

# 2000–2020 Travel Trends in the Delaware Valley Region

NOVEMBER 2022





### **The Delaware Valley Regional Planning Commission**

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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# Table of Contents

<b>Executive Summary .....</b>	<b>1</b>
<b>CHAPTER 1: Introduction .....</b>	<b>3</b>
<b>CHAPTER 2: Regional, State, and National Trends .....</b>	<b>5</b>
Regional Trends .....	5
State Trends .....	5
National Trends .....	6
<b>CHAPTER 3: Screenlines and Cordons .....</b>	<b>7</b>
Screenline A-B-C (Delaware River) .....	8
Screenline D-1 (Upper Schuylkill River) .....	10
Screenline D-2 (North Philadelphia) .....	12
Screenline D-3 (Lower Schuylkill River) .....	13
Screenline D-4 (Montgomery / Bucks County Line) .....	15
Screenline E (Pennsauken Creek) .....	16
Screenline F (Crosswicks Creek) .....	17
Inner Cordon .....	18
Outer Cordon .....	19
<b>CHAPTER 4: Turnpikes and Interstates .....</b>	<b>20</b>
Pennsylvania Turnpike and Northeast Extension .....	20
New Jersey Turnpike .....	20
I-95 Delaware Expressway .....	20
I-195 James J. Howard Interstate .....	21
I-295 .....	21
I-476 Mid-County Expressway .....	21
I-76 Schuylkill Expressway .....	21

## Appendices

<b>Appendix A: Figures .....</b>	<b>A-1</b>
<b>Appendix B: Tables .....</b>	<b>B-1</b>
<b>Appendix C: Screenline &amp; Cordon Counts .....</b>	<b>C-1</b>
<b>Appendix D: Interstate Traffic Counts .....</b>	<b>D-1</b>

## Executive Summary

The year 2020 will probably be mainly remembered for the COVID-19 pandemic. The most severe health crisis since the 1918 influenza pandemic. COVID-19 had a global impact, and affected every aspect of most people's daily life.

Here in the Philadelphia region, there were two major changes that resulted from the pandemic. First, there was the virus itself, that caused illness, and tragically, in many cases, death. Between March 2020 and June 2022, the pandemic resulted in 6.3 million deaths worldwide,<sup>1</sup> 17,629 in the nine-county region, and 5,110 deaths in the City of Philadelphia.<sup>2</sup> Many people lost their jobs, especially those working in the retail, hospitality, and travel industries. Ridership on public transit plummeted, as many passengers were scared to get too close to each other in the confined space of a bus or train. Everyone except essential workers was required to “shelter in place,” e.g., stay home, and if they did venture outside, to wear masks. Depending on where you were living, this period lasted from March of 2020 until sometime in 2021. Eventually, with the widespread availability of vaccines and booster shots, we developed immunity, the rate of new cases decreased, and there was no longer a health reason to stay home for most people.

The second change from the pandemic had to do with travel behavior and commute patterns. After we had developed immunity, and began to emerge from the pandemic, many office workers were now accustomed to working from home. Many did not want to return to pre-COVID travel patterns, especially commuting back and forth to an office every weekday. For many occupations, working from home is just as, if not more, productive and efficient, than working in an office. Also shopping “online” and getting your packages delivered is a lot more convenient than getting in your car and driving to the store.

Most of the material presented in this report compares data from 2010 and 2015 to pre-COVID conditions — August 2019 to February 2020. There is also some data from during COVID, the months of March through August of 2020, showing the dramatic decrease in travel, as well as some data from 2021, showing the gradual recovery.

The data suggests that the travel trends in the lead-up to COVID, from 2015 to the Fall of 2019 looked fairly normal, but the onset of COVID in March of 2020 had a devastating impact on both the economy and the transportation system. And we still haven't returned to “normal,” the way things were before COVID. For example, the latest data from INRIX indicates that commute trips to and from the central business districts of most major cities in the U.S. is still far below 2019 levels.<sup>3</sup> A return to work survey conducted by Philadelphia's Center City District in early 2022<sup>4</sup> indicated that many companies were choosing to remain flexible with regards to whether their employees could continue working from home or needed to return to the office, e.g., they have

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<sup>1</sup> [en.wikipedia.org/wiki/COVID-19\\_pandemic\\_deaths](https://en.wikipedia.org/wiki/COVID-19_pandemic_deaths).

<sup>2</sup> [www.inquirer.com/health/coronavirus/inq2/covid-cases-deaths-hospitalizations-vaccination-rates-tracker-pa-nj-20220214.html](https://www.inquirer.com/health/coronavirus/inq2/covid-cases-deaths-hospitalizations-vaccination-rates-tracker-pa-nj-20220214.html).

<sup>3</sup> [INRIX Traffic Scorecard, 2021 INRIX Scorecard Report.pdf](#).

<sup>4</sup> *Remote or In-Office Work? Return to Work Survey*. Center City District & Central Philadelphia Development Corporation. February 2022. [centercityphila.org/uploads/attachments/ckz4gp1wx6vx7qdqdo3inpic8-return-to-work-survey-feb-2022.pdf](https://centercityphila.org/uploads/attachments/ckz4gp1wx6vx7qdqdo3inpic8-return-to-work-survey-feb-2022.pdf).

adopted a “wait and see” approach. At this point in time, it is probably still too early to tell what the long-term effects of COVID will be.

## CHAPTER 1:

# Introduction

The 2020 update of the Travel Trends report presents the latest survey data on travel activity in the Delaware Valley region. [Figure 1](#) shows the major roadways that cross the seven screenlines, the inner and outer cordons, and the six interstate highways within DVRPC's nine-county boundaries. The region includes five counties on the Pennsylvania side of the Delaware River (Bucks, Chester, Delaware, Montgomery, and Philadelphia) and four counties on the New Jersey side of the river (Burlington, Camden, Gloucester, and Mercer). A small portion of Berks County, Pennsylvania was added to the region in 1990 as part of the expansion of the Pottstown, Pennsylvania urbanized area.

Beginning in 2010, the survey was expanded to include additional data on highway travel (vehicle classification and travel speeds), as well as data on other modes of transportation (public transit). The transit data includes the name of the transit agency (SEPTA, New Jersey Transit, PATCO, and AMTRAK), and the daily ridership crossing each of the screenlines and cordons. Daily ridership is based on counts of passenger boardings and alightings at every station along a route.<sup>5</sup> [Figures 2](#) and [3](#) show the rail and bus routes that cross the screenlines and cordons.

The vehicle classification data breaks down the type of vehicles (cars, buses, light trucks, and heavy trucks) using the roads. The speed data consists of the average speed of all vehicles, by direction and time of day, for each sampled road for an entire weekday. It should be noted that the vehicle class and speed sample data does not include any limited access highways with more than two lanes by direction. Nevertheless, this data provides valuable information and insight into the way in which many of the region's roads are being used.

This report also includes a section that analyzes regional and national travel trends. It compares 2020 data to 2015 to see how things have changed in the last five years within DVRPC's planning area. It also looks at the impact of the COVID-19 pandemic and compares economic and transportation data from the DVRPC region to comparable data for the entire United States.

Finally, the complete traffic count data set is included in [Appendix C](#). The 1995, 2000, 2005, 2010, 2015, and 2020 traffic count is shown for all 500 count locations throughout the Philadelphia region. Most of the roadway traffic data (traffic counts, vehicle class counts, and speed data) were collected in late 2019 and early 2020 by DVRPC field personnel using pneumatic tubes. Counting equipment occasionally malfunctions, and because of this, some counts needed to be re-taken in 2020 and 2021. In general, the counting equipment was set up at each location for a minimum of 48 continuous hours during a typical Monday through Friday week, e.g., a week that does not include a major holiday like Thanksgiving, Christmas, or New Year's Day. The raw count data was then factored to account for truck traffic and seasonal variation. The end result is the Annual Average Daily Traffic (AADT) for each road.

The data for toll roads, bridges crossing the Delaware River, seasonal and axle adjustment factors, and public transit passenger counts were provided by the following agencies:

- South Jersey Transportation Authority;

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<sup>5</sup> The daily ridership crossing screenlines can also be estimated from fare zone data when boardings and alightings are not available.

- Burlington-Bristol Bridge Commission;
- Delaware River Joint Toll Bridge Commission;
- Delaware River Port Authority and Port Authority Transit Corporation (PATCO);
- New Jersey Turnpike Authority;
- Pennsylvania Turnpike Commission;
- Southeastern Pennsylvania Transportation Authority (SEPTA);
- New Jersey Transit;
- AMTRAK;
- Pennsylvania Department of Transportation (PennDOT); and
- New Jersey Department of Transportation (NJDOT).

This report would not have been possible without their generous assistance.

## CHAPTER 2:

# Regional, State, and National Trends

## Regional Trends

Gathering data every five years gives us a broader perspective on the changes that are happening in the region. Rather than focusing on any particular roadway or transit route on any given day, it allows us to step back and see the bigger picture; and assess how the flow of traffic and transit passengers within, and between different parts of the region are changing over time.

**Table 1** presents the daily traffic volumes for the screenlines and cordons for the years 2000, 2005, 2010, 2015, and late 2019 / early 2020, before COVID. **Table 2** shows the percentage change, and the average annual change in traffic volumes from 2005 to 2010, 2010 to 2015, and 2015 to early 2020. **Table 3** presents daily vehicle miles of travel (VMT) at the county and regional level for the years 2000, 2005, 2010, 2015, and late 2019 / early 2020, and **Figure 4** shows the total regionwide change in average daily VMT for every year since 2000. **Table 4** shows the percentage change, and the average annual change in VMT from 2005 to 2010, 2010 to 2015, and 2015 to early 2020.

Based on the summary data for the 2015 to early (pre-COVID) 2020 time period, most economic and travel trends were pointing upward, in the positive direction as the region continued to recover from the Great Recession, which lasted from December 2007 to June 2009. Traffic crossing the bridges between Pennsylvania and New Jersey increased by 6.6 percent, and traffic crossing the screenlines and cordons in New Jersey increased by 3.5 percent. Traffic crossing the screenlines and cordons in Pennsylvania decreased slightly, by 1.1 percent. VMT increased by 3.1 percent on the roads in Pennsylvania, by 5.2 percent on the roads in New Jersey, and by 3.9 percent for the region as a whole.

However, all of this changed in March of 2020. The start of the COVID pandemic had a devastating impact on most aspects of life in this country and is reflected in a sharp downward trend in most transportation and economic statistics. For example, traffic crossing the Delaware River Bridges declined by 23.2 percent, as shown in **Table 2**. **Table 4** shows the decline in VMT for each county, and **Figure 4** shows the 17.8 percent drop in regionwide VMT that occurred in 2020. Traffic decreased by 27.4 percent on the Pennsylvania Turnpike and by 25.8 percent on the New Jersey Turnpike.<sup>6</sup>

COVID resulted in an even more drastic reduction in transit ridership. As shown in **Figure 5**, average daily ridership on SEPTA went from over one million passengers to almost zero between February and April of 2020. Similar declines were observed on New Jersey Transit, PATCO, and AMTRAK (**Figure 6**). **Table 5** shows results for the entire Fiscal Year 2020 (July 2019 through June 2020). Most transit providers in the region experienced a decline in ridership between 20 to 30 percent within that period.

A companion document to this report<sup>7</sup> provides travel trend information for bicycle and pedestrian trips in the Philadelphia Central Business District (CBD) during the same time period.

## State Trends

State level data reported by the Bureau of Transportation Statistics shows a noticeable decrease in the number of trips per day during COVID. **Figure 7** shows the data for Pennsylvania and **Figure 8** shows the data for New Jersey. The data clearly shows the onset of the COVID pandemic in March of 2020. This was followed by

<sup>6</sup> See Chapter 4 and Table 43 for additional information on the Turnpikes.

<sup>7</sup> 2000 – 2020 Travel Trends in the Philadelphia Central Business District.

several months of suppressed trip-making activity. This suppressed period lasted about a year in both states, until March of 2021, when things gradually returned to pre-pandemic levels of trip making.

**Table 6** shows the change in the percentage of the population 18 and over living in households where at least one adult teleworked. As shown in the table, the share of people working from home increased from 7 percent to 37 percent in Pennsylvania and from 6 percent to 44 percent in New Jersey. Considering the population of both states, this amounts to an increase of several million people staying home every day.

## National Trends

At the national level, the pandemic severely disrupted the US economy and transportation system. As shown in **Table 7**, between February and April of 2020, the unemployment rate jumped from 3.5 percent to 14.7 percent, and the number of unemployed increased from 5.8 million to 23.1 million, an increase of 17.3 million people. As shown in **Figure 9**, the economy would not fully recover all of the lost jobs until almost 2.5 years later, in July of 2022. **Figure 10** shows the change in U.S. Gross Domestic Product (GDP) in the Spring of 2020.

**Figure 11** shows the precipitous decline in national travel in March of 2020, and mirrors the decline seen at the regional and state levels. Weekly trips declined from 8.7 billion for the week ending March 7, 2020, to 5.9 billion for the week ending April 4, 2020, a 32 percent decline. Trips did not return to pre-pandemic levels until October of 2021, 20 months after the start of the pandemic.

**Figure 12** shows the percentage change in passenger rail and intercity bus use at the national level. Again, similar to observations at the regional level, public transit ridership decreased by 80 to almost 100 percent in the first several weeks of the pandemic. It was still 30 to 60 percent below pre-pandemic levels at the end of 2021.

**Figure 13** shows the number of people staying home nationwide. Comparing March and April of 2020, to the same months in 2019, one can see a clear jump in the number of teleworkers.

## CHAPTER 3: Screenlines and Cordons

The vehicle count data used in this report were collected at approximately 500 locations throughout the Philadelphia region. The counts are organized, or grouped into screenlines and cordons, as shown in **Appendix C**. The objective is to estimate the total volume or flow of vehicles or transit passengers that traverse a screenline or cordon on a typical weekday. A good example of a screenline is a river. It's a natural boundary and there are usually only a limited number of locations (bridges) where vehicles can cross a river, which makes it easier to count.

More importantly, the screenlines and cordons are created in such a way that they reveal the underlying travel patterns in the region. For example, the flow of vehicles and transit passengers across the Delaware River between the states of Pennsylvania and New Jersey. Or capturing the flow of traffic into and out of the Philadelphia Central Business District (CBD) on a weekday.

In 1976, the study area was expanded to the Outer Cordon boundary, encompassing nine counties (Bucks, Chester, Montgomery, Delaware, and Philadelphia in Pennsylvania, and Mercer, Burlington, Camden, and Gloucester in New Jersey) and approximately 3,817 square miles.

In 1990, the study area was pushed further outward to include three municipalities in Berks County designated by the U.S. Census as part of the Pottstown urbanized area.

The first travel survey in the Philadelphia region (Penn Jersey Transportation Study) was conducted in 1959.<sup>8</sup> Data from the last five surveys (2000, 2005, 2010, 2015, and 2020) are included in this report.

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<sup>8</sup> [www.dvrpc.org/50/Timeline/](http://www.dvrpc.org/50/Timeline/).

## Screenline A-B-C (Delaware River)

The Delaware River screenline is regionally important because it monitors the flow of traffic between New Jersey and Pennsylvania. This screenline consists of the following 12 bridges:

- Washington Crossing Bridge;
- Scudder Falls (I-295) Bridge (**under construction**);
- Calhoun Street Bridge;
- Bridge Street (US Business 1) Bridge;
- Trenton Freeway (US 1) Bridge;
- PA / NJ Turnpike (I-95) Bridge;
- Burlington-Bristol (PA 413) Bridge;
- Tacony-Palmyra (PA / NJ 73) Bridge;
- Betsy Ross (NJ 90) Bridge;
- Ben Franklin (I-676, US 30) Bridge;
- Walt Whitman (I-76) Bridge; and
- Commodore Barry (US 322) Bridge.

Unlike the other screenlines and cordons, DVRPC relies on the agencies that operate these bridges and toll facilities for traffic count data. Some of the statistics that DVRPC tracks for the other screenlines, such as time-of-day traffic variation, were unavailable for these bridges. The data that was available are presented in **Tables 8, 9, and 10**, and **Figures 14 and 15**.

Traffic increased by 7.1 percent in the five years between 2000 and 2005. But with the onset of the Great Recession in December 2007, traffic decreased by 0.1 percent from 2005 to 2010, and by 7.0 percent between 2010 and 2015. As the economy recovered, the level of traffic crossing the river rebounded. It increased by 6.6 percent between 2015 and the Fall of 2019 (before COVID), returning to approximately the same level as 2010. Seven of the 12 bridges experienced an increase in traffic from 2015: PA Turnpike (+32.7 percent), Betsy Ross (+27.4 percent), Tacony-Palmyra (+25.5 percent), Trenton Freeway (US 1) (+12.1 percent), Ben Franklin (+8.9 percent), Commodore Barry (+7.0 percent), and Walt Whitman (+3.2 percent). The other five bridges saw a decrease in traffic from 2015: Scudder Falls (-23.8 percent), Calhoun Street (-8.9 percent), Burlington-Bristol (-7.9 percent), Washington Crossing (-1.4 percent), and Bridge Street (-1.3 percent). The Scudder Falls Bridge was under construction between 2017 and 2022.<sup>9</sup>

The 2020 data was collected between March and December, during the pandemic. The data shows the sharp decline in traffic crossing the Delaware River. Traffic decreased on every bridge between the Fall of 2019 and 2020.

Speed and vehicle classification data was only available for one of the bridges, the Burlington-Bristol Bridge. The average speed of all vehicles crossing this bridge in the Fall of 2019 was 38.5 miles per hour (mph). As shown in **Figure 15**, 66 percent of the traffic crossing the bridge is traveling between 36 and 45 mph. Vehicle

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<sup>9</sup> [www.scudderfallsbridge.com/construction/#map](http://www.scudderfallsbridge.com/construction/#map).

classification data for the bridge is shown in [Table 9](#). Cars and light trucks make up 92.5 percent of bridge traffic.

Public transit ridership crossing the Delaware River each day is displayed in [Table 10](#). Total transit ridership declined from 62,452 average passengers per day in 2015 to 60,612 passengers per day in the Fall of 2019. This is a reduction of 1,840 passengers per day, or 2.95 percent. By far the greatest number of passengers are on AMTRAK, which carries 24,335 across the river every day, and on PATCO which carries 29,940 passengers per day.

## Screenline D-1 (Upper Schuylkill River)

Screenline D-1 follows the Schuylkill River from the Berks County, Pennsylvania boundary at the western edge of the DVRPC region, to the US 1 Roosevelt Expressway Bridge in Philadelphia. This screenline consists of 20 traffic monitoring stations. However, one of these locations, the Keim Street Bridge in Pottstown, has been closed to traffic since 2010 while it is being repaired.

- US 422 Pottstown Bypass Bridge;
- PA 100 Pottstown Pike Bridge;
- Hanover Street Bridge;
- Keim Street Bridge (**closed**);
- US 422 Pottstown Bypass Bridge;
- Linfield Road Bridge;
- Main Street Bridge;
- PA 113 Black Rock Bridge;
- PA 29 Bridge Street Bridge;
- Pawlings Road Bridge;
- US 422 Betzwood Bridge;
- US 202 Dannehower Bridge;
- US 202 Dekalb Street Bridge;
- I-276 Pennsylvania Turnpike Bridge;
- I-476 Mid-County Expressway Bridge;
- Fayette Street Bridge;
- Green Lane Bridge;
- City Avenue Bridge;
- Falls Road Bridge; and
- US 1 Roosevelt Expressway Bridge.

**Figure 16** and **Table 11** display the trend in average daily traffic crossing the screenline. Traffic increased from 2010 to 2015 (+12.2 percent) but decreased from 2015 to the Fall of 2019 (-6.5 percent). This is the biggest percentage decline between 2015 and Fall 2019 of any of the screenlines. The largest declines occurred at the following three bridges: I-476 Mid-County Expressway (-27.4 percent), PA 29 (-23.9 percent), and Main Street (-22.2 percent). Traffic increased at the following three bridges between 2015 to 2019: PA 113 (+11.9 percent), Linfield Road (+10.7 percent), and I-276 Pennsylvania Turnpike (+6.2 percent).

2020 traffic counts during COVID were only available at four locations. The US 422 Pottstown Bypass Bridge had a slight increase (+1.6 percent) in traffic between Fall 2019 and June 2020. The other three locations all experienced declines in traffic due to COVID: the I-276 Pennsylvania Turnpike Bridge (-33.2 percent), the US

422 Betzwood Bridge at Valley Forge (-14.9 percent), and the US 1 Roosevelt Expressway Bridge (-10.5 percent).

**Figure 17** shows the time-of-day distribution of traffic crossing this screenline. The AM Peak hour occurs between 7:00 and 8:00, and the PM Peak hour occurs between 4:00 and 5:00. The percentage of daily traffic occurring in the AM and PM Peak hours is a little bit lower than what was observed in 2015 (**Table 12**). This screenline has one of the more pronounced and clearly defined peak directions. In the AM, the peak direction is southbound towards the Philadelphia CBD, and in the PM the direction of flow reverses, as people commute from work back to home.

**Table 13** shows the average weekday transit ridership crossing Screenline D-1. Transit ridership decreased by 2,144 passengers per day, or 13.1 percent from 2015 to the Fall of 2019. Most of the transit ridership (80 percent) are SEPTA bus passengers.

Vehicle classification data is displayed in **Table 14**. It is interesting to see how the passenger car and heavy truck percentages changed between 2015, pre-COVID Fall of 2019, and post-COVID 2021. The percentage of passenger cars increased from 2015 to 2019, and then decreased by 20 percent between 2019 and 2021. Whereas the opposite happened for heavy trucks, decreasing from 2015 to 2019, and then increasing by 160 percent between 2019 and 2021. Almost 13 percent of the traffic crossing Screenline D-1 in 2021 were heavy trucks, and 20 percent were 2-axle 4-tire single-unit trucks. Which tends to agree with some of the other data from the COVID time period. With more workers staying home, there were less passenger cars on the roads. With more people making purchases online, there were more trucks on the roads delivering packages. And for truck drivers seeking the quickest route between point A and point B, several of the roads crossing Screenline D-1 are alternative ways around the higher congestion in downtown Philadelphia.

**Figure 18** compares the speed of traffic crossing the screenline in 2015 and March of 2021. There was a much higher percentage of slower traffic (between 0 and 30 mph) in 2015 (49 percent) than in 2021 (27 percent). Or stated another way, there was a higher percentage of faster traffic in 2021. As with the vehicle classification data, this may be partly COVID related. With more people working from home, traffic volumes and congestion levels decreased, and drivers were able to increase their speeds.

## Screenline D-2 (North Philadelphia)

Screenline D-2 follows the SEPTA and AMTRAK railroad tracks from the Schuylkill River in the west to the Delaware River in the east. It runs between Westmoreland Street and Allegheny Avenue west of Broad Street, between Sedgley Avenue and Glenwood Avenue east of Broad Street, and meets the Delaware River just south of the Betsy Ross Bridge.

This screenline monitors the flow of traffic between the central core and the northern part of the region and includes 37 count locations, the highest number of all of the screenlines. Daily traffic crossing Screenline D-2 is displayed in [Table 15](#) and [Figure 19](#) and was approximately 512,700 vehicles per day (vpd) in 2019. This is a 2.3 percent reduction from 2015.

The major roads crossing this screenline include I-95, which had a slightly lower daily volume in the Fall of 2019 when compared to 2015 (-1.7 percent), Kelly Drive which was up significantly (+27.7 percent), and Broad Street (no change). Although it carries a lower daily volume, Frankford Avenue observed the largest percentage gain (+62.6 percent) of all of the roads crossing D-2 between 2015 and 2019.

The time-of-day distribution of traffic is displayed in [Figure 20](#). The AM Peak hour occurs from 7:00 to 8:00 and the PM Peak hour occurs from 4:00 to 5:00.

Speed data was collected in August of 2019 and is displayed in [Figure 21](#). The weighted average speed is 30.6 mph, which is slightly lower than the average speed in 2015 (31.3 mph).

Transit ridership crossing Screenline D-2 is shown in [Table 17](#). Most of the transit passengers (74 percent) are riding one of SEPTA's regional rail routes, or the two subway lines (Broad Street Line, and Market Frankford Line). Total transit ridership crossing D-2 decreased by 11,380 passengers per day, or 4.8 percent, between 2015 and the Fall of 2019.

Vehicle classification data is displayed in [Table 18](#). Approximately 91 percent of the vehicles crossing D-2 are cars and light trucks, and only 6.6 percent are heavy trucks.

## Screenline D-3 (Lower Schuylkill River)

Screenline D-3 represents the lower section of the Schuylkill River that extends from the Strawberry Mansion Bridge in the north to the Girard Point Bridge (I-95) in South Philadelphia. This screenline monitors the flow of traffic entering and exiting the core of the region from the western suburbs (Darby, Haverford). It includes the following 17 bridges:

- Strawberry Mansion Bridge;
- AMTRAK Northeast Corridor Bridge;
- Girard Avenue Bridge;
- Spring Garden Street Bridge;
- Martin Luther King, Jr. (MLK) Drive Bridge (closed);
- I-676 Vine Expressway Bridge;
- John F. Kennedy Boulevard Bridge;
- Market Street Bridge;
- Chestnut Street Bridge (closed);
- Walnut Street Bridge;
- South Street Bridge;
- I-76 Schuylkill Expressway Bridge;
- University Avenue Bridge;
- Grays Ferry Avenue Bridge;
- Passyunk Avenue Bridge;
- Platt Memorial Bridge (PA-291); and
- I-95 Girard Point Bridge.

Two of the bridges were closed for repairs during the time that traffic count data was being collected. The Chestnut Street Bridge was closed from mid-July 2019 until Spring of 2022. The MLK Drive Bridge was closed to vehicles in the Spring of 2020 and is not scheduled to re-open until 2024. Despite the closures, Screenline D-3 experienced a slight increase in traffic between 2015 and 2020 (+1.9 percent). High volume roads include I-95 crossing the Girard Point Bridge (+13.4 percent), I-676 (+7.2 percent), PA 291 / Platt Bridge (+11.0 percent), and I-76 (-17.9 percent).

The time-of-day distribution is shown in [Figure 23](#). The AM Peak hour occurred from 7:00 to 8:00, and the PM Peak hour occurred from 5:00 to 6:00. [Table 20](#) shows the percentage of daily traffic that occurs during the AM and PM Peak hours. The peak hour percentages declined a little bit between 2015 and 2019. From 6.8 to 6.5 percent in the AM, and from 6.6 to 6.4 percent in the PM.

[Table 21](#) shows the transit ridership for this screenline. Most of the transit passengers crossing D-3 are on SEPTA's Regional Rail and Market Frankford Line, and this ridership increased by 6,000 passengers per day (+4.1 percent). However, SEPTA bus, SEPTA trolley, and AMTRAK ridership all declined from 2015 to 2020,

by 6.3 percent, 8.9 percent, and 12.3 percent respectively. Overall transit ridership declined by 2,237 passengers, or 0.9 percent.

Vehicle classification data is shown in [Table 22](#). As with several of the other screenlines (D-1, D-4, F, Inner Cordon, and Outer Cordon), D-3 experienced an increase in truck traffic between 2010 and 2020. This is probably attributable to the continued growth in online shopping, and package delivery over the past ten years. For example, the “parcel” vans used by FedEx, Amazon and UPS (4- and 6-tire two-axle single-unit trucks) increased from 11.4 percent of traffic in 2010 to 14.7 percent of traffic in 2019.

Speed data for Screenline D-3 was collected at four locations and is shown in [Figure 24](#). Three of the roads were surveyed in the Fall of 2019, and one road was surveyed in November of 2021. The weighted average of speed is 32.4 mph, which is a little bit slower than the average observed speed (34.1 mph) in 2015.

## Screenline D-4 (Montgomery / Bucks County Line)

Screenline D-4 follows the Montgomery / Bucks County border line from Lehigh County in Pennsylvania in a southeasterly direction to the intersection of Folly Road and County Line Road in Warrington Township. This screenline is represented by 19 traffic monitoring stations.

Traffic volume data for this screenline is shown in [Table 23](#) and [Figure 25](#). The total volume of traffic crossing Screenline D-4 increased from 226,375 vpd to 244,300 vpd between 2015 and Fall of 2019. This is the lowest total volume of all of the screenlines, but one of the fastest growing in terms of percentage change (+7.9 percent).

Of all of the roads crossing this screenline, the Northeast Extension of the Pennsylvania Turnpike (I-476) has the highest traffic volume (53,455 vpd), and it increased by 6.5 percent compared to 2015. However, several other major roads crossing the screenline actually decreased: PA 309 (-2.9 percent), PA 113 (-1.9 percent), and PA 663 (-4.1 percent).

Time-of-day distribution is shown in [Figure 26](#). The AM Peak hour occurs between 7:00 and 8:00, and the PM Peak hour occurs between 5:00 and 6:00. [Table 24](#) shows the percentage of daily traffic that occurs in the peak hours. Almost 17 percent of daily traffic occurs during the AM (7.8 percent) and PM (9.1 percent) Peak hours.

Speed data is shown in [Figure 27](#). There is a noticeable difference between the speed distribution from 2015 compared to the speed distribution from 2019. The average speed decreased from 47.6 to 41.9 mph. The share of traffic traveling between 31 to 50 mph increased from 42 percent to 76 percent. And the share of traffic traveling between 51 and 75 mph decreased from 46 to 17 percent. This may be due to different roads being sampled in 2019. In 2019, the sample included roads with lower posted speed limits, such as PA 202 (40 mph) and Upper State Road (35 mph).

Vehicle classification data is displayed in [Table 25](#). Although the share of heavy trucks increased from 6.7 to 9.0 percent, the majority of traffic (89.5 percent) is still comprised of passenger cars and light trucks.

The number of transit passengers crossing Screenline D-4 is displayed in [Table 26](#). There isn't a lot of bus service in this part of the region, and that is reflected in the ridership data. There is only one bus route (SEPTA Route 132), and the average number of passengers per day in the Fall of 2019 was 110. Most of the transit passengers (89 percent) are riding SEPTA's Lansdale / Doylestown regional rail route. But overall transit ridership crossing D-4 is only 1,039 passengers per day, the lowest of all of the screenlines. Total transit ridership declined between 2015 and Fall of 2019 by 20.1 percent.

## Screenline E (Pennsauken Creek)

Screenline E generally follows the border between Burlington and Camden counties in New Jersey, from the Delaware River in the west to the Atlantic County, New Jersey border in the east. Daily traffic crossing Screenline E was 633,600 vpd in 2019, a 1.9 percent increase from 2015. I-295 carries the highest volume (151,299 vpd) and increased by 4.7 percent from 2015.

**Figure 29** shows the time-of-day distribution of traffic crossing Screenline E. The AM Peak is noticeably flat. There's about the same amount of traffic traveling between 7:00 and 8:00, as there is between 8:00 and 9:00. The PM Peak hour is more pronounced, and occurs between 5:00 and 6:00.

Speed data for Screenline E is shown in **Figure 30**. The weighted average speed increased from 44.6 mph in 2015 to 47.9 mph in 2019. The share of traffic traveling between 51 and 70 mph has been steadily increasing, from 17 percent in 2010, to 28 percent in 2015, to 41 percent in 2019. This screenline includes several higher speed roads, such as NJ 90 and US 206 with posted speeds of 55 and 50 mph respectively.

**Table 29** shows the daily transit passenger trips crossing Screenline E. Most of the transit passengers (64 percent) are riding New Jersey Transit's River Line Light Rail (LRT), which travels between Trenton and Camden. However, transit ridership declined between 2015 and the Fall of 2019, by 10.8 percent on the River Line, and by 12.2 percent overall.

Vehicle classification data is shown in **Table 30**. As with most of the other screenlines and cordons in the region, the vast majority (93.2 percent) of the traffic crossing this screenline consists of passenger cars and light trucks.

## Screenline F (Crosswicks Creek)

This screenline follows the border between Burlington and Mercer counties in New Jersey, from the Delaware River in the west to the Monmouth County border in the east. It includes nine traffic count locations, which is the fewest of any of the screenlines. As shown in [Table 31](#) and [Figure 31](#), daily traffic crossing Screenline F increased from 271,200 vpd in 2015 to 304,700 vpd in 2019, a 12.4 percent increase. This is the highest rate of growth of any of the screenlines or cordons.

This screenline includes two of the major north-south highways traversing the region. I-295 has a daily volume of 101,412 vpd and increased by 12.2 percent between 2015 and 2019. The New Jersey Turnpike (I-95) has a daily volume of 146,673 vpd and increased by 17.7 percent.

[Figure 32](#) shows the time-of-day distribution for this screenline. The AM Peak hour occurs from 7:00 to 8:00, and the PM Peak hour occurs from 4:00 to 5:00. As with D-1, Screenline F has well defined peak directions. In the AM, the peak direction is southbound towards Philadelphia, Wilmington, Baltimore, and Washington, DC. In the PM the direction of flow reverses, with more traffic heading north towards Trenton, Newark, and New York.

[Table 32](#) shows the percentage of daily traffic occurring in the AM and PM Peak hours. The share of daily traffic occurring in the AM Peak hour is 8.4 percent, and the share in the PM Peak hour is 8.8 percent. The combined percentage (17.2 percent) is the highest of any of the screenlines. This suggests that there are a lot of commuters using these roads, traveling back and forth to work during normal business hours.

Speed data is shown in [Figure 33](#). Even though the speed sample data does not include any interstates, Screenline F still has the highest average speed (53.8 mph) of any of the screenlines and cordons.

[Table 33](#) shows the percentage of traffic by vehicle type. As with Screenlines D-1 and D-4, Screenline F is traversed by higher volume, higher speed freeways and interstates. These roads are an attractive alternative to long distance truck drivers who don't want to get stuck in traffic in the congested urban core. It may be a little longer and circuitous, but also a freer flowing route. And companies such as Amazon are locating their large warehouses and distribution centers along these roads (e.g., near exit 8A of the New Jersey Turnpike in South Brunswick and Cranbury Townships). As a consequence, this screenline also has a higher percentage of heavy trucks (8.4 percent) and tractor-trailers (2.3 percent).

[Table 34](#) shows the average weekday transit passengers crossing Screenline F. As with Screenline D-4, there is not a lot of transit ridership crossing Screenline F. Total ridership was only 3,542 passengers per day in the Fall of 2019, a decline of 700 passengers from 2015. Most of the passengers (93 percent) are riding New Jersey Transit's River Line Light Rail.

## Inner Cordon

A summary of the traffic volume crossing the Inner Cordon is shown in [Table 35](#) and [Figure 34](#). The Inner Cordon includes 91 count locations and spans both sides of the Delaware River. It cuts through Delaware, Chester, Montgomery, and Bucks counties in Pennsylvania, and Mercer, Burlington, Camden, and Gloucester counties in New Jersey.

The volume of traffic crossing the Inner Cordon in New Jersey increased from 1.38 million vpd in 2015 to 1.44 million vpd in 2019, a 4.6 percent increase. But the volume of traffic crossing the Inner Cordon in Pennsylvania decreased from 2015 to 2019, from 1.36 million vpd to 1.30 million vpd, which is a 4.6 percent decrease. Therefore, the net effect for the entire cordon was a slight increase, from 2.742 million vehicles in 2015 to 2.743 million vehicles in 2019 (+0.04 percent).

[Figure 35](#) shows the time-of-day variation for traffic crossing the Inner Cordon. The AM Peak hour occurs from 7:00 to 8:00, and the PM Peak hour occurs from 5:00 to 6:00. There is a noticeable sub-peak in travel at noon, in the inbound direction (towards Philadelphia). As shown in [Table 36](#), 7.4 percent of daily traffic occurs during the AM Peak hour, and 8.2 percent occurs during the PM Peak hour.

[Figure 36](#) shows the speed data for the roads crossing the Inner Cordon. Speeds have remained fairly consistent between 2010, 2015, and 2019. The average weighted speeds of vehicles crossing the Inner Cordon in 2019 was 43.5 mph, up from 42.2 mph in 2015.

[Table 37](#) shows the average weekday transit ridership crossing the Inner Cordon. It is worth noting that data for several routes (New Jersey Transit's Atlantic City and Northeast Corridor rail lines) became available in 2019 for the first time. Comparing the data that was available in 2015 to Fall of 2019, the only route to experience an increase in ridership was AMTRAK's Keystone line (+5.9 percent). SEPTA bus ridership decreased by 28.9 percent. New Jersey Transit bus ridership decreased by 17.9 percent. SEPTA rail routes crossing the Inner Cordon decreased by 7.2 percent, and AMTRAK's Northeast Regional line decreased by 4.1 percent.

[Table 38](#) shows the vehicle classification data for the Inner Cordon. As with several of the other screenlines and cordons, the percentage of heavy trucks increased from 2015 to 2019, from 6.5 percent to 8.1 percent.

## Outer Cordon

The Outer Cordon includes 83 count locations and borders Hunterdon, Somerset, Middlesex, Monmouth, Ocean, Atlantic, Cumberland, and Salem counties in New Jersey; Lancaster, Berks, Lehigh, and Northampton counties in Pennsylvania; Cecil County in Maryland; and New Castle County in Delaware. A summary of the traffic volume crossing the Outer Cordon is shown in [Table 39](#) and [Figure 37](#).

Traffic volumes crossing the Outer Cordon have been steadily increasing since 2010. The volume of traffic for Pennsylvania roads crossing the Outer Cordon was 625,400 vpd in 2010, 666,100 vpd in 2015, and 680,400 vpd in 2019. Likewise, the New Jersey roads crossing the Outer Cordon have increased from 872,400 vpd in 2010, to 948,000 vpd in 2015, to 952,800 vpd in 2019. The total combined volume of traffic crossing the Outer Cordon increased by 7.8 percent from 2010 to 2015, and by 1.2 percent from 2015 to 2019.

[Figure 38](#) shows the time-of-day variation for traffic crossing the Outer Cordon. The AM Peak hour occurs from 7:00 to 8:00, and the PM Peak hour occurs from 5:00 to 6:00. And as with the Inner Cordon, there is a sub-peak from 12:00 noon to 1:00 PM, but in the outbound direction (away from Philadelphia). As shown in [Table 40](#), 6.9 percent of daily traffic crossing the Outer Cordon occurs during the AM Peak hour, and 8.2 percent occurs during the PM Peak hour.

[Figure 39](#) shows the speed data for the Outer Cordon. The weighted average speed for all roads crossing the Outer Cordon is 47.0 mph, virtually unchanged from 2015 (47.1 mph).

[Table 41](#) shows the average weekday transit ridership crossing the Outer Cordon. AMTRAK's Northeast Regional train route carries 42,300 passengers per day across the Outer Cordon and links Philadelphia with Boston, New York, Baltimore, and Washington, DC. As with the Inner Cordon, ridership crossing the Outer Cordon also declined from 2015 to 2019. Ridership decreased by 19.0 percent on New Jersey Transit bus routes, by 12.0 percent on SEPTA bus routes, by 7.1 percent on SEPTA rail, and by 3.8 percent on AMTRAK's Northeast Corridor rail line.

[Table 42](#) shows the vehicle classification data for roads crossing the Outer Cordon. As with the Inner Cordon, and several of the screenlines, there was a noticeable increase in the percentage of heavy trucks on the roads. These include everything from 2-axle, 6-tire, single-unit trucks to 7- or more axle multitrailer trucks. The percentage of heavy trucks crossing the Outer Cordon in 2015 was 10.2 percent, and this increased to 12.8 percent in 2019.

## CHAPTER 4:

# Turnpikes and Interstates

Much of the through traffic in the region is carried by the two major toll facilities that serve the Delaware Valley: the Pennsylvania and New Jersey Turnpikes. Both turnpike agencies supplied interchange-to-interchange traffic counts, which are shown in [Table 43](#), [Figure 40](#), and [Figure 41](#). The data are the two-way daily traffic volumes between interchanges. Traffic counts are also included for the major interstate facilities in the region (I-95, I-195, I-295, I-476, and I-76) in [Appendix D](#).

## Pennsylvania Turnpike and Northeast Extension

The Pennsylvania Turnpike statistics are Average Annual Daily Traffic (AADT) volumes derived from annual counts collected and processed by that agency. The daily volumes and growth rates on the turnpike vary a great deal depending on location. In the Fall of 2019, the lowest daily volume was 48,347 vpd between exit 351 Bensalem and exit 352 Street Road. The highest volume was 122,448 vpd between exit 20 Mid-County and exit 339 Fort Washington. In terms of the percentage change between 2015 and 2019, the lowest increase was 0.8 percent between exit 312 Downingtown and exit 320 Phoenixville / Malvern. The highest percentage change was 11.9 percent between exit 20 Mid-County and exit 31 Lansdale.

As with the other roadways in the region, COVID had a significant impact on the Pennsylvania Turnpike. Comparing Fall of 2019 to mid-2020 daily traffic volumes, the percentage decrease ranged from -22.6 percent between exit 31 Lansdale and exit 44 Quakertown, to -33.2 percent between exit 326 Valley Forge and exit 333 Norristown.

## New Jersey Turnpike

Daily volumes and percentage growth rates on the New Jersey Turnpike also vary depending on which segment one looks at. The lowest daily volume in the Fall of 2019 was 51,338 vpd between exit 1 Delaware Memorial Bridge and exit 2 Swedesboro. The highest volume was 166,647 vpd between exit 8 Hightstown and exit 8A Cranbury. In terms of percentage growth between 2015 and the Fall of 2019, the lowest increase was 4.1 percent between exit 4 Camden and exit 5 Burlington. The highest percentage change was 45.1 percent between exit 6 and exit 6A on the Turnpike Extension.

Comparing Fall 2019 pre-COVID with 2020 during COVID data for the New Jersey Turnpike, the smallest percentage decrease was -15.8 percent between exit 6 and exit 6A on the Turnpike Extension. The greatest percentage decrease was -29.0 percent and occurred in two places, between exit 3 Woodbury and exit 4 Camden, and between exit 6A and the Delaware River on the Turnpike Extension.

## I-95 Delaware Expressway

Traffic counts were taken on I-95 during 2019, 2020, and 2021, and are shown in [Figure 42](#) and [Appendix D](#). There are three locations where both 2015 and 2019 data are available. Between the Pennsylvania / Delaware state line and the Chichester Avenue exit, the daily traffic volume increased from 111,300 vpd to 115,300 vpd, an increase of 3.6 percent. Between Enterprise Avenue and Broad Street, the daily traffic volume decreased slightly, from 118,000 vpd to 116,300 vpd (-1.4 percent). Between Woodhaven Road and Street Road, the daily traffic volume increased from 84,100 vpd to 106,700 vpd (+26.9 percent).

There are also three locations where both 2015 and 2020 data are available. Between Prospect Park and Bartram Avenue, the daily traffic volume decreased by 62,300 vpd between 2015 and 2020 (-43.6 percent).

Between Columbus Boulevard and Central Philadelphia, the daily traffic volume decreased by 26,300 vpd (-16.8 percent), and between the Betsy Ross Bridge and Harbison Avenue, the daily traffic volume decreased by 24,400 vpd (-14.5 percent). These trends are consistent with much of the roadway data collected for the other roads in the region. Traffic levels were either about the same, or increasing between 2015 and 2019. But all of the 2020 traffic counts taken during COVID are lower than 2015, by 15 to 44 percent.

### I-195 James J. Howard Interstate

Data for I-195 is shown in [Figure 43](#) and [Appendix D](#). There are two locations where both 2015 and 2019 counts are available. Between exit 7 and exit 8, the daily traffic volume increased from 62,500 vpd in 2015 to 70,400 vpd in 2019, a 12.6 percent increase. Between exit 3 and exit 5, the daily traffic volume increased from 81,600 vpd in 2015 to 83,800 vpd in 2019, a 2.7 percent increase.

### I-295

Data for I-295 is shown in [Figure 44](#) and [Appendix D](#). Between exit 7 and exit 10 in Gloucester County, New Jersey, the daily traffic volume decreased slightly from 41,200 vpd in 2015 to 41,100 vpd in 2019, which is only a 0.2 percent decrease. I-295 just north of the Pennsylvania Turnpike, between exit 1 and exit 3 is an interesting location. In March of 2015, the daily traffic volume at this location was 55,811 vpd. In March of 2020, right at the start of the COVID pandemic, the traffic volume decreased by 24,300 vpd, to 31,522 vpd (-43.5 percent). About six months later, in September of 2020, traffic had rebounded to 44,807 vpd.

### I-476 Mid-County Expressway

Data for I-476 is shown in [Figure 45](#) and [Appendix D](#). There are three locations where both 2015 and 2019 data are available. Daily traffic volumes increased by 5.9 percent between exit 3 and exit 5, by 6.2 percent between exit 5 and exit 9, and by 5.1 percent between exit 16 and exit 18. There is also one location where traffic counts are available from both before and during COVID. Between exit 1 and exit 3, daily traffic volume decreased from 97,800 vpd in 2015 to 58,500 vpd in 2020, a decrease of 40.2 percent.

### I-76 Schuylkill Expressway

Data for I-76 is shown in [Figure 46](#) and [Appendix D](#). In 2015, the daily mainline traffic volume in the middle of the I-76 interchange with I-476 was 62,052 vpd. In 2019, the traffic volume at this location had increased by 5.0 percent, to 65,134 vpd (+5.0 percent).

