.2	1.2	1.2
BUSES			230	247	73,600	79,040	8,060	8,908	35	36	9.1	8.9		
SECTOR TOTAL	166	170			1,057,172	1,085,134	162,728	166,610	98	99	6.7	6.5	3.0	2.9
BROOKLYN SECTOR														
BMT 14TH STREET TUNNEL	16	11	128	88	77,056	52,976	21,908	16,803	171	191	3.5	3.2	3.8	5.5
WILLIAMSBURG BRIDGE /BMT	17	17	136	136	81,872	81,872	10,974	11,562	81	85	7.5	7.1	3.5	3.5
IND RUTGERS TUNNEL	14	14	114	118	68,628	71,036	11,297	11,453	99	97	6.1	6.2	4.3	4.3
MANHATTAN BRIDGE/BMT	25	26	216	226	130,032	136,052	30,059	27,037	139	120	4.3	5.0	2.4	2.3
IND CRANBERRY TUNNEL	24	24	204	204	122,808	122,808	28,546	21,336	140	105	4.3	5.8	2.5	2.5
IRT CLARK TUNNEL	18	21	180	210	108,360	126,420	12,120	12,058	67	57	8.9	10.5	3.3	2.9
BMT MONTAGUE TUNNEL	20	23	166	196	99,932	117,992	9,486	11,595	57	59	10.5	10.2	3.0	2.6
IRT JORALEMON TUNNEL	21	20	210	200	126,420	120,400	19,357	16,298	92	81	6.5	7.4	2.9	3.0
BUSES			201	209	64,320	66,880	8,406	8,772	42	42	7.7	7.6		
SECTOR TOTAL	155	156			879,428	896,436	152,153	136,914	99	93	6.6	7.0	3.2	3.3
QUEENS SECTOR														
BMT 60TH STREET TUNNEL	22	23	188	196	113,176	117,992	26,282	28,374	140	145	4.3	4.2	2.7	2.6
IND 53RD STREET TUNNEL	26	24	240	220	144,480	132,440	24,259	21,416	101	97	6.0	6.2	2.3	2.5
IRT STEINWAY TUNNEL	25	23	275	253	165,550	152,306	19,561	18,921	71	75	8.5	8.0	2.4	2.6
63RD STREET TUNNEL	16	16	130	128	78,260	77,056	19,516	17,459	150	136	4.0	4.4	3.8	3.8
LIRR/AMTRAK TUNNELS	45	37	380	368	323,000	312,800	33,490	35,008	88	95	9.6	8.9	1.3	1.6
BUSES			219	182	70,080	58,240	7,054	6,446	32	35	9.9	9.0		
SECTOR TOTAL	134	123			894,546	850,834	130,162	127,624	97	97	7.1	6.8	2.5	2.6
NEW JERSEY SECTOR														
PATH DOWNTOWN TUNNEL	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0
PATH UPTOWN TUNNEL	10	12	67	84	40,505	50,568	17,214	14,856	256	177	2.4	3.4	6.2	5.0
N.J. TRANSIT/AMTRAK TUNNEL	22	26	201	241	170,705	204,446	22,780	25,481	113	106	7.5	8.0	2.7	2.3
BUSES			1,004	983	321,297	314,560	33,894	33,710	34	34	9.5	9.3		
SECTOR TOTAL	32	38			532,506	569,574	73,888	74,047	101	79	4.8	5.2	3.0	2.4
STATEN ISLAND FERRY	4	4	4	4	80,000	80,000	7,156	6,302	1,789	1,576	11.2	12.7	15.0	15.0
ROOSEVELT ISLAND TRAMWAY	8	8	8	8	2,400	2,400	208	212	26	27	11.5	11.3	7.5	7.5
TOTAL, ALL SECTORS	499	499			3,446,902	3,484,378	526,295	511,709	99	92	6.3	6.4	2.9	2.8

Numbers written in italic represent average value
Averages for all sectors don't consider ferry and tramway

TABLE 21A
TOTAL PERSONS ENTERING
AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 2001, 2002, AND 2003

HOURS	----- 2001 -----			----- 2002 -----			----- 2003 -----		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12-1 AM	33,214	64,506	97,719	33,279	63,532	96,811	31,511	62,630	94,142
2	19,162	33,660	52,822	18,741	33,711	52,451	18,989	34,980	53,969
3	13,482	19,956	33,438	13,649	19,783	33,432	13,111	19,820	32,932
4	13,346	15,375	28,721	13,713	15,904	29,617	12,961	15,898	28,858
5	23,335	17,674	41,009	23,545	19,146	42,691	22,819	18,020	40,839
6	75,871	30,205	106,076	75,773	36,425	112,198	75,256	32,539	107,796
7	193,644	67,860	261,504	199,254	81,454	280,708	212,196	75,835	288,031
8	429,946	124,078	554,024	420,136	144,170	564,306	427,978	136,289	564,268
9	593,458	137,605	731,063	612,868	148,029	760,897	605,290	145,539	750,829
10	343,793	105,009	448,802	377,160	117,068	494,227	355,184	113,111	468,295
11	179,733	89,375	269,109	197,738	100,283	298,021	187,362	100,719	288,081
12 NOON	141,805	94,471	236,277	156,283	102,686	258,968	154,264	103,510	257,774
1 PM	128,833	104,849	233,682	140,609	114,831	255,440	143,724	118,679	262,404
2	125,233	125,892	251,124	138,177	136,113	274,290	138,609	135,742	274,351
3	132,898	155,401	288,299	145,424	165,344	310,768	145,743	170,257	315,999
4	153,395	206,977	360,372	169,708	227,009	396,717	165,819	222,521	388,340
5	171,360	296,136	467,496	184,018	318,474	502,492	176,102	320,762	496,864
6	182,502	437,742	620,244	191,813	470,268	662,081	186,743	464,221	650,964
7	141,532	375,359	516,891	150,736	392,560	543,296	148,479	382,791	531,271
8	107,599	246,123	353,722	112,812	259,083	371,895	111,389	260,646	372,036
9	81,365	178,645	260,009	87,648	178,289	265,937	87,404	176,791	264,195
10	71,744	143,238	214,982	76,061	138,550	214,612	74,364	138,556	212,920
11	62,613	110,861	173,474	65,493	116,053	181,545	67,982	118,966	186,949
12 MID	50,851	89,747	140,599	54,281	93,665	147,946	57,533	96,815	154,348
TOTAL	3,470,712	3,270,744	6,741,457	3,658,919	3,492,428	7,151,348	3,620,813	3,465,638	7,086,450

TABLE 21B
CUMULATIVE TOTAL OF PERSONS
ENTERING THE HUB, 1963-2003

1963 -	1,540,000 AT	02:00 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
2000	1,464,000 AT	01:00 PM
2001 -	1,253,800 AT	01:00 PM
2002 -	1,265,360 AT	01:00 PM
2003 -	1,273,519 AT	01:00 PM

TABLE 22A
TOTAL PUBLIC TRANSIT PASSENGERS
ENTERING AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 2001, 2002, AND 2003

HOURS	----- 2001-----			----- 2002-----			----- 2003-----		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12-1 AM	10,343	33,974	44,318	9,450	34,463	43,913	8,203	31,287	39,490
2	4,959	13,368	18,327	3,776	14,184	17,960	4,279	14,280	18,558
3	3,358	6,784	10,142	2,683	6,916	9,599	2,430	6,556	8,985
4	3,526	4,542	8,068	3,047	4,812	7,859	2,818	5,158	7,975
5	7,830	5,012	12,842	7,674	5,622	13,296	7,558	5,427	12,984
6	39,720	9,591	49,311	38,118	11,864	49,981	38,793	11,412	50,205
7	146,492	37,207	183,699	139,458	39,363	178,820	143,845	37,726	181,571
8	370,685	82,123	452,808	343,740	87,215	430,955	345,935	85,006	430,941
9	531,526	95,842	627,368	536,659	97,199	633,858	521,981	95,016	616,997
10	285,487	66,195	351,683	306,143	69,436	375,579	279,470	65,715	345,185
11	127,242	49,702	176,944	137,164	52,108	189,272	123,495	51,795	175,290
12 NOON	91,578	54,684	146,262	99,210	56,089	155,299	92,990	53,763	146,752
1 PM	79,176	64,499	143,675	84,438	68,024	152,462	86,124	68,481	154,605
2	76,539	81,614	158,153	82,999	86,438	169,438	80,588	81,266	161,853
3	82,759	103,124	185,883	87,352	108,511	195,863	85,314	107,222	192,536
4	101,594	150,084	251,678	110,428	164,579	275,006	103,759	155,049	258,808
5	118,801	234,318	353,119	124,271	252,664	376,935	115,496	248,380	363,877
6	128,591	376,606	505,197	130,725	401,490	532,215	124,593	391,938	516,531
7	87,097	314,052	401,149	89,193	324,650	413,843	88,561	313,395	401,956
8	59,309	190,751	250,059	60,478	198,831	259,309	58,148	197,554	255,702
9	38,261	129,812	168,073	42,397	126,228	168,625	40,583	119,601	160,184
10	31,661	96,584	128,245	32,478	90,653	123,131	29,317	86,571	115,888
11	24,167	66,320	90,486	24,055	69,538	93,593	25,404	68,673	94,078
12 MID	16,431	49,137	65,568	17,783	52,363	70,146	22,266	53,803	76,069
TOTAL	2,467,132	2,315,923	4,783,055	2,513,719	2,423,238	4,936,957	2,431,947	2,355,071	4,787,019

TABLE 22B
CUMULATIVE TOTAL OF PASSENGERS ENTERING AND
LEAVING THE HUB BY PUBLIC TRANSPORTATION, 1963-2003

1963 -	1,425,000	AT	02:00 PM
1974 -	1,263,000	AT	01:00 PM
1975 -	1,254,000	AT	01:00 PM
1976 -	1,209,000	AT	02:00 PM
1977 -	1,189,000	AT	01:00 PM
1978 -	1,167,000	AT	01:00 PM
1979 -	1,226,000	AT	01:00 PM
1980 -	1,274,000	AT	01:00 PM
1981 -	1,291,000	AT	01:00 PM
1982 -	1,291,000	AT	01:00 PM
1983 -	1,299,000	AT	01:00 PM
1984 -	1,302,000	AT	01:00 PM
1985 -	1,300,000	AT	02:00 PM
1986 -	1,290,000	AT	01:00 PM
1987 -	1,258,000	AT	01:00 PM
1988 -	1,272,000	AT	02:00 PM
1989 -	1,305,000	AT	01:00 PM
1990 -	1,166,000	AT	01:00 PM
1991 -	1,170,000	AT	01:00 PM
1992 -	1,114,000	AT	01:00 PM
1993 -	1,107,000	AT	01:00 PM
1994 -	1,124,000	AT	01:00 PM
1995 -	1,134,000	AT	01:00 PM
1996 -	1,147,000	AT	02:00 PM
1997 -	1,214,000	AT	01:00 PM
1998 -	1,106,000	AT	01:00 PM
2000	1,301,700	AT	01:00 PM
2001	147,100	AT	01:00 PM
2001	1,143,565	AT	01:00 PM
2002	1,165,742	AT	01:00 PM
2003	1,131,893	AT	01:00 PM

TABLE 23A
TOTAL PRIVATE MOTOR VEHICLES ENTERING
AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 2001, 2002, AND 2003

HOURS	2001			2002			2003		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12-1 AM	17,630	24,056	41,686	18,395	24,059	42,454	17,811	25,552	43,363
2	10,737	14,963	25,700	11,323	14,664	25,987	10,918	15,423	26,341
3	7,426	9,882	17,308	8,057	9,831	17,888	7,820	10,157	17,977
4	7,072	7,905	14,977	7,723	8,235	15,958	7,395	8,056	15,451
5	10,552	9,305	19,857	10,838	10,045	20,883	10,550	9,458	20,008
6	23,996	15,473	39,469	24,970	18,602	43,573	24,654	16,037	40,691
7	31,301	22,514	53,815	39,982	30,968	70,950	43,611	27,908	71,519
8	38,663	28,863	67,526	48,516	38,098	86,615	52,734	36,713	89,447
9	40,305	29,236	69,541	48,821	37,447	86,268	52,718	36,562	89,280
10	38,238	27,323	65,561	46,152	35,779	81,930	49,135	34,142	83,277
11	34,472	27,260	61,732	40,192	35,355	75,547	42,405	34,625	77,030
12 NOON	32,555	27,027	59,582	37,037	33,695	70,733	39,298	34,708	74,006
1 PM	32,582	27,979	60,561	37,372	34,436	71,808	38,074	36,360	74,434
2	32,117	30,245	62,362	36,296	35,604	71,900	37,467	39,000	76,467
3	33,299	35,712	69,011	38,670	40,026	78,696	40,106	44,271	84,377
4	35,046	39,986	75,032	40,505	45,154	85,659	42,314	48,629	90,943
5	35,551	42,284	77,835	40,693	45,790	86,483	41,187	50,375	91,562
6	36,409	41,666	78,075	41,533	46,932	88,466	41,954	49,825	91,779
7	36,635	42,018	78,653	41,583	47,337	88,919	41,580	49,297	90,877
8	35,661	40,221	75,882	39,227	45,110	84,337	40,049	47,647	87,696
9	32,460	36,734	69,194	34,375	40,118	74,492	35,085	43,866	78,951
10	30,021	35,931	65,952	32,628	38,024	70,651	33,392	40,949	74,341
11	29,226	34,345	63,571	31,644	36,731	68,374	32,005	39,754	71,759
12 MID	26,725	31,722	58,447	28,330	32,903	61,233	27,336	34,429	61,765
TOTAL	688,679	682,649	1,371,328	784,859	784,942	1,569,802	809,598	813,744	1,623,342

TABLE 23B
CUMULATIVE TOTAL OF MOTOR
VEHICLES ENTERING THE HUB, 1963-2003

1963 -	75,700 AT	03:00 PM
1973 -	89,300 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
1999 -	N/A AT	02:00 PM
2000 -	102,872 AT	02:00 PM
2001 -	67,093 AT	02:00 PM
2002	60,181 AT	02:00 PM
2003	86,909 AT	02:00 PM

TABLE 24
TOTAL PERSONS ENTERING THE HUB
BY HOUR AND MODE IN 2003

HOURS	AUTO/TAXI	SUBWAY	SUBURBAN				BICYCLE	TOTAL
	VAN/TRUCK	BUSES	RAIL	FERRY	TRAMWAY			
12-1 AM	23,309	6,747	782	564	109	1	0	31,511
2	14,707	3,468	367	335	106	3	0	18,986
3	10,681	2,078	141	124	87	0	0	13,111
4	10,143	2,442	207	20	149	0	0	12,961
5	15,261	6,486	686	260	126	0	0	22,819
6	36,464	29,678	6,302	2,056	757	0	0	75,256
7	67,802	95,616	23,789	19,707	4,713	20	553	212,200
8	81,274	223,946	49,706	59,267	12,827	189	813	428,022
9	82,468	354,561	57,836	92,798	16,574	212	903	605,352
10	74,825	208,173	32,706	31,779	6,711	101	774	355,069
11	63,105	97,099	11,295	12,469	2,576	55	741	187,341
12 NOON	60,478	74,652	7,637	8,834	1,805	63	778	154,246
01:00 PM	56,891	71,251	6,886	6,407	1,555	24	715	143,730
2	57,238	66,018	7,195	5,849	1,483	44	765	138,590
3	59,625	71,734	6,901	5,035	1,606	39	778	145,717
4	61,277	88,769	7,852	5,357	1,736	45	776	165,812
5	59,855	97,500	9,471	6,490	1,998	38	742	176,093
6	61,366	102,303	11,704	7,859	2,644	84	821	186,780
7	59,748	71,498	6,600	8,844	1,500	118	224	148,533
8	53,231	47,876	3,935	5,463	854	20	0	111,379
9	46,815	33,975	2,896	3,039	646	27	0	87,398
10	45,060	24,392	2,223	2,213	455	35	0	74,377
11	42,595	21,436	1,937	1,698	308	26	0	67,999
12 MID	35,265	18,986	1,673	1,274	312	19	0	57,531
TOTAL	1,179,482	1,820,682	260,725	287,740	61,637	1,163	9,383	3,620,813

TABLE 25
TOTAL PERSONS LEAVING THE HUB
BY HOUR AND MODE IN 2003

HOURS	AUTO/TAXI	SUBWAY	SUBURBAN				BICYCLE	TOTAL
	VAN/TRUCK	BUSES	RAIL	FERRY	TRAMWAY			
12-1 AM	31,343	26,047	1,639	3,528	45	29	0	62,630
2	20,701	12,170	660	1,420	21	8	0	34,980
3	13,265	5,691	755	70	30	10	0	19,820
4	10,740	3,914	978	180	86	0	0	15,898
5	12,593	3,986	1,073	70	298	0	0	18,020
6	21,127	8,158	1,654	557	1,043	0	0	32,539
7	37,962	30,616	3,999	1,561	1,549	0	158	75,846
8	50,928	70,439	7,909	4,884	1,769	5	358	136,292
9	49,993	82,456	7,272	4,161	1,096	32	539	145,548
10	46,825	56,614	5,644	2,329	1,104	23	500	113,040
11	48,350	42,943	5,275	2,320	1,217	40	576	100,721
12 NOON	49,106	43,769	6,202	2,574	1,177	41	641	103,510
01:00 PM	49,539	55,010	8,584	3,637	1,206	44	659	118,679
2	53,869	59,664	14,239	5,775	1,557	31	610	135,745
3	62,352	81,199	13,998	9,781	2,218	26	685	170,259
4	66,676	115,827	17,053	16,495	5,584	90	796	222,521
5	71,315	171,895	28,758	32,511	15,061	156	1092	320,788
6	71,173	256,100	50,950	73,966	10,856	66	1126	464,237
7	69,268	214,627	39,481	52,955	6,218	114	128	382,791
8	63,092	145,030	22,052	27,952	2,312	209	0	260,646
9	57,190	91,894	10,904	14,907	1,808	88	0	176,791
10	51,985	67,088	7,442	11,266	713	62	0	138,556
11	50,293	54,841	5,069	8,183	513	66	0	118,966
12 MID	43,012	43,983	3,742	5,875	141	62	0	96,815
TOTAL	1,102,699	1,743,961	265,332	286,957	57,620	1,202	7,868	3,465,638

TABLE 26
TOTAL PERSONS ENTERING THE HUB
BY HOUR AND SECTOR IN 2003

Hours	60TH ST SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JERSEY SECTOR	ST. ISL. SECTOR	ROOSEVELT ISLAND	TOTAL
12-1 AM	16,170	7,341	4,480	3,411	109	1	31,511
2	9,041	4,827	2,935	2,074	106	6	18,989
3	5,965	3,385	2,277	1,397	87	0	13,111
4	5,130	3,703	2,552	1,426	149	0	12,961
5	7,535	7,152	5,321	2,685	126	0	22,819
6	20,306	22,867	18,605	12,721	757	0	75,256
7	56,597	61,558	53,084	38,250	2,660	47	212,196
8	127,604	123,077	102,133	68,886	6,097	181	427,978
9	198,228	164,582	143,428	92,572	6,302	198	605,290
10	125,588	99,204	79,633	47,847	2,666	247	355,184
11	70,229	53,837	41,071	20,833	1,297	94	187,362
12 NOON	61,259	44,974	30,738	16,207	1,003	85	154,264
01:00 PM	60,662	41,888	26,123	14,085	927	39	143,724
2	57,883	40,902	25,056	13,780	909	79	138,609
3	64,088	40,696	25,636	14,179	1,066	77	145,743
4	75,763	42,918	29,254	16,657	1,159	67	165,819
5	81,084	44,224	31,212	18,303	1,215	65	176,102
6	84,585	45,052	33,047	22,897	1,095	68	186,743
7	70,824	33,670	24,892	18,425	603	65	148,479
8	55,590	24,611	16,867	13,845	445	31	111,389
9	44,082	19,959	12,749	10,242	340	32	87,404
10	36,564	17,519	11,268	8,715	275	22	74,364
11	34,167	16,168	9,847	7,542	248	9	67,982
12 MID	30,537	12,569	7,661	6,456	289	21	57,533
TOTAL	1,399,481	976,683	739,872	473,434	29,930	1,434	3,620,813

