A. INTRODUCTION

This chapter of the EIS describes the traffic and parking characteristics and potential impacts associated with the proposed Policy Academy, which is located on an approximately 35 acre site in College Point, Queens bounded generally by 28th Avenue to the north, Ulmer Street to the east, 31st Avenue to the south, and College Point Boulevard to the west (see Figure 1-1 in Chapter 1, "Project Description"). As described in detail in earlier chapters of this EIS, the proposed action would allow for the development of a modern complex that would consolidate on one campus the academic facilities for recruits, active police officers and civilians that are currently spread across the City. The total development size would consist of approximately 2.4 million gross square feet and would include indoor training facilities, classrooms, and related support space, an indoor pistol training facility, a tactical village, an indoor track, a police museum, a visiting police/lecturer lodging facility and 2,000 parking spaces, including an above-grade parking facility of approximately 1,800 spaces and 200 additional at-grade parking spaces that would be located throughout the site in smaller parking lots and along the Academy's interior road network.

The study area selected for the traffic analysis is shown in Figure 11-1 and was selected to encompass the principal roadways most likely to be used by the majority of persons and goods traveling by vehicle to and from the site. The traffic study area is generally bounded on the north by 20th Avenue, on the east by Ulmer Street, and on the west by College Point Boulevard. Fourteen intersections are analyzed for vehicular traffic for the weekday 6:00-7:00 AM and 3:00-4:00 PM peak hours, the periods when project-generated demand is expected to be heaviest. It should be noted that the transportation demand at the Academy has an early start, with turnover in the mid-afternoon for in-service training. The study area consists of 14 intersections – 11 are signalized and three are unsignalized. It should be noted that the intersection of Linden Place and 28th Avenue currently has no stop control, however in the 2014 No-Action condition it is expected to become stop controlled in conjunction with the Linden Place reconstruction project.

This chapter describes in detail the existing traffic and parking conditions in the study area. Future conditions in the year 2014 without the proposed action (the No-Action condition) are then determined, including additional transportation system demand and any changes in the roadways and parking supply expected by the year 2014. The increase in travel demand resulting from the proposed action is then projected and added to the No-Action condition to develop the 2014 future with the proposed action (the With-Action condition). Significant adverse impacts from project-generated trips are then identified.

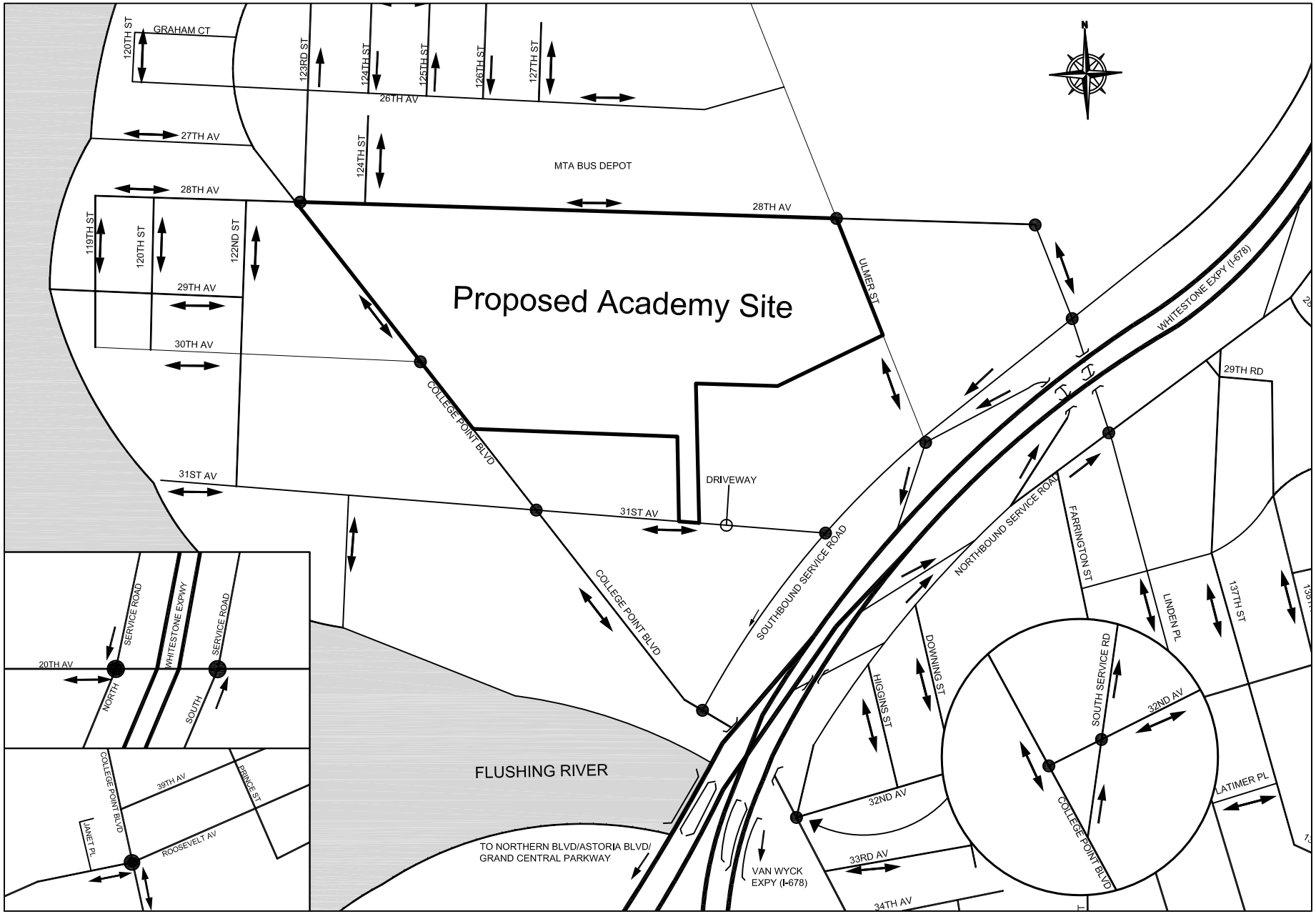
B. EXISTING CONDITIONS

Data Collection

Manual turning movement counts were conducted at 14 locations in the College Point study area in May 2007, 12 intersections and two driveways. In addition, ATR (Automatic Traffic Recorder) counts were conducted at key locations along major roadway corridors. Vehicle classification counts and travel speed surveys were also conducted at that time, as were field surveys of parking regulations, lane configurations and other physical and operational characteristics of the street network. Three additional intersections identified during the scoping process were counted in May 2008 at the request