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# Appendices

A. Figures

B. Tables

C. Screenline & Cordon Counts

D. Interstate Traffic Counts

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## Appendix A: Figures

Figure 1: Major Roads Crossing Screenlines and Cordons

Figure 2: Rail Lines Crossing Screenlines and Cordons

Figure 3: Bus Routes Crossing Screenlines and Cordons

Figure 4: DVRPC Regionwide Vehicle Miles of Travel (VMT)

Figure 5: SEPTA Ridership, Fiscal Year 2020, and Fiscal Year 2021

Figure 6: New Jersey Transit, PATCO, and AMTRAK Ridership, Fiscal Year 2020

Figure 7: Pennsylvania, Trips per Day, from October 2019 to January 2022

Figure 8: New Jersey, Trips per Day, from October 2019 to January 2022

Figure 9: Payrolls, Change Since February 2020

Figure 10: U.S. Gross Domestic Product (GDP), Change From Previous Quarter

Figure 11: Nationwide, Trips per Week for Calendar Year 2019, 2020, and 2021

Figure 12: Passenger Modes Percent Change

Figure 13: Daily Average Number of People Staying Home

Figure 14: 2000–2020 Average Daily Traffic Volumes for Screenline A-B-C

Figure 15: Burlington-Bristol Bridge Speed Histogram

Figure 16: 2000–2020 Average Daily Traffic Volumes for Screenline D-1

Figure 17: Screenline D-1 Time-of-Day Variation

Figure 18: Screenline D-1 Speed Histogram

Figure 19: 2000–2020 Average Daily Traffic Volumes for Screenline D-2

Figure 20: Screenline D-2 Time-of-Day Variation

Figure 21: Screenline D-2 Speed Histogram

Figure 22: 2000–2020 Average Daily Traffic Volumes for Screenline D-3

Figure 23: Screenline D-3 Time-of-Day Variation

Figure 24: Screenline D-3 Speed Histogram

Figure 25: 2000–2020 Average Daily Traffic Volumes for Screenline D-4

Figure 26: Screenline D-4 Time-of-Day Variation

Figure 27: Screenline D-4 Speed Histogram

Figure 28: 2000–2020 Average Daily Traffic Volumes for Screenline E

Figure 29: Screenline E Time-of-Day Variation

Figure 30: Screenline E Speed Histogram

Figure 31: 2000–2020 Average Daily Traffic Volumes for Screenline F

Figure 32: Screenline F Time-of-Day Variation

Figure 33: Screenline F Speed Histogram

Figure 34: 2005–2020 Daily Traffic Volumes for the Inner Cordon

Figure 35: Inner Cordon Time-of-Day Variation

Figure 36: Inner Cordon Speed Histogram

Figure 37: 2005–2020 Daily Traffic Volumes for the Outer Cordon

Figure 38: Outer Cordon Time-of-Day Variation

Figure 39: Outer Cordon Speed Histogram

Figure 40: Pennsylvania Turnpike

Figure 41: New Jersey Turnpike

Figure 42: I-95 Delaware Expressway

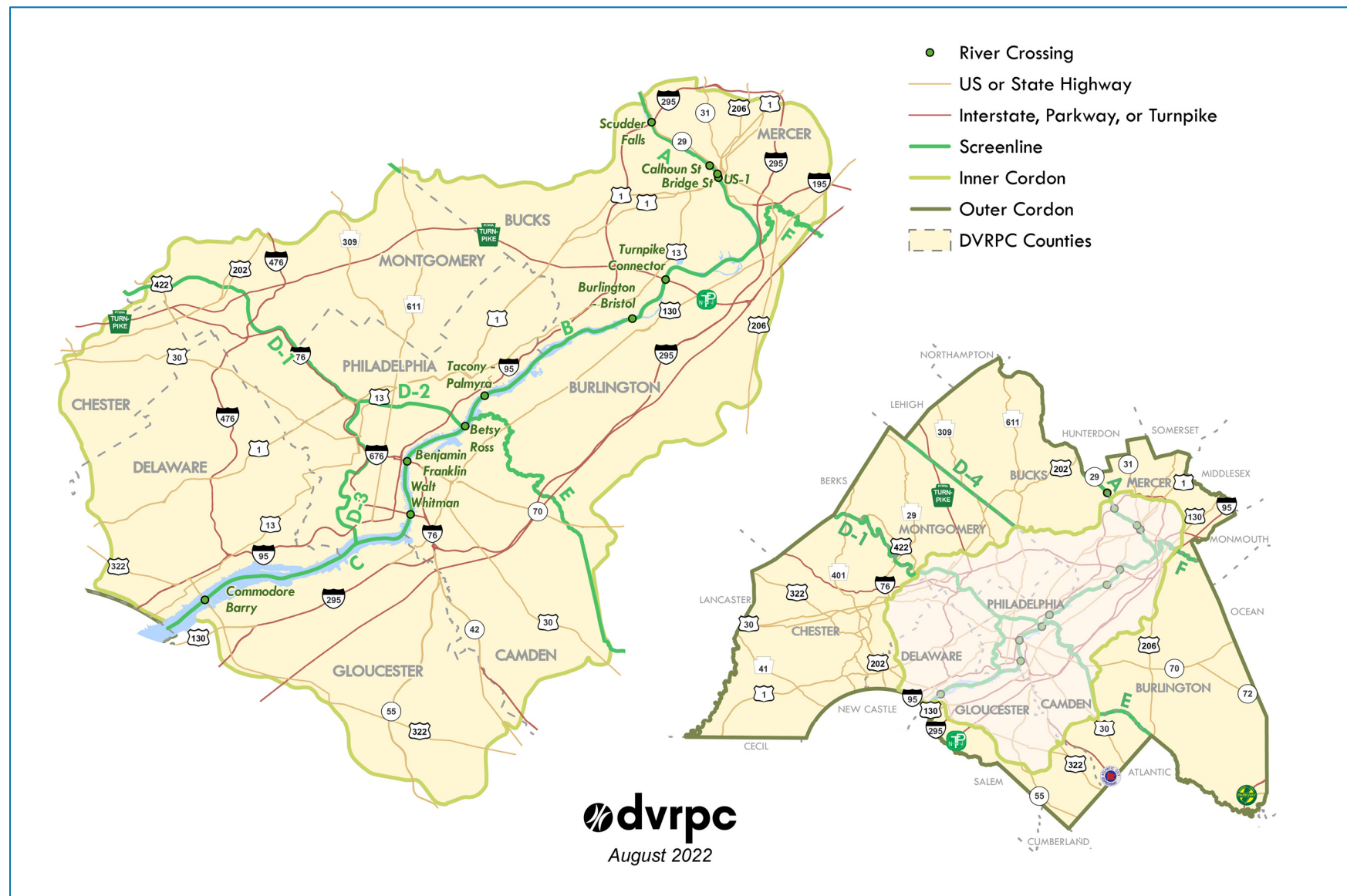
Figure 43: I-195 James J. Howard Interstate

Figure 44: I-295

Figure 45: I-476 Mid-County Expressway

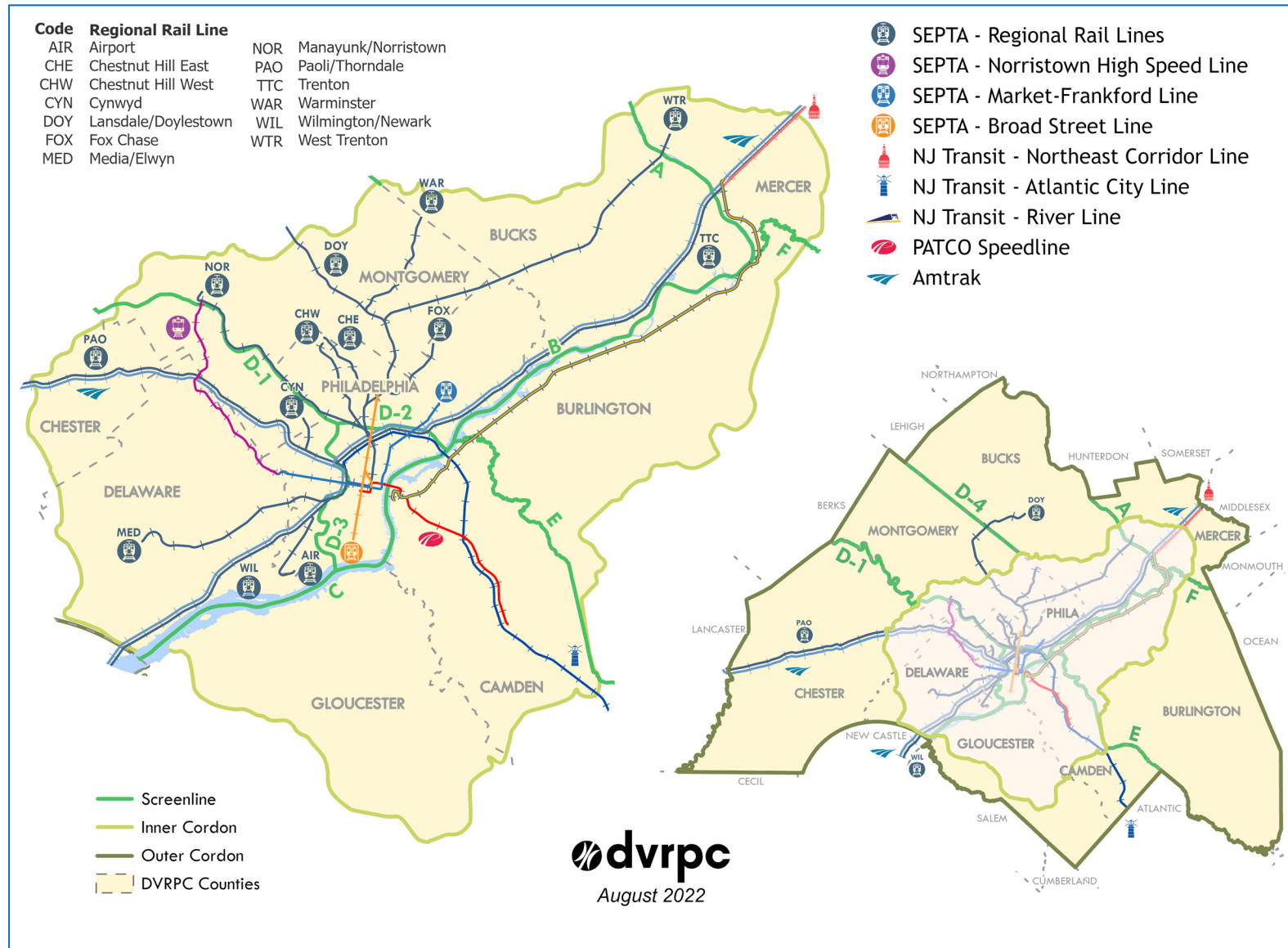
Figure 46: I-76 Schuylkill Expressway

**Figure 1: Major Roads Crossing Screenlines and Cordons**



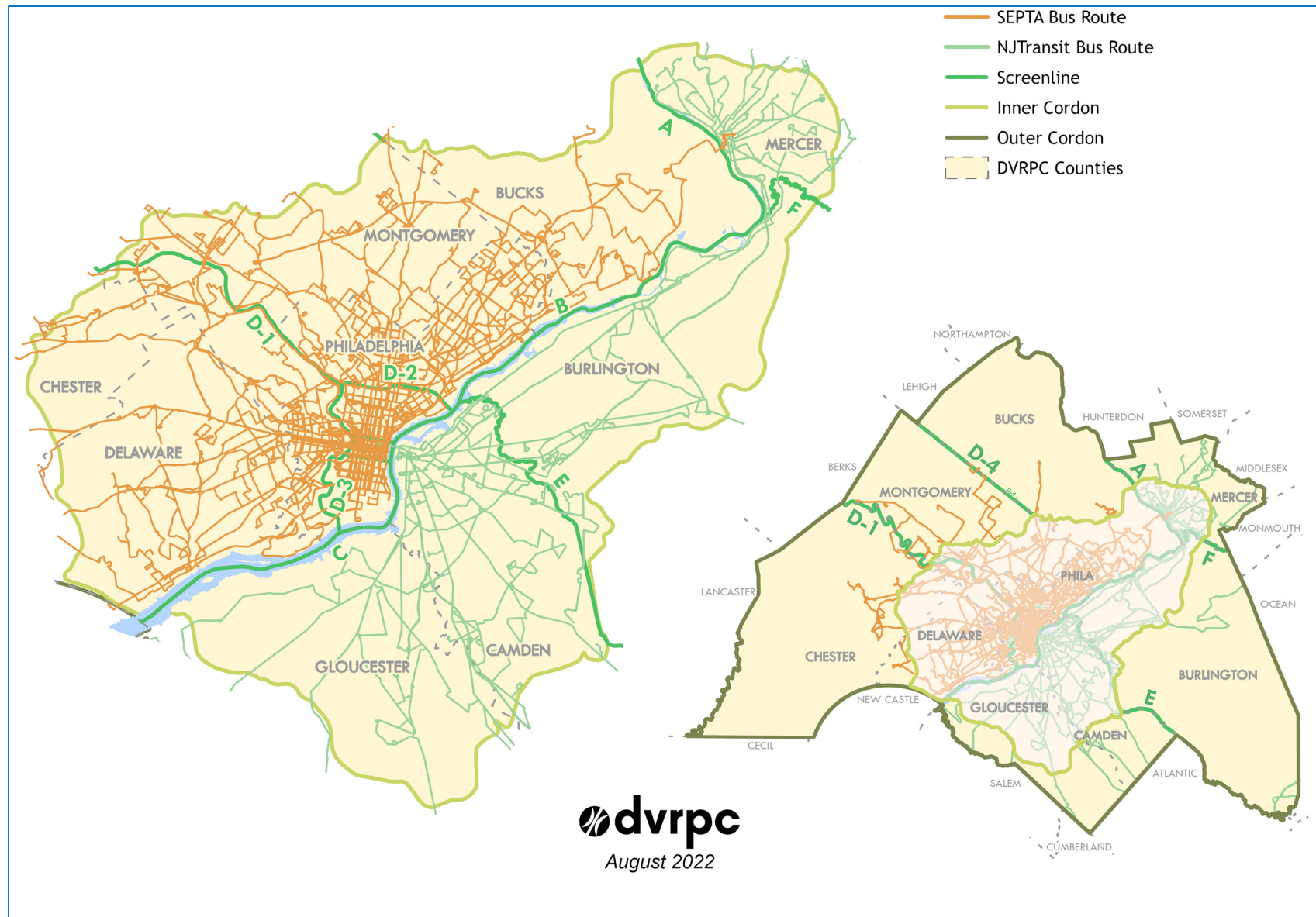
Source: DVRPC 2022

**Figure 2: Rail Lines Crossing Screenlines and Cordons**



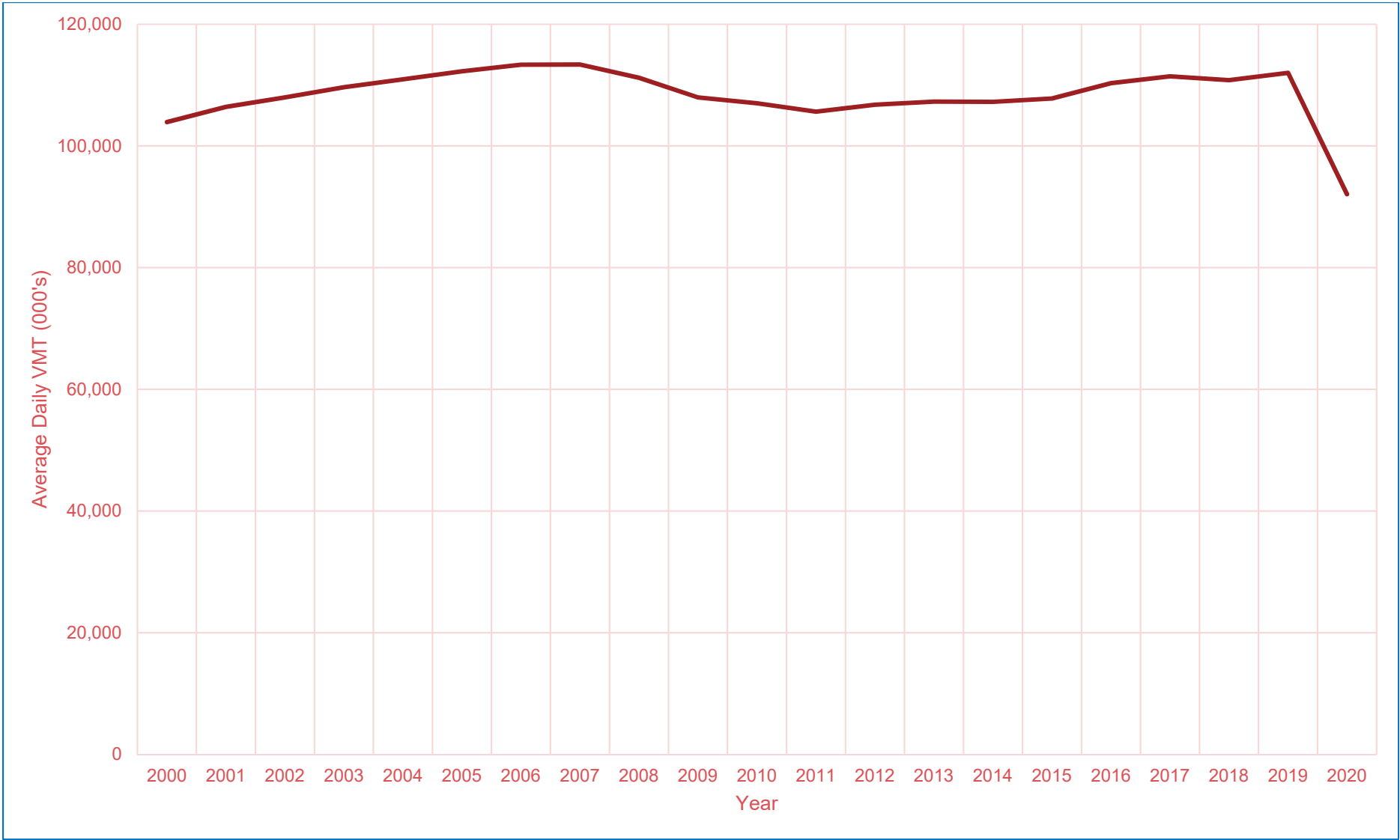
Source: DVRPC 2022

**Figure 3: Bus Routes Crossing Screenlines and Cords**



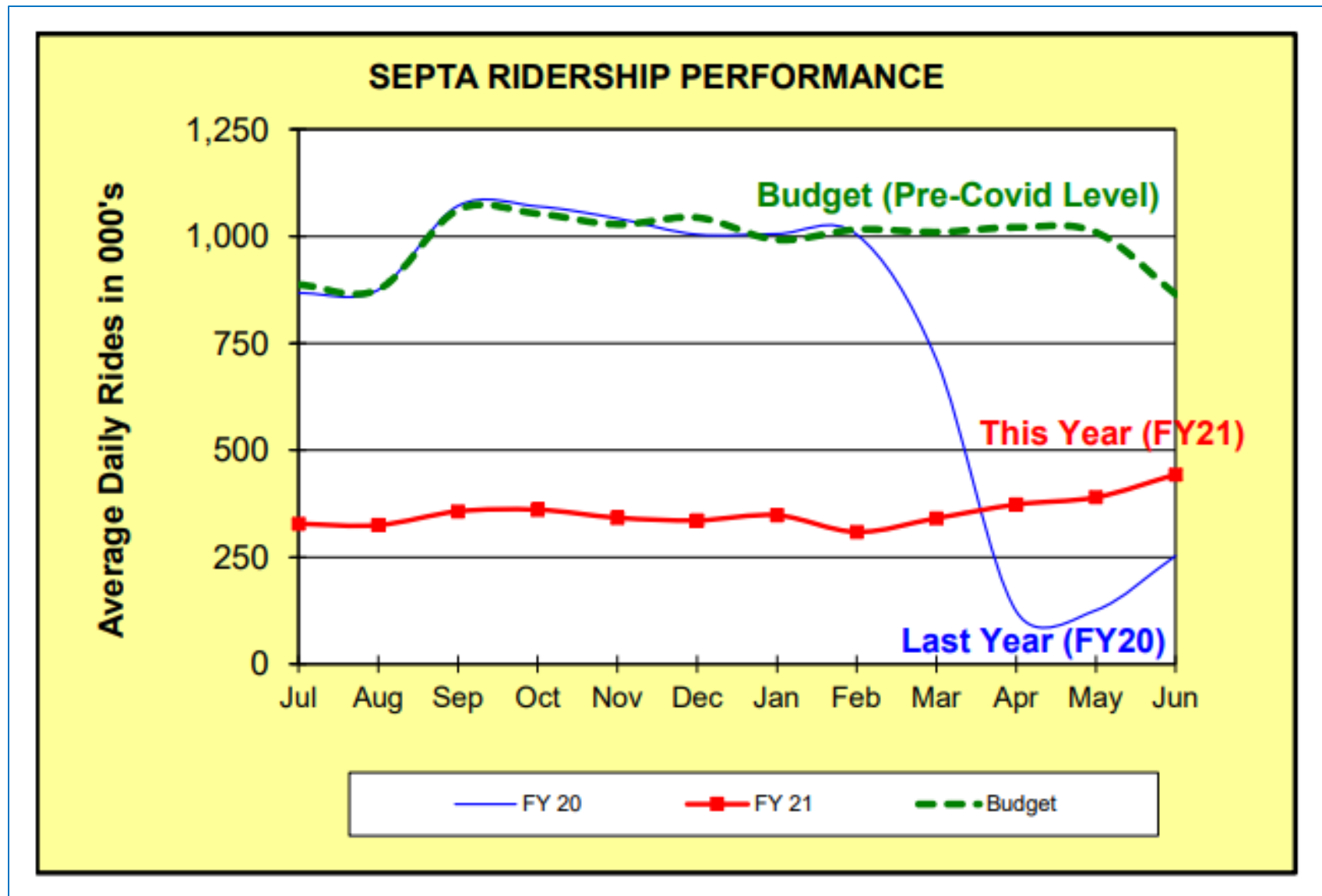
Source: DVRPC 2022

**Figure 4:** DVRPC Regionwide Vehicle Miles of Travel (VMT)



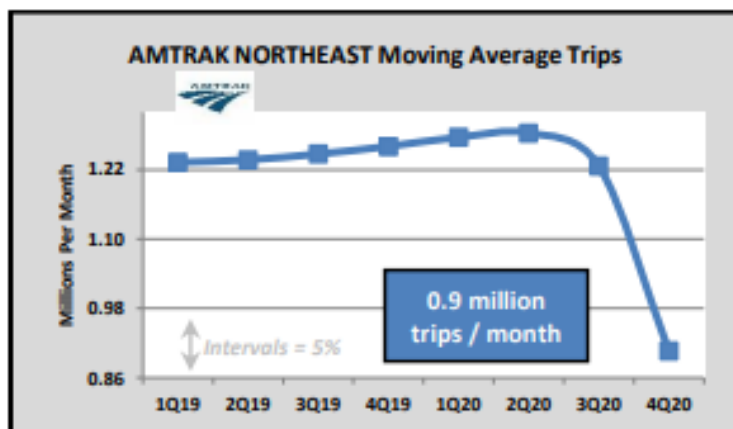
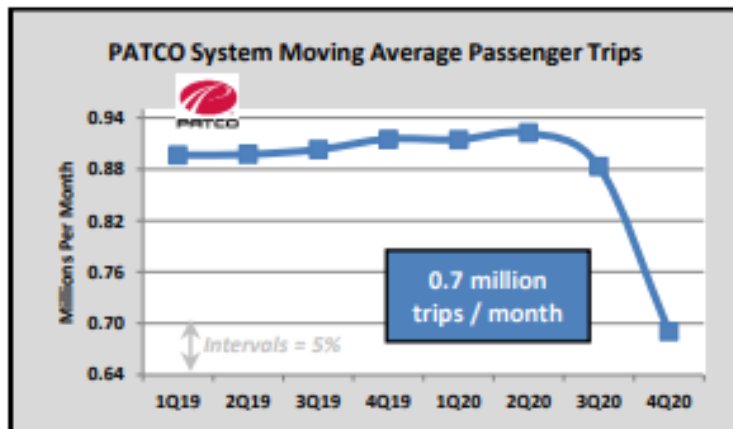
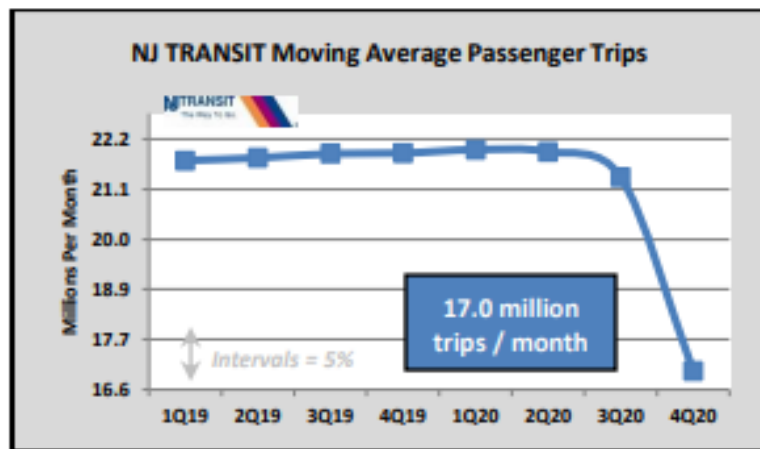
Source: DVRPC 2022

**Figure 5:** SEPTA Ridership, Fiscal Year 2020, and Fiscal Year 2021



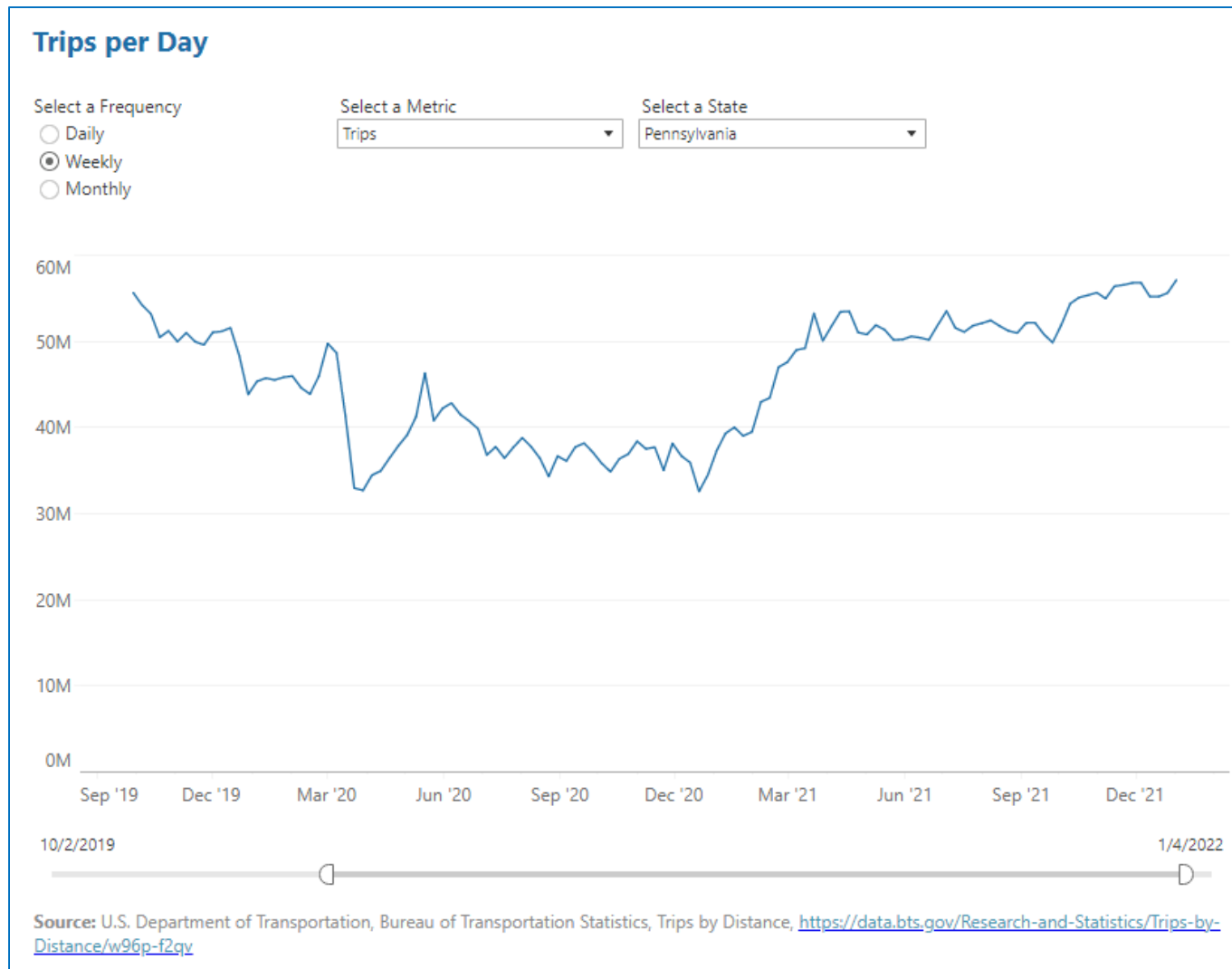
Source: SEPTA Revenue & Ridership Report, June 2021

Figure 6: New Jersey Transit, PATCO, and AMTRAK Ridership, Fiscal Year 2020



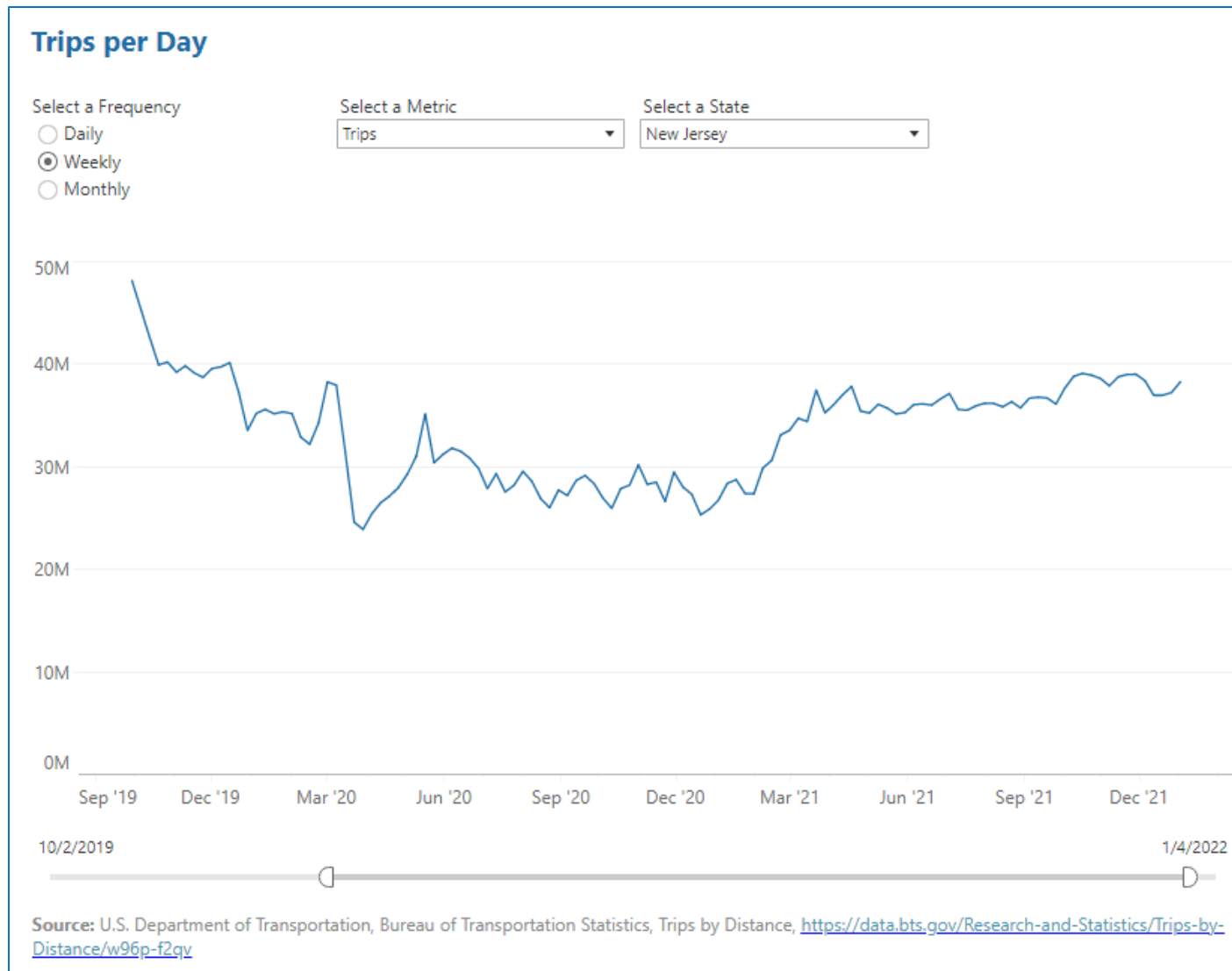
Source: New Jersey Transit FY 2020 Annual Ridership Data, January 2021

**Figure 7:** Pennsylvania, Trips per Day, from October 2019 to January 2022



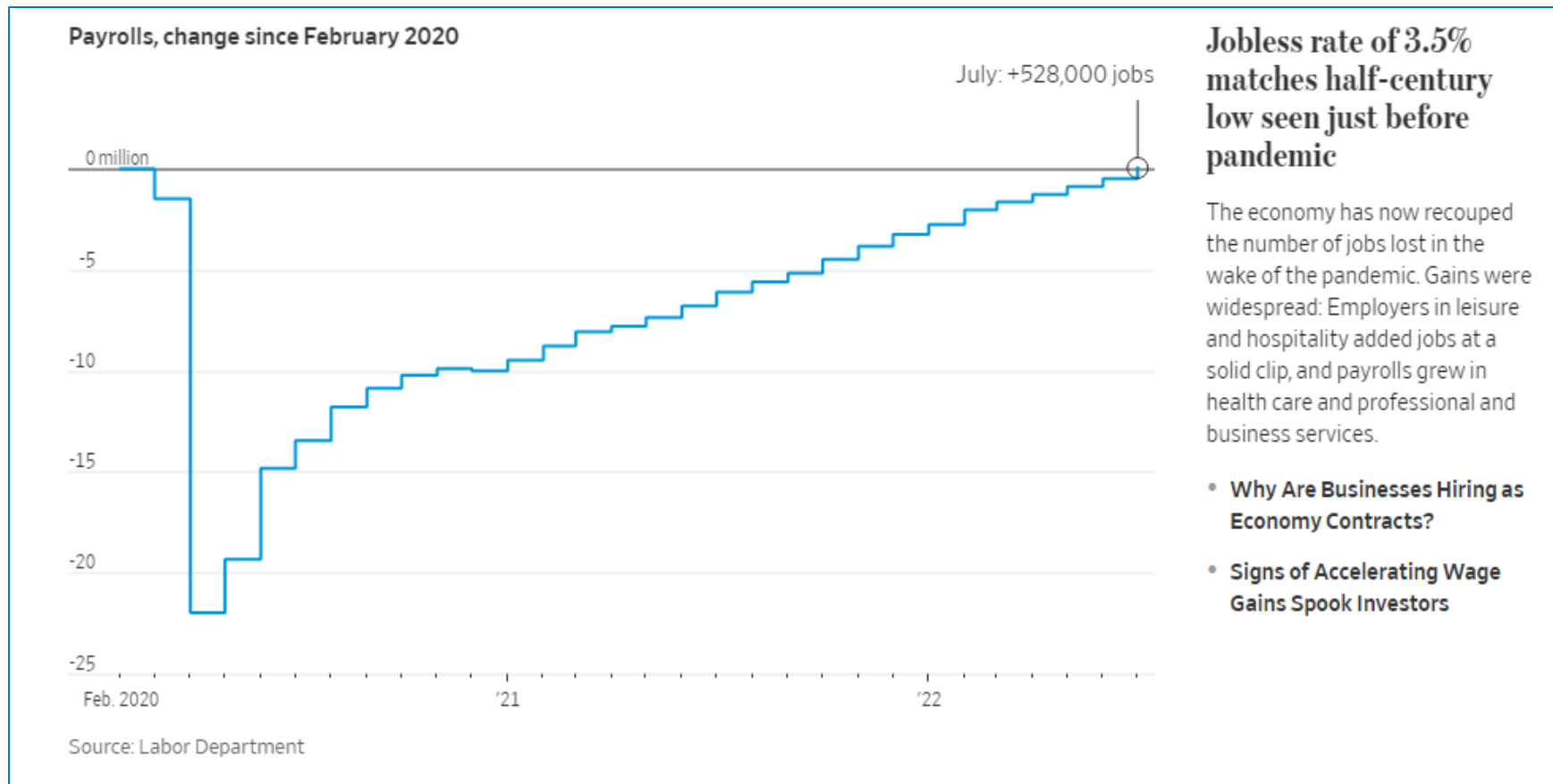
Source: U.S. Department of Transportation, Bureau of Transportation Statistics

**Figure 8:** New Jersey, Trips per Day, from October 2019 to January 2022



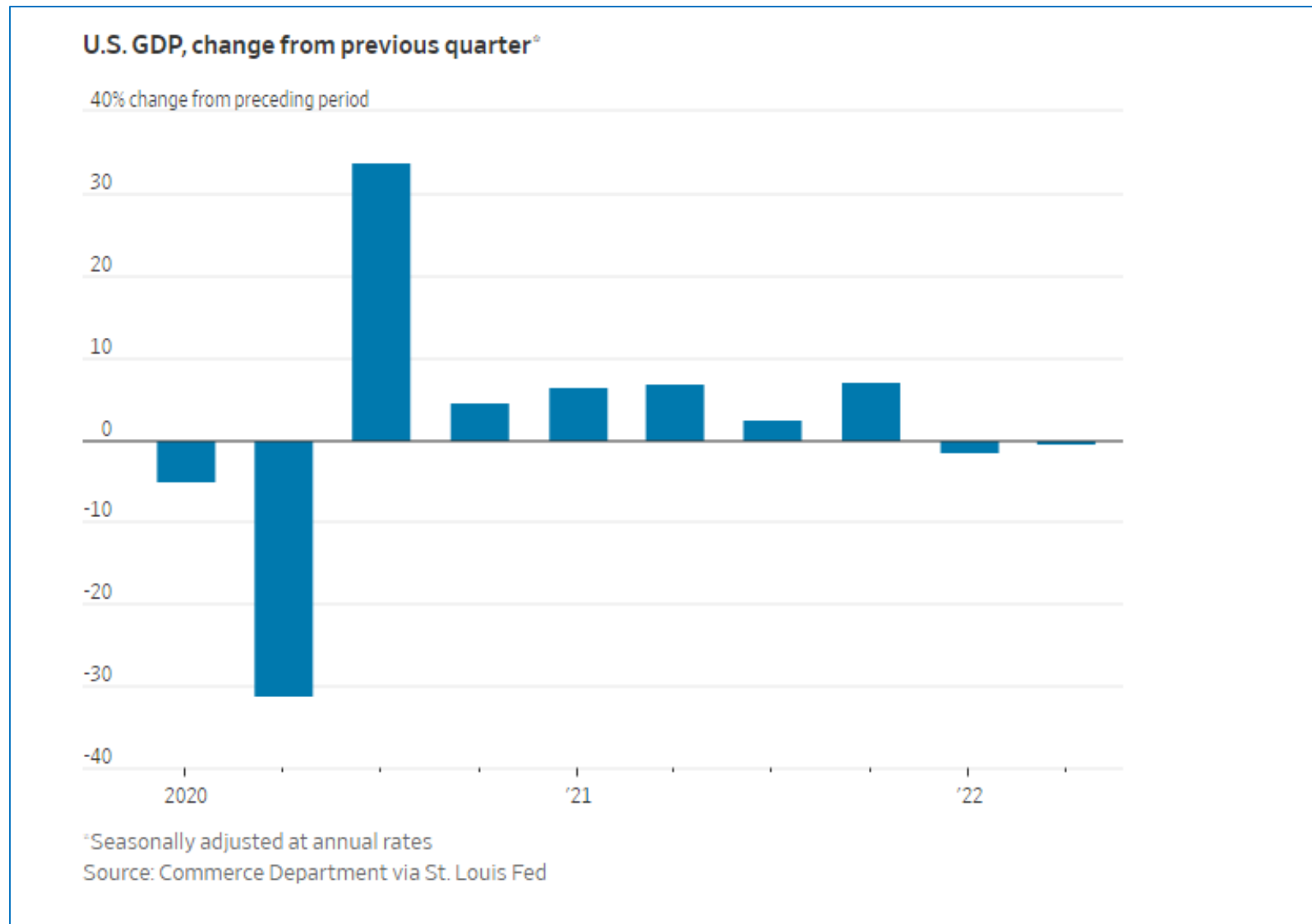
Source: U.S. Department of Transportation, Bureau of Transportation Statistics

**Figure 9:** Payrolls, change since February 2020



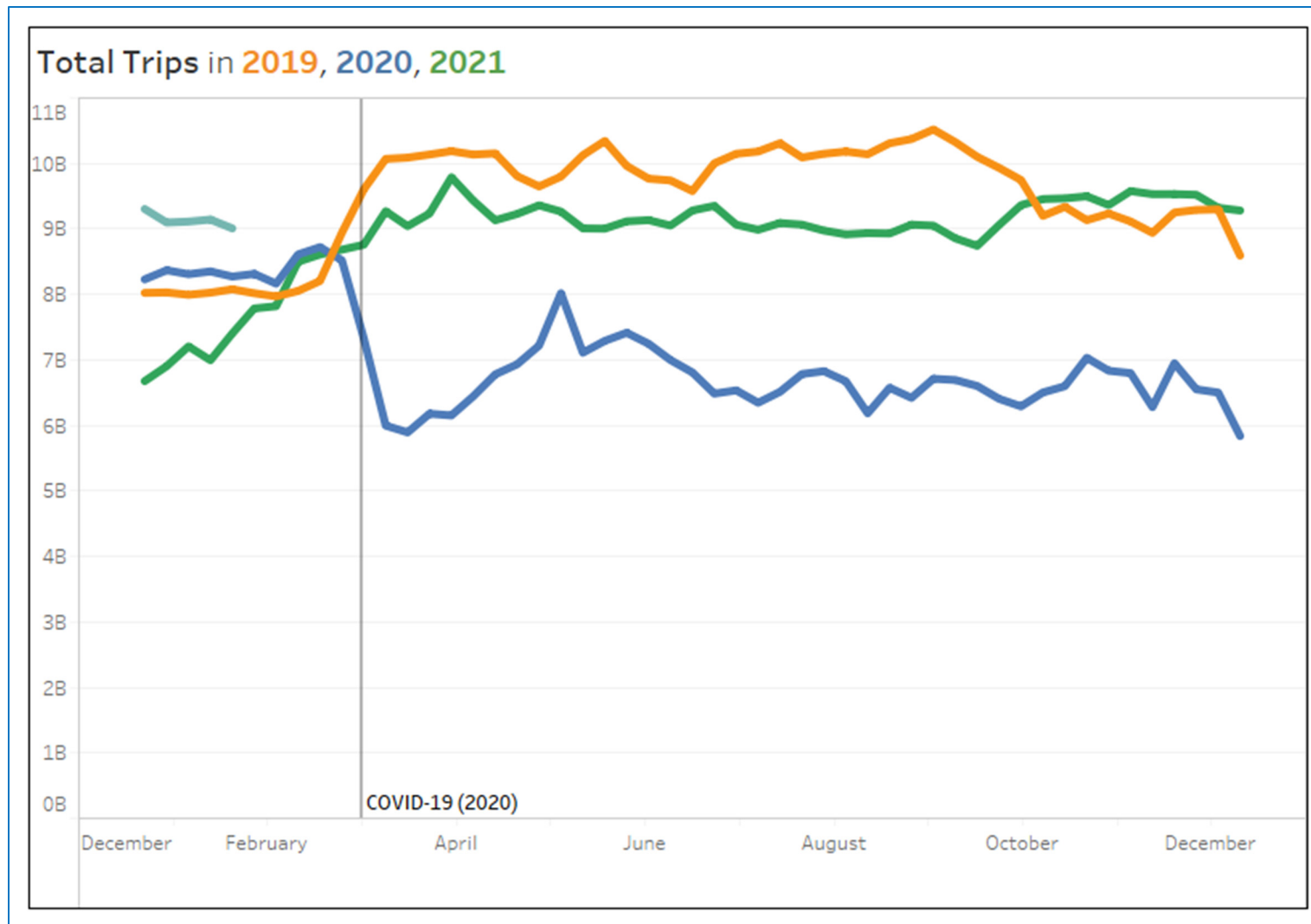
Source: Bureau of Labor Statistics, August 5, 2022, [https://www.wsj.com/livecoverage/stock-market-news-today-08-05-2022-jobs-report/card/july-s-jobs-report-what-to-watch-OdNWi7qSybxsVCfHFWkp?mod=Searchresults\\_pos4&page=2](https://www.wsj.com/livecoverage/stock-market-news-today-08-05-2022-jobs-report/card/july-s-jobs-report-what-to-watch-OdNWi7qSybxsVCfHFWkp?mod=Searchresults_pos4&page=2)

**Figure 10:** U.S. Gross Domestic Product (GDP), change from previous quarter



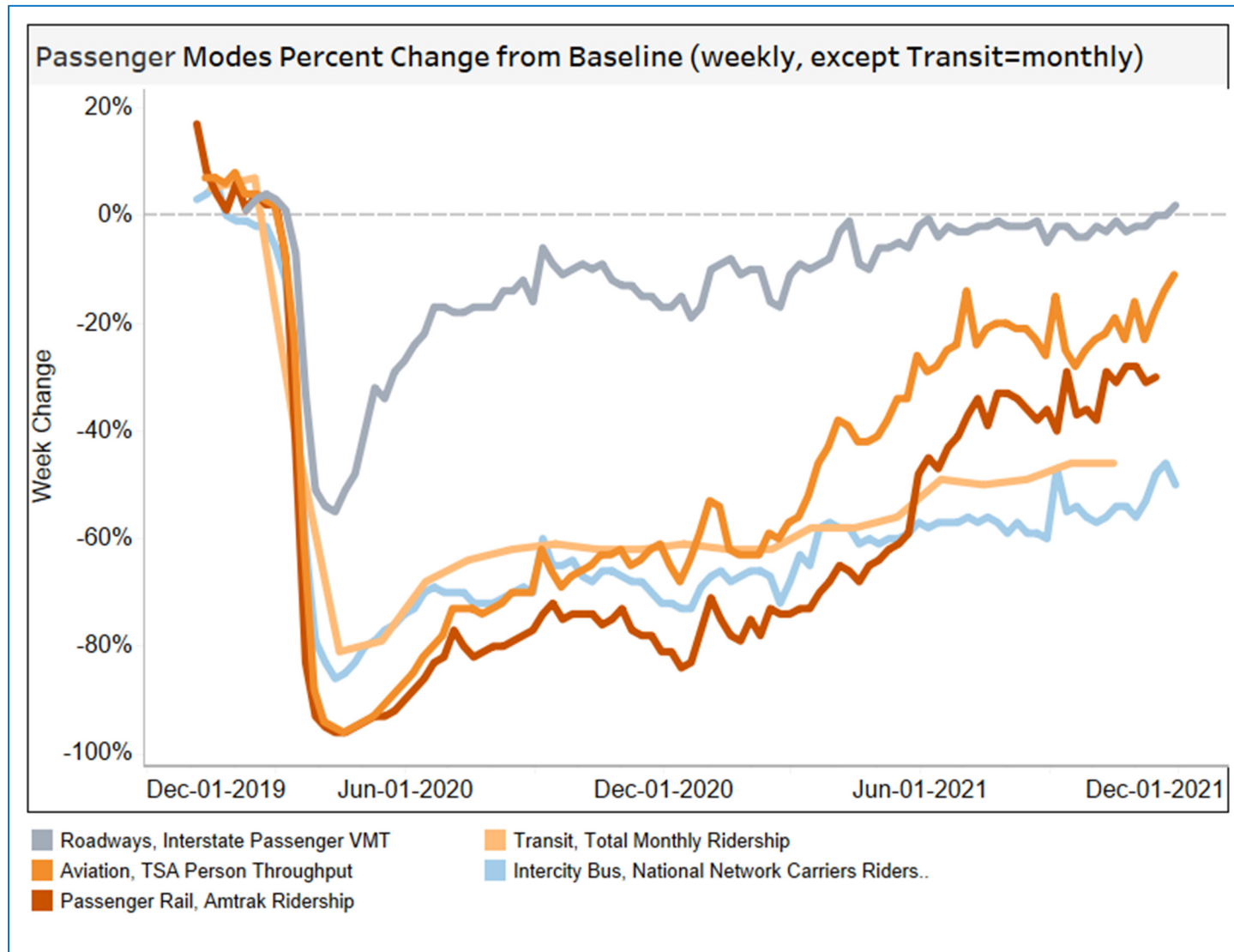
Source: *Wall Street Journal*, July 28, 2022

