



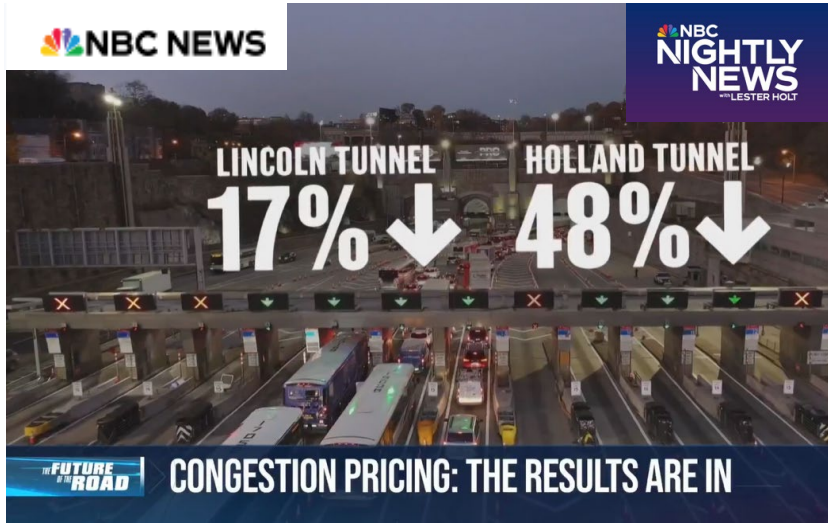
Department of  
Transportation



# Congestion Relief Zone Tolling

January 29, 2025 Update





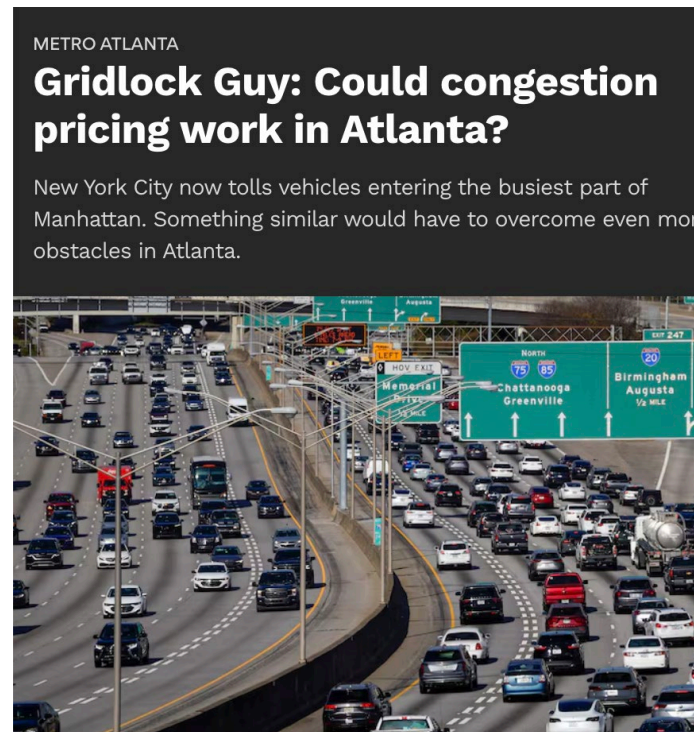
CNN BUSINESS  
**NYC is the first US city with congestion pricing. Surviving 2025 is the key test**



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



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





# 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%

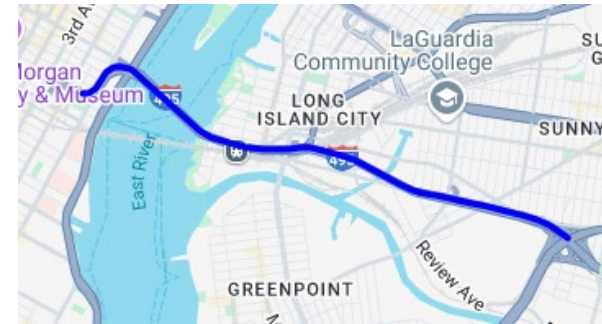


# Travel time savings across the river crossings start “upstream”

## QMT (1.5 mi)

LIE to QMT (3 mi)

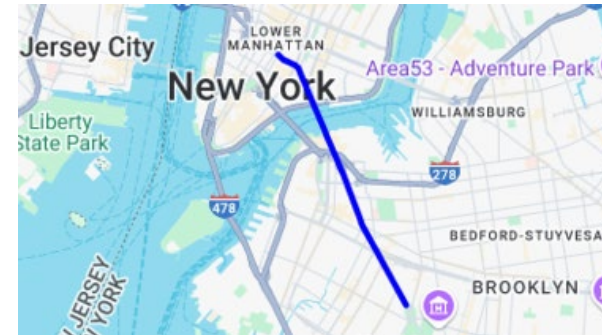
	W 1/8	W 1/15	W 1/22
QMT (1.5 mi)	2 min	1.5 min	<1 min
LIE to QMT (3 mi)	7.5 min	9.5 min	5 min



