

# HUB BOUND TRAVEL REPORT 2007

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Revised June 2009

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- New Jersey Transit
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- Ropeway Engineering – for Roosevelt Island tramway data

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The contents of this report reflect the views of the author, who is solely responsible for the accuracy of the data that is presented. Observations and opinions expressed do not necessarily represent the official views of the funding agencies or the State of New York. This report does not constitute a standard, specification or regulation.

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### About NYMTC:

The New York Metropolitan Transportation Council (NYMTC) is an association of governments, transportation providers and environmental agencies that is a collaborative forum for regional transportation planning,. The NYMTC region includes New York City, Long Island and the lower Hudson Valley.

October 2008 (Revised June 2009)

The Hub Bound Report is one of the most popular NYMTC publications, and has been published for more than 80 years. It presents a detailed analysis of travel to and from the Manhattan Central Business District (CBD) by both persons and vehicles. The Hub, or CBD, is defined as the portion of Manhattan that is south of 60<sup>th</sup> Street. This report is published annually and the current edition contains data for a typical fall business day in 2007. This revised version of the 2007 report was updated to reflect some minor changes in agency data.

The Hub Bound Report 2007 contains data vital for modeling transportation patterns, validating air quality conformity determinations, and supporting regional transportation plans, transportation improvement programs and major investment studies. Planners, academic researchers and decision makers often use this report to understand travel patterns, congestion levels and continually changing patterns of travel and employment in Manhattan's CBD.

Joel P. Ettinger  
Executive Director, NYMTC

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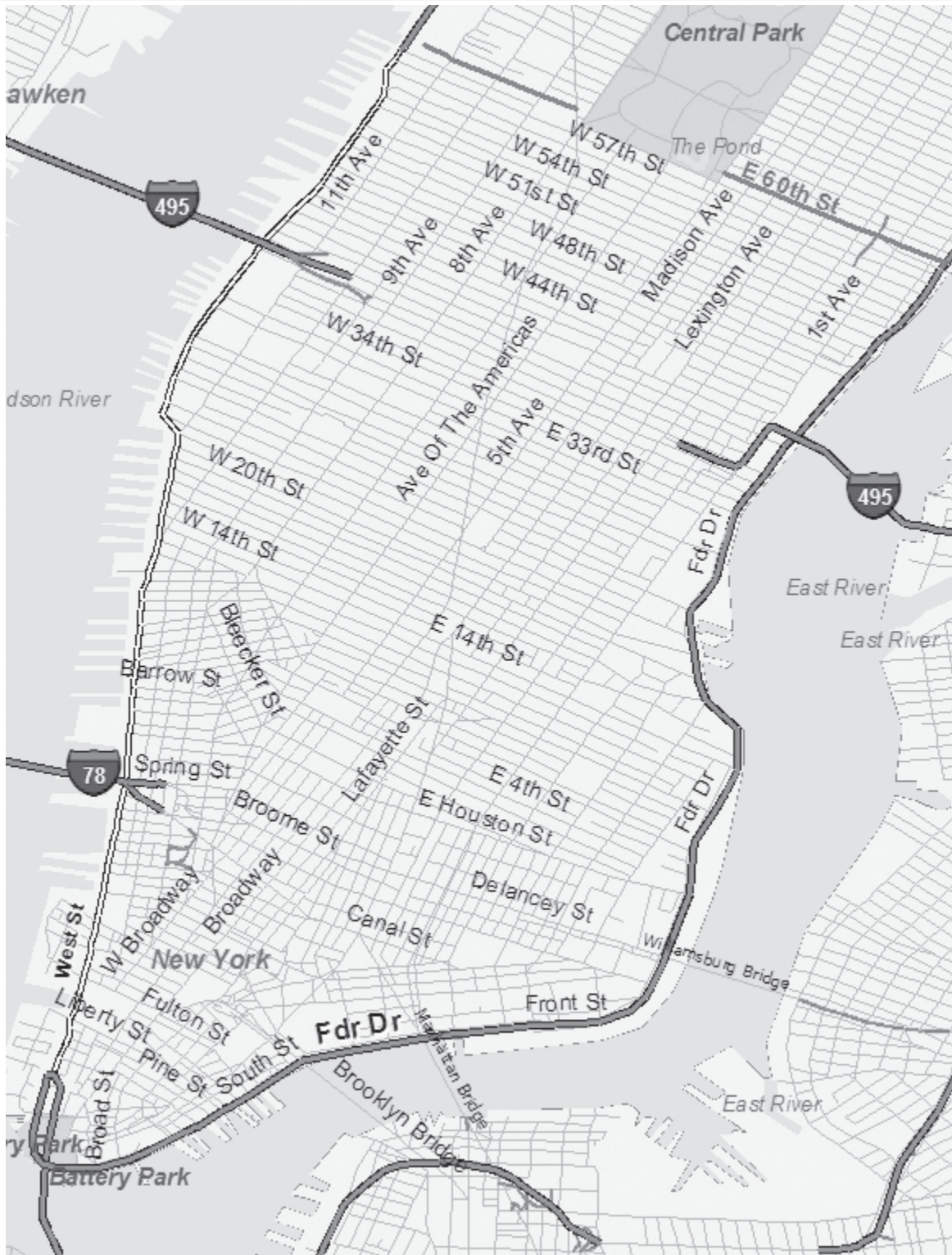
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# MANHATTAN CENTRAL BUSINESS DISTRICT MAP



# MANHATTAN CBD CORDON CROSSINGS BY SECTOR

## 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

## 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

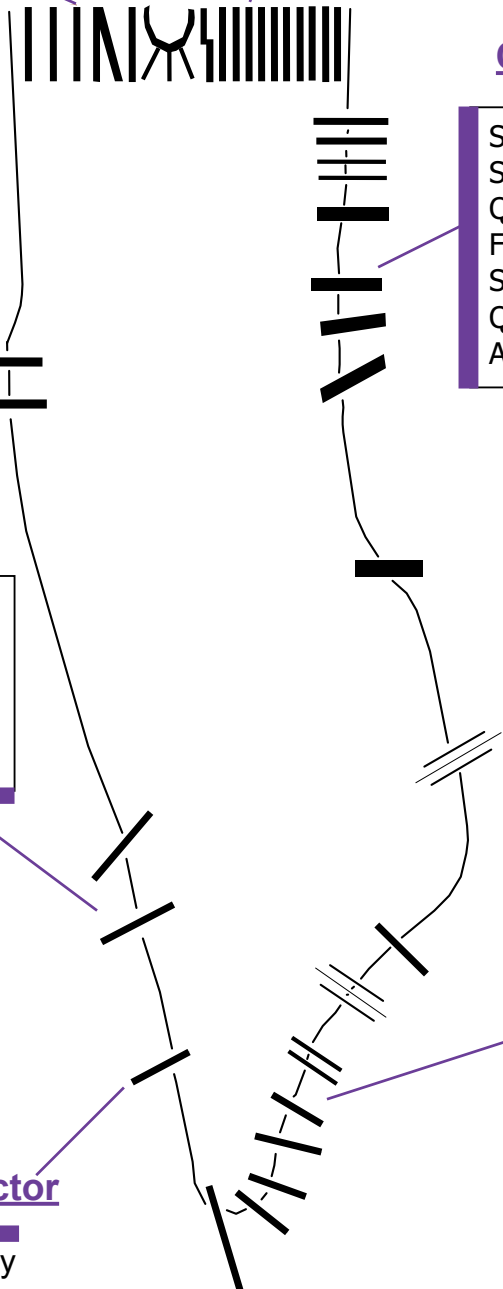
Lincoln Tunnel  
Amtrak/N.J. Transit Tunnels  
Uptown Path Tunnel  
Holland Tunnel  
Downtown Path Tunnel

## 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



## 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) was created with the dissolution of the Tri-State Regional Planning Commission in 1982, and has sponsored the project and published the report since its inception.

The Hub consists of the lower portion of Manhattan from the northern boundary of 60th Street to the southern boundary of Battery Park. At 8.5 square miles, the land area is less than 0.1% of the NYMTC region’s total land area and is home to about 4.6% of the region’s residents. The Hub also has one of the highest concentrations of business activity in the nation, hosting about 39% 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% of the total NYC subway route mileage and about 24% of its underground mileage. There are about three route miles of intercity rail in the CBD leading to Pennsylvania 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. It 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 PATH train; Long Island Rail Road (LIRR); MTA Metro-North Railroad (MNR); New Jersey Transit; Amtrak; 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 2007. 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 analysis is based on traffic and transit data collected in October 2007. It includes changes in Hub bound travel activity over time and changes by sectors of entry and mode of travel. The report 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 were utilized in some instances. This is due to the nature of statistical surveys, particularly one of this magnitude, as well as the loss of NYMTC's archives, files and databases on Sept. 11, 2001.

The 2007 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

- ❖ A total of 3.7 million persons entered New York's Central Business District (CBD) during the course of a given business day in October 2007.
- ❖ A total of 7.4 million persons entered and left the Manhattan Central Business District (CBD) on the survey day in 2007, approximately no change from 2006.
- ❖ Approximately 38% of persons who entered the CBD did so during the peak period, from 7:00 am to 10:00 am. (Table 3).
- ❖ Approximately 5.4 million persons entered and left the CBD using public transportation in 2007 – about 237,000 or 4.6% more than those who used public transportation in 2006 (Table 5).
- ❖ The total of people entering and leaving the Hub by autos, taxis, vans and trucks declined by 33,000 (to 2.03 million) since 2006. (Table 10).
- ❖ MTA New York City Transit subways account for about 79% of all rail service entering and leaving the CBD each day. Morning and evening peak rail service (7:00 - 10:00 am

and 4:00 - 7:00 pm) accounts for 22% of the daily total. 71% of this peak rail service is operated by the MTA NYCT. NYCT subway service also accounts for 81% of trains entering and leaving the CBD during off-peak hours (Table 6).

- ❖ About 78% of express bus passengers entering the Hub in 2007 came from points west of the Hudson River, while 21% of all express bus passengers came from within New York City itself. The remaining 1% arrived from points north of New York City (Table 9).
- ❖ About 46% of all private vehicles (autos, taxis, commuter vans and trucks) entering and leaving the Hub in 2007 did so via the 60th Street Sector (all avenues east and west of Central Park and including Central Park Drives). Brooklyn, Queens and New Jersey sectors accounted for about 24%, 17%, and 13% of the total number of private vehicles, respectively (Table 11).
- ❖ 23% of travelers crossing the CBD boundaries during the morning peak hours (7:00 am - 10:00 am) traveled counter to the predominant direction of travel. Of these reverse commuters, 57% traveled by subway. Travel contrary to the predominant flow during the evening peak amounted to 31% of travelers, 61% of whom took the subway. Overall morning reverse travel increased 1% since 2006 (Table 12).
- ❖ The heaviest hour for travel into the CBD in 2007 was 8:00 to 9:00 am, during which 640,000 persons entered the CBD. 65% of these travelers entered the CBD using the subway system while about 10% took private vehicles and 14% rode suburban rail (Table 24). This represents a 2% shift from private vehicles to the subway since 2006. The evening peak leaving the city saw 482,000 persons leave the CBD between 5:00 and 6:00 pm 59% of these travelers rode the subway, 14% took a private vehicle, and 15% traveled by regional rail (Table 25).
- ❖ All data were obtained using traditional counting methods and were sent by the relevant transportation agencies for this report.
- ❖ Motor vehicle occupancy figures (Appendix III – Section D) were calculated using occupancy rates from NYMTC's Hub Bound Vehicle Classification and Occupancy Survey conducted in March 2006.
- ❖ Due to the loss of NYMTC's files and databases on Sept. 11, 2001, data for 1999 are largely absent. Some sources were able to provide limited data for that year.

### III. CHANGES IN HUB BOUND TRAVEL

In 2007, 3.7 million persons entered the Manhattan CBD on a typical business day (Table 1A). This is 3% less than the highest mark, which was set in 2000 at 3.84 million.

#### Private Transportation

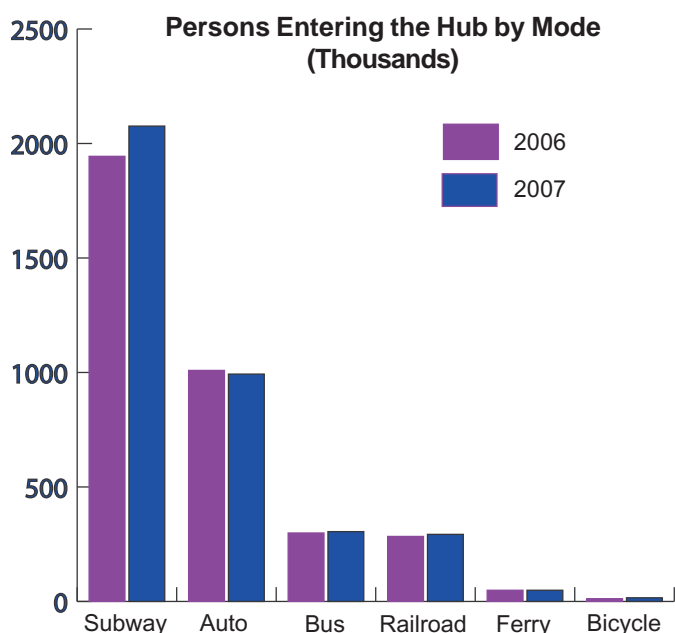
In calculating occupancy counts this report uses the same vehicle occupancy rates that were used in the Hub Bound Travel Report 2006. These are based on NYMTC's Hub Bound Vehicle Classification and Occupancy Survey for the year 2006.

In 2007, private transportation brought 26.6% of all persons into the CBD. This is a decline from 28% in 2006, and an absolute decline of about 16,000 persons. The total number of people entering and leaving the Hub by private vehicle declined by 1.6%, or 33,371 to 2,034,147 persons. The largest part of this decrease came from vehicles crossing to and from the 60th Street sector. This area saw drops on all of its streets and avenues, with the largest declines on the West Side Highway and First and Second Avenues.

Traffic volumes heading to and from Brooklyn increased 3% on the Brooklyn and Williamsburg Bridges, but fell 2% on the Manhattan Bridge and in the Battery Tunnel (Table 10). Bridge reconstruction on the Manhattan Bridge took place from just after the 2006 data was collected until two weeks before the 2007 counts were completed, and so did not directly affect the collection process. New HOV restrictions on the upper level, however, may be related to any year-on-year changes in the data.

Vehicles traveling to and from Queens fell similarly at both crossings, and New Jersey traffic fell 4% at the Lincoln Tunnel, but rose 2% at the Holland Tunnel.

There were also roughly 28,000 daily bicycle trips taken into and out of the Hub between 6:00am and midnight in 2007 (Table 1A). This number increased partially due to expanded count hours, but it also represents an increase during the peak hours.



#### Public Transportation

Trips into the Hub made by all modes of public transportation increased by 6% since 2006 (Table 22A). Total inbound and outbound public transit trips increased by 4%. Bus ridership increased by 1% while subway ridership increased by 5% since 2006. Downtown and uptown PATH trains carried 14.7% more passengers than in the previous year. Suburban and intercity rail services carried 3.5% or about 21,000 more passengers than in the prior year's survey.

In 2007, the relative proportion of commuter and inter-city rail passengers stayed stable at 11% of all public transit passengers entering and leaving the Hub (Table 5).

Trips via ferries (both publicly and privately operated) increased by 5% from 2006 to 2007. Figures for Roosevelt Island Tramway show a 4% increase over 2006 (Table 5).

### **Cordon Crossings**

Following are the numbers of travelers entering the Hub from each sector, across the cordon lines that cover the major entry points into the CBD:

<u>Sector of Entry</u>	<u>Number of Entries</u>
60 <sup>th</sup> Street Sector	1,406,000
Brooklyn Sector	986,000
Queens Sector	779,000
New Jersey Sector	536,000
Staten Island Sector	30,000

This report also tracks the maximum net accumulation of persons in the Hub in view of all travel modes. This figure rose by 7% since last year to a maximum accumulation of 1.3 million travelers. This remains under the recent peak of 1.5 million persons reached in 2000.

The report also tracks the time that this maximum accumulation occurs. Historically, more people enter the Hub than leave during the morning hours, while the reverse happens during the late afternoon and early evening hours. Typically, the number of persons accumulating in the Hub reaches a peak sometime in the early afternoon and 2007 was no exception. From 5:00 am to 2:00 pm, more persons entered the Hub each hour than left. Hence, our counts indicated that during the hour from 1:00 pm to 2:00 pm approximately 1.3 million travelers were in the Hub. During the this hour, the number of passengers accumulating via public transportation reached 1.2 million persons. Also by 2:00 pm, approximately 89,000 motor vehicles had accumulated in the Hub, about 1,000 less than the year before (Tables 21-23).

The total number of persons entering the Hub during the morning peak period increased by 106,000 or 8% since 2006.

## **IV. SECTORS OF ENTRY**

Travelers may enter Manhattan's CBD through one of the following five gateways or sectors: 60th Street (Manhattan), Brooklyn, Queens, New Jersey and Staten Island. 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.

Travelers arriving from the Brooklyn sector may originate from the borough itself or may be traveling through Brooklyn from Staten Island (via the Verrazano-Narrows Bridge), Queens, Nassau, or Suffolk counties. The Queens sector also includes travelers from these counties, as well as some arriving across the Whitestone and Throgs Neck Bridges from upstate New York

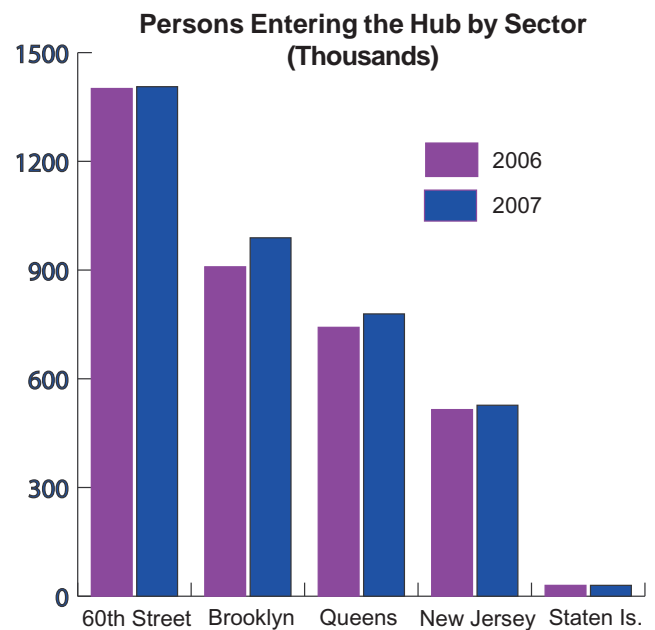
and Connecticut. The New Jersey sector is a gateway for travelers to the CBD from points west of the Hudson River as well as for some Staten Island residents. Staten Island Ferry service is also considered as a separate clearly defined sector not encompassed in the above four sectors.

**A. 60th Street**

In 2007, 1.4 million people crossed 60th Street inbound from the north (Table 26). This accounted for 38% of all daily entries to the CBD. About 33% (Table 14) of travelers entering through this sector came in private motor vehicles (autos, taxis, vans and trucks). Subway entry increased by 2% or 17,000 persons compared with 2006 and accounted for 55% of this sector’s entries. Commuter rail entry increased by 4% (4,000 passengers) and bus transportation decreased by 3% (1,000 passengers) compared to 2006. Ferry service from towns north of the Tappan Zee Bridge siphoned a marginal number of riders from commuter rail onto ferries bound for lower Manhattan. Overall, public transportation and bicycles traveling through the 60th Street cordon increased by 2% or 21,000 persons from 2006 to 2007.

**B. Brooklyn**

The number of travelers entering from the Brooklyn sector reached 986,000 in 2007. Total public transportation usage increased by 10% or 72,000 passengers when compared to 2006 (Table 14). This increase came primarily in subway usage, with large increases on the L and A/C lines (Appendix III, Section B). Bus usage fell by 2,000 riders, while private motor vehicle entries were up 3% over 2006. Surveyed bicycle travel into the Hub increased by 40% percent, due to expanded count hours, and accounted for 4,000 entries daily (Section G).



**C. Queens**

The total number of travelers arriving from Queens increased by 37,000. Public transportation usage increased by 43,000 passengers and accounted for 78% of arrivals, up 2% since 2006. Correspondingly, the share of travelers arriving by private vehicle dropped from 24% to 22%. Subway ridership was up by 8% and the relative proportion of bus riders increased from 2% to 3% of all entries.

**D. New Jersey**

The number of public transportation inbound commuters has increased by 157,000 or 6% since last year. PATH carried 19,500 more persons or 20% more than the year before (Table 14). Suburban rail passenger volumes were unchanged, and bus ridership increased by 2%. Ferries transported about 19,000 persons, a 2% increase from 2006.

## E. Staten Island

This report records only the number of entries from Staten Island via the Staten Island Ferry, even though thousands of Staten Islanders also enter the CBD via Brooklyn or New Jersey using other modes of transportation. For the purposes of this survey, they are included in those totals as appropriate. Hub bound ferry travel via the Staten Island sector was virtually unchanged with 30,000 passengers in 2007.

## V. MODE OF TRAVEL

Travelers entering the CBD may choose from a number of public and private forms of transportation. Depending on origin, destination, personal economics, and preference, they may take any (or a combination) of the following modes: subway, bus, suburban and intercity rail, private motor vehicle or bicycle. Further possibilities include public and privately operated ferries, as well as the unique Roosevelt Island Tramway. This report does not include data on persons arriving by foot, air, private cruise or commercial ships in the CBD.

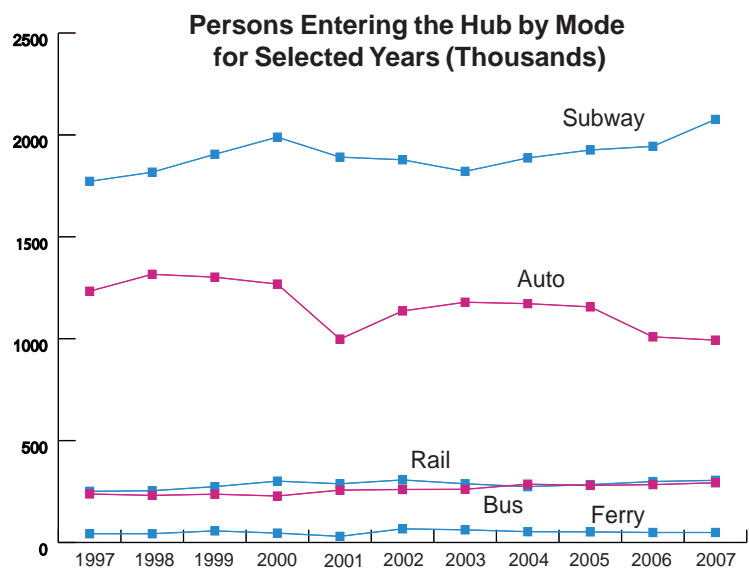
Subway service is provided by the MTA New York City Transit and by the Port Authority Trans-Hudson (PATH) systems. Bus service is provided on local and express routes by MTA New York City Transit and on express routes by the MTA Bus Company, New Jersey Transit, Westchester County Bee-Line, and by private operators outside of the five boroughs of New York City.

Suburban rail service is provided by MTA Metro North Railroad, MTA Long Island Rail Road, and by New Jersey Transit. Intercity rail service is offered by Amtrak to destinations such as Boston, Philadelphia, Washington DC, and Albany.

Motor vehicles include private autos, taxis, and private and commercial vans and trucks. This also includes livery service vehicles and commuter vanpools.

### A. Subway

The subway system continued to be the most popular mode of public transportation in 2007, transporting a daily average of 2.1 million passengers into the Hub (Table 1A). That is 56% of all persons entering and 76% of all those traveling to the CBD by way of public transportation.



In 2007, the subway system transported 132,000 more passengers than in 2006 (Table 1A). Hourly ridership during morning peak hour exceeds average ridership during other hours by 5.3 times.

## **B. Bus**

Bus service into the Hub is provided primarily by the MTA through its sub-agencies New York City Transit (NYCT) and by the newly agglomerated MTA Bus Company. NYCT operates nearly all local bus routes in and through the Hub, as well as numerous express routes to and from the outer boroughs. The MTA Bus Company also provides service on express routes in and out of the Hub. These previously privately operated routes were conglomerated under the newly formed Bus Company during 2004 and 2005. The Hub Bound Travel Report 2007 is the first NYMTC report with ridership data reflecting the new ownership.

This report organizes bus ridership based on the point of entry to the Hub, and not by originating location. In 2007, buses brought 291,000 passengers daily into the Hub (Table 1A). Bus riders from New Jersey, riding on express buses, accounted for 64% (or 187,000) of all bus passengers entering the Hub (Table 9). Express buses carried 52% of bus riders arriving from Queens, 21% of riders crossing southbound across 60<sup>th</sup> Street, and 96% of bus riders coming from Brooklyn.

## **C. Commuter and Intercity Rail**

Commuter and intercity rail trains brought 305,000 passengers into the CBD on the survey date, a total of about 11% of all public transit passengers (Table 1A, Table 14). That is an 8% share of all persons entering the Hub daily – the same proportion as in 2006. This mode experienced an increase in ridership of 6,000 passengers since 2006 and continues to be the third most prevalent mode of entry into the Hub after the subway and private vehicles (Table 1A). Travel from each increased by a small proportion in 2007.

## **D. Auto, Taxi, Van and Truck**

Since the first Hub Bound Survey in 1924, private motor vehicles including autos, taxis, vans and trucks have been the second most common mode of transportation behind the subway system. In 2007, 993,000 persons entered the Hub using private motor vehicles. This represents a decrease of 16,000 passengers from the previous year. Part of this change may be attributable to the increase in regular unleaded gasoline prices of 47 cents, or 21%, from \$2.22 to \$2.69 per gallon, between October 16<sup>th</sup>, 2006 and October 15, 2007. The peak price of gas in 2007 was \$3.16 per gallon, during the week of May 28, 2007.\*

## **E. Bicycle**

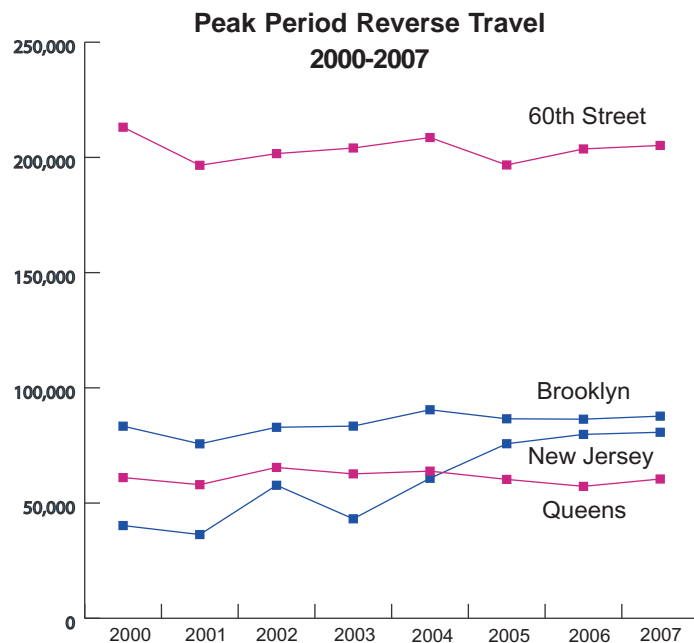
In 2007, survey data provided by the New York City Department of Transportation showed approximately 14,500 bicyclists entering the Hub between the hours of 6:00 a.m. and midnight. This portrays an increase of nearly 2,500 riders from 2006, but this increase is partially due to an extension of the total survey hours.

\* Source: Energy Information Administration, U.S. Department of Energy. Obtained from [www.eia.doe.gov](http://www.eia.doe.gov) on 8/11/2008.

Although the additional early morning and evening hours are partially responsible for the overall higher count, a clear increase in bicycling was observed during peak hours. The number of bicyclists entering the Hub from all sectors during the morning peak increased by 72% to 3,399 riders. While the largest number of bicyclists per day entered the Hub from the 60th Street sector (9,262 or 64% of the total), this sector grew the least in peak usage (59%) compared to Brooklyn (88%) or Queens (65%).

Approximately 4,000 bicyclists crossed the Brooklyn, Manhattan, and Williamsburg bridges from Brooklyn, while around 1,000 rode in across the Queensboro Bridge.

Bicyclists on trafficked roads were counted riding either with or against the flow of traffic. The direction of riders counted on the sidewalk was not recorded, but is interpreted here as being against the flow of traffic.



## VI. REVERSE COMMUTE

Reverse commuting refers to travel during peak hours that leaves the Hub during the morning and returns during the evening rush. Traffic and transit counts show that this type of travel consistently exceeds baseline ridership during mid-day non-peak hours. Variations in reverse commuter volume can provide information on socioeconomic conditions in the areas bordering the Hub. In 2007, the volume of reverse travelers during the AM peak period (7:00 am - 10:00 am) was approximately 418,000 persons (Table 12). This represented 29% of all travel during

those hours.

## VII. HUB BOUND COMFORT

For this analysis, the measure of comfort was calculated as the average gross square footage per passenger using subways, buses, trains, or the Staten Island Ferry for travel into the Hub during the 8:00 am to 9:00 am peak hour (Table 8). This is tracked because the level of comfort or crowding, especially during the peak travel period, is a significant factor influencing a commuter's experience. Additional important factors include: reliability, frequency of service, and the availability of adequate heating or air-conditioning. Providing a sufficient level of comfort on the public transportation system is a major goal of all transportation operators.

By this measure, there has been a small increase in average space per passenger on the Staten Island Ferry and on New Jersey rail service. The increase on the ferry, however, is due in part to a shifting of peak load to the prior hour, which indicates no change in comfort. The New Jersey railroad comfort improvement is due to the addition of a total of 18 railcars to existing trains. In contrast, space per passenger declined on the subways originating in Brooklyn and Queens. This was due to increased ridership with little changes in service patterns.

Frequency of service, another index of comfort, is also tracked in this report. This is referred to as average headway in minutes, and is calculated as 60 minutes divided by the number of trains entering during that period. The survey shows that overall service frequency declined minimally from 2.8 to 2.9 minutes per train, reflecting only minor changes in service on routes serving the Hub (Table 20).

## **A. Sector of Entry**

Analysis by sector showed that on average Brooklyn lost 0.8 square feet per passenger for an average of 6.34 sq. ft., but experienced no change in average headway. This is due to a notable increase in subway ridership highlighted elsewhere. Passengers entering across 60<sup>th</sup> Street lost only 0.3 square feet per passenger on average, although apparent shifts in ridership from the 7<sup>th</sup> Ave to 8<sup>th</sup> Ave local lines caused offsetting changes. The Queens and New Jersey sectors experienced very little changes in floor space per passenger, but service frequency from Queens did increase moderately on all lines.

The Staten Island Ferry remained the roomiest public transportation mode, with an average of 17.7 square feet per passenger in 2007. Information is unavailable for the private ferry operators. Average square footage on the Roosevelt Island Tramway decreased moderately from 2006 to 4.1 sq. ft. (Table 8).

## **B. Subway**

Analysis for this mode of transportation was examined by line. Subways passing under 60<sup>th</sup> Street lost an average of 8% in square feet per passenger. Passengers on lines that pass under 60<sup>th</sup> Street at 8<sup>th</sup> Avenue (A, B, C, and D) lost approximately 1.5 square feet per passenger, due to almost 4,000 additional riders as compared to last year during the 8-9 am peak hour. Passengers on the 7<sup>th</sup> Ave local lines (1 line, and the 2 line during night hours) gained approximately 0.8 sq. ft. per passenger due to a decrease of about 2,000 riders. The remainder of the lines crossing into the Hub under 60<sup>th</sup> Street each lost between 0.3 and 0.6 sq. ft. per passenger. In absolute terms, the Lexington and 8<sup>th</sup> Avenue lines (A, B, C, D, 4, 5, and 6 lines) averaged between 4.1 and 4.8 sq. ft. per passenger, while the 7<sup>th</sup> Avenue express (2 and 3 lines) provided 6 sq. ft. and the 7<sup>th</sup> Ave local (1 and night-time 2 lines) allowed for 8.3 sq. ft per passenger. Average headway on these trains remained unchanged at 3.27 minutes with a range from 2.5 minutes per train for the 4 and 5 trains (most frequent service) to 5.0 minutes for the A, B, C, and D lines (least frequent service).

The Brooklyn sector showed a marked decrease of 14% in floor space per passenger. Riders on the J, Z, and M trains across the Williamsburg Bridge and on the 4 and 5 lines through the Joralemon St. Tunnel lost around 1.0 square foot per passenger. Riders on the L line (14<sup>th</sup> St. Tunnel) and the F line (Rutgers St. Tunnel) lost close to 1.5 square feet per passenger. Riders on

the 2 and 3 lines (Clark St. Tunnel) lost the most space at 2.4 square feet per passenger. Lines that did not experience increased crowding included the A, C, M, N, R, and W lines. The B, D, N and Q lines lose 0.3 square feet per passenger.

In terms of absolute comfort, the L line remains the most crowded with only 3.3 sq. ft. per passenger. At the opposite end, the M, N, R, and W lines remain the most spacious, with an average of 10.3 sq. ft. per passenger. The remaining lines all have between 5.1 and 6.6 sq. feet per passenger.

Passengers from Queens experienced decreases in average floor space ranging from 0.45 to 0.75 sq. ft. per passenger. These lines all experienced significant increases in ridership and concurrent increases in service operation, decreasing the time per train from 3.2 minutes to 2.8 minutes.

Statistics showed that PATH service on the downtown and uptown lines experienced a small increase in both ridership and service. This resulted in relatively unchanged figures for comfort as in 2006.

### **C. Suburban Rail and Bus**

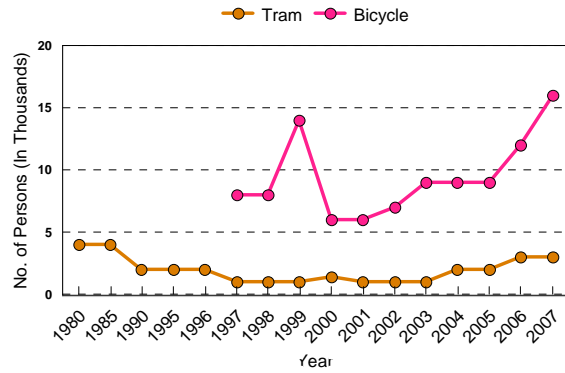
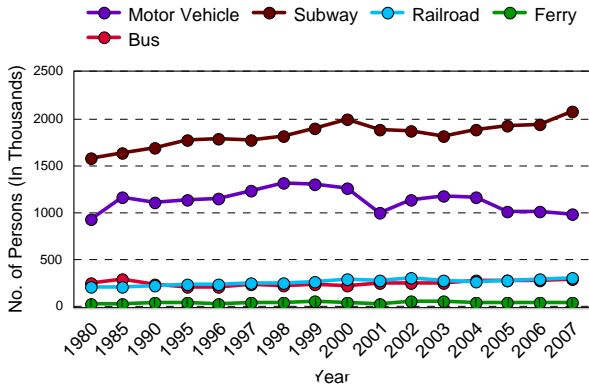
Suburban rail commuters from the 60<sup>th</sup> Street and Queens sectors had a very small change in average space per passenger; up 2% in Queens and down 2% across 60<sup>th</sup> Street. This reflects on average two fewer passengers on each train arriving from Queens and one additional passenger on each train across 60<sup>th</sup> Street. Due to a decrease in NJ-based ridership during the peak hour, and the addition of 18 more railcars, passengers enjoyed a 17% increase in space, or nearly one additional square foot. Space per passenger remained comparable across sectors and ranged from 6.47 on New Jersey trains to 7.15 on trains from across 60<sup>th</sup> Street.

The only change in crowding on buses was a modest improvement in lines arriving from Brooklyn and north of 60<sup>th</sup> Street. Both sectors saw a 3% increase in average space per passenger. The range of total space spanned from 7.84 sq. ft. on buses from Brooklyn to 9.89 sq. ft. on buses from north of 60<sup>th</sup> Street.

### **D. Ferry and Tramway**

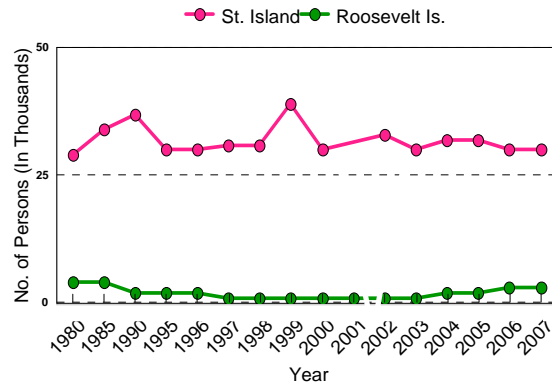
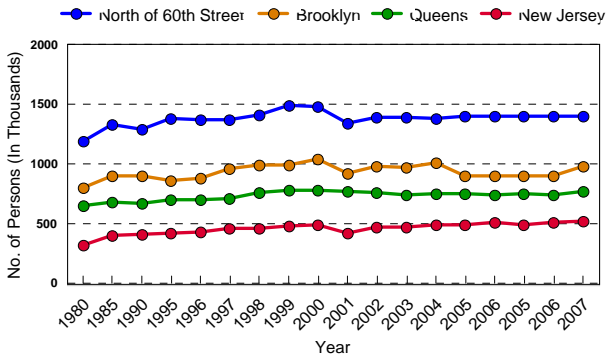
Historically, travelers aboard the Staten Island Ferry enjoyed the highest floor space per passenger, much more than most of the other mass transportation operators can provide. In 2007, the comfort level was 17.7 square feet per person. Riders on the Roosevelt Island Tramway each received 4.1 sq. ft., down from 4.7 sq. ft. in 2006 due to increased ridership. No information is available on the various private ferry vessels' specifications.

## CHART 1 PERSONS ENTERING THE HUB BY MODE AND YEAR



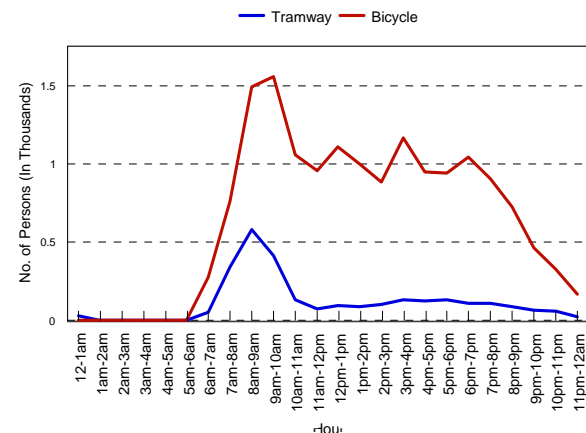
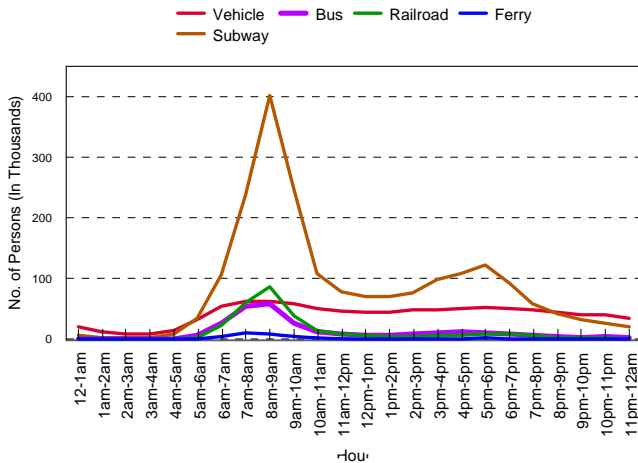
Note: Bicycle data prior to year 1997 is not available.

## CHART 2 PERSONS ENTERING THE HUB BY SECTOR AND YEAR



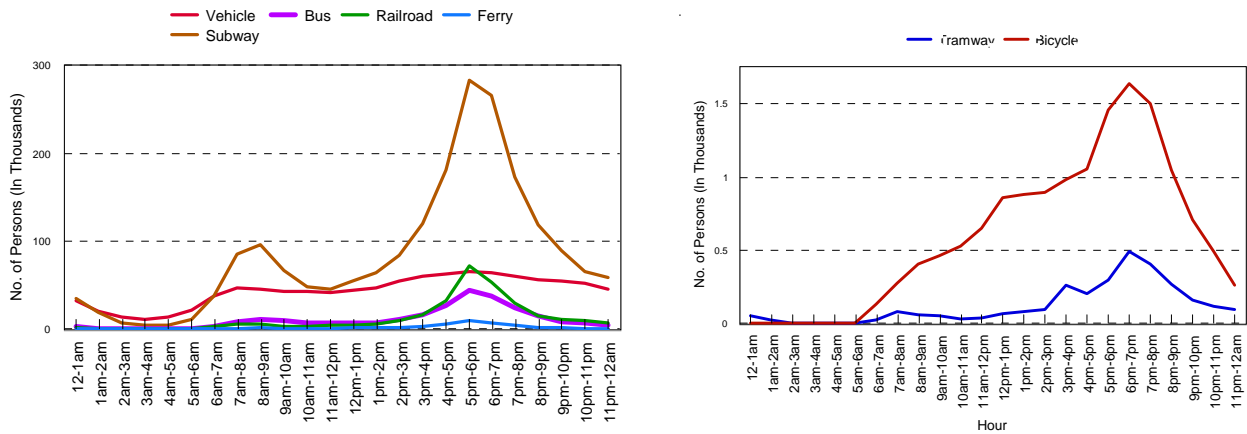
Note: SI Ferry was not operational in 2001 at time of study.

## CHART 3 PERSONS ENTERING THE HUB BY HOUR AND MODE



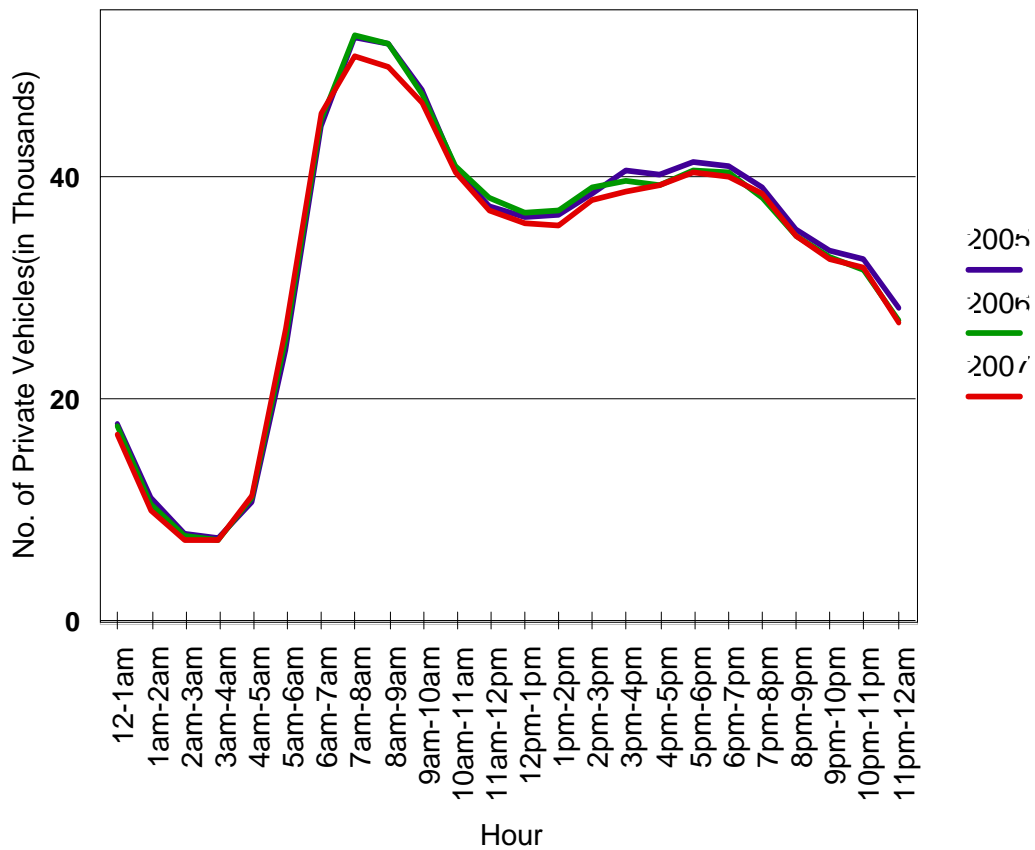
Note: Bicycle counts were conducted between 7am - 7pm.

