

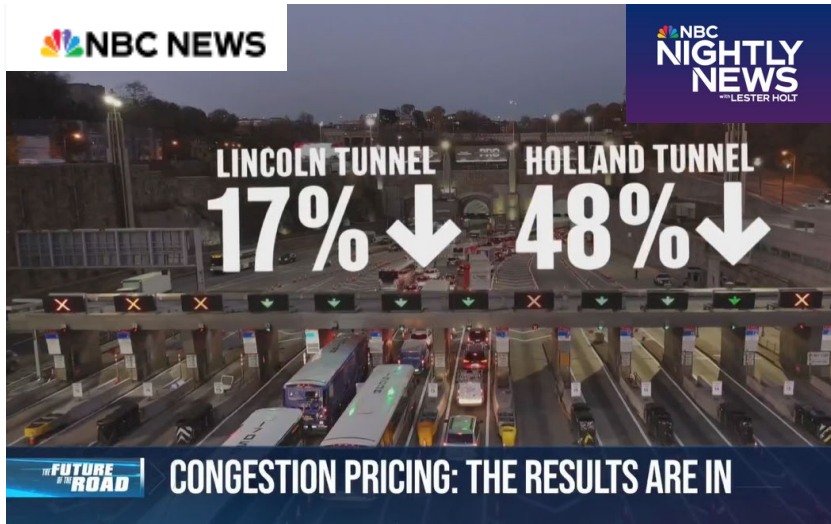


Department of  
Transportation



# Congestion Relief Zone Tolling

January 29, 2025 Update



The Economist

What New York's congestion charge could teach the rest of America



CNN BUSINESS  
NYC is the first US city with congestion pricing. Surviving 2025 is the key test

San Francisco Chronicle

Congestion pricing has hit New York. Could it be coming to downtown S.F.?

METRO ATLANTA  
**Gridlock Guy: Could congestion pricing work in Atlanta?**  
New York City now tolls vehicles entering the busiest part of Manhattan. Something similar would have to overcome even more obstacles in Atlanta.



# Trip Times

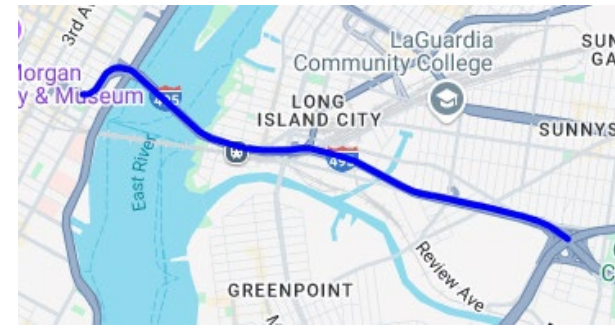


# Trip times across river crossings into the CBD continue to be much faster than last January

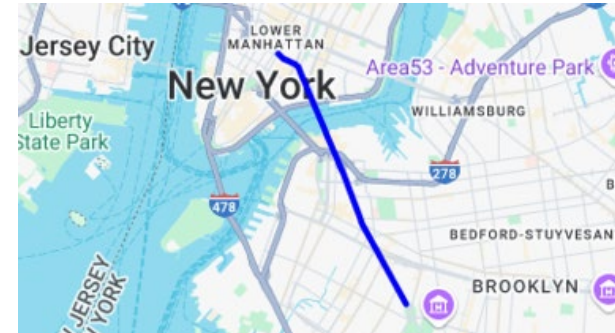
		wkdy	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
		avg	1/5	1/6	1/7	1/8	1/9	1/10	1/11	1/12	1/13	1/14	1/15	1/16	1/17	1/18	1/19	1/20	1/21	1/22	1/23	1/24	1/25
NJ	Lincoln	-17%	1%	-39%	-34%	-35%	-32%	-17%	-1%	-4%	1%	12%	-24%	-23%	-15%	-1%	0%	-34%	6%	-9%	-5%	-18%	10%
	Holland	-48%	1%	-48%	-54%	-60%	-67%	7%	-1%	-1%	-52%	-59%	-59%	-68%	-26%	0%	-2%	-57%	-41%	-57%	-61%	-26%	1%
Brooklyn	Hugh Carey	-18%	0%	-12%	-30%	-30%	-31%	-4%	0%	0%	-12%	-27%	-24%	-29%	-4%	0%	0%	-12%	-21%	5%	-31%	-4%	0%
	Brooklyn	-10%	-6%	-18%	-21%	-31%	-25%	-16%	6%	2%	-19%	-2%	-12%	-11%	-12%	-10%	-9%	-28%	71%	-19%	-13%	-12%	78%
	Manhattan	-10%	0%	-9%	-8%	-13%	-9%	-8%	0%	-2%	-8%	-7%	-11%	-11%	-12%	-4%	-4%	-10%	-10%	-15%	-12%	-10%	-5%
	Williamsburg	-30%	-3%	-37%	-29%	-40%	-38%	-36%	-15%	2%	-34%	-25%	-19%	-36%	-24%	6%	2%	-60%	-17%	-28%	-22%	-34%	1%
Queens	Queensboro	-30%	-14%	-52%	-44%	-34%	-34%	-35%	-19%	-13%	-41%	-28%	-36%	3%	-21%	-20%	-14%	-55%	-21%	-45%	-5%	-30%	-20%
	Qu-Midtown	-15%	-4%	-50%	-22%	-31%	-28%	-14%	1%	-3%	-20%	-3%	-26%	-2%	-14%	0%	-3%	-52%	2%	-4%	-5%	11%	2%

# Travel time savings across the river crossings start “upstream”

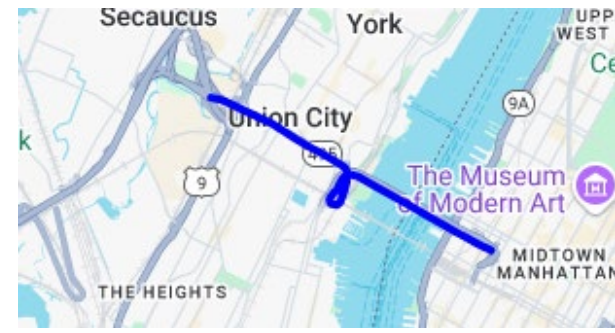
	W 1/8	W 1/15	W 1/22
<b>QMT (1.5 mi)</b>	2 min	1.5 min	<1 min
LIE to QMT (3 mi)	7.5 min	9.5 min	5 min



	W 1/8	W 1/15	W 1/22
<b>Manhattan Bridge (1.5 mi)</b>	0.5 min	0.5 min	0.5 min
Flatbush to Manh Br (3.4 mi)	4.5 min	3.5 min	1.5 min



	W 1/8	W 1/15	W 1/22
<b>Lincoln Tunnel (1.5 mi)</b>	2.5 min	1.5 min	<1 min
NJ 495 to Lincoln Tu (3.7 mi)	6.5 min	5 min	4.5 min



Wednesday AM peak travel times compared to average hourly travel times in January 2024. Data sourced from TRANSCOM.