## Manhattan Bridge (1.5 mi)

Flatbush to Manh Br (3.4 mi)

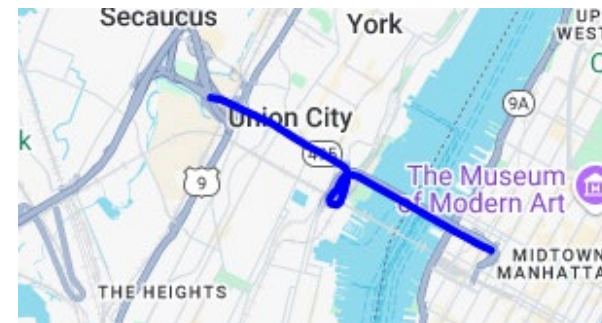
	W 1/8	W 1/15	W 1/22
Manhattan Bridge (1.5 mi)	0.5 min	0.5 min	0.5 min
Flatbush to Manh Br (3.4 mi)	4.5 min	3.5 min	1.5 min



## Lincoln Tunnel (1.5 mi)

NJ 495 to Lincoln Tu (3.7 mi)

	W 1/8	W 1/15	W 1/22
Lincoln Tunnel (1.5 mi)	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 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
E-W Streets	Canal St (EB)	-30%	-12%	-22%	-25%	-34%	-43%	-23%	-23%	-19%	-32%	-38%	-35%	-33%	-17%	-16%	-34%	-36%	-27%	-40%	-26%	-31%	-14%
	Canal St (WB)	-24%	-19%	-27%	-29%	-35%	-33%	-38%	-20%	-20%	-26%	-20%	-31%	-29%	48%	-15%	-29%	-28%	-25%	-37%	-23%	-27%	-18%
	Houston (EB)	-7%	-9%	-7%	-8%	-8%	-5%	-7%	-12%	-11%	-9%	-6%	-9%	-7%	-7%	-7%	-9%	-1%	-5%	-3%	-2%	-8%	-10%
	Houston (WB)	-5%	-7%	-12%	-4%	-4%	-5%	-6%	-4%	-10%	-5%	-6%	-6%	-5%	4%	-7%	-2%	-14%	-6%	-3%	-4%	-1%	-1%
	23 St (EB)	-27%	-28%	-30%	-27%	-20%	-15%	-22%	-29%	-13%	-29%	-19%	-29%	-35%	-28%	-36%	-39%	-43%	-25%	-35%	-37%	-28%	-49%
	23 St (WB)	13%	19%	17%	7%	15%	14%	24%	19%	24%	17%	12%	7%	7%	6%	-1%	17%	9%	13%	13%	21%	7%	-11%
	34 St (EB)	-21%	-13%	-12%	-19%	-22%	-12%	-19%	-30%	-19%	-31%	-19%	-13%	-18%	-15%	-15%	-28%	-38%	-23%	-43%	-19%	-33%	-59%
	34 St (WB)	-42%	-28%	-42%	-39%	-35%	-32%	-47%	-49%	-42%	-52%	-31%	-39%	-34%	-39%	-42%	-37%	-59%	-51%	-50%	-45%	-50%	-51%
	42 St (EB)	-6%	3%	-3%	6%	-5%	-9%	-14%	-3%	-6%	5%	-6%	-12%	-12%	-6%	-6%	-9%	-4%	-3%	-13%	-4%	-5%	-35%
	42 St (WB)	16%	32%	4%	13%	17%	9%	20%	16%	21%	27%	13%	8%	13%	21%	18%	15%	12%	19%	28%	22%	13%	-37%
	57 St (EB)	-26%	-11%	2%	-39%	-24%	-19%	-37%	-37%	-27%	-18%	-46%	-10%	-31%	-35%	-34%	-30%	-32%	-37%	-17%	-27%	-30%	-38%
	57 St (WB)	-16%	-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	-6.8	-19.6
	SIM22	-4.6	-8.9
Lincoln Tunnel (EB)	SIM4C	-5.2	-8.0
Midtown Tunnel (WB)	QM20	-1.8	-15.1
	QM8	-10.1	-10.8
Queensboro Bridge (EB)	QM2	-7.9	-11.8
	QM20	-5.9	-11.2
Williamsburg Bridge (WB)	B39	-4.0	-5.6
Williamsburg Bridge (EB)	B39	-1.9	-4.9