## CHART 4 PERSONS LEAVING THE HUB BY HOUR AND MODE

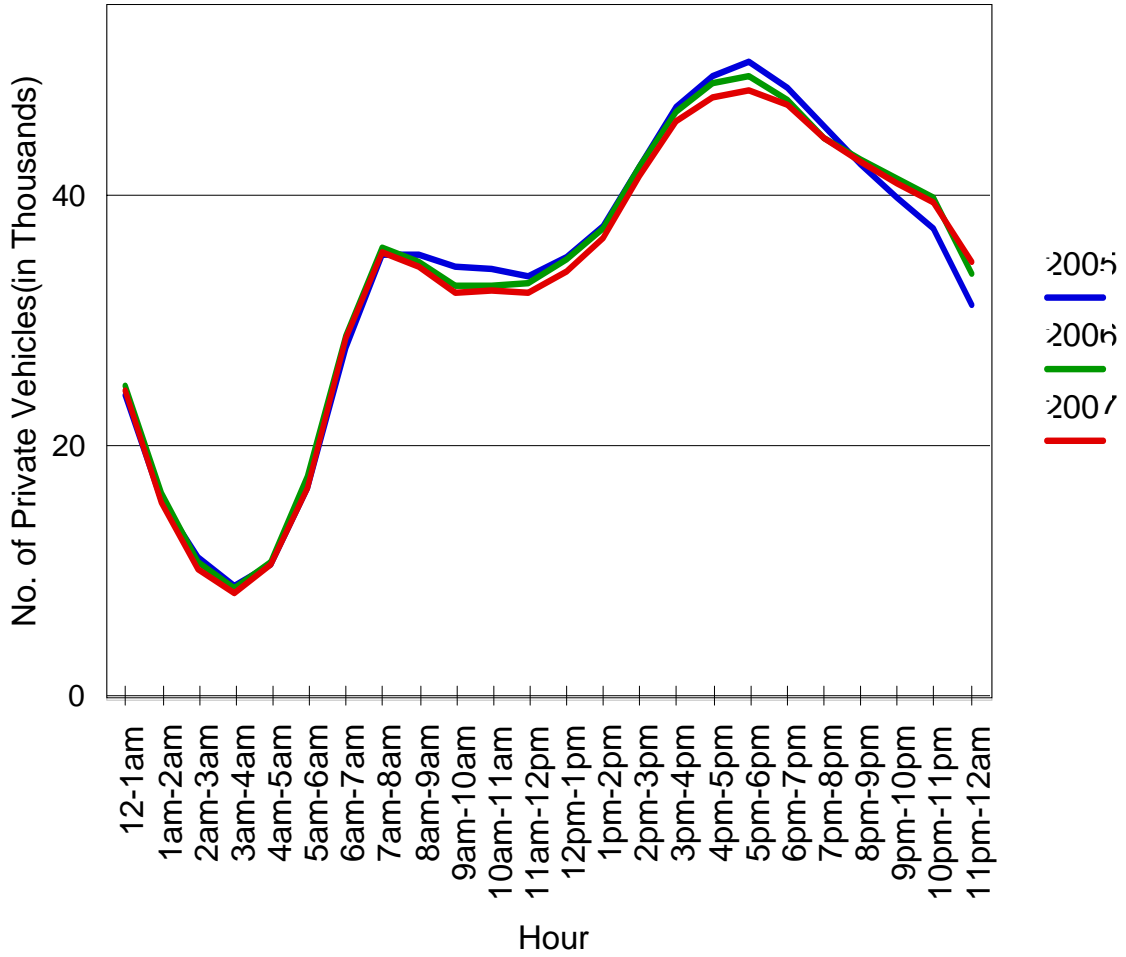


Note: Bicycle counts were conducted between 7am - 7pm.

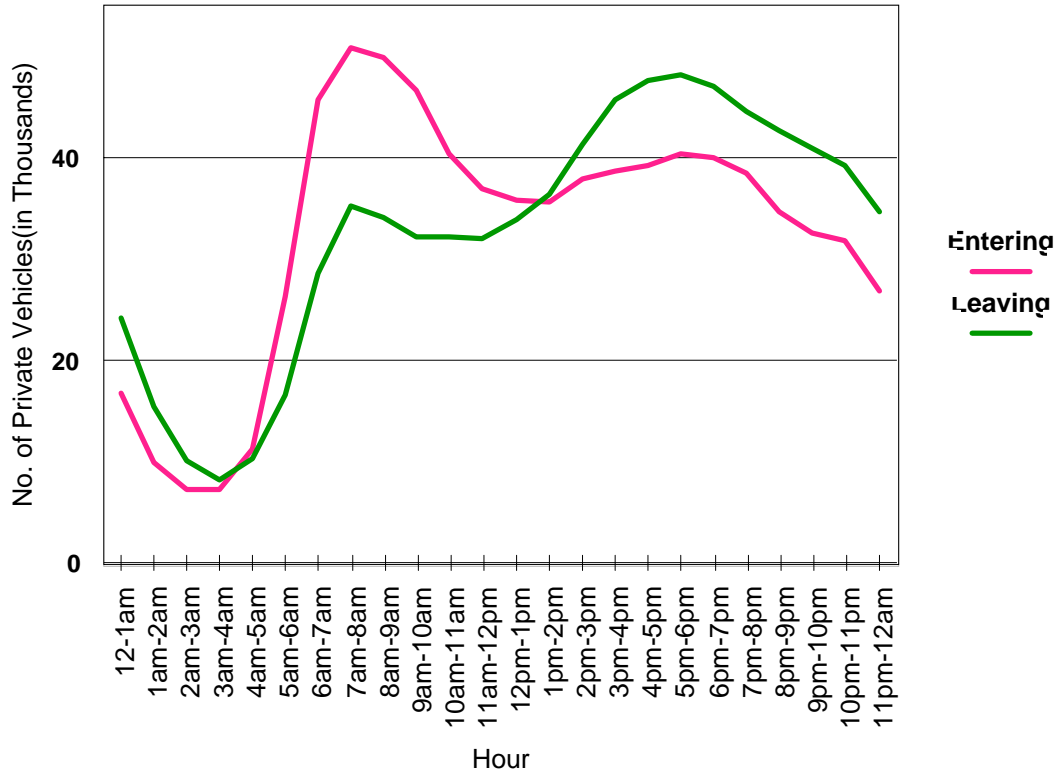
## CHART 5 PRIVATE VEHICLES ENTERING THE HUB BY HOUR FOR YEARS 2005, 2006, 2007



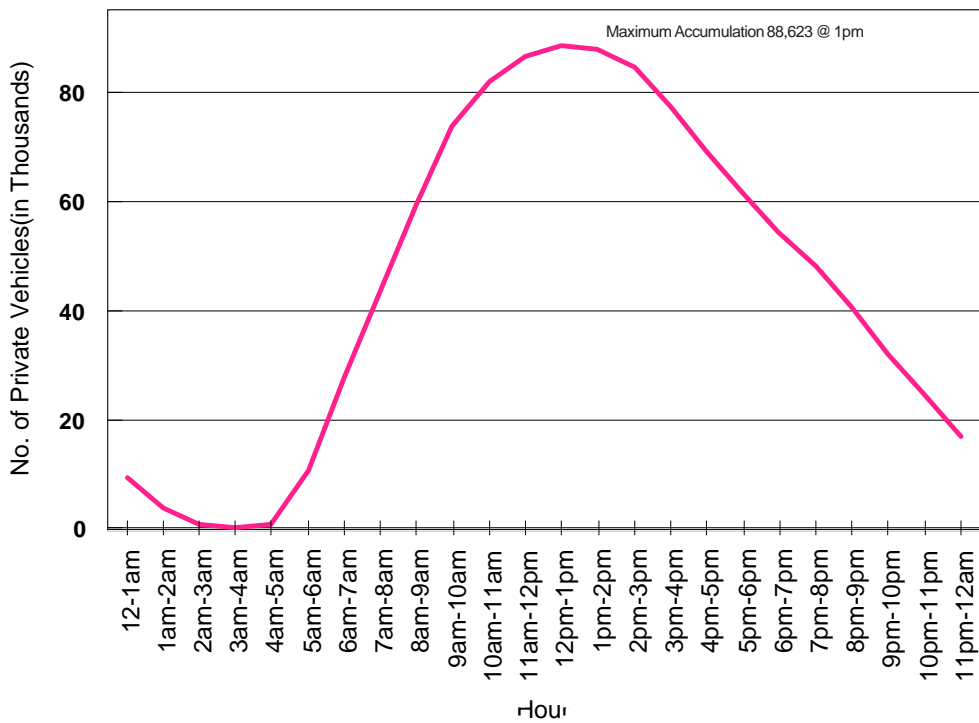
**CHART 6**  
**PRIVATE VEHICLES LEAVING THE HUB BY HOUR**  
**FOR YEARS 2005, 2006, 2007**



**CHART 7**  
**HOURLY FLUCTUATION OF VEHICLES**  
**ENTERING AND LEAVING THE HUB**



**CHART 8**  
**HOURLY ACCUMULATION OF VEHICLES**



**QUICK REFERENCE DATA  
PERSONS BY MODE & SECTOR**

<b>60th Street</b>	<b>Entering</b>	<b>Leaving</b>	<b>Total</b>
Subway	777,848	767,352	1,545,200
Auto, Van, Truck	464,281	485,429	949,710
Bus	50,257	51,243	101,500
Suburban Rail	103,975	102,012	205,987
Ferry	52	45	97
Bicycle	9,262	8,878	18,140
<b>Total</b>	<b>1,405,675</b>	<b>1,414,959</b>	<b>2,820,634</b>
<b>Brooklyn</b>			
Subway	724,079	694,242	1,418,321
Auto, Van, Truck	227,478	240,852	468,330
Bus	30,256	27,336	57,592
Suburban Rail	-	-	-
Ferry	231	191	422
Bicycle	4,135	3,514	7,649
<b>Total</b>	<b>986,179</b>	<b>966,135</b>	<b>1,952,314</b>
<b>Queens (and Tramway)</b>			
Subway	466,709	446,730	913,439
Auto, Van, Truck	168,797	176,899	345,696
Bus	23,544	19,916	43,460
Suburban Rail	118,704	118,161	236,865
Ferry	58	51	109
Bicycle	1,019	861	1,880
Tramway	2,816	2,940	5,756
<b>Total</b>	<b>781,647</b>	<b>765,558</b>	<b>1,547,205</b>
<b>New Jersey</b>			
Subway & PATH	116,584	112,299	228,883
Auto, Van, Truck	132,067	138,339	270,406
Bus	186,838	166,317	353,155
Suburban Rail	81,934	80,500	162,434
Ferry	18,925	17,343	36,268
Bicycle	-	-	-
<b>Total</b>	<b>536,348</b>	<b>514,798</b>	<b>1,051,146</b>
<b>Staten Island (via Ferry)</b>			
Subway	-	-	-
Auto, Van, Truck	-	-	-
Bus	-	-	-
Suburban Rail	-	-	-
Ferry	30,001	34,186	64,187
Bicycle	116	75	191
<b>Total</b>	<b>30,117</b>	<b>34,261</b>	<b>64,378</b>
<b>Totals</b>			
Subway & PATH	2,085,220	2,020,623	4,105,843
Auto, Van, Truck	992,623	1,041,519	2,034,142
Bus	290,895	264,812	555,707
Suburban Rail	304,613	300,673	605,286
Ferry	49,267	51,816	101,083
Bicycle	14,532	13,328	27,860
Tramway	2,816	2,940	5,756
<b>TOTAL</b>	<b>3,739,966</b>	<b>3,695,711</b>	<b>7,435,677</b>

# **Appendix I**

## **Time Series Tables - 2007**

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**TABLE 1A**

**PERSONS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY  
BY MODE AND BY SECTOR FOR SELECTED YEARS (in thousands)**

	1932		1940		1948		1956		1960		1963		1971		1975	
<b>PERSONS BY MODE</b>																
AUTO, TAXI, VAN & TRUCK	516	19.1%	619	18.9%	657	17.8%	828	25.0%	954	28.5%	846	25.7%	914	28.9%	895	29.8%
BUS	40	1.5%	150	4.6%	290	7.9%	243	7.3%	243	7.3%	252	7.7%	256	8.1%	232	7.7%
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%	1,679	55.8%
RAILROAD	216	8.0%	206	6.3%	283	7.7%	233	7.0%	203	6.1%	177	5.4%	172	5.4%	171	5.7%
PASSENGER FERRY	85	3.2%	68	2.08%	48	1.3%	36	1.1%	36	1.1%	38	0.01155	36	1.1%	31	1.0%
<b>TOTAL</b>	<b>2,697</b>	<b>-</b>	<b>3,271</b>	<b>-</b>	<b>3,691</b>	<b>-</b>	<b>3,313</b>	<b>-</b>	<b>3,349</b>	<b>-</b>	<b>3,290</b>	<b>-</b>	<b>3,167</b>	<b>-</b>	<b>3,008</b>	<b>-</b>
<b>PERSONS BY SECTOR</b>																
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%	1,209	40.2%
BROOKLYN	946	35.1%	1,074	32.8%	1,124	30.5%	950	28.7%	922	27.5%	919	27.9%	876	27.7%	806	26.8%
QUEENS	355	13.2%	538	16.4%	602	16.3%	613	18.5%	641	19.1%	615	18.7%	659	20.8%	661	22.0%
NEW JERSEY	309	11.5%	302	9.2%	326	8.8%	292	8.8%	306	9.1%	328	10.0%	316	10.0%	300	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%	32	1.1%
<b>TOTAL</b>	<b>2,697</b>	<b>-</b>	<b>3,271</b>	<b>-</b>	<b>3,691</b>	<b>-</b>	<b>3,313</b>	<b>-</b>	<b>3,349</b>	<b>-</b>	<b>3,290</b>	<b>-</b>	<b>3,167</b>	<b>-</b>	<b>3,008</b>	<b>-</b>
<b>MOTOR VEHICLES BY SECTOR (AUTOS, TAXIS, VANS, TRUCKS)</b>																
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%	288	45.9%
BROOKLYN	69	23.5%	84	23.9%	79	20.4%	126	24.3%	139	23.6%	124	22.2%	157	24.3%	157	25.0%
QUEENS	46	15.7%	40	11.4%	56	14.4%	71	13.7%	87	14.7%	89	15.9%	103	15.9%	104	16.6%
NEW JERSEY	26	8.9%	35	10.0%	43	11.1%	61	11.8%	69	11.7%	71	12.7%	75	11.6%	78	12.4%
STATEN ISLAND	2	0.7%	1	0.3%	1	0.3%	2	0.4%	2	0.3%	2	0.4%	1	0.2%	1	0.2%
<b>TOTAL</b>	<b>293</b>	<b>-</b>	<b>351</b>	<b>-</b>	<b>388</b>	<b>-</b>	<b>519</b>	<b>-</b>	<b>590</b>	<b>-</b>	<b>559</b>	<b>-</b>	<b>646</b>	<b>-</b>	<b>628</b>	<b>-</b>

TABLE 1A (continued)

PERSONS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY  
BY MODE AND BY SECTOR FOR SELECTED YEARS (in thousands)

	1978		1979		1980		1981		1982		1985		1986		1988	
<b>PERSONS BY MODE</b>																
AUTO, TAXI, VAN & TRUCK	926	32.3%	914	31.2%	930	30.9%	970	31.6%	1,069	33.1%	1,167	34.7%	1,137	33.5%	1,156	33.3%
BUS	228	7.9%	231	7.9%	253	8.4%	243	7.9%	275	8.5%	297	8.8%	267	7.9%	242	7.0%
SUBWAY	1,490	51.9%	1,546	52.7%	1,579	52.4%	1,614	52.5%	1,632	50.5%	1,641	48.8%	1,727	50.9%	1,798	51.7%
RAILROAD	195	6.8%	212	7.2%	218	7.2%	218	7.1%	214	6.6%	219	6.5%	224	6.6%	234	6.7%
PASSENGER FERRY	27	0.9%	24	0.8%	29	1.0%	25	0.8%	39	1.2%	34	1.0%	34	1.0%	41	1.2%
TRAM	4	0.1%	4	0.14%	4	0.1%	4	0.1%	4	0.1%	4	-	3	0.1%	4	0.1%
<b>TOTAL</b>	<b>2,870</b>	<b>-</b>	<b>2,931</b>	<b>-</b>	<b>3,013</b>	<b>-</b>	<b>3,074</b>	<b>-</b>	<b>3,233</b>	<b>-</b>	<b>3,362</b>	<b>-</b>	<b>3,392</b>	<b>-</b>	<b>3,475</b>	<b>-</b>
<b>PERSONS BY SECTOR</b>																
NORTH OF 60TH STREET	1,157	40.3%	1,175	40.1%	1,192	39.6%	1,217	39.6%	1,302	40.3%	1,337	39.8%	1,338	39.4%	1,405	40.4%
BROOKLYN	747	26.0%	771	26.3%	806	26.8%	831	27.0%	858	26.5%	903	26.9%	915	27.0%	924	26.6%
QUEENS	617	21.5%	637	21.7%	655	21.7%	654	21.3%	654	20.2%	683	20.3%	695	20.5%	700	20.1%
NEW JERSEY	317	11.0%	320	10.9%	327	10.9%	342	11.1%	374	11.6%	401	11.9%	406	12.0%	403	11.6%
STATEN ISLAND	28	1.0%	24	0.8%	29	1.0%	26	0.8%	41	1.3%	34	1.0%	35	1.0%	39	1.1%
ROOSEVELT ISLAND	4	0.1%	4	0.1%	4	0.1%	4	0.1%	4	0.1%	4	0.1%	3	0.1%	4	0.1%
<b>TOTAL</b>	<b>2,870</b>	<b>-</b>	<b>2,931</b>	<b>-</b>	<b>3,013</b>	<b>-</b>	<b>3,074</b>	<b>-</b>	<b>3,233</b>	<b>-</b>	<b>3,362</b>	<b>-</b>	<b>3,392</b>	<b>-</b>	<b>3,475</b>	<b>-</b>
<b>MOTOR VEHICLES BY SECTOR (AUTOS, TAXIS, VANS, TRUCKS)</b>																
NORTH OF 60TH STREET	297	45.8%	302	47.0%	300	46.3%	320	47.1%	341	48.6%	363	47.1%	352	46.7%	361	47.1%
BROOKLYN	160	24.7%	160	24.9%	159	24.5%	165	24.3%	166	23.7%	199	25.8%	192	25.5%	188	24.5%
QUEENS	107	16.5%	100	15.6%	105	16.2%	105	15.5%	99	14.1%	110	14.3%	111	14.7%	117	15.3%
NEW JERSEY	84	12.9%	80	12.4%	83	12.8%	88	13.0%	94	13.4%	97	12.6%	97	12.9%	99	12.9%
STATEN ISLAND	1	0.2%	1	0.2%	1	0.2%	1	0.1%	1	0.1%	1	0.1%	1	0.1%	1	0.1%
<b>TOTAL</b>	<b>649</b>	<b>-</b>	<b>643</b>	<b>-</b>	<b>648</b>	<b>-</b>	<b>679</b>	<b>-</b>	<b>701</b>	<b>-</b>	<b>770</b>	<b>-</b>	<b>753</b>	<b>-</b>	<b>766</b>	<b>-</b>

TABLE 1A (continued)

PERSONS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY  
BY MODE AND BY SECTOR FOR SELECTED YEARS (in thousands)

	1990		1992		1993		1994		1995		1996		1997		1998	
<b>PERSONS BY MODE</b>																
AUTO, TAXI, VAN & TRUCK	1,112	33.5%	1,146	34.4%	1,124	33.8%	1,115	33.0%	1,138	33.4%	1,147	33.2%	1,233	34.5%	1,316	35.9%
BUS	238	7.2%	225	6.7%	219	6.6%	220	6.5%	216	6.3%	220	6.4%	238	6.6%	231	6.3%
SUBWAY	1,698	51.1%	1,699	50.9%	1,712	51.4%	1,765	52.2%	1,770	51.9%	1,790	51.8%	1,772	50.4%	1,817	49.5%
RAILROAD	228	6.9%	223	6.7%	226	6.8%	233	6.9%	236	6.9%	246	7.1%	251	7.0%	254	6.9%
PASSENGER FERRY	44	1.3%	41	1.2%	42	1.2%	42	1.2%	42	1.2%	41	1.2%	43	1.2%	43	1.1%
TRAM	2	0.1%	1	0.03%	7	0.2%	2	0.0%	2	0.0%	2	0.1%	1	0.1%	1	0.1%
BICYCLE													8	0.21%	8	0.22%
<b>TOTAL</b>	<b>3,322</b>	<b>-</b>	<b>3,335</b>	<b>-</b>	<b>3,330</b>	<b>-</b>	<b>3,382</b>	<b>-</b>	<b>3,410</b>	<b>-</b>	<b>3,454</b>	<b>-</b>	<b>3,546</b>	<b>-</b>	<b>3,670</b>	<b>-</b>
<b>PERSONS BY SECTOR</b>																
NORTH OF 60TH STREET	1,299	39.1%	1,352	40.5%	1,341	40.3%	1,359	40.2%	1,385	41.0%	1,376	40.1%	1,376	38.5%	1,419	38.7%
BROOKLYN	903	27.2%	871	26.1%	875	26.3%	868	25.7%	865	25.6%	883	25.7%	964	27.8%	991	27.0%
QUEENS	670	20.2%	677	20.3%	675	20.3%	696	20.6%	702	20.8%	705	20.5%	712	19.9%	764	20.8%
NEW JERSEY	411	12.4%	402	12.1%	408	12.2%	427	12.6%	425	12.6%	437	12.7%	460	12.9%	463	12.6%
STATEN ISLAND	37	1.1%	33	1.0%	32	1.0%	30	0.9%	30	0.9%	30	0.9%	31	0.9%	31	0.8%
ROOSEVELT ISLAND	2	0.06%	1	0.03%	-	-	2	0.05%	2	0.05%	2	0.06%	1	0.10%	1	0.04%
<b>TOTAL</b>	<b>3,322</b>	<b>-</b>	<b>3,336</b>	<b>-</b>	<b>3,330</b>	<b>-</b>	<b>3,382</b>	<b>-</b>	<b>3,410</b>	<b>-</b>	<b>3,433</b>	<b>-</b>	<b>3,544</b>	<b>-</b>	<b>3,669</b>	<b>-</b>
<b>MOTOR VEHICLES BY SECTOR (AUTOS, TAXIS, VANS, TRUCKS)</b>																
NORTH OF 60TH STREET	349	45.9%	382	49.2%	370	48.6%	358	47.5%	361	47.9%	375	48.3%	377	46.6%	389	46.5%
BROOKLYN	206	27.1%	185	23.8%	182	23.9%	185	24.5%	189	25.1%	182	23.5%	199	24.6%	206	24.6%
QUEENS	104	13.7%	108	13.9%	107	14.1%	107	14.2%	117	15.5%	119	15.3%	131	16.2%	138	16.5%
NEW JERSEY	101	13.3%	101	13.0%	102	13.4%	104	13.7%	104	13.8%	100	12.9%	101	12.5%	102	12.2%
STATEN ISLAND	1	0.13%	-	-	-	-	0	0.03%	0	0.03%	0	0.00%	1	0.07%	1	0.12%
<b>TOTAL</b>	<b>761</b>	<b>-</b>	<b>776</b>	<b>-</b>	<b>760</b>	<b>-</b>	<b>755</b>	<b>-</b>	<b>772</b>	<b>-</b>	<b>776</b>	<b>-</b>	<b>809</b>	<b>-</b>	<b>836</b>	<b>-</b>

TABLE 1A (continued)

PERSONS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY  
BY MODE AND BY SECTOR FOR SELECTED YEARS (in thousands)

	1999		2000		2001		2002		2003		2004		2005		2006		2007	
<b>PERSONS BY MODE</b>																		
AUTO, TAXI, VAN & TRUCK	1,302	34.7%	1,268	33.9%	998	28.8%	1,136	31.1%	1,179	32.6%	1,172	31.8%	1,016	28.5%	1,009	28.0%	993	26.5%
BUS	237	6.3%	228	5.9%	257	7.4%	260	7.1%	261	7.2%	286	7.8%	280	7.8%	284	7.9%	291	7.8%
SUBWAY	1,905	50.7%	1,989	51.1%	1,891	54.5%	1,878	51.4%	1,821	50.3%	1,887	51.2%	1,926	54.0%	1,944	54.0%	2,085	55.8%
RAILROAD	274	7.3%	301	7.7%	288	8.3%	307	8.4%	288	7.9%	274	7.5%	284	8.0%	299	8.3%	305	8.1%
PASSENGER FERRY	57	1.5%	46	1.2%	30	0.9%	67	1.8%	62	1.7%	53	1.4%	52	1.5%	49	1.4%	49	1.3%
TRAM	1	0.0%	1	0.04%	1	0.0%	1	0.0%	1	0.0%	2	0.0045%	2	0.1%	3	0.1%	3	0.1%
BICYCLE	14	0.37%	6	0.20%	6	0.17%	7	0.19%	9	0.26%	9	0.25%	9	0.25%	12	0.33%	15	0.39%
<b>TOTAL</b>	<b>3,790</b>	<b>-</b>	<b>3,839</b>	<b>-</b>	<b>3,471</b>	<b>-</b>	<b>3,657</b>	<b>-</b>	<b>3,621</b>	<b>-</b>	<b>3,682</b>	<b>-</b>	<b>3,569</b>	<b>-</b>	<b>3,600</b>	<b>-</b>	<b>3,740</b>	<b>-</b>
<b>PERSONS BY SECTOR</b>																		
NORTH OF 60TH STREET	1,494	39.5%	1,484	39.6%	1,346	38.8%	1,395	38.2%	1,399	38.7%	1,386	37.6%	1,405	39.4%	1,401	38.9%	1,406	37.6%
BROOKLYN	991	26.2%	1,040	27.1%	927	26.7%	987	27.0%	977	27.0%	1,012	27.5%	901	25.2%	909	25.2%	986	26.4%
QUEENS	784	20.7%	787	21.3%	772	22.3%	765	20.9%	740	20.4%	752	20.4%	735	20.6%	742	20.6%	779	20.8%
NEW JERSEY	481	12.7%	497	14.3%	424	12.2%	476	13.0%	473	13.1%	499	13.6%	493	13.8%	515	14.3%	536	14.3%
STATEN ISLAND	39	1.0%	30	0.8%	0	0.0%	33	0.9%	30	0.8%	32	0.9%	33	0.9%	30	0.8%	30	0.8%
ROOSEVELT ISLAND	1	0.04%	1	0.04%	1	0.03%	1	0.04%	1	0.04%	2	0.05%	2	0.06%	3	0.07%	3	0.08%
<b>TOTAL</b>	<b>3,790</b>	<b>-</b>	<b>3,839</b>	<b>-</b>	<b>3,471</b>	<b>-</b>	<b>3,657</b>	<b>-</b>	<b>3,621</b>	<b>-</b>	<b>3,682</b>	<b>-</b>	<b>3,569</b>	<b>-</b>	<b>3,600</b>	<b>-</b>	<b>3,740</b>	<b>-</b>
<b>MOTOR VEHICLES BY SECTOR (AUTOS, TAXIS, VANS, TRUCKS)</b>																		
NORTH OF 60TH STREET	393	46.6%	387	46.7%	369	53.5%	377	48.0%	383	47.3%	384	47.1%	377	47.2%	364	45.8%	353	45.1%
BROOKLYN	203	24.1%	201	24.1%	133	19.3%	178	22.7%	185	22.9%	195	24.0%	187	23.5%	186	23.5%	192	24.5%
QUEENS	135	16.0%	131	15.9%	127	18.4%	133	16.9%	139	17.2%	133	16.4%	133	16.7%	141	17.8%	136	17.4%
NEW JERSEY	112	13.3%	105	13.4%	60	8.8%	97	12.3%	103	12.7%	102	12.6%	101	12.7%	103	12.9%	102	13.1%
STATEN ISLAND	1	0.12%	0	0.04%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
<b>TOTAL</b>	<b>844</b>	<b>-</b>	<b>825</b>	<b>-</b>	<b>689</b>	<b>-</b>	<b>785</b>	<b>-</b>	<b>810</b>	<b>-</b>	<b>815</b>	<b>-</b>	<b>798</b>	<b>-</b>	<b>794</b>	<b>-</b>	<b>783</b>	<b>-</b>

**TABLE 1B**

**PERSONS ENTERING THE HUB ON A FALL BUSINESS DAY  
BY MODE DURING 7AM - 10AM PERIOD FOR SELECTED YEARS (in thousands)**

YEAR / MODE	1988		1990	1991	1992	1993	1994	1995	1996	1997							
	Number (K)	Percent															
AUTO, TAXI, VAN & TRUCK	249	16.1%	221	15.6%	220	15.5%	224	15.9%	216	15.6%	218	15.6%	219	15.8%	228	16.3%	252
BUS	133	8.6%	129	9.1%	126	8.9%	121	8.6%	121	8.8%	121	8.7%	119	8.6%	122	8.7%	117
SUBWAY	974	63.0%	877	61.8%	891	62.7%	873	62.1%	859	62.2%	866	62.0%	855	61.7%	858	61.2%	845
RAILROAD	167	10.8%	164	11.6%	159	11.2%	161	11.5%	159	11.5%	165	11.8%	165	11.9%	169	12.0%	171
PASSENGER FERRY	22	1.4%	26	1.8%	23	1.6%	25	1.8%	25	1.8%	24	1.7%	24	1.7%	24	1.7%	25
TRAMWAY	2	0.1%	1	0.1%	1	0.1%	1	0.1%	-	0.0%	1	0.1%	1	0.1%	0	0.0%	1
BICYCLE													2	0.1%	2	0.1%	1
<b>TOTAL</b>	<b>1,547</b>	<b>-</b>	<b>1,418</b>	<b>-</b>	<b>1,420</b>	<b>-</b>	<b>1,405</b>	<b>-</b>	<b>1,381</b>	<b>-</b>	<b>1,396</b>	<b>-</b>	<b>1,385</b>	<b>-</b>	<b>1,403</b>	<b>-</b>	<b>1,412</b>

YEAR / MODE	1998		2000	2001	2002	2003	2004	2005	2006	2007							
	Number (K)	Percent															
AUTO, TAXI, VAN & TRUCK	263	18.4%	259	17.0%	179	13.1%	220	15.6%	239	17.2%	228	16.6%	193	14.3%	193	14.5%	186
BUS	120	8.4%	131	8.6%	132	9.7%	138	9.8%	140	10.1%	136	9.9%	132	9.8%	135	10.1%	139
SUBWAY	839	58.5%	958	62.7%	851	62.2%	813	57.8%	787	56.7%	804	58.6%	809	60.2%	785	59.2%	918
RAILROAD	193	13.5%	154	10.1%	183	13.4%	196	13.9%	184	13.2%	172	12.5%	180	13.4%	184	13.8%	188
PASSENGER FERRY	15	1.0%	23	1.5%	21	1.5%	39	2.7%	36	2.6%	29	2.1%	28	2.1%	28	2.1%	24
TRAMWAY	1	0.1%	1	0.0%	0	0.0%	0	0.0%	1	0.0%	1	0.1%	1	0.1%	1	0.1%	1
BICYCLE	2	0.1%	1	0.1%	1	0.1%	2	0.1%	2	0.2%	2	0.2%	2	0.2%	2	0.1%	3
<b>TOTAL</b>	<b>1,433</b>	<b>-</b>	<b>1,536</b>	<b>-</b>	<b>1,368</b>	<b>-</b>	<b>1,408</b>	<b>-</b>	<b>1,388</b>	<b>-</b>	<b>1,372</b>	<b>-</b>	<b>1,346</b>	<b>-</b>	<b>1,328</b>	<b>-</b>	<b>1,460</b>

**Note:** Data for 1999 were lost on 9/11/01.

**TABLE 2**

**SHARE OF PEOPLE ENTERING THE HUB IN PEAK HOUR AND PEAK PERIOD TO TOTAL, BY MODE (as a percentage\*)**

YEAR	SHARE OF TOTAL DAILY ENTRIES BY OCCUPANTS					
	AUTO, TAXI, VAN, TRUCK		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%
1999**	n/a	n/a	n/a	n/a	n/a	n/a
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%
2004	6.6%	19.5%	20.8%	45.6%	16.2%	37.3%
2005	6.6%	19.0%	19.9%	45.2%	16.1%	37.7%
2006	6.6%	19.1%	19.5%	43.9%	15.8%	36.8%
2007	6.4%	18.8%	20.6%	45.6%	16.8%	38.4%

\* Percentages express the peak-period share of private motor vehicle and public transportation to total of 24-hour period person entries, respectively.

\*\* Data for 1999 were lost on 9/11/01.

**TABLE 3**

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

<b>YEAR</b>	<b>24 HOURS</b>	<b>MORNING PEAK 7-10 AM</b>	<b>PEAK PERIOD 8-9 AM</b>	<b>CBD EMPLOYMENT*</b>
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
2004	3,682,207	1,372,142	598,138	2,064,000
2005	3,568,742	1,345,676	574,161	2,217,000
2006	3,599,747	1,326,241	569,355	2,241,000
2007	3,730,340	1,432,093	625,531	2,265,000

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\* Estimated non-agricultural employment data estimated based on New York State Department of Labor.

\*\* Data for 1999 were lost on 9/11/01

\*\*\* Employment for 2005-2007 have been adjusted to reflect most current data available.

**TABLE 4**

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

YEAR	PERSONS				MOTOR VEHICLES			
	MAXIMUM TRAVELER ACCUM.	CBD RESIDENTS*	MAXIMUM CBD ACCUM.	TIME OF MAXIMUM ACCUM.	MAXIMUM TRAVELER ACCUM.	CBD BASED VEHICLES*	MAXIMUM CBD ACCUM.	TIME OF MAXIMUM ACCUM.
1971	1,545,000	508,000	2,053,000	1:00 PM	109,500	96,400	205,900	1:00 PM
1973	1,407,000	507,000	1,914,000	1:00 PM	89,300	92,800	182,100	2:00 PM
1974	1,411,000	510,000	1,921,000	1:00 PM	85,700	90,000	175,700	2:00 PM
1975	1,402,000	502,000	1,904,000	1:00 PM	84,400	88,500	172,900	2:00 PM
1976	1,319,000	507,000	1,826,000	1:00 PM	93,500	82,300	175,800	1:00 PM
1977	1,356,000	505,000	1,861,000	1:00 PM	97,400	79,600	177,000	2:00 PM
1978	1,329,000	503,000	1,832,000	1:00 PM	96,900	79,800	176,700	2:00 PM
1979	1,388,000	504,000	1,892,000	2:00 PM	101,500	79,000	180,500	2:00 PM
1980	1,436,000	508,000	1,944,000	1:00 PM	101,500	77,400	178,900	2:00 PM
1981	1,446,000	508,000	1,954,000	1:00 PM	97,400	78,200	175,600	2:00 PM
1982	1,487,000	508,000	1,995,000	1:00 PM	102,100	78,600	180,700	2:00 PM
1983	1,500,000	507,000	2,007,000	1:00 PM	105,800	77,800	183,600	1:00 PM
1984	1,511,000	513,000	2,024,000	1:00 PM	125,300	77,900	203,200	2:00 PM
1985	1,471,000	521,000	1,992,000	1:00 PM	104,000	81,000	185,000	1:00 PM
1986	1,485,000	525,000	2,010,000	1:00 PM	107,200	85,000	192,200	1:00 PM
1987	1,448,000	526,000	1,974,000	1:00 PM	110,900	86,200	197,100	2:00 PM
1988	1,447,000	530,000	1,977,000	2:00 PM	100,800	87,800	188,600	1:00 PM
1989	1,481,000	531,000	2,012,000	1:00 PM	101,300	88,300	189,600	2:00 PM
1990	1,318,000	528,000	1,846,000	1:00 PM	101,800	90,100	191,900	1:00 PM
1991	1,325,000	530,000	1,855,000	1:00 PM	102,300	88,400	190,700	1:00 PM
1992	1,262,000	529,000	1,791,000	1:00 PM	96,300	84,600	180,900	1:00 PM
1993	1,250,000	530,900	1,780,900	1:00 PM	94,100	85,800	179,900	2:00 PM
1994	1,273,000	535,000	1,808,000	1:00 PM	97,100	86,100	183,200	2:00 PM
1995	1,277,000	539,000	1,816,000	1:00 PM	94,100	86,100	180,200	2:00 PM
1996	1,295,000	544,000	1,839,000	1:00 PM	94,000	85,900	179,900	1:00 PM
1997	1,303,000	547,000	1,850,000	1:00 PM	101,000	89,000	190,000	2:00 PM
1998	1,296,000	551,000	1,847,000	1:00 PM	104,000	95,100	199,100	2:00 PM
1999**	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2000	1,464,000	552,000	2,015,846	1:00 PM	103,367	91,080	194,447	2:00 PM
2001	1,254,000	540,000	2,016,000	1:00 PM	67,093	91,080	156,228	2:00 PM
2002	1,253,800	567,000	1,805,800	1:00 PM	60,181	91,080	151,261	2:00 PM
2003	1,273,519	573,000	1,821,360	1:00 PM	86,909	91,740	178,649	2:00 PM
2004	1,228,259	583,000	1,783,259	2:00 PM	91,551	91,575	183,126	1:00 PM
2005	1,197,459	590,000	1,172,459	2:00 PM	85,119	97,350	182,469	1:00 PM
2006	1,244,863	590,000	1,834,863	2:00 PM	89,847	97,350	187,197	1:00 PM
2007	1,325,609	597,000	1,922,609	1:00 PM	88,623	98,505	187,128	1:00 PM

\* Estimated CBD resident and vehicle figures for 2004-2007 based on most current data available.

\*\* Data for 1999 were lost on 9/11/01.

**TABLE 5**  
**TOTAL PUBLIC TRANSIT PASSENGERS AND BICYCLISTS**  
**ENTERING AND LEAVING THE HUB**  
**ON A FALL BUSINESS DAY, 1997-2007**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>BUS PASSENGERS</b>											
<b>60TH STREET SECTOR</b>											
FDR DRIVE	-	-	-	-	-	-	-	-	-	-	-
YORK AVENUE	7,093	6,869	7,165	7,078	8,906	6,898	6,230	6,541	5,688	6,436	6,476
FIRST AVE/SECOND AVE	21,299	19,114	19,459	20,516	21,865	20,885	20,510	20,150	18,879	17,415	17,850
LEXINGTON AVE/THIRD AVE	17,353	17,638	16,435	19,245	22,526	18,587	17,955	18,979	20,032	18,255	16,291
MADISON AVE/FIFTH AVE	41,289	42,018	43,477	30,587	48,185	45,614	45,152	43,660	40,255	40,246	39,208
CENTRAL PK WEST	-	-	-	-	-	-	-	3,755	2,311	1,936	1,754
EIGHTH AVENUE	7,692	6,279	6,637	7,302	8,989	-	4,138	4,937	-	-	-
BROADWAY	13,370	11,640	12,923	12,117	14,722	12,610	12,296	6,858	13,994	13,751	13,796
COLUMBUS AVE/AMSTERDAM AVE	9,722	9,954	12,898	6,358	5,392	4,572	3,934	4,266	4,447	4,268	3,805
WEST END AVENUE	1,803	1,780	2,080	2,097	2,687	2,119	2,188	2,071	2,176	2,257	2,320
<b>SECTOR TOTAL</b>	<b>119,621</b>	<b>115,292</b>	<b>121,074</b>	<b>105,300</b>	<b>133,272</b>	<b>111,285</b>	<b>112,403</b>	<b>111,217</b>	<b>107,782</b>	<b>104,564</b>	<b>101,500</b>
<b>BROOKLYN SECTOR</b>											
WILLIAMSBURG BRIDGE	1,971	2,681	2,483	3,052	2,297	3,063	3,478	3,196	3,085	2,725	2,006
MANHATTAN BRIDGE	1,314	1,249	1,076	1,015	937	919	1,110	1,055	1,025	966	1,143
BROOKLYN BATTERY TUNNEL	31,313	34,808	37,352	42,605	51,178	57,553	60,257	61,849	54,365	56,585	54,443
<b>SECTOR TOTAL</b>	<b>34,598</b>	<b>38,738</b>	<b>40,911</b>	<b>46,672</b>	<b>54,412</b>	<b>61,535</b>	<b>64,845</b>	<b>66,100</b>	<b>58,475</b>	<b>60,276</b>	<b>57,592</b>
<b>QUEENS SECTOR</b>											
QUEENS MIDTOWN TUNNEL	17,510	18,596	27,355	16,965	17,625	14,249	14,832	14,099	13,897	13,821	12,503
QUEENSBORO BRIDGE	14,690	16,970	21,741	17,377	20,455	16,855	16,981	17,695	18,943	19,437	30,957
<b>SECTOR TOTAL</b>	<b>32,200</b>	<b>35,566</b>	<b>49,096</b>	<b>34,342</b>	<b>38,080</b>	<b>31,104</b>	<b>31,813</b>	<b>31,794</b>	<b>32,840</b>	<b>33,258</b>	<b>43,460</b> *
<b>NEW JERSEY SECTOR</b>											
HOLLAND TUNNEL	13,262	14,807	15,091	14,807	6,144	32,986	32,507	29,165	30,493	30,156	31,254
LINCOLN TUNNEL	274,098	258,425	274,051	257,065	270,831	278,831	284,489	330,936	320,870	323,358	321,901
<b>SECTOR TOTAL</b>	<b>287,360</b>	<b>273,232</b>	<b>289,142</b>	<b>271,872</b>	<b>276,975</b>	<b>311,817</b>	<b>316,996</b>	<b>360,101</b>	<b>351,363</b>	<b>353,514</b>	<b>353,155</b>
<b>TOTAL BUS PASSENGERS</b>	<b>473,779</b>	<b>462,828</b>	<b>500,223</b>	<b>458,186</b>	<b>502,739</b>	<b>515,741</b>	<b>526,057</b>	<b>569,212</b>	<b>550,460</b>	<b>551,612</b>	<b>555,708</b>

\* Queens bus ridership increase reflects increases in Q60 and Q101 ridership as reported by the MTA Bus Co. See Appendix III, Section A for detailed original data.