# Travel times on streets in the CBD are by and large better than last January

	wkdy avg	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
		1/5	1/6	1/7	1/8	1/9	1/10	1/11	1/12	1/13	1/14	1/15	1/16	1/17	1/18	1/19	1/20	1/21	1/22	1/23	1/24	1/25
Canal St (EB)	<b>-30%</b>	-12%	-22%	-25%	-34%	-43%	-23%	-23%	-19%	-32%	-38%	-35%	-33%	-17%	-16%	-34%	-36%	-27%	-40%	-26%	-31%	-14%
Canal St (WB)	<b>-24%</b>	-19%	-27%	-29%	-35%	-33%	-38%	-20%	-20%	-26%	-20%	-31%	-29%	48%	-15%	-29%	-28%	-25%	-37%	-23%	-27%	-18%
Houston (EB)	<b>-7%</b>	-9%	-7%	-8%	-8%	-5%	-7%	-12%	-11%	-9%	-6%	-9%	-7%	-7%	-7%	-9%	-1%	-5%	-3%	-2%	-8%	-10%
Houston (WB)	<b>-5%</b>	-7%	-12%	-4%	-4%	-5%	-6%	-4%	-10%	-5%	-6%	-6%	-5%	4%	-7%	-2%	-14%	-6%	-3%	-4%	-1%	-1%
23 St (EB)	<b>-27%</b>	-28%	-30%	-27%	-20%	-15%	-22%	-29%	-13%	-29%	-19%	-29%	-35%	-28%	-36%	-39%	-43%	-25%	-35%	-37%	-28%	-49%
23 St (WB)	<b>13%</b>	19%	17%	7%	15%	14%	24%	19%	24%	17%	12%	7%	7%	6%	-1%	17%	9%	13%	13%	21%	7%	-11%
34 St (EB)	<b>-21%</b>	-13%	-12%	-19%	-22%	-12%	-19%	-30%	-19%	-31%	-19%	-13%	-18%	-15%	-15%	-28%	-38%	-23%	-43%	-19%	-33%	-59%
34 St (WB)	<b>-42%</b>	-28%	-42%	-39%	-35%	-32%	-47%	-49%	-42%	-52%	-31%	-39%	-34%	-39%	-42%	-37%	-59%	-51%	-50%	-45%	-50%	-51%
42 St (EB)	<b>-6%</b>	3%	-3%	6%	-5%	-9%	-14%	-3%	-6%	5%	-6%	-12%	-12%	-6%	-6%	-9%	-4%	-3%	-13%	-4%	-5%	-35%
42 St (WB)	<b>16%</b>	32%	4%	13%	17%	9%	20%	16%	21%	27%	13%	8%	13%	21%	18%	15%	12%	19%	28%	22%	13%	-37%
57 St (EB)	<b>-26%</b>	-11%	2%	-39%	-24%	-19%	-37%	-37%	-27%	-18%	-46%	-10%	-31%	-35%	-34%	-30%	-32%	-37%	-17%	-27%	-30%	-38%
57 St (WB)	<b>-16%</b>	-15%	-17%	-39%	-30%	-16%	-9%	-15%	-30%	-9%	-20%	-16%	-10%	-10%	-18%	-25%	-28%	-15%	-10%	-6%	-21%	-41%

# Mixed, but still positive, improvements on the avenues and excluded roadways

		wkdy avg	S 1/5	M 1/6	T 1/7	W 1/8	T 1/9	F 1/10	S 1/11	S 1/12	M 1/13	T 1/14	W 1/15	T 1/16	F 1/17	S 1/18	S 1/19	M 1/20	T 1/21	W 1/22	T 1/23	F 1/24	S 1/25
N-S Avenues	1 Av (NB)	-9%	-1%	0%	-5%	-20%	4%	-19%	-11%	-7%	2%	-10%	-19%	-3%	-14%	-12%	-10%	-9%	-4%	-16%	-9%	-18%	-14%
	2 Av (SB)	7%	-4%	16%	0%	1%	14%	1%	-5%	1%	7%	1%	4%	4%	3%	1%	-12%	-6%	12%	4%	30%	5%	4%
	3 Av (NB)	-16%	-13%	-15%	-21%	-21%	-15%	-25%	-18%	-18%	-15%	-22%	-14%	-9%	-21%	-14%	-18%	-23%	-14%	-11%	-10%	-17%	-14%
	Lex Av (SB)	-4%	4%	7%	-5%	-5%	0%	-17%	-8%	-8%	-2%	-6%	-4%	2%	-16%	-7%	-20%	-25%	-3%	-4%	8%	-17%	-5%
	Park Av (NB)	-8%	3%	-2%	-8%	-15%	-4%	-8%	-2%	-3%	4%	-10%	-15%	-13%	-5%	-7%	-9%	-18%	-7%	-9%	-10%	-4%	1%
	Park Av (SB)	1%	3%	4%	-2%	0%	3%	-1%	1%	2%	10%	-4%	-5%	-5%	-1%	-5%	-8%	-16%	-1%	1%	10%	-1%	2%
	Mad Av (NB)	-12%	29%	-12%	-6%	-14%	-10%	-18%	-9%	-7%	-14%	-12%	-14%	-8%	-17%	-11%	-6%	-29%	-6%	-12%	-9%	-9%	-8%
	5 Av (SB)	4%	15%	4%	3%	1%	8%	20%	8%	8%	5%	-4%	1%	-6%	-4%	-7%	-4%	-13%	4%	4%	12%	9%	-7%
	8 Av (NB)	-22%	-11%	-19%	-20%	-22%	-26%	-18%	-18%	-24%	-26%	-25%	-28%	-17%	-26%	-23%	-29%	-19%	-20%	-19%	-22%	-14%	-19%
	9 Av (SB)	28%	5%	26%	12%	1%	17%	27%	21%	20%	54%	29%	24%	23%	52%	9%	17%	8%	23%	40%	39%	25%	-4%
	10 Av (NB)	-19%	-21%	-12%	-22%	-24%	-25%	-22%	-21%	-20%	-9%	-17%	-24%	4%	-25%	-25%	-33%	-19%	-13%	-27%	-22%	-22%	-20%
11 Av (SB)	-2%	-24%	-10%	-21%	-21%	-20%	-15%	-9%	27%	70%	23%	-19%	-13%	29%	-13%	-23%	8%	-13%	-7%	8%	-16%	6%	
Excl Rdwys	FDR (NB)	-18%	-21%	-31%	-20%	-46%	-35%	-26%	-30%	-15%	64%	-32%	-32%	-15%	-9%	-20%	-20%	-34%	12%	-38%	-31%	-17%	-17%
	FDR (SB)	7%	11%	6%	-5%	12%	9%	16%	12%	70%	-2%	-19%	3%	-3%	14%	25%	15%	-15%	7%	8%	11%	35%	-15%
	WSH (NB)	-14%	-13%	-5%	-18%	-28%	-20%	-16%	-21%	-12%	-1%	-18%	-22%	23%	-17%	-10%	-12%	-17%	-13%	-24%	-18%	-19%	-11%
	WSH (SB)	-18%	-6%	-20%	-17%	-20%	-27%	-11%	-18%	0%	-12%	-20%	-19%	-25%	-15%	-15%	-16%	-28%	-16%	-19%	-25%	-6%	-12%