Figure 11-1

Traffic Study Area

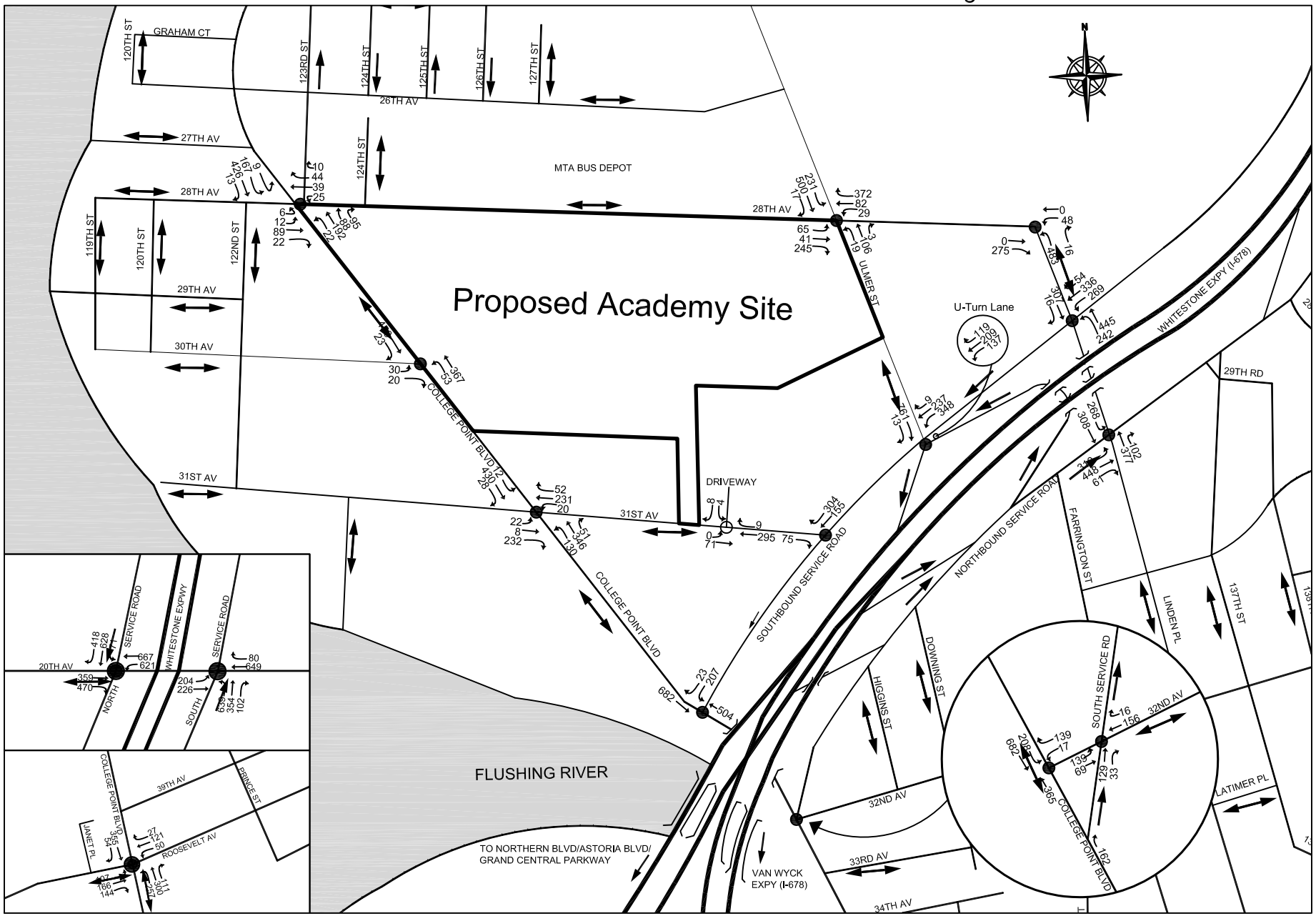


Legend:

● - Analyzed Intersection ⟷ - Street Direction

Not to Scale

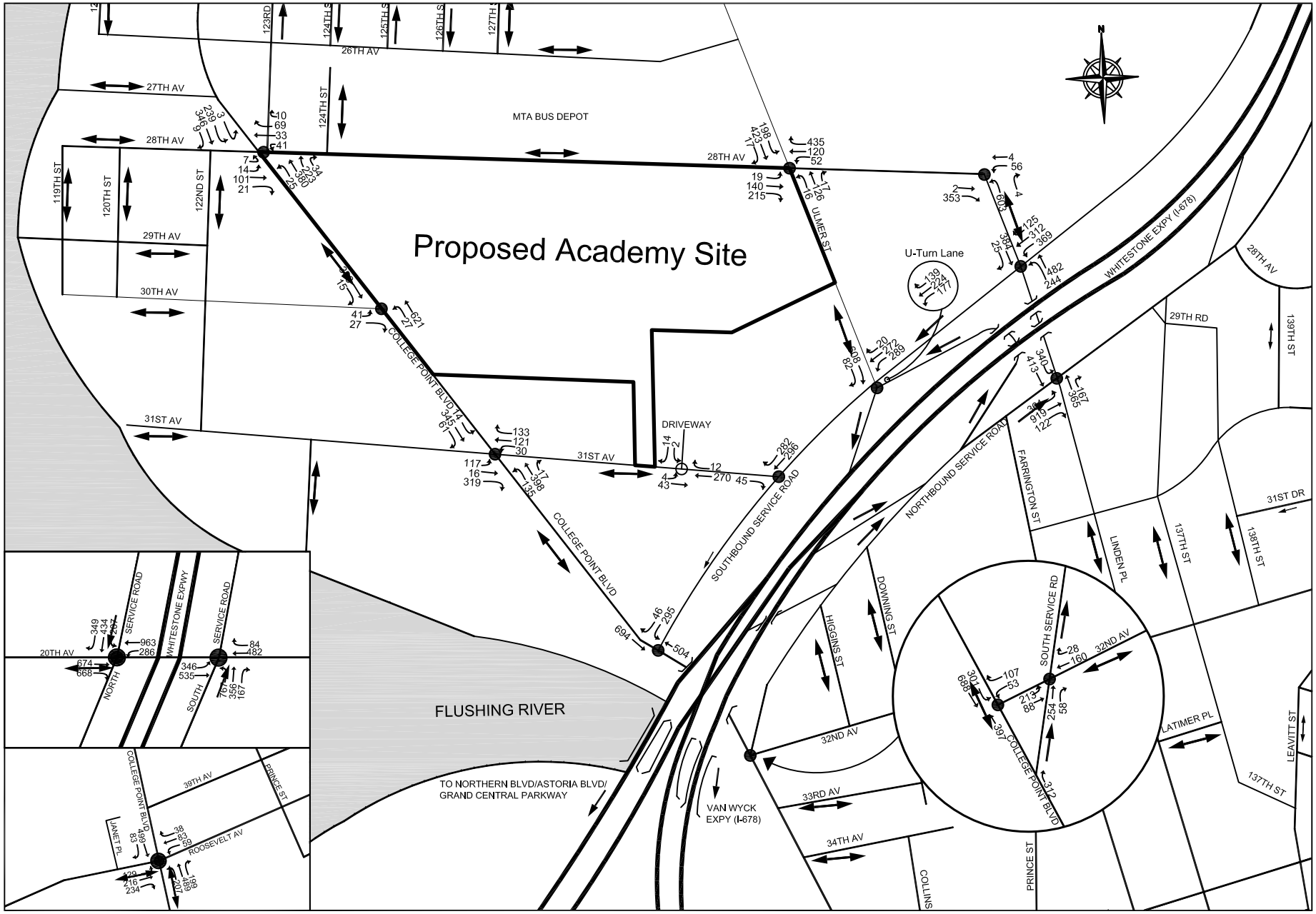
2008 Existing AM Peak Hour Traffic Volumes



Legend:
● - Analyzed Intersection

Not to Scale

2008 Existing PM Peak Hour Traffic Volumes



Legend:
● - Analyzed Intersection

Not to Scale

of the New York City Department of Transportation (NYCDOT). Weekday on-street parking utilization within quarter-mile of the proposed action area was also surveyed in May 2008. Signal timing plans for signalized intersections within the study area were obtained from NYCDOT. Traffic data collected in 2007 and 2008 was combined together to the 2008 existing baseline network. Data collected 2007 was adjusted reflect an increase in background growth. Figures 11-2 and 11-3 show the 2008 base traffic volumes in the 6:00-7:00 AM and 3:00-4:00 PM peak hours, respectively.

Vehicular Traffic

Study Area Street Network

The project study area encompasses a large segment of the College Point Corporate Park. The area to the northwest of the project site is primarily residential, while all other areas contain a mix of light industrial, manufacturing, and commercial buildings. The street network is composed of north-south streets and east-west avenues. The Whitestone Expressway (I-687), which is to the south of the project site, is the major east-west artery. Generally, streets running north-south carry traffic to and from the Expressway, while east-west avenues primarily carry local traffic. The major arterials through College Point are College Point Boulevard, Linden Place and Ulmer Street. These streets are discussed more in detail below.

College Point Boulevard is the major north-south arterial along the western edge of the study area that typically operates with two travel lanes in each direction, with exclusive left turn lanes at the approaches. Parking is restricted along the east and west curbs during all periods of the day, Monday through Sunday. College Point Boulevard adjacent to the project site, carries approximately 900 vehicles per hour (vph) (two-way) and 1,000 vph in the AM and PM peaks hours, respectively. College Point Boulevard is a designated truck route and generally carries truck traffic ranging from 9 to 16 percent of the total vehicle volumes. One area of note along the corridor is the intersection of Roosevelt Avenue where the depressed tracks of NYC Transit's Flushing Line (the No. 7 train) divides the eastbound and westbound travel lanes of Roosevelt Avenue. As a result, two separate traffic signals control vehicular flow thought the intersection (north side-south side). The Q65 bus runs along College Point Boulevard with a typical frequency of 12 and 6 buses per hour during the AM and PM peak hours, respectively.

North-south Ulmer Street, bordering the project site on the east, operates with one moving lane in each direction and No-Standing regulations along both curbs, and terminates at the Southbound Whitestone Expressway Service Road. Two-way traffic volumes are approximately 850 and 900 vph in the AM and PM peak hours, respectively. Q25 buses operate on Ulmer Street within the study area, with 11 and 5 buses per hour during the AM and PM peak hours, respectively.

Linden Place runs north-south with one travel lane in each direction and No-Standing Anytime regulations posted along both the east and west curbs. This arterial primarily carries traffic between the Whitestone Expressway and Northern Boulevard. Traffic volumes are typically 1,050 and 850 vph in the AM and PM peak hours, respectively. Within the study area, Q25 buses operate along Linden Place, connecting with Ulmer Street via 28th Avenue.

The Whitestone Expressway (I-687) is an east-west limited access multi-lane highway with adjacent service roads. The expressway begins to the north at the Whitestone Bridge and terminates at the Van Wyck Expressway (I-678) interchange with the Grand Central Parkway. Within the study area, the Whitestone Expressway has interchanges at 20th Avenue and Linden Place. The Southbound Service Road carries traffic in the westbound direction with two travel lanes in the vicinity of the project site. Traffic volumes, east of Ulmer Street, were observed to be 600 and 450 vph in the AM and PM peak hours, respectively. The Northbound Service Road carries traffic in the eastbound direction with two travel lanes

in the vicinity of the project site. Traffic volumes on the service road east of Linden Place were observed to be 1,400 and 800 vph in the AM and PM hours, respectively.