**TABLE 5 (continued)**  
**TOTAL PUBLIC TRANSIT PASSENGERS AND BICYCLISTS**  
**ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY, 1997-2007**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>SUBWAY PASSENGERS</b>											
<b>60TH STREET SECTOR</b>											
LEXINGTON AVENUE EXPRESS	286,204	297,797	307,652	300,899	312,473	320,534	319,384	307,149	326,309	316,427	333,511
LEXINGTON AVENUE LOCAL	267,395	288,227	293,254	328,145	326,617	317,512	306,344	308,575	325,848	350,220	356,158
EIGHTH AVENUE EXPRESS	211,836	219,027	246,420	225,443	223,484	240,539	223,148	236,076	223,296	254,554	242,080
EIGHTH AVENUE LOCAL	79,193	81,393	97,986	101,461	92,327	96,874	96,184	97,415	99,854	111,892	117,146
BROADWAY/7TH AVE EXPRESS	222,157	217,642	251,084	258,206	107,677	235,167	253,085	270,008	264,220	255,140	260,647
BROADWAY/7TH AVE LOCAL	203,551	187,439	213,910	237,117	293,601	228,164	214,778	210,844	211,275	230,279	235,659
<b>SECTOR TOTAL</b>	<b>1,270,336</b>	<b>1,291,525</b>	<b>1,410,306</b>	<b>1,451,271</b>	<b>1,356,179</b>	<b>1,438,790</b>	<b>1,412,923</b>	<b>1,430,067</b>	<b>1,450,802</b>	<b>1,518,512</b>	<b>1,545,200</b>
<b>BROOKLYN SECTOR</b>											
14TH STREET TUNNEL	105,920	127,547	144,558	163,549	159,771	167,472	166,911	179,382	160,273	186,532	218,035
WILLIAMSBURG BRIDGE	91,555	85,968	74,975	87,021	91,843	85,964	90,030	95,669	106,329	110,539	118,793
RUTGERS TUNNEL	106,791	114,302	110,517	125,533	140,095	135,123	127,796	119,608	107,495	120,241	128,915
MANHATTAN BRIDGE	234,249	244,684	265,455	270,321	258,327	227,934	250,242	291,391	305,442	336,620	346,144
CRANBERRY TUNNEL	205,622	213,988	227,757	236,592	230,867	236,495	216,822	220,431	228,917	219,905	235,578
CLARK TUNNEL	128,093	125,556	124,239	129,787	123,423	125,959	126,764	130,665	122,720	128,108	134,326
MONTAGUE TUNNEL	109,689	116,346	114,625	127,688	80,052	82,759	84,107	70,759	62,245	62,832	63,793
JORALEMON TUNNEL	185,118	181,505	185,956	175,815	197,364	164,511	163,787	174,052	159,614	164,618	172,737
<b>SECTOR TOTAL</b>	<b>1,167,037</b>	<b>1,209,896</b>	<b>1,248,082</b>	<b>1,316,306</b>	<b>1,281,742</b>	<b>1,226,217</b>	<b>1,226,459</b>	<b>1,281,957</b>	<b>1,253,035</b>	<b>1,329,395</b>	<b>1,418,321</b>
<b>QUEENS SECTOR</b>											
60TH STREET TUNNEL	204,535	217,801	215,050	249,173	249,367	247,699	233,901	222,822	249,282	240,949	257,016
53RD STREET TUNNEL	370,024	391,808	393,783	401,114	340,136	226,569	221,438	232,903	249,751	256,746	260,872
STEINWAY TUNNEL	212,854	213,457	211,348	219,467	225,566	190,391	185,419	205,960	205,100	195,589	224,241
63RD STREET TUNNEL	22,554	11,280	18,511	20,722	13,460	157,410	153,682	151,738	144,357	157,292	171,310
<b>SECTOR TOTAL</b>	<b>809,967</b>	<b>834,346</b>	<b>838,692</b>	<b>890,476</b>	<b>828,519</b>	<b>822,069</b>	<b>794,440</b>	<b>813,423</b>	<b>848,490</b>	<b>850,576</b>	<b>913,439</b>
<b>NEW JERSEY SECTOR</b>											
PATH DOWNTOWN	100,663	117,259	129,661	143,897	-	-	-	67,653	73,373	84,586	107,509
PATH UPTOWN	97,248	78,345	76,380	96,921	179,214	141,266	130,821	100,885	106,054	115,650	121,374
<b>SECTOR TOTAL</b>	<b>197,911</b>	<b>195,604</b>	<b>206,041</b>	<b>240,818</b>	<b>179,214</b>	<b>141,266</b>	<b>130,821</b>	<b>168,538</b>	<b>179,427</b>	<b>200,236</b>	<b>228,883</b>
<b>TOTAL SUBWAY PASSENGERS</b>	<b>3,466,440</b>	<b>3,650,152</b>	<b>3,703,121</b>	<b>3,898,871</b>	<b>3,645,654</b>	<b>3,628,342</b>	<b>3,564,643</b>	<b>3,693,985</b>	<b>3,731,754</b>	<b>3,898,719</b>	<b>4,105,843</b>
<b>SUBURBAN RAIL PASSENGERS</b>											
AMTRAK & MTA METRO-NORTH RR	179,489	183,313	188,330	198,154	196,165	188,533	188,550	186,954	193,339	198,206	205,987
AMTRAK & MTA LIRR	225,313	232,905	253,076	266,898	240,322	264,719	225,118	223,836	224,778	230,453	236,865
AMTRAK & NJ TRANSIT	89,359	91,396	104,387	126,460	139,037	155,772	161,029	130,778	143,898	155,850	162,434
<b>TOTAL RAIL PASSENGERS</b>	<b>494,161</b>	<b>507,614</b>	<b>545,793</b>	<b>591,512</b>	<b>575,524</b>	<b>609,024</b>	<b>574,697</b>	<b>541,568</b>	<b>562,015</b>	<b>584,509</b>	<b>605,286</b>
<b>FERRY PASSENGERS</b>											
MANHATTAN & UPSTATE	-	93	11,391	93	670	2	3	-	-	-	97
BROOKLYN	33	118	177	118	-	1,905	1,783	597	342	368	422
QUEENS	414	359	253	359	-	474	444	280	280	84	109
STATEN ISLAND FERRY	59,430	60,583	76,873	60,583	-	64,759	59,360	61,804	63,070	61,118	64,187
NEW JERSEY	24,191	24,191	25,155	24,191	54,680	61,631	57,668	39,615	36,328	35,004	36,268
<b>TOTAL FERRY PASSENGRS</b>	<b>84,068</b>	<b>85,344</b>	<b>113,849</b>	<b>85,344</b>	<b>55,350</b>	<b>128,771</b>	<b>119,257</b>	<b>102,297</b>	<b>100,020</b>	<b>96,574</b>	<b>101,083</b>
ROOSEVELT ISLAND TRAMWAY	3,037	2,928	2,480	3,027	2,282	2,318	2,364	3,483	4,426	5,535	5,756
<b>TOTAL PUBLIC TRANSIT PSGRS</b>	<b>4,510,534</b>	<b>4,746,261</b>	<b>4,823,429</b>	<b>5,041,114</b>	<b>4,781,550</b>	<b>4,884,195</b>	<b>4,787,019</b>	<b>4,910,544</b>	<b>4,948,675</b>	<b>5,136,949</b>	<b>5,373,676</b>
BICYCLE	14,860	14,345	14,650	12,367	10,982	12,988	17,251	16,931	16,292	22,268	27,859

Note: Zeros displayed for PATH and ferry service from 2001-2003 reflect service suspended after 9/11/01. Zeros for Manhattan ferry service 2004-2006 reflect non-operational routes.

TABLE 6

TOTAL RAIL TRAINS ENTERING AND LEAVING THE HUB  
ON A FALL BUSINESS DAY (1997-2007)

SECTOR AND FACILITY	1997		1998		2000		2001		2002		2003			2004			2005			2006			2007			
	PEAK	OFF PEAK	PEAK	OFF PEAK	PEAK	OFF PEAK	PEAK	OFF PEAK	PEAK	OFF PEAK	AM	PM	OFF	AM	PM	OFF	AM	PM	OFF	AM	PM	OFF	AM	PM	OFF	
<b>60TH STREET SECTOR</b>																										
LEXINGTON AVE EXPRESS	127	451	125	454	138	450	128	482	128	480	65	63	503	64	64	497	70	67	491	65	61	495	66	62	504	
LEXINGTON AVE LOCAL	96	341	91	380	116	420	101	430	105	408	51	54	418	56	54	448	54	54	447	55	50	440	56	50	441	
EIGHTH AVE EXPRESS	85	457	87	438	103	437	92	443	94	473	48	46	473	49	48	497	48	47	476	49	46	485	48	46	477	
EIGHTH AVE LOCAL	79	308	70	337	82	347	71	342	72	345	35	37	340	38	36	318	36	36	327	38	36	340	35	36	343	
B'WAY/7TH AV EXPRESS	104	395	107	391	121	381	53	207	111	412	56	55	418	57	55	402	56	55	411	58	50	411	60	56	407	
B'WAY/7TH AV LOCAL	76	330	77	345	90	388	118	578	86	402	45	41	391	40	30	397	45	42	372	45	39	401	43	42	404	
AMTRAK/METRO-NORTH	204	284	206	302	249	283	217	319	218	332	115	103	332	114	102	338	116	103	345	115	103	365	119	104	372	
<b>SECTOR TOTAL</b>	<b>771</b>	<b>2,566</b>	<b>763</b>	<b>2,647</b>	<b>899</b>	<b>2,706</b>	<b>780</b>	<b>2,801</b>	<b>814</b>	<b>2,852</b>	<b>415</b>	<b>399</b>	<b>2,875</b>	<b>418</b>	<b>389</b>	<b>2,897</b>	<b>425</b>	<b>404</b>	<b>2,869</b>	<b>425</b>	<b>385</b>	<b>2,937</b>	<b>427</b>	<b>396</b>	<b>2,948</b>	
<b>BROOKLYN SECTOR</b>																										
14TH STREET TUNNEL	54	225	55	215	74	300	69	306	69	315	31	38	299	39	40	304	36	42	315	41	40	314	44	40	313	
WILLIAMSBURG BRIDGE	85	339	87	346	82	340	86	357	86	360	43	43	354	42	44	332	42	42	343	42	43	345	43	44	343	
RUTGERS TUNNEL	70	278	69	295	71	312	66	309	66	316	37	29	308	35	35	314	36	34	307	33	35	307	35	34	315	
MANHATTAN BRIDGE	128	517	134	539	140	552	154	549	154	612	67	87	616	94	87	762	98	90	758	100	90	750	100	93	748	
CRANBERRY TUNNEL	103	355	109	373	110	396	111	393	111	429	57	54	427	56	55	425	59	54	423	57	52	417	58	53	426	
CLARK TUNNEL	94	408	95	413	89	436	96	539	96	455	52	44	448	46	48	457	46	46	453	47	48	450	48	48	446	
MONTAGUE TUNNEL	112	413	114	409	116	444	97	446	97	444	57	40	439	43	42	271	43	43	271	43	42	297	43	43	272	
JORALEMON TUNNEL	114	391	103	401	112	409	110	410	110	402	56	54	423	58	54	439	63	58	429	62	57	424	61	58	432	
<b>SECTOR TOTAL</b>	<b>760</b>	<b>2,926</b>	<b>766</b>	<b>2,991</b>	<b>794</b>	<b>3,189</b>	<b>802</b>	<b>3,309</b>	<b>789</b>	<b>3,333</b>	<b>400</b>	<b>389</b>	<b>3,314</b>	<b>413</b>	<b>405</b>	<b>3,304</b>	<b>423</b>	<b>409</b>	<b>3,299</b>	<b>425</b>	<b>407</b>	<b>3,304</b>	<b>432</b>	<b>413</b>	<b>3,295</b>	
<b>QUEENS SECTOR</b>																										
60TH STREET TUNNEL	88	376	90	376	125	366	117	542	117	562	61	56	553	62	61	534	59	62	540	60	59	532	61	60	536	
53RD STREET TUNNEL	144	526	146	553	189	556	134	608	118	500	62	56	504	61	62	500	60	59	494	61	45	501	61	61	484	
STEINWAY TUNNEL	115	369	118	377	144	417	136	451	132	448	66	66	460	68	63	459	65	64	455	68	64	446	68	61	463	
63RD STREET TUNNEL	39	214	18	124	51	196	30	143	72	310	37	35	312	38	39	311	38	38	310	39	38	313	39	39	309	
AMTRAK/LIRR TUNNEL	156	285	158	294	267	365	160	348	168	543	87	81	319	89	82	317	88	82	315	87	81	320	87	81	325	
<b>SECTOR TOTAL</b>	<b>542</b>	<b>1,770</b>	<b>530</b>	<b>1,724</b>	<b>776</b>	<b>1,900</b>	<b>577</b>	<b>2,092</b>	<b>607</b>	<b>2,363</b>	<b>313</b>	<b>294</b>	<b>2,148</b>	<b>318</b>	<b>307</b>	<b>2,121</b>	<b>310</b>	<b>305</b>	<b>2,114</b>	<b>315</b>	<b>287</b>	<b>2,112</b>	<b>316</b>	<b>302</b>	<b>2,117</b>	
<b>NEW JERSEY SECTOR</b>																										
PATH DOWNTOWN TUNNEL	157	434	155	436	220	506	0	0	0	0	0	0	0	48	50	357	60	58	390	64	63	381	65	65	388	
PATH UPTOWN TUNNEL	88	329	100	337	148	392	69	281	69	222	36	33	279	57	54	431	60	61	401	60	60	403	60	59	403	
AMTRAK/NJ TRANSIT TUNNELS	86	210	81	212	142	244	124	322	127	307	56	71	324	60	55	281	65	58	279	61	57	295	60	59	300	
<b>SECTOR TOTAL</b>	<b>331</b>	<b>973</b>	<b>336</b>	<b>985</b>	<b>510</b>	<b>1,142</b>	<b>193</b>	<b>603</b>	<b>196</b>	<b>529</b>	<b>92</b>	<b>104</b>	<b>603</b>	<b>165</b>	<b>159</b>	<b>1,069</b>	<b>185</b>	<b>177</b>	<b>1,070</b>	<b>185</b>	<b>180</b>	<b>1,079</b>	<b>185</b>	<b>183</b>	<b>1,091</b>	
<b>GRAND TOTAL</b>	<b>2,404</b>	<b>8,235</b>	<b>2,395</b>	<b>8,347</b>	<b>2,979</b>	<b>8,937</b>	<b>2,352</b>	<b>8,805</b>	<b>2,406</b>	<b>9,077</b>	<b>1,220</b>	<b>1,186</b>	<b>8,940</b>	<b>1,314</b>	<b>1,260</b>	<b>9,391</b>	<b>1,343</b>	<b>1,295</b>	<b>9,352</b>	<b>1,350</b>	<b>1,259</b>	<b>9,432</b>	<b>1,360</b>	<b>1,294</b>	<b>9,451</b>	
<b>SUBTOTAL, NYCT</b>	<b>1,713</b>	<b>6,693</b>	<b>1,695</b>	<b>6,766</b>	<b>1,953</b>	<b>7,147</b>	<b>1,973</b>	<b>8,138</b>	<b>2,020</b>	<b>8,202</b>	<b>1,018</b>	<b>1,002</b>	<b>8,289</b>	<b>1,051</b>	<b>1,021</b>	<b>8,455</b>	<b>954</b>	<b>933</b>	<b>7,622</b>	<b>963</b>	<b>895</b>	<b>7,668</b>	<b>969</b>	<b>926</b>	<b>7,663</b>	

Notes: Peak period for inbound travel is 7 am to 10 am and peak period for outbound travel is 4 pm to 7 pm; Off peak is the remainder of the 24 hour day. Zeros displayed for PATH service from 2001-2003 reflect service suspended after 9/11/01.

TABLE 7

NUMBER OF RAIL CARS ON SUBWAY AND COMMUTER RAIL TRAINS  
ENTERING AND LEAVING THE HUB  
ON A FALL BUSINESS DAY (1997-2007)

SECTOR AND FACILITY	1997		1998		2000		2001		2002		2003			2004			2005			2006			2007			
	PEAK	OFF PEAK	PEAK	OFF PEAK	PEAK	OFF PEAK	PEAK	OFF PEAK	PEAK	OFF PEAK	A.M. PEAK	P.M. PEAK	OFF PEAK	A.M. PEAK	P.M. PEAK	OFF PEAK	A.M. PEAK	P.M. PEAK	OFF PEAK	A.M. PEAK	P.M. PEAK	OFF PEAK	A.M. PEAK	P.M. PEAK	OFF PEAK	
<b>60TH STREET SECTOR</b>																										
LEXINGTON AVE EXPRESS	1,270	4,490	1,250	4,540	1,210	4,670	1,280	4,820	1,280	4,800	650	630	5,030	640	640	4,970	700	670	4,910	650	610	4,950	660	620	5,040	
LEXINGTON AVE LOCAL	960	3,410	910	3,570	1,010	4,350	1,010	4,300	1,050	4,080	510	540	4,180	560	540	4,480	540	540	4,470	550	500	4,400	560	500	4,410	
EIGHTH AVE EXPRESS	693	3,780	724	3,646	762	3,786	678	2,990	694	3,138	398	296	3,124	410	404	4,140	400	392	4,056	410	384	4,044	396	380	3,962	
EIGHTH AVE LOCAL	578	2,536	560	2,720	568	2,882	568	2,760	576	2,774	280	296	2,732	342	324	2,854	324	324	2,930	342	324	3,024	316	324	3,068	
B'WAY/7TH AV EXPRESS	988	3,772	1,017	3,738	1,038	3,735	530	2,070	1,110	4,120	560	550	4,180	570	550	4,020	560	550	4,110	580	500	4,110	600	560	4,070	
B'WAY/7TH AV LOCAL	760	3,300	770	3,450	780	4,000	1,180	5,780	860	4,020	450	410	3,910	400	300	3,970	450	420	3,720	450	390	4,010	430	420	4,040	
AMTRAK/METRO-NORTH	1,411	1,821	1,382	1,989	1,335	2,361	1,526	2,093	1,494	2,179	823	671	2,174	812	671	2,194	842	697	2,306	835	718	2,536	851	731	2,601	
<b>SECTOR TOTAL</b>	<b>6,660</b>	<b>23,109</b>	<b>6,613</b>	<b>23,653</b>	<b>6,703</b>	<b>25,784</b>	<b>6,772</b>	<b>24,813</b>	<b>7,064</b>	<b>25,111</b>	<b>3,671</b>	<b>3,393</b>	<b>25,330</b>	<b>3,734</b>	<b>3,429</b>	<b>26,628</b>	<b>3,816</b>	<b>3,593</b>	<b>26,502</b>	<b>3,817</b>	<b>3,426</b>	<b>27,074</b>	<b>3,813</b>	<b>3,535</b>	<b>27,191</b>	
<b>BROOKLYN SECTOR</b>																										
14TH STREET TUNNEL+A10	432	1,800	440	1,720	592	2,400	592	2,448	552	2,520	248	304	2,392	312	320	2,432	288	336	2,520	328	320	2,512	352	320	2,504	
WILLIAMSBURG BRIDGE	680	2,712	696	2,564	656	2,720	696	2,856	688	2,880	344	344	2,832	336	352	2,656	336	336	2,744	336	344	2,760	344	352	2,744	
RUTGERS TUNNEL	560	2,224	552	2,360	568	2,496	592	2,472	540	2,552	304	236	2,504	286	288	2,610	290	276	2,476	274	288	2,514	286	280	2,566	
MANHATTAN BRIDGE	1,118	4,400	1,172	4,604	1,216	4,730	1,224	4,666	1,326	5,202	580	746	5,218	804	746	6,468	848	784	6,444	860	774	6,344	880	816	6,475	
CRANBERRY TUNNEL	866	3,022	912	3,160	930	3,326	995	3,253	1,000	3,577	484	516	3,550	470	460	3,600	494	452	3,522	476	434	3,474	484	450	3,602	
CLARK TUNNEL	892	3,899	902	3,949	844	4,162	960	5,390	960	4,550	520	440	4,480	460	480	4,570	460	460	4,530	470	480	4,500	480	480	4,460	
MONTAGUE TUNNEL	920	3,470	966	3,466	970	3,772	860	3,942	850	3,838	490	360	3,838	352	344	2,074	352	346	2,204	354	336	2,394	352	346	2,252	
JORALEMON TUNNEL	1,140	3,910	1,030	4,010	1,120	4,090	1,230	4,040	1,156	3,967	616	540	4,174	580	540	4,194	630	580	4,290	620	570	4,240	610	580	4,320	
<b>SECTOR TOTAL</b>	<b>6,608</b>	<b>25,437</b>	<b>6,670</b>	<b>25,833</b>	<b>6,896</b>	<b>27,696</b>	<b>7,149</b>	<b>29,067</b>	<b>7,072</b>	<b>29,086</b>	<b>3,586</b>	<b>3,486</b>	<b>28,988</b>	<b>3,600</b>	<b>3,530</b>	<b>28,800</b>	<b>3,698</b>	<b>3,570</b>	<b>28,730</b>	<b>3,718</b>	<b>3,546</b>	<b>28,738</b>	<b>3,788</b>	<b>3,624</b>	<b>28,923</b>	
<b>QUEENS SECTOR</b>																										
60TH STREET TUNNEL	738	3,182	764	3,188	874	3,356	1,070	4,604	1,056	4,732	524	532	4,726	498	524	4,538	518	550	4,704	524	522	4,598	546	536	4,735	
53RD STREET TUNNEL	1,280	4,726	1,296	4,962	1,342	5,228	1,298	5,218	1,136	4,636	574	562	4,626	564	572	4,640	556	548	4,576	564	414	4,646	566	562	4,494	
STEINWAY TUNNEL	1,265	4,059	1,298	4,147	1,331	4,840	1,452	5,005	1,430	4,972	726	704	5,082	748	693	5,049	715	704	5,005	748	704	4,906	748	671	5,093	
63RD STREET TUNNEL	390	1,978	144	992	380	2,082	250	1,480	518	2,608	296	222	2,598	318	324	2,552	304	312	2,514	324	314	2,556	328	324	2,532	
AMTRAK/LIRR TUNNEL	1,495	2,542	1,505	3,289	1,601	3,729	1,514	3,074	1,618	4,843	831	787	2,967	851	796	2,962	839	802	2,958	833	796	3,108	851	820	3,164	
<b>SECTOR TOTAL</b>	<b>5,168</b>	<b>16,487</b>	<b>5,007</b>	<b>16,578</b>	<b>5,528</b>	<b>19,235</b>	<b>5,584</b>	<b>19,381</b>	<b>5,758</b>	<b>21,791</b>	<b>2,951</b>	<b>2,807</b>	<b>19,999</b>	<b>2,979</b>	<b>2,909</b>	<b>19,741</b>	<b>2,932</b>	<b>2,916</b>	<b>19,757</b>	<b>2,993</b>	<b>2,750</b>	<b>19,814</b>	<b>3,039</b>	<b>2,913</b>	<b>20,018</b>	
<b>NEW JERSEY SECTOR</b>																										
PATH DOWNTOWN TUNNEL	1,182	3,266	1,166	3,284	1,431	4,030	-	-	-	-	-	-	-	336	350	2,499	420	406	2,730	448	441	2,667	455	455	2,716	
PATH UPTOWN TUNNEL	616	2,303	651	2,359	868	2,856	483	1,966	483	1,551	252	231	1,952	399	378	3,017	420	427	2,807	420	420	2,821	420	413	2,821	
AMTRAK/NJ TRANSIT TUNNELS	679	1,465	630	1,510	986	1,869	948	2,044	995	1,926	462	533	2,037	502	464	2,147	572	499	2,158	490	472	2,251	508	491	2,302	
<b>SECTOR TOTAL</b>	<b>2,477</b>	<b>7,034</b>	<b>2,447</b>	<b>7,153</b>	<b>3,285</b>	<b>8,755</b>	<b>1,431</b>	<b>4,010</b>	<b>1,478</b>	<b>3,476</b>	<b>714</b>	<b>764</b>	<b>3,989</b>	<b>1,237</b>	<b>1,192</b>	<b>7,663</b>	<b>1,412</b>	<b>1,332</b>	<b>7,695</b>	<b>1,358</b>	<b>1,333</b>	<b>7,739</b>	<b>1,383</b>	<b>1,359</b>	<b>7,839</b>	
<b>GRAND TOTAL</b>	<b>20,913</b>	<b>72,067</b>	<b>20,737</b>	<b>73,217</b>	<b>22,412</b>	<b>81,470</b>	<b>20,936</b>	<b>77,270</b>	<b>21,372</b>	<b>79,464</b>	<b>10,922</b>	<b>10,450</b>	<b>78,306</b>	<b>11,550</b>	<b>11,060</b>	<b>82,832</b>	<b>11,858</b>	<b>11,411</b>	<b>82,684</b>	<b>11,886</b>	<b>11,055</b>	<b>83,365</b>	<b>12,023</b>	<b>11,431</b>	<b>83,971</b>	
<b>SUBTOTAL, NYCT</b>	<b>15,311</b>	<b>60,413</b>	<b>15,530</b>	<b>60,670</b>	<b>15,403</b>	<b>60,786</b>	<b>16,191</b>	<b>66,625</b>	<b>16,782</b>	<b>68,966</b>	<b>8,554</b>	<b>8,228</b>	<b>69,176</b>	<b>8,650</b>	<b>8,401</b>	<b>70,013</b>	<b>8,765</b>	<b>8,580</b>	<b>69,725</b>	<b>8,860</b>	<b>8,208</b>	<b>69,982</b>	<b>8,938</b>	<b>8,521</b>	<b>70,367</b>	

Note: Peak period for inbound travel is 7 am to 10 am and peak period for outbound travel is 4 pm to 7 pm; Off peak is the remainder of the 24 hour day.

**TABLE 8**

**AVERAGE FLOOR SPACE PER PASSENGER ENTERING THE HUB  
ON A FALL BUSINESS DAY, DURING 8AM-9AM PEAK HOUR (1997-2007)  
(in square feet)**

<b>MODE / YEAR</b>	<b>1997</b>	<b>1998</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>
<b>60TH STREET SECTOR</b>										
SUBWAY-EXPRESS	3.9	3.9	4.4	4.8	4.7	4.8	5.0	5.3	5.3	4.8
SUBWAY-LOCAL	4.5	4.8	5.3	5.8	6.6	6.2	6.3	5.8	6.2	5.9
SUBURBAN RAIL	9.6	9.2	10.4	9.8	10.0	10.2	7.4	7.3	7.3	7.2
BUS	8.9	9.5	9.1	7.2	9.1	8.9	9.6	9.4	9.6	9.8
<b>SECTOR AVERAGE</b>	<b>5.4</b>	<b>5.0</b>	<b>6.1*</b>	<b>6.1</b>	<b>6.6</b>	<b>6.5</b>	<b>6.4</b>	<b>6.3</b>	<b>6.4</b>	<b>6.9</b>
<b>BROOKLYN SECTOR</b>										
SUBWAY	5.8	5.0	5.1	6.2	6.5	6.9	6.6	7.3	7.1	6.1
BUS	9.5	11.8	10.0	8.3	7.7	7.6	7.4	8.1	7.6	7.8
<b>SECTOR AVERAGE</b>	<b>5.3</b>	<b>5.1</b>	<b>5.6*</b>	<b>6.4</b>	<b>6.6</b>	<b>7.0</b>	<b>6.6</b>	<b>7.4</b>	<b>7.1</b>	<b>7.0</b>
<b>QUEENS SECTOR</b>										
SUBWAY	5.1	4.2	9.3*	12.1	5.7	5.7	5.3	5.8	5.4	5.1
SUBURBAN RAIL	8.1	8.0	12.1	8.1	9.6	8.9	5.1	6.7	6.4	6.5
BUS	10.0	9.3	9.6*	8.2	9.9	9.0	8.8	8.9	8.9	8.9
<b>SECTOR AVERAGE</b>	<b>6.1</b>	<b>5.4</b>	<b>9.9*</b>	<b>10.8</b>	<b>7.1</b>	<b>6.8</b>	<b>6.1</b>	<b>6.5</b>	<b>6.2</b>	<b>6.8</b>
<b>NEW JERSEY SECTOR</b>										
SUBWAY	5.5	6.1	8.8	2.4	1.2	1.7	9.0	10.0	9.2	9.0
SUBURBAN RAIL	10.0	9.8	9.6*	8.7	7.5	8.0	7.6	7.0	5.5	6.5
BUS	8.4	9.4	9.5	9.7	9.5	9.3	9.2	9.2	9.2	9.2
<b>SECTOR AVERAGE</b>	<b>7.4</b>	<b>8.3</b>	<b>7.2*</b>	<b>6.9</b>	<b>4.8</b>	<b>5.2</b>	<b>8.6</b>	<b>9.1</b>	<b>8.3</b>	<b>8.3</b>
<b>STATEN ISLAND FERRY</b>	<b>14.3</b>	<b>14.7</b>	<b>15.1</b>	<b>N/A</b>	<b>11.2</b>	<b>12.7</b>	<b>12.7</b>	<b>12.9</b>	<b>13.3</b>	<b>17.7</b>
<b>ROOSEVELT ISLAND TRAMWAY</b>	<b>12.1</b>	<b>8.8</b>	<b>12.1</b>	<b>16.1</b>	<b>11.5</b>	<b>11.3</b>	<b>6.2</b>	<b>5.5</b>	<b>4.7</b>	<b>4.1</b>
<b>ALL TRANSIT MODES</b>	<b>6.1</b>	<b>6.0</b>	<b>7.2*</b>	<b>7.5</b>	<b>6.3</b>	<b>6.4</b>	<b>6.9</b>	<b>7.2</b>	<b>6.8</b>	<b>8.5</b>

\* Note: Approach for calculation of total was changed in 2000.

**TABLE 9**

**EXPRESS AND LOCAL BUSES AND BUS PASSENGERS ENTERING THE HUB  
ON A FALL BUSINESS DAY (1997-2007\*)**

	1997	1998	2000	2001	2002	2003	2004	2005	2006	2007
<b>BUS PASSENGERS</b>										
<b>EXPRESS BUS</b>										
NEW YORK CITY	39,181	42,582	37,670	55,339	51,667	53,510	57,102	53,181	54,809	50,990
WEST OF HUDSON	141,840	135,738	134,378	137,019	153,030	152,374	179,408	181,272	183,782	186,838
NORTH OF NYC	2,038	1,871	1,972	1,972	1,943	1,944	1,556	1,432	1,508	1,404
<b>TOTAL</b>	<b>183,059</b>	<b>180,191</b>	<b>174,020</b>	<b>194,330</b>	<b>206,640</b>	<b>207,828</b>	<b>238,066</b>	<b>235,885</b>	<b>240,099</b>	<b>239,232</b>
<b>LOCAL BUS</b>	<b>54,479</b>	<b>50,310</b>	<b>54,229</b>	<b>60,438</b>	<b>53,840</b>	<b>52,897</b>	<b>47,584</b>	<b>44,170</b>	<b>43,909</b>	<b>51,664</b>
<b>TOTAL BUS PASSENGERS</b>	<b>237,538</b>	<b>230,501</b>	<b>228,249</b>	<b>254,768</b>	<b>260,480</b>	<b>260,725</b>	<b>285,650</b>	<b>280,055</b>	<b>284,008</b>	<b>290,896</b>
<b>NUMBER OF BUSES</b>										
<b>EXPRESS BUS</b>										
NEW YORK CITY	1,639	1,700	1,702	1,674	1,672	1,617	1,800	1,754	1,763	1,733
WEST OF HUDSON	6,522	6,628	6,590	6,682	7,318	7,281	7,227	7,318	7,388	7,529
NORTH OF NYC	108	114	112	112	108	109	89	89	89	84
<b>TOTAL</b>	<b>8,269</b>	<b>8,442</b>	<b>8,404</b>	<b>8,468</b>	<b>9,098</b>	<b>9,007</b>	<b>9,116</b>	<b>9,161</b>	<b>9,240</b>	<b>9,346</b>
<b>LOCAL BUS</b>	<b>2,711</b>	<b>2,666</b>	<b>3,077</b>	<b>2,967</b>	<b>2,876</b>	<b>2,867</b>	<b>2,521</b>	<b>2,414</b>	<b>2,372</b>	<b>2,530</b>
<b>TOTAL BUSES</b>	<b>10,980</b>	<b>11,108</b>	<b>11,481</b>	<b>11,435</b>	<b>11,974</b>	<b>11,874</b>	<b>11,637</b>	<b>11,575</b>	<b>11,612</b>	<b>11,876</b>

\* Data for 1999 were lost on 9/11/01.

**TABLE 10**

**TOTAL PERSONS ENTERING AND LEAVING THE HUB BY AUTO, TAXI, VAN AND TRUCK  
ON A FALL BUSINESS DAY (1997-2007)**

VEHICLE OCCUPANTS / LOCATION	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>60<sup>TH</sup> STREET SECTOR</b>											
<b>EAST OF CENTRAL PARK</b>											
FDR DRIVE	208,791	225,219	239,141	245,093	142,087	179,996	195,028	184,210	208,986	200,428	200,860
YORK AVENUE	57,794	63,253	62,152	57,173	53,714	52,795	54,045	45,171	41,246	44,385	46,082
SECOND AND FIRST AVENUES	133,754	136,122	134,186	142,075	119,025	113,038	110,861	103,270	113,288	117,836	114,965
QNSBORO BR RAMP & NEW ST.	52,244	90,887	52,412	56,405	55,154	59,216	61,270	56,158	43,922	45,768	41,472
LEXINGTON AND THIRD AVENUES	89,891	108,547	103,324	115,300	87,233	79,277	88,612	80,565	83,608	82,515	79,543
PARK AVENUE	81,967	81,977	86,388	85,603	64,933	58,840	63,159	61,350	65,037	67,079	63,508
FIFTH AND MADISON AVENUES	103,603	110,864	97,386	110,957	95,297	85,483	87,504	88,839	83,804	83,649	76,002
<b>SUBTOTAL</b>	<b>728,044</b>	<b>816,869</b>	<b>774,989</b>	<b>812,606</b>	<b>617,442</b>	<b>628,646</b>	<b>660,479</b>	<b>619,561</b>	<b>639,893</b>	<b>641,661</b>	<b>622,431</b>
<b>CENTRAL PARK DRIVES</b>	<b>36,190</b>	<b>39,840</b>	<b>30,727</b>	<b>39,141</b>	<b>28,510</b>	<b>34,755</b>	<b>36,048</b>	<b>57,160</b>	<b>50,851</b>	<b>42,780</b>	<b>14,926</b>
<b>WEST OF CENTRAL PARK</b>											
EIGHTH AVE./CENTRAL PARK WEST	29,111	29,703	30,727	30,928	23,086	-	-	-	-	-	26,134
BROADWAY	74,981	66,254	40,971	62,538	68,288	62,244	54,393	59,095	44,028	42,123	42,415
COLUMBUS AND AMSTERDAM AVE.	85,194	85,829	78,654	87,577	76,757	82,839	83,994	79,992	68,381	66,209	65,804
WEST END AVENUE	35,815	43,287	60,219	37,366	32,835	34,730	36,110	33,958	38,358	36,469	36,700
WEST SIDE HIGHWAY	164,485	154,897	103,284	159,255	119,680	139,403	153,378	153,633	148,761	148,250	141,300
<b>SUBTOTAL</b>	<b>389,586</b>	<b>379,968</b>	<b>313,855</b>	<b>377,664</b>	<b>320,647</b>	<b>319,216</b>	<b>327,875</b>	<b>326,678</b>	<b>299,529</b>	<b>293,051</b>	<b>312,353</b>
<b>SECTOR TOTAL</b>	<b>1,153,820</b>	<b>1,236,677</b>	<b>1,119,571</b>	<b>1,229,410</b>	<b>966,599</b>	<b>982,617</b>	<b>1,024,403</b>	<b>1,003,398</b>	<b>990,272</b>	<b>977,492</b>	<b>949,711</b>
<b>BROOKLYN SECTOR</b>											
WILLIAMSBURG BRIDGE	196,842	228,066	219,830	219,960	163,663	214,027	206,465	217,812	135,358	135,449	139,723
MANHATTAN BRIDGE	169,083	114,154	134,819	110,746	106,404	96,355	107,661	115,525	109,626	101,481	99,788
BROOKLYN BRIDGE	228,700	201,020	177,668	206,174	131,303	165,507	183,811	186,110	166,567	160,187	165,751
BROOKLYN BATTERY TUNNEL	68,614	70,397	72,478	75,429	16,387	66,765	66,031	63,877	54,417	64,039	63,068
<b>SECTOR TOTAL</b>	<b>663,239</b>	<b>613,637</b>	<b>604,795</b>	<b>612,310</b>	<b>417,757</b>	<b>542,653</b>	<b>563,968</b>	<b>583,323</b>	<b>465,967</b>	<b>461,156</b>	<b>468,330</b>
<b>QUEENS SECTOR</b>											
QUEENS MIDTOWN TUNNEL	117,701	122,564	123,872	117,233	105,652	122,837	126,728	129,240	123,179	128,849	126,458
QUEENSBORO BRIDGE	227,834	265,330	261,866	258,687	261,233	262,685	275,471	269,252	216,163	225,090	219,237
<b>SECTOR TOTAL</b>	<b>345,535</b>	<b>387,894</b>	<b>385,738</b>	<b>375,921</b>	<b>366,885</b>	<b>385,522</b>	<b>402,199</b>	<b>398,492</b>	<b>339,341</b>	<b>353,939</b>	<b>345,696</b>
<b>NEW JERSEY SECTOR</b>											
HOLLAND TUNNEL	159,363	136,082	138,440	122,025	54,247	110,198	121,170	115,095	114,853	116,648	119,016
LINCOLN TUNNEL	193,666	149,670	153,275	189,028	142,395	174,775	170,409	167,730	157,300	158,284	151,391
<b>SECTOR TOTAL</b>	<b>353,029</b>	<b>285,752</b>	<b>291,715</b>	<b>311,053</b>	<b>196,643</b>	<b>284,974</b>	<b>291,517</b>	<b>282,825</b>	<b>272,153</b>	<b>274,932</b>	<b>270,407</b>
<b>STATEN ISLAND FERRY</b>	<b>2,077</b>	<b>1,564</b>	<b>-</b>	<b>855</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL, ALL FACILITIES</b>	<b>2,517,700</b>	<b>2,525,524</b>	<b>2,401,819</b>	<b>2,529,549</b>	<b>1,947,884</b>	<b>2,195,765</b>	<b>2,282,087</b>	<b>2,268,038</b>	<b>2,067,734</b>	<b>2,067,518</b>	<b>2,034,143</b>

\* Beginning in 2007, this report classifies Central Park West with the group "West of Central Park". It has previously been included under Central Park Drives.

\*\* After 2000, cars were no longer permitted on the Staten Island Ferry.

**TABLE 11**  
**MOTOR VEHICLES (AUTOS, TAXIS, VANS, & TRUCKS)**  
**ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY (1997-2007)**

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
<b>EAST OF CENTRAL PARK</b>											
FDR DRIVE	137,693	148,577	157,583	161,232	121,933	154,272	154,272	157,793	160,090	153,542	154,252
YORK AVENUE	40,600	44,148	43,369	39,845	40,120	39,450	40,429	34,091	34,335	34,570	36,268
SECOND AND FIRST AVENUES	88,217	89,964	88,390	93,080	95,691	90,743	88,942	82,610	85,499	89,217	86,917
QUEENSBORO BRIDGE RAMP	37,938	36,363	30,960	32,376	35,165	37,439	38,808	35,510	36,509	37,970	34,439
LEXINGTON AND THIRD AVENUES	67,601	70,573	66,376	72,403	68,192	61,956	69,460	63,260	62,119	61,263	59,311
PARK AVENUE	50,019	48,842	50,763	50,607	50,022	45,366	48,512	47,020	45,071	46,594	44,024
FIFTH AND MADISON AVENUES	64,843	69,203	63,151	67,468	64,648	58,412	59,369	58,460	55,422	55,420	50,399
<b>SUBTOTAL</b>	<b>486,911</b>	<b>507,670</b>	<b>500,592</b>	<b>517,011</b>	<b>475,771</b>	<b>487,638</b>	<b>499,792</b>	<b>478,744</b>	<b>479,045</b>	<b>478,576</b>	<b>465,610</b>
<b>CENTRAL PARK DRIVES</b>	<b>19,971</b>	<b>21,712</b>	<b>21,585</b>	<b>21,362</b>	<b>15,520</b>	<b>18,902</b>	<b>19,645</b>	<b>19,434</b>	<b>13,433</b>	<b>9,445</b>	<b>8,156</b>
<b>WEST OF CENTRAL PARK</b>											
CENTRAL PARK WEST	18,290	18,523	16,836	16,194	16,194	16,590	14,642	14,519	15,081	14,440	14,774
BROADWAY	45,070	43,356	45,975	40,535	40,535	40,535	40,535	35,066	32,814	31,391	31,624
COLUMBUS AND AMSTERDAM AVES.	60,252	59,640	60,084	54,387	54,387	58,770	59,552	56,531	51,725	50,080	49,800
WEST END AVENUE	30,757	31,337	29,090	32,339	25,794	27,431	28,435	26,787	26,668	25,348	25,514
WEST SIDE HIGHWAY	116,656	110,955	111,264	95,063	95,063	110,993	122,107	122,484	129,678	129,311	123,231
<b>SUBTOTAL</b>	<b>271,025</b>	<b>263,811</b>	<b>263,249</b>	<b>238,518</b>	<b>231,973</b>	<b>254,319</b>	<b>265,271</b>	<b>255,387</b>	<b>255,966</b>	<b>250,570</b>	<b>244,943</b>
<b>SECTOR TOTAL</b>	<b>777,907</b>	<b>793,193</b>	<b>785,426</b>	<b>776,891</b>	<b>723,264</b>	<b>760,859</b>	<b>784,708</b>	<b>753,565</b>	<b>748,444</b>	<b>738,591</b>	<b>718,709</b>
<b>BROOKLYN SECTOR</b>											
WILLIAMSBURG BRIDGE	96,124	109,195	107,941	108,456	82,013	103,175	100,062	110,360	106,865	106,869	110,412
MANHATTAN BRIDGE	83,209	78,172	92,311	75,720	72,998	66,087	73,699	79,062	80,303	74,554	73,139
BROOKLYN BRIDGE	147,897	144,131	127,065	147,767	95,586	121,145	134,444	137,563	132,210	126,805	131,551
BROOKLYN BATTERY TUNNEL	54,690	61,154	63,307	64,009	12,213	55,374	54,649	52,839	47,476	55,840	54,989
<b>SECTOR TOTAL</b>	<b>381,920</b>	<b>392,652</b>	<b>390,624</b>	<b>395,952</b>	<b>262,810</b>	<b>345,781</b>	<b>362,854</b>	<b>379,824</b>	<b>366,854</b>	<b>364,068</b>	<b>370,091</b>
<b>QUEENS SECTOR</b>											
QUEENS MIDTOWN TUNNEL	78,076	79,685	80,941	80,170	72,256	82,279	84,865	86,057	85,521	89,435	87,792
QUEENSBORO BRIDGE	184,372	192,119	189,043	181,954	175,470	175,437	184,008	179,515	177,678	185,199	180,326
<b>SECTOR TOTAL</b>	<b>262,448</b>	<b>271,804</b>	<b>269,984</b>	<b>262,124</b>	<b>247,726</b>	<b>257,716</b>	<b>268,873</b>	<b>265,572</b>	<b>263,199</b>	<b>274,634</b>	<b>268,118</b>
<b>NEW JERSEY SECTOR</b>											
HOLLAND TUNNEL	96,537	100,873	103,019	100,441	43,121	91,010	99,608	94,956	95,675	97,146	99,146
LINCOLN TUNNEL	122,038	124,452	128,692	118,121	94,407	117,363	115,187	112,105	113,636	114,363	109,434
<b>SECTOR TOTAL</b>	<b>218,575</b>	<b>225,325</b>	<b>231,711</b>	<b>218,562</b>	<b>137,528</b>	<b>208,374</b>	<b>214,795</b>	<b>207,061</b>	<b>209,311</b>	<b>211,509</b>	<b>208,580</b>
<b>STATEN ISLAND FERRY</b>	<b>1,717</b>	<b>1,649</b>	<b>-</b>	<b>855</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL, ALL FACILITIES</b>	<b>1,642,567</b>	<b>1,684,623</b>	<b>1,677,745</b>	<b>1,669,454</b>	<b>1,371,684</b>	<b>1,570,108</b>	<b>1,631,230</b>	<b>1,606,022</b>	<b>1,587,808</b>	<b>1,588,802</b>	<b>1,565,498</b>

TABLE 12

REVERSE TRAVEL FROM THE HUB DURING AM PEAK PERIOD (7AM - 10AM)  
ON A FALL BUSINESS DAY (1978-2007), BY MODE AND BY SECTOR

YEAR / SECTOR / MODE	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1989	1990	1991	1992
<b>SECTOR</b>														
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	180,561	191,695
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	77,473	81,707
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	47,842	52,175
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	38,598	41,431
STATEN ISLAND	1,452	1,734	655	579	852	1,112	1,034	740	1,362	1,424	1,569	1,810	1,513	1,277
ROOSEVELT ISLAND	314	1,471	1,358	312	312	210	210	341	326	403	566	195	197	121
<b>TOTAL, ALL SECTORS</b>	<b>256,441</b>	<b>256,073</b>	<b>256,380</b>	<b>262,504</b>	<b>276,862</b>	<b>296,292</b>	<b>286,957</b>	<b>311,933</b>	<b>316,557</b>	<b>318,724</b>	<b>332,865</b>	<b>349,075</b>	<b>346,184</b>	<b>368,406</b>
<b>MODE</b>														
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	135,519	140,899
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	21,512	20,099
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	177,185	196,036
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	8,730	9,470
FERRY	1,420	1,661	579	506	797	1,090	999	696	1,313	1,297	2,871	2,945	3,041	1,781
TRAMWAY	314	1,471	1,358	312	312	210	210	341	326	403	566	195	197	121
<b>TOTAL, ALL MODES</b>	<b>256,446</b>	<b>256,123</b>	<b>256,380</b>	<b>262,504</b>	<b>276,862</b>	<b>296,292</b>	<b>286,957</b>	<b>311,893</b>	<b>316,557</b>	<b>318,724</b>	<b>332,865</b>	<b>349,075</b>	<b>346,184</b>	<b>368,406</b>
YEAR / SECTOR / MODE	1993	1994	1995	1996	1997	1998	2000	2001	2002	2003	2004	2005	2006	2007
<b>SECTOR</b>														
60TH STREET	189,046	187,388	178,902	184,943	193,538	198,871	213,112	196,583	201,639	204,083	208,617	196,711	203,671	205,101
BROOKLYN	82,213	79,505	81,894	78,563	106,224	78,439	83,366	75,700	82,879	83,394	90,479	86,563	86,400	87,699
QUEENS	49,237	48,454	52,097	53,800	62,721	50,837	61,059	57,976	65,462	62,654	63,851	60,267	57,249	60,726
NEW JERSEY	42,553	43,703	41,909	44,617	44,331	37,532	40,239	36,331	57,729	43,162	60,749	75,744	79,797	61,905
STATEN ISLAND	1,327	1,325	1,370	1,404	1,673	1,766	1,523	0	1,653	1,515	1,578	1,576	2,448	1,949
ROOSEVELT ISLAND	N/A	140	125	163	117	124	134	101	59	60	139	208	241	196
<b>TOTAL, ALL SECTORS</b>	<b>364,376</b>	<b>360,515</b>	<b>356,297</b>	<b>363,490</b>	<b>408,604</b>	<b>367,569</b>	<b>399,433</b>	<b>366,692</b>	<b>409,421</b>	<b>394,868</b>	<b>425,413</b>	<b>421,069</b>	<b>429,806</b>	<b>417,576</b>
<b>MODE</b>														
AUTOS, TAXIS, VANS AND TRUCKS	133,619	131,272	135,193	133,044	180,561	144,976	155,392	122,041	154,761	147,747	146,890	136,733	136,817	135,632
BUS	20,403	20,671	20,383	21,457	22,923	19,581	15,300	20,133	21,203	20,825	36,161	35,995	35,130	30,322
SUBWAY	196,775	195,759	188,513	195,647	190,931	184,243	216,393	211,286	215,438	209,509	222,537	229,243	236,922	229,973
SUBURBAN AND INTERCITY RAIL	10,773	9,933	9,075	10,452	11,140	15,367	9,128	11,267	12,820	11,374	15,382	14,831	15,712	16,532
FERRY	1,853	2,007	1,994	1,957	2,003	2,378	2,538	1,370	4,330	3,969	3,340	3,134	3,945	3,858
TRAMWAY	N/A	140	125	163	117	124	134	101	59	60	139	208	241	196
BICYCLE	953	734	1,014	769	929	900	548	495	865	1,397	964	925	1,039	1,063
<b>TOTAL, ALL MODES</b>	<b>364,376</b>	<b>360,516</b>	<b>356,297</b>	<b>363,489</b>	<b>408,604</b>	<b>367,569</b>	<b>399,433</b>	<b>366,694</b>	<b>409,476</b>	<b>394,880</b>	<b>425,413</b>	<b>421,069</b>	<b>429,806</b>	<b>417,576</b>

Note: Persons leaving the Hub during 7am - 10am peak period and traveling contrary to the predominant direction of travel.  
Data for 1999 were lost on 9/11/01.

