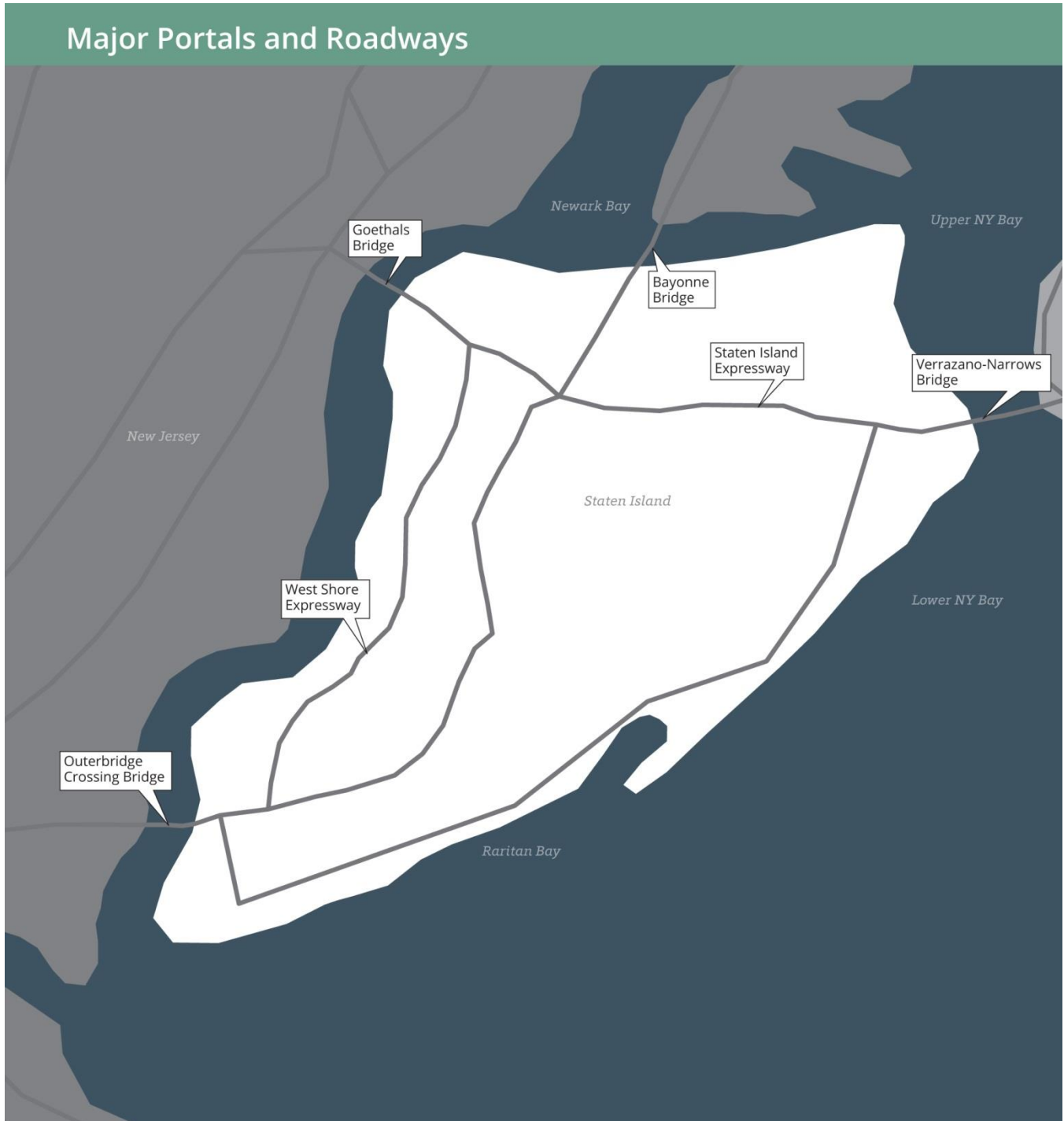
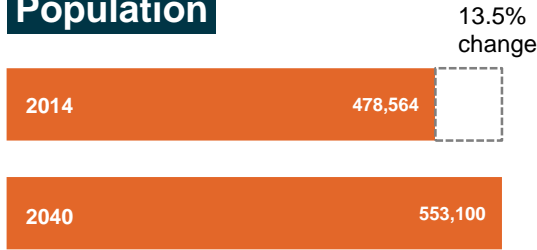