**Figure 11:** Nationwide, Trips per Week for Calendar Year 2019, 2020, and 2021



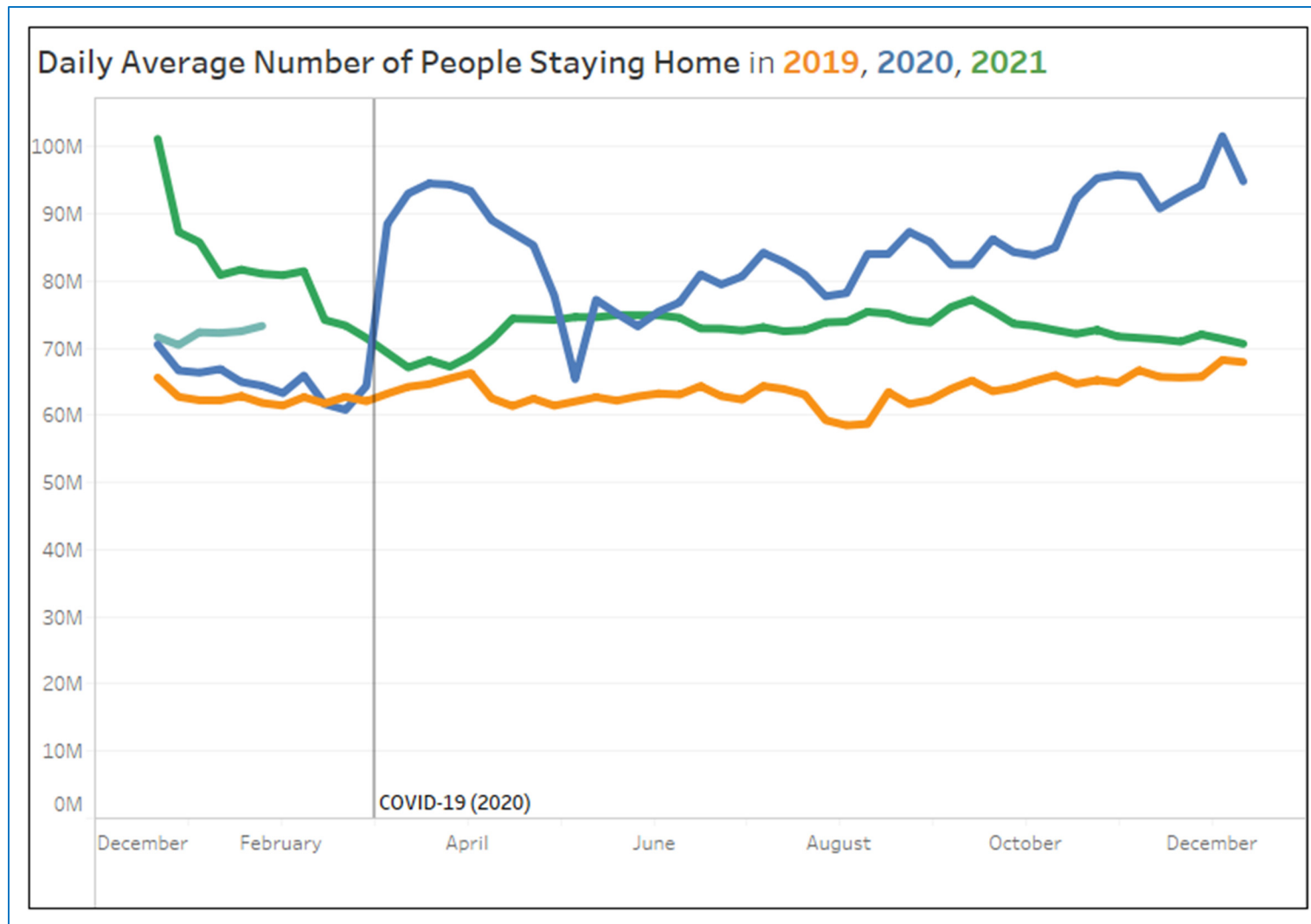
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, <https://www.bts.gov/covid-19/week-in-transportation#daily>

**Figure 12:** Passenger Modes Percent Change



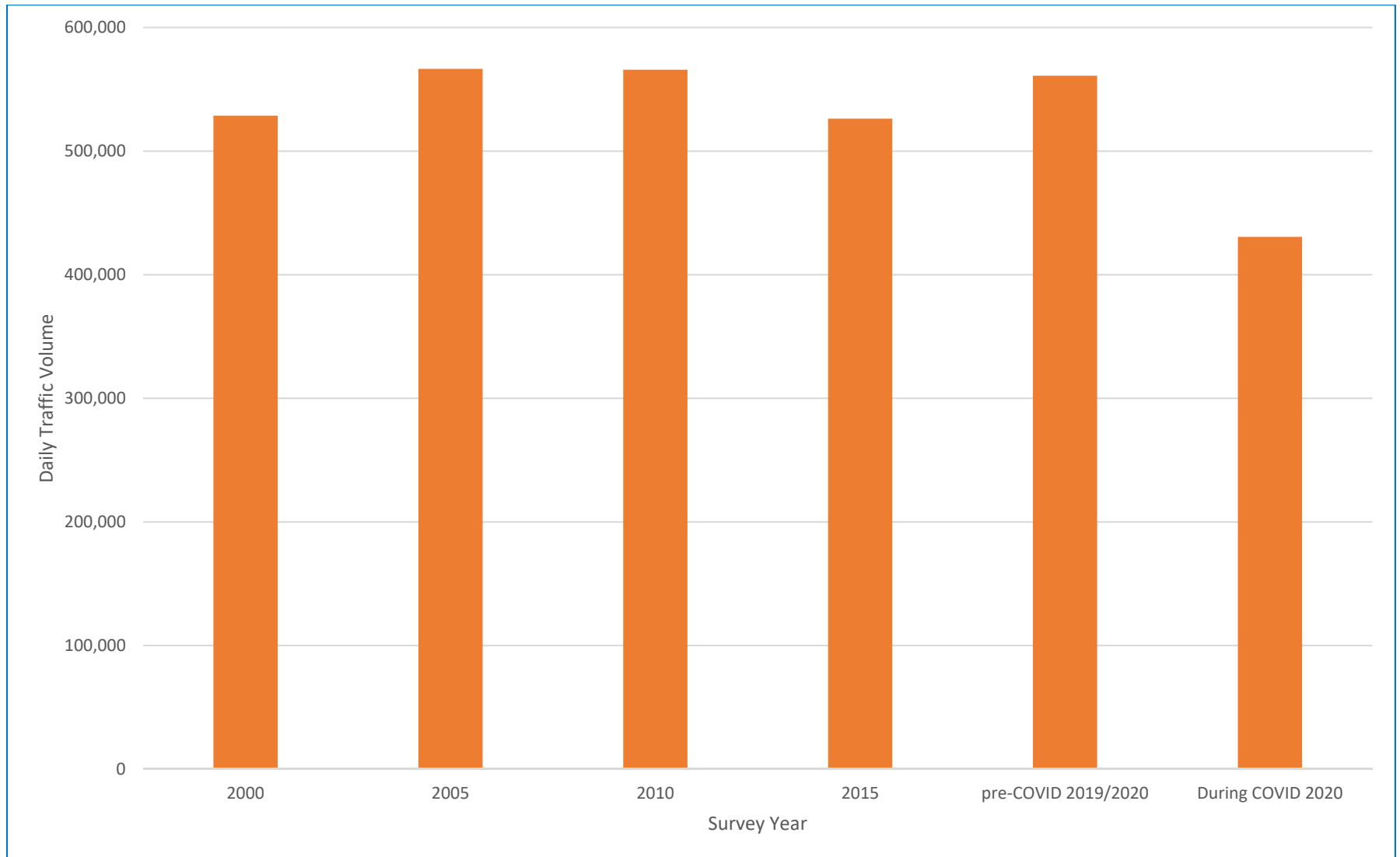
Source: U.S. Department of Transportation, Bureau of Transportation Statistics

**Figure 13:** Daily Average Number of People Staying Home



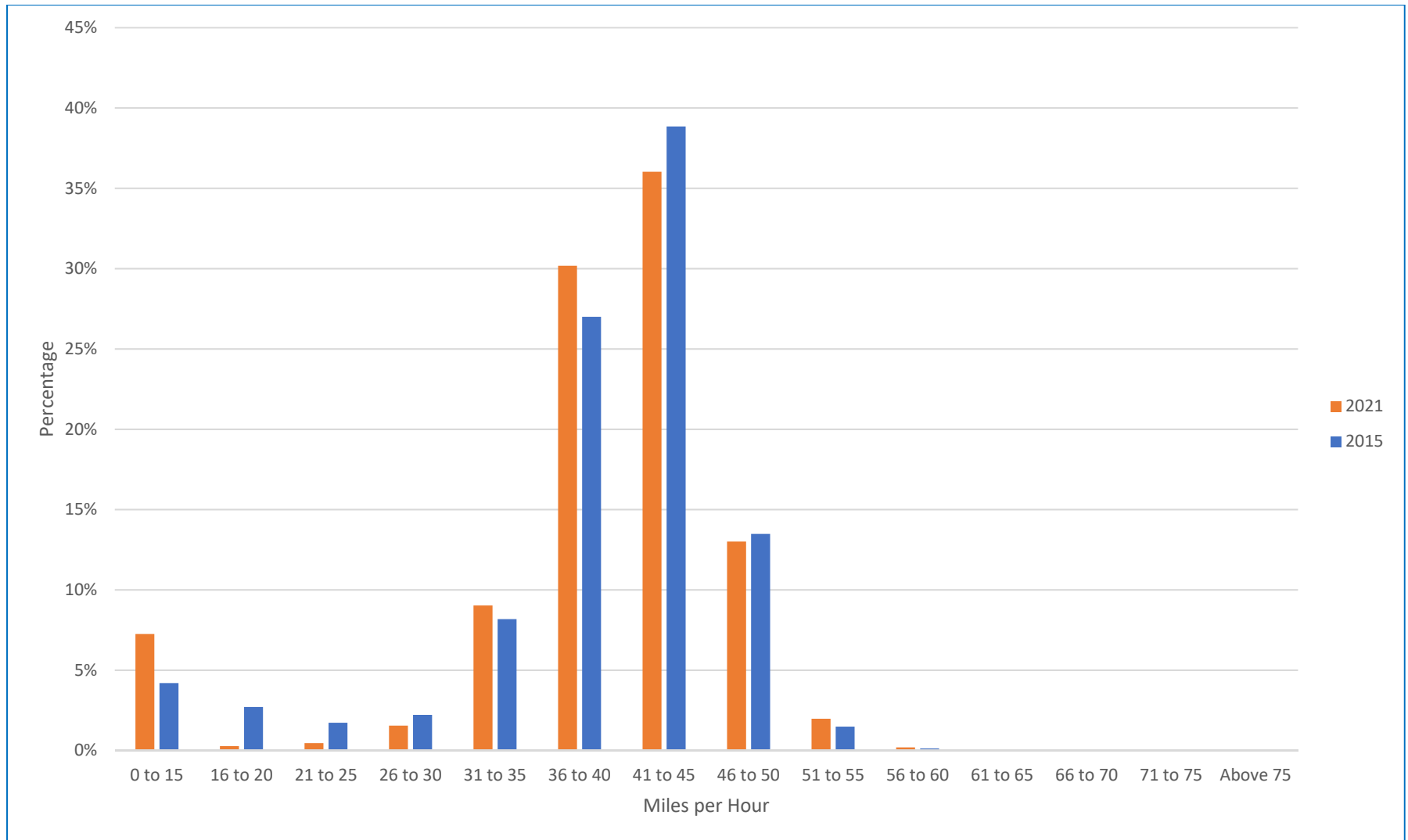
Source: U.S. Department of Transportation, Bureau of Transportation Statistics, <https://www.bts.gov/covid-19/week-in-transportation#daily>