**TABLE 13A**  
**TRI-STATE REGION - POPULATION**

	POPULATION (in thousands)						PERCENT CHANGE					
	2002	2003	2004	2005	2006	2007	2007/ 2002	2007/ 2003	2007/ 2004	2007/ 2005	2007/ 2006	
<b>CONNECTICUT REGION</b>												
3 COUNTIES	1,911	1,920	1,924	1,925	1,926	1,929	0.9%	0.4%	0.3%	0.2%	0.2%	
<i>census figures</i>												
<b>NEW JERSEY</b>												
9 COUNTIES	5,503	5,518	5,527	5,527	5,520	5,529	0.5%	0.2%	0.0%	0.0%	0.2%	
<b>NEW YORK STATE</b>												
MANHATTAN CBD*	567	570	573	583	590	597	5.4%	4.7%	4.2%	2.4%	1.2%	
NYC REMAINDER	7,527	7,574	7,612	7,631	7,661	7,678	2.0%	1.4%	0.9%	0.6%	0.2%	
7 SUBURBAN COUNTIES	4,760	4,783	4,795	4,787	4,779	4,777	0.4%	-0.1%	-0.4%	-0.2%	0.0%	
<b>TOTAL</b>	<b>12,854</b>	<b>12,927</b>	<b>12,979</b>	<b>13,001</b>	<b>13,030</b>	<b>13,052</b>	<b>1.5%</b>	<b>1.0%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.2%</b>	
<b>TOTAL REGION</b>	<b>20,268</b>	<b>20,365</b>	<b>20,430</b>	<b>20,453</b>	<b>20,476</b>	<b>20,510</b>	<b>1.2%</b>	<b>0.7%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.2%</b>	

\* CBD reflects NYMTC Model estimate. Data prior to 2005 reflects earlier projections. Data since 2005 reflects current model. The three Connecticut counties include New Haven, Fairfield, and Litchfield counties. The nine New Jersey counties include Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union. The seven suburban counties of New York include Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester.

**TABLE 13B**  
**TRI-STATE REGION - EMPLOYMENT**  
**(NON-AGRICULTURAL WAGE AND SALARY)**

	EMPLOYMENT (in thousands)						PERCENT CHANGE					
	2002	2003	2004	2005	2006	2007	2007/ 2002	2007/ 2003	2007/ 2004	2007/ 2005	2007/ 2006	
<b>CONNECTICUT REGION</b>												
3 COUNTIES	843	837	842	839	853	862	2.3%	3.0%	2.4%	2.6%	1.0%	
<b>NEW JERSEY</b>												
9 COUNTIES	2,559	2,557	2,558	2,562	2,587	2,614	2.1%	2.2%	2.2%	2.0%	1.0%	
<b>NEW YORK STATE</b>												
MANHATTAN CBD*	2,077	2,055	2,064	2,217	2,241	2,265	9.1%	10.2%	9.7%	2.2%	1.1%	
NYC REMAINDER	1,398	1,384	1,404	1,297	1,340	1,414	1.2%	2.2%	0.7%	9.0%	5.5%	
7 SUBURBAN COUNTIES	1,976	1,990	2,016	2,018	2,047	2,070	4.8%	4.0%	2.7%	2.6%	1.1%	
<b>TOTAL</b>	<b>5,451</b>	<b>5,429</b>	<b>5,484</b>	<b>5,532</b>	<b>5,629</b>	<b>5,749</b>	<b>5.5%</b>	<b>5.9%</b>	<b>4.8%</b>	<b>3.9%</b>	<b>2.1%</b>	
<b>REGION TOTAL</b>	<b>8,852</b>	<b>8,823</b>	<b>8,884</b>	<b>8,933</b>	<b>9,069</b>	<b>9,225</b>	<b>4.2%</b>	<b>4.6%</b>	<b>3.8%</b>	<b>3.3%</b>	<b>1.7%</b>	

\* CBD reflects NYMTC Model estimate. Data prior to 2005 reflects earlier projections. Data since 2005 reflects current model. The three Connecticut counties include New Haven, Fairfield, and Litchfield counties. The nine New Jersey counties include Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset and Union. The seven suburban counties of New York include Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester.

# **Appendix II**

## **Summary Tables - 2007**

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**TABLE 14**  
**WHERE, WHEN AND HOW PEOPLE ENTERED THE HUB ON A FALL BUSINESS DAY IN 2007**

LOCATION / TRAVEL MODE	AUTOS, TAXIS, VANS & TRUCKS			SUBWAY			BUS			RAIL, FERRY, TRAM & BICYCLE			TOTAL PERSONS (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	-	-	-	33,042	75,613	164,342	-	-	-	-	-	-	33,042	75,613	164,342	33,042	75,613	164,342
IRT LEXINGTON AVE. EXPRESS	-	-	-	25,031	53,453	179,462	-	-	-	-	-	-	25,031	53,453	179,462	25,031	53,453	179,462
IRT LEXINGTON AVE. LOCAL	-	-	-	23,051	49,304	121,907	-	-	-	-	-	-	23,051	49,304	121,907	23,051	49,304	121,907
IND 8TH AVE. EXPRESS	-	-	-	14,540	29,270	66,185	-	-	-	-	-	-	14,540	29,270	66,185	14,540	29,270	66,185
IND 8TH AVE. LOCAL	-	-	-	22,972	51,407	134,414	-	-	-	-	-	-	22,972	51,407	134,414	22,972	51,407	134,414
IRT BROADWAY / 7TH AVE. EXPRESS	-	-	-	12,940	30,309	111,539	-	-	-	-	-	-	12,940	30,309	111,539	12,940	30,309	111,539
IRT BROADWAY / 7TH AVE. LOCAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FDR DRIVE	7,534	21,412	115,096	-	-	-	-	-	-	-	-	-	-	-	-	7,534	21,412	115,096
YORK AVENUE	1,038	2,986	22,778	-	-	-	781	1,482	4,004	-	-	-	781	1,482	4,004	1,819	4,468	26,782
FIRST AVENUE	-	-	-	-	-	-	-	-	-	6	14	105	6	14	105	6	14	105
SECOND AVENUE	2,849	8,380	65,742	-	-	-	1,159	3,011	9,260	51	161	652	1,210	3,172	9,912	4,059	11,552	75,654
THIRD AVENUE	-	-	-	-	-	-	-	-	-	1	6	123	1	6	123	1	6	123
LEXINGTON AVENUE	1,823	5,252	31,740	-	-	-	1,286	2,711	7,415	20	62	997	1,306	2,773	8,412	3,130	8,026	40,152
PARK AVENUE / MTA TUN.	2,187	5,782	31,447	-	-	-	-	-	-	25	84	762	25	84	762	2,212	5,866	32,209
MADISON, FIFTH, SIXTH & SEVENTH AVE. BROADWAY	2,258	7,062	40,590	-	-	-	4,320	9,212	19,298	73	218	1,993	4,393	9,430	21,291	6,651	16,492	61,881
8TH AVE / 9TH TO 12TH AVE CENTRAL PARK WEST	1,334	3,940	24,305	-	-	-	1,074	2,186	7,057	29	108	1,053	1,103	2,294	8,110	2,438	6,234	32,416
COLUMBUS AVENUE	-	-	-	-	-	-	-	-	-	242	615	3,577	242	615	3,577	242	615	3,577
AMSTERDAM AVENUE	1,763	4,885	33,044	-	-	-	199	556	2,078	-	-	-	199	556	2,078	1,962	5,441	35,122
WEST END AVENUE	1,489	4,161	22,994	-	-	-	162	407	1,145	-	-	-	162	407	1,145	1,651	4,568	24,139
WEST SIDE HIGHWAY/AMTRAK-EMP.	5,016	14,991	71,807	-	-	-	-	-	-	-	-	-	-	-	-	5,016	14,991	71,807
CENTRAL PARK DR. TO 7TH AVENUE	2,260	4,600	4,738	-	-	-	-	-	-	-	-	-	-	-	-	2,260	4,600	4,738
CENTRAL PARK DR. AND 6TH AV.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CENTRAL PARK DR. AND COL. CIRC.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA METRO-NORTH / AMTRAK TUNNEL	-	-	-	-	-	-	-	-	-	33,324	67,218	103,975	33,324	67,218	103,975	33,324	67,218	103,975
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	21	45	52	21	45	52	21	45	52
SECTOR TOTAL	29,552	83,451	464,281	131,576	289,356	777,848	8,981	19,566	50,257	33,792	68,531	113,289	174,349	377,453	941,394	203,901	460,904	1,405,676
BROOKLYN SECTOR	-	-	-	24,956	57,594	110,894	-	-	-	-	-	-	24,956	57,594	110,894	24,956	57,594	110,894
BMT 14TH ST. TUNNEL	-	-	-	13,316	29,900	60,952	47	144	727	316	774	2,113	13,679	30,818	63,792	17,688	43,168	135,947
WILLIAMSBURG BR./BMT	4,009	12,350	72,155	12,568	27,733	65,735	-	-	-	-	-	-	12,568	27,733	65,735	12,568	27,733	65,735
IND RUTGERS ST. TUNNEL	-	-	-	37,730	84,953	177,959	100	210	516	155	363	945	37,985	85,526	179,420	41,360	95,273	223,608
MANHATTAN BRIDGE/BMT	3,375	9,747	44,188	22,353	53,426	114,317	-	-	-	-	-	-	22,353	53,426	114,317	22,353	53,426	114,317
IND CRANBERRY ST. TUNNEL	-	-	-	15,309	32,281	67,423	-	-	-	-	-	-	15,309	32,281	67,423	15,309	32,281	67,423
IND CLARK ST. TUNNEL	-	-	-	6,756	15,085	31,471	-	-	-	-	-	-	6,756	15,085	31,471	6,756	15,085	31,471
BMT MONTAGUE ST. TUNNEL	-	-	-	22,405	46,415	95,328	-	-	-	-	-	-	22,405	46,415	95,328	22,405	46,415	95,328
IRT JORALEMON ST. TUNNEL	-	-	-	-	-	-	-	-	-	224	541	1,076	224	541	1,076	3,788	11,836	78,355
BROOKLYN BRIDGE	3,564	11,295	77,279	-	-	-	8,180	20,279	29,013	175	204	231	8,180	20,279	29,013	11,408	29,928	62,870
BROOKLYN BATTERY TUNNEL	3,228	9,650	33,857	-	-	-	-	-	-	-	-	-	175	204	231	175	204	231
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SECTOR TOTAL	14,176	43,042	227,478	155,393	347,387	724,079	8,327	20,633	30,256	870	1,882	4,365	164,590	369,902	758,700	178,766	412,944	986,178
QUEENS SECTOR	-	-	-	31,285	67,087	135,860	-	-	-	-	-	-	31,285	67,087	135,860	31,285	67,087	135,860
BMT 60TH STREET TUNNEL	-	-	-	30,312	65,375	139,539	-	-	-	-	-	-	30,312	65,375	139,539	30,312	65,375	139,539
IND 53RD STREET TUNNEL	-	-	-	20,697	46,697	99,455	-	-	-	-	-	-	20,697	46,697	99,455	20,697	46,697	99,455
IRT STEINWAY ST. TUNNEL	-	-	-	19,539	42,435	91,855	-	-	-	-	-	-	19,539	42,435	91,855	19,539	42,435	91,855
63RD STREET TUNNEL	-	-	-	-	-	-	5,496	9,856	12,161	-	-	-	5,496	9,856	12,161	10,540	24,277	74,848
QUEENS MIDTOWN TUNNEL	5,045	14,421	62,687	-	-	-	1,495	3,435	11,383	160	432	1,019	1,655	3,867	12,402	8,365	23,618	118,512
QUEENSBORO BRIDGE	6,710	19,751	106,110	-	-	-	-	-	-	35,444	75,188	118,704	35,444	75,188	118,704	35,444	75,188	118,704
MTA LIRR/AMTRAK TUNNEL	-	-	-	-	-	-	-	-	-	18	41	58	18	41	58	18	41	58
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SECTOR TOTAL	11,754	34,172	168,797	101,833	221,594	466,709	6,991	13,291	23,544	35,622	75,661	119,781	144,446	310,546	610,034	156,200	344,718	778,831
NEW JERSEY SECTOR	-	-	-	14,001	28,786	56,079	-	-	-	-	-	-	14,001	28,786	56,079	14,001	28,786	56,079
PATH DOWNTOWN TUNNEL	-	-	-	15,107	31,059	60,505	-	-	-	-	-	-	15,107	31,059	60,505	15,107	31,059	60,505
PATH UPTOWN TUNNEL	-	-	-	-	-	-	2,256	5,667	17,733	-	-	-	2,256	5,667	17,733	5,817	16,092	75,585
HOLLAND TUNNEL	3,561	10,425	57,852	-	-	-	32,896	79,756	169,105	-	-	-	32,896	79,756	169,105	37,787	95,014	243,321
LINCOLN TUNNEL	4,891	15,258	74,216	-	-	-	-	-	-	18,716	45,528	81,934	18,716	45,528	81,934	18,716	45,528	81,934
N. J. TRANSIT/AMTRAK TUNNEL	-	-	-	-	-	-	-	-	-	4,584	11,034	18,925	4,584	11,034	18,925	4,584	11,034	18,925
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SECTOR TOTAL	8,452	25,683	132,067	29,108	59,845	116,584	35,152	85,423	186,838	23,300	56,562	100,859	87,560	201,830	404,281	96,012	227,513	536,348
STATEN ISLAND FERRY, BICYCLE	-	-	-	-	-	-	-	-	-	4,521	12,424	30,117	4,521	12,424	30,117	4,521	12,424	30,117
ROOSEVELT ISLAND TRAMWAY	-	-	-	-	-	-	-	-	-	584	1,345	2,816	584	1,345	2,816	584	1,345	2,816
TOTAL, ALL SECTORS	63,934	186,349	992,623	417,910	918,182	2,085,220	59,451	138,912	290,896	98,689	216,405	371,227	576,050	1,273,499	2,747,343	639,984	1,459,848	3,739,966

**TABLE 15**  
**WHERE, WHEN AND HOW PEOPLE LEFT THE HUB ON A FALL BUSINESS DAY IN 2007**

LOCATION / TRAVEL MODE	AUTOS, TAXIS, VANS & TRUCKS			SUBWAY			BUS			RAIL, FERRY, TRAM & BICYCLE			TOTAL PERSONS (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	-	-	-	25,384	61,063	169,169	-	-	-	-	-	-	25,384	61,063	169,169	25,384	61,063	169,169
IRT LEXINGTON AVE. EXPRESS	-	-	-	21,103	53,909	176,696	-	-	-	-	-	-	21,103	53,909	176,696	21,103	53,909	176,696
IRT LEXINGTON AVE. LOCAL	-	-	-	13,882	38,115	120,173	-	-	-	-	-	-	13,882	38,115	120,173	13,882	38,115	120,173
IND 8TH AVE. EXPRESS	-	-	-	6,439	17,885	50,961	-	-	-	-	-	-	6,439	17,885	50,961	6,439	17,885	50,961
IND 8TH AVE. LOCAL	-	-	-	16,633	42,917	126,233	-	-	-	-	-	-	16,633	42,917	126,233	16,633	42,917	126,233
IRT BROADWAY / 7TH AVE. EXPRESS	-	-	-	11,913	37,198	124,120	-	-	-	-	-	-	11,913	37,198	124,120	11,913	37,198	124,120
IRT BROADWAY / 7TH AVE. LOCAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FDR DRIVE	5,054	14,791	85,764	-	-	-	-	-	-	-	-	-	-	-	-	5,054	14,791	85,764
YORK AVENUE	1,193	3,479	23,304	-	-	-	245	648	2,472	-	-	-	245	648	2,472	1,438	4,127	25,776
FIRST AVENUE	2,905	8,413	49,243	-	-	-	843	2,213	8,590	46	122	472	889	2,335	9,062	3,794	10,748	58,305
SECOND AVENUE	-	-	-	-	-	-	-	-	-	8	15	93	8	15	93	8	15	93
THIRD AVENUE	2,414	7,600	47,802	-	-	-	1,246	2,953	8,876	45	132	573	1,291	3,085	9,449	3,704	10,685	57,251
LEXINGTON AVENUE	-	-	-	-	-	-	-	-	-	2	6	30	2	6	30	2	6	30
PARK AVENUE / MTA TUN.	2,147	6,139	32,061	-	-	-	-	-	-	24,779	53,127	100,725	24,779	53,127	100,725	26,926	59,266	132,786
MADISON, FIFTH, SIXTH & SEVENTH AVE.	1,895	5,925	35,412	-	-	-	3,654	8,153	19,910	240	659	2,608	3,894	8,812	22,518	5,788	14,737	57,930
BROADWAY	971	3,021	18,110	-	-	-	745	2,099	6,739	3	13	70	748	2,112	6,809	1,719	5,133	24,919
8TH AVE / 9TH TO 12TH AVE	-	-	-	-	-	-	-	-	-	426	1,215	4,511	426	1,215	4,511	426	1,215	4,511
CENTRAL PARK WEST	1,483	4,508	26,134	-	-	-	138	435	1,754	-	-	-	138	435	1,754	1,621	4,943	27,888
COLUMBUS AVENUE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AMSTERDAM AVENUE	2,076	6,298	32,760	-	-	-	161	441	1,727	-	-	-	161	441	1,727	2,237	6,739	34,487
WEST END AVENUE	1,027	3,130	13,706	-	-	-	129	408	1,175	-	-	-	129	408	1,175	1,156	3,538	14,881
WEST SIDE HIGHWAY / AMTRAK-EMPIRE	4,369	13,561	69,493	-	-	-	-	-	-	131	422	1,808	131	422	1,808	4,500	13,983	71,301
CENTRAL PARK DR. TO 7TH AVENUE	2,198	6,378	41,472	-	-	-	-	-	-	-	-	-	-	-	-	2,198	6,378	41,472
CENTRAL PARK DR. AND 6TH AV.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CENTRAL PARK DR. AND COL. CIRC.	1,378	3,808	10,188	-	-	-	-	-	-	-	-	-	-	-	-	1,378	3,808	10,188
MTA METRO-NORTH / AMTRAK TUNNEL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	21	41	45	21	41	45	21	41	45
SECTOR TOTAL	29,108	87,049	485,450	95,354	251,087	767,352	7,160	17,350	51,243	25,701	55,752	110,935	128,215	324,189	929,530	157,323	411,238	1,414,980
BROOKLYN SECTOR	-	-	-	15,443	42,576	107,141	-	-	-	-	-	-	15,443	42,576	107,141	15,443	42,576	107,141
BMT 14TH ST. TUNNEL	-	-	-	10,598	24,696	57,841	120	363	1,279	167	475	1,652	10,885	25,534	60,772	15,212	38,030	128,340
WILLIAMSBURG BR. / BMT	4,327	12,496	67,568	6,868	21,482	63,180	-	-	-	-	-	-	6,868	21,482	63,180	6,868	21,482	63,180
IND RUTGERS ST. TUNNEL	-	-	-	25,787	66,494	168,185	126	330	627	138	341	902	26,051	67,165	169,714	29,644	77,855	225,314
MANHATTAN BRIDGE / BMT	3,593	10,690	55,600	17,759	45,889	121,261	-	-	-	-	-	-	17,759	45,889	121,261	17,759	45,889	121,261
IND CRANBERRY ST. TUNNEL	-	-	-	10,918	26,813	66,903	-	-	-	-	-	-	10,918	26,813	66,903	10,918	26,813	66,903
IND CLARK ST. TUNNEL	-	-	-	6,314	14,518	32,322	-	-	-	-	-	-	6,314	14,518	32,322	6,314	14,518	32,322
BMT MONTAGUE ST. TUNNEL	-	-	-	12,231	29,597	77,409	-	-	-	-	-	-	12,231	29,597	77,409	12,231	29,597	77,409
IRT JORALEMON ST. TUNNEL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BROOKLYN BRIDGE	5,387	15,752	88,472	-	-	-	-	-	-	136	414	960	136	414	960	5,523	16,166	89,432
BROOKLYN BATTERY TUNNEL	2,676	7,730	29,212	-	-	-	7,037	15,285	25,373	-	-	-	7,037	15,285	25,373	9,713	23,015	54,585
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	27	178	191	27	178	191	27	178	191
SECTOR TOTAL	15,984	46,668	240,852	105,918	272,065	694,242	7,283	15,978	27,279	468	1,408	3,705	113,669	289,451	725,226	129,653	336,119	966,078
QUEENS SECTOR	-	-	-	16,149	43,915	121,156	-	-	-	-	-	-	16,149	43,915	121,156	16,149	43,915	121,156
BMT 60TH STREET TUNNEL	-	-	-	20,100	47,972	121,333	-	-	-	-	-	-	20,100	47,972	121,333	20,100	47,972	121,333
IND 53RD STREET TUNNEL	-	-	-	19,725	48,702	124,786	-	-	-	-	-	-	19,725	48,702	124,786	19,725	48,702	124,786
IRT STEINWAY ST. TUNNEL	-	-	-	11,378	31,142	79,455	-	-	-	-	-	-	11,378	31,142	79,455	11,378	31,142	79,455
63RD STREET TUNNEL	-	-	-	-	-	-	104	219	342	-	-	-	104	219	342	4,617	13,587	64,114
QUEENS MIDTOWN TUNNEL	4,513	13,368	63,772	-	-	-	3,260	7,365	19,574	110	314	861	3,370	7,679	20,435	10,099	27,418	133,562
QUEENSBORO BRIDGE	6,729	19,740	113,127	-	-	-	-	-	-	29,780	64,876	118,161	29,780	64,876	118,161	29,780	64,876	118,161
MTA LIRR/AMTRAK TUNNEL	-	-	-	-	-	-	-	-	-	28	48	51	28	48	51	28	48	51
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SECTOR TOTAL	11,241	33,108	176,899	67,352	171,731	446,730	3,365	7,584	19,916	29,918	65,238	119,073	100,635	244,553	585,719	111,876	277,660	762,618
NEW JERSEY SECTOR	-	-	-	9,692	22,008	51,430	-	-	-	-	-	-	9,692	22,008	51,430	9,692	22,008	51,430
PATH DOWNTOWN TUNNEL	-	-	-	10,552	25,420	60,869	-	-	-	-	-	-	10,552	25,420	60,869	10,552	25,420	60,869
PATH UPTOWN TUNNEL	-	-	-	-	-	-	1,763	5,130	13,521	-	-	-	1,763	5,130	13,521	5,421	16,290	74,685
HOLLAND TUNNEL	3,658	11,160	61,164	-	-	-	24,121	62,284	152,796	-	-	-	24,121	62,284	152,796	29,297	77,389	229,971
LINCOLN TUNNEL	5,176	15,105	77,175	-	-	-	-	-	-	17,824	40,566	80,500	17,824	40,566	80,500	17,824	40,566	80,500
N. J. TRANSIT/AMTRAK TUNNEL	-	-	-	-	-	-	-	-	-	3,671	8,641	17,343	3,671	8,641	17,343	3,671	8,641	17,343
PRIVATE FERRY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SECTOR TOTAL	8,834	26,265	138,339	20,244	47,428	112,299	25,884	67,414	166,317	21,495	49,207	97,843	67,623	164,049	376,459	76,457	190,314	514,798
STATEN ISLAND FERRY, BICYCLE	-	-	-	-	-	-	-	-	-	6,547	15,213	34,261	6,547	15,213	34,261	6,547	15,213	34,261
ROOSEVELT ISLAND TRAMWAY	-	-	-	-	-	-	-	-	-	302	1,002	2,940	302	1,002	2,940	302	1,002	2,940
TOTAL, ALL SECTORS	65,167	193,090	1,041,540	288,868	742,311	2,020,623	43,692	108,326	264,755	84,431	187,820	368,757	416,991	1,038,457	2,654,135	482,158	1,231,546	3,695,675

TABLE 16

WHERE AND WHEN MOTOR VEHICLES ENTERED THE HUB ON A FALL BUSINESS DAY IN 2007

	AUTOS-TAXIS-VANS-TRUCKS			BUSES			TOTAL MOTOR VEHICLES		
	8-9 AM	7-10AM	24 HOURS	8-9 AM	7-10AM	24 HOURS	8-9 AM	7-10AM	24 HOURS
<b>60TH STREET SECTOR</b>									
FDR DRIVE	5,425	15,502	84,528	-	-	-	5,425	15,502	84,528
YORK AVENUE	922	2,684	20,287	19	45	145	941	2,729	20,432
SECOND AVENUE	2,074	6,224	47,207	22	78	312	2,096	6,302	47,519
QUEENSBORO BRIDGE RAMP	-	-	-	-	-	-	-	-	-
LEXINGTON AVENUE	1,431	4,198	26,880	41	101	416	1,472	4,299	27,296
PARK AVENUE	1,583	4,332	22,997	-	-	-	1,583	4,332	22,997
FIFTH AVENUE	1,304	4,223	26,155	137	321	934	1,441	4,544	27,089
CENTRAL PARK DRIVE AND 7TH AVENUE	1,199	2,359	2,442	-	-	-	1,199	2,359	2,442
BROADWAY	959	2,854	17,915	38	98	596	997	2,952	18,511
COLUMBUS AVENUE	1,310	3,727	25,055	6	18	113	1,316	3,745	25,168
WEST END AVENUE	1,027	2,848	15,987	5	16	97	1,032	2,864	16,084
WEST SIDE HIGHWAY	4,625	13,826	63,582	-	-	-	4,625	13,826	63,582
<b>SECTOR TOTAL</b>	<b>21,859</b>	<b>62,777</b>	<b>353,035</b>	<b>268</b>	<b>677</b>	<b>2,613</b>	<b>22,127</b>	<b>63,454</b>	<b>355,648</b>
<b>BROOKLYN SECTOR</b>									
WILLIAMSBURG BRIDGE	3,245	9,973	58,365	2	7	67	3,247	9,980	58,432
MANHATTAN BRIDGE	2,748	7,893	35,610	3	8	33	2,751	7,901	35,643
BROOKLYN BRIDGE	3,019	9,814	67,595	-	-	-	3,019	9,814	67,595
BROOKLYN BATTERY TUNNEL	2,936	8,741	29,938	199	504	791	3,135	9,245	30,729
<b>SECTOR TOTAL</b>	<b>11,948</b>	<b>36,421</b>	<b>191,508</b>	<b>204</b>	<b>519</b>	<b>891</b>	<b>12,152</b>	<b>36,940</b>	<b>192,399</b>
<b>QUEENS SECTOR</b>									
QUEENS MIDTOWN TUNNEL	3,882	11,193	46,668	173	345	524	4,055	11,538	47,192
QUEENSBORO BRIDGE	5,781	17,000	89,196	21	58	319	5,802	17,058	89,515
<b>SECTOR TOTAL</b>	<b>9,663</b>	<b>28,193</b>	<b>135,864</b>	<b>194</b>	<b>403</b>	<b>843</b>	<b>9,857</b>	<b>28,596</b>	<b>136,707</b>
<b>NEW JERSEY SECTOR</b>									
HOLLAND TUNNEL	2,945	8,813	47,437	65	165	789	3,010	8,978	48,226
LINCOLN TUNNEL	3,572	11,457	54,879	948	2,304	6,740	4,520	13,761	61,619
<b>SECTOR TOTAL</b>	<b>6,517</b>	<b>20,270</b>	<b>102,316</b>	<b>1,013</b>	<b>2,469</b>	<b>7,529</b>	<b>7,530</b>	<b>22,739</b>	<b>109,845</b>
<b>TOTAL, ALL SECTORS</b>	<b>49,987</b>	<b>147,661</b>	<b>782,723</b>	<b>1,679</b>	<b>4,068</b>	<b>11,876</b>	<b>51,666</b>	<b>151,729</b>	<b>794,599</b>

**TABLE 17**

**WHERE AND WHEN MOTOR VEHICLES LEFT THE HUB ON A FALL BUSINESS DAY IN 2007**

	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
<b>60TH STREET SECTOR</b>									
FDR DRIVE	3,884	11,565	69,724	-	-	-	3,884	11,565	69,724
YORK AVENUE	796	2,341	15,981	8	22	122	804	2,363	16,103
FIRST AVENUE	2,221	6,537	39,710	22	63	326	2,243	6,600	40,036
QUEENSBORO BRIDGE RAMP	1,777	5,044	34,439	-	-	-	1,777	5,044	34,439
THIRD AVENUE	1,455	4,700	32,431	32	93	421	1,487	4,793	32,852
PARK AVENUE	1,339	3,890	21,027	-	-	-	1,339	3,890	21,027
MADISON AVENUE	1,163	3,627	24,244	128	284	913	1,291	3,911	25,157
CENTRAL PARK DRIVE FROM 6TH AVENUE	748	2,036	5,714	-	-	-	748	2,036	5,714
CENTRAL PARK WEST	805	2,398	14,774	10	32	180	815	2,430	14,954
BROADWAY	764	2,324	13,709	23	76	426	787	2,400	14,135
AMSTERDAM AVENUE	1,448	4,382	24,745	7	19	106	1,455	4,401	24,851
WEST END AVENUE	713	2,151	9,527	5	17	100	718	2,168	9,627
WEST SIDE HIGHWAY	3,697	11,490	59,649	-	-	-	3,697	11,490	59,649
<b>SECTOR TOTAL</b>	<b>20,810</b>	<b>62,485</b>	<b>365,674</b>	<b>235</b>	<b>606</b>	<b>2,594</b>	<b>21,045</b>	<b>63,091</b>	<b>368,268</b>
<b>BROOKLYN SECTOR</b>									
WILLIAMSBURG BRIDGE	3,285	9,578	52,047	4	12	66	3,289	9,590	52,113
MANHATTAN BRIDGE	2,466	7,182	37,529	4	10	33	2,470	7,192	37,562
BROOKLYN BRIDGE	3,963	11,621	63,956	-	-	-	3,963	11,621	63,956
BROOKLYN BATTERY TUNNEL	2,273	6,627	25,051	191	444	759	2,464	7,071	25,810
<b>SECTOR TOTAL</b>	<b>11,987</b>	<b>35,008</b>	<b>178,583</b>	<b>199</b>	<b>466</b>	<b>858</b>	<b>12,186</b>	<b>35,474</b>	<b>179,441</b>
<b>QUEENS SECTOR</b>									
QUEENS MIDTOWN TUNNEL	2,913	8,514	41,124	20	42	63	2,933	8,556	41,187
QUEENSBORO BRIDGE	5,600	16,615	91,130	134	292	720	5,734	16,907	91,850
<b>SECTOR TOTAL</b>	<b>8,513</b>	<b>25,129</b>	<b>132,254</b>	<b>154</b>	<b>334</b>	<b>783</b>	<b>8,667</b>	<b>25,463</b>	<b>133,037</b>
<b>NEW JERSEY SECTOR</b>									
HOLLAND TUNNEL	3,089	9,356	51,709	47	136	556	3,136	9,492	52,265
LINCOLN TUNNEL	3,838	11,092	54,555	643	1,652	5,918	4,481	12,744	60,473
<b>SECTOR TOTAL</b>	<b>6,927</b>	<b>20,448</b>	<b>106,264</b>	<b>690</b>	<b>1,788</b>	<b>6,474</b>	<b>7,617</b>	<b>22,236</b>	<b>112,738</b>
<b>TOTAL, ALL SECTORS</b>	<b>48,237</b>	<b>143,070</b>	<b>782,775</b>	<b>1,278</b>	<b>3,194</b>	<b>10,709</b>	<b>49,515</b>	<b>146,264</b>	<b>793,484</b>

**TABLE 18**

**BUS PASSENGERS ENTERING THE HUB BY SECTOR AND HOUR  
ON A FALL BUSINESS DAY IN 2007**

	LOCAL BUSES			EXPRESS BUSES			TOTAL		
	8-9 AM	7-10AM	24 HOURS	8-9 AM	7-10AM	24 HOURS	8-9 AM	7-10AM	24 HOURS
<b>60TH STREET SECTOR</b>									
FDR DRIVE	-	-	-	-	-	-	-	-	-
YORK AVENUE	665	1,205	3,689	116	277	315	781	1,482	4,004
SECOND AVENUE	1,159	3,011	9,260	-	-	-	1,159	3,011	9,260
LEXINGTON AVENUE	1,082	2,335	6,884	204	376	531	1,286	2,711	7,415
FIFTH AVENUE	1,605	3,713	10,312	2,715	5,499	8,986	4,320	9,212	19,298
BROADWAY	887	1,862	6,505	187	324	552	1,074	2,186	7,057
COLUMBUS AVENUE	199	556	2,078	-	-	-	199	556	2,078
WEST END AVENUE	162	407	1,145	-	-	-	162	407	1,145
<b>SECTOR TOTAL</b>	<b>5,759</b>	<b>13,089</b>	<b>39,873</b>	<b>3,222</b>	<b>6,477</b>	<b>10,384</b>	<b>8,981</b>	<b>19,566</b>	<b>50,257</b>
<b>BROOKLYN SECTOR</b>									
WILLIAMSBURG BRIDGE	47	144	727	-	-	-	47	144	727
MANHATTAN BRIDGE	100	210	516	-	-	-	100	210	516
BROOKLYN BATTERY TUNNEL	-	-	-	8,180	20,279	29,013	8,180	20,279	29,013
<b>SECTOR TOTAL</b>	<b>147</b>	<b>354</b>	<b>1,243</b>	<b>8,180</b>	<b>20,279</b>	<b>29,013</b>	<b>8,327</b>	<b>20,633</b>	<b>30,256</b>
<b>QUEENS SECTOR</b>									
QUEENS MIDTOWN TUNNEL	-	-	-	5,496	9,856	12,161	5,496	9,856	12,161
QUEENSBORO BRIDGE	1,495	3,435	11,383	-	-	-	1,495	3,435	11,383
<b>SECTOR TOTAL</b>	<b>1,495</b>	<b>3,435</b>	<b>11,383</b>	<b>5,496</b>	<b>9,856</b>	<b>12,161</b>	<b>6,991</b>	<b>13,291</b>	<b>23,544</b>
<b>NEW JERSEY SECTOR</b>									
HOLLAND TUNNEL	-	-	-	2,256	5,667	17,733	2,256	5,667	17,733
LINCOLN TUNNEL	-	-	-	32,896	79,756	169,105	32,896	79,756	169,105
<b>SECTOR TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35,152</b>	<b>85,423</b>	<b>186,838</b>	<b>35,152</b>	<b>85,423</b>	<b>186,838</b>
<b>TOTAL, ALL SECTORS</b>	<b>7,401</b>	<b>16,878</b>	<b>52,499</b>	<b>52,050</b>	<b>122,034</b>	<b>238,397</b>	<b>59,451</b>	<b>138,912</b>	<b>290,896</b>

**TABLE 19**

**BUS PASSENGERS LEAVING THE HUB BY SECTOR AND HOUR  
ON A FALL BUSINESS DAY IN 2007**

	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
<b>60TH STREET SECTOR</b>									
FDR DRIVE	-	-	-	-	-	-	-	-	-
YORK AVENUE	245	648	2,472	-	-	-	245	648	2,472
FIRST AVENUE	771	2,045	8,359	72	168	231	843	2,213	8,590
THIRD AVENUE	1,156	2,710	8,365	90	243	511	1,246	2,953	8,876
MADISON AVENUE	1,450	3,609	10,665	2,204	4,544	9,245	3,654	8,153	19,910
CENTRAL PARK WEST	138	435	1,754	-	-	-	138	435	1,754
BROADWAY	643	1,855	6,150	102	244	589	745	2,099	6,739
AMSTERDAM AVENUE	161	441	1,727	-	-	-	161	441	1,727
WEST END AVENUE	129	408	1,175	-	-	-	129	408	1,175
<b>SECTOR TOTAL</b>	<b>4,693</b>	<b>12,151</b>	<b>40,667</b>	<b>2,467</b>	<b>5,199</b>	<b>10,576</b>	<b>7,160</b>	<b>17,350</b>	<b>51,243</b>
<b>BROOKLYN SECTOR</b>									
WILLIAMSBURG BRIDGE	120	363	1,279	-	-	-	120	363	1,279
MANHATTAN BRIDGE	126	330	627	-	-	-	126	330	627
BROOKLYN BATTERY TUNNEL	-	-	-	7,157	15,568	25,430	7,157	15,568	25,430
<b>SECTOR TOTAL</b>	<b>246</b>	<b>693</b>	<b>1,906</b>	<b>7,157</b>	<b>15,568</b>	<b>25,430</b>	<b>7,403</b>	<b>16,261</b>	<b>27,336</b>
<b>QUEENS SECTOR</b>									
QUEENS MIDTOWN TUNNEL	-	-	-	104	219	342	104	219	342
QUEENSBORO BRIDGE	847	1,753	3,516	2,413	5,612	16,058	3,260	7,365	19,574
<b>SECTOR TOTAL</b>	<b>847</b>	<b>1,753</b>	<b>3,516</b>	<b>2,518</b>	<b>5,831</b>	<b>16,400</b>	<b>3,365</b>	<b>7,584</b>	<b>19,916</b>
<b>NEW JERSEY SECTOR</b>									
HOLLAND TUNNEL	-	-	-	1,763	5,130	13,521	1,763	5,130	13,521
LINCOLN TUNNEL	-	-	-	24,121	62,284	152,796	24,121	62,284	152,796
<b>SECTOR TOTAL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25,884</b>	<b>67,414</b>	<b>166,317</b>	<b>25,884</b>	<b>67,414</b>	<b>166,317</b>
<b>TOTAL, ALL SECTORS</b>	<b>5,786</b>	<b>14,597</b>	<b>46,089</b>	<b>38,026</b>	<b>94,012</b>	<b>218,723</b>	<b>43,812</b>	<b>108,609</b>	<b>264,812</b>

**TABLE 20**

**LEVEL OF COMFORT AND HEADWAY  
FOR PUBLIC TRANSPORTATION VEHICLES  
ENTERING THE HUB ON A FALL BUSINESS DAY IN 2007  
DURING THE 8AM-9AM PEAK HOUR**

	SERVICE OPERATION				FLOOR SPACE		NUMBER OF PAX		PASSENGERS		AVG FLOOR SPACE		AVERAGE HEADWAY	
	TRAINS, ETC.		RAILCARS, BUSES		(SQ. FT.)				PER RAIL CAR, BUS		PER PSG (SQ.FT.)		(MNUITES)	
	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007
60TH STREET SECTOR														
LEXINGTON AVE EXPRESS	23	24	230	240	138,460	144,480	27,899	33,042	121	138	4.96	4.37	2.6	2.5
LEXINGTON AVE LOCAL	18	20	180	200	108,360	120,400	20,953	25,031	116	125	5.17	4.81	3.3	3.0
EIGHTH AVE EXPRESS	19	19	160	158	96,320	95,116	21,362	23,051	134	146	4.51	4.13	3.2	3.2
EIGHTH AVE LOCAL	12	12	108	108	65,016	65,016	10,848	14,540	100	135	5.99	4.47	5.0	5.0
BROADWAY/7TH AVE EXPRESS	24	23	240	230	144,480	138,460	22,380	22,972	93	100	6.46	6.03	2.5	2.6
BROADWAY/7TH AVE LOCAL	19	18	190	180	114,380	108,360	15,108	12,940	80	72	7.57	8.37	3.2	3.3
MTA/AMTRAK TUN. BUSES	52	53	392	396	235,984	238,392	32,470	33,324	83	84	7.27	7.15	1.2	1.1
	-	-	200	274	64,000	87,680	6,673	8,981	33	33	9.59	9.76		
SECTOR AVERAGE									95	104	6.44	6.14	3.0	3.0
BROOKLYN SECTOR														
14TH ST. TUNNEL	14	17	112	136	67,424	81,872	14,283	24,956	128	184	4.72	3.28	4.3	3.5
WILLIAMSBURG BRIDGE	18	17	144	136	86,688	81,872	12,202	13,316	85	98	7.10	6.15	3.3	3.5
RUTGERS ST. TUNNEL	15	14	122	116	73,444	69,832	10,336	12,568	85	108	7.11	5.56	4.0	4.3
MANHATTAN BRIDGE	38	37	330	322	198,660	193,844	36,214	37,730	110	117	5.49	5.14	1.6	1.6
CRANBERRY ST. TUNNEL	24	25	202	208	121,604	125,216	21,659	22,353	107	107	5.61	5.60	2.5	2.4
CLARK ST. TUNNEL	19	17	190	170	114,380	102,340	12,592	15,309	66	90	9.08	6.68	3.2	3.5
MONTAGUE ST. TUNNEL	16	14	132	116	79,464	69,832	7,915	6,756	60	58	10.04	10.34	3.8	4.3
JORALEMON ST. TUNNEL	23	24	230	240	138,460	144,480	18,501	22,405	80	93	7.48	6.45	2.6	2.5
BUSES	-	-	206	204	65,920	65,280	8,684	8,327	42	41	7.59	7.84	-	-
SECTOR AVERAGE	167	165	1,668	1,648	946,044	934,568	142,386	163,720	85	100	7.14	6.34	3.2	3.2
QUEENS SECTOR														
60TH STREET TUNNEL	20	24	174	212	104,748	127,624	21,748	31,285	125	148	4.82	4.08	3.0	2.5
53RD STREET TUNNEL	22	24	204	222	122,808	133,644	25,069	30,312	123	137	4.90	4.41	2.7	2.5
STEINWAY TUNNEL	22	25	242	275	145,684	165,550	19,318	20,697	80	75	7.54	8.00	2.7	2.4
63RD STREET TUNNEL	14	16	116	132	69,832	79,464	15,455	19,539	133	148	4.52	4.07	4.3	3.8
LIRR/AMTRAK TUNNELS	37	37	372	384	223,944	231,168	35,019	35,444	94	92	6.39	6.52	1.6	1.6
BUSES	-	-	162	194	51,840	62,080	5,855	6,991	36	36	8.85	8.88		
SECTOR AVERAGE	115	126	1,270	1,419	718,856	799,530	122,464	144,268	99	106	6.17	5.99	2.87	2.55
NEW JERSEY SECTOR														
PATH DOWNTOWN TUNNEL	24	25	168	175	61,824	64,400	5,511	14,001	33	80	11.22	4.60	2.5	2.4
PATH UPTOWN TUNNEL	23	24	161	168	59,248	61,824	8,149	15,107	51	90	7.27	4.09	2.6	2.5
N.J. TRANSIT/AMTRAK TUNNEL	22	21	183	201	110,166	121,002	19,869	18,716	109	93	5.54	6.47	2.7	2.9
BUSES	-	-	989	1,013	316,480	324,160	34,319	35,152	35	35	9.22	9.22		
SECTOR AVERAGE	69	70	1,501	1,557	547,718	571,386	67,848	82,976	57	74	8.31	6.09	2.6	2.6
STATEN ISLAND FERRY	4	4	4	4	80,000	80,000	6,022	4,513	1,506	1,128	13.28	17.73	15.0	15.0
ROOSEVELT ISLAND TRAMWAY	8	8	8	8	2,400	2,400	509	584	64	73	4.72	4.11	7.5	7.5
AVERAGE, ALL SECTORS	363	373	4,451	4,636	2,295,018	2,387,884	339,229	396,061	76	85	6.77	6.03	2.9	2.8

Note: Averages for all sectors do not include ferry and tramway.