6.8 Staten Island

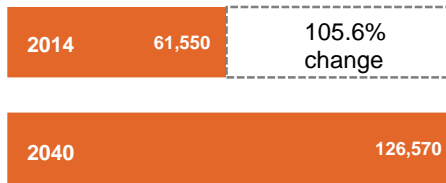


Population and Travel Characteristics

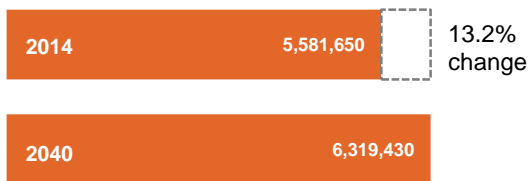
Population



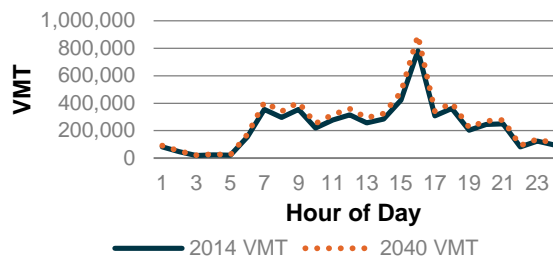
VHD Daily Totals



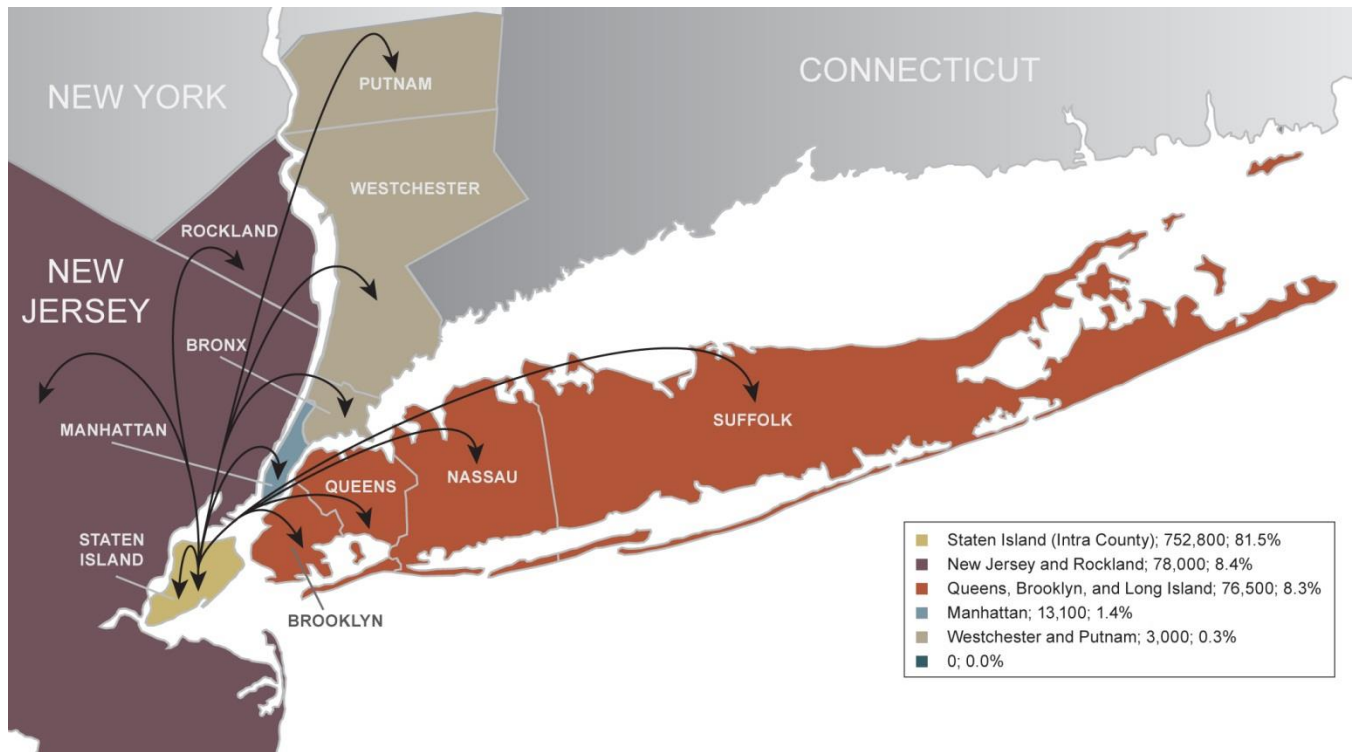
VMT Daily Totals



Staten Island 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 (Borough): Richmond (Staten Island)

