



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL

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**Central
Business
District**

HUB BOUND TRAVEL REPORT

2001

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About New York Metropolitan Transportation Council (NYMTC)

The New York Metropolitan Transportation Council (NYMTC) is an association of government agencies and transportation providers which serves as the federally-designated Metropolitan Organization (MPO) for the five counties of New York City, and the New York State counties of Nassau, Putnam, Rockland, Suffolk, and Westchester.

About the Data

The **Hub-Bound Travel Report** is an annual NYMTC production which serves to provide a concise analysis of the movement of people and vehicles entering and exiting the Manhattan Central Business District on a typical fall business day. The analysis is based on traffic and transit data, most of which were collected in October, 2001. The analysis presented includes changes in Hub-Bound travel activity over time and changes by sectors of entry and mode of travel. The presentation also devotes some attention to reverse commuting – an analysis of travel from the Manhattan CBD during the morning peak hours – as well as an examination of the level of comfort offered by public transportation.

Users are cautioned that some information is estimates rather than actual data. This is sometimes necessary due to the nature of statistical surveys, particularly a survey of this magnitude.

HIGHLIGHTS

Traditionally a mid-October weekday is selected as a daily ridership snapshot used for comparison with the data from previous years. The October 2001 ridership was atypical due to the September tragedy. Nevertheless NYMTC decided not to change the time for data collection. The analysis of this data, in such an unusual circumstance, could give valuable insight into the New York City transportation system in an emergency situation.

- A total of 6.7 million persons entered and left the Manhattan Central Business District (CBD) on a typical fall business day in 2001 (Table 21A), a decrease of about 0.9 million persons or about 12 percent in comparison with 2000. The number of persons visiting the hub grew gradually until 2001. Approximately the same amount of persons entered the CBD in 1996 (Table 1A.).
- Approximately 39.4 percent of persons who entered the CBD did so during the period 7am-10am (Table 2).
- Just about 4.8 million persons entered and left the CBD by all modes of public transportation in 2001 – about 0.26 million or 5.2 percent less than those who used public transportation in 2000 (Table 5). Both way ridership by autos, taxis, and trucks decreased significantly by 0.58 million or 23 percent to 1.95 million persons in 2001 (Table 10).
- Almost 11,000 bicyclists entered and left the CBD in 2001, about 1,400 persons or 12 percent fewer than those who used this mode of travel in 2000 (Table 5).
- MTA-NYCT operates about 91 percent of trains entering and leaving CBD around the clock. During morning (7-10 am) and evening (4-7 pm) peak periods, rail transport carried the biggest part of the whole day ridership. The amount of subway trains entering and leaving CBD during peak hours is about 19 percent of whole day ridership. These trains carried about 41 percent of passengers. Twenty percent of PATH trains carried during peak periods about 46 percent of daily passengers. Thirty four

percent of all suburban and intercity trains carried during the two peak periods (6 hours together) about 58 percent of passengers (Table 6).

- Slightly less than 72 percent of express bus passengers entering the hub on a fall business day in 2001 came from points west of the Hudson River. About 27 percent of all express bus passengers came from within the New York City itself, while the remaining 1 percent traveled from points north of New York City (Table 9).
- About 53 percent of all private motor vehicles (autos, taxis, commuter vans and buses) entering and leaving the hub on a fall business day in 2001 did so via the 60th Street Sector (points east and west of the Central Park and including the Central Park Drives). The Brooklyn, Queens, and New Jersey sectors accounted for 19 percent, 18 percent, and 10 percent, respectively (Table 11).
- The number of persons leaving the hub by subway during the 7-10am peak period on a fall business day during the 1977 – 2000 time span fluctuated from a low of 111,000 in 1978 to 216,000 in 2000 which decrease to 211,000 in 2001. Reverse travel by subway accounted for 58 percent of reverse travel by all modes in 2001 (Table 12).
- NYMTC estimates that the CBD accounted for just about 547,000 persons or 7 percent of New York City’s population in 2001. The CBD’s population, like that of the 31-county metropolitan region, increased steadily over the period 1980 – 2000 (Table 13A). However, over the same period, the region’s wage and salary employment fluctuated, reaching about 10 million in 2000, but declining by slightly more than 9 percent to 9.1 million in 2001 (Table 13B).
- The heaviest hour for travel into the CBD on a fall business day in 2001 was 8-9am, with the movement of 593,000 persons (Table 21A). Of these, 54 percent entered via the subway system while just a little less than 29 percent used autos, taxis, vans or trucks as their mode (Table 24). Conversely, 438,000 persons left the CBD around 6pm (Table 21A), 53 percent of whom traveled by subway (Table 25). Similarly, almost 40 thousand private vehicles entered the CBD at 8-9am, on a mid-October business day in 2001, while slightly more than 42 thousand left between 6 and 7pm (Table 23A).
- The majority of travelers entering the CBD during the heaviest travel hour, slightly more than 191,000, did so via the 60th Street sector (Table 26) and just over 150,000 left the CBD via the 60th Street sector at 6pm (Table 27).
- About 33 percent of all 11,500 inbound buses (Table 9) traveled between 7am and 10am and carried 52 percent or 134,000 of all inbound travelers (about 257,000) using this mode (Table 14).
- 1,193 trains (subway and intercity rails) or about 11 percent of those entered the CBD during morning peak hours from 7 to 10 am. About the same amount of trains left CBD during evening peak hours from 4 to 7 pm (Table 6). Daily average amount of trains for three hours interval is 1,395 - about 17 percent higher than during peak hours.
- More than 2,400 subway trains (about one half of the total number of trains entering the CBD daily) transported about 687,000 passengers (about 36 percent of those using this mode of travel) into the CBD between 12 noon and 8pm (Section B).

PEOPLE ENTERING THE HUB ON A TYPICAL FALL BUSINESS DAY

MODES AND YEARS	S E C T O R S				Staten Island	Roosevelt Island	TOTAL
	60-th Street	Brooklyn	Queens	New Jersey			
Subway+ PATH 2001	699 853	665 195	435 015	91 343			1 891 406
Subway+ PATH 2000	730 018	685 358	451 318	122 385			1 989 079
<i>Comparison %</i>	<i>-4.1%</i>	<i>-2.9%</i>	<i>-3.6%</i>	<i>-25.4%</i>			<i>-4.9%</i>
Suburban & Intercity Rail 2001	99 274		120 719	67 866			287 859
Suburban & Intercity Rail 2000	101 233		137 558	62 100			300 891
<i>Comparison</i>	<i>-1.9%</i>		<i>-12.2%</i>	<i>9.3%</i>			<i>-4.3%</i>
Buses 2001	66 464	31 073	22 184	137 019			256 740
Buses 2000	51 142	22 136	20 593	134 378			228 249
<i>Comparison</i>	<i>30.0%</i>	<i>40.4%</i>	<i>7.7%</i>	<i>2.0%</i>			<i>12.5%</i>
Ferries + Tramway 2001	331	0	0	29 709	0	1 087	31 127
Ferries + Tramway 2000	0	58	0	15 924	29 889	1 442	47 313
<i>Comparison</i>	<i>100.0%</i>	<i>-100.0%</i>	<i>0.0%</i>	<i>86.6%</i>	<i>-100.0%</i>	<i>-24.6%</i>	<i>-34.2%</i>
Public Transportation 2001	865 922	696 268	577 918	325 937	0	1 087	2 467 132
Public Transportation 2000	882 393	845 110	534 011	334 787	29 889	1 442	2 565 532
<i>Comparison</i>	<i>-1.9%</i>	<i>-17.6%</i>	<i>8.2%</i>	<i>-2.6%</i>	<i>-100.0%</i>	<i>-24.6%</i>	<i>-3.8%</i>
Auto, Vans, Trucks, Taxi ' 2001	476 367	229 586	193 939	98 202			998 093
Auto, Vans, Trucks, Taxi ' 2000	596 649	331 965	176 432	162 480			1 267 526
<i>Comparison</i>	<i>-20.2%</i>	<i>-30.8%</i>	<i>9.9%</i>	<i>-39.6%</i>			<i>-21.3%</i>
Bicycles 2001	4 343	1 043	433		131		5 950
Bicycles 2000	5 072	958	338		N/A		6 368
<i>Comparison</i>	<i>-14.4%</i>	<i>8.9%</i>	<i>28.1%</i>				<i>-6.6%</i>
TOTAL 2001	1 346 632	926 897	772 290	424 139	0	1 087	3 471 174
TOTAL 2000	1 484 114	1 178 033	710 781	497 267	29 889	1 442	3 569 993
<i>Comparison</i>	<i>-9.3%</i>	<i>-21.3%</i>	<i>8.7%</i>	<i>-14.7%</i>	<i>-100.0%</i>	<i>-24.6%</i>	<i>-2.8%</i>



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PREFACE

The first travel survey of the Manhattan Central Business district (CBD) was conducted and published by the Regional Plan Association in 1924. The report refers to the Manhattan CBD as a Hub, pointedly reflecting its unique role in the region's economy. Subsequent surveys were conducted at eight year intervals until 1963, when the Tri-State Regional Planning Commission published its own first report; and this became an annual edition in 1971. Since 1982, the New York Metropolitan Transportation Council (NYMTC) has sponsored the project and published the report.

Geographically, the Hub consists of Manhattan Island's lower portion, from 60th Street in the north to Battery Park in the south. At 8.5 square miles, the land area itself is less than 0.1 percent of the NYMTC region's¹ total land area and home to about 2.5 percent of the region's residents². The Hub also has one of the highest concentrations of business activity in the nation, hosting about 21 percent of the region's jobs³. Average earnings in Manhattan were always about two times higher than those in the other city boroughs⁴. There is no available data about average earnings in the CBD.

The New York City subway system has approximately 33 route miles in the Hub. This is about 13 percent of the total NYC subway route mileage and about 24 percent of its underground mileage. There are about 3 route miles of intercity rail in the CBD leading to the Penn Station and Grand Central Terminal. For hub-bound travelers using private motor vehicles, there are approximately 740 off-street parking facilities which can accommodate about 106,000 vehicles (2000 data).

This report provides data and analyses on the numerous transportation services and facilities serving the Hub of the region, so that the user (both transportation professionals and the general public) can be well informed about the Hub's transportation issues. An additional benefit stems from the fact that the report also details total travel by mode, time of day, facility, and by sector. This facilitates the prediction of future demand on the transportation infrastructure. The time series analysis presented in Table 1A contains a useful comparison of current and previous years' travel volumes.

The report examines travel to and from the Hub by the modes of public transportation, private motor vehicle, or bicycle. Travel via motorcycle, foot and helicopter did not form part of this study. The public transit options include the Metropolitan Transportation Authority (MTA) -New York City Transit subway and bus lines; the Port Authority Trans-Hudson (PATH) subway; MTA-Long Island Rail Road (LIRR); MTA-Metro North Railroad; New Jersey Transit; Amtrak; privately-owned bus carriers; ferries (both the Staten Island Ferry and privately-owned operations); and the Roosevelt Island Tramway. Private vehicle travel includes the use of automobiles, taxis, vans, trucks and bicycles.

The data presented in the report details entry to, and exit from, the Hub at specific facilities for each hour on a typical fall business day. Most of the data were collected on a business day in mid-October, 2001. Both vehicle travel and person travel are shown for all public and private transportation modes. The sectors shown in the tables (60th Street, Queens, Brooklyn, Staten Island and New Jersey) are strictly the entry and exit points in the Hub Bound Survey and are not necessarily the actual origins or destinations of trips.

The 2001 Hub-Bound travel data in this report are shown in four appendices:

- **Appendix I** presents historical information comparing volumes of travelers and vehicles, employment, population, transit levels of comfort and the cumulative number of people and vehicles in the

CBD;

- **Appendix II** summarizes the peak hour and peak period figures in each travel mode by facility and sector level;
- **Appendix III** consists of the seven subsections providing detailed figures for a single travel mode (bus, subway, railroad, ferry, auto-taxi-van-truck occupants, vehicles, and bicycle). These tables show hourly volumes of commuters, vehicles, trains and cars. The figures are summarized by facility and sector.
- **Appendix IV** lists the various public and private agencies, which have jurisdiction over travel through the Hub's gateways and have traditionally made their survey data available for this report.

¹See Technical Notes for a definition of the NYMTC region.

²See Table 13A.

³See Table 13B.

⁴See Demographic and Socioeconomic Forecasting Technical Memorandum Task 1.1

CHANGES IN HUB BOUND TRAVEL

On a mid-October day in 2001, 3,471,000 persons entered the Manhattan Central Business District (CBD), representing a decrease of about ten percent or 369,000 persons over the previous year's total entry. This unusual case has a simple explanation because the data was collected only one month after September 11. All previous years the number of persons entering the Hub gradually increased.

Private Transportation

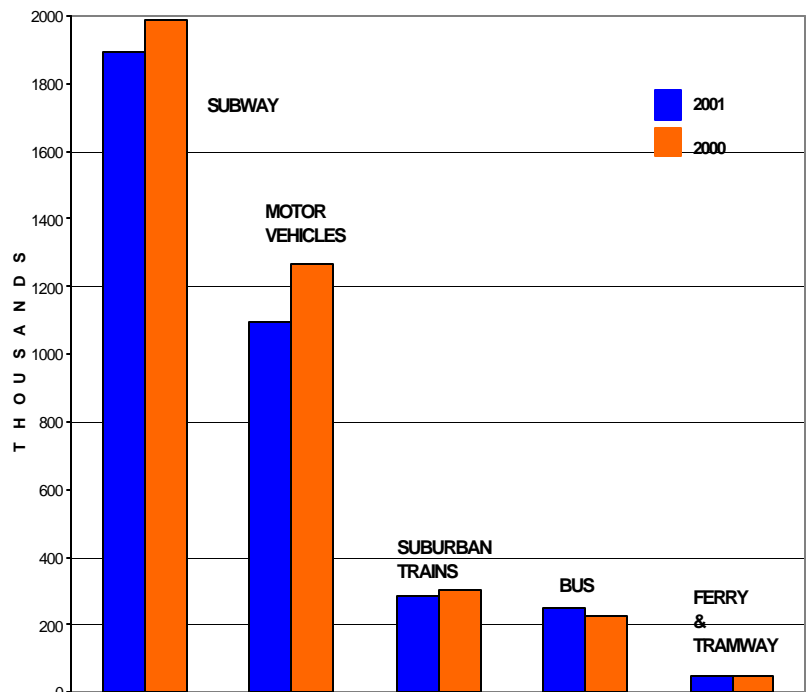
Trips entering the Hub via private transportation — auto, taxi, truck and van – decreased in absolute and relative amounts – from about 1.3 million to 1 million or 23%. In 2000, private transportation delivered 33.9% of all entering persons and in October 2001 only 28.8% of all entered persons. There were 10,982 bicycle trips to and from the CBD in 2001 – about 11 percent less than in 2000.

Public Transportation

Trips to the Hub made by all modes of public transportation decreased only slightly by 2.8 percent over 2000. Round trips to the Hub made by the same modes of public transportation decreased even more – about 5.0 percent over 2000. Only one mode of transportation showed growth: bus. Ridership on buses has increased by 12.5 percent. The most powerful carrier – subway - transported 5 percent fewer passengers than in 2000 but carried a high percentage of total travel 72.2% compared to 66.1% in 2000. Downtown PATH was out of service. Uptown PATH carried about two times more passengers than in 2000. Similarly, suburban and intercity rail services carried 13 percent or 13,0000 fewer passengers than a year ago at the same time but 14,000 more than in 1999. In 2001 the relative amount of railroad passengers reached 11.7 percent of all passengers entering the Hub.

Trips via ferries (both publicly and privately operated) decreased by 34 percent in 2001 compared with 2000, while ridership at the Roosevelt Island tramway (usually fluctuated around 1,500 daily) decreased by 29 percent. Approximately 75 percent of all bus passengers traveled into the Hub by express buses, while more than one half of all bus passengers commuted from New Jersey.

Fig .1 PEOPLE ENTERING THE HUB ON A TYPICAL BUSINESS DAY



* Auto, taxi, van & truck

Cordon Crossings

A comparison of data across “gateways” – the cordon lines that represent the major entry points into the CBD – shows that the total amount of persons entering the CBD in 2001 decreased significantly - by 9.6 percent or 369,000 over 2000. The biggest decline occurred from Brooklyn – about 21 percent or 251,000 person. Decline in person’s flow from New Jersey was less – about 15 percent or in absolute numbers about 73,000 of persons. Minimal relative decrease in ridership was from Queens Sector – about 9 percent or 62,000 persons. During 2001 October nobody arrived at the CBD from (and through) Staten Island by ferry. In October 2001, entry from the 60th Street sector decreased by a noticeable 9 percent or 137,000 persons from 2000.

The maximum net accumulation of persons in the Hub remained stable during the period 1996-1998, but increased by 72 thousand to 1,464 thousands persons in 2000 and decreased to the level of 1993 1,254 thousands persons in October 2001. Generally, it has been observed that on a typical fall business day, more people enter the Hub during the morning hours than those who leave. During the late afternoon and early evening hours, the reverse has been observed to be true. Thus, typically, the number of persons accumulating in the Hub peaked in the afternoon hours. The year 2001 was no exception. At 1:00pm, maximum accumulation was estimated in the Hub. Similarly, the amount of passengers using public transportation reached 1,147 thousand persons at 1:00pm (about the level of 1996); while about 67 thousand motor vehicles were reported in the Hub at 2:00pm (please see Tables 21-23). This is about 36 thousand less than the year before at the same time. The last time such a low amount of motor vehicles was before 1963.

The number of persons entering the Hub during the morning peak hours (8-9 am) remained practically unchanged during the last four years. This was also true for the morning peak period (7-10 am). But in 2001, the total amount of persons entering the Hub during the morning peak hours decreased significantly by about 10 percent compared with 2000 mostly because of decrease of motor vehicle usage.

SECTORS OF ENTRY

Travelers may enter the Central Business District of Manhattan (CBD or the Hub) through one of the following five gateways: the 60th Street Sector, the Brooklyn Sector, the Queens Sector, the New Jersey Sector and the Staten Island Sector. The 60th Street’s travelers may come from upper Manhattan, the Bronx, counties in New York State to the north of New York City or from Connecticut, or may have crossed the George Washington Bridge from New Jersey.

Travel from the Brooklyn Sector, for the most part, may originate from the borough of Brooklyn itself, with the rest coming from Staten Island (through the Verrazano-Narrows Bridge), Queens, Nassau and Suffolk counties. The Queens Sector commuters may also include commuters from Nassau and Suffolk counties. The New Jersey sector provides access for travelers to the CBD from points west of the Hudson River, as well as serving as a gateway for some Staten Island commuters. The only mode of transportation that can be counted with any degree of certainty are trips to the Hub originating from the Staten Island sector is via the ferry service.

60th Street

In 2001, some 1,347 thousand people crossed 60th Street from the north on a typical fall business day, a decrease of 9.3 percent or 137 thousand persons from 2000. Entry via this sector accounted for 38.8

percent of all entries to the CBD - about 0.2 percent more than the previous year's share. About 35 percent of travelers (5 percent less than in 2000) entered through this sector via private motor vehicles (autos, taxis, vans and trucks). Subway entry decreased by 4 percent or 30 thousand persons, compared with 2000, to 700 thousand passengers. Commuter rail decreased slightly by 1.9 percent over 2000 to 99 thousand passengers, while bus transportation increased by 29 percent or 15 thousand passengers, from 2000. Public transportation through the 60th street cordon as a whole decreased by 1.9 percent or 16 thousand persons.

Brooklyn

The total amount of persons coming from Brooklyn by all modes decreased significantly by 21 percent or 251,000 compared with 2000. Travel by public transportation decreased by about 18 percent or 149,000 passengers compared with 2000. The amount of passengers using the subway slightly decreased - 2.9 percent, while bus service decreased significantly - by 40.4 percent compared with 2000. Those using private motor vehicles decreased significantly as well - by about 31 percent. Usually relatively small number of persons traveled from Brooklyn into the Hub by ferry and bicycle. The number of bicyclists from Brooklyn increased by 8.9 percent or about 100 persons. Ferry service was suspended during October 2001.

Queens

Queens was the exception with increases in entries to CBD. In 2001 entries via all modes increased by 8.7 percent to 772,000 – 61,000 more persons than entered in 2000. Public transportation increased by 8.2 percent or 44,000 passengers. The amount of subway passengers decreased by 3.6 percent or 16,000 over 2000, while travel by bus increased by about 1,500 passengers or 7.7 percent. Suburban commuters decreased by 17,000 passengers or 12 percent over 2000. Travel by private motor vehicles increased significantly by about 10 percent or 17,500 persons.

New Jersey

The total amount of entries from New Jersey decreased significantly — by 14.7 percent or 73,000 persons – over 2000. The decrease in public transportation was less –8,900 persons or 2.6 percent – over 2000. The downtown PATH was suspended, resulting in the Uptown part of this services increasing 90 percent or 43,000 passengers. Suburban rail service increased by 9.3 percent or 4,000 passengers. Bus transportation increased slightly by 2 percent or about 3,000 passengers. Ferries transported about 30,000 persons or 86.6 percent more passengers in 2001 than in 2000. A significant decrease in motor vehicle travelers was also noted – about 40 percent or 64,000 less persons than those who used this mode in 2000.

Staten Island

This report records usually only the number of entries from Staten Island via the Staten Island Ferry, as thousands of Staten Islanders also enter the CBD either via Brooklyn or New Jersey using other modes of transportation and are included in those totals as appropriate. October 2001 was unusual and Staten Island Ferry service was suspended.

MODE OF TRAVEL

Travelers entering the CBD may choose from a wide variety of public or private forms of transportation. Depending on the origin, destination and preferential choices, each trip may either be by subway, bus,

suburban or intercity rail, motor vehicle or bicycle. Furthermore, trips may also be by Staten Island Ferry, the private ferry system, or Roosevelt Island Tramway. In addition to these travel modes, there are pedestrians and helicopter passengers entering the Hub, but data surveys are not conducted for these groups. Transportation modes in this report are grouped as follows: the subway and rail rapid transit, which include the MTA NYC Transit subway and the Port Authority Trans-Hudson (PATH), while buses include MTA NYC Transit, New Jersey Transit, and private operators. The suburban rail operations, include



MTA-Metro-North Railroad, MTA-Long Island Rail Road and the New Jersey Transit. Intercity rail service is provided by AMTRAK. Motor vehicles include autos, taxis, vans and trucks.

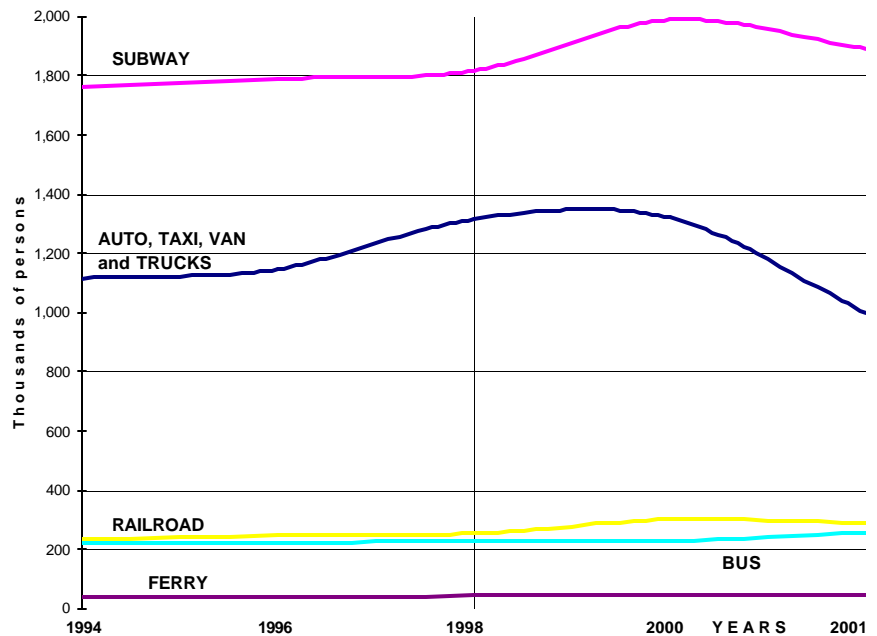
Subway

The subway system continued to be the most popular mode of public transportation in 2001, transporting a daily average of 1,891 thousand passengers or 54 percent of the total entering the Hub. The subway system also accounted for 77 percent of those passengers traveling to the CBD by way of public transportation. In 2001, the subway system transported 98,000 less passengers (Table 1A). The ratio of hourly ridership during peak hours to off peak hours over the years has been about 1.8 but in 2000 it became 1.9 with the continuation of grow to 2.1 in 2001.

Bus

Bus services into the Hub are provided by various operators, both private and public. This analysis, however, will focus on bus services entering major points – by local or express service – and not by line of operation. Buses gener-

Fig. 2 DAILY ENTRIES INTO THE HUB BY MODE



ally transport about 8 percent of all public transportation passengers. In October 2001, the bus network serving the Hub transported 257,000 passengers daily, an increase of 28,000 or 12 percent from 2000. Express bus passengers from New Jersey accounted for 53 percent (or 137 thousand) of all express bus passengers entering the Hub on a typical fall business day in 2001.

Commuter and Intercity Rail

Commuter and intercity rail trains transported 287,000 passengers or about 12 percent of all public passenger traffic, or about 8 percent of all persons entering the Hub on a typical day in 2001 (the same proportion as in 2000). This mode of transportation decreased by 4.3 percent or about 13 thousand passengers compared with 2000 and continued to be the third highest mode of entry into the Hub, behind subway and motor vehicles (Table 1A). Providers operating the suburban rail service to the Hub include: New Jersey transit, MTA–Long island Railroad, and MTA–Metro North railroad.

Fig. 3 BUS PASSENGERS ENTERING THE HUB

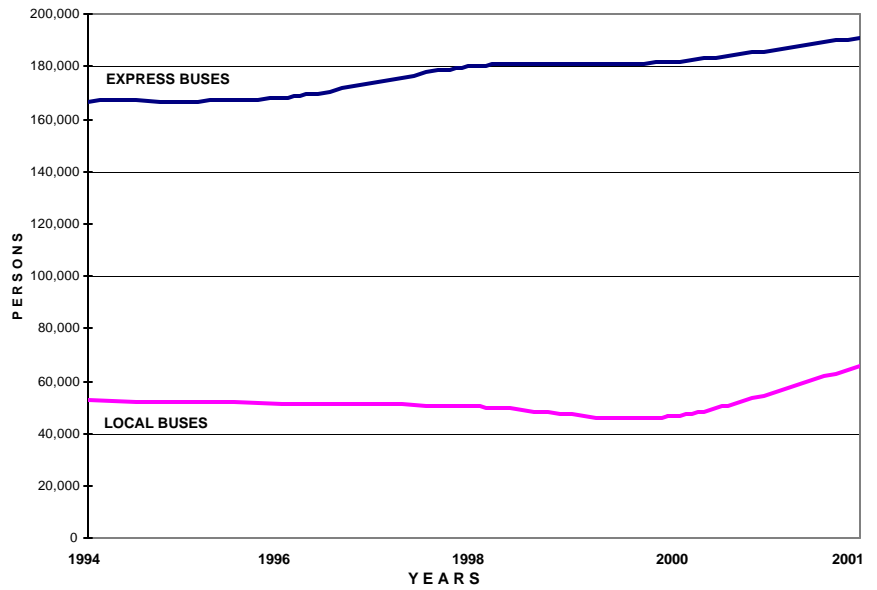
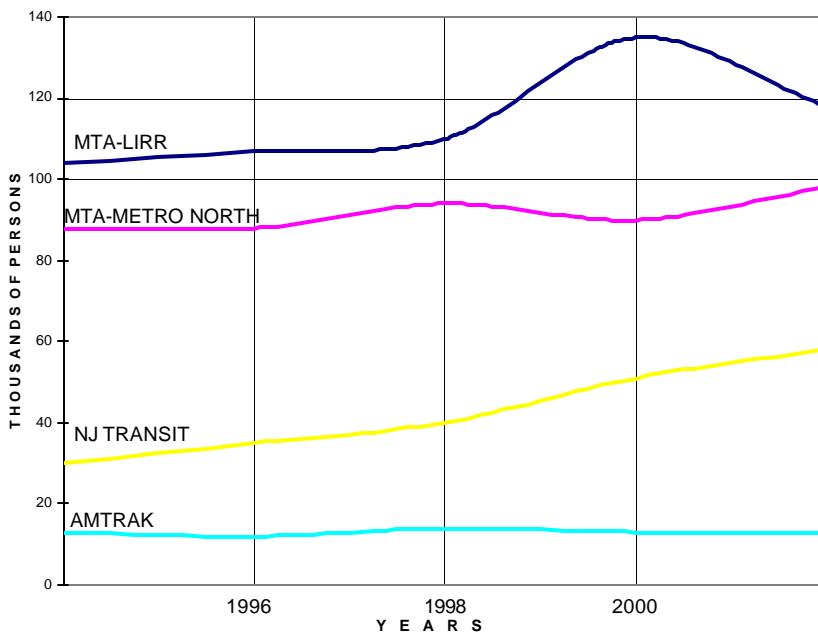


Fig. 4 RAIL ROAD PASSENGER ENTERING THE HUB



Amtrak provides intercity rail service. This mode of travel showed decreases through all the sectors with the exception for the New Jersey sector – an increase of 9 percent or about 6,000 passengers. Daily weekday ridership on the Long Island RailRoad for 2001 was 119,000 passengers. This was 12 % less than in 2000.

Auto, Taxi, Van, and Truck

Since the first Hub-bound survey recorded modes of travel in 1924, autos, taxis, vans and trucks continued to be the second most dominant transportation mode in the CBD, behind the subway system. Results of special experimental vehicle occupancy survey were used to convert

amount of vehicles to the amount of persons in these vehicles.

In 2001, 998 thousand persons entered the Hub using private motor vehicles. The last time the same relatively

small volume was in 1981-1982 years - since the inception of the survey in 1924. This was a significant decrease of passengers - 269,000 or 21 percents - in comparison with 2000.

The sector-by-sector analysis shows that in 2001, the New Jersey sector had significant decrease in volume over 2000 – about 15 percent. Maximal decrease in absolute volume –about 138,000 –was in 60th Street Sector.

Bicycle

In 2001, the number of bicyclists entering the Hub decreased by about 7 percent compared with 2000. The largest amount of bicyclists – more than 4,000 or 73 percent of the total — entered the Hub though the 60th Street sector. A little more than a thousand bicyclists entered via the bridges from Brooklyn and about 400 entered via the Queensborough Bridge. The survey of bicyclists entering and leaving the Hub was conducted by New York City Department of Transportation between 7:00am and 7:00pm, thus representing 12-hour rather than 24-hour counts. Bicyclists moving along with or against traffic were considered in Section G of the 60th Street sector.

REVERSE COMMUTE

Reverse travel can be defined as the movement of people and vehicles from the CBD to other sectors during the 7-10 am peak period. For the purpose of this analysis, however, reverse trips were considered as journeys to destinations outside the Manhattan CBD. Therefore, variations in the reverse commuter volume can provide some indications of socioeconomic conditions in the areas bordering the Hub. In 2001 the volume of reverse travelers was approximately 368 thousand persons as it was a year before but less than in 1998 when it was about 410 thousand persons. A retrospective analysis shows that reverse travel volume fluctuated from 283,000 persons in 1975 to a low of 255,000 in 1976, peaking at 409,000 in 1998 (Table12).

HUB BOUND COMFORT

The measure of comfort, for the purpose of this analysis, was calculated as the average gross square feet per passenger using public transportation for travel into the Hub during the 8:00am to 9:00am peak hour (Table 8). The level of comfort or crowding, especially during the peak travel periods, is one of the important factors which influence the commuter’s experience. Other influential factors include: reliability of the mode of travel, frequency of service and the availability of heating or air-conditioning. It is presumed that the provision of a high degree of comfort on public transportation system is a major goal of all transportation operators. The number of square feet per public transportation passenger in 2001 was slightly (about one percent) less than



was available in 2000. The frequency of service – another index of comfort - could be measured by the average headway in minutes. This index was larger by about 6 percent for the whole CBD in 2001 compared with 2000.

Sector of Entry

Analysis by sector shows that the level of comfort across the 60th Street Sector was improved by 20 percent in comparison with 2000. The gross floor space per passenger increased in the Brooklyn sector from 5.6 square feet to 6.4 square feet (or 12 percent), and average headway improved from 3.3 minutes to 2.9. In the Queens sector, the floor space per passenger was higher in 2001 by 9 percent than in 2000. The average headway increased from 3.4 in 2000 to 4.2 minutes in 2001 or by 18 percent. In the New Jersey sector, both indices changed significantly – floor space per passenger decreased from 9.2 square feet in 2000 to 5.2 square feet in 2001, and average headway changed from 2.3 minutes in 2000 to 2.6 minutes in 2001. The Staten Island Ferry remained the roomiest public transportation mode. The same indices for Roosevelt Island Tramway increased also in 2001.

Subway

Analysis for this mode of transportation was examined by line. The No. 4 and 5 express trains had about 5 percent more gross floor space per passenger compared with 2000. Average headway on these lines improved slightly by about 4 percent. At the same time, each passenger on its local Manhattan counterpart (train # 6) had 0.3 square feet, or 6 percent less, than they did in 2000. On the IND Eight Avenue express, each “A” train passenger had 0.7 square feet more than was available in 2000, and an average headway improved by about 0.6 minutes. Local trains C and E using the same lines in the CBD reported decreases in area per passenger and improvement in average headway. Simultaneously, passengers on the IRT Broadway/7th Avenue express (Nos. 2 and 3 trains) and the local (Nos. 1 and 9 trains) gained some additional space. The average headway on these lines, however, was significantly poorer.

Comfort of passengers from most Brooklyn subway lines has been improved in comparison with conditions in 2000. Total level of comfort in trains entering the HUB from Brooklyn increased for about 14 percent. Floor space per passenger for the Queens sector was notably bigger – about 24 percent more in comparison with 2000, but the average headway deteriorated from 3.4 minutes to 4.2 minutes. In the New Jersey sector downtown trains were suspended and uptown PATH trains experienced much higher ridership. As a result floor space per passenger dropped by about two times and the headway increased by about the same amount in comparison with 2000 (Table 20).

Suburban Rail and Bus

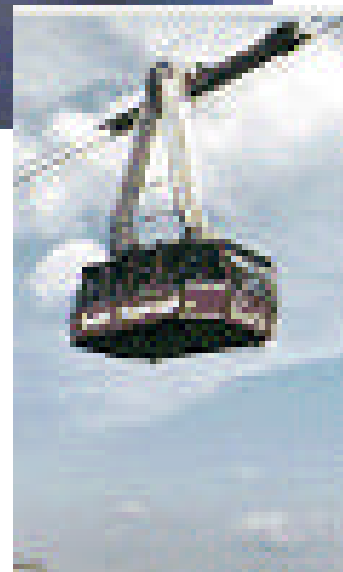
Suburban rail commuters from the 60th Street sector had an average of 9.8 square feet per passenger in 2001 compared with 10.4 square feet in 2000. Commuters entering from Queens had an average of 8.1 square feet per passenger in 2001 compared with an average of 12.1 square feet in 2000. On the other hand, passengers from New Jersey had 6.9 square feet less space passenger in 2001 - a little less than in 2000 (Table 20).

The level of comfort in 2001 decreased by 17 percent compared with 2000 for New Jersey sector

buses.

Ferry and Tramway

Historically, travelers aboard the Staten Island Ferry enjoyed the highest floor space per passenger, much more than most of the other mass transportation operators can provide. No information is available on the various private ferry vessels' specifications. During the same period the comfort level for the Roosevelt Island Tramway increased notably from 12.1 square feet per passenger in 2000 to 16.1 in 2001 (Table 20).