TABLE 27
TOTAL PERSONS LEAVING THE HUB
BY HOUR AND SECTOR IN 2003

HOURS	60TH ST SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JERSEY SECTOR	ST. ISL. SECTOR	ROOSEVELT ISLAND	TOTAL
12-1 AM	22,128	19,144	13,880	7,405	45	29	62,630
2	12,455	10,767	7,621	4,108	21	8	34,980
3	7,167	6,159	3,855	2,599	30	10	19,820
4	5,738	4,440	3,123	2,511	86	0	15,898
5	6,690	4,352	3,589	3,092	298	0	18,020
6	13,579	6,569	6,732	4,777	883	0	32,539
7	34,661	14,816	15,319	10,180	859	0	75,835
8	68,074	26,583	23,362	17,895	370	5	136,289
9	75,784	31,365	22,655	15,376	327	32	145,539
10	60,225	25,445	16,637	9,891	818	23	113,111
11	52,311	22,464	15,769	9,247	888	40	100,719
12 NOON	51,331	23,591	17,607	10,210	731	41	103,510
01:00 PM	58,650	26,150	20,215	13,087	533	44	118,679
2	58,626	31,336	24,565	20,359	825	31	135,742
3	71,828	40,729	32,913	23,787	974	26	170,257
4	82,862	58,613	49,362	30,118	1477	90	222,521
5	100,477	89,023	74,045	49,243	7818	156	320,762
6	147,457	123,812	108,558	78,857	5470	66	464,221
7	131,723	98,216	90,052	58,649	4036	114	382,791
8	90,995	71,856	56,707	39,753	1126	209	260,646
9	63,659	50,875	35,736	25,289	1144	88	176,791
10	51,825	38,077	28,924	19,336	331	62	138,556
11	46,281	32,615	23,876	15,882	247	66	118,966
12 MID	36,993	26,319	20,306	13,040	95	62	96,815
TOTAL	1,351,520	883,316	715,407	484,692	29,430	1,202	3,465,638

APPENDIX III
HOURLY DETAIL TABLES 2003

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SECTION A

BUS TRANSIT BY SECTOR RECAPITULATION, 2003-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	37	190	2	3	10	30	63	559	112	782
2	17	32	2	2	3	6	30	327	52	367
3	13	28	2	2	1	0	14	111	30	141
4	10	29	1	0	1	0	16	178	28	207
5	16	64	4	85	2	7	31	530	53	686
6	43	374	29	1,167	3	64	138	4,697	213	6,302
7	129	1,564	129	5,224	26	728	491	16,273	775	23,789
8	201	5,225	243	10,965	115	4,378	880	29,138	1,439	49,706
9	247	8,908	209	8,772	182	6,446	983	33,710	1,621	57,836
10	226	6,091	94	3,293	97	2,785	548	20,537	965	32,706
11	173	3,941	34	887	47	870	281	5,597	535	11,295
12 NOON	147	2,929	28	525	35	545	221	3,638	431	7,637
1 PM	134	2,835	21	421	25	328	211	3,302	391	6,886
2	164	3,165	21	384	29	394	236	3,252	450	7,195
3	156	3,238	19	421	26	246	283	2,996	484	6,901
4	177	3,754	23	419	28	190	418	3,489	646	7,852
5	189	3,707	20	294	33	292	615	5,178	857	9,471
6	180	3,941	17	178	24	176	453	7,409	674	11,704
7	165	2,689	12	105	20	109	394	3,697	591	6,600
8	123	1,407	6	50	18	93	320	2,385	467	3,935
9	126	988	7	39	21	125	231	1,744	385	2,896
10	106	813	5	77	18	88	170	1,245	299	2,223
11	89	694	3	24	15	53	145	1,166	252	1,937
12 MID	59	373	2	10	15	72	109	1,218	185	1,673
TOTAL	2,927	56,979	933	33,347	794	18,025	7,281	152,374	11,935	260,275

RECAPITULATION, 2003-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	60	430	13	260	12	205	48	744	133	1,639
2	34	280	7	63	2	18	25	299	68	660
3	11	35	2	0	1	2	17	718	31	755
4	10	15	2	2	1	1	6	960	19	978
5	10	22	2	3	1	0	10	1,048	23	1,073
6	31	424	2	6	6	14	33	1,210	72	1,654
7	71	1,520	2	12	7	23	183	2,444	263	3,999
8	157	3,739	7	72	13	61	491	4,037	668	7,909
9	150	2,912	13	113	23	81	850	4,166	1,036	7,272
10	181	2,248	11	100	34	104	444	3,192	670	5,644
11	182	2,180	13	139	25	74	212	2,882	432	5,275
12 NOON	142	2,114	17	149	26	178	171	3,761	356	6,202
1 PM	134	2,506	21	207	25	163	178	5,708	358	8,584
2	136	2,645	23	414	29	315	181	10,865	369	14,239
3	136	3,055	28	757	32	437	195	9,749	391	13,998
4	145	3,642	67	2,246	40	782	287	10,383	539	17,053
5	171	4,272	137	5,217	70	1,826	519	17,443	897	28,758
6	173	6,308	229	9,409	120	3,746	865	31,487	1,387	50,950
7	210	6,472	166	6,267	91	2,794	618	23,948	1,085	39,481
8	191	4,369	81	2,945	36	1,082	386	13,656	694	22,052
9	126	2,393	31	1,206	25	707	238	6,598	420	10,904
10	119	1,696	28	968	23	504	166	4,274	336	7,442
11	102	1,359	18	541	16	308	118	2,861	254	5,069
12 MID	85	788	18	402	16	363	104	2,189	223	3,742
TOTAL	2,767	55,424	938	31,498	674	13,788	6,344	164,622	10,723	265,332

Data for NYCT buses were collected in late October, November and early December 2003.

SECTION A

BUS TRANSIT BY ROUTE 60th STREET SECTOR 2003-INBOUND

HOURS	FDR DRIVE		----- YORK AVENUE -----						SECOND AVENUE		----- LEXINGTON AVENUE -----					
	OTHERS		MTA NYC TRANSIT		EXPRESS		TOTAL		MTA NYC TRANSIT		MABSTOA		OTHERS		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	4	19	0	0	4	19	4	43	6	40	0	0	6	40
2	0	0	1	1	0	0	1	1	2	9	3	5	0	0	3	5
3	0	0	0	0	0	0	0	0	2	8	3	6	0	0	3	6
4	0	0	0	0	0	0	0	0	2	12	3	12	0	0	3	12
5	0	0	0	0	0	0	0	0	4	21	4	14	0	0	4	14
6	0	0	2	17	0	0	2	17	7	100	9	70	0	0	9	70
7	0	0	5	89	2	51	7	140	22	381	19	277	2	64	21	341
8	0	0	9	327	9	150	18	477	36	1,206	26	566	4	162	30	728
9	0	0	15	653	10	267	25	920	36	1,483	26	1,141	12	390	38	1,531
10	0	0	15	514	4	66	19	580	25	895	25	627	9	265	34	892
11	0	0	7	200	0	0	7	200	23	599	28	579	4	107	32	686
12 NOON	0	0	7	171	0	0	7	171	19	429	20	445	3	93	23	538
1 PM	0	0	5	128	0	0	5	128	18	507	17	332	2	63	19	395
2	0	0	9	156	0	0	9	156	20	478	22	437	2	47	24	484
3	0	0	6	160	0	0	6	160	20	536	17	323	2	48	19	371
4	0	0	8	247	0	0	8	247	27	593	17	441	3	53	20	494
5	0	0	7	184	0	0	7	184	26	596	24	459	3	31	27	490
6	0	0	11	219	0	0	11	219	25	867	23	433	2	32	25	465
7	0	0	6	154	0	0	6	154	21	555	22	348	2	34	24	382
8	0	0	6	114	0	0	6	114	13	308	12	190	1	6	13	196
9	0	0	6	64	0	0	6	64	11	224	13	130	1	5	14	135
10	0	0	5	33	0	0	5	33	11	279	15	88	1	3	16	91
11	0	0	5	27	0	0	5	27	10	192	8	45	2	6	10	51
12 MD	0	0	3	18	0	0	3	18	9	92	7	65	1	5	8	70
TOTAL	0	0	142	3,495	25	534	167	4,029	393	10,413	369	7,073	56	1,414	425	8,487

HOURS	----- FIFTH AVENUE -----						----- BROADWAY -----					
	MABSTOA		OTHERS		TOTAL		MABSTOA		OTHERS		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	3	22	2	12	5	34	13	37	0	0	13	37
2	2	4	2	2	4	6	6	11	0	0	6	11
3	2	1	3	2	5	3	3	11	0	0	3	11
4	2	2	1	0	3	2	2	3	0	0	2	3
5	3	11	3	13	6	24	2	5	0	0	2	5
6	4	41	4	49	8	90	12	77	0	0	12	77
7	27	257	23	216	50	473	18	159	0	0	18	159
8	43	1,182	33	886	76	2,068	29	530	0	0	29	530
9	51	2,076	46	1,696	97	3,772	37	812	0	0	37	812
10	48	1,414	51	1,409	99	2,823	38	683	0	0	38	683
11	30	720	33	854	63	1,574	36	640	0	0	36	640
12 NOON	28	649	25	533	53	1,182	33	452	0	0	33	452
1 PM	25	696	22	520	47	1,216	32	419	0	0	32	419
2	30	788	33	674	63	1,462	35	427	0	0	35	427
3	31	741	31	775	62	1,516	36	450	0	0	36	450
4	36	925	37	825	73	1,750	36	446	0	0	36	446
5	42	983	37	843	79	1,826	37	432	0	0	37	432
6	34	1,041	35	732	69	1,773	38	417	0	0	38	417
7	37	683	31	443	68	1,126	33	302	0	0	33	302
8	24	260	24	210	48	470	32	201	0	0	32	201
9	24	167	24	132	48	299	34	173	0	0	34	173
10	19	103	18	115	37	218	27	123	0	0	27	123
11	15	45	15	81	30	126	25	196	0	0	25	196
12 MID	6	36	6	33	12	69	22	111	0	0	22	111
TOTAL	566	12,847	539	11,055	1,105	23,902	616	7,117	0	0	616	7,117

SECTION A

BUS TRANSIT BY ROUTE 60th STREET SECTOR 2003-INBOUND (continued)

HOURS	COLUMBUS AVENUE		WESTEND AVENUE		----TOTAL (60TH STREET SECTOR)----					
	MABSTOA		MABSTOA		LOCAL BUSES		EXPRESS BUSES		ALL BUSES	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	2	15	3	2	35	178	2	12	37	190
2	1	0	0	0	15	30	2	2	17	32
3	0	0	0	0	10	26	3	2	13	28
4	0	0	0	0	9	29	1	0	10	29
5	0	0	0	0	13	51	3	13	16	64
6	3	10	2	10	39	325	4	49	43	374
7	7	38	4	32	102	1,233	27	331	129	1,564
8	6	105	6	111	155	4,027	46	1,198	201	5,225
9	7	170	7	220	179	6,555	68	2,353	247	8,908
10	5	120	6	98	162	4,351	64	1,740	226	6,091
11	8	170	4	72	136	2,980	37	961	173	3,941
12 NOON	7	108	5	49	119	2,303	28	626	147	2,929
1 PM	7	99	6	71	110	2,252	24	583	134	2,835
2	7	106	6	52	129	2,444	35	721	164	3,165
3	7	173	6	32	123	2,415	33	823	156	3,238
4	6	174	7	50	137	2,876	40	878	177	3,754
5	6	124	7	55	149	2,833	40	874	189	3,707
6	5	139	7	61	143	3,177	37	764	180	3,941
7	6	120	7	50	132	2,212	33	477	165	2,689
8	5	87	6	31	98	1,191	25	216	123	1,407
9	8	84	5	9	101	851	25	137	126	988
10	5	57	5	12	87	695	19	118	106	813
11	5	90	4	12	72	607	17	87	89	694
12 MD	1	5	4	8	52	335	7	38	59	373
TOTAL	114	1,994	107	1,037	2,307	43,976	620	13,003	2,927	56,979

60th STREET SECTOR 2003-OUTBOUND

HOURS	FDR DRIVE		--YORK AVENUE --		-----FIRST AVENUE-----						-----THIRD AVENUE-----					
	OTHERS		MTA NYC TRANSIT		MTA NYC TRANSIT		EXPRESS		TOTAL		MTA NYC TRANSIT		OTHER		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	4	9	9	76	0	0	9	76	9	101	0	0	9	101
2	0	0	2	5	4	36	0	0	4	36	6	65	1	23	7	88
3	0	0	0	0	2	9	0	0	2	9	3	11	0	0	3	11
4	0	0	0	0	2	4	0	0	2	4	3	4	0	0	3	4
5	0	0	0	0	2	4	0	0	2	4	3	4	0	0	3	4
6	0	0	1	6	4	29	0	0	4	29	6	28	0	0	6	28
7	0	0	4	47	5	129	0	0	5	129	9	65	0	0	9	65
8	0	0	4	113	15	540	0	0	15	540	21	387	0	0	21	387
9	0	0	7	178	21	650	0	0	21	650	20	334	2	39	22	373
10	0	0	9	124	35	596	0	0	35	596	21	308	3	21	24	329
11	0	0	10	115	31	466	0	0	31	466	23	297	3	17	26	314
12 NOON	0	0	7	91	24	396	0	0	24	396	19	383	2	22	21	405
1 PM	0	0	6	106	21	440	0	0	21	440	17	460	2	14	19	474
2	0	0	7	158	21	410	0	0	21	410	18	452	2	44	20	496
3	0	0	7	121	20	547	0	0	20	547	16	510	2	38	18	548
4	0	0	7	147	14	471	0	0	14	471	22	700	3	96	25	796
5	0	0	8	174	30	766	1	14	31	780	23	605	5	172	28	777
6	0	0	6	183	21	1,043	5	100	26	1,143	23	886	6	221	29	1,107
7	0	0	10	164	25	1,190	6	118	31	1,308	24	672	10	283	34	955
8	0	0	10	167	26	779	4	84	30	863	33	802	5	138	38	940
9	0	0	5	95	20	527	0	0	20	527	19	395	4	125	23	520
10	0	0	7	102	14	273	0	0	14	273	11	211	3	96	14	307
11	0	0	4	55	10	271	0	0	10	271	12	219	2	59	14	278
12 MD	0	0	6	41	10	129	0	0	10	129	12	130	2	31	14	161
TOTAL	0	0	131	2,201	386	9,781	16	316	402	10,097	373	8,029	57	1,439	430	9,468

SECTION A

BUS TRANSIT BY ROUTE 60th STREET SECTOR 2003-OUTBOUND (CONTINUED)

HOURS	----- MADISON AVENUE -----						Columbus Circle		-----CENTRAL PARK WEST-----					
	MABSTOA		EXPRESS		TOTAL		MABSTOA		MABSTOA		EXPRESS		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	6	54	0	0	6	54	8	53	15	101	0	0	15	101
2	3	15	4	71	7	86	3	15	9	47	0	0	9	47
3	1	2	0	0	1	2	1	3	4	10	0	0	4	10
4	3	4	0	0	3	4	1	2	1	1	0	0	1	1
5	2	1	0	0	2	1	1	1	1	1	0	0	1	1
6	2	2	10	337	12	339	1	1	3	9	0	0	3	9
7	1	22	35	1,154	36	1,176	3	8	7	37	0	0	7	37
8	25	378	67	2,083	92	2,461	6	39	10	97	0	0	10	97
9	32	415	35	933	67	1,348	10	44	13	142	0	0	13	142
10	41	415	21	347	62	762	15	85	22	197	0	0	22	197
11	42	549	20	269	62	818	14	84	26	246	0	0	26	246
12 NOON	30	522	18	177	48	699	12	129	20	265	0	0	20	265
1 PM	27	678	17	189	44	867	10	231	21	262	0	0	21	262
2	26	647	17	194	43	841	12	256	22	301	0	0	22	301
3	26	765	17	256	43	1,021	13	257	22	342	0	0	22	342
4	30	862	17	238	47	1,100	15	424	24	432	0	0	24	432
5	37	1,109	19	310	56	1,419	11	376	24	440	0	0	24	440
6	41	1,832	26	640	67	2,472	14	663	19	468	0	0	19	468
7	42	1,820	38	825	80	2,645	14	498	27	595	0	0	27	595
8	34	928	24	453	58	1,381	15	397	24	380	0	0	24	380
9	19	323	17	321	36	644	13	245	21	261	0	0	21	261
10	24	266	13	210	37	476	13	180	21	256	0	0	21	256
11	21	184	13	196	34	380	10	92	18	181	0	0	18	181
12 MID	14	98	12	156	26	254	9	55	13	108	0	0	13	108
TOTAL	529	11,891	440	9,359	969	21,250	224	4,138	387	5,179	0	0	387	5,179

HOURS	AMSTERDAM AVE.		WEST END AVE.		-----TOTAL (60TH STREET SECTOR)-----					
	MABSTOA		MABSTOA		LOCAL BUSES		EXPRESS BUSES		ALL BUSES	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	4	15	5	21	60	430	0	0	60	430
2	0	0	2	3	29	186	5	94	34	280
3	0	0	0	0	11	35	0	0	11	35
4	0	0	0	0	10	15	0	0	10	15
5	1	11	0	0	10	22	0	0	10	22
6	2	12	2	0	21	87	10	337	31	424
7	4	53	3	5	36	366	35	1,154	71	1,520
8	4	84	5	18	90	1,656	67	2,083	157	3,739
9	6	139	4	38	113	1,940	37	972	150	2,912
10	7	110	7	45	157	1,880	24	368	181	2,248
11	7	112	6	25	159	1,894	23	286	182	2,180
12 NOON	5	80	5	49	122	1,915	20	199	142	2,114
1 PM	8	84	5	42	115	2,303	19	203	134	2,506
2	5	105	6	78	117	2,407	19	238	136	2,645
3	8	170	5	49	117	2,761	19	294	136	3,055
4	6	196	7	76	125	3,308	20	334	145	3,642
5	6	205	7	101	146	3,776	25	496	171	4,272
6	6	147	6	125	136	5,347	37	961	173	6,308
7	5	126	9	181	156	5,246	54	1,226	210	6,472
8	8	127	8	114	158	3,694	33	675	191	4,369
9	3	41	5	60	105	1,947	21	446	126	2,393
10	8	50	5	52	103	1,390	16	306	119	1,696
11	7	55	5	47	87	1,104	15	255	102	1,359
12 MID	3	18	4	22	71	601	14	187	85	788
TOTAL	113	1,940	111	1,151	2,254	44,310	513	11,114	2,767	55,424

