### Average Weekday Ferry Ridership

#### Q4 2009

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Commuter Ferry Routes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NY Waterway</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weehawken/Hoboken North</td>
<td>5,259</td>
<td>5,535</td>
<td>5,953</td>
<td>5,582</td>
<td>73</td>
<td></td>
</tr>
<tr>
<td>Weehawken - Hoboken North - WFC</td>
<td>522</td>
<td>542</td>
<td>474</td>
<td>513</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>Hoboken North - Pier 79 (West 39th St.)</td>
<td>1,662</td>
<td>1,646</td>
<td>1,513</td>
<td>1,742</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>10,952</td>
<td>10,926</td>
<td>10,954</td>
<td>10,944</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td><strong>NY Waterway Total</strong></td>
<td>13,540</td>
<td>13,377</td>
<td>13,169</td>
<td>13,362</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td><strong>Seastreak</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highlands - Pier 11, East 34th St.</td>
<td>953</td>
<td>899</td>
<td>854</td>
<td>902</td>
<td>-47</td>
<td></td>
</tr>
<tr>
<td>Atlantic Highlands - Pier 11, East 34th St.</td>
<td>1,065</td>
<td>1,019</td>
<td>1,068</td>
<td>1,053</td>
<td>-4</td>
<td></td>
</tr>
<tr>
<td><strong>Total Seastreak</strong></td>
<td>2,018</td>
<td>1,918</td>
<td>2,222</td>
<td>2,065</td>
<td>-72</td>
<td></td>
</tr>
<tr>
<td><strong>New York Water Taxi</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brooklyn Army Terminal - Pier 11</td>
<td>54</td>
<td>46</td>
<td>42</td>
<td>46</td>
<td>-15</td>
<td></td>
</tr>
<tr>
<td>Bay Ridge (Red Hook, Brooklyn) - Pier 11</td>
<td>423</td>
<td>283</td>
<td>215</td>
<td>301</td>
<td>-32</td>
<td></td>
</tr>
<tr>
<td>Rockaway - Pier 11 (2)</td>
<td>83</td>
<td>76</td>
<td>71</td>
<td>73</td>
<td>-43</td>
<td></td>
</tr>
<tr>
<td>East River (Pier 11 - Hunters Point, East 34th, Fulton Landing - Shaefer Landing)</td>
<td>177</td>
<td>119</td>
<td>102</td>
<td>132</td>
<td>-33</td>
<td></td>
</tr>
<tr>
<td><strong>Total/New York Water Taxi</strong></td>
<td>798</td>
<td>596</td>
<td>499</td>
<td>629</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td><strong>Liberty Park Water Taxi</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liberty Landing - BR-100 3rd Ave.</td>
<td>306</td>
<td>265</td>
<td>222</td>
<td>279</td>
<td>-37</td>
<td></td>
</tr>
<tr>
<td><strong>Total Average Weekday Private Ferries</strong></td>
<td>29,501</td>
<td>28,541</td>
<td>27,831</td>
<td>29,281</td>
<td>-2</td>
<td></td>
</tr>
<tr>
<td><strong>Staten Island Ferry</strong></td>
<td>69,000</td>
<td>63,428</td>
<td>60,753</td>
<td>64,394</td>
<td>38</td>
<td></td>
</tr>
</tbody>
</table>

#### Ferry Operators

- **NYCDOT**: New York City Department of Transportation
- **Liberty Park Water Taxi**: Liberty Park Ferry Terminal
- **NY Waterway**: Various terminals including Battery and Whitehall
- **Libby Ferry**: Battery Park
- **NY Water Taxi**: Liberty Landing - BR-100 3rd Ave.
- **Bridgeport Port Jefferson Steamboat Co.**: Greenwich FDR, Port Jefferson

#### Travel Patterns in the New York Metropolitan Area

**FOURTH QUARTER (Q4) - 2009**

- **TRAVEL PATTERNS**
  - www.NYMTC.org

### Average Ridership

- **Liberty Park Water Taxi**: 68.1%
- **NY Water Taxi**: 14.1%
- **Seastrack**: 12.2%
- **Port Jefferson Ferry**: 2.0%
- **Libby Ferry**: 0.7%
- **NY Water Taxi**: 0.3%

### Travel Patterns in the New York Metropolitan Area

*Provides an overview of regional travel patterns at a glance.*

Data was collected from the agencies operating each facility. Regional travel planning is the collaborative forum for transportation planning for New York City, Long Island and the lower Hudson Valley.

**Notes:**

1. Paulus Hook terminal was formerly named Colgate terminal.
2. Rockaway - Pier 11 Service started in May '08 with a stop at Brooklyn Army Terminal.
3. Average ridership includes weekends. Prior year's quarterly data recalculated.
4. NY Waterway - Pier 79 (West 33rd St.)
5. RFK Bridge
6. Manhattan Bridge
7. Brooklyn Battery Tunnel
8. Holland Tunnel
9. Williamsburg Bridge
10. Manhattan Bridge
11. Brooklyn Bridge
12. Manhattan Bridge
13. Brooklyn Bridge

**Average Ridership**

- **Commuter Ferry Routes**: 68.1%
- **NY Waterway**: 14.1%
- **Seastreak**: 12.2%
- **Port Jefferson Ferry**: 2.0%
- **Libby Ferry**: 0.7%
- **NY Water Taxi**: 0.3%

**Average Ridership by Ferry Operator**

- **Q4 2009**: Average Weekday Ferry Ridership
- **Oct.**, **Nov.**, **Dec.**, **Avg.**
- **Percent Change from Prior Year (Q4)***
Average Weekday Bus and Rail Ridership
by Service Operator
Q4-2008 to Q4-2009: Percent Change

NYC/NJ Transit Subways
MTA/Port Authority Trans-Hudson (PATH)
MTA/New Jersey Transit Bus
New Jersey Rail
NJ Transit Rail
Suburban Buses
Jersey & New York Airports Air Train

Percent Change from Q4 2008

-1
-2
-3
-4
-5
-6
0
1
2
3
4
5
6

Average Weekday Passengers
by Public Transportation Mode
Q4-2008 and Q4-2009

NYC & NY Suburbs Public & Private Bus Operators
35.5%

Total

<table>
<thead>
<tr>
<th>Mode</th>
<th>2008</th>
<th>2009</th>
<th>Change</th>
</tr>
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<tbody>
<tr>
<td>NYC &amp; NY Suburbs Public &amp; Private Bus Operators</td>
<td>5,672,714</td>
<td>5,613,051</td>
<td>-1.5%</td>
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Vehicle Traffic at Major River Crossings by Waterway
Q4-2008 to Q4-2009: Percent Change

Average Weekday Bus and Rail Ridership

NYC/NY Subway
MTA/PATH
MTA/Port Authority Trans-Hudson (PATH)
MTA/New Jersey Transit Bus
New Jersey Rail
New Jersey Transit Rail
Suburban Buses
New York City Trans-Hub
Manhattan Bridge NYCT
Brooklyn Bridge NYCT
Queensboro Bridge NYCT
Queens/Newark Express LIRR
West Side LIRR
PATH

Percent Change from Q4 2008

-1
-2
-3
-4
-5
-6
0
1
2
3
4
5
6

Average Weekday Passengers
by Public Transportation Mode
Q4-2008 and Q4-2009

GRAND TOTAL

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<th>2009</th>
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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 of 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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For additional information contact Leokadia Gioglowski - NYMTC Data Monitoring and Analysis Unit - at 212.383.7223 or e-mail: gioglowski@dot.state.ny.us