**TABLE 21A  
TOTAL PERSONS ENTERING AND LEAVING THE HUB  
ON A FALL BUSINESS DAY IN 2005, 2006 AND 2007**

HOURS	2005			2006			2007		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12:00am	31,507	64,040	95,547	31,477	68,134	99,611	31,320	74,576	105,897
1:00am	18,518	33,183	51,701	18,475	37,398	55,873	17,771	41,838	59,608
2:00am	12,627	20,369	32,995	13,192	20,528	33,720	13,476	21,176	34,652
3:00am	12,741	15,737	28,478	12,845	15,569	28,414	12,517	15,670	28,188
4:00am	22,917	18,883	41,800	23,808	18,512	42,320	25,545	18,535	44,080
5:00am	72,178	34,892	107,069	77,405	34,751	112,155	81,090	33,600	114,690
6:00am	203,869	81,953	285,822	205,783	81,990	287,773	221,164	79,744	300,909
7:00am	419,070	141,650	560,720	414,071	149,332	563,403	434,854	143,048	577,902
8:00am	574,161	154,327	728,488	569,355	158,193	727,548	639,984	153,064	793,048
9:00am	352,445	125,093	477,537	342,815	122,281	465,096	385,009	121,464	506,474
10:00am	186,307	98,698	285,005	190,332	97,198	287,530	191,283	101,345	292,628
11:00am	141,910	100,816	242,726	144,395	102,194	246,589	146,638	100,121	246,759
12:00pm	132,626	109,740	242,366	138,253	114,971	253,223	134,941	112,390	247,331
1:00pm	129,134	123,075	252,209	132,733	126,896	259,629	131,506	126,733	258,239
2:00pm	140,362	155,533	295,895	147,088	164,566	311,654	142,358	164,672	307,030
3:00pm	163,705	207,679	371,384	166,222	216,838	383,060	168,524	225,963	394,488
4:00pm	182,073	304,167	486,240	180,992	304,832	485,824	179,707	313,174	492,880
5:00pm	192,584	451,216	643,801	198,708	479,038	677,746	193,456	482,278	675,733
6:00pm	155,709	393,312	549,021	165,760	425,456	591,217	160,701	436,378	597,079
7:00pm	118,899	261,643	380,542	118,919	281,444	400,363	123,512	298,650	422,162
8:00pm	93,160	188,642	281,802	93,591	208,674	302,265	95,287	211,775	307,062
9:00pm	79,547	152,544	232,091	79,422	158,426	237,848	79,590	166,855	246,445
10:00pm	73,594	127,659	201,253	75,626	133,681	209,307	72,945	136,627	209,573
11:00pm	59,100	99,108	158,209	58,482	106,084	164,566	56,786	116,056	172,842
<b>TOTAL</b>	<b>3,568,742</b>	<b>3,463,958</b>	<b>7,032,701</b>	<b>3,599,747</b>	<b>3,626,988</b>	<b>7,226,735</b>	<b>3,739,966</b>	<b>3,695,732</b>	<b>7,435,698</b>

**TABLE 21B  
CUMULATIVE TOTAL OF PERSONS ENTERING THE HUB  
AT PEAK ACCUMULATION 1974-2007**

YEAR	TOTAL ACCUMULATION	AT
1974 -	1,411,000	1:00 PM
1975 -	1,402,000	1:00 PM
1976 -	1,319,000	1:00 PM
1977 -	1,356,000	1:00 PM
1978 -	1,329,000	1:00 PM
1979 -	1,388,000	2:00 PM
1980 -	1,436,000	1:00 PM
1981 -	1,446,000	1:00 PM
1982 -	1,487,000	1:00 PM
1983 -	1,500,000	1:00 PM
1984 -	1,511,000	1:00 PM
1985 -	1,485,000	1:00 PM
1986 -	1,471,000	1:00 PM
1987 -	1,448,000	1:00 PM
1988 -	1,447,000	2:00 PM
1989 -	1,481,000	1:00 PM
1990 -	1,318,000	1:00 PM
1991 -	1,325,000	1:00 PM
1992 -	1,262,000	1:00 PM
1993 -	1,250,000	1:00 PM
1994 -	1,273,000	1:00 PM
1995 -	1,277,000	1:00 PM
1996 -	1,295,000	1:00 PM
1997 -	1,303,000	1:00 PM
1998 -	1,296,000	1:00 PM
2000 -	1,464,000	1:00 PM
2001 -	1,253,800	1:00 PM
2002 -	1,265,360	1:00 PM
2003 -	1,273,519	1:00 PM
2004 -	1,228,259	2:00 PM
2005 -	1,197,459	2:00 PM
2006 -	1,244,863	2:00 PM
2007 -	1,325,609	1:00 PM

**TABLE 22A**  
**TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND LEAVING**  
**THE HUB ON A FALL BUSINESS DAY IN 2005, 2006 AND 2007**

HOURS	2005			2006			2007		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12:00am	8,733	32,202	40,935	8,941	35,070	44,011	9,837	42,243	52,080
1:00am	4,328	12,453	16,781	4,821	15,918	20,739	4,922	21,227	26,149
2:00am	2,615	5,688	8,303	3,360	6,322	9,682	4,175	7,632	11,807
3:00am	3,201	4,049	7,250	3,478	4,097	7,575	3,121	4,740	7,861
4:00am	9,287	4,974	14,261	9,700	4,476	14,176	11,219	4,788	16,007
5:00am	41,435	13,313	54,748	45,471	11,745	57,216	47,903	11,843	59,746
6:00am	150,040	45,882	195,922	151,271	44,377	195,648	165,615	42,322	207,937
7:00am	353,616	95,184	448,800	348,439	102,100	450,539	371,479	96,105	467,584
8:00am	506,562	107,412	613,974	502,051	111,797	613,848	574,740	107,029	681,769
9:00am	290,202	80,815	371,017	281,098	78,053	359,151	323,880	77,748	401,628
10:00am	133,853	54,266	188,119	137,875	53,105	190,980	139,387	57,793	197,181
11:00am	93,905	56,196	150,101	95,334	58,212	153,546	99,208	57,140	156,347
12:00pm	85,026	63,325	148,350	89,853	67,597	157,450	87,944	66,483	154,427
1:00pm	81,645	73,839	155,484	84,169	76,984	161,153	84,733	78,199	162,932
2:00pm	90,300	98,607	188,907	95,893	107,492	203,385	93,033	109,122	202,156
3:00pm	111,398	145,222	256,620	114,949	154,604	269,553	118,707	165,278	283,985
4:00pm	129,504	238,698	368,202	129,361	238,286	367,647	128,496	248,548	377,044
5:00pm	137,803	384,459	522,262	144,680	410,900	555,580	140,172	415,758	555,929
6:00pm	102,219	325,452	427,671	112,264	358,923	471,187	108,738	370,584	479,322
7:00pm	69,001	201,499	270,500	70,075	221,378	291,453	73,504	237,193	310,697
8:00pm	47,880	132,259	180,139	49,083	151,809	200,892	50,168	154,057	204,225
9:00pm	36,932	98,157	135,089	37,310	103,418	140,728	37,563	111,635	149,198
10:00pm	31,772	75,669	107,441	35,132	80,740	115,872	31,984	83,718	115,703
11:00pm	22,941	54,861	77,802	23,679	61,259	84,938	22,282	69,680	91,962
<b>TOTAL</b>	<b>2,544,194</b>	<b>2,404,481</b>	<b>4,948,675</b>	<b>2,578,287</b>	<b>2,558,662</b>	<b>5,136,949</b>	<b>2,732,812</b>	<b>2,640,864</b>	<b>5,373,676</b>

**TABLE 22B**  
**CUMULATIVE TOTAL OF PASSENGERS ENTERING AND LEAVING THE**  
**HUB BY PUBLIC TRANSPORTATION, AT PEAK ACCUMULATION**  
**1963-2007**

YEAR	TOTAL	
	ACCUMULATION	AT
1963	1,425,000	2:00 PM
1974	1,263,000	1:00 PM
1975	1,254,000	1:00 PM
1976	1,209,000	2:00 PM
1977	1,189,000	1:00 PM
1978	1,167,000	1:00 PM
1979	1,226,000	1:00 PM
1980	1,274,000	1:00 PM
1981	1,291,000	1:00 PM
1982	1,291,000	1:00 PM
1983	1,299,000	1:00 PM
1984	1,302,000	1:00 PM
1985	1,300,000	2:00 PM
1986	1,290,000	1:00 PM
1987	1,258,000	1:00 PM
1988	1,272,000	2:00 PM
1989	1,305,000	1:00 PM
1990	1,166,000	1:00 PM
1991	1,170,000	1:00 PM
1992	1,114,000	1:00 PM
1993	1,107,000	1:00 PM
1994	1,124,000	1:00 PM
1995	1,134,000	1:00 PM
1996	1,147,000	2:00 PM
1997	1,214,000	1:00 PM
1998	1,106,000	1:00 PM
2000	1,301,700	1:00 PM
2001	1,143,565	1:00 PM
2002	1,165,742	1:00 PM
2003	1,131,893	2:00 PM
2004	1,095,947	1:00 PM
2005	1,084,278	2:00 PM
2006	1,127,823	2:00 PM
2007	1,207,629	1:00 PM

**TABLE 23A**  
**TOTAL PRIVATE MOTOR VEHICLES ENTERING AND LEAVING**  
**THE HUB ON A FALL BUSINESS DAY IN YEARS 2005, 2006 AND 2007**

HOURS	2005			2006			2007		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12:00am	17,801	23,882	41,683	17,517	24,806	42,323	16,758	24,312	41,070
1:00am	11,106	15,601	26,707	10,637	16,232	26,869	10,018	15,527	25,545
2:00am	7,870	11,088	18,958	7,703	10,756	18,459	7,284	10,222	17,506
3:00am	7,547	8,855	16,402	7,392	8,703	16,095	7,406	8,285	15,691
4:00am	10,833	10,606	21,439	11,204	10,688	21,892	11,352	10,452	21,804
5:00am	24,503	16,549	41,052	25,470	17,560	43,030	26,421	16,611	43,032
6:00am	44,549	27,750	72,299	45,145	28,811	73,956	45,714	28,555	74,269
7:00am	52,581	35,087	87,668	52,795	35,659	88,454	51,001	35,379	86,380
8:00am	52,059	35,074	87,133	52,020	34,575	86,595	49,987	34,227	84,214
9:00am	47,937	32,681	80,618	47,415	32,627	80,042	46,673	32,208	78,881
10:00am	40,847	32,994	73,841	40,951	32,708	73,659	40,422	32,266	72,688
11:00am	37,335	33,363	70,698	38,148	32,828	70,976	36,946	32,104	69,050
12:00pm	36,403	34,472	70,875	36,826	34,885	71,711	35,828	33,939	69,767
1:00pm	36,545	37,144	73,689	37,064	37,280	74,344	35,776	36,434	72,210
2:00pm	38,568	42,449	81,017	39,149	42,227	81,376	37,959	41,388	79,347
3:00pm	40,615	46,960	87,575	39,715	46,636	86,351	38,748	45,717	84,465
4:00pm	40,222	48,169	88,391	39,368	48,900	88,268	39,365	47,651	87,016
5:00pm	41,396	48,481	89,877	40,679	49,381	90,060	40,507	48,237	88,744
6:00pm	40,982	48,628	89,610	40,447	47,540	87,987	39,964	47,182	87,146
7:00pm	39,016	44,335	83,351	38,115	44,515	82,630	38,474	44,559	83,033
8:00pm	35,379	42,269	77,648	34,759	42,717	77,476	34,803	42,637	77,440
9:00pm	33,312	40,828	74,140	32,916	41,319	74,235	32,605	40,919	73,524
10:00pm	32,680	38,995	71,675	31,634	39,693	71,327	31,877	39,310	71,187
11:00pm	28,215	33,253	61,468	27,057	33,635	60,692	26,835	34,654	61,489
<b>TOTAL</b>	<b>798,301</b>	<b>789,507</b>	<b>1,587,808</b>	<b>794,126</b>	<b>794,676</b>	<b>1,588,802</b>	<b>782,723</b>	<b>782,775</b>	<b>1,565,498</b>

**TABLE 23B**  
**CUMULATIVE TOTAL OF MOTOR VEHICLES ENTERING AND LEAVING**  
**THE HUB AT PEAK ACCUMULATION, 1963-2007**

YEAR	TOTAL ACCUMULATION	AT
1963	75,700	3:00 PM
1973	89,300	2:00 PM
1975	84,400	2:00 PM
1976	93,500	1:00 PM
1977	97,400	2:00 PM
1978	96,900	2:00 PM
1979	101,500	2:00 PM
1980	101,500	2:00 PM
1981	97,400	2:00 PM
1982	102,100	2:00 PM
1983	105,800	1:00 PM
1984	125,300	2:00 PM
1985	104,000	1:00 PM
1986	107,200	1:00 PM
1987	110,900	2:00 PM
1988	100,800	1:00 PM
1989	101,300	2:00 PM
1990	101,800	1:00 PM
1991	102,300	1:00 PM
1992	96,300	1:00 PM
1993	94,100	2:00 PM
1994	97,100	2:00 PM
1995	94,100	2:00 PM
1996	93,800	1:00 PM
1997	101,000	2:00 PM
1998	104,000	2:00 PM
1999	N/A	2:00 PM
2000	102,872	2:00 PM
2001	67,093	2:00 PM
2002	60,181	2:00 PM
2003	86,909	2:00 PM
2004	91,551	1:00 PM
2005	85,119	1:00 PM
2006	89,847	1:00 PM
2007	88,623	1:00 PM

**TABLE 24**  
**TOTAL PERSONS ENTERING THE HUB BY HOUR AND MODE IN 2007**

HOURS	AUTO/TAXI VAN/TRUCK	SUBWAY	BUSES	SUBURBAN RAIL	FERRY	TRAMWAY	BICYCLE	TOTAL
12:00am	21,484	7,376	1,854	483	89	35	0	31,320
1:00am	12,848	3,568	929	387	32	6	0	17,771
2:00am	9,302	3,602	186	353	34	0	0	13,476
3:00am	9,397	2,853	149	20	99	0	0	12,517
4:00am	14,326	9,130	1,453	310	326	0	0	25,545
5:00am	33,187	35,443	7,819	2,818	1,823	0	0	81,090
6:00am	55,271	109,879	27,426	22,909	5,349	52	278	221,164
7:00am	62,678	246,428	53,480	60,833	10,392	346	697	434,854
8:00am	63,934	417,910	59,451	87,484	9,311	584	1,310	639,984
9:00am	59,737	253,844	25,980	39,617	4,024	415	1,392	385,009
10:00am	50,908	109,852	12,071	15,269	2,063	132	987	191,283
11:00am	46,543	80,027	8,897	8,486	1,720	78	887	146,638
12:00pm	45,968	71,603	7,793	6,787	1,662	99	1,029	134,941
1:00pm	45,839	69,976	7,775	5,467	1,427	88	935	131,506
2:00pm	48,517	76,726	8,750	5,748	1,704	105	808	142,358
3:00pm	48,815	99,575	11,134	6,427	1,434	137	1,002	168,524
4:00pm	50,338	108,075	12,356	6,107	1,831	127	873	179,707
5:00pm	52,396	118,832	10,095	8,958	2,153	134	888	193,456
6:00pm	50,997	88,000	9,497	9,522	1,607	112	966	160,701
7:00pm	49,149	58,678	7,364	6,483	867	112	859	123,512
8:00pm	44,417	40,771	4,958	3,773	575	91	702	95,287
9:00pm	41,577	30,420	3,718	2,955	399	71	449	79,590
10:00pm	40,652	24,914	4,343	2,404	258	65	309	72,945
11:00pm	34,344	17,739	3,415	1,013	88	27	160	56,786
<b>TOTAL</b>	<b>992,623</b>	<b>2,085,220</b>	<b>290,896</b>	<b>304,613</b>	<b>49,267</b>	<b>2,816</b>	<b>14,531</b>	<b>3,739,966</b>

**TABLE 25**  
**TOTAL PERSONS LEAVING THE HUB BY HOUR AND MODE IN 2007**

HOURS	AUTO/TAXI VAN/TRUCK	SUBWAY	BUSES	SUBURBAN RAIL	FERRY	TRAMWAY	BICYCLE	TOTAL
12:00am	32,333	35,833	3,401	2,430	523	56	0	74,576
1:00am	20,611	19,247	453	1,314	191	22	0	41,838
2:00am	13,544	7,291	230	0	111	0	0	21,176
3:00am	10,930	4,172	62	432	74	0	0	15,670
4:00am	13,747	4,338	68	312	70	0	0	18,535
5:00am	21,757	9,731	950	954	208	0	0	33,600
6:00am	37,266	35,013	3,612	3,048	621	28	156	79,744
7:00am	46,687	79,336	8,904	6,617	1,164	84	256	143,048
8:00am	45,658	88,019	11,419	6,008	1,522	61	377	153,064
9:00am	43,287	62,618	10,000	3,907	1,172	51	430	121,464
10:00am	43,046	46,293	7,181	3,215	1,069	35	506	101,345
11:00am	42,348	44,372	6,894	4,597	1,238	39	634	100,121
12:00pm	45,079	53,175	7,009	4,542	1,692	65	828	112,390
1:00pm	47,683	62,450	7,891	5,911	1,867	80	851	126,733
2:00pm	54,695	84,676	11,866	10,189	2,292	99	854	164,672
3:00pm	59,840	128,267	16,267	16,763	3,721	260	845	225,963
4:00pm	63,624	182,388	27,207	32,290	6,455	208	1,002	313,174
5:00pm	65,167	288,868	43,812	72,486	10,290	302	1,353	482,278
6:00pm	64,299	271,055	37,590	54,086	7,361	492	1,495	436,378
7:00pm	60,083	179,108	24,335	29,274	4,066	410	1,374	298,650
8:00pm	56,726	121,240	15,171	14,991	2,384	271	992	211,775
9:00pm	54,556	90,661	8,364	10,783	1,665	162	664	166,855
10:00pm	52,445	65,761	7,067	9,614	1,160	116	464	136,627
11:00pm	46,129	56,711	5,060	6,910	900	99	247	116,056
<b>TOTAL</b>	<b>1,041,540</b>	<b>2,020,623</b>	<b>264,812</b>	<b>300,673</b>	<b>51,816</b>	<b>2,940</b>	<b>13,328</b>	<b>3,695,732</b>

**TABLE 26**  
**TOTAL PERSONS ENTERING THE HUB BY HOUR AND SECTOR IN 2007**

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	ROOSEVELT ISLAND	TOTAL
12:00am	16,302	6,445	4,326	4,153	59	35	31,320
1:00am	8,386	4,189	2,681	2,477	32	6	17,771
2:00am	6,197	3,116	2,715	1,415	34	-	13,476
3:00am	5,079	3,507	2,536	1,297	99	-	12,517
4:00am	9,233	7,087	5,458	3,441	326	-	25,545
5:00am	24,209	22,596	17,980	14,953	1,353	-	81,090
6:00am	61,497	62,479	51,312	42,481	3,344	52	221,164
7:00am	127,305	124,778	96,946	79,415	6,066	346	434,854
8:00am	203,901	178,766	156,200	96,012	4,521	584	639,984
9:00am	129,698	109,400	91,572	52,086	1,837	415	385,009
10:00am	66,846	54,086	43,463	25,355	1,400	132	191,283
11:00am	57,676	40,861	29,353	17,392	1,278	78	146,638
12:00pm	55,093	36,652	26,564	15,321	1,213	99	134,941
1:00pm	56,177	35,174	24,988	14,005	1,074	88	131,506
2:00pm	60,867	36,723	26,980	16,332	1,352	105	142,358
3:00pm	75,237	40,867	31,761	19,346	1,176	137	168,524
4:00pm	78,881	42,857	33,407	23,146	1,289	127	179,707
5:00pm	83,485	46,151	35,732	26,781	1,173	134	193,456
6:00pm	72,362	34,640	29,655	23,115	817	112	160,701
7:00pm	57,955	26,655	20,271	18,026	492	112	123,512
8:00pm	46,776	21,077	14,432	12,434	477	91	95,287
9:00pm	38,841	18,303	12,172	9,836	366	71	79,590
10:00pm	34,477	17,212	10,683	10,257	251	65	72,945
11:00pm	29,193	12,559	7,646	7,273	88	27	56,786
<b>TOTAL</b>	<b>1,405,676</b>	<b>986,178</b>	<b>778,831</b>	<b>536,348</b>	<b>30,117</b>	<b>2,816</b>	<b>3,739,966</b>

**TABLE 27**  
**TOTAL PERSONS LEAVING THE HUB BY HOUR AND SECTOR IN 2007**

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	ROOSEVELT ISLAND	TOTAL
12:00am	26,897	21,490	18,383	7,251	499	56	74,576
1:00am	15,429	12,733	10,277	3,186	191	22	41,838
2:00am	7,142	6,538	5,494	1,891	111	-	21,176
3:00am	5,539	4,382	4,027	1,647	74	-	15,670
4:00am	7,016	4,557	4,670	2,221	70	-	18,535
5:00am	14,657	6,959	7,283	4,499	203	-	33,600
6:00am	35,490	17,769	15,385	10,544	529	28	79,744
7:00am	71,032	29,063	22,186	20,098	586	84	143,048
8:00am	73,450	32,734	22,320	23,825	675	61	153,064
9:00am	60,619	25,903	16,221	17,982	688	51	121,464
10:00am	50,956	21,655	15,691	12,208	799	35	101,345
11:00am	46,560	23,325	17,127	12,131	940	39	100,121
12:00pm	50,024	27,489	21,025	12,535	1,253	65	112,390
1:00pm	53,515	32,965	24,474	14,373	1,327	80	126,733
2:00pm	67,967	41,240	32,706	20,963	1,697	99	164,672
3:00pm	80,669	61,278	47,541	33,572	2,644	260	225,963
4:00pm	106,045	89,991	67,254	45,234	4,442	208	313,174
5:00pm	157,323	129,773	111,876	76,457	6,547	302	482,278
6:00pm	147,870	116,639	98,530	68,624	4,224	492	436,378
7:00pm	106,355	81,926	63,061	44,482	2,416	410	298,650
8:00pm	74,136	61,935	44,375	29,435	1,623	271	211,775
9:00pm	62,324	48,141	35,987	19,032	1,209	162	166,855
10:00pm	51,031	36,241	29,756	18,628	855	116	136,627
11:00pm	42,934	31,414	26,969	13,981	659	99	116,056
<b>TOTAL</b>	<b>1,414,980</b>	<b>966,135</b>	<b>762,618</b>	<b>514,798</b>	<b>34,261</b>	<b>2,940</b>	<b>3,695,732</b>

## **Appendix III**

### **Hourly Detail Tables - 2007**

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## SECTION A

### BUS TRANSIT BY SECTOR SUMMARY, 2007-INBOUND

HOURS	60TH ST SECTOR		BROOKLYN SECTOR		QUEENS SECTOR		N. J. SECTOR		ALL SECTORS	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	42	347	2	0	8	151	75	1,357	127	1,854
1:00am	12	82	2	20	5	44	38	784	57	929
2:00am	9	26	3	32	3	43	14	85	29	186
3:00am	9	30	2	0	3	43	15	76	29	149
4:00am	14	95	6	145	3	43	32	1,170	55	1,453
5:00am	44	511	41	1,523	5	73	156	5,712	246	7,819
6:00am	131	2,241	125	4,779	38	1,704	500	18,701	794	27,426
7:00am	221	5,967	243	10,135	124	4,622	851	32,757	1,439	53,480
8:00am	274	8,981	204	8,327	194	6,991	1,013	35,152	1,685	59,451
9:00am	194	4,617	72	2,171	85	1,679	605	17,514	956	25,980
10:00am	133	2,635	26	608	47	1,130	299	7,698	505	12,071
11:00am	122	2,397	21	360	33	951	235	5,190	411	8,897
12:00pm	129	2,535	19	365	29	886	205	4,007	382	7,793
1:00pm	124	2,308	20	347	33	967	250	4,153	427	7,775
2:00pm	138	2,714	20	301	26	863	300	4,873	484	8,750
3:00pm	145	3,068	20	443	30	968	426	6,655	621	11,134
4:00pm	164	2,802	18	220	29	398	586	8,937	797	12,356
5:00pm	130	2,795	16	150	26	375	429	6,775	601	10,095
6:00pm	131	2,194	9	112	26	293	427	6,898	593	9,497
7:00pm	121	1,215	11	113	26	403	362	5,633	520	7,364
8:00pm	105	938	3	49	20	246	258	3,725	386	4,958
9:00pm	87	715	3	32	18	230	178	2,741	286	3,718
10:00pm	74	562	3	20	16	211	163	3,550	256	4,343
11:00pm	60	484	2	5	16	231	112	2,695	190	3,415
<b>TOTAL</b>	<b>2,613</b>	<b>50,257</b>	<b>891</b>	<b>30,256</b>	<b>843</b>	<b>23,544</b>	<b>7,529</b>	<b>186,838</b>	<b>11,876</b>	<b>290,896</b>

### SUMMARY, 2007-OUTBOUND

HOURS	60TH ST SECTOR		BROOKLYN SECTOR		QUEENS SECTOR		N. J. SECTOR		ALL SECTORS	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	65	675	14	505	14	268	68	1,953	161	3,401
1:00am	36	266	6	126	4	61	-	-	46	453
2:00am	10	35	3	154	3	41	-	-	16	230
3:00am	10	21	2	0	3	41	-	-	15	62
4:00am	9	23	2	3	4	42	-	-	15	68
5:00am	21	91	2	3	7	56	50	800	80	950
6:00am	43	435	2	9	10	267	197	2,901	252	3,612
7:00am	103	1,719	6	50	15	356	512	6,779	636	8,904
8:00am	140	2,217	11	122	25	712	638	8,368	814	11,419
9:00am	153	1,920	12	126	36	1,052	482	6,901	683	10,000
10:00am	164	1,986	15	143	26	824	300	4,228	505	7,181
11:00am	119	1,952	18	255	29	877	243	3,809	409	6,894
12:00pm	121	2,275	18	310	31	915	192	3,508	362	7,009
1:00pm	127	2,499	24	480	32	958	174	3,953	357	7,891
2:00pm	125	2,741	33	991	30	968	234	7,165	422	11,866
3:00pm	149	3,367	65	2,061	45	1,306	290	9,533	549	16,267
4:00pm	186	4,706	125	3,990	84	1,964	441	16,547	836	27,207
5:00pm	240	7,160	199	7,403	154	3,365	690	25,884	1,283	43,812
6:00pm	192	5,484	142	4,868	96	2,255	657	24,983	1,087	37,590
7:00pm	164	4,105	62	2,215	50	1,192	500	16,823	776	24,335
8:00pm	136	2,907	34	1,378	26	753	334	10,133	530	15,171
9:00pm	107	2,079	28	1,012	21	571	166	4,702	322	8,364
10:00pm	85	1,507	20	641	19	530	182	4,388	306	7,067
11:00pm	89	1,070	15	488	19	542	124	2,959	247	5,060
<b>TOTAL</b>	<b>2,594</b>	<b>51,243</b>	<b>858</b>	<b>27,336</b>	<b>783</b>	<b>19,916</b>	<b>6,474</b>	<b>166,317</b>	<b>10,709</b>	<b>264,812</b>

1. MTA Bus Company data was apportioned by route based on previous year's hourly load percentages, and were split evenly between inbound and outbound travel. Daily net ridership as provided by the operator is at the end of this section.

2. New Jersey bus occupancy counts were determined based on Port Authority of NY & NJ bus traffic counts and on the occupancy rates by hour used in the 2006 Hub Bound Report.

## SECTION A

### BUS TRANSIT BY ROUTE 60<sup>TH</sup> STREET SECTOR 2007- INBOUND

HOURS	YORK AVENUE						SECOND AVE		LEXINGTON AVENUE					
	NYC TRANSIT		NYCT EXPRESS		TOTAL		NYC TRANSIT		NYC TRANSIT		MTA BUS CO.*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	3	41	0	0	3	41	5	46	7	27	0	0	7	27
1:00am	1	2	0	0	1	2	2	11	2	10	0	0	2	10
2:00am	-	0	0	0	0	0	2	10	2	8	0	0	2	8
3:00am	-	0	0	0	0	0	2	12	3	8	0	0	3	8
4:00am	-	0	0	0	0	0	4	29	5	54	0	0	5	54
5:00am	2	28	0	0	2	28	7	96	12	104	0	0	12	104
6:00am	5	104	2	38	7	142	23	424	18	153	2	41	20	194
7:00am	7	282	8	138	15	420	34	1,049	23	550	6	123	29	673
8:00am	14	665	5	116	19	781	22	1,159	31	1,082	10	204	41	1,286
9:00am	8	258	3	23	11	281	22	803	24	703	7	49	31	752
10:00am	7	188	0	0	7	188	15	443	20	414	3	21	23	435
11:00am	6	164	0	0	6	164	15	363	14	336	3	21	17	357
12:00pm	9	202	0	0	9	202	14	466	20	387	2	14	22	401
1:00pm	6	133	0	0	6	133	17	462	15	274	2	14	17	288
2:00pm	5	136	0	0	5	136	18	511	19	418	2	14	21	432
3:00pm	7	292	0	0	7	292	16	667	19	449	2	14	21	463
4:00pm	7	229	0	0	7	229	18	576	20	458	3	3	23	461
5:00pm	8	338	0	0	8	338	16	536	19	482	2	2	21	484
6:00pm	7	173	0	0	7	173	16	554	23	366	2	2	25	368
7:00pm	6	141	0	0	6	141	13	323	16	190	2	2	18	192
8:00pm	6	114	0	0	6	114	11	249	18	151	1	1	19	152
9:00pm	5	77	0	0	5	77	7	179	15	129	1	1	16	130
10:00pm	5	67	0	0	5	67	8	209	11	65	1	1	12	66
11:00pm	3	55	0	0	3	55	5	83	8	66	1	1	9	67
<b>TOTAL</b>	<b>127</b>	<b>3,689</b>	<b>18</b>	<b>315</b>	<b>145</b>	<b>4,004</b>	<b>312</b>	<b>9,260</b>	<b>364</b>	<b>6,884</b>	<b>52</b>	<b>531</b>	<b>416</b>	<b>7,415</b>

### 60<sup>TH</sup> STREET SECTOR 2007- INBOUND (CONT'D)

HOURS	FIFTH AVENUE					BROADWAY				COLUMBUS AVE		WEST END AVENUE		TOTAL						
	NYC TRANSIT		MTA BUS CO.*WCDOT**		TOTAL		NYC TRANSIT		MTA BUS CO.*		NYC TRANSIT		NYC TRANSIT		NYC TRANSIT		MTA BUS CO.*WCDOT**		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	3	15	3	137	6	152	14	55	1	4	3	19	3	3	38	206	4	141	42	347
1:00am	2	5	1	46	3	51	4	8	0	0	0	0	0	0	11	36	1	46	12	82
2:00am	3	2	0	0	3	2	2	6	0	0	0	0	0	0	9	26	0	0	9	26
3:00am	1	0	0	0	1	0	3	10	0	0	0	0	0	0	9	30	0	0	9	30
4:00am	3	1	0	0	3	1	2	11	0	0	0	0	0	0	14	95	0	0	14	95
5:00am	3	29	4	155	7	184	10	62	0	0	4	25	2	12	40	356	4	155	44	511
6:00am	22	232	28	909	50	1,141	20	210	1	31	6	57	4	42	100	1,260	31	981	131	2,241
7:00am	37	986	68	2,098	105	3,084	23	373	3	94	6	153	6	122	144	3,653	77	2,314	221	5,967
8:00am	49	1,605	88	2,715	137	4,320	38	887	6	187	6	199	5	162	170	5,875	104	3,106	274	8,981
9:00am	44	1,122	35	687	79	1,809	37	602	3	43	6	204	5	123	149	3,838	45	779	194	4,617
10:00am	26	586	19	388	45	974	29	391	2	29	7	115	5	60	109	2,197	24	438	133	2,635
11:00am	26	610	17	331	43	941	28	399	2	29	5	77	6	67	100	2,016	22	381	122	2,397
12:00pm	22	571	17	314	39	885	31	363	2	29	7	122	5	67	108	2,178	21	357	129	2,535
1:00pm	22	549	17	306	39	855	29	376	2	29	7	91	7	74	103	1,959	21	349	124	2,308
2:00pm	28	702	17	303	45	1,005	36	428	2	29	7	123	4	50	117	2,368	21	346	138	2,714
3:00pm	33	713	17	292	50	1,005	36	408	2	29	8	138	5	66	124	2,733	21	335	145	3,068
4:00pm	47	846	17	75	64	921	37	411	2	3	6	126	7	75	142	2,721	22	81	164	2,802
5:00pm	24	727	16	54	40	781	32	417	2	3	5	144	6	92	110	2,736	20	59	130	2,795
6:00pm	26	550	14	52	40	602	31	318	2	3	6	131	4	45	113	2,137	18	57	131	2,194
7:00pm	32	200	14	39	46	239	25	182	3	4	6	103	4	31	102	1,170	19	45	121	1,215
8:00pm	19	107	13	19	32	126	24	151	1	1	6	107	6	28	90	917	15	21	105	938
9:00pm	11	69	10	19	21	88	27	177	2	3	4	51	5	11	74	693	13	22	87	715
10:00pm	8	36	10	14	18	50	20	112	2	3	5	45	4	11	61	545	13	17	74	562
11:00pm	8	49	10	38	18	87	16	138	2	3	3	48	4	4	47	443	13	41	60	484
<b>TOTAL</b>	<b>499</b>	<b>10,312</b>	<b>435</b>	<b>8,986</b>	<b>934</b>	<b>19,298</b>	<b>554</b>	<b>6,505</b>	<b>42</b>	<b>552</b>	<b>113</b>	<b>2,078</b>	<b>97</b>	<b>1,145</b>	<b>2,084</b>	<b>40,188</b>	<b>529</b>	<b>10,069</b>	<b>2,613</b>	<b>50,257</b>

\* MTA Bus Company data was apportioned by route based on previous year's hourly load percentages, and were split evenly between inbound and outbound travel. Daily net ridership as provided by the operator is at the end of this section.

\*\* WCDOT refers to Bee-Line buses operated by the Westchester County Department of Transportation.

## SECTION A

### BUS TRANSIT BY ROUTE 60<sup>TH</sup> STREET SECTOR 2007-OUTBOUND

HOURS	YORK AVENUE		FIRST AVENUE				THIRD AVENUE				MADISON AVENUE							
	NYC TRANSIT BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	NYCT EXPRESS BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	MTA BUS CO.* BUSES	PSGRS	TOTAL BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	MTA BUS CO.* / WCDOT** BUSES	PSGRS	TOTAL BUSES	PSGRS
12:00 am	3	7	8	67	0	0	11	103	1	12	12	115	8	96	9	213	17	309
1:00am	3	5	7	40	0	0	7	56	1	12	8	68	3	13	3	74	6	87
2:00am	0	0	2	7	0	0	2	9	0	0	2	9	2	6	0	0	2	6
3:00am	0	0	2	9	0	0	4	2	0	0	4	2	2	7	0	0	2	7
4:00am	0	0	1	5	0	0	2	3	0	0	2	3	2	1	0	0	2	1
5:00am	1	3	3	37	0	0	8	30	0	0	8	30	1	3	0	0	1	3
6:00am	3	62	4	119	0	0	10	96	0	0	10	96	4	56	3	16	7	72
7:00am	5	153	14	567	0	0	19	308	1	3	20	311	22	350	13	63	35	413
8:00am	6	157	27	856	0	0	20	341	3	8	23	349	28	433	20	94	48	527
9:00am	7	126	29	581	0	0	15	220	3	15	18	235	36	408	17	225	53	633
10:00am	9	88	21	406	0	0	25	330	2	10	27	340	42	563	18	226	60	789
11:00am	7	75	20	372	0	0	15	342	2	10	17	352	22	516	17	219	39	735
12:00pm	6	73	14	391	0	0	17	433	2	10	19	443	21	559	17	227	38	786
1:00pm	8	83	16	389	0	0	16	432	2	10	18	442	25	708	17	271	42	979
2:00pm	6	96	15	543	0	0	15	428	3	15	18	443	23	720	18	258	41	978
3:00pm	6	153	17	581	0	0	22	588	5	26	27	614	20	644	25	429	45	1,073
4:00pm	6	120	17	652	2	19	26	731	6	77	32	808	34	1,015	39	1,048	73	2,063
5:00pm	8	120	18	771	4	72	25	1,156	7	90	32	1,246	44	1,450	84	2,204	128	3,654
6:00pm	8	283	17	622	5	77	23	823	6	77	29	900	31	1,144	52	1,292	83	2,436
7:00pm	8	245	16	454	4	56	25	765	4	42	29	807	23	627	32	890	55	1,517
8:00pm	7	156	16	397	1	7	18	456	3	31	21	487	28	586	19	502	47	1,088
9:00pm	6	195	14	284	0	0	16	405	2	21	18	426	21	323	13	362	34	685
10:00pm	5	120	5	105	0	0	9	162	2	21	11	183	16	277	11	306	27	583
11:00pm	4	27	7	104	0	0	14	146	2	21	16	167	16	160	12	326	28	486
<b>TOTAL</b>	<b>122</b>	<b>2,472</b>	<b>310</b>	<b>8,359</b>	<b>16</b>	<b>231</b>	<b>364</b>	<b>8,365</b>	<b>57</b>	<b>511</b>	<b>421</b>	<b>8,876</b>	<b>474</b>	<b>10,665</b>	<b>439</b>	<b>9,245</b>	<b>913</b>	<b>19,910</b>

### 60<sup>TH</sup> STREET SECTOR 2007-OUTBOUND (CONT'D)

HOURS	CENTRAL PK WEST		BROADWAY				AMSTERDAM AVE		WEST END AVE		TOTAL					
	NYC TRANSIT BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	MTA BUS CO.* BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	NYC TRANSIT BUSES	PSGRS	MTA BUS CO.* / WCDOT** BUSES	PSGRS	TOTAL BUSES	PSGRS
12:00 am	5	28	12	124	2	4	2	14	4	8	53	447	12	228	65	675
1:00am	6	27	6	39	0	0	0	0	0	0	32	180	4	86	36	266
2:00am	1	5	3	8	0	0	0	0	0	0	10	35	0	0	10	35
3:00am	0	0	2	3	0	0	0	0	0	0	10	21	0	0	10	21
4:00am	0	0	3	13	0	0	1	1	0	0	9	23	0	0	9	23
5:00am	1	3	3	6	0	0	2	6	2	3	21	91	0	0	21	91
6:00am	5	21	7	33	0	0	4	17	3	15	40	419	3	16	43	435
7:00am	5	65	13	120	2	5	4	45	5	40	87	1,648	16	71	103	1,719
8:00am	7	54	16	147	2	5	6	87	5	35	115	2,110	25	107	140	2,217
9:00am	9	98	23	139	2	19	6	62	6	27	131	1,661	22	259	153	1,920
10:00am	9	73	25	167	2	19	6	81	5	23	142	1,731	22	255	164	1,986
11:00am	7	60	21	249	2	19	4	75	2	15	98	1,704	21	248	119	1,952
12:00pm	10	85	19	305	2	19	8	127	5	46	100	2,019	21	256	121	2,275
1:00pm	10	116	20	340	2	19	5	83	6	48	106	2,199	21	300	127	2,499
2:00pm	11	86	20	384	2	19	8	157	4	35	102	2,449	23	292	125	2,741
3:00pm	13	166	24	498	3	29	6	131	8	122	116	2,883	33	484	149	3,367
4:00pm	12	152	27	563	4	81	8	178	5	70	137	3,500	49	1,206	186	4,706
5:00pm	10	138	23	643	5	102	7	161	5	129	144	4,765	96	2,395	240	7,160
6:00pm	10	145	26	649	3	61	4	102	7	209	131	4,054	61	1,430	192	5,484
7:00pm	14	136	21	535	3	51	6	165	8	139	125	3,122	39	983	164	4,105
8:00pm	9	81	20	489	2	34	7	94	6	74	112	2,340	24	567	136	2,907
9:00pm	9	68	17	279	2	34	3	46	4	62	90	1,662	17	417	107	2,079
10:00pm	8	110	16	271	2	34	5	43	6	58	70	1,146	15	361	85	1,507
11:00pm	9	37	15	146	2	34	4	52	4	17	73	689	16	381	89	1,070
<b>TOTAL</b>	<b>180</b>	<b>1,754</b>	<b>382</b>	<b>6,150</b>	<b>44</b>	<b>589</b>	<b>106</b>	<b>1,727</b>	<b>100</b>	<b>1,175</b>	<b>2,054</b>	<b>40,898</b>	<b>540</b>	<b>10,345</b>	<b>2,594</b>	<b>51,243</b>

\* MTA Bus Company data was apportioned by route based on previous year's hourly load percentages, and were split evenly between inbound and outbound travel. Daily net ridership as provided by the operator is at the end of this section.

\*\* WCDOT refers to Bee-Line buses operated by the Westchester County Department of Transportation.

## SECTION A

### BUS TRANSIT BY ROUTE BROOKLYN SECTOR 2007-INBOUND

HOURS	WILLAMSBURG BR.		MANHATTAN BR.		BROOKLYN BATTERY TUNNEL (EXPRESS)						TOTAL					
	NYC TRANSIT		NYC TRANSIT		NYC TRANSIT		MTA BUS CO.*		TOTAL		NYC TRANSIT		MTA BUS CO.*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
1:00am	2	20	0	0	0	0	0	0	0	0	2	20	0	0	2	20
2:00am	3	32	0	0	0	0	0	0	0	0	3	32	0	0	3	32
3:00am	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:00am	2	4	0	0	4	141	0	0	4	141	6	145	0	0	6	145
5:00am	2	25	0	0	36	1,403	3	95	39	1,498	38	1,428	3	95	41	1,523
6:00am	2	31	2	29	109	4,377	12	342	121	4,719	113	4,437	12	342	125	4,779
7:00am	3	43	3	72	209	9,221	28	799	237	10,020	215	9,336	28	799	243	10,135
8:00am	2	47	3	100	158	7,011	41	1,169	199	8,180	163	7,158	41	1,169	204	8,327
9:00am	2	54	2	38	54	1,889	14	190	68	2,079	58	1,981	14	190	72	2,171
10:00am	3	88	2	28	13	384	8	108	21	492	18	500	8	108	26	608
11:00am	3	42	1	14	10	209	7	95	17	304	14	265	7	95	21	360
12:00pm	3	62	2	44	7	164	7	95	14	259	12	270	7	95	19	365
1:00pm	4	52	2	32	7	168	7	95	14	263	13	252	7	95	20	347
2:00pm	5	57	2	37	6	112	7	95	13	207	13	206	7	95	20	301
3:00pm	3	28	3	57	8	277	6	81	14	358	14	362	6	81	20	443
4:00pm	4	24	4	29	6	151	4	16	10	167	14	204	4	16	18	220
5:00pm	4	32	4	25	5	81	3	12	8	93	13	138	3	12	16	150
6:00pm	4	24	2	9	2	75	1	4	3	79	8	108	1	4	9	112
7:00pm	4	25	1	2	3	74	3	12	6	86	8	101	3	12	11	113
8:00pm	2	11	0	0	1	38	0	0	1	38	3	49	0	0	3	49
9:00pm	2	9	0	0	1	23	0	0	1	23	3	32	0	0	3	32
10:00pm	2	12	0	0	1	8	0	0	1	8	3	20	0	0	3	20
11:00pm	2	5	0	0	0	0	0	0	0	0	2	5	0	0	2	5
<b>TOTAL</b>	<b>67</b>	<b>727</b>	<b>33</b>	<b>516</b>	<b>640</b>	<b>25,806</b>	<b>151</b>	<b>3,207</b>	<b>791</b>	<b>29,013</b>	<b>740</b>	<b>27,049</b>	<b>151</b>	<b>3,207</b>	<b>891</b>	<b>30,256</b>

### BROOKLYN SECTOR 2007-OUTBOUND

HOURS	WILLAMSBURG BR.		MANHATTAN BR.		BROOKLYN BATTERY TUNNEL (EXPRESS)						TOTAL					
	NYC TRANSIT		NYC TRANSIT		MTA BUS CO.*		NYC TRANSIT		TOTAL		NYC TRANSIT		MTA BUS CO.*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	2	6	0	0	3	95	9	404	12	499	11	410	3	95	14	505
1:00am	2	39	0	0	0	0	4	87	4	87	6	126	0	0	6	126
2:00am	2	112	0	0	0	0	1	42	1	42	3	154	0	0	3	154
3:00am	2	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:00am	2	3	0	0	0	0	0	0	0	0	2	3	0	0	2	3
5:00am	2	3	0	0	0	0	0	0	0	0	2	3	0	0	2	3
6:00am	2	9	0	0	0	0	0	0	0	0	2	9	0	0	2	9
7:00am	2	27	3	14	0	0	1	9	1	9	6	50	0	0	6	50
8:00am	3	34	3	31	0	0	5	57	5	57	11	122	0	0	11	122
9:00am	1	33	3	21	3	32	5	40	8	72	9	94	3	32	12	126
10:00am	2	26	2	8	6	64	5	45	11	109	9	79	6	64	15	143
11:00am	4	90	2	26	7	75	5	64	12	139	11	180	7	75	18	255
12:00pm	3	78	2	23	7	75	6	134	13	209	11	235	7	75	18	310
1:00pm	4	91	2	37	7	75	11	277	18	352	17	405	7	75	24	480
2:00pm	3	70	2	52	7	75	21	794	28	869	26	916	7	75	33	991
3:00pm	5	132	2	59	10	107	48	1,763	58	1,870	55	1,954	10	107	65	2,061
4:00pm	4	105	4	124	19	258	98	3,503	117	3,761	106	3,732	19	258	125	3,990
5:00pm	4	120	4	126	27	366	164	6,791	191	7,157	172	7,037	27	366	199	7,403
6:00pm	4	138	2	80	26	352	110	4,298	136	4,650	116	4,516	26	352	142	4,868
7:00pm	4	56	2	26	9	124	47	2,009	56	2,133	53	2,091	9	124	62	2,215
8:00pm	2	28	0	0	7	97	25	1,253	32	1,350	27	1,281	7	97	34	1,378
9:00pm	2	43	0	0	6	83	20	886	26	969	22	929	6	83	28	1,012
10:00pm	3	19	0	0	3	41	14	581	17	622	17	600	3	41	20	641
11:00pm	2	17	0	0	3	41	10	430	13	471	12	447	3	41	15	488
<b>TOTAL</b>	<b>66</b>	<b>1,279</b>	<b>33</b>	<b>627</b>	<b>150</b>	<b>1,963</b>	<b>609</b>	<b>23,467</b>	<b>759</b>	<b>25,430</b>	<b>708</b>	<b>25,373</b>	<b>150</b>	<b>1,963</b>	<b>858</b>	<b>27,336</b>

1. MTA Bus Company data was apportioned by route based on previous year's hourly load percentages, and were split evenly between inbound and outbound travel. Daily net ridership as provided by the operator is at the end of this section.

