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NYMTC'S 2022 HUB BOUND TRAVEL DATA REPORT SHOWS NOTEWORTHY INCREASES IN CENTRAL BUSINESS DISTRICT TRAVEL VOLUME SINCE 2021

NEW YORK, March 5, 2024 – Significant increases in travel volume into and out of Manhattan's Central Business District (CBD) since 2021 were among the key findings in the New York Metropolitan Transportation Council's (NYMTC) [2022 Hub Bound Travel Data Report](#), a study that measures and examines the magnitude of public and private transportation modes operating in the busiest areas of the city.

Known as the "Hub" because the routes to and from it are the most travelled in the tri-state region, Manhattan's CBD northern perimeter starts at 60th Street and encompasses all areas east and west through to the southernmost boundary in Battery Park.

According to the Hub Bound survey, approximately 5.5 million people entered and exited Manhattan's CBD during an October weekday in 2022, representing a 16% increase or an additional 776,000 people than in the previous year. Thirty-three percent of them entered the CBD during the morning peak period, wedging into the area between the hours of 7:00 a.m. and 10:00 a.m.

"The primary significance of the Hub Bound Report is in the transportation planning process: it helps us define priorities that will yield seamless, safe, accessible, and environmentally friendly transportation in and out of the Central Business District," said Adam S. Levine, executive director of NYMTC. "We thank all our member agencies for their assistance in helping us develop this report."

Public transportation carried an astounding 3.8 million of those people to and from the CBD via buses, trains, and subways, representing an impressive 24% surge since last reported in 2021. During the 2022 morning peak period, people traveling to and from the Hub via public transportation increased by about 30 percent since the year prior. Those traveling to and from the Hub during the evening peak period (4:00 p.m. through 7:00 p.m.) increased by 26 percent.

MTA New York City Transit **subways** continued to reign supreme, transporting nearly 2.9 million passengers in and out of the CBD during one October weekday. The number of commuters increased by about 17% since 2021, with a daily average of approximately 1.5 million passengers coming into the Hub. In 2022, the subway system transported about 400 thousand more passengers to and from the Hub compared with 2021. Roughly 37% of this subway ridership occurred during the bustling morning and evening peak periods, leaving the remaining 63% for off-peak travel.

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More than 90% of all **bus travelers** coming into the CBD chose an express bus to do so, and of those express bus riders, 82% crossed the Hudson River through Lincoln and Holland tunnels, emphasizing the importance of these routes in daily commutes. Only 19% of express bus passengers reached the CBD from other entry points. In 2022, buses brought roughly 201,900 passengers daily into the Hub.

Commuter and intercity rail trains brought roughly 234,900 passengers into the CBD on the survey date, a total of more than 12% of all public transit passengers. This represents more than 8.5% of all daily travelers entering the Hub and is the third most prevalent mode of entry into the Hub. From 2021 to 2022, this mode saw an increase in ridership of almost 60%, or more than 175,600 passengers.

Since the Hub Bound Report's inception in 1924, **motor vehicles** – including autos, taxis, vans, and trucks – have been the second most popular form of travel into the CBD. In 2022, close to 801,700 people entered the Hub using private motor vehicles, an increase of about 6% or nearly 44,600 more passengers compared with 2021. Private vehicle traffic into the Hub peaked between 6:00 AM to 9:00 AM while the afternoon outbound traffic was more spread out, between 2:00 PM and 7:00 PM. In 2022, roughly 33,300 more private vehicles entered and left the Hub on an average weekday than in 2021, representing an almost 3% increase in inbound and outbound vehicle traffic.

New York City Department of Transportation data showed a 12% increase in **bicyclists** entering the Hub compared to 2021. Nearly 39,400 bicyclists entered the CBD, representing nearly 4,300 more riders than 2021. The 60th Street Sector is the most active entry point, accounting for about 25,600 riders or 65% of all bicyclists entering the Hub in 2022. Nearly 9,500 bicyclists crossed into Manhattan from Brooklyn via the Brooklyn, Manhattan, and Williamsburg bridges, while nearly 4,000 rode from Queens across the Ed Koch Queensborough Bridge.

Ferry travel to the Hub from the Staten Island Sector reached nearly 22,300 inbound passengers in 2022, an increase of about 26% from 2021. The total number of private ferry passengers entering the Hub in 2022 reached 18,900 (an increase of nearly 24%), roughly 3,600 more than in 2021.

The **Roosevelt Island Tramway** also saw an increase in inbound passengers of more than 300, or 15% compared with 2021.

On a typical business day in 2022, the share of travelers arriving at the Hub from Brooklyn and Queens sectors increased by about 8%, and 19%, respectively. Meanwhile, compared to 2021, the 60th Street and New Jersey sectors saw an increases of about 3% and 2%, respectively.

Despite the significant increases from 2021, the 2022 Hub Bound survey data show that changes in travel behavior due to the Covid-19 Pandemic remain. However, a continuous and steady increase in travel into the Hub has been maintained since 2020.

The 2022 Hub Bound Travel Data Report is available for download in Excel format at www.nymtc.org under Data and Modeling. The data can also be visualized using NYMTC's Transportation Information Gateway (TIG) at www.tig.nymtc.org.

The Hub Bound Travel Data Report does not include data on people arriving by foot, air, private cruise, or commercial ships.

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Please note: Data sources for NYMTC’s Hub Bound Travel Data Report collect information during an October day each year. Depending on the source, the type of data they collect, and the method with which they collect it, data processing requires different amounts of time. Some agencies will have their data available within weeks; others require months. Data from 2023 was not fully available for this Hub Bound Travel Report. Data sources include AMTRAK - National Railroad Passenger Corporation; the Metropolitan Transportation Authority, the New Jersey Transit Corporation, the New York City Department of Transportation; the Port Authority of New York & New Jersey; the Roosevelt Island Operating Corporation; and the Westchester County Department of Transportation.

ABOUT NYMTC:

NYMTC is the Metropolitan Planning Organization (MPO) for New York City, Long Island and the lower Hudson Valley which provides a collaborative planning forum to address transportation-related issues, develop regional plans and make decisions on the use of federal transportation funds for its planning area.

NYMTC is comprised of nine voting members and seven advisory members who develop plans, goals, and a shared vision for the region's transportation network. Its planning area covers 2,440 square miles and a 2020 population of 13 million, approximately 65% of New York State’s residents. Between fiscal years 2023-2027, over 1,000 transportation projects will be funded in the NYMTC region totaling \$36.9 billion.

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