Scenario 2014

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
AM Period (6 to 10 AM)									
Freeway	0.48	8%	6%	50.9	1.11	44.3	1,103	1,632	447,242
Arterial	0.25	1%	0%	5.5	1.09	22.0	3,325	4,921	444,364
Local	0.28	3%	0%	0.0	1.01	24.2	241	357	334,336
PM Period (4 to 8 PM)									
Freeway	0.22	2%	2%	19.5	1.03	46.1	531	785	380,693
Arterial	0.10	0%	0%	5.1	1.04	23.5	1,782	2,637	321,668
Local	0.09	0%	0%	0.0	1.00	24.7	23	34	199,167
Daily Total									
Freeway	0.39	5%	6%	218.8	1.14	44.7	18,200	26,936	2,013,828
Arterial	0.22	1%	1%	154.5	1.11	22.3	40,424	59,828	2,069,443
Local	0.21	2%	1%	1.0	1.01	24.2	2,927	4,333	1,498,381
Total							61,551	91,096	5,581,652

Scenario 2040

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
AM Period (6 to 10 AM)									
Freeway	0.52	12%	8%	60.6	1.14	42.0	1,897	2,808	487,926
Arterial	0.33	3%	1%	30.8	1.13	20.6	5,764	8,531	544,881
Local	0.35	3%	0%	0.0	1.02	22.6	681	1,007	372,069
PM Period (4 to 8 PM)									
Freeway	0.25	2%	3%	39.3	1.09	43.9	2,984	4,416	439,916
Arterial	0.12	0%	0%	14.8	1.05	22.5	2,755	4,078	363,742
Local	0.12	0%	0%	0.0	1.00	23.0	82	121	205,583
Daily Total									
Freeway	0.43	6%	7%	276.6	1.18	42.3	26,346	38,992	2,228,879
Arterial	0.27	2%	2%	282.1	1.18	21.1	84,916	125,676	2,447,091
Local	0.28	2%	2%	1.9	1.04	22.6	15,312	22,662	1,643,459
Total							126,574	187,330	6,319,429

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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AM Period (6 to 10 AM)									
Freeway	8%	–	–	19%	3%	-5%	72%	72%	9%
Arterial	32%	–	–	462%	4%	-6%	73%	73%	23%
Local	25%	–	–	-	1%	-7%	183%	183%	11%
PM Period (4 to 8 PM)									
Freeway	14%	–	–	101%	6%	-5%	462%	462%	16%
Arterial	20%	–	–	191%	1%	-4%	55%	55%	13%
Local	33%	–	–	-	0%	-7%	254%	254%	3%
Daily Total									
Freeway	10%	–	–	26%	4%	-5%	45%	45%	11%
Arterial	23%	–	–	83%	6%	-6%	110%	110%	18%
Local	33%	–	–	90%	3%	-7%	423%	423%	10%
Total							106%	106%	13%