SECTION A

BUS TRANSIT BY ROUTE BROOKLYN SECTOR 2003-INBOUND

HOURS	WILLIAMSBURG BR.		MANHATTAN BR.		----BROOKLYN BATTERY TUNNEL----					---TOTAL (BROOKLYN SECTOR)---						
	MTA NYS TRANSIT		MTA NYS TRANSIT		MTA NYS EXPRESS		OTHERS		TOTAL	LOCAL BUSES		EXPRESS BUSES		ALL BUSES		
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	2	3	0	0	0	0	0	0	0	0	2	3	0	0	2	3
2	2	2	0	0	0	0	0	0	0	0	2	2	0	0	2	2
3	2	2	0	0	0	0	0	0	0	0	2	2	0	0	2	2
4	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5	1	2	0	0	3	83	0	0	3	83	1	2	3	83	4	85
6	2	36	0	0	27	1,131	0	0	27	1,131	2	36	27	1,131	29	1,167
7	2	29	2	27	122	5,092	3	76	125	5,168	7	132	122	5,092	129	5,224
8	4	85	3	88	225	10,463	11	329	236	10,792	18	502	225	10,463	243	10,965
9	4	110	4	63	161	7,210	40	1,389	201	8,599	48	1,562	161	7,210	209	8,772
10	4	90	1	18	52	1,843	37	1,342	89	3,185	42	1,450	52	1,843	94	3,293
11	4	83	3	49	13	417	14	338	27	755	21	470	13	417	34	887
12 NOON	4	58	1	10	11	334	12	123	23	457	17	191	11	334	28	525
1 PM	4	65	2	28	8	227	7	101	15	328	13	194	8	227	21	421
2	4	80	2	24	8	202	7	78	15	280	13	182	8	202	21	384
3	4	71	2	42	9	284	4	24	13	308	10	137	9	284	19	421
4	4	62	4	90	8	235	7	32	15	267	15	184	8	235	23	419
5	4	52	3	41	7	166	6	35	13	201	13	128	7	166	20	294
6	3	20	4	38	6	98	4	22	10	120	11	80	6	98	17	178
7	4	38	2	24	3	34	3	9	6	43	9	71	3	34	12	105
8	4	27	1	4	1	19	0	0	1	19	5	31	1	19	6	50
9	2	8	0	0	2	29	3	2	5	31	5	10	2	29	7	39
10	2	10	0	0	3	67	0	0	3	67	2	10	3	67	5	77
11	2	12	0	0	1	12	0	0	1	12	2	12	1	12	3	24
12 MD	2	10	0	0	0	0	0	0	0	0	2	10	0	0	2	10
TOTAL	71	955	34	546	670	27,946	158	3,900	828	31,846	263	5,401	670	27,946	933	33,347

BROOKLYN SECTOR 2003-OUTBOUND

HOURS	----- WILLIAMSBURG BRIDGE -----				MANHATTAN BRIDGE		----BROOKLYN BATTERY TUNNEL----				---TOTAL (BROOKLYN SECTOR)---									
	MTA NYS TRANSIT		OTHERS		TOTAL		MTA NYS TRANSIT		MTA NYS EXPRESS		OTHERS		TOTAL		LOCAL BUSES		EXPRESS BUSES		ALL BUSES	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	2	11	0	0	2	11	0	0	8	203	3	46	11	249	10	143	3	117	13	260
2	2	3	0	0	2	3	0	0	5	60	0	0	5	60	6	28	1	35	7	63
3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4	2	2	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	2	2
5	2	3	0	0	2	3	0	0	0	0	0	0	0	0	2	3	0	0	2	3
6	2	6	0	0	2	6	0	0	0	0	0	0	0	0	2	6	0	0	2	6
7	2	12	0	0	2	12	0	0	0	0	0	0	0	0	2	12	0	0	2	12
8	3	41	0	0	3	41	3	24	1	7	0	0	1	7	7	72	0	0	7	72
9	4	38	0	0	4	38	4	27	5	48	0	0	5	48	7	11	6	102	13	113
10	4	36	0	0	4	36	2	17	5	47	0	0	5	47	7	93	4	7	11	100
11	4	56	0	0	4	56	2	12	5	68	2	3	7	71	8	81	5	58	13	139
12 NOON	4	67	0	0	4	67	3	29	5	39	5	14	10	53	14	85	3	64	17	149
1 PM	4	75	0	0	4	75	2	21	9	100	6	11	15	111	14	3	7	204	21	207
2	4	120	1	5	5	125	2	25	10	230	6	34	16	264	12	43	11	371	23	414
3	4	90	1	16	5	106	1	16	17	607	5	28	22	635	12	238	16	519	28	757
4	4	158	4	121	8	279	3	64	49	1,838	7	65	56	1,903	28	776	39	1,470	67	2,246
5	4	113	8	313	12	426	4	133	113	4,485	8	173	121	4,658	63	2,321	74	2,896	137	5,217
6	5	151	15	470	20	621	3	96	191	8,269	15	423	206	8,692	89	4,392	140	5,017	229	9,409
7	3	123	5	194	8	317	3	77	119	4,868	36	1,005	155	5,873	17	2,148	149	4,119	166	6,267
8	4	119	2	65	6	184	2	23	52	2,094	21	644	73	2,738	27	1,482	54	1,463	81	2,945
9	2	45	0	0	2	45	0	0	21	897	8	264	29	1,161	3	628	28	578	31	1,206
10	3	38	0	0	3	38	0	0	19	781	6	149	25	930	7	454	21	514	28	968
11	2	10	0	0	2	10	0	0	12	412	4	119	16	531	12	398	6	143	18	541
12 MD	2	22	0	0	2	22	0	0	10	284	6	96	16	380	8	8	10	394	18	402
TOTAL	74	1,339	36	1,184	110	2,523	34	564	656	25,337	138	3,074	794	28,411	361	13,427	577	18,071	938	31,498

SECTION A

BUS TRANSIT BY ROUTE QUEENS SECTOR 2003-INBOUND

HOURS	----- QUEENS MIDTOWN TUNNEL -----						----QUEENSBORO BRIDGE-----						-----TOTAL QUEENS SECTOR-----					
	MTA NYC EXPRESS		OTHERS		TOTAL		MABSTOA		OTHERS		TOTAL		LOCAL BUSES		EXPRESS BUSES		ALL BUSES	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	1	0	1	0	5	25	4	5	9	30	9	30	1	0	10	30
2	0	0	0	0	0	0	2	5	1	1	3	6	3	6	0	0	3	6
3	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0
4	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	0
5	0	0	0	0	0	0	0	0	2	7	2	7	2	7	0	0	2	7
6	0	0	0	0	0	0	0	0	3	64	3	64	3	64	0	0	3	64
7	2	58	13	448	15	506	4	72	7	150	11	222	11	222	15	506	26	728
8	27	1,246	73	2,796	100	4,042	6	135	9	201	15	336	15	336	100	4,042	115	4,378
9	21	784	142	5,244	163	6,028	9	194	10	224	19	418	19	418	163	6,028	182	6,446
10	2	50	77	2,445	79	2,495	9	131	9	159	18	290	18	290	79	2,495	97	2,785
11	1	13	31	618	32	631	5	103	10	136	15	239	15	239	32	631	47	870
12 NOON	0	0	18	271	18	271	7	142	10	132	17	274	17	274	18	271	35	545
1 PM	0	0	11	156	11	156	4	69	10	103	14	172	14	172	11	156	25	328
2	0	0	12	105	12	105	7	117	10	172	17	289	17	289	12	105	29	394
3	0	0	9	50	9	50	5	72	12	124	17	196	17	196	9	50	26	246
4	0	0	10	39	10	39	6	95	12	56	18	151	18	151	10	39	28	190
5	0	0	14	71	14	71	7	90	12	131	19	221	19	221	14	71	33	292
6	0	0	8	49	8	49	5	33	11	94	16	127	16	127	8	49	24	176
7	0	0	3	5	3	5	7	42	10	62	17	104	17	104	3	5	20	109
8	0	0	4	9	4	9	6	30	8	54	14	84	14	84	4	9	18	93
9	0	0	5	7	5	7	8	23	8	95	16	118	16	118	5	7	21	125
10	0	0	4	24	4	24	6	29	8	35	14	64	14	64	4	24	18	88
11	0	0	4	2	4	2	5	19	6	32	11	51	11	51	4	2	15	53
12 MD	0	0	5	15	5	15	5	35	5	22	10	57	10	57	5	15	15	72
TOTAL	53	2,151	444	12,354	497	14,505	118	1,461	179	2,059	297	3,520	297	3,520	497	14,505	794	18,025

QUEENS SECTOR 2003-OUTBOUND

HOURS	----- QUEENS MIDTOWN TUNNEL -----						----QUEENSBORO BRIDGE-----						-----TOTAL QUEENS SECTOR-----					
	MTA NYC TRANSIT		OTHERS		TOTAL		MABSTOA		OTHERS		TOTAL		LOCAL BUSES		EXPRESS BUSES		ALL BUSES	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	0	0	0	0	4	92	8	113	12	205	4	92	8	113	12	205
2	0	0	0	0	0	0	1	16	1	2	2	18	1	16	1	2	2	18
3	0	0	0	0	0	0	0	0	1	2	1	2	0	0	1	2	1	2
4	0	0	0	0	0	0	0	0	1	1	1	1	0	0	1	1	1	1
5	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0
6	0	0	0	0	0	0	4	10	2	4	6	14	4	10	2	4	6	14
7	0	0	0	0	0	0	2	11	5	12	7	23	2	11	5	12	7	23
8	0	0	0	0	0	0	5	25	8	36	13	61	5	25	8	36	13	61
9	0	0	0	0	0	0	7	48	16	33	23	81	7	48	16	33	23	81
10	0	0	0	0	0	0	8	26	26	78	34	104	8	26	26	78	34	104
11	0	0	0	0	0	0	6	43	19	31	25	74	6	43	19	31	25	74
12 NOON	0	0	0	0	0	0	7	73	19	105	26	178	7	73	19	105	26	178
1 PM	0	0	1	4	1	4	4	69	20	90	24	159	5	73	20	90	25	163
2	0	0	1	3	1	3	8	134	20	178	28	312	9	137	20	178	29	315
3	0	0	1	1	1	1	6	136	25	300	31	436	7	137	25	300	32	437
4	0	0	1	4	1	4	9	276	30	502	39	778	3	54	37	728	40	782
5	0	0	1	14	1	14	13	418	56	1,394	69	1,812	(3)	(243)	73	2,069	70	1,826
6	0	0	1	23	1	23	29	997	90	2,726	119	3,723	17	572	103	3,174	120	3,746
7	0	0	5	117	5	117	22	819	64	1,858	86	2,677	24	831	67	1,963	91	2,794
8	0	0	3	128	3	128	9	238	24	716	33	954	11	346	25	736	36	1,082
9	0	0	1	33	1	33	8	197	16	477	24	674	8	222	17	485	25	707
10	0	0	0	0	0	0	8	159	15	345	23	504	8	159	15	345	23	504
11	0	0	0	0	0	0	4	83	12	225	16	308	4	83	12	225	16	308
12 MID	0	0	0	0	0	0	6	165	10	198	16	363	6	165	10	198	16	363
TOTAL	0	0	15	327	15	327	170	4,035	489	9,426	659	13,461	143	2,880	531	10,908	674	13,788

SECTION A

BUS TRANSIT BY ROUTE NEW JERSEY SECTOR 2003-INBOUND

HOURS	--- HOLLAND TUNNEL ---						-----LINCOLN TUNNEL-----						TOTAL	
	PABT*		OTHERS		TOTAL		PABT*		OTHERS		TOTAL		(N. J. SECTOR)	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	6	40	6	40	42	324	22	194	57	519	63	559
2	0	0	4	11	4	11	18	229	10	87	26	316	30	327
3	0	0	4	17	4	17	8	94	4	0	10	94	14	111
4	0	0	2	0	2	0	11	177	6	0	14	178	16	178
5	0	0	5	11	5	11	19	346	10	172	26	519	31	530
6	0	0	20	142	20	142	78	3,232	41	1,312	118	4,555	138	4,697
7	0	0	56	782	56	782	290	11,101	151	4,352	435	15,491	491	16,273
8	2	37	78	3,443	80	3,480	505	18,600	264	6,995	800	25,658	880	29,138
9	0	0	82	4,801	82	4,801	572	21,102	307	7,993	901	28,909	983	33,710
10	0	0	41	5,271	41	5,271	362	11,242	187	3,986	507	15,265	548	20,537
11	0	0	26	795	26	795	152	4,209	80	582	255	4,802	281	5,597
12 NOON	0	0	23	360	23	360	131	3,088	69	182	198	3,277	221	3,638
1 PM	0	0	21	225	21	225	121	2,589	63	481	190	3,077	211	3,302
2	0	0	24	214	24	214	131	2,184	68	846	212	3,038	236	3,252
3	0	0	32	220	32	220	158	2,025	83	744	251	2,775	283	2,996
4	0	0	52	248	52	248	223	2,275	116	959	366	3,241	418	3,489
5	0	0	72	434	72	434	326	2,368	171	2,364	543	4,743	615	5,178
6	0	0	55	485	55	485	295	1,843	155	5,065	398	6,924	453	7,409
7	0	0	37	225	37	225	258	1,873	135	1,591	357	3,472	394	3,697
8	0	0	21	225	21	225	222	1,752	116	403	299	2,160	320	2,385
9	0	0	21	220	21	220	131	1,233	68	288	210	1,524	231	1,744
10	0	0	18	248	18	248	100	895	53	100	152	997	170	1,245
11	0	0	15	40	15	40	81	752	43	371	130	1,126	145	1,166
12 MID	0	0	8	45	8	45	66	447	34	724	101	1,174	109	1,218
TOTAL	2	37	723	18,502	725	18,539	4,301	93,978	2,255	39,786	6,556	133,835	7,281	152,374

NEW JERSEY SECTOR 2003-OUTBOUND

HOURS	----- HOLLAND TUNNEL -----						-----LINCOLN TUNNEL-----						TOTAL	
	PABT*		OTHERS		TOTAL		PABT*		OTHERS		TOTAL		(N. J. SECTOR)	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	0	0	0	0	34	701	14	42	48	744	48	744
2	0	0	0	0	0	0	11	136	15	163	25	299	25	299
3	0	0	0	0	0	0	13	219	4	499	17	718	17	718
4	0	0	0	0	0	0	5	55	1	905	6	960	6	960
5	0	0	0	0	0	0	7	129	2	919	10	1,048	10	1,048
6	0	0	9	127	9	127	16	525	8	559	24	1,084	33	1,210
7	0	0	36	367	36	367	125	1,577	22	500	147	2,077	183	2,444
8	2	41	44	795	46	836	360	2,730	85	470	445	3,201	491	4,037
9	0	0	40	842	40	842	664	2,722	146	601	810	3,324	850	4,166
10	0	0	36	770	36	770	338	1,694	71	729	408	2,422	444	3,192
11	0	0	36	361	36	361	150	1,524	26	997	177	2,521	212	2,882
12 NOON	0	0	38	357	38	357	108	1,421	25	1,984	133	3,404	171	3,761
1 PM	0	0	38	349	38	349	112	1,838	28	3,521	140	5,359	178	5,708
2	0	0	41	423	41	423	113	2,232	26	8,210	140	10,442	181	10,865
3	0	0	51	798	51	798	116	3,066	28	5,884	144	8,951	195	9,749
4	0	0	53	830	53	830	181	5,852	53	3,701	234	9,553	287	10,383
5	0	0	69	1,987	69	1,987	333	11,232	116	4,223	450	15,456	519	17,443
6	0	0	68	2,431	68	2,431	602	25,249	195	3,807	797	29,056	865	31,487
7	0	0	66	1,748	66	1,748	441	19,675	111	2,525	552	22,200	618	23,948
8	0	0	56	792	56	792	256	10,961	74	1,902	330	12,863	386	13,656
9	0	0	45	439	45	439	161	5,451	33	709	194	6,160	238	6,598
10	0	0	20	321	20	321	117	3,802	29	151	146	3,953	166	4,274
11	0	0	9	116	9	116	87	2,504	22	242	109	2,746	118	2,861
12 MID	0	0	9	73	9	73	79	2,040	16	76	95	2,115	104	2,189
TOTAL	2	41	762	13,927	764	13,968	4,430	107,334	1,150	43,320	5,580	150,654	6,344	164,622

Amount of passengers per carrier was estimated

PABT - Buses arriving and departing to Port Authority Bus Terminal
Passenger's round trips NY Penn Station for the October-December 2003

SECTION B

SUBWAY BY SECTOR RECAPITULATION 2003 - INBOUND

HOURS	60th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	19	178	3,706	31	268	1,982	12	117	909	2	14	150	64	577	6,747
2	19	180	1,479	27	236	1,311	12	111	583	2	14	95	60	541	3,468
3	18	170	869	21	182	645	13	119	483	2	14	81	54	485	2,078
4	17	162	857	22	188	968	11	103	520	2	14	97	52	467	2,442
5	20	186	2,474	26	224	2,492	12	107	1,444	2	14	76	60	531	6,486
6	33	314	9,993	35	306	10,686	21	198	8,718	12	84	281	101	902	29,678
7	66	622	30,119	80	698	36,956	46	425	26,086	12	84	2,455	204	1,829	95,616
8	94	894	74,688	121	1,066	86,779	70	668	54,102	12	84	8,377	297	2,712	223,946
9	118	1,122	125,393	156	1,378	128,142	86	797	86,170	12	84	14,856	372	3,381	354,561
10	88	832	74,835	123	1,086	75,230	70	655	48,838	12	84	9,270	293	2,657	208,173
11	81	762	35,240	106	932	35,194	55	506	23,845	8	56	2,820	250	2,256	97,099
12 NOON	84	792	28,207	105	922	27,957	52	482	16,794	6	42	1,694	247	2,238	74,652
1 PM	86	812	30,534	105	924	25,152	53	490	13,981	6	42	1,584	250	2,268	71,251
2	86	812	27,311	101	888	24,406	52	482	12,856	6	42	1,445	245	2,224	66,018
3	86	812	32,295	102	894	24,614	53	497	13,602	9	63	1,223	250	2,266	71,734
4	85	802	41,872	111	970	27,572	54	502	16,426	12	84	2,899	262	2,358	88,769
5	102	970	47,585	124	1,102	28,971	72	671	17,629	12	84	3,315	310	2,827	97,500
6	99	938	49,670	136	1,196	29,198	78	738	18,064	12	84	5,371	325	2,956	102,303
7	81	756	37,349	116	1,026	19,277	70	664	11,444	12	84	3,428	279	2,530	71,498
8	73	686	26,074	107	956	13,592	65	609	6,507	8	56	1,703	253	2,307	47,876
9	72	676	18,888	104	916	9,880	55	515	4,458	6	42	749	237	2,149	33,975
10	53	490	13,033	78	680	7,229	49	454	3,654	6	42	476	186	1,666	24,392
11	45	422	11,761	62	544	6,406	42	389	2,851	6	42	418	155	1,397	21,436
12 MID	34	320	12,226	45	392	4,510	24	219	1,967	4	28	283	107	959	18,986
TOTAL	1,559	14,710	736,458	2,044	17,974	629,149	1,127	10,518	391,931	183	1,280	63,144	4,913	44,482	1,820,682