APPENDIX I
TIME SERIES TABLES

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TABLE 1A

PERSONS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY FOR SELECTED YEARS (000S)

	1932	1940	1948	1956	1960	1963	1971
PERSONS BY MODE							
AUTO, TAXI, VAN AND TRUCK	516 19.1%	619 18.9%	657 17.8%	828 25.0%	954 28.5%	846 25.7%	914 28.9%
BUS	40 1.5%	150 4.6%	290 7.9%	243 7.3%	243 7.3%	252 7.7%	256 8.1%
TROLLEY	88 3.3%	59 1.8%	24 0.7%	3 0.1%	- -	- -	- -
SUBWAY	1,752 65.0%	2,169 66.3%	2,389 64.7%	1,970 59.5%	1,913 57.1%	1,977 60.1%	1,789 56.5%
RAILROAD	216 8.0%	206 6.3%	283 7.7%	233 7.0%	203 6.1%	177 5.4%	172 5.4%
NONRAIL FERRY	85 3.2%	68 2.1%	48 1.3%	36 1.1%	36 1.1%	38 1.2%	36 1.1%
TOTAL	2,697 -	3,271 -	3,691 -	3,313 -	3,349 -	3,290 -	3,167 -
PERSONS BY SECTOR							
NORTH OF 60TH STREET	1,046 38.8%	1,320 40.4%	1,599 43.3%	1,422 42.9%	1,441 43.0%	1,388 42.2%	1,279 40.4%
BROOKLYN	946 35.1%	1,074 32.8%	1,124 30.5%	950 28.7%	922 27.5%	919 27.9%	876 27.7%
QUEENS	355 13.2%	538 16.4%	602 16.3%	613 18.5%	641 19.1%	615 18.7%	659 20.8%
NEW JERSEY	309 11.5%	302 9.2%	326 8.8%	292 8.8%	306 9.1%	328 10.0%	316 10.0%
STATEN ISLAND	41 1.5%	37 1.1%	40 1.1%	36 1.1%	39 1.2%	40 1.2%	37 1.2%
TOTAL	2,697 -	3,271 -	3,691 -	3,313 -	3,349 -	3,290 -	3,167 -
VEHICLES BY SECTOR							
NORTH OF 60TH STREET	150 51.2%	191 54.4%	209 53.9%	259 49.9%	293 49.7%	273 48.8%	310 48.0%
BROOKLYN	69 23.5%	84 23.9%	79 20.4%	126 24.3%	139 23.6%	124 22.2%	157 24.3%
QUEENS	46 15.7%	40 11.4%	56 14.4%	71 13.7%	87 14.7%	89 15.9%	103 15.9%
NEW JERSEY	26 8.9%	35 10.0%	43 11.1%	61 11.8%	69 11.7%	71 12.7%	75 11.6%
STATEN ISLAND	2 0.7%	1 0.3%	1 0.3%	2 0.4%	2 0.3%	2 0.4%	1 0.2%
TOTAL	293 -	351 -	388 -	519 -	590 -	559 -	646 -
PERSONS BY MODE							
AUTO, TAXI, VAN AND TRUCK	895 29.8%	877 30.8%	926 32.3%	914 31.2%	930 30.9%	970 31.6%	1,069 33.1%
BUS	232 7.7%	220 7.7%	228 7.9%	231 7.9%	253 8.4%	243 7.9%	275 8.5%
SUBWAY	1,679 55.8%	1,550 54.3%	1,490 51.9%	1,546 52.7%	1,579 52.4%	1,614 52.5%	1,632 50.5%
RAILROAD	171 5.7%	179 6.3%	195 6.8%	212 7.2%	218 7.2%	218 7.1%	214 6.6%
NONRAIL FERRY	31 1.0%	26 0.9%	27 0.9%	24 0.8%	29 1.0%	25 0.8%	39 1.2%
TRAM	- -	- -	4 0.1%	4 0.1%	4 0.1%	4 0.1%	4 0.1%
TOTAL	3,008 -	2,852 -	2,870 -	2,931 -	3,013 -	3,074 -	3,233 -
PERSONS BY SECTOR							
NORTH OF 60TH STREET	1,209 40.2%	1,148 40.3%	1,157 40.3%	1,175 40.1%	1,192 39.6%	1,217 39.6%	1,302 40.3%
BROOKLYN	806 26.8%	748 26.2%	747 26.0%	771 26.3%	806 26.8%	831 27.0%	858 26.5%
QUEENS	661 22.0%	618 21.7%	617 21.5%	637 21.7%	655 21.7%	654 21.3%	654 20.2%
NEW JERSEY	300 10.0%	311 10.9%	317 11.0%	320 10.9%	327 10.9%	342 11.1%	374 11.6%
STATEN ISLAND	32 1.1%	27 0.9%	28 1.0%	24 0.8%	29 1.0%	26 0.8%	41 1.3%
ROOSEVELT ISLAND	- -	- -	4 0.1%	4 0.1%	4 0.1%	4 0.1%	4 0.1%
TOTAL	3,008 -	2,852 -	2,870 -	2,931 -	3,013 -	3,074 -	3,233 -
VEHICLES BY SECTOR							
NORTH OF 60TH STREET	288 45.9%	288 45.8%	297 45.8%	302 47.0%	300 46.3%	320 47.1%	341 48.6%
BROOKLYN	157 25.0%	152 24.2%	160 24.7%	160 24.9%	159 24.5%	165 24.3%	166 23.7%
QUEENS	104 16.6%	106 16.9%	107 16.5%	100 15.6%	105 16.2%	105 15.5%	99 14.1%
NEW JERSEY	78 12.4%	82 13.0%	84 12.9%	80 12.4%	83 12.8%	88 13.0%	94 13.4%
STATEN ISLAND	1 0.2%	1 0.2%	1 0.2%	1 0.2%	1 0.2%	1 0.1%	1 0.1%
TOTAL	628 -	629 -	649 -	643 -	648 -	679 -	701 -

*Percentage may not total 100 due to rounding

TABLE 1A
PERSONS AND VEHICLES ENTERING THE HUB ON A FALL
BUSINESS DAY FOR SELECTED YEARS (000S)
(Continued)

	1985	1986	1987	1988	1990	1991	1992	1993
PERSONS BY MODE								
AUTO, TAXI, VAN AND TRUCK	1,167 34.7%	1,137 33.5%	1,159 33.9%	1,156 33.3%	1,112 33.5%	1,110 33.3%	1,146 34.4%	1124.07 33.7%
BUS	297 8.8%	267 7.9%	249 7.3%	242 6.9%	238 7.2%	229 6.9%	225 6.7%	218.903 6.6%
SUBWAY	1,641 48.8%	1,727 50.9%	1,737 50.9%	1,798 51.7%	1,698 51.1%	1,727 51.8%	1,699 50.9%	1712.21 51.4%
RAILROAD	219 6.5%	224 6.6%	233 6.8%	234 6.7%	228 6.9%	221 6.6%	223 6.7%	226.29 6.8%
NONRAIL FERRY	34 1.0%	34 1.0%	34 0.1%	41 1.2%	44 1.3%	43 1.3%	41 1.2%	41.596 1.2%
TRAM	4 -	3 0.1%	3 0.1%	4 0.1%	2 0.1%	2 0.1%	1 0.0%	7.248 0.2%
TOTAL	3,362 -	3,392 -	3,415 -	3,475 -	3,322 -	3,332 -	3,335 -	3330.32 -
PERSONS BY SECTOR								
NORTH OF 60TH STREET	1,337 39.8%	1,338 39.4%	1,370 40.1%	1,405 40.4%	1,299 39.1%	1,324 39.7%	1,352 40.5%	1341.14 40.3%
BROOKLYN	903 26.9%	915 26.9%	889 26.0%	924 26.6%	903 27.2%	876 26.3%	871 26.1%	875.03 26.3%
QUEENS	683 20.3%	695 20.5%	713 20.9%	700 20.1%	670 20.2%	697 20.9%	677 20.3%	674.555 20.2%
NEW JERSEY	401 11.9%	406 11.9%	407 11.9%	403 11.6%	411 12.4%	399 11.9%	402 12.0%	407.749 12.2%
STATEN ISLAND	34 1.0%	35 1.0%	33 0.9%	39 1.1%	37 1.1%	34 1.0%	33 1.0%	31.85 0.9%
ROOSEVELT ISLAND	4 0.1%	3 0.1%	3 0.1%	4 0.1%	2 0.1%	2 0.1%	1 0.0%	- -
TOTAL	3,362 -	3,392 -	3,415 -	3,475 -	3,322 -	3,332 -	3,336 -	3330.32 -
VEHICLES BY SECTOR								
NORTH OF 60TH STREET	363 47.1%	352 46.7%	362 47.1%	361 47.1%	349 45.9%	357 46.4%	382 49.2%	369 48.6%
BROOKLYN	199 25.8%	192 25.5%	191 24.9%	188 24.5%	206 27.1%	200 25.9%	185 23.8%	182 23.9%
QUEENS	110 14.3%	111 14.7%	115 14.9%	117 15.3%	104 13.7%	104 13.5%	108 13.9%	107 14.1%
NEW JERSEY	97 12.6%	97 13.0%	99 12.9%	99 12.9%	101 13.3%	98 12.7%	101 13.0%	102 13.4%
STATEN ISLAND	1 0.1%	1 0.1%	1 0.1%	1 0.1%	1 0.1%	- -	- -	- -
TOTAL	770 -	753 -	768 -	766 -	761 -	759 -	776 -	760 -
PERSONS BY MODE								
AUTO, TAXI, VAN AND TRUCK	1,115 33.0%	1,138 33.4%	1,147 33.2%	1,233 34.5%	1,316 35.8%	1,302 34.7%	1,268 33.9%	998 28.8%
BUS	220 6.5%	216 6.3%	220 6.4%	238 6.6%	231 6.3%	237 6.3%	228 5.9%	257 7.4%
SUBWAY	1,765 52.2%	1,770 51.9%	1,790 51.8%	1,772 50.4%	1,817 49.5%	1,905 50.7%	1,989 51.1%	1,891 54.5%
RAILROAD	233 6.9%	236 6.9%	246 7.1%	251 7.0%	254 6.9%	274 7.3%	301 7.7%	288 8.3%
NONRAIL FERRY	42 1.2%	42 1.2%	41 1.2%	43 1.2118	43 1.1%	57 1.5%	46 1.2%	30 0.9%
TRAM	2 0.0%	2 0.0%	2 0.1%	1 0.1%	1 0.1%	1 0.0%	1.4 0.04%	1 0.03%
BICYCLE	6 0.2%	7 0.2%	8 0.2%	8 0.2%	8 0.2%	14 0.4%	6 0.2%	6 0.2%
TOTAL	3,382 -	3,410 -	3,454 -	3,546 -	3,670 -	3,790 -	3,839 -	3,471 -
PERSONS BY SECTOR								
NORTH OF 60TH STREET	1,359 40.2%	1,385 41.0%	1,376 40.1%	1,376 38.5%	1,419 38.7%	1,494 39.5%	1,484 39.6%	1,346 38.8%
BROOKLYN	868 25.7%	865 25.6%	883 25.7%	964 27.8%	991 27.0%	991 26.2%	1,040 27.1%	927 26.7%
QUEENS	696 20.6%	702 20.8%	705 20.5%	712 19.9%	764 20.8%	784 20.7%	787 21.3%	772 22.3%
NEW JERSEY	427 12.6%	425 12.6%	437 12.7%	460 12.9%	463 12.6%	481 12.7%	497 14.3%	424 12.2%
STATEN ISLAND	30 0.9%	30 0.9%	30 0.9%	31 0.9%	31 0.8%	39 1.0%	30 0.8%	0 0.0%
ROOSEVELT ISLAND	2 0.0%	2 0.0%	2 0.1%	1 0.1%	1 0.0%	1 0.0%	1 0.0%	1 0.0%
TOTAL	3,382 -	3,410 -	3,433 -	3,544 -	3,669 -	3,790 -	3,839 -	3,471 -
VEHICLES BY SECTOR								
NORTH OF 60TH STREET	358 47.5%	361 47.9%	375 48.3%	377 46.6%	389 46.5%	393 46.6%	387 46.7%	369 53.5%
BROOKLYN	185 24.5%	189 25.1%	182 23.5%	199 24.6%	206 24.6%	203 24.1%	201 24.1%	133 19.3%
QUEENS	107 14.2%	117 15.5%	119 15.3%	131 16.2%	138 16.5%	135 16.0%	131 15.9%	127 18.4%
NEW JERSEY	104 13.7%	104 13.8%	100 12.9%	101 12.5%	102 12.2%	112 13.3%	105 13.4%	60 8.8%
STATEN ISLAND	0 0.0%	0 0.0%	0 0.0%	1 0.1%	1 0.1%	1 0.1%	0.4 0.0%	0 0.0%
TOTAL	755 -	772 -	776 -	809 -	836 -	844 -	825 -	689 -

* Revised

TABLE 1B

**PERSONS ENTERING THE HUB BY MODE DURING 7-10 AM PERIOD ON
A FALL BUSINESS DAY FOR SELECTED YEARS (000s) ***

	1982		1983		1984		1985		1986		1987		1988		1990		1991	
PERSONS BY MODE																		
AUTO, TAXI, VAN AND TRUCK	234	15.6%	258	17.0%	257	16.6%	264	16.7%	251	16.4%	255	16.7%	249	16.1%	221	15.6%	220	15.5%
BUS	134	8.9%	133	8.8%	158	10.2%	158	10.0%	148	9.7%	141	9.3%	133	8.6%	129	9.1%	126	8.9%
SUBWAY	962	64.0%	958	63.1%	964	62.2%	980	62.1%	949	62.0%	935	61.4%	974	63.0%	877	61.8%	891	62.7%
RAILROAD	153	10.2%	152	10.0%	157	10.1%	159	10.1%	164	10.7%	170	11.2%	167	10.8%	164	11.6%	159	11.2%
NONRAIL FERRY	19	1.3%	18	1.2%	14	0.9%	16	1.0%	16	1.0%	21	1.4%	22	1.4%	26	1.8%	23	1.6%
TRAMWAY	2	0.1%	-	0.0%	1	0.1%	2	0.1%	2	0.1%	2	0.1%	2	0.1%	1	0.1%	1	0.1%
TOTAL	1,504	-	1,519	-	1,551	-	1,579	-	1,530	-	1,524	-	1,547	-	1,418	-	1,420	-

	1992		1993		1994		1995		1996		1997		1998		2000		2,001	
PERSONS BY MODE																		
AUTO, TAXI, VAN AND TRUCK	224	15.9%	216	15.6%	218	15.6%	219	15.8%	228	16.3%	252	17.8%	263	18.4%	259	17.0%	179	13.1%
BUS	121	8.6%	121	8.8%	121	8.7%	119	8.6%	122	8.7%	117	8.3%	120	8.4%	131	8.6%	132	9.7%
SUBWAY	873	62.1%	859	62.2%	866	62.0%	855	61.7%	858	61.2%	845	59.8%	839	58.5%	958	62.7%	851	62.2%
RAILROAD	161	11.5%	159	11.5%	165	11.8%	165	11.9%	169	12.0%	171	12.1%	193	13.5%	154	10.1%	183	13.4%
NONRAIL FERRY	25	1.8%	25	1.8%	24	1.7%	24	1.7%	24	1.7%	25	1.8%	15	1.0%	23	1.5%	21	1.5%
TRAMWAY	1	0.1%	-	0.0%	1	0.1%	1	0.1%	0	0.0%	1	0.1%	1	0.1%	1	0.0%	0	0.0%
BICYCLE	-		1	0.1%	1	0.1%	2	0.1%	2	0.1%	1	0.1%	2	0.1%	1	0.1%	1	0.1%
TOTAL	1,405	-	1,381	-	1,396	-	1,385	-	1,403	-	1,412	-	1,433	-	1,536	-	1,368	-

* Data for 1999 were lost following the events of 9/11/01
Percentage may not total 100 due to roundery

TABLE 2

SHARE OF TOTAL ENTRIES BY MODE OCCURRING IN THE MORNING PEAK HOUR AND PEAK PERIOD (%) *

YEAR	PERSONS VIA AUTO, TAXI, VAN, TRUCK		PASSENGERS VIA PUBLIC TRANSPORTATION		TOTAL SHARE	
	8-9 AM	7-10 AM	8-9 AM	7-10 AM	8-9 AM	7-10 AM
1960	8.6%	23.1%	32.2%	59.4%	25.3%	48.5%
1963	8.8%	22.7%	31.2%	58.2%	25.1%	48.4%
1971	9.1%	25.2%	32.3%	60.6%	25.4%	49.7%
1973	8.0%	22.2%	31.4%	60.6%	24.3%	48.6%
1974	8.1%	22.8%	31.6%	59.5%	24.8%	48.8%
1975	8.1%	22.4%	30.1%	59.0%	24.3%	48.4%
1976	8.1%	22.2%	31.9%	59.6%	24.5%	47.9%
1977	8.3%	22.9%	32.3%	60.6%	24.8%	48.8%
1978	8.0%	22.5%	30.6%	58.7%	23.5%	47.5%
1979	8.1%	22.4%	30.8%	59.0%	23.8%	47.7%
1980	8.5%	23.1%	31.7%	60.2%	24.6%	48.8%
1981	8.4%	23.4%	31.1%	60.0%	23.9%	48.8%
1982	8.5%	23.4%	30.9%	59.3%	23.7%	47.9%
1983	8.4%	23.5%	30.3%	59.0%	23.2%	47.0%
1984	8.2%	23.1%	31.1%	59.9%	23.3%	47.4%
1985	7.9%	22.2%	30.5%	59.9%	22.6%	46.7%
1986	7.8%	22.1%	27.7%	56.7%	21.0%	45.1%
1987	7.8%	22.0%	26.6%	56.3%	20.2%	44.6%
1988	7.7%	21.6%	26.4%	56.0%	20.1%	44.5%
1989	7.6%	21.6%	27.1%	56.6%	20.8%	45.2%
1990	7.0%	19.9%	25.6%	54.2%	19.4%	42.7%
1991	6.9%	19.8%	25.9%	54.1%	19.6%	42.6%
1992	6.8%	19.5%	25.2%	53.9%	18.9%	42.1%
1993	6.6%	19.2%	24.8%	52.8%	18.7%	41.5%
1994	6.7%	19.5%	24.0%	52.0%	18.3%	41.3%
1995	6.7%	19.3%	23.8%	51.3%	18.1%	40.6%
1996	7.0%	19.9%	23.8%	50.9%	18.2%	40.6%
1997	7.3%	19.9%	23.3%	50.3%	17.6%	39.3%
1998	7.1%	20.0%	22.8%	48.9%	17.2%	38.5%
2000*	7.4%	20.2%	22.0%	49.4%	17.0%	39.5%
2001	6.2%	17.9%	21.5%	48.1%	17.1%	39.4%

* REVISED

*PERCENTAGES EXPRESS THE PEAK-PERIOD SHARE OF PRIVATE MOTOR VEHICLE, PUBLIC TRANSPORTATION AND TOTAL OF A 24-HOUR PERIOD PERSON-ENTRIES, RESPECTIVELY

Data for 1999 were lost following the event of 9/11/01

TABLE 3

TOTAL PERSONS ENTERING THE HUB, DURING MORNING PEAK HOUR, PEAK PERIOD AND CBD EMPLOYMENT

YEAR	24 HOURS	7-10 AM	8-9 AM	CBD EMPLOYMENT*
1960	3,349,000	1,627,000	848,000	2,007,000
1971	3,179,000	1,574,700	805,300	1,913,000
1975	3,008,100	1,456,700	731,000	1,730,000
1976	2,852,300	1,367,300	699,600	1,689,000
1977	2,862,300	1,395,600	708,600	1,673,000
1978	2,870,300	1,360,400	675,700	1,722,000
1979	2,931,000	1,417,200	705,600	1,758,000
1980	3,013,000	1,467,300	739,200	1,777,000
1981	3,074,600	1,489,500	735,300	1,835,000
1982	3,233,400	1,509,500	749,100	1,852,000
1983	3,267,700	1,521,800	751,700	1,876,000
1984	3,274,100	1,551,100	763,300	1,915,000
1985	3,361,600	1,569,600	758,600	1,942,000
1986	3,392,300	1,530,100	713,000	1,964,000
1987	3,415,300	1,524,600	691,200	2,009,000
1988	3,474,500	1,547,400	700,300	1,987,000
1989	3,482,200	1,574,600	724,900	1,989,000
1990	3,321,700	1,418,200	642,800	1,967,000
1991	3,331,600	1,420,300	652,700	1,858,000
1992	3,336,000	1,404,000	629,400	1,810,000
1993	3,330,000	1,380,800	622,000	1,805,000
1994	3,382,500	1,396,200	619,800	1,821,000
1995	3,410,200	1,384,100	616,500	1,828,000
1996	3,455,700	1,403,800	629,600	1,850,000
1997	3,545,460	1,412,700	638,100	1,879,600
1998	3,670,000	1,415,000	630,900	1,940,000
1999	3,790,000	N/A	N/A	2,005,000
2000*	3,840,000	1,524,000	661,680	2,152,000
2001	3,471,000	1,367,200	593,500	2,128,000

*REVISED

*ESTIMATED NON-AGRICULTURAL WAGE AND SALARY EMPLOYMENT ONLY, BASED ON NEW YORK STATE
DEPARTMENT OF LABOR DATA

* Data for 1999 were lost following the events of 9/11/01

TABLE 4

CUMULATIVE NUMBER OF PERSONS AND MOTOR VEHICLES IN THE HUB ON A FALL BUSINESS DAY

YEAR	PERSONS				MOTOR VEHICLES			
	NET CBD ACCUM.	CBD RESIDENTS**	MAXIMUM CBD ACCUM.	TIME OF DAY	NET CBD ACCUM.	CBD BASED VEHICLES*	MAXIMUM CBD ACCUM.	TIME OF DAY
1971	1,545,000	508,000	2,053,000	AT 1:00 PM	109,500	96,400	205,900	AT 1:00 PM
1973	1,407,000	507,000	1,914,000	AT 1:00 PM	89,300	92,800	182,100	AT 2:00 PM
1974	1,411,000	510,000	1,921,000	AT 1:00 PM	85,700	90,000	175,700	AT 2:00 PM
1975	1,402,000	502,000	1,904,000	AT 1:00 PM	84,400	88,500	172,900	AT 2:00 PM
1976	1,319,000	507,000	1,826,000	AT 1:00 PM	93,500	82,300	175,800	AT 1:00 PM
1977	1,356,000	505,000	1,861,000	AT 1:00 PM	97,400	79,600	177,000	AT 2:00 PM
1978	1,329,000	503,000	1,832,000	AT 1:00 PM	96,900	79,800	176,700	AT 2:00 PM
1979	1,388,000	504,000	1,892,000	AT 2:00 PM	101,500	79,000	180,500	AT 2:00 PM
1980	1,436,000	508,000	1,944,000	AT 1:00 PM	101,500	77,400	178,900	AT 2:00 PM
1981	1,446,000	508,000	1,954,000	AT 1:00 PM	97,400	78,200	175,600	AT 2:00 PM
1982	1,487,000	508,000	1,995,000	AT 1:00 PM	102,100	78,600	180,700	AT 2:00 PM
1983	1,500,000	507,000	2,007,000	AT 1:00 PM	105,800	77,800	183,600	AT 1:00 PM
1984	1,511,000	513,000	2,024,000	AT 1:00 PM	125,300	77,900	203,200	AT 2:00 PM
1985	1,471,000	521,000	1,992,000	AT 1:00 PM	104,000	81,000	185,000	AT 1:00 PM
1986	1,485,000	525,000	2,010,000	AT 1:00 PM	107,200	85,000	192,200	AT 1:00 PM
1987	1,448,000	526,000	1,974,000	AT 1:00 PM	110,900	86,200	197,100	AT 2:00 PM
1988	1,447,000	530,000	1,977,000	AT 2:00 PM	100,800	87,800	188,600	AT 1:00 PM
1989	1,481,000	531,000	2,012,000	AT 1:00 PM	101,300	88,300	189,600	AT 2:00 PM
1990	1,318,000	528,000	1,846,000	AT 1:00 PM	101,800	90,100	191,900	AT 1:00 PM
1991	1,325,000	530,000	1,855,000	AT 1:00 PM	102,300	88,400	190,700	AT 1:00 PM
1992	1,262,000	529,000	1,791,000	AT 1:00 PM	96,300	84,600	180,900	AT 1:00 PM
1993	1,250,000	530,900	1,780,900	AT 1:00 PM	94,100	85,800	179,900	AT 2:00 PM
1994	1,273,000	535,000	1,808,000	AT 1:00 PM	97,100	86,100	183,200	AT 2:00 PM
1995	1,277,000	539,000	1,816,000	AT 1:00 PM	94,100	86,100	180,200	AT 2:00 PM
1996	1,295,000	544,000	1,839,000	AT 1:00 PM	94,000	85,900	179,900	AT 1:00 PM
1997	1,303,000	547,000	1,850,000	AT 1:00 PM	101,000	89,000	190,000	AT 2:00 PM
1998	1,296,000	551,000	1,847,000	AT 1:00 PM	104,000	95,100	199,100	AT 2:00 PM
2000	1 464 000*	552 000*	2 015 846*	AT 1:00 PM	103,367	91,080	194,447	AT 2:00 PM
2001	1,254,000	540,000	2,016,000	AT 1:00 PM	67,093	91,080	156,228	AT 2:00 PM

*Revised

** Estimated

Data for 1999 were lost following the events of 9/11/01

TABLE 5

TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY

BUS	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
60TH STREET SECTOR												
FDR DRIVE	268	314	302	302	0	0	0	0	0	0	0	0
YORK AVENUE	4,040	7,287	7,040	5,922	7,100	6,820	6,706	7,093	6,869	7,165	7,078	8,906
FIRST AVE/SECOND AVE	25,190	26,149	27,177	23,441	20,387	20,500	19,579	21,299	19,114	19,459	20,516	21,865
LEXINGTON AVE/THIRD AVE	28,364	25,446	25,030	26,069	19,204	18,544	16,802	17,353	17,638	16,435	19,245	22,526
MADISON AVE/FIFTH AVE	49,638	49,358	49,513	42,298	38,062	39,696	38,066	41,289	42,018	43,477	30,587	48,185
CENTRAL PK DR AND COLUMBUS CIRCLE	5,818	-	-	-	-	-	-	-	-	-	-	-
EIGHTH AVENUE	11,533	10,361	9,414	9,482	7,748	8,006	7,608	7,692	6,279	6,637	7,302	8,989
BROADWAY	12,359	18,108	16,656	14,933	13,885	13,214	13,818	13,370	11,640	12,923	12,117	14,722
COLUMBUS AVE/AMSTERDAM AVE	11,430	11,073	10,742	11,304	9,766	8,832	9,632	9,722	9,954	12,898	6,358	5,392
WEST END AVENUE	2,379	2,231	1,905	2,050	1,543	1,447	1,931	1,803	1,780	2,080	2,097	2,687
SECTOR TOTAL	151,019	150,327	147,779	135,801	117,695	117,059	114,142	119,621	115,292	121,074	105,300	133,272
BROOKLYN SECTOR												
WILLIAMSBURG BRIDGE	2,683	3,363	2,613	2,228	2,011	1,965	2,117	1,971	2,681	2,483	3,052	2,297
MANHATTAN BRIDGE	1,757	1,602	1,529	1,444	1,538	1,311	1,350	1,314	1,249	1,076	1,015	937
BROOKLYN BATTERY TUNNEL	35,687	35,678	31,705	31,784	29,867	29,057	31,370	31,313	34,808	37,352	42,605	51,178
SECTOR TOTAL	40,127	40,643	35,847	35,456	33,416	32,333	34,837	34,598	38,738	40,911	46,672	54,412
QUEENS SECTOR												
QUEENS MIDTOWN TUNNEL	18,090	18,095	18,725	16,555	15,585	15,672	16,372	17,510	18,596	27,355	16,965	17,625
QUEENSBORO BRIDGE	19,129	15,011	15,319	14,585	16,809	16,902	16,103	14,690	16,970	21,741	17,377	20,455
SECTOR TOTAL	37,219	33,106	34,044	31,140	32,394	32,574	32,475	32,200	35,566	49,096	34,342	38,080
NEW JERSEY SECTOR												
HOLLAND TUNNEL	15,162	15,509	15,845	14,380	14,954	14,626	14,423	13,262	14,807	15,091	14,807	6,144
LINCOLN TUNNEL	233,777	224,228	214,658	220,378	241,087	241,284	246,998	274,098	258,425	274,051	257,065	270,831
SECTOR TOTAL	248,939	239,737	230,503	234,758	256,041	255,910	261,421	287,360	273,232	289,142	271,872	276,975
TOTAL BUS	477,304	463,813	448,173	437,155	439,546	437,876	442,875	473,779	462,828	500,223	458,186	502,739
SUBWAY												
60TH STREET SECTOR												
LEXINGTON AVENUE EXPRESS	263,080	271,106	271,029	264,020	284,497	294,105	297,069	286,204	297,797	307,652	300,899	312,473
LEXINGTON AVENUE LOCAL	260,488	255,786	250,353	239,127	279,939	266,518	278,531	267,395	288,227	293,254	328,145	326,617
EIGHTH AVENUE EXPRESS	191,669	167,218	188,642	215,795	201,290	216,572	201,397	211,836	219,027	246,420	225,443	223,484
EIGHTH AVENUE LOCAL	63,262	85,136	61,776	67,186	82,921	82,033	79,102	79,193	81,393	97,986	101,461	92,327
BROADWAY/7TH AVE EXPRESS	221,621	227,600	210,473	217,363	218,187	228,172	235,340	222,157	217,642	251,084	258,206	107,677
BROADWAY/7TH AVE LOCAL	189,749	204,998	198,753	200,193	216,484	216,402	213,625	203,551	187,439	213,910	237,117	293,601
SECTOR TOTAL	1,189,869	1,211,844	1,181,026	1,203,684	1,283,318	1,303,802	1,305,064	1,270,336	1,291,525	1,410,306	1,451,271	1,356,179

TABLE 5

**TOTAL PUBLIC TRANSIT PASSENGERS ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY
(Continued)**

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
BROOKLYN SECTOR												
14TH STREET TUNNEL	107,181	99,623	101,962	108,457	108,835	109,883	123,782	105,920	127,547	144,558	163,549	159,771
WILLIAMSBURG BRIDGE	89,585	102,410	88,859	97,705	99,036	84,492	96,132	91,555	85,968	74,975	87,021	91,843
RUTGERS TUNNEL	94,725	101,169	93,791	105,893	105,064	114,366	111,577	106,791	114,302	110,517	125,533	140,095
MANHATTAN BRIDGE	244,159	212,487	217,006	237,824	227,778	205,100	239,597	234,249	244,684	265,455	270,321	258,327
CRANBERRY TUNNEL	200,500	169,951	228,451	204,432	223,412	214,094	198,328	205,622	213,988	227,757	236,592	230,867
CLARK TUNNEL	145,778	135,855	124,247	125,153	122,795	119,725	125,653	128,093	125,556	124,239	129,787	123,423
MONTAGUE TUNNEL	83,855	123,010	125,887	105,202	105,283	117,299	99,272	109,689	116,346	114,625	127,688	80,052
JORALEMON TUNNEL	189,333	171,701	171,620	181,268	160,171	175,646	171,997	185,118	181,505	185,956	175,815	197,364
SECTOR TOTAL	1,155,116	1,116,206	1,151,823	1,165,934	1,152,374	1,140,605	1,166,338	1,167,037	1,209,896	1,248,082	1,316,306	1,281,742
QUEENS SECTOR												
60TH STREET TUNNEL	199,702	164,219	177,277	177,983	186,030	195,752	209,197	204,535	217,801	215,050	249,173	249,367
53RD STREET TUNNEL	361,821	392,003	358,629	389,020	390,027	392,099	356,815	370,024	391,808	393,783	401,114	340,136
STEINWAY TUNNEL	211,671	225,149	205,860	198,720	196,360	192,253	203,149	212,854	213,457	211,348	219,467	225,556
63RD STREET TUNNEL	16,595	19,903	21,702	21,727	22,359	20,116	24,088	22,554	11,280	18,511	20,722	13,460
SECTOR TOTAL	789,789	801,274	763,468	787,450	794,776	800,220	793,249	809,967	834,346	838,692	890,476	828,519
NEW JERSEY SECTOR												
PATH DOWNTOWN	118,205	118,103	115,391	112,837	116,465	112,237	117,337	100,663	117,259	129,661	143,897	0
PATH UPTOWN	75,778	73,720	72,726	76,877	80,746	76,833	78,344	97,248	78,345	76,380	96,921	179,214
SECTOR TOTAL	193,983	191,823	188,117	189,714	197,211	189,070	195,681	197,911	195,604	206,041	240,818	179,214
TOTAL SUBWAY	3,328,757	3,321,147	3,284,434	3,346,782	3,427,679	3,433,697	3,460,332	3,466,440	3,650,152	3,703,121	3,898,871	3,645,654
SUBURBAN RAIL												
AMTRAK/MTA METRO-NORTH	167,136	164,982	165,737	171,410	178,292	180,085	178,877	179,489	183,313	188,330	198,154	196,165
AMTRAK/MTA LIRR	215,737	208,600	208,236	211,698	215,390	216,099	224,045	225,313	232,905	253,076	266,898	240,322
AMTRAK/NJ TRANSIT	71,887	65,802	65,603	66,249	69,216	70,068	83,772	89,359	91,396	104,387	126,460	139,037
TOTAL SUBURBAN RAIL	454,760	439,384	439,576	449,357	462,898	466,252	486,694	494,161	507,614	545,793	591,512	575,524
FERRY												
MANHATTAN							97	0	93	11,391	93	670
BROOKLYN	-	196	180	177	174	120	107	33	118	177	118	0
QUEENS	115	136	135	103	386	635	590	414	359	253	359	0
STATEN ISLAND FERRY	72,656	67,957	64,570	62,658	59,348	58,693	59,009	59,430	60,583	76,873	60,583	0
NEW JERSEY	14,109	15,749	16,287	17,881	22,336	23,039	24,519	24,191	24,191	25,155	24,191	54,680
STATEN IS. PRIVATE FERRY							23	0	0	0	0	0
TOTAL FERRY	86,880	84,038	81,172	80,819	82,244	82,487	84,345	84,068	85,344	113,849	85,344	55,350
ROOSEVELT ISLAND TRAMWAY	4,740	4,035	3,359	-	3,431	3,356	23	3,037	2,928	2,480	3,027	2,282
TOTAL, ALL MODES	4,352,441	4,312,417	4,256,714	4,327,771	4,428,181	4,438,483	4,519,978	4,510,534	4,746,261	4,823,429	5,041,114	4,781,550
BICYCLE	-	-	-	13,658	12,383	14,815	14,805	14,860	14,345	14,650	12,367	10,982

TABLE 6

**TOTAL RAIL TRAINS ENTERING AND LEAVING
THE HUB ON A FALL BUSINESS DAY**

SECTOR AND FACILITY	1990		1992		1993		1994		1995		1996		1997		1998		2000		AM	PM	OFF-
	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	OFF-PEAK	PEAK	PEAK	PEAK
60TH STREET SECTOR																					
IRT LEXINGTON AVE EXPRESS	127	425	112	437	121	390	128	454	118	444	118	463	127	451	125	454	138	450	66	62	482
IRT LEXINGTON AVE LOCAL	103	401	89	371	94	330	105	398	88	352	91	343	96	341	91	380	116	420	50	51	430
IND EIGHT AVE EXPRESS	99	396	110	425	94	440	102	433	85	436	82	432	85	457	87	438	103	437	47	45	443
IND EIGHT AVE LOCAL	70	355	73	332	72	338	71	362	71	334	70	339	79	308	70	337	82	347	35	36	342
IRT B'WAY/7TH AV EXPRESS	92	393	100	386	101	377	105	378	103	388	101	387	104	395	107	391	121	381	27	26	207
IRT B'WAY/7TH AV LOCAL	84	338	84	337	83	343	87	347	78	351	75	347	76	330	77	345	90	388	59	59	578
AMTRAK/METRO-NORTH	205	271	207	270	205	273	205	286	204	284	203	283	204	284	206	302	249	283	115	102	319
SECTOR TOTAL	780	2,579	775	2,558	770	2,491	803	2,658	747	2,589	740	2,594	771	2,566	763	2,647	899	2,706	399	381	2,801
BROOKLYN SECTOR																					
BMT 14TH STREET TUNNEL	60	244	58	242	55	234	60	246	53	235	51	217	54	225	55	215	74	300	38	36	306
BMT WILLIAMSBURG BRIDGE	88	345	87	342	88	340	89	348	87	345	87	347	85	339	87	346	82	340	43	44	357
IND RUTGERS TUNNEL	65	269	66	269	70	272	67	271	69	276	69	273	70	278	69	295	71	312	37	37	309
BMT MANHATTAN BRIDGE	177	694	133	518	137	534	136	538	138	531	136	535	128	517	134	539	140	552	61	82	549
IND CRANBERRY TUNNEL	113	363	114	373	114	370	115	357	107	360	110	355	103	355	109	373	110	396	57	55	393
IRT CLARK TUNNEL	90	390	94	400	94	390	89	403	93	409	91	408	94	408	95	413	89	436	47	49	539
BMT MONTAGUE TUNNEL	89	311	115	478	112	481	114	482	111	411	113	414	112	413	114	409	116	444	57	42	446
IRT JORALEMON TUNNEL	112	376	92	393	118	404	115	410	115	399	109	395	114	391	103	401	112	409	60	57	410
SECTOR TOTAL	794	2,992	759	3,015	788	3,025	785	3,055	773	2,966	766	2,944	760	2,926	766	2,991	794	3,189	400	402	3,309
QUEENS SECTOR																					
BMT 60TH STREET TUNNEL	107	388	97	368	96	375	91	377	90	377	92	374	88	376	90	376	125	366	61	56	542
IND 53RD STREET TUNNEL	131	481	128	481	143	488	137	482	144	509	138	500	144	526	146	553	189	556	76	58	608
IRT STEINWAY TUNNEL	111	363	126	381	115	374	117	381	114	370	112	369	115	369	118	377	144	417	68	68	451
63RD STREET TUNNEL	41	194	36	213	41	229	40	238	38	217	40	222	39	214	18	124	51	196	15	15	143
AMTRAK/LIRR TUNNEL	159	266	158	268	156	268	157	282	155	282	155	284	156	285	158	294	267	365	84	76	348
SECTOR TOTAL	549	1,692	545	1,711	551	1,734	542	1,760	541	1,755	537	1,749	542	1,770	530	1,724	776	1,900	304	273	2,092
NEW JERSEY SECTOR																					
PATH DOWNTOWN TUNNEL	153	433	157	436	157	436	157	436	157	436	154	436	157	434	155	436	220	506	0	0	0
PATH UPTOWN TUNNEL	99	364	99	367	99	367	99	367	99	367	99	363	88	329	100	337	148	392	36	33	281
AMTRAK/NJ TRANSIT TUNNELS	74	170	73	175	56	178	70	181	68	176	79	201	86	210	81	212	142	244	54	70	322
SECTOR TOTAL	326	967	329	978	312	981	326	984	324	979	332	1,000	331	973	336	985	510	1,142	90	103	603
GRAND TOTAL	2,449	8,230	2,408	8,262	2,421	8,231	2,456	8,457	2,385	8,289	2,375	8,287	2,404	8,235	2,395	8,347	2,979	8,937	1,193	1,159	8,805
TOTAL, NYCTA	1,759	6,726	1,714	6,746	1,748	6,709	1,768	6,905	1,702	6,744	1,685	6,720	1,713	6,693	1,695	6,766	1,953	7,147	994	981	8,138