A location of note is the intersection of the Whitestone Expressway southbound Service Road and Ulmer Street. This intersection has a total of three approaches, each of which is controlled by its own separate signal phase. In addition to the southbound Ulmer Street and Whitestone Expressway Southbound Service Road (which has a westbound orientation in the study area) approaches, drivers on the Whitestone Expressway Northbound Service Road wishing to travel westward can utilize a U-turn and underpass beneath the Whitestone Expressway to reach the Whitestone Expressway Southbound Service Road.

The entrance to the existing NYPD tow pound is located on the mid-block of Ulmer Street between 28th Avenue and the Whitestone Expressway Southbound Service Road. Traffic volumes were observed to be light with one or less vehicles per hour accessing the site during the AM 6-7 and 3-4 PM peak hours.

Intersection Capacity Analyses

Methodology

The capacity analyses at study area intersections are based on the methodology presented in the *Highway Capacity Manual (HCM) Software HCS+ Release 5.3*. Traffic data required for these analyses include volumes on each approach and various other physical and operational characteristics. As previously discussed, traffic volumes used for these analyses are based on manual turning movement and ATR counts conducted in May 2007 and May 2008. Signal timing plans for each signalized intersection were obtained from NYCDOT. Field inventories were conducted to document curbside parking regulations, vehicle classifications, shared lane usage, and other relevant characteristics needed for the analysis.

The HCM methodology provides a volume-to-capacity (v/c) ratio for each signalized intersection approach. The v/c ratio represents the ratio of traffic volumes on an approach to the approach's carrying capacity. A ratio of less than 0.90 is generally considered to be non-congested conditions in dense urban areas; when higher than this value, congestion increases. At a v/c ratio of between 0.95 and 1.0, near-capacity conditions are reached and delays can become substantial. Ratios of greater than 1.0 indicate saturated conditions with queuing.

The HCM methodology also expresses quality of flow in terms of level of service (LOS), which is based on the amount of delay that a driver typically experiences at an intersection. Levels of service range from A, with minimal delay (10 seconds or less per vehicle), to F, which represents long delays (greater than 80 seconds per vehicle).

For unsignalized intersections, the HCM methodology generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected by the opposing, or oncoming major street flow. Minor street traffic is obviously affected by all conflicting movements. Similar to signalized intersections, the HCM methodology expresses the quality of flow at unsignalized intersections in terms of level of service based on the amount of delay that a driver experiences. This relationship differs somewhat from the criteria used for signalized intersections, primarily because drivers expect different levels of performance from the two different kinds of transportation facilities. For unsignalized intersections, levels of service range from A, with minimal delay (10 seconds or less per vehicle), to F, which represents long delays (over 50 seconds per vehicle).

Table 11-1 shows the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. Levels of service A, B and C generally represent highly favorable to fair levels of traffic flow; at LOS D the influence of congestion becomes noticeable; LOS E is considered to be the limit of acceptable delay; and LOS F is considered to be unacceptable to most drivers. In this study, a signalized lane grouping operating at LOS E or F or a v/c ratio of 0.90 or above is identified as congested. For unsignalized intersections, a movement with LOS E or worse is also identified as congested.

Table 11-1: Roadway Level of Service Criteria

Level of Service (LOS)	Average Delay per Vehicle (seconds)	
	Signalized Intersections	Unsignalized Intersections
A	less than 10.1	less than 10.1
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	greater than 80.0	greater than 50.0

Source: *2000 Highway Capacity Manual*

Table 11-2 shows the results of the capacity analysis at the 12 signalized and 2 existing unsignalized intersections, respectively, in the two peak hours analyzed. The tables highlight those intersection movements that operate at LOS E or F and/or have a high v/c ratio (generally above 0.90 and above). The following describes conditions at those intersections experiencing congestion in one or more peak hours.

Signalized Intersections

Table 11-2 shows that four of the 12 signalized intersections analyzed have at least one congested movement in one or both peak hours. As shown in the table, two analyzed intersections experience congestion during the weekday AM peak hour and four in the PM peak hour. In general, movements that where congested in the AM peak hour where also congested in the PM. Neither unsignalized intersection experience congestion in either analyzed peak hour. Congested movements are discussed in more detail below.

Along the College Point Boulevard corridor, the eastbound movement on 31st Avenue operates at LOS F (delay of 83.0 seconds) in the PM peak hour with a v/c ratio of 1.04.

At the intersection of Ulmer Street and the Whitestone Expressway Southbound Service Road the southbound approach is congested with LOS E conditions in both the AM and PM peak hours with v/c ratios of 1.05 in each period and delays of 78.6 seconds and 79.8 seconds, respectively.

At the intersection of Linden Place and the Whitestone Expressway Northbound Service Road, the eastbound movement is congested with a LOS E (delay of 67.0 seconds) in the PM peak hour and a v/c ratio of 1.05.