SECTION B

SUBWAY BY SECTOR RECAPITULATION 2003 - OUTBOUND

HOURS	60th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	26	250	8,638	30	256	9,819	17	158	6,982	2	14	608	75	678	26,047
2	21	198	4,051	25	214	5,510	13	119	2,271	2	14	338	61	545	12,170
3	17	160	1,798	24	204	2,707	12	111	1,050	2	14	136	55	489	5,691
4	20	188	1,374	25	214	1,823	11	103	649	2	14	68	58	519	3,914
5	18	172	1,368	25	214	1,531	14	130	951	2	14	136	59	530	3,986
6	20	188	3,500	35	306	2,443	14	132	1,750	2	14	465	71	640	8,158
7	40	378	13,804	66	584	7,655	37	341	7,264	9	63	1,893	152	1,366	30,616
8	72	668	35,001	119	1,070	17,932	59	569	13,449	12	84	4,057	262	2,391	70,439
9	103	970	42,884	140	1,246	21,340	76	723	13,296	12	84	4,936	331	3,023	82,456
10	113	1,066	29,338	133	1,166	16,150	78	734	9,030	12	84	2,096	336	3,050	56,614
11	90	852	22,475	107	934	12,677	60	555	6,709	6	42	1,082	263	2,383	42,943
12 NOON	81	770	21,729	107	940	13,027	53	490	8,066	6	42	947	247	2,242	43,769
1 PM	94	880	27,797	104	912	16,180	50	464	9,748	6	42	1,285	254	2,298	55,010
2	82	770	26,584	102	892	19,357	53	488	12,236	6	42	1,487	243	2,192	59,664
3	87	828	34,776	105	922	26,799	51	472	17,731	9	63	1,893	252	2,285	81,199
4	82	772	44,607	106	936	40,489	55	510	27,553	12	84	3,178	255	2,302	115,827
5	91	862	57,973	124	1,094	64,424	69	646	43,142	12	84	6,356	296	2,686	171,895
6	108	1,028	86,357	143	1,258	94,841	78	733	62,934	12	84	11,968	341	3,103	256,100
7	97	922	76,522	122	1,080	74,292	77	731	54,820	9	63	8,993	305	2,796	214,627
8	81	768	48,510	113	980	53,761	71	665	37,349	6	42	5,410	271	2,455	145,030
9	74	696	31,062	103	912	35,360	54	504	21,685	6	42	3,787	237	2,154	91,894
10	66	618	22,110	85	740	24,254	57	526	18,020	6	42	2,704	214	1,926	67,088
11	58	542	18,753	69	600	20,205	43	394	13,855	6	42	2,028	176	1,578	54,841
12 MID	39	374	15,454	47	412	14,734	39	356	11,969	6	42	1,826	131	1,184	43,983
TOTAL	1,580	14,920	676,465	2,059	18,086	597,310	1,141	10,654	402,509	165	1,155	67,677	4,945	44,815	1,743,961

SECTION B

SUBWAY BY LINE MTA NYC TRANSIT RECAPITULATION 2003-INBOUND

HOURS	60th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			ALL SECTORS		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	19	178	3,706	31	268	1,982	12	117	909	62	563	6,597
2	19	180	1,479	27	236	1,311	12	111	583	58	527	3,373
3	18	170	869	21	182	645	13	119	483	52	471	1,997
4	17	162	857	22	188	968	11	103	520	50	453	2,345
5	20	186	2,474	26	224	2,492	12	107	1,444	58	517	6,410
6	33	314	9,993	35	306	10,686	21	198	8,718	89	818	29,397
7	66	622	30,119	80	698	36,956	46	425	26,086	192	1,745	93,161
8	94	894	74,688	121	1,066	86,779	70	668	54,102	285	2,628	215,569
9	118	1,122	125,393	156	1,378	128,142	86	797	86,170	360	3,297	339,705
10	88	832	74,835	123	1,086	75,230	70	655	48,838	281	2,573	198,903
11	81	762	35,240	106	932	35,194	55	506	23,845	242	2,200	94,279
12 NOON	84	792	28,207	105	922	27,957	52	482	16,794	241	2,196	72,968
1 PM	86	812	30,534	105	924	25,152	53	490	13,981	244	2,226	69,667
2	86	812	27,311	101	888	24,406	52	482	12,856	239	2,182	64,573
3	86	812	32,295	102	894	24,614	53	497	13,602	241	2,203	70,511
4	85	802	41,872	111	970	27,572	54	502	16,426	250	2,274	85,870
5	102	970	47,585	124	1,102	28,971	72	671	17,629	298	2,743	94,185
6	99	938	49,670	136	1,196	29,198	78	738	18,064	313	2,872	96,932
7	81	756	37,349	116	1,026	19,277	70	664	11,444	267	2,446	68,070
8	73	686	26,074	107	956	13,592	66	609	6,507	245	2,251	46,173
9	72	676	18,888	104	916	9,880	55	515	4,458	231	2,107	33,226
10	53	490	13,033	78	680	7,229	49	454	3,654	180	1,624	23,916
11	45	422	11,761	62	544	6,406	42	389	2,851	149	1,355	21,018
12 MID	34	320	12,226	45	392	4,510	24	219	1,967	103	931	18,703
TOTAL	1,559	14,710	736,458	2,044	17,974	629,149	1,127	10,518	391,931	4,730	43,202	1,757,538

MTA NYC TRANSIT RECAPITULATION 2003-OUTBOUND

HOURS	60 th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			ALL SECTORS		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	26	250	8,638	30	256	9,819	17	158	6,982	73	664	25,439
2	21	198	4,051	25	214	5,510	13	119	2,271	59	531	11,832
3	17	160	1,798	24	204	2,707	12	111	1,050	53	475	5,555
4	20	188	1,374	25	214	1,823	11	103	649	56	505	3,846
5	18	172	1,368	25	214	1,531	14	130	951	57	516	3,850
6	20	188	3,500	35	306	2,443	14	132	1,750	69	626	7,693
7	40	378	13,804	66	584	7,655	37	341	7,264	143	1,303	28,723
8	72	668	35,001	119	1,070	17,932	59	569	13,449	250	2,307	66,382
9	103	970	42,884	140	1,246	21,340	76	723	13,296	319	2,939	77,520
10	113	1,066	29,338	133	1,166	16,150	78	734	9,030	324	2,966	54,518
11	90	852	22,475	107	934	12,677	60	555	6,709	257	2,341	41,861
12 NOON	81	770	21,729	107	940	13,027	53	490	8,066	241	2,200	42,822
1 PM	94	880	27,797	104	912	16,180	50	464	9,748	248	2,256	53,725
2	82	770	26,584	102	892	19,357	53	488	12,236	237	2,150	58,177
3	87	828	34,776	105	922	26,799	51	472	17,731	243	2,222	79,306
4	82	772	44,607	106	936	40,489	55	510	27,553	243	2,218	112,649
5	91	862	57,973	124	1,094	64,424	69	646	43,142	284	2,602	165,539
6	108	1,028	86,357	143	1,258	94,841	78	733	62,934	329	3,019	244,132
7	97	922	76,522	122	1,080	74,292	77	731	54,820	296	2,733	205,634
8	81	768	48,510	113	980	53,761	71	665	37,349	265	2,413	139,620
9	74	696	31,062	103	912	35,360	54	504	21,685	231	2,112	88,107
10	66	618	22,110	85	740	24,254	57	526	18,020	208	1,884	64,384
11	58	542	18,753	69	600	20,205	43	394	13,855	170	1,536	52,813
12 MID	39	374	15,454	47	412	14,734	39	356	11,969	125	1,142	42,157
TOTAL	1,580	14,920	676,465	2,059	18,086	597,310	1,141	10,654	402,509	4,780	43,660	1,676,284

SECTION B

SUBWAY BY LINE 60TH STREET SECTOR 2003-INBOUND

HOURS	LEXINGTON AVE EXPRESS 86 ST/LEXINGTON AVE VIA 4*, 5, LINES			LEXINGTON AVE LOCAL 68 ST/LEXINGTON AVE VIA 4*, 6 LINES			EIGHT AVE EXPRESS 125 ST/ST NICOLAS VIA A*, D LINES			EIGHT AVE LOCAL 72 ST/CENT. PK WEST VIA A*, B, C, LINES		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	3	30	591	4	40	859	3	24	584	3	24	347
2	3	30	290	3	30	205	3	24	148	3	26	200
3	3	30	128	3	30	93	3	24	155	3	26	154
4	3	30	124	3	30	126	3	24	191	2	18	93
5	4	40	584	4	40	465	3	24	445	4	32	324
6	7	70	3,240	5	50	1,611	6	52	2,414	4	32	378
7	15	150	9,507	9	90	4,270	13	110	6,911	9	72	1,351
8	25	250	22,803	13	130	9,595	14	116	14,813	11	88	5,741
9	23	230	30,718	23	230	23,139	19	156	21,177	12	96	10,176
10	17	170	17,157	15	150	13,894	15	126	10,353	12	96	6,803
11	18	180	8,628	14	140	6,549	13	108	5,886	13	104	2,488
12 NOC	18	180	6,621	14	140	5,824	15	124	4,871	11	88	1,298
1 PM	18	180	7,530	15	150	7,469	14	116	4,753	12	96	1,543
2	17	170	5,667	14	140	6,016	14	118	4,087	13	104	1,849
3	19	190	7,131	14	140	6,897	14	116	4,802	12	96	1,971
4	17	170	7,922	15	150	10,299	14	114	5,720	11	88	2,463
5	22	220	10,119	19	190	11,952	17	146	6,359	13	104	3,196
6	19	190	9,269	19	190	14,227	19	160	6,403	11	88	4,499
7	13	130	7,252	13	130	9,371	16	130	4,280	12	96	2,742
8	12	120	5,326	13	130	6,948	12	100	2,754	12	96	1,478
9	13	130	4,399	10	100	4,437	15	128	2,511	11	88	838
10	11	110	2,864	7	70	3,121	11	90	1,554	10	80	717
11	9	90	2,654	6	60	2,409	8	64	933	8	68	799
12 MID	5	50	1,402	5	50	2,008	7	56	4,379	4	34	745
TOTAL	314	3,140	171,926	260	2,600	151,784	271	2,250	116,483	216	1,740	52,193

HOURS	B'WAY /7TH AVE EXPRESS 72ND ST/ BROADWAY VIA 2* & 3 LINE			B'WAY /7TH AVE LOCAL 66TH ST/ BROADWAY VIA 2* & 1/9 LINES			TOTAL (60TH STREET SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	3	30	667	3	30	658	19	178	3,706
2	4	40	454	3	30	182	19	180	1,479
3	3	30	218	3	30	121	18	170	869
4	3	30	192	3	30	131	17	162	857
5	3	30	444	2	20	212	20	186	2,474
6	6	60	1,079	5	50	1,271	33	314	9,993
7	12	120	5,084	8	80	2,996	66	622	30,119
8	17	170	13,897	14	140	7,839	94	894	74,688
9	23	230	24,767	18	180	15,416	118	1,122	125,393
10	16	160	15,429	13	130	11,199	88	832	74,835
11	12	120	6,406	11	110	5,283	81	762	35,240
12 NOC	14	140	5,600	12	120	3,993	84	792	28,207
1 PM	14	140	4,684	13	130	4,555	86	812	30,534
2	16	160	5,242	12	120	4,450	86	812	27,311
3	15	150	6,458	12	120	5,036	86	812	32,295
4	16	160	7,894	12	120	7,574	85	802	41,872
5	16	160	9,150	15	150	6,809	102	970	47,585
6	16	160	7,927	15	150	7,345	99	938	49,670
7	15	150	7,706	12	120	5,998	81	756	37,349
8	12	120	4,802	12	120	4,766	73	686	26,074
9	12	120	3,532	11	110	3,171	72	676	18,888
10	5	50	1,574	9	90	3,203	53	490	13,033
11	8	80	2,297	6	60	2,669	45	422	11,761
12 MID	7	70	1,469	6	60	2,223	34	320	12,226
TOTAL	268	2,680	136,972	230	2,300	107,100	1,559	14,710	736,458

* Indicates service that changes from express to local during the overnight hours.

SECTION B

SUBWAY BY LINE 60TH STREET SECTOR 2003-OUTBOUND

HOURS	LEXINGTON AVE EXPRESS VIA 4 express and local and 5 express			LEXINGTON AVE LOCAL 59 ST/LEXINGTON AVE VIA 6 LINE			EIGHT AVE EXPRESS/LOCAL 59 ST/COLUMBUS CIRCLE VIA A, D LINES			EIGHT AVE LOCAL 59 ST/COLUMBUS CIRCLE VIA B & C LINES		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	4	40	1,840	5	50	1,746	8	70	2,203	0	0	0
2	4	40	1,000	4	40	641	6	48	909	0	0	0
3	2	20	210	3	30	308	6	50	627	0	0	0
4	3	30	273	3	30	215	8	68	479	0	0	0
5	4	40	342	3	30	240	6	52	444	0	0	0
6	4	40	867	4	40	859	6	48	772	0	0	0
7	7	70	3,454	6	60	3,473	9	76	2,117	4	32	431
8	14	140	9,541	10	100	8,526	16	132	4,039	12	96	2,393
9	20	200	7,939	16	160	13,543	22	188	4,912	14	112	3,425
10	22	220	5,767	20	200	8,912	21	172	3,031	13	104	2,125
11	19	190	4,382	15	150	6,810	14	116	2,660	12	96	1,741
12 NOON	18	180	5,173	15	150	5,773	13	110	2,653	10	80	1,082
1 PM	19	190	6,461	15	150	7,402	17	140	3,618	15	120	1,837
2	17	170	6,474	14	140	5,625	13	104	3,958	12	96	1,854
3	19	190	7,934	16	160	8,046	14	120	5,659	11	88	1,914
4	17	170	9,897	13	130	8,840	13	106	7,823	12	96	2,997
5	18	180	13,019	17	170	12,241	16	138	10,481	13	104	4,473
6	23	230	20,789	20	200	19,709	17	140	13,063	11	88	5,725
7	22	220	15,212	17	170	17,533	13	108	11,517	13	104	6,213
8	17	170	9,274	14	140	11,229	11	90	7,681	11	88	2,963
9	13	130	6,066	11	110	4,236	14	118	6,695	11	88	1,922
10	12	120	4,692	10	100	3,206	12	102	4,409	12	96	1,724
11	12	120	3,842	7	70	2,939	11	90	3,617	9	72	1,084
12 MID	7	70	3,010	5	50	2,508	10	86	3,298	1	8	88
TOTAL	317	3,170	147,458	263	2,630	154,560	296	2,472	106,665	196	1,568	43,991

HOURS	TIMES SQUARE VIA 2* & 3 Line Express			59th St. - BROADWAY 6TH ST/ BROADWAY VIA 2* & 1/9 LINES Local			TOTAL (60TH STREET SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	3	30	669	6	60	2,180	26	250	8,638
2	0	0	0	7	70	1,501	21	198	4,051
3	0	0	0	6	60	653	17	160	1,798
4	0	0	0	6	60	407	20	188	1,374
5	0	0	0	5	50	342	18	172	1,368
6	0	0	0	6	60	1,002	20	188	3,500
7	8	80	2,402	6	60	1,927	40	378	13,804
8	12	120	5,980	8	80	4,522	72	668	35,001
9	16	160	7,334	15	150	5,731	103	970	42,884
10	20	200	5,233	17	170	4,270	113	1,066	29,338
11	18	180	3,935	12	120	2,947	90	852	22,475
12 NOON	12	120	3,424	13	130	3,624	81	770	21,729
1 PM	16	160	4,503	12	120	3,976	94	880	27,797
2	14	140	4,220	12	120	4,453	82	770	26,584
3	15	150	5,732	12	120	5,491	87	828	34,776
4	15	150	7,528	12	120	7,522	82	772	44,607
5	16	160	10,462	11	110	7,297	91	862	57,973
6	21	210	14,863	16	160	12,208	108	1,028	86,357
7	18	180	13,766	14	140	12,281	97	922	76,522
8	15	150	8,373	13	130	8,990	81	768	48,510
9	13	130	6,403	12	120	5,740	74	696	31,062
10	9	90	3,892	11	110	4,187	66	618	22,110
11	10	100	3,636	9	90	3,635	58	542	18,753
12 MID	10	100	3,758	6	60	2,792	39	374	15,454
TOTAL	261	2,610	116,113	247	2,470	107,678	1,580	14,920	676,465

SECTION B

SUBWAY BY LINE BROOKLYN SECTOR 2003-INBOUND

3-16

HOURS	BMT (14TH ST TUNNEL) BEDFORD AVENUE VIA L LINE			BMT (WILLIAMSBURG BR) MARCY AVENUE VIA JZ, M LINES			IND (RUTGERSTUNNEL) YORK AVENUE VIA F LINE			BMT (MANHATTAN BR) DEKALB AVENUE VIA W* & Local Q			BMT (MANHATTAN BR) PACIFIC STREET VIA W EXPRESS LINE		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	5	40	299	3	24	115	5	40	263	4	32	167	0	0	0
2	4	32	323	3	24	53	3	24	117	3	24	72			
3	3	24	91	3	24	43	3	24	98	3	24	92			
4	3	24	115	3	24	55	2	16	86	2	16	67			
5	3	24	211	3	24	178	3	24	197	4	32	302			
6	4	32	1,404	3	24	774	4	32	868	5	40	2,090			
7	8	64	5,111	10	80	3,313	6	48	2,675	13	112	6,426	4	32	2,540
8	9	72	12,329	13	104	8,299	12	96	6,828	14	126	12,261	7	56	6,800
9	11	88	16,803	17	136	11,562	14	118	11,453	17	154	17,006	9	72	10,031
10	11	88	12,502	13	104	5,422	11	90	7,147	14	124	10,331	6	48	5,060
11	7	56	4,280	12	96	2,812	8	64	3,813	10	90	4,617	6	48	3,195
12 NOON	7	56	3,802	13	104	1,748	8	64	2,951	13	118	4,555	5	40	1,659
1 PM	8	64	2,695	11	88	1,297	8	64	2,961	13	116	3,852	7	56	2,051
2	8	64	3,675	12	96	1,359	6	48	2,413	11	100	3,391	6	48	1,658
3	7	56	3,266	12	96	1,444	11	90	3,195	11	98	3,194	5	40	1,295
4	8	64	3,358	12	96	1,823	11	88	3,592	13	116	3,909	7	56	1,896
5	11	88	4,251	16	128	1,800	9	72	3,126	15	134	3,478	7	56	1,629
6	15	120	4,022	15	120	1,373	17	140	3,449	17	152	3,678	6	48	1,869
7	12	96	2,854	11	88	926	10	82	2,161	13	118	2,358	6	48	1,159
8	10	80	1,970	11	88	797	5	40	1,606	12	108	1,586	4	32	818
9	10	80	1,367	10	80	542	10	82	1,508	12	108	1,128	7	56	569
10	9	72	1,005	7	56	373	9	78	926	6	48	731	5	40	344
11	6	48	906	4	32	334	6	48	634	6	48	727	6	48	364
12 MID	5	40	658	4	32	293	5	40	475	7	56	643			
TOTAL	184	1,472	87,297	221	1,768	46,735	186	1,512	62,542	238	2,094	86,661	103	824	42,937

SECTION B

SUBWAY BY LINE

BROOKLYN SECTOR 2003-INBOUND

(CONTINUED)

HOURS	IND (CRANBERRY TUNNEL) HIGH STREET			IRT (CLARK TUNNEL) CLARK STREET			BMT (MONTAGUE ST. TUN) COURT STREET			IRT (JORALEMON TUNNEL) BOROUGH HALL			TOTAL (BROOKLYN SECTOR)		
	VIA A, C LINES			VIA 2, 3 LINES			VIA M, N, R, W LINES			VIA 4, 5 LINES			TRAINS	CARS	PASSENGERS
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS			
12-1 AM	3	28	298	4	40	239	3	24	238	4	40	363	31	268	1,982
2	4	38	273	3	30	151	3	24	142	4	40	180	27	236	1,311
3	2	18	100	3	30	104	1	8	35	3	30	82	21	182	645
4	3	24	235	3	30	127	3	24	179	3	30	104	22	188	968
5	4	36	581	3	30	316	3	24	285	3	30	422	26	224	2,492
6	3	28	1,338	4	40	1,019	8	70	1,276	4	40	1,917	35	306	10,686
7	12	100	7,002	8	80	2,654	9	82	1,878	10	100	5,357	80	698	36,956
8	17	144	14,984	14	140	7,324	17	148	6,224	18	180	11,730	121	1,066	86,779
9	24	204	21,336	21	210	12,058	23	196	11,595	20	200	16,298	156	1,378	128,142
10	16	136	12,964	17	170	6,922	17	146	5,741	18	180	9,141	123	1,086	75,230
11	15	124	6,109	15	150	3,373	18	154	2,580	15	150	4,415	106	932	35,194
12 NOON	14	118	4,871	14	140	2,578	18	152	1,785	13	130	4,008	105	922	27,957
1 PM	13	108	4,179	16	160	2,827	18	158	1,798	11	110	3,492	105	924	25,152
2	13	106	3,780	15	150	2,745	18	156	1,628	12	120	3,757	101	888	24,406
3	15	126	4,555	15	150	2,695	13	108	1,305	13	130	3,665	102	894	24,614
4	14	116	4,522	15	150	2,907	17	144	1,553	14	140	4,012	111	970	27,572
5	14	118	5,595	18	180	2,764	15	136	1,980	19	190	4,348	124	1,102	28,971
6	14	120	6,164	13	130	2,552	20	176	2,028	19	190	4,063	136	1,196	29,198
7	15	130	3,464	14	140	2,468	17	144	988	18	180	2,899	116	1,026	19,277
8	13	110	2,538	17	170	1,656	20	178	784	15	150	1,837	107	956	13,592
9	13	112	1,590	12	120	1,161	18	158	504	12	120	1,511	104	916	9,880
10	12	102	1,092	10	100	1,077	14	124	322	6	60	1,359	78	680	7,229
11	10	88	1,121	9	90	802	9	82	322	6	60	1,196	62	544	6,406
12 MID	5	42	846	10	100	706	5	42	253	4	40	636	45	392	4,510
TOTAL	268	2,276	109,537	273	2,730	61,225	307	2,658	45,423	264	2,640	86,792	2,044	17,974	629,149

* W-line makes local stops at Court St. from 2320 to 0527 AM hours via Montague St. tunnel

No W service data was collected from 11 PM to 5 AM due to track construction.