# Express bus ridership is higher, especially on weekends

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

Bus route	Weekday growth
X27	<b>14.8%</b>
QM15	<b>11.3%</b>
BXM8	<b>13.8%</b>
SIM33	<b>7.7%</b>





# 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%



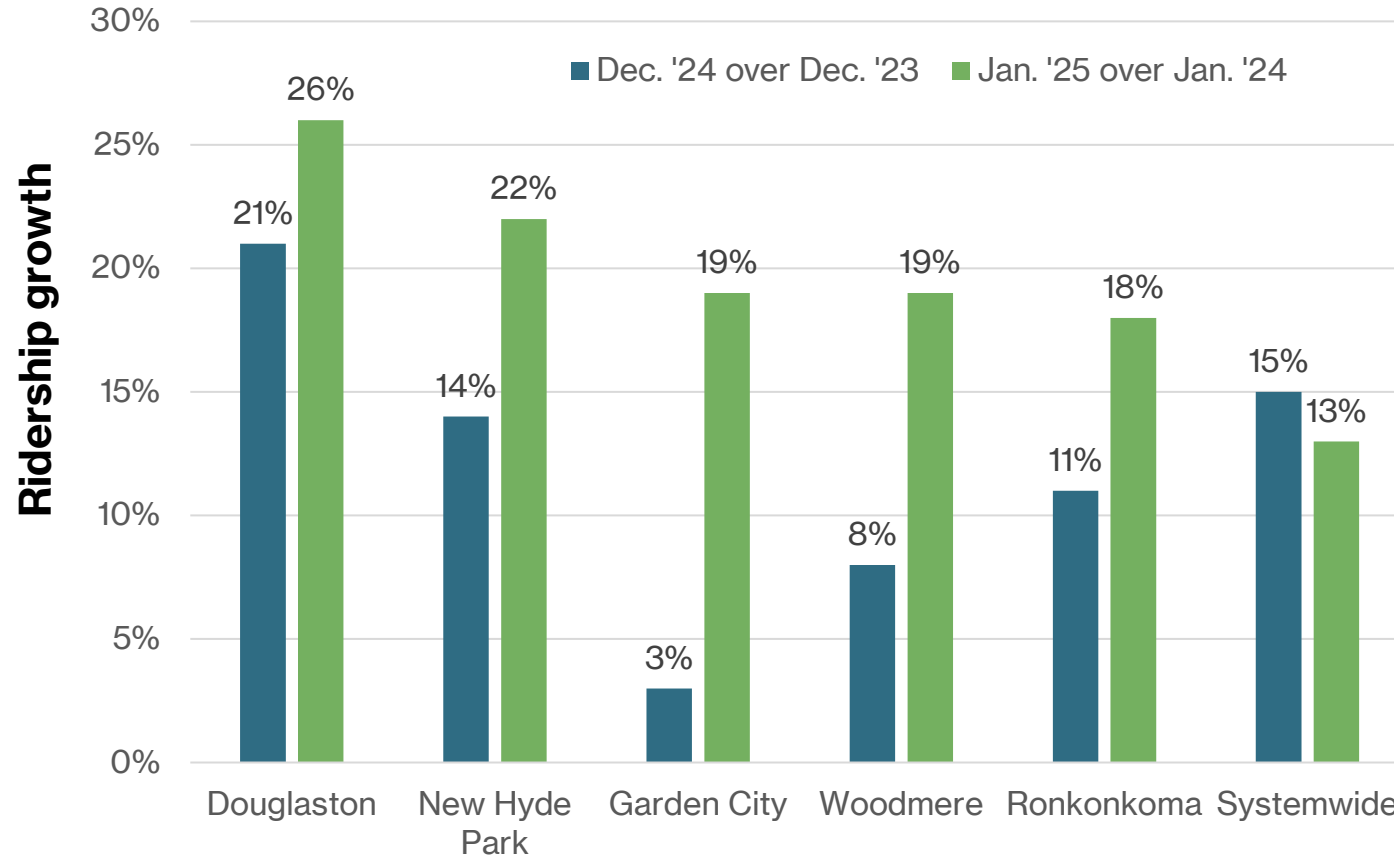