# Impact on Transit





# Bus speeds across the Hudson and East River crossings are both faster and far more reliable

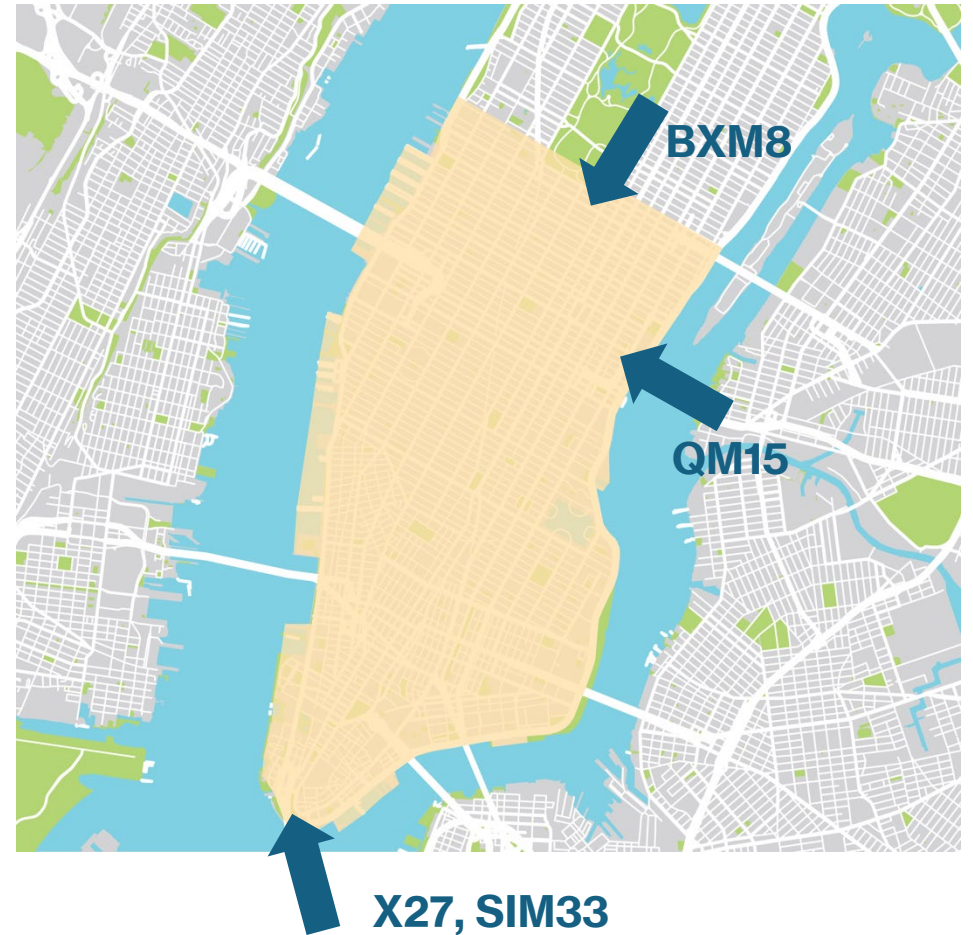
Crossing	Bus Route	Median (min)	P90 (min)
Lincoln Tunnel (WB)	SIM8X	<b>-6.8</b>	<b>-19.6</b>
	SIM22	<b>-4.6</b>	<b>-8.9</b>
Lincoln Tunnel (EB)	SIM4C	<b>-5.2</b>	<b>-8.0</b>
Midtown Tunnel (WB)	QM20	<b>-1.8</b>	<b>-15.1</b>
	QM8	<b>-10.1</b>	<b>-10.8</b>
Queensboro Bridge (EB)	QM2	<b>-7.9</b>	<b>-11.8</b>
	QM20	<b>-5.9</b>	<b>-11.2</b>
Williamsburg Bridge (WB)	B39	<b>-4.0</b>	<b>-5.6</b>
Williamsburg Bridge (EB)	B39	<b>-1.9</b>	<b>-4.9</b>



# Express bus ridership is higher, especially on weekends

Route type	Weekday growth	Weekend growth
Express	5.8%	21.2%
Non-Express	1.9%	7.0%
Total	1.5%	7.9%

Bus route	Weekday growth
X27	14.8%
QM15	11.3%
BXM8	13.8%
SIM33	7.7%



# Subway ridership is up

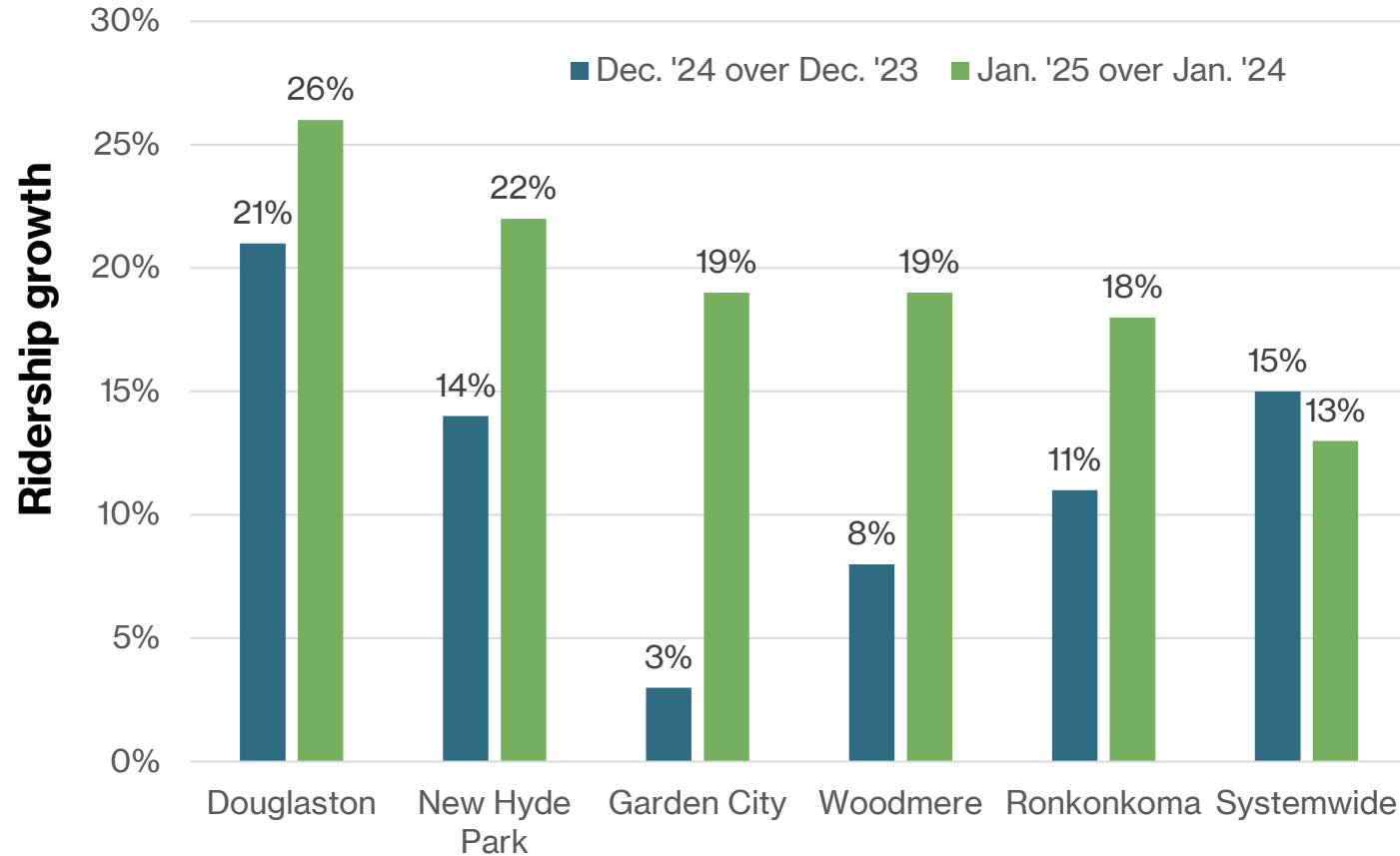
Route type	Weekday growth	Weekend growth
January '25 vs '24	7.3%	12.2%
Fall '24 vs '23	4% - 6%	9% - 14%