* Peak travel periods are: 7-10AM - inbound and 4-7-PM - outbound; off-peak is the remainder of the 24-hour period
Data for 1999 were lost following the events of 9/11/01

TABLE 7

**TOTAL RAIL CARS ENTERING AND LEAVING
THE HUB ON A FALL BUSINESS DAY**

SECTOR AND FACILITY	1990		1992		1993		1994		1995		1996		1997		1998		A. M. PEAK	P.M. PEAK	OFF- PEAK	
	PEAK	OFF- PEAK	PEAK	OFF- PEAK	PEAK	OFF- PEAK	PEAK	OFF- PEAK	PEAK	OFF- PEAK	PEAK	OFF- PEAK	PEAK	OFF- PEAK	PEAK	OFF- PEAK				
60TH STREET SECTOR																				
IRT LEXINGTON AVE EXPRESS	1,270	4,242	1,120	4,358	1,210	3,882	1,280	4,528	1,180	4,440	1,180	1,270	4,490	1,250	4,540	1,210	4,670	660	620	4,820
IRT LEXINGTON AVE LOCAL	1,030	4,010	890	3,633	938	3,201	1,050	3,896	880	3,496	910	960	3,410	910	3,570	1,010	4,350	500	510	4,300
IND EIGHT AVE EXPRESS	834	3,356	834	3,402	797	3,530	861	3,545	711	3,653	687	693	3,780	724	3,646	762	3,786	390	288	2,990
IND EIGHT AVE LOCAL	631	3,015	654	2,332	648	2,396	638	2,740	640	2,683	628	578	2,536	560	2,720	568	2,882	280	288	2,760
IRT B'WAY/7TH AV EXPRESS	877	3,755	950	3,692	963	3,601	999	3,611	980	3,706	960	988	3,772	1,017	3,738	1,038	3,735	270	260	2,070
IRT B'WAY/7TH AV LOCAL	840	3,380	840	3,253	830	3,406	870	3,468	780	3,508	750	760	3,300	770	3,450	780	4,000	590	590	5,780
AMTRAK/METRO-NORTH	1,325	1,530	1,322	1,489	1,322	1,529	1,339	1,644	1,381	1,749	1,397	1,411	1,821	1,382	1,989	1,335	2,361	844	682	2,093
SECTOR TOTAL	6,807	23,288	6,610	22,159	6,708	21,545	7,037	23,432	6,552	23,235	6,512	6,660	23,109	6,613	23,653					
BROOKLYN SECTOR																				
BMT 14TH STREET TUNNEL	480	1,952	464	1,832	440	1,724	480	1,768	424	1,880	408	432	1,800	440	1,720	592	2,400	304	288	2,448
BMT WILLIAMSBURG BRIDGE	703	2,702	696	2,736	704	2,512	712	2,580	696	2,760	696	680	2,712	696	2,564	656	2,720	344	352	2,856
IND RUTGERS TUNNEL	578	2,348	528	2,060	560	2,088	536	2,168	552	2,208	552	560	2,224	552	2,360	568	2,496	296	296	2,472
BMT MANHATTAN BRIDGE	1,524	5,846	1,138	4,026	1,176	4,080	1,164	4,656	1,180	4,538	1,162	1,118	4,400	1,172	4,604	1,216	4,730	528	696	4,666
IND CRANBERRY TUNNEL	964	3,040	977	2,797	988	2,957	976	2,745	906	3,040	930	866	3,022	912	3,160	930	3,326	480	515	3,253
IRT CLARK TUNNEL	852	3,725	892	3,825	893	3,732	846	3,851	883	3,909	866	892	3,899	902	3,949	844	4,162	470	490	5,390
BMT MONTAGUE TUNNEL	712	2,504	945	3,800	918	3,982	940	4,008	910	3,399	930	920	3,470	966	3,466	970	3,772	488	372	3,942
IRT JORALEMON TUNNEL	1,120	3,758	920	3,930	1,180	4,040	1,150	4,100	1,150	3,990	1,090	1,140	3,910	1,030	4,010	1,120	4,090	660	570	4,040
SECTOR TOTAL	6,933	25,875	6,560	25,006	6,859	25,115	6,804	25,876	6,701	25,724	6,634	6,608	25,437	6,670	25,833					
QUEENS SECTOR																				
BMT 60TH STREEL TUNNEL	908	3,312	826	2,956	812	3,130	764	3,152	764	3,178	776	738	3,182	764	3,188	874	3,356	524	546	4,604
IND 53RD STREET TUNNEL	1,110	4,012	1,138	4,242	1,274	4,306	1,214	4,306	1,272	4,562	1,234	1,280	4,726	1,296	4,962	1,342	5,228	658	640	5,218
IRT STEINWAY TUNNEL	1,221	3,822	1,386	4,169	1,265	4,114	1,285	4,191	1,254	4,070	1,232	1,265	4,059	1,298	4,147	1,331	4,840	748	704	5,005
63RD STREET TUNNEL	332	1,532	288	1,558	328	1,698	320	2,007	304	1,814	320	390	1,978	144	992	380	2,082	150	100	1,480
AMTRAK/LIRR TUNNEL	1,538	2,365	1,483	2,286	1,485	2,283	1,491	2,422	1,479	2,471	1,484	1,495	2,542	1,505	3,289	1,601	3,729	792	723	3,074
SECTOR TOTAL	5,109	15,043	5,121	15,211	5,164	15,531	5,074	16,078	5,073	16,095	5,046	5,168	16,487	5,007	16,578					
NEW JERSEY SECTOR																				
PATH DOWNTOWN TUNNEL	1,229	3,464	1,182	3,265	1,182	3,265	1,182	3,265	1,182	3,265	1,158	1,182	3,266	1,166	3,284	1,431	4,030	0	0	0
PATH UPTOWN TUNNEL	693	2,547	693	2,569	693	2,569	693	2,569	693	2,569	798	616	2,303	651	2,359	868	2,856	252	231	1,966
AMTRAK/NJ TRANSIT TUNNELS	595	1,143	592	1,185	426	1,230	540	1,248	543	1,245	657	679	1,465	630	1,510	986	1,869	423	525	2,044
SECTOR TOTAL	2,517	7,154	2,467	7,019	2,301	7,064	2,415	7,082	2,418	7,079	2,613	2,477	7,034	2,447	7,153					
GRAND TOTAL	21,366	71,360	20,758	69,395	21,032	69,255	21,330	72,468	20,744	72,133	20,805	20,913	72,067	20,737	73,217					
TOTAL, NYCTA	15,986	60,311	15,486	58,601	15,924	58,379	16,085	61,320	15,466	60,834	15,311	15,530	60,670	15,403	60,786					

* Peak travel periods are: 7-10AM - inbound and 4-7-PM - outbound; off-peak is the remainder of the 24-hour period
Data for 1999 were lost following the events of 9/11/01

TABLE 8

AVERAGE GROSS SQUARE FEET AVAILABLE PER PASSENGER ENTERING THE HUB ON A FALL BUSINESS DAY DURING THE 8AM-9AM PEAK HOUR

	1990	1991	1992	1993	1994	1995	1996	1997	1998	2000	2001
60TH STREET SECTOR											
SUBWAY-EXPRESS	3.7	3.7	3.6	4.0	4.0	3.4	4.0	3.9	3.9	4.4	4.8
SUBWAY-LOCAL	4.5	5.0	4.9	5.1	4.9	5.4	5.6	4.5	4.8	5.3	5.8
SUBURBAN RAIL	8.9	9.0	9.0	8.9	8.9	9.2	9.5	9.6	9.2	10.4	9.8
BUS	7.8	7.9	7.9	8.5	9.4	9.3	8.7	8.9	9.5	9.1	7.2
TOTAL	5.3	5.4	5.2	5.5	5.6	5.4	5.6	5.4	5.0	6.1*	6.1
BROOKLYN SECTOR											
SUBWAY	5.1	4.7	5.1	5.3	5.5	5.8	7.8	5.8	5.0	5.1	6.2
BUS	9.2	8.7	10.5	8.1	8.7	10.1	10.0	9.5	11.8	10.0	8.3
SECTOR TOTAL	5.3	4.9	5.0	5.1	5.4	5.6	7.2	5.3	5.1	5.6*	6.4
QUEENS SECTOR											
SUBWAY	4.2	4.2	4.1	8.1	8.3	9.2	12.0	5.1	4.2	9.3*	12.1
SUBURBAN RAIL	7.6	7.8	7.9	7.7	8.0	8.2	8.1	8.1	8.0	12.1	8.1
BUS	9.2	10.5	8.1	10.3	9.9	9.4	8.8	10.0	9.3	9.6*	8.2
SECTOR TOTAL	5.3	5.3	5.4	5.7	5.7	5.8	6.8	6.1	5.4	9.9*	10.8
NEW JERSEY SECTOR											
SUBWAY	5.2	4.2	5.4	5.3	5.0	5.2	5.7	5.5	6.1	8.8	2.4
SUBURBAN RAIL	10.4	13.6	12.0	10.0	10.6	9.7	10.4	10.0	9.8	9.6*	8.7
BUS	8.3	8.1	8.6	8.1	8.0	8.2	8.2	8.4	9.4	9.5	9.7
SECTOR TOTAL	7.2	7.0	7.7	7.1	7.1	7.2	7.6	7.4	8.3	7.2*	6.9
STATEN ISLAND FERRY	12.0	13.2	12.1	12.1	15.0	14.5	14.5	14.3	14.7	15.1	N/A
ROOSEVELT ISLAND TRAMWAY	3.1	3.2	10.6	-	8.1	5.9	7.9	12.1	8.8	12.1	16.1
ALL TRANSIT MODES	5.6	5.5	5.6	5.7	5.9	5.9	6.7	6.1	6.0	7.2*	7.5

Approach for calculation of total was changed in 2000

* Revised

TABLE 9

EXPRESS AND LOCAL BUS PASSENGERS AND VEHICLES ENTERING THE HUB ON A FALL BUSINESS DAY

	1990	1991	1992	1993	1994	1995	1996	1997	1998	2000	2001
BUS PASSENGERS											
EXPRESS BUS											
NEW YORK CITY	43,892	41,866	41,575	40,296	39,459	37,647	38,272	39,181	42,582	45,445	52,157
WEST OF HUDSON	123,696	118,730	113,100	115,200	125,700	125,604	128,403	141,840	135,738	134,378	137,019
NORTH OF NYC	1,966	1,766	1,702	1,952	1,757	1,613	1,565	2,038	1,871	1,972	1,972
TOTAL EXPRESS BUS	169,554	162,362	156,377	157,448	166,916	164,864	168,240	183,059	180,191	181,795	191,148
LOCAL BUS	68,148	66,788	68,244	61,455	52,690	50,923	51,489	54,479	50,310	46,454	65,592
TOTAL PASSENGERS	237,702	229,150	224,621	218,903	219,606	215,787	219,729	237,538	230,501	228,250	256,740
BUS VEHICLES											
EXPRESS BUS											
NEW YORK CITY	1,623	1,691	1,729	1,702	1,674	1,672	1,617	1,639	1,700	2,499	2,451
WEST OF HUDSON	5,460	5,513	5,458	5,466	5,800	6,060	6,140	6,522	6,628	6,590	6,682
NORTH OF NYC	107	107	112	115	112	112	108	108	114	112	112
TOTAL EXPRESS BUS	7,190	7,311	7,299	7,283	7,586	7,844	7,865	8,269	8,442	9,201	9,245
LOCAL BUS	3,288	3,087	3,133	3,097	2,784	2,689	2,775	2,711	2,666	1,994	2,282
TOTAL BUSES	10,478	10,398	10,432	10,380	10,370	10,533	10,640	10,980	11,108	11,195	11,527

NOTE: North of NYC = trips from upstate which are via Fifth and Columbus Avenues
Data for 1999 were lost following the events of 9/11/01

TABLE 10

TOTAL PERSONS ENTERING AND LEAVING THE HUB BY AUTO, TAXI AND TRUCKS ON A FALL BUSINESS DAY

	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
60TH STREET SECTOR														
EAST OF CENTRAL PARK														
FDR DRIVE	194,563	191,438	202,093	189,407	206,535	194,787	200,767	201,929	206,887	208,791	225,219	239,141	245,093	142,087
YORK AVENUE	54,621	56,567	60,008	48,674	54,041	50,529	57,977	64,625	61,140	57,794	63,253	62,152	57,173	53,714
SECOND AND FIRST AVENUES	132,426	122,810	103,086	124,733	137,226	140,363	111,263	126,341	117,613	133,754	136,122	134,186	142,075	119,025
QNSBORO BR RAMP & NEW ST.	43,420	46,983	70,149	69,386	72,184	71,418	50,685	47,424	47,601	52,244	90,887	52,412	56,405	55,154
LEXINGTON AND THIRD AVENUES	98,238	100,787	92,567	92,812	94,749	102,504	98,643	97,215	89,870	89,891	108,547	103,324	115,300	87,233
PARK AVENUE	83,931	75,486	81,430	81,729	78,590	93,082	89,220	71,439	81,567	81,967	81,977	86,388	85,603	64,933
FIFTH AND MADISON AVENUES	106,467	101,881	102,307	93,461	117,635	89,155	96,969	98,199	101,432	103,603	110,864	97,386	110,957	95,297
TOTAL	713,666	695,952	711,640	700,202	760,960	741,838	705,524	707,172	706,111	728,044	816,869	774,989	812,606	617,442
CENTRAL PARK DRIVES	47,860	43,885	42,723	44,084	40,213	33,440	35,110	32,277	38,407	36,190	39,840	30,727	39,141	28,510
WEST OF CENTRAL PARK														
EIGHTH AVENUE	24,398	19,284	23,156	24,163	19,193	19,424	24,233	21,180	28,947	29,111	29,703	30,727	30,928	23,086
BROADWAY	67,295	56,680	59,391	62,141	69,361	64,245	69,393	67,162	65,552	74,981	66,254	40,971	62,538	68,288
COLUMBUS AND AMSTERDAM AVES.	77,306	77,475	80,658	87,814	83,871	73,822	78,676	67,703	80,111	85,194	85,829	78,654	87,577	76,757
WEST END AVENUE	39,189	39,064	39,417	44,628	44,238	47,219	40,594	46,006	43,388	35,815	43,287	60,219	37,366	32,835
WEST SIDE HIGHWAY	144,154	134,408	142,565	147,369	144,563	145,105	147,312	159,857	159,091	164,485	154,897	103,284	159,255	119,680
TOTAL	352,342	326,911	345,187	366,115	361,226	349,815	360,208	361,908	377,088	389,586	379,968	313,855	377,664	320,647
SECTOR TOTAL	1,113,868	1,066,748	1,099,550	1,110,401	1,162,399	1,125,093	1,100,842	1,101,357	1,121,605	1,153,820	1,236,677	1,119,571	1,229,410	966,599
BROOKLYN SECTOR														
WILLIAMSBURG BRIDGE	153,407	161,474	158,786	161,180	137,237	121,723	117,419	140,997	143,891	196,842	228,066	219,830	219,960	163,663
MANHATTAN BRIDGE	110,450	100,567	109,431	103,525	111,361	106,193	111,754	107,125	118,377	169,083	114,154	134,819	110,746	106,404
BROOKLYN BRIDGE	184,261	188,062	182,638	177,062	173,048	185,750	185,826	181,754	184,398	228,700	201,020	177,668	206,174	131,303
BROOKLYN BATTERY TUNNEL	101,288	95,055	91,515	97,347	95,140	87,265	86,512	92,808	70,622	68,614	70,397	72,478	75,429	16,387
SECTOR TOTAL	549,406	545,158	542,370	539,114	516,786	500,931	501,511	522,684	517,288	663,239	613,637	604,795	612,310	417,757
QUEENS SECTOR														
QUEENS MIDTOWN TUNNEL	116,584	111,115	107,731	122,127	124,099	117,077	103,850	112,045	110,034	117,701	122,564	123,872	117,233	105,652
QUEENSBORO BRIDGE	228,376	226,546	201,351	189,431	203,477	194,830	217,729	225,422	223,232	227,834	265,330	261,866	258,687	261,233
SECTOR TOTAL	344,960	337,661	309,082	311,558	327,576	311,907	321,579	337,467	333,265	345,535	387,894	385,738	375,921	366,885
NEW JERSEY SECTOR														
HOLLAND TUNNEL	117,245	116,846	121,982	120,766	125,816	133,692	136,559	137,071	136,000	159,363	136,082	138,440	122,025	54,247
LINCOLN TUNNEL	166,349	167,342	167,383	161,500	170,596	174,912	173,399	176,089	168,747	193,666	149,670	153,275	189,028	142,395
SECTOR TOTAL	283,594	284,188	289,365	282,266	296,412	308,604	309,958	313,160	304,746	353,029	285,752	291,715	311,053	196,643
STATEN ISLAND FERRY	1,496	1,788	1,884	-	-	-	1,377	1,149	1,065	2,077	1,564		855	N/A
TOTAL, ALL FACILITIES	2,293,324	2,235,543	2,242,251	2,243,339	2,303,173	2,246,535	2,235,267	2,275,817	2,277,970	2,517,700	2,525,524	2,401,819	2,529,549	1,947,884

TABLE 11

MOTOR VEHICLES ENTERING AND LEAVING THE HUB ON A FALL BUSINESS DAY

	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
EAST OF CENTRAL PARK															
FDR DRIVE	133,630	132,681	130,648	132,185	123,946	134,854	127,196	131,247	131,995	136,281	137,693	148,577	157,583	161,232	121,933
YORK AVENUE	39,066	36,577	38,030	40,755	33,350	36,983	34,351	39,450	43,859	42,448	40,600	44,148	43,369	39,193	40,120
SECOND AND FIRST AVENUES	91,388	89,496	82,935	74,252	89,595	98,258	100,575	80,012	90,609	84,139	88,217	89,964	88,390	91,494	95,691
QNSBORO BR RAMP & NEW ST.	29,156	28,257	30,769	46,377	45,875	47,728	47,191	33,507	31,383	34,656	37,938	36,363	30,960	35,946	35,165
LEXINGTON AND THIRD AVENUES	62,888	64,361	66,118	61,272	61,678	62,960	68,065	65,410	64,692	62,959	67,601	70,573	66,376	70,470	68,192
PARK AVENUE	46,377	48,923	44,142	47,229	47,412	45,487	54,058	51,830	41,541	48,632	50,019	48,842	50,763	50,607	50,022
FIFTH AND MADISON AVENUES	63,554	63,471	60,643	63,619	58,545	73,246	56,104	60,358	61,324	64,999	64,843	69,203	63,151	64,848	64,648
TOTAL	466,059	463,766	453,285	465,689	460,401	499,516	487,540	461,814	465,403	474,114	486,911	507,670	500,592	513,790	475,771
CENTRAL PARK DRIVES	16,171	15,342	12,176	24,052	24,148	22,009	18,260	19,202	17,638	21,269	19,971	21,712	21,585	21,362	15,520
WEST OF CENTRAL PARK															
EIGHTH AVENUE	26,430	24,128	23,852	14,621	15,199	12,229	12,359	15,355	13,365	18,094	18,290	18,523	16,836	18,662	16,194
BROADWAY	39,024	43,395	36,498	37,039	38,929	43,413	40,198	43,344	41,945	42,909	45,070	43,356	45,975	39,702	40,535
COLUMBUS AND AMSTERDAM AVES.	53,604	52,408	52,502	54,725	59,581	56,975	50,330	53,498	45,980	56,621	60,252	59,640	60,084	59,630	54,387
WEST END AVENUE	27,150	27,461	27,364	27,750	31,389	31,151	33,216	28,527	32,269	30,727	30,757	31,337	29,090	32,339	25,794
WEST SIDE HIGHWAY	92,882	98,597	91,798	95,722	98,904	96,958	97,316	98,756	107,224	114,079	116,656	110,955	111,264	114,086	95,063
TOTAL	228,831	237,203	220,338	229,857	244,002	240,726	233,419	239,480	240,783	262,430	271,025	263,811	263,249	258,842	231,973
SECTOR TOTAL	728,771	727,399	697,751	719,598	728,551	762,251	739,219	720,496	723,824	757,813	777,907	793,193	785,426	793,994	723,264
BROOKLYN SECTOR															
WILLIAMSBURG BRIDGE	107,362	102,643	107,967	114,100	115,345	98,307	86,591	83,525	100,588	88,570	96,124	109,195	107,941	108,173	82,013
MANHATTAN BRIDGE	77,519	75,221	68,593	76,651	72,695	78,117	74,526	78,418	75,126	81,075	83,209	78,172	92,311	75,614	72,998
BROOKLYN BRIDGE	123,523	129,153	131,951	132,482	128,491	125,643	134,793	134,837	131,883	131,872	147,897	144,131	127,065	147,767	95,586
BROOKLYN BATTERY TUNNEL	63,256	62,960	59,254	60,512	63,883	62,510	57,561	57,013	61,097	57,091	54,690	61,154	63,307	62,365	12,213
SECTOR TOTAL	371,660	369,977	367,765	383,745	380,414	364,577	353,471	353,793	368,694	358,608	381,920	392,652	390,624	393,919	262,810
QUEENS SECTOR															
QUEENS MIDTOWN TUNNEL	77,813	76,243	72,828	71,186	80,616	81,835	77,288	68,511	73,882	72,285	78,076	79,685	80,941	80,170	72,256
QUEENSBORO BRIDGE	151,688	153,841	152,591	140,063	131,438	141,078	135,964	151,483	157,306	161,965	184,372	192,119	189,043	181,954	175,470
SECTOR TOTAL	229,501	230,084	225,419	211,249	212,054	222,913	213,252	219,994	231,188	234,250	262,448	271,804	269,984	262,124	247,726
NEW JERSEY SECTOR															
HOLLAND TUNNEL	73,656	84,625	84,399	87,976	87,502	90,206	92,685	94,637	96,310	96,799	96,537	100,873	103,019	100,441	43,121
LINCOLN TUNNEL	124,342	120,564	121,452	121,711	117,508	118,659	119,652	119,299	119,759	120,930	122,038	124,452	128,692	118,121	94,407
SECTOR TOTAL	197,998	205,189	205,851	209,687	205,010	208,865	212,337	213,936	216,069	217,729	218,575	225,325	231,711	218,562	137,528
STATEN ISLAND FERRY	886	1,013	1,221	1,232	-	-	-	900	900	900	1,717	1,649	-	855	356
TOTAL, ALL FACILITIES	1,528,816	1,533,662	1,498,007	1,525,511	1,526,029	1,558,606	1,518,279	1,509,119	1,540,675	1,569,300	1,642,567	1,684,623	1,677,745	1,669,454	1,371,684

NOTE: MOTOR VEHICLES INCLUDE AUTOS, TAXIS, COMMUTER VANS AND BUSES
 * REVISED

TABLE 12

HUB REVERSE TRAVEL ON A FALL BUSINESS DAY*

SECTOR	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1989
60TH STREET	129,350	123,386	128,330	133,962	140,412	148,232	162,126	155,112	168,861	163,648	163,848	176,201
BROOKLYN	43,254	41,006	39,161	36,856	54,317	56,322	64,905	57,884	62,090	69,329	70,805	71,506
QUEENS	48,872	59,631	54,620	53,537	36,109	38,825	38,218	39,530	43,179	45,569	46,254	44,271
NEW JERSEY	32,145	30,652	30,757	30,012	30,775	32,319	29,721	33,187	36,722	36,323	35,990	38,752
STATEN ISLAND	1,305	1,452	1,734	655	579	852	1,112	1,034	740	1,362	1,424	1,569
ROOSEVELT ISLAND	250	314	1,471	1,358	312	312	210	210	341	326	403	566
TOTAL, ALL SECTORS	255,176	256,441	256,073	256,380	262,504	276,862	296,292	286,957	311,933	316,557	318,724	332,865
MODE												
AUTOS, TAXIS, VANS AND TRUCKS	116,743	117,833	108,110	113,705	117,963	128,817	133,939	129,964	150,426	132,785	133,031	139,752
BUS	16,094	17,556	17,950	17,671	14,847	18,156	22,952	23,070	22,708	21,669	21,710	20,723
SUBWAY	113,926	110,715	119,197	114,578	119,617	119,642	131,140	125,422	129,762	152,443	153,460	159,919
SUBURBAN AND INTERCITY RAIL	6,966	8,608	7,734	8,489	9,259	9,138	6,961	7,292	7,960	8,021	8,823	9,034
FERRY	1,197	1,420	1,661	579	506	797	1,090	999	696	1,313	1,297	2,871
TRAMWAY	250	314	1,471	1,358	312	312	210	210	341	326	403	566
TOTAL, ALL MODES	255,176	256,446	256,123	256,380	262,504	276,862	296,292	286,957	311,893	316,557	318,724	332,865
SECTOR												
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	2000	2001
60TH STREET	178,331	177,467	180,561	191,695	189,046	187,388	178,902	184,943	193,538	198,871	213,112	196,583
BROOKLYN	69,430	76,200	77,473	81,707	82,213	79,505	81,894	78,563	106,224	78,439	83,366	75,700
QUEENS	47,741	54,197	47,842	52,175	49,237	48,454	52,097	53,800	62,721	50,837	61,059	57,976
NEW JERSEY	38,965	39,206	38,598	41,431	42,553	43,703	41,909	44,617	44,331	37,532	40,239	36,331
STATEN ISLAND	1,786	1,810	1,513	1,277	1,327	1,325	1,370	1,404	1,673	1,766	1,523	0
ROOSEVELT ISLAND	467	195	197	121	N/A	140	125	163	117	124	134	101
TOTAL, ALL SECTORS	336,720	349,075	346,184	368,406	364,376	360,515	356,297	363,490	408,604	367,569	399,433	366,692
MODE												
AUTOS, TAXIS, VANS AND TRUCKS	132,655	134,966	135,519	140,899	133,619	131,272	135,193	133,044	180,561	144,976	155,392	122,041
BUS	21,520	21,185	21,512	20,099	20,403	20,671	20,383	21,457	22,923	19,581	15,300	20,133
SUBWAY	170,331	181,187	177,185	196,036	196,775	195,759	188,513	195,647	190,931	184,243	216,393	211,286
SUBURBAN AND INTERCITY RAIL	9,346	8,597	8,730	9,470	10,773	9,933	9,075	10,452	11,140	15,367	9,128	11,267
FERRY	2,401	2,945	3,041	1,781	1,853	2,007	1,994	1,957	2,003	2,378	2,538	1,370
TRAMWAY	467	195	197	121	N/A	140	125	163	117	124	134	101
BICYCLE					953	734	1,014	769	929	900	548	495
TOTAL, ALL MODES	336,720	349,075	346,184	368,406	364,376	360,516	356,297	363,489	408,604	367,569	399,433	366,694

* Persons leaving the Hub during 7AM - 10AM peak period, and thus travelling contrary to the predominant direction of travel

** Data for 1999 were lost following the events of 9/11/01

TABLE 13A
TRI-STATE REGION POPULATION

	1980	1990	1995*	2000	2001	2001/1980	2001/1990	2001/1995	2001/2000
	<i>in thousands</i>					P E R C E N T C H A N G E			
CONNECTICUT REGION									
3 COUNTIES	1,725	1,806	1,848	1,889	1,898	10.0%	5.09%	2.7%	0.48%
NEW JERSEY									
9 COUNTIES	4,915	5,007	5,220	5,431	5,457	11.0%	9.0%	4.5%	0.5%
NEW YORK STATE									
MANHATTAN CBD*	508	528	537	546	547	7.7%	3.6%	1.9%	0.2%
NYC REMAINDER	6,564	6,796	7,016	7,462	7,462	13.7%	9.8%	6.4%	0.0%
9 SUBURBAN COUNTIES	4,537	4,635	4,724	4,933	4,723	4.1%	1.9%	0.0%	-4.3%
TOTAL	11,609	11,959	12,277	12,941	12,732	9.7%	6.5%	3.7%	-1.6%
TOTAL REGION	18,249	18,772	19,345	20,261	20,087	10.1%	7.0%	3.8%	-0.9%

* NYMTC ESTIMATE

Connecticut Region (after 1999) includes New Haven, Fairfield, and Litchfield counties.

The 9 counties of New Jersey are: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union

The 9 suburban counties of New York are: Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester

TABLE 13B
TRI-STATE REGION NONAGRICULTURAL WAGE AND SALARY EMPLOYMENT

	1980	1990	1995	2000	2001	2001/1980	2001/1990	2001/1995	2001/2000
	<i>in thousands</i>					P E R C E N T C H A N G E			
CONNECTICUT REGION									
3 COUNTIES	753	856	810	864	753	0.0%	-12.0%	-7.0%	-12.8%
NEW JERSEY									
9 COUNTIES	2,466	2,890	3,020	3,150	2,410	-2.3%	-16.6%	-20.2%	-23.5%
NEW YORK STATE									
MANHATTAN CBD*	1,995	2,186	2,077	2,152	2,128	6.7%	-2.7%	2.5%	-1.1%
NYC REMAINDER	1,632	1,788	1,699	1,761	1,666	2.1%	-6.8%	-1.9%	-5.4%
9 SUBURBAN COUNTIES	1,930	2,346	2,294	2,096	2,235	15.8%	-4.7%	-2.6%	6.6%
TOTAL	5,557	6,320	6,070	6,009	6,029	8.5%	-4.6%	-0.7%	0.3%
TOTAL REGION	8,776	10,066	9,900	10,023	9,192	4.7%	-8.7%	-7.2%	-8.3%

* NYMTC ESTIMATE

Connecticut Region (after 1999) includes New Haven, Fairfield, and Litchfield counties.

The 9 counties of New Jersey are: Bergen, Essex, Hudson, Middlesex, Monmouth, Morris, Passaic, Somerset, and Union

The 9 suburban counties of New York are: Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk and Westchester

APPENDIX II
SUMMARY TABLES 2001

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TABLE 14

WHERE, WHEN AND HOW PEOPLE ENTERED THE HUB ON A FALL DAY IN 2001

	AUTOS- TAXIS-VANS-TRUCKS			----- SUBWAY -----			----- BUSES -----			RAILROAD FERRY-TRAMWAY-BICYCLE			TOTAL PUBLIC TRANSPORTATION			TOTAL PERSONS, ALL MODES		
	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR	8-9 AM	7-10 AM	24 HOUR
60TH STREET SECTOR																		
IRT LEX. AVE. EXPRESS	0	0	0	30,206	74,407	164,382	0	0	0	0	0	0	30,206	74,407	164,382	30,206	74,407	164,382
IRT LEX. AVE. LOCAL	0	0	0	25,860	55,358	165,426	0	0	0	0	0	0	25,860	55,358	165,426	25,860	55,358	165,426
IND 8TH AVE. EXPRESS/LOCAL	0	0	0	21,365	47,186	116,006	0	0	0	0	0	0	21,365	47,186	116,006	21,365	47,186	116,006
IND 8TH AVE. LOCAL	0	0	0	10,278	22,248	51,230	0	0	0	0	0	0	10,278	22,248	51,230	10,278	22,248	51,230
IRT BROADWAY/7TH AVE. EXP.	0	0	0	12,144	18,409	56,569	0	0	0	0	0	0	12,144	18,409	56,569	12,144	18,409	56,569
IRT BROADWAY/7TH AVE. LOC.	0	0	0	17,523	47,213	146,240	0	0	0	0	0	0	17,523	47,213	146,240	17,523	47,213	146,240
FDR DRIVE	5,995	17,160	89,818	0	0	0	0	0	0	0	0	0	0	0	0	5,995	17,160	89,818
YORK AVENUE	1,240	3,530	27,548	0	0	0	1,300	2,677	5,577	0	0	0	1,300	2,677	5,577	2,540	6,207	33,125
SECOND AVENUE	1,240	7,599	63,789	0	0	0	1,867	4,258	11,811	15	43	305	1,867	4,258	11,811	3,122	11,900	75,905
QUEENSBORO BRIDGE RAMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LEXINGTON AVENUE	1,951	5,501	33,587	0	0	0	1,882	4,633	10,925	17	62	640	1,882	4,633	10,925	3,850	10,196	45,152
PARK AVENUE/MTA TUN.	1,893	5,419	32,510	0	0	0	0	0	0	33,614	68,209	98,259	33,597	68,147	97,619	35,507	73,628	130,769
FIFTH AVENUE	2,821	8,159	46,096	0	0	0	2,319	6,272	23,628	16	67	416	2,319	6,272	23,628	5,156	14,498	70,140
CENTRAL PARK DR. AND 7TH AV.	2,821	8,159	15,221	0	0	0	0	0	0	28	102	595	0	0	0	2,849	8,261	15,816
BROADWAY	2,430	15,463	43,015	0	0	0	1,515	3,794	10,479	14	49	356	1,515	3,794	10,479	3,959	19,306	53,850
COLUMBUS AVENUE	2,583	7,119	43,336	0	0	0	294	739	2,738	31	70	733	294	739	2,738	2,908	7,928	46,807
WEST END AVENUE	1,204	3,328	16,806	0	0	0	257	483	1,306	4	16	99	257	483	1,306	1,465	3,827	18,211
WEST SIDE HIGHWAY/AMTRAK-EMP.	5,142	15,148	64,640	0	0	0	0	0	0	63	292	1,655	63	292	1,655	5,205	15,440	66,295
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	146	319	331	146	319	331	146	319	331
SECTOR TOTAL	29,320	96,585	476,367	117,376	264,821	699,853	9,434	22,856	66,464	33,948	69,229	103,389	160,616	356,435	865,922	190,078	453,491	1,346,073
BROOKLYN SECTOR																		
BMT 14TH ST. TUNNEL	0	0	0	19,317	42,803	84,329	0	0	0	0	0	0	19,317	42,803	84,329	19,317	42,803	84,329
WILLIAMSBURG BR./BMT	6,526	17,241	91,220	13,677	28,202	49,531	152	378	1,165	90	230	499	13,829	28,580	50,696	20,445	46,051	142,415
IND RUTGERS TUNNEL	0	0	0	12,550	29,164	69,120	0	0	0	0	0	0	12,550	29,164	69,120	12,550	29,164	69,120
MANHATTAN BRIDGE/BMT	3,868	10,728	56,164	28,362	62,374	131,560	82	176	443	3	8	58	28,447	62,558	132,061	32,315	73,286	188,225
IND CRANBERRY TUNNEL	0	0	0	25,326	56,721	119,651	0	0	0	0	0	0	25,326	56,721	119,651	25,326	56,721	119,651
IND CLARK TUNNEL	0	0	0	13,485	28,124	60,944	0	0	0	0	0	0	13,485	28,124	60,944	13,485	28,124	60,944
BMT MONTAGUE TUNNEL	0	0	0	10,515	24,217	44,612	0	0	0	0	0	0	10,515	24,217	44,612	10,515	24,217	44,612
IRT JORALEMON TUNNEL	0	0	0	22,825	49,626	105,448	0	0	0	0	0	0	22,825	49,626	105,448	22,825	49,626	105,448
BROOKLYN BRIDGE	4,739	13,224	78,127	0	0	0	0	0	0	89	238	486	0	0	0	4,828	13,462	78,613
BROOKLYN BATTERY TUNNEL	509	1,463	4,074	0	0	0	7,559	20,608	29,465	0	0	0	7,559	20,608	29,465	8,068	22,071	33,539
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SECTOR TOTAL	15,643	42,656	229,586	146,057	321,231	665,195	7,793	21,162	31,073	182	476	1,043	153,853	342,401	696,326	169,675	385,525	926,897
QUEENS SECTOR																		
BMT 60TH STREET TUNNEL	0	0	0	29,530	63,822	128,726	0	0	0	0	0	0	29,530	63,822	128,726	29,530	63,822	128,726
IND 53RD STREET TUNNEL	0	0	0	38,335	92,487	185,483	0	0	0	0	0	0	38,335	92,487	185,483	38,335	92,487	185,483
IRT STEINWAY TUNNEL	0	0	0	22,500	52,265	113,700	0	0	0	0	0	0	22,500	52,265	113,700	22,500	52,265	113,700
63RD STREET TUNNEL	0	0	0	892	2,392	7,106	0	0	0	0	0	0	892	2,392	7,106	892	2,392	7,106
QUEENS MIDTOWN TUNNEL	4,085	12,778	58,146	0	0	0	7,026	13,977	17,306	0	0	0	7,026	13,977	17,306	11,111	26,755	75,452
QUEENSBORO BRIDGE	7,728	23,602	135,793	0	0	0	748	2,091	4,878	33	139	433	748	2,091	4,878	8,509	25,832	141,104
MTA LIRR/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	38,066	79,075	120,719	38,066	79,075	120,719	38,066	79,075	120,719
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SECTOR TOTAL	11,813	36,380	193,939	91,257	210,966	435,015	7,774	16,068	22,184	38,099	79,214	121,152	137,097	306,109	577,918	148,942	342,627	772,290
NEW JERSEY SECTOR																		
PATH DOWNTOWN TUNNEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PATH UPTOWN TUNNEL	0	0	0	21,491	47,019	91,343	0	0	0	0	0	0	21,491	47,019	91,343	21,491	47,019	91,343
HOLLAND TUNNEL	793	2,518	14,002	0	0	0	851	2,608	3,512	0	0	0	851	2,608	3,512	1,644	5,126	17,514
LINCOLN TUNNEL	2,729	8,632	84,200	0	0	0	28,838	69,662	133,507	0	0	0	28,838	69,662	133,507	31,567	78,294	217,707
N. J. TRANSIT/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	19,693	35,521	67,866	19,693	35,521	67,866	19,693	35,521	67,866
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	8,941	20,221	29,709	8,941	20,221	29,709	8,941	20,221	29,709
SECTOR TOTAL	3,522	11,151	98,202	21,491	47,019	91,343	29,689	72,270	137,019	28,634	55,742	97,575	79,814	175,031	325,937	111,955	255,486	424,139
STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROOSEVELT ISLAND TRAM	0	0	0	0	0	0	0	0	0	149	472	1,087	149	472	1,087	149	472	1,087
TOTAL, ALL SECTORS	60,297	186,771	998,093	376,181	844,037	1,891,406	54,690	132,356	256,740	101,012	205,133	324,246	531,529	1,180,447	2,467,190	620,800	1,437,601	3,470,484