# NYCT is launching service adjustment pilot to reflect new congestion conditions





# 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**

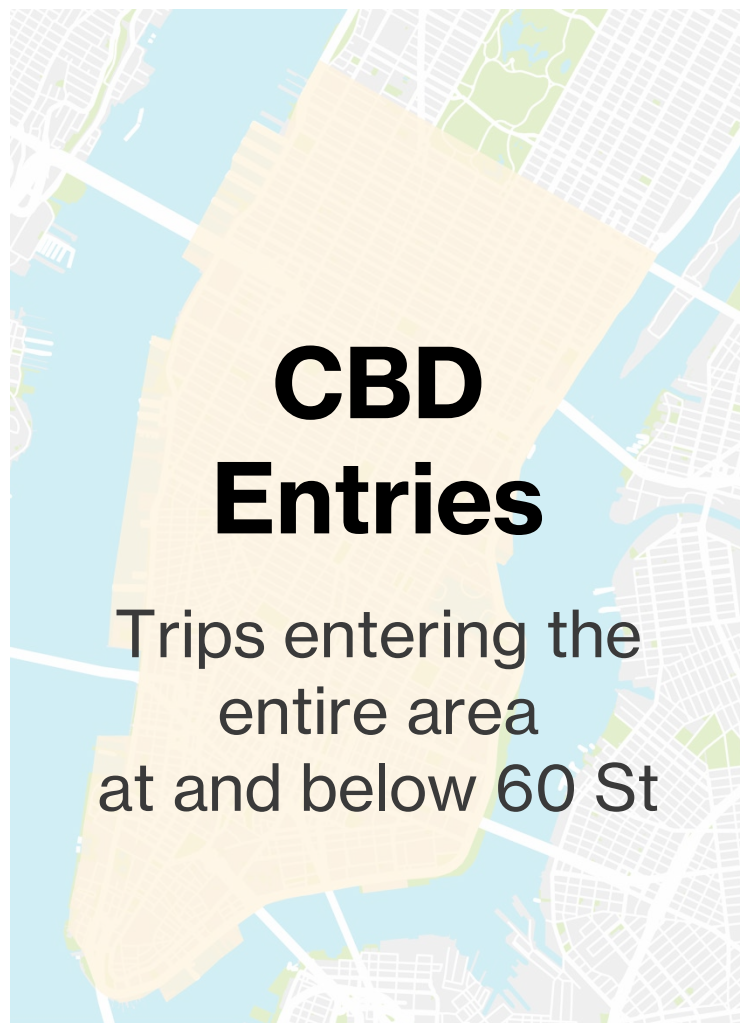


**Excluded roadways**

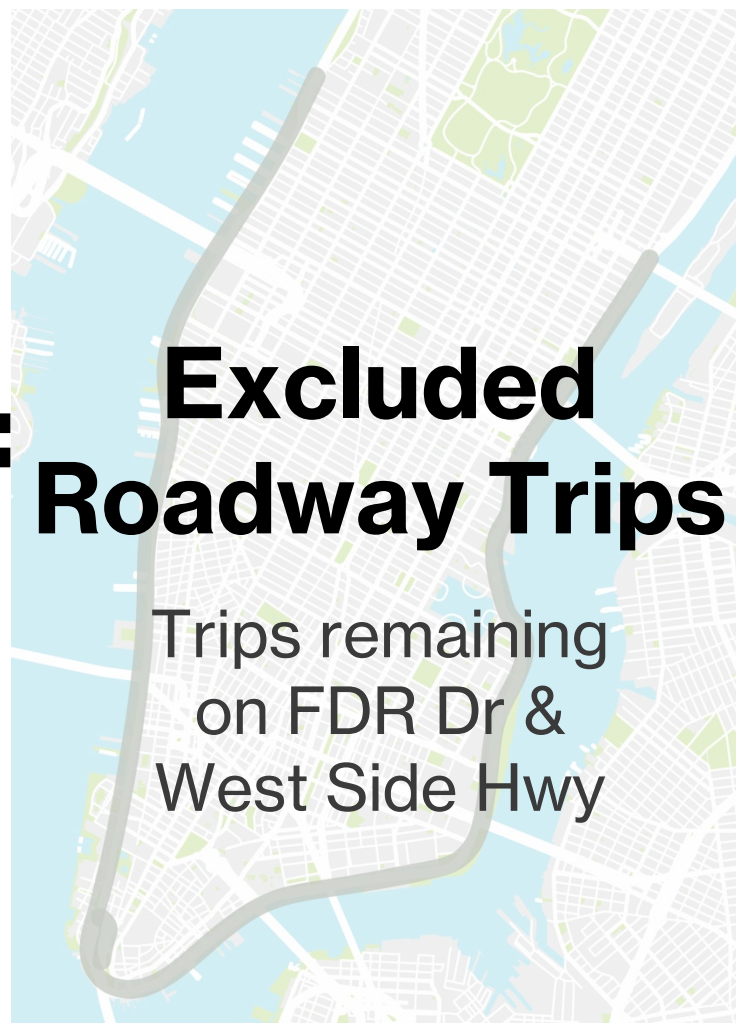


**Congestion Relief Zone**





=