Table 11-2: 2008 Existing Conditions Level of Service

SIGNALIZED INTERSECTIONS	LANE GROUP	AM PEAK HOUR V/C RATIO	AM PEAK HOUR Delay (sec.)	AM PEAK HOUR LOS		PM PEAK HOUR V/C RATIO	PM PEAK HOUR Delay (sec.)	PM PEAK HOUR LOS	
College Point Boulevard									
College Point Blvd. (N-S) @ 28th Ave. (E-W)	EB-LTR	0.37	17.7	B		0.36	17.4	B	
	WB-LTR	0.24	15.8	B		0.31	16.6	B	
	NB-L	0.07	7.2	A		0.06	7.2	A	
	NB-T	0.20	7.7	A		0.41	9.3	A	
	SB-L	0.44	11.8	B		0.88	42.3	D	
	SB-TR	0.31	8.5	A		0.23	7.9	A	
College Point Blvd. (N-S) @ 31th Ave. (E-W)	EB-LTR	0.46	29.8	C		1.04	83.0	F	*
	WB-LTR	0.43	28.8	C		0.45	29.6	C	
	NB-L	0.33	10.1	B		0.30	9.3	A	
	NB-T	0.20	8.0	A		0.22	8.2	A	
	SB-L	0.04	13.0	B		0.04	13.1	B	
	SB-T	0.33	15.5	B		0.24	14.6	B	
College Point Blvd. (N-S) @ Whitestone Expressway Southbound Service Road (WB)	WB-L	0.51	20.3	C		0.64	23.6	C	
	WB-R	0.05	13.9	B		0.10	14.3	B	
	NB-T	0.33	8.6	A		0.30	8.4	A	
	SB-T	0.49	10.0	A		0.43	9.3	A	
College Point Blvd. (N-S) @ 32nd Avenue (WB)	WB-L	0.03	13.7	B		0.09	14.1	B	
	NB-T	0.43	18.0	B		0.44	18.0	B	
	SB-L	0.45	13.0	B		0.57	16.4	B	
	SB-T	0.50	10.2	B		0.44	9.5	A	
College Point Blvd. (N-S) @ Roosevelt Ave. (E-W) **(North)**	WB-LTR	0.30	33.9	C		0.19	28.9	C	
	NB-L	0.49	18.6	B		0.44	24.0	C	
	NB-T	0.17	9.6	A		0.31	13.1	B	
	SB-TR	0.32	27.1	C		0.45	32.5	C	
College Point Blvd. (N-S) @ Roosevelt Ave. (E-W) **(South)**	EB-LTR	0.57	38.9	D		0.66	38.0	D	
	NB-L	0.64	32.0	C		0.69	44.1	D	
	NB-TR	0.33	17.5	B		0.67	29.1	C	
	SB-T	0.26	26.4	C		0.37	31.2	C	
32nd Avenue									
32nd Avenue (E-W) Northbound Service Road (NB)	EB-LT	0.28	8.0	A		0.46	10.0	A	
	WB-TR	0.41	17.9	B		0.38	17.5	B	
	NB-TR	0.34	17.7	B		0.61	22.8	C	
Ulmer Street									
Ulmer St. (N-S) @ 28th Ave. (E-W)	EB-LTR	0.49	14.3	B		0.39	12.7	B	
	WB-LTR	0.45	13.4	B		0.56	14.9	B	
	NB-LTR	0.11	10.4	B		0.14	10.6	B	
	SB-LTR	0.78	20.3	C		0.68	17.3	B	
Ulmer St. (SB) @ Whitestone Expressway Southbound Service Road (WB)	WB-TR	0.54	25.6	C		0.51	25.1	C	
	SB-R	1.05	78.6	E	*	1.05	79.8	E	*
Service Road U-Turn (WB)	WB-TR	0.65	34.7	C		0.70	36.1	D	

* - Denotes Congested Movement

_ - Underline represents change from DEIS

Table 11-2:(Continued) 2008 Existing Conditions Level of Service

SIGNALIZED INTERSECTIONS	LANE GROUP	AM PEAK HOUR V/C RATIO	AM PEAK HOUR Delay (sec.)	AM PEAK HOUR LOS		PM PEAK HOUR V/C RATIO	PM PEAK HOUR Delay (sec.)	PM PEAK HOUR LOS	
Linden Place									
Linden Pl. (N-S) @ Whitestone Expressway Southbound Service Road (WB)	WB-L	0.66	36.1	D		0.83	46.8	D	
	WB-TR	0.50	29.3	C		0.54	30.2	C	
	NB-L	0.46	21.4	C		0.45	22.5	C	
	NB-T	0.50	11.5	B		0.50	11.6	B	
	SB-TR	0.64	33.0	C		0.74	37.1	D	
Linden Pl. (N-S) @ Whitestone Expressway Northbound Service Road (EB)	EB-LT	0.72	28.5	C		1.05	67.0	E	*
	EB-R	0.13	19.5	B		0.25	21.0	C	
	NB-T	0.68	34.3	C		0.71	35.2	D	
	SB-L	0.59	27.4	C		0.73	33.7	C	
	SB-T	0.21	11.8	B		0.30	12.7	B	
20th Avenue									
20th Ave. (E-W) @ Whitestone Expressway Southbound Service Road (SB)	EB-T	0.39	37.9	D		0.51	35.3	D	
	EB-R	0.93	68.0	E	*	0.91	56.2	E	*
	WB-L	0.96	56.3	E	*	0.50	27.4	C	
	WB-T	0.38	14.5	B		0.52	14.9	B	
	SB-LTR	1.02	77.2	E	*	0.93	62.0	E	*
	SB-R	1.02	96.6	F	*	0.88	69.8	E	*
20th Ave. (E-W) @ Whitestone Expressway Northbound Service Road (NB)	EB-L	0.61	38.7	D		0.78	45.8	D	
	EB-T	0.15	11.6	B		0.32	15.7	B	
	WB-TR	0.58	29.3	C		0.51	31.7	C	
	NB-L	0.86	54.1	D		0.85	49.1	D	
	NB-LT	0.61	36.1	D		0.54	31.3	C	
	NB-R	0.26	30.7	C		0.35	28.9	C	

UNSIGNALIZED INTERSECTIONS	LANE GROUP	AM PEAK HOUR V/C RATIO	AM PEAK HOUR Delay (sec.)	AM PEAK HOUR LOS	PM PEAK HOUR V/C RATIO	PM PEAK HOUR Delay (sec.)	PM PEAK HOUR LOS
31st Avenue							
31st Ave. (WB) @ Whitestone Expressway Southbound Service Road (SB)	WB-R	0.12	10.8	B	0.07	10.9	B
College Point Boulevard							
College Point Blvd. (N-S) @ 30th Ave. (E-W)	EB-LTR	0.16	17.6	C	0.24	18.3	C
	NB-L	0.07	9.5	A	0.03	8.7	A

* - Denotes Congested Movement

_ - Underline represents change from DEIS

To the east at the intersection of 20th Avenue and the Whitestone Expressway Service Roads, the Whitestone Expressway Southbound Service Road experiences congestion in both peak hours. The southbound exclusive right-turn lane operates at LOS F (delay of 96.6 seconds) in the AM peak hour and a v/c ratio of 1.02. In the PM peak hour the approach operates at LOS E (delay of 69.8 seconds) and a v/c ratio of 0.88. The southbound approach operates at LOS E in both the AM and PM peak hours, with delays of 77.2 seconds (a v/c ratio of 1.02) and 62.0 seconds (a v/c ratio of 0.93), respectively. The eastbound exclusive right-turn operates at LOS E in both the AM and PM peak hours, with delays of 68.0 seconds (a v/c ratio of 0.93) and 56.2 seconds (a v/c ratio of 0.91), respectively. The westbound exclusive left-turn lane operates at LOS E (delay of 56.3 seconds) in the AM peak hour and a v/c ratio of 0.96.