TABLE 15

WHERE, WHEN AND HOW PEOPLE LEFT THE HUB ON A FALL DAY IN 2001

	AUTOS- TAXIS-VANS-TRUCKS			SUBWAY			BUSES			RAILROAD- FERRY-TRAMWAY-BICYCLE			TOTAL PUBLIC TRANSPORTATION			TOTAL PERSONS, ALL MODES		
	5-6 PM	4-7 PM	24 HOUR	5-6 PM	4-7 PM	24 HOUR	5-6 PM	4-7 PM	24 HOUR	5-6 PM	4-7 PM	24 HOUR	5-6 PM	4-7 PM	24 HOUR	5-6 PM	4-7 PM	24 HOUR
60TH STREET SECTOR																		
IRT LEX. AVE. EXPRESS	0	0	0	21,238	50,812	148,091	0	0	0	0	0	0	21,238	50,812	148,091	21,238	50,812	148,091
IRT LEX. AVE. LOCAL	0	0	0	18,098	47,730	161,191	0	0	0	0	0	0	18,098	47,730	161,191	18,098	47,730	161,191
IND 8TH AVE. EXPRESS/LOCAL	0	0	0	14,757	35,346	107,478	0	0	0	0	0	0	14,757	35,346	107,478	14,757	35,346	107,478
IND 8TH AVE. LOCAL	0	0	0	6,066	14,930	41,097	0	0	0	0	0	0	6,066	14,930	41,097	6,066	14,930	41,097
IRT BROADWAY/7TH AVE. EXP.	0	0	0	7,530	20,567	51,108	0	0	0	0	0	0	7,530	20,567	51,108	7,530	20,567	51,108
IRT BROADWAY/7TH AVE. LOC.	0	0	0	18,745	49,081	147,361	0	0	0	0	0	0	18,745	49,081	147,361	18,745	49,081	147,361
FDR DRIVE	3,198	9,485	52,269	0	0	0	0	0	0	0	0	0	0	0	0	3,198	9,485	52,269
YORK AVENUE	1,313	4,346	26,165	0	0	0	443	1,174	3,329	0	0	0	443	1,174	3,329	1,756	5,520	29,494
FIRST AVENUE	3,300	9,929	55,236	0	0	0	1,148	3,121	10,054	38	117	269	1,148	3,121	10,054	4,486	13,167	65,559
QUEENSBORO BRIDGE RAMP	1,747	5,331	51,079	0	0	0	0	0	0	0	0	0	0	0	0	1,747	5,331	51,079
ROADWAY UNDER RAMP (NEW ST.)	312	822	4,075	0	0	0	0	0	0	0	0	0	0	0	0	312	822	4,075
THIRD AVENUE	2,985	8,507	53,646	0	0	0	1,708	3,998	11,601	15	70	407	1,708	3,998	11,601	4,708	12,575	65,654
PARK AVENUE/MTA TUN.	2,028	6,052	32,423	0	0	0	0	0	0	25,092	52,835	95,489	25,092	52,835	95,489	27,120	58,887	127,912
MADISON AVENUE	2,604	8,533	49,200	0	0	0	3,278	7,915	24,557	43	147	579	3,278	7,915	24,557	5,925	16,595	74,336
CENTRAL PARK DR. AND 60TH ST.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CENTRAL PARK DR. AND 6TH AV.	1,730	4,613	13,289	0	0	0	0	0	0	0	0	0	0	0	0	1,730	4,613	13,289
CENTRAL PARK DR. AND COL. CIRC.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EIGHTH AVENUE	1,437	4,349	23,086	0	0	0	1,919	3,689	8,989	76	217	710	1,919	3,689	8,989	3,432	8,255	32,785
BROADWAY	1,631	5,099	25,273	0	0	0	698	1,577	4,243	5	11	56	698	1,577	4,243	2,334	6,687	29,572
AMSTERDAM AVENUE	1,964	6,631	33,421	0	0	0	252	613	2,654	16	55	180	252	613	2,654	2,232	7,299	36,255
WEST END AVENUE	997	3,359	16,029	0	0	0	244	538	1,381	6	17	57	244	538	1,381	1,247	3,914	17,467
WEST SIDE HIGHWAY/AMTRAK-EMP.	3,347	9,950	55,040	0	0	0	0	0	0	0	404	1,658	0	404	1,658	3,347	10,354	56,698
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	91	213	339	0	0	0	91	213	339
SECTOR TOTAL	28,592	87,004	490,233	86,434	218,466	656,326	9,690	22,625	66,808	25,382	54,086	99,744	121,216	294,330	820,281	150,098	382,181	1,313,111
BROOKLYN SECTOR																		
BMT 14TH ST. TUNNEL	0	0	0	8,759	26,310	75,442	0	0	0	0	0	0	8,759	26,310	75,442	8,759	26,310	75,442
WILLIAMSBURG BR./BMT	5,547	15,914	72,443	8,679	20,241	42,312	712	1,387	2,637	80	224	381	9,391	21,628	44,949	15,018	37,766	117,773
IND RUTGERS TUNNEL	0	0	0	8,331	24,278	70,975	0	0	0	0	0	0	8,331	24,278	70,975	8,331	24,278	70,975
MANHATTAN BRIDGE/BMT	3,504	10,534	50,239	23,405	54,298	126,767	113	267	494	35	79	89	23,553	54,644	127,350	27,057	65,178	177,589
IND CRANBERRY TUNNEL	0	0	0	18,783	44,581	111,216	0	0	0	0	0	0	18,783	44,581	111,216	18,783	44,581	111,216
IND CLARK TUNNEL	0	0	0	11,675	25,139	62,479	0	0	0	0	0	0	11,675	25,139	62,479	11,675	25,139	62,479
BMT MONTAGUE TUNNEL	0	0	0	6,375	14,745	35,440	0	0	0	0	0	0	6,375	14,745	35,440	6,375	14,745	35,440
IRT JORALEMON TUNNEL	0	0	0	17,661	37,221	91,916	0	0	0	0	0	0	17,661	37,221	91,916	17,661	37,221	91,916
BROOKLYN BRIDGE	3,216	9,811	53,175	0	0	0	0	0	0	80	224	381	0	0	0	3,296	10,035	53,556
BROOKLYN BATTERY TUNNEL	789	2,592	12,313	0	0	0	7,313	15,087	21,713	0	0	0	7,313	15,087	21,713	8,102	17,679	34,026
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SECTOR TOTAL	13,056	38,852	188,171	103,668	246,813	616,547	8,138	16,741	24,844	195	527	851	111,841	263,633	641,480	125,057	302,933	830,413
QUEENS SECTOR																		
BMT 60TH STREET TUNNEL	0	0	0	19,135	50,051	120,641	0	0	0	0	0	0	19,135	50,051	120,641	19,135	50,051	120,641
IND 53RD STREET TUNNEL	0	0	0	22,662	60,170	154,653	0	0	0	0	0	0	22,662	60,170	154,653	22,662	60,170	154,653
IRT STEINWAY TUNNEL	0	0	0	18,171	44,217	111,856	0	0	0	0	0	0	18,171	44,217	111,856	18,171	44,217	111,856
63RD STREET TUNNEL	0	0	0	806	1,928	6,354	0	0	0	0	0	0	806	1,928	6,354	806	1,928	6,354
QUEENS MIDTOWN TUNNEL	3,972	11,974	47,506	0	0	0	142	257	319	0	0	0	142	257	319	4,114	12,231	47,825
QUEENSBORO BRIDGE	8,114	25,235	125,440	0	0	0	4,648	9,661	15,577	53	146	234	4,648	9,661	15,577	8,673	21,781	141,251
MTA LIRR/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	14,890	56,213	119,603	14,890	56,213	119,603	14,890	56,213	119,603
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SECTOR TOTAL	12,086	37,209	172,946	60,774	156,366	393,504	4,790	9,918	15,896	14,943	56,359	119,837	80,454	222,497	529,003	88,451	246,591	702,183
NEW JERSEY SECTOR																		
PATH DOWNTOWN TUNNEL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PATH UPTOWN TUNNEL	0	0	0	15,537	35,464	87,871	0	0	0	0	0	0	15,537	35,464	87,871	15,537	35,464	87,871
HOLLAND TUNNEL	3,202	8,785	40,246	0	0	0	431	1,128	2,632	0	0	0	431	1,128	2,632	3,633	9,913	42,878
LINCOLN TUNNEL	3,604	10,780	58,195	0	0	0	26,490	60,819	137,325	0	0	0	26,490	60,819	137,325	30,094	71,599	195,520
N. J. TRANSIT/AMTRAK TUNNEL	0	0	0	0	0	0	0	0	0	18,513	38,914	71,172	18,513	38,914	71,172	18,513	38,914	71,172
PRIVATE FERRY	0	0	0	0	0	0	0	0	0	1,987	7,745	24,971	1,987	7,745	24,971	1,987	7,745	24,971
SECTOR TOTAL	6,806	19,565	98,441	15,537	35,464	87,871	26,921	61,946	139,957	20,500	46,659	96,143	62,958	144,069	323,970	69,764	163,635	422,411
STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ROOSEVELT ISLAND TRAMWAY	0	0	0	0	0	0	0	0	0	107	381	1,195	278	641	1,593	107	381	1,195
TOTAL, ALL SECTORS	60,540	182,630	949,791	266,413	657,109	1,754,248	49,539	111,230	247,505	61,127	158,012	317,770	376,747	925,170	2,316,327	433,477	1,095,721	3,269,313

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TABLE 16

**WHERE AND WHEN MOTOR VEHICLES ENTERED
THE HUB ON A FALL BUSINESS DAY IN 2001**

	AUTOS-TAXIS-VANS-TRUCKS			----- BUSES -----			TOTAL MOTOR VEHICLES		
	8-9 AM	7-10 AM	24 HOURS	8-9 AM	7-10 AM	24 HOURS	8-9 AM	7-10 AM	24 HOURS
60TH STREET SECTOR									
FDR DRIVE	5,124	14,667	77,292	0	0	0	5,124	14,667	77,292
YORK AVENUE	954	2,732	21,080	23	58	184	977	2,790	21,264
SECOND AVENUE	2,279	6,831	53,413	37	96	388	2,316	6,927	53,801
QUEENSBORO BRIDGE RAMP	0	0	0	0	0	0	0	0	0
LEXINGTON AVENUE	1,536	4,366	27,924	37	114	484	1,573	4,480	28,408
PARK AVENUE	1,705	4,366	26,844	0	0	0	1,705	4,366	26,844
FIFTH AVENUE	1,973	5,707	34,568	59	193	963	2,032	5,900	35,531
CENTRAL PARK DRIVE AND 7TH AVENUE	1,601	4,216	8,156	0	0	0	1,601	4,216	8,156
BROADWAY	1,350	4,113	24,093	46	133	727	1,396	4,246	24,820
COLUMBUS AVENUE	1,677	4,782	30,568	6	20	127	1,683	4,802	30,695
WEST END AVENUE	948	2,589	13,719	5	17	105	953	2,606	13,824
WEST SIDE HIGHWAY	4,321	12,363	51,088	0	0	0	4,321	12,363	51,088
SECTOR TOTAL	23,468	66,732	368,745	213	631	2,978	23,681	67,363	371,723
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	1,873	5,551	38,739	4	11	80	1,877	5,562	38,819
MANHATTAN BRIDGE	2,190	6,513	38,367	3	8	33	2,193	6,521	38,400
BROOKLYN BRIDGE	2,524	7,522	52,719	0	0	0	2,524	7,522	52,719
BROOKLYN BATTERY TUNNEL	267	798	2,902	196	524	804	463	1,322	3,706
SECTOR TOTAL	6,854	20,384	132,727	203	543	917	7,057	20,927	133,644
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	2,602	7,758	37,996	172	352	593	2,774	8,110	38,589
QUEENSBORO BRIDGE	4,922	14,389	88,737	28	87	357	4,950	14,476	89,094
SECTOR TOTAL	7,524	22,147	126,733	200	439	950	7,724	22,586	127,683
NEW JERSEY SECTOR									
HOLLAND TUNNEL	721	2,269	12,417	23	54	131	744	2,323	12,548
LINCOLN TUNNEL	1,738	5,278	48,057	879	2,192	6,551	1,600	4,461	18,968
SECTOR TOTAL	2,459	7,547	60,474	902	2,246	6,682	2,344	6,784	31,516
CARS ABOARD STATEN ISLAND FERRY	27	102	356	0	0	0	27	102	356
TOTAL, ALL SECTORS	40,332	116,912	689,035	1,518	3,859	11,527	40,833	117,762	664,922

TABLE 17

**WHERE AND WHEN MOTOR VEHICLES LEFT
THE HUB ON A FALL BUSINESS DAY IN 2001**

	AUTOS-TAXIS-VANS-TRUCKS			----- BUSES -----			TOTAL MOTOR VEHICLES		
	5-6 PM	4-7 PM	24 HOURS	5-6 PM	4-7 PM	24 HOURS	5-6 PM	4-7 PM	24 HOURS
60TH STREET SECTOR									
FDR DRIVE	2,881	8,516	44,641	0	0	0	2,881	8,516	44,641
YORK AVENUE	1,042	3,419	19,040	11	32	145	1,053	3,451	19,185
FIRST AVENUE	2,357	6,873	42,278	30	90	414	2,387	6,963	42,692
QUEENSBORO BRIDGE RAMP	1,344	3,976	32,376	0	0	0	1,344	3,976	32,376
ROADWAY UNDER RAMP (NEW STREET)	248	651	2,789	0	0	0	248	651	2,789
THIRD AVENUE	1,926	5,711	40,268	32	93	460	1,958	5,804	40,728
PARK AVENUE	1,459	4,371	23,178	0	0	0	1,459	4,371	23,178
MADISON AVENUE	1,559	4,897	30,080	76	205	968	1,635	5,102	31,048
CENTRAL PARK DRIVE AND 60TH STREET	0	0	0	0	0	0	0	0	0
CENTRAL PARK DRIVE AND 6TH AVENUE	935	2,475	7,364	0	0	0	935	2,475	7,364
CENTRAL PARK DRIVE AND COLUMBUS CIRCLE	0	0	0	0	0	0	0	0	0
EIGHT AVENUE	933	2,794	16,194	30	93	470	963	2,887	16,664
BROADWAY	872	2,678	16,442	14	39	236	886	2,717	16,678
AMSTERDAM AVENUE	1,413	4,565	23,819	7	18	134	1,420	4,583	23,953
WEST END AVENUE	785	2,597	12,075	9	23	110	794	2,620	12,185
WEST SIDE HIGHWAY	2,988	8,800	43,975	0	0	0	2,988	8,800	43,975
SECTOR TOTAL	20,742	62,323	354,519	209	593	2,937	20,951	62,916	357,456
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	2,706	8,093	43,274	17	36	109	2,723	8,129	43,383
MANHATTAN BRIDGE	2,233	6,590	34,631	4	11	33	2,237	6,601	34,664
BROOKLYN BRIDGE	2,498	7,514	42,867	0	0	0	2,498	7,514	42,867
BROOKLYN BATTERY TUNNEL	504	1,784	9,311	214	459	745	718	2,243	10,056
SECTOR TOTAL	7,941	23,981	130,083	235	506	887	8,176	24,487	130,970
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	2,648	7,861	34,260	5	9	15	2,653	7,870	34,275
QUEENSBORO BRIDGE	5,409	16,558	86,733	119	270	642	5,528	16,828	87,375
SECTOR TOTAL	8,057	24,419	120,993	124	279	657	8,181	24,698	121,650
NEW JERSEY SECTOR									
HOLLAND TUNNEL	2,046	6,006	30,704	11	33	125	2,057	6,039	30,829
LINCOLN TUNNEL	2,880	9,239	46,350	763	1,710	5,299	3,643	10,949	51,649
SECTOR TOTAL	4,926	15,245	77,054	774	1,743	5,424	5,700	16,988	82,478
CARS ABOARD STATEN ISLAND FERRY	0	0	0	0	0	0	0	0	0
TOTAL, ALL SECTORS	41,666	125,968	682,649	1,342	3,121	9,905	43,008	129,089	692,554

TABLE 18

**WHERE AND WHEN BUS PASSENGERS ENTERED
THE HUB ON A FALL BUSINESS DAY IN 2001**

	---- LOCAL BUSES ----			--- EXPRESS BUSES ---			----- TOTAL -----		
	8-9 AM	7-10 AM	24 HOURS	8-9 AM	7-10 AM	24 HOURS	8-9 AM	7-10 AM	24 HOURS
60TH STREET SECTOR									
FDR DRIVE	0	0	0	0	0	0	0	0	0
YORK AVENUE	1,263	2,350	4,898	37	327	679	1,300	2,677	5,577
SECOND AVENUE	1,867	4,258	11,811	0	0	0	1,867	4,258	11,811
LEXINGTON AVENUE	1,553	3,699	9,210	329	934	1,715	1,882	4,633	10,925
FIFTH AVENUE	1,878	4,682	12,688	441	1,590	10,940	2,319	6,272	23,628
BROADWAY	1,403	3,306	9,506	112	488	973	1,515	3,794	10,479
COLUMBUS AVENUE	294	739	2,738	0	0	0	294	739	2,738
WEST END AVENUE	257	483	1,306	0	0	0	257	483	1,306
SECTOR TOTAL	8,515	19,517	52,157	919	3,339	14,307	9,434	22,856	66,464
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	152	378	1,165	0	0	0	152	378	1,165
MANHATTAN BRIDGE	82	176	443	0	0	0	82	176	443
BROOKLYN BATTERY TUNNEL	7,400	20,226	28,819	159	382	646	7,559	20,608	29,465
SECTOR TOTAL	7,634	20,780	30,427	159	382	646	7,793	21,162	31,073
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	76	752	1,773	6,950	13,225	15,533	7,026	13,977	17,306
QUEENSBORO BRIDGE	409	1,049	2,492	339	1,042	2,386	748	2,091	4,878
SECTOR TOTAL	485	1,801	4,265	7,289	14,267	17,919	7,774	16,068	22,184
NEW JERSEY SECTOR									
HOLLAND TUNNEL	0	0	0	851	2,608	3,512	851	2,608	3,512
LINCOLN TUNNEL	0	0	0	28,838	69,662	133,507	28,838	69,662	133,507
SECTOR TOTAL	0	0	0	29,689	72,270	137,019	29,689	72,270	137,019
TOTAL, ALL SECTORS	16,634	42,098	86,849	38,056	90,258	169,891	54,690	132,356	256,740

TABLE 19

**WHERE AND WHEN BUS PASSENGERS LEFT
THE HUB ON A FALL BUSINESS DAY IN 2001**

	---- LOCAL BUSES ----			--- EXPRESS BUSES ---			----- TOTAL -----		
	5-6 PM	4-7 PM	24 HOURS	5-6 PM	4-7 PM	24 HOURS	5-6 PM	4-7 PM	24 HOURS
60TH STREET SECTOR									
FDR DRIVE	0	0	0	0	0	0	0	0	0
YORK AVENUE	443	1,174	3,329	0	0	0	443	1,174	3,329
FIRST AVENUE	892	2,618	9,533	256	503	521	1,148	3,121	10,054
THIRD AVENUE	1,292	3,187	9,782	416	811	1,819	1,708	3,998	11,601
MADISON AVENUE	2,312	5,775	14,018	966	2,140	10,539	3,278	7,915	24,557
EIGHTH AVENUE	1,689	3,157	7,952	230	532	1,037	1,919	3,689	8,989
BROADWAY	698	1,577	4,243	0	0	0	698	1,577	4,243
AMSTERDAM AVENUE	252	613	2,654	0	0	0	252	613	2,654
WEST END AVENUE	244	538	1,381	0	0	0	244	538	1,381
SECTOR TOTAL	7,822	18,639	52,892	1,868	3,986	13,916	9,690	22,625	66,808
BROOKLYN SECTOR									
WILLIAMSBURG BRIDGE	178	447	1,505	534	940	1,132	712	1,387	2,637
MANHATTAN BRIDGE	113	267	494	0	0	0	113	267	494
BROOKLYN BATTERY TUNNEL	0	0	0	6,067	15,087	21,713	6,067	15,087	21,713
SECTOR TOTAL	291	714	1,999	6,601	16,027	22,845	6,892	16,741	24,844
QUEENS SECTOR									
QUEENS MIDTOWN TUNNEL	0	0	0	142	257	319	142	257	319
QUEENSBORO BRIDGE	1,029	2,427	4,451	3,619	7,234	11,126	4,648	9,661	15,577
SECTOR TOTAL	1,029	2,427	4,451	3,761	7,491	11,445	4,790	9,918	15,896
NEW JERSEY SECTOR									
HOLLAND TUNNEL	0	0	0	431	1,128	2,632	431	1,128	2,632
LINCOLN TUNNEL	0	0	0	26,490	60,819	137,325	26,490	60,819	137,325
SECTOR TOTAL	0	0	0	26,921	61,946	139,957	26,921	61,946	139,957
TOTAL, ALL SECTORS	9,142	21,780	59,342	39,151	89,450	188,163	48,293	111,230	247,505

TABLE 20

**LEVEL OF COMFORT AND HEADWAY PUBLIC TRANSPORTATION VEHICLE ENTERING THE HUB
ON A FALL BUSINESS DAY DURING THE 8AM - 9AM PEAK HOUR**

	VEHICLES TRAINS		CARS/BUSES		VEHICLES FLOOR SPACE (SQUARE FEET)		PASSENGERS		PASSENGERS PER VEHICLE		FLOOR SPACE PER PASSENGER (SQUARE FEET)		AVERAGE HEADWAY (MINUTES)	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
60TH STREET SECTOR														
IRT LEXINGTON AVE EXPRESS	23	22	230	220	138,460	132,440	31,367	30,206	136	137	4.4	4.4	2.6	2.7
IRT LEXINGTON AVE LOCAL	24	21	240	210	144,480	126,420	27,738	25,860	116	123	5.2	4.9	2.5	2.9
IND EIGHTH AVE EXPRESS	16	19	160	158	96,320	95,116	25,094	21,365	157	135	3.8	4.5	3.8	3.2
IND EIGHTH AVE LOCAL	11	12	88	96	52,976	57,792	11,828	10,278	134	107	4.5	5.6	5.5	5.0
IRT BROADWAY/7TH AVE EXPRESS	23	11	219	110	131,838	66,220	25,899	12,144	118	110	5.1	5.5	2.6	5.5
IRT BROADWAY/7TH AVE LOCAL	17	20	170	200	102,340	120,400	16,730	17,523	98	88	6.1	6.9	3.5	3.0
MTA-AMTRAK TUN.	26	51	178	390	151,300	331,500	14,495	33,660	81	86	10.4	9.8	2.3	1.2
BUSES			229	213	73,280	68,160	8,087	9,434	35	44	9.1	7.2		
SECTOR TOTAL	140	156			890,994	998,048	161,238	160,470	109	104	6.1	6.1	3.3	3.3
BROOKLYN SECTOR														
BMT 14TH STREET TUNNEL	15	16	96	128	72,240	77,056	16,004	19,317	168	151	3.6	4.0	4.0	3.8
WILLIAMSBURG BRIDGE /BMT	17	17	152	136	81,872	81,872	13,293	13,677	107	101	5.6	6.0	3.5	3.5
IND RUTGERS TUNNEL	13	14	112	112	62,608	67,424	13,047	12,550	126	112	4.8	5.4	4.6	4.3
MANHATTAN BRIDGE/BMT	27	25	246	216	140,868	130,032	31,548	28,362	139	131	4.3	4.6	2.2	2.4
IND CRANBERRY TUNNEL	24	25	206	214	121,604	128,828	24,850	25,326	150	118	4.0	5.1	2.5	2.4
IRT CLARK TUNNEL	16	19	171	190	91,504	114,380	17,064	13,485	90	71	6.7	8.5	3.8	3.2
BMT MONTAGUE TUNNEL	21	19	186	160	105,952	96,320	19,297	10,515	110	66	5.5	9.2	2.9	3.2
IRT JORALEMON TUNNEL	24	25	190	250	144,480	150,500	24,928	22,825	95	91	6.3	6.6	2.5	2.4
BUSES			207	203	78,720	64,960	5,601	7,793	32	38	10.0	8.3		
SECTOR TOTAL	157	160			899,848	911,372	165,632	153,850	101	98	5.6	6.4	3.3	3.1
QUEENS SECTOR														
BMT 60TH STREET TUNNEL	21	21	180	180	108,360	108,360	33,463	29,530	186	164	3.2	3.7	2.9	2.9
IND 53RD STREET TUNNEL	28	28	246	246	148,092	148,092	47,388	38,335	193	156	3.1	3.9	2.1	2.1
IRT STEINWAY TUNNEL	25	24	275	264	165,550	158,928	27,290	22,500	99	85	6.1	7.1	2.4	2.5
63RD STREET TUNNEL	8	5	80	50	48,160	30,100	1,940	892	24	18	24.8	33.7	7.5	12.0
LIRR/AMTRAK TUNNELS	26	38	207	365	175,950	310,134	14,571	38,066	70	104	12.1	8.1	2.3	1.6
BUSES			227	200	72,640	64,000	7,330	7,774	32	39	9.9	8.2		
SECTOR TOTAL	108	116			718,752	819,614	131,982	137,097	98	94	9.9	10.8	3.4	4.2
NEW JERSEY SECTOR														
PATH DOWNTOWN TUNNEL	38	0	233	0	172,134	0	22,313	0	78	0	5.5	N/A	1.6	0.0
PATH UPTOWN TUNNEL	26	12	119	84	109,564	50,568	11,094	21,491	61	256	4.7	2.4	2.3	5.0
N.J. TRANSIT/AMTRAK TUNNEL	20	22	161	201	169,201	171,033	17,659	19,693	89	98	10.0	8.7	3.0	2.7
BUSES			605	902	320,640	288,640	33,747	29,689	34	33	8.4	9.7		
SECTOR TOTAL	66	34			611,901	510,241	74,106	70,873	75	97	7.2	6.9	2.3	2.6
STATEN ISLAND FERRY	4	4	4	4	80,000	80,000	5,432	0	1,400	0	14.3	N/A	15.0	N/A
ROOSEVELT ISLAND TRAMWAY	8	8	8	8	2,400	2,400	273	149	25	19	12.1	16.1	7.5	7.5
TOTAL, ALL SECTORS	483	478			3,203,895	3,321,674	538,663	522,439	96	98	7.2	7.5	3.1	3.3
Numbers written in <i>italics</i> represent average value														
Averages for all sectors don't consider ferry tramway														

TABLE 21A
TOTAL PERSONS ENTERING
AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 1998, 2000, and 2001

HOURS	----- 1998 -----			----- 2000* -----			----- 2001 -----		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12-1 AM	33,586	58,531	92,117	37,208	73,870	111,078	33,214	64,506	97,719
2	19,537	29,376	48,913	23,303	38,501	61,804	19,162	33,660	52,822
3	16,359	17,079	33,438	15,585	22,724	38,309	13,482	19,956	33,438
4	16,282	13,665	29,947	13,062	17,230	30,292	13,346	15,375	28,721
5	25,607	16,631	42,238	24,145	19,458	43,603	23,335	17,674	41,009
6	65,125	31,730	96,855	86,632	34,881	121,513	75,871	30,205	106,076
7	195,958	59,590	255,548	240,995	76,737	317,732	193,644	67,860	261,504
8	451,313	129,714	581,027	495,544	135,523	631,067	429,946	124,078	554,024
9	638,102	153,007	791,109	628,249	147,872	776,121	593,458	137,605	731,063
10	323,310	125,883	449,193	371,667	114,373	486,040	343,793	105,009	448,802
11	180,812	109,217	290,029	194,270	103,120	297,390	179,733	89,375	269,109
12 NOON	148,631	109,646	258,277	156,303	105,182	261,485	141,805	94,471	236,277
1 PM	134,133	126,853	260,986	144,466	122,847	267,313	128,833	104,849	233,682
2	134,704	143,922	278,626	142,133	145,718	287,851	125,233	125,892	251,124
3	139,204	164,304	303,508	149,962	180,591	330,553	132,898	155,401	288,299
4	157,398	209,578	366,976	164,818	243,540	408,358	153,395	206,977	360,372
5	164,178	304,994	469,172	185,033	364,914	549,947	171,360	296,136	467,496
6	169,164	497,594	666,758	190,745	519,390	710,135	182,502	437,742	620,244
7	134,524	387,062	521,586	145,238	406,523	551,761	141,532	375,359	516,891
8	102,415	248,550	350,965	117,118	274,173	391,291	107,599	246,123	353,722
9	86,672	188,580	275,252	92,530	201,630	294,160	81,365	178,645	260,009
10	77,516	146,257	223,773	84,803	154,548	239,351	71,744	143,238	214,982
11	71,500	119,098	190,598	74,871	131,376	206,247	62,613	110,861	173,474
12 MID	59,429	96,538	155,967	61,316	107,926	169,242	50,851	89,747	140,599
TOTAL	3,545,459	3,487,399	7,032,858	3,839,996	3,742,647	7,582,643	3,470,712	3,270,744	6,741,457

TABLE 21B
CUMULATIVE TOTALS OF PERSONS
ENTERING THE HUB, 1963-2001

1963 -	1,540,000 AT	2:00 PM
1971 -	1,545,000 AT	1:00 PM
1973 -	1,407,000 AT	1:00 PM
1974 -	1,411,000 AT	1:00 PM
1975 -	1,402,000 AT	1:00 PM
1976 -	1,319,000 AT	1:00 PM
1977 -	1,356,000 AT	1:00 PM
1978 -	1,329,000 AT	1:00 PM
1979 -	1,388,000 AT	2:00 PM
1980 -	1,436,000 AT	1:00 PM
1981 -	1,446,000 AT	1:00 PM
1982 -	1,487,000 AT	1:00 PM
1983 -	1,500,000 AT	1:00 PM
1984 -	1,511,000 AT	1:00 PM
1985 -	1,485,000 AT	1:00 PM
1986 -	1,471,000 AT	1:00 PM
1987 -	1,448,000 AT	1:00 PM
1988 -	1,447,000 AT	2:00 PM
1989 -	1,481,000 AT	1:00 PM
1990 -	1,318,000 AT	1:00 PM
1991 -	1,325,000 AT	1:00 PM
1992 -	1,262,000 AT	1:00 PM
1993 -	1,250,000 AT	1:00 PM
1994 -	1,273,000 AT	1:00 PM
1995 -	1,277,000 AT	1:00 PM
1996 -	1,295,000 AT	1:00 PM
1997 -	1,303,000 AT	1:00 PM
1998 -	1,296,000 AT	1:00 PM
2000	1,464,000 AT	1:00 PM
2001 -	1,253,818 AT	1:00 PM

* Revised

TABLE 22A

**TOTAL PUBLIC TRANSIT PASSENGERS
ENTERING AND LEAVING THE HUB ON
A FALL BUSINESS DAY IN 1998, 2000, and 2001**

HOURS	----- 1998-----			----- 2000-----			----- 2001-----		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12-1 AM	6,673	28,521	35,194	8,572	33,109	41,680	10,343	33,974	44,318
2	3,272	11,568	14,840	4,127	13,339	17,466	4,959	13,368	18,327
3	2,412	5,800	8,212	2,746	6,593	9,340	3,358	6,784	10,142
4	2,679	4,371	7,050	3,425	4,613	8,038	3,526	4,542	8,068
5	6,976	4,799	11,775	9,071	5,174	14,245	7,830	5,012	12,842
6	33,132	9,667	42,799	51,748	11,099	62,848	39,720	9,591	49,311
7	134,778	33,427	168,205	186,063	36,966	223,029	146,492	37,207	183,699
8	371,547	74,240	445,787	416,141	82,503	498,644	370,685	82,123	452,808
9	551,453	85,435	636,888	563,915	92,803	656,718	531,526	95,842	627,368
10	258,938	62,018	320,956	287,979	67,103	355,082	285,487	66,195	351,683
11	118,362	50,090	168,452	124,511	52,015	176,527	127,242	49,702	176,944
12 NOON	90,243	56,979	147,222	90,926	53,781	144,707	91,578	54,684	146,262
1 PM	78,406	63,634	142,040	81,634	67,911	149,545	79,176	64,499	143,675
2	74,535	80,530	155,065	79,364	86,779	166,143	76,539	81,614	158,153
3	79,435	105,775	185,210	84,023	112,487	196,511	82,759	103,124	185,883
4	97,841	153,738	251,579	101,096	169,263	270,359	101,594	150,084	251,678
5	108,179	247,249	355,428	115,952	279,762	395,714	118,801	234,318	353,119
6	109,656	388,128	497,784	118,524	438,122	556,646	128,591	376,606	505,197
7	74,113	306,807	380,920	75,768	321,494	397,262	87,097	314,052	401,149
8	47,531	179,476	227,007	53,322	200,114	253,436	59,309	190,751	250,059
9	34,094	114,585	148,679	35,855	131,481	167,336	38,261	129,812	168,073
10	26,811	77,211	104,022	30,702	90,105	120,807	31,661	96,584	128,245
11	20,445	59,342	79,787	23,005	67,950	90,956	24,167	66,320	90,486
12 MID	14,376	39,556	53,932	17,277	50,668	67,944	16,431	49,137	65,568
TOTAL	2,345,887	2,242,946	4,588,833	2,565,746	2,475,235	5,040,980	2,467,132	2,315,923	4,783,055

TABLE 22B

**CUMULATIVE TOTALS OF PASSENGERS
ENTERING THE HUB BY PUBLIC TRANSPORTATION, 1963-2001**

1963 -	1,425,000 AT	2:00 PM
1971 -	1,376,000 AT	1:00 PM
1973 -	1,245,000 AT	1:00 PM
1974 -	1,263,000 AT	1:00 PM
1975 -	1,254,000 AT	1:00 PM
1976 -	1,209,000 AT	2:00 PM
1977 -	1,189,000 AT	1:00 PM
1978 -	1,167,000 AT	1:00 PM
1979 -	1,226,000 AT	1:00 PM
1980 -	1,274,000 AT	1:00 PM
1981 -	1,291,000 AT	1:00 PM
1982 -	1,291,000 AT	1:00 PM
1983 -	1,299,000 AT	1:00 PM
1984 -	1,302,000 AT	1:00 PM
1985 -	1,300,000 AT	2:00 PM
1986 -	1,290,000 AT	1:00 PM
1987 -	1,258,000 AT	1:00 PM
1988 -	1,272,000 AT	2:00 PM
1989 -	1,305,000 AT	1:00 PM
1990 -	1,166,000 AT	1:00 PM
1991 -	1,170,000 AT	1:00 PM
1992 -	1,114,000 AT	1:00 PM
1993 -	1,107,000 AT	1:00 PM
1994 -	1,124,000 AT	1:00 PM
1995 -	1,134,000 AT	1:00 PM
1996 -	1,147,000 AT	2:00 PM
1997 -	1,214,000 AT	1:00 PM
1998 -	1,106,000 AT	1:00 PM
2000	1,301,700 AT	1:00 PM
2001	1,147,100 AT	1:00 PM