**Figure 14:** 2000-2020 Average Daily Traffic Volumes for Screenline A-B-C



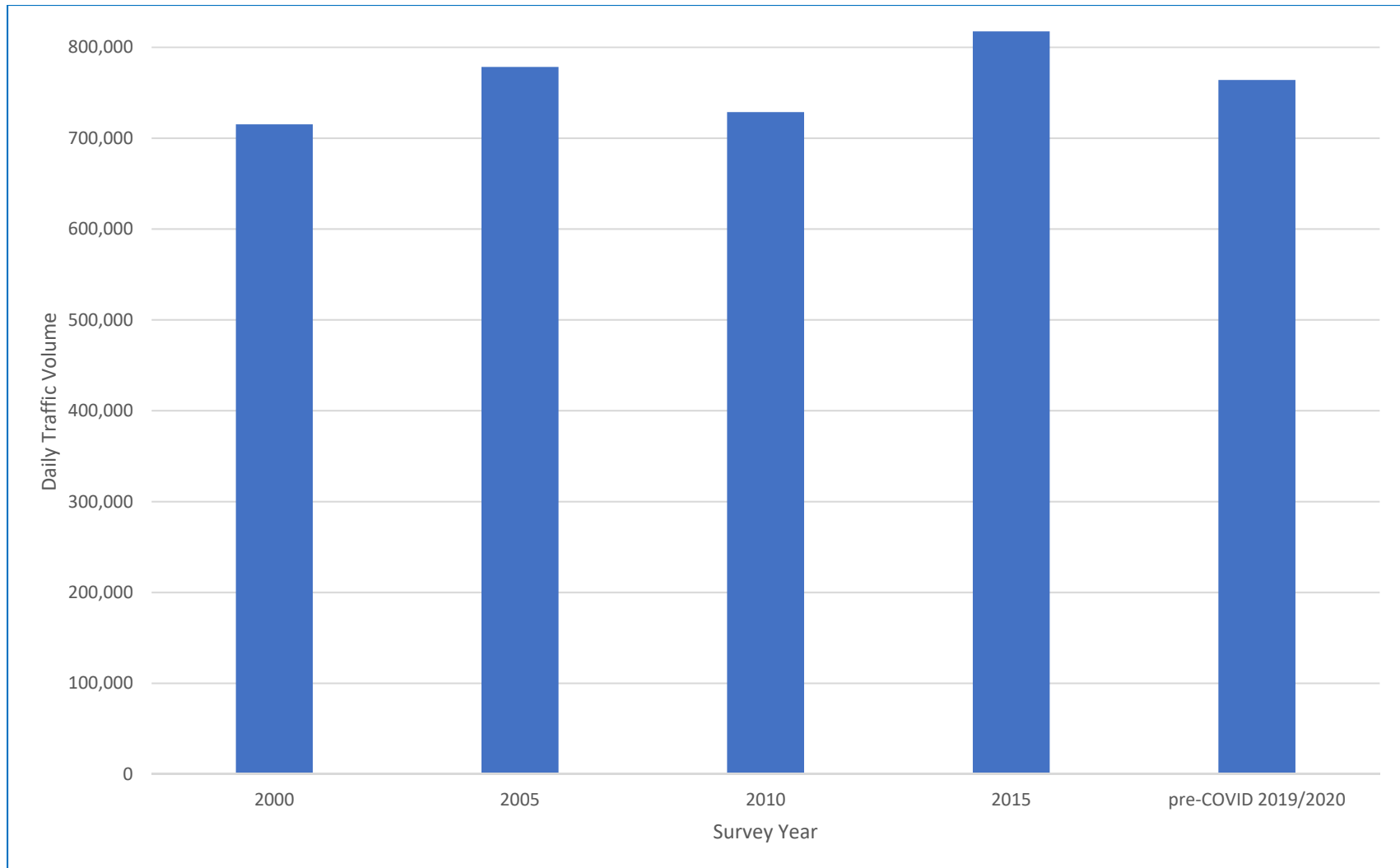
Source: DVRPC 2022

**Figure 15:** Burlington-Bristol Bridge Speed Histogram



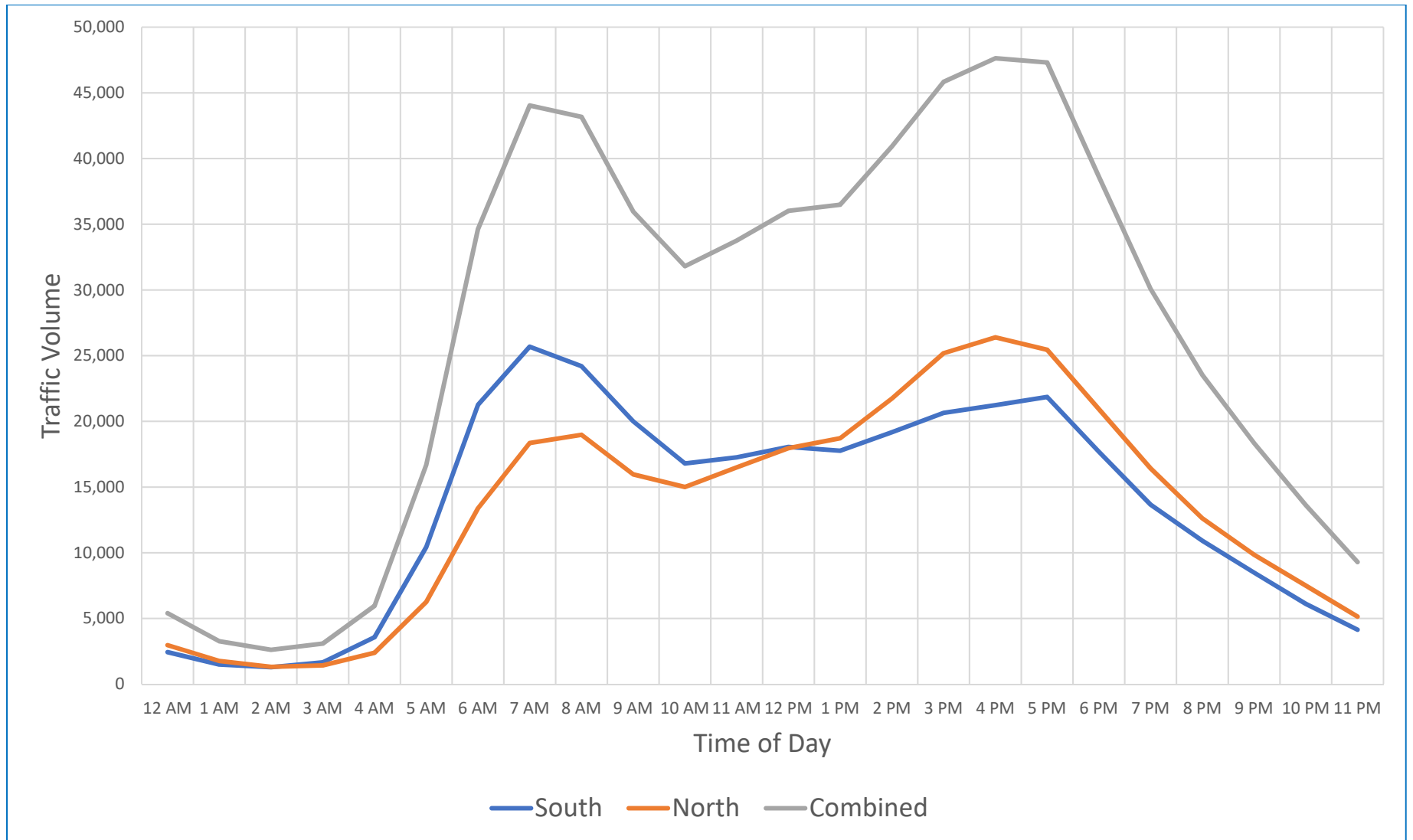
Source: DVRPC 2022

**Figure 16:** 2000-2020 Average Daily Traffic Volumes for Screenline D-1



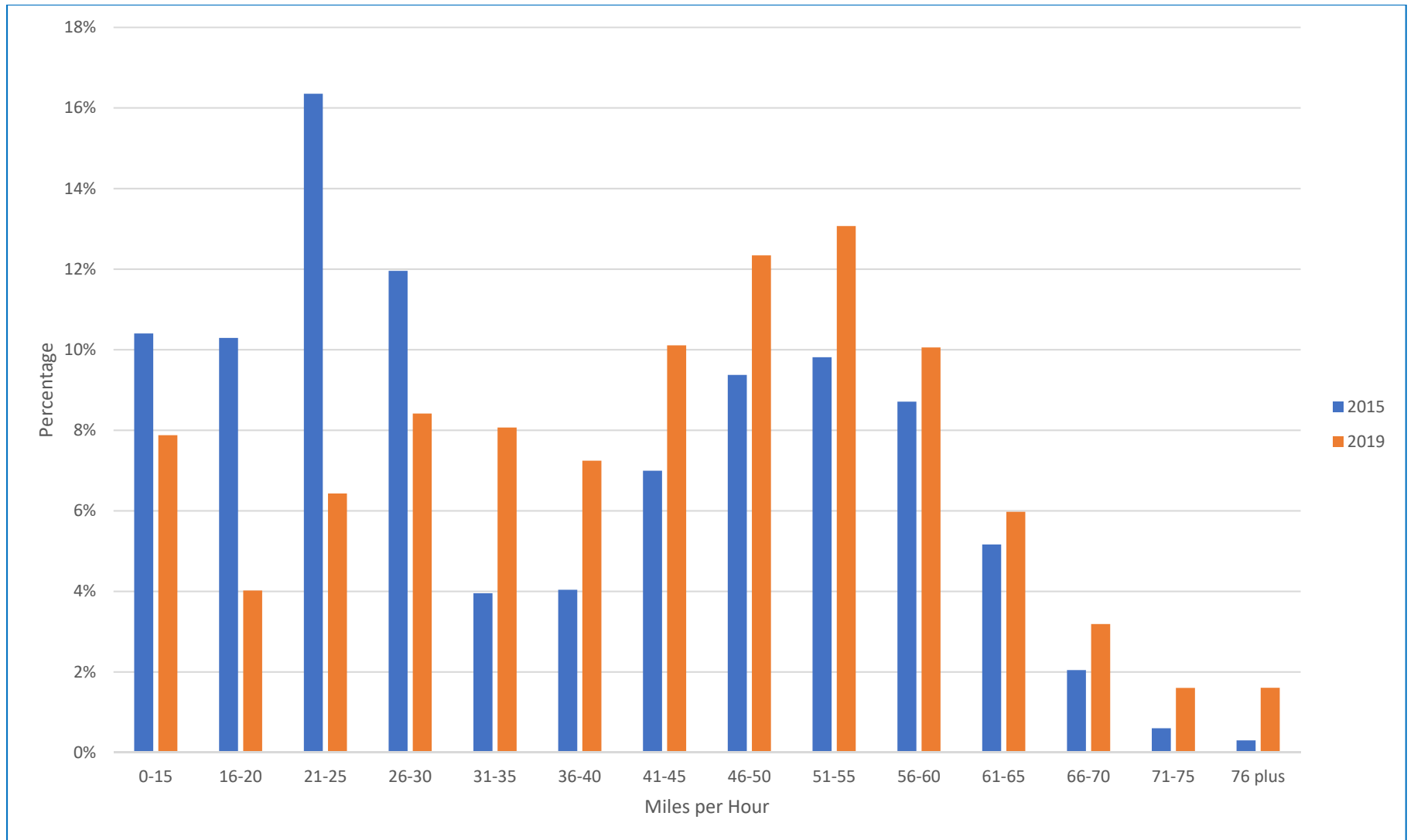
Source: DVRPC 2022

**Figure 17:** Screenline D-1 Time-of-Day Variation



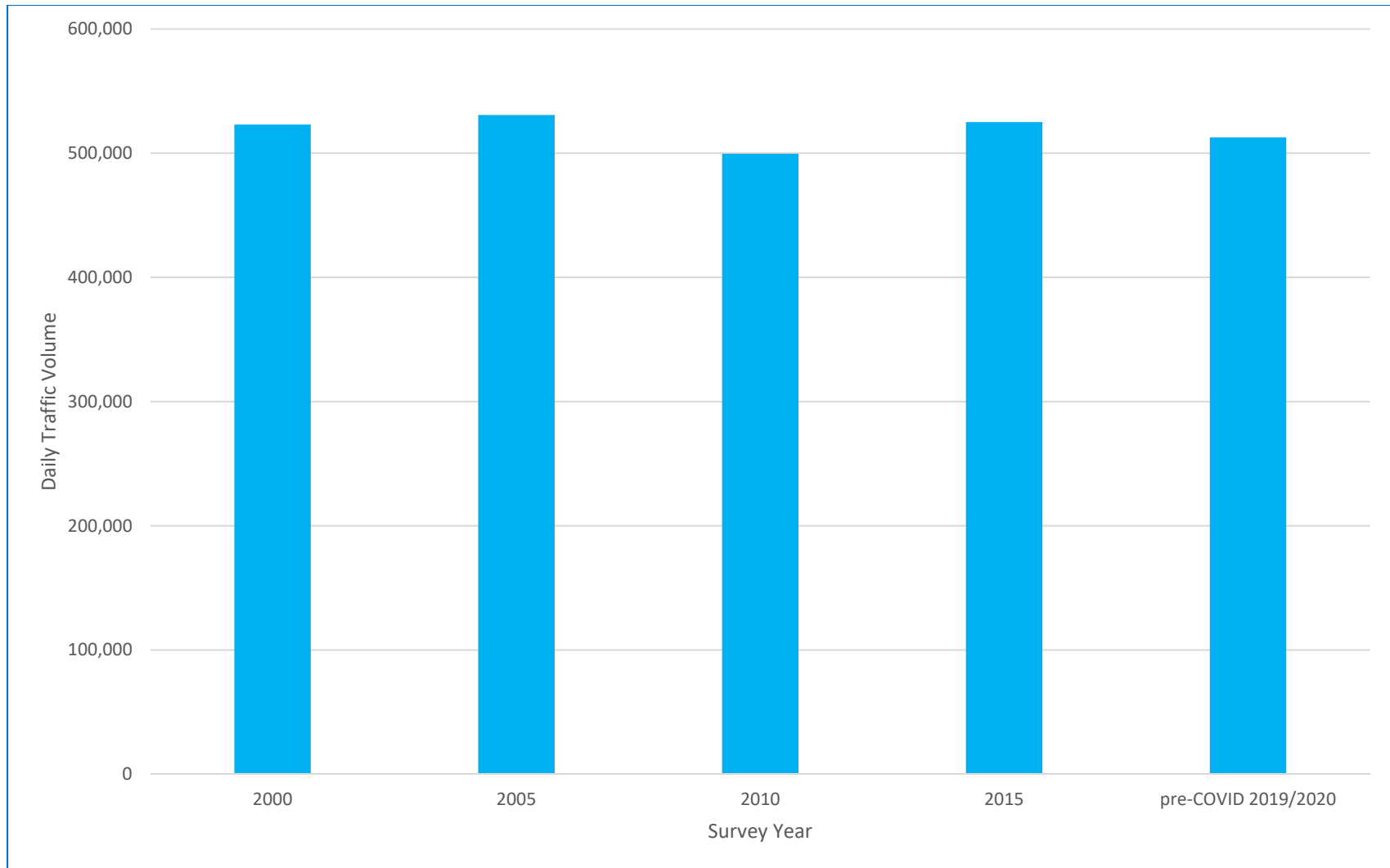
Source: DVRPC 2022

**Figure 18:** Screenline D-1 Speed Histogram



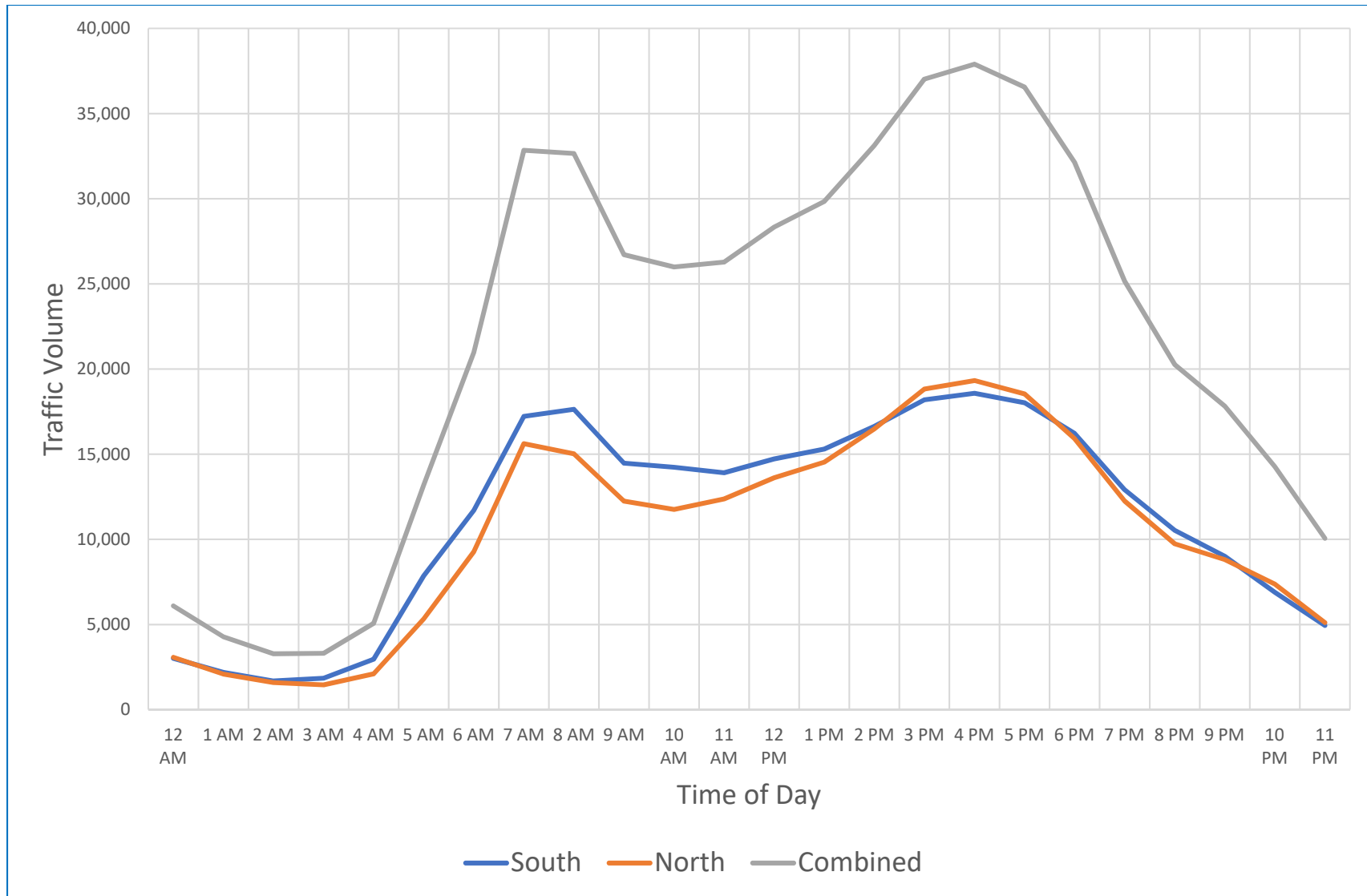
Source: DVRPC 2022

**Figure 19:** 2000-2020 Average Daily Traffic Volumes for Screenline D-2



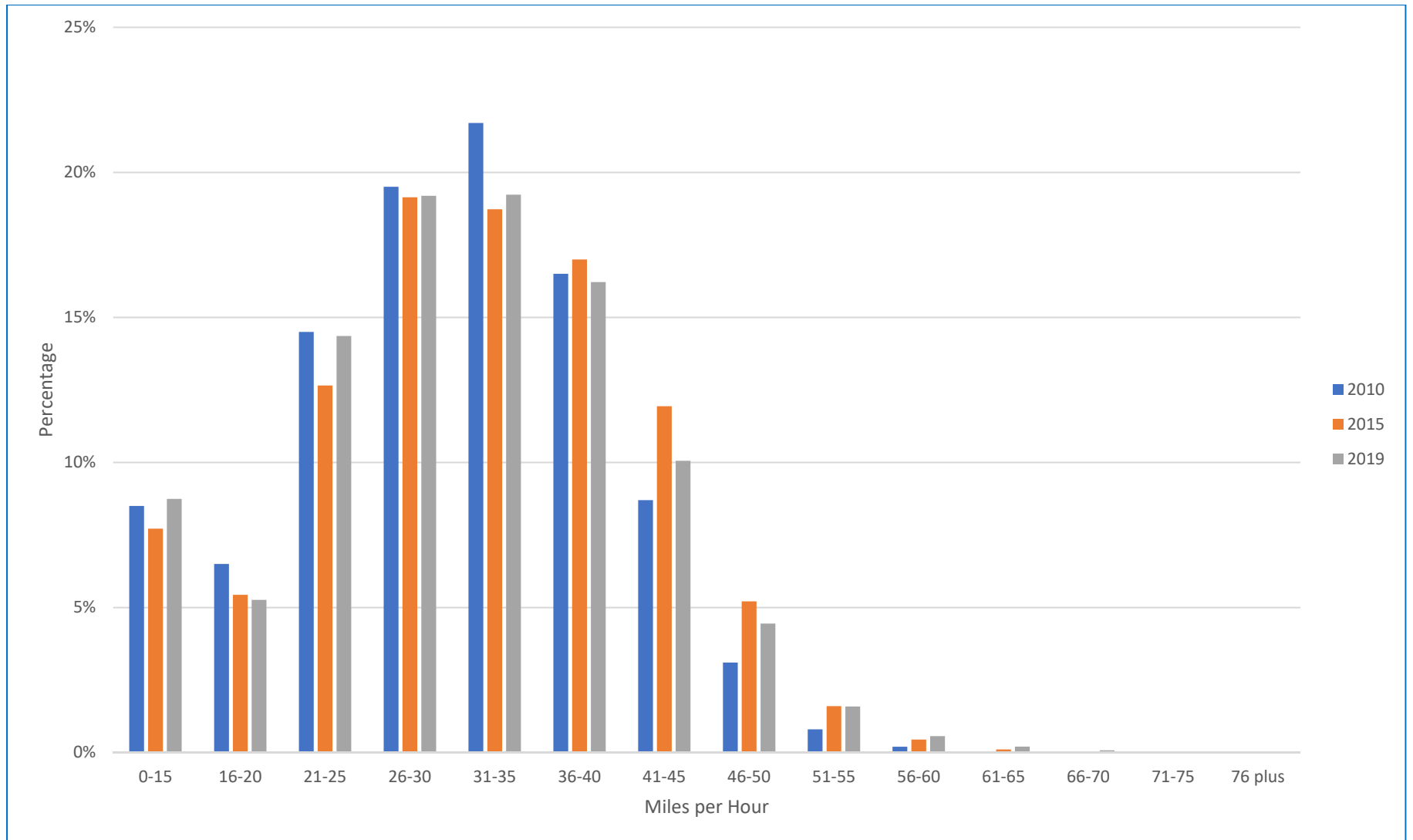
Source: DVRPC 2022

**Figure 20:** Screenline D-2 Time-of-Day Variation



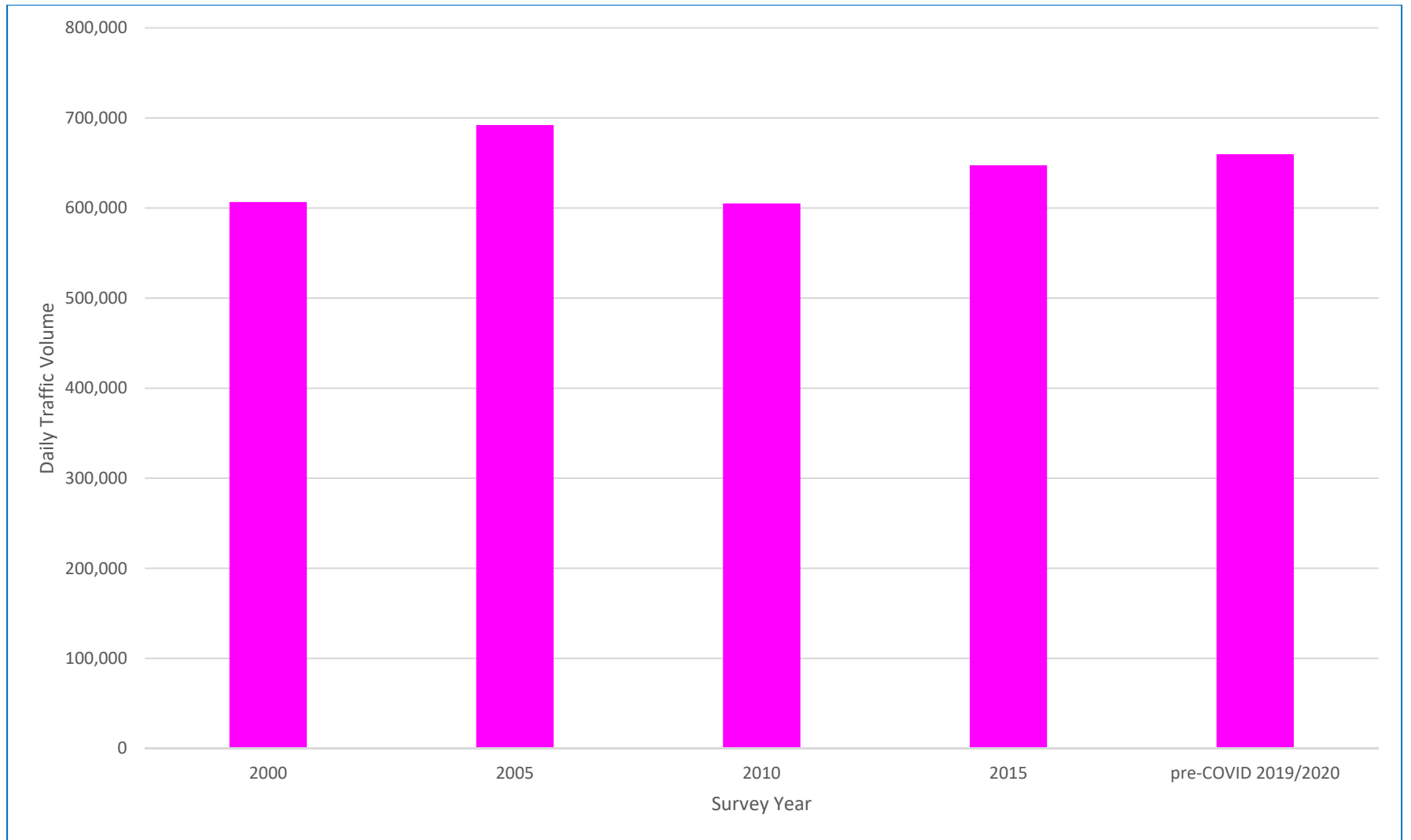
Source: DVRPC 2022

**Figure 21:** Screenline D-2 Speed Histogram



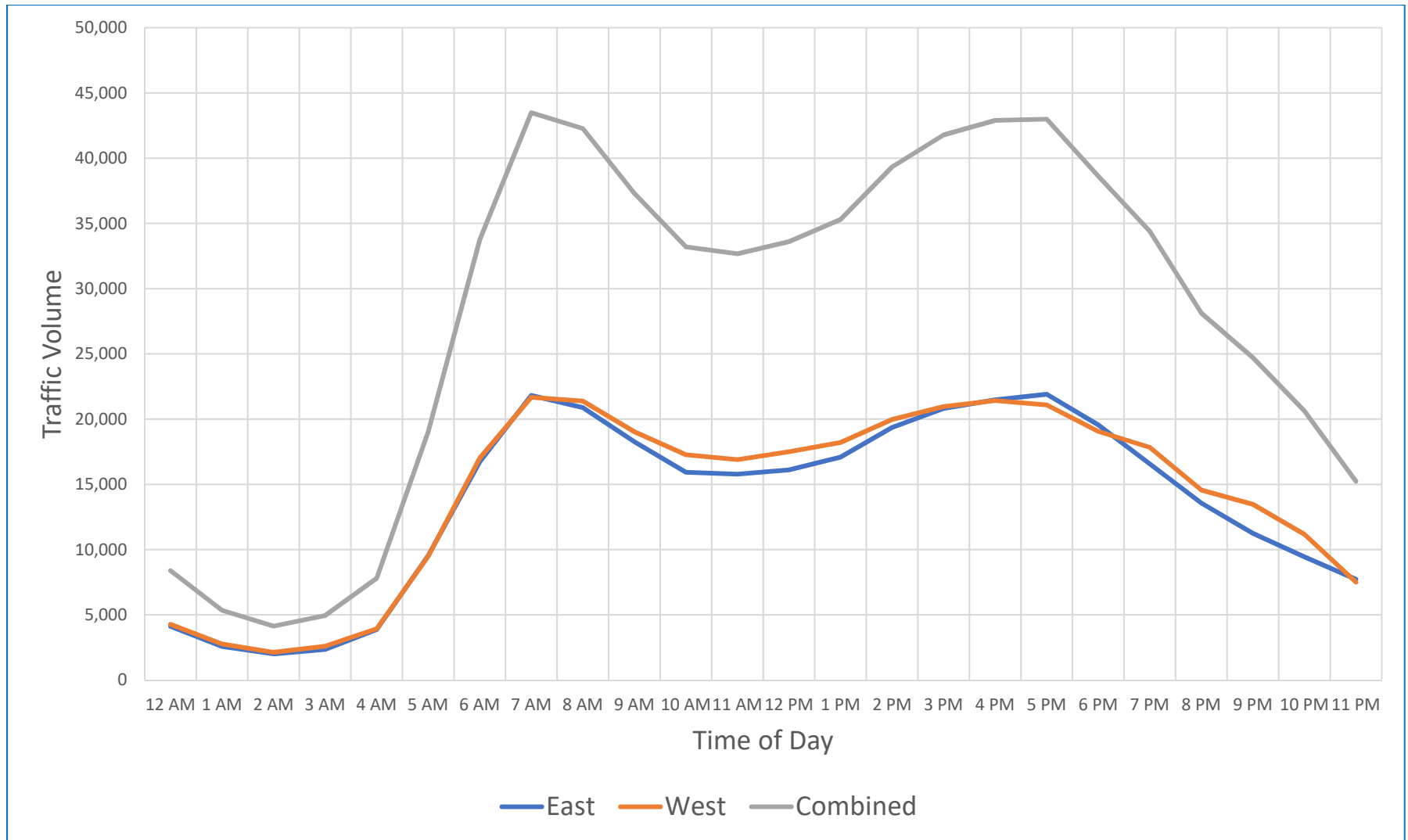
Source: DVRPC 2022

**Figure 22:** 2000-2020 Average Daily Traffic Volumes for Screenline D-3



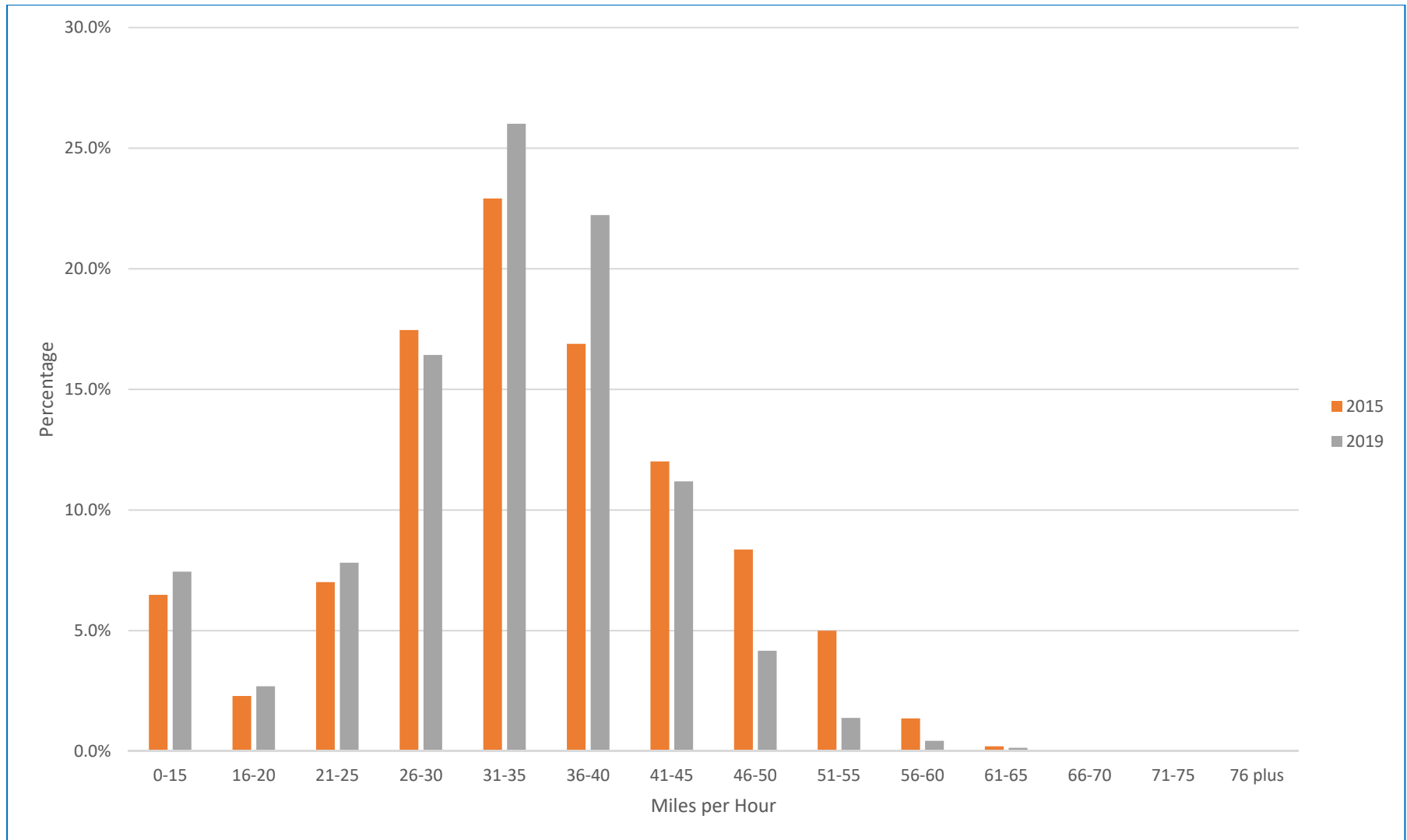
Source: DVRPC 2022

**Figure 23:** Screenline D-3 Time-of-Day Variation



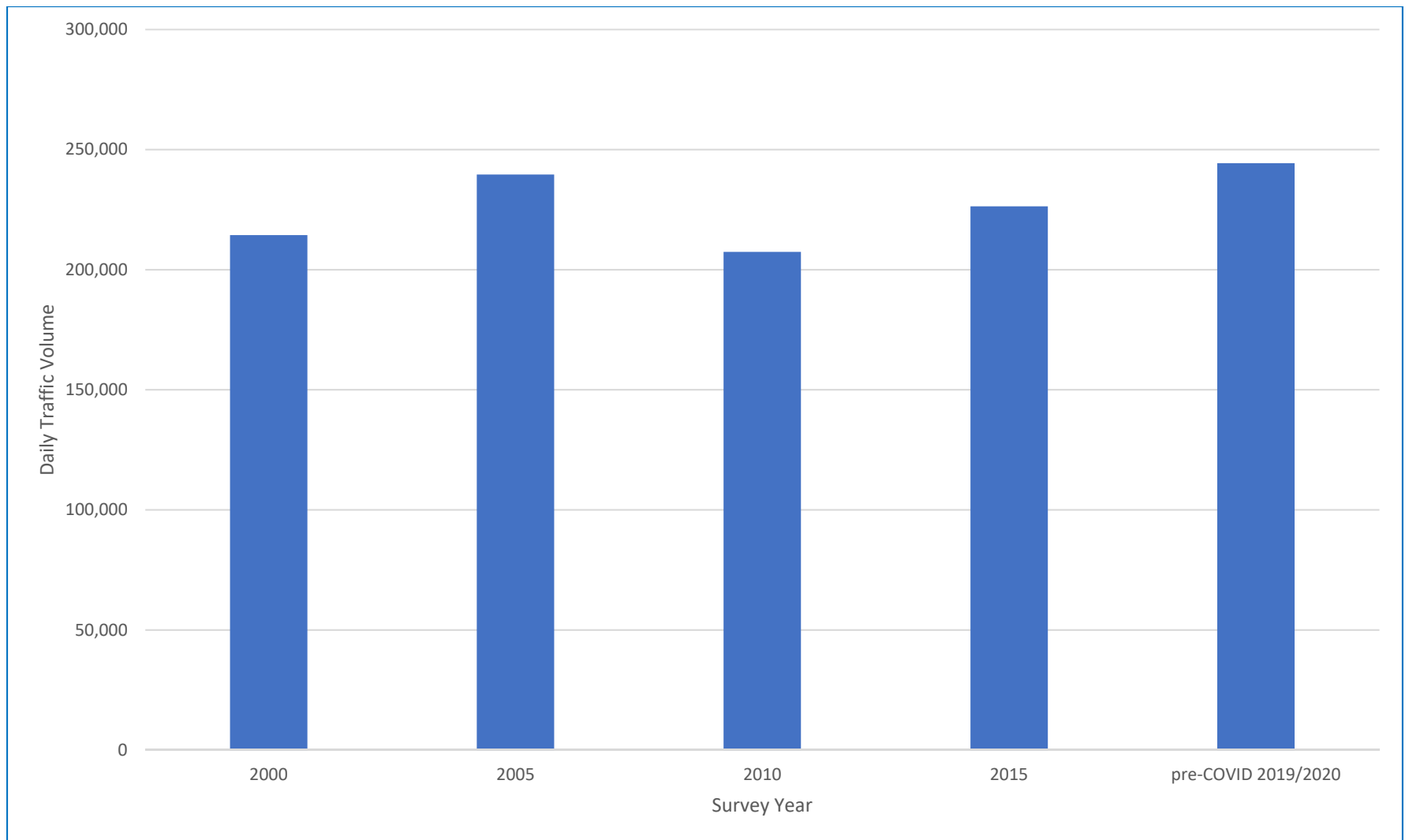
Source: DVRPC 2022

**Figure 24:** Screenline D-3 Speed Histogram



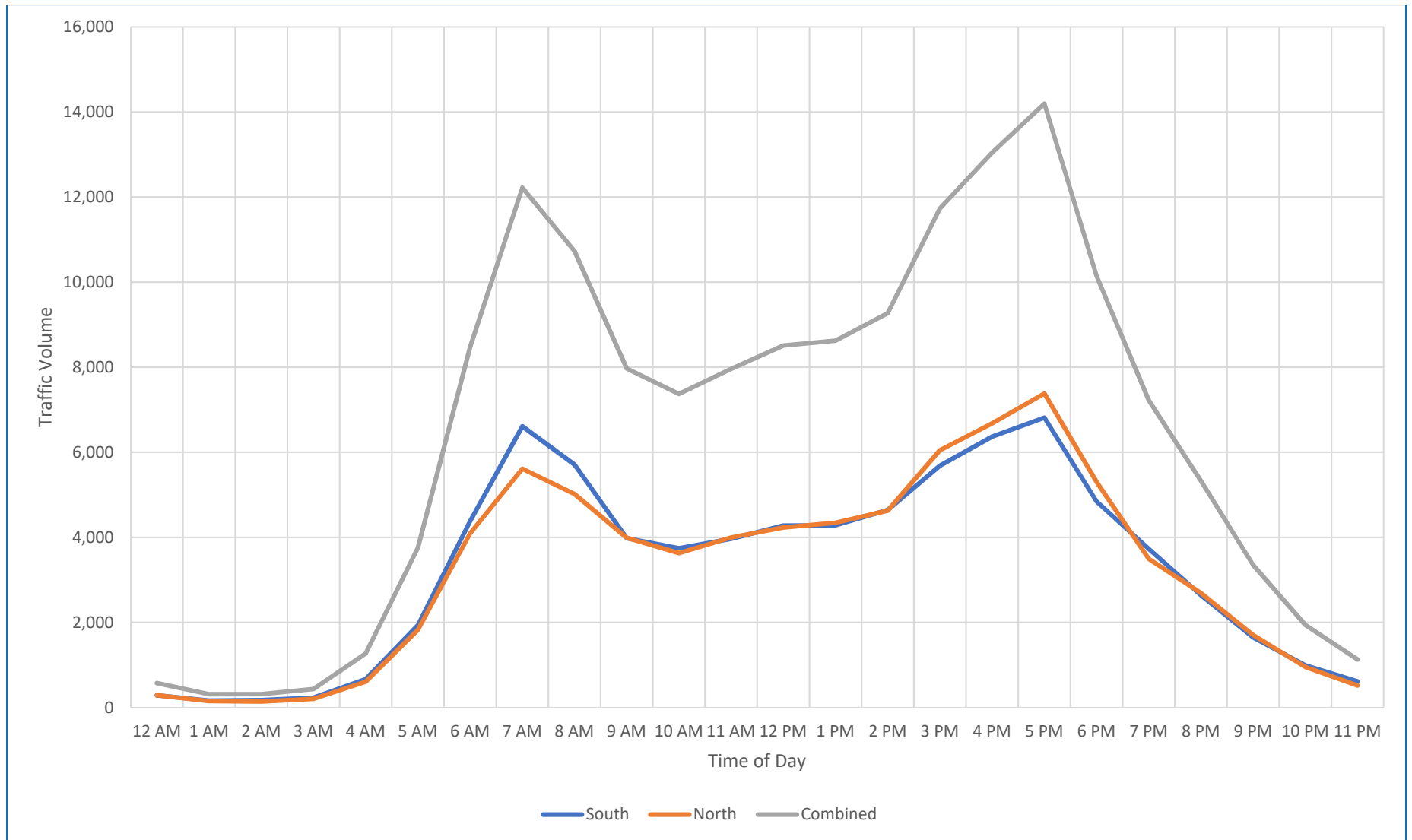
Source: DVRPC 2022

**Figure 25:** 2000-2020 Average Daily Traffic Volumes for Screenline D-4



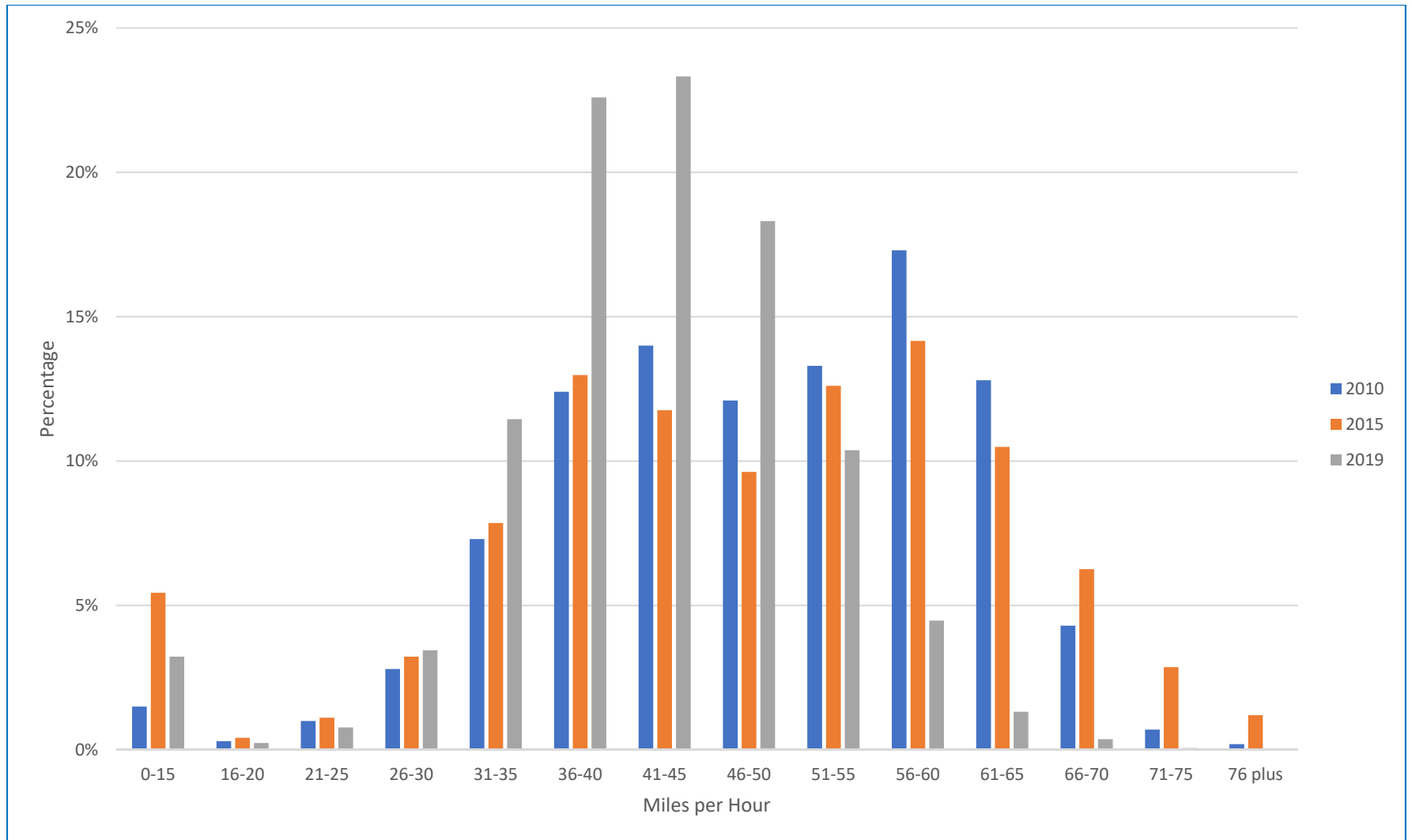
Source: DVRPC 2022

**Figure 26:** Screenline D-4 Time-of-Day Variation



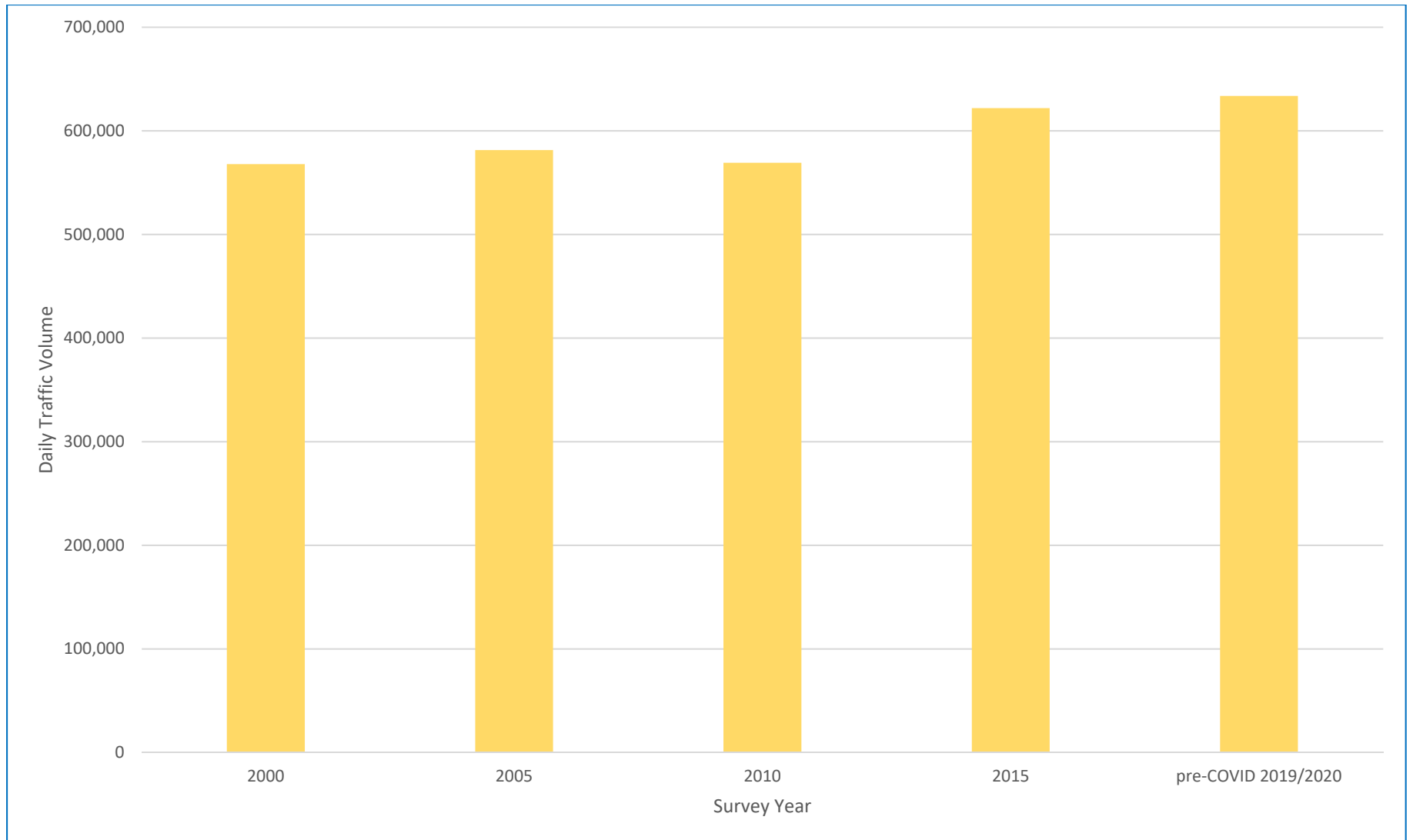
Source: DVRPC 2022

**Figure 27:** Screenline D-4 Speed Histogram



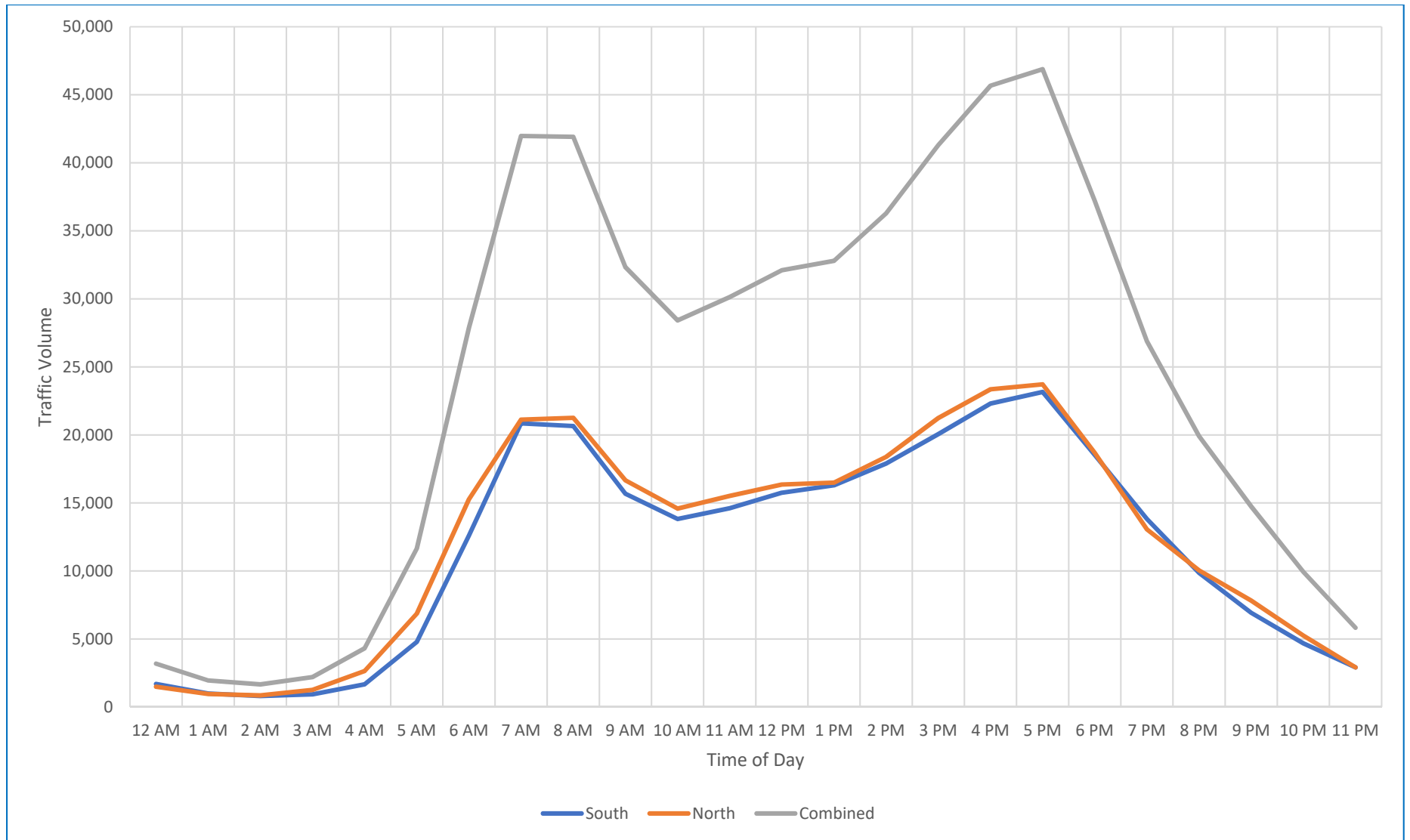
Source: DVRPC 2022

**Figure 28:** 2000-2020 Average Daily Traffic Volumes for Screenline E



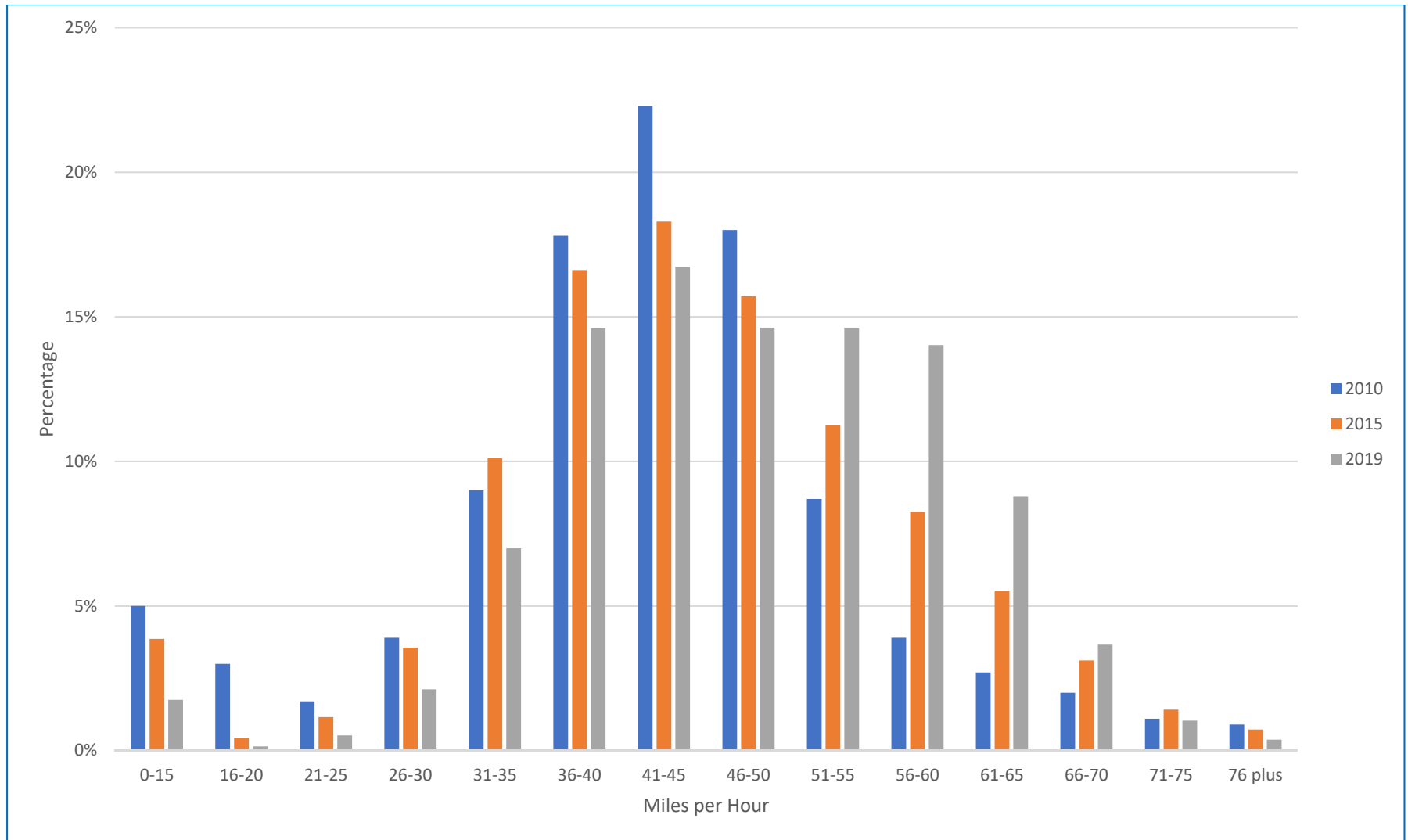
Source: DVRPC 2022

**Figure 29:** Screenline E Time-of-Day Variation



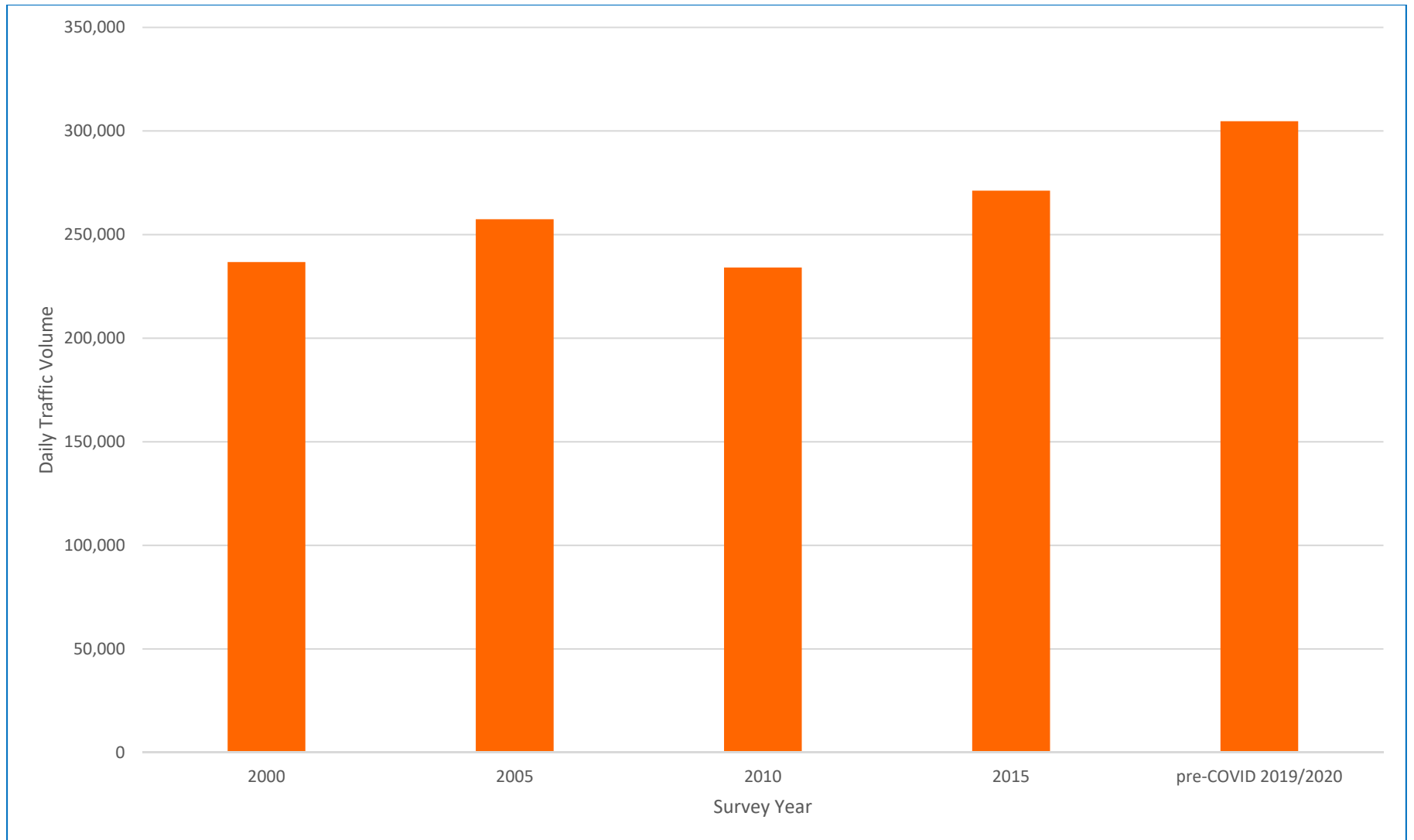
Source: DVRPC 2022