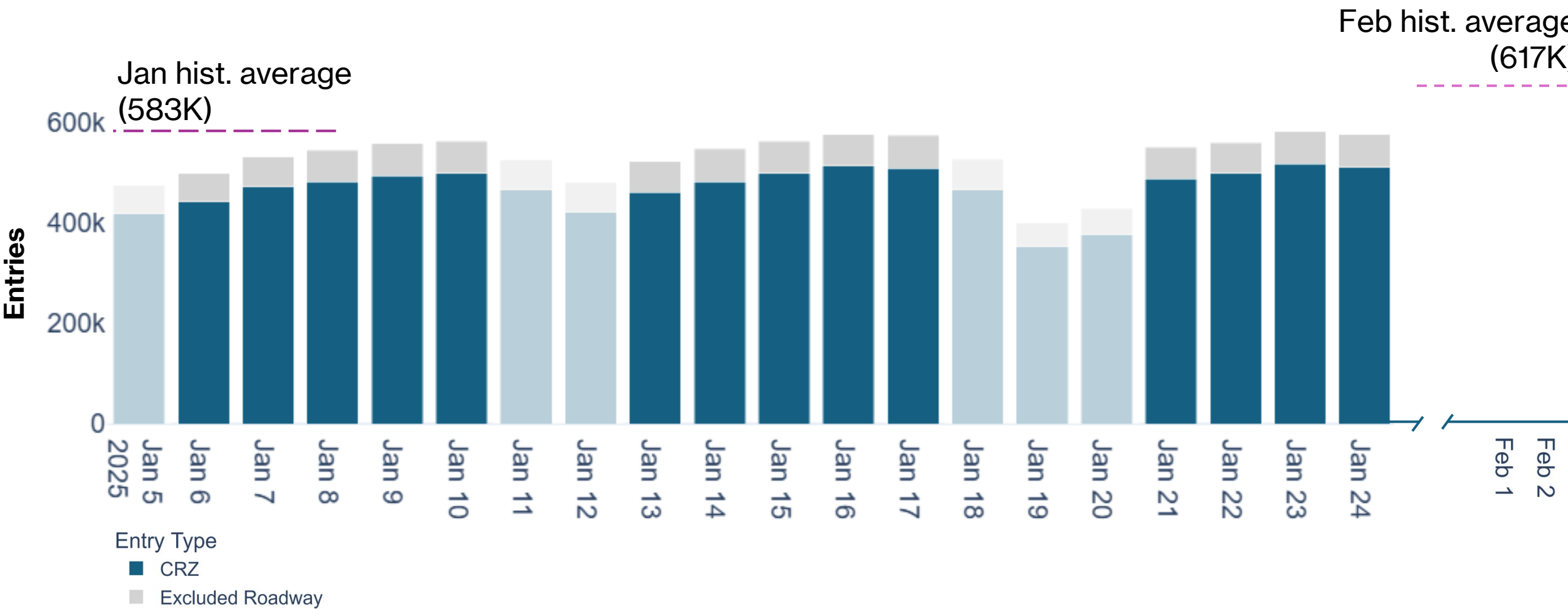


+



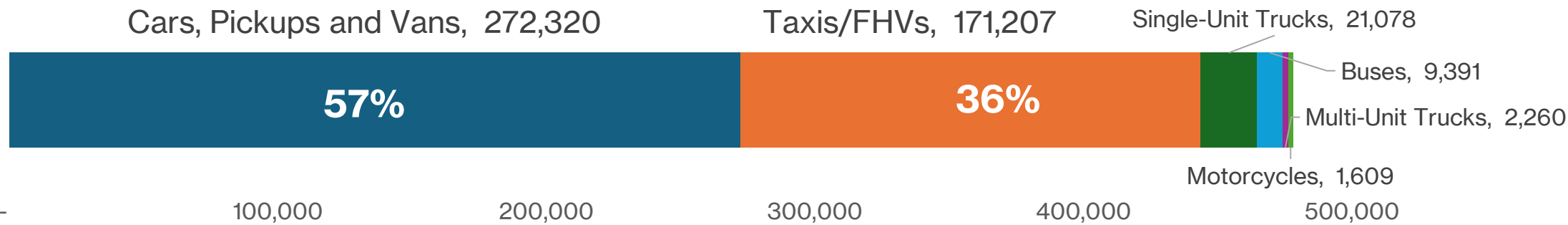


# On an average weekday, 490,000 vehicles enter the CRZ and 63,000 stay on the excluded roadways



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

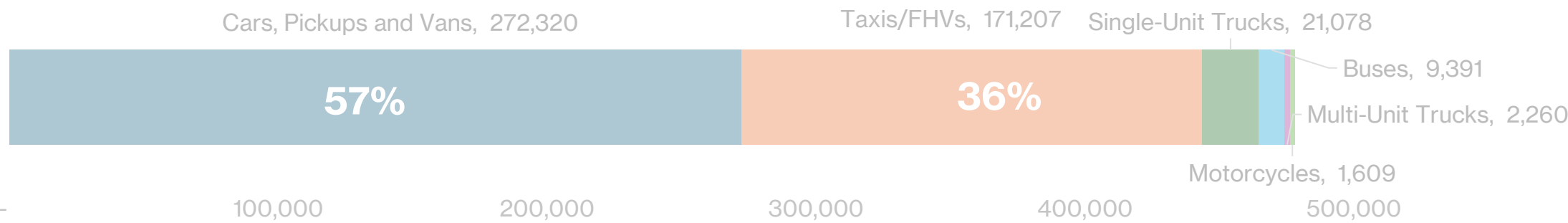
CRZ weekday entries, by type of vehicle