## SECTION A

### BUS TRANSIT BY ROUTE QUEENS SECTOR 2007-INBOUND

HOURS	QUEENSBORO BRIDGE						QUEENS MIDTOWN TUNNEL						TOTAL					
	NYC TRANSIT		MTA BUS CO.*		TOTAL		NYC TRANSIT		MTA BUS CO.*		TOTAL		NYC TRANSIT		MTA BUS CO.*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00 am	4	11	3	43	7	54	0	0	1	97	1	97	4	11	4	140	8	151
1:00am	2	1	3	43	5	44	0	0	0	0	0	0	2	1	3	43	5	44
2:00am	0	0	3	43	3	43	0	0	0	0	0	0	0	0	3	43	3	43
3:00am	0	0	3	43	3	43	0	0	0	0	0	0	0	0	3	43	3	43
4:00am	0	0	3	43	3	43	0	0	0	0	0	0	0	0	3	43	3	43
5:00am	0	0	4	57	4	57	1	16	0	0	1	16	1	16	4	57	5	73
6:00am	4	96	8	767	12	863	6	202	20	639	26	841	10	298	28	1,406	38	1,704
7:00am	6	101	10	959	16	1,060	20	750	88	2,811	108	3,561	26	851	98	3,771	124	4,622
8:00am	7	152	14	1,343	21	1,495	16	480	157	5,016	173	5,496	23	632	171	6,359	194	6,991
9:00am	8	100	13	780	21	880	2	47	62	752	64	799	10	147	75	1,532	85	1,679
10:00am	6	106	11	660	17	766	1	13	29	352	30	365	7	119	40	1,011	47	1,130
11:00am	6	97	11	660	17	757	0	0	16	194	16	194	6	97	27	854	33	951
12:00pm	4	57	11	660	15	717	0	0	14	170	14	170	4	57	25	829	29	886
1:00pm	8	90	12	720	20	810	0	0	13	158	13	158	8	90	25	877	33	967
2:00pm	5	82	11	660	16	742	0	0	10	121	10	121	5	82	21	781	26	863
3:00pm	6	55	13	780	19	835	0	0	11	133	11	133	6	55	24	913	30	968
4:00pm	6	80	12	277	18	357	0	0	11	41	11	41	6	80	23	318	29	398
5:00pm	5	65	12	277	17	342	0	0	9	33	9	33	5	65	21	310	26	375
6:00pm	7	29	10	231	17	260	0	0	9	33	9	33	7	29	19	264	26	293
7:00pm	9	19	11	362	20	381	0	0	6	22	6	22	9	19	17	384	26	403
8:00pm	7	23	6	197	13	220	0	0	7	26	7	26	7	23	13	223	20	246
9:00pm	7	14	6	197	13	211	0	0	5	18	5	18	7	14	11	216	18	230
10:00pm	6	28	5	164	11	192	0	0	5	18	5	18	6	28	10	183	16	211
11:00pm	5	15	6	197	11	212	0	0	5	18	5	18	5	15	11	216	16	231
<b>TOTAL</b>	<b>118</b>	<b>1,221</b>	<b>201</b>	<b>10,162</b>	<b>319</b>	<b>11,383</b>	<b>46</b>	<b>1,508</b>	<b>478</b>	<b>10,653</b>	<b>524</b>	<b>12,161</b>	<b>164</b>	<b>2,729</b>	<b>679</b>	<b>20,815</b>	<b>843</b>	<b>23,544</b>

### QUEENS SECTOR 2007-OUTBOUND

HOURS	QUEENS MIDTOWN TUNNEL						QUEENSBORO BRIDGE						TOTAL					
	NYC TRANSIT		MTA BUS CO.*		TOTAL		NYC TRANSIT		MTA BUS CO.*		TOTAL		NYC TRANSIT		MTA BUS CO.*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00 am	0	0	1	7	1	7	5	117	8	144	13	261	5	117	9	151	14	268
1:00am	0	0	0	0	0	0	1	20	3	41	4	61	1	20	3	41	4	61
2:00am	0	0	0	0	0	0	0	0	3	41	3	41	0	0	3	41	3	41
3:00am	0	0	0	0	0	0	0	0	3	41	3	41	0	0	3	41	3	41
4:00am	0	0	0	0	0	0	1	1	3	41	4	42	1	1	3	41	4	42
5:00am	0	0	0	0	0	0	3	2	4	54	7	56	3	2	4	54	7	56
6:00am	0	0	0	0	0	0	3	11	7	256	10	267	3	11	7	256	10	267
7:00am	0	0	0	0	0	0	6	27	9	329	15	356	6	27	9	329	15	356
8:00am	0	0	0	0	0	0	6	29	19	683	25	712	6	29	19	683	25	712
9:00am	0	0	0	0	0	0	7	21	29	1,031	36	1,052	7	21	29	1,031	36	1,052
10:00am	0	0	0	0	0	0	6	49	20	775	26	824	6	49	20	775	26	824
11:00am	0	0	1	7	1	7	6	70	22	800	28	870	6	70	23	807	29	877
12:00pm	0	0	1	7	1	7	6	83	24	826	30	909	6	83	25	832	31	915
1:00pm	0	0	2	14	2	14	7	132	23	813	30	945	7	132	25	826	32	958
2:00pm	0	0	2	14	2	14	5	142	23	813	28	955	5	142	25	826	30	968
3:00pm	0	0	4	27	4	27	7	231	34	1,048	41	1,279	7	231	38	1,075	45	1,306
4:00pm	0	0	10	52	10	52	14	333	60	1,579	74	1,912	14	333	70	1,631	84	1,964
5:00pm	0	0	20	104	20	104	26	847	108	2,413	134	3,260	26	847	128	2,518	154	3,365
6:00pm	0	0	12	63	12	63	16	573	68	1,619	84	2,192	16	573	80	1,682	96	2,255
7:00pm	0	0	6	29	6	29	9	225	35	938	44	1,163	9	225	41	967	50	1,192
8:00pm	0	0	1	5	1	5	8	175	17	573	25	748	8	175	18	578	26	753
9:00pm	0	0	1	5	1	5	7	132	13	434	20	566	7	132	14	439	21	571
10:00pm	0	0	1	5	1	5	6	142	12	384	18	526	6	142	13	388	19	530
11:00pm	0	0	1	5	1	5	6	154	12	384	18	538	6	154	13	388	19	542
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>342</b>	<b>63</b>	<b>342</b>	<b>161</b>	<b>3,516</b>	<b>559</b>	<b>16,058</b>	<b>720</b>	<b>19,574</b>	<b>161</b>	<b>3,516</b>	<b>622</b>	<b>16,400</b>	<b>783</b>	<b>19,916</b>

1. MTA Bus Company data was apportioned by route based on previous year's hourly load percentages, and were split evenly between inbound and outbound travel. Daily net ridership as provided by the operator is at the end of this section.

## SECTION A

### BUS TRANSIT BY ROUTE NEW JERSEY SECTOR 2007-INBOUND

HOURS	HOLLAND TUNNEL		LINCOLN TUNNEL		TOTAL	
	BUSES	PASSENGERS	BUSES	PASSENGERS	BUSES	PASSENGERS
12:00 am	12	217	63	1,140	75	1,357
1:00am	8	165	30	619	38	784
2:00am	3	18	11	67	14	85
3:00am	4	20	11	56	15	76
4:00am	7	256	25	914	32	1,170
5:00am	17	622	139	5,090	156	5,712
6:00am	47	1,758	453	16,943	500	18,701
7:00am	54	2,079	797	30,678	851	32,757
8:00am	65	2,256	948	32,896	1,013	35,152
9:00am	46	1,332	559	16,182	605	17,514
10:00am	30	772	269	6,926	299	7,698
11:00am	27	596	208	4,594	235	5,190
12:00pm	27	528	178	3,479	205	4,007
1:00pm	28	465	222	3,688	250	4,153
2:00pm	37	601	263	4,272	300	4,873
3:00pm	54	844	372	5,811	426	6,655
4:00pm	77	1,174	509	7,763	586	8,937
5:00pm	72	1,137	357	5,638	429	6,775
6:00pm	64	1,034	363	5,864	427	6,898
7:00pm	36	560	326	5,073	362	5,633
8:00pm	28	404	230	3,321	258	3,725
9:00pm	20	308	158	2,433	178	2,741
10:00pm	17	370	146	3,180	163	3,550
11:00pm	9	217	103	2,478	112	2,695
<b>TOTAL</b>	<b>789</b>	<b>17,733</b>	<b>6,740</b>	<b>169,105</b>	<b>7,529</b>	<b>186,838</b>

### NEW JERSEY SECTOR 2007-OUTBOUND

HOURS	HOLLAND TUNNEL		LINCOLN TUNNEL		TOTAL	
	BUSES	PASSENGERS	BUSES	PASSENGERS	BUSES	PASSENGERS
12:00 am	1	29	67	1,924	68	1,953
1:00am	0	0	0	0	0	0
2:00am	0	0	0	0	0	0
3:00am	0	0	0	0	0	0
4:00am	0	0	0	0	0	0
5:00am	5	80	45	720	50	800
6:00am	40	589	157	2,312	197	2,901
7:00am	43	569	469	6,210	512	6,779
8:00am	60	787	578	7,581	638	8,368
9:00am	55	787	427	6,114	482	6,901
10:00am	25	352	275	3,876	300	4,228
11:00am	18	282	225	3,527	243	3,809
12:00pm	15	274	177	3,234	192	3,508
1:00pm	26	591	148	3,362	174	3,953
2:00pm	15	459	219	6,706	234	7,165
3:00pm	24	789	266	8,744	290	9,533
4:00pm	34	1,276	407	15,271	441	16,547
5:00pm	47	1,763	643	24,121	690	25,884
6:00pm	55	2,091	602	22,892	657	24,983
7:00pm	38	1,279	462	15,544	500	16,823
8:00pm	24	728	310	9,405	334	10,133
9:00pm	12	340	154	4,362	166	4,702
10:00pm	9	217	173	4,171	182	4,388
11:00pm	10	239	114	2,720	124	2,959
<b>TOTAL</b>	<b>556</b>	<b>13,521</b>	<b>5,918</b>	<b>152,796</b>	<b>6,474</b>	<b>166,317</b>

1. New Jersey bus occupancy counts were determined based on Port Authority of NY & NJ bus traffic counts and on the occupancy rates by hour used in the 2006 Hub Bound Report.

## SECTION A

### EXPRESS BUS RIDERSHIP BY SECTOR AND OPERATOR INBOUND EXPRESS ONLY

HOURS	60TH ST SECTOR				BROOKLYN SECTOR				QUEENS SECTOR				N. J. SECTOR				ALL SECTORS	
	NYC TRANSIT		MTA BUS CO.		NYC TRANSIT		MTA BUS CO.		NYC TRANSIT		MTA BUS CO.		NYC TRANSIT		OTHER OPERATORS*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	-	-	4	141	-	-	-	-	-	-	1	97	-	-	75	1,357	80	1,595
1:00am	-	-	1	46	-	-	-	-	-	-	-	-	-	-	38	784	39	830
2:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	85	14	85
3:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	76	15	76
4:00am	-	-	-	-	4	141	-	-	-	-	-	-	-	-	32	1,170	36	1,311
5:00am	-	-	2	91	36	1,403	3	95	1	16	-	-	4	159	152	5,553	198	7,317
6:00am	2	38	23	693	109	4,377	12	342	6	202	20	639	10	420	490	18,281	672	24,993
7:00am	8	138	70	2,111	209	9,221	28	799	20	750	88	2,811	20	971	831	31,786	1,274	48,587
8:00am	5	116	100	3,001	158	7,011	41	1,169	16	480	157	5,016	7	258	1,006	34,894	1,490	51,945
9:00am	3	23	43	717	54	1,889	14	190	2	47	62	752	2	52	603	17,462	783	21,132
10:00am	-	-	22	372	13	384	8	108	1	13	29	352	-	-	299	7,698	372	8,927
11:00am	-	-	20	334	10	209	7	95	-	-	16	194	-	-	235	5,190	288	6,022
12:00pm	-	-	19	327	7	164	7	95	-	-	14	170	-	-	205	4,007	252	4,762
1:00pm	-	-	19	327	7	168	7	95	-	-	13	158	-	-	250	4,153	296	4,900
2:00pm	-	-	19	327	6	112	7	95	-	-	10	121	-	-	300	4,873	342	5,528
3:00pm	-	-	19	327	8	277	6	81	-	-	11	133	-	-	426	6,655	470	7,473
4:00pm	-	-	20	50	6	151	4	16	-	-	11	41	-	-	586	8,937	627	9,194
5:00pm	-	-	19	49	5	81	3	12	-	-	9	33	-	-	429	6,775	465	6,949
6:00pm	-	-	17	43	2	75	1	4	-	-	9	33	-	-	427	6,898	456	7,053
7:00pm	-	-	17	23	3	74	3	12	-	-	6	22	-	-	362	5,633	391	5,764
8:00pm	-	-	14	19	1	38	-	-	-	-	7	26	-	-	258	3,725	280	3,808
9:00pm	-	-	12	16	1	23	-	-	-	-	5	18	-	-	178	2,741	196	2,799
10:00pm	-	-	12	16	1	8	-	-	-	-	5	18	-	-	163	3,550	181	3,593
11:00pm	-	-	12	16	-	-	-	-	-	-	5	18	-	-	112	2,695	129	2,730
<b>TOTAL</b>	<b>18</b>	<b>315</b>	<b>484</b>	<b>9,044</b>	<b>640</b>	<b>25,806</b>	<b>151</b>	<b>3,207</b>	<b>46</b>	<b>1,508</b>	<b>478</b>	<b>10,653</b>	<b>43</b>	<b>1,860</b>	<b>7,486</b>	<b>184,978</b>	<b>9,346</b>	<b>237,372</b>

### EXPRESS BUS RIDERSHIP BY SECTOR AND OPERATOR OUTBOUND EXPRESS ONLY

HOURS	60TH ST SECTOR				BROOKLYN SECTOR				QUEENS SECTOR				N. J. SECTOR				ALL SECTORS	
	NYC TRANSIT		MTA BUS CO.		NYC TRANSIT		MTA BUS CO.		NYC TRANSIT		MTA BUS CO.		NYC TRANSIT		OTHER OPERATORS*		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12:00am	-	-	11	214	9	404	3	95	-	-	5	97	-	-	68	1,953	96	2,763
1:00am	-	-	4	86	4	87	-	-	-	-	-	-	-	-	-	-	8	173
2:00am	-	-	-	-	1	42	-	-	-	-	-	-	-	-	-	-	1	42
3:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
4:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
5:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	800	50	800
6:00am	-	-	2	10	-	-	-	-	-	-	-	-	-	-	197	2,901	199	2,911
7:00am	-	-	14	64	1	9	-	-	-	-	-	-	-	-	512	6,779	527	6,852
8:00am	-	-	23	105	5	57	-	-	-	-	7	244	-	-	638	8,368	673	8,774
9:00am	-	-	21	254	5	40	3	32	-	-	15	192	-	-	482	6,901	526	7,419
10:00am	-	-	20	249	5	45	6	64	-	-	9	115	-	-	300	4,228	340	4,702
11:00am	-	-	19	235	5	64	7	75	-	-	12	147	-	-	243	3,809	286	4,331
12:00pm	-	-	19	235	6	134	7	75	-	-	14	173	-	-	192	3,508	238	4,126
1:00pm	-	-	19	235	11	277	7	75	-	-	14	167	-	-	174	3,953	225	4,708
2:00pm	-	-	21	254	21	794	7	75	-	-	14	167	-	-	234	7,165	297	8,455
3:00pm	-	-	30	357	48	1,763	10	107	1	26	25	295	1	20	289	9,513	404	12,082
4:00pm	2	19	44	1,017	98	3,503	19	258	8	202	57	825	6	215	435	16,332	669	22,371
5:00pm	4	72	90	2,162	164	6,791	27	366	18	475	114	1,650	11	416	679	25,468	1,107	37,400
6:00pm	5	77	58	1,376	110	4,298	26	352	10	355	69	1,000	6	149	651	24,834	935	32,441
7:00pm	4	56	37	929	47	2,009	9	124	1	27	32	509	1	20	499	16,803	630	20,477
8:00pm	1	7	22	539	25	1,253	7	97	1	20	10	171	-	-	334	10,133	400	12,220
9:00pm	-	-	17	417	20	886	6	83	1	6	8	134	-	-	166	4,702	218	6,228
10:00pm	-	-	15	361	14	581	3	41	-	-	8	134	-	-	182	4,388	222	5,506
11:00pm	-	-	15	361	10	430	3	41	-	-	8	134	-	-	124	2,959	160	3,926
<b>TOTAL</b>	<b>16</b>	<b>231</b>	<b>501</b>	<b>9,463</b>	<b>609</b>	<b>23,467</b>	<b>150</b>	<b>1,963</b>	<b>40</b>	<b>1,111</b>	<b>421</b>	<b>6,154</b>	<b>25</b>	<b>820</b>	<b>6,449</b>	<b>165,497</b>	<b>8,211</b>	<b>208,706</b>

## SECTION A

### MTA BUS CO. EXPRESS BUS RIDERSHIP BY ROUTE - ORIGINAL DATA

Average Weekday Occupancy - October 2007						
Route	Daily	12am-6am	6am-9am	9am-4pm	4pm-7pm	7pm-12am
BM1	2,369	83	897	542	584	263
BM2	960	54	570	196	127	13
BM3	1,225	50	535	341	197	101
BM4	687	2	379	185	99	22
BM5	492	14	217	101	111	49
BxM1	2,218	48	660	740	455	314
BxM2	1,134	8	322	358	252	194
BxM3	1,059	45	379	246	250	140
BxM4A	317	3	81	89	86	58
BxM4B	374	8	123	94	89	60
BxM6	851	9	283	198	243	118
BxM7	3,717	192	1,078	858	911	678
BxM7A	2,270	51	787	476	683	272
BxM7B	82	0	45	29	7	0
BxM9	2,529	144	859	589	640	298
BxM10	2,160	45	735	517	567	296
BxM11	1,552	42	478	339	441	251
BxM18	253	0	155	17	71	10
QM1	1,626	12	1,052	373	144	46
QM1A	3,975	56	1,669	728	1,121	401
QM2	1,989	27	835	458	465	204
QM2A	1,242	30	572	247	274	120
QM3	135	0	79	19	37	0
QM4	1,062	38	548	263	133	81
QM10	564	0	336	117	99	12
QM11	493	0	322	64	107	0
QM12	596	0	392	119	76	9
QM15	1,161	16	632	250	180	84
QM16	240	0	146	15	79	0
QM17	341	0	193	72	61	15
QM18	262	0	169	37	55	1
QM21	706	0	361	46	217	82
QM22	71	0	43	4	24	0
QM23	22	0	12	4	7	0
QM24	1,770	0	1,149	219	391	10
Q60	15,888	389	2,810	8064	2,312	2313
Q101	4,520	154	1,283	1770	830	483
<b>Total</b>	<b>60,912</b>	<b>1520</b>	<b>21,186</b>	<b>18,784</b>	<b>12,425</b>	<b>6,998</b>

## SECTION B

### SUBWAY BY SECTOR SUMMARY, 2007-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
12:00am	24	232	4,217	29	252	1,764	13	129	1,193	6	42	202	72	655	7,376
1:00am	17	160	1,380	31	266	1,302	13	118	805	4	28	81	65	572	3,568
2:00am	21	198	1,653	24	212	867	14	134	1,016	4	28	66	63	572	3,602
3:00am	16	154	961	25	212	1,139	12	117	672	4	28	81	57	511	2,853
4:00am	23	216	3,763	28	240	3,029	12	116	2,087	4	28	251	67	600	9,130
5:00am	37	352	11,863	36	310	12,167	21	193	9,829	4	28	1,584	98	883	35,443
6:00am	68	650	32,873	82	722	42,681	43	401	27,626	21	147	6,699	214	1,920	109,879
7:00am	94	904	74,929	135	1,178	98,977	72	696	54,716	36	252	17,806	337	3,030	246,428
8:00am	116	1,116	131,576	165	1,444	155,393	89	841	101,833	49	343	29,108	419	3,744	417,910
9:00am	98	942	82,851	132	1,166	93,017	68	651	65,045	40	280	12,931	338	3,039	253,844
10:00am	81	772	35,531	97	860	41,370	53	489	28,592	22	154	4,359	253	2,275	109,852
11:00am	85	814	29,601	99	872	29,795	50	469	17,598	21	147	3,033	255	2,302	80,027
12:00pm	84	804	27,794	99	868	25,683	54	509	15,197	21	147	2,929	258	2,328	71,603
1:00pm	89	850	29,323	97	856	24,222	49	451	13,953	21	147	2,478	256	2,304	69,976
2:00pm	85	812	33,870	98	868	24,708	57	532	15,630	21	147	2,518	261	2,359	76,726
3:00pm	90	866	46,900	105	928	29,599	56	529	19,796	23	161	3,280	274	2,484	99,575
4:00pm	103	988	49,586	144	1,265	31,450	73	688	21,355	32	224	5,684	352	3,165	108,075
5:00pm	99	946	51,616	141	1,244	33,758	81	772	23,456	47	329	10,002	368	3,291	118,832
6:00pm	80	760	40,821	128	1,140	23,724	67	642	17,131	44	308	6,324	319	2,850	88,000
7:00pm	69	656	28,647	111	982	16,597	65	603	10,476	24	168	2,958	269	2,409	58,678
8:00pm	73	696	21,199	92	812	11,260	56	526	6,596	23	161	1,716	244	2,195	40,771
9:00pm	58	548	15,113	70	608	8,821	45	418	5,330	20	140	1,156	193	1,714	30,420
10:00pm	47	442	12,063	65	566	7,857	35	325	4,146	16	112	848	163	1,445	24,914
11:00pm	34	326	9,719	47	406	4,899	22	212	2,631	13	91	490	116	1,035	17,739
<b>TOTAL</b>	<b>1,591</b>	<b>15,204</b>	<b>777,848</b>	<b>2,080</b>	<b>18,277</b>	<b>724,079</b>	<b>1,120</b>	<b>10,561</b>	<b>466,709</b>	<b>520</b>	<b>3,640</b>	<b>116,584</b>	<b>5,311</b>	<b>47,682</b>	<b>2,085,220</b>

## SECTION B

### SUBWAY BY SECTOR SUMMARY, 2007-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
12:00am	30	290	12,768	32	274	11,832	18	175	10,249	4	28	984	84	767	35,833
1:00am	26	248	7,085	29	256	6,981	12	115	4,732	4	28	449	71	647	19,247
2:00am	19	182	2,231	25	212	2,613	12	113	2,242	4	28	205	60	535	7,291
3:00am	17	160	1,283	24	204	1,494	13	123	1,256	4	28	139	58	515	4,172
4:00am	18	172	1,419	27	232	1,410	11	105	1,361	4	28	148	60	537	4,338
5:00am	22	206	4,222	36	318	2,605	15	147	2,590	5	35	314	78	706	9,731
6:00am	39	372	16,095	77	672	9,498	30	284	7,811	21	147	1,609	167	1,475	35,013
7:00am	79	748	41,895	121	1,070	19,268	60	573	13,772	40	280	4,401	300	2,671	79,336
8:00am	99	940	44,767	141	1,248	22,259	82	786	14,091	49	343	6,902	371	3,317	88,019
9:00am	107	1,026	33,749	140	1,230	16,294	77	726	9,012	35	245	3,563	359	3,227	62,618
10:00am	93	892	24,812	99	870	12,610	57	539	7,423	22	154	1,448	271	2,455	46,293
11:00am	83	798	21,624	96	842	13,745	52	485	7,804	21	147	1,199	252	2,272	44,372
12:00pm	89	846	23,445	98	868	17,373	53	495	10,749	21	147	1,608	261	2,356	53,175
1:00pm	86	820	25,499	99	870	22,218	53	498	12,843	21	147	1,890	259	2,335	62,450
2:00pm	85	818	36,005	96	838	28,630	53	488	17,565	21	147	2,476	255	2,291	84,676
3:00pm	80	766	45,088	110	982	45,247	58	544	27,233	23	161	10,699	271	2,453	128,267
4:00pm	83	788	63,841	130	1,144	70,198	66	622	38,714	36	252	9,635	315	2,806	182,388
5:00pm	106	1,020	95,354	156	1,372	105,918	84	798	67,352	47	329	20,244	393	3,519	288,868
6:00pm	103	996	91,892	127	1,108	95,949	71	673	65,665	41	287	17,549	342	3,064	271,055
7:00pm	86	824	62,426	103	898	65,316	70	652	41,590	24	168	9,776	283	2,542	179,108
8:00pm	77	740	39,815	98	860	46,370	58	551	28,413	23	161	6,642	256	2,312	121,240
9:00pm	66	628	30,680	86	746	33,805	50	462	21,459	22	154	4,717	224	1,990	90,661
10:00pm	52	492	22,445	61	524	23,173	39	360	16,636	16	112	3,507	168	1,488	65,761
11:00pm	40	380	18,912	49	420	19,436	28	260	16,168	12	84	2,195	129	1,144	56,711
<b>TOTAL</b>	<b>1,585</b>	<b>15,152</b>	<b>767,352</b>	<b>2,060</b>	<b>18,058</b>	<b>694,242</b>	<b>1,122</b>	<b>10,574</b>	<b>446,730</b>	<b>520</b>	<b>3,640</b>	<b>112,299</b>	<b>5,287</b>	<b>47,424</b>	<b>2,020,623</b>

## SECTION B

### SUBWAY BY SECTOR MTA NYC TRANSIT SUMMARY, 2007-INBOUND

HOURS	60TH STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	24	232	4,217	29	252	1,764	13	129	1,193	66	613	7,174
1:00am	17	160	1,380	31	266	1,302	13	118	805	61	544	3,487
2:00am	21	198	1,653	24	212	867	14	134	1,016	59	544	3,536
3:00am	16	154	961	25	212	1,139	12	117	672	53	483	2,772
4:00am	23	216	3,763	28	240	3,029	12	116	2,087	63	572	8,879
5:00am	37	352	11,863	36	310	12,167	21	193	9,829	94	855	33,859
6:00am	68	650	32,873	82	722	42,681	43	401	27,626	193	1,773	103,180
7:00am	94	904	74,929	135	1,178	98,977	72	696	54,716	301	2,778	228,622
8:00am	116	1,116	131,576	165	1,444	155,393	89	841	101,833	370	3,401	388,802
9:00am	98	942	82,851	132	1,166	93,017	68	651	65,045	298	2,759	240,913
10:00am	81	772	35,531	97	860	41,370	53	489	28,592	231	2,121	105,493
11:00am	85	814	29,601	99	872	29,795	50	469	17,598	234	2,155	76,994
12:00pm	84	804	27,794	99	868	25,683	54	509	15,197	237	2,181	68,674
1:00pm	89	850	29,323	97	856	24,222	49	451	13,953	235	2,157	67,498
2:00pm	85	812	33,870	98	868	24,708	57	532	15,630	240	2,212	74,208
3:00pm	90	866	46,900	105	928	29,599	56	529	19,796	251	2,323	96,295
4:00pm	103	988	49,586	144	1,265	31,450	73	688	21,355	320	2,941	102,391
5:00pm	99	946	51,616	141	1,244	33,758	81	772	23,456	321	2,962	108,830
6:00pm	80	760	40,821	128	1,140	23,724	67	642	17,131	275	2,542	81,676
7:00pm	69	656	28,647	111	982	16,597	65	603	10,476	245	2,241	55,720
8:00pm	73	696	21,199	92	812	11,260	56	526	6,596	221	2,034	39,055
9:00pm	58	548	15,113	70	608	8,821	45	418	5,330	173	1,574	29,264
10:00pm	47	442	12,063	65	566	7,857	35	325	4,146	147	1,333	24,066
11:00pm	34	326	9,719	47	406	4,899	22	212	2,631	103	944	17,249
<b>TOTAL</b>	<b>1,591</b>	<b>15,204</b>	<b>777,848</b>	<b>2,080</b>	<b>18,277</b>	<b>724,079</b>	<b>1,120</b>	<b>10,561</b>	<b>466,709</b>	<b>4,791</b>	<b>44,042</b>	<b>1,968,636</b>

## SECTION B

### SUBWAY BY SECTOR MTA NYC TRANSIT SUMMARY, 2007-OUTBOUND

HOURS	60TH STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	30	290	12,768	32	274	11,832	18	175	10,249	80	739	34,849
1:00am	26	248	7,085	29	256	6,981	12	115	4,732	67	619	18,798
2:00am	19	182	2,231	25	212	2,613	12	113	2,242	56	507	7,086
3:00am	17	160	1,283	24	204	1,494	13	123	1,256	54	487	4,033
4:00am	18	172	1,419	27	232	1,410	11	105	1,361	56	509	4,190
5:00am	22	206	4,222	36	318	2,605	15	147	2,590	73	671	9,417
6:00am	39	372	16,095	77	672	9,498	30	284	7,811	146	1,328	33,404
7:00am	79	748	41,895	121	1,070	19,268	60	573	13,772	260	2,391	74,935
8:00am	99	940	44,767	141	1,248	22,259	82	786	14,091	322	2,974	81,117
9:00am	107	1,026	33,749	140	1,230	16,294	77	726	9,012	324	2,982	59,055
10:00am	93	892	24,812	99	870	12,610	57	539	7,423	249	2,301	44,845
11:00am	83	798	21,624	96	842	13,745	52	485	7,804	231	2,125	43,173
12:00pm	89	846	23,445	98	868	17,373	53	495	10,749	240	2,209	51,567
1:00pm	86	820	25,499	99	870	22,218	53	498	12,843	238	2,188	60,560
2:00pm	85	818	36,005	96	838	28,630	53	488	17,565	234	2,144	82,200
3:00pm	80	766	45,088	110	982	45,247	58	544	27,233	248	2,292	117,568
4:00pm	83	788	63,841	130	1,144	70,198	66	622	38,714	279	2,554	172,753
5:00pm	106	1,020	95,354	156	1,372	105,918	84	798	67,352	346	3,190	268,624
6:00pm	103	996	91,892	127	1,108	95,949	71	673	65,665	301	2,777	253,506
7:00pm	86	824	62,426	103	898	65,316	70	652	41,590	259	2,374	169,332
8:00pm	77	740	39,815	98	860	46,370	58	551	28,413	233	2,151	114,598
9:00pm	66	628	30,680	86	746	33,805	50	462	21,459	202	1,836	85,944
10:00pm	52	492	22,445	61	524	23,173	39	360	16,636	152	1,376	62,254
11:00pm	40	380	18,912	49	420	19,436	28	260	16,168	117	1,060	54,516
<b>TOTAL</b>	<b>1,585</b>	<b>15,152</b>	<b>767,352</b>	<b>2,060</b>	<b>18,058</b>	<b>694,242</b>	<b>1,122</b>	<b>10,574</b>	<b>446,730</b>	<b>4,767</b>	<b>43,784</b>	<b>1,908,324</b>

## SECTION B

### SUBWAY BY LOCATION 60<sup>TH</sup> STREET SECTOR, 2007-INBOUND

HOURS	LEXINGTON AVE EXPRESS 86 ST - LEXINGTON AVE VIA 4, 5 LINES (Express)			LEXINGTON AVE LOCAL 68TH ST/LEXINGTON AVE VIA 4*, 6 LINES (Local)			8TH AVENUE EXPRESS 125 ST/NICHOLAS ST VIA A*, D LINES (Express)			8TH AVENUE LOCAL 72 ST/CENT. PK WEST VIA A, B, C LINES (Local)			B'WAY/7TH AVE EXPRESS 72 ND ST./BROADWAY VIA 2, 3, LINES (Express)			B'WAY/7TH AVE LOCAL 66TH ST/BROADWAY VIA 1, 2 LINES (Local)			TOTAL 60TH ST SECTOR		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	4	40	470	5	50	791	3	24	318	4	38	468	2	20	717	6	60	1,453	24	232	4,217
1:00am	0	0	0	6	60	340	4	32	186	2	18	195	0	0	0	5	50	659	17	160	1,380
2:00am	0	0	0	7	70	309	3	24	148	4	34	227	0	0	0	7	70	969	21	198	1,653
3:00am	0	0	0	5	50	276	3	24	231	2	20	151	0	0	0	6	60	303	16	154	961
4:00am	0	0	0	8	80	1,505	3	24	641	5	42	532	0	0	0	7	70	1,085	23	216	3,763
5:00am	7	70	3,340	5	50	1,831	7	56	3,002	4	36	540	8	80	1,721	6	60	1,429	37	352	11,863
6:00am	16	160	11,367	9	90	4,320	13	110	7,260	9	80	1,654	13	130	5,245	8	80	3,027	68	650	32,873
7:00am	23	230	22,661	16	160	12,216	14	116	14,184	12	108	6,680	18	180	12,884	11	110	6,304	94	904	74,929
8:00am	24	240	33,042	20	200	25,031	19	158	23,051	12	108	14,540	23	230	22,972	18	180	12,940	116	1,116	131,576
9:00am	19	190	19,910	20	200	16,206	15	122	12,069	11	100	8,050	19	190	15,551	14	140	11,065	98	942	82,851
10:00am	17	170	7,025	14	140	7,097	13	106	6,386	12	106	3,182	14	140	6,316	11	110	5,525	81	772	35,531
11:00am	16	160	6,324	16	160	6,212	14	116	4,935	12	108	1,998	15	150	5,579	12	120	4,553	85	814	29,601
12:00pm	19	190	5,652	14	140	6,206	14	116	4,809	12	108	1,990	16	160	5,810	9	90	3,327	84	804	27,794
1:00pm	18	180	5,509	14	140	6,791	14	112	4,700	12	108	1,935	16	160	5,746	15	150	4,642	89	850	29,323
2:00pm	20	200	7,043	14	140	8,452	14	114	5,166	12	108	2,292	14	140	6,164	11	110	4,753	85	812	33,870
3:00pm	22	220	7,857	16	160	14,666	14	118	6,495	12	108	3,412	15	150	8,063	11	110	6,407	90	866	46,900
4:00pm	23	230	8,458	18	180	14,898	17	142	7,131	14	126	4,195	17	170	8,095	14	140	6,809	103	988	49,586
5:00pm	19	190	8,052	18	180	15,221	21	178	7,188	15	138	4,713	10	100	5,734	16	160	10,708	99	946	51,616
6:00pm	14	140	5,320	17	170	14,125	16	132	4,540	12	108	3,518	12	120	6,390	9	90	6,928	80	760	40,821
7:00pm	12	120	3,727	11	110	7,578	13	108	3,075	12	108	2,135	9	90	5,978	12	120	6,154	69	656	28,647
8:00pm	12	120	2,925	11	110	6,705	14	118	2,555	12	108	1,432	13	130	4,098	11	110	3,484	73	696	21,199
9:00pm	13	130	2,253	7	70	4,113	12	100	1,801	7	58	701	9	90	2,504	10	100	3,741	58	548	15,113
10:00pm	9	90	1,677	6	60	2,704	11	92	1,210	6	50	976	9	90	2,976	6	60	2,520	47	442	12,063
11:00pm	7	70	1,730	4	40	1,869	4	32	826	5	44	669	7	70	1,871	7	70	2,754	34	326	9,719
<b>TOTAL</b>	<b>314</b>	<b>3,140</b>	<b>164,342</b>	<b>281</b>	<b>2,810</b>	<b>179,462</b>	<b>275</b>	<b>2,274</b>	<b>121,907</b>	<b>220</b>	<b>1,970</b>	<b>66,185</b>	<b>259</b>	<b>2,590</b>	<b>134,414</b>	<b>242</b>	<b>2,420</b>	<b>111,539</b>	<b>1,591</b>	<b>15,204</b>	<b>777,848</b>

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

## SECTION B

### SUBWAY BY LOCATION 60<sup>TH</sup> STREET SECTOR, 2007-OUTBOUND

HOURS	59TH ST/LEXINGTON AVE VIA 4 EXPRESS & LOCAL* & 5 EXPRESS			LEXINGTON AVE LOCAL 59TH ST/LEXINGTON AVE VIA 6 (Local)			8TH AVE EXPR/LOCAL 59TH ST/COLUMBUS CIRCLE VIA A (Exp./Loc), D (Express)			8TH AVENUE LOCAL 59TH ST/COLUMBUS CIRCLE VIA B, C LINES (Local)			TIMES SQUARE EXPRESS VIA 2, 3,LINES			59TH ST/COLUMBUS CIRCLE VIA 2*, 1 LINES - Local			TOTAL 60TH ST SECTOR		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	6	60	3,370	5	50	1,847	7	60	3,146	0	0	0	5	50	1,607	7	70	2,798	30	290	12,768
1:00am	7	70	1,241	5	50	2,204	7	58	1,743	0	0	0	0	0	0	7	70	1,897	26	248	7,085
2:00am	4	40	544	3	30	153	5	42	885	0	0	0	0	0	0	7	70	649	19	182	2,231
3:00am	2	20	163	3	30	148	7	60	690	0	0	0	0	0	0	5	50	282	17	160	1,283
4:00am	3	30	260	3	30	286	5	42	425	0	0	0	0	0	0	7	70	448	18	172	1,419
5:00am	4	40	1,242	4	40	822	7	56	991	0	0	0	0	0	0	7	70	1,167	22	206	4,222
6:00am	8	80	3,700	7	70	4,814	9	76	1,895	4	36	599	6	60	2,897	5	50	2,190	39	372	16,095
7:00am	14	140	8,900	12	120	11,762	18	152	5,553	14	126	3,280	12	120	6,529	9	90	5,871	79	748	41,895
8:00am	20	200	8,901	16	160	14,408	21	172	4,954	14	128	3,187	17	170	7,422	11	110	5,895	99	940	44,767
9:00am	20	200	6,486	21	210	10,986	18	154	3,448	16	142	2,301	16	160	5,487	16	160	5,041	107	1,026	33,749
10:00am	18	180	4,646	15	150	6,945	17	144	3,035	12	108	1,765	17	170	4,461	14	140	3,960	93	892	24,812
11:00am	19	190	4,559	15	150	5,748	12	100	2,376	12	108	1,946	14	140	3,764	11	110	3,231	83	798	21,624
12:00pm	18	180	4,673	15	150	5,660	16	128	3,191	12	108	1,661	16	160	4,568	12	120	3,692	89	846	23,445
1:00pm	18	180	5,020	14	140	5,618	14	114	3,736	13	116	2,026	15	150	4,647	12	120	4,452	86	820	25,499
2:00pm	18	180	8,201	15	150	9,196	13	110	4,922	12	108	2,374	15	150	5,851	12	120	5,461	85	818	36,005
3:00pm	16	160	10,420	14	140	9,812	13	106	6,414	11	100	3,164	14	140	7,207	12	120	8,071	80	766	45,088
4:00pm	14	140	16,301	14	140	14,809	15	120	9,560	12	108	4,303	16	160	10,324	12	120	8,544	83	788	63,841
5:00pm	26	260	25,384	18	180	21,103	17	142	13,882	12	108	6,439	20	200	16,633	13	130	11,913	106	1,020	95,354
6:00pm	22	220	19,378	18	180	17,997	14	118	14,673	12	108	7,143	20	200	15,960	17	170	16,741	103	996	91,892
7:00pm	16	160	12,804	16	160	14,181	14	116	10,760	12	108	4,376	16	160	9,722	12	120	10,583	86	824	62,426
8:00pm	14	140	9,390	12	120	7,268	13	110	8,067	11	100	2,852	15	150	6,093	12	120	6,145	77	740	39,815
9:00pm	12	120	5,935	10	100	5,404	13	110	6,722	9	78	1,694	11	110	4,720	11	110	6,205	66	628	30,680
10:00pm	11	110	4,423	6	60	3,036	11	92	4,647	5	40	1,515	10	100	4,474	9	90	4,350	52	492	22,445
11:00pm	8	80	3,228	5	50	2,489	10	82	4,458	1	8	336	9	90	3,867	7	70	4,534	40	380	18,912
<b>TOTAL</b>	<b>318</b>	<b>3,180</b>	<b>169,169</b>	<b>266</b>	<b>2,660</b>	<b>176,696</b>	<b>296</b>	<b>2,464</b>	<b>120,173</b>	<b>194</b>	<b>1,738</b>	<b>50,961</b>	<b>264</b>	<b>2,640</b>	<b>126,233</b>	<b>247</b>	<b>2,470</b>	<b>124,120</b>	<b>1,585</b>	<b>15,152</b>	<b>767,352</b>

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

## SECTION B

### SUBWAY BY LOCATION BROOKLYN SECTOR, 2007-INBOUND

HOURS	14TH STREET TUNNEL BEDFORD AVENUE			WILLIAMSBURG BRIDGE MARCY AVENUE			RUTGERS ST. TUNNEL YORK AVENUE			MANHATTAN BRIDGE VIA DEKALB AVENUE			MANHATTAN BRIDGE VIA PACIFIC STREET		
	L LINE			J, Z, M LINES			F LINE			B,D,N,Q LINES			D, N LINES		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	4	32	297	3	24	144	3	24	260	6	48	322	0	0	0
1:00am	5	40	333	3	24	68	3	24	135	8	64	216	0	0	0
2:00am	3	24	152	3	24	67	3	24	92	4	32	126	0	0	0
3:00am	3	24	129	2	16	49	3	24	139	8	64	293	0	0	0
4:00am	3	24	400	4	32	349	3	24	263	5	40	368	0	0	0
5:00am	5	40	1,965	3	24	1,264	4	32	1,064	9	72	3,058	0	0	0
6:00am	8	64	5,938	9	72	4,355	6	50	2,534	10	88	4,912	12	106	5,741
7:00am	14	112	16,516	14	112	9,868	11	88	7,177	17	154	10,862	16	140	12,803
8:00am	17	136	24,956	17	136	13,316	14	116	12,568	18	162	16,586	19	160	21,144
9:00am	13	104	16,122	12	96	6,716	10	82	7,988	15	134	11,497	15	130	12,061
10:00am	9	72	6,907	11	88	3,845	8	66	3,808	12	108	5,663	11	98	5,494
11:00am	6	48	3,831	12	96	2,363	8	64	2,517	13	118	3,967	12	104	4,139
12:00pm	8	64	3,190	13	104	1,960	9	72	2,598	12	108	3,461	13	116	3,599
1:00pm	8	64	3,408	12	96	1,876	6	48	1,715	11	98	2,979	11	96	2,905
2:00pm	7	56	3,091	12	96	1,959	10	84	2,709	11	100	2,998	12	106	3,046
3:00pm	10	80	4,744	13	104	2,522	10	84	3,346	12	108	3,113	11	96	3,389
4:00pm	13	104	4,385	16	128	2,237	14	112	3,651	15	132	3,093	15	131	3,584
5:00pm	15	120	4,392	14	112	2,555	14	114	4,222	13	114	3,422	14	120	4,510
6:00pm	12	96	3,227	12	96	1,647	11	92	3,172	13	118	3,086	11	92	2,944
7:00pm	10	80	1,927	10	80	1,208	12	98	2,478	12	108	2,375	12	104	2,053
8:00pm	10	80	1,761	6	48	890	9	72	1,164	11	100	1,371	12	102	1,635
9:00pm	10	80	1,316	5	40	704	9	76	805	6	50	1,106	9	78	996
10:00pm	6	48	1,216	5	40	600	7	58	685	11	94	1,541	5	40	603
11:00pm	5	40	691	4	32	390	4	32	645	8	64	814	1	8	84
<b>TOTAL</b>	<b>204</b>	<b>1,632</b>	<b>110,894</b>	<b>215</b>	<b>1,720</b>	<b>60,952</b>	<b>191</b>	<b>1,560</b>	<b>65,735</b>	<b>260</b>	<b>2,278</b>	<b>87,229</b>	<b>211</b>	<b>1,827</b>	<b>90,730</b>