SECTION B

SUBWAY BY LINE BROOKLYN SECTOR 2003-OUTBOUND

3-18

HOURS	BMT (14TH ST TUNNEL) FIRST AVENUE VIA L LINE			BMT (WILLIAMSBURG BR) ESSEX STREET VIA J, M, Z LINES			IND (RUTGERS TUNNEL) EAST BROADWAY VIA F LINE			BMT (MANHATTAN BR) CANAL STREET VIA Q & W LINES			BMT (MONTAGUE ST. TUN) BROAD STREET VIA M* LINE		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	5	40	1,365	3	24	687	4	32	1,014	3	24	934	0	0	0
2	3	24	769	3	24	281	3	24	474	3	24	813	0	0	0
3	3	24	483	3	24	83	3	24	382	3	24	326	0	0	0
4	3	24	220	3	24	73	4	32	321	3	24	136	0	0	0
5	3	24	215	3	24	43	3	24	211	3	24	114	0	0	0
6	5	40	404	3	24	93	3	24	238	5	40	390	0	0	0
7	6	48	1,153	5	40	335	6	48	1,075	9	72	1,255	1	8	33
8	8	64	2,069	11	88	974	11	94	2,740	19	166	3,468	6	48	331
9	11	88	2,103	17	136	1,032	14	118	3,268	22	192	3,740	6	48	299
10	12	96	1,270	14	112	690	13	104	2,369	20	172	2,230	7	56	181
11	7	56	929	13	104	880	9	72	1,345	18	154	2,035	6	48	124
12 NOON	8	64	1,596	11	88	845	9	72	1,429	20	174	2,215	6	48	121
1 PM	7	56	1,737	13	104	1,286	7	56	1,550	17	148	2,682	6	48	127
2	8	64	2,492	11	88	1,183	8	64	1,856	18	154	3,817	6	48	117
3	7	56	3,601	12	96	2,043	9	72	2,630	19	166	5,094	6	48	170
4	8	64	5,977	13	104	4,050	7	56	3,308	15	130	6,893	6	48	392
5	11	88	7,555	13	104	5,880	10	82	4,611	21	184	14,239	6	48	934
6	14	112	11,836	17	136	8,583	12	98	8,452	24	208	18,073	6	48	1,335
7	13	104	11,151	13	104	5,874	7	56	6,476	24	210	15,177	6	48	805
8	10	80	7,244	11	88	3,699	14	118	7,939	21	180	11,728	6	48	458
9	10	80	5,727	10	80	1,632	12	100	5,153	17	148	7,812	5	40	142
10	9	72	3,966	11	88	1,797	7	58	3,250	15	128	4,671	3	24	31
11	8	64	3,555	4	32	915	7	56	2,752	13	104	4,236	0	0	0
12 MID	5	40	2,197	2	16	337	6	48	2,411	9	72	2,966	0	0	0
TOTAL	184	1,472	79,614	219	1,752	43,295	188	1,532	65,254	341	2,922	115,044	88	704	5,600

SECTION B

SUBWAY BY LINE BROOKLYN SECTOR 2003-OUTBOUND (CONTINUED)

HOURS	IND (CRANBERRY TUNNEL) BROADWAY-NASSAU VIA A, C LINES			IRT (CLARK TUNNEL) WALL STREET VIA 2,3 LINES			BMT (MONTAGUE ST. TUN) WHITEHALL STREET VIA N, R, W* LINES			IRT (JORALEMON TUNNEL) BOWLING GREEN VIA 4, 5 LINES			TOTAL (BROOKLYN SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	4	34	1,439	3	30	1,010	4	32	1,711	4	40	1,659	30	256	9,819
2	3	24	618	4	40	784	3	24	1,280	3	30	491	25	214	5,510
3	3	24	437	3	30	292	3	24	515	3	30	189	24	204	2,707
4	3	26	458	3	30	154	3	24	304	3	30	157	25	214	1,823
5	4	34	392	3	30	132	3	24	261	3	30	163	25	214	1,531
6	4	34	423	6	60	280	3	24	247	6	60	368	35	306	2,443
7	10	86	1,619	9	90	562	7	62	350	13	130	1,273	66	584	7,655
8	13	110	3,323	17	170	1,578	13	120	808	21	210	2,641	119	1,070	17,932
9	14	116	4,512	21	210	2,175	11	98	1,018	24	240	3,193	140	1,246	21,340
10	17	140	3,346	17	170	2,036	14	126	944	19	190	3,084	133	1,166	16,150
11	15	126	3,335	14	140	1,354	12	104	647	13	130	2,028	107	934	12,677
12 NOON	14	118	2,493	16	160	1,730	12	106	801	11	110	1,797	107	940	13,027
1 PM	14	112	3,170	15	150	1,969	13	118	1,136	12	120	2,523	104	912	16,180
2	14	118	3,617	14	140	2,214	11	96	1,303	12	120	2,758	102	892	19,357
3	14	118	4,739	13	130	3,176	12	106	1,525	13	130	3,821	105	922	26,799
4	14	116	6,988	15	150	4,852	12	108	2,441	16	160	5,588	106	936	40,489
5	14	116	9,958	16	160	7,948	14	122	4,969	19	190	8,330	124	1,094	64,424
6	25	218	18,491	13	130	8,039	13	118	6,400	19	190	13,632	143	1,258	94,841
7	15	128	12,466	15	150	8,422	13	120	4,908	16	160	9,013	122	1,080	74,292
8	15	122	8,506	11	110	6,197	14	124	2,695	11	110	5,295	113	980	53,761
9	13	114	6,144	13	130	4,018	11	100	1,441	12	120	3,291	103	912	35,360
10	13	112	4,689	10	100	2,631	11	98	1,067	6	60	2,152	85	740	24,254
11	10	86	3,664	11	110	2,269	11	98	1,049	5	50	1,765	69	600	20,205
12 MID	5	42	2,458	9	90	1,717	6	54	864	5	50	1,784	47	412	14,734
TOTAL	270	2,274	107,285	271	2,710	65,539	229	2,030	38,684	269	2,690	76,995	2,059	18,086	597,310

* W-line makes local stops at Whitehall St. from 2340 - 0539 hours via the Montague St. tunnel.

SECTION B

SUBWAY BY LINE QUEENS SECTOR 2003-INBOUND

HOURS	BMT (60TH ST TUNNEL) QUEENS PLAZA VIA N, R & W LINE			IRT (53RD ST TUNNEL) 23RD STREET/ELY AVE VIA E, V LINES			IRT (STEINWAY TUNNEL) VERNON AVE/JACKSON AVE VIA 7 LINE			IRT (63RD ST TUNNEL) 63RD ST/LEXINGTON AVE VIA F LINE			TOTAL (QUEENS SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	2	16	151	3	30	345	5	55	250	2	16	163	12	117	909
2	3	24	174	3	30	194	3	33	104	3	24	111	12	111	583
3	4	32	158	3	30	154	3	33	82	3	24	89	13	119	483
4	2	16	74	3	30	207	3	33	127	3	24	112	11	103	520
5	4	32	426	1	10	71	3	33	219	4	32	728	12	107	1,444
6	5	42	2,162	6	58	2,237	6	66	2,383	4	32	1,936	21	198	8,718
7	16	138	7,886	12	110	7,278	11	121	5,863	7	56	5,059	46	425	26,086
8	19	164	16,366	19	176	15,117	24	264	14,024	8	64	8,595	70	668	54,102
9	23	196	28,374	24	220	21,416	23	253	18,921	16	128	17,459	86	797	86,170
10	19	164	13,547	19	178	13,586	19	209	10,510	13	104	11,185	70	655	48,838
11	19	164	7,727	15	138	5,880	12	132	5,425	9	72	4,813	55	506	23,845
12 NOON	18	156	5,375	14	128	4,726	12	132	3,437	8	66	3,256	52	482	16,794
1 PM	18	156	4,189	15	138	4,345	12	132	2,793	8	64	2,654	53	490	13,981
2	18	158	4,142	14	128	3,576	12	132	2,650	8	64	2,488	52	482	12,856
3	16	140	4,421	16	148	3,793	13	143	3,044	8	66	2,344	53	497	13,602
4	16	138	5,169	17	158	4,665	12	132	3,650	9	74	2,942	54	502	16,426
5	22	190	5,503	21	192	4,708	19	209	4,375	10	80	3,043	72	671	17,629
6	18	156	5,504	22	206	4,981	24	264	4,223	14	112	3,356	78	738	18,064
7	16	142	2,692	20	182	3,456	22	242	2,955	12	98	2,341	70	664	11,444
8	19	166	1,998	17	156	1,766	17	187	1,526	12	100	1,217	65	609	6,507
9	16	140	1,245	16	150	1,145	13	143	990	10	82	1,078	55	515	4,458
10	15	132	1,045	13	118	909	12	132	814	9	72	886	49	454	3,654
11	16	142	840	11	100	766	9	99	640	6	48	605	42	389	2,851
12 MID	9	72	519	4	38	530	7	77	432	4	32	486	24	219	1,967
TOTAL	333	2,876	119,687	308	2,852	105,861	296	3,256	89,437	190	1,534	76,946	1,127	10,518	391,931

* Between 730 AM and 930 AM, 9 trips on the F line switched to the 63rd St tunnel. Data were collected at Lexington and 63rd St location for those trips.

SECTION B

SUBWAY BY LINE QUEENS SECTOR 2003-OUTBOUND

HOURS	BMT (60TH ST TUNNEL) 60TH ST/LEXINGTON AVE VIA N, R & W LINES			IRT (53RD TUNNEL) 53RD ST/LEXINGTON AVE VIA E, V LINES			IRT (STEINWAY TUNNEL) GRAND CENTRAL STATION VIA 7 LINE			63RD ST TUNNEL 57TH ST/SIXTH AVE F			TOTAL (QUEENS SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	3	24	2,145	5	50	2,234	4	44	808	5	40	1,795	17	158	6,982
2	3	24	667	3	30	687	3	33	295	4	32	622	13	119	2,271
3	3	24	313	3	30	343	3	33	158	3	24	236	12	111	1,050
4	3	24	180	3	30	254	3	33	88	2	16	127	11	103	649
5	3	24	211	3	30	284	4	44	149	4	32	307	14	130	951
6	4	34	383	3	30	347	4	44	679	3	24	341	14	132	1,750
7	12	102	1,925	10	92	1,886	9	99	2,172	6	48	1,281	37	341	7,264
8	18	160	4,332	12	112	3,078	21	231	4,112	8	66	1,927	59	569	13,449
9	19	164	3,653	20	184	3,784	25	275	3,456	12	100	2,403	76	723	13,296
10	19	164	2,645	24	222	2,510	20	220	2,210	15	128	1,665	78	734	9,030
11	22	190	2,002	17	158	1,783	13	143	1,803	8	64	1,121	60	555	6,709
12 NOON	17	146	2,468	16	148	2,454	12	132	2,011	8	64	1,133	53	490	8,066
1 PM	16	140	2,638	14	128	3,054	12	132	2,516	8	64	1,540	50	464	9,748
2	20	172	3,893	14	128	3,579	12	132	2,763	7	56	2,001	53	488	12,236
3	15	132	4,930	14	128	5,036	12	132	4,018	10	80	3,747	51	472	17,731
4	16	138	7,938	17	158	8,341	12	132	6,056	10	82	5,218	55	510	27,553
5	22	192	13,049	18	166	12,546	18	198	10,358	11	90	7,189	69	646	43,142
6	18	156	14,434	22	202	17,760	23	253	15,737	15	122	15,003	78	733	62,934
7	21	184	15,448	21	194	17,027	23	253	12,019	12	100	10,326	77	731	54,820
8	21	184	10,209	21	194	11,138	17	187	7,781	12	100	8,221	71	665	37,349
9	18	158	7,108	14	128	5,000	14	154	5,268	8	64	4,309	54	504	21,685
10	16	138	5,201	17	158	5,153	12	132	4,663	12	98	3,003	57	526	18,020
11	16	134	4,772	12	110	3,920	10	110	3,460	5	40	1,703	43	394	13,855
12 MID	12	98	3,670	11	100	3,379	10	110	3,402	6	48	1,518	39	356	11,969
TOTAL	337	2,906	114,214	314	2,910	115,577	296	3,256	95,982	194	1,582	76,736	1,141	10,654	402,509

SECTION B

SUBWAY BY LINE NEW JERSEY SECTOR 2003-INBOUND

HOURS	DOWNTOWN PATH			UPTOWN PATH			TOTAL (NEW JERSEY SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	0	0	0	2	14	150	2	14	150
2	0	0	0	2	14	95	2	14	95
3	0	0	0	2	14	81	2	14	81
4	0	0	0	2	14	97	2	14	97
5	0	0	0	2	14	76	2	14	76
6	0	0	0	12	84	281	12	84	281
7	0	0	0	12	84	2455	12	84	2455
8	0	0	0	12	84	8377	12	84	8377
9	0	0	0	12	84	14856	12	84	14856
10	0	0	0	12	84	9270	12	84	9270
11	0	0	0	8	56	2820	8	56	2820
12 NOON	0	0	0	6	42	1694	6	42	1694
1 PM	0	0	0	6	42	1584	6	42	1584
2	0	0	0	6	42	1445	6	42	1445
3	0	0	0	9	63	1223	9	63	1223
4	0	0	0	12	84	2899	12	84	2899
5	0	0	0	12	84	3315	12	84	3315
6	0	0	0	12	84	5371	12	84	5371
7	0	0	0	12	84	3428	12	84	3428
8	0	0	0	8	56	1703	8	56	1703
9	0	0	0	6	42	749	6	42	749
10	0	0	0	6	42	476	6	42	476
11	0	0	0	6	42	418	6	42	418
12 MID	0	0	0	4	28	283	4	28	283

NEW JERSEY SECTOR 2003-OUTBOUND

HOURS	DOWNTOWN PATH			UPTOWN PATH			(NEW JERSEY SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	0	0	0	2	14	608	2	14	608
2	0	0	0	2	14	338	2	14	338
3	0	0	0	2	14	136	2	14	136
4	0	0	0	2	14	68	2	14	68
5	0	0	0	2	14	136	2	14	136
6	0	0	0	2	14	465	2	14	465
7	0	0	0	9	63	1,893	9	63	1,893
8	0	0	0	12	84	4,057	12	84	4,057
9	0	0	0	12	84	4,936	12	84	4,936
10	0	0	0	12	84	2,096	12	84	2,096
11	0	0	0	6	42	1,082	6	42	1,082
12 NOON	0	0	0	6	42	947	6	42	947
1 PM	0	0	0	6	42	1,285	6	42	1,285
2	0	0	0	6	42	1,487	6	42	1,487
3	0	0	0	9	63	1,893	9	63	1,893
4	0	0	0	12	84	3,178	12	84	3,178
5	0	0	0	12	84	6,356	12	84	6,356
6	0	0	0	12	84	11,968	12	84	11,968
7	0	0	0	9	63	8,993	9	63	8,993
8	0	0	0	6	42	5,410	6	42	5,410
9	0	0	0	6	42	3,787	6	42	3,787
10	0	0	0	6	42	2,704	6	42	2,704
11	0	0	0	6	42	2,028	6	42	2,028
12 MID	0	0	0	6	42	1,826	6	42	1,826
TOTAL	0	0	0	165	1,155	67,677	165	1,155	67,677

SECTION C

SUBURBAN AND INTERCITY RAIL TRANSIT BY SECTOR RECAPITULATION, 2003-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	3	18	106	4	44	140	4	21	318	11	83	564
2	3	26	75	6	53	111	3	15	149	12	94	335
3	0	0	0	4	34	70	3	16	54	7	50	124
4	0	0	0	1	10	20	0	0	0	1	10	20
5	0	0	0	4	38	260	0	0	0	4	38	260
6	2	12	292	3	30	1,490	2	9	274	7	51	2,056
7	15	94	4,742	14	126	11,110	9	69	3,855	38	289	19,707
8	36	253	19,216	30	289	26,203	19	147	13,848	85	689	59,267
9	52	389	32,309	37	368	35,008	26	241	25,481	115	998	92,798
10	27	181	13,319	20	174	12,868	11	74	5,592	58	429	31,779
11	14	89	4,505	10	94	4,429	10	83	3,535	34	266	12,469
12 NOON	14	90	3,333	10	91	2,632	9	58	2,869	33	239	8,834
1 PM	7	50	1,988	9	82	2,074	8	80	2,345	24	212	6,407
2	10	66	1,869	9	84	2,123	8	56	1,857	27	206	5,849
3	8	54	1,358	8	73	1,773	20	63	1,904	36	190	5,035
4	10	60	1,575	9	78	1,940	33	72	1,842	52	210	5,357
5	9	59	1,784	9	86	2,280	11	67	2,426	29	212	6,490
6	15	107	2,672	8	75	2,516	10	63	2,671	33	245	7,859
7	13	88	2,821	11	101	2,581	12	82	3,442	36	271	8,844
8	10	63	1,764	11	99	1,717	10	71	1,982	31	233	5,463
9	8	53	922	9	82	901	12	90	1,216	29	225	3,039
10	7	40	523	8	75	716	7	54	974	22	169	2,213
11	6	37	460	8	80	640	6	46	598	20	163	1,698
12 MID	5	29	280	7	62	490	4	28	504	16	119	1,274
TOTAL	274	1,858	95,913	249	2,328	114,092	237	1,506	77,735	760	5,692	287,740