# NYCT is launching service adjustment pilot to reflect new congestion conditions



# Some LIRR stations are seeing higher ridership, and MNR is up systemwide



- At LIRR, New Hyde Park, Douglaston, Garden City, Ronkonkoma, Woodmere have all seen year-over-year growth in January that outpaced their December growth
- Systemwide, Metro-North ridership grew faster in January (11% year on year) than the pre-CRZ rate in December (7%).

# Vehicle Entries



# Central Business District



# Central Business District

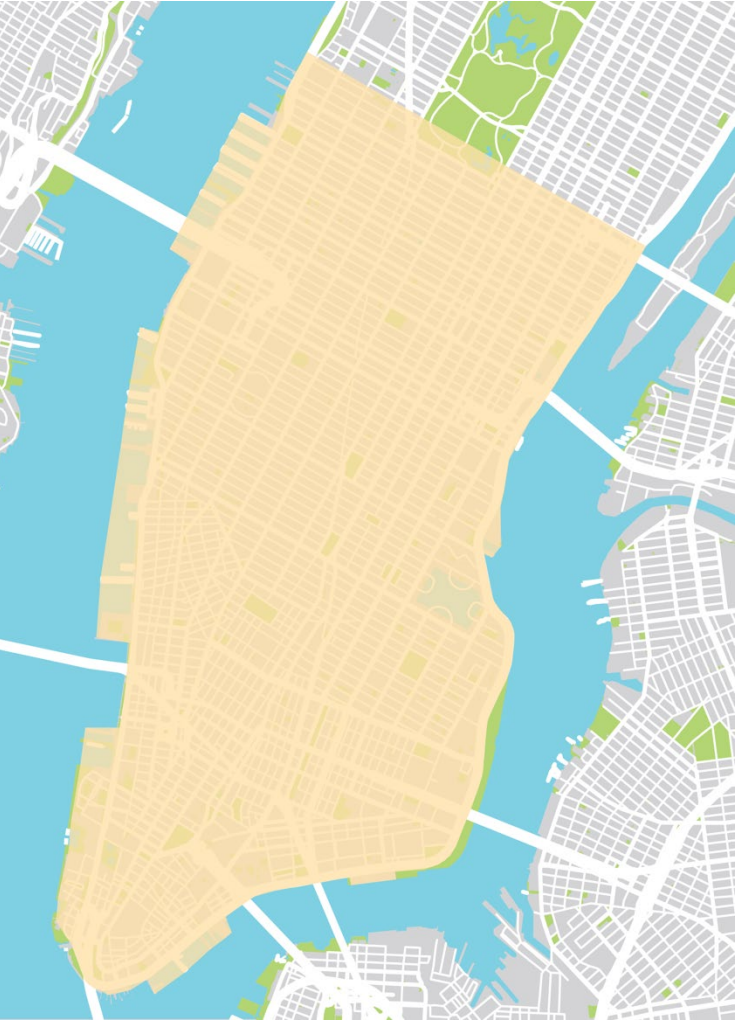


# Excluded roadways

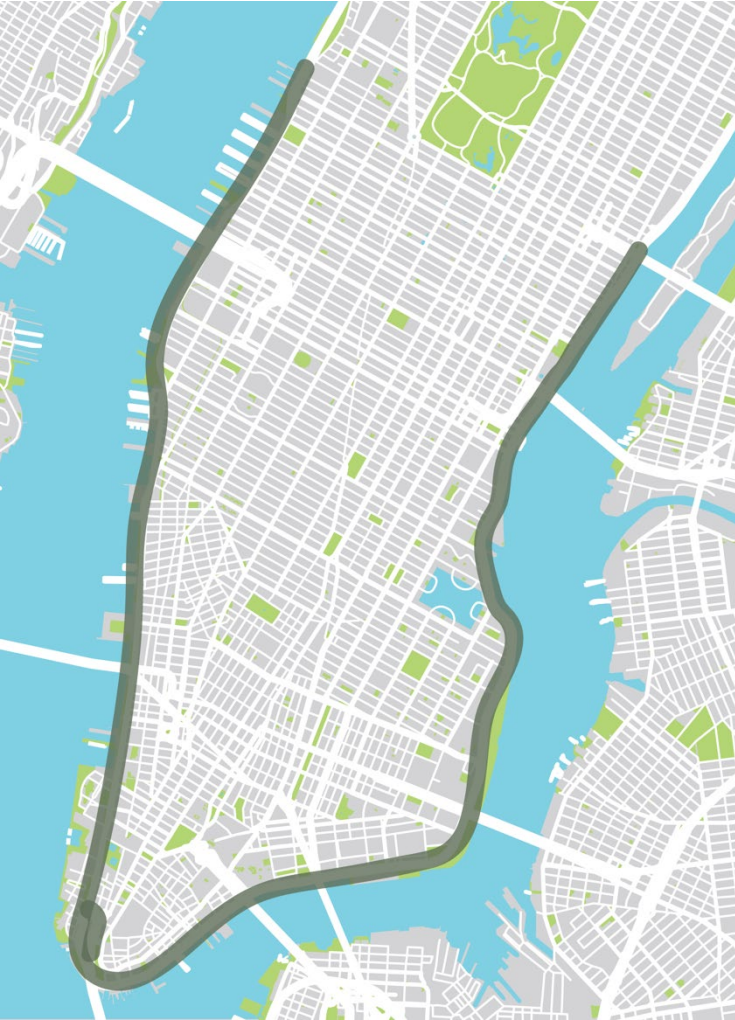




**Central Business District**

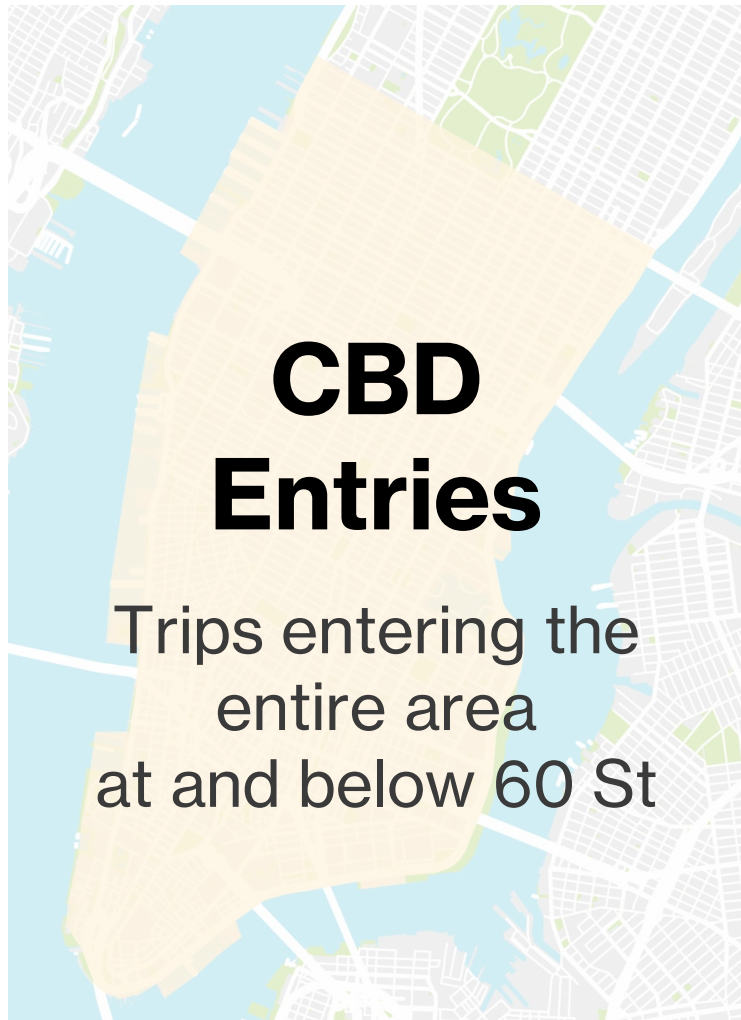


**Excluded roadways**

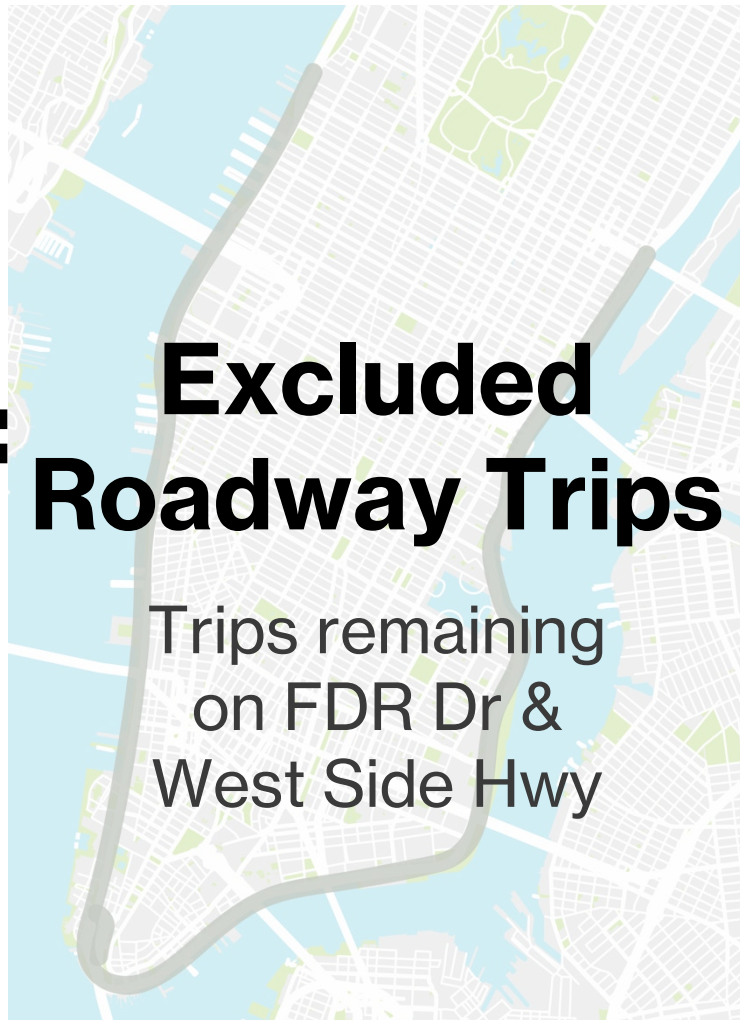


**Congestion Relief Zone**

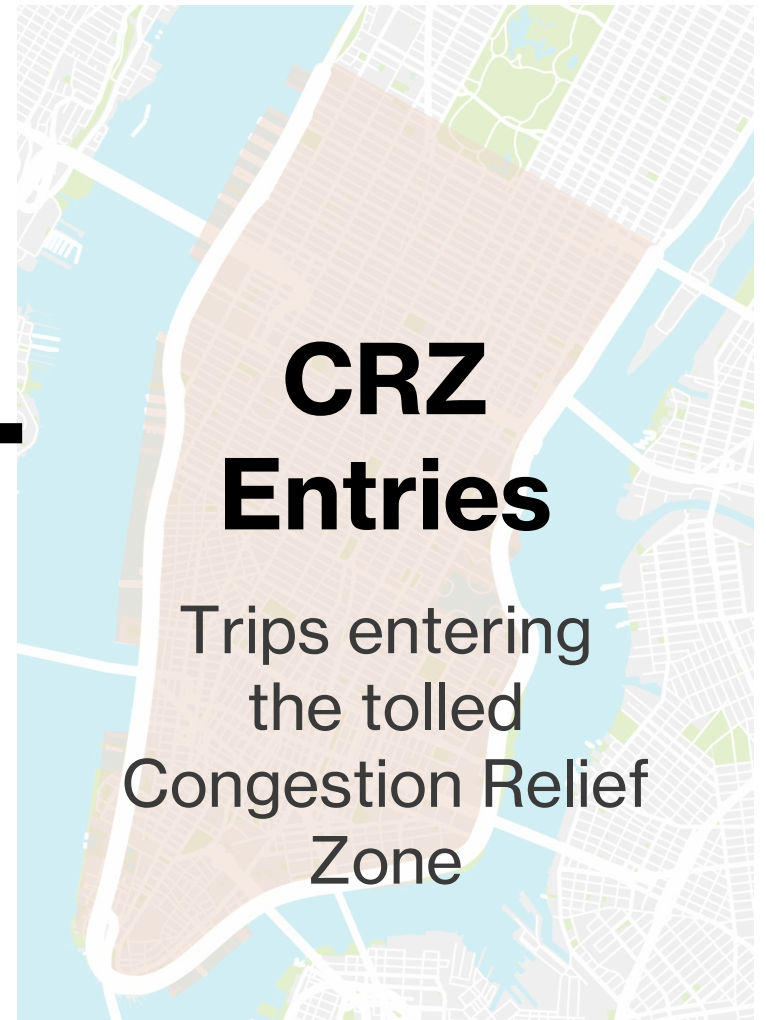




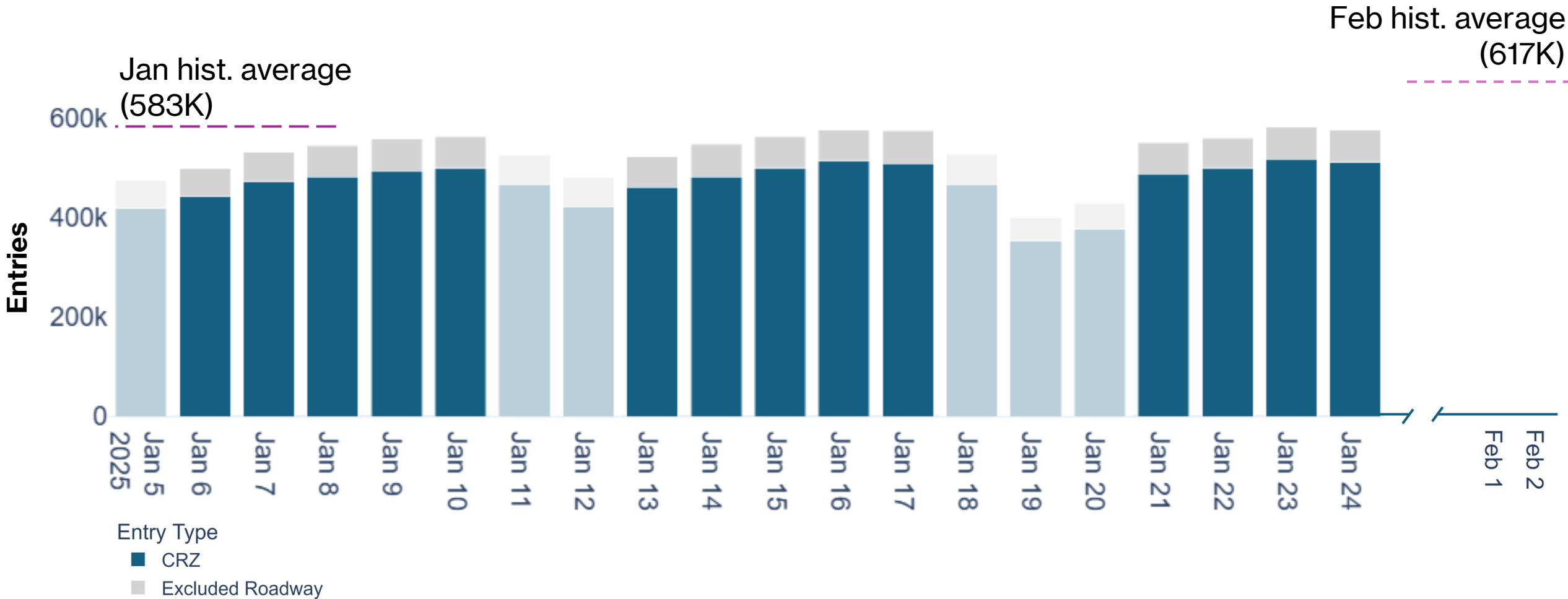
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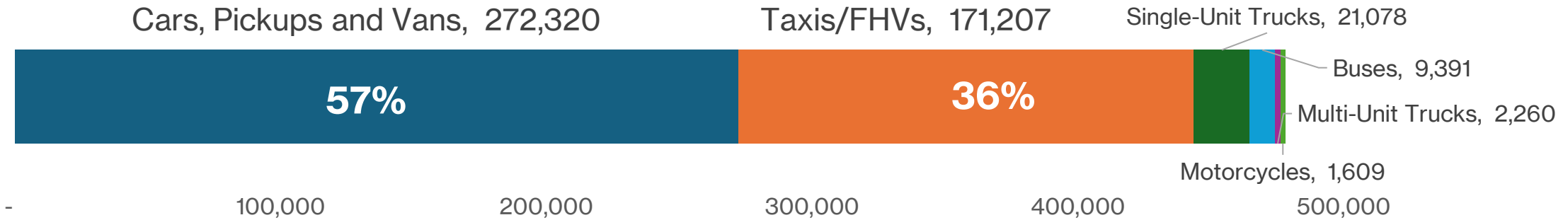


# On an average weekday, 490,000 vehicles enter the CRZ and 63,000 stay on the excluded roadways



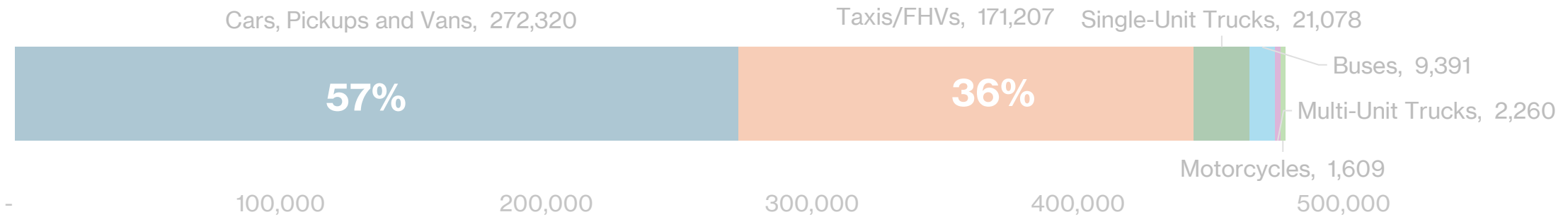
# More than half of all CRZ entries are passenger vehicles; another third are taxis and FHVs