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

CRZ weekday entries, by type of vehicle

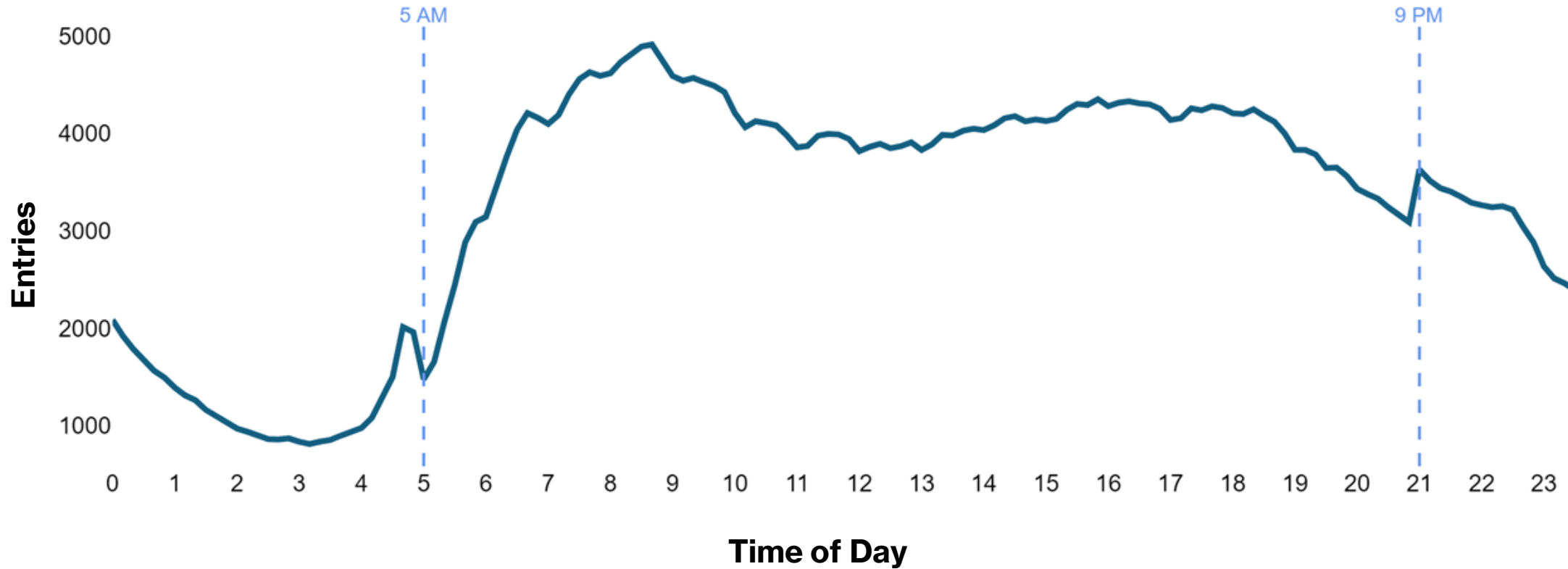


Excluded Roadway weekday entries, by type of vehicle



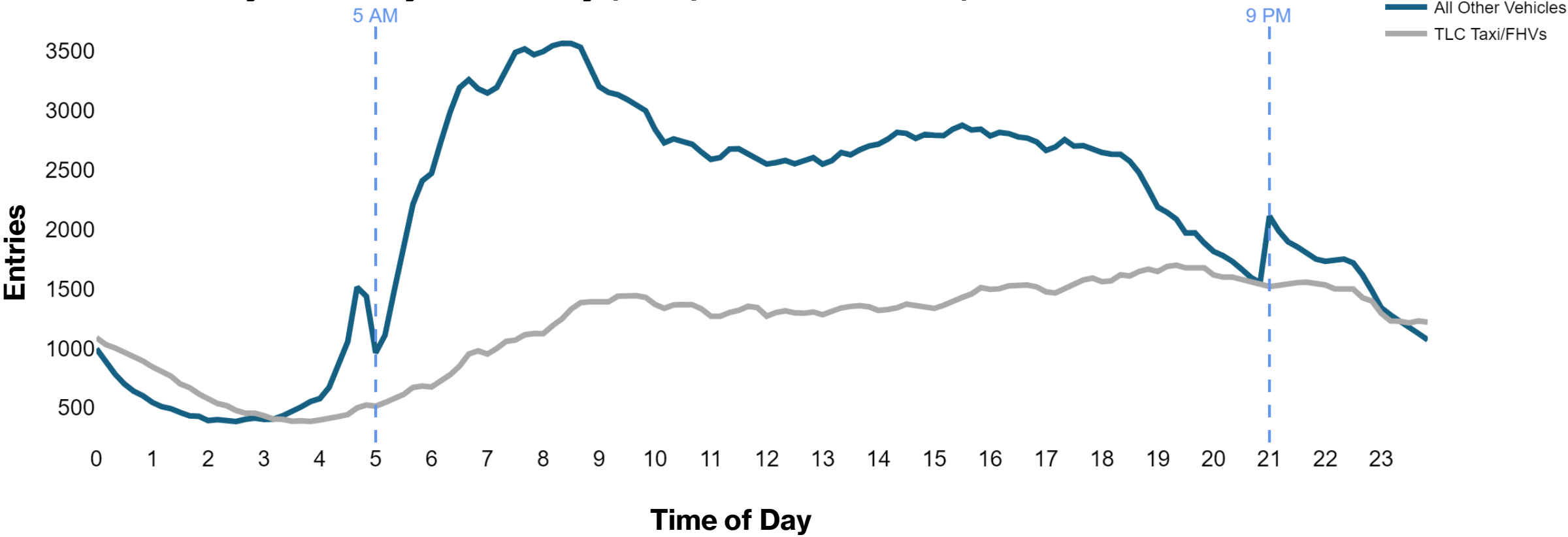
# Some drivers are shifting their travel to avoid the peak toll