Unsignalized Intersections

As also shown in Table 11-2, of the two unsignalized intersections analyzed, none were congested during any peak hour under Existing conditions.

Parking

Off-Street Parking

A baseline field inventory of study area parking conditions was conducted in May 2008. There are no licensed public off-street parking facilities in the study area. While some businesses and housing developments provide on-site accessory parking, most residents and workers in College Point must rely on available curbside parking where on-site accessory parking is full or not provided.

On-Street Parking

Curbside parking regulations within a quarter-mile of the project site were surveyed in May 2008 and are shown in Figure 11-4. Generally, curbside parking is not permitted throughout much of the study area. Curbside parking is typically restricted within industrial and commercial areas on both weekdays and weekends. As shown in Figure 11-4, all of the major roadways in the vicinity of the project site have "No Standing Anytime" regulations. No metered curbside parking spaces exist, and commercial uses typically have their own private accessory parking lots for employees and customers. In the residential areas to the north of the project site, curbside parking is allowed with typical alternate side parking regulation for street cleaning. However, it was observed that many of these residential streets do not have any parking regulation signs posted, as shown in Figure 11-4.

As previously mentioned, field surveys of weekday utilization of on-street parking capacity were conducted in May 2008. The surveys focused on the weekday overnight and midday periods, and included all legal curbside spaces within quarter-mile of the proposed action area. During the weekday overnight period, the total number of curbside parking spaces within this area was approximately 1,141. Utilization during this period was found to be approximately 73 percent, with an average of approximately 312 spaces available.

During the weekday midday, there are approximately 1,141 total spaces available for curbside parking. Utilization in the midday was observed to reach approximately 69 percent, with about 349 spaces available within quarter-mile of the project site. It should be noted that the number of available spaces fluctuates somewhat by time of day and day of week, depending on the prevailing parking regulations. The capacities quoted here are typical for the time period examined. Available spaces during both periods are concentrated in the residential areas to the north of the project site.

C. THE FUTURE WITHOUT THE PROPOSED ACTION

NYPD is undertaking a consolidation of their vehicle storage facility citywide. As such under No-Action conditions, the project site would be vacant with the present tow-pound having been relocated elsewhere. Between 2008 and 2014, it is also expected that traffic and parking demands in the study area would increase due to long-term background growth. In addition, nearby development is expected to consist of approximately 7,600 new dwelling units and 4.8 million square feet of new commercial/retail/community space. In order to forecast the future conditions without the proposed action, any residential development project with 200 or more new housing units and any development with a retail/commercial component shown in Figure 2-4 in Chapter 2, "Land Use, Zoning and Public Policy," were considered. Additionally, an annual background growth rate of one percent per year was applied to existing traffic and parking demands. This background growth rate is applied to account for these smaller projects and general increases in travel demand not attributable to specific development projects. Overall, travel demand from a total of 13 No-Action developments expected in the study area by 2014 were considered for the transportation analyses. These include:

- Directly south of the project site three new developments are planned on the 5-acre site located at the northeast corner of College Point Boulevard and 31st Avenue. The combined developments would contain approximately 155,600 gross square feet of new manufacturing and commercial space. It is expected that they will be constructed and fully operational by 2011.

- Two developments planned for the vacant property located at the southwest corner of 31st Avenue and College Point Boulevard. Ares Printing and Packaging is currently constructing a 107,000 square foot printing and packaging facility. The second site will contain GGC Printing, which will consist of a 97,000 square foot printing facility with 120 accessory parking spaces on 31st Avenue. These developments are both expected to be completed by 2010.

- The recently completed expansion of the New York Times College Point printing facility, which added an additional 70,600 gross square feet onto the existing facility. As construction was completed after the traffic data was collected for Existing conditions, this project has been included to account for new vehicular trips to the study area.