TABLE 23A
TOTAL MOTOR VEHICLES
ENTERING AND LEAVING THE HUB ON A FALL
BUSINESS DAY IN 1998, 2000, and 2001

HOURS	1998			2000			2001		
	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL	INBOUND	OUTBOUND	TOTAL
12-1 AM	19,292	28,853	48,145	19,178	28,727	47,905	17,630	24,056	41,686
2	12,895	17,679	30,574	12,848	17,624	30,472	10,737	14,963	25,700
3	8,539	11,333	19,872	8,517	11,301	19,818	7,426	9,882	17,308
4	7,432	8,476	15,908	7,410	8,459	15,869	7,072	7,905	14,977
5	10,170	9,487	19,657	10,137	9,459	19,596	10,552	9,305	19,857
6	22,935	15,910	38,845	22,784	15,850	38,634	23,996	15,473	39,469
7	46,208	29,172	75,380	45,670	28,949	74,619	31,301	22,514	53,815
8	56,986	37,861	94,847	55,731	37,251	92,982	38,663	28,863	67,526
9	56,687	37,578	94,265	55,178	36,601	91,779	40,305	29,236	69,541
10	52,795	34,114	86,909	51,974	33,478	85,452	38,238	27,323	65,561
11	43,194	34,778	77,972	42,657	34,391	77,048	34,472	27,260	61,732
12 NOON	40,164	34,381	74,545	39,752	34,062	73,814	32,555	27,027	59,582
1 PM	38,124	36,137	74,261	37,762	35,809	73,571	32,582	27,979	60,561
2	37,819	38,303	76,122	37,465	37,968	75,433	32,117	30,245	62,362
3	40,105	43,845	83,950	39,678	43,483	83,161	33,299	35,712	69,011
4	41,637	48,817	90,454	41,127	48,347	89,474	35,046	39,986	75,032
5	41,738	52,369	94,107	41,045	51,559	92,604	35,551	42,284	77,835
6	41,789	54,254	96,043	41,154	52,906	94,060	36,409	41,666	78,075
7	41,300	55,089	96,389	40,711	54,087	94,798	36,635	42,018	78,653
8	40,774	51,512	92,286	40,339	50,899	91,238	35,661	40,221	75,882
9	36,416	47,988	84,404	36,096	47,590	83,686	32,460	36,734	69,194
10	34,933	44,400	79,333	34,649	44,094	78,743	30,021	35,931	65,952
11	34,131	43,660	77,791	33,900	43,427	77,327	29,226	34,345	63,571
12 MID	29,559	38,203	67,762	29,376	37,995	67,371	26,725	31,722	58,447
TOTAL	835,622	854,199	1,689,821	825,138	844,316	1,669,454	688,679	682,649	1,371,328

TABLE 23B
CUMULATIVE TOTALS OF MOTOR
VEHICLES ENTERING THE HUB, 1963-2001

1963 -	75,700 AT	3:00 PM
1971 -	109,500 AT	1:00 PM
1973 -	89,300 AT	2:00 PM
1974 -	85,700 AT	2:00 PM
1975 -	84,400 AT	2:00 PM
1976 -	93,500 AT	1:00 PM
1977 -	97,400 AT	2:00 PM
1978 -	96,900 AT	2:00 PM
1979 -	101,500 AT	2:00 PM
1980 -	101,500 AT	2:00 PM
1981 -	97,400 AT	2:00 PM
1982 -	102,100 AT	2:00 PM
1983 -	105,800 AT	1:00 PM
1984 -	125,300 AT	2:00 PM
1985 -	104,000 AT	1:00 PM
1986 -	107,200 AT	1:00 PM
1987 -	110,900 AT	2:00 PM
1988 -	100,800 AT	1:00 PM
1989 -	101,300 AT	2:00 PM
1990 -	101,800 AT	1:00 PM
1991 -	102,300 AT	1:00 PM
1992 -	96,300 AT	1:00 PM
1993 -	94,100 AT	2:00 PM
1994 -	97,100 AT	2:00 PM
1995 -	94,100 AT	2:00 PM
1996 -	93,800 AT	1:00 PM
1997 -	101,000 AT	2:00 PM
1998 -	104,000 AT	2:00 PM
1999 -	N/A AT	2:00 PM
2000 -	102,872 AT	2:00 PM
2001 -	67,093 AT	2:00 PM

TABLE 24

**TOTAL PERSONS ENTERING THE HUB
BY HOUR AND MODE IN 2001**

HOURS	AUTO/TAXI VAN/TRUCK	SUBWAY	SUBURBAN				BICYCLE	TOTAL
			BUSES	RAIL	FERRY	TRAMWAY		
12-1 AM	22,870	8,915	929	492	0	7	0	33,214
2	14,203	4,230	379	345	0	5	0	19,162
3	10,123	3,090	115	153	0	0	0	13,482
4	9,819	3,294	202	30	0	0	0	13,346
5	15,506	6,873	677	280	0	0	0	23,335
6	36,151	30,376	6,432	2,879	33	0	0	75,871
7	47,156	99,387	25,202	18,741	3,126	35	0	193,648
8	59,042	252,989	49,295	60,886	7,378	136	315	430,042
9	61,672	376,181	54,690	91,418	9,087	149	435	593,634
10	57,898	222,126	28,370	30,730	4,075	186	518	343,903
11	52,022	103,082	10,322	12,910	857	71	485	179,748
12 NOON	49,701	75,020	7,322	8,619	553	64	529	141,807
1:00 PM	49,021	65,721	6,750	6,305	371	29	641	128,838
2	48,125	64,554	6,749	4,832	345	60	569	125,234
3	49,572	70,885	7,032	4,518	265	58	575	132,906
4	51,273	88,393	7,944	4,859	347	51	543	153,410
5	52,090	100,452	10,145	7,378	778	49	483	171,375
6	53,470	104,187	12,970	9,961	1,422	51	450	182,511
7	54,034	69,296	7,454	9,490	808	49	407	141,538
8	48,290	48,621	4,502	5,798	365	23	0	107,599
9	43,104	32,681	3,020	2,412	124	24	0	81,365
10	40,082	27,010	2,246	2,334	54	17	0	71,744
11	38,446	20,680	2,038	1,400	42	7	0	62,613
12 MID	34,420	13,363	1,954	1,088	10	16	0	50,851
TOTAL	998,093	1,891,406	256,740	287,859	30,040	1,087	5,950	3,471,174

TABLE 25

**TOTAL PERSONS LEAVING THE HUB
BY HOUR AND MODE IN 2001**

HOURS	AUTO/TAXI VAN/TRUCK	SUBWAY	SUBURBAN				BICYCLE	TOTAL
			BUSES	RAIL	FERRY	TRAMWAY		
12-1 AM	30,531	27,704	1,609	4,639	0	22	0	64,506
2	20,291	11,167	491	1,696	0	15	0	33,660
3	13,172	5,670	714	400	0	0	0	19,956
4	10,834	3,461	921	160	0	0	0	15,375
5	12,662	3,811	991	210	0	0	0	17,674
6	20,614	7,862	1,455	258	16	0	0	30,205
7	30,653	31,513	3,839	1,286	558	11	0	67,860
8	41,866	69,889	7,850	3,586	771	26	92	124,080
9	41,605	84,163	7,179	4,085	366	49	160	137,607
10	38,570	57,234	5,107	3,596	233	26	243	105,009
11	39,395	42,197	4,918	2,293	228	66	278	89,375
12 NOON	39,405	45,467	6,136	2,706	358	17	387	94,475
1:00 PM	39,808	52,535	8,314	3,203	434	14	549	104,856
2	43,819	61,857	13,047	5,094	1,582	33	491	125,924
3	51,815	77,216	13,109	8,158	4,561	80	481	155,420
4	56,085	114,848	15,373	12,970	6,725	167	530	206,699
5	61,319	172,581	26,672	30,287	4,675	103	575	296,212
6	60,540	266,413	49,539	58,469	2,078	107	622	437,767
7	60,771	218,115	35,019	59,541	1,205	172	624	375,447
8	55,391	135,001	19,602	35,407	653	87	0	246,142
9	48,837	98,133	10,241	20,951	396	90	0	178,650
10	46,655	75,018	6,562	14,490	471	42	0	143,238
11	44,541	53,479	5,185	7,614	0	42	0	110,861
12 MID	40,610	38,914	3,631	6,567	0	25	0	89,747
TOTAL	949,791	1,754,248	247,505	287,666	25,310	1,195	5,032	3,270,746

TABLE 26

**TOTAL PERSONS ENTERING THE HUB
BY HOUR AND SECTOR IN 2001**

Hours	60TH ST SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JERSEY SECTOR	S. I. SECTOR	ROOSEVELT ISLAND	TOTAL
12-1 AM	15,807	6,495	7,751	3,153		7	33,214
2	8,474	4,118	4,520	2,046		5	19,162
3	5,690	3,314	3,246	1,232		0	13,482
4	5,146	3,745	3,031	1,424		0	13,346
5	7,410	6,928	6,207	2,790		0	23,335
6	20,524	22,860	20,093	12,394		0	75,871
7	53,753	56,535	52,112	31,209		35	193,644
8	131,071	125,904	111,318	61,516		136	429,946
9	191,355	169,675	148,942	83,336		149	593,458
10	129,964	89,946	82,367	41,330	Ferry	186	343,793
11	66,708	53,121	44,043	15,790	Didn't	71	179,733
12 NOON	55,459	40,922	32,164	13,196	Work	64	141,805
1:00 PM	54,127	36,035	26,358	12,284		29	128,833
2	53,055	36,181	23,884	12,052		60	125,233
3	60,498	35,285	24,819	12,237		58	132,898
4	70,075	38,865	28,521	15,884		51	153,395
5	79,249	40,246	33,596	18,220		49	171,360
6	82,462	41,668	33,462	24,859		51	182,502
7	66,254	31,484	25,161	18,584		49	141,532
8	53,995	22,794	18,127	12,659		23	107,599
9	42,184	18,070	12,786	8,301		24	81,365
10	36,283	16,462	11,452	7,530		17	71,744
11	30,697	15,125	10,317	6,467		7	62,613
12 MID	26,060	11,119	8,012	5,645		16	50,851
TOTAL	1,346,301	926,897	772,290	424,139		1,087	3,470,712

TABLE 27

**TOTAL PERSONS LEAVING THE HUB
BY HOUR AND SECTOR IN 2001**

HOURS	60TH ST SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JERSEY SECTOR	St Island. SECTOR	ROOSEVELT ISLAND	TOTAL
12-1 AM	22,030	18,959	16,559	6,935		22	64,506
2	11,503	9,535	8,940	3,667		15	33,660
3	7,118	5,398	5,088	2,352		0	19,956
4	5,721	4,022	3,315	2,318		0	15,375
5	6,991	3,999	3,749	2,935		0	17,674
6	13,419	5,558	6,509	4,719		0	30,205
7	31,948	14,093	13,238	8,570		11	67,860
8	63,284	25,308	20,348	15,112	Ferry	26	124,078
9	75,030	28,061	21,269	13,196	Didn't	49	137,605
10	58,269	22,331	16,360	8,023	Work	26	105,009
11	49,506	18,112	14,824	6,868		66	89,375
12 NOON	48,607	21,008	16,986	7,854		17	94,471
1:00 PM	52,951	23,129	18,600	10,157		14	104,849
2	56,121	28,808	23,106	17,824		33	125,892
3	68,683	34,081	29,563	22,994		80	155,401
4	81,588	52,871	42,880	29,110		167	206,977
5	99,764	80,353	74,568	41,348		103	296,136
6	150,122	125,057	92,593	69,764		107	437,742
7	132,451	97,522	92,691	52,523		172	375,359
8	87,450	65,068	59,181	34,337		87	246,123
9	62,995	50,463	44,152	20,944		90	178,645
10	50,458	41,834	33,389	17,514		42	143,238
11	43,439	30,713	23,797	12,869		42	110,861
12 MID	34,635	24,129	20,480	10,479		25	89,747
TOTAL	1,314,083	830,413	702,183	422,411		1,195	3,270,744

APPENDIX III
HOURLY DETAIL TABLES 2001

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SECTION A

BUS TRANSIT BY SECTOR

RECAPITULATION, 2001- INBOUND

HOURS	60TH ST SECTOR		BROOKLYN SECTOR		QUEENS SECTOR		N. J. SECTOR		ALL SECTORS	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	48	386	2	2	9	14	65	527	124	929
2	18	59	2	2	3	3	28	315	51	379
3	9	20	2	0	1	1	12	94	24	115
4	11	24	2	1	1	0	17	177	31	202
5	11	76	5	82	1	1	29	518	46	677
6	49	682	25	1,035	7	141	124	4,574	205	6,432
7	138	2,590	127	5,240	53	1,844	446	15,528	764	25,202
8	215	6,773	270	11,116	136	5,158	792	26,248	1,413	49,295
9	213	9,434	203	7,793	200	7,774	902	29,689	1,518	54,690
10	203	6,649	70	2,253	103	3,136	552	16,332	928	28,370
11	157	3,390	32	798	61	1,119	236	5,015	486	10,322
12 NOON	141	2,911	24	617	30	460	205	3,334	400	7,322
1 PM	137	2,736	22	423	25	481	189	3,110	373	6,750
2	145	2,968	17	297	30	420	201	3,064	393	6,749
3	167	3,615	20	300	27	313	245	2,804	459	7,032
4	179	3,975	22	364	32	322	349	3,283	582	7,944
5	204	4,777	20	283	34	281	509	4,804	767	10,145
6	210	5,557	16	199	30	217	459	6,997	715	12,970
7	176	3,716	11	101	21	134	396	3,503	604	7,454
8	139	2,171	9	46	21	90	343	2,195	512	4,502
9	118	1,319	5	62	48	77	201	1,562	372	3,020
10	121	1,090	6	39	34	72	156	1,045	317	2,246
11	93	828	3	9	27	72	126	1,129	249	2,038
12 MID	76	718	2	11	16	54	100	1,171	194	1,954
TOTAL	2,978	66,464	917	31,073	950	22,184	6,682	137,019	11,527	256,740

RECAPITULATION, 2001- OUTBOUND

HOURS	60TH ST SECTOR		BROOKLYN SECTOR		QUEENS SECTOR		N. J. SECTOR		ALL SECTORS	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	58	520	11	202	10	209	45	678	124	1,609
2	29	164	5	46	2	8	24	273	60	491
3	11	34	2	3	2	23	16	654	31	714
4	9	21	2	1	2	24	21	875	34	921
5	14	26	2	1	2	9	23	955	41	991
6	34	426	2	5	5	12	24	1,012	65	1,455
7	92	1,801	2	17	11	56	145	1,965	250	3,839
8	178	4,609	7	71	16	83	430	3,087	631	7,850
9	176	3,738	11	132	26	119	771	3,190	984	7,179
10	185	2,509	10	109	31	131	392	2,358	618	5,107
11	182	2,304	14	113	22	137	173	2,364	391	4,918
12 NOON	146	2,572	18	147	25	255	132	3,162	321	6,136
1 PM	148	2,838	22	281	28	244	138	4,951	336	8,314
2	140	2,741	22	396	24	316	139	9,594	325	13,047
3	149	3,472	29	743	30	588	144	8,306	352	13,109
4	161	4,241	52	1,444	38	820	230	8,868	481	15,373
5	183	5,445	143	4,429	80	2,353	422	14,445	828	26,672
6	209	9,690	235	8,138	124	4,790	774	26,921	1,342	49,539
7	201	7,490	128	4,174	75	2,775	533	20,580	937	35,019
8	174	4,552	68	2,033	32	1,136	321	11,881	595	19,602
9	143	2,781	41	1,084	22	675	190	5,701	396	10,241
10	116	1,860	25	616	19	419	141	3,667	301	6,562
11	108	1,937	21	377	13	345	104	2,526	246	5,185
12 MID	91	1,037	15	282	18	369	91	1,943	215	3,631
TOTAL	2,937	66,808	887	24,844	657	15,896	5,424	139,957	9,905	247,505

Data for NYCT buses were collected in late October, November and early December 2000.

SECTION A

BUS TRANSIT BY ROUTE

60th STREET SECTOR, 2001 - INBOUND

HOURS	FDR DRIVE		----- YORK AVENUE -----						SECOND AVENUE		----- LEXINGTON AVENUE -----					
	OTHERS		MTA NYC TRANSIT		EXPRESS		TOTAL		MTA NYC TRANSIT		MABSTOA		OTHERS		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	3	32	0	0	3	32	3	39	10	40	0	0	10	40
2	0	0	1	2	0	0	1	2	3	23	4	15	0	0	4	15
3	0	0			0	0	0	0	2	6	3	3	0	0	3	3
4	0	0			0	0	0	0	2	7	3	6	0	0	3	6
5	0	0			0	0	0	0	4	28	4	31	0	0	4	31
6	0	0	2	27	3	58	5	85	7	116	12	76	2	87	14	163
7	0	0	5	113	11	294	16	407	22	475	25	295	4	173	29	468
8	0	0	12	578	10	290	22	868	35	1,428	32	784	12	504	44	1,288
9	0	0	20	1,263	3	37	23	1,300	37	1,867	28	1,553	9	329	37	1,882
10	0	0	13	509	0	0	13	509	24	963	29	1,362	4	101	33	1,463
11	0	0	8	251	0	0	8	251	19	490	26	517	3	134	29	651
12 NOON	0	0	9	187	0	0	9	187	21	567	22	522	2	66	24	588
1 PM	0	0	6	160	0	0	6	160	20	567	21	462	2	49	23	511
2	0	0	9	212	0	0	9	212	18	561	20	405	2	74	22	479
3	0	0	7	175	0	0	7	175	25	756	23	545	3	62	26	607
4	0	0	7	244	0	0	7	244	24	727	26	570	3	27	29	597
5	0	0	8	224	0	0	8	224	27	777	21	461	2	45	23	506
6	0	0	10	331	0	0	10	331	22	745	26	524	2	32	28	556
7	0	0	6	158	0	0	6	158	21	539	21	344	1	7	22	351
8	0	0	9	201	0	0	9	201	14	347	12	184	1	6	13	190
9	0	0	6	110	0	0	6	110	11	311	20	138	1	3	21	141
10	0	0	6	48	0	0	6	48	10	196	16	158	2	4	18	162
11	0	0	5	28	0	0	5	28	10	165	12	86	1	8	13	94
12 MID	0	0	5	45	0	0	5	45	7	111	11	129	1	4	12	133
TOTAL	0	0	157	4,898	27	679	184	5,577	388	11,811	427	9,210	57	1,715	484	10,925

HOURS	----- FIFTH AVENUE -----						----- BROADWAY -----					
	MABSTOA		OTHERS		TOTAL		MABSTOA		OTHERS		TOTAL	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	3	45	6	133	9	178	14	76	0	0	14	76
2	2	7	0	0	2	7	5	10	0	0	5	10
3	2	3	0	0	2	3	2	8	0	0	2	8
4	3	3	0	0	3	3	3	8	0	0	3	8
5	1	6	0	0	1	6	2	11	0	0	2	11
6	3	51	4	163	7	214	13	87	0	0	13	87
7	26	325	14	597	40	922	20	146	3	111	23	257
8	34	1,006	30	918	64	1,924	31	736	7	286	38	1,022
9	38	1,878	21	441	59	2,319	42	1,403	4	112	46	1,515
10	53	1,798	17	231	70	2,029	47	1,167	2	90	49	1,257
11	34	901	15	159	49	1,060	36	568	2	52	38	620
12 NOON	27	683	15	162	42	845	31	458	2	79	33	537
1 PM	21	467	15	197	36	664	39	561	2	48	41	609
2	30	662	15	270	45	932	35	478	2	45	37	523
3	30	674	18	445	48	1,119	47	700	2	27	49	727
4	40	853	24	716	64	1,569	40	521	2	27	42	548
5	45	993	44	1,451	89	2,444	40	530	2	24	42	554
6	38	1,087	59	2,086	97	3,173	40	535	1	13	41	548
7	33	596	40	1,448	73	2,044	38	400	2	23	40	423
8	32	321	18	534	50	855	41	447	2	22	43	469
9	24	140	14	380	38	520	28	132	2	7	30	139
10	21	93	13	253	34	346	38	197	2	5	40	202
11	15	48	10	198	25	246	26	178	2	2	28	180
12 MID	7	48	9	158	16	206	27	149	1	0	28	149
TOTAL	562	12,688	401	10,940	963	23,628	685	9,506	42	973	727	10,479

**SECTION A:
BUS TRANSIT BY ROUTE**

**60th STREET SECTOR, 2001 - INBOUND
(CONTINUED)**

HOURS	COLUMBUS AVENUE		WEST END AVENUE		-----TOTAL (60TH STREET SECTOR)-----					
	MABSTOA BUSES	PSGRS	MABSTOA BUSES	PSGRS	LOCAL BUSES BUSES	PSGRS	EXPRESS BUSES BUSES	PSGRS	ALL BUSES BUSES	PSGRS
12-1 AM	5	18	4	3	42	253	6	133	48	386
2	3	2			18	59	0	0	18	59
3					9	20	0	0	9	20
4					11	24	0	0	11	24
5					11	76	0	0	11	76
6	2	11	1	6	40	374	9	308	49	682
7	3	28	5	33	106	1,415	32	1,175	138	2,590
8	6	143	6	100	156	4,775	59	1,998	215	6,773
9	6	294	5	257	176	8,515	37	919	213	9,434
10	8	302	6	126	180	6,227	23	422	203	6,649
11	8	244	6	74	137	3,045	20	345	157	3,390
12 NOON	7	115	5	72	122	2,604	19	307	141	2,911
1 PM	5	142	6	83	118	2,442	19	294	137	2,736
2	8	198	6	63	126	2,579	19	389	145	2,968
3	6	142	6	89	144	3,081	23	534	167	3,615
4	7	230	6	60	150	3,205	29	770	179	3,975
5	8	176	7	96	156	3,257	48	1,520	204	4,777
6	6	134	6	70	148	3,426	62	2,131	210	5,557
7	7	127	7	74	133	2,238	43	1,478	176	3,716
8	6	77	4	32	118	1,609	21	562	139	2,171
9	7	73	5	25	101	929	17	390	118	1,319
10	7	118	6	18	104	828	17	262	121	1,090
11	7	98	5	17	80	620	13	208	93	828
12 MID	5	66	3	8	65	556	11	162	76	718
TOTAL	127	2,738	105	1,306	2,451	52,157	527	14,307	2,978	66,464

60th STREET SECTOR, 2001 - OUTBOUND

HOURS	FDR DRIVE		-- YORK AVENUE --		----- FIRST AVENUE -----				TOTAL		-----THIRD AVENUE-----				TOTAL	
	BUSES	PSGRS	MTA NYC TRANSIT BUSES	PSGRS	MTA NYC TRANSIT BUSES	PSGRS	EXPRESS BUSES	PSGRS	BUSES	PSGRS	MTA NYC TRANSIT BUSES	PSGRS	OTHER BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	4	15	9	91	0	0	9	91	6	66	1	14	7	80
2	0	0	2	2	4	26	0	0	4	26	5	51	0	0	5	51
3	0	0			2	10	0	0	2	10	3	9	0	0	3	9
4	0	0			2	3	0	0	2	3	1	2	0	0	1	2
5	0	0			2	5	0	0	2	5	7	10	0	0	7	10
6	0	0	1	3	4	34	0	0	4	34	9	9	0	0	9	9
7	0	0	3	40	3	75	0	0	3	75	19	156	0	0	19	156
8	0	0	5	151	16	635	0	0	16	635	19	323	2	27	21	350
9	0	0	6	171	27	805	0	0	27	805	25	512	3	31	28	543
10	0	0	11	133	36	535	0	0	36	535	30	442	3	17	33	459
11	0	0	8	96	30	427	0	0	30	427	24	395	2	25	26	420
12 NOON	0	0	8	131	24	373	0	0	24	373	15	395	2	45	17	440
1 PM	0	0	9	124	19	464	0	0	19	464	19	536	2	35	21	571
2	0	0	6	101	20	415	0	0	20	415	18	468	2	84	20	552
3	0	0	7	157	18	547	0	0	18	547	22	665	3	115	25	780
4	0	0	7	171	21	715	0	0	21	715	25	665	5	179	30	844
5	0	0	8	224	23	728	6	153	29	881	23	840	6	198	29	1,038
6	0	0	11	443	22	892	8	256	30	1,148	22	1,292	10	416	32	1,708
7	0	0	13	507	26	998	5	94	31	1,092	27	1,055	5	197	32	1,252
8	0	0	8	290	30	722	2	18	32	740	24	738	4	120	28	858
9	0	0	9	199	20	410	0	0	20	410	16	367	3	123	19	490
10	0	0	7	132	12	238	0	0	12	238	16	326	2	84	18	410
11	0	0	6	156	12	220	0	0	12	220	15	297	2	55	17	352
12 MID	0	0	6	83	11	165	0	0	11	165	11	163	2	54	13	217
TOTAL	0	0	145	3,329	393	9,533	21	521	414	10,054	401	9,782	59	1,819	460	11,601

SECTION A

BUS TRANSIT BY ROUTE

60th STREET SECTOR, 2001 - OUTBOUND

(CONTINUED)

HOURS	----- MADISON AVENUE -----						-----CENTRAL PARK WEST-----						BROADWAY	
	MABSTOA		EXPRESS		TOTAL		MABSTOA		EXPRESS		TOTAL		MABSTOA	PSGRS
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	7	71	3	68	10	139	14	83	1	10	15	93	7	80
2	3	32	0	0	3	32	10	36	0	0	10	36	3	16
3	2	3	0	0	2	3	3	9	0	0	3	9	1	3
4	2	5	0	0	2	5	2	7	0	0	2	7	2	4
5	2	3	0	0	2	3			0	0	0	0		
6	2	4	10	336	12	340	3	6	0	0	3	6	1	4
7	2	31	35	1,355	37	1,386	12	50	0	0	12	50	5	24
8	26	444	70	2,617	96	3,061	18	170	2	9	20	179	5	45
9	35	530	39	1,039	74	1,569	18	271	2	7	20	278	9	104
10	39	483	20	438	59	921	16	226	2	3	18	229	18	106
11	42	540	16	280	58	820	28	235	2	9	30	244	16	115
12 NOON	30	604	15	279	45	883	22	291	2	17	24	308	15	183
1 PM	31	690	15	254	46	944	25	308	2	33	27	341	12	213
2	27	667	16	212	43	879	23	357	2	35	25	392	12	199
3	29	827	15	273	44	1,100	26	431	2	40	28	471	13	182
4	32	956	16	301	48	1,257	25	579	3	103	28	682	14	269
5	38	1,232	22	621	60	1,853	28	650	5	213	33	863	12	287
6	46	2,312	30	966	76	3,278	24	1,689	6	230	30	1,919	14	698
7	49	2,231	20	553	69	2,784	27	818	3	89	30	907	13	592
8	36	1,127	18	273	54	1,400	20	468	3	87	23	555	16	427
9	29	540	11	213	40	753	27	397	2	19	29	416	13	270
10	23	297	11	171	34	468	21	259	2	48	23	307	11	180
11	20	260	10	141	30	401	18	489	2	56	20	545	13	162
12 MID	13	129	11	149	24	278	15	123	2	29	17	152	11	80
TOTAL	565	14,018	403	10,539	968	24,557	425	7,952	45	1,037	470	8,989	236	4,243

HOURS	AMSTERDAM AVE.		WEST END AVE.		-----TOTAL (60TH STREET SECTOR)----					
	MABSTOA		MABSTOA		LOCAL BUSES		EXPRESS BUSES		ALL BUSES	
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	4	19	2	3	53	428	5	92	58	520
2			2	1	29	164	0	0	29	164
3					11	34	0	0	11	34
4					9	21	0	0	9	21
5	3	8			14	26	0	0	14	26
6	3	29	1	1	24	90	10	336	34	426
7	10	60	3	10	57	446	35	1,355	92	1,801
8	9	138	6	50	104	1,956	74	2,653	178	4,609
9	7	223	5	45	132	2,661	44	1,077	176	3,738
10	6	105	4	21	160	2,051	25	458	185	2,509
11	8	126	6	56	162	1,990	20	314	182	2,304
12 NOON	7	210	6	44	127	2,231	19	341	146	2,572
1 PM	7	133	7	48	129	2,516	19	322	148	2,838
2	8	157	6	46	120	2,410	20	331	140	2,741
3	9	173	5	62	129	3,044	20	428	149	3,472
4	7	225	6	78	137	3,658	24	583	161	4,241
5	5	164	7	135	144	4,260	39	1,185	183	5,445
6	7	252	9	244	155	7,822	54	1,868	209	9,690
7	6	197	7	159	168	6,557	33	933	201	7,490
8	8	187	5	95	147	4,054	27	498	174	4,552
9	6	82	7	161	127	2,426	16	355	143	2,781
10	6	83	5	42	101	1,557	15	303	116	1,860
11	5	50	5	51	94	1,685	14	252	108	1,937
12 MID	3	33	6	29	76	805	15	232	91	1,037
TOTAL	134	2,654	110	1,381	2,409	52,892	528	13,916	2,937	66,808

SECTION A

BUS TRANSIT BY ROUTE

BROOKLYN SECTOR, 2001 - INBOUND

HOURS	WILLIAMSBURG BR. MTA NYS TRANSIT		MANHATTAN BR. MTA NYS TRANSIT		-----BROOKLYN BATTERY TUNNEL-----				---TOTAL (BROOKLYN SECTOR)---							
	BUSES	PSGRS	BUSES	PSGRS	MTA NYS EXPRESS BUSES	PSGRS	OTHERS BUSES	PSGRS	TOTAL BUSES	PSGRS	LOCAL BUSES BUSES	PSGRS	EXPRESS BUSES BUSES	PSGRS	ALL BUSES BUSES	PSGRS
12-1 AM	2	2					0	0	0	0	2	2	0	0	2	2
2	2	2					0	0	0	0	2	2	0	0	2	2
3	2	0					0	0	0	0	2	0	0	0	2	0
4	2	1					0	0	0	0	2	1	0	0	2	1
5	3	0			2	82	0	0	2	82	3	0	2	82	5	82
6	1	15			21	925	3	95	24	1,020	4	110	21	925	25	1,035
7	3	57	1	6	112	4,836	11	341	123	5,177	15	404	112	4,836	127	5,240
8	4	114	3	50	223	9,736	40	1,216	263	10,952	47	1,380	223	9,736	270	11,116
9	4	152	3	82	159	6,286	37	1,273	196	7,559	44	1,507	159	6,286	203	7,793
10	3	112	2	44	51	1,756	14	341	65	2,097	19	497	51	1,756	70	2,253
11	4	115	2	22	14	507	12	154	26	661	18	291	14	507	32	798
12 NOON	4	76	2	23	11	413	7	105	18	518	13	204	11	413	24	617
1 PM	4	96	2	24	9	217	7	86	16	303	13	206	9	217	22	423
2	4	63	2	39	7	158	4	37	11	195	10	139	7	158	17	297
3	4	66	2	20	7	168	7	46	14	214	13	132	7	168	20	300
4	5	61	4	63	7	197	6	43	13	240	15	167	7	197	22	364
5	5	69	4	24	7	175	4	15	11	190	13	108	7	175	20	283
6	4	35	3	34	6	118	3	12	9	130	10	81	6	118	16	199
7	6	40	2	11	3	50	0	0	3	50	8	51	3	50	11	101
8	3	16	1	1	2	26	3	3	5	29	7	20	2	26	9	46
9	3	31			2	31	0	0	2	31	3	31	2	31	5	62
10	4	22			2	17	0	0	2	17	4	22	2	17	6	39
11	2	9			1	0	0	0	1	0	2	9	1	0	3	9
12 MID	2	11					0	0	0	0	2	11	0	0	2	11
TOTAL	80	1,165	33	443	646	25,698	158	3,767	804	29,465	271	5,375	646	25,698	917	31,073

BROOKLYN SECTOR, 2001 - OUTBOUND

HOURS	----- WILLIAMSBURG BRIDGE -----		MANHATTAN BRIDGE		-----BROOKLYN BATTERY TUNNEL-----				---TOTAL (B											
	BUSES	PSGRS	OTHERS BUSES	PSGRS	MTA NYS EXPRESS BUSES	PSGRS	OTHERS BUSES	PSGRS	TOTAL BUSES	PSGRS	LOCAL BUSES BUSES	PSGRS	EXPRESS BUSES BUSES	PSGRS	ALL BUSES BUSES	PSGRS				
12-1 AM	2	8	0	0	2	8			6	140	3	54	9	194	8	85	3	117	11	202
2	2	4	0	0	2	4			3	42	0	0	3	42	4	11	1	35	5	46
3	2	3	0	0	2	3				0	0	0	0	0	2	3	0	0	2	3
4	2	1	0	0	2	1				0	0	0	0	0	2	1	0	0	2	1
5	2	1	0	0	2	1				0	0	0	0	0	2	1	0	0	2	1
6	2	5	0	0	2	5				0	0	0	0	0	2	5	0	0	2	5
7	2	17	0	0	2	17				0	0	0	0	0	2	17	0	0	2	17
8	4	55	0	0	4	55	2	15	1	0	0	1	1	7	71	0	0	7	71	
9	4	47	0	0	4	47	3	41	4	44	0	0	4	44	5	30	6	102	11	132
10	4	54	0	0	4	54	4	20	1	34	1	1	2	35	6	102	4	7	10	109
11	4	55	0	0	4	55	2	19	2	22	6	17	8	39	9	55	5	58	14	113
12 NOON	4	73	0	0	4	73	2	16	7	39	5	19	12	58	15	83	3	64	18	147
1 PM	4	117	0	0	4	117	2	13	9	106	7	45	16	151	15	77	7	204	22	281
2	4	117	1	3	5	120	2	29	10	206	5	41	15	247	11	25	11	371	22	396
3	4	129	1	15	5	144	2	32	15	438	7	129	22	567	13	224	16	519	29	743
4	4	168	3	94	7	262	1	13	37	1,048	7	121	44	1,169	13	-26	39	1,470	52	1,444
5	5	160	5	204	10	364	4	71	113	3,537	16	457	129	3,994	69	1,533	74	2,896	143	4,429
6	5	178	12	534	17	712	4	113	177	6,237	37	1,076	214	7,313	95	3,121	140	5,017	235	8,138
7	4	109	5	202	9	311	3	83	96	3,177	20	603	116	3,780	-21	55	149	4,119	128	4,174
8	3	73	3	80	6	153	2	29	51	1,591	9	260	60	1,851	14	570	54	1,463	68	2,033
9	4	62	0	0	4	62			31	831	6	191	37	1,022	13	506	28	578	41	1,084
10	3	24	0	0	3	24			17	486	5	106	22	592	4	102	21	514	25	616
11	3	29	0	0	3	29			13	305	5	43	18	348	15	234	6	143	21	377
12 MID	2	16	0	0	2	16			10	219	3	47	13	266	5	-112	10	394	15	282
TOTAL	79	1,505	30	1,132	109	2,637	33	494	603	18,503	142	3,210	745	21,713	310	6,773	577	18,071	887	24,844