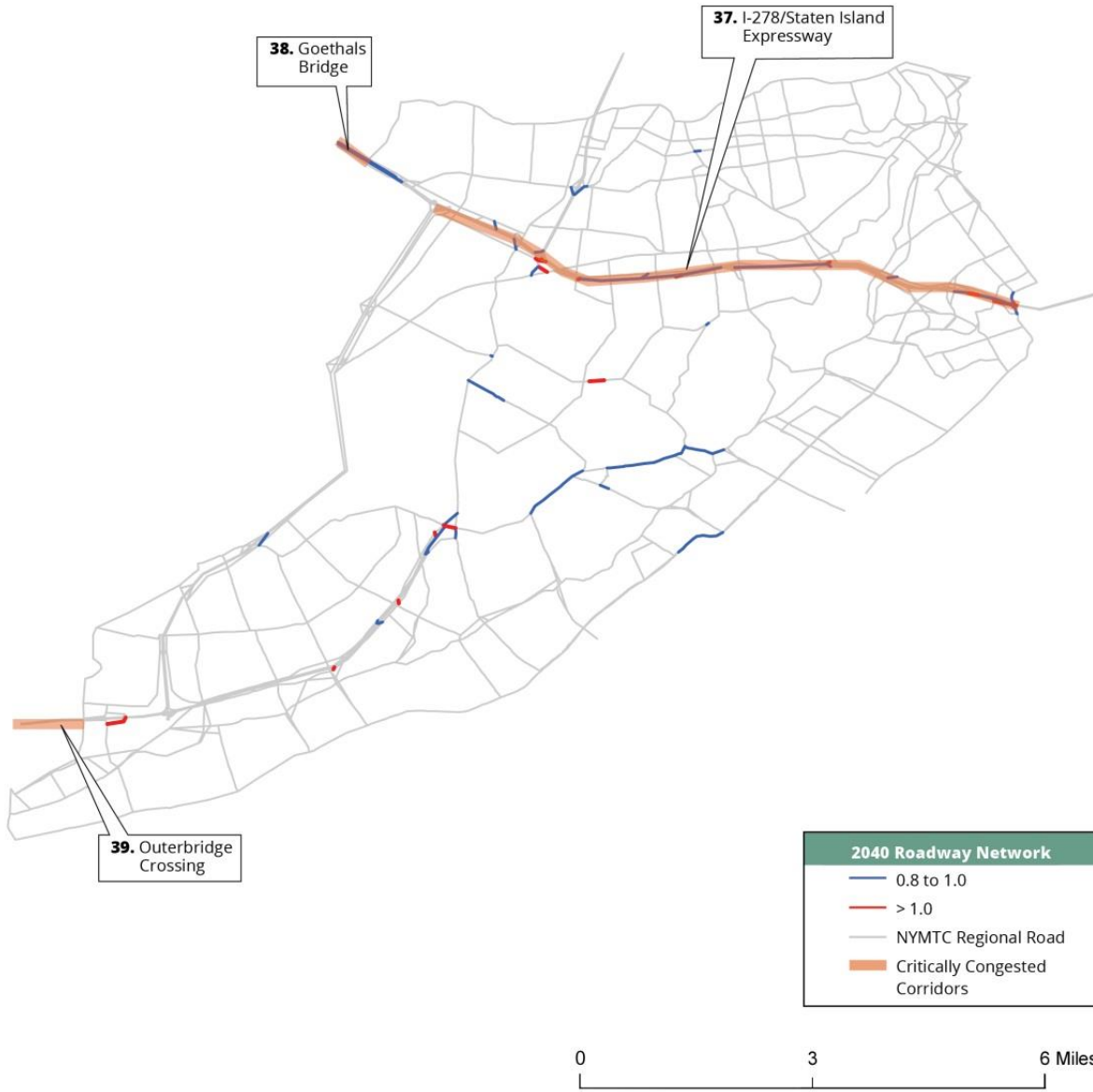
Staten Island – Congested Corridors

37. **I-278/Staten Island Expressway from the Goethals Bridge to the Verrazano-Narrows Bridge** – The western portion of this stretch of I-278 is tied for the 39th highest-ranked corridor in the United States in terms of Delay per Mile in the TTI Report. I-278 is the only east-west limited access highway on Staten Island, and also carries a high volume of through traffic between north-central New Jersey and Brooklyn. It is also the route used by trucks carrying cargo between Ports Newark and Elizabeth and Brooklyn, Queens, and Long Island. Consequently, I-278 experiences heavy congestion during peak commuting periods and on summer weekends due to insufficient mainline capacity, heavy merges and weaves, heavy truck usage, and steep grades. The eastbound direction is heaviest in both peaks and on summer Sundays, approaching the upgrade between Bradley Avenue and Clove Road. The westbound direction is heaviest on summer Fridays.

38. **Goethals Bridge** – One of the two bridges connecting north-central New Jersey and Staten Island (and points east), this Bridge experiences heavy congestion during peak commuting periods and on summer weekends due to insufficient mainline capacity (two 10-foot lanes per direction), and heavy truck usage. The westbound direction is heaviest in morning peaks and on summer Fridays. The eastbound direction is heaviest in evening peaks and on summer Sundays.

39. **Outerbridge Crossing** – Same as 38, but with substantially less truck usage.

Staten Island: Congested Corridors and Hot Spot Areas (AM Period)



Staten Island: Congested Corridors and Hot Spot Areas (PM Period)