## SECTION B

### SUBWAY BY LOCATION BROOKLYN SECTOR, 2007-INBOUND (CONT'D)

HOURS	CRANBERRY ST. TUNNEL VIA HIGH STREET A, C LINES			CLARK ST. TUNNEL VIA CLARK STREET 2,3 LINES			MONTAGUE ST. TUNNEL VIA COURT STREET M, N, R, W LINES			JORALEMON ST. TUNNEL VIA BOROUGH HALL 4, 5 LINES			TOTAL BROOKLYN SECTOR		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	3	26	237	2	20	127	4	38	172	4	40	205	29	252	1,764
1:00am	3	26	200	2	20	94	3	28	112	4	40	144	31	266	1,302
2:00am	3	30	157	2	20	97	3	28	82	3	30	94	24	212	867
3:00am	3	26	187	2	20	123	1	8	69	3	30	150	25	212	1,139
4:00am	4	32	563	2	20	242	4	38	328	3	30	516	28	240	3,029
5:00am	2	16	1,017	5	50	1,182	4	36	722	4	40	1,895	36	310	12,167
6:00am	13	114	8,702	8	80	3,460	6	48	1,172	10	100	5,867	82	722	42,681
7:00am	17	140	16,955	13	130	8,025	16	132	3,664	17	170	13,107	135	1,178	98,977
8:00am	25	208	22,353	17	170	15,309	14	116	6,756	24	240	22,405	165	1,444	155,393
9:00am	16	136	14,118	18	180	8,947	13	104	4,665	20	200	10,903	132	1,166	93,017
10:00am	13	108	5,884	14	140	3,348	5	40	1,775	14	140	4,646	97	860	41,370
11:00am	14	114	4,899	16	160	2,953	6	48	1,171	12	120	3,955	99	872	29,795
12:00pm	14	116	4,334	14	140	2,315	6	48	1,088	10	100	3,138	99	868	25,683
1:00pm	15	126	4,282	16	160	2,504	6	48	952	12	120	3,601	97	856	24,222
2:00pm	14	116	4,098	14	140	2,656	5	40	723	13	130	3,428	98	868	24,708
3:00pm	13	112	4,596	15	150	2,716	8	64	1,516	13	130	3,657	105	928	29,599
4:00pm	16	136	5,268	18	180	2,934	16	132	1,640	21	210	4,658	144	1,265	31,450
5:00pm	15	126	5,474	20	200	3,282	12	98	1,634	24	240	4,267	141	1,244	33,758
6:00pm	13	112	3,485	18	180	2,212	13	104	1,140	25	250	2,811	128	1,140	23,724
7:00pm	13	114	2,361	14	140	1,533	11	88	657	17	170	2,005	111	982	16,597
8:00pm	14	116	1,696	12	120	1,112	6	54	284	12	120	1,347	92	812	11,260
9:00pm	9	76	1,503	10	100	910	6	48	377	6	60	1,104	70	608	8,821
10:00pm	11	96	1,245	9	90	863	5	40	264	6	60	840	65	566	7,857
11:00pm	5	40	703	11	110	479	5	40	508	4	40	585	47	406	4,899
<b>TOTAL</b>	<b>268</b>	<b>2,262</b>	<b>114,317</b>	<b>272</b>	<b>2,720</b>	<b>67,423</b>	<b>178</b>	<b>1,468</b>	<b>31,471</b>	<b>281</b>	<b>2,810</b>	<b>95,328</b>	<b>2,080</b>	<b>18,277</b>	<b>724,079</b>

## SECTION B

### SUBWAY BY LOCATION BROOKLYN SECTOR, 2007-OUTBOUND

HOURS	14TH STREET TUNNEL VIA FIRST AVENUE			WILLIAMSBURG BRIDGE VIA ESSEX STREET			RUTGERS ST. TUNNEL VIA EAST BROADWAY			MANHATTAN BRIDGE VIA CANAL STREET			MONTAGUE ST. TUNNEL VIA BROAD STREET		
	L LINE			J, Z, M LINES			F LINE			N, Q LINES			M LINE		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	5	40	2,088	4	32	1,524	3	24	634	4	32	1,747	0	0	0
1:00am	4	32	853	3	24	819	4	32	554	3	24	798	0	0	0
2:00am	3	24	481	3	24	318	3	24	181	2	16	176	0	0	0
3:00am	3	24	320	3	24	161	3	24	135	2	16	72	0	0	0
4:00am	3	24	243	3	24	127	4	32	236	3	24	129	0	0	0
5:00am	4	32	452	3	24	153	3	24	259	4	32	310	0	0	0
6:00am	7	56	1,539	5	40	545	6	48	948	10	80	1,022	1	8	42
7:00am	9	72	2,605	11	88	1,627	11	90	2,441	14	120	2,401	6	48	280
8:00am	11	88	1,981	16	128	1,441	10	80	3,004	15	126	2,403	6	48	286
9:00am	14	112	1,420	14	112	979	16	130	2,327	13	110	1,409	4	32	104
10:00am	7	56	1,451	12	96	958	10	84	1,523	13	114	1,460	0	0	0
11:00am	8	64	1,859	12	96	1,135	8	66	1,158	10	86	1,365	0	0	0
12:00pm	7	56	2,137	12	96	1,473	8	64	1,483	12	106	1,951	0	0	0
1:00pm	8	64	3,001	13	104	1,792	9	74	2,266	12	104	2,820	0	0	0
2:00pm	7	56	3,341	11	88	2,264	8	64	2,753	13	110	3,780	0	0	0
3:00pm	10	80	6,743	12	96	4,304	7	56	2,547	12	108	5,896	3	24	200
4:00pm	11	88	10,054	12	96	6,130	11	92	4,460	14	120	9,448	6	48	807
5:00pm	15	120	15,443	19	152	10,598	11	92	6,868	17	142	12,501	6	48	1,475
6:00pm	14	112	17,079	13	104	7,968	12	96	10,154	14	122	11,877	6	48	814
7:00pm	11	88	12,604	11	88	4,564	14	114	7,443	13	108	9,122	0	0	0
8:00pm	10	80	8,853	9	72	2,898	10	86	4,503	12	100	6,638	0	0	0
9:00pm	10	80	5,414	6	48	2,908	9	72	3,176	12	102	5,287	0	0	0
10:00pm	7	56	3,795	4	32	1,408	7	56	2,527	10	84	5,044	0	0	0
11:00pm	5	40	3,385	4	32	1,747	6	48	1,600	8	64	3,202	0	0	0
<b>TOTAL</b>	<b>193</b>	<b>1,544</b>	<b>107,141</b>	<b>215</b>	<b>1,720</b>	<b>57,841</b>	<b>193</b>	<b>1,572</b>	<b>63,180</b>	<b>242</b>	<b>2,050</b>	<b>90,858</b>	<b>38</b>	<b>304</b>	<b>4,008</b>

## SECTION B

### SUBWAY BY LOCATION BROOKLYN SECTOR, 2007-OUTBOUND (CONT'D)

HOURS	CRANBERRY TUNNEL VIA BROADWAY/NASSAU A, C LINES			CLARK TUNNEL VIA WALL STREET 2, 3 LINES			MONTAGUE ST. TUNNEL VIA WHITEHALL STREET N*, R, W** LINES			JORALEMON TUNNEL VIA BOWLING GREEN 4, 5 LINES			MANHATTAN BRIDGE VIA GRAND STREET B, D LINES			TOTAL BROOKLYN SECTOR		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	4	36	2,007	1	10	400	4	38	973	3	30	1,102	4	32	1,357	32	274	11,832
1:00am	3	30	1,211	3	30	1,123	3	30	429	3	30	644	3	24	550	29	256	6,981
2:00am	3	26	539	2	20	161	3	24	207	3	30	320	3	24	230	25	212	2,613
3:00am	3	24	288	2	20	153	3	26	162	3	30	80	2	16	123	24	204	1,494
4:00am	2	18	136	2	20	93	3	28	134	3	30	123	4	32	189	27	232	1,410
5:00am	4	34	498	6	60	187	3	28	172	6	60	320	3	24	254	36	318	2,605
6:00am	10	82	1,907	10	100	682	6	48	393	14	140	1,546	8	70	874	77	672	9,498
7:00am	12	100	2,903	18	180	1,656	9	76	670	18	180	2,605	13	116	2,080	121	1,070	19,268
8:00am	15	128	4,144	20	200	2,196	8	66	860	26	260	3,548	14	124	2,396	141	1,248	22,259
9:00am	17	142	3,476	22	220	2,046	7	58	536	18	180	2,494	15	134	1,503	140	1,230	16,294
10:00am	15	124	2,236	13	130	1,273	7	56	675	11	110	2,035	11	100	999	99	870	12,610
11:00am	14	116	2,620	14	140	1,545	7	56	707	11	110	2,023	12	108	1,333	96	842	13,745
12:00pm	14	118	3,337	16	160	2,036	5	40	707	12	120	2,326	12	108	1,923	98	868	17,373
1:00pm	14	116	4,306	15	150	2,211	6	48	930	11	110	2,423	11	100	2,469	99	870	22,218
2:00pm	14	114	5,175	14	140	2,582	6	48	1,119	11	110	3,401	12	108	4,215	96	838	28,630
3:00pm	15	130	8,177	15	150	4,181	6	50	2,228	19	190	5,492	11	98	5,479	110	982	45,247
4:00pm	16	130	13,112	16	160	5,735	8	64	2,932	21	210	8,425	15	136	9,095	130	1,144	70,198
5:00pm	21	186	17,759	16	160	10,918	9	72	4,839	23	230	12,231	19	170	13,286	156	1,372	105,918
6:00pm	16	134	15,018	16	160	10,160	8	66	3,651	14	140	8,941	14	126	10,287	127	1,108	95,949
7:00pm	14	118	10,509	11	110	5,435	5	44	1,655	12	120	6,735	12	108	7,249	103	898	65,316
8:00pm	14	122	8,261	12	120	4,979	10	80	2,003	10	100	3,363	11	100	4,872	98	860	46,370
9:00pm	14	118	6,444	10	100	3,160	8	68	985	8	80	3,398	9	78	3,033	86	746	33,805
10:00pm	10	86	3,565	8	80	2,117	5	40	895	5	50	2,152	5	40	1,670	61	524	23,173
11:00pm	5	42	3,633	8	80	1,874	3	24	452	5	50	1,682	5	40	1,861	49	420	19,436
<b>TOTAL</b>	<b>269</b>	<b>2,274</b>	<b>121,261</b>	<b>270</b>	<b>2,700</b>	<b>66,903</b>	<b>142</b>	<b>1,178</b>	<b>28,314</b>	<b>270</b>	<b>2,700</b>	<b>77,409</b>	<b>228</b>	<b>2,016</b>	<b>77,327</b>	<b>2,060</b>	<b>18,058</b>	<b>694,242</b>

\* N-line makes local stops at Court St from 2307 - 0538 hours via Montague St. tunnel.

\*\* W-line makes local stops at Whitehall St. from 2057 - 2117 hours via the Montague St. tunnel.

## SECTION B

### SUBWAY BY LOCATION QUEENS SECTOR, 2007-INBOUND

HOURS	60TH STREET TUNNEL VIA QUEENSBORO PLAZA N, R, W LINES			53RD STREET TUNNEL VIA 23RD STREET/ELY AVE E, V LINES			STEINWAY TUNNEL VIA VERNON AVE/JACKSON AVE 7 LINE			63RD ST TUNNEL VIA 63RD ST/LEXINGTON AVE F LINE			TOTAL QUEENS SECTOR		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	2	20	129	3	30	383	5	55	313	3	24	368	13	129	1,193
1:00am	4	31	174	3	30	295	3	33	158	3	24	178	13	118	805
2:00am	3	28	97	3	30	177	4	44	174	4	32	568	14	134	1,016
3:00am	3	30	135	3	30	209	3	33	166	3	24	162	12	117	672
4:00am	2	18	292	3	30	518	4	44	940	3	24	337	12	116	2,087
5:00am	6	50	2,553	5	48	2,367	5	55	2,470	5	40	2,439	21	193	9,829
6:00am	12	102	6,852	13	120	10,021	11	121	6,021	7	58	4,732	43	401	27,626
7:00am	19	172	15,874	19	176	16,911	24	264	12,513	10	84	9,418	72	696	54,716
8:00am	24	212	31,285	24	222	30,312	25	275	20,697	16	132	19,539	89	841	101,833
9:00am	18	162	19,928	18	168	18,152	19	209	13,487	13	112	13,478	68	651	65,045
10:00am	18	158	8,074	15	138	8,891	11	121	5,154	9	72	6,473	53	489	28,592
11:00am	17	152	5,237	12	108	4,854	13	143	3,828	8	66	3,679	50	469	17,598
12:00pm	18	164	4,124	15	138	5,023	13	143	3,204	8	64	2,846	54	509	15,197
1:00pm	17	146	3,951	13	118	4,631	11	121	2,537	8	66	2,834	49	451	13,953
2:00pm	20	180	5,284	16	148	4,387	12	132	3,205	9	72	2,754	57	532	15,630
3:00pm	17	152	6,144	18	168	5,848	13	143	4,432	8	66	3,372	56	529	19,796
4:00pm	22	198	6,201	23	212	6,212	16	176	4,837	12	102	4,105	73	688	21,355
5:00pm	22	194	6,066	21	194	6,759	26	286	5,539	12	98	5,092	81	772	23,456
6:00pm	19	170	4,911	17	158	5,077	20	220	3,894	11	94	3,249	67	642	17,131
7:00pm	21	184	3,308	18	164	3,351	15	165	1,797	11	90	2,020	65	603	10,476
8:00pm	16	142	1,840	15	138	2,003	14	154	1,358	11	92	1,395	56	526	6,596
9:00pm	12	104	1,709	12	110	1,393	12	132	1,170	9	72	1,058	45	418	5,330
10:00pm	9	78	1,203	11	100	1,140	9	99	954	6	48	849	35	325	4,146
11:00pm	5	46	489	3	30	625	8	88	607	6	48	910	22	212	2,631
<b>TOTAL</b>	<b>326</b>	<b>2,893</b>	<b>135,860</b>	<b>303</b>	<b>2,808</b>	<b>139,539</b>	<b>296</b>	<b>3,256</b>	<b>99,455</b>	<b>195</b>	<b>1,604</b>	<b>91,855</b>	<b>1,120</b>	<b>10,561</b>	<b>466,709</b>

## SECTION B

### SUBWAY BY LOCATION QUEENS SECTOR, 2007-OUTBOUND

HOURS	60TH STREET TUNNEL VIA LEXINGTON AVE N, R, W LINES			53RD STREET TUNNEL VIA LEXINGTON AVE E, V LINES			STEINWAY TUNNEL VIA GRAND CENTRAL 7 LINE			63RD ST TUNNEL VIA 57TH ST/6TH AVE F LINE			TOTAL QUEENS SECTOR		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	3	28	1,675	3	30	2,560	7	77	3,815	5	40	2,199	18	175	10,249
1:00am	3	28	995	3	30	1,539	3	33	1,361	3	24	837	12	115	4,732
2:00am	3	26	321	3	30	408	3	33	1,191	3	24	322	12	113	2,242
3:00am	3	28	228	3	30	289	3	33	486	4	32	253	13	123	1,256
4:00am	3	26	194	3	30	448	3	33	481	2	16	238	11	105	1,361
5:00am	3	28	375	4	40	565	5	55	1,167	3	24	483	15	147	2,590
6:00am	8	70	2,113	6	56	1,315	10	110	2,921	6	48	1,462	30	284	7,811
7:00am	16	138	4,152	14	130	3,300	21	231	4,315	9	74	2,005	60	573	13,772
8:00am	24	214	3,697	21	192	3,800	26	286	4,008	11	94	2,586	82	786	14,091
9:00am	22	192	2,215	22	204	2,206	20	220	2,850	13	110	1,741	77	726	9,012
10:00am	17	152	1,862	19	178	2,147	13	143	2,099	8	66	1,315	57	539	7,423
11:00am	18	160	2,416	15	138	2,385	11	121	1,919	8	66	1,084	52	485	7,804
12:00pm	18	160	3,107	14	128	3,056	13	143	2,770	8	64	1,816	53	495	10,749
1:00pm	18	164	3,637	15	136	3,762	12	132	3,213	8	66	2,231	53	498	12,843
2:00pm	19	164	5,425	13	120	4,653	12	132	4,278	9	72	3,209	53	488	17,565
3:00pm	18	160	7,896	18	166	8,286	12	132	6,586	10	86	4,465	58	544	27,233
4:00pm	20	182	10,908	18	166	10,411	16	176	10,159	12	98	7,236	66	622	38,714
5:00pm	22	196	16,149	24	222	20,100	24	264	19,725	14	116	11,378	84	798	67,352
6:00pm	18	158	16,858	19	174	17,461	21	231	18,818	13	110	12,528	71	673	65,665
7:00pm	22	188	12,910	19	176	11,125	18	198	10,531	11	90	7,024	70	652	41,590
8:00pm	18	166	8,480	17	158	8,052	13	143	6,290	10	84	5,591	58	551	28,413
9:00pm	14	120	6,532	14	130	5,413	12	132	5,446	10	80	4,068	50	462	21,459
10:00pm	11	92	5,154	12	110	4,659	10	110	4,361	6	48	2,462	39	360	16,636
11:00pm	10	84	3,857	4	40	3,393	8	88	5,996	6	48	2,922	28	260	16,168
<b>TOTAL</b>	<b>331</b>	<b>2,924</b>	<b>121,156</b>	<b>303</b>	<b>2,814</b>	<b>121,333</b>	<b>296</b>	<b>3,256</b>	<b>124,786</b>	<b>192</b>	<b>1,580</b>	<b>79,455</b>	<b>1,122</b>	<b>10,574</b>	<b>446,730</b>

## SECTION B

### SUBWAY BY LINE NEW JERSEY SECTOR, 2007-INBOUND

HOURS	DOWNTOWN PATH			UPTOWN PATH			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	3	21	97	3	21	105	6	42	202
1:00am	2	14	39	2	14	42	4	28	81
2:00am	2	14	32	2	14	34	4	28	66
3:00am	2	14	39	2	14	42	4	28	81
4:00am	2	14	121	2	14	130	4	28	251
5:00am	2	14	762	2	14	822	4	28	1,584
6:00am	11	77	3,222	10	70	3,477	21	147	6,699
7:00am	20	140	8,565	16	112	9,241	36	252	17,806
8:00am	25	175	14,001	24	168	15,107	49	343	29,108
9:00am	20	140	6,220	20	140	6,711	40	280	12,931
10:00am	10	70	2,097	12	84	2,262	22	154	4,359
11:00am	9	63	1,459	12	84	1,574	21	147	3,033
12:00pm	9	63	1,409	12	84	1,520	21	147	2,929
1:00pm	9	63	1,192	12	84	1,286	21	147	2,478
2:00pm	9	63	1,211	12	84	1,307	21	147	2,518
3:00pm	11	77	1,578	12	84	1,702	23	161	3,280
4:00pm	18	126	2,734	14	98	2,950	32	224	5,684
5:00pm	25	175	4,811	22	154	5,191	47	329	10,002
6:00pm	22	154	3,042	22	154	3,282	44	308	6,324
7:00pm	12	84	1,423	12	84	1,535	24	168	2,958
8:00pm	11	77	825	12	84	891	23	161	1,716
9:00pm	10	70	556	10	70	600	20	140	1,156
10:00pm	8	56	408	8	56	440	16	112	848
11:00pm	7	49	236	6	42	254	13	91	490
<b>TOTAL</b>	<b>259</b>	<b>1,813</b>	<b>56,079</b>	<b>261</b>	<b>1,827</b>	<b>60,505</b>	<b>520</b>	<b>3,640</b>	<b>116,584</b>

### NEW JERSEY SECTOR, 2007-OUTBOUND

HOURS	DOWNTOWN PATH			UPTOWN PATH			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	1	7	286	3	21	698	4	28	984
1:00am	2	14	122	2	14	327	4	28	449
2:00am	2	14	46	2	14	159	4	28	205
3:00am	2	14	31	2	14	108	4	28	139
4:00am	2	14	41	2	14	107	4	28	148
5:00am	3	21	153	2	14	161	5	35	314
6:00am	13	91	835	8	56	774	21	147	1,609
7:00am	22	154	2,094	18	126	2,307	40	280	4,401
8:00am	25	175	3,377	24	168	3,525	49	343	6,902
9:00am	17	119	1,840	18	126	1,723	35	245	3,563
10:00am	10	70	679	12	84	769	22	154	1,448
11:00am	9	63	442	12	84	757	21	147	1,199
12:00pm	9	63	626	12	84	982	21	147	1,608
1:00pm	9	63	814	12	84	1,076	21	147	1,890
2:00pm	9	63	1,065	12	84	1,411	21	147	2,476
3:00pm	11	77	8,425	12	84	2,274	23	161	10,699
4:00pm	20	140	5,103	16	112	4,532	36	252	9,635
5:00pm	25	175	9,692	22	154	10,552	47	329	20,244
6:00pm	20	140	7,213	21	147	10,336	41	287	17,549
7:00pm	12	84	3,742	12	84	6,034	24	168	9,776
8:00pm	11	77	2,121	12	84	4,521	23	161	6,642
9:00pm	11	77	1,278	11	77	3,439	22	154	4,717
10:00pm	8	56	872	8	56	2,635	16	112	3,507
11:00pm	6	42	533	6	42	1,662	12	84	2,195
<b>TOTAL</b>	<b>259</b>	<b>1,813</b>	<b>51,430</b>	<b>261</b>	<b>1,827</b>	<b>60,869</b>	<b>520</b>	<b>3,640</b>	<b>112,299</b>

## SECTION C

### SUBURBAN AND INTERCITY RAIL, TRANSIT BY SECTOR SUMMARY, 2007-INBOUND

HOURS	60TH STREET SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	4	26	107	5	50	140	3	25	236	12	101	483
1:00am	5	32	111	4	40	100	3	21	176	12	93	387
2:00am	0	0	0	6	51	161	2	21	192	8	72	353
3:00am	0	0	0	1	10	20	0	0	0	1	10	20
4:00am	0	0	0	4	40	310	0	0	0	4	40	310
5:00am	4	32	682	3	32	1,370	4	34	766	11	98	2,818
6:00am	19	127	6,205	15	142	11,570	13	99	5,134	47	368	22,909
7:00am	37	261	19,426	29	283	25,630	22	181	15,777	88	725	60,833
8:00am	53	396	33,324	37	384	35,444	21	201	18,716	111	981	87,484
9:00am	29	194	14,468	21	184	14,114	17	126	11,035	67	504	39,617
10:00am	15	107	5,009	10	94	5,209	15	105	5,051	40	306	15,269
11:00am	13	94	3,518	7	68	2,670	9	69	2,298	29	231	8,486
12:00pm	8	62	2,095	10	95	2,798	10	77	1,894	28	234	6,787
1:00pm	10	71	1,981	9	90	2,294	5	37	1,192	24	198	5,467
2:00pm	8	54	1,408	9	88	1,804	11	83	2,536	28	225	5,748
3:00pm	10	69	1,859	9	87	1,890	11	77	2,678	30	233	6,427
4:00pm	10	74	1,998	10	98	2,356	8	57	1,753	28	229	6,107
5:00pm	16	112	3,431	8	86	2,460	9	71	3,067	33	269	8,958
6:00pm	14	96	3,269	12	107	3,205	11	83	3,048	37	286	9,522
7:00pm	14	92	2,497	9	90	1,740	10	81	2,246	33	263	6,483
8:00pm	8	53	930	10	91	1,227	10	77	1,616	28	221	3,773
9:00pm	9	63	857	8	81	1,032	8	68	1,066	25	212	2,955
10:00pm	6	40	567	9	92	690	7	55	1,147	22	187	2,404
11:00pm	5	34	233	6	58	470	3	22	310	14	114	1,013
<b>TOTAL</b>	<b>297</b>	<b>2,089</b>	<b>103,975</b>	<b>251</b>	<b>2,441</b>	<b>118,704</b>	<b>212</b>	<b>1,670</b>	<b>81,934</b>	<b>760</b>	<b>6,200</b>	<b>304,613</b>

### SUMMARY, 2007-OUTBOUND

HOURS	60TH STREET SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	6	41	990	5	56	940	3	22	500	14	119	2,430
1:00am	9	58	618	4	42	550	1	12	146	14	112	1,314
2:00am	0	0	0	0	0	0	0	0	0	0	0	0
3:00am	0	0	0	6	53	357	1	5	75	7	58	432
4:00am	0	0	0	1	12	70	3	31	242	4	43	312
5:00am	4	29	250	4	38	280	3	25	424	11	92	954
6:00am	11	79	837	6	53	699	10	68	1,512	27	200	3,048
7:00am	17	111	2,880	7	68	1,440	13	86	2,297	37	265	6,617
8:00am	11	86	2,228	11	106	1,826	7	59	1,954	29	251	6,008
9:00am	7	54	1,001	8	82	950	10	72	1,956	25	208	3,907
10:00am	9	58	1,101	9	86	1,074	7	57	1,040	25	201	3,215
11:00am	9	62	1,124	11	101	1,710	10	77	1,763	30	240	4,597
12:00pm	8	58	1,398	8	80	1,776	7	47	1,368	23	185	4,542
1:00pm	11	81	2,167	9	87	2,446	7	53	1,298	27	221	5,911
2:00pm	13	97	3,197	9	93	4,434	10	77	2,558	32	267	10,189
3:00pm	18	129	4,991	14	141	7,843	11	90	3,929	43	360	16,763
4:00pm	25	165	9,401	23	230	14,373	18	140	8,516	66	535	32,290
5:00pm	47	328	24,882	35	356	29,780	22	194	17,824	104	878	72,486
6:00pm	32	238	19,137	23	234	20,723	19	157	14,226	74	629	54,086
7:00pm	23	163	10,878	15	142	10,840	12	96	7,556	50	401	29,274
8:00pm	12	83	5,407	8	84	5,680	11	85	3,904	31	252	14,991
9:00pm	10	71	4,352	8	72	4,620	5	40	1,811	23	183	10,783
10:00pm	8	50	2,699	10	98	3,830	8	68	3,085	26	216	9,614
11:00pm	8	53	2,474	8	80	1,920	5	43	2,516	21	176	6,910
<b>TOTAL</b>	<b>298</b>	<b>2,094</b>	<b>102,012</b>	<b>242</b>	<b>2,394</b>	<b>118,161</b>	<b>203</b>	<b>1,604</b>	<b>80,500</b>	<b>743</b>	<b>6,092</b>	<b>300,673</b>

## SECTION C

### SUBURBAN AND INTERCITY RAIL TRANSIT BY LINE 60<sup>TH</sup> STREET SECTOR, 2007-INBOUND

HOURS	MTA METRO-NORTH RAILROAD									AMTRAK EMPIRE SERVICE			TOTAL		
	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS						
12:00am	1	6	39	2	14	36	1	6	32	0	0	0	4	26	107
1:00am	2	14	37	1	8	13	2	10	61	0	0	0	5	32	111
2:00am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00am	1	8	100	1	10	147	2	14	435	0	0	0	4	32	682
6:00am	7	45	1,786	6	46	1,847	6	36	2,572	0	0	0	19	127	6,205
7:00am	9	59	3,946	13	103	7,199	14	94	8,182	1	5	99	37	261	19,426
8:00am	14	102	8,163	16	132	10,826	22	157	14,074	1	5	261	53	396	33,324
9:00am	6	38	2,827	11	87	6,015	11	64	5,412	1	5	214	29	194	14,468
10:00am	4	29	1,015	4	34	1,796	6	39	1,982	1	5	216	15	107	5,009
11:00am	3	21	527	4	34	1,242	6	39	1,749	0	0	0	13	94	3,518
12:00pm	2	15	445	2	16	574	3	26	925	1	5	151	8	62	2,095
1:00pm	2	15	383	4	32	762	3	20	743	1	4	93	10	71	1,981
2:00pm	2	13	313	2	16	366	3	20	672	1	5	57	8	54	1,408
3:00pm	2	14	295	4	30	708	3	16	614	1	9	242	10	69	1,859
4:00pm	2	14	318	3	26	720	4	29	861	1	5	99	10	74	1,998
5:00pm	3	20	496	6	46	1,245	6	42	1,571	1	4	119	16	112	3,431
6:00pm	4	26	478	3	24	842	6	41	1,859	1	5	90	14	96	3,269
7:00pm	2	15	222	6	44	869	5	28	1,219	1	5	187	14	92	2,497
8:00pm	2	13	138	3	22	266	3	18	526	0	0	0	8	53	930
9:00pm	2	13	125	3	24	239	3	21	366	1	5	127	9	63	857
10:00pm	2	13	119	2	14	184	2	13	264	0	0	0	6	40	567
11:00pm	1	6	28	2	16	83	2	12	122	0	0	0	5	34	233
<b>TOTAL</b>	<b>73</b>	<b>499</b>	<b>21,800</b>	<b>98</b>	<b>778</b>	<b>35,979</b>	<b>113</b>	<b>745</b>	<b>44,241</b>	<b>13</b>	<b>67</b>	<b>1,955</b>	<b>297</b>	<b>2,089</b>	<b>103,975</b>

### 60<sup>TH</sup> STREET SECTOR, 2007-OUTBOUND

HOURS	MTA METRO-NORTH RAILROAD									AMTRAK EMPIRE SERVICE			TOTAL		
	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS						
12:00am	2	13	259	2	16	341	2	12	390	0	0	0	6	41	990
1:00am	2	12	139	3	22	223	4	24	256	0	0	0	9	58	618
2:00am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00am	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00am	1	8	22	1	8	61	2	13	167	0	0	0	4	29	250
6:00am	3	21	142	5	40	292	3	18	403	0	0	0	11	79	837
7:00am	4	26	252	6	47	988	6	33	1,462	1	5	178	17	111	2,880
8:00am	2	15	217	4	34	726	4	32	1,131	1	5	154	11	86	2,228
9:00am	2	15	158	2	16	319	3	23	524	0	0	0	7	54	1,001
10:00am	2	12	173	3	24	344	3	17	452	1	5	132	9	58	1,101
11:00am	2	14	204	3	24	368	3	19	483	1	5	69	9	62	1,124
12:00pm	2	14	299	3	24	479	3	20	620	0	0	0	8	58	1,398
1:00pm	3	25	423	3	22	659	4	29	916	1	5	169	11	81	2,167
2:00pm	3	21	670	5	42	1,128	4	29	1,274	1	5	125	13	97	3,197
3:00pm	3	21	801	7	53	1,752	6	41	2,125	2	14	313	18	129	4,991
4:00pm	7	48	2,528	9	65	3,280	8	47	3,302	1	5	291	25	165	9,401
5:00pm	13	91	6,362	13	111	7,983	20	121	10,406	1	5	131	47	328	24,882
6:00pm	8	56	4,131	12	94	6,896	12	88	8,110	0	0	0	32	238	19,137
7:00pm	6	40	2,265	8	68	4,186	8	50	4,295	1	5	132	23	163	10,878
8:00pm	3	21	917	3	24	1,577	5	33	2,840	1	5	73	12	83	5,407
9:00pm	2	13	744	4	30	1,662	4	28	1,946	0	0	0	10	71	4,352
10:00pm	2	13	723	2	14	644	3	19	1,291	1	4	41	8	50	2,699
11:00pm	2	13	568	3	22	934	3	18	972	0	0	0	8	53	2,474
<b>TOTAL</b>	<b>74</b>	<b>512</b>	<b>21,997</b>	<b>101</b>	<b>800</b>	<b>34,842</b>	<b>110</b>	<b>714</b>	<b>43,365</b>	<b>13</b>	<b>68</b>	<b>1,808</b>	<b>298</b>	<b>2,094</b>	<b>102,012</b>

## SECTION C

### SUBURBAN AND INTERCITY RAIL, TRANSIT BY LINE QUEENS SECTOR, 2007-INBOUND

HOURS	MTA LIRR			AMTRACK N.E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	5	50	140	0	0	0	5	50	140
1:00am	4	40	100	0	0	0	4	40	100
2:00am	5	46	90	1	5	71	6	51	161
3:00am	1	10	20	0	0	0	1	10	20
4:00am	4	40	310	0	0	0	4	40	310
5:00am	3	32	1,370	0	0	0	3	32	1,370
6:00am	15	142	11,570	0	0	0	15	142	11,570
7:00am	29	283	25,630	0	0	0	29	283	25,630
8:00am	36	378	35,220	1	6	224	37	384	35,444
9:00am	18	162	13,450	3	22	664	21	184	14,114
10:00am	9	88	4,980	1	6	229	10	94	5,209
11:00am	7	68	2,670	0	0	0	7	68	2,670
12:00pm	8	82	2,300	2	13	498	10	95	2,798
1:00pm	8	82	2,030	1	8	264	9	90	2,294
2:00pm	8	82	1,580	1	6	224	9	88	1,804
3:00pm	8	80	1,630	1	7	260	9	87	1,890
4:00pm	9	92	2,110	1	6	246	10	98	2,356
5:00pm	8	86	2,460	0	0	0	8	86	2,460
6:00pm	9	90	2,650	3	17	555	12	107	3,205
7:00pm	9	90	1,740	0	0	0	9	90	1,740
8:00pm	7	72	820	3	19	407	10	91	1,227
9:00pm	7	74	920	1	7	112	8	81	1,032
10:00pm	8	84	620	1	8	70	9	92	690
11:00pm	6	58	470	0	0	0	6	58	470
<b>TOTAL</b>	<b>231</b>	<b>2,311</b>	<b>114,880</b>	<b>20</b>	<b>130</b>	<b>3,824</b>	<b>251</b>	<b>2,441</b>	<b>118,704</b>

### QUEENS SECTOR, 2007-OUTBOUND

HOURS	MTA LIRR			AMTRACK N.E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12:00am	5	56	940	0	0	0	5	56	940
1:00am	4	42	550	0	0	0	4	42	550
2:00am	0	0	0	0	0	0	0	0	0
3:00am	5	48	280	1	5	77	6	53	357
4:00am	1	12	70	0	0	0	1	12	70
5:00am	4	38	280	0	0	0	4	38	280
6:00am	4	40	510	2	13	189	6	53	699
7:00am	7	68	1,440	0	0	0	7	68	1,440
8:00am	9	92	1,470	2	14	356	11	106	1,826
9:00am	8	82	950	0	0	0	8	82	950
10:00am	8	80	900	1	6	174	9	86	1,074
11:00am	9	88	1,370	2	13	340	11	101	1,710
12:00pm	7	74	1,550	1	6	226	8	80	1,776
1:00pm	8	80	2,270	1	7	176	9	87	2,446
2:00pm	8	86	4,260	1	7	174	9	93	4,434
3:00pm	12	128	7,340	2	13	503	14	141	7,843
4:00pm	22	224	14,150	1	6	223	23	230	14,373
5:00pm	33	342	29,300	2	14	480	35	356	29,780
6:00pm	21	221	20,390	2	13	333	23	234	20,723
7:00pm	13	128	10,430	2	14	410	15	142	10,840
8:00pm	8	84	5,680	0	0	0	8	84	5,680
9:00pm	8	72	4,620	0	0	0	8	72	4,620
10:00pm	10	98	3,830	0	0	0	10	98	3,830
11:00pm	8	80	1,920	0	0	0	8	80	1,920
<b>TOTAL</b>	<b>222</b>	<b>2,263</b>	<b>114,500</b>	<b>20</b>	<b>131</b>	<b>3,661</b>	<b>242</b>	<b>2,394</b>	<b>118,161</b>

## SECTION C

### SUBURBAN AND INTERCITY RAIL, TRANSIT BY LINE NEW JERSEY SECTOR, 2007-INBOUND

HOURS	NJ TRANSIT						AMTRACK N.E. CORRIDOR			TOTAL		
	NEC / NJCL			MIDTOWN DIRECT			TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS						
12:00am	2	18	107	0	0	0	1	7	129	3	25	236
1:00am	2	16	85	0	0	0	1	5	91	3	21	176
2:00am	2	21	192	0	0	0	0	0	0	2	21	192
3:00am	0	0	0	0	0	0	0	0	0	0	0	0
4:00am	0	0	0	0	0	0	0	0	0	0	0	0
5:00am	3	28	563	1	6	203	0	0	0	4	34	766
6:00am	9	72	4,186	2	14	812	2	13	136	13	99	5,134
7:00am	13	112	10,025	7	57	5,482	2	12	270	22	181	15,777
8:00am	13	135	12,893	5	45	4,969	3	21	854	21	201	18,716
9:00am	9	76	6,773	5	32	3,349	3	18	913	17	126	11,035
10:00am	7	48	3,219	4	29	955	4	28	877	15	105	5,051
11:00am	4	38	1,389	2	15	434	3	16	475	9	69	2,298
12:00pm	4	37	1,019	3	22	463	3	18	412	10	77	1,894
1:00pm	2	16	704	1	8	115	2	13	373	5	37	1,192
2:00pm	4	35	1,359	3	22	573	4	26	604	11	83	2,536
3:00pm	3	24	1,563	2	14	308	6	39	807	11	77	2,678
4:00pm	2	16	638	3	23	444	3	18	671	8	57	1,753
5:00pm	4	34	1,737	2	16	369	3	21	961	9	71	3,067
6:00pm	5	43	1,925	2	16	438	4	24	685	11	83	3,048
7:00pm	6	50	1,230	2	17	464	2	14	552	10	81	2,246
8:00pm	3	28	705	3	26	514	4	23	397	10	77	1,616
9:00pm	4	40	584	2	16	206	2	12	276	8	68	1,066
10:00pm	3	26	853	2	16	106	2	13	188	7	55	1,147
11:00pm	2	16	280	1	6	30	0	0	0	3	22	310
<b>TOTAL</b>	<b>106</b>	<b>929</b>	<b>52,029</b>	<b>52</b>	<b>400</b>	<b>20,234</b>	<b>54</b>	<b>341</b>	<b>9,671</b>	<b>212</b>	<b>1,670</b>	<b>81,934</b>

### NEW JERSEY SECTOR, 2007-OUTBOUND

HOURS	NJ TRANSIT						AMTRACK N.E. CORRIDOR			TOTAL		
	NEC / NJCL			MIDTOWN DIRECT			TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS						
12:00am	2	16	479	1	6	21	0	0	0	3	22	500
1:00am	1	12	146	0	0	0	0	0	0	1	12	146
2:00am	0	0	0	0	0	0	0	0	0	0	0	0
3:00am	0	0	0	0	0	0	1	5	75	1	5	75
4:00am	2	24	223	0	0	0	1	7	19	3	31	242
5:00am	2	19	391	0	0	0	1	6	33	3	25	424
6:00am	5	38	990	1	6	210	4	24	312	10	68	1,512
7:00am	5	36	1,228	4	26	619	4	24	450	13	86	2,297
8:00am	3	29	1,082	2	17	314	2	13	558	7	59	1,954
9:00am	4	34	886	2	14	326	4	24	744	10	72	1,956
10:00am	3	25	466	2	18	159	2	14	415	7	57	1,040
11:00am	4	36	870	2	14	310	4	27	583	10	77	1,763
12:00pm	3	22	681	2	12	302	2	13	385	7	47	1,368
1:00pm	3	25	770	2	17	261	2	11	267	7	53	1,298
2:00pm	4	36	1,404	2	14	455	4	27	699	10	77	2,558
3:00pm	5	48	2,377	3	24	865	3	18	687	11	90	3,929
4:00pm	9	78	4,916	5	38	2,596	4	24	1,004	18	140	8,516
5:00pm	15	141	12,956	5	42	4,420	2	11	448	22	194	17,824
6:00pm	9	84	8,311	6	51	4,971	4	22	944	19	157	14,226
7:00pm	7	58	5,393	3	25	1,731	2	13	432	12	96	7,556
8:00pm	5	40	2,286	3	26	1,091	3	19	527	11	85	3,904
9:00pm	4	32	1,566	1	8	245	0	0	0	5	40	1,811
10:00pm	4	38	1,760	3	23	1,117	1	7	208	8	68	3,085
11:00pm	3	30	2,343	1	8	105	1	5	68	5	43	2,516
<b>TOTAL</b>	<b>102</b>	<b>901</b>	<b>51,524</b>	<b>50</b>	<b>389</b>	<b>20,118</b>	<b>51</b>	<b>314</b>	<b>8,858</b>	<b>203</b>	<b>1,604</b>	<b>80,500</b>

## SECTION D

### AUTO, TAXI, COMMUTER VAN & TRUCK OCCUPANTS BY SECTOR SUMMARY, 2007-INBOUND

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	TOTAL
12:00am	11,632	4,681	2,842	2,328	21,484
1:00am	6,813	2,867	1,732	1,436	12,848
2:00am	4,518	2,217	1,495	1,072	9,302
3:00am	4,088	2,368	1,801	1,140	9,397
4:00am	5,375	3,913	3,018	2,020	14,326
5:00am	11,153	8,906	6,707	6,421	33,187
6:00am	20,044	14,903	10,359	9,965	55,271
7:00am	26,667	15,381	11,841	8,789	62,678
8:00am	29,552	14,176	11,754	8,452	63,934
9:00am	27,232	13,486	10,577	8,442	59,737
10:00am	23,176	11,745	8,410	7,577	50,908
11:00am	21,605	10,473	8,045	6,420	46,543
12:00pm	21,949	10,341	7,648	6,031	45,968
1:00pm	21,866	10,411	7,745	5,816	45,839
2:00pm	22,306	11,506	8,658	6,047	48,517
3:00pm	22,618	10,672	9,061	6,465	48,815
4:00pm	23,848	11,010	9,256	6,224	50,338
5:00pm	24,999	12,040	9,391	5,966	52,396
6:00pm	25,362	10,609	8,976	6,051	50,997
7:00pm	24,892	9,820	7,627	6,809	49,149
8:00pm	23,124	9,674	6,342	5,277	44,417
9:00pm	21,784	9,390	5,565	4,838	41,577
10:00pm	21,051	9,265	5,632	4,704	40,652
11:00pm	18,626	7,626	4,314	3,778	34,344
<b>TOTAL</b>	<b>464,281</b>	<b>227,478</b>	<b>168,797</b>	<b>132,067</b>	<b>992,623</b>

### SUMMARY, 2007-OUTBOUND

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	TOTAL
12:00am	12,464	9,153	6,925	3,790	32,333
1:00am	7,460	5,626	4,934	2,591	20,611
2:00am	4,876	3,771	3,212	1,686	13,544
3:00am	4,235	2,888	2,374	1,433	10,930
4:00am	5,574	3,144	3,198	1,831	13,747
5:00am	10,094	4,351	4,356	2,956	21,757
6:00am	18,024	8,217	6,596	4,430	37,266
7:00am	24,378	9,672	6,596	6,042	46,687
8:00am	23,984	10,261	5,662	5,752	45,658
9:00am	23,619	9,412	5,178	5,078	43,287
10:00am	22,661	8,824	6,340	5,221	43,046
11:00am	21,351	9,228	6,713	5,056	42,348
12:00pm	22,177	9,728	7,565	5,609	45,079
1:00pm	22,656	10,148	8,190	6,689	47,683
2:00pm	25,405	11,441	9,685	8,164	54,695
3:00pm	26,625	13,796	11,090	8,329	59,840
4:00pm	27,419	15,557	12,100	8,545	63,621
5:00pm	29,103	15,984	11,241	8,834	65,162
6:00pm	30,513	15,127	9,766	8,887	64,293
7:00pm	28,138	13,909	9,351	8,680	60,078
8:00pm	25,397	13,885	9,455	7,988	56,725
9:00pm	24,820	13,098	9,298	7,340	54,556
10:00pm	24,127	12,236	8,742	7,340	52,445
11:00pm	20,329	11,397	8,333	6,069	46,129
<b>TOTAL</b>	<b>485,429</b>	<b>240,852</b>	<b>176,899</b>	<b>138,339</b>	<b>1,041,520</b>

**SECTION D**  
**AUTO, TAXI, COMMUTER VAN AND TRUCK OCCUPANTS BY FACILITY**

**60<sup>TH</sup> STREET SECTOR, 2007-INBOUND**

HOURS	FDR DRIVE	YORK AVE	SECOND AVE	LEXINGTON AVENUE	PARK AVE	FIFTH AVENUE	7TH AVE (C.P. Exit)	BROADWAY	COLUMBUS AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
12:00am	1,881	550	2,590	1,047	589	1,397	0	883	1,265	439	993	11,632
1:00am	1,062	250	1,879	604	267	750	0	491	702	238	570	6,813
2:00am	740	159	1,305	376	159	484	0	332	437	125	401	4,518
3:00am	715	139	1,187	340	108	391	0	246	430	122	409	4,088
4:00am	1,190	213	1,539	398	141	515	0	227	389	143	622	5,375
5:00am	2,866	534	2,563	674	260	989	0	420	576	226	2,045	11,153
6:00am	5,245	872	2,659	1,206	729	2,180	0	1,042	970	635	4,506	20,044
7:00am	7,137	955	2,882	1,823	1,712	2,806	64	1,373	1,534	1,183	5,198	26,667
8:00am	7,534	1,038	2,849	1,823	2,187	2,258	2,260	1,334	1,763	1,489	5,016	29,552
9:00am	6,740	993	2,649	1,606	1,883	1,998	2,276	1,233	1,588	1,489	4,777	27,232
10:00am	5,872	1,059	2,595	1,528	1,993	1,825	138	1,262	1,550	1,182	4,172	23,176
11:00am	5,812	1,257	2,510	1,292	1,662	1,663	0	1,129	1,572	1,162	3,545	21,605
12:00pm	6,041	1,365	2,875	1,291	1,619	1,699	0	1,050	1,550	1,114	3,344	21,949
1:00pm	6,114	1,390	3,042	1,260	1,533	1,566	0	948	1,538	1,280	3,195	21,866
2:00pm	6,075	1,315	2,919	1,548	1,648	1,653	0	1,024	1,604	1,211	3,309	22,306
3:00pm	6,326	1,415	2,899	1,497	1,299	1,537	0	1,110	1,640	1,250	3,644	22,618
4:00pm	6,599	1,441	3,037	1,473	1,602	1,649	0	1,313	1,631	1,061	4,043	23,848
5:00pm	6,885	1,298	3,245	1,481	1,851	1,641	0	1,280	1,761	1,161	4,395	24,999
6:00pm	6,236	1,259	3,560	1,667	1,786	1,992	0	1,228	1,744	1,461	4,428	25,362
7:00pm	5,903	1,218	3,597	1,698	1,867	2,175	0	1,326	1,696	1,456	3,956	24,892
8:00pm	5,414	1,179	3,360	1,724	1,993	2,288	0	1,272	1,857	1,446	2,591	23,124
9:00pm	4,895	1,044	3,336	1,849	1,667	2,368	0	1,246	1,762	1,159	2,458	21,784
10:00pm	4,217	977	3,360	1,888	1,559	2,482	0	1,295	1,886	1,066	2,322	21,051
11:00pm	3,597	859	3,305	1,647	1,332	2,285	0	1,239	1,597	897	1,868	18,626
<b>TOTAL</b>	<b>115,096</b>	<b>22,778</b>	<b>65,742</b>	<b>31,740</b>	<b>31,447</b>	<b>40,590</b>	<b>4,738</b>	<b>24,305</b>	<b>33,044</b>	<b>22,994</b>	<b>71,807</b>	<b>464,281</b>