SECTION C

SUBURBAN AND INTERCITY RAIL TRANSIT BY SECTOR RECAPITULATION, 2003-OUTBOUND

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	5	27	546	5	52	980	10	51	2,002	20	130	3,528
2	3	17	277	4	38	560	4	28	583	11	83	1,420
3	0	0	0	1	12	40	1	7	30	2	19	70
4	0	0	0	5	45	180	0	0	0	5	45	180
5	0	0	0	1	12	70	0	0	0	1	12	70
6	3	21	218	4	40	310	1	7	29	8	68	557
7	10	61	825	4	38	560	2	15	176	16	114	1,561
8	15	93	2,757	9	83	1,611	4	25	516	28	201	4,884
9	10	74	2,126	12	112	1,640	2	13	395	24	199	4,161
10	8	64	1,056	9	78	1,090	1	6	183	18	148	2,329
11	9	59	984	10	90	1,029	2	14	307	21	163	2,320
12 NOON	8	54	1,032	9	77	1,217	3	22	325	20	153	2,574
1 PM	9	60	1,421	9	83	1,904	4	23	312	22	166	3,637
2	9	62	1,806	8	78	2,570	6	51	1,399	23	191	5,775
3	12	82	3,038	8	80	3,780	10	74	2,963	30	236	9,781
4	15	95	4,572	13	127	7,631	11	84	4,292	39	306	16,495
5	24	138	8,554	24	218	14,880	18	125	9,077	66	481	32,511
6	46	308	24,016	33	342	28,603	29	227	21,347	108	877	73,966
7	33	225	17,908	24	227	20,035	24	182	15,012	81	634	52,955
8	20	127	9,079	14	125	8,646	24	163	10,227	58	415	27,952
9	10	71	4,514	8	78	5,150	16	119	5,243	34	268	14,907
10	10	66	3,707	7	64	3,520	17	114	4,039	34	244	11,266
11	7	45	2,234	9	82	3,060	12	90	2,889	28	217	8,183
12 MID	10	61	1,967	8	76	1,960	13	87	1,948	31	224	5,875
TOTAL	276	1,810	92,637	238	2,257	111,026	214	1,526	83,294	728	5,593	286,957

SECTION C

SUBURBAN AND INTERCITY RAIL

TRANSIT BY LINE

60TH STREET SECTOR, 2003-INBOUND

HOURS	---- MTA HUDSON --			--- MTA -HARLEM --			- MTA - NEW HAVEN ----			AMTRAK EMPIRE SERVICE			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	1	4	36	1	6	28	1	8	42	0	0	0	3	18	106
2	1	6	22	0	0	0	2	20	53	0	0	0	3	26	75
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	6	122	1	6	170	0	0	0	0	0	0	2	12	292
7	4	22	950	4	26	1,370	6	38	2,290	1	8	132	15	94	4,742
8	10	59	4,221	12	90	6,922	13	99	7,984	1	5	89	36	253	19,216
9	14	96	7,677	17	133	11,043	20	155	13,446	1	5	143	52	389	32,309
10	6	37	2,404	9	69	5,241	11	70	5,589	1	5	85	27	181	13,319
11	4	24	957	4	26	1,599	5	35	1,702	1	4	247	14	89	4,505
12 NOON	3	20	428	4	22	1,096	6	43	1,583	1	5	226	14	90	3,333
1 PM	2	13	433	2	16	574	3	21	981	0	0	0	7	50	1,988
2	2	15	326	4	26	699	3	20	696	1	5	148	10	66	1,869
3	2	15	269	2	14	358	3	20	610	1	5	121	8	54	1,358
4	2	13	245	4	26	630	3	16	593	1	5	107	10	60	1,575
5	2	13	284	3	22	645	3	20	766	1	4	89	9	59	1,784
6	3	19	420	5	38	965	6	45	1,151	1	5	136	15	107	2,672
7	3	19	353	4	28	898	5	36	1,487	1	5	83	13	88	2,821
8	2	12	211	4	26	630	4	25	923	0	0	0	10	63	1,764
9	2	12	125	2	14	233	3	23	408	1	4	156	8	53	922
10	2	10	99	2	12	166	3	18	258	0	0	0	7	40	523
11	2	13	110	2	10	148	2	14	202	0	0	0	6	37	460
12 MID	1	6	34	2	12	81	2	11	165	0	0	0	5	29	280
TOTAL	69	434	19,726	88	622	33,496	104	737	40,929	13	65	1,762	274	1,858	95,913

60TH STREET SECTOR, 2003-OUTBOUND

HOURS	---- MTA HUDSON ----			--- MTA -HARLEM --			-- MTA - NEW HAVEN --			AMTRAK EMPIRE SERVICE			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	1	8	64	2	8	208	2	11	274	0	0	0	5	27	546
2	1	8	74	1	4	83	1	5	120	0	0	0	3	17	277
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	8	47	2	13	171	0	0	0	3	21	218
7	2	12	147	4	22	326	3	19	277	1	8	75	10	61	825
8	3	15	237	6	43	1,018	5	30	1,317	1	5	185	15	93	2,757
9	2	13	248	3	24	650	4	32	1,071	1	5	157	10	74	2,126
10	2	15	155	3	26	388	3	23	513	0	0	0	8	64	1,056
11	2	15	177	3	22	320	3	17	429	1	5	58	9	59	984
12 NOON	2	13	206	3	20	348	3	21	478	0	0	0	8	54	1,032
1 PM	2	13	275	3	22	448	3	20	586	1	5	112	9	60	1,421
2	2	15	201	3	22	614	3	21	782	1	4	209	9	62	1,806
3	3	15	517	4	32	1,061	4	30	1,204	1	5	256	12	82	3,038
4	4	28	1,335	4	26	1,297	5	36	1,816	2	5	124	15	95	4,572
5	5	30	1,989	9	52	3,305	9	52	3,193	1	4	67	24	138	8,554
6	12	75	5,857	14	100	7,992	20	128	10,131	0	5	36	46	308	24,016
7	8	49	3,777	12	80	6,572	12	91	7,431	1	5	128	33	225	17,908
8	5	27	1,695	7	50	3,597	7	45	3,647	1	5	140	20	127	9,079
9	2	12	632	3	22	1,400	5	37	2,482	0	0	0	10	71	4,514
10	2	14	714	3	20	1,208	4	28	1,650	1	4	135	10	66	3,707
11	2	12	527	2	14	585	3	19	1,122	0	0	0	7	45	2,234
12 MID	3	18	499	4	24	747	3	19	721	0	0	0	10	61	1,967
TOTAL	65	407	19,326	94	641	32,214	104	697	39,415	13	65	1,682	276	1,810	92,637

SECTION C
SUBURBAN AND INTERCITY RAIL
TRANSIT BY LINE
QUEENS SECTOR, 2003-INBOUND

HOURS	---- MTAL.I.R.R. ----			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	4	44	140				4	44	140
2	5	46	90	1	7	21	6	53	111
3	4	34	70				4	34	70
4	1	10	20				1	10	20
5	4	38	260				4	38	260
6	3	30	1,490				3	30	1,490
7	14	126	11,110				14	126	11,110
8	29	283	26,090	1	6	113	30	289	26,203
9	36	362	34,845	1	6	163	37	368	35,008
10	18	160	12,620	2	14	248	20	174	12,868
11	9	88	4,310	1	6	119	10	94	4,429
12 NOON	8	76	2,390	2	15	242	10	91	2,632
1 PM	8	74	1,910	1	8	164	9	82	2,074
2	8	78	1,940	1	6	183	9	84	2,123
3	7	64	1,630	1	9	143	8	73	1,773
4	8	72	1,800	1	6	140	9	78	1,940
5	9	86	2,280				9	86	2,280
6	6	62	2,300	2	13	216	8	75	2,516
7	9	88	2,450	2	13	131	11	101	2,581
8	9	88	1,590	2	11	127	11	99	1,717
9	7	66	780	2	16	121	9	82	901
10	7	66	670	1	9	46	8	75	716
11	8	80	640				8	80	640
12 MID	7	62	490				7	62	490
TOTAL	228	2,183	111,915	21	145	2,177	249	2,328	114,092

QUEENS SECTOR, 2003-OUTBOUND

HOURS	---- MTAL.I.R.R. ----			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	5	52	980				5	52	980
38,354	4	38	560				4	38	560
3	1	12	40				1	12	40
4	4	38	160	1	7	20	5	45	180
5	1	12	70				1	12	70
6	4	40	310				4	40	310
7	4	38	560				4	38	560
8	7	70	1,460	2	13	151	9	83	1,611
9	10	98	1,510	2	14	130	12	112	1,640
10	8	72	1,040	1	6	50	9	78	1,090
11	8	76	870	2	14	159	10	90	1,029
12 NOON	8	72	1,150	1	5	67	9	77	1,217
1 PM	7	68	1,660	2	15	244	9	83	1,904
2	8	78	2,570				8	78	2,570
3	7	72	3,680	1	8	100	8	80	3,780
4	11	112	7,400	2	15	231	13	127	7,631
5	23	212	14,730	1	6	150	24	218	14,880
6	31	328	28,410	2	14	193	33	342	28,603
7	22	213	19,890	2	14	145	24	227	20,035
8	12	112	8,520	2	13	126	14	125	8,646
9	8	78	5,150				8	78	5,150
10	7	64	3,520				7	64	3,520
11	9	82	3,060				9	82	3,060
12 MID	8	76	1,960				8	76	1,960
TOTAL	217	2,113	109,260	21	144	1,766	238	2,257	111,026

SECTION C
SUBURBAN AND INTERCITY RAIL
TRANSIT BY LINE
NEW JERSEY SECTOR, 2003-INBOUND

HOURS	-- NJ TRANSIT -- N. E. CORRIDOR/COAST			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	3	15	245	1	6	73	4	21	318
2	3	15	149				3	15	149
3	2	9	21	1	7	33	3	16	54
4	0	0	0				0	0	0
5	0	0	0				0	0	0
6	2	9	274				2	9	274
7	8	62	3,837	1	7	18	9	69	3,855
8	17	129	12,963	2	18	885	19	147	13,848
9	20	188	22,615	6	53	2,866	26	241	25,481
10	9	63	4,878	2	11	714	11	74	5,592
11	5	47	2,714	5	36	821	10	83	3,535
12 NOON	6	43	2,527	3	15	342	9	58	2,869
1 PM	6	65	1,937	2	15	408	8	80	2,345
2	6	42	1,517	2	14	340	8	56	1,857
3	6	49	1,557	2	14	347	20	63	1,904
4	6	45	1,429	4	27	413	33	72	1,842
5	8	48	1,936	3	19	490	11	67	2,426
6	8	49	2,224	2	14	447	10	63	2,671
7	9	65	3,005	3	17	437	12	82	3,442
8	6	46	1,538	4	25	444	10	71	1,982
9	8	69	962	4	21	254	12	90	1,216
10	6	46	845	1	8	129	7	54	974
11	3	25	348	3	21	250	6	46	598
12 MID	3	22	405	1	6	99	4	28	504
TOTAL	150	1,152	67,925	52	354	9,810	237	1,506	77,735

NEW JERSEY SECTOR, 2003-OUTBOUND

HOURS	-- NJ TRANSIT -- N. E. CORRIDOR/COAST			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	10	51	2,002	0	0	0	10	51	2,002
2	4	28	583	0	0	0	4	28	583
3	0	0	0	1	7	30	1	7	30
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	1	7	29	1	7	29
7	0	0	0	2	15	176	2	15	176
8	0	0	0	4	25	516	4	25	516
9	0	0	0	2	13	395	2	13	395
10	0	0	0	1	6	183	1	6	183
11	0	0	0	2	14	307	2	14	307
12 NOON	0	0	0	3	22	325	3	22	325
1 PM	0	0	0	4	23	312	4	23	312
2	4	38	1,085	2	13	314	6	51	1,399
3	6	45	2,486	4	29	477	10	74	2,963
4	8	69	3,496	3	15	796	11	84	4,292
5	14	98	7,469	4	27	1,608	18	125	9,077
6	24	186	19,353	5	41	1,994	29	227	21,347
7	20	155	13,853	4	27	1,159	24	182	15,012
8	20	135	9,747	4	28	480	24	163	10,227
9	14	108	5,094	2	11	149	16	119	5,243
10	14	99	3,726	3	15	313	17	114	4,039
11	11	82	2,798	1	8	91	12	90	2,889
12 MID	11	75	1,906	2	12	42	13	87	1,948
TOTAL	160	1,168	73,598	54	358	9,696	214	1,526	83,294

NJ Transit gave an average weekday passenger trips to/from Penn Station for October-December period - other data is the NYMTC's estimate

SECTION D
AUTOS, TAXIS, COMMUTER VANS
AND TRUCK OCCUPANTS BY SECTOR
RECAPITULATION, 2003-INBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	TOTAL
12-1 AM	12,168	5,356	3,401	2,384	0	23,309
2	7,455	3,514	2,235	1,503	0	14,707
3	5,068	2,738	1,724	1,152	0	10,681
4	4,244	2,735	2,012	1,151	0	10,143
5	4,997	4,575	3,610	2,079	0	15,261
6	9,647	11,014	8,333	7,469	0	36,464
7	19,968	19,138	15,001	13,695	0	67,802
8	28,125	24,783	17,281	11,086	0	81,274
9	31,164	27,020	15,579	8,705	0	82,468
10	30,805	20,440	15,042	8,538	0	74,825
11	25,988	17,615	11,866	7,635	0	63,105
12 NOON	26,170	16,384	10,689	7,236	0	60,478
1 PM	24,766	16,215	9,682	6,228	0	56,891
2	24,947	16,009	9,624	6,657	0	57,238
3	26,586	15,557	9,960	7,521	0	59,625
4	27,937	14,803	10,659	7,877	0	61,277
5	27,429	14,828	10,973	6,625	0	59,855
6	27,677	15,525	12,249	5,915	0	61,366
7	27,741	14,286	10,756	6,966	0	59,748
8	26,345	10,969	8,549	7,368	0	53,231
9	23,284	10,040	7,265	6,226	0	46,815
10	22,195	10,213	6,810	5,841	0	45,060
11	21,252	9,738	6,303	5,301	0	42,595
12 MID	17,658	8,049	5,132	4,427	0	35,265
TOTAL	503,616	311,545	214,736	149,584	0	1,179,482

RECAPITULATION, 2003-OUTBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	TOTAL
12-1 AM	12,514	9,065	5,713	4,051	0	31,343
2	7,847	5,194	4,772	2,888	0	20,701
3	5,334	3,452	2,763	1,716	0	13,265
4	4,349	2,615	2,293	1,483	0	10,740
5	5,300	2,818	2,568	1,908	0	12,593
6	9,437	4,119	4,658	2,915	0	21,127
7	18,424	7,097	7,456	4,985	0	37,962
8	26,280	8,530	8,220	7,899	0	50,928
9	27,383	9,866	7,616	5,128	0	49,993
10	27,139	9,155	6,392	4,138	0	46,825
11	26,148	9,613	7,941	4,647	0	48,350
12 NOON	25,875	10,369	8,130	4,733	0	49,106
1 PM	26,357	9,691	8,381	5,110	0	49,539
2	27,058	11,516	9,412	5,882	0	53,869
3	30,355	13,091	10,929	7,978	0	62,352
4	29,420	15,623	13,270	8,363	0	66,676
5	28,999	18,704	14,051	9,561	0	71,315
6	30,116	18,969	13,136	8,953	0	71,173
7	30,693	17,572	12,390	8,612	0	69,268
8	29,037	15,150	9,630	9,275	0	63,092
9	25,690	14,309	8,194	8,997	0	57,190
10	24,312	12,855	6,880	7,938	0	51,985
11	23,935	11,869	6,653	7,836	0	50,293
12 MID	18,784	11,183	6,014	7,031	0	43,012
TOTAL	520,787	252,423	187,463	142,027	0	1,102,699

Vehicle occupancy coefficients from 8pm to 6am are NYMTC estimate

SECTION D
AUTOS, TAXIS, COMMUTER VANS AND TRUCK OCCUPANTS BY FACILITY
60TH STREET SECTOR, 2003-INBOUND

HOURS	FDR Drive	YORK AVENUE	SECOND AVENUE	QUEENS- BORO BR. RAMP	LEXING- TON AVENUE	PARK AVENUE	FIFTH AVENUE	CENT. PK. DRIVE TO 7TH AVE	BROADWAY	COLUMBUS AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
12-1 AM	2,433	732	2,220	0	1,217	497	1,245	178	1,044	1,070	349	1,183	12,168
2	1,506	364	1,479	0	767	290	669	48	713	762	189	668	7,455
3	927	252	1,070	0	613	145	402	49	437	571	123	478	5,068
4	606	240	990	0	536	98	299	29	325	537	94	491	4,244
5	830	338	1,106	0	588	107	361	37	305	542	131	653	4,997
6	2,448	711	1,633	0	549	166	913	81	471	650	224	1,801	9,647
7	4,927	1,035	2,328	0	1,075	484	1,811	512	1,038	1,175	649	4,934	19,968
8	5,671	1,075	2,556	0	1,947	1,360	2,579	2,224	1,486	2,160	1,238	5,829	28,125
9	6,476	1,188	2,405	0	1,949	1,613	2,527	3,206	1,759	2,755	1,438	5,849	31,164
10	6,401	1,158	2,478	0	1,728	2,065	2,307	3,182	1,782	2,590	1,343	5,771	30,805
11	5,510	1,279	2,651	0	1,525	1,768	2,457	396	1,602	2,551	1,050	5,199	25,988
12 NOON	6,509	1,388	2,882	0	1,667	1,736	2,356	144	1,557	2,611	1,156	4,164	26,170
1 PM	5,633	1,546	2,791	0	1,660	1,540	2,386	88	1,639	2,513	1,200	3,769	24,766
2	6,004	1,505	2,722	0	1,522	1,584	2,281	107	1,740	2,617	1,111	3,754	24,947
3	6,454	1,500	3,034	0	1,923	1,851	2,161	130	1,983	2,635	1,182	3,734	26,586
4	6,581	1,655	2,881	0	1,683	1,771	2,156	1,566	1,804	2,454	1,362	4,025	27,937
5	6,081	1,722	2,829	0	1,751	1,849	2,096	1,622	1,923	2,023	1,343	4,190	27,429
6	6,151	1,661	2,699	0	1,954	1,801	2,301	1,750	2,061	2,013	1,179	4,107	27,677
7	5,417	1,738	2,859	0	1,866	2,034	2,512	1,522	1,825	2,475	1,222	4,270	27,741
8	5,486	1,593	2,960	0	1,969	2,143	2,171	133	1,481	2,736	1,472	4,200	26,345
9	5,425	1,622	2,624	0	1,781	1,864	1,807	37	1,368	2,206	1,213	3,339	23,284
10	4,965	1,393	2,782	0	1,868	1,582	1,692	48	1,351	2,399	990	3,126	22,195
11	4,810	1,271	2,734	0	1,757	1,415	1,828	355	1,373	2,246	773	2,691	21,252
12 MID	4,009	1,096	2,618	0	1,605	993	1,531	256	1,369	2,160	497	1,523	17,658
TOTAL	111,259	28,063	57,331	0	35,502	30,755	42,848	17,700	32,435	46,448	21,528	79,746	503,616