SECTION A

BUS TRANSIT BY ROUTE

QUEENS SECTOR, 2001 - INBOUND

HOURS	----- QUEENS MIDTOWN TUNNEL -----					-----QUEENSBORO BRIDGE-----					-----TOTAL QUEENS SECTOR-----							
	MTA NYC EXPRESS BUSES	PSGRS	OTHERS BUSES	PSGRS	TOTAL BUSES	PSGRS	MABSTOA BUSES	PSGRS	OTHERS BUSES	PSGRS	TOTAL BUSES	PSGRS	LOCAL BUSES BUSES	PSGRS	EXPRESS BUSES BUSES	PSGRS	ALL BUSES BUSES	PSGRS
12-1 AM	0	0	0	0	0	0	5	8	4	6	9	14	9	14	0	0	9	14
2	0	0	0	0	0	0	2	3	1	0	3	3	3	3	0	0	3	3
3	0	0	0	0	0	0			1	1	1	1	1	1	0	0	1	1
4	0	0	0	0	0	0			1	0	1	0	1	0	0	0	1	0
5	0	0	0	0	0	0			1	1	1	1	1	1	0	0	1	1
6	3	88	0	0	3	88			4	53	4	53	4	53	3	88	7	141
7	25	933	14	538	39	1,471	4	135	10	238	14	373	14	373	39	1,471	53	1,844
8	16	653	91	3,649	107	4,302	7	305	22	551	29	856	29	856	107	4,302	136	5,158
9	3	76	169	6,950	172	7,026	7	409	21	339	28	748	28	748	172	7,026	200	7,774
10	1	23	72	2,626	73	2,649	7	335	23	152	30	487	30	487	73	2,649	103	3,136
11	0	0	43	750	43	750	8	236	10	133	18	369	18	369	43	750	61	1,119
12 NOON	0	0	16	282	16	282	3	73	11	105	14	178	14	178	16	282	30	460
1 PM	0	0	9	239	9	239	6	161	10	81	16	242	16	242	9	239	25	481
2	0	0	12	139	12	139	7	161	11	120	18	281	18	281	12	139	30	420
3	0	0	10	96	10	96	6	109	11	108	17	217	17	217	10	96	27	313
4	0	0	11	81	11	81	7	148	14	93	21	241	21	241	11	81	32	322
5	0	0	14	91	14	91	6	90	14	100	20	190	20	190	14	91	34	281
6	0	0	8	40	8	40	8	97	14	80	22	177	22	177	8	40	30	217
7	0	0	4	15	4	15	7	65	10	54	17	119	17	119	4	15	21	134
8	0	0	5	10	5	10	6	28	10	52	16	80	16	80	5	10	21	90
9	0	0	22	14	22	14	8	23	18	40	26	63	26	63	22	14	48	77
10	0	0	24	5	24	5	4	38	6	29	10	67	10	67	24	5	34	72
11	0	0	16	3	16	3	6	37	5	32	11	69	11	69	16	3	27	72
12 MID	0	0	5	5	5	5	5	31	6	18	11	49	11	49	5	5	16	54
TOTAL	48	1,773	545	15,533	593	17,306	119	2,492	238	2,386	357	4,878	357	4,878	593	17,306	950	22,184

QUEENS SECTOR, 2001 - OUTBOUND

HOURS	----- QUEENS MIDTOWN TUNNEL -----					-----QUEENSBORO BRIDGE-----					-----TOTAL QUEENS SECTOR-----							
	MTA NYC TRANSIT BUSES	PSGRS	OTHERS BUSES	PSGRS	TOTAL BUSES	PSGRS	MABSTOA BUSES	PSGRS	OTHERS BUSES	PSGRS	TOTAL BUSES	PSGRS	LOCAL BUSES BUSES	PSGRS	EXPRESS BUSES BUSES	PSGRS	ALL BUSES BUSES	PSGRS
12-1 AM	0	0	0	0	0	0	4	85	6	124	10	209	4	85	6	124	10	209
2	0	0	0	0	0	0	1	8	1	0	2	8	1	8	1	0	2	8
3	0	0	0	0	0	0			2	23	2	23	0	0	2	23	2	23
4	0	0	0	0	0	0			2	24	2	24	0	0	2	24	2	24
5	0	0	0	0	0	0	1	0	1	9	2	9	1	0	1	9	2	9
6	0	0	0	0	0	0	2	3	3	9	5	12	2	3	3	9	5	12
7	0	0	0	0	0	0	4	16	7	40	11	56	4	16	7	40	11	56
8	0	0	0	0	0	0	5	30	11	53	16	83	5	30	11	53	16	83
9	0	0	0	0	0	0	6	32	20	87	26	119	6	32	20	87	26	119
10	0	0	0	0	0	0	7	37	24	94	31	131	7	37	24	94	31	131
11	0	0	0	0	0	0	5	39	17	98	22	137	5	39	17	98	22	137
12 NOON	0	0	1	1	1	1	6	76	18	178	24	254	7	77	18	178	25	255
1 PM	0	0	1	3	1	3	7	100	20	141	27	241	8	103	20	141	28	244
2	0	0	1	2	1	2	4	108	19	206	23	314	5	110	19	206	24	316
3	0	0	1	2	1	2	7	170	22	416	29	586	8	172	22	416	30	588
4	0	0	1	10	1	10	7	239	30	571	37	810	1	23	37	797	38	820
5	0	0	1	19	1	19	14	458	65	1,876	79	2,334	-2	-198	82	2,551	80	2,353
6	0	0	5	142	5	142	24	1,029	95	3,619	119	4,648	16	723	108	4,067	124	4,790
7	0	0	3	96	3	96	22	940	50	1,739	72	2,679	22	931	53	1,844	75	2,775
8	0	0	1	44	1	44	12	481	19	611	31	1,092	12	505	20	631	32	1,136
9	0	0	0	0	0	0	6	202	16	473	22	675	5	194	17	481	22	675
10	0	0	0	0	0	0	7	147	12	272	19	419	7	147	12	272	19	419
11	0	0	0	0	0	0	4	113	9	232	13	345	4	113	9	232	13	345
12 MID	0	0	0	0	0	0	7	138	11	231	18	369	7	138	11	231	18	369
TOTAL	0	0	15	319	15	319	162	4,451	480	11,126	642	15,577	135	3,288	522	12,608	657	15,896

SECTION A BUS TRANSIT BY ROUTE

NEW JERSEY SECTOR, 2001 - INBOUND

HOURS	--- HOLLAND TUNNEL ---						-----LINCOLN TUNNEL-----						TOTAL (N. J. SECTOR)	
	PABT*		OTHERS		TOTAL		PABT*		OTHERS		TOTAL		BUSES	PSGRS
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	1	10	1	10	42	324	22	194	64	517	65	527
2	0	0	0	0	0	0	18	229	10	87	28	315	28	315
3	0	0	0	0	0	0	8	94	4	0	12	94	12	94
4	0	0	0	0	0	0	11	177	6	0	17	177	17	177
5	0	0	0	0	0	0	19	346	10	172	29	518	29	518
6	0	0	5	30	5	30	78	3,232	41	1,312	119	4,544	124	4,574
7	0	0	5	75	5	75	290	11,101	151	4,352	441	15,453	446	15,528
8	1	15	22	638	23	653	505	18,600	264	6,995	769	25,595	792	26,248
9	0	0	23	851	23	851	577	20,845	302	7,993	879	28,838	902	29,689
10	0	0	8	1,104	8	1,104	357	11,242	187	3,986	544	15,228	552	16,332
11	0	0	4	224	4	224	152	4,209	80	582	232	4,791	236	5,015
12 NOON	0	0	5	65	5	65	131	3,088	69	182	200	3,269	205	3,334
1 PM	0	0	5	40	5	40	121	2,589	63	481	184	3,070	189	3,110
2	0	0	2	34	2	34	131	2,184	68	846	199	3,030	201	3,064
3	0	0	4	36	4	36	158	2,025	83	744	241	2,768	245	2,804
4	0	0	10	50	10	50	223	2,275	116	959	339	3,233	349	3,283
5	0	0	12	72	12	72	326	2,368	171	2,364	497	4,732	509	4,804
6	0	0	9	90	9	90	295	1,843	155	5,065	450	6,907	459	6,997
7	0	0	3	39	3	39	258	1,873	135	1,591	393	3,464	396	3,503
8	0	0	5	40	5	40	222	1,752	116	403	338	2,155	343	2,195
9	0	0	2	42	2	42	131	1,233	68	288	199	1,520	201	1,562
10	0	0	3	51	3	51	100	895	53	100	153	994	156	1,045
11	0	0	2	6	2	6	81	752	43	371	124	1,123	126	1,129
12 MID	0	0	0	0	0	0	66	447	34	724	100	1,171	100	1,171
TOTAL	1	15	130	3,497	131	3,512	4,301	93,721	2,250	39,786	6,551	133,507	6,682	137,019

NEW JERSEY SECTOR, 2001 - OUTBOUND

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HOURS	----- HOLLAND TUNNEL -----						-----LINCOLN TUNNEL-----						TOTAL (N. J. SECTOR)	
	PABT*		OTHERS		TOTAL		PABT*		OTHERS		TOTAL		BUSES	PSGRS
	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS	BUSES	PSGRS
12-1 AM	0	0	0	0	0	0	32	639	13	39	45	678	45	678
2	0	0	0	0	0	0	10	124	14	148	24	273	24	273
3	0	0	0	0	0	0	12	200	4	454	16	654	16	654
4	0	0	0	0	0	0	5	50	1	824	21	875	21	875
5	0	0	0	0	0	0	7	118	2	837	23	955	23	955
6	0	0	1	25	1	25	15	479	8	509	23	987	24	1,012
7	0	0	6	72	6	72	118	1,438	21	456	139	1,893	145	1,965
8	1	9	8	160	9	169	356	2,490	80	428	421	2,918	430	3,087
9	0	0	6	160	6	160	627	2,482	138	547	765	3,030	771	3,190
10	0	0	6	150	6	150	319	1,544	67	663	386	2,208	392	2,358
11	0	0	6	67	6	67	142	1,390	25	908	167	2,298	173	2,364
12 NOON	0	0	6	60	6	60	102	1,296	24	1,806	126	3,102	132	3,162
1 PM	0	0	6	68	6	68	106	1,676	26	3,207	132	4,882	138	4,951
2	0	0	7	82	7	82	107	2,035	25	7,477	132	9,512	139	9,594
3	0	0	8	151	8	151	110	2,796	26	5,359	136	8,155	144	8,306
4	0	0	9	162	9	162	171	5,336	50	3,371	221	8,706	230	8,868
5	0	0	11	357	11	357	315	10,242	110	3,846	411	14,088	422	14,445
6	0	0	11	431	11	431	579	23,024	184	3,467	763	26,490	774	26,921
7	0	0	11	340	11	340	417	17,941	105	2,300	522	20,240	533	20,580
8	0	0	9	154	9	154	242	9,995	70	1,732	312	11,727	321	11,881
9	0	0	7	85	7	85	152	4,970	31	646	183	5,616	190	5,701
10	0	0	3	62	3	62	111	3,467	27	138	138	3,605	141	3,667
11	0	0	1	23	1	23	82	2,283	21	220	103	2,503	104	2,526
12 MID	0	0	1	14	1	14	75	1,860	15	69	90	1,929	91	1,943
TOTAL	1	9	124	2,623	125	2,632	4,212	97,873	1,087	39,451	5,299	137,325	5,424	139,957

Amount of outbound passengers was estimated

PABT - Buses arriving and departing to Port Authority Bus Terminal

SECTION B

SUBWAY BY SECTOR

RECAPITULATION, 2001 - INBOUND

HOURS	60th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	22	206	3,102	32	284	1,867	15	141	3,729	2	14	217	71	645	8,915
2	17	160	1,154	24	208	980	15	143	1,959	2	14	137	58	525	4,230
3	18	170	848	24	212	859	15	143	1,266	2	14	117	59	539	3,090
4	18	172	1,089	25	218	1,124	14	133	941	2	14	140	59	537	3,294
5	19	182	2,299	23	202	2,654	14	135	1,810	2	14	110	58	533	6,873
6	37	350	9,820	33	288	11,050	25	234	9,098	12	84	408	107	956	30,376
7	64	608	28,521	78	688	40,045	43	407	27,270	12	84	3,551	197	1,787	99,387
8	87	826	75,314	122	1,064	99,883	76	717	65,674	12	84	12,118	297	2,691	252,989
9	105	994	117,376	160	1,406	146,057	78	740	91,257	12	84	21,491	355	3,224	376,181
10	92	870	79,390	118	1,040	75,291	66	623	54,035	12	84	13,410	288	2,617	222,126
11	81	762	33,275	108	958	39,031	53	502	26,696	9	63	4,080	251	2,285	103,082
12 NOON	79	750	25,533	110	970	27,869	51	476	19,168	6	42	2,450	246	2,238	75,020
1 PM	82	776	26,060	101	898	23,199	51	477	14,171	6	42	2,291	240	2,193	65,721
2	81	766	25,509	111	984	23,763	51	469	13,192	6	42	2,090	249	2,261	64,554
3	82	774	31,678	104	918	23,390	52	492	14,048	9	63	1,769	247	2,247	70,885
4	85	804	39,422	115	1,020	27,333	53	499	17,445	12	84	4,193	265	2,407	88,393
5	95	902	46,795	132	1,160	28,226	73	683	20,636	12	84	4,795	312	2,829	100,452
6	99	928	47,630	132	1,170	29,302	75	721	19,486	12	84	7,769	318	2,903	104,187
7	77	728	32,862	123	1,090	19,475	67	637	12,000	12	84	4,959	279	2,539	69,296
8	74	696	24,726	115	1,014	13,960	63	593	7,473	9	63	2,462	261	2,366	48,621
9	70	650	16,773	113	992	10,269	51	480	4,555	6	42	1,084	240	2,164	32,681
10	61	566	13,736	71	620	8,531	46	436	4,055	6	42	688	184	1,664	27,010
11	41	390	9,705	62	554	7,238	31	300	3,133	6	42	604	140	1,286	20,680
12 MID	28	270	7,236	39	354	3,799	23	218	1,918	4	28	410	94	870	13,363
TOTAL	1,514	14,300	699,853	2,075	18,312	665,195	1,101	10,399	435,015	185	1,294	91,343	4,875	44,305	1,891,406

RECAPITULATION, 2001 - OUTBOUND

HOURS	60th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	26	246	8,488	38	330	10,661	17	161	7,765	2	14	790	83	751	27,704
2	20	186	3,418	25	216	4,535	11	102	2,775	2	14	439	58	518	11,167
3	19	182	1,854	22	194	2,038	13	117	1,602	2	14	176	56	507	5,670
4	18	172	1,165	25	218	1,494	11	102	714	2	14	88	56	506	3,461
5	18	172	1,406	26	228	1,366	12	115	863	2	14	176	58	529	3,811
6	21	198	2,908	32	280	2,195	18	171	2,145	2	14	614	73	663	7,862
7	40	376	13,220	70	622	8,658	36	337	7,177	9	63	2,458	155	1,398	31,513
8	71	666	32,841	116	1,034	18,890	61	589	12,891	12	84	5,267	260	2,373	69,889
9	97	900	44,262	131	1,146	20,998	69	653	12,495	12	84	6,408	309	2,783	84,163
10	102	960	30,337	136	1,194	15,940	67	632	8,236	12	84	2,721	317	2,870	57,234
11	85	804	22,597	104	916	11,192	54	507	7,003	6	42	1,405	249	2,269	42,197
12 NOON	88	838	21,968	96	844	13,643	44	416	8,627	6	42	1,229	234	2,140	45,467
1 PM	84	794	24,770	98	870	16,129	48	431	9,968	6	42	1,668	236	2,137	52,535
2	82	776	26,219	105	930	20,519	53	498	13,188	6	42	1,931	246	2,246	61,857
3	83	786	33,993	90	794	23,922	49	460	16,843	9	63	2,458	231	2,103	77,216
4	83	786	44,930	111	984	40,007	56	518	25,785	12	84	4,126	262	2,372	114,848
5	78	732	57,472	125	1,104	62,213	67	632	44,644	12	84	8,252	282	2,552	172,581
6	102	966	86,434	152	1,334	103,668	73	703	60,774	12	84	15,537	339	3,087	266,413
7	99	950	74,560	125	1,086	80,932	74	695	50,948	9	63	11,675	307	2,794	218,115
8	78	730	44,192	106	928	52,157	57	549	31,629	6	42	7,023	247	2,249	135,001
9	79	738	29,841	106	932	39,011	63	586	24,365	6	42	4,916	254	2,298	98,133
10	65	614	21,482	90	784	31,241	48	448	18,784	6	42	3,511	209	1,888	75,018
11	61	572	16,332	59	520	20,804	31	294	13,710	6	42	2,633	157	1,428	53,479
12 MID	32	304	11,637	48	416	14,334	28	262	10,573	6	42	2,370	114	1,024	38,914
TOTAL	1,531	14,448	656,326	2,036	17,904	616,547	1,060	9,978	393,504	165	1,155	87,871	4,792	43,485	1,754,248

SECTION B SUBWAY BY LINE

MTA NYC TRANSIT RECAPITULATION, 2001 - INBOUND

HOURS	60 th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			ALL SECTORS		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	22	206	3,102	32	284	1,867	15	141	3,729	69	631	8,698
2	17	160	1,154	24	208	980	15	143	1,959	56	511	4,093
3	18	170	848	24	212	859	15	143	1,266	57	525	2,973
4	18	172	1,089	25	218	1,124	14	133	941	57	523	3,154
5	19	182	2,299	23	202	2,654	14	135	1,810	56	519	6,763
6	37	350	9,820	33	288	11,050	25	234	9,098	95	872	29,968
7	64	608	28,521	78	688	40,045	43	407	27,270	185	1,703	95,836
8	87	826	75,314	122	1,064	99,883	76	717	65,674	285	2,607	240,871
9	105	994	117,376	160	1,406	146,057	78	740	91,257	343	3,140	354,690
10	92	870	79,390	118	1,040	75,291	66	623	54,035	276	2,533	208,716
11	81	762	33,275	108	958	39,031	53	502	26,696	242	2,222	99,002
12 NOON	79	750	25,533	110	970	27,869	51	476	19,168	240	2,196	72,570
1 PM	82	776	26,060	101	898	23,199	51	477	14,171	234	2,151	63,430
2	81	766	25,509	111	984	23,763	51	469	13,192	243	2,219	62,464
3	82	774	31,678	104	918	23,390	52	492	14,048	238	2,184	69,116
4	85	804	39,422	115	1,020	27,333	53	499	17,445	253	2,323	84,200
5	95	902	46,795	132	1,160	28,226	73	683	20,636	300	2,745	95,657
6	99	928	47,630	132	1,170	29,302	75	721	19,486	306	2,819	96,418
7	77	728	32,862	123	1,090	19,475	67	637	12,000	267	2,455	64,337
8	74	696	24,726	115	1,014	13,960	63	593	7,473	252	2,303	46,159
9	70	650	16,773	113	992	10,269	51	480	4,555	234	2,122	31,597
10	61	566	13,736	71	620	8,531	46	436	4,055	178	1,622	26,322
11	41	390	9,705	62	554	7,238	31	300	3,133	134	1,244	20,076
12 MID	28	270	7,236	39	354	3,799	23	218	1,918	90	842	12,953
TOTAL	1,514	14,300	699,853	2,075	18,312	665,195	1,101	10,399	435,015	4,690	43,011	1,800,063

MTA NYC TRANSIT RECAPITULATION, 2001 - OUTBOUND

HOURS	60 th STREET SECTOR			BROOKLYN SECTOR			QUEENS SECTOR			ALL SECTORS		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	26	246	8,488	38	330	10,661	17	161	7,765	81	737	26,914
2	20	186	3,418	25	216	4,535	11	102	2,775	56	504	10,728
3	19	182	1,854	22	194	2,038	13	117	1,602	54	493	5,494
4	18	172	1,165	25	218	1,494	11	102	714	54	492	3,373
5	18	172	1,406	26	228	1,366	12	115	863	56	515	3,635
6	21	198	2,908	32	280	2,195	18	171	2,145	71	649	7,248
7	40	376	13,220	70	622	8,658	36	337	7,177	146	1,335	29,055
8	71	666	32,841	116	1,034	18,890	61	589	12,891	248	2,289	64,622
9	97	900	44,262	131	1,146	20,998	69	653	12,495	297	2,699	77,755
10	102	960	30,337	136	1,194	15,940	67	632	8,236	305	2,786	54,513
11	85	804	22,597	104	916	11,192	54	507	7,003	243	2,227	40,792
12 NOON	88	838	21,968	96	844	13,643	44	416	8,627	228	2,098	44,238
1 PM	84	794	24,770	98	870	16,129	48	431	9,968	230	2,095	50,867
2	82	776	26,219	105	930	20,519	53	498	13,188	240	2,204	59,926
3	83	786	33,993	90	794	23,922	49	460	16,843	222	2,040	74,758
4	83	786	44,930	111	984	40,007	56	518	25,785	250	2,288	110,722
5	78	732	57,472	125	1,104	62,213	67	632	44,644	270	2,468	164,329
6	102	966	86,434	152	1,334	103,668	73	703	60,774	327	3,003	250,876
7	99	950	74,560	125	1,086	80,932	74	695	50,948	298	2,731	206,440
8	78	730	44,192	106	928	52,157	57	549	31,629	241	2,207	127,978
9	79	738	29,841	106	932	39,011	63	586	24,365	248	2,256	93,217
10	65	614	21,482	90	784	31,241	48	448	18,784	203	1,846	71,507
11	61	572	16,332	59	520	20,804	31	294	13,710	151	1,386	50,846
12 MID	32	304	11,637	48	416	14,334	28	262	10,573	108	982	36,544
TOTAL	1,531	14,448	656,326	2,036	17,904	616,547	1,060	9,978	393,504	4,627	42,330	1,666,377

SECTION B

SUBWAY BY LINE

60TH STREET SECTOR, 2001 - INBOUND

HOURS	LEXINGTON AVE EXPRESS 86 ST/LEXINGTON AVE VIA 4, 5, LINES			LEXINGTON AVE LOCAL 68 ST/LEXINGTON AVE VIA 4, 6 LINES			EIGHT AVE EXPRESS 125 ST/ST NICOLAS VIA A, D LINES			EIGHT AVE LOCAL 72 ST/CENT. PK WEST VIA A, B, C, LINES										
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS								
12-1 AM		2	20		357		6	60		892		4	32		278		4	34		517
	2						5	50		415		3	24		108		3	26		225
	3						6	60		311		3	24		94		3	26		150
	4						6	60		339		3	24		220		3	28		178
	5						7	70		904		3	24		399		3	28		307
	6	6	60		2,551		6	60		1,746		7	56		2,511		3	24		421
	7	14	140		9,491		9	90		4,445		9	78		5,253		10	80		1,890
	8	24	240		24,768		13	130		11,729		15	126		15,189		10	80		5,498
	9	22	220		30,206		21	210		25,860		19	158		21,365		12	96		10,278
	10	20	200		19,433		16	160		17,769		13	106		10,632		13	104		6,472
	11	17	170		7,905		14	140		6,487		13	108		6,613		13	104		2,161
12 NOON	17	170		5,374		14	140		5,911		11	90		4,538		10	80		1,654	
1 PM	18	180		5,184		15	150		6,664		12	100		5,086		12	96		1,561	
	2	18	180		5,289		16	160		7,053		12	98		4,697		11	88		1,466
	3	17	170		6,213		15	150		7,606		12	100		5,381		13	104		2,138
	4	17	170		8,756		14	140		10,092		14	118		6,338		12	96		2,644
	5	20	200		10,158		19	190		14,806		16	136		6,315		12	96		3,183
	6	20	200		9,689		18	180		14,053		21	172		6,348		12	96		3,173
	7	12	120		5,287		13	130		9,584		14	120		4,606		11	88		2,086
	8	13	130		5,002		11	110		6,689		13	112		3,508		13	104		1,637
	9	12	120		3,112		10	100		3,881		13	104		2,682		12	96		1,139
	10	11	110		2,205		8	80		3,994		12	98		2,004		11	88		944
	11	6	60		1,958		6	60		2,360		7	60		1,327		6	50		696
12 MID	6	60		1,444		4	40		1,836		4	32		514		5	48		812	
TOTAL	292	2,920		164,382		272	2,720		165,426		253	2,100		116,006		217	1,760		51,230	

HOURS	B'WAY /7TH AVE EXPRESS 72ND ST/ BROADWAY VIA 3 LINE			B'WAY /7TH AVE LOCAL 66TH ST/ BROADWAY VIA 1 & 2 LINES			TOTAL (60TH STREET SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM				6	60	1,058	22	206	3,102
	2			6	60	406	17	160	1,154
	3			6	60	293	18	170	848
	4			6	60	352	18	172	1,089
	5			6	60	689	19	182	2,299
	6	3	30	12	120	2,370	37	350	9,820
	7	6	60	16	160	5,601	64	608	28,521
	8	8	80	17	170	11,865	87	826	75,314
	9	11	110	20	200	17,523	105	994	117,376
	10	8	80	22	220	17,825	92	870	79,390
	11	7	70	17	170	7,606	81	762	33,275
12 NOON	8	80		19	190	5,872	79	750	25,533
1 PM	7	70		18	180	5,506	82	776	26,060
	2	8	80	16	160	4,912	81	766	25,509
	3	7	70	18	180	8,071	82	774	31,678
	4	8	80	20	200	9,178	85	804	39,422
	5	8	80	20	200	9,493	95	902	46,795
	6	10	100	18	180	9,521	99	928	47,630
	7	9	90	18	180	8,354	77	728	32,862
	8	7	70	17	170	5,668	74	696	24,726
	9	6	60	17	170	5,014	70	650	16,773
	10	6	60	13	130	3,526	61	566	13,736
	11	5	50	11	110	2,907	41	390	9,705
12 MID				9	90	2,630	28	270	7,236
TOTAL	132	1,320		348	3,480	146,240	1,514	14,300	699,853

SECTION B SUBWAY BY LINE

60TH STREET SECTOR, 2001 - OUTBOUND

HOURS	LEXINGTON AVE EXPRESS VIA 4 express and local and 5 express			LEXINGTON AVE LOCAL 59 ST/LEXINGTON AVE VIA 6 LINE			EIGHT AVE EXPRESS/LOCAL 59 ST/COLUMBUS CIRCLE VIA A, D LINES			EIGHT AVE LOCAL 59 ST/COLUMBUS CIRCLE VIA B & C LINES		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	5	50	2,159	5	50	1,657	8	66	2,589			
2	3	30	499	4	40	573	7	56	1,471			
3	3	30	392	3	30	287	7	62	737			
4	3	30	202	3	30	160	6	52	441			
5	4	40	386	3	30	145	5	42	457			
6	3	30	880	3	30	268	7	58	859			
7	8	80	3,686	6	60	4,250	10	84	1,976	4	32	373
8	14	140	9,077	8	80	8,845	15	128	4,414	11	88	2,184
9	19	190	8,387	16	160	16,320	22	178	4,235	14	112	2,841
10	23	230	6,293	19	190	9,656	21	176	3,555	13	104	1,832
11	17	170	4,118	17	170	8,445	12	100	2,209	13	104	1,825
12 NOON	22	220	4,898	15	150	6,403	13	110	3,263	11	88	1,256
1 PM	19	190	4,914	15	150	6,825	12	98	3,639	12	96	1,453
2	17	170	5,579	15	150	6,385	11	92	4,135	13	104	2,031
3	17	170	7,452	15	150	8,241	13	108	6,606	11	88	2,210
4	19	190	10,898	15	150	10,110	11	90	7,224	12	96	3,399
5	16	160	14,315	15	150	11,698	13	106	9,668	12	96	4,117
6	23	230	21,238	17	170	18,098	18	152	14,757	13	104	6,066
7	23	230	15,259	19	190	17,934	14	122	10,921	11	88	4,747
8	15	150	8,808	13	130	10,023	13	104	7,365	12	96	2,809
9	15	150	7,473	12	120	5,971	14	114	5,844	13	104	1,621
10	12	120	4,479	9	90	3,996	11	96	4,227	11	88	1,117
11	12	120	3,813	7	70	2,806	10	80	3,271	9	72	1,051
12 MID	6	60	2,886	5	50	2,095	9	76	3,615	1	8	165
TOTAL	318	3,180	148,091	259	2,590	161,191	282	2,350	107,478	196	1,568	41,097

HOURS	TIMES SQUARE VIA 3 Line Express			59th St. - BROADWAY 6TH ST/ BROADWAY VIA 1 & 2 LINES Local			TOTAL (60TH STREET SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM				8	80	2,083	26	246	8,488
2				6	60	875	20	186	3,418
3				6	60	438	19	182	1,854
4				6	60	362	18	172	1,165
5				6	60	418	18	172	1,406
6	2	20	126	6	60	775	21	198	2,908
7	4	40	812	8	80	2,123	40	376	13,220
8	9	90	2,665	14	140	5,656	71	666	32,841
9	11	110	3,666	15	150	8,813	97	900	44,262
10	7	70	2,028	19	190	6,973	102	960	30,337
11	8	80	1,624	18	180	4,376	85	804	22,597
12 NOON	8	80	1,518	19	190	4,630	88	838	21,968
1 PM	8	80	1,679	18	180	6,260	84	794	24,770
2	6	60	1,550	20	200	6,539	82	776	26,219
3	8	80	2,499	19	190	6,985	83	786	33,993
4	8	80	3,740	18	180	9,559	83	786	44,930
5	7	70	4,778	15	150	12,896	78	732	57,472
6	9	90	7,530	22	220	18,745	102	966	86,434
7	10	100	8,259	22	220	17,440	99	950	74,560
8	7	70	3,894	18	180	11,293	78	730	44,192
9	5	50	1,645	20	200	7,287	79	738	29,841
10	6	60	2,079	16	160	5,584	65	614	21,482
11	5	50	1,016	18	180	4,375	61	572	16,332
12 MID				11	110	2,876	32	304	11,637
TOTAL	128	1,280	51,108	348	3,480	147,361	1,531	14,448	656,326

SECTION B SUBWAY BY LINE

BROOKLYN SECTOR, 2001 - INBOUND

HOURS	BMT (14TH ST TUNNEL) BEDFORD AVENUE VIA L LINE			BMT (WILLIAMSBURG BR) MARCY AVENUE VIA J, M, Z LINES			IND (RUTGERS TUNNEL) YORK AVENUE VIA F LINE			BMT (MANHATTAN BR) DEKALB AVENUE VIA Q & W Local LINES			BMT (MANHATTAN BR) PACIFIC STREET VIA W EXPRESS LINE		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	5	40	236	3	24	89	4	32	258	4	32	222			
2	4	32	175	3	24	55	3	24	181	3	24	121			
3	3	24	108	3	24	66	2	16	93	3	24	154			
4	3	24	134	3	24	67	4	32	154	3	24	180			
5	3	24	264	3	24	212	3	24	337	3	24	452			
6	4	32	1,686	3	24	857	3	24	589	7	56	2,833			
7	7	56	5,482	10	80	3,896	6	48	3,125	10	88	5,652	6	48	3,142
8	13	104	13,928	13	104	8,820	12	96	8,430	14	126	13,366	6	48	5,660
9	16	128	19,317	17	136	13,677	14	112	12,550	16	144	18,902	9	72	9,460
10	9	72	9,558	13	104	5,705	11	88	8,184	10	90	10,568	6	48	4,418
11	8	64	4,867	12	96	2,349	7	56	3,822	11	100	7,252	6	48	3,526
12 NOON	8	64	3,354	13	104	1,680	9	72	3,573	11	98	4,027	7	56	2,185
1 PM	7	56	2,611	11	88	1,357	7	56	2,495	11	100	3,580	5	40	1,146
2	8	64	2,998	12	96	1,182	8	64	2,381	13	118	3,730	6	48	1,344
3	7	56	2,596	12	96	1,510	10	80	2,733	11	98	3,461	6	48	1,222
4	9	72	3,510	11	88	1,594	10	80	3,520	12	108	3,522	7	56	1,285
5	10	80	3,139	17	136	1,566	13	104	3,450	17	152	3,866	9	72	1,726
6	14	112	3,324	14	112	1,587	13	104	4,157	13	116	3,585	5	40	1,355
7	11	88	2,029	12	96	976	12	96	2,943	12	108	2,441	6	48	1,262
8	10	80	1,686	11	88	705	11	88	1,820	12	108	1,629	7	56	731
9	11	88	1,092	10	80	465	11	88	1,526	12	108	1,169	5	40	386
10	9	72	801	7	56	430	7	56	1,370	5	40	894			
11	6	48	765	5	40	437	4	32	752	6	48	923			
12 MID	5	40	669	4	32	249	6	48	677	1	8	183			
TOTAL	190	1,520	84,329	222	1,776	49,531	190	1,520	69,120	220	1,942	92,712	96	768	38,848

HOURS	IND (CRANBERRY TUNNEL) HIGH STREET VIA A, C LINES			IRT (CLARK TUNNEL) CLARK STREET VIA 2, 3 LINES			BMT (MONTAGUE ST. TUN) COURT STREET VIA M, N, R LINES			IRT (JORALEMON TUNNEL) BOROUGH HALL VIA 4, 5 LINES			TOTAL (BROOKLYN SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	4	38	400	4	40	233	3	28	99	5	50	330	32	284	1,867
2	3	26	207	3	30	79	2	18	36	3	30	126	24	208	980
3	3	24	178	3	30	91	4	40	70	3	30	99	24	212	859
4	3	26	253	3	30	142	3	28	73	3	30	121	25	218	1,124
5	2	18	471	3	30	310	3	28	186	3	30	422	23	202	2,654
6	4	34	1,878	4	40	934	5	48	592	3	30	1,681	33	288	11,050
7	10	82	6,275	10	100	3,240	8	76	1,577	11	110	7,656	78	688	40,045
8	17	142	19,451	13	130	8,093	18	154	6,654	16	160	15,481	122	1,064	99,883
9	25	214	25,326	19	190	13,485	19	160	10,515	25	250	22,825	160	1,406	146,057
10	15	124	11,944	15	150	6,546	20	174	7,048	19	190	11,320	118	1,040	75,291
11	13	108	6,394	17	170	3,310	19	166	2,630	15	150	4,881	108	958	39,031
12 NOON	12	104	4,495	19	190	2,710	18	152	1,737	13	130	4,108	110	970	27,869
1 PM	13	112	4,684	19	190	2,261	17	146	1,473	11	110	3,592	101	898	23,199
2	12	98	3,983	20	200	2,543	19	166	1,556	13	130	4,046	111	984	23,763
3	12	106	4,150	17	170	2,255	18	154	1,386	11	110	4,077	104	918	23,390
4	12	102	4,808	21	210	2,723	20	174	1,691	13	130	4,680	115	1,020	27,333
5	14	118	5,062	16	160	2,618	17	148	1,836	19	190	4,963	132	1,160	28,226
6	13	110	5,495	20	200	2,768	18	156	2,112	22	220	4,919	132	1,170	29,302
7	12	102	3,973	19	190	1,737	20	172	1,160	19	190	2,954	123	1,090	19,475
8	13	108	3,124	18	180	1,336	18	156	763	15	150	2,166	115	1,014	13,960
9	15	126	2,577	19	190	1,099	18	152	437	12	120	1,518	113	992	10,269
10	11	92	2,178	12	120	900	14	124	398	6	60	1,560	71	620	8,531
11	9	76	1,762	17	170	910	9	80	339	6	60	1,350	62	554	7,238
12 MID	4	36	583	11	110	621	4	40	244	4	40	573	39	354	3,799
TOTAL	251	2,126	119,651	322	3,220	60,944	314	2,740	44,612	270	2,700	105,448	2,075	18,312	665,195

* W-line makes local stops at Dekalb from 529 AM to 558 AM hours and from 1101 PM to 1217 AM.
No W service data was collected from 9 PM to 5 AM due to track construction.