CRZ weekday entries by time of day, All vehicles

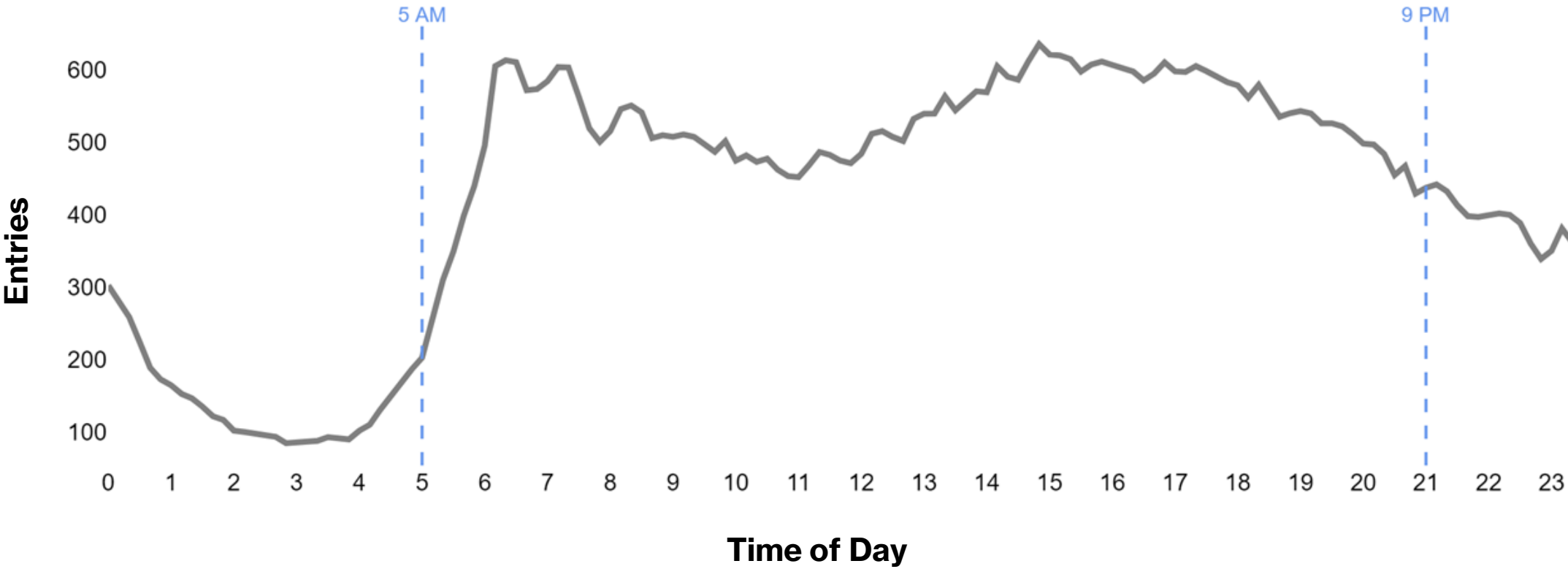




**CRZ weekday entries by time of day (Taxi / FHV Broken Out)**