**Figure 30:** Screenline E Speed Histogram



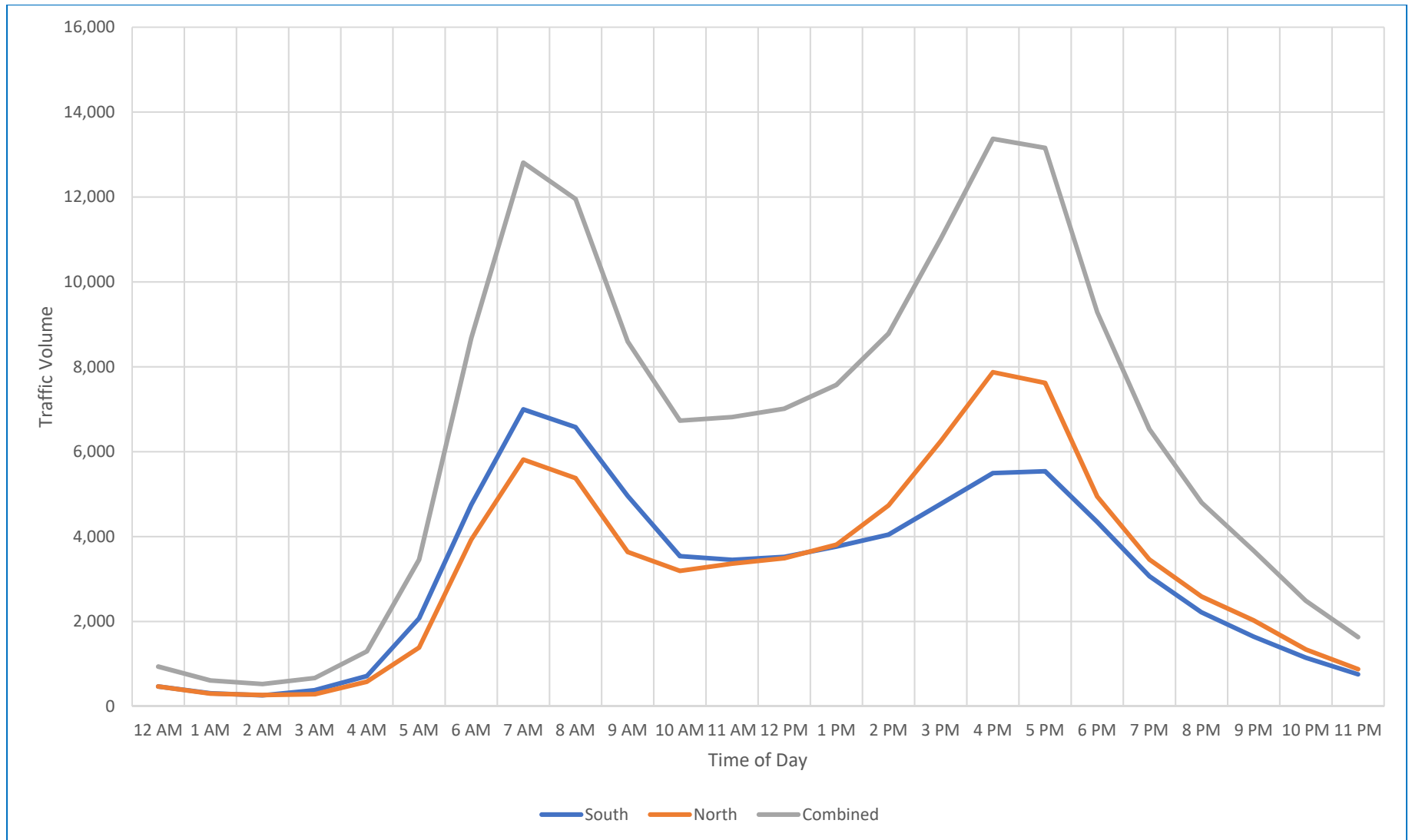
Source: DVRPC 2022

**Figure 31:** 2000-2020 Average Daily Traffic Volumes for Screenline F



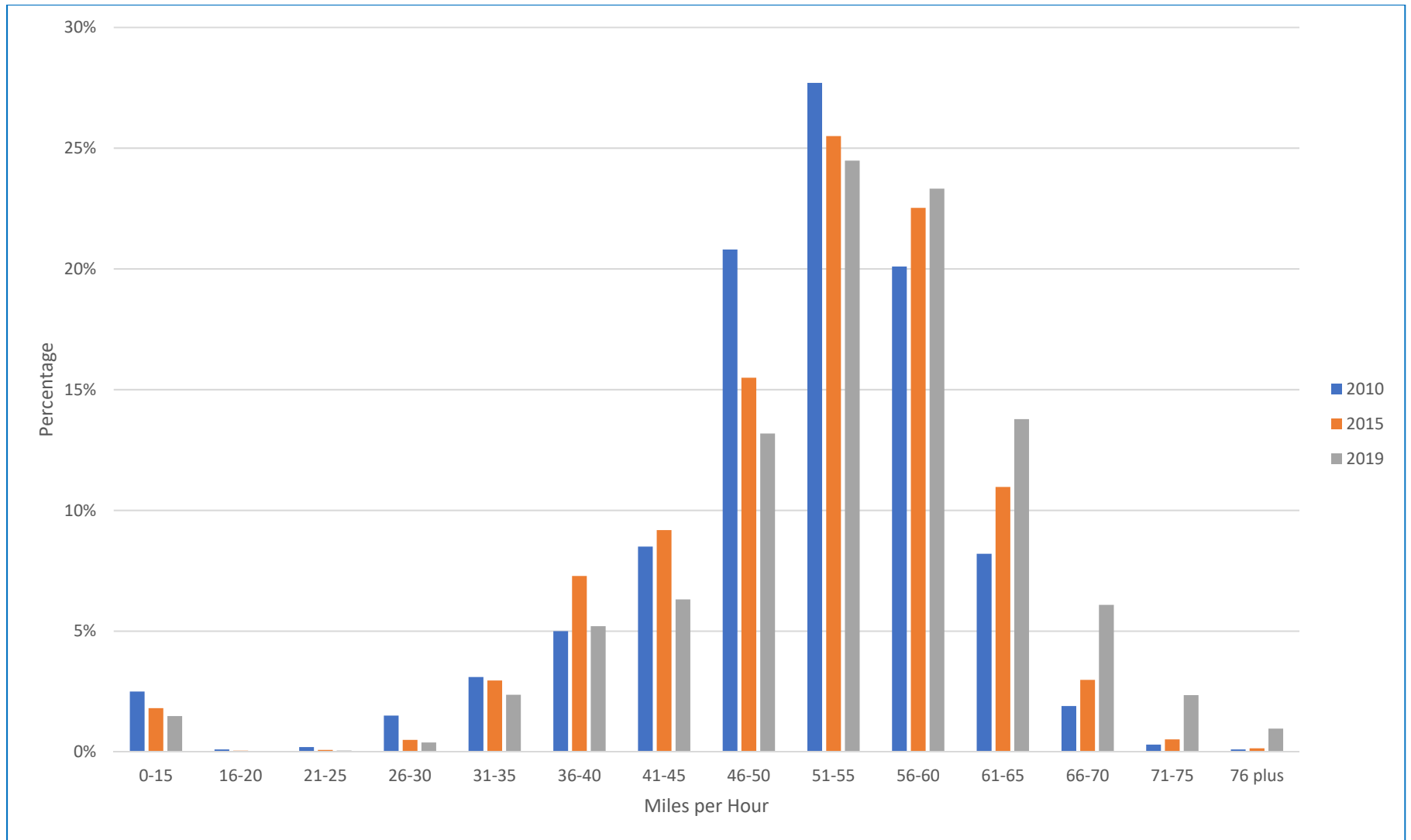
Source: DVRPC 2022

**Figure 32:** Screenline F Time-of-Day Variation



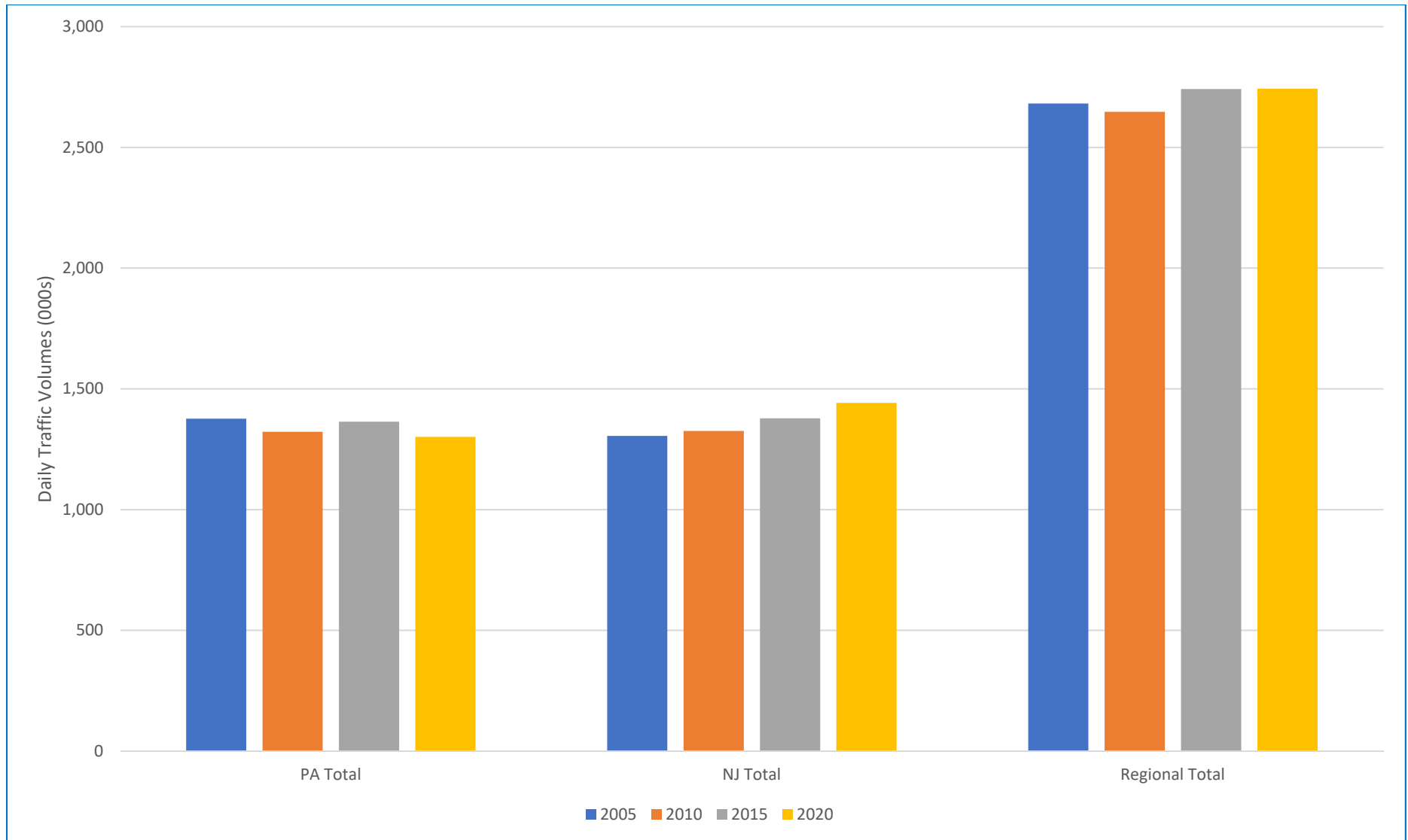
Source: DVRPC 2022

**Figure 33:** Screenline F Speed Histogram



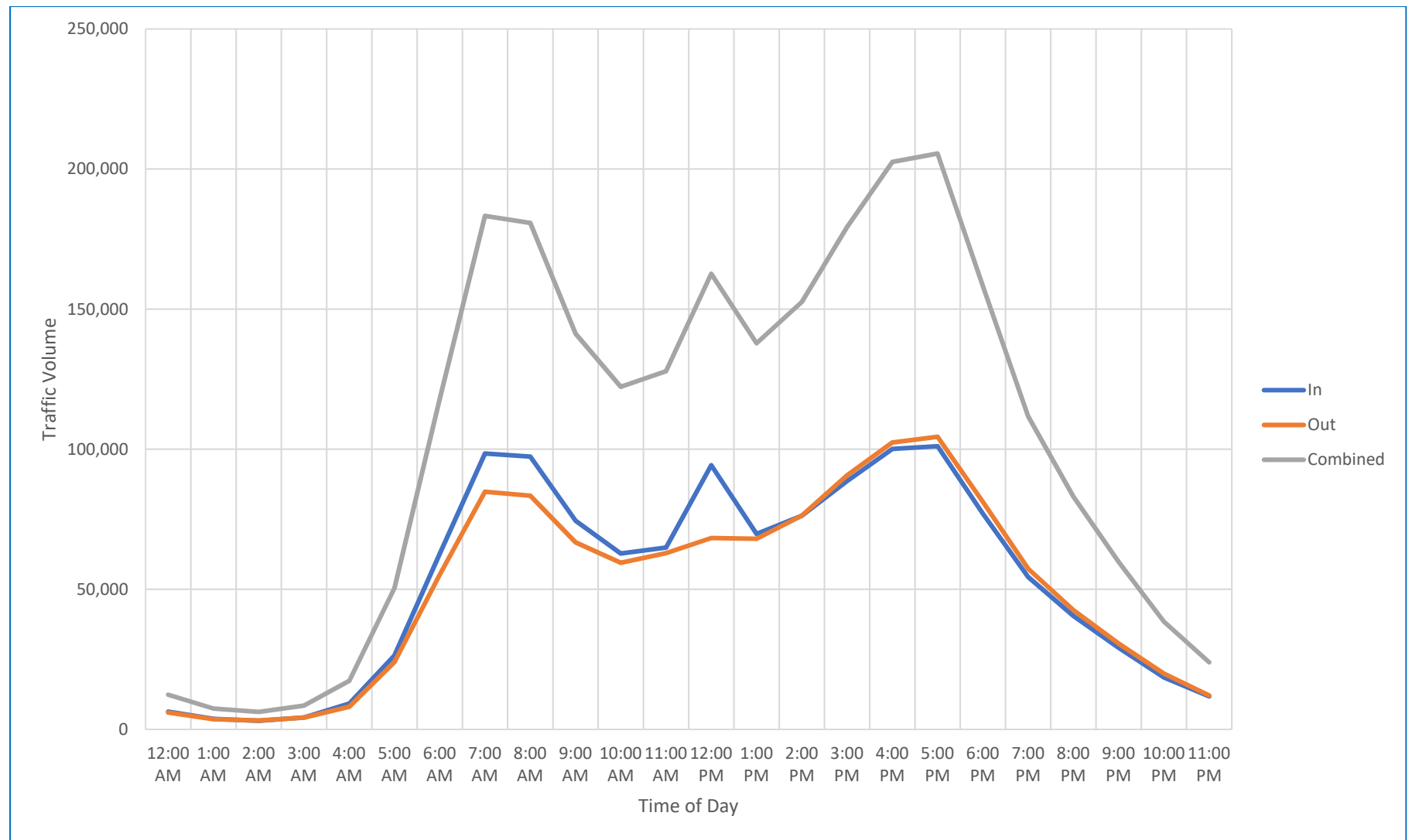
Source: DVRPC 2022

**Figure 34:** 2005-2020 Daily Traffic Volumes for the Inner Cordon



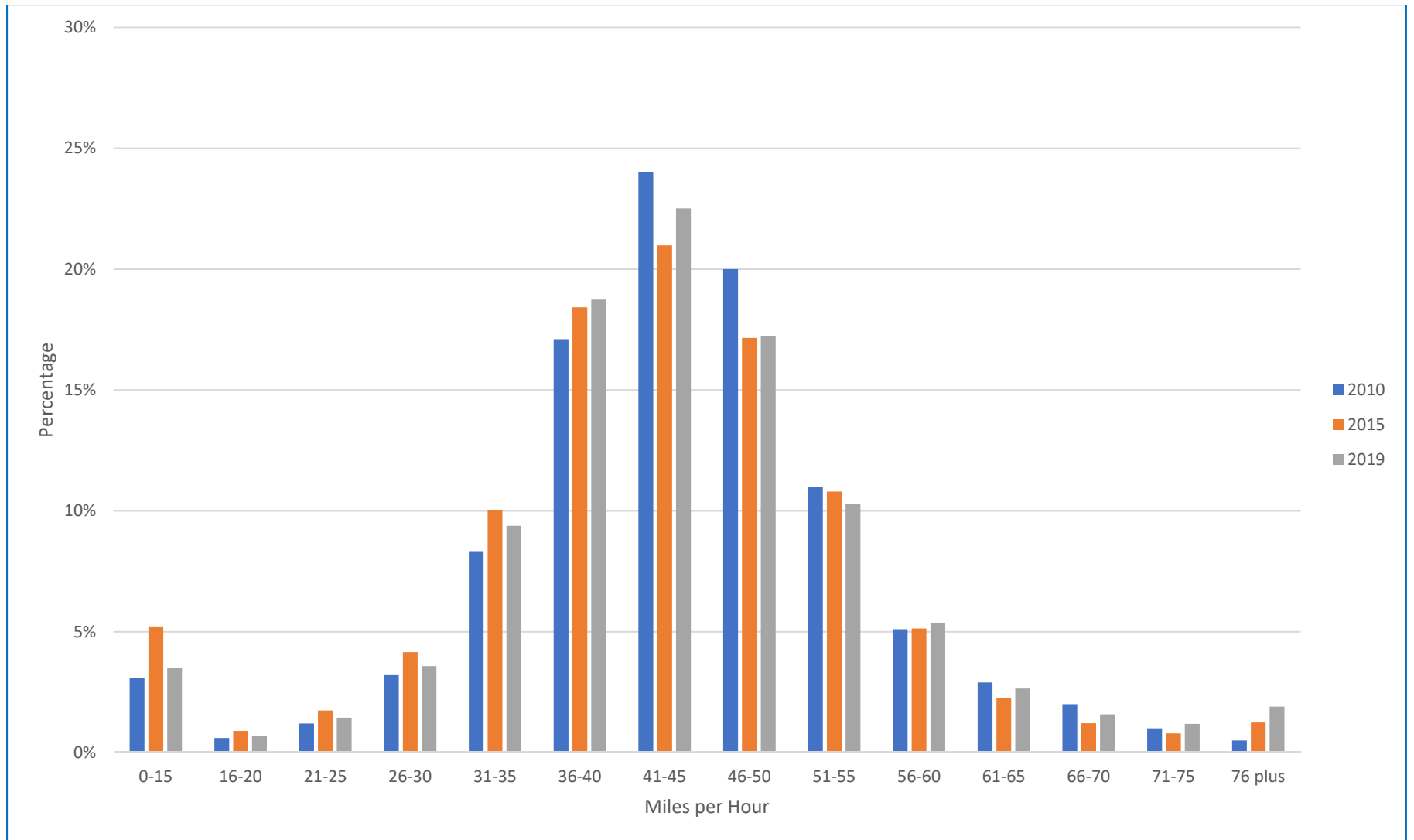
Source: DVRPC 2022

**Figure 35:** Inner Cordon Time-of-Day Variation



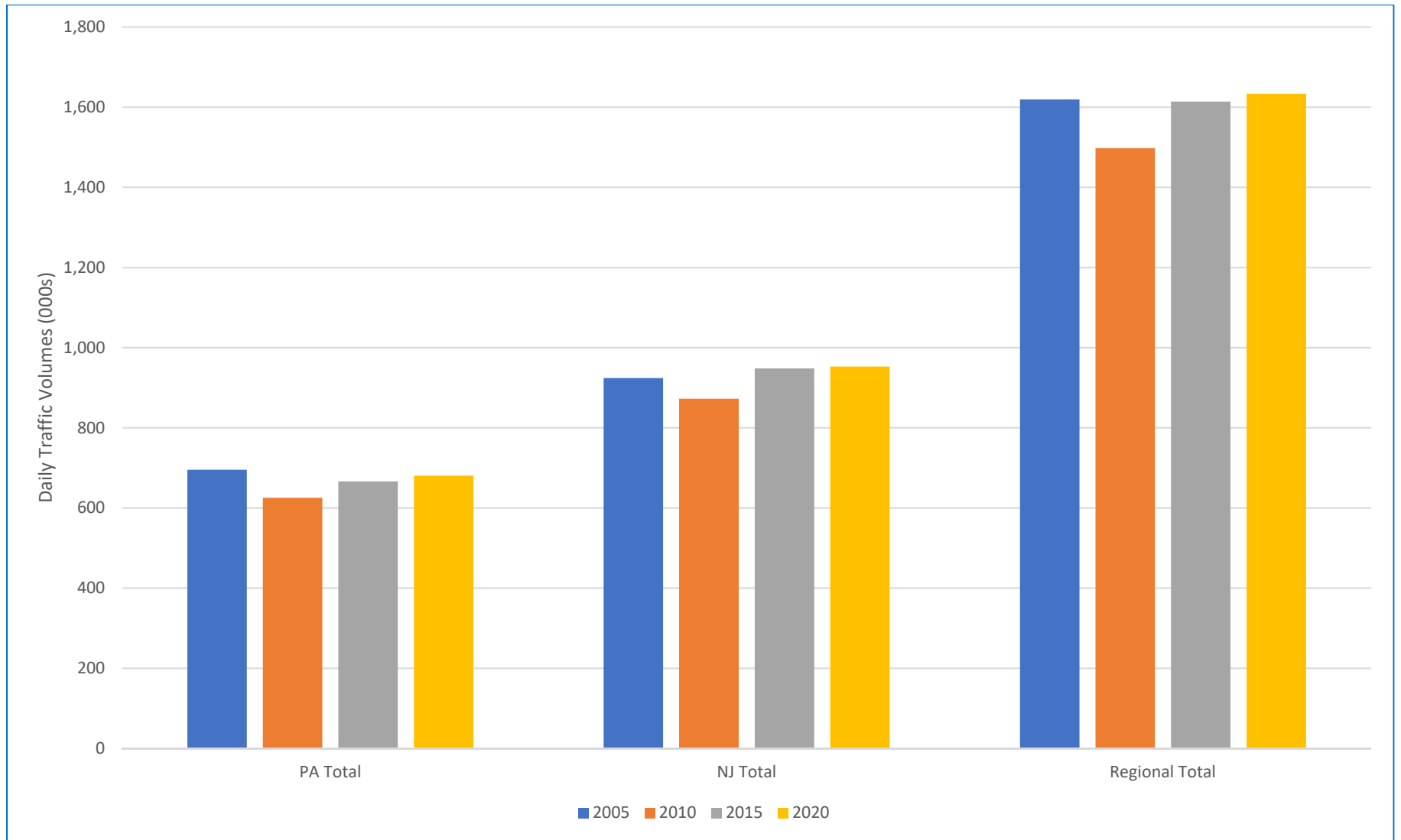
Source: DVRPC 2022

**Figure 36:** Inner Cordon Speed Histogram



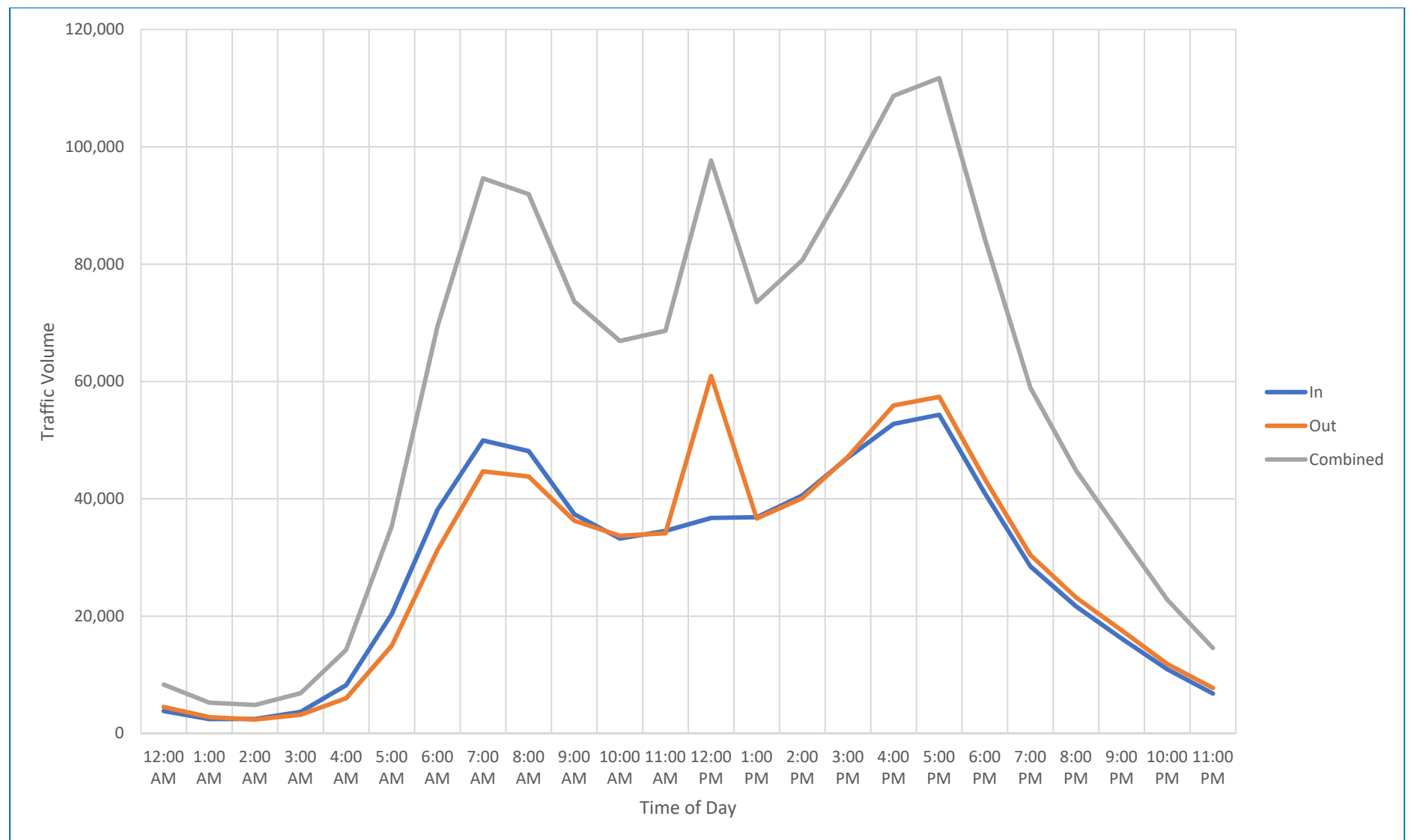
Source: DVRPC 2022

**Figure 37:** 2005-2020 Daily Traffic Volumes for the Outer Cordon



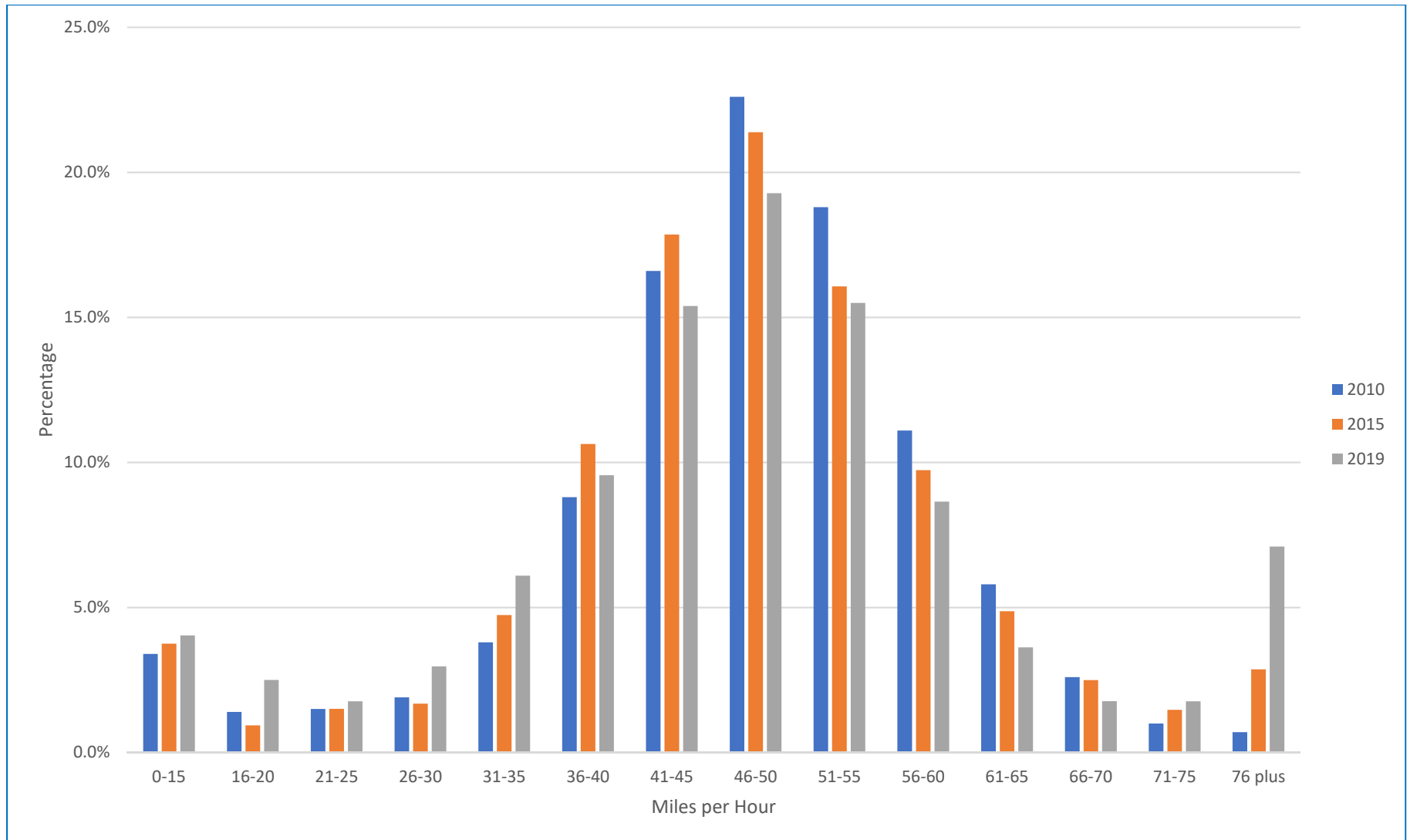
Source: DVRPC 2022

**Figure 38:** Outer Cordon Time-of-Day Variation



Source: DVRPC 2022

**Figure 39:** Outer Cordon Speed Histogram



Source: DVRPC 2022

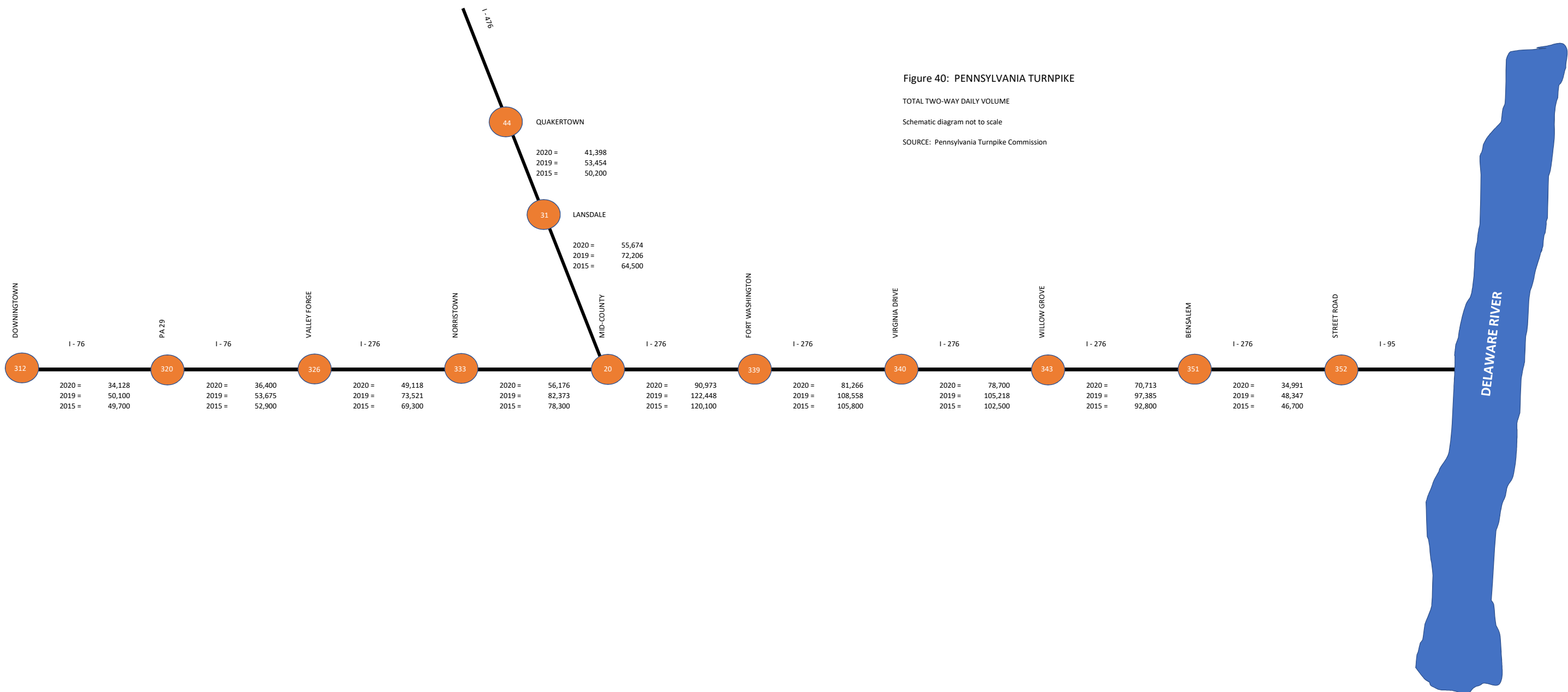


Figure 41: NEW JERSEY TURNPIKE  
TOTAL TWO-WAY DAILY VOLUME  
SOURCE: New Jersey Turnpike Authority

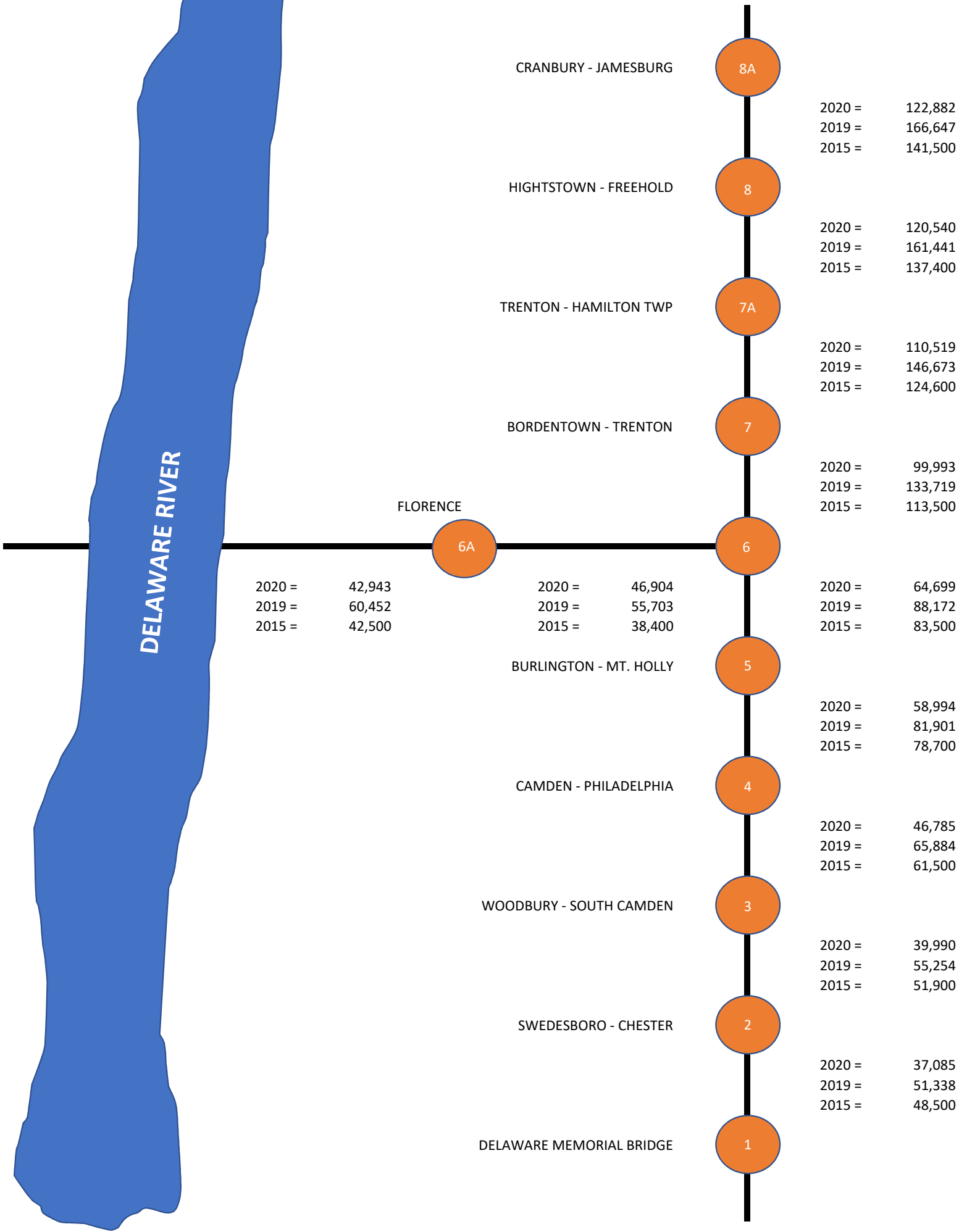
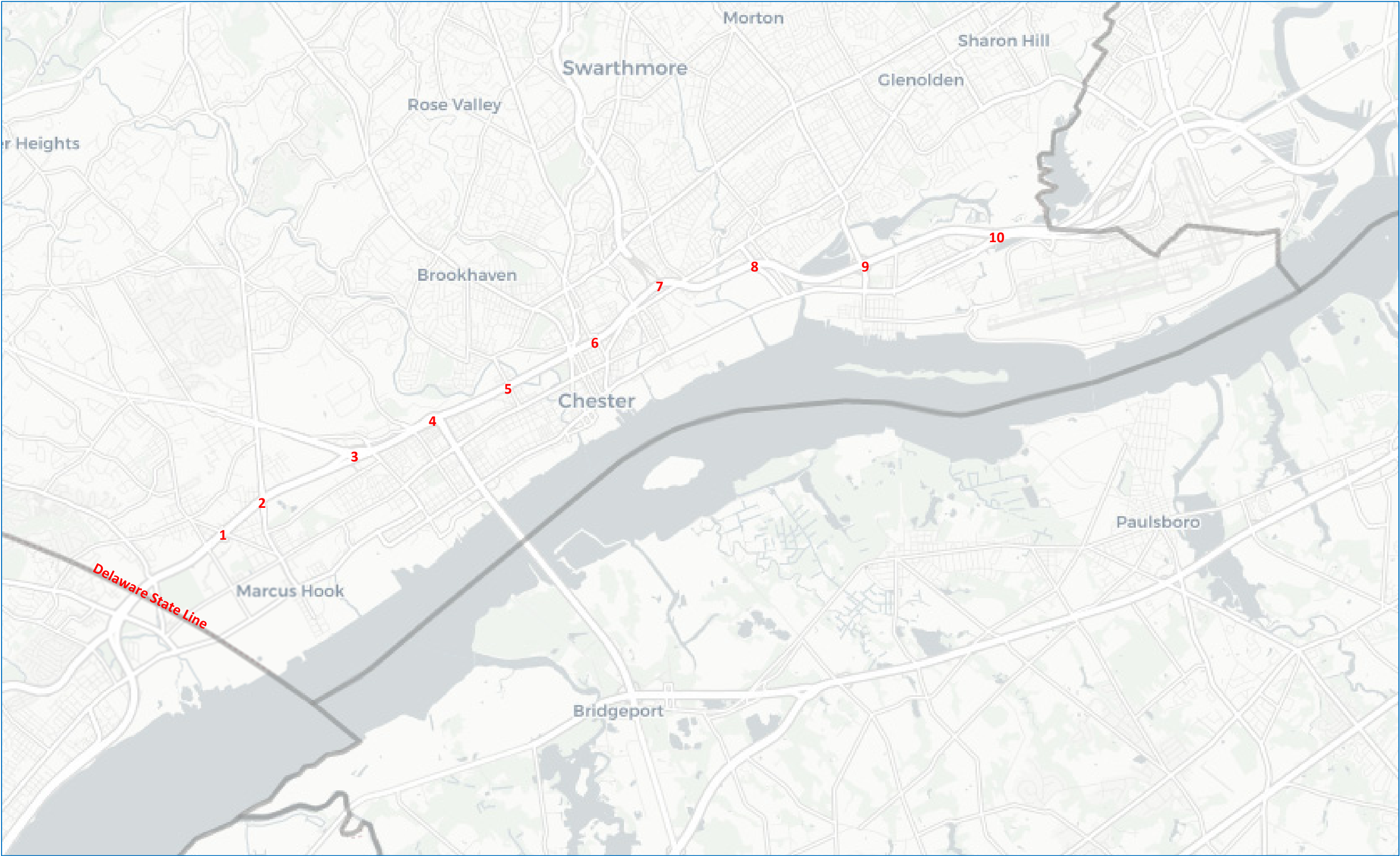


FIGURE 42: I-95 Delaware Expressway

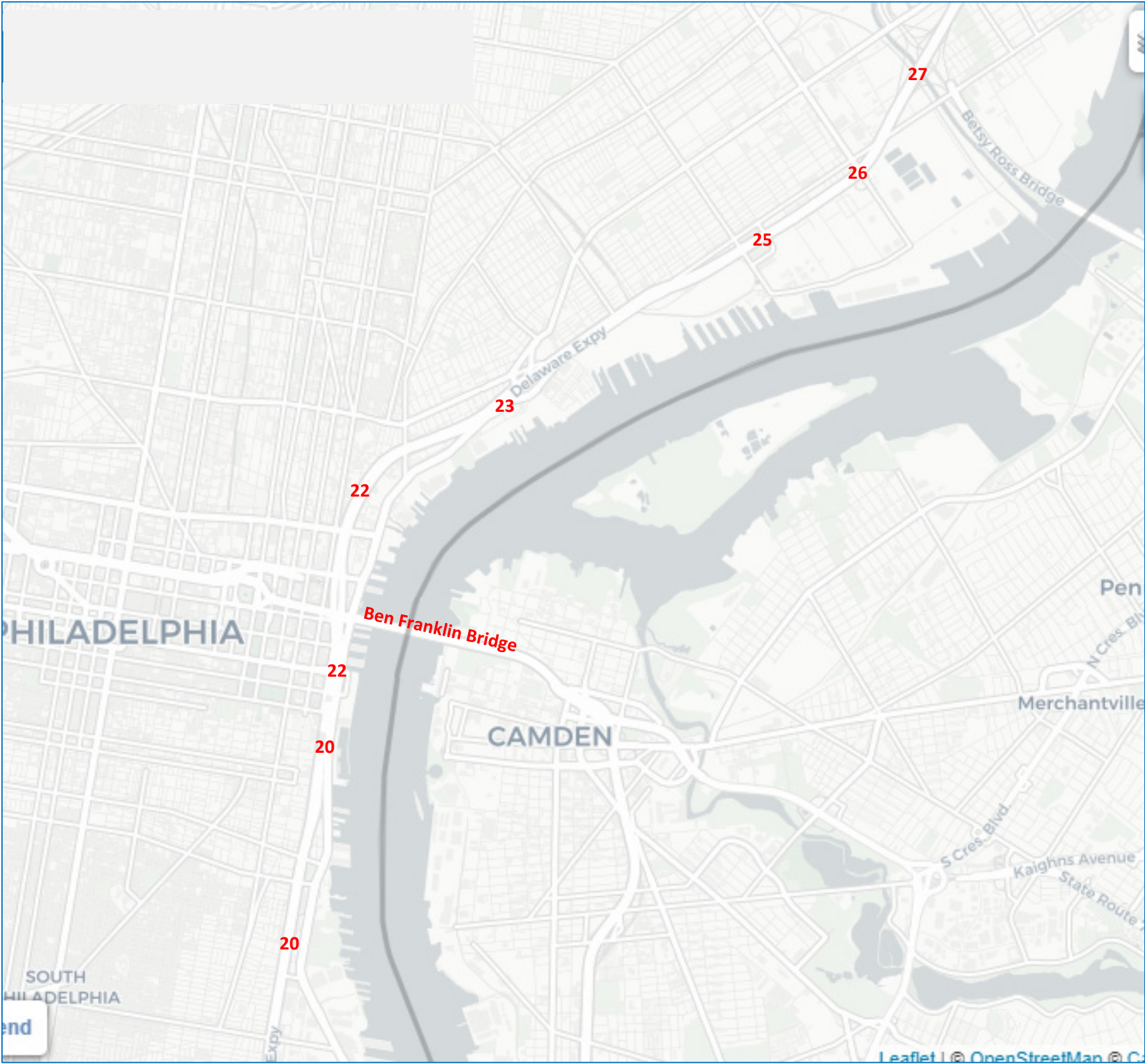


Source: OpenStreetMap, CartoDB

FIGURE 42 (continued)



FIGURE 42 (continued)



Source: OpenStreetMap, CartoDB

FIGURE 42 (continued)

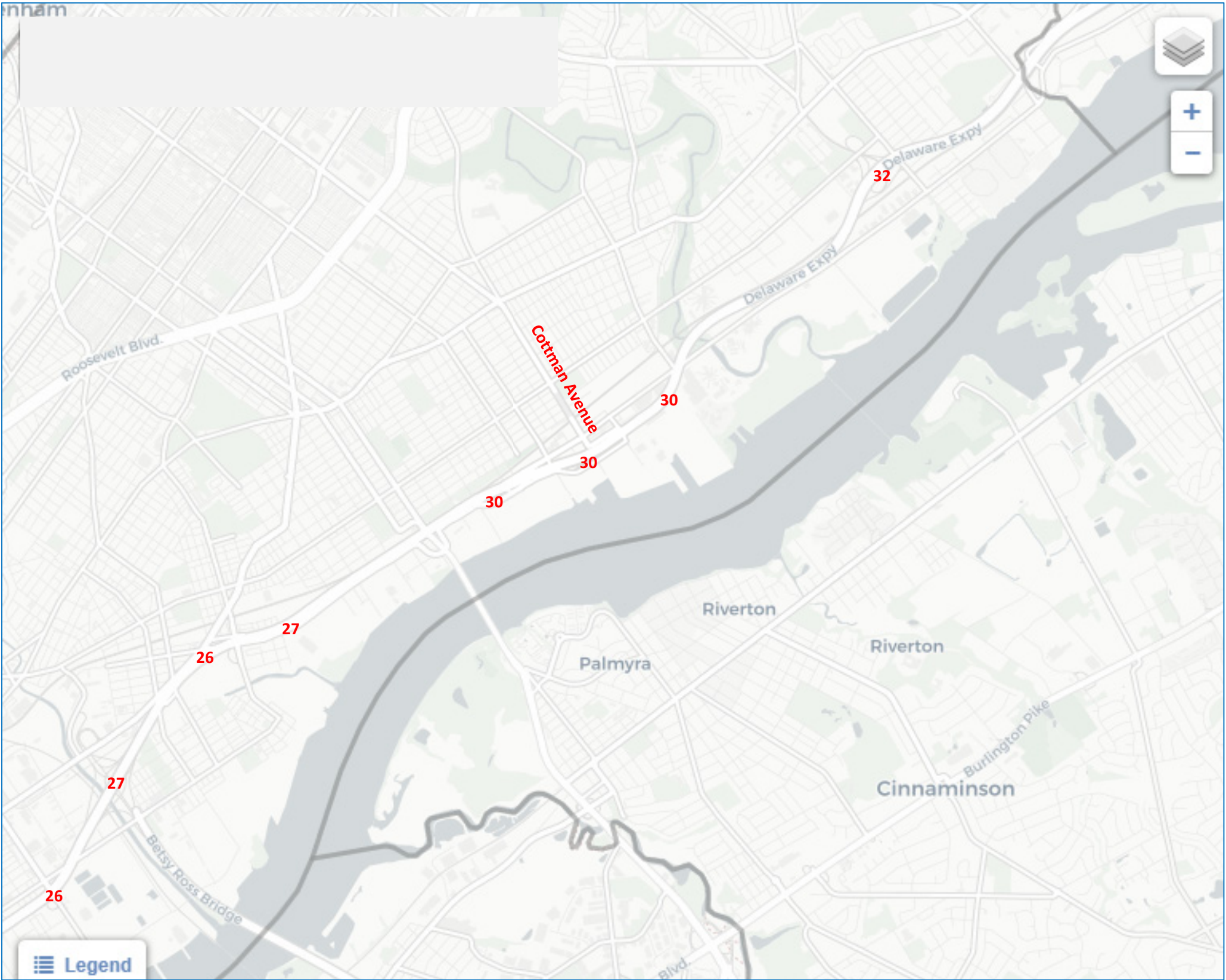
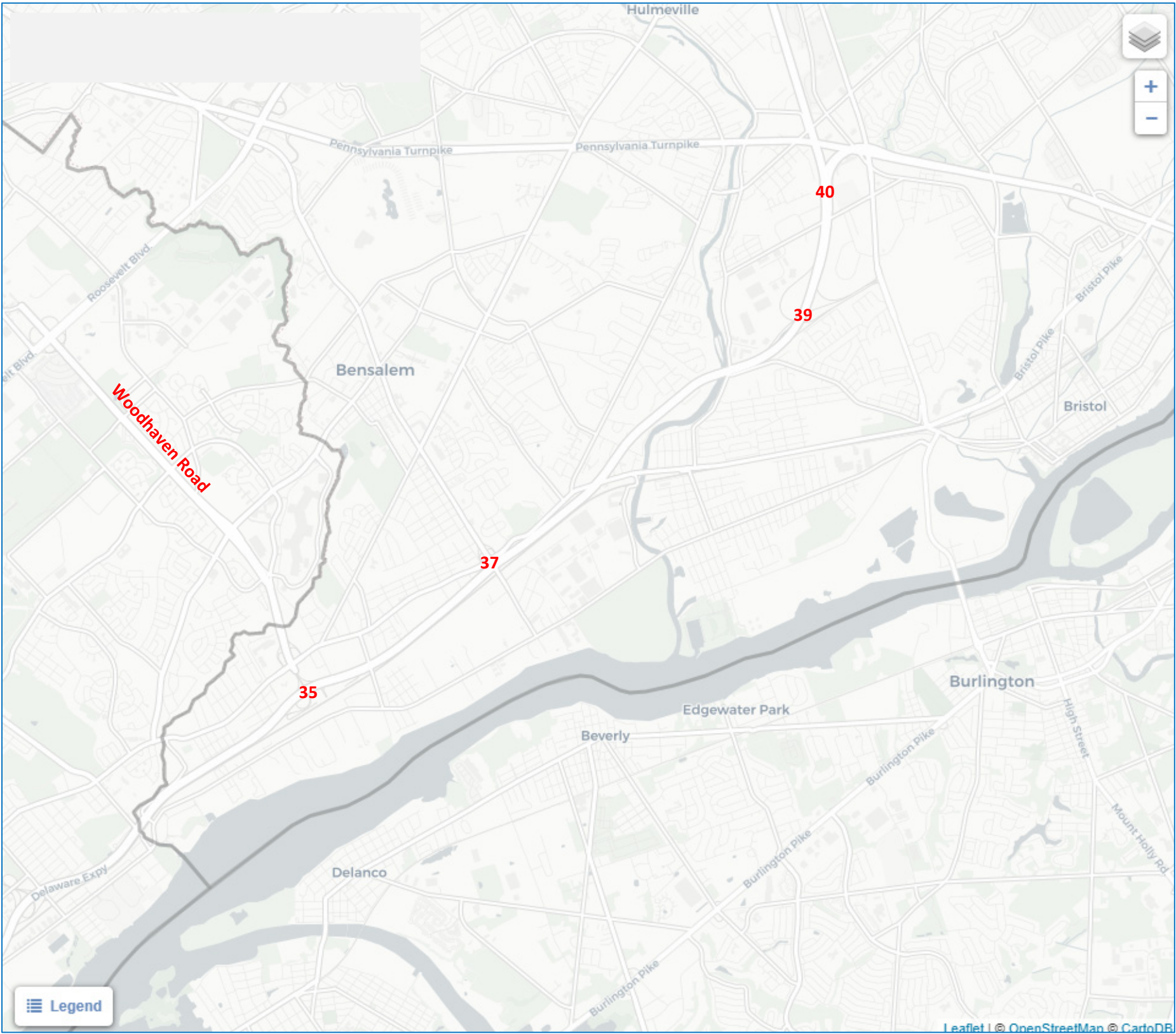
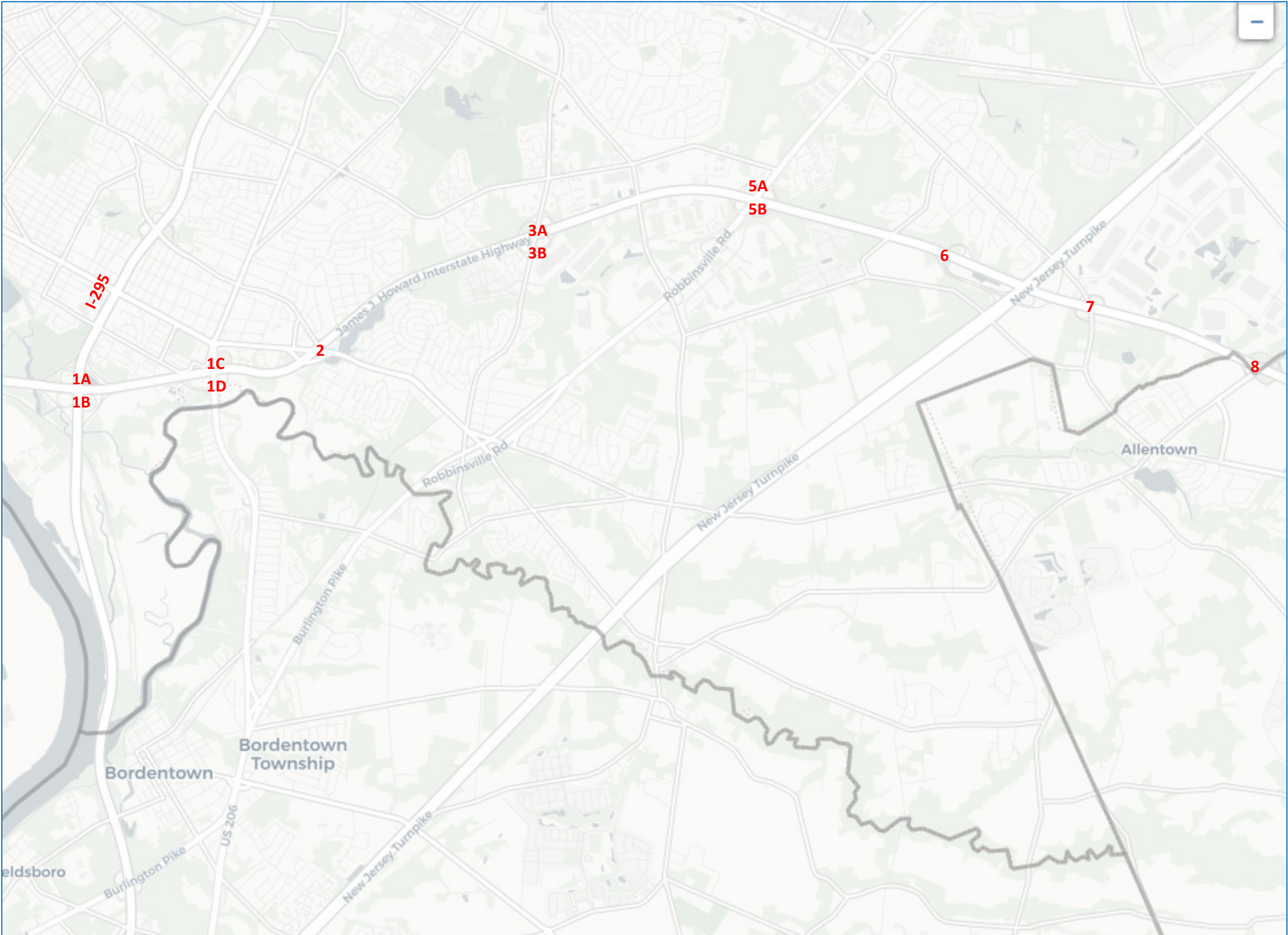


FIGURE 42 (continued)



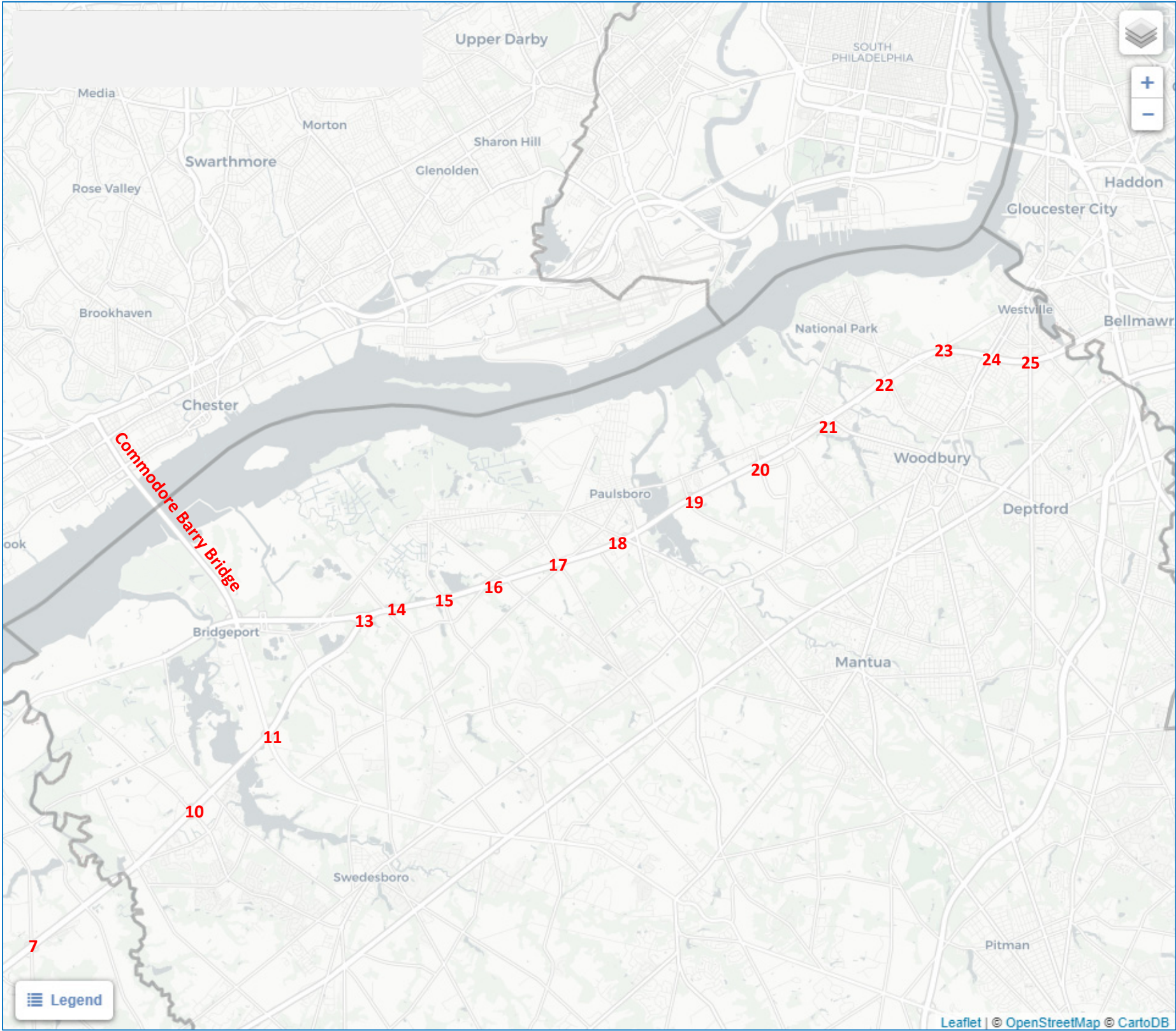
Source: OpenStreetMap, CartoDB

FIGURE 43: I-195 James J. Howard Interstate



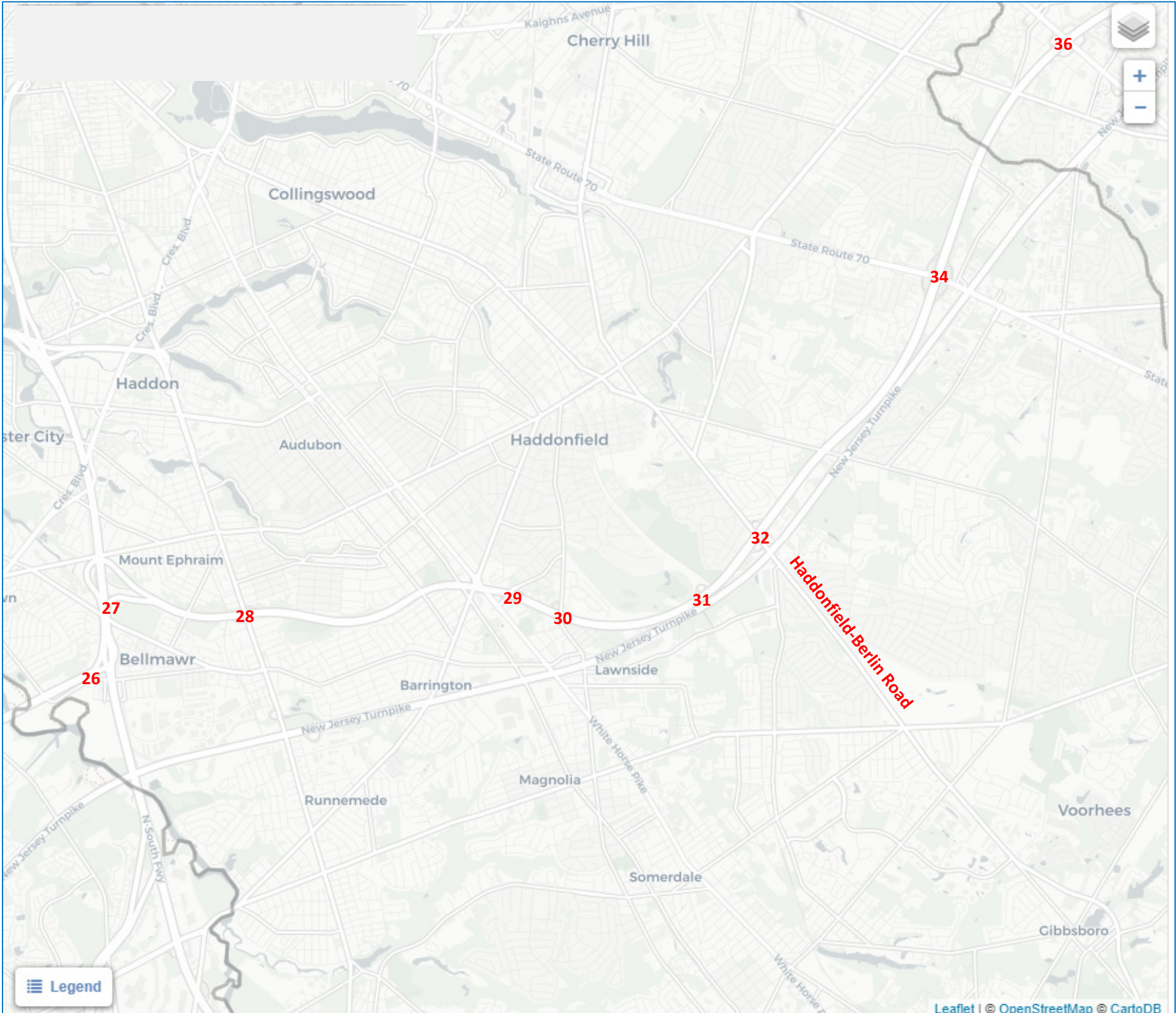
Source: OpenStreetMap, CartoDB

FIGURE 44: I-295



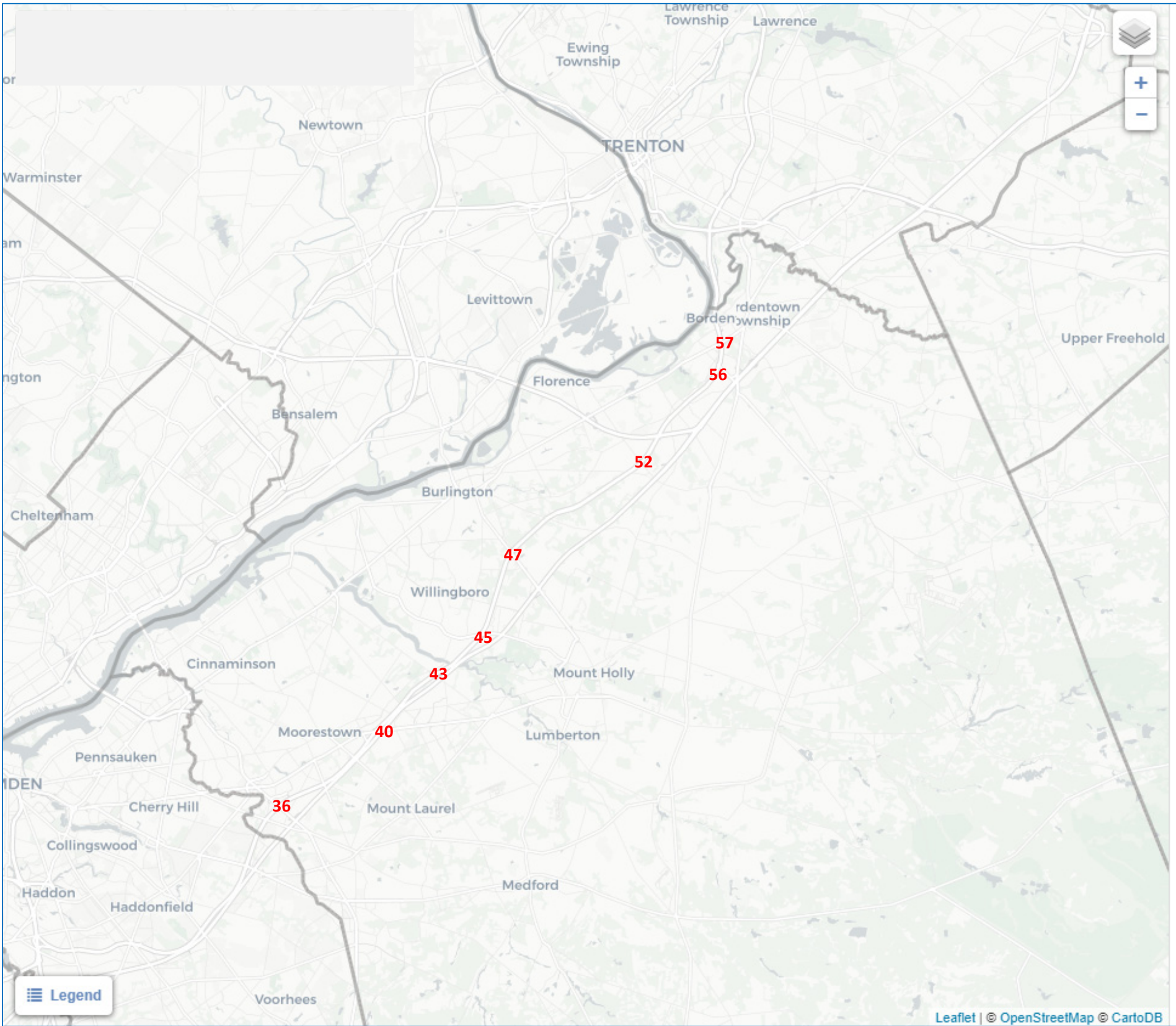
Source: OpenStreetMap, CartoDB

FIGURE 44 (continued)