SECTION B SUBWAY BY LINE

BROOKLYN SECTOR, 2001 - OUTBOUND

HOURS	BMT (14TH ST TUNNEL) FIRST AVENUE VIA L LINE			BMT (WILLIAMSBURG BR) ESSEX STREET VIA J, M, Z LINES			IND (RUTGERS TUNNEL) EAST BROADWAY VIA F LINE			BMT (MANHATTAN BR) CANAL STREET VIA Q & W LINES			BMT (MONTAGUE ST. TUN) BROAD STREET VIA M* LINE		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	5	40	1,308	4	32	731	5	40	1,180	8	64	1,903	0	0	0
2	4	32	584	3	24	316	3	24	505	3	24	738	0	0	0
3	3	24	368	3	24	114	2	16	159	3	24	278	0	0	0
4	3	24	181	3	24	75	3	24	180	3	24	190	0	0	0
5	3	24	191	3	24	53	4	32	188	3	24	160	0	0	0
6	4	32	391	3	24	116	3	24	346	4	32	303	0	0	0
7	6	48	1,644	5	40	431	6	48	1,338	9	72	1,078	1	8	37
8	11	88	2,494	10	80	957	11	88	3,206	18	158	3,391	6	48	250
9	15	120	2,125	17	136	1,251	18	144	3,863	9	78	1,688	6	48	281
10	12	96	1,237	16	128	823	13	104	2,140	20	174	2,049	7	56	194
11	7	56	1,157	11	88	656	10	80	1,307	16	138	1,697	6	48	114
12 NOON	8	64	1,667	13	104	866	8	64	1,557	14	120	1,956	0	0	0
1 PM	7	56	1,942	11	88	1,061	7	56	1,577	20	176	2,737	0	0	0
2	8	64	2,847	13	104	1,438	9	72	2,359	19	164	3,479	0	0	0
3	7	56	3,464	10	80	1,575	8	64	2,891	13	112	3,107	0	0	0
4	9	72	5,378	13	104	3,462	6	48	3,145	19	164	8,134	6	48	531
5	10	80	7,810	14	112	5,287	13	104	6,681	17	148	10,486	6	48	1,495
6	11	88	8,759	17	136	8,679	12	96	8,331	27	232	21,595	5	40	1,810
7	15	120	9,741	13	104	6,275	12	96	9,266	20	172	17,737	7	56	1,175
8	10	80	6,595	11	88	3,389	12	96	6,857	16	140	12,090	6	48	458
9	10	80	5,660	12	96	2,089	9	72	4,864	17	146	9,983	5	40	137
10	10	80	4,554	9	72	1,292	9	72	4,621	17	146	7,521	0	0	0
11	7	56	3,033	4	32	703	5	40	2,746	10	80	4,872	0	0	0
12 MID	5	40	2,312	4	32	673	5	40	1,668	10	80	3,113	0	0	0
TOTAL	190	1,520	75,442	222	1,776	42,312	193	1,544	70,975	315	2,692	120,285	61	488	6,482

HOURS	IND (CRANBERRY TUNNEL) BROADWAY-NASSAU VIA A, C LINES			IRT (CLARK TUNNEL) WALL STREET VIA 1, 2 LINES			BMT (MONTAGUE ST. TUN) WHITEHALL STREET VIA N, R LINES			IRT (JORALEMON TUNNEL) BOWLING GREEN VIA 4, 5 LINES			TOTAL (BROOKLYN SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	4	34	1,960	5	50	1,366	3	30	567	4	40	1,646	38	330	10,661
2	3	24	1,043	3	30	591	3	28	405	3	30	353	25	216	4,535
3	3	28	569	2	20	179	3	28	197	3	30	174	22	194	2,038
4	4	34	474	3	30	122	3	28	142	3	30	130	25	218	1,494
5	3	24	379	4	40	151	3	30	112	3	30	132	26	228	1,366
6	4	32	383	5	50	168	3	26	196	6	60	292	32	280	2,195
7	9	76	2,029	14	140	533	8	70	348	12	120	1,220	70	622	8,658
8	12	104	3,544	18	180	1,290	11	98	863	19	190	2,895	116	1,034	18,890
9	14	118	4,584	19	190	1,747	14	122	1,181	19	190	4,278	131	1,146	20,998
10	17	136	3,979	20	200	1,663	12	110	605	19	190	3,250	136	1,194	15,940
11	10	80	1,987	18	180	1,353	14	126	735	12	120	2,186	104	916	11,192
12 NOON	14	120	3,067	16	160	1,218	13	112	878	10	100	2,434	96	844	13,643
1 PM	12	98	3,429	19	190	1,791	11	96	994	11	110	2,598	98	870	16,129
2	12	96	3,964	19	190	2,066	12	110	1,476	13	130	2,890	105	930	20,519
3	12	98	4,956	18	180	2,576	12	104	1,785	10	100	3,568	90	794	23,922
4	12	104	7,169	19	190	3,731	12	104	2,509	15	150	5,948	111	984	40,007
5	16	132	11,370	18	180	6,448	13	120	3,833	18	180	8,803	125	1,104	62,213
6	22	184	18,783	19	190	11,675	16	138	6,375	23	230	17,661	152	1,334	103,668
7	17	144	14,428	12	120	7,016	13	114	4,537	16	160	10,757	125	1,086	80,932
8	14	120	7,571	13	130	4,855	13	116	2,595	11	110	7,747	106	928	52,157
9	13	112	5,727	17	170	4,431	13	116	1,813	10	100	4,307	106	932	39,011
10	12	98	4,267	14	140	3,613	11	96	1,155	8	80	4,218	90	784	31,241
11	10	84	2,980	10	100	2,456	9	88	1,310	4	40	2,704	59	520	20,804
12 MID	5	42	2,574	8	80	1,440	6	52	829	5	50	1,725	48	416	14,334
TOTAL	254	2,122	111,216	313	3,130	62,479	231	2,062	35,440	257	2,570	91,916	2,036	17,904	616,547

* No data were collected between 11 AM and 3 PM.

SECTION B

SUBWAY BY LINE

QUEENS SECTOR, 2001 - INBOUND

HOURS	BMT (60TH ST TUNNEL) QUEENS PLAZA VIA N, R & W LINE			IRT (53RD ST TUNNEL) 23RD STREET/ELY AVE VIA E, F* LINES			IRT (STEINWAY TUNNEL) VERNON AVE/JACKSON AVE VIA 7 LINE			IRT (63RD ST TUNNEL) 63RD ST/LEXINGTON AVE SHUTTLE			TOTAL (QUEENS SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM															
2	3	26	310	7	60	471	5	55	2,948	0	0	0	15	141	3,729
3	3	30	127	7	58	339	5	55	1,493	0	0	0	15	143	1,959
4	4	38	168	6	50	202	5	55	896	0	0	0	15	143	1,266
5	3	28	143	6	50	329	5	55	469	0	0	0	14	133	941
6	3	28	459	6	52	720	5	55	631	0	0	0	14	135	1,810
7	6	54	2,091	9	74	4,314	6	66	2,629	4	40	64	25	234	9,098
8	14	122	8,312	14	124	12,547	11	121	6,224	4	40	187	43	407	27,270
9	20	170	19,211	26	222	28,968	25	275	16,711	5	50	784	76	717	65,674
10	21	180	29,530	28	246	38,335	24	264	22,500	5	50	892	78	740	91,257
11	20	174	15,081	22	190	25,184	19	209	13,054	5	50	716	66	623	54,035
12 NOON	18	160	8,908	18	160	10,948	12	132	6,455	5	50	385	53	502	26,696
1 PM	17	150	5,985	17	144	8,396	12	132	4,450	5	50	337	51	476	19,168
2	18	156	3,986	17	150	6,420	11	121	3,462	5	50	303	51	477	14,171
3	20	170	4,388	15	128	5,302	11	121	3,218	5	50	284	51	469	13,192
4	17	150	4,043	18	160	5,958	12	132	3,694	5	50	353	52	492	14,048
5	17	146	5,004	18	160	6,806	13	143	5,176	5	50	459	53	499	17,445
6	23	196	6,260	26	228	8,336	19	209	5,369	5	50	671	73	683	20,636
7	20	176	4,947	25	220	8,689	25	275	5,304	5	50	546	75	721	19,486
8	18	156	3,592	23	200	5,043	21	231	2,962	5	50	403	67	637	12,000
9	19	164	2,246	23	202	2,982	17	187	2,012	4	40	233	63	593	7,473
10	16	140	1,356	18	158	1,746	12	132	1,254	5	50	199	51	480	4,555
11	16	142	1,216	13	112	1,623	12	132	1,100	5	50	116	46	436	4,055
12 MID	9	80	900	8	70	1,041	10	110	1,097	4	40	95	31	300	3,133
	6	56	463	8	66	784	6	66	592	3	30	79	23	218	1,918
TOTAL	331	2,892	128,726	378	3,284	185,483	303	3,333	113,700	89	890	7,106	1,101	10,399	435,015

* Between 730 AM and 930 AM, 9 trips on the F line switched to the 63rd St tunnel. Data were collected at Lexington and 63rd St location for those trips.

QUEENS SECTOR, 2001 - OUTBOUND

HOURS	BMT (60TH ST TUNNEL) 60TH ST/LEXINGTON AVE VIA N, R & W LINES			IRT (53RD TUNNEL) 53RD ST/LEXINGTON AVE VIA E, F, LINES			IRT (STEINWAY TUNNEL) GRAND CENTRAL STATION VIA 7 LINE			63RD ST TUNNEL 57TH ST/SIXTH AVE SHUTTLE			TOTAL (QUEENS SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM															
2	4	38	2,132	9	80	2,944	3	33	2,665	1	10	24	17	161	7,765
3	3	26	621	6	54	1,233	2	22	921				11	102	2,775
4	3	24	273	7	60	659	3	33	670				13	117	1,602
5	3	28	152	6	52	319	2	22	243				11	102	714
6	2	20	84	6	52	457	3	33	319	1	10	3	12	115	863
7	4	34	407	7	64	901	3	33	778	4	40	59	18	171	2,145
8	13	108	1,968	10	90	2,453	9	99	2,575	4	40	181	36	337	7,177
9	17	144	3,269	16	142	4,376	23	253	4,827	5	50	419	61	589	12,891
10	18	146	3,280	21	182	4,924	25	275	3,813	5	50	478	69	653	12,495
11	21	174	2,289	21	188	2,807	20	220	2,844	5	50	296	67	632	8,236
12 NOON	18	152	2,200	18	162	2,468	13	143	2,095	5	50	240	54	507	7,003
1 PM	14	120	2,354	13	114	3,629	12	132	2,401	5	50	243	44	416	8,627
2	20	166	3,236	19	170	4,313	5	55	2,232	4	40	187	48	431	9,968
3	20	172	4,479	16	144	5,106	12	132	3,330	5	50	273	53	498	13,188
4	14	120	4,165	18	158	7,332	12	132	4,977	5	50	369	49	460	16,843
5	20	166	7,102	19	170	10,883	12	132	7,280	5	50	520	56	518	25,785
6	22	188	12,525	23	206	19,178	18	198	12,523	4	40	418	67	632	44,644
7	19	166	19,135	24	212	22,662	25	275	18,171	5	50	806	73	703	60,774
8	23	192	18,391	25	222	18,330	21	231	13,523	5	50	704	74	695	50,948
9	18	156	10,399	18	166	12,568	17	187	8,212	4	40	450	57	549	31,629
10	19	162	7,976	24	210	10,371	14	154	5,632	6	60	386	63	586	24,365
11	14	118	5,708	19	168	8,118	12	132	4,806	3	30	152	48	448	18,784
12 MID	10	88	5,098	11	96	5,363	10	110	3,249				31	294	13,710
	9	74	3,398	8	70	3,259	8	88	3,770	3	30	146	28	262	10,573
TOTAL	328	2,782	120,641	364	3,232	154,653	284	3,124	111,856	84	840	6,354	1,060	9,978	393,504

SECTION B

SUBWAY BY LINE

NEW JERSEY SECTOR, 2001 - INBOUND

HOURS	DOWNTOWN PATH			UPTOWN PATH			TOTAL (NEW JERSEY SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	0	0	0	2	14	217	2	14	217
2	0	0	0	2	14	137	2	14	137
3	0	0	0	2	14	117	2	14	117
4	0	0	0	2	14	140	2	14	140
5	0	0	0	2	14	110	2	14	110
6	0	0	0	12	84	408	12	84	408
7	0	0	0	12	84	3,551	12	84	3,551
8	0	0	0	12	84	12,118	12	84	12,118
9	0	0	0	12	84	21,491	12	84	21,491
10	0	0	0	12	84	13,410	12	84	13,410
11	0	0	0	9	63	4,080	9	63	4,080
12 NOON	0	0	0	6	42	2,450	6	42	2,450
1 PM	0	0	0	6	42	2,291	6	42	2,291
2	0	0	0	6	42	2,090	6	42	2,090
3	0	0	0	9	63	1,769	9	63	1,769
4	0	0	0	12	84	4,193	12	84	4,193
5	0	0	0	12	84	4,795	12	84	4,795
6	0	0	0	12	84	7,769	12	84	7,769
7	0	0	0	12	84	4,959	12	84	4,959
8	0	0	0	9	63	2,462	9	63	2,462
9	0	0	0	6	42	1,084	6	42	1,084
10	0	0	0	6	42	688	6	42	688
11	0	0	0	6	42	604	6	42	604
12 MID	0	0	0	4	28	410	4	28	410
TOTAL	0	0	0	185	1,294	91,343	185	1,294	91,343

NEW JERSEY SECTOR, 2001 - OUTBOUND

HOURS	DOWNTOWN PATH			UPTOWN PATH			TOTAL (NEW JERSEY SECTOR)		
	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS	TRAINS	CARS	PASSENGERS
12-1 AM	0	0	0	2	14	790	2	14	790
2	0	0	0	2	14	439	2	14	439
3	0	0	0	2	14	176	2	14	176
4	0	0	0	2	14	88	2	14	88
5	0	0	0	2	14	176	2	14	176
6	0	0	0	2	14	614	2	14	614
7	0	0	0	9	63	2,458	9	63	2,458
8	0	0	0	12	84	5,267	12	84	5,267
9	0	0	0	12	84	6,408	12	84	6,408
10	0	0	0	12	84	2,721	12	84	2,721
11	0	0	0	6	42	1,405	6	42	1,405
12 NOON	0	0	0	6	42	1,229	6	42	1,229
1 PM	0	0	0	6	42	1,668	6	42	1,668
2	0	0	0	6	42	1,931	6	42	1,931
3	0	0	0	9	63	2,458	9	63	2,458
4	0	0	0	12	84	4,126	12	84	4,126
5	0	0	0	12	84	8,252	12	84	8,252
6	0	0	0	12	84	15,537	12	84	15,537
7	0	0	0	9	63	11,675	9	63	11,675
8	0	0	0	6	42	7,023	6	42	7,023
9	0	0	0	6	42	4,916	6	42	4,916
10	0	0	0	6	42	3,511	6	42	3,511
11	0	0	0	6	42	2,633	6	42	2,633
12 MID	0	0	0	6	42	2,370	6	42	2,370
TOTAL	0	0	0	165	1,155	87,871	165	1,155	87,871

Tables are based on the sample count of passengers incomming by PATH and consistent pattern of 1998 Hub Bound

SECTION C

SUBURBAN AND INTERCITY RAIL TRANSIT BY SECTOR

RECAPITULATION, 2001-INBOUND

HOURS	60TH STREET SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	3	18	113	6	58	170	3	15	209	12	91	492
2	3	17	67	4	40	70	4	25	208	11	82	345
3	0	0	0	5	37	135	2	9	18	7	46	153
4	0	0	0	3	26	30	0	0	0	3	26	30
5	0	0	0	3	28	280	0	0	0	3	28	280
6	2	10	310	4	34	2,320	3	17	249	9	61	2,879
7	11	68	3,984	14	120	11,300	11	81	3,457	36	269	18,741
8	37	268	21,154	28	270	28,320	21	145	11,412	86	683	60,886
9	51	390	33,660	38	365	38,066	22	201	19,693	111	956	91,418
10	27	186	13,625	18	157	12,689	11	76	4,416	57	419	30,730
11	14	90	4,525	13	112	5,944	6	55	2,442	32	256	12,910
12 NOON	13	82	3,096	9	80	2,980	9	68	2,543	31	230	8,619
1 PM	8	53	2,017	9	86	2,373	9	80	1,914	27	219	6,305
2	9	59	1,775	7	58	1,302	9	66	1,755	26	183	4,832
3	9	57	1,557	5	44	1,080	30	73	1,881	44	174	4,518
4	9	57	1,550	5	44	1,260	26	64	2,049	40	165	4,859
5	10	64	2,003	12	104	2,425	11	73	2,949	32	241	7,378
6	14	102	2,892	8	83	2,795	14	93	4,274	36	278	9,961
7	11	81	2,941	10	91	2,655	14	93	3,894	36	265	9,490
8	11	71	2,021	9	86	1,860	9	72	1,917	29	229	5,798
9	8	50	767	7	64	770	9	78	875	24	192	2,412
10	7	42	509	8	77	759	9	68	1,067	25	187	2,334
11	7	41	462	9	84	640	3	25	298	19	150	1,400
12 MID	4	23	246	8	68	496	3	22	347	15	113	1,088
TOTAL	268	1,829	99,274	244	2,216	120,719	237	1,500	67,866	749	5,545	287,859

RECAPITULATION, 2001-OUTBOUND

HOURS	60TH STREET SECTOR			QUEENS SECTOR			NEW JERSEY SECTOR			ALL SECTORS		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	4	24	487	10	78	2,480	9	49	1,672	23	151	4,639
2	3	15	249	7	66	880	5	37	567	15	118	1,696
3	0	0	0	6	45	400	0	0	0	6	45	400
4	0	0	0	2	14	160	0	0	0	2	14	160
5	0	0	0	5	42	210	0	0	0	5	42	210
6	4	25	193	1	12	50	1	8	15	6	45	258
7	9	57	734	10	66	377	3	20	175	22	143	1,286
8	12	74	2,489	5	36	770	3	16	327	20	126	3,586
9	10	73	2,038	8	72	1,690	1	14	357	19	159	4,085
10	8	64	1,123	14	121	2,230	2	13	243	24	198	3,596
11	9	60	1,023	10	90	1,150	1	8	120	20	158	2,293
12 NOON	8	53	1,031	12	101	1,297	3	25	378	23	180	2,706
1 PM	9	56	1,516	12	93	1,432	3	15	255	24	164	3,203
2	9	60	2,005	9	80	1,730	8	61	1,359	26	201	5,094
3	12	79	2,877	10	93	2,660	11	68	2,621	32	241	8,158
4	14	98	5,051	8	80	4,180	11	87	3,739	33	265	12,970
5	24	144	9,017	25	233	13,751	17	121	7,519	66	497	30,287
6	45	301	25,066	22	199	14,890	29	225	18,513	96	725	58,469
7	33	237	19,087	29	291	27,571	24	180	12,883	86	708	59,541
8	19	124	9,588	17	165	17,080	23	158	8,738	59	447	35,407
9	10	74	5,325	16	131	11,318	15	114	4,308	40	319	20,951
10	9	60	3,688	12	99	7,350	17	119	3,452	38	277	14,490
11	7	43	2,266	8	84	3,010	11	80	2,338	26	207	7,614
12 MID	10	69	2,038	9	82	2,937	11	74	1,592	30	225	6,567
TOTAL	268	1,790	96,891	264	2,372	119,603	209	1,492	71,172	741	5,654	287,666

SECTION C

SUBURBAN AND INTERCITY RAIL TRANSIT BY LINE

60TH STREET SECTOR, 2001-INBOUND

HOURS	---- MTA HUDSON --			--- MTA -HARLEM --			- MTA - NEW HAVEN ----			AMTRAK EMPIRE SERVICE			TOTAL		PSGRS
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	
12-1 AM	1	4	34	1	6	33	1	8	46	0	0	0	3	18	113
2	1	8	20	0	0	0	2	9	47	0	0	0	3	17	67
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	1	4	139	1	6	171	0	0	0	0	0	0	2	10	310
7	2	12	683	4	25	1,441	4	27	1,837	1	4	23	11	68	3,984
8	10	64	4875	12	89	7,215	14	109	8,943	1	6	121	37	268	21,154
9	13	91	7854	17	137	11,696	20	158	14,047	1	4	63	51	390	33,660
10	6	37	2492	9	68	5,290	11	76	5,735	1	5	108	27	186	13,625
11	4	22	996	5	32	1,860	5	36	1,669	0	0	0	14	90	4,525
12 NOON	3	18	475	3	20	921	6	39	1,571	1	5	129	13	82	3,096
1 PM	2	14	402	3	18	707	3	21	908	0	0	0	8	53	2,017
2	2	13	331	3	20	541	3	21	727	1	5	176	9	59	1,775
3	2	13	271	3	22	525	3	18	617	1	4	144	9	57	1,557
4	2	15	281	3	18	514	3	19	632	1	5	123	9	57	1,550
5	2	12	261	3	24	670	3	18	754	2	10	318	10	64	2,003
6	3	19	426	4	28	982	6	50	1,243	1	5	241	14	102	2,892
7	3	22	397	3	20	967	5	39	1,577	0	0	0	11	81	2,941
8	2	14	221	4	26	733	4	27	937	1	4	130	11	71	2,021
9	2	12	105	2	14	234	3	19	377	1	5	51	8	50	767
10	2	11	80	2	12	171	3	19	258	0	0	0	7	42	509
11	2	14	98	2	10	158	2	13	178	1	4	28	7	41	462
12 MID	1	6	36	1	6	60	2	11	150	0	0	0	4	23	246
TOTAL	66	425	20,477	85	601	34,889	103	737	42,253	14	66	1,655	268	1,829	99,274

60TH STREET SECTOR, 2001-OUTBOUND

HOURS	---- MTA HUDSON --			--- MTA -HARLEM --			- MTA - NEW HAVEN --			AMTRAK EMPIRE SERVICE			TOTAL		PSGRS
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	
12-1 AM	1	6	64	1	6	178	2	12	245	0	0	0	4	24	487
2	1	6	82	1	4	64	1	5	103	0	0	0	3	15	249
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	1	8	37	2	13	122	1	4	34	4	25	193
7	2	10	162	4	28	319	3	19	253	0	0	0	9	57	734
8	3	16	223	4	28	967	4	25	1182	1	5	117	12	74	2,489
9	2	13	224	3	22	649	4	34	1,127	1	4	38	10	73	2,038
10	2	13	180	3	26	418	3	25	525	0	0	0	8	64	1,123
11	2	13	159	3	22	324	3	20	434	1	5	106	9	60	1,023
12 NOON	2	16	204	3	18	374	3	19	453	0	0	0	8	53	1,031
1 PM	2	13	290	3	20	509	3	18	578	1	5	139	9	56	1,516
2	2	16	386	3	18	678	3	21	791	1	5	150	9	60	2,005
3	2	10	370	4	28	1,112	4	30	1,178	2	11	217	12	79	2,877
4	4	30	1,401	4	26	1,468	5	37	1,790	1	5	392	14	98	5,051
5	5	30	2,133	9	54	3,407	9	55	3,342	1	5	135	24	144	9,017
6	11	72	6,207	14	99	8,454	20	130	10,405	0	0	0	45	301	25,066
7	8	52	4,104	12	83	6,914	11	93	7,800	2	9	269	33	237	19,087
8	5	29	1,940	6	41	3,272	7	49	4,336	1	5	40	19	124	9,588
9	1	6	369	4	30	2,288	5	38	2,668	0	0	0	10	74	5,325
10	2	14	888	3	20	1310	3	22	1,469	1	4	21	9	60	3,688
11	2	11	516	2	12	590	3	20	1,160	0	0	0	7	43	2,266
12 MID	3	21	490	4	26	813	3	22	735	0	0	0	10	69	2,038
TOTAL	62	397	20,392	91	619	34,145	101	707	40,696	14	67	1,658	268	1,790	96,891

SECTION C

SUBURBAN AND INTERCITY RAIL TRANSIT BY LINE

QUEENS SECTOR, 2001 - INBOUND

HOURS	---- MTA L.I.R.R. ---			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	6	58	170	0	0	0	6	58	170
2	4	40	70	0	0	0	4	40	70
3	4	30	60	1	7	75	5	37	135
4	3	26	30	0	0	0	3	26	30
5	3	28	280	0	0	0	3	28	280
6	4	34	2,320	0	0	0	4	34	2,320
7	14	120	11,300	0	0	0	14	120	11,300
8	28	270	28,320	0	0	0	28	270	28,320
9	35	346	37,840	3	19	226	38	365	38,066
10	17	146	12,600	1	11	89	18	157	12,689
11	10	94	5,710	3	18	234	13	112	5,944
12 NOON	9	80	2,980	0	0	0	9	80	2,980
1 PM	8	74	2,120	1	12	253	9	86	2,373
2	6	50	1,080	1	8	222	7	58	1,302
3	5	44	1,080	0	0	0	5	44	1,080
4	5	44	1,260	0	0	0	5	44	1,260
5	9	84	2,110	3	20	315	12	104	2,425
6	7	72	2,650	1	11	145	8	83	2,795
7	9	86	2,550	1	5	105	10	91	2,655
8	9	86	1,860	0	0	0	9	86	1,860
9	7	64	770	0	0	0	7	64	770
10	7	68	640	1	9	119	8	77	759
11	9	84	640	0	0	0	9	84	640
12 MID	7	60	450	1	8	46	8	68	496
TOTAL	225	2,088	118,890	19	128	1,829	244	2,216	120,719

QUEENS SECTOR, 2001-OUTBOUND

HOURS	---- MTA L.I.R.R. ---			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	10	78	2,480	0	0	0	10	78	2,480
2	7	66	880	0	0	0	7	66	880
3	4	36	320	2	9	80	6	45	400
4	2	14	160	0	0	0	2	14	160
5	5	42	210	0	0	0	5	42	210
6	1	12	50	0	0	0	1	12	50
7	8	54	300	2	12	77	10	66	377
8	5	36	770	0	0	0	5	36	770
9	8	72	1,690	0	0	0	8	72	1,690
10	11	100	2,000	3	21	230	14	121	2,230
11	10	90	1,150	0	0	0	10	90	1,150
12 NOON	10	88	1,070	2	13	227	12	101	1,297
1 PM	10	84	1,250	2	9	182	12	93	1,432
2	9	80	1,730	0	0	0	9	80	1,730
3	8	80	2,420	2	13	240	10	93	2,660
4	8	80	4,180	0	0	0	8	80	4,180
5	22	212	13,400	3	21	351	25	233	13,751
6	22	199	14,890	0	0	0	22	199	14,890
7	27	278	27,330	2	13	241	29	291	27,571
8	17	165	17,080	0	0	0	17	165	17,080
9	14	125	11,210	2	6	108	16	131	11,318
10	10	90	7,290	2	9	60	12	99	7,350
11	8	84	3,010	0	0	0	8	84	3,010
12 MID	9	82	2,937	0	0	0	9	82	2,937
TOTAL	245	2,247	117,807	19	125	1,796	264	2,372	119,603

SECTION C

SUBURBAN AND INTERCITY RAIL TRANSIT BY LINE

NEW JERSEY SECTOR, 2001-INBOUND

HOURS	N. E. CORRIDOR/COAST			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	3	15	209	0	0	0	3	15	209
2	3	15	128	1	10	81	4	25	208
3	2	9	18	0	0	0	2	9	18
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	2	9	234	1	8	15	3	17	249
7	8	62	3,280	3	20	177	11	81	3,457
8	17	129	11,081	4	16	331	21	145	11,412
9	20	187	19,331	2	14	361	22	201	19,693
10	9	63	4,170	2	13	246	11	76	4,416
11	5	47	2,320	1	8	122	6	55	2,442
12 NOON	6	43	2,160	3	25	383	9	68	2,543
1 PM	6	65	1,656	3	15	258	9	80	1,914
2	6	42	1,297	3	24	458	9	66	1,755
3	6	49	1,331	4	24	551	30	73	1,881
4	6	45	1,221	3	20	828	26	64	2,049
5	8	48	1,655	3	25	1,295	11	73	2,949
6	8	49	1,901	6	44	2,373	14	93	4,274
7	9	65	2,569	5	28	1,325	14	93	3,894
8	6	46	1,314	3	26	602	9	72	1,917
9	8	69	822	1	9	53	9	78	875
10	6	46	723	3	22	344	9	68	1,067
11	3	25	298	0	0	0	3	25	298
12 MID	3	22	347	0	0	0	3	22	347
TOTAL	149	1,149	58,064	51	351	9,802	237	1,500	67,866

NEW JERSEY SECTOR, 2001-OUTBOUND

-- NJ TRANSIT --									
HOURS	N. E. CORRIDOR/COAST			AMTRAK N. E. CORRIDOR			TOTAL		
	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS	TRAINS	CARS	PSGRS
12-1 AM	9	49	1,672	0	0	0	9	49	1,672
2	4	27	487	1	10	79	5	37	567
3	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0
6	0	0	0	1	8	15	1	8	15
7	0	0	0	3	20	175	3	20	175
8	0	0	0	3	16	327	3	16	327
9	0	0	0	1	14	357	1	14	357
10	0	0	0	2	13	243	2	13	243
11	0	0	0	1	8	120	1	8	120
12 NOON	0	0	0	3	25	378	3	25	378
1 PM	0	0	0	3	15	255	3	15	255
2	4	37	907	3	24	452	8	61	1,359
3	6	44	2,077	5	24	544	11	68	2,621
4	7	67	2,921	3	20	818	11	87	3,739
5	14	96	6,240	3	25	1,279	17	121	7,519
6	23	181	16,168	6	44	2,345	29	225	18,513
7	20	151	11,574	5	29	1,309	24	180	12,883
8	20	132	8,143	3	26	595	23	158	8,738
9	14	105	4,256	1	9	52	15	114	4,308
10	14	97	3,112	3	22	340	17	119	3,452
11	11	80	2,338	0	0	0	11	80	2,338
12 MID	11	74	1,592	0	0	0	11	74	1,592
TOTAL	156	1,139	61,487	53	353	9,685	209	1,492	71,172

NJTransit gave an average weekday passenger trips to/from Penn Station for October-December period - other data is the NYMTC's estimate

SECTION D

AUTOS, TAXIS, COMMUTER VANS AND TRUCKS OCCUPANTS BY SECTOR

RECAPITULATION, 2001 - INBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	TOTAL
12-1 AM	12,206	4,626	3,838	2,200	N/A	22,870
2	7,194	3,136	2,488	1,385	N/A	14,203
3	4,822	2,455	1,843	1,003	N/A	10,123
4	4,033	2,620	2,060	1,106	N/A	9,819
5	5,035	4,192	4,116	2,163	N/A	15,506
6	9,712	10,775	8,534	7,131	N/A	36,151
7	18,658	11,250	11,698	5,551	N/A	47,156
8	27,708	14,780	12,113	4,441	N/A	59,042
9	30,695	15,643	11,813	3,522	N/A	61,672
10	30,022	12,233	12,454	3,188	N/A	57,898
11	25,168	13,206	10,245	3,403	N/A	52,022
12 NOON	23,506	12,373	9,505	4,316	N/A	49,701
1 PM	22,765	12,355	9,303	4,597	N/A	49,021
2	22,322	12,065	8,939	4,799	N/A	48,125
3	23,179	11,539	9,334	5,520	N/A	49,572
4	24,703	11,087	9,472	6,011	N/A	51,273
5	25,286	11,690	10,220	4,894	N/A	52,090
6	26,026	12,105	10,942	4,397	N/A	53,470
7	26,414	11,850	10,350	5,420	N/A	54,034
8	25,077	8,788	8,704	5,721	N/A	48,290
9	23,325	7,739	7,384	4,656	N/A	43,104
10	20,948	7,892	6,566	4,676	N/A	40,082
11	19,702	7,878	6,472	4,395	N/A	38,446
12 MID	17,860	7,309	5,544	3,708	N/A	34,420
TOTAL	476,367	229,586	193,939	98,202	N/A	998,093

RECAPITULATION, 2001 - OUTBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	N. J. SECTOR	S. I. SECTOR	TOTAL
12-1 AM	12,535	8,096	6,105	3,795	N/A	30,531
2	7,672	4,954	5,277	2,389	N/A	20,291
3	5,230	3,357	3,063	1,522	N/A	13,172
4	4,535	2,527	2,417	1,355	N/A	10,834
5	5,559	2,632	2,667	1,804	N/A	12,662
6	9,892	3,358	4,302	3,062	N/A	20,614
7	16,193	5,418	5,628	3,414	N/A	30,653
8	23,285	6,323	6,598	5,660	N/A	41,866
9	24,869	6,902	6,958	2,876	N/A	41,605
10	24,089	6,259	5,754	2,468	N/A	38,570
11	23,322	6,797	6,526	2,751	N/A	39,395
12 NOON	22,687	7,189	6,802	2,727	N/A	39,405
1 PM	23,334	6,677	6,949	2,849	N/A	39,808
2	24,719	7,856	7,866	3,378	N/A	43,819
3	27,951	9,358	9,450	5,056	N/A	51,815
4	26,936	11,348	12,076	5,724	N/A	56,085
5	27,415	13,586	13,803	6,515	N/A	61,319
6	28,592	13,056	12,086	6,806	N/A	60,540
7	30,997	12,209	11,320	6,244	N/A	60,771
8	29,117	10,878	9,336	6,060	N/A	55,391
9	25,048	10,368	7,794	5,628	N/A	48,837
10	23,429	9,977	6,836	6,413	N/A	46,655
11	22,904	9,532	6,732	5,373	N/A	44,541
12 MID	19,923	9,513	6,601	4,573	N/A	40,610
TOTAL	490,233	188,171	172,946	98,441	N/A	949,791

Vehicle occupancy coefficients from 8pm to 6am are NYMTC estimate

SECTION D

AUTOS, TAXIS, COMMUTER VANS AND TRUCKS OCCUPANTS BY FACILITY

60TH STREET SECTOR, 2001 - INBOUND

HOURS	FDR DRIVE	YORK AVENUE	SECOND AVENUE	QUEENS-BORO BR. RAMP	LEXING-TON AVENUE	PARK AVENUE	FIFTH AVENUE	CENT. PK. DRIVE TO 7TH AVE	BROADWAY	COLUMBUS AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
12-1 AM	2,355	746	2,467	0	1,263	559	1,144	159	1,115	980	309	1,109	12,206
2	1,259	372	1,748	0	799	294	507	48	646	730	179	612	7,194
3	762	241	1,201	0	590	159	319	43	453	500	109	446	4,822
4	477	220	1,074	0	488	91	281	34	328	512	77	450	4,033
5	653	297	1,399	0	628	124	375	29	326	570	99	536	5,035
6	1,944	669	2,295	0	571	232	1,007	81	549	658	209	1,496	9,712
7	3,996	861	2,229	0	1,003	571	1,834	485	1,437	1,440	585	4,217	18,658
8	5,514	1,025	2,541	0	1,779	1,566	2,780	2,155	2,338	2,136	1,069	4,805	27,708
9	5,995	1,240	2,507	0	1,951	1,893	2,821	2,930	2,430	2,583	1,204	5,142	30,695
10	5,651	1,265	2,551	0	1,772	1,961	2,557	2,886	2,725	2,401	1,055	5,201	30,022
11	5,009	1,304	2,778	0	1,529	1,822	2,573	399	2,494	2,192	908	4,161	25,168
12 NOON	4,542	1,369	3,028	0	1,496	1,818	2,414	97	2,476	2,119	840	3,306	23,506
1 PM	4,252	1,418	2,990	0	1,563	1,842	2,323	77	2,333	2,189	819	2,962	22,765
2	4,397	1,371	2,980	0	1,390	1,802	2,221	84	2,223	2,245	769	2,839	22,322
3	4,595	1,465	3,281	0	1,704	1,820	2,297	92	2,182	2,171	778	2,794	23,179
4	4,989	1,705	3,169	0	1,499	1,834	2,435	1,012	2,097	2,100	940	2,923	24,703
5	4,732	1,903	3,435	0	1,656	1,925	2,414	1,172	2,171	1,990	868	3,020	25,286
6	4,742	1,697	3,268	0	1,822	1,810	2,570	1,423	2,256	2,178	807	3,454	26,026
7	4,452	1,690	3,231	0	1,929	1,855	2,683	1,317	2,338	2,438	914	3,568	26,414
8	4,371	1,664	3,266	0	1,827	1,991	2,373	135	2,370	2,638	1,080	3,361	25,077
9	4,334	1,499	3,271	0	1,726	2,059	2,210	38	2,235	2,398	1,044	2,510	23,325
10	3,779	1,248	3,053	0	1,637	1,692	2,069	37	2,047	2,261	852	2,274	20,948
11	3,624	1,204	2,962	0	1,523	1,543	2,055	152	1,788	1,955	726	2,170	19,702
12 MID	3,393	1,075	3,064	0	1,443	1,247	1,835	337	1,659	1,954	567	1,285	17,860
TOTAL	89,818	27,548	63,789	0	33,587	32,510	46,096	15,221	43,015	43,336	16,806	64,640	476,367

60TH STREET SECTOR, 2001 - OUTBOUND

HOURS	FDR DRIVE	YORK AVENUE	FIRST AVENUE	QUEENS-BORO BR. RAMP	NEW STREET	THIRD AVENUE	PARK AVENUE	MADISON AVENUE	CENTRAL PK. DRIVE FROM 60TH ST.	FROM 6TH AVE.	FROM COLUMBUS CIRCLE	CENTR. PK WEST	BROADWAY	AMSTER-DAM AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL
12-1 AM	1,649	528	1,515	912	44	1,604	354	1,312	0	136	0	545	725	718	272	2,222	12,535
2	792	266	1,179	585	25	1,187	213	733	0	83	0	272	488	425	108	1,317	7,672
3	542	171	838	426	15	860	114	486	0	45	0	205	300	307	100	820	5,230
4	410	148	740	489	35	857	86	355	0	33	0	172	194	314	80	622	4,535
5	609	236	904	897	67	828	115	387	0	26	0	203	181	399	137	571	5,559
6	1,365	563	1,304	2,166	212	1,418	220	515 Closed	61 Closed	361	275	598	243	594	243	594	9,892
7	2,500	878	1,712	3,241	409	1,885	588	1,116 to	219 to	603	467	925	662	990	662	990	16,193
8	2,694	1,362	2,826	3,275	187	2,567	1,686	1,980 motor	675 motor	1,018	958	1,508	955	1,595	955	1,595	23,285
9	2,762	1,440	2,647	3,310	259	2,711	1,987	2,223 vehicles	870 vehicles	1,028	1,017	1,657	918	2,040	918	2,040	24,869
10	2,311	1,426	2,502	3,240	181	2,845	1,926	2,220	0	991	0	1,093	978	1,556	1,037	1,781	24,089
11	2,112	1,274	2,734	3,092	160	2,803	1,753	2,229	0	773	0	1,119	1,179	1,546	892	1,655	23,322
12 NOON	2,451	1,132	2,540	3,080	174	2,368	1,705	2,019	0	638	0	1,110	1,179	1,705	840	1,745	22,687
1	2,412	1,360	2,651	3,254	171	2,290	1,460	2,246	0	709	0	1,095	1,236	1,701	681	2,071	23,334
2	2,650	1,523	2,640	3,833	221	2,180	1,573	2,303	0	681	0	1,070	1,209	1,733	770	2,331	24,719
3	3,309	1,749	2,703	4,330	207	2,358	1,732	2,552	0	982	0	1,053	1,376	1,827	775	2,998	27,951
4	3,480	1,742	3,091	1,909	237	2,307	1,885	2,450	0	1,311	0	1,049	1,360	1,819	888	3,407	26,936
5	3,323	1,652	2,830	1,760	243	2,445	1,877	2,609	0	1,445	0	1,200	1,373	2,230	909	3,521	27,415
6	3,198	1,313	3,300	1,747	312	2,985	2,028	2,604	0	1,730	0	1,437	1,631	1,964	997	3,347	28,592
7	2,963	1,381	3,799	1,824	267	3,077	2,147	3,321	0	1,438	0	1,712	2,095	2,437	1,454	3,082	30,997
8	2,590	1,486	3,018	1,979	185	3,433	2,505	3,333	0	0	0	1,834	1,974	2,265	1,052	3,465	29,117
9	2,286	1,376	2,790	1,612	149	2,648	1,873	3,305	0	0	0	1,405	1,547	1,529	686	3,842	25,048
10	2,164	1,140	2,465	1,427	125	2,757	1,694	3,165	0	0	0	1,275	1,354	1,554	598	3,716	23,429
11	1,968	1,152	2,477	1,472	122	2,292	1,752	3,171	0	201	0	1,271	1,193	1,497	558	3,779	22,904
12 MID	1,728	868	2,033	1,219	68	2,941	1,152	2,567	0	241	0	962	984	1,208	419	3,531	19,923
TOTAL	52,269	26,165	55,236	51,079	4,075	53,646	32,423	49,200	0	13,289	0	23,086	25,273	33,421	16,029	55,040	490,233