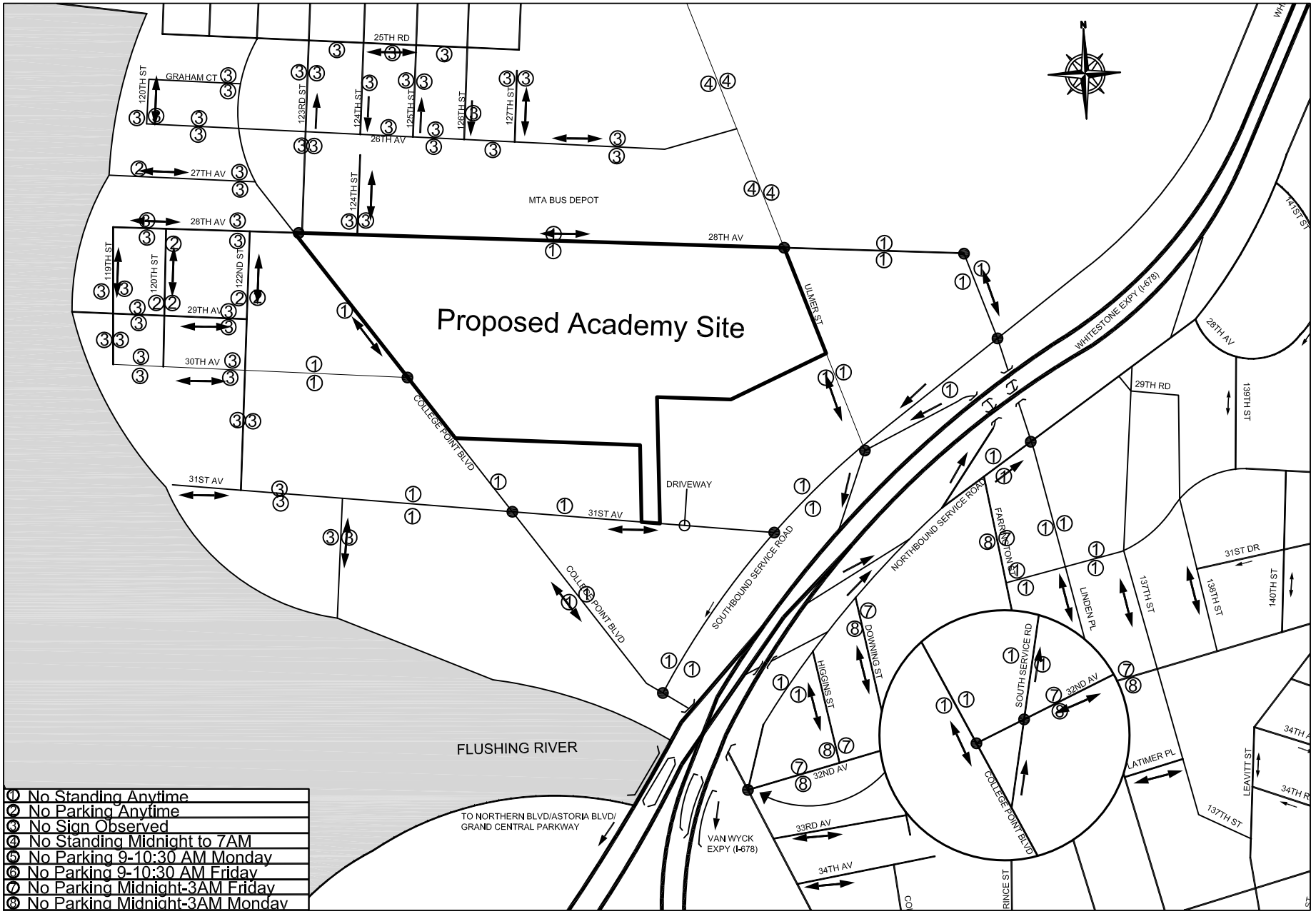
- The North Shore Marine Transfer Station which will be located at the western limits of the study area on 31st Avenue at 122nd Street. The converted marine transfer station will be utilized by the Department of Sanitation (DSNY) to export waste by barge from Queens Community Districts 7 through 14. The facility was originally proposed for operation in 2006, but is now expected to begin operating in 2011.

- Two adjacent developments planned to the south of the study area located on Roosevelt Avenue west of Main Street. The first is Sky View Parc, which will consist of 750 residential units, 760,000 square feet of retail and an accessory garage with 3,000 spaces, with completion expected by 2008. The second is River View Park which will consist of 475 residential units, 10,200 square feet of retail, 251,000 square feet of office space, 1,500 square feet of community facility space, and either 175 hotel rooms or an additional 96,500 sq ft of office space. Construction is expected to be finished by 2011.

- NYCEDC's proposed reconstruction of Linden Place, including construction of a northward extension to 20th Avenue. As described in Table 2-2 (Chapter 2 Land Use, Zoning and Public Policy) the work will be done in two phases, with the first phase expected to be finished in 2009 and completion of the second phase anticipated by spring of 2011.

Figure 11-4

Parking Regulations



Not to Scale

- North of the project site, a new commercial/industrial development is planned at the southeast corner of Ulmer Street and 26th Avenue. This new development would consist of approximately 121,200 gross square feet of commercial or industrial uses. It is expected to be constructed and fully operational by 2011.

- Two developments are planned to the north of the study area, near the southeast corner of 142nd Street and 15th Avenue. The first would consist of approximately 60,000 square feet of commercial or industrial space. The second would be an office expansion of approximately 17,000 square feet. Both are expected to be constructed and fully operational by 2010.

Traffic generated and changes due to these 13 No-Action developments and one new roadway installation in the 6-7 AM and 3-4 PM peak hours was combined with Existing traffic volumes and background growth to yield a 2014 No-Action traffic network. Figures 11-5 and 11-6 show the resulting AM and PM peak hour traffic volumes at study area intersections in the 2014 future without the proposed action.

Vehicular Traffic

Study Area Street Network

Between 2008 and 2014 it is expected that the street network in the study area will remain largely unchanged, with one exception. Linden Place will be extended north from 28th Avenue to 23rd Avenue and 132nd Street at 20th Avenue will be extended south to connect with Linden Place at 23rd Avenue. The intersection of Linden Place and 28th Avenue currently operates without any vehicle control. Under future conditions, a stop control would be introduced on the 28th Avenue approach (as per recommendation in the *Linden Place Reconstruction and 132nd Street Construction Traffic Study*). The primary effect of the extension of this road would result in a shift of some southbound traffic from Ulmer Street to Linden Place.

Signalized Intersections

Figures 11-5 and 11-6 show the anticipated AM and PM traffic volumes under No-Action conditions. Table 11-3 shows traffic conditions at signalized and unsignalized intersections, respectively, in the future without the proposed action. As shown in Table 11-3 with continued growth in travel demand, intersections that were congested under existing conditions would worsen, and additional locations would become congested in one or more peak hours by 2014. Table 11-3 shows that in the 2014 future without the proposed action, five intersections (four signalized and one unsignalized) would experience congestion on one or more approaches in the AM peak hour and eight intersections (seven signalized and one unsignalized) would be congested in the PM peak hour. This compares with three and five congested intersections during these respective periods under existing conditions. In 2014, there would be several signalized intersections with one or more movements with a v/c ratio of 1.00 or greater. In the AM peak hour, there would be two such intersections. There would be four such intersections with a v/c ratio or 1.00 or greater in the PM peak period versus three in existing conditions.

At College Point Boulevard and 28th Avenue during the PM peak hour, the southbound exclusive left turn lane deteriorates from an exiting LOS D (42.3 seconds of delay and v/c ratio 0.88) to LOS E (66.6 seconds of delay and v/c ratio of 0.99).

At College Point Boulevard and Roosevelt Avenue (south side) during the AM peak, the northbound exclusive left turn lane deteriorates from an existing LOS C (32.0 seconds of delay and v/c ratio 0.64) to LOS E (79.8 seconds of delay and v/c ratio of 0.99). In the PM peak hour the same movement deteriorates from an existing LOS D (44.1 seconds of delay and v/c ratio of 0.69) to LOS F (145.8 seconds of delay and v/c ratio of 1.15).