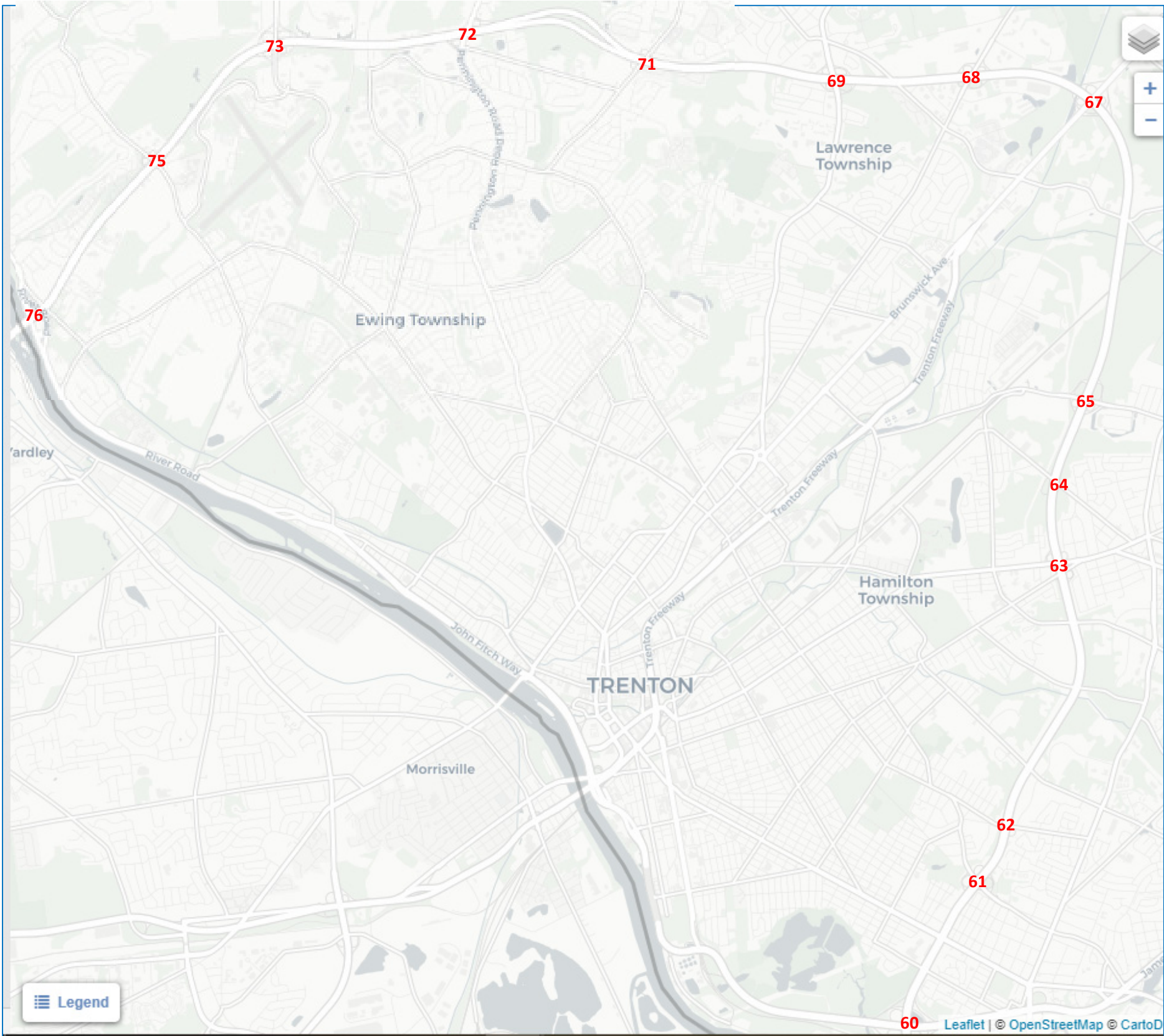
Source: OpenStreetMap, CartoDB

FIGURE 44 (continued)



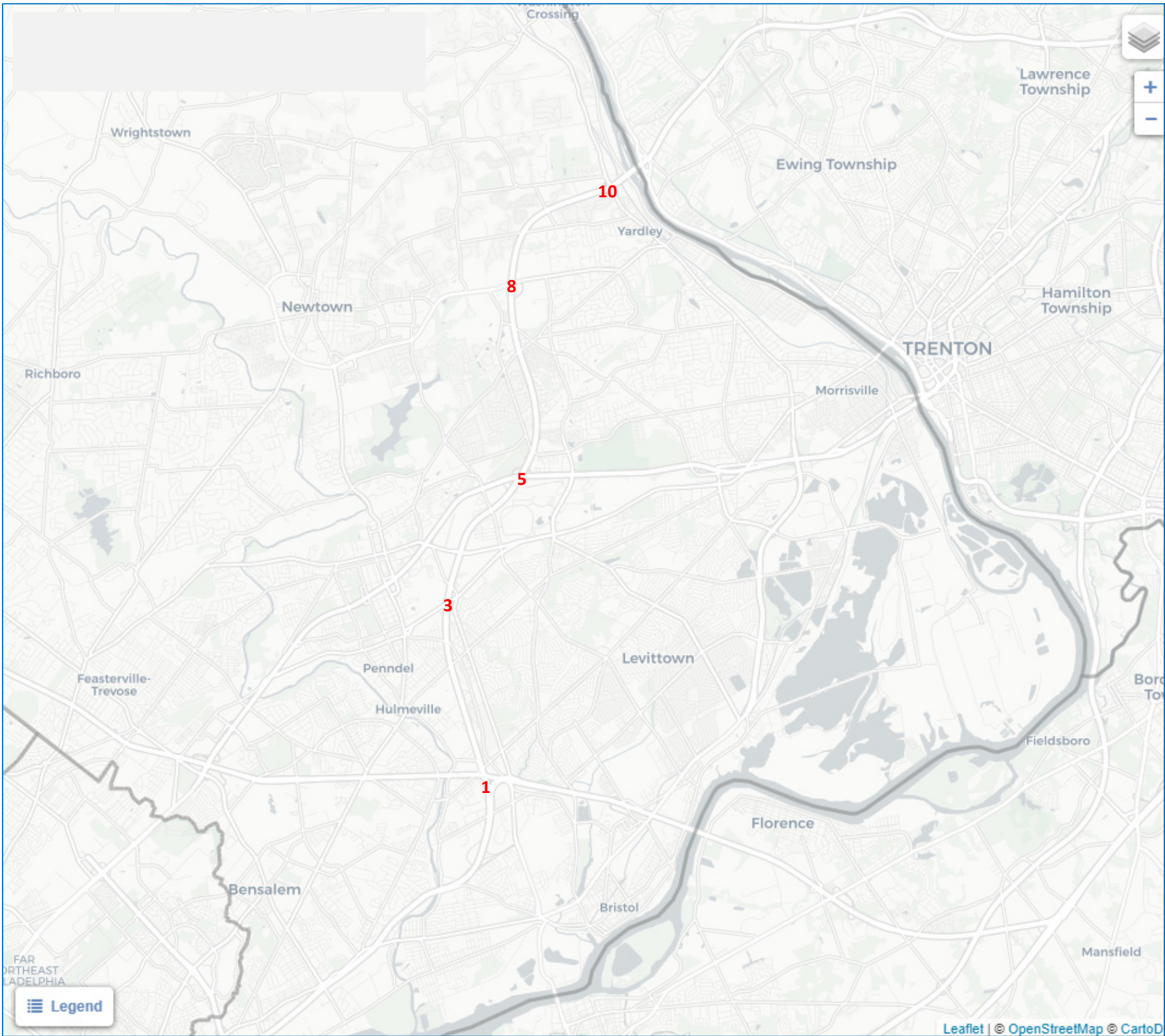
Source: OpenStreetMap, CartoDB

FIGURE 44 (continued)



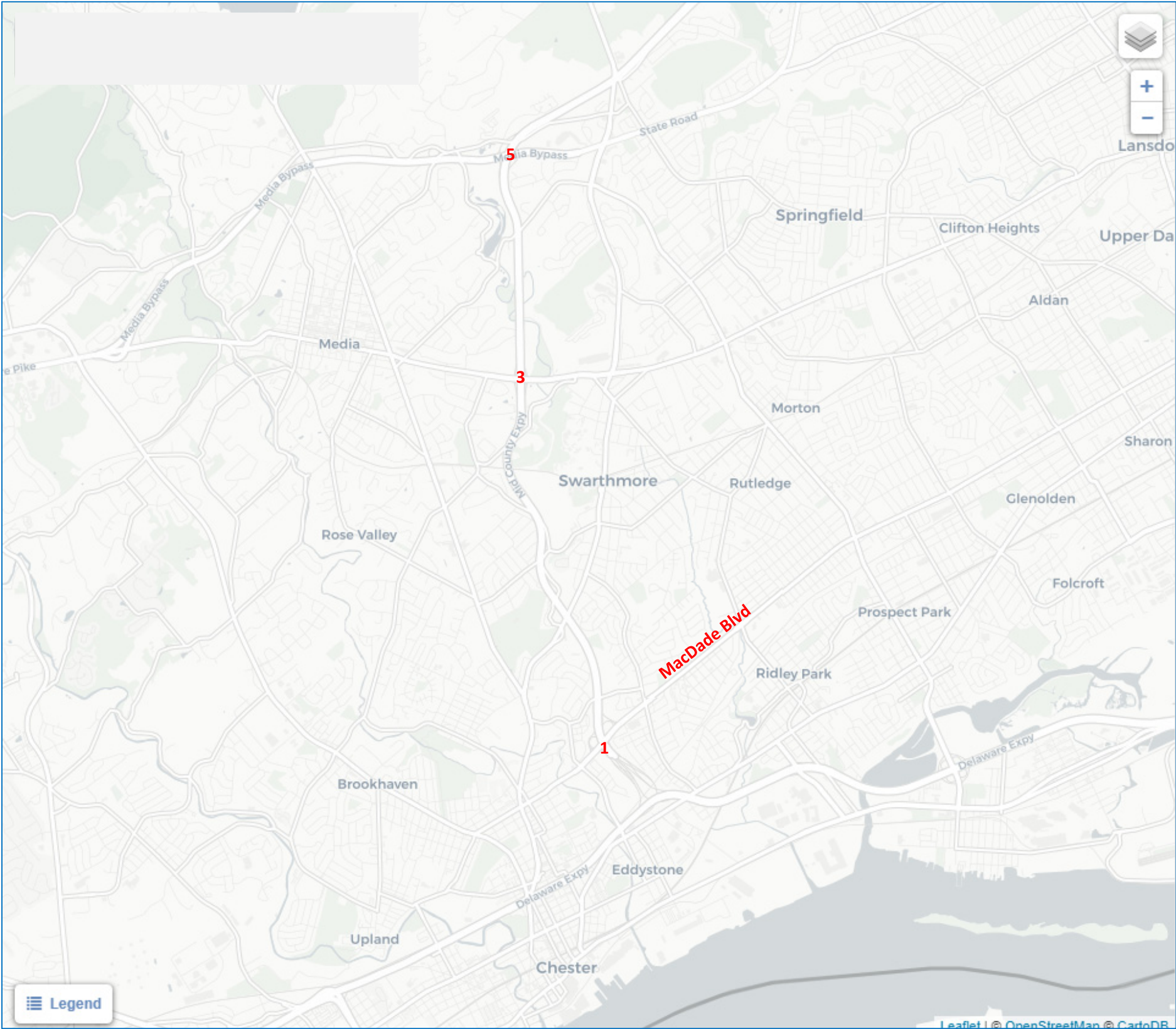
Source: OpenStreetMap, CartoDB

FIGURE 44 (continued)



Source: OpenStreetMap, CartoDB

FIGURE 45: I-476 Mid-County Expressway



Source: OpenStreetMap, CartoDB

FIGURE 45 (continued)

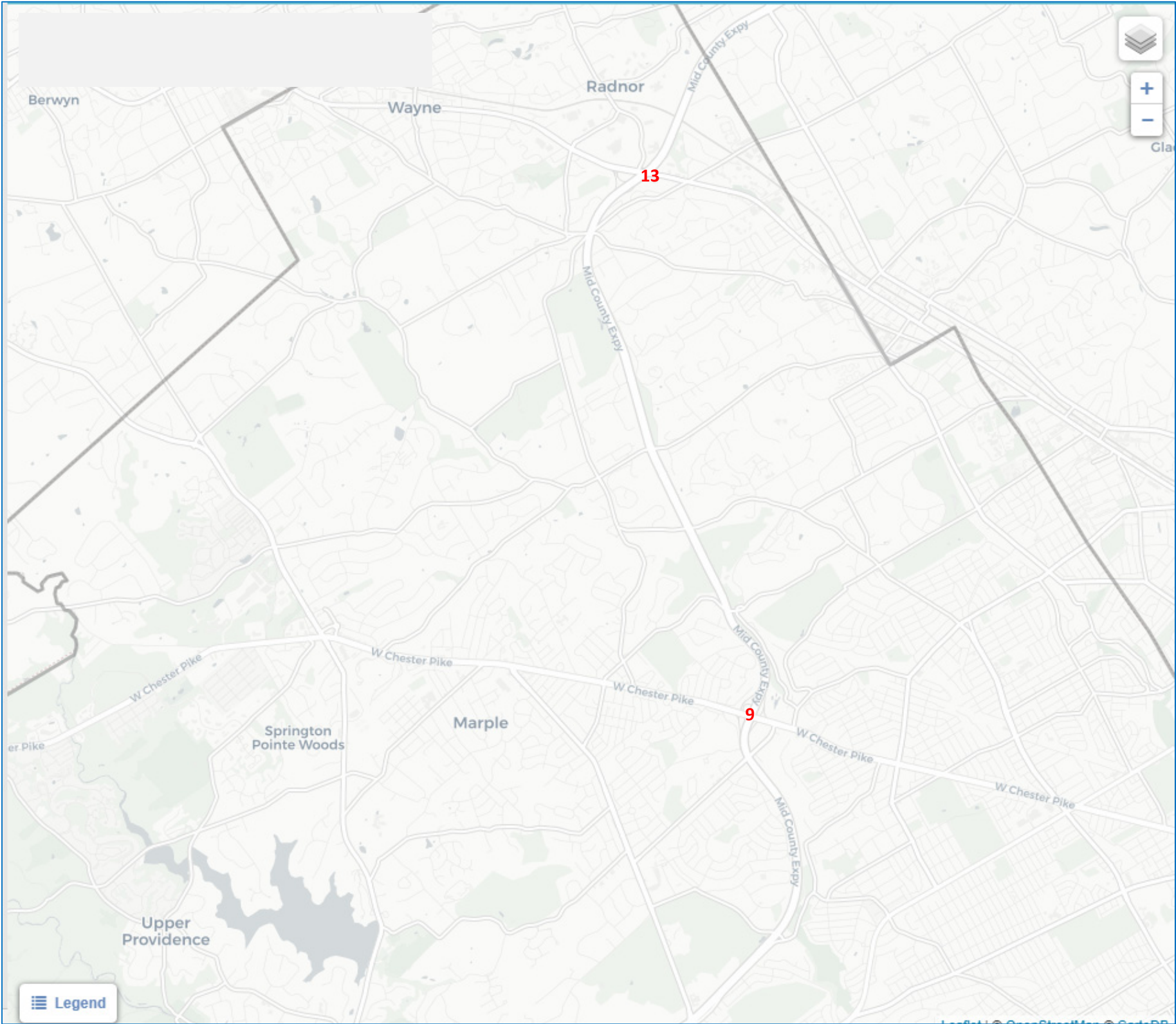
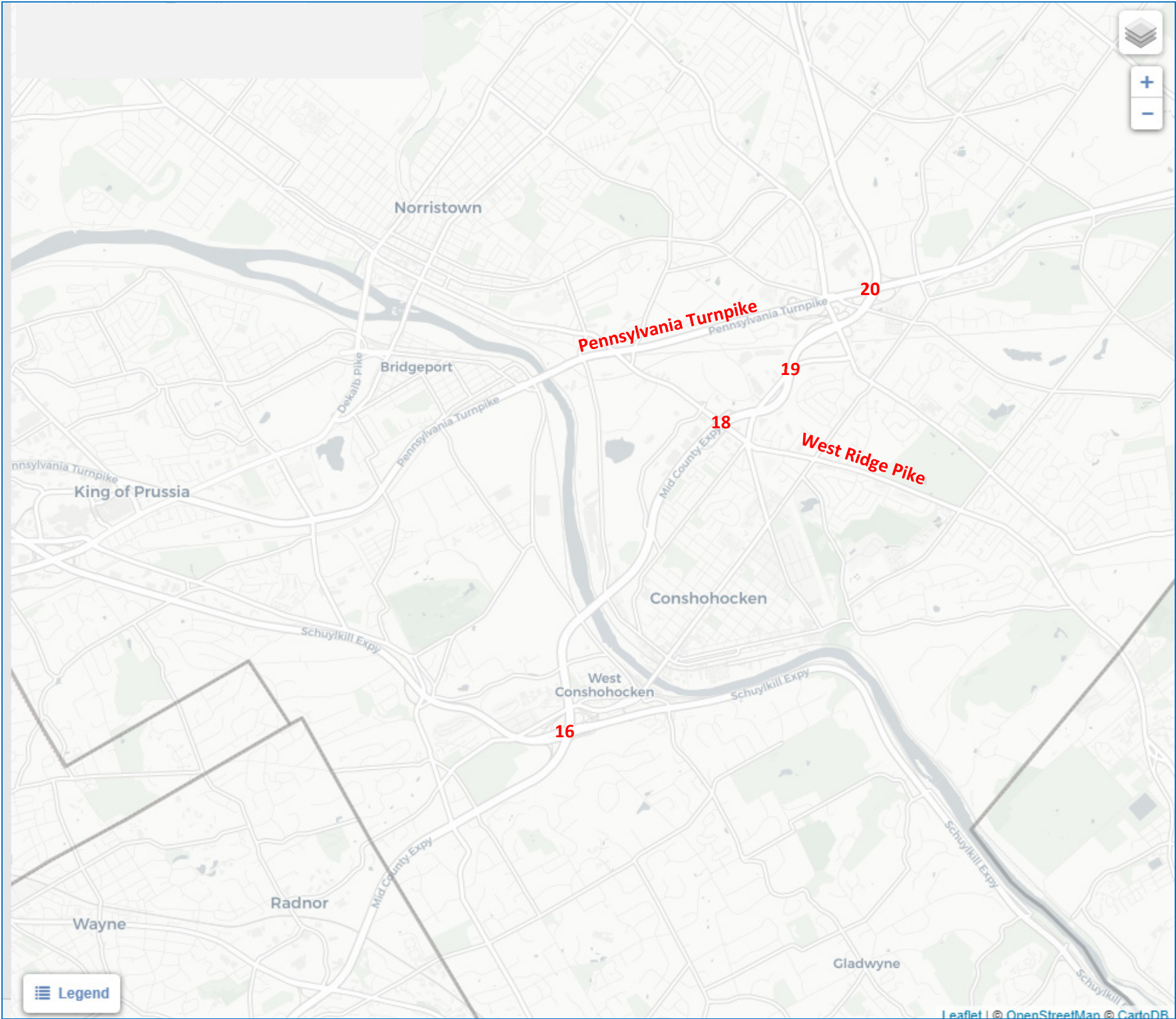
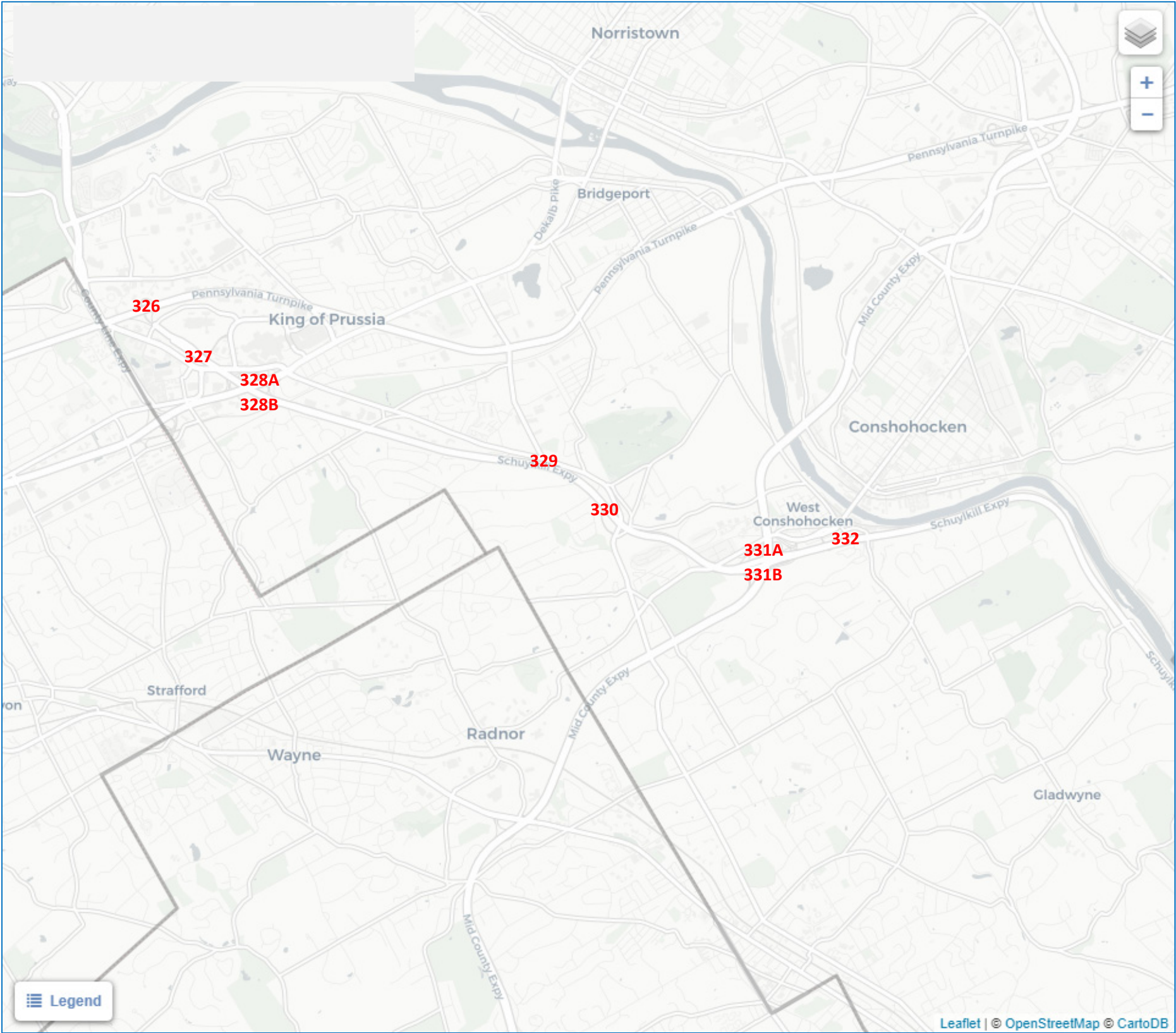


FIGURE 45 (continued)



Source: OpenStreetMap, CartoDB

FIGURE 46: I-76 Schuylkill Expressway



Source: OpenStreetMap, CartoDB

FIGURE 46 (continued)

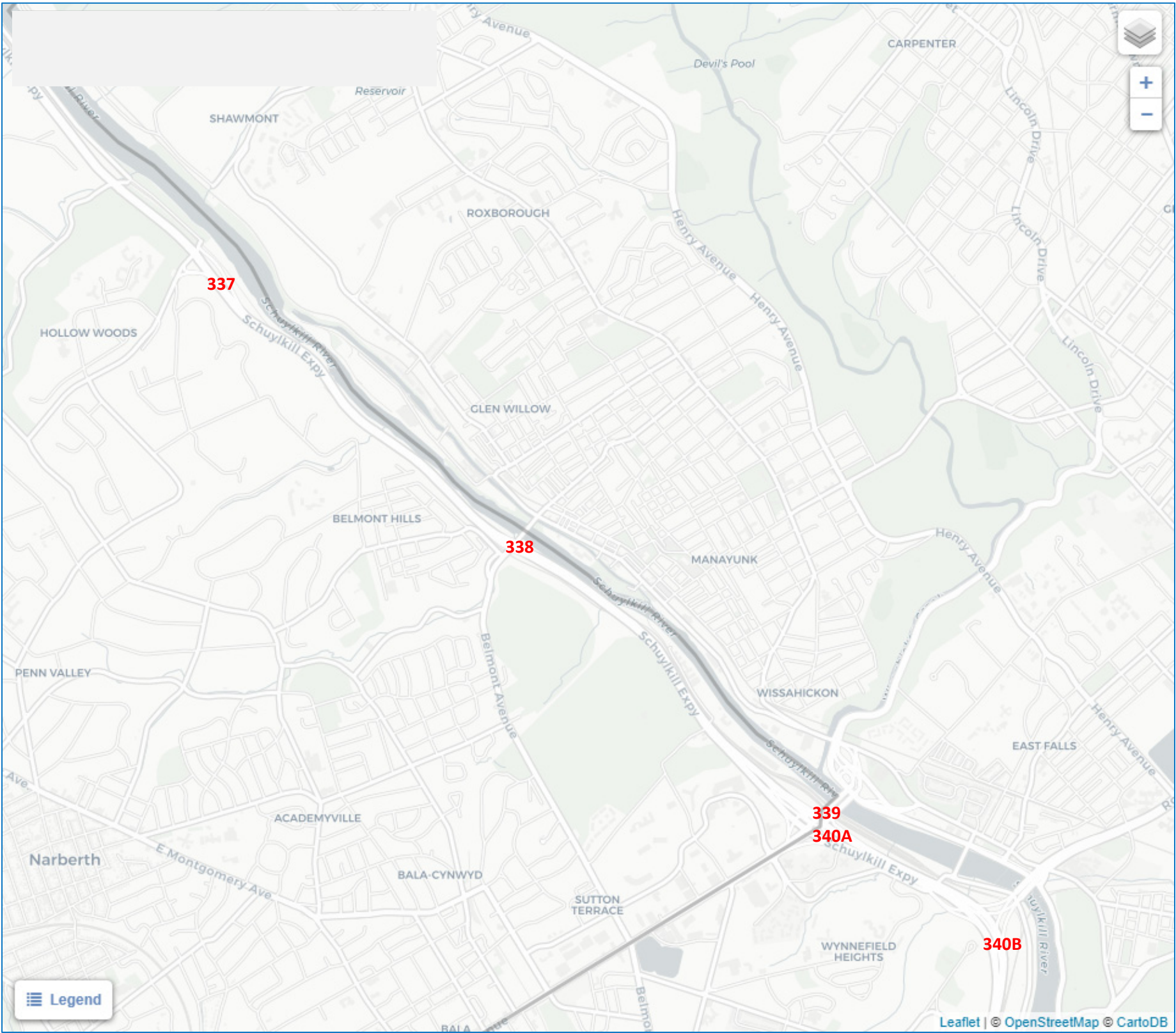
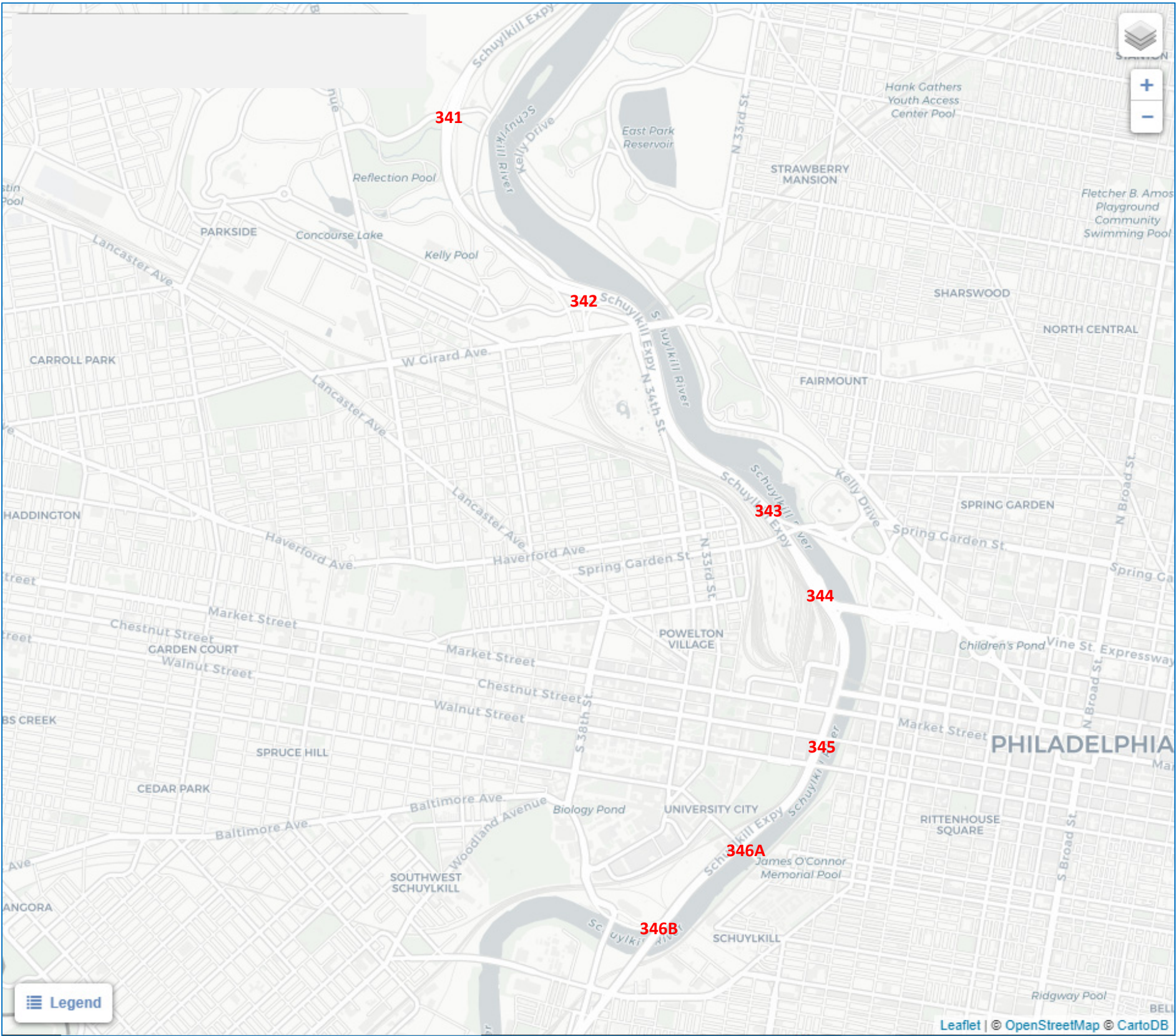


FIGURE 46 (continued)



Source: OpenStreetMap, CartoDB

FIGURE 46 (continued)



## Appendix B: Tables

Table 1: 2000–2020 Cordon and Screenline Summary Comparison – AADT

Table 2: 2000–2020 Cordon and Screenline Summary Comparison – AADT Percent Change

Table 3: 2000–2020 Change in VMT — Average Daily VMT (000s)

Table 4: 2000–2020 VMT Percent and Average Annual Change

Table 5: Regional Transit Trends, Fiscal Year 2020 (July 1, 2019 through June 30, 2020)

Table 6: Effects of COVID-19 on Telework by State

Table 7: Impact of the COVID Pandemic on Various Economic Variables in 2020

Table 8: Screenline A-B-C Traffic Volumes

Table 9: Burlington Bristol Bridge Percent of Traffic by Vehicle Type

Table 10: Average Weekday Transit Passengers Crossing the Delaware River

Table 11: Screenline D-1 Traffic Volumes

Table 12: Screenline D-1 Percent of Traffic During Peak Hours

Table 13: Average Weekday Transit Passengers Crossing Screenline D-1

Table 14: Screenline D-1 Percent of Traffic by Vehicle Type

Table 15: Screenline D-2 Traffic Volumes

Table 16: Screenline D-2 Percent of Traffic During Peak Hours

Table 17: Average Weekday Transit Passengers Crossing Screenline D-2

Table 18: Screenline D-2 Percent of Traffic by Vehicle Type

Table 19: Screenline D-3 Traffic Volumes

Table 20: Screenline D-3 Percent of Traffic During Peak Hours

Table 21: Average Weekday Transit Passengers Crossing Screenline D-3

Table 22: Screenline D-3 Percent of Traffic by Vehicle Type

Table 23: Screenline D-4 Traffic Volumes

Table 24: Screenline D-4 Percent of Traffic During Peak Hours

Table 25: Screenline D-4 Percent of Traffic by Vehicle Type

Table 26: Average Weekday Transit Passengers Crossing Screenline D-4

Table 27: Screenline E Traffic Volumes

Table 28: Screenline E Percent of Traffic During Peak Hours

Table 29: Average Weekday Transit Passengers Crossing Screenline E

Table 30: Screenline E Percent of Traffic by Vehicle Type

Table 31: Screenline F Traffic Volumes

Table 32: Screenline F Percent of Traffic During Peak Hours

Table 33: Screenline F Percent of Traffic by Vehicle Type

Table 34: Average Weekday Transit Passengers Crossing Screenline F

Table 35: Inner Cordon Traffic Volumes

Table 36: Inner Cordon Percent of Traffic During Peak Hours

Table 37: Average Weekday Transit Passengers Crossing Inner Cordon

Table 38: Inner Cordon Percent of Traffic by Vehicle Type

Table 39: Outer Cordon Traffic Volumes

Table 40: Outer Cordon Percent of Traffic During Peak Hours

Table 41: Average Weekday Transit Passengers Crossing the Outer Cordon

Table 42: Outer Cordon Percent of Traffic by Vehicle Type

Table 43: Turnpike Volumes

**Table 1: 2000–2020 Cordon and Screenline Summary Comparison—AADT**

Description	2000	2005	2010	2015	Pre-COVID 2019 / 2020	During COVID 2020
<b>PENNSYLVANIA</b>						
Screenlines D-1, D-2, D-3, and D-4	2,059,011	2,240,749	2,040,576	2,216,237	2,180,700	
Inner Cordon	1,283,075	1,376,415	1,321,710	1,363,687	1,300,900	
Outer Cordon	636,362	695,082	625,473	666,092	717,500	
<b>PA Total</b>	3,978,448	4,313,246	3,987,759	4,246,016	4,199,100	
<b>Delaware River Bridges</b>	528,716	566,500	565,780	526,203	561,000	430,600
<b>NEW JERSEY</b>						
Screenlines E and F	804,448	838,851	803,069	893,041	938,300	
Inner Cordon	1,232,673	1,304,990	1,325,220	1,377,827	1,441,700	
Outer Cordon	906,872	923,889	872,417	948,054	952,800	
<b>NJ Total</b>	2,943,993	3,067,730	3,000,706	3,218,922	3,332,800	
<b>Regional Total</b>	6,922,441	7,379,976	6,988,465	7,464,938	7,531,900	

Source: DVRPC 2022

**Table 2: 2005–2020 Cordon and Screenline Summary Comparison—AADT Percent Change**

Description	Percent Change				Average Annual Change		
	2005 to 2010	2010 to 2015	2015 to 2019	2019 Pre-COVID to 2020 During	2005 to 2010	2010 to 2015	2015 to 2019
<b>PENNSYLVANIA</b>							
Screenlines D-1, D-2, D-3, and D-4	-8.9%	8.6%	-1.6%	NA	-1.9%	1.7%	-0.3%
Inner Cordon	-4.0%	3.2%	-4.6%	NA	-0.8%	0.6%	-0.9%
Outer Cordon	-10.0%	6.5%	7.7%	NA	-2.1%	1.3%	1.5%
<b>PA Total</b>	<b>-7.5%</b>	<b>6.5%</b>	<b>-1.1%</b>	<b>NA</b>	<b>-1.6%</b>	<b>1.3%</b>	<b>-0.2%</b>
<b>Delaware River Bridges</b>	<b>-0.1%</b>	<b>-7.0%</b>	<b>6.6%</b>	<b>-23.2%</b>	<b>-0.0%</b>	<b>-1.4%</b>	<b>1.3%</b>
<b>NEW JERSEY</b>							
Screenlines E and F	-4.3%	11.2%	5.1%	NA	-0.9%	2.1%	1.0%
Inner Cordon	1.6%	4.0%	4.6%	NA	0.3%	0.8%	0.9%
Outer Cordon	-5.6%	8.7%	0.5%	NA	-1.1%	1.7%	0.1%
<b>NJ Total</b>	<b>-2.2%</b>	<b>7.3%</b>	<b>3.5%</b>	<b>NA</b>	<b>-0.4%</b>	<b>1.4%</b>	<b>0.7%</b>
<b>Regional Total</b>	<b>-5.3%</b>	<b>6.8%</b>	<b>0.9%</b>		<b>-1.1%</b>	<b>1.3%</b>	<b>0.2%</b>

Source: DVRPC 2022

**Table 3: 2000–2020 Change in VMT—Average Daily VMT (000s)**

Description	2000	2005	2010	2015	Pre-COVID 2019 / 2020	During COVID 2020
<b>PENNSYLVANIA</b>						
Bucks	12,926.8	13,696.1	13,128.5	12,670.3	12,984.7	10,497.4
Chester	10,920.8	11,832.0	11,940.0	11,586.0	11,991.0	9,591.4
Delaware	9,321.6	10,180.6	9,265.9	8,859.3	9,431.3	7,335.4
Montgomery	17,866.0	19,109.5	18,045.3	17,637.1	18,375.8	14,865.3
Philadelphia	15,177.5	16,316.4	15,116.4	15,253.8	15,247.1	12,449.5
<b>PA Total</b>	66,212.7	71,134.6	67,496.2	66,006.5	68,029.9	54,739.0
<b>NEW JERSEY</b>						
Burlington	12,170.9	13,365.5	12,454.6	12,728.7	13,806.3	11,442.7
Camden	10,684.0	10,855.2	10,545.9	10,983.7	11,420.9	9,942.1
Gloucester	6,615.8	7,430.7	7,468.5	7,996.3	8,560.3	7,422.9
Mercer	8,247.4	9,488.2	9,052.4	10,088.1	10,197.2	8,526.6
<b>NJ Total</b>	37,718.1	41,139.6	39,521.4	41,796.9	43,984.7	37,334.3
<b>Regional Total</b>						
<b>Regional Total</b>	103,930.8	112,274.2	107,017.5	107,803.3	112,014.6	92,073.3

Source: DVRPC 2022

**Table 4: 2005–2020 VMT Percent and Average Annual Change**

Description	Percent Change				Average Annual Change		
	2005 to 2010	2010 to 2015	2015 to 2019	2019 pre-COVID to 2020 during COVID	2005 to 2010	2010 to 2015	2015 to 2019
<b>PENNSYLVANIA</b>							
Bucks	-4.1%	-3.5%	2.5%	-19.2%	-0.8%	-0.7%	0.5%
Chester	0.9%	-3.0%	3.5%	-20.0%	0.2%	-0.6%	0.7%
Delaware	-9.0%	-4.4%	6.5%	-22.2%	-1.9%	-0.9%	1.3%
Montgomery	-5.6%	-2.3%	4.2%	-19.1%	-1.1%	-0.5%	0.8%
Philadelphia	-7.4%	0.9%	0.0%	-18.3%	-1.5%	0.2%	0.0%
<b>PA Total</b>	<b>-5.1%</b>	<b>-2.2%</b>	<b>3.1%</b>	<b>-19.5%</b>	<b>-1.0%</b>	<b>-0.4%</b>	<b>0.6%</b>
<b>NEW JERSEY</b>							
Burlington	-6.8%	2.2%	8.5%	-17.1%	-1.4%	0.4%	1.6%
Camden	-2.8%	4.2%	4.0%	-12.9%	-0.6%	0.8%	0.8%
Gloucester	0.5%	7.1%	7.1%	-13.3%	0.1%	1.4%	1.4%
Mercer	-4.6%	11.4%	1.1%	-16.4%	-0.9%	2.2%	0.2%
<b>NJ Total</b>	<b>-3.9%</b>	<b>5.8%</b>	<b>5.2%</b>	<b>-15.1%</b>	<b>-0.8%</b>	<b>1.1%</b>	<b>1.0%</b>
<b>Regional Total</b>	<b>-4.7%</b>	<b>0.7%</b>	<b>3.9%</b>	<b>-17.8%</b>	<b>-1.0%</b>	<b>0.1%</b>	<b>0.8%</b>

Source: DVRPC 2022

**Table 5:** Regional Transit Trends, Fiscal Year 2020 (July 1, 2019 through June 30, 2020)

Transit Agency	Percentage Change
<b>New Jersey Transit</b>	<b>-22.1%</b>
Rail	-25.7%
Bus	-20.3%
Light Rail	-22.7%
<b>PATCO</b>	<b>-24.3%</b>
<b>SEPTA</b>	<b>-23.9%</b>
City Transit	-24.0%
Suburban Transit	-22.7%
Regional Rail	-23.6%
<b>AMTRAK</b>	<b>-28.1%</b>
Acela	-30.2%
Regional Rail	-27.4%
Keystone	-28.9%

Source: New Jersey Transit FY 2020 Annual Ridership Data, January 2021

**Table 6:** Effects of COVID-19 on Telework by State

State	Pre-COVID 2019	During COVID 2020-2021
New Jersey	6%	44%
Pennsylvania	7%	37%

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, <https://www.bts.gov/daily-travel>

**Table 7:** Impact of the COVID Pandemic on Various Economic Variables in 2020

Variable	Feb	Mar	Apr	May	June	July	Aug	Sep	Oct	Nov
Jobs, level (000s)	152,463	151,090	130,303	133.002	137,802	139,582	140,914	141,720	142,373	142,629
Jobs, monthly change (000s)	251	-1,373	-20,787	2,699	4,800	1,780	1,371	661	653	256
Unemployment rate %	3.5%	4.4%	14.7%	13.3%	11.1%	10.2%	8.4%	7.9%	6.9%	6.7%
Number unemployed (millions)	5.8	7.1	23.1	21.0	17.8	16.3	13.6	12.6	11.1	10.7
Employment to population ratio %, age 25-54	80.5%	79.6%	69.7%	71.4%	73.5%	73.8%	75.3%	75.0%	76.0%	76.0%
Inflation rate % (CPI-All)	2.3%	1.5%	0.4%	0.2%	0.7%	1.0%	TBD	TBD	TBD	TBD
Stock Market S&P 500 (avg. level)	3,277	2,652	2,762	2,920	3,105	3,230	3,392	3,380	3,270	3,694
Debt held by public (\$ trillion)	17.4	17.7	19.1	19.9	20.5	20.6	20.8	21.0	21.2	21.3

Source: Wikipedia, [https://en.wikipedia.org/wiki/COVID-19\\_pandemic\\_in\\_the\\_United\\_States](https://en.wikipedia.org/wiki/COVID-19_pandemic_in_the_United_States)

**Table 8:** Screenline A-B-C Traffic Volumes

Year	Daily Volume	Percentage Change
2000	528,700	
2005	566,500	7.1%
2010	565,800	-0.1%
2015	526,200	-7.0%
Pre-COVID 2019 / 2020	561,000	6.6%
During COVID 2020	430,600	-23.2%

Source: DVRPC 2022

**Table 9:** Burlington-Bristol Bridge Percent of Traffic by Vehicle Type

Vehicle Type	2015	2021
Motorcycle	0.3%	0.6%
Passenger Car	81.0%	78.2%
2-Axle, 4-Tire Single-Unit Truck	13.2%	14.3%
School & Commercial Bus	0.7%	0.7%
2-Axle, 6-Tire Single-Unit Truck	3.2%	3.9%
3-Axle Single-Unit Truck	0.5%	0.9%
4-Axle Single-Unit Truck	0.1%	0.4%
4- or Less Axle Single Trailer Truck	0.4%	0.5%
5-Axle Single Trailer Truck	0.7%	0.6%
6- or More Axle Single Trailer Truck	0.0%	0.0%
5-Axle Multitrailer Truck	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%
All Trucks and Buses	18.7%	21.3%
Heavy Trucks	4.8%	6.3%
Tractor-Trailers	1.1%	1.2%

Source: DVRPC 2022

**Table 10:** Average Weekday Transit Passengers Crossing the Delaware River

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes	Notes
SEPTA Bus	161	183	100	127	
SEPTA Rail	3,191	3,109	2,989	Trenton, West Trenton	
New Jersey Transit Bus	5,152	4,370	2,808	313,315,317,400,401,402,404,406, 408,409,410,412,414,417,551,555	
New Jersey Transit Rail	NA	NA	440	Atlantic City Line	NJT Rail ridership data was unavailable in 2010 and 2015
AMTRAK	23,102	23,737	24,335		
PATCO	31,590	31,053	32,394		
<b>TOTAL</b>	63,196	62,452	63,066		

Source: DVRPC 2022

**Table 11:** Screenline D-1 Traffic Volumes

Year	Daily Volume	Percentage Change
2000	715,100	
2005	778,300	8.8%
2010	728,700	-6.4%
2015	817,500	12.2%
Pre-COVID 2019 / 2020	764,000	-6.5%

Source: DVRPC 2022

**Table 12:** Screenline D-1 Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019 / 2021		2000	2005	2010	2015	2019 / 2021
7.1%	7.3%	7.1%	7.1%	6.8%		7.8%	8.1%	8.0%	7.8%	7.3%

Source: DVRPC 2022

**Table 13:** Average Weekday Transit Passengers Crossing Screenline D-1

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes
SEPTA Bus	11,519	13,640	11,320	1,9,27,38,62,65,95,99,124,125,139
SEPTA Rail	2,442	2,747	2,800	Norristown High Speed Line (NHSL)
<b>TOTAL</b>	13,961	16,386	14,120	

*Source: DVRPC 2022*

**Table 14:** Screenline D-1 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	Pre- COVID 2019	2021
Motorcycle	1.0%	0.6%	0.9%	0.9%
Passenger Car	79.0%	76.9%	81.6%	65.3%
2-Axle, 4-Tire Single-Unit Truck	14.0%	16.2%	11.9%	20.2%
School & Commercial Bus	1.0%	0.3%	0.7%	0.9%
2-Axle, 6-Tire Single-Unit Truck	4.0%	2.6%	3.2%	7.9%
3-Axle Single-Unit Truck	0.1%	0.7%	0.6%	0.8%
4-Axle Single-Unit Truck	0.1%	0.3%	0.2%	0.6%
4- or Less Axle Single Trailer Truck	0.1%	0.6%	0.5%	2.0%
5-Axle Single Trailer Truck	0.1%	1.7%	0.2%	0.9%
6- or More Axle Single Trailer Truck	0.1%	0.1%	0.0%	0.2%
5-Axle Multitrailer Truck	0.1%	0.0%	0.0%	0.1%
6-Axle Multitrailer Truck	0.1%	0.0%	0.0%	0.1%
7- or More Axle Multitrailer Truck	0.1%	0.0%	0.0%	0.1%
All Trucks and Buses	19.8%	22.5%	17.5%	33.8%
Heavy Trucks	4.8%	5.9%	4.9%	12.7%
Tractor-Trailers	0.6%	2.5%	0.8%	3.4%

Source: DVRPC 2022

**Table 15:** Screenline D-2 Traffic Volumes

Year	Daily Volume	Percentage Change
2000	522,991	
2005	530,743	1.5%
2010	499,486	-5.9%
2015	525,017	5.1%
Pre-COVID 2019 / 2020	512,700	-2.3%

Source: DVRPC 2022

**Table 16:** Screenline D-2 Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019 / 2021		2000	2005	2010	2015	2019 / 2021
6.9%	6.9%	6.5%	6.7%	6.3%		7.3%	7.6%	7.1%	7.4%	7.2%

Source: DVRPC 2022

**Table 17:** Average Weekday Transit Passengers Crossing Screenline D-2

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes
SEPTA Bus	34,592	36,462	35,656	
SEPTA Rail	176,659	176,979	165,973	Chestnut Hill East, Chestnut Hill West, Doylestown, Fox Chase, Norristown, Trenton, Warminster, West Trenton, Broad Street Line, Market Frankford Line
AMTRAK	23,093	23,730	24,324	
<b>TOTAL</b>	234,344	237,171	225,953	