## SECTION D

### AUTO, TAXI, COMMUTER VAN AND TRUCK OCCUPANTS BY FACILITY 60<sup>TH</sup> STREET SECTOR, 2007-OUTBOUND

HOURS	FDR DRIVE	YORK AVE	FIRST AVE	QUEENS-BORO RAMP	THIRD AVE	PARK AVE	MADISON AVE	6TH AVE (C.P. Entrance)	CENTRAL PARK WEST	BROADWAY	AMSTER-DAM AVE	WEST END AVE	WEST SIDE HWY	TOTAL
12:00am	2,194	388	1,271	853	1,571	518	1,295	0	718	612	829	180	2,033	12,464
1:00am	1,106	238	1,158	457	1,028	261	695	0	414	391	494	102	1,117	7,460
2:00am	715	168	708	398	725	164	368	0	253	268	358	66	684	4,876
3:00am	606	128	662	508	619	108	293	0	227	183	292	56	552	4,235
4:00am	936	232	761	1,043	691	117	316	0	294	180	370	94	541	5,574
5:00am	2,139	422	1,189	2,339	1,041	233	503	0	428	259	639	207	696	10,094
6:00am	4,159	1,026	2,054	2,638	1,822	748	981	0	669	599	1,073	603	1,652	18,024
7:00am	4,898	1,603	2,826	2,318	2,302	1,896	1,434	472	1,084	934	1,399	684	2,526	24,378
8:00am	4,436	1,649	2,627	1,884	2,257	2,127	1,217	691	1,142	950	1,429	799	2,776	23,984
9:00am	4,366	1,491	2,497	1,972	2,182	1,800	1,406	791	1,292	950	1,510	959	2,404	23,619
10:00am	4,042	1,373	2,224	1,843	2,208	1,767	1,457	689	1,291	814	1,585	861	2,506	22,661
11:00am	3,823	1,253	2,135	1,938	2,047	1,538	1,312	542	1,071	693	1,520	740	2,738	21,351
12:00pm	4,086	1,246	2,178	1,833	2,242	1,519	1,334	660	1,150	765	1,472	602	3,092	22,177
1:00pm	4,052	1,296	2,287	1,981	2,162	1,508	1,303	659	1,170	756	1,553	587	3,342	22,656
2:00pm	4,480	1,321	2,407	2,319	2,360	1,614	1,614	789	1,180	815	1,687	652	4,167	25,405
3:00pm	4,688	1,278	2,355	2,353	2,114	1,795	1,607	1,088	1,259	850	1,787	775	4,677	26,625
4:00pm	5,143	1,128	2,488	2,077	2,168	1,884	1,675	1,232	1,268	868	1,926	1,026	4,536	27,419
5:00pm	5,054	1,193	2,900	2,198	2,414	2,147	1,895	1,378	1,483	971	2,076	1,027	4,369	29,103
6:00pm	4,594	1,159	3,011	2,102	3,019	2,108	2,355	1,198	1,757	1,181	2,296	1,077	4,657	30,513
7:00pm	4,448	1,093	2,703	1,872	2,919	1,942	2,766	0	1,835	1,219	2,191	920	4,229	28,138
8:00pm	4,402	1,108	2,422	1,738	2,605	1,753	2,445	0	1,649	1,056	1,686	497	4,038	25,397
9:00pm	4,284	1,028	2,274	1,604	2,668	1,611	2,501	0	1,572	979	1,616	438	4,244	24,820
10:00pm	3,823	856	2,220	1,779	2,562	1,614	2,464	0	1,635	936	1,616	410	4,213	24,127
11:00pm	3,289	628	1,864	1,424	2,079	1,289	2,179	0	1,294	879	1,360	343	3,703	20,329
<b>TOTAL</b>	<b>85,764</b>	<b>23,304</b>	<b>49,223</b>	<b>41,472</b>	<b>47,802</b>	<b>32,061</b>	<b>35,412</b>	<b>10,188</b>	<b>26,134</b>	<b>18,110</b>	<b>32,760</b>	<b>13,706</b>	<b>69,493</b>	<b>485,429</b>

## SECTION D

### AUTO, TAXI, COMMUTER VAN AND TRUCK OCCUPANTS BY FACILITY 2007-INBOUND

HOURS	BROOKLYN SECTOR					QUEENS SECTOR			NEW JERSEY SECTOR			TOTAL
	BROOKLYN BRIDGE	MANHATTAN BRIDGE	WILLIAMSBURG BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	
12:00am	1,739	1,106	1,658	179	4,681	767	2,075	2,842	1,003	1,325	2,328	9,851
1:00am	925	771	1,084	88	2,867	358	1,374	1,732	634	801	1,436	6,035
2:00am	665	619	884	49	2,217	212	1,283	1,495	440	632	1,072	4,783
3:00am	744	650	921	52	2,368	207	1,595	1,801	426	714	1,140	5,309
4:00am	1,368	868	1,497	180	3,913	410	2,607	3,018	694	1,326	2,020	8,951
5:00am	3,264	1,634	3,148	860	8,906	1,420	5,287	6,707	2,523	3,898	6,421	22,034
6:00am	4,954	2,676	4,677	2,596	14,903	2,875	7,484	10,359	3,549	6,416	9,965	35,227
7:00am	4,249	3,455	4,351	3,327	15,381	4,403	7,438	11,841	3,475	5,313	8,789	36,011
8:00am	3,564	3,375	4,009	3,228	14,176	5,045	6,710	11,754	3,561	4,891	8,452	34,382
9:00am	3,482	2,918	3,991	3,095	13,486	4,973	5,604	10,577	3,389	5,053	8,442	32,505
10:00am	3,818	2,187	3,636	2,103	11,745	3,840	4,570	8,410	3,100	4,478	7,577	27,733
11:00am	3,218	2,153	3,331	1,770	10,473	3,369	4,676	8,045	2,574	3,847	6,420	24,938
12:00pm	3,398	2,094	3,197	1,652	10,341	3,231	4,417	7,648	2,415	3,616	6,031	24,019
1:00pm	3,342	2,115	3,264	1,690	10,411	2,929	4,816	7,745	2,353	3,464	5,816	23,973
2:00pm	3,817	2,336	3,628	1,725	11,506	3,215	5,443	8,658	2,686	3,361	6,047	26,210
3:00pm	3,637	1,744	3,460	1,831	10,672	3,534	5,528	9,061	2,981	3,483	6,465	26,197
4:00pm	4,175	1,678	3,427	1,730	11,010	3,851	5,405	9,256	3,257	2,967	6,224	26,490
5:00pm	4,617	1,851	3,849	1,723	12,040	3,848	5,544	9,391	3,660	2,306	5,966	27,397
6:00pm	3,795	1,795	3,506	1,513	10,609	3,655	5,321	8,976	3,433	2,618	6,051	25,635
7:00pm	3,625	1,664	3,163	1,368	9,820	3,056	4,571	7,627	3,115	3,695	6,809	24,257
8:00pm	3,897	1,629	3,047	1,101	9,674	2,385	3,957	6,342	2,479	2,798	5,277	21,293
9:00pm	3,982	1,660	2,815	933	9,390	1,985	3,581	5,565	2,233	2,606	4,838	19,793
10:00pm	3,936	1,657	3,021	651	9,265	1,877	3,756	5,632	2,185	2,519	4,704	19,601
11:00pm	3,067	1,552	2,593	414	7,626	1,243	3,070	4,314	1,687	2,091	3,778	15,717
<b>TOTAL</b>	<b>77,279</b>	<b>44,188</b>	<b>72,155</b>	<b>33,857</b>	<b>227,478</b>	<b>62,687</b>	<b>106,110</b>	<b>168,797</b>	<b>57,852</b>	<b>74,216</b>	<b>132,067</b>	<b>528,342</b>

## SECTION D

### AUTO, TAXI, COMMUTER VAN AND TRUCK OCCUPANTS BY FACILITY 2007-OUTBOUND

HOURS	BROOKLYN SECTOR					QUEENS SECTOR			NEW JERSEY SECTOR			TOTAL
	BROOKLYN BRIDGE	MANHATTAN BRIDGE	WILLIAMSBURG BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	
12:00am	3,311	2,478	2,700	665	9,153	1,558	5,368	6,925	1,235	2,555	3,790	19,869
1:00am	1,906	1,702	1,720	298	5,626	856	4,079	4,934	863	1,728	2,591	13,151
2:00am	1,269	1,172	1,153	176	3,771	481	2,731	3,212	632	1,054	1,686	8,669
3:00am	947	944	892	106	2,888	310	2,064	2,374	669	764	1,433	6,695
4:00am	1,079	990	969	107	3,144	575	2,623	3,198	951	880	1,831	8,173
5:00am	1,610	1,175	1,409	157	4,351	1,150	3,206	4,356	1,791	1,164	2,956	11,663
6:00am	3,323	1,813	2,648	433	8,217	1,982	4,614	6,596	2,709	1,721	4,430	19,242
7:00am	3,978	2,167	2,822	705	9,672	2,204	4,391	6,596	3,460	2,581	6,042	22,309
8:00am	4,060	2,426	2,903	873	10,261	2,087	3,575	5,662	2,949	2,803	5,752	21,675
9:00am	3,775	2,186	2,485	965	9,412	2,066	3,112	5,178	2,535	2,543	5,078	19,668
10:00am	3,216	2,023	2,635	950	8,824	2,536	3,804	6,340	2,456	2,766	5,221	20,385
11:00am	3,421	1,973	2,710	1,125	9,228	2,645	4,067	6,713	2,422	2,633	5,056	20,996
12:00pm	3,538	2,176	2,739	1,275	9,728	3,244	4,321	7,565	2,523	3,086	5,609	22,902
1:00pm	3,691	2,116	2,910	1,432	10,148	3,530	4,660	8,190	2,970	3,718	6,689	25,027
2:00pm	4,170	2,341	3,139	1,791	11,441	4,139	5,546	9,685	3,811	4,354	8,164	29,290
3:00pm	4,962	2,948	3,667	2,219	13,796	4,442	6,647	11,090	3,703	4,626	8,329	33,215
4:00pm	5,220	3,616	4,192	2,528	15,557	4,694	7,406	12,100	3,776	4,768	8,545	36,202
5:00pm	5,387	3,593	4,327	2,676	15,984	4,513	6,729	11,241	3,658	5,176	8,834	36,058
6:00pm	5,145	3,481	3,976	2,525	15,127	4,161	5,605	9,766	3,726	5,160	8,887	33,780
7:00pm	4,797	3,181	3,864	2,067	13,909	3,655	5,696	9,351	3,556	5,124	8,680	31,940
8:00pm	5,124	2,899	3,691	2,172	13,885	3,608	5,846	9,455	3,299	4,689	7,988	31,328
9:00pm	5,174	2,806	3,472	1,646	13,098	3,703	5,595	9,298	2,849	4,491	7,340	29,736
10:00pm	4,822	2,765	3,255	1,394	12,236	3,317	5,425	8,742	2,659	4,682	7,340	28,318
11:00pm	4,549	2,628	3,290	929	11,397	2,314	6,019	8,333	1,961	4,108	6,069	25,800
<b>TOTAL</b>	<b>88,472</b>	<b>55,600</b>	<b>67,568</b>	<b>29,212</b>	<b>240,852</b>	<b>63,772</b>	<b>113,127</b>	<b>176,899</b>	<b>61,164</b>	<b>77,175</b>	<b>138,339</b>	<b>556,090</b>

## SECTION E

### AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY SECTOR, SUMMARY- 2007

#### INBOUND

#### OUTBOUND

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JERSEY SECTOR	TOTAL
12:00am	8,746	3,911	2,312	1,789	16,758
1:00am	5,109	2,384	1,420	1,105	10,018
2:00am	3,389	1,838	1,235	822	7,284
3:00am	3,077	1,966	1,493	870	7,406
4:00am	4,055	3,265	2,495	1,537	11,352
5:00am	8,539	7,474	5,495	4,913	26,421
6:00am	16,088	12,547	9,074	8,005	45,714
7:00am	20,811	13,149	10,045	6,996	51,001
8:00am	21,859	11,948	9,663	6,517	49,987
9:00am	20,107	11,324	8,485	6,757	46,673
10:00am	17,730	9,766	6,744	6,182	40,422
11:00am	16,454	8,785	6,480	5,227	36,946
12:00pm	16,493	8,563	6,095	4,677	35,828
1:00pm	16,551	8,621	6,101	4,503	35,776
2:00pm	17,190	9,392	6,778	4,599	37,959
3:00pm	17,535	9,088	7,120	5,005	38,748
4:00pm	18,335	9,344	7,045	4,641	39,365
5:00pm	18,776	10,051	7,277	4,403	40,507
6:00pm	19,183	9,251	6,890	4,640	39,964
7:00pm	19,118	8,574	5,999	4,783	38,474
8:00pm	17,482	8,155	5,092	4,074	34,803
9:00pm	16,474	7,920	4,479	3,732	32,605
10:00pm	15,905	7,796	4,546	3,630	31,877
11:00pm	14,029	6,396	3,501	2,909	26,835
<b>TOTAL</b>	<b>353,035</b>	<b>191,508</b>	<b>135,864</b>	<b>102,316</b>	<b>782,723</b>

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JERSEY SECTOR	TOTAL
12:00am	9,461	6,706	5,299	2,846	24,312
1:00am	5,663	4,101	3,815	1,948	15,527
2:00am	3,705	2,744	2,495	1,278	10,222
3:00am	3,233	2,096	1,851	1,105	8,285
4:00am	4,275	2,282	2,469	1,426	10,452
5:00am	7,795	3,171	3,307	2,338	16,611
6:00am	14,644	5,842	4,491	3,578	28,555
7:00am	19,359	6,926	4,395	4,699	35,379
8:00am	18,635	7,344	3,891	4,357	34,227
9:00am	17,964	6,749	3,652	3,843	32,208
10:00am	17,101	6,449	4,749	3,967	32,266
11:00am	16,256	6,790	5,130	3,928	32,104
12:00pm	16,706	7,172	5,759	4,302	33,939
1:00pm	17,183	7,718	6,351	5,182	36,434
2:00pm	19,183	8,682	7,398	6,125	41,388
3:00pm	20,019	10,897	8,452	6,349	45,717
4:00pm	19,847	11,770	9,322	6,712	47,651
5:00pm	20,810	11,987	8,513	6,927	48,237
6:00pm	21,828	11,251	7,294	6,809	47,182
7:00pm	20,413	10,418	6,963	6,765	44,559
8:00pm	19,178	10,356	7,005	6,098	42,637
9:00pm	18,769	9,708	6,865	5,577	40,919
10:00pm	18,237	9,043	6,480	5,550	39,310
11:00pm	15,410	8,381	6,308	4,555	34,654
<b>TOTAL</b>	<b>365,674</b>	<b>178,583</b>	<b>132,254</b>	<b>106,264</b>	<b>782,775</b>

## SECTION E

### AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY 60<sup>TH</sup> STREET SECTOR, 2007-INBOUND

HOURS	FDR DRIVE	YORK AVENUE	SECOND AVENUE	LEXINGTON AVENUE	PARK AVE	FIFTH AVENUE	7TH AVE (C.P. EXIT)	BROADWAY	COLOMBUS AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
12:00am	1,383	491	1,863	887	430	901	-	649	958	305	879	8,746
1:00am	781	223	1,352	512	195	484	-	361	532	165	504	5,109
2:00am	544	142	939	319	116	312	-	244	331	87	355	3,389
3:00am	526	124	854	288	79	252	-	181	326	85	362	3,077
4:00am	875	190	1,107	337	103	332	-	167	295	99	550	4,055
5:00am	2,107	477	1,844	571	190	638	-	309	436	157	1,810	8,539
6:00am	4,197	822	2,014	1,039	538	1,377	-	703	825	437	4,136	16,088
7:00am	5,296	887	2,145	1,458	1,386	1,712	35	991	1,243	833	4,825	20,811
8:00am	5,425	922	2,074	1,431	1,583	1,304	1,199	959	1,310	1,027	4,625	21,859
9:00am	4,781	875	2,005	1,309	1,363	1,207	1,125	904	1,174	988	4,376	20,107
10:00am	4,163	921	1,945	1,320	1,405	1,149	83	904	1,130	856	3,854	17,730
11:00am	4,001	1,120	1,915	1,082	1,247	1,078	-	847	1,159	828	3,177	16,454
12:00pm	4,167	1,199	2,118	1,060	1,138	1,138	-	771	1,185	793	2,924	16,493
1:00pm	4,372	1,207	2,192	1,087	1,118	1,078	-	717	1,132	891	2,757	16,551
2:00pm	4,510	1,220	2,119	1,353	1,178	1,125	-	732	1,170	906	2,877	17,190
3:00pm	4,739	1,205	2,065	1,420	963	1,044	-	852	1,193	876	3,178	17,535
4:00pm	5,018	1,221	2,083	1,323	1,154	1,088	-	993	1,237	766	3,452	18,335
5:00pm	4,978	1,188	2,164	1,266	1,272	1,094	-	942	1,339	807	3,726	18,776
6:00pm	4,670	1,109	2,337	1,367	1,347	1,311	-	975	1,386	935	3,746	19,183
7:00pm	4,669	1,120	2,460	1,427	1,410	1,452	-	1,000	1,313	974	3,293	19,118
8:00pm	3,981	1,053	2,417	1,461	1,455	1,476	-	935	1,407	1,004	2,293	17,482
9:00pm	3,599	932	2,400	1,567	1,217	1,528	-	916	1,335	805	2,175	16,474
10:00pm	3,101	872	2,417	1,600	1,138	1,601	-	952	1,429	740	2,055	15,905
11:00pm	2,645	767	2,378	1,396	972	1,474	-	911	1,210	623	1,653	14,029
<b>TOTAL</b>	<b>84,528</b>	<b>20,287</b>	<b>47,207</b>	<b>26,880</b>	<b>22,997</b>	<b>26,155</b>	<b>2,442</b>	<b>17,915</b>	<b>25,055</b>	<b>15,987</b>	<b>63,582</b>	<b>353,035</b>

## SECTION E

### AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY 60TH STREET SECTOR, 2007-OUTBOUND

HOURS	FDR DRIVE	YORK AVE	FIRST AVE	QUEENS-BORO RAMP	THIRD AVE	PARK AVE	MADISON AVE	6TH AVE (C.P. Entrance)	CENTRAL PARK WEST	BROADWAY	AMSTERDAM AVE	WEST END AVE	WEST SIDE HWY	TOTAL
12:00am	1,784	266	1,025	705	1,069	341	893	-	408	464	628	125	1,753	9,461
1:00am	899	163	934	378	699	172	479	-	235	296	374	71	963	5,663
2:00am	581	115	571	329	493	108	254	-	144	203	271	46	590	3,705
3:00am	493	88	534	420	421	71	202	-	129	139	221	39	476	3,233
4:00am	761	159	614	862	470	77	218	-	167	136	280	65	466	4,275
5:00am	1,739	289	959	1,933	708	153	347	-	243	196	484	144	600	7,795
6:00am	3,468	740	1,684	2,404	1,348	487	849	-	477	428	939	389	1,431	14,644
7:00am	4,064	1,047	2,316	2,141	1,703	1,198	1,241	304	698	688	1,172	480	2,307	19,359
8:00am	3,694	1,111	2,079	1,707	1,623	1,315	1,051	426	704	668	1,238	525	2,494	18,635
9:00am	3,418	1,053	1,968	1,745	1,559	1,196	1,136	463	756	673	1,266	638	2,093	17,964
10:00am	3,174	953	1,824	1,579	1,605	1,163	1,030	389	729	617	1,270	587	2,181	17,101
11:00am	3,067	866	1,754	1,577	1,495	1,055	899	320	633	563	1,174	534	2,319	16,256
12:00pm	3,260	828	1,814	1,484	1,566	1,075	890	363	632	589	1,152	466	2,587	16,706
1:00pm	3,474	881	1,884	1,602	1,492	1,067	863	353	627	586	1,141	450	2,763	17,183
2:00pm	3,831	890	1,995	1,801	1,552	1,077	1,051	456	682	616	1,222	461	3,549	19,183
3:00pm	3,902	871	1,953	1,835	1,422	1,170	1,050	604	699	658	1,286	551	4,018	20,019
4:00pm	3,896	795	1,899	1,614	1,412	1,190	1,070	677	697	685	1,379	684	3,849	19,847
5:00pm	3,884	796	2,221	1,777	1,455	1,339	1,163	748	805	764	1,448	713	3,697	20,810
6:00pm	3,785	750	2,417	1,653	1,833	1,361	1,394	611	896	875	1,555	754	3,944	21,828
7:00pm	3,706	841	2,185	1,484	1,762	1,289	1,551	-	919	948	1,490	633	3,605	20,413
8:00pm	3,579	759	1,953	1,436	1,772	1,153	1,686	-	937	800	1,277	345	3,481	19,178
9:00pm	3,483	704	1,834	1,326	1,815	1,060	1,725	-	893	742	1,224	304	3,659	18,769
10:00pm	3,108	586	1,790	1,470	1,743	1,062	1,699	-	929	709	1,224	285	3,632	18,237
11:00pm	2,674	430	1,503	1,177	1,414	848	1,503	-	735	666	1,030	238	3,192	15,410
<b>TOTAL</b>	<b>69,724</b>	<b>15,981</b>	<b>39,710</b>	<b>34,439</b>	<b>32,431</b>	<b>21,027</b>	<b>24,244</b>	<b>5,714</b>	<b>14,774</b>	<b>13,709</b>	<b>24,745</b>	<b>9,527</b>	<b>59,649</b>	<b>365,674</b>

## SECTION E

### AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY, 2007-INBOUND

HOURS	BROOKLYN SECTOR					QUEENS SECTOR			NEW JERSEY SECTOR			TOTAL
	BROOKLYN BRIDGE	MANHATTAN BRIDGE	WILLIAMSBURG BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	
12:00am	1,525	892	1,337	157	3,911	568	1,744	2,312	822	967	1,789	8,012
1:00am	811	622	874	77	2,384	265	1,155	1,420	520	585	1,105	4,909
2:00am	583	499	713	43	1,838	157	1,078	1,235	361	461	822	3,895
3:00am	653	524	743	46	1,966	153	1,340	1,493	349	521	870	4,329
4:00am	1,200	700	1,207	158	3,265	304	2,191	2,495	569	968	1,537	7,297
5:00am	2,863	1,318	2,539	754	7,474	1,052	4,443	5,495	2,068	2,845	4,913	17,882
6:00am	4,262	2,103	3,845	2,337	12,547	2,560	6,514	9,074	3,110	4,895	8,005	29,626
7:00am	3,795	2,774	3,563	3,017	13,149	3,595	6,450	10,045	2,962	4,034	6,996	30,190
8:00am	3,019	2,748	3,245	2,936	11,948	3,882	5,781	9,663	2,945	3,572	6,517	28,128
9:00am	3,000	2,371	3,165	2,788	11,324	3,716	4,769	8,485	2,906	3,851	6,757	26,566
10:00am	3,247	1,775	2,894	1,850	9,766	2,872	3,872	6,744	2,555	3,627	6,182	22,692
11:00am	2,932	1,743	2,565	1,545	8,785	2,574	3,906	6,480	2,128	3,099	5,227	20,492
12:00pm	2,909	1,700	2,526	1,428	8,563	2,405	3,690	6,095	1,954	2,723	4,677	19,335
1:00pm	2,892	1,690	2,590	1,449	8,621	2,134	3,967	6,101	1,922	2,581	4,503	19,225
2:00pm	3,267	1,761	2,862	1,502	9,392	2,300	4,478	6,778	2,064	2,535	4,599	20,769
3:00pm	3,156	1,445	2,832	1,655	9,088	2,545	4,575	7,120	2,392	2,613	5,005	21,213
4:00pm	3,570	1,416	2,820	1,538	9,344	2,573	4,472	7,045	2,620	2,021	4,641	21,030
5:00pm	3,878	1,512	3,158	1,503	10,051	2,656	4,621	7,277	2,882	1,521	4,403	21,731
6:00pm	3,589	1,430	2,940	1,292	9,251	2,544	4,346	6,890	2,752	1,888	4,640	20,781
7:00pm	3,390	1,346	2,693	1,145	8,574	2,265	3,734	5,999	2,520	2,263	4,783	19,356
8:00pm	3,418	1,314	2,457	966	8,155	1,767	3,325	5,092	2,032	2,042	4,074	17,321
9:00pm	3,493	1,339	2,270	818	7,920	1,470	3,009	4,479	1,830	1,902	3,732	16,131
10:00pm	3,453	1,336	2,436	571	7,796	1,390	3,156	4,546	1,791	1,839	3,630	15,972
11:00pm	2,690	1,252	2,091	363	6,396	921	2,580	3,501	1,383	1,526	2,909	12,806
<b>TOTAL</b>	<b>67,595</b>	<b>35,610</b>	<b>58,365</b>	<b>29,938</b>	<b>191,508</b>	<b>46,668</b>	<b>89,196</b>	<b>135,864</b>	<b>47,437</b>	<b>54,879</b>	<b>102,316</b>	<b>429,688</b>

## SECTION E

### AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY, 2007-OUTBOUND

HOURS	BROOKLYN SECTOR					QUEENS SECTOR			NEW JERSEY SECTOR			TOTAL
	BROOKLYN BRIDGE	MANHATTAN BRIDGE	WILLIAMSBURG BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	
12:00am	2,382	1,674	2,077	573	6,706	1,005	4,294	5,299	1,047	1,799	2,846	14,851
1:00am	1,371	1,150	1,323	257	4,101	552	3,263	3,815	731	1,217	1,948	9,864
2:00am	913	792	887	152	2,744	310	2,185	2,495	536	742	1,278	6,517
3:00am	681	638	686	91	2,096	200	1,651	1,851	567	538	1,105	5,052
4:00am	776	669	745	92	2,282	371	2,098	2,469	806	620	1,426	6,177
5:00am	1,158	794	1,084	135	3,171	742	2,565	3,307	1,518	820	2,338	8,816
6:00am	2,324	1,237	1,883	398	5,842	1,304	3,187	4,491	2,355	1,223	3,578	13,911
7:00am	2,753	1,510	2,017	646	6,926	1,399	2,996	4,395	2,908	1,791	4,699	16,020
8:00am	2,812	1,670	2,083	779	7,344	1,311	2,580	3,891	2,476	1,881	4,357	15,592
9:00am	2,571	1,474	1,865	839	6,749	1,301	2,351	3,652	2,081	1,762	3,843	14,244
10:00am	2,256	1,344	2,048	801	6,449	1,605	3,144	4,749	2,083	1,884	3,967	15,165
11:00am	2,432	1,328	2,094	936	6,790	1,759	3,371	5,130	2,065	1,863	3,928	15,848
12:00pm	2,516	1,458	2,153	1,045	7,172	2,082	3,677	5,759	2,157	2,145	4,302	17,233
1:00pm	2,764	1,423	2,341	1,190	7,718	2,324	4,027	6,351	2,566	2,616	5,182	19,251
2:00pm	3,091	1,547	2,530	1,514	8,682	2,746	4,652	7,398	3,212	2,913	6,125	22,205
3:00pm	3,732	2,107	3,148	1,910	10,897	2,942	5,510	8,452	3,088	3,261	6,349	25,698
4:00pm	3,840	2,435	3,270	2,225	11,770	2,956	6,366	9,322	3,188	3,524	6,712	27,804
5:00pm	3,963	2,466	3,285	2,273	11,987	2,913	5,600	8,513	3,089	3,838	6,927	27,427
6:00pm	3,818	2,281	3,023	2,129	11,251	2,645	4,649	7,294	3,079	3,730	6,809	25,354
7:00pm	3,653	2,033	2,960	1,772	10,418	2,307	4,656	6,963	3,032	3,733	6,765	24,146
8:00pm	3,686	1,959	2,839	1,872	10,356	2,328	4,677	7,005	2,796	3,302	6,098	23,459
9:00pm	3,722	1,896	2,671	1,419	9,708	2,389	4,476	6,865	2,414	3,163	5,577	22,150
10:00pm	3,469	1,868	2,504	1,202	9,043	2,140	4,340	6,480	2,253	3,297	5,550	21,073
11:00pm	3,273	1,776	2,531	801	8,381	1,493	4,815	6,308	1,662	2,893	4,555	19,244
<b>TOTAL</b>	<b>63,956</b>	<b>37,529</b>	<b>52,047</b>	<b>25,051</b>	<b>178,583</b>	<b>41,124</b>	<b>91,130</b>	<b>132,254</b>	<b>51,709</b>	<b>54,555</b>	<b>106,264</b>	<b>417,101</b>

## SECTION F

### FERRY AND TRAMWAY PASSENGERS BY FACILITY 2007-INBOUND

HOURS	BROOKLYN	QUEENS	NEW JERSEY	UPSTATE NY	STATEN	ROOSEVELT	TOTAL
	FERRY	FERRY	FERRY	(HUDSON R.) FERRY	ISLAND FERRY	ISLAND TRAMWAY	
12:00am	0	0	30	0	59	35	124
1:00am	0	0	0	0	32	6	38
2:00am	0	0	0	0	34	0	34
3:00am	0	0	0	0	99	0	99
4:00am	0	0	0	0	326	0	326
5:00am	0	0	470	0	1,353	0	1,823
6:00am	10	8	1,982	7	3,342	52	5,394
7:00am	18	13	4,286	13	6,062	346	10,725
8:00am	175	18	4,584	21	4,513	584	9,874
9:00am	11	10	2,164	11	1,828	415	4,428
10:00am	0	0	670	0	1,393	132	2,195
11:00am	0	0	451	0	1,269	78	1,798
12:00pm	0	0	460	0	1,202	99	1,761
1:00pm	0	0	366	0	1,061	88	1,515
2:00pm	0	0	358	0	1,346	105	1,809
3:00pm	0	0	268	0	1,166	137	1,571
4:00pm	1	3	548	0	1,279	127	1,958
5:00pm	12	6	971	0	1,164	134	2,287
6:00pm	4	0	794	0	809	112	1,719
7:00pm	0	0	380	0	487	112	979
8:00pm	0	0	100	0	475	91	666
9:00pm	0	0	35	0	364	71	470
10:00pm	0	0	8	0	250	65	323
11:00pm	0	0	0	0	88	27	115
<b>TOTAL</b>	<b>231</b>	<b>58</b>	<b>18,925</b>	<b>52</b>	<b>30,001</b>	<b>2,816</b>	<b>52,031</b>

### 2007-OUTBOUND

HOURS	BROOKLYN	QUEENS	NEW JERSEY	UPSTATE NY	STATEN	ROOSEVELT	TOTAL
	FERRY	FERRY	FERRY	(HUDSON R.) FERRY	ISLAND FERRY	ISLAND TRAMWAY	
12:00am	0	0	24	0	499	56	579
1:00am	0	0	0	0	191	22	213
2:00am	0	0	0	0	111	0	111
3:00am	0	0	0	0	74	0	74
4:00am	0	0	0	0	70	0	70
5:00am	0	0	5	0	203	0	208
6:00am	0	0	92	0	529	28	649
7:00am	0	0	579	0	585	84	1,248
8:00am	1	1	849	0	671	61	1,583
9:00am	1	1	484	0	686	51	1,223
10:00am	0	0	271	0	798	35	1,104
11:00am	0	0	304	0	934	39	1,277
12:00pm	0	0	442	0	1,250	65	1,757
1:00pm	0	0	543	0	1,324	80	1,947
2:00pm	0	0	600	0	1,692	99	2,391
3:00pm	0	0	1,082	0	2,639	260	3,981
4:00pm	3	10	1,991	12	4,439	208	6,651
5:00pm	27	28	3,671	21	6,543	302	10,571
6:00pm	148	10	2,979	8	4,216	492	7,845
7:00pm	10	1	1,647	4	2,404	410	4,472
8:00pm	1	0	768	0	1,615	271	2,655
9:00pm	0	0	462	0	1,203	162	1,827
10:00pm	0	0	308	0	852	116	1,276
11:00pm	0	0	242	0	658	99	999
<b>TOTAL</b>	<b>191</b>	<b>51</b>	<b>17,343</b>	<b>45</b>	<b>34,186</b>	<b>2,940</b>	<b>54,711</b>

**SECTION G  
BICYCLE VOLUMES BY SECTOR  
SUMMARY, 2007-INBOUND**

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	S. I. SECTOR ABOARD FERRY	TOTAL
12:00am	0	0	0	0	0
1:00am	0	0	0	0	0
2:00am	0	0	0	0	0
3:00am	0	0	0	0	0
4:00am	0	0	0	0	0
5:00am	0	0	0	0	0
6:00am	126	106	44	2	278
7:00am	302	267	124	4	697
8:00am	447	695	160	8	1,310
9:00am	519	716	148	9	1,392
10:00am	496	363	121	7	987
11:00am	556	233	89	9	887
12:00pm	720	263	35	11	1,029
1:00pm	699	194	29	13	935
2:00pm	569	208	25	6	808
3:00pm	793	153	46	10	1,002
4:00pm	648	176	39	10	873
5:00pm	645	191	43	9	888
6:00pm	717	191	50	8	966
7:00pm	704	125	25	5	859
8:00pm	585	94	21	2	702
9:00pm	372	60	15	2	449
10:00pm	234	70	4	1	309
11:00pm	130	29	1	0	160
<b>TOTAL</b>	<b>9,262</b>	<b>4,134</b>	<b>1,019</b>	<b>116</b>	<b>14,531</b>

**SUMMARY, 2007-OUTBOUND**

HOURS	60TH STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	S. I. SECTOR ABOARD FERRY	TOTAL
12:00am	0	0	0	0	0
1:00am	0	0	0	0	0
2:00am	0	0	0	0	0
3:00am	0	0	0	0	0
4:00am	0	0	0	0	0
5:00am	0	0	0	0	0
6:00am	99	45	12	0	156
7:00am	160	73	22	1	256
8:00am	254	91	28	4	377
9:00am	330	70	28	2	430
10:00am	396	78	31	1	506
11:00am	508	96	24	6	634
12:00pm	728	78	19	3	828
1:00pm	694	118	36	3	851
2:00pm	618	178	53	5	854
3:00pm	598	173	69	5	845
4:00pm	663	243	93	3	1,002
5:00pm	798	441	110	4	1,353
6:00pm	830	546	111	8	1,495
7:00pm	800	475	87	12	1,374
8:00pm	608	301	75	8	992
9:00pm	393	226	39	6	664
10:00pm	253	190	18	3	464
11:00pm	148	92	6	1	247
<b>TOTAL</b>	<b>8,878</b>	<b>3,514</b>	<b>861</b>	<b>75</b>	<b>13,328</b>

**SECTION G**  
**BICYCLE VOLUMES BY FACILITY**  
**60<sup>TH</sup> STREET SECTOR, 2007-INBOUND**

HOURS	1ST AVE	2ND AVE	3RD AVE	LEX. AVE	PARK AVE	MADISON AVE	5TH AVE	6TH AVE	7TH AVE	B'WAY	8TH AVE	9TH AVE	10TH AVE	11TH AVE	12TH AVE	HUDSON RIVER GREENWAY	TOTAL
12:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00am	2	10	1	8	9	-	16	1	8	12	1	10	-	2	4	42	126
7:00am	6	43	2	9	15	3	36	-	28	23	2	15	-	1	2	117	302
8:00am	6	51	1	20	25	-	43	3	27	29	2	33	-	3	7	197	447
9:00am	2	67	3	33	44	6	56	1	15	56	2	49	4	6	15	160	519
10:00am	6	38	10	43	39	4	80	11	24	47	5	49	7	12	20	101	496
11:00am	1	60	3	52	52	9	93	7	38	48	11	41	10	10	4	117	556
12:00pm	3	42	16	90	81	16	118	12	70	75	18	76	15	11	2	75	720
1:00pm	2	50	23	85	58	11	97	21	55	80	15	92	25	14	4	67	699
2:00pm	7	41	10	62	30	6	82	12	32	74	5	103	16	14	6	69	569
3:00pm	1	43	4	175	43	5	105	9	55	108	7	85	22	12	5	114	793
4:00pm	5	45	7	65	43	21	73	3	56	104	11	60	10	15	8	122	648
5:00pm	9	32	9	54	33	10	102	8	46	83	15	58	21	14	5	146	645
6:00pm	6	47	14	71	86	7	63	5	31	81	9	54	16	15	10	202	717
7:00pm	10	29	9	73	97	9	88	13	20	73	9	104	19	16	5	130	704
8:00pm	18	20	3	82	60	5	62	20	12	68	18	126	18	13	6	54	585
9:00pm	12	18	6	45	31	-	34	7	29	45	2	87	6	16	5	29	372
10:00pm	6	6	1	22	11	-	17	3	8	33	5	71	2	10	2	37	234
11:00pm	3	10	1	8	5	-	6	1	19	14	2	36	3	7	-	15	130
<b>TOTAL</b>	<b>105</b>	<b>652</b>	<b>123</b>	<b>997</b>	<b>762</b>	<b>112</b>	<b>1,171</b>	<b>137</b>	<b>573</b>	<b>1,053</b>	<b>139</b>	<b>1,149</b>	<b>194</b>	<b>191</b>	<b>110</b>	<b>1,794</b>	<b>9,262</b>

Counts include bicyclists riding against the traffic flow. Bicyclists on the sidewalk are included as going against traffic flow. Bicycle counts were conducted in September 2007.

**SECTION G**  
**BICYCLE VOLUMES BY LOCATION**  
**60<sup>TH</sup> STREET SECTOR, 2007-OUTBOUND**

HOURS	1ST AVE	2ND AVE	3RD AVE	LEX. AVE	PARK AVE	MADISON AVE	5TH AVE	6TH AVE	7TH AVE	B'WAY	8TH AVE	9TH AVE	10TH AVE	11TH AVE	12TH AVE	HUDSON RIVER GREENWAY	TOTAL
12:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00am	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00am	9	1	6	-	6	6	2	19	1	-	13	-	3	-	1	32	99
7:00am	19	1	11	1	5	5	-	7	-	-	26	5	5	3	4	68	160
8:00am	34	1	12	2	9	16	1	26	-	-	34	5	10	3	-	101	254
9:00am	34	1	14	2	10	36	1	43	-	2	42	4	10	8	2	121	330
10:00am	23	2	36	4	12	48	6	59	3	5	81	6	11	8	-	92	396
11:00am	15	9	34	1	21	96	2	95	1	4	99	6	14	13	3	95	508
12:00pm	20	5	76	1	55	128	1	111	2	12	164	14	31	10	5	93	728
1:00pm	17	15	48	4	47	124	2	108	2	7	166	25	47	10	2	70	694
2:00pm	27	6	58	6	25	90	4	97	2	13	123	23	42	14	3	85	618
3:00pm	30	10	26	1	22	112	3	92	7	9	108	15	44	8	2	109	598
4:00pm	28	3	54	3	25	131	2	89	3	7	124	11	34	11	6	132	663
5:00pm	46	8	45	2	28	145	1	92	2	3	134	10	39	9	7	227	798
6:00pm	48	4	33	1	76	100	-	91	3	3	134	8	34	5	7	283	830
7:00pm	30	13	57	1	71	101	3	120	1	1	137	32	37	9	3	184	800
8:00pm	38	4	34	1	53	87	2	104	1	3	120	34	44	19	2	62	608
9:00pm	28	5	19	-	37	42	3	56	2	-	112	18	16	12	-	43	393
10:00pm	14	4	6	-	10	8	2	34	2	1	102	14	13	7	2	34	253
11:00pm	12	1	4	-	9	1	1	16	5	-	65	4	4	5	-	21	148
<b>TOTAL</b>	<b>472</b>	<b>93</b>	<b>573</b>	<b>30</b>	<b>521</b>	<b>1,276</b>	<b>36</b>	<b>1,259</b>	<b>37</b>	<b>70</b>	<b>1,784</b>	<b>234</b>	<b>438</b>	<b>154</b>	<b>49</b>	<b>1,852</b>	<b>8,878</b>

Counts include bicyclists riding against the traffic flow. Bicyclists on the sidewalk are included as going against traffic flow. Bicycle counts were conducted in September 2007.

**SECTION G**  
**BICYCLE VOLUMES BY LOCATION, CONT'D**  
**2007-INBOUND**

HOURS	BROOKLYN				QUEENS	STATEN I.	TOTAL
	WILLIAMSBURG BRIDGE	BROOKLYN BRIDGE	MANHATTAN BRIDGE	TOTAL	QUEENSBORO BRIDGE	ABOARD FERRY	
12:00 am	0	0	0	0	0	0	0
1:00am	0	0	0	0	0	0	0
2:00am	0	0	0	0	0	0	0
3:00am	0	0	0	0	0	0	0
4:00am	0	0	0	0	0	0	0
5:00am	0	0	0	0	0	0	0
6:00am	61	35	10	106	44	2	152
7:00am	143	90	34	267	124	4	395
8:00am	316	224	155	695	160	8	863
9:00am	315	227	174	716	148	9	873
10:00am	210	83	70	363	121	7	491
11:00am	151	37	45	233	89	9	331
12:00pm	163	42	58	263	35	11	309
1:00pm	117	37	40	194	29	13	236
2:00pm	121	42	45	208	25	6	239
3:00pm	85	31	37	153	46	10	209
4:00pm	83	40	53	176	39	10	225
5:00pm	77	48	66	191	43	9	243
6:00pm	84	45	62	191	50	8	249
7:00pm	59	38	28	125	25	5	155
8:00pm	41	32	21	94	21	2	117
9:00pm	29	8	23	60	15	2	77
10:00pm	39	14	17	70	4	1	75
11:00pm	19	3	7	29	1	0	30
<b>TOTAL</b>	<b>2,113</b>	<b>1,076</b>	<b>945</b>	<b>4,134</b>	<b>1,019</b>	<b>116</b>	<b>5,269</b>

**2007-OUTBOUND**

HOURS	BROOKLYN				QUEENS	STATEN I.	TOTAL
	WILLIAMSBURG BRIDGE	BROOKLYN BRIDGE	MANHATTAN BRIDGE	TOTAL	QUEENSBORO BRIDGE	ABOARD FERRY	
12:00 am	0	0	0	0	0	0	0
1:00am	0	0	0	0	0	0	0
2:00am	0	0	0	0	0	0	0
3:00am	0	0	0	0	0	0	0
4:00am	0	0	0	0	0	0	0
5:00am	0	0	0	0	0	0	0
6:00am	33	4	8	45	12	0	57
7:00am	42	21	10	73	22	1	96
8:00am	46	30	15	91	28	4	123
9:00am	35	16	19	70	28	2	100
10:00am	32	27	19	78	31	1	110
11:00am	48	19	29	96	24	6	126
12:00pm	36	26	16	78	19	3	100
1:00pm	59	40	19	118	36	3	157
2:00pm	111	36	31	178	53	5	236
3:00pm	93	41	39	173	69	5	247
4:00pm	127	76	40	243	93	3	339
5:00pm	167	136	138	441	110	4	555
6:00pm	181	202	163	546	111	8	665
7:00pm	234	129	112	475	87	12	574
8:00pm	159	62	80	301	75	8	384
9:00pm	98	51	77	226	39	6	271
10:00pm	100	31	59	190	18	3	211
11:00pm	51	13	28	92	6	1	99
<b>TOTAL</b>	<b>1,652</b>	<b>960</b>	<b>902</b>	<b>3,514</b>	<b>861</b>	<b>75</b>	<b>4,450</b>

# **Appendix IV**

## **List of Data Sources - 2007**

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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 NYCT) 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:

- MTA New York City Transit
- MTA Bus Company
- Port Authority of New York and New Jersey (PANYNJ) volumes
- New York City Department of Transportation (NYCDOT)

### **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.

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## **Aerial Tramway**

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

## **Bicycle**

NYCDOT bicycle counts on a typical fall weekday at bridge crossings and 50<sup>th</sup> Street ScreenLines.

## **Motor Vehicles**

This information is generated from:

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