At 20th Avenue and the Whitestone Expressway Service Roads, the Northbound Service Road experiences congestion during both peak hours. During the AM peak hour the northbound exclusive left turn deteriorates from an existing LOS D (54.1 seconds delay and v/c ratio 0.86) to LOS E (60.4 seconds of delay and a v/c ratio of 0.91). During the PM peak hour the eastbound exclusive left turn deteriorates from an existing LOS D (45.8 seconds of delay and a v/c ratio of 0.78) to LOS E (56.9 seconds of delay and a v/c ratio of 0.87).

Unsignalized Intersections

As shown in Table 11-3, of the unsignalized intersections analyzed, only the intersection of Linden Place and 28th Avenue is expected to be congested in the future without the proposed action during both peak hours. The eastbound left-thru approach lane in the AM peak hour would operate at LOS E with a v/c ratio 0.40 and delay of 40.6 seconds. While during the PM peak hour the same approach would operate at LOS F with a v/c 0.20 and delay of 84.4 seconds. As previously noted this intersection has no stop control under existing conditions, and becomes stop controlled under No-Action conditions, therefore there can no comparison in control delay or v/c ratio between Existing and No-Action conditions. The rather high control delay results from the extension of Linden Place, which would allow for southbound traffic at this intersection, which would, in turn, conflict with the eastbound left-turn.

Parking

Off-Street Parking

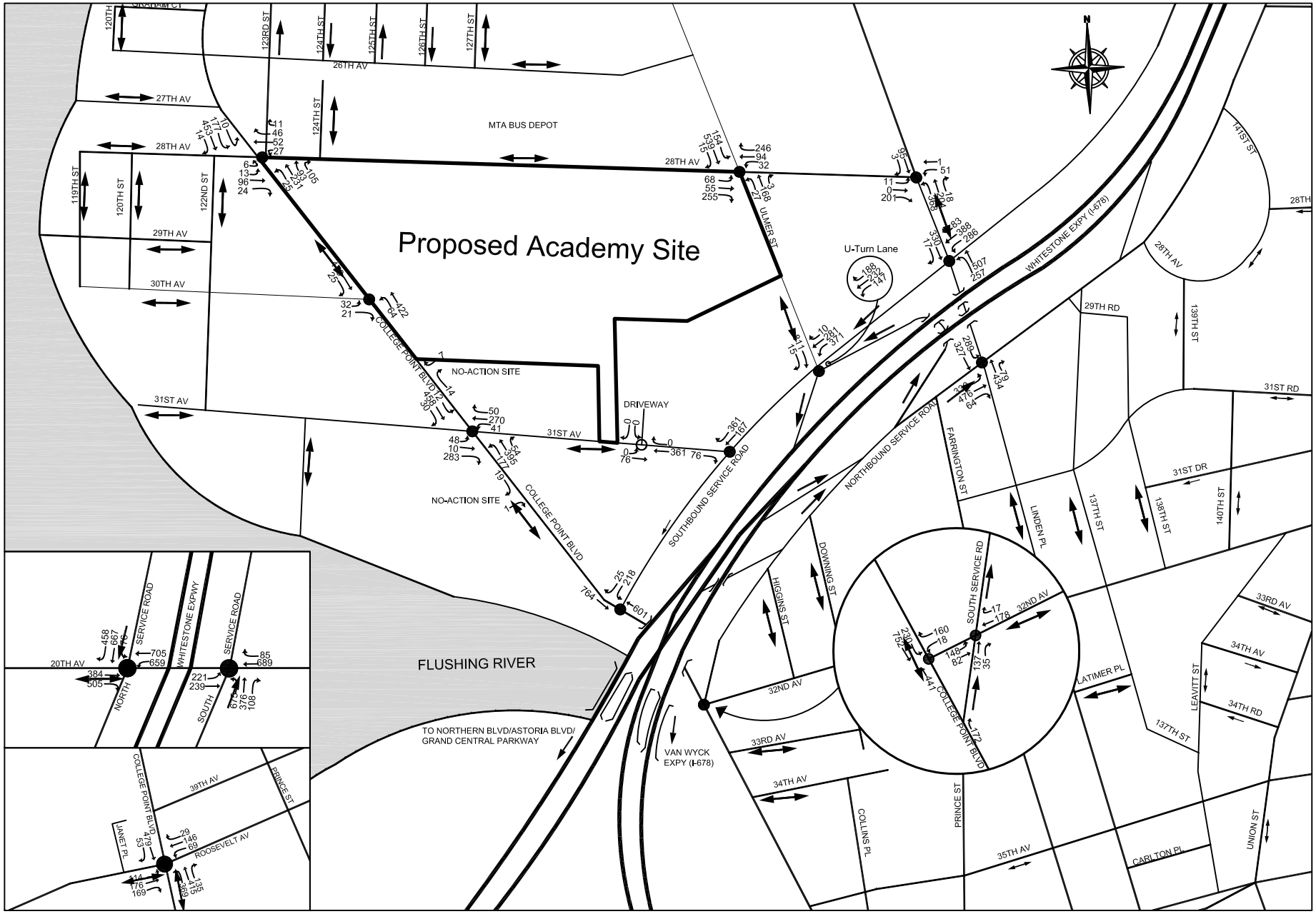
In the future without the proposed action, new developments expected to be completed by 2014 would generate new demand for parking spaces in the study area. As these projects are expected to comply with parking requirements put forth in the NYC Zoning Resolution, it is anticipated that the anticipated parking demand will be accommodated by accessory parking spaces included as part of these new developments. No new off-street public parking facilities are expected to be developed within the quarter-mile parking study area by 2014.

On-Street Parking

In the future without the proposed action, it is anticipated that demand for on-street parking would increase due to new developments and general background growth. Some existing capacity may be displaced as curbside regulations are adjusted to accommodate new developments and changes in curbside usage. The study area, characterized mainly by low-density residential, commercial, manufacturing or light industrial uses, would continue to have adequate parking supply throughout the day. During weekdays, it is estimated that demand would reach approximately 77 percent of capacity in the AM peak hour. There would be