SECTION D

AUTOS, TAXIS, COMMUTER VANS AND TRUCK OCCUPANTS BY FACILITY 60TH STREET SECTOR, 2003-OUTBOUND

HOURS	CENTRAL PK. DRIVE FROM																	TOTAL
	FDR DRIVE	YORK AVENUE	FIRST AVENUE	QUEENS-BORO BR. RAMP	NEW STREET	THIRD AVENUE	PARK AVENUE	MADISON AVENUE	60TH ST.	6TH AVE.	COLUMBUS CIRCLE	CENTR. PK WEST	BROADWAY	AMSTER-DAM AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY		
12-1 AM	2,284	436	1,418	867	135	2,183	463	1,306	0	41	0	0	0	837	245	2,297	12,514	
2	1,227	285	997	521	185	1,345	218	784	0	22	0	0	371	542	87	1,263	7,847	
3	798	165	796	403	84	934	135	499	0	17	0	0	203	394	99	808	5,334	
4	614	117	720	534	40	753	91	364	0	18	0	0	154	305	63	575	4,349	
5	843	183	788	951	98	668	88	352	0	20	0	0	149	427	123	612	5,300	
6	2,054	396	980	2,121	348	972	179	471	Closed	48	Closed	0	211	680	228	748	9,437	
7	4,142	1,079	2,046	3,004	914	1,636	608	1,051	to	273	to	0	444	1,081	524	1,624	18,424	
8	4,211	1,452	3,085	3,359	458	2,653	1,840	1,964	motor	1,030	motor	0	827	1,756	840	2,807	26,280	
9	4,218	1,605	2,947	3,323	483	2,669	2,008	2,020	vehicles	1,261	vehicles	0	1,017	1,742	934	3,154	27,383	
10	4,319	1,545	2,761	3,538	372	2,501	1,804	2,325	0	1,536	0	0	987	1,706	1,017	2,729	27,139	
11	4,197	1,329	2,733	3,374	295	2,741	1,822	1,986	0	1,174	0	0	1,151	1,661	1,023	2,663	26,148	
12 NOON	4,372	1,359	2,613	3,339	261	2,545	1,746	1,811	0	882	0	0	1,236	1,826	1,012	2,872	25,875	
1	3,986	1,438	2,634	3,608	225	2,497	1,711	2,182	0	1,041	0	0	1,200	1,852	732	3,251	26,357	
2	3,843	1,554	2,636	4,266	229	2,365	1,593	2,127	0	924	0	0	1,239	1,802	844	3,635	27,058	
3	4,856	1,725	2,563	4,574	217	2,438	1,695	2,297	0	1,410	0	0	1,358	2,090	801	4,331	30,355	
4	4,558	1,771	2,874	2,514	275	2,371	1,721	2,298	0	1,904	0	0	1,457	2,144	905	4,629	29,420	
5	4,757	1,512	2,439	2,393	268	2,286	1,906	2,331	0	2,081	0	0	1,503	2,316	792	4,414	28,999	
6	4,607	1,488	3,116	2,168	331	2,973	1,907	2,442	0	2,416	0	0	1,722	2,387	889	3,670	30,116	
7	4,463	1,428	3,627	2,034	285	2,969	1,918	3,250	0	1,600	0	0	1,840	2,421	801	4,058	30,693	
8	4,196	1,360	2,904	2,131	216	3,529	2,224	3,154	0	0	0	0	1,346	2,389	686	4,902	29,037	
9	4,269	1,163	2,535	1,635	152	2,720	1,823	2,655	0	0	0	0	1,121	1,912	577	5,128	25,690	
10	4,158	1,037	2,329	1,549	130	2,798	1,744	2,422	0	0	0	0	983	1,795	480	4,887	24,312	
11	3,754	878	2,243	1,547	160	2,387	1,915	2,574	0	415	0	0	780	1,845	493	4,945	23,935	
12 MID	3,043	678	1,744	1,246	109	2,179	1,244	1,990	0	237	0	0	660	1,636	387	3,629	18,784	
TOTAL	83,769	25,982	53,530	54,999	6,270	53,110	32,403	44,656	0	18,349	0	0	21,958	37,546	14,582	73,632	520,787	

SECTION D
AUTOS, TAXIS, COMMUTER VANS AND TRUCK OCCUPANTS BY FACILITY
2003-INBOUND

3-31

HOURS	----BROOKLYN SECTOR-----					---- QUEENS SECTOR ----			-- NEW JERSEY SECTOR			FROM	ALL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	ST. ISL. BY FERRY	SECTORS TOTAL
12-1 AM	1,555	1,393	2,125	283	5,356	544	2,857	3,401	929	1,455	2,384	0	11,141
2	1,124	954	1,290	145	3,514	253	1,982	2,235	643	860	1,503	0	7,252
3	895	810	924	109	2,738	168	1,556	1,724	515	637	1,152	0	5,613
4	864	784	969	119	2,735	189	1,823	2,012	450	701	1,151	0	5,899
5	1,318	1,108	1,904	245	4,575	368	3,243	3,610	799	1,280	2,079	0	10,264
6	2,825	1,911	5,276	1,002	11,014	1,499	6,835	8,333	2,982	4,487	7,469	0	26,816
7	6,559	2,916	7,318	2,346	19,138	3,834	11,167	15,001	3,201	10,494	13,695	0	47,835
8	9,725	4,034	7,723	3,301	24,783	5,820	11,461	17,281	3,154	7,932	11,086	0	53,149
9	11,896	4,430	7,281	3,413	27,020	6,343	9,236	15,579	2,803	5,902	8,705	0	51,304
10	9,024	3,578	4,905	2,932	20,440	6,676	8,366	15,042	2,780	5,759	8,538	0	44,020
11	8,347	2,705	4,594	1,969	17,615	5,002	6,864	11,866	2,746	4,889	7,635	0	37,117
12 NOON	8,229	2,640	3,948	1,566	16,384	4,332	6,357	10,689	2,351	4,885	7,236	0	34,308
1 PM	8,066	2,424	4,257	1,467	16,215	3,725	5,957	9,682	2,141	4,087	6,228	0	32,125
2	7,874	2,186	4,256	1,693	16,009	3,429	6,195	9,624	2,484	4,173	6,657	0	32,291
3	7,287	2,084	4,475	1,711	15,557	3,526	6,434	9,960	2,467	5,054	7,521	0	33,039
4	6,328	2,107	4,529	1,840	14,803	3,908	6,751	10,659	2,647	5,230	7,877	0	33,340
5	6,272	1,997	4,840	1,719	14,828	4,201	6,772	10,973	2,923	3,702	6,625	0	32,426
6	6,472	2,105	5,095	1,852	15,525	4,886	7,363	12,249	2,920	2,995	5,915	0	33,689
7	6,187	1,905	4,670	1,524	14,286	4,071	6,685	10,756	2,868	4,098	6,966	0	32,007
8	3,298	2,127	4,251	1,293	10,969	2,695	5,855	8,549	2,763	4,604	7,368	0	26,886
9	2,797	1,915	4,426	903	10,040	2,204	5,061	7,265	2,280	3,946	6,226	0	23,531
10	2,697	1,972	4,658	886	10,213	1,904	4,906	6,810	2,295	3,546	5,841	0	22,864
11	2,668	2,190	4,065	815	9,738	1,488	4,815	6,303	1,819	3,481	5,301	0	21,342
12 MID	2,345	2,112	2,937	655	8,049	1,015	4,117	5,132	1,573	2,853	4,427	0	17,608
TOTAL	124,654	52,388	100,718	33,786	311,545	72,079	142,658	214,736	52,531	97,053	149,584	0	675,866

SECTION D
AUTOS, TAXIS, COMMUTER VANS AND TRUCK OCCUPANTS BY FACILITY
2003-OUTBOUND

HOURS	----BROOKLYN SECTOR----					---- QUEENS SECTOR ----			-- NEW JERSEY SECTOR			FROM ST. ISL. BY FERRY	ALL SECTORS TOTAL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL		
12-1 AM	2,733	2,288	3,385	658	9,065	974	4,739	5,713	1,608	2,443	4,051	0	18,829
2	1,682	1,415	1,831	265	5,194	472	4,301	4,772	1,447	1,441	2,888	0	12,854
3	1,119	1,023	1,172	138	3,452	279	2,484	2,763	853	862	1,716	0	7,931
4	825	858	848	84	2,615	213	2,080	2,293	753	731	1,483	0	6,392
5	890	927	899	101	2,818	331	2,237	2,568	919	989	1,908	0	7,293
6	1,496	1,034	1,451	138	4,119	982	3,676	4,658	1,530	1,384	2,915	0	11,691
7	2,453	1,521	2,690	432	7,097	1,963	5,494	7,456	2,727	2,258	4,985	0	19,538
8	2,691	1,767	3,331	741	8,530	2,307	5,912	8,220	3,515	4,383	7,899	0	24,648
9	3,344	2,125	3,494	904	9,866	2,329	5,287	7,616	3,309	1,818	5,128	0	22,610
10	3,072	1,927	3,319	837	9,155	2,031	4,361	6,392	2,309	1,830	4,138	0	19,686
11	3,623	2,007	3,087	895	9,613	2,510	5,432	7,941	2,677	1,971	4,647	0	22,202
12 NOON	3,786	2,212	3,317	1,054	10,369	2,498	5,632	8,130	2,603	2,130	4,733	0	23,231
1 PM	3,001	1,992	3,540	1,158	9,691	2,698	5,683	8,381	2,607	2,503	5,110	0	23,182
2	4,173	2,416	3,675	1,252	11,516	3,200	6,212	9,412	2,873	3,009	5,882	0	26,811
3	4,333	2,584	4,304	1,870	13,091	3,875	7,054	10,929	4,062	3,916	7,978	0	31,997
4	5,297	3,249	4,500	2,576	15,623	4,355	8,914	13,270	4,173	4,190	8,363	0	37,256
5	6,945	3,891	4,631	3,236	18,704	4,512	9,539	14,051	4,417	5,144	9,561	0	42,316
6	6,500	4,060	4,790	3,619	18,969	4,296	8,840	13,136	4,879	4,073	8,953	0	41,057
7	5,113	4,201	5,167	3,091	17,572	4,217	8,173	12,390	4,247	4,365	8,612	0	38,575
8	4,406	2,991	5,144	2,608	15,150	2,885	6,745	9,630	4,345	4,931	9,275	0	34,055
9	4,028	2,923	5,137	2,221	14,309	2,377	5,816	8,194	3,731	5,266	8,997	0	31,500
10	3,632	2,624	4,905	1,693	12,855	2,141	4,739	6,880	3,271	4,667	7,938	0	27,673
11	3,336	2,638	4,348	1,546	11,869	1,944	4,709	6,653	3,247	4,589	7,836	0	26,358
12 MID	3,331	2,600	4,127	1,125	11,183	1,260	4,754	6,014	2,536	4,495	7,031	0	24,228
TOTAL	81,811	55,273	83,094	32,245	252,423	54,649	132,813	187,463	68,639	73,388	142,027	0	581,912

SECTION E
AUTOS, TAXIS, COMMUTER VANS
AND TRUCKS BY SECTOR
RECAPITULATION, 2003-INBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	TOTAL
12-1 AM	9,834	3,892	2,386	1,699	0	17,811
2	5,734	2,546	1,571	1,067	0	10,918
3	3,876	1,931	1,213	800	0	7,820
4	3,262	1,899	1,416	818	0	7,395
5	3,830	3,007	2,349	1,364	0	10,550
6	7,893	7,003	5,141	4,617	0	24,654
7	16,322	10,802	8,918	7,569	0	43,611
8	22,467	13,034	10,395	6,838	0	52,734
9	23,603	12,903	9,904	6,308	0	52,718
10	22,356	11,235	8,830	6,714	0	49,135
11	19,322	9,521	7,265	6,297	0	42,405
12 NOON	18,499	8,651	6,791	5,357	0	39,298
1 PM	18,401	8,543	6,398	4,732	0	38,074
2	17,905	8,483	6,486	4,593	0	37,467
3	19,205	9,257	6,805	4,839	0	40,106
4	20,457	9,414	7,283	5,160	0	42,314
5	20,121	9,029	7,200	4,837	0	41,187
6	20,536	9,374	7,688	4,356	0	41,954
7	21,163	8,572	7,059	4,786	0	41,580
8	20,763	7,962	6,225	5,099	0	40,049
9	18,197	7,507	5,100	4,281	0	35,085
10	17,369	7,320	4,782	3,921	0	33,392
11	16,862	7,146	4,428	3,569	0	32,005
12 MID	14,768	5,982	3,604	2,982	0	27,336
TOTAL	382,745	185,013	139,237	102,603	0	809,598

RECAPITULATION, 2003-OUTBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	TOTAL
12-1 AM	10,628	6,748	5,101	3,075	0	25,552
2	6,392	3,879	3,109	2,043	0	15,423
3	4,389	2,587	1,901	1,280	0	10,157
4	3,551	1,955	1,476	1,074	0	8,056
5	4,309	2,113	1,756	1,280	0	9,458
6	7,861	3,177	2,789	2,210	0	16,037
7	14,259	5,620	4,335	3,694	0	27,908
8	20,640	6,792	4,592	4,689	0	36,713
9	20,575	7,531	4,117	4,339	0	36,562
10	19,556	6,833	3,805	3,948	0	34,142
11	18,940	6,613	4,813	4,259	0	34,625
12 NOON	18,159	6,939	5,279	4,331	0	34,708
1 PM	18,662	7,185	5,663	4,850	0	36,360
2	19,185	7,995	6,112	5,708	0	39,000
3	21,138	8,998	7,051	7,084	0	44,271
4	22,283	10,694	8,452	7,200	0	48,629
5	21,729	11,758	9,124	7,764	0	50,375
6	22,906	11,790	8,757	6,372	0	49,825
7	22,913	11,466	8,098	6,820	0	49,297
8	22,087	10,717	7,222	7,621	0	47,647
9	20,227	10,254	7,111	6,274	0	43,866
10	19,201	9,360	6,680	5,708	0	40,949
11	19,238	8,623	6,397	5,496	0	39,754
12 MI	15,247	8,214	5,896	5,072	0	34,429
TOTAL	394,075	177,841	129,636	112,192	0	813,744

SECTION E
AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY
60th STREET SECTOR 2003-INBOUND

HOURS	FDR DRIVE	YORK AVENUE	SECOND AVENUE	QUEENS-BORO BR. RAMP	LEXING-TON AVENUE	PARK AVENUE	FIFTH AVENUE	CENT. PK. DRIVE TO 7TH AVE	BROADWAY	COLUMBUS AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
12-1 AM	1,896	558	1,919	0	951	434	1,051	96	665	1,070	349	845	9,834
2	991	274	1,269	0	540	235	640	26	457	645	180	477	5,734
3	710	182	912	0	374	117	371	27	273	444	112	354	3,876
4	536	178	844	0	323	78	274	16	202	348	85	378	3,262
5	731	254	936	0	340	86	333	20	188	319	101	522	3,830
6	2,031	608	1,384	0	549	152	643	45	291	464	160	1,566	7,893
7	4,107	908	2,136	0	1,064	440	1,362	280	567	810	467	4,181	16,322
8	5,179	860	2,367	0	1,583	1,259	1,816	1,202	830	1,500	931	4,940	22,467
9	5,183	914	2,186	0	1,535	1,453	1,767	1,752	977	1,789	1,132	4,915	23,603
10	4,925	877	2,136	0	1,350	1,693	1,602	1,599	953	1,750	1,066	4,405	22,356
11	4,418	1,007	2,121	0	1,230	1,437	1,683	187	839	1,667	882	3,851	19,322
12 NOON	4,036	1,068	2,151	0	1,282	1,423	1,592	65	824	1,764	963	3,331	18,499
1 PM	4,261	1,154	2,215	0	1,277	1,273	1,623	47	891	1,721	1,017	2,922	18,401
2	3,885	1,140	2,160	0	1,301	1,257	1,573	59	951	1,733	958	2,888	17,905
3	4,542	1,145	2,281	0	1,457	1,446	1,460	61	1,114	1,805	977	2,917	19,205
4	4,830	1,244	2,323	0	1,451	1,373	1,457	820	991	1,728	994	3,246	20,457
5	4,618	1,230	2,300	0	1,497	1,422	1,407	901	976	1,435	1,010	3,325	20,121
6	4,719	1,298	2,268	0	1,576	1,476	1,534	941	1,046	1,388	951	3,339	20,536
7	4,761	1,337	2,423	0	1,517	1,640	1,686	890	936	1,661	1,002	3,310	21,163
8	4,624	1,235	2,467	0	1,723	1,705	1,824	72	871	1,928	1,132	3,182	20,763
9	3,923	1,219	2,220	0	1,729	1,588	1,678	20	834	1,631	970	2,385	18,197
10	3,623	1,047	2,387	0	1,775	1,340	1,580	26	829	1,668	861	2,233	17,369
11	3,498	936	2,397	0	1,689	1,185	1,687	194	837	1,814	703	1,922	16,862
12 MID	3,309	824	2,231	0	1,472	822	1,430	140	840	1,680	497	1,523	14,768
TOTAL	85,336	21,497	48,033	0	29,585	25,334	32,073	9,486	18,182	32,762	17,500	62,957	382,745

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SECTION E
AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY
60th STREET SECTOR 2003-OUTBOUND

QUEENS- BORO BR. RAMP	NEW STREET	THIRD AVENUE	PARK AVENUE	MADISON AVENUE	CENTRAL PK. DRIVE FROM			CENTRAL PARK Dr. WEST	BROADWAY	AMSTERDAM AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
					FROM 60TH ST.	FROM 6TH AVE.	COLUMBUS CIRCLE						
773	89	1,817	355	886	0	25	0	416	410	622	175	1,641	10,628
465	125	1,205	162	515	0	13	0	240	285	394	79	902	6,392
352	57	906	95	308	0	10	0	152	169	281	73	577	4,389
440	27	627	64	225	0	11	0	128	128	222	47	411	3,551
760	66	648	62	217	Closed	12	Closed	139	124	304	88	437	4,309
1,726	232	790	129	357	to motor	30	to motor	252	182	567	165	567	7,861
2,318	324	1,363	444	756	vehicles	154	vehicles	451	393	858	349	1,310	14,259
2,130	361	2,157	1,314	1,318	0	682	0	682	636	1,211	575	2,339	20,640
1,762	306	1,977	1,434	1,356	0	876	0	656	737	1,262	687	2,607	20,575
1,758	245	1,799	1,336	1,444	0	914	0	649	759	1,333	759	2,255	19,556
1,733	206	1,944	1,340	1,226	0	618	0	727	783	1,318	752	2,219	18,940
1,583	199	1,780	1,247	1,091	0	474	0	681	763	1,268	728	2,434	18,159
1,559	163	1,722	1,231	1,240	0	545	0	685	727	1,277	605	2,732	18,662
1,654	166	1,765	1,146	1,244	0	479	0	651	751	1,287	644	3,055	19,185
1,649	179	1,861	1,211	1,359	0	659	0	678	763	1,384	607	3,670	21,138
1,571	199	1,838	1,238	1,410	0	1,002	0	663	828	1,499	633	4,025	22,283
1,595	208	1,621	1,342	1,396	0	1,067	0	693	864	1,504	566	3,805	21,729
1,668	263	1,918	1,372	1,462	0	1,306	0	761	921	1,717	700	3,277	22,906
1,627	230	1,979	1,421	1,738	0	889	0	793	893	1,693	641	3,656	22,913
1,776	141	2,210	1,434	1,810	0	0	0	968	792	1,553	572	3,953	22,087
1,556	100	2,179	1,312	1,630	0	0	0	938	747	1,381	444	3,663	20,227
1,503	85	2,086	1,270	1,506	0	0	0	903	702	1,315	369	3,491	19,201
1,482	104	2,039	1,329	1,580	0	250	0	966	600	1,342	379	3,532	19,238
1,221	72	1,644	890	1,222	0	143	0	770	508	1,198	298	2,592	15,247
34,661	4,147	39,875	23,178	27,296	0	10,159	0	14,642	14,465	26,790	10,935	59,150	394,075