Source: DVRPC 2022

**Table 18:** Screenline D-2 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2020
Motorcycle	0.8%	2.1%	1.4%
Passenger Car	79.9%	69.3%	75.7%
2-Axle, 4-Tire Single-Unit Truck	13.5%	18.1%	15.0%
School & Commercial Bus	1.6%	3.3%	1.3%
2-Axle, 6-Tire Single-Unit Truck	2.3%	4.7%	3.8%
3-Axle Single-Unit Truck	0.6%	1.1%	0.5%
4-Axle Single-Unit Truck	0.0%	0.2%	0.2%
4- or Less Axle Single Trailer Truck	0.9%	1.0%	1.5%
5-Axle Single Trailer Truck	0.3%	0.2%	0.4%
6- or More Axle Single Trailer Truck	0.1%	0.1%	0.2%
5-Axle Multitrailer Truck	0.0%	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	19.3%	28.7%	22.9%
Heavy Trucks	4.2%	7.3%	6.6%
Tractor-Trailers	1.3%	1.3%	2.1%

Source: DVRPC 2022

**Table 19:** Screenline D-3 Traffic Volumes

Year	Daily Volume	Percentage Change
2000	606,600	
2005	692,100	14.1%
2010	605,000	-12.6%
2015	647,400	7.0%
Pre-COVID 2019 / 2020	659,700	1.9%

Source: DVRPC 2022

**Table 20:** Screenline D-3 Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019		2000	2005	2010	2015	2019
6.4%	6.5%	6.5%	6.8%	6.5%		7.2%	7.0%	6.9%	6.6%	6.4%

Source: DVRPC 2022

**Table 21:** Average Weekday Transit Passengers Crossing Screenline D-3

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes
SEPTA Bus	33,706	34,289	31,926	9, 12, 21, 31, 37, 38, 40, 42, 43, 44, 49, 62, 64, 68, 78, MFO, 124, 125
SEPTA Trolley	36,679	40,597	37,001	10, 11, 13, 15, 34, 36
SEPTA Rail	128,946	145,536	140,501	Regional Rail, Market Frankford Line
NJ Transit Rail	NA	NA	440	Atlantic City Line
AMTRAK	23,093	23,728	20,810	
<b>TOTAL</b>	222,424	244,150	230,678	

Source: DVRPC 2022

**Table 22:** Screenline D-3 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2019
Motorcycle	2.3%	0.9%	0.9%
Passenger Car	82.9%	83.2%	81.1%
2-Axle, 4-Tire Single-Unit Truck	10.1%	10.7%	11.9%
School & Commercial Bus	1.2%	1.2%	0.9%
2-Axle, 6-Tire Single-Unit Truck	1.3%	2.1%	2.8%
3-Axle Single-Unit Truck	0.8%	0.7%	0.6%
4-Axle Single-Unit Truck	0.4%	0.1%	0.2%
4- or Less Axle Single Trailer Truck	0.7%	0.8%	1.1%
5-Axle Single Trailer Truck	0.3%	0.2%	0.3%
6- or More Axle Single Trailer Truck	0.1%	0.1%	0.2%
5-Axle Multitrailer Truck	0.1%	0.0%	0.1%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	15.0%	15.9%	18.0%
Heavy Trucks	3.7%	4.0%	5.2%
Tractor-Trailers	1.2%	1.1%	1.7%

Source: DVRPC 2022

**Table 23:** Screenline D-4 Traffic Volumes

Year	Daily Volume	Percentage Change
2000	214,395	
2005	239,582	11.7%
2010	207,406	-13.4%
2015	226,375	9.1%
Pre-COVID 2019 / 2020	244,300	7.9%

Source: DVRPC 2022

**Table 24:** Screenline D-4 Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019		2000	2005	2010	2015	2019
7.2%	7.3%	8.1%	7.4%	7.8%		8.3%	8.6%	8.5%	8.6%	9.1%

Source: DVRPC 2022

**Table 25:** Screenline D-4 Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2019
Motorcycle	0.3%	0.6%	0.6%
Passenger Car	75.9%	76.9%	74.5%
2-Axle, 4-Tire Single-Unit Truck	15.8%	14.8%	15.0%
School & Commercial Bus	1.0%	0.8%	1.0%
2-Axle, 6-Tire Single-Unit Truck	4.3%	4.4%	6.5%
3-Axle Single-Unit Truck	0.5%	0.8%	0.8%
4-Axle Single-Unit Truck	0.2%	0.1%	0.2%
4- or Less Axle Single Trailer Truck	0.8%	0.6%	0.8%
5-Axle Single Trailer Truck	1.3%	0.8%	0.7%
6- or More Axle Single Trailer Truck	0.1%	0.0%	0.0%
5-Axle Multitrailer Truck	0.0%	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	24.0%	22.3%	24.9%
Heavy Trucks	7.2%	6.7%	9.0%
Tractor-Trailers	2.2%	1.4%	1.5%

Source: DVRPC 2022

**Table 26:** Average Weekday Transit Passengers Crossing Screenline D-4

<b>Carrier</b>	<b>2010</b>	<b>2015</b>	<b>Pre-COVID 2019 / 2020</b>	<b>Routes</b>
SEPTA Bus	119	88	110	132
SEPTA Rail	983	1,213	929	Lansdale / Doylestown
<b>TOTAL</b>	1,102	1,301	1,039	

Source: DVRPC 2022

**Table 27:** Screenline E Traffic Volumes

Year	Daily Volume	Percentage Change
2000	567,800	
2005	581,400	2.4%
2010	569,100	-2.1%
2015	621,900	9.3%
Pre-COVID 2019 / 2020	633,600	1.9%

Source: DVRPC 2022

**Table 28:** Screenline E Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019		2000	2005	2010	2015	2019
7.4%	7.2%	7.3%	7.4%	7.3%		8.1%	8.1%	8.3%	8.2%	8.1%

Source: DVRPC 2022

**Table 29:** Average Weekday Transit Passengers Crossing Screenline E

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes
New Jersey Transit Bus	2,882	2,823	2,416	317, 406, 407, 409, 413, 417, 418, 419, 457
New Jersey Transit Rail	4,601	4,839	4,315	River Line Light Rail
<b>TOTAL</b>	7,483	7,662	6,731	

Source: DVRPC 2022

**Table 30:** Screenline E Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2019
Motorcycle	3.0%	0.6%	0.7%
Passenger Car	76.9%	76.1%	82.6%
2-Axle, 4-Tire Single-Unit Truck	14.3%	15.6%	10.6%
School & Commercial Bus	0.8%	0.8%	0.8%
2-Axle, 6-Tire Single-Unit Truck	2.8%	4.6%	2.8%
3-Axle Single-Unit Truck	0.5%	0.6%	0.5%
4-Axle Single-Unit Truck	0.1%	0.1%	0.2%
4- or Less Axle Single Trailer Truck	0.9%	0.9%	1.1%
5-Axle Single Trailer Truck	0.7%	0.6%	0.6%
6- or More Axle Single Trailer Truck	0.1%	0.1%	0.2%
5-Axle Multitrailer Truck	0.0%	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	20.1%	23.3%	16.7%
Heavy Trucks	5.0%	6.8%	5.3%
Tractor-Trailers	1.7%	1.6%	1.9%

Source: DVRPC 2022

**Table 31:** Screenline F Traffic Volumes

Year	Daily Volume	Percentage Change
2000	236,700	
2005	257,400	8.7%
2010	234,100	-9.1%
2015	271,200	15.8%
Pre-COVID 2019 / 2020	304,700	12.4%

Source: DVRPC 2022

**Table 32:** Screenline F Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019		2000	2005	2010	2015	2019
8.1%	7.9%	8.9%	7.5%	8.4%		8.7%	8.7%	9.3%	7.7%	8.8%

Source: DVRPC 2022

**Table 33:** Screenline F Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2019
Motorcycle	0.3%	0.5%	0.5%
Passenger Car	80.8%	81.6%	74.8%
2-Axle, 4-Tire Single-Unit Truck	13.4%	12.3%	15.6%
School & Commercial Bus	0.4%	0.5%	0.7%
2-Axle, 6-Tire Single-Unit Truck	2.8%	3.0%	5.4%
3-Axle Single-Unit Truck	0.4%	0.7%	0.6%
4-Axle Single-Unit Truck	0.0%	0.0%	0.1%
4- or Less Axle Single Trailer Truck	0.7%	0.6%	1.3%
5-Axle Single Trailer Truck	0.9%	0.7%	0.8%
6- or More Axle Single Trailer Truck	0.1%	0.0%	0.1%
5-Axle Multitrailer Truck	0.0%	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	18.9%	17.9%	24.7%
Heavy Trucks	5.1%	5.0%	8.4%
Tractor-Trailers	1.8%	1.4%	2.3%

Source: DVRPC 2022

**Table 34:** Average Weekday Transit Passengers Crossing Screenline F

<b>Carrier</b>	<b>2010</b>	<b>2015</b>	<b>Pre-COVID 2019 / 2020</b>	<b>Routes</b>
NJ Transit Bus	294	285	243	409, 418
NJ Transit Rail	3,683	3,960	3,299	River Line Light Rail
<b>TOTAL</b>	<b>3,977</b>	<b>4,245</b>	<b>3,542</b>	

Source: DVRPC 2022

**Table 35:** Inner Cordon Traffic Volumes

Year	Daily Volume	Percentage Change
2000	2,515,800	
2005	2,681,500	6.6%
2010	2,647,100	-1.3%
2015	2,741,500	3.6%
Pre-COVID 2019 / 2020	2,742,600	0.0%

Source: DVRPC 2022

**Table 36:** Inner Cordon Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019		2000	2005	2010	2015	2019
NA	NA	7.5%	7.5%	7.4%		NA	NA	8.4%	8.2%	8.2%

Source: DVRPC 2022

**Table 37:** Average Weekday Transit Passengers Crossing Inner Cordon

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes
AMTRAK NE Regional	42,266	44,190	42,388	
AMTRAK Keystone	4,309	4,476	4,741	
SEPTA Rail	14,393	16,747	15,533	
SEPTA Bus	5,875	6,601	5,076	
NJ Transit Bus	6,050	5,712	4,690	
NJ Transit Rail	NA	NA	13,740	Atlantic City Line, NE Corridor
<b>TOTAL</b>	72,893	77,726	86,168	

Source: DVRPC 2022

**Table 38:** Inner Cordon Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2019
Motorcycle	0.5%	0.8%	0.6%
Passenger Car	77.1%	77.8%	76.1%
2-Axle, 4-Tire Single-Unit Truck	15.7%	14.1%	14.1%
School & Commercial Bus	0.8%	0.9%	1.1%
2-Axle, 6-Tire Single-Unit Truck	3.6%	4.2%	4.7%
3-Axle Single-Unit Truck	0.5%	0.7%	0.7%
4-Axle Single-Unit Truck	0.2%	0.2%	0.3%
4- or Less Axle Single Trailer Truck	0.8%	0.8%	1.3%
5-Axle Single Trailer Truck	0.7%	0.5%	0.8%
6- or More Axle Single Trailer Truck	0.1%	0.0%	0.2%
5-Axle Multitrailer Truck	0.0%	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	22.4%	21.4%	23.4%
Heavy Trucks	5.9%	6.5%	8.1%
Tractor-Trailers	1.6%	1.4%	2.4%

Source: DVRPC 2022

**Table 39:** Outer Cordon Traffic Volumes

Year	Daily Volume	Percentage Change
2000	1,543,300	
2005	1,619,000	4.9%
2010	1,497,800	-7.5%
2015	1,614,100	7.8%
Pre-COVID 2019 / 2020	1,633,200	1.2%

Source: DVRPC 2022

**Table 40:** Outer Cordon Percent of Traffic During Peak Hours

AM Peak Hour						PM Peak Hour				
2000	2005	2010	2015	2019		2000	2005	2010	2015	2019
NA	NA	7.3%	7.4%	6.9%		NA	NA	8.2%	8.0%	8.2%

Source: DVRPC 2022

**Table 41:** Average Weekday Transit Passengers Crossing the Outer Cordon

Carrier	2010	2015	Pre-COVID 2019 / 2020	Routes
AMTRAK NE Regional	43,617	43,957	42,299	
AMTRAK Keystone	3,949	4,080	4,087	
SEPTA Rail	3,679	4,326	4,017	
SEPTA Bus	122	343	302	
NJ Transit Bus	3,138	3,014	2,440	
NJ Transit Rail	NA	NA	21,758	Atlantic City Line, NE Corridor
<b>TOTAL</b>	54,505	55,720	74,903	

Source: DVRPC 2022

**Table 42:** Outer Cordon Percent of Traffic by Vehicle Type

Vehicle Type	2010	2015	2019
Motorcycle	0.4%	0.9%	0.9%
Passenger Car	71.6%	69.9%	65.8%
2-Axle, 4-Tire Single-Unit Truck	17.4%	17.4%	19.0%
School & Commercial Bus	1.2%	1.6%	1.5%
2-Axle, 6-Tire Single-Unit Truck	5.1%	6.3%	7.2%
3-Axle Single-Unit Truck	0.7%	1.1%	1.2%
4-Axle Single-Unit Truck	0.3%	0.3%	0.5%
4- or Less Axle Single Trailer Truck	0.8%	0.8%	1.6%
5-Axle Single Trailer Truck	2.3%	1.7%	2.0%
6- or More Axle Single Trailer Truck	0.1%	0.0%	0.2%
5-Axle Multitrailer Truck	0.0%	0.0%	0.0%
6-Axle Multitrailer Truck	0.0%	0.0%	0.0%
7- or More Axle Multitrailer Truck	0.0%	0.0%	0.0%
All Trucks and Buses	28.0%	29.2%	33.2%
Heavy Trucks	9.3%	10.2%	12.8%
Tractor-Trailers	3.2%	2.5%	3.8%

Source: DVRPC 2022

Table 43: Turnpike Volumes

Turnpike	From Exit	To Exit	2010	2015	2019	2020	2021	% Change, 2015 to 2019	% Change, 2019 to 2020	% Change, 2020 to 2021
Pennsylvania Turnpike	312-Downingtown	320-Phoenixville	44,837	49,700	50,100	34,128	42,420	0.8%	-31.9%	24.3%
		320-Phoenixville		52,900	53,675	36,400	45,150	1.5%	-32.2%	24.0%
		326-Valley Forge								
	326-Valley Forge	333-Norristown	64,477	69,300	73,521	49,118	62,882	6.1%	-33.2%	28.0%
		333-Norristown								
	333-Norristown	20-Mid-County	77,393	78,300	82,373	56,176	69,227	5.2%	-31.8%	23.2%
		20-Mid-County								
	20-Mid-County	339-Fort Washington	118,174	120,100	122,448	90,973	111,692	2.0%	-25.7%	22.8%
		339-Fort Washington								
	339-Fort Washington	340-Virginia Drive	105,465	105,800	108,558	81,266	100,233	2.6%	-25.1%	23.3%
		340-Virginia Drive								
	340-Virginia Drive	343-Willow Grove		102,500	105,218	78,700	97,199	2.7%	-25.2%	23.5%
		343-Willow Grove								
	343-Willow Grove	351-Bensalem	91,887	92,800	97,385	70,713	87,436	4.9%	-27.4%	23.6%
		351-Bensalem								
	351-Bensalem	352-Street Road	37,205	46,700	48,347	34,991	44,790	3.5%	-27.6%	28.0%
Northeast Extension	20-Mid-County	31-Lansdale	65,483	64,500	72,206	55,674	67,555	11.9%	-22.9%	21.3%
		31-Lansdale								
	31-Lansdale	44-Quakertown	50,960	50,200	53,454	41,398	50,767	6.5%	-22.6%	22.6%
New Jersey Turnpike	1-Delaware Memorial Bridge	2-Swedesboro	40,991	48,500	51,338	37,085		5.9%	-27.8%	
		2-Swedesboro								
	2-Swedesboro	3-Woodbury	43,890	51,900	55,254	39,990		6.5%	-27.6%	
		3-Woodbury								
	3-Woodbury	4-Camden	52,922	61,500	65,884	46,785		7.1%	-29.0%	
		4-Camden								
	4-Camden	5-Burlington	65,446	78,700	81,901	58,994		4.1%	-28.0%	
		5-Burlington								
	5-Burlington	6-Pennsylvania Turnpike	70,198	83,500	88,172	64,699		5.6%	-26.6%	
		6-Pennsylvania Turnpike								
	6-Pennsylvania Turnpike	7-Bordentown	95,644	113,500	133,719	99,993		17.8%	-25.2%	
		7-Bordentown								
	7-Bordentown	7A-Trenton	101,703	124,600	146,673	110,519		17.7%	-24.6%	
		7A-Trenton								
	7A-Trenton	8-Hightstown	111,177	137,400	161,441	120,540		17.5%	-25.3%	
		8-Hightstown								
	8-Hightstown	8A-Cranbury	114,949	141,500	166,647	122,882		17.8%	-26.3%	
Turnpike Extension	6-NJ Turnpike mainline	6A-Florence	34,132	38,400	55,703	46,904		45.1%	-15.8%	
		6A-Florence								
	6A-Florence	Pennsylvania Turnpike	38,080	42,500	60,452	42,943		42.2%	-29.0%	

Source: Pennsylvania Turnpike Commission, and New Jersey Turnpike Authority, 2020

## **Appendix C: Screenline and Cordon Counts**

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
PENNSYLVANIA SCREENLINES, 92 STATIONS (+12 Bridges)												
SCREENLINE A-B-C (DELAWARE RIVER BRIDGES)			pre-COVID    during COVID									
1	SL - 751	COMMODODE BARRY (US 322)	31,592	36,036	38,588	38,038	37,381	40,000	30,680			
2	SL - 750	WALT WHITMAN (I-76)	97,090	100,350	115,522	105,316	107,584	111,000	81,029			
3	SL - 749	BEN FRANKLIN (I-676, US 30)	96,242	98,734	102,670	101,342	96,389	105,000	81,450	97,620		
4	SL - 748	BETSY ROSS (NJ 90)	37,126	36,066	39,800	33,779	28,263	36,000	26,842			
5	SL - 747	TACONY - PALMYRA (PA/NJ 73)	53,597	51,756	48,147	60,000	35,617	44,685	36,904	46,048		
6	SL - 741	BURLINGTON - BRISTOL (PA 413)	24,664	22,650	23,973	24,000	23,822	21,931	18,221	20,837		X
7	SL - 746	PA/NJ TURNPIKE (I-276)	33,271	37,435	43,179	40,629	43,448	57,662	44,736	57,430		
8	SL - 745	TRENTON FREEWAY (US 1)	48,508	48,543	53,301	59,076	55,300	62,000	47,400	52,600		
9	SL - 744	BRIDGE STREET (US BUS 1) Lower Trenton Bridge	13,403	13,272	16,674	20,100	15,700	15,500	14,200	16,100		
10	SL - 743	CALHOUN STREET	20,343	21,776	18,507	18,400	16,900	15,400	13,200	15,200		
11	SL - 742	SCUDDER FALLS (I-95)	51,958	55,314	59,251	58,200	58,400	44,500	30,300	34,300		
12		WASHINGTON CROSSING	6,109	6,784	6,873	6,900	7,400	7,300	5,600	6,400		
TOTAL			513,903	528,716	566,485	565,780	526,203	560,978	430,562			
			rounded	513,900	528,700	566,500	565,800	526,200	561,000	430,600		
SCREENLINE D-1 EXTENSION (UPPER SCHUYLKILL RIVER)												
13	SL - 601	US 422, POTTSTOWN BYP	29,176	28,335	27,484	30,162	27,604	27,604		31,191		
14	SL - 602	PA 100 BRIDGE	28,523	32,173	33,646	30,446	32,963	32,963		29,751		X
15	SL - 603	HANOVER ST BRIDGE	12,080	8,379	14,170	13,093	14,181	14,181		9,029		X
	SL - 604	KEIM ST BRIDGE	13,257	9,532	9,583	8,744	closed	closed	closed	closed	still closed at end of 2021	
16	SL - 605	US 422, POTTSTOWN BYP	39,849	44,311	50,603	49,111	45,270	45,270	46,000			
17	SL - 606	LINFIELD RD BRIDGE	4,093	6,056	7,416	10,669	7,888	8,733				
18	SL - 607	MAIN ST BRIDGE	14,669		15,612	17,058	18,376	14,293				X
19	SL - 608	PA 113, BLACK ROCK RD BRIDGE	5,198	5,595	7,321	6,565	6,725	7,522				X
20	SL - 609	PA 29, BRIDGE ST	17,385	17,802	18,216	17,971	20,095	15,288				X
21	SL - 610	PAWLINGS RD BRIDGE	7,153	8,799	8,897	11,038	12,749	12,459				
	N/A	OLD BETZWOOD BRIDGE										
22	SL - 611	US 422, POTTSTOWN EXPY BRIDGE    Betzwood Bridge	76,515	90,745	102,162	88,782	90,791	90,791	77,291			
23	SL - 612	US 202, DANNEHOWER BRIDGE	26,291	27,257	28,870	25,267	26,028	26,028		16,789		X
24	SL - 613	US 202, DEKALB ST BRIDGE	19,026	22,912	19,581	16,891	18,359	16,356				
25	SL - 614	I-276, PA TPKE BRIDGE (326 - 333)	49,528	54,689	66,275	64,477	69,252	73,521	49,118	62,882		
26	SL - 615	I-476, MID - COUNTY EXPY BRIDGE	105,577	103,145	113,394	105,890	175,053	127,097				
27	SL - 616	FAYETTE ST BRIDGE	32,373	38,344	38,373	33,601	51,283	51,283		25,046		
28	SL - 617	GREEN LANE BELMONT AVE BRIDGE	25,737	26,197	24,776	23,472	25,099	25,099		26,859		
29	SL - 618	US 1, CITY AVE BRIDGE	58,415	60,409	56,524	48,762	53,741	53,741		33,128		

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
30	SL - 619	FALLS BRIDGE	9,255	12,086	18,229	13,293	11,622	11,403				X
31	SL - 620	US 1, ROOSEVELT EXPY BRIDGE	112,967	118,269	117,189	113,373	110,334	110,334	98,745			
	TOTAL		687,067	715,035	778,321	728,664	817,413	763,966				
			687,100	715,000	778,300	728,700	817,400	764,000				

SCREENLINE D-2 (NORTH PHILADELPHIA)

32	SL - 621	KELLY DR	29,768	27,275	27,033	20,589	22,426	28,634	28,634			X
33	SL - 622	RIDGE AVE	12,191	12,865	13,672	12,789	11,343	11,728				X
34	SL - 623	SCOTTS LINE	1,147	1,430	1,763	2,376	1,996	1,780				
35	SL - 624	HENRY AVE	15,695	16,278	15,115	16,085	15,262	16,598				X
36	SL - 625	US 13, HUNTING PARK AVE	13,709	14,214	14,342	14,419	14,882	16,062				X
37	SL - 626	FOX ST	10,521	10,421	11,327	10,990	13,165	12,822				
38	SL - 627	22ND ST	9,549	9,778	7,218	7,411	6,315	5,823				X
39	SL - 628	21ST ST	2,480	2,525	2,453	2,244	2,243	2,482				
40	SL - 629	20TH ST	1,580	1,664	1,342	1,271	1,540	1,147				
41	SL - 630	19TH ST	1,986	1,012	642	852	967	1,007				
42	SL - 631	17TH ST	8,458	9,113	8,114	8,215	7,389	6,630				X
43	SL - 632	16TH ST	1,610	2,775	1,703	1,767	1,637	1,392				
44	SL - 633	15TH ST	2,177	2,671	2,038	1,807	2,808	2,237				
45	SL - 634	CARLISLE ST	862	802	759	894	1,402	1,184				
46	SL - 635	PA 611, BROAD ST	50,183	53,308	40,018	31,937	33,484	33,484		28,511		
47	SL - 636	PARK AVE	1,810	1,920	1,576	1,744	1,954	2,587				
48	SL - 637	13TH ST	1,118	1,444	814	974	1,230	949				
49	SL - 638	GERMANTOWN AVE	11,738	14,425	13,143	11,342	14,842	12,079				
50	SL - 639	11TH ST	862	927	559	455	445	518				
51	SL - 640	GOODMAN ST	1,308		158	2,459	1,306	947				
52	SL - 641	WESTMORELAND ST	3,058	2,759	2,212	2,173	2,381	1,951				
53	SL - 642	9TH ST	2,260	2,178	2,326	1,876	2,058	1,779				
54	SL - 643	SEDGELY AVE	6,834	7,079	10,282	5,060	6,163	6,281				X
55	SL - 644	6TH ST	10,525	7,639	6,887	6,325	5,647	6,144				
56	SL - 645	5TH ST	7,762	11,795	11,192	9,372	12,434	8,972				
57	SL - 646	2ND ST	12,078	15,255	12,653	7,953	14,286	10,502				
58	SL - 647	FRONT ST	13,195	13,664	14,949	18,309	16,648	11,047				X
59	SL - 648	B ST	19,887	14,736	10,227	17,308	18,532	15,392				
60	SL - 649	G ST	6,490	4,033	6,609	6,762	6,097	7,445				
61	SL - 650	I ST	12,671	11,236	12,886	12,439	12,963	12,959				
62	SL - 651	K ST	4,856	4,175	3,599	4,549	6,596	4,651				
63	SL - 652	KENSINGTON AVE	7,547	9,395	10,988	9,013	8,267	9,946				
64	SL - 653	CASTOR AVE	17,615	14,478	14,473	12,933	16,985	15,885				X

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
65	SL - 654	FRANKFORD AVE	10,909	11,464	14,317	14,538	12,810	20,826				X
66	SL - 655	ARAMINGO AVE	24,958	26,338	33,086	25,963	32,769	32,769		24,304		X
67	SL - 656	I-95, DELAWARE EXPY	158,317	163,520	184,329	180,247	175,973	173,026	173,026			
68	SL - 657	RICHMOND ST	13,844	18,401	15,939	14,047	17,772	13,075				X
TOTAL			511,558	522,991	530,743	499,486	525,017	512,740				
			511,600	523,000	530,700	499,500	525,000	512,700				

SCREENLINE D-3 (LOWER SCHUYLKILL RIVER)

69	SL - 658	STRAWBERRY MANSION BRIDGE	13,188	13,196	16,421	16,317	15,307	18,924				
70	SL - 659	US 13, GIRARD AVE BRIDGE	27,885		32,986	30,309	35,474	38,577				X
71	SL - 660	SPRING GARDEN ST BRIDGE	20,123	23,526	22,919	19,171	17,197	17,657				
	SL - 661	MARTIN LUTHER KING JR DRIVE BRIDGE (aka West River Bridge)	18,501	18,591	21,656	17,714	20,841	27,401	closed to vehicles			
72	SL - 662	I-676, VINE ST EXPY BRIDGE	126,541	117,614	134,643	111,705	110,780	98,763	98,763			
73	SL - 663	J F KENNEDY BLVD BRIDGE	13,880	13,618	15,007	11,102	12,530	14,884				
74	SL - 664	MARKET ST BRIDGE	23,017	22,617	20,451	15,676	13,968	21,058				
	SL - 665	CHESTNUT ST BRIDGE	15,098	14,151	14,036	13,076	10,466		closed to vehicles			
75	SL - 666	WALNUT ST BRIDGE	21,714	19,104	18,086	14,978	13,086	13,348				X
76	SL - 667	SOUTH ST BRIDGE	25,995	22,791	19,143	20,416	21,499	14,945				X
77	SL - 668	I-76, SCHUYLKILL EXPY BRIDGE	84,552	82,106	98,263	89,392	99,927	82,041	82,041			
78	SL - 669	UNIVERSITY AVE BRIDGE	33,293	32,198	30,972	27,383	28,256	29,327				
79	SL - 670	GRAYS FERRY AVE BRIDGE	22,734	27,420	32,437	25,660	21,801	21,801		26,527		X
80	SL - 671	PASSYUNK AVE BRIDGE	39,935	30,288	45,565	39,507	44,375	36,109				
81	SL - 672	PA 291, PLATT BRIDGE	42,973	53,171	56,713	47,694	58,581	65,051	65,051			X
82	SL - 673	I-95, GIRARD POINT BRIDGE	114,680	116,199	112,805	104,920	123,344	139,841	139,841			
TOTAL			644,109	606,590	692,103	605,020	647,432	639,727				
			644,100	606,600	692,100	605,000	647,400	639,700				

SCREENLINE D-4 (BUCKS / MONTGOMERY LINE)

83	SL - 674	SLEEPY HOLLOW RD		1,191	1,141	1,176	1,097	1,405				
84	SL - 675	GERYVILLE PIKE		3,269	3,570	3,835	4,102	4,683				
85	SL - 676	PA 663		13,672	18,177	15,110	18,741	17,970				X
86		I-476 PA TPKE NE EXT		43,531	48,581	50,960	50,200	53,455				
87	SL - 677	UPPER RIDGE RD		1,915	2,699	2,259	2,141	3,563				
88	SL - 678	ALLENTOWN RD		4,710	4,871	1,093	4,026	6,392				X
89	SL - 679	PA 563 RIDGE RD		7,847	6,836	7,561	6,545	6,751	6,751			
90	SL - 680	CAT HILL RD		2,297	2,035	1,830	1,969	2,714				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
91	SL - 681	CHURCH RD		11,338	12,389	9,986	12,680	13,232				
92	SL - 682	PA 113, SOUDERTON RD		16,358	20,579	17,922	17,387	17,064				
93	SL - 683	BETHLEHEM PIKE		16,965	17,513	9,371	15,960	10,877				X
94	SL - 684	FAIRHILL RD		1,065	1,334	1,190	1,232	2,175				
95	SL - 685	PA 309		29,233	35,076	29,556	34,829	33,806				X
96	SL - 686	CHURCH RD		1,722	2,240	2,121	2,228	3,980				X
97	SL - 687	HILLTOWN PIKE		10,272	11,146	7,275	10,293	15,351				
98	SL - 688	BUTLER AVE / DOYLESTOWN ROAD		17,604	17,746	16,639	14,421	14,804				X
99	SL - 689	UPPER STATE RD		10,336	9,846	9,848	6,285	8,937				X
100	SL - 690	PA 152		6,035	6,965	5,126	5,734	5,224				
101	SL - 691	LOWER STATE RD		11,322	11,413	8,940	10,888	12,838				
102	SL - 692	FOLLY RD		3,714	5,425	5,607	5,617	9,081				
TOTAL				214,395	239,582	207,406	226,375	244,302				
				214,400	239,600	207,400	226,400	244,300				

NEW JERSEY SCREENLINE, 39 STATIONS

SCREENLINE E (PENNSAUKEN CREEK)

103	SL - 693	CR 543, RIVER RD	9,216	9,060	6,739	5,074	5,783	6,136				X
104	SL - 694	NATIONAL HWY	4,352	5,413	4,647	4,285	3,888	3,979				
105	SL - 695	US 130, BURLINGTON PIKE	53,628	40,549	40,407	42,588	44,749	42,671				
106	SL - 696	OLD HADDONFIELD RD	1,727	2,320	2,232	1,911	1,819	1,634	1,634			
107	SL - 697	CR 644, HADDONFIELD RD	15,740	18,458	15,282	15,754	16,162	14,793				
108	SL - 698	NJ 90	21,759	23,551	26,204	21,229	21,724	26,194				X
109	SL - 699	PARK AVE	5,582	4,034	3,722	3,344	3,606	4,019				
110	SL - 700	CR 537, MAPLE AVE / MAIN STREET	10,649	12,092	10,924	7,647	9,525	10,137				X
111	SL - 701	COLES AVE	4,924	7,499	6,582	6,521	6,135	6,722				
112	SL - 702	MILL RD	2,762	3,415	3,568	4,307	3,091	3,115				
113	SL - 703	NJ 38, KAIGHN AVE	49,945	46,897	49,118	44,349	50,662	57,230				X
114	SL - 704	NJ 41 KINGS HWY	19,916	21,115	23,224	22,406	23,984	21,422				
115	SL - 705	CR 616, CHURCH RD	18,548	22,956	20,230	20,397	20,179	20,940				
116	SL - 706	I-295	78,703	99,030	107,354	112,324	144,492	151,299				
117	SL - 707	NJ TPKE	42,989	51,615	53,166	52,922	61,489	65,884				
118	SL - 708	CR 673, SPRINGDALE RD	17,131	15,634	19,656	17,717	16,893	18,242				X
119	SL - 709	CR 674, GREEN TREE RD	13,643	14,261	14,082	13,599	13,884	12,069				
120	SL - 710	NJ 70, MARLTON PK	47,720	48,420	47,778	44,330	47,484	39,727	39,727			X
121	SL - 711	CROPWELL RD	11,864	12,225	13,810	13,056	12,045	14,948				
122	SL - 712	BRICK RD	6,522	7,730	8,072	8,952	6,064	9,747				
123	SL - 713	CR 544, EVESHAM RD	24,892	23,202	24,863	27,943	22,090	19,617				X

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
124	SL - 714	CR 671, KRESSON RD	5,450	11,238	8,113	9,269	8,843	9,697				
125	SL - 715	NJ 73	36,932	41,810	39,922	40,306	48,224	41,114				X
126	SL - 716	TAUNTON AVE	1,686	2,533	3,119	3,980	3,207	3,587				
127	SL - 717	CR 536 SPUR, HOPEWELL RD	4,047	8,112	9,034	8,112	7,807	10,587				X
128	SL - 718	COOPER RD	2,154	2,229	2,453	2,818	2,397	2,414				
129	SL - 719	JACKSON RD	378	327	404	218	67	103				
130	SL - 720	CR 534, JACKSON RD	4,198	4,555	5,378	4,629	5,194	7,045				
131	SL - 722	US 206	7,593	7,559	11,396	9,047	10,364	8,478	8,478			X
TOTAL			524,650	567,839	581,479	569,032	621,851	633,550				
			524,700	567,800	581,500	569,000	621,900	633,600				

SCREENLINE F (CROSSWICKS CREEK)

132	SL - 723	I-295	45,541	62,197	76,482	76,157	90,407	101,412				
133	SL - 724	US 206	47,156	31,190	30,621	21,268	20,573	20,009				X
134	SL - 725	US 130	28,178	26,372	27,964	25,923	25,725	25,725		24,818		X
135	SL - 726	GROVEVILLE RD	1,060	1,300	1,055	1,224	1,063	1,468				
136	SL - 727	NJ TPKE, between Exits 7 and 7A [same as IC-429]	95,351	108,815	114,111	101,703	124,623	146,673				
137	SL - 728	CR 660, CHURCH ST	4,041	4,236	5,494	5,765	6,989	7,681				X
138	SL - 729	IRON BRIDGE RD	169	299	226	436	379	333				
139	SL - 730	EXTONVILLE RD	257	656	472	595	472	538	538			
140	SL - 731	PROVINCE LINE RD	788	1,544	947	967	959	888				X
TOTAL			222,541	236,609	257,372	234,037	271,190	304,727				
			222,500	236,600	257,400	234,000	271,200	304,700				

PENNSYLVANIA INNER CORDON, 91 STATIONS

DELAWARE COUNTY

141	IC - 275	PA 352, MIDDLETOWN RD	14,641	17,751	17,341	17,386	15,977	15,977		12,431		X
142	IC - 276	CREEK RD	1,280	2,175	1,956	2,154	2,101	1,877				
143	IC - 277	GLEN MILLS RD	857	2,888	3,176	3,592	3,392	2,873				
144	IC - 278	US 1, BALTIMORE PK	20,024	22,334	27,628	23,058	23,086	23,240				X
145	IC - 279	SMITH BRIDGE RD	2,877	4,526	5,045	5,613	5,504	4,670				
146	IC - 280	CONCORD RD	5,466	6,142	6,686	6,617	6,888	7,096				
147	IC - 281	US 322, CONCHESTER RD	23,133	25,253	28,656	24,560	22,436	22,436		20,039		X
148	IC - 282	GARNET MINE RD	1,614	2,034	1,899	1,844	1,930	2,312				
149	IC - 283	BETHEL RD	1,052	1,533	1,786	1,459	2,870	2,620				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
150	IC - 284	KIRK RD	1,148	2,058	2,488	2,140	2,513	3,370				
151	IC - 285	PA 491, NAAMANS CREEK RD	6,729	7,591	8,606	7,381	7,280	7,727				X
152	IC - 286	PA 261, FOULK RD	7,300	7,542	9,584	8,657	9,869	8,579				
153	IC - 287	MEETINGHOUSE ROAD	5,210	7,544	9,656	7,345	4,558	4,100				X
154	IC - 288	I-95, DELAWARE EXPY	102,353	105,230	107,174	121,050	111,308	152,420	152,420			
155	IC - 289	PA 491, NAAMANS CREEK RD	3,573	3,361	3,547	2,851	2,726	4,104				
156	IC - 290	RIDGE RD	5,995	7,355	8,870	6,881	5,758	9,777				X
157	IC - 291	US 13, POST RD	6,520	6,089	7,060	5,369	5,150	7,231				
TOTAL			209,772	231,406	251,158	247,957	233,346	280,409				
			209,800	231,400	251,200	248,000	233,300	280,400				

CHESTER COUNTY

158	IC - 261	YELLOW SPRINGS RD	1,610	2,531	2,326	1,640	2,352	1,469				
159	IC - 262	I-76, PA TPKE (320 - 326)	35,775	41,647	47,056	44,837	52,880	53,675	36,400	45,150		
160	IC - 263	N VALLEY RD	5,145	7,353	6,897	6,091	6,236	6,268				X
161	IC - 264	SWEDES FORD RD	9,104	12,334	9,283	9,141	12,977	5,242				X
162	IC - 265	US 202	69,438	62,081	87,361	80,438	62,939	62,939		78,080		
163	IC - 266	PA 29, MOREHALL RD	19,680	26,014	26,232	22,479	29,076	23,704				X
164	IC - 267	PA 401, CONESTOGA RD	10,835	10,821	9,928	9,749	10,093	6,955				
165	IC - 268	US 30, LINCOLN HWY	19,098	20,128	19,925	17,076	17,422	14,461				X
166	IC - 269	KING RD	8,342	9,283	8,059	7,813	8,594	6,584				
167	IC - 270	PAOLI PK	14,121	13,146	10,192	11,323	13,219	8,305				X
168	IC - 271	BOOT RD	1,265	2,609	2,905	2,619	3,255	1,491				
169	IC - 272	STRASBURG RD	2,189	3,689	3,769	3,284	4,459	3,382				
170	IC - 273	PA 3, WEST CHESTER PK	24,517	18,946	25,124	22,248	20,180	23,478				X
171	IC - 274	PA 926, STREET RD	5,427	5,812	6,449	6,327	7,106	5,425				X
TOTAL			226,546	236,393	265,506	245,065	250,788	223,378				
			226,500	236,400	265,500	245,100	250,800	223,400				

MONTGOMERY COUNTY

172	IC - 226	COUNTY LINE RD	14,684	15,932	19,715	16,506	16,583	17,436				X
173	IC - 227	PA 463, HORSHAM RD	14,985	18,137	15,654	21,092	25,101	19,415				
174	IC - 228	NORRISTOWN RD	15,058	14,287	13,716	13,598	17,049	15,314				
175	IC - 229	PA 63, WELSH RD	18,145	18,142	19,241	16,906	15,905	14,401				X
176	IC - 230	PA 152, LIMEKILN PK	9,780	10,451	11,893	10,978	10,677	7,110				
177	IC - 231	BUTLER PK	10,425	9,717	10,345	10,725	9,527	9,211				X

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
178	IC - 232	TENNIS AVE	4,836	4,984	6,025	5,180	5,831	4,617				
179	IC - 233	PA 309, FT WASHINGTON EXPY	45,034	48,109	38,982	42,908	70,423	66,904				
180	IC - 234	BETHLEHEM PK	14,538	16,758	16,485	15,922	15,376	12,175				X
181	IC - 235	DAGER RD	4,411	5,396	5,740	5,160	4,550	3,713				X
182	IC - 236	PEN AMBLER RD	2,368	2,473	3,708	3,634	3,752	2,158				
183	IC - 237	MORRIS RD	6,224	9,007	14,243	12,081	10,493	8,917	8,917			X
184	IC - 238	PA 73, SKIPPACK PK	24,209	16,146	17,613	15,837	15,722	13,039				X
185	IC - 239	PENLLYN - BLUE BELL PK	15,279	13,446	12,501	11,248	13,450	10,857				
186	IC - 240	UNION MEETING RD	13,339	9,843	8,703	7,513	9,639	7,264				
187	IC - 241	I-476, PA TPKE NE EXT (20 - 31)	44,567	47,648	64,529	65,483	64,450	72,206	55,674	67,555		
188	IC - 242	JOLLY RD	11,178	10,123	9,907	9,431	8,214	9,189				X
189	IC - 243	US 202, DEKALB PK	26,230	22,672	27,522	24,927	24,092	14,887				X
190	IC - 244	YOST RD	5,238	3,322	3,546	3,559	3,013	1,995				
191	IC - 245	TOWNSHIP LINE RD	12,389	12,230	11,552	10,861	12,006	8,900				X
192	IC - 246	NORTH WALES RD	4,915	4,912	3,704	4,314	6,074	4,854				
193	IC - 247	GERMANTOWN PK	22,147	22,109	24,611	19,918	25,635	20,248				X
194	IC - 248	WHITEHALL RD	10,791	10,916	13,138	12,310	16,754	10,731				
195	IC - 249	BURNSIDE AVE	5,710	5,909	6,610	6,357	8,359	5,120				
196	IC - 250	TROOPER RD	18,214	11,768	12,986	12,735	14,172	11,667				X
197	IC - 251	PA 363, PARK AVE	13,378	12,485	15,790	14,843	14,178	15,561				X
198	IC - 252	RIDGE PK	17,072	19,486	19,218	17,691	17,342	17,980				X
199	IC - 253	SUNNYSIDE AVE	2,350	3,140	3,080	2,928	2,711	3,506				
200	IC - 254	PARK AVE	10,625	9,249	8,670	8,567	10,172	9,106				
201	IC - 255	EGYPT RD	15,022	16,976	21,154	19,462	19,927	19,896				X
202	IC - 256	AUDUBON RD	7,090	9,418	7,645	9,195	9,630	6,979				
203	IC - 257	US 422, POTTSTOWN EXPY	47,882	56,998	69,021	58,294	68,832	59,879				
204	IC - 258	PA 23, VALLEY FORGE RD	13,188	14,105	13,257	11,737	13,106	10,874				X
205	IC - 259	GULPH RD	2,070	2,000	2,060	1,542	1,793	1,361				
206	IC - 260	PA 252, VALLEY CREEK RD	7,502	7,215	6,507	6,448	6,124	5,082				X
TOTAL			510,873	515,510	559,071	529,891	590,662	522,552				
			510,900	515,500	559,100	529,900	590,700	522,600				

BUCKS COUNTY

207	IC - 201	PA 32, RIVER RD	3,158	2,787	2,469	2,383	3,080	3,351				
208	IC - 202	UPPER RIVER RD / TAYLORSVILLE ROAD	8,282	9,821	10,568	9,372	9,613	5,852				X
209	IC - 203	DOLINGTON RD	4,218	4,692	5,490	4,738	6,253	4,554				
210	IC - 204	WOODSIDE RD	728	2,750	1,606	1,643	2,065	1,801				
211	IC - 205	QUARRY RD	2,591	2,921	2,776	2,192	2,073	1,919				
212	IC - 206	PA 332, NEWTOWN - YARDLEY RD	37,590	42,362	37,936	42,935	36,391	36,391		40,679		X

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
213	IC - 207	WOODBOURNE RD	11,908	16,520	12,236	10,588	16,520	10,677				
214	IC - 208	FULLING MILL RD	2,608	3,086	2,706	2,038	2,630	1,606				
215	IC - 209	PA 413, NEWTOWN PK	19,854	19,822	19,978	16,758	17,809	18,394				X
216	IC - 210	STONY FORD RD	1,505	3,422	3,930	3,519	3,678	2,853				
217	IC - 211	PA 532, BUCK RD	11,691	12,521	10,624	10,312	10,239	9,921				X
218	IC - 212	OLD JORDAN RD	2,012	2,918	2,110	1,746	1,868	1,395				
219	IC - 213	HOLLAND RD	10,116	11,934	11,118	9,685	10,087	7,582				
220	IC - 214	BUSTLETON PK	10,861	9,908	10,323	10,485	10,042	8,609				
221	IC - 215	PA 232, SECOND STREET PK	14,373	13,988	14,192	13,586	11,711	11,944				X
222	IC - 216	HATBORO RD	8,140	7,901	7,858	9,052	9,909	8,400				
223	IC - 217	BRISTOL RD	13,843	16,132	16,869	19,211	19,151	19,151		17,729		X
224	IC - 218	PA 332, JACKSONVILLE RD	11,555	12,587	15,655	15,089	15,831	18,643	18,643			X
225	IC - 219	MEARNS RD	10,058	10,051	7,962	10,083	11,730	8,703				
226	IC - 220	PA 263, YORK RD	25,275	23,947	22,699	31,548	18,469	22,316				X
227	IC - 221	PA 132, STREET RD	25,155	27,249	35,693	30,893	25,351	29,667	29,667			X
228	IC - 222	NORRISTOWN RD	5,727	7,097	6,734	4,942	5,182	4,728				
229	IC - 223	DELMONT AVE	2,909	3,674	3,439	3,912	4,437	3,683				
230	IC - 224	VALLEY RD	2,454	4,669	4,871	4,999	5,158	4,254				
231	IC - 225	PA 611, EASTON RD	22,553	27,007	30,838	27,089	29,614	28,098				
TOTAL			269,164	299,766	300,680	298,797	288,891	274,492				
			269,200	299,800	300,700	298,800	288,900	274,500				
PENNSYLVANIA INNER TOTAL			1,216,400	1,283,100	1,376,500	1,321,800	1,363,700	1,300,900				

NEW JERSEY INNER CORDON, 91 STATIONS

MERCER COUNTY

232	IC - 401	NJ 29, DANIEL BRAY HWY	11,740	11,762	12,120	14,671	14,185	10,745	10,745			X
233	IC - 402	CR 579, BEAR TAVERN RD / JACOBS CREEK RD	4,403	7,368	7,319	2,547	5,317	11,471				
234	IC - 403	SCOTCH RD	7,918	9,732	7,727	17,954	15,908	8,833				
235	IC - 404	REED RD	3,211	4,208	3,392	3,205	3,173	3,279				
236	IC - 405	I-95	61,190	58,305	56,667	65,202	65,721	64,213				
237	IC - 406	NJ 31, PENNINGTON RD	16,229	16,337	19,250	16,456	20,381	20,381		15,729		X
238	IC - 407	FEDERAL CITY RD	10,638	14,560	14,203	14,216	13,870	16,129				
239	IC - 408	US 206, LAWRENCEVILLE RD	17,700	21,664	19,720	17,654	16,079	17,254				X
240	IC - 409	CR 583, PRINCETON PK	15,446	9,889	10,523	9,803	10,775	10,152				
241	IC - 410	CR 546, FRANKLIN CORNER RD	12,081	12,366	13,021	12,594	11,220	13,656				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
242	IC - 411	US 1, BRUNSWICK PK	50,590	53,711	47,943	45,824	54,602	54,602	36,962			X
243	IC - 412	I-295	60,541	63,274	69,731	76,903	83,298	90,122				
244	IC - 413	CR 608, LAWRENCE STATION RD	2,875	3,829	4,334	5,368	5,075	7,671				
245	IC - 414	CR 533, QUAKER BRIDGE RD	25,229	26,197	25,793	25,142	26,974	26,974		18,918		X
246	IC - 415	CR 535, OLD TRENTON RD	22,778	14,871	17,127	15,846	17,065	17,389				
247	IC - 416	LINE RD	1,971	1,547	1,959	1,917	1,726	2,175				
248	IC - 417	HUTCHINSON RD	4,864	5,689	5,643	5,555	5,593	6,049				
249	IC-418	NOTTINGHAM WAY - From Burtis Ave to Crest Ave				8,598	8,454	8,607				
250	IC - 419	NJ 33, FREEHOLD RD	21,775	26,981	21,788	16,647	18,075	14,514	14,514			X
251	IC - 420	KUSER RD	680	1,761	1,749	2,025	2,435	3,189				
252	IC - 421	I-195	34,432	50,138	60,882	67,374	77,790	83,816				
253	IC - 422	US 130	23,713	26,922	27,379	30,398	33,059	30,539				
254	IC - 423	EDGEBROOK RD	748	259	2,593	2,676	3,087	3,617				
255	IC - 424	CR 524, YARDVILLE - ALLENTOWN RD	3,607	5,142	6,178	6,556	6,739	7,309				X
256	IC - 425	CROSSWICKS - HAMILTON SQUARE RD	2,798	2,937	4,065	4,572	4,886	5,372				
257	IC - 426	CR 672, S BROAD ST	2,700	5,251	3,550	4,885	1,661	3,574				
TOTAL			419,857	454,699	464,656	494,592	527,148	541,632				
			419,900	454,700	464,700	494,600	527,100	541,600				

