

## 6.5 Putnam

### Major Portals and Roadways

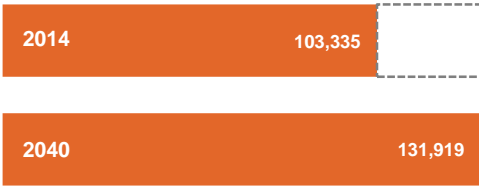


# New York Metropolitan Transportation Council

## Population and Travel Characteristics

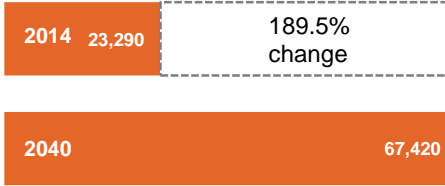
### Population

21.7%  
change



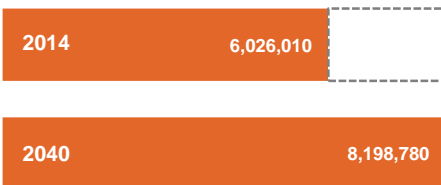
### VHD Daily Totals

189.5%  
change

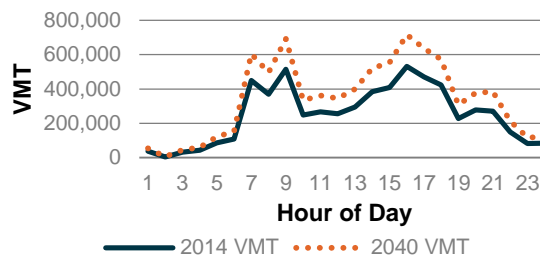


### VMT Daily Totals

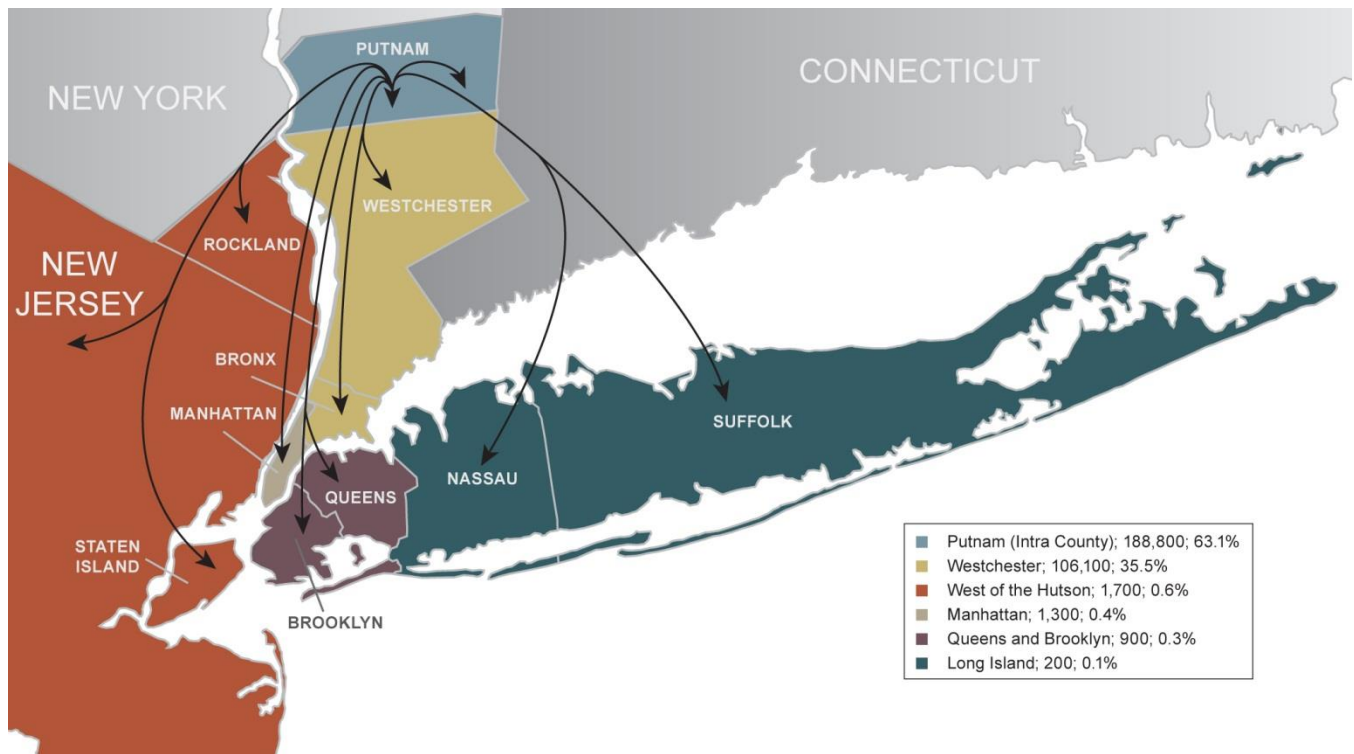
36.1%  
change



### Putnam 24-hour VMT



## Two-Way Trips between The Bronx and Other Counties in the New York Metro Area



# New York Metropolitan Transportation Council

## Performance Measures County: Putnam

### Scenario 2014

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
<b>AM Period (6 to 10 AM)</b>									
Freeway	0.30	1%	2%	3.6	1.02	56.6	279	401	490,042
Arterial	0.33	3%	7%	57.5	1.13	27.7	9,941	14,314	393,460
Local	0.11	0%	0%	0.0	1.00	29.4	85	123	699,370
<b>PM Period (4 to 8 PM)</b>									
Freeway	0.09	0%	0%	1.8	1.01	57.3	71	102	318,287
Arterial	0.09	0%	0%	14.5	1.02	28.8	740	1,065	212,634
Local	0.03	0%	0%	0.0	1.00	29.5	5	7	368,879
<b>Daily Total</b>									
Freeway	0.19	1%	1%	12.8	1.01	57.0	810	1,166	1,845,303
Arterial	0.22	3%	3%	192.0	1.06	28.3	22,208	31,979	1,459,510
Local	0.08	0%	0%	0.0	1.00	29.4	270	389	2,721,193
<b>Total</b>							<b>23,288</b>	<b>33,535</b>	<b>6,026,006</b>

### Scenario 2040

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
<b>AM Period (6 to 10 AM)</b>									
Freeway	0.39	5%	2%	46.5	1.05	55.8	620	892	629,053
Arterial	0.43	5%	11%	117.0	1.34	26.7	29,203	42,053	536,602
Local	0.14	0%	0%	3.4	1.00	29.3	423	610	961,308
<b>PM Period (4 to 8 PM)</b>									
Freeway	0.14	1%	1%	7.8	1.01	56.9	202	290	485,399
Arterial	0.12	1%	1%	26.3	1.04	28.5	2,780	4,003	288,308
Local	0.04	0%	0%	0.0	1.00	29.4	22	31	507,102
<b>Daily Total</b>									