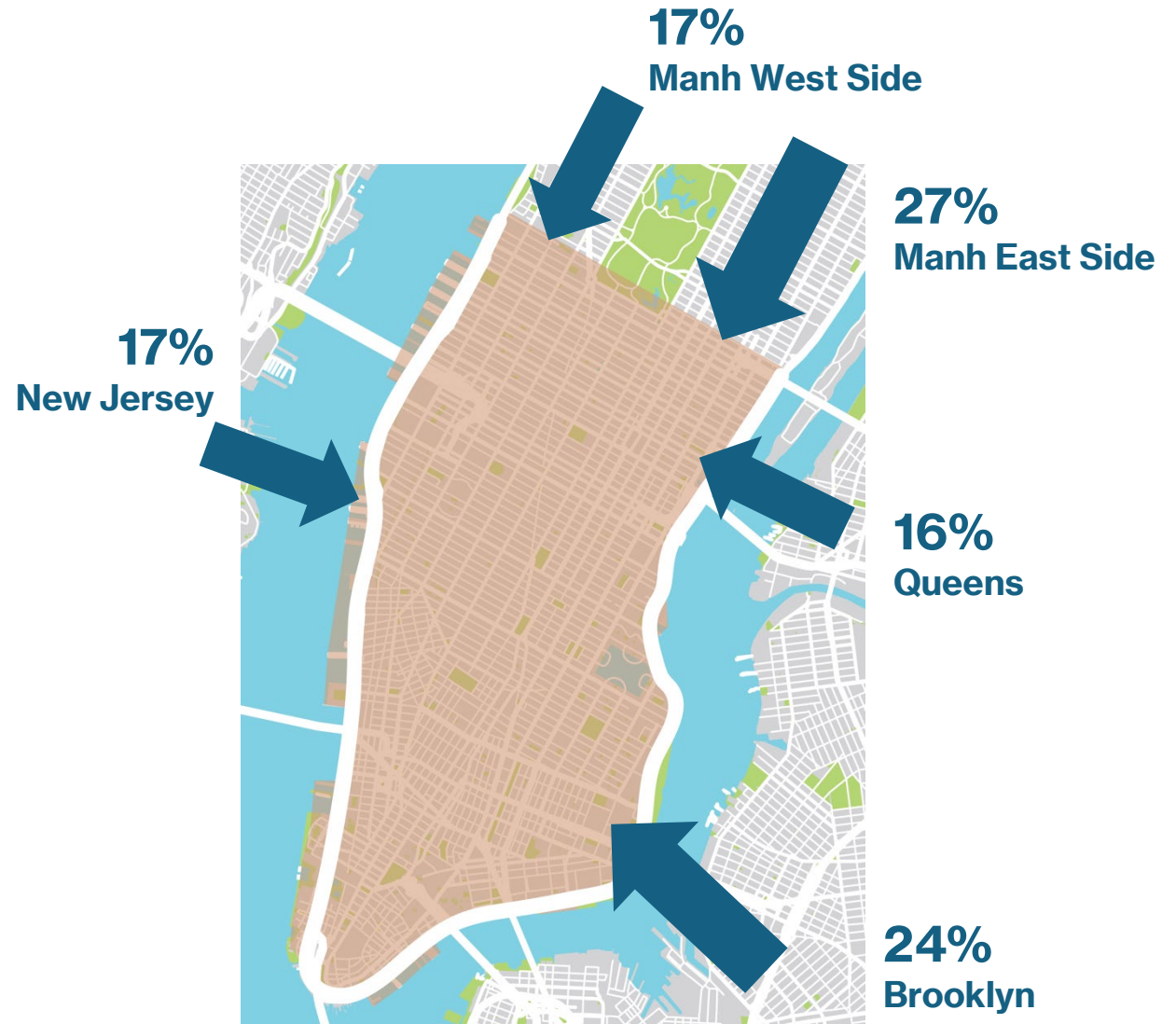
**Excluded roadway weekday entries by time of day, All vehicles**





# 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