**BURLINGTON COUNTY**

258	IC - 427	CR 528, BORDENTOWN - CHESTERFIELD RD	8,616	6,459	7,220	7,619	7,868	7,610				
259	IC - 428	CR 545, GEORGETOWN RD	3,721	5,609	6,512	7,165	7,811	7,008				
260	IC - 429	NJ TPKE, between Exits 7 and 7A [same as SL-727]	95,351	108,815	114,111	101,703	124,623	146,673				
261	IC - 430	CR 660, OLD YORK RD	712	1,070	1,098	1,107	935	1,433				
262	IC - 431	NJ 68	9,020	10,385	12,658	11,811	14,869	12,605				X
263	IC - 432	MANSFIELD - GEORGETOWN RD	896	864	1,401	3,211	3,996	3,321				
264	IC - 433	CR 543, MT PLEASANT RD	2,938	3,663	4,467	4,310	4,950	4,696				
265	IC - 434	COLUMBUS - JOBSTOWN RD	1,834	1,345	1,477	1,517	1,571	1,246				
266	IC - 435	CR 670, JACKSONVILLE - JOBSTOWN RD	3,073	3,324	3,907	3,868	4,130	3,762				
267	IC - 436	CR 537, MONMOUTH RD	6,816	7,685	10,095	9,545	9,184	9,772				X
268	IC - 437	CR 669, JULIUSTOWN RD	2,412	2,882	2,394	2,532	2,778	2,970				
269	IC - 438	US 206	14,219	15,097	17,327	14,746	15,610	16,658				X
270	IC - 439	CR 630, WOODLANE RD	10,605	11,484	10,746	13,320	12,997	11,684				
271	IC - 440	CR 621, POWELL RD	4,610	4,025	4,230	4,480	3,473	3,295				
272	IC - 441	NJ 38, SOUTH PEMBERTON RD	26,201	22,465	32,718	29,100	26,615	21,135	21,135			X
273	IC - 442	CR 612, EAYRESTOWN RD	5,860	6,108	8,061	6,888	6,712	7,172				
274	IC - 443	CR 541, MAIN ST	11,300	11,308	13,451	13,237	11,268	11,351				X
275	IC - 444	CR 641, CHESTNUT ST	2,023	2,054	1,742	1,673	1,793	1,183				
276	IC - 445	CR 640, CREEK RD	557	2,270	1,944	1,827	2,683	2,258				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
277	IC - 446	CR 636, MASONVILLE - FOSTERTOWN RD	2,194	2,848	4,548	4,260	4,023	4,465				
278	IC - 447	ARK RD	3,187	3,720	4,494	4,629	5,488	4,332				
279	IC - 448	CR 686, HARTFORD RD	9,213	9,397	9,594	10,691	11,610	10,373	10,373			X
280	IC - 449	CR 603, MOORESTOWN - MT LAUREL RD	6,962	7,236	8,775	9,234	8,465	10,402				
281	IC - 450	CR 612, ELBO LA	2,640	3,910	4,620	4,879	4,873	4,947				
282	IC - 451	CR 616, CHURCH RD	5,474	7,997	8,172	8,377	7,619	8,775				
283	IC - 452	CR 618, EVESBORO - MEDFORD RD	8,138	14,593	16,746	18,466	19,200	26,883				X
284	IC - 453	NJ 70	27,325	27,092	28,902	25,410	31,169	27,146				X
285	IC - 454	CR 620, E MAIN ST	12,647	13,289	13,416	11,923	12,082	15,068				
286	IC - 455	CR 619, WILLOW BEND RD	7,268	7,012	8,788	8,684	7,025	7,210				
287	IC - 456	CR 619, MARLTON PKWY	12,845	13,392	14,457	13,933	14,728	13,579				X
288	IC - 457	BRADDOCK MILL RD	3,303	4,113	5,368	4,571	5,377	4,853				
289	IC - 458	SYCAMORE AVE	6,635	2,917	2,809	3,980	3,155	3,217				
290	IC - 459	HOPEWELL RD	6,230	7,230	8,153	7,557	9,403	10,310				
TOTAL			324,825	351,657	394,401	376,254	408,083	427,392				
			324,800	351,700	394,400	376,300	408,100	427,400				

CAMDEN COUNTY

291	IC - 460	CR 534, JACKSON RD	12,629	13,374	12,589	11,994	11,512	10,742				
292	IC - 461	US 30, WHITE HORSE PK	21,934	22,461	22,020	22,088	19,341	19,647				X
293	IC - 462	NJ 73	19,697	17,343	17,545	20,466	18,036	30,620				X
294	IC - 463	CR 536 SPUR, TAUNTON RD	6,563	8,563	10,021	9,271	9,213	9,741				
295	IC - 464	CR 561, TANSBORO RD	3,643	4,699	3,369	4,035	2,405	2,568				
296	IC - 465	CR 720, BERLIN - NEW FREEDOM RD	8,019	7,787	10,495	9,388	6,798	8,606				X
297	IC - 466	CR 706, CHEWS LANDING - BLACKWOOD RD	5,873	9,255	11,592	9,282	8,467	9,117				
298	IC - 467	CR 704, CHEWS LANDING - WILLIAMSTOWN RD	4,642	7,239	8,619	10,418	10,222	11,527				
299	IC - 468	CR 705, SICKLERVILLE RD	11,245	14,308	15,034	14,531	13,067	12,941	12,941			X
300	IC - 469	ATLANTIC CITY EXPY	56,675	59,842	50,127	59,343	43,359	43,359		59,180		
TOTAL			150,920	164,871	161,411	170,816	142,420	158,868				
			150,900	164,900	161,400	170,800	142,400	158,900				

GLOUCESTER COUNTY

301	IC - 470	NJ 42, BLACK HORSE PK	25,977	24,061	27,636	28,051	25,812	30,749				X
302	IC - 471	CR 654, CROSS KEYS - WILLIAMSTOWN RD	7,998	8,986	9,434	10,095	9,359	8,878				
303	IC - 472	CR 555, TUCKAHOE RD	7,284	7,928	12,447	10,892	11,197	12,298				X
304	IC - 473	US 322, GLASSBORO - WILLIAMSTOWN RD	9,396	9,466	10,539	12,021	13,081	14,669				X

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
305	IC - 474	CR 610, CLAYTON - WILLIAMSTOWN RD	4,629	5,055	7,239	5,904	5,343	6,225				
306	IC - 475	CR 655, FRIES MILL RD	4,074	5,137	6,018	5,695	6,459	7,113				
307	IC - 476	NJ 47	9,311	9,022	7,795	8,207	7,865	7,838				X
308	IC - 477	BROAD ST	790	972	1,177	1,156	1,225	1,194				
309	IC - 478	CR 608, SILVER LAKE RD	3,315	3,228	4,115	3,779	4,147	3,644				
310	IC - 479	CR 553, CENTERTON - GLASSBORO RD	4,626	6,210	5,389	5,310	4,580	6,012				
311	IC - 480	NJ 55 FWY	24,861	34,574	39,928	45,948	44,357	35,268	35,268			X
312	IC - 481	CR 667, RICHMOND - AURA RD	1,292	1,231	1,316	1,058	1,247	1,460				
313	IC - 482	CR 619, WHIG LANE / WOODSTOWN - GLASSBORO RD	1,908	2,305	2,703	2,762	2,931	3,065				
314	IC - 483	CR 609, ELMER - BARNESBORO RD	1,058	1,417	1,720	2,485	1,745	1,771				
315	IC - 484	CR 641, FERRELL RD / ELLIS MILL RD	2,175	2,623	4,991	5,221	6,113	7,463				
316	IC - 485	CR 618 RICHWOOD - HARRISONVILLE RD	3,330	4,278	5,948	6,662	7,396	7,627				
317	IC - 486	NJ 45, MAIN ST	13,437	16,767	17,689	12,936	19,303	15,519				X
318	IC - 487	NJ TPKE	36,829	42,912	36,398	40,991	48,454	51,337				
319	IC - 488	CR 551, KINGS HWY	6,591	6,967	7,534	8,345	9,711	4,883				X
320	IC - 489	CR 653, PAULSBORO - SWEDESBORO RD	5,816	6,644	5,986	3,596	7,361	9,726				
321	IC - 490	CR 671, LOCKE AVE	1,096	1,411	3,201	2,607	3,337	3,838				
322	IC - 491	I-295	40,358	51,275	52,863	50,087	49,003	63,117				
323	IC - 492	US 130, CROWN POINT RD	9,813	8,977	12,456	9,750	10,150	10,150		9,852		X
TOTAL			225,964	261,446	284,522	283,558	300,176	313,844				
			226,000	261,400	284,500	283,600	300,200	313,800				
NEW JERSEY INNER TOTAL			1,121,600	1,232,700	1,305,000	1,325,300	1,377,800	1,441,700				

PENNSYLVANIA OUTER CORDON, 83 STATIONS

DELAWARE COUNTY

324	OC - 001	US 13, POST RD [same as IC-291]	6,520	6,089	7,060	5,369	5,150	7,231				
325	OC - 002	RIDGE RD [same as IC-290]	5,995	7,815	8,870	6,881	5,758	9,777				
326	OC - 003	PA 491, NAAMANS CREEK RD [same as IC-289]	3,573	3,361	3,547	2,851	2,726	4,104				
327	OC - 004	I-95, DELAWARE EXPY [same as IC-288]	102,353	105,230	107,174	121,050	111,308	115,288	115,288			
328	OC - 005	MEETINGHOUSE RD / CARPENTER RD	5,424	7,544	9,661	6,915	6,374	7,420				X
329	OC - 006	MARSH RD - From Hettering Rd to Ryans Run				1,193	1,707	1,094				
330	OC - 007	ZEBLEY RD		4,849	4,138	3,523	3,938	4,146				
331	OC - 008	PA 261, FOULK RD	8,176	7,181	8,342	8,573	8,087	8,059				X
332	OC - 009	EBRIGHT RD		3,378	4,013	3,424	3,204	3,170				X
333	OC - 010	US 202, WILMINGTON - W CHESTER PIKE	32,532	34,945	41,904	29,129	41,834	37,285				X
334	OC - 011	BEAVER VALLEY RD	681	602	498	625	574	1,084				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
335	OC - 012	SMITH BRIDGE RD	947	1,556	1,095	1,341	1,306	1,306		1,990		
336	OC - 013	RIDGE RD	546	661	792	866	1,120	1,120		1,247		
TOTAL			166,747	183,213	197,094	191,740	193,086	201,084				
			166,700	183,200	197,100	191,700	193,100	201,100				

CHESTER COUNTY

337	OC - 014	CREEK RD / PA 100, CHADDS FORD RD	2,026	2,103	2,335	2,104	2,941	3,381				X
338	OC - 015	PA 52, KENNETT PK	10,665	12,242	12,935	10,664	12,194	11,313				X
339	OC - 016	CENTER MILL RD		346	447	524	666	388				
340	OC - 017	OLD KENNETT RD	1,961	2,180	2,723	2,876	3,044	2,803				
341	OC - 018	PA 82, CREEK RD	766	974	973	1,020	1,059	880				
342	OC - 019	EWART RD		2,128	2,604	2,571	2,503	2,335				X
343	OC - 020	PA 41, GAP - NEWPORT RD	11,637	13,454	14,168	11,044	10,844	12,495				X
344	OC - 021	LIMESTONE RD	11,819	11,544	16,176	12,561	12,277	15,562				X
345	OC - 022	NEWARK RD		4,911	5,299	5,562	5,192	4,548				
346	OC - 023	YEATMANS STATION RD		1,175	1,302	1,145	1,368	915				
347	OC - 024	PA 896, NEW LONDON RD	6,466	6,963	7,825	6,289	7,059	6,070				X
348	OC - 025	ELKTON RD		1,555	1,818	1,279	1,892	2,280				
349	OC - 026	PA 841, WEST GROVE - LEWISVILLE RD	3,047	3,156	2,233	4,412	3,933	4,685				
350	OC - 027	STATE RD		420	566	566	763	712				
351	OC - 028	PA 272, BARNSLEY / CHROME - CALVERT RD	6,006	6,725	6,967	5,592	6,066	7,403				X
352	OC - 029	US 1, CONOWINGO RD	7,324	8,234	8,532	8,779	9,717	10,480				X
353	OC - 030	FREEMONT RD	534	628	775	366	549	764				
354	OC - 031	PA 272, CHRISTINE RD WEST	4,290	4,511	5,102	4,591	5,227	5,369				X
355	OC - 032	FORGE RD	763	659	760	783	834	761				
356	OC - 033	PA 472, LANCASTER PK	4,387	5,865	5,562	5,257	5,664	6,151				X
357	OC - 034	STREET RD		290	323	246	273	317				
358	OC - 035	PA 896, NEWARK RD	1,992	2,582	2,579	2,150	2,214	2,700				X
359	OC - 036	STEELVILLE ROAD BRIDGE / SCHOFF RD		448	479	448	500	463				
360	OC - 037	PA 372, GERMANTOWN AVE	2,461	2,005	1,902	1,902	2,362	2,362		3,718		
361	OC - 038	ZION HILL RD	3,752	2,699	1,403	1,678	1,565	1,086				
362	OC - 039	PA 41, NEWPORT - LANCASTER PK	16,005	15,279	15,423	9,107	10,693	11,342				X
363	OC - 041	US 30, LINCOLN HWY	15,830	18,286	22,243	15,994	18,329	19,147				
364	OC - 040	STRASBURG RD		1,489	1,642	1,578	2,241	2,371				X
365	OC - 042	PA 340, PHILADELPHIA PK	3,624	4,114	4,620	4,239	6,120	5,402				
366	OC - 043	BEAVER DAM RD	712	572	718	336	438	421				
367	OC - 044	CAMBRIDGE ROAD / MAIN ST		849	724	645	775	668				
368	OC - 045	US 322, WHITE HORSE PK	7,348	11,885	8,114	6,674	7,704	7,747				X
369	OC - 046	PA 10, CONESTOGA RD	7,397	7,592	8,510	6,582	8,181	8,074				X
370	OC - 047	MORGANTOWN RD	914	1,814	1,947	2,072	2,468	2,117				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
371	OC - 048	I-76, PA TPKE (298 - 312)	32,628	39,152	46,215	45,245	48,808	50,604	35,791	44,454		
372	OC - 049	PA 401, CONESTOGA RD	4,256	4,341	6,166	5,871	7,125	8,780				
373	OC - 050	PA 23, MAIN ST	3,975	7,364	8,060	5,771	7,585	7,585		7,153		X
374	OC - 051	PA 82, WATER ST	866	924	926	743	828	685				
375	OC - 052	HARMONYVILLE RD - From Park Rd to Pine Swamp Rd				210	247	250				
376	OC - 053	PA 345, PINE SWAMP RD	1,417	1,077	1,303	982	1,194	1,248				X
377	OC - 054	UNIONVILLE RD	787	758	985	855	546	679				
378	OC - 055	PA 724, SCHUYLKILL RD	5,545	4,834	5,817	5,916	6,728	7,104				X
TOTAL			181,200	218,127	239,201	207,230	230,716	240,447				
			181,200	218,100	239,200	207,200	230,700	240,400				

BERKS COUNTY

379	OC - 056	US 422, POTTSTOWN BYP	26,844	25,468	33,454	27,639	26,343	26,038				
380	OC - 057	BENJAMIN FRANKLIN HWY	11,040	10,918	11,975	9,102	11,010	11,152				X
381	OC - 058	PINE FORGE RD	772	906	869	849	928	1,225				
382	OC - 059	PA 562, READING AVE	7,285	7,116	7,747	8,076	9,070	5,582				
383	OC - 060	PA 73, W PHILADELPHIA AVE	9,115	11,232	9,416	9,681	9,614	9,077				X
384	OC - 061	PA 100	17,794	17,629	17,745	15,968	17,573	17,573		16,411		X
TOTAL			72,850	73,268	81,206	71,315	74,538	70,647				
			72,900	73,300	81,200	71,300	74,500	70,600				

MONTGOMERY COUNTY

385	OC - 062	HOFFMANSVILLE RD	2,143	1,994	2,233	2,408	2,688	2,972				
386	OC - 063	NIANTIC RD	1,660	2,218	2,907	2,524	2,870	2,807				X
387	OC - 064	PHILADELPHIA - KUTZTOWN RD	1,663	1,261	1,607	1,226	1,839	1,587				
388	OC - 065	PA 29, GRAVEL PK	10,446	10,426	11,824	9,988	10,791	10,131				X
389	OC - 066	WASSER RD				131	82	95				
TOTAL			15,912	15,899	18,571	16,277	18,270	17,592				
			15,900	15,900	18,600	16,300	18,300	17,600				

BUCKS COUNTY

390	OC - 067	GERYVILLE PK		2,493	2,791	2,872	3,433	5,005				
391	OC - 068	SPINNERSTOWN RD		2,259	2,719	2,591	2,774	3,298				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
392	OC - 069	I-476, PA TPKE NE EXT (44 - 56)	30,825	38,295	48,581	46,081	44,939	47,653	38,061	46,326		
393	OC - 070	CASELL RD		503	577	789	500	671				
394	OC - 071	ALLENTOWN RD	2,648	3,099	3,244	3,030	3,310	3,655				X
395	OC - 072	OLD BETHLEHEM PK	3,524	3,512	3,768	3,371	4,430	3,415				
396	OC - 073	PA 309, BETHLEHEM PK	35,864	32,466	37,834	28,011	35,700	33,450				
397	OC - 074	STATE RD	1,341	2,366	1,705	1,437	1,573	1,402				
398	OC - 075	RICHLANDTOWN PK	2,762	4,822	3,923	3,874	3,716	3,731				
399	OC - 076	PA 412 HELLERTOWN RD	5,089	5,022	5,984	5,001	5,115	6,282				X
400	OC - 077	SPRINGTOWN RD		787	997	783	878	730				
401	OC - 078	DURHAM RD		668	656	558	674	782				
402	OC - 079	PA 611 EASTON RD	5,231	5,786	5,002	4,825	4,805	4,766				X
403	OC - 080	RIEGELSVILLE BRIDGE	3,532	4,055	3,840	3,277	2,835	3,356				X
404	OC - 081	MILFORD - UPPER BLACK EDDY BRIDGE	5,184	4,284	4,088			3,568		3,568		
405	OC - 082	FRENCHTOWN - UHLERSTOWN BRIDGE	5,586	4,644	4,119	7,985	7,375	5,767				
406	OC - 083	CENTER BRIDGE - STOCKTON BRIDGE	4,681	5,064	4,846	3,842	3,554	4,276				X
407	OC - 084	US 202 BRIDGE	8,514	9,779	11,145	9,472	11,397	10,585				
408	OC - 085	PA 179, BRIDGE STREET / NEW HOPE - LAMBERTVILLE BRIDGE	13,159	15,949	13,191	11,111	12,474	8,273				X
TOTAL			127,940	145,855	159,010	138,911	149,482	150,665				
			127,900	145,900	159,000	138,900	149,500	150,700				
PENNSYLVANIA OUTER CORDON TOTAL			564,600	636,400	695,100	625,400	666,100	680,400				

NEW JERSEY OUTER CORDON, 72 STATIONS

MERCER COUNTY

409	OC - 086	NJ 29, RIVER RD	10,201	12,571	10,721	9,689	10,398	8,072				X
410	OC - 087	CR 518, LAMBERTVILLE - HOPEWELL TPKE	6,451	5,843	4,887	4,509	3,935	3,286				
411	OC - 088	CR 579, HARBOURTON - ROCKTOWN RD	4,511	5,126	7,390	7,100	7,267	8,013				
412	OC - 089	NJ 31	15,030	16,138	15,333	15,279	15,598	15,598		12,248		X
413	OC - 090	CR 607, HOPEWELL - WERTZVILLE RD	2,261	3,751	3,407	3,130	2,310	2,945				
414	OC - 091	CR 518, HOPEWELL - ROCKY HILL RD	11,815	14,120	11,122	9,731	9,357	6,159				X
415	OC - 092	CR 601, GREAT RD	7,508	9,170	9,129	10,470	9,170	8,291				
416	OC - 093	US 206	21,480	22,826	20,616	19,690	18,746	15,092				X
417	OC - 094	MT LUCAS RD / PRINCETON AVE		5,190	7,888	6,747	3,977	3,226				X
418	OC - 095	CR 605, RIVER RD		2,764	4,928	5,332	5,960	4,423				
419	OC - 096	NJ 27, LINCOLN HWY	11,765	11,755	14,002	12,130	11,244	9,926				X
420	OC - 097	US 1, BRUNSWICK PK	61,303	74,571	84,210	75,503	93,682	76,987	76,987			
421	OC - 098	MILLSTONE RD - From Stults Dr to Joanne St				8,564	9,476	7,419				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
422	OC - 099	CR 615, CRANBURY RD	4,836	5,783	6,930	6,212	6,505	7,370				X
423	OC - 100	SOUTHFIELD RD		4,311	4,219	3,865	4,103	4,316				
424	OC - 101	CR 535, EDINBURG RD / OLD TRENTON RD	10,236	8,739	11,163	11,085	7,867	9,239				X
425	OC - 102	US 130	27,097	29,589	25,209	28,158	29,379	31,067				X
426	OC - 103	CR 539, N MAIN ST	8,090	7,798	6,966	7,075	7,221	7,099				
427	OC - 104	NJ TPKE	105,859	123,900	135,596	114,949	141,465	166,646				
428	OC - 105	PROBASCO RD - From Wycoff Mills Rd to Twin Rivers Dr N				1,942	2,348	2,232				
429	OC - 106	NJ 33, FREEHOLD RD	20,554	24,098	27,467	28,032	29,210	29,655				X
430	OC - 107	CR 571, ETRA RD	2,873	4,509	4,097	3,708	3,762	4,350				
431	OC - 108	HERBERT RD		5,685	3,441	3,304	3,780	3,694				X
432	OC - 109	I-195	23,815	37,545	47,972	47,632	68,247	68,220				
433	OC - 110	CR 526, ROBBINSVILLE - ALLENTOWN RD	8,308	13,614	8,115	7,397	7,635	8,365				X
434	OC - 111	CR 524, YARDVILLE - ALLENTOWN RD	3,727	2,208	5,224	4,943	6,133	4,302				
435	OC - 112	OLD YORK RD		1,555	1,840	1,927	2,032	2,070				
TOTAL			367,720	453,160	481,872	458,102	520,807	518,062				
			367,700	453,200	481,900	458,100	520,800	518,100				

BURLINGTON COUNTY

436	OC - 113	ELLISDALE RD		540	490	435	377	376				
437	OC - 114	CR 664, CHESTERFIELD - ARNEYTOWN RD	1,019	1,371	2,435	1,650	1,676	1,246				
438	OC - 115	CR 537, MONMOUTH RD	4,963	7,061	6,984	6,585	7,458	6,454				X
439	OC - 116	CR 528, JACOBSTOWN - NEW EGYPT RD	4,986	4,125	4,401	3,966	3,863	3,875				
440	OC - 117	CR 616, COOKSTOWN - NEW EGYPT RD	4,963	5,128	5,072	4,792	4,919	4,340				X
441	OC - 118	BUNTING BRIDGE RD		1,607	1,449	1,495	1,528	1,658				
442	OC - 119	NJ 70	7,274	9,928	9,829	10,135	12,560	12,560		12,244		X
443	OC - 120	NJ 72, BARNEGAT RD	6,079	7,038	7,779	5,977	7,610	13,861				X
444	OC - 121	GARDEN STATE PKWY, between Barnegat and New Gretna toll plazas, Burlington Cou		42,277	47,676	38,780	37,327	38,786				
445	OC - 122	STAGE RD	1,512	1,878	1,197	826	908	1,195				
446	OC - 123	US 9, NEW YORK RD	9,731	10,340	10,103	9,548	10,179	9,273				X
447	OC - 124	CR 563, GREEN BANK - CHATSWORTH RD	681	732	904	687	747	717				
448	OC - 125	GARDEN STATE PKWY, at Mullica River, between New Gretna and Great Egg toll plaza		49,267	55,559	46,790	44,441	38,786				
449	OC - 126	CR 542, NESCO - BATSTO RD	1,965	2,502	2,416	2,005	2,664	2,376				X
450	OC - 127	US 206	9,583	12,128	12,288	9,047	10,364	11,072				X
TOTAL			52,756	155,921	168,582	142,719	146,621	146,575				
			52,800	155,900	168,600	142,700	146,600	146,600				

CAMDEN COUNTY

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
451	OC - 128	CR 536, CHEW RD	3,106	1,042	930	974	747	815				X
452	OC - 129	UNION RD		404	486	221	435	439				
453	OC - 130	US 30, WHITE HORSE PK	10,981	12,310	12,766	10,957	10,677	13,200				X
454	OC - 131	CR 724, WILTSEYS MILL RD		2,111	2,701	2,849	2,339	2,001				
455	OC - 132	CR 561, CEDARBROOK RD	5,514	5,430	4,733	5,225	4,056	4,557				X
456	OC - 133	ATLANTIC CITY EXPY	46,286	49,063	44,199	47,317	37,247	41,572	41,572			
457	OC - 134	CR 561 SPUR MAYS LANDING RD	5,289	5,556	5,000	5,492	5,101	5,310				
TOTAL			71,176	75,916	70,815	73,035	60,602	67,894				
			71,200	75,900	70,800	73,000	60,600	67,900				

GLOUCESTER COUNTY

458	OC - 135	US 322, BLACK HORSE PK	9,961	12,263	11,467	12,634	12,051	10,582				X
459	OC - 136	JACKSON RD				330	271	137				
460	OC - 137	US 40, HARDING HWY	8,546	8,345	9,426	7,356	9,039	7,571				X
461	OC - 138	CR 555, MAIN RD	8,796	9,262	10,374	9,841	9,920	10,103				X
462	OC - 139	CR 615, WEST BLVD		5,381	4,744	4,961	4,831	4,280				
463	OC - 140	NJ 47, DELSEA DR	6,100	10,172	7,169	7,170	7,356	7,789				X
464	OC - 141	NJ 55 FRWY	22,084	35,100	37,177	31,610	38,354	38,354		37,806		X
465	OC - 142	US 40, HARDING HWY	10,282	12,593	11,331	8,975	10,853	10,453				X
466	OC - 143	WILLOW GROVE RD		766	744	881	981	613				
467	OC - 144	CR 553, BUCK RD / CENTERTON - GLASSBORO RD	4,673	5,124	5,677	5,180	5,362	4,712				X
468	OC - 145	DUTCH ROW RD - From Garrison Rd to CR 604				1,725	1,727	2,347				
469	OC - 146	CR 604, FRANKLINVILLE - MONROEVILLE RD	1,657	1,676	2,211	2,151	1,793	1,663				
470	OC - 147	CR 609, ELMER - BARNSBORO RD		1,407	1,343	1,516	1,353	1,144				
471	OC - 148	NJ 77, BRIDGETON PK	4,167	5,530	5,886	5,415	5,524	5,970				X
472	OC - 149	CR 694, MONROEVILLE RD		1,897	2,725	2,693	2,666	2,472				
473	OC - 200	CR 581, COMMISSIONERS RD	1,273	1,472	917	1,318	1,042	972				
474	OC - 201	CR 617, MULLICA HILL RD		789	766	777	654	591				
475	OC - 202	NJ 45, WOODSTOWN - MULLICA HILL RD	4,249	3,183	3,764	3,876	3,610	3,582				X
476	OC - 203	CR 605, WOODSTOWN RD		2,958	3,743	3,460	3,034	3,087				
477	OC - 204	NJ TPKE, between Exits 1 to 2	36,829	42,912	36,398	40,991	48,454	51,337				
478	OC - 205	CR 551, AUBURN RD	1,956	1,979	2,112	2,493	2,713	3,378				X
479	OC - 206	I-295	34,064	49,728	37,175	37,034	41,245	42,768				
480	OC - 207	CR 601, PEDRICKTOWN - CENTER SQUARE RD		1,393	1,702	1,212	1,286	1,203				
481	OC - 208	US 130, CROWN POINT RD	4,995	7,946	5,769	4,964	5,905	5,043				X
TOTAL			159,632	221,875	202,620	198,561	220,024	220,151				
			159,600	221,900	202,600	198,600	220,000	220,200				

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
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NEW JERSEY OUTER CORDON TOTAL

651,300      906,900      923,900      872,400      948,000      952,800

PENNSYLVANIA TURNPIKE

Between  
Interchanges

482	312 and 320	Downington and Phoenixville / Malvern	35,775	41,647	47,056	44,837	49,700	50,100	34,128	42,420		
483	320 and 326	Phoenixville / Malvern and Valley Forge					52,900	53,675	36,400	45,150		
484	326 and 333	Valley Forge and Norristown	49,528	54,869	66,275	64,477	69,300	73,521	49,118	62,882		
485	333 and 20	Norristown and Mid-County	60,759	71,765	79,836	77,393	78,300	82,373	56,176	69,227		
486	20 and 339	Mid-County and Fort Washington	92,516	105,584	122,537	118,174	120,100	122,448	90,973	111,692		
487	339 and 340	Fort Washington and Virginia Drive	84,791	95,778	108,069	105,465	105,800	108,558	81,266	100,233		
488	340 and 343	Virginia Drive and Willow Grove					102,500	105,218	78,700	97,199		
489	343 and 351	Willow Grove and Bensalem	75,096	84,119	94,409	91,887	92,800	97,385	70,713	87,436		
490	351 and 352	Bensalem and Street Road	36,121	41,046	46,469	37,205	46,700	48,347	34,991	44,790		
	352 and 358	Street Road and Delaware Valley					44,700					
	358 and 359	Delaware Valley and Turnpike Bridge	33,271	37,435	43,179	40,629	41,700					
	TOTAL		467,857	532,243	607,830	580,067	804,500					

I-476 / Northeast Extension

491	20 and 31	Mid-County and Lansdale	44,567	56,542	64,529	65,483	64,500	72,206	55,674	67,555		
492	31 and 44	Lansdale and Quakertown	35,063	43,531	48,581	50,960	50,200	53,454	41,398	50,767		
	TOTAL		79,630	100,073	113,110	116,443	114,700					

NEW JERSEY TURNPIKE

Between  
Interchanges

493	1 and 2	Delaware Memorial Bridge and Swedesboro	36,829	42,912	36,398	40,991	48,500	51,338	37,085			
494	2 and 3	Swedesboro and Woodbury	38,212	45,126	40,614	43,890	51,900	55,254	39,990			
495	3 and 4	Woodbury and Camden	42,989	51,615	53,166	52,922	61,500	65,884	46,785			
496	4 and 5	Camden and Burlington	56,204	65,964	67,408	65,446	78,700	81,901	58,994			
497	5 and 6	Burlington and Pennsylvania Turnpike	61,363	68,203	73,550	70,198	83,500	88,172	64,699			
498	6 and 7	Pennsylvania Turnpike and Bordentown	84,483	97,566	101,950	95,644	113,500	133,719	99,993			
499	7 and 7A	Bordentown and Trenton	95,351	108,815	114,111	101,703	124,600	146,673	110,519			
500	7A and 8	Trenton and Hightstown	102,609	119,170	129,917	111,177	137,400	161,441	120,540			
501	8 and 8A	Hightstown and Cranbury	105,859	123,900	135,596	114,949	141,500	166,647	122,882			
	TOTAL		623,899	723,271	752,710	696,920	841,100	951,029	701,487			

Screenline/Cordon Line AADT Volumes 1995 - 2020

			1995 AADT	2000 AADT	2005 AADT	2010 AADT	2015 AADT	2019 AADT	2020 AADT	2021 AADT	Source / Notes / Date	speed / veh class
NJ Turnpike Extension												
502	6 and 6A	New Jersey Turnpike mainline and Florence	27,986	32,591	38,930	34,132	38,400	55,703	46,904			
503	6A and 30	Florence and PA Turnpike/Del River Bridge	33,271	38,295	42,254	38,080	42,500	60,452	42,943			
TOTAL			61,257	70,886	81,184	72,212	80,900	116,155	89,847			

## Appendix D: Interstate Traffic Counts

I-95

Mainline Total Two-Way Volume, in thousands

From		To		2010	2015	2019	2020	2021
Delaware State Line		Exit 1	Chichester Avenue	121.1	111.3	106.7		
Exit 1	Chichester Avenue	Exit 2	Market Street	113.0	117.5			
Exit 2	Market Street	Exit 3	Highland Avenue			129.4		
Exit 3	Highland Avenue	Exit 4	Commodore Barry Bridge	143.7	160.8			
Exit 4	Commodore Barry Bridge	Exit 5	Kerlin Street	165.0	143.7			
Exit 5	Kerlin Street	Exit 6	Edgmont Avenue	149.4	138.5			
Exit 6	Edgmont Avenue	Exit 7	I-476 Plymouth Meeting					
Exit 7	I-476 Plymouth Meeting	Exit 8	Ridley Park	164.8	144.2			
Exit 8	Ridley Park	Exit 9	Essington / Prospect Park	139.6	122.2			
Exit 9	Essington / Prospect Park	Exit 10	Bartram Avenue		142.9		80.6	
Exit 10	Bartram Avenue	Exit 12	Philadelphia International Airport	137.0				
Exit 12	Philadelphia International Airport	Exit 13	I-76 Valley Forge/Island Avenue		72.6			
Exit 13	I-76 Valley Forge/Island Avenue	Exit 14 (southbound)	Bartram Avenue/Essington Avenue	70.2	72.8			
Exit 14 (southbound)	Bartram Avenue/Essington Avenue	Exit 15 (southbound)	Enterprise Ave/Island Ave	123.0	115.1			
Exit 15 (southbound)	Enterprise Ave/Island Ave	Exit 17	Broad Stree/Pattison Ave	119.9	123.0	116.3		
Exit 17	Broad Stree/Pattison Ave	Exit 19	Walt Whitman Bridge, Packer Ave	123.1	106.9			
Exit 19	Walt Whitman Bridge, Packer Ave	Exit 20	Columbus Blvd, Washington Ave	82.7	103.1			
Exit 20	Columbus Blvd, Washington Ave	Exit 22	Central Philadelphia, Independence Hall	104.7	156.2	129.9		
Exit 22	Central Philadelphia, Independence Hall	Exit 23	Girard Ave, Delaware Ave	160.8	169.6			
Exit 23	Girard Ave, Delaware Ave	Exit 25	Allegheny Ave, Castor Ave					
Exit 25	Allegheny Ave, Castor Ave	Exit 26	Betsy Ross Bridge, Aramingo Ave	191.3				
Exit 26	Betsy Ross Bridge, Aramingo Ave	Exit 27	Bridge Street, Harbison Ave	141.0	112.0		85.2	139.6
Exit 27	Bridge Street, Harbison Ave	Exit 30	Cottman Ave	164.4	132.3			148.9
Exit 30	Cottman Ave	Exit 32	Academy Rd, Lincoln Ave	179.3	144.3	141.1		151.4
Exit 32	Academy Rd, Lincoln Ave	Exit 35	Woodhaven Road	138.4	125.7	131.3		
Exit 35	Woodhaven Road	Exit 37	Street Road	95.4	85.3	106.7		
Exit 37	Street Road	Exit 39	Bristol	112.0	77.9	101.6		
Exit 39	Bristol	Exit 40	Trenton	58.7	58.9			

I-295

Mainline Total Two-Way Volume, in thousands

From		To		2010	2015	2019	2020	2021
Exit 7	Auburn/Pedricktown	Exit 10	Center Sq Rd/Swedesboro	37.0	41.2	41.1		
Exit 10	Center Sq Rd/Swedesboro	Exit 11	Mullica Hill	50.1	53.4	59.2		
Exit 11	Mullica Hill	Exit 13 (southbound)	Bridgeport/Com Barry Br	41.3	55.8			
Exit 13 (southbound)	Bridgeport/Com Barry Br	Exit 14	Repaupo/Gibbstown		79.9			
Exit 14	Repaupo/Gibbstown	Exit 15	Gibbstown/Harrisonville					69.5
Exit 15	Gibbstown/Harrisonville	Exit 16A	Swedesboro/Paulsboro	56.9	76.3			
Exit 16A	Swedesboro/Paulsboro	Exit 16B	Gibbstown/Mickleton		78.8			
Exit 16B	Gibbstown/Mickleton	Exit 17	Gibbstown		76.7			
Exit 17	Gibbstown	Exit 18	Paulsboro/Mt Royal/Clarksboro	63.6	77.2			
Exit 18	Paulsboro/Mt Royal/Clarksboro	Exit 19	Mantua	64.1				
Exit 19	Mantua	Exit 20	Thorofare/Woodbury		83.8			

Exit 20	Thorofare/Woodbury	Exit 21	National Pk Woodbury					
Exit 21	National Pk Woodbury	Exit 22	Red Bank/Woodbury					
Exit 22	Red Bank/Woodbury	Exit 23	Westville/Gloucester	87.1	87.1			
Exit 23	Westville/Gloucester	Exit 24 (southbound)	Woodbury					
Exit 24 (southbound)	Woodbury	Exit 25A (southbound)	Deptford/Glassboro		88.6			
Exit 25A (southbound)	Deptford/Glassboro	Exit 26	(I-76?)	86.7				90.2
Exit 26	(I-76?)	Intersection 27	(I-295?)					
Intersection 27	(I-295?)	Exit 28	Bellmawr/Rennemedede/Mt Ephraim					
Exit 28	Bellmawr/Rennemedede/Mt Ephraim	Exit 29A	Lawnside/Berlin	102.7	159.4			
Exit 29A	Lawnside/Berlin	Exit 30 (southbound)	Warwick Rd/Lawnside/Haddonfield		134.0			
Exit 30 (southbound)	Warwick Rd/Lawnside/Haddonfield	Exit 31	Woodcrest		160.8			
Exit 31	Woodcrest	Exit 32	Haddonfield/Voorhees/Gibbsboro		168.5			
Exit 32	Haddonfield/Voorhees/Gibbsboro	Exit 34A	Marlton	114.3	157.8			
Exit 34A	Marlton	Exit 36A	Berlin	104.2	152.3	148.9		
Exit 36A	Berlin	Exit 40A	Mt Holly					
Exit 40A	Mt Holly	Exit 43	Rancocas Woods/Delran		116.8	116.1		
Exit 43	Rancocas Woods/Delran	Exit 45A-B	Mount Holly/Willingboro	118.9	116.5	126.4		
Exit 45A-B	Mount Holly/Willingboro	Exit 47A	Mount Holly	91.3	108.1			
Exit 47A	Mount Holly	Exit 52A	Columbus	84.5	91.9			
Exit 52A	Columbus	Exit 56	Rising Sun Rd/Joint Base MDL		93.2	97.8		
Exit 56	Rising Sun Rd/Joint Base MDL	Exit 57	Bordentown		86.8			
Exit 57	Bordentown	Exit 60	Trenton/Belmar	76.1	92.8	95.1		
Exit 60	Trenton/Belmar	Exit 61A	Arena Drive East/White Horse Ave	65.3	78.3			
Exit 61A	Arena Drive East/White Horse Ave	Exit 62 (southbound)	Olden Ave North	62.8	78.8			
Exit 62 (southbound)	Olden Ave North	Exit 63A	Mercerville	69.7	92.5			
Exit 63A	Mercerville	Exit 64 (southbound)	Mercerville	67.3	80.7			
Exit 64 (southbound)	Mercerville	Exit 65A	Sloan Ave East		82.1			
Exit 65A	Sloan Ave East	Exit 67A	New Brunswick	77.3	83.3	84.5		
Exit 67A	New Brunswick	Exit 68A	Princeton					
Exit 68A	Princeton	Exit 69A	Lawrenceville/Princeton	94.2	94.7			
Exit 69A	Lawrenceville/Princeton	Exit 71A	Federal City Rd North		93.2			
Exit 71A	Federal City Rd North	Exit 72	Ewing/Pennington	67.4	72.8			
Exit 72	Ewing/Pennington	Exit 73	Scotch Road	65.2	65.7	62.2		
Exit 73	Scotch Road	Exit 75	West Trenton	59.1	64.8			
Exit 75	West Trenton	Exit 76	Trenton/Lambertonville	54.0	62.7			
Exit 76	Trenton/Lambertonville	Exit 10	New Hope/Yardley		47.2			
Exit 10	New Hope/Yardley	Exit 8	Newtown					
Exit 8	Newtown	Exit 5	Trenton/Langhorne	68.7	58.6			
Exit 5	Trenton/Langhorne	Exit 3	Levittown/Penndel			57.2		
Exit 3	Levittown/Penndel	Exit 1	Bristol	60.5	56.6	50.3	31.5	41.4

I-195

Mainline Total Two-Way Volume, in thousands

From		To		2010	2015	2019	2020	2021
Exit 1A-B	Camden-Princeton	Exit 1C-D	Bordentown-Whitehorse	81.6	107.2			
Exit 1C-D	Bordentown-Whitehorse	Exit 2	S Broad St/Yardville	64.2	84.5			
Exit 2	S Broad St/Yardville	Exit 3	Yardville/Hamilton Sq	64.4	77.9			
Exit 3	Yardville/Hamilton Sq	Exit 5	Bordentown/New Brunswick	67.4	81.6	78.6		
Exit 5	Bordentown/New Brunswick	Exit 6	NJ Turnpike	58.4				

Exit 6	NJ Turnpike	Exit 7	Robinsville/Allentown	52.1	71.3	70.4		
Exit 7	Robinsville/Allentown	Exit 8	Hightstown	47.6	62.5			

I-476

Mainline Total Two-Way Volume, in thousands

From		To		2010	2015	2019	2020	2021
I-95 (Exit 7)	Plymouth Meeting	Exit 1	MacDade Blvd	83.6	82.1			84.8
Exit 1	MacDade Blvd	Exit 3	Media/Swarthmore	99.6	97.8		58.5	
Exit 3	Media/Swarthmore	Exit 5	Lima/Springfield	83.7	94.3	99.9		
Exit 5	Lima/Springfield	Exit 9	Broomall/Upper Darby	97.4	88.8	94.3		
Exit 9	Broomall/Upper Darby	Exit 13	St Davids/Villanova	112.9	101.8			107.5
Exit 13	St Davids/Villanova	Exit 16	Philadelphia/Conshohocken/Valley Forge	116.8	116.4			114.8
Exit 16	Philadelphia/Conshohocken/Valley Forge	Exit 18	Conshohocken/Norristown	131.3	120.9	127.1		
Exit 18	Conshohocken/Norristown	Exit 19	Plymouth Mtg	104.9	104.3			
Exit 19	Plymouth Mtg	Exit 20	Plymouth Rd					

I-76

Mainline Total Two-Way Volume, in thousands

From		To		2010	2015	2019	2020	2021
Exit 326	Pennsylvania Turnpike I-276	Exit 327	North Gulph Rd/Valley Forge/Village Drive	69.4	72.1			
Exit 327	North Gulph Rd/Valley Forge/Village Drive	Exit 328	King of Prussia/Pottstown/Swedesford Road	65.8	67.9			
Exit 328	King of Prussia/Pottstown/Swedesford Road	Exit 329 (Westbound)	King of Prussia/Norristown					
Exit 329 (Westbound)	King of Prussia/Norristown	Exit 330	Gulph Mills Rd	108.4	106.9			
Exit 330	Gulph Mills Rd	Exit 331	Chester/Plymouth Mtg/Conshocken	114.8	115.2			65.4
Exit 331	Chester/Plymouth Mtg/Conshocken	Exit 331	Chester/Plymouth Mtg/Conshocken			65.1		
Exit 331	Chester/Plymouth Mtg/Conshocken	Exit 332 (Westbound)	Conshohocken	105.6	100.8			
Exit 332 (Westbound)	Conshohocken	Exit 337 (Westbound)	Gladwyne	113.6	112.1			79.7
Exit 337 (Westbound)	Gladwyne	Exit 338	Green Lane/Belmont Ave	122.2	120.7			104.4
Exit 338	Green Lane/Belmont Ave	Exit 339	City Ave					
Exit 339	City Ave	Exit 340A	Lincoln Dr/Kelly Dr					
Exit 340A	Lincoln Dr/Kelly Dr	Exit 340B	Roosevelt Blvd	124.2	122.3			
Exit 340B	Roosevelt Blvd	Exit 341	Montgomery Dr/M.L. King Jr. Dr	163.7	154.9			
Exit 341	Montgomery Dr/M.L. King Jr. Dr	Exit 342	Girard Ave/Phila Zoo	176.1	149.9			
Exit 342	Girard Ave/Phila Zoo	Exit 343	Spring Garden St/Haverford Ave	177.9				
Exit 343	Spring Garden St/Haverford Ave	Exit 344	Central Phila	162.9	157.7			
Exit 344	Central Phila, I-676	Exit 345	30th St/Market St					
Exit 345	30th St/Market St	Exit 346A	South Street					
Exit 346A	South Street	Exit 346B	Grays Fery Ave/University Ave	101.8	105.7			
Exit 346B	Grays Fery Ave/University Ave	Exit 346C	28th St	95.2	96.5			68.3
Exit 347A	Penrose Ave/Intl Airport	Exit 347B	Passyunk Ave/Oregon Ave					
Exit 347B	Passyunk Ave/Oregon Ave	Exit 349	Broad St/Sports Complex	46.9				
Exit 349	Broad St/Sports Complex	Exit 350	Packer Ave/Bridge Admin Bldg/Philadelphia Ports	58.2	60.9			
Exit 350	Packer Ave	Exit 351	Walt Whitman Bridge		113.4			

# 2000–2020 Travel Trends

in the Delaware Valley Region

**Publication Number:** ADR22025

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**Geographic Area Covered:**

The Delaware Valley region comprising five counties in Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia), and four counties in New Jersey (Burlington, Camden, Gloucester, and Mercer).

**Key Words:**

Traffic count, traffic volume, daily transit passengers, cordon line, screenline, Annual Average Daily Traffic (AADT), vehicles per day (vpd), vehicle miles of travel (VMT), traffic growth, peak hour volume, vehicle trips, person trips, vehicle classification, time-of-day variation, speed histogram, COVID-19.

**Abstract:**

This report assesses trends in auto vehicle trips, transit passenger trips, and bicycle and pedestrian trips crossing screenlines and cordon lines in the Delaware Valley region. Data collected in 2019, 2020, and 2021 is compared to data collected in 2000, 2005, 2010, and 2015.

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