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NYMTC's 2nd Quarter Travel Patterns Report Shows Vehicle River Crossings Remained High in 2nd Quarter 2024; Transit Ridership Still Lags 2019

NEW YORK, June 26, 2025 – The second quarter results of the New York Metropolitan Transportation Council's (NYMTC) [Travel Patterns](#) report was released today, showing a slight decrease in vehicle river crossing volume when compared to 2023, yet is still higher than the volume measured prior to the COVID pandemic in 2019. The report also showed transit trip volume increased by about 98 thousand rides (or about 1.5%) compared to 2023 but is still about 3.3 million or 32.2% less than in 2019.

NYMTC's Travel Patterns report provides a snapshot of travel from New York City, Long Island, the lower Hudson Valley and northern New Jersey. Developed annually and by each quarter of the year, the report measures the average weekday ridership on buses, rail, subways, and ferries along with the vehicular traffic crossing waterway bridges in the NYMTC planning area.

Other interesting findings of note:

Vehicle Crossings:

When comparing second quarter 2019 river crossings volume to 2024's, the highest increases were seen on the Bayonne Bridge (17.6%); the Hugh L. Carey Tunnel (12.1%), and the RFK Bridge-Manhattan Plaza (9.2%). In contrast, the biggest decreases were seen on the Bear Mountain Bridge at -12.5%; the Cross Bay Bridge at -8.6%, and the Atlantic Beach Bridge at -8.4%. Overall, the vehicle crossings studied in Travel Patterns decreased only 0.1% since 2019.

Bus and Rail Volumes:

When comparing weekday average bus and rail ridership, the City of Long Beach's suburban bus system experienced the biggest decline (-63.3%) from second quarter 2019 levels, followed by the Staten Island Railway (-49.2%) and the MTA/NYC Transit Bus (-44.9%). On the flip side, Orange County Buses had a 101.7% increase in ridership from 2019, followed by a 29.5% increase for Dutchess County Public Transit, and a 14.5% increase in the JFK AirTrain's ridership.

Ferry Ridership:

The biggest increases in ferry ridership belong to New York Waterways' Pier 79 Hoboken route at the 14th Street Pier, which experienced a whopping 438.9% increase since 2019. The NYC Ferry's Astoria route also had a significant increase (45.4%), as did its Soundview route in the Bronx at 32.2%.

Despite this data, many ferry routes were still down significantly from 2019 levels, including the New York Waterways' World Financial Center/ BPT Hoboken North route at the 14th Street Pier (-94.1%) and its Hoboken-NJ Transit route at Pier 11, down 79.8%. Though ferry ridership increased four percent since 2023, it is still 29% less than 2019 levels. It's important to note that NY Waterway operates tour services in addition to commuter services, and passenger data for tour services is not included in the totals for NY Waterway.

"The data from Travel Patterns and all our many studies are essential for travel demand modeling and transportation planning in general – particularly our federally-mandated work," said Adam Levine, executive director of NYMTC. "We encourage everyone interested in this data to also use it to better transportation planning in their communities and our region."

The third quarter Travel Patterns report is expected to be published in early fall.

ABOUT NYMTC

NYMTC is the federally mandated council of governments that directs the use of billions of dollars in federal transportation funds for New York City, Long Island, and the Lower Hudson Valley. As the area's 'Metropolitan Planning Organization (MPO), NYMTC provides a collaborative planning forum that addresses transportation-related issues and develops regional plans and goals through a shared vision for its regional transportation network. NYMTC has nine voting members and seven advisory members representing 2,440 square miles and serving a 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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