Traffic and Travel Data Collection

- Traffic Data Collection for Base Year 2003
  - Traffic Volume Counts
  - Travel-Time Surveys

- Travel Data Collection
  - Truck Surveys
Traffic and Travel Data Collection

- Traffic Data Collection in Primary and Secondary Areas
  - Traffic Volume Counts
    - 140 Automatic Traffic Recorder (ATR) Counts
    - 221 Manual, Turning Movement Vehicle Classification Counts (TMC) for 6-10 AM, 3-7 PM
    - 22, 24-Hour Manual Vehicle Classification Counts
    - 11 Intersection Locations for Pedestrian Counts
TRUCK DEFINITION IN BE/AE MODELING
2-AXLE, 6-TIRE OR GREATER
Traffic and Travel Data Collection

- Traffic Data Collection in Primary and Secondary Areas
  - Traffic Volume Counts
    - 140 Automatic Traffic Recorder (ATR) Counts
      - 87 in Primary Study Area
        *(Highway Mainline Segments, Ramps, Local Roads)*
      - 53 in Secondary Study Area
        *(Mainly on I-278, I-95, I-87, Local Roads)*
Traffic and Travel Data Collection

- Traffic Data Collection in Primary and Secondary Areas
  - Traffic Volume Counts
    - 221 Manual, Turning Movement Vehicle Classification Counts (TMC) for 6-10 AM, 3-7 PM

Manual Class Count-Classes:

- FHWA Class 2 - Car - Car
- FHWA Class 3 - 2-Axle, 4-Tire - Commercial Van
- FHWA Class 5 - 2-Axle, 6-Tire - Truck
- FHWA Classes 6-13 3-Axle and over - Truck
- FHWA Class 4 - Bus

* Modeling Classification
Traffic and Travel Data Collection

- Traffic Data Collection in Primary and Secondary Areas
  - Traffic Volume Counts
    - 221 Manual, Turning Movement Vehicle Classification Counts (TMC) for 6-10 AM, 3-7 PM

194 in Primary Study Area, comprising
- 44 at Primary Study Area Cordon Line Intersections
- 36 at Intersections along EB/WB Bruckner Boulevard M/L and S/R
- 39 at Intersections in Hunts Point Peninsula
- 30 at other Intersections in Primary Study Area
- 45 at locations on Highway Mainline Segments and Ramps

27 in Secondary Study Area
- 27 at locations on Highway Mainline Segments and Ramps
Traffic and Travel Data Collection

- Traffic Data Collection in Primary and Secondary Areas
  - Traffic Volume Counts
    - 22, 24-Hour Manual Vehicle Classification Counts in Primary Area

They are 2-way, mid-block or point locations:
  - Each Roadway in/out of Hunts Point Peninsula (i.e. a screenline)
  - E-W roads crossing N-S screenline between Tiffany St and Casanova St
  - Entering/exiting Food and Meat Markets at Halleck St
  - WB Bruckner Boulevard, before Whitlock Ave
  - SB Whitlock Ave, between Aldus St and Longfellow Ave
  (i.e. before joining WB Bruckner Blvd)
Traffic and Travel Data Collection

- Traffic Volume Counts from Existing Sources
  - NYCDOT Bridge Traffic Class Counts for Harlem River Bridges
  - MTA Bridge Counts for Triborough, Whitestone, and Throgs Neck Bridges
  - NYSDOT, R-11 ATR Counts for Expressway Locations outside of Secondary Area
  - NYSDOT and NYCDOT ATR Counts for Bronx-Westchester Screenline/Cordon
  - BAN Study ATR and Class Counts for MDE and Cross-Bronx Expwy
Traffic and Travel Data Collection

Traffic Data Collection for Base Year 2003

- Traffic Volume Counts Usage:

* To Create a Stratified/Layered Count Database, by Vehicle Class, for 6-10 AM and 3-7 PM to use for the Travel-Demand Model(s) Validation:

VALIDATION: The Process of Replicating Observed and Processed Traffic Count Volumes on links in the Modeling Network to within acceptable levels of error

- County Screenline Locations serve as controls for trips entering/exiting the Bronx
- Highways entering/exiting the Study areas
- Highway(s) Mainline segments and Ramps within the Study areas
- Major Arterials and some Minor Arterials within the Primary area
- HP Peninsula Screenlines
- Major Turn Movement Locations
Traffic and Travel Data Collection

Traffic Data Collection for Base Year 2003

- Travel-Time Surveys
  - Several ‘runs’ during 6-10 AM and 3-7 PM Travel-Demand Model Periods to gather travel-time on Major Highways and Arterials:
    - NB/SB Sheridan Expwy
    - EB/WB Bruckner Expwy
    - EB/WB Bruckner Blvd. M/line & Service Roads
    - Arterials within Hunts Point Peninsula
    - NB/SB Major Deegan Expwy (BAN Study, NYSDOT)
    - EB/WB Cross-Bronx Expwy (BAN Study, NYSDOT)

The AM and PM period Travel-Demand Models were validated against the travel times collected on the routes
Traffic and Travel Data Collection