SECTION D

AUTOS, TAXIS, COMMUTER VANS AND TRUCKS OCCUPANTS BY FACILITY

2001 - INBOUND

HOURS	---BROOKLYN SECTOR---				--- QUEENS SECTOR ---				-- NEW JERSEY SECTOR			FROM	ALL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	ST. ISL. BY FERRY	SECTORS TOTAL
12-1 AM	1,337	1,515	1,728	47	4,626	937	2,901	3,838	331	1,868	2,200	N/A	10,664
2	941	1,121	1,046	27	3,136	540	1,948	2,488	220	1,165	1,385	N/A	7,009
3	786	893	765	11	2,455	193	1,650	1,843	169	835	1,003	N/A	5,301
4	828	943	834	15	2,620	163	1,897	2,060	130	976	1,106	N/A	5,786
5	1,210	1,161	1,802	18	4,192	229	3,887	4,116	220	1,943	2,163	N/A	10,470
6	2,767	3,108	4,842	58	10,775	559	7,975	8,534	833	6,297	7,131	N/A	26,439
7	3,460	3,059	4,551	181	11,250	2,589	9,109	11,698	1,084	4,468	5,551	N/A	28,499
8	5,537	3,636	5,170	437	14,780	2,990	9,123	12,113	999	3,442	4,441	N/A	31,334
9	6,526	3,868	4,739	509	15,643	4,085	7,728	11,813	793	2,729	3,522	N/A	30,977
10	5,178	3,224	3,314	516	12,233	5,704	6,751	12,454	726	2,462	3,188	N/A	27,876
11	5,848	2,961	4,106	292	13,206	4,183	6,062	10,245	574	2,829	3,403	N/A	26,854
12 NOON	6,040	2,767	3,394	172	12,375	3,735	5,770	9,505	528	3,789	4,316	N/A	26,194
1 PM	6,244	2,434	3,556	121	12,355	3,506	5,797	9,303	491	4,106	4,597	N/A	26,255
2	5,893	2,507	3,509	157	12,065	2,963	5,976	8,939	602	4,196	4,799	N/A	25,803
3	5,411	2,370	3,626	133	11,539	2,983	6,351	9,334	586	4,934	5,520	N/A	26,393
4	5,103	2,313	3,479	192	11,087	2,895	6,577	9,472	608	5,403	6,011	N/A	26,571
5	5,390	2,412	3,658	230	11,690	3,225	6,955	10,220	691	4,202	4,894	N/A	26,804
6	5,656	2,463	3,718	268	12,105	3,479	7,463	10,942	741	3,656	4,397	N/A	27,444
7	5,847	2,225	3,559	219	11,850	3,552	6,797	10,350	755	4,666	5,420	N/A	27,620
8	2,662	2,506	3,479	141	8,788	2,906	5,799	8,704	584	5,137	5,721	N/A	23,214
9	2,215	2,146	3,274	103	7,739	2,383	5,001	7,384	488	4,169	4,656	N/A	19,779
10	2,133	2,150	3,530	80	7,892	1,656	4,910	6,566	622	4,054	4,676	N/A	19,134
11	2,144	2,182	3,484	69	7,878	1,465	5,007	6,472	638	3,757	4,395	N/A	18,745
12 MID	2,064	2,202	2,965	78	7,309	1,227	4,317	5,544	590	3,119	3,708	N/A	16,560
TOTAL	91,220	56,164	78,127	4,074	229,586	58,146	135,793	193,939	14,002	84,200	98,202	N/A	521,726

2001 - OUTBOUND

HOURS	---BROOKLYN SECTOR---				--- QUEENS SECTOR ---				-- NEW JERSEY SECTOR			FROM	ALL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	TOTAL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL	ST. ISL. BY FERRY	SECTORS TOTAL
12-1 AM	2,675	2,474	2,499	448	8,096	1,382	4,723	6,105	1,312	2,483	3,795	N/A	17,996
2	1,511	1,677	1,468	297	4,954	974	4,302	5,277	1,003	1,386	2,389	N/A	12,620
3	1,078	1,197	962	121	3,357	464	2,600	3,063	557	965	1,522	N/A	7,943
4	835	934	663	95	2,527	319	2,098	2,417	460	895	1,355	N/A	6,299
5	890	991	685	64	2,632	263	2,405	2,667	661	1,142	1,804	N/A	7,102
6	1,250	1,031	995	81	3,358	513	3,789	4,302	1,628	1,433	3,062	N/A	10,722
7	2,217	1,343	1,766	93	5,418	951	4,677	5,628	1,605	1,809	3,414	N/A	14,461
8	2,465	1,592	2,031	235	6,323	1,575	5,023	6,598	1,613	4,047	5,660	N/A	18,581
9	2,872	1,728	1,965	337	6,902	2,009	4,949	6,958	1,495	1,380	2,876	N/A	16,736
10	2,527	1,560	1,798	375	6,259	1,788	3,966	5,754	1,012	1,456	2,468	N/A	14,482
11	3,020	1,572	1,789	416	6,797	1,693	4,833	6,526	1,317	1,433	2,751	N/A	16,073
12 NOON	3,068	1,783	1,984	354	7,189	1,779	5,023	6,802	1,325	1,401	2,727	N/A	16,718
1 PM	2,575	1,713	2,070	319	6,677	1,928	5,020	6,949	1,292	1,556	2,849	N/A	16,474
2	3,625	1,763	2,160	308	7,856	2,335	5,532	7,866	1,335	2,043	3,378	N/A	19,100
3	3,919	2,343	2,554	542	9,358	2,775	6,676	9,450	2,240	2,816	5,056	N/A	23,864
4	4,744	2,848	3,002	755	11,348	3,550	8,527	12,076	2,536	3,188	5,724	N/A	29,149
5	6,091	3,388	3,284	824	13,586	4,072	9,731	13,803	2,880	3,634	6,515	N/A	33,904
6	5,547	3,504	3,216	789	13,056	3,972	8,114	12,086	3,202	3,604	6,806	N/A	31,948
7	4,276	3,642	3,311	979	12,209	3,931	7,390	11,320	2,703	3,542	6,244	N/A	29,774
8	3,903	2,651	3,043	1,282	10,878	2,837	6,499	9,336	2,338	3,721	6,060	N/A	26,274
9	3,568	2,669	3,048	1,082	10,368	2,262	5,532	7,794	2,077	3,551	5,628	N/A	23,789
10	3,352	2,624	3,015	985	9,977	2,239	4,597	6,836	2,229	4,184	6,413	N/A	23,226
11	3,150	2,609	2,917	856	9,532	2,107	4,625	6,732	1,643	3,730	5,373	N/A	21,637
12 MID	3,286	2,603	2,949	676	9,513	1,790	4,811	6,601	1,781	2,792	4,573	N/A	20,688
TOTAL	72,443	50,239	53,175	12,313	188,171	47,506	125,440	172,946	40,246	58,195	98,441	N/A	459,558

SECTION E

AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY SECTOR

RECAPITULATION, 2001 - INBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JER-Y SECTOR	ST. ISL. SECTOR	TOTAL
12-1 AM	10,109	3,336	2,703	1,482	N/A	17,630
2	5,799	2,256	1,752	930	N/A	10,737
3	3,723	1,729	1,298	676	N/A	7,426
4	3,089	1,812	1,451	720	N/A	7,072
5	3,841	2,731	2,669	1,311	N/A	10,552
6	8,028	6,810	5,268	3,890	N/A	23,996
7	15,297	6,061	6,963	2,980	N/A	31,301
8	21,570	7,156	7,297	2,640	N/A	38,663
9	23,468	6,854	7,524	2,459	N/A	40,305
10	22,090	6,374	7,326	2,448	N/A	38,238
11	18,671	6,871	6,285	2,645	N/A	34,472
12 NOON	17,321	6,295	6,054	2,885	N/A	32,555
1 PM	17,106	6,185	6,161	3,130	N/A	32,582
2	16,813	6,232	6,040	3,032	N/A	32,117
3	17,168	6,674	6,393	3,064	N/A	33,299
4	18,524	6,694	6,488	3,340	N/A	35,046
5	19,033	6,727	6,724	3,067	N/A	35,551
6	19,959	6,854	6,882	2,714	N/A	36,409
7	20,145	6,634	6,809	3,047	N/A	36,635
8	19,865	6,115	6,360	3,321	N/A	35,661
9	18,898	5,636	5,200	2,726	N/A	32,460
10	17,001	5,574	4,624	2,822	N/A	30,021
11	16,212	5,704	4,558	2,752	N/A	29,226
12 MID	15,015	5,413	3,904	2,393	N/A	26,725
TOTAL	368,745	132,727	126,733	60,474		688,679

RECAPITULATION, 2001 - OUTBOUND

HOURS	60TH ST. SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	NEW JER-Y SECTOR	ST. ISL. SECTOR	TOTAL
12-1 AM	9,823	5,939	5,451	2,843	N/A	24,056
2	6,072	3,660	3,559	1,672	N/A	14,963
3	4,162	2,487	2,140	1,093	N/A	9,882
4	3,516	1,865	1,575	949	N/A	7,905
5	4,373	1,944	1,813	1,175	N/A	9,305
6	8,032	2,541	2,576	2,324	N/A	15,473
7	12,538	4,206	3,272	2,498	N/A	22,514
8	17,265	4,923	3,686	2,989	N/A	28,863
9	17,894	5,119	3,761	2,462	N/A	29,236
10	16,975	4,534	3,425	2,389	N/A	27,323
11	16,226	4,512	3,955	2,567	N/A	27,260
12 NOC	15,426	4,649	4,417	2,535	N/A	27,027
1 PM	15,703	4,842	4,695	2,739	N/A	27,979
2	16,622	5,176	5,108	3,339	N/A	30,245
3	18,787	6,223	6,097	4,605	N/A	35,712
4	19,676	7,596	7,692	5,022	N/A	39,986
5	19,743	8,262	8,963	5,316	N/A	42,284
6	20,742	7,941	8,057	4,926	N/A	41,666
7	21,838	7,778	7,399	5,003	N/A	42,018
8	20,511	7,625	7,006	5,079	N/A	40,221
9	18,705	7,354	6,764	3,911	N/A	36,734
10	17,563	7,164	6,637	4,567	N/A	35,931
11	17,285	6,847	6,473	3,740	N/A	34,345
12 MID	15,042	6,896	6,472	3,312	N/A	31,722
TOTAL	354,519	130,083	120,993	77,054		682,649

SECTION E

AUTOS, TAXI, COMMUTER VANS AND TRUCKS BY FACILITY

60TH STREET SECTOR, 2001 - INBOUND

HOURS	FDR DRIVE	YORK AVENUE	SECOND AVENUE	QUEENS-BORO BR. RAMP	LEXING-PARK AVENUE	FIFTH AVENUE	CENT. PK. DRIVE TO 7TH AVE	ROADWAY	COLUMBUS AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL	
12-1 AM	2,090	569	2,132	0	987	488	966	86	710	980	309	792	10,109
2	1,068	290	1,500	0	563	238	485	26	414	618	170	437	5,799
3	619	174	1,023	0	360	128	294	24	283	389	99	330	3,723
4	415	163	915	0	294	73	258	19	204	332	70	346	3,089
5	568	223	1,184	0	363	100	346	16	201	335	76	429	3,841
6	1,714	572	1,945	0	571	213	709	45	339	470	149	1,301	8,028
7	3,568	755	2,045	0	993	519	1,379	265	785	993	421	3,574	15,297
8	4,713	820	2,353	0	1,446	1,450	1,958	1,165	1,306	1,483	804	4,072	21,570
9	5,124	954	2,279	0	1,536	1,705	1,973	1,601	1,350	1,677	948	4,321	23,468
10	4,830	958	2,199	0	1,384	1,607	1,776	1,450	1,457	1,622	837	3,970	22,090
11	4,174	1027	2,222	0	1,233	1,481	1,762	188	1,306	1,433	763	3,082	18,671
12 NOON	3,605	1053	2,260	0	1,151	1,490	1,631	44	1,310	1,432	700	2,645	17,321
1 PM	3,573	1058	2,373	0	1,202	1,522	1,580	41	1,268	1,499	694	2,296	17,106
2	3,664	1039	2,365	0	1,188	1,430	1,532	46	1,215	1,487	663	2,184	16,813
3	3,736	1118	2,467	0	1,291	1,422	1,552	43	1,226	1,487	643	2,183	17,168
4	4,123	1282	2,556	0	1,292	1,422	1,645	530	1,152	1,479	686	2,357	18,524
5	4,151	1359	2,793	0	1,415	1,481	1,620	651	1,102	1,411	653	2,397	19,033
6	4,350	1326	2,746	0	1,469	1,484	1,713	765	1,145	1,502	651	2,808	19,959
7	4,122	1300	2,738	0	1,568	1,496	1,801	770	1,199	1,636	749	2,766	20,145
8	3,974	1290	2,722	0	1,599	1,584	1,993	73	1,394	1,859	831	2,546	19,865
9	3,736	1127	2,768	0	1,676	1,754	2,052	21	1,363	1,773	835	1,793	18,898
10	3,310	938	2,620	0	1,555	1,433	1,932	20	1,256	1,572	741	1,624	17,001
11	3,113	887	2,597	0	1,464	1,292	1,897	83	1,090	1,579	660	1,550	16,212
12 MID	2,952	808	2,611	0	1,324	1,032	1,714	184	1,018	1,520	567	1,285	15,015
TOTAL	77,292	21,080	53,413	0	27,924	26,844	34,568	8,156	24,093	30,568	13,719	51,088	368,745

60TH STREET SECTOR, 2001 - OUTBOUND

HOURS	FDR DRIVE	YORK AVENUE	FIRST AVENUE	QUEENS-BORO BR. RAMP	NEW STREET	THIRD AVENUE	PARK AVENUE	MADISON AVENUE	CENTRAL PK. DRIVE FROM 60TH ST.	FROM COLUMBUS CIRCLE	FROM CENTRAL PARK WEST BROADWAY	AMSTER-DAM AVENUE	WEST END AVENUE	WEST SIDE HIGHWAY	TOTAL		
12-1 AM	1,413	383	1,303	813	29	1,335	271	890	0	84	0	430	558	533	194	1,587	9,823
2	674	188	980	522	17	1,063	158	481	0	50	0	216	375	309	98	941	6,072
3	455	119	674	372	10	834	80	300	0	27	0	162	250	219	74	586	4,162
4	347	105	595	403	24	713	61	219	0	20	0	136	162	228	59	444	3,516
5	515	170	686	717	45	803	81	239	Closed	16	Closed	160	151	284	98	408	4,373
6	1,154	408	1,185	1,763	141	1,153	158	390	to motor vehicles	38	to motor vehicles	281	237	498	176	450	8,032
7	2,066	650	1,403	2,501	145	1,571	429	803	vehicles	124	vehicles	460	413	734	441	798	12,538
8	2,264	1,064	2,109	2,077	147	2,087	1,204	1,329	0	447	0	777	737	1,040	654	1,329	17,265
9	2,283	1,067	2,036	1,755	164	2,008	1,419	1,492	0	604	0	767	737	1,201	675	1,686	17,894
10	1,864	1,011	1,910	1,610	119	2,047	1,427	1,379	0	590	0	804	752	1,216	774	1,472	16,975
11	1,731	930	1,953	1,588	112	1,988	1,289	1,376	0	407	0	788	802	1,227	656	1,379	16,226
12 NOON	1,977	797	1,910	1,460	133	1,656	1,218	1,216	0	343	0	721	728	1,184	604	1,479	15,426
1 PM	2,044	925	1,978	1,406	124	1,579	1,050	1,276	0	371	0	725	749	1,173	563	1,740	15,703
2	2,246	1,015	2,015	1,486	160	1,627	1,132	1,347	0	353	0	723	733	1,238	588	1,959	16,622
3	2,781	1,249	2,145	1,561	171	1,800	1,237	1,510	0	459	0	763	773	1,210	587	2,541	18,787
4	3,053	1,281	2,256	1,193	172	1,788	1,356	1,503	0	690	0	755	773	1,272	621	2,963	19,676
5	2,941	1,281	2,096	1,173	188	1,734	1,322	1,562	0	741	0	784	789	1,448	649	3,035	19,743
6	2,881	1,042	2,357	1,344	248	1,926	1,459	1,559	0	935	0	933	872	1,413	785	2,988	20,742
7	2,694	1,096	2,420	1,459	215	2,051	1,590	1,776	0	799	0	1,077	1,017	1,704	1,163	2,777	21,838
8	2,333	1,049	2,252	1,649	121	2,150	1,615	1,913	0	0	0	1,125	1,161	1,472	877	2,794	20,511
9	1,971	971	2,200	1,534	98	2,122	1,348	2,029	0	0	0	1,025	1,031	1,104	528	2,744	18,705
10	1,830	810	2,035	1,385	82	2,056	1,234	1,968	0	0	0	944	967	1,138	460	2,654	17,563
11	1,653	808	2,031	1,410	79	1,958	1,216	1,947	0	121	0	927	918	1,089	429	2,699	17,285
12 MID	1,471	621	1,749	1,195	45	2,219	824	1,576	0	145	0	711	757	885	322	2,522	15,042
TOTAL	44,641	19,040	42,278	32,376	2,789	40,268	23,178	30,080	0	7,364	0	16,194	16,442	23,819	12,075	43,975	354,519

SECTION E

AUTOS, TAXIS, COMMUTER VANS AND TRUCKS BY FACILITY

2001 - INBOUND

HOURS	----BROOKLYN SECTOR-----				----QUEENS SECTOR----			--- NEW JERSEY SECTOR ---				FROM ST. ISL. BY FERRY	ALL SECTORS TOTAL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL			
12-1 AM	1,004	1 054	1,240	38	3 336	660	2,043	2,703	269	1 213	1,482		
2	705	779	751	21	2 256	380	1,372	1,752	174	756	930		
3	588	623	510	8	1 729	136	1,162	1,298	124	552	676		
4	621	660	518	13	1 812	115	1,336	1,451	110	610	720		
5	910	808	1,001	12	2 731	161	2,508	2,669	168	1 143	1,311		
6	2,085	2 161	2,543	21	6 810	345	4,923	5,268	644	3 246	3,890		
7	1,534	2 087	2,406	34	6 061	1,541	5,422	6,963	940	2 040	2,980		
8	1,971	2 365	2,696	124	7 156	1,801	5,496	7,297	884	1 756	2,640		
9	1,873	2 190	2,524	267	6 854	2,602	4,922	7,524	721	1 738	2,459		
10	1,707	1 958	2,302	407	6 374	3,355	3,971	7,326	664	1 784	2,448		
11	1,923	1 977	2,710	261	6 871	2,566	3,719	6,285	565	2 080	2,645		
12 NOON	1,769	1 836	2,539	151	6 295	2,379	3,675	6,054	517	2 368	2,885		
1 PM	1,813	1,724	2,546	102	6,185	2,322	3,839	6,161	481	2,649	3,130		
2	1,826	1,678	2,608	120	6,232	2,002	4,038	6,040	504	2,528	3,032		
3	2,037	1,793	2,737	107	6,674	2,043	4,350	6,393	534	2,530	3,064		
4	2,082	1,730	2,715	167	6,694	1,983	4,505	6,488	569	2,771	3,340		
5	2,060	1,743	2,723	201	6,727	2,122	4,602	6,724	638	2,429	3,067		
6	2,086	1,801	2,729	238	6,854	2,188	4,694	6,882	683	2,031	2,714		
7	1,996	1,783	2,648	207	6,634	2,337	4,472	6,809	722	2,325	3,047		
8	1,761	1,628	2,597	129	6,115	2,218	4,142	6,360	553	2,768	3,321		
9	1,653	1,481	2,408	94	5,636	1,678	3,522	5,200	456	2,270	2,726		
10	1,594	1 486	2,430	64	5 574	1,166	3,458	4,624	516	2 306	2,822		
11	1,598	1 501	2,549	56	5 704	1,032	3,526	4,558	529	2 223	2,752		
12 MID	1,543	1 521	2,289	60	5 413	864	3,040	3,904	452	1 941	2,393		
TOTAL	38,739	38,367	52,719	2,902	132,727	37,996	88,737	126,733	12,417	48,057	60,474	356	320,290

2001 - OUTBOUND

HOURS	----BROOKLYN SECTOR----				----QUEENS SECTOR----			--- NEW JERSEY SECTOR ---				FROM ALL ST. ISL. BY FERRY	ALL SECTORS TOTAL
	WILLIAMSBURG BRIDGE	MANHATTAN BRIDGE	BROOKLYN BRIDGE	BATTERY TUNNEL	MIDTOWN TUNNEL	QUEENSBORO BRIDGE	TOTAL	HOLLAND TUNNEL	LINCOLN TUNNEL	TOTAL			
12-1 AM	1,832	1 703	2,011	393	5 939	1,234	4,217	5,451	1,150	1 693	2,843		
2	1,036	1 159	1,241	224	3 660	870	2,689	3,559	756	916	1,672		
3	738	832	814	103	2 487	407	1,733	2,140	475	618	1,093		
4	573	651	566	75	1 865	264	1,311	1,575	365	584	949		
5	610	689	596	49	1 944	210	1,603	1,813	503	672	1,175		
6	851	704	920	66	2 541	307	2,269	2,576	1,320	1 004	2,324		
7	1,488	1 021	1,623	74	4 206	553	2,719	3,272	1,278	1 220	2,498		
8	1,677	1 234	1,819	193	4 923	880	2,806	3,686	1,323	1 666	2,989		
9	1,746	1 364	1,733	276	5 119	1,086	2,675	3,761	1,225	1 237	2,462		
10	1,501	1 184	1,507	342	4 534	1,064	2,361	3,425	923	1 466	2,389		
11	1,562	1 117	1,483	350	4 512	1,026	2,929	3,955	1,109	1 458	2,567		
12 NOON	1,572	1 205	1,585	287	4 649	1,155	3,262	4,417	1,075	1 460	2,535		
1 PM	1,698	1 257	1,618	269	4 842	1,303	3,392	4,695	1,091	1 648	2,739		
2	1,867	1,266	1,775	268	5,176	1,516	3,592	5,108	1,163	2,176	3,339		
3	2,139	1,609	2,085	390	6,223	1,790	4,307	6,097	1,611	2,994	4,605		
4	2,723	1,905	2,430	538	7,596	2,261	5,431	7,692	1,808	3,214	5,022		
5	2,894	2,205	2,581	582	8,262	2,644	6,319	8,963	2,034	3,282	5,316		
6	2,706	2,233	2,498	504	7,941	2,648	5,409	8,057	2,046	2,880	4,926		
7	2,493	2,152	2,435	698	7,778	2,569	4,830	7,399	1,926	3,077	5,003		
8	2,503	1,927	2,278	917	7,625	2,364	4,642	7,006	1,673	3,406	5,079		
9	2,424	1,830	2,312	788	7,354	2,154	4,610	6,764	1,512	2,399	3,911		
10	2,273	1,803	2,317	771	7,164	2,174	4,463	6,637	1,744	2,823	4,567		
11	2,136	1 792	2,294	625	6 847	2,026	4,447	6,473	1,200	2 540	3,740		
12 MID	2,232	1 789	2,346	529	6 896	1,755	4,717	6,472	1,395	1 917	3,312		
TOTAL	43,274	34,631	42,867	9,311	130,083	34,260	86,733	120,993	30,704	46,350	77,054	0	328,130

SECTION F

FERRY AND TRAMWAY PASSENGERS BY FACILITY

RECAPITULATION, 2001-INBOUND

HOURS	MANHAT'N PRIVATE FERRY	BROOKLYN PRIVATE FERRY	QUEENS PRIVATE FERRY	N. J. PRIVATE FERRY	STATEN IS PRIVATE FERRY	STATEN ISLAND FERRY	ROOSEVELT ISLAND TRAMWAY	TOTAL
12-1 AM	0	0	0	0	0	0	7	7
2	0	0	0	0	0	0	5	5
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	33	0	0	0	33
7	4	0	0	3,122	0	0	35	3,161
8	81	0	0	7,297	0	0	136	7,514
9	146	0	0	8,941	0	0	149	9,236
10	92	0	0	3,983	0	0	186	4,261
11	6	0	0	851	0	0	71	928
12 NOC	0	0	0	553	0	0	64	617
1 PM	0	0	0	371	0	0	29	400
2	0	0	0	345	0	0	60	405
3	2	0	0	263	0	0	58	323
4	0	0	0	347	0	0	51	398
5	0	0	0	778	0	0	49	827
6	0	0	0	1,422	0	0	51	1,473
7	0	0	0	808	0	0	49	857
8	0	0	0	365	0	0	23	388
9	0	0	0	124	0	0	24	148
10	0	0	0	54	0	0	17	71
11	0	0	0	42	0	0	7	49
12 MID	0	0	0	10	0	0	16	26
TOTAL	331	0	0	29,709	0	0	1,087	31,127

RECAPITULATION, 2001-OUTBOUND

HOURS	MANHAT'N PRIVATE FERRY	BROOKLYN PRIVATE FERRY	QUEENS PRIVATE FERRY	N. J. PRIVATE FERRY	STATEN ISL. PRIVATE FERRY	STATEN ISLAND FERRY *	ROOSEVELT ISLAND TRAMWAY*	TOTAL
12-1 AM	0	0	0	0	0	0	22	22
2	0	0	0	0	0	0	15	15
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	16	0	0	0	16
7	0	0	0	558	0	0	11	569
8	0	0	0	771	0	0	26	797
9	0	0	0	366	0	0	49	415
10	0	0	0	233	0	0	26	259
11	0	0	0	228	0	0	66	294
12 NOON	0	0	0	358	0	0	17	375
1 PM	0	0	0	434	0	0	14	448
2	21	0	0	1,561	0	0	33	1,615
3	8	0	0	4,553	0	0	80	4,641
4	73	0	0	6,652	0	0	167	6,892
5	58	0	0	4,617	0	0	103	4,778
6	91	0	0	1,987	0	0	107	2,185
7	64	0	0	1,141	0	0	172	1,377
8	19	0	0	634	0	0	87	740
9	5	0	0	391	0	0	90	486
10	0	0	0	471	0	0	42	513
11	0	0	0		0	0	42	42
12 MID	0	0	0		0	0	25	25
TOTAL	339	0	0	24,971	0	0	1,195	26,505

* Estimated - No outbound turnstile counts are available at the SI Ferry.
Ridership counts for private ferry and Roosevelt Tramway was done for October 17, 2001

SECTION G

BICYCLE VOLUMES BY SECTOR

RECAPITULATION 2001-INBOUND

HOURS	60TH			S. I. SECTOR	
	STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	ABOARD FERRY	TOTAL
12-1 AM	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	122	125	53	15	315
9	190	182	33	30	435
10	278	169	53	18	518
11	350	86	40	9	485
12 NOON	413	63	51	2	529
1 PM	549	58	29	5	641
2	481	56	31	1	569
3	469	56	44	6	575
4	425	81	22	15	543
5	388	47	33	15	483
6	357	62	22	9	450
7	321	58	22	6	407
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12 MID	0	0	0	0	0
TOTAL	4,343	1,043	433	131	5,950

RECAPITULATION 2001-OUTBOUND

HOURS	60TH			S. I. SECTOR	
	STREET SECTOR	BROOKLYN SECTOR	QUEENS SECTOR	ABOARD FERRY	TOTAL
12-1 AM	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
7	0	0	0	0	0
8	60	24	6	2	92
9	122	29	7	2	160
10	211	23	9	0	243
11	260	10	8	0	278
12 NOON	349	29	5	4	387
1 PM	493	42	7	7	549
2	437	37	6	11	491
3	391	58	21	11	481
4	430	72	19	9	530
5	415	125	17	18	575
6	340	195	53	34	622
7	317	207	76	24	624
8	0	0	0	0	0
9	0	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12 MID	0	0	0	0	0
TOTAL	3,825	851	234	122	5,032

Staten Island Ferry didn't work during October 2001. Data were collected later and considered conditionally.

SECTION G

BICYCLE VOLUMES BY FACILITY

60TH STREET SECTOR, 2001 - INBOUND

HOURS	FIRST AVENUE	SECOND AVENUE	THIRD AVENUE	LEXINGTON AVENUE	PARK AVENUE	MADISON AVENUE	FIFTH AVENUE	AVENUE OF AMERICA	SEVENTH AVENUE	BROADWAY	EIGHTH AVENUE	NINTH AVENUE	TENTH AVENUE	ELEV AVENUE	TWELTH AVENUE	TOTAL
12-1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	2	16	0	10	10	0	17	1	27	4	13	18	1	3	0	122
9	6	15	4	17	20	0	16	1	28	14	31	29	3	4	2	190
10	2	12	1	35	33	0	34	1	47	31	26	47	0	9	0	278
11	1	8	3	49	24	2	44	5	43	67	50	45	3	6	0	350
12 NOON	3	24	4	59	32	5	47	0	60	43	71	56	4	5	0	413
1 PM	2	61	13	85	38	3	41	6	58	53	95	79	3	12	0	549
2	2	27	4	81	32	5	34	6	65	13	111	77	5	19	0	481
3	2	38	2	72	39	5	57	3	64	23	82	62	6	14	0	469
4	3	40	2	66	21	1	36	5	81	27	58	80	1	4	0	425
5	9	19	3	72	33	6	29	7	43	33	67	52	5	8	2	388
6	5	27	0	49	34	2	28	0	53	12	68	69	2	8	0	357
7	6	18	4	45	25	1	33	6	26	36	61	53	0	7	0	321
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 MID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	43	305	40	640	341	30	416	41	595	356	733	667	33	99	4	4,343

60TH STREET SECTOR, 2001 - OUTBOUND

HOURS	FIRST AVENUE	SECOND AVENUE	THIRD AVENUE	LEXINGTON AVENUE	PARK AVENUE	MADISON AVENUE	FIFTH AVENUE	AVENUE OF AMERICA	SEVENTH AVENUE	BROADWAY	EIGHTH AVENUE	NINTH AVENUE	TENTH AVENUE	ELEV AVENUE	TWELTH AVENUE	TOTAL
12-1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	5	1	8	0	8	7	1	9	1	1	13	0	5	1	0	60
9	22	0	13	1	6	15	1	21	0	1	31	1	8	2	0	122
10	17	0	29	1	15	27	1	66	0	5	26	9	13	2	0	211
11	14	0	34	3	16	61	0	91	2	4	27	3	3	2	0	260
12 NOON	8	1	50	3	31	42	3	84	7	12	71	20	15	2	0	349
1 PM	23	3	84	10	27	84	1	130	4	5	95	2	14	11	0	493
2	17	7	45	7	35	74	2	84	4	8	111	12	21	10	0	437
3	27	8	23	4	18	33	0	137	6	3	82	9	31	7	3	391
4	19	4	51	3	31	89	2	135	7	6	58	10	15	0	0	430
5	40	5	27	7	32	73	0	122	0	4	67	6	26	2	4	415
6	38	9	15	2	26	43	0	103	1	5	68	8	16	6	0	340
7	39	11	28	0	11	31	0	109	0	2	61	7	13	5	0	317
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 MID	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	269	49	407	41	256	579	11	1,091	32	56	710	87	180	50	7	3,825

Counts were done for bicyclists going along and against the traffic flow.

SECTION G

BICYCLE VOLUMES BY FACILITY

2001-INBOUND

HOURS	- BROOKLYN SECTOR -		MANHATTAN BRIDGE	QUEENS SECTOR-	S. I. SECTOR	TOTAL
	WILLIAMSBURG BRIDGE	BROOKLYN BRIDGE		QUEENSBORO BRIDGE	ABOARD FERRY	
12-1 AM	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	0	0	0	0	0	0
8	65	57	3	53	15	193
9	90	89	3	33	30	245
10	75	92	2	53	18	240
11	39	41	6	40	9	135
12 NOON	35	26	2	51	2	116
1 PM	31	23	4	29	5	92
2	24	30	2	31	1	88
3	23	26	7	44	6	106
4	43	33	5	22	15	118
5	20	26	1	33	15	95
6	30	19	13	22	9	93
7	24	24	10	22	6	86
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12 MID	0	0	0	0	0	0
TOTAL	499	486	58	433	131	1,607

2001-OUTBOUND

HOURS	- BROOKLYN SECTOR -		MANHATTAN BRIDGE	QUEENS SECTOR-	S. I. SECTOR -	TOTAL
	WILLIAMSBURG BRIDGE	BROOKLYN BRIDGE		QUEENSBORO BRIDGE	ABOARD FERRY	
12-1 AM	0	0	0	0	0	0
2	0	0	0	0	0	0
3	0	0	0	0	0	0
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	0	0	0	0	0	0
7	0	0	0	0	0	0
8	12	12	0	6	2	32
9	14	14	1	7	2	38
10	11	11	1	9	0	32
11	4	4	2	8	0	18
12 NOON	13	13	3	5	4	38
1 PM	20	20	2	7	7	56
2	18	18	1	6	11	54
3	29	29	0	21	11	90
4	36	36	0	19	9	100
5	62	62	1	17	18	160
6	80	80	35	53	34	282
7	82	82	43	76	24	307
8	0	0	0	0	0	0
9	0	0	0	0	0	0
10	0	0	0	0	0	0
11	0	0	0	0	0	0
12 MID	0	0	0	0	0	0
TOTAL	381	381	89	234	122	1,207

Staten Island Ferry didn't work during October 2001. Data were collected later and considered conditionally.

APPENDIX IV
List of Data Sources

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LIST OF DATA SOURCES

Hub Bound Travel report measures hourly numbers of persons and vehicles entering and leaving the Manhattan Business District by mode around the clock. The count day is preferably a Wednesday in October, which is considered to be an average month. This report would be impossible to create without help of various transportation agencies providing NYMTC with basic travel data.

Number of persons arriving to the HUB by motor vehicles cannot be received by direct count practically. This amount generated by each type of motor vehicle is determined from special motor vehicle classification and occupancy surveys, with the results affected by vehicle type of entry and departure as well as points of crossing.

Rail Rapid Transit

MTA New York City Transit (MTA NYC Transit) traffic checker at every one or two subway cars for each cordon location.

Port Authority Trans Hudson (PATH) turnstile entrance and exit registration.

Bus Transit

Port Authority of New York and New Jersey (PANYNJ) volumes.

New York City Department of Transportation (NYCDOT) for data on New York City Private carriers.

Suburban Rail Transit

MTA Long Island Rail Road (MTA LIRR) stairway counts on Penn Station.

New Jersey Transit Corporation (NJ Transit) conductor on/off enumeration of passengers at Penn Station, New York.

MTA Metro-North Railroad Planning Department exit/entrance counts at Grand Central Terminal.

National Railroad Passenger Corporation (AMTRAK) train counts at Penn Station and Grand Central Terminal.

Ferry Transit

NYC DOT Bureau of Ferry and General Aviation turnstile registration and motor vehicle provide NYMTC with information for the Staten Island Ferry. The NYCDOT Office of Ferry Planning provides NYMTC with information about private ferry carrier's ridership.

Aerial Tramway

Ropeway engineering Professional Corporation is an owner of this tramway. Ropeway Island Tramway provides turnstile and gate volumes.

Bicycle

NYCDOT bicycle counts on typical summer weekday at bridges crossings and 50th Street screenlines.

Motor Vehicles

NYCDOT tube counts across 60th Street and East River non-toll bridges.

MTA Bridges and tunnels East River toll facilities.

Port Authority Hudson River toll facilities.