SECTION E

AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY

2003 - INBOUND

3-36

HOURS	----BROOKLYN SECTOR-----					--- QUEENS SECTOR ----			-- NEW JERSEY SECTOR --			FROM ST. ISL. BY FERRY	ALL SECTORS TOTAL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL		
12-1 AM	1,168	969	1,525	230	3,892	383	2,003	2,386	754	945	1,699	0	7,977
2	842	663	926	115	2,546	178	1,393	1,571	509	558	1,067	0	5,184
3	670	565	616	80	1,931	118	1,095	1,213	379	421	800	0	3,944
4	648	549	602	100	1,899	133	1,283	1,416	380	438	818	0	4,133
5	991	771	1,058	187	3,007	259	2,090	2,349	611	753	1,364	0	6,720
6	2,129	1,329	2,771	774	7,003	925	4,216	5,141	2,304	2313	4,617	0	16,761
7	2,908	1,990	3,869	2,035	10,802	2,282	6,636	8,918	2,777	4792	7,569	0	27,289
8	3,462	2,624	4,027	2,921	13,034	3,506	6,889	10,395	2,791	4047	6,838	0	30,267
9	3,414	2,508	3,878	3,103	12,903	4,040	5,864	9,904	2,549	3759	6,308	0	29,115
10	2,975	2,173	3,407	2,680	11,235	3,927	4,903	8,830	2,541	4173	6,714	0	26,779
11	2,745	1,806	3,032	1,938	9,521	3,069	4,196	7,265	2,702	3595	6,297	0	23,083
12 NOON	2,410	1,752	2,954	1,535	8,651	2,759	4,032	6,791	2,304	3053	5,357	0	20,799
1 PM	2,342	1,717	3,048	1,436	8,543	2,467	3,931	6,398	2,095	2637	4,732	0	19,673
2	2,440	1,463	3,163	1,417	8,483	2,317	4,169	6,486	2,079	2514	4,593	0	19,562
3	2,743	1,577	3,378	1,559	9,257	2,415	4,390	6,805	2,247	2592	4,839	0	20,901
4	2,582	1,576	3,534	1,722	9,414	2,677	4,606	7,283	2,478	2682	5,160	0	21,857
5	2,397	1,443	3,603	1,586	9,029	2,764	4,436	7,200	2,697	2140	4,837	0	21,066
6	2,387	1,539	3,740	1,708	9,374	3,073	4,615	7,688	2,692	1664	4,356	0	21,418
7	2,112	1,527	3,475	1,458	8,572	2,678	4,381	7,059	2,744	2042	4,786	0	20,417
8	2,182	1,382	3,173	1,225	7,962	2,057	4,168	6,225	2,618	2481	5,099	0	19,286
9	2,087	1,321	3,255	844	7,507	1,552	3,548	5,100	2,132	2149	4,281	0	16,888
10	2,015	1,363	3,207	735	7,320	1,341	3,441	4,782	1,904	2017	3,921	0	16,023
11	1,989	1,507	2,974	676	7,146	1,048	3,380	4,428	1,509	2060	3,569	0	15,143
12 MID	1,753	1,459	2,268	502	5,982	715	2,889	3,604	1,206	1776	2,982	0	12,568
TOTAL	51,391	35,573	67,483	30,566	185,013	46,683	92,554	139,237	47,002	55,601	102,603	0	426,853

SECTION E
AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY
2003 - OUTBOUND

3-37

HOURS	----BROOKLYN SECTOR----					---- QUEENS SECTOR ----			--- NEW JERSEY SECTOR ----			FROM	ALL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	ST. ISL. BY FERRY	SECTORS TOTAL
12-1 AM	1,872	1,575	2,724	577	6,748	870	4,231	5,101	1,410	1,665	3,075	0	14,924
2	1,153	978	1,548	200	3,879	421	2,688	3,109	1,090	953	2,043	0	9,031
3	766	711	992	118	2,587	245	1,656	1,901	728	552	1,280	0	5,768
4	566	598	724	67	1,955	176	1,300	1,476	597	477	1,074	0	4,505
5	610	644	782	77	2,113	265	1,491	1,756	699	581	1,280	0	5,149
6	1,018	706	1,341	112	3,177	588	2,201	2,789	1,240	970	2,210	0	8,176
7	1,647	1,156	2,473	344	5,620	1,141	3,194	4,335	2,171	1,523	3,694	0	13,649
8	1,831	1,370	2,983	608	6,792	1,289	3,303	4,592	2,885	1,804	4,689	0	16,073
9	2,033	1,677	3,081	740	7,531	1,259	2,858	4,117	2,710	1,629	4,339	0	15,987
10	1,825	1,463	2,782	763	6,833	1,209	2,596	3,805	2,105	1,843	3,948	0	14,586
11	1,874	1,426	2,559	754	6,613	1,521	3,292	4,813	2,254	2,004	4,259	0	15,685
12 NOON	1,940	1,495	2,649	855	6,939	1,622	3,657	5,279	2,111	2,220	4,331	0	16,549
1 PM	1,979	1,462	2,767	977	7,185	1,823	3,840	5,663	2,200	2,650	4,850	0	17,698
2	2,149	1,735	3,020	1,091	7,995	2,078	4,034	6,112	2,504	3,204	5,708	0	19,815
3	2,365	1,775	3,513	1,345	8,998	2,500	4,551	7,051	2,921	4,163	7,084	0	23,133
4	3,041	2,173	3,643	1,837	10,694	2,774	5,678	8,452	2,976	4,224	7,200	0	26,346
5	3,300	2,533	3,640	2,285	11,758	2,930	6,194	9,124	3,119	4,645	7,764	0	28,646
6	3,171	2,587	3,720	2,312	11,790	2,864	5,893	8,757	3,117	3,255	6,372	0	26,919
7	2,981	2,482	3,800	2,203	11,466	2,756	5,342	8,098	3,027	3,793	6,820	0	26,384
8	2,826	2,174	3,851	1,866	10,717	2,404	4,818	7,222	3,108	4,513	7,621	0	25,560
9	2,736	2,004	3,897	1,617	10,254	2,264	4,847	7,111	2,716	3,557	6,274	0	23,639
10	2,463	1,803	3,769	1,325	9,360	2,079	4,601	6,680	2,559	3,149	5,708	0	21,748
11	2,262	1,812	3,420	1,129	8,623	1,869	4,528	6,397	2,371	3,125	5,496	0	20,516
12 MID	2,263	1,787	3,283	881	8,214	1,235	4,661	5,896	1,986	3,086	5,072	0	19,182
TOTAL	48,671	38,126	66,961	24,083	177,841	38,182	91,454	129,636	52,606	59,586	112,192	0	419,669

SECTION F FERRY AND TRAMWAY PASSENGERS BY FACILITY 2003-INBOUND

HOURS	MANHAT'N PRIVATE FERRY	BROOKLYN PRIVATE FERRY	QUEENS PRIVATE FERRY	N. J. PRIVATE FERRY	STATEN IS PRIVATE FERRY	STATEN ISLAND FERRY	ROOSEVELT ISLAND TRAMWAY	TOTAL
12-1 AM	0	0	0	0	0	109	1	110
2	0	0	0	0	0	106	3	109
3	0	0	0	0	0	87	0	87
4	0	0	0	0	0	149	0	149
5	0	0	0	0	0	126	0	126
6	0	0	0	0	0	757	0	757
7	0	64	18	1,972	0	2,660	20	4,733
8	0	248	46	6,437	0	6,097	189	13,016
9	0	355	97	9,820	0	6,302	212	16,786
10	0	95	41	3,909	0	2,666	101	6,812
11	0	28	6	1,245	0	1,297	55	2,631
12 NOC	0	0	31	771	0	1,003	63	1,868
1 PM	0	0	2	626	0	927	24	1,579
2	0	0	4	570	0	909	44	1,526
3	3	0	2	535	0	1,066	39	1,645
4	0	18	8	551	0	1,159	45	1,781
5	0	22	1	760	0	1,215	38	2,036
6	0	13	5	1,531	0	1,095	84	2,727
7	0	2	3	893	0	603	118	1,619
8	0	0	1	408	0	445	20	874
9	0	0	0	306	0	340	27	672
10	0	0	0	180	0	275	35	489
11	0	0	0	60	0	248	26	333
12 MID	0	0	0	23	0	289	19	332
TOTAL	3	844	264	30,596	0	29,930	1,163	62,800

2003-OUTBOUND

HOURS	MANHAT'N PRIVATE FERRY	BROOKLYN PRIVATE FERRY	QUEENS PRIVATE FERRY	N. J. PRIVATE FERRY	STATEN IS PRIVATE FERRY	STATEN ISLAND FERRY *	ROOSEVELT ISLAND TRAMWAY*	TOTAL
12-1 AM	0	0	0	0	0	45	29	73
2	0	0	0	0	0	21	8	29
3	0	0	0	0	0	30	10	40
4	0	0	0	0	0	86	0	86
5	0	0	0	0	0	298	0	298
6	0	2	0	158	0	883	0	1,043
7	0	8	1	681	0	859	0	1,549
8	0	10	2	1,387	0	370	5	1,774
9	0	12	5	751	0	327	32	1,127
10	0	0	5	282	0	818	23	1,128
11	0	0	1	328	0	888	40	1,257
12 NOON	0	0	2	444	0	731	41	1,218
1 PM	0	0	1	672	0	533	44	1,250
2	0	0	7	725	0	825	31	1,587
3	0	30	9	1,204	0	974	26	2,243
4	0	163	43	3,902	0	1,477	90	5,674
5	0	388	49	6,806	0	7,818	156	15,217
6	0	240	43	5,103	0	5,470	66	10,923
7	0	85	13	2,084	0	4,036	114	6,332
8	0	0	0	1,186	0	1,126	209	2,521
9	0	0	0	663	0	1,144	88	1,895
10	0	0	0	382	0	331	62	775
11	0	0	0	267	0	247	66	580
12 MID	0	0	0	47	0	95	62	204
TOTAL	0	939	180	27,072	0	29,430	1,202	58,821

* Estimated - No outbound turnstile counts are available at the SI Ferry.
Estimate of private ferry ridership is based on changes in average ridership between October 2002 and October 2003

SECTION G
BICYCLE VOLUMES BY SECTOR
RECAPITULATION, 2003-INBOUND

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	S. I. 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	204	176	142	31	553
8	350	303	124	36	813
9	454	293	128	28	903
10	538	146	59	31	774
11	555	113	55	18	741
12 NOON	620	108	48	2	778
1 PM	539	100	56	20	715
2	591	103	55	16	765
3	611	104	53	10	778
4	625	106	30	15	776
5	579	108	37	18	742
6	625	138	37	21	821
7	224	0	0	0	224
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	6,515	1,798	824	246	9,383

RECAPITULATION, 2003-OUTBOUND

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	S. I. 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	88	44	15	11	158
8	297	39	19	3	358
9	479	34	17	9	539
10	444	40	16	0	500
11	524	35	15	2	576
12 NOON	581	46	14	0	641
1 PM	569	72	18	0	659
2	533	49	25	3	610
3	604	52	27	2	685
4	621	92	83	0	796
5	679	290	97	26	1092
6	660	354	96	16	1126
7	128	0	0	0	128
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	6,207	1,147	442	72	7,868

SECTION G
BICYCLE VOLUMES BY FACILITY
60TH STREET SECTOR, 2003-INBOUND

HOURS	FIRST AVENUE	SECOND AVENUE	THIRD AVENUE	LEXINGTON AVENUE	PARK AVENUE	MADISON AVENUE	FIFTH AVENUE	AVENUE OF AMERICA	SEVENTH AVENUE	BROADWAY	EIGHT AVENUE	NINTH AVENUE	TENTH AVENUE	ELEVENTH AVENUE	TWELTH AVENUE	HUDSON RIVER	TOTAL
12-1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	5	40	1	15	28	0	40	3	17	17	0	29	3	6	0	0	204
8	4	58	1	17	25	2	54	0	39	27	4	32	9	2	0	76	350
9	3	59	0	26	33	4	51	2	39	60	3	57	8	6	3	100	454
10	1	42	2	30	35	3	95	6	47	70	2	88	13	9	2	93	538
11	3	45	1	63	41	5	101	13	49	70	8	61	12	1	0	82	555
12 NOON	5	63	3	74	44	8	84	10	68	90	5	75	14	9	3	65	620
1 PM	3	60	0	35	38	8	90	4	32	70	10	65	20	14	0	90	539
2	5	53	0	57	53	5	89	8	61	86	6	62	15	3	0	88	591
3	11	43	9	32	65	1	87	5	89	60	10	80	4	2	3	110	611
4	6	52	1	57	59	4	97	13	55	97	6	77	7	7	3	85	625
5	7	50	0	37	52	3	76	10	62	68	3	66	11	4	0	130	579
6	5	53	0	28	74	0	65	5	67	53	5	77	16	6	8	163	625
7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	219	224
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 MID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	58	618	18	471	546	43	929	79	625	768	62	769	132	70	26	1,301	6,515

SECTION G BICYCLE VOLUMES BY FACILITY 60TH STREET SECTOR, 2003-OUTBOUND

HOURS	FIRST AVENUE	SECOND AVENUE	THIRD AVENUE	LEXINGTON AVENUE	PARK AVENUE	MADISON AVENUE	FIFTH AVENUE	AVENUE OF AMERICA	SEVENTH AVENUE	BROADWAY	EIGHTH AVENUE	NINTH AVENUE	TENTH AVENUE	ELEVENTH AVENUE	TWELTH AVENUE	HUDSON RIVER	TOTAL
12-1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	12	0	5	1	4	13	0	22	2	0	8	3	17	1	0	0	88
8	19	0	10	2	16	26	0	41	7	2	28	3	17	3	1	122	297
9	15	0	28	0	33	34	2	71	7	1	41	8	23	7	1	208	479
10	13	0	34	0	25	35	0	100	4	2	46	10	25	11	0	139	444
11	17	3	36	3	34	78	3	102	7	1	61	7	25	8	2	137	524
12 NOON	10	7	69	2	31	90	5	130	9	9	70	12	30	9	3	95	581
1 PM	10	3	50	3	28	70	4	158	5	7	80	7	42	17	0	85	569
2	14	8	33	2	41	75	3	114	7	3	71	8	41	14	4	95	533
3	37	8	60	0	30	80	4	126	9	1	70	12	40	15	2	110	604
4	40	6	46	5	31	77	2	163	6	3	65	12	39	3	0	123	621
5	45	2	52	4	42	66	1	178	9	6	94	14	28	5	0	133	679
6	50	5	36	0	35	71	0	164	7	2	95	11	53	3	1	127	660
7	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1	116	128
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 MID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	282	42	459	22	350	715	24	1,369	79	37	729	107	380	107	15	1,490	6,207

Counts were done for bicyclists crossing 50th Street along and against the traffic flow. Survey was done with three breaks for 1.5 hour together. Estimated amount of bicyclists was added for this report to consider these breaks.

SECTION G

BICYCLE VOLUMES BY SECTOR RECAPITULATION, 2003-INBOUND

HOURS	- BROOKLYN SECTOR -		QUEENS SECTOR-		S. I. SECTOR	TOTAL
	WILLIAMSBURG BRIDGE	BROOKLYN BRIDGE	MANHATTAN BRIDGE	QUEENSBORO BRIDGE	ABOARD FERRY	
12-1 AM	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	81	57	38	142	31	349
8	135	117	51	124	36	463
9	101	119	73	128	28	449
10	67	43	36	59	31	236
11	65	31	17	55	18	186
12 NOON	60	26	22	48	2	158
1 PM	54	22	24	56	20	176
2	55	28	20	55	16	174
3	43	31	30	53	10	167
4	60	27	19	30	15	151
5	45	29	34	37	18	163
6	51	30	57	37	21	196
7	0	0	0	0	0	0
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12 MID	0	0	0	0	0	0
TOTAL	817	560	421	824	246	2,868

RECAPITULATION, 2003-OUTBOUND

HOURS	- BROOKLYN SECTOR -		QUEENS SECTOR-		- S. I. SECTOR -	TOTAL
	WILLIAMSBURG BRIDGE	BROOKLYN BRIDGE	MANHATTAN BRIDGE	QUEENSBORO BRIDGE	ABOARD FERRY	
12-1 AM	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	13	21	10	15	11	70
8	17	13	9	19	3	61
9	9	16	9	17	9	60
10	21	8	11	16	0	56
11	11	18	6	15	2	52
12 NOON	34	4	8	14	0	60
1 PM	50	16	6	18	0	90
2	33	13	3	25	3	77
3	25	12	15	27	2	81
4	61	23	8	83	0	175
5	117	121	52	97	26	413
6	135	146	73	96	16	466
7	0	0	0	0	0	0
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12 MID	0	0	0	0	0	0
TOTAL	526	411	210	442	72	1,661

APPENDIX IV
List of Data Sources

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LIST OF DATA SOURCES

The Hub Bound Travel report measures hourly numbers of persons and vehicles entering and leaving the Manhattan Business District by mode around the clock. The count day is preferably a Wednesday in October, which is considered to be an average month. This report would be impossible to create without the help of various transportation agencies providing NYMTC with basic travel data.

Number of persons arriving in the HUB by motor vehicles cannot be received by direct count. The amount generated by each type of motor vehicle is determined from special motor vehicle classification and occupancy surveys, with the results affected by vehicle type of entry and departure as well as points of crossing.

Rail Rapid Transit

This information is generated from:

- MTA New York City Transit (MTA NYC Transit) traffic checker at every one or two subway cars for each cordon location
- Port Authority Trans Hudson (PATH) turnstile entrance and exit registration.

Bus Transit

This information is generated from:

- Port Authority of New York and New Jersey (PANYNJ) volumes
- New York City Department of Transportation (NYCDOT) for data of New York City Private carriers.

Suburban Rail Transit

This information is generated from:

- MTA Long Island Rail Road (MTA LIRR) - data from on-board passenger counts
- New Jersey Transit Corporation (NJ Transit) conductor on/off enumeration of passengers at Penn Station, New York
- MTA Metro-North Railroad Planning Department exit/entrance counts at Grand Central Terminal
- National Railroad Passenger Corporation (AMTRAK) train counts at Penn Station and Grand Central Terminal.

Ferry Transit

This information is generated from:

- For the Staten Island Ferry - NYC DOT Bureau of Ferry and General Aviation turnstile registration and motor vehicle
- For private ferry ridership – NYCDOT Office of Ferry Planning.

Aerial Tramway

Ropeway Engineering Professional Corporation is the owner of this tramway. Ropeway Island Tramway provides turnstile and gate volumes.

Bicycle

NYCDOT bicycle counts on a typical summer weekday at bridge crossings and 50th Street ScreenLines.

Motor Vehicles

This information is generated from:

- NYCDOT Tube counts across 60th Street and East River non-toll bridges.
- MTA Bridges and Tunnel East River toll facilities
- Port Authority Hudson River Toll facilities.