Travel Data Collection
- Truck Surveys

3 Truck Surveys were conducted:
1. Truck Driver Survey at Produce and Meat Markets
2. A Facility Operator Survey of Major Wholesale/Distribution facilities, outside Markets, but within HP Peninsula
3. Fulton Fish Market Survey of Suppliers, Buyers, Employees*

Data Collected:
- Truck-trip Origins and Destinations
- Times of Arrivals and Departures
- Vehicle Type, Trip Frequency
- Routes used to and from Markets

Usage: To determine Truck-trip O-D patterns/quantum and Routings for the Facilities to enhance the Truck patterns from the BPM for the modeled periods

* Fulton Fish Market O-D survey data will be used for Y2030 EIS analyses
YEAR 2003  24-HOUR PERIOD

TOTAL VOLUMES AND VEHICLE-CLASS PERCENTAGES TO/FROM HP PENINSULA

O-D PATTERNS AND DEMAND
Bruckner Sheridan TAC/SAC Presentation

24-Hour Vehicle Movements and Truck/Van/Auto Class-Percent To and From HP Peninsula

Legend
- Total Vehicles
- Truck/Van/Auto Percentage
- Bands Proportional to Traffic Volumes

New York State Department of Transportation
URS/Goodkind & O'Dea, Inc.
<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>TOTAL COUNT</th>
<th>ENTRY BY STREET</th>
<th>AUTOS</th>
<th>TRUCKS</th>
<th>VANS</th>
<th>AUTO %</th>
<th>TRUCK %</th>
<th>VAN %</th>
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</thead>
<tbody>
<tr>
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<td>8,809</td>
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<td>4,812</td>
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<td>55%</td>
<td>34%</td>
<td>11%</td>
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<td>320</td>
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<td>12%</td>
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<td>LAFAYETTE AVE</td>
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<td>4%</td>
<td>1,017</td>
<td>116</td>
<td>75</td>
<td>84%</td>
<td>10%</td>
<td>6%</td>
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<tr>
<td>TIFFANY ST</td>
<td>4,940</td>
<td>15%</td>
<td>2,474</td>
<td>2,121</td>
<td>345</td>
<td>50%</td>
<td>43%</td>
<td>7%</td>
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<tr>
<td>BARRETO ST</td>
<td>7,169</td>
<td>21%</td>
<td>6,198</td>
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<td>4%</td>
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<tr>
<td>HUNTS POINT AVE</td>
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<td>5,615</td>
<td>193</td>
<td>609</td>
<td>88%</td>
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<td>6,242</td>
<td>3,276</td>
<td>71%</td>
<td>19%</td>
<td>10%</td>
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<tr>
<td>STREET NAME</td>
<td>TOTAL COUNT</td>
<td>EXIT BY STREET</td>
<td>AUTOS</td>
<td>TRUCKS</td>
<td>VANS</td>
<td>AUTO %</td>
<td>TRUCK %</td>
<td>VAN %</td>
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<tr>
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<td>7%</td>
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<td>TIFFANY ST</td>
<td>2,708</td>
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<td>1,489</td>
<td>989</td>
<td>250</td>
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<td>36%</td>
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<tr>
<td>HUNTS POINT AVE</td>
<td>7,960</td>
<td>23%</td>
<td>7,070</td>
<td>325</td>
<td>565</td>
<td>89%</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>FAILE ST</td>
<td>329</td>
<td>1%</td>
<td>267</td>
<td>34</td>
<td>28</td>
<td>81%</td>
<td>10%</td>
<td>9%</td>
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<tr>
<td>BRYANT AVE</td>
<td>4,273</td>
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<td>632</td>
<td>330</td>
<td>77%</td>
<td>15%</td>
<td>8%</td>
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<tr>
<td>EDGECRATER RD</td>
<td>6,623</td>
<td>19%</td>
<td>5,117</td>
<td>939</td>
<td>567</td>
<td>77%</td>
<td>14%</td>
<td>9%</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>34,186</strong></td>
<td><strong>100%</strong></td>
<td><strong>24,350</strong></td>
<td><strong>6614</strong></td>
<td><strong>3222</strong></td>
<td><strong>71%</strong></td>
<td><strong>19%</strong></td>
<td><strong>9%</strong></td>
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</table>
24-HOUR COMPARISON OF VOLS IN/OUT OF HP PENINSULA WITH THE MOM STUDY

<table>
<thead>
<tr>
<th></th>
<th>MOM Y2000</th>
<th>BS EIS Y2003</th>
<th>DIFF</th>
<th>PERCENT DIFF.</th>
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</thead>
<tbody>
<tr>
<td>ENTERING HP</td>
<td>32,240</td>
<td>33,346</td>
<td>1,106</td>
<td>3.43 %</td>
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<td>EXITING HP</td>
<td>32,874</td>
<td>34,185</td>
<td>1,311</td>
<td>3.99 %</td>
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</tbody>
</table>

MOM = Mothers on the Move Study by Community Consulting Services