## CRZ weekday entries, by type of vehicle

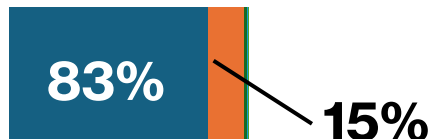


# Passenger vehicles make up nearly 9 in 10 of all traffic staying on the excluded roadways

## CRZ weekday entries, by type of vehicle

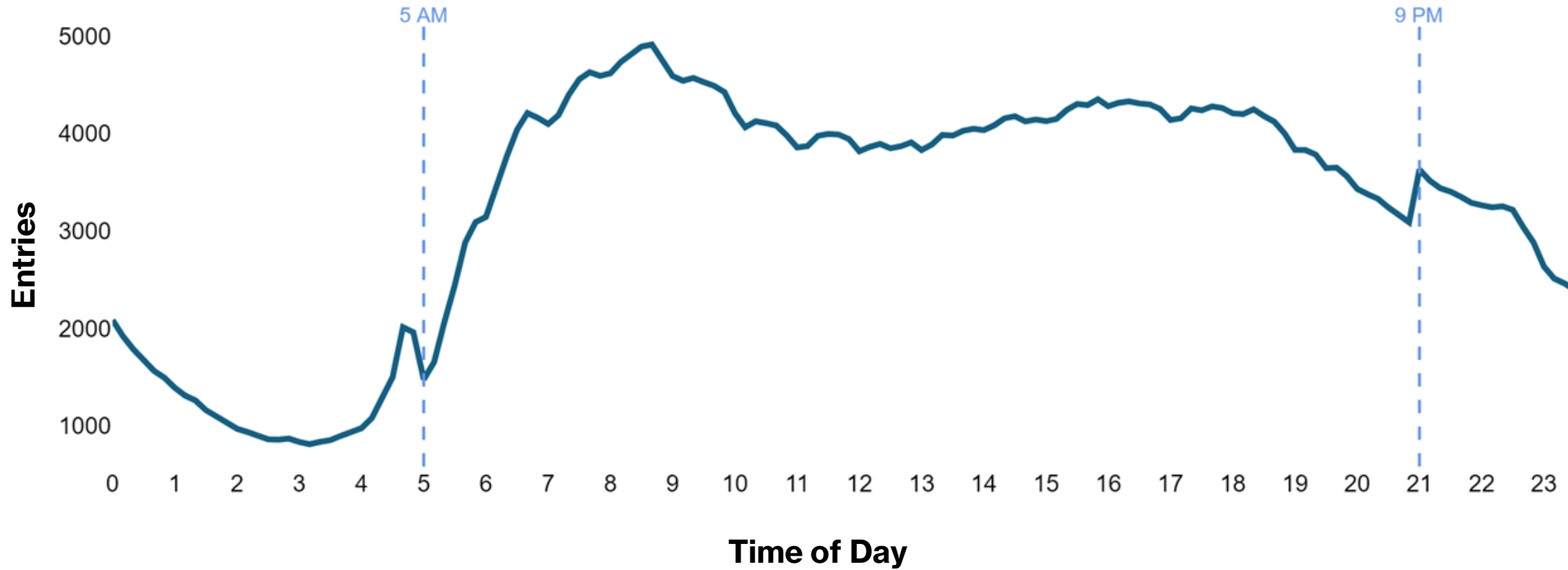


## Excluded Roadway weekday entries, by type of vehicle

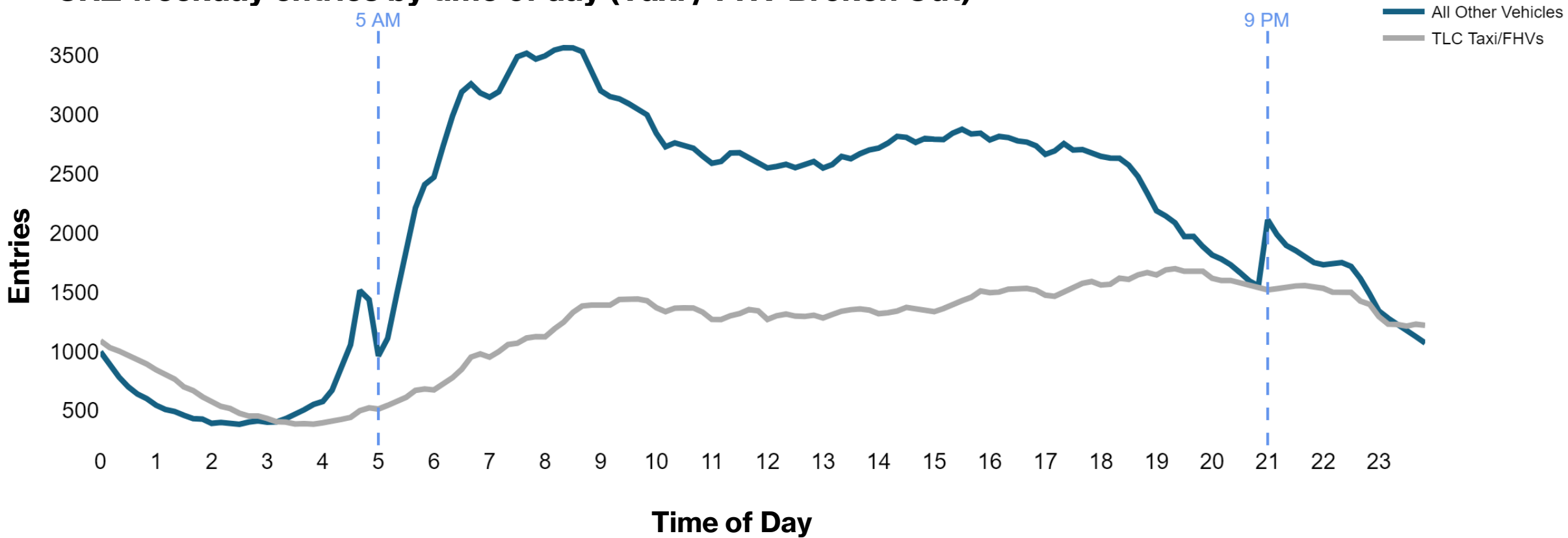


# Some drivers are shifting their travel to avoid the peak toll

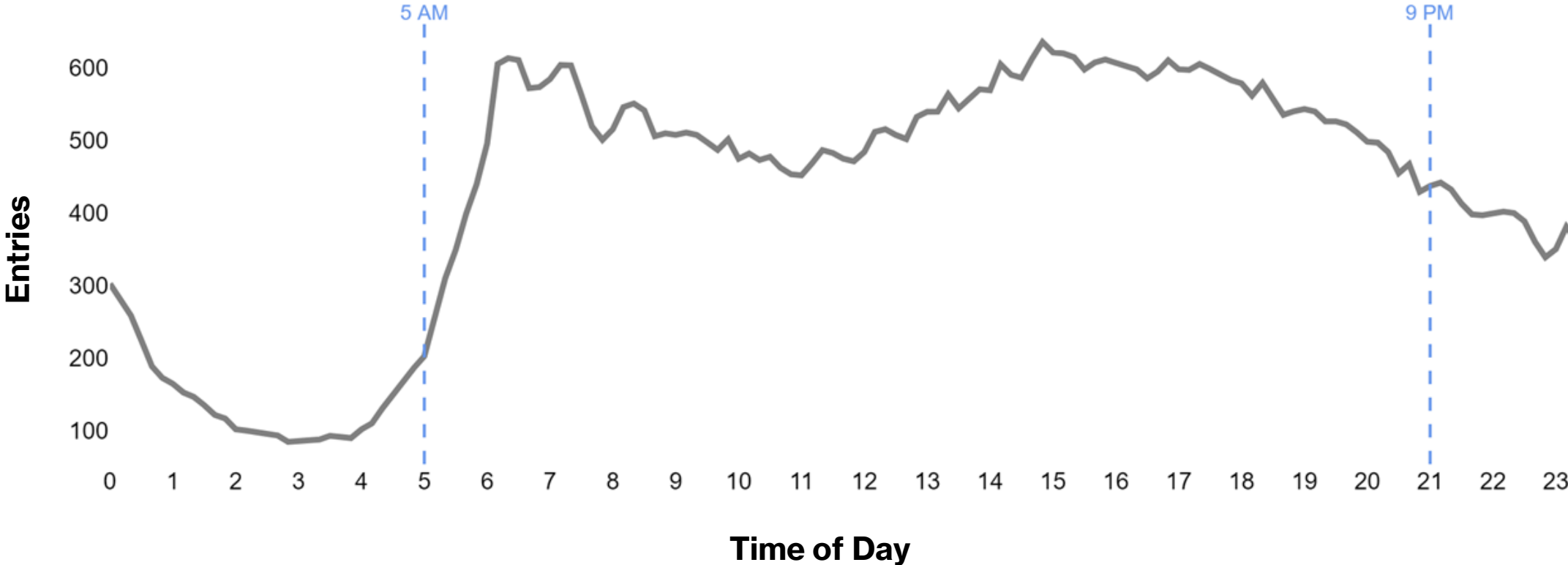
CRZ weekday entries by time of day, All vehicles



### CRZ weekday entries by time of day (Taxi / FHV Broken Out)



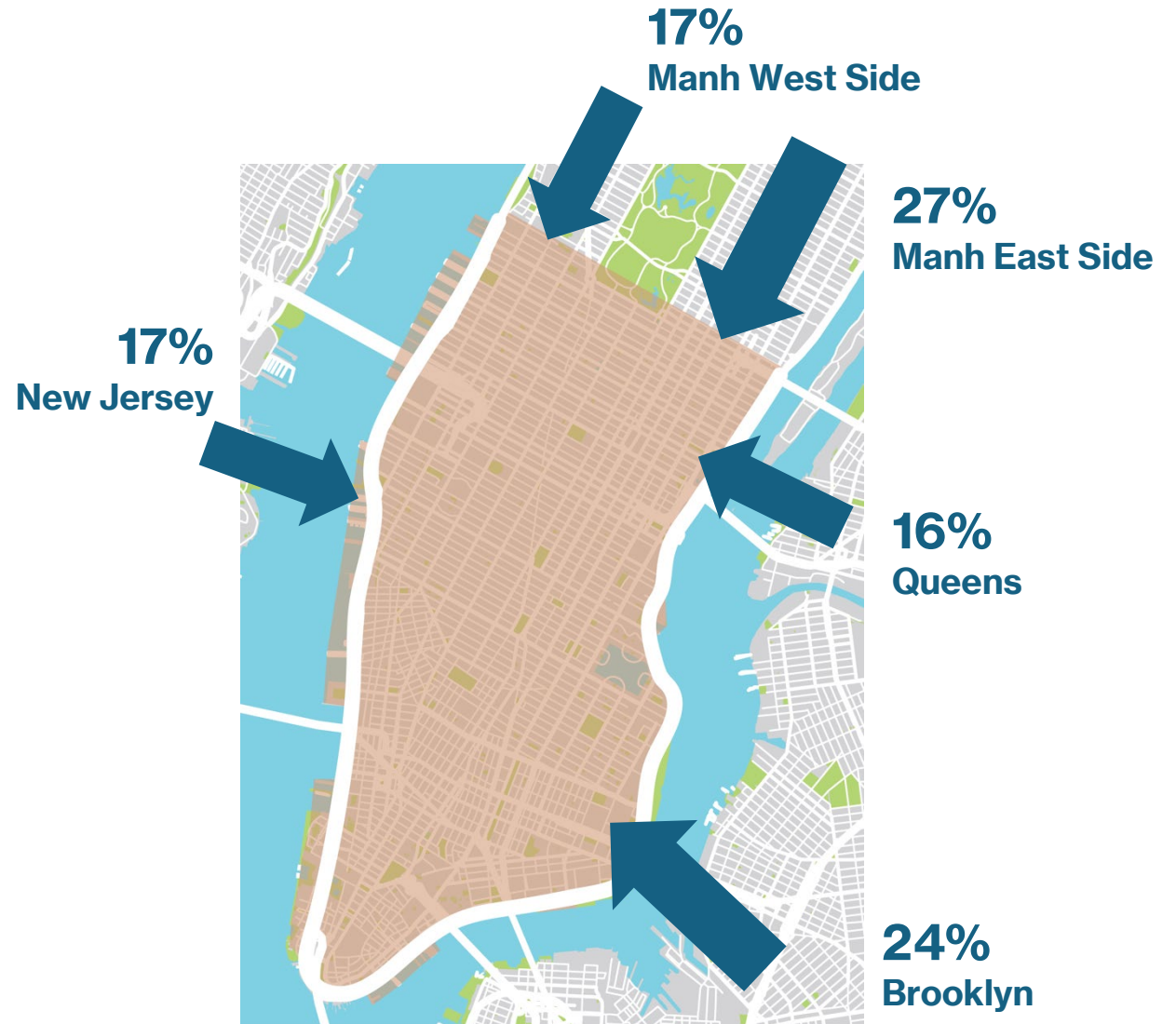
### Excluded roadway weekday entries by time of day, All vehicles





# 43% of vehicle entries into the CRZ come from the North; 40% from the East; 17% from New Jersey

<b>Manh / East Side</b>	<b>130,674</b>	<b>27%</b>
East 60 St	79,230	
FDR Drive	51,444	
<b>Manh / West Side</b>	<b>82,528</b>	<b>17%</b>
West 60 St	39,778	
West Side Highway	42,750	
<b>New Jersey</b>	<b>81,061</b>	<b>17%</b>
Holland Tunnel	36,924	
Lincoln Tunnel	44,137	
<b>Brooklyn</b>	<b>116,213</b>	<b>24%</b>
Brooklyn Bridge	29,030	
Hugh L. Carey Tunnel	20,865	
Manhattan Bridge	27,612	
Williamsburg Bridge	38,706	
<b>Queens</b>	<b>78,125</b>	<b>16%</b>
Queens Midtown Tunnel	41,107	
Queensboro Bridge	37,018	





## Available Tomorrow on MTA Open Data

Detailed information on CRZ entries, by vehicle class, at entry point, at 10-minute intervals

**Battery Place at 6pm**

October 2023  
vs. January 2025