Freeway	0.26	2%	1%	64.1	1.03	56.5	1,739	2,504	2,542,414
Arterial	0.28	3%	6%	350.7	1.15	27.7	64,593	93,014	1,954,647
Local	0.10	0%	0%	3.4	1.00	29.3	1,083	1,560	3,701,723
<b>Total</b>							<b>67,415</b>	<b>97,078</b>	<b>8,198,783</b>

D/C = Demand to Capacity; LMC = Lane Miles of Congestion; TTI = Travel Time Index; ATS = Average Travel Speed; VHD = Vehicle Hours of Delay; PHD = Person Hours of Delay; VMT = Vehicle Miles Traveled

Note: D/C = average Demand to Capacity for the particular facility type and period. The "0.8<=DC<=1" and "D/C>1" are the percent of travel that occurs in various conditions (somewhat congested and very congested).

### Percentage Difference Between 2040 and 2014 Performance Measures

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
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<b>AM Period (6 to 10 AM)</b>									
Freeway	30%	–	–	1199%	3%	-2%	122%	122%	28%
Arterial	30%	–	–	104%	19%	-4%	194%	194%	36%
Local	27%	–	–	-	0%	0%	396%	396%	37%
<b>PM Period (4 to 8 PM)</b>									
Freeway	56%	–	–	333%	0%	-1%	185%	185%	53%
Arterial	33%	–	–	81%	2%	-1%	276%	276%	36%
Local	33%	–	–	-	0%	0%	358%	358%	37%
<b>Daily Total</b>									
Freeway	37%	–	–	399%	2%	-1%	115%	115%	38%
Arterial	27%	–	–	83%	8%	-2%	191%	191%	34%
Local	25%	–	–	-	0%	0%	301%	301%	36%
<b>Total</b>							<b>189%</b>	<b>189%</b>	<b>36%</b>

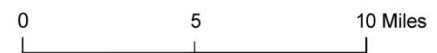
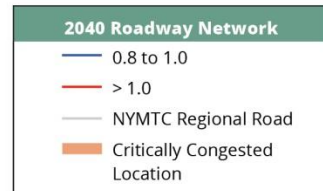
### Putnam – Congested Location

- I-84/I-684 Interchange** – The NYBPM peak period assignments indicate that the ramps in this Interchange have insufficient capacity, causing queue spillbacks, particularly on northbound I-684 in evening peaks as well as on Fridays in both the winter ski season and the summer.

Putnam: Congested Location and Hot Spot Areas (AM Period)



26. I-84/I-684 Interchange



Putnam: Congested Location and Hot Spot Areas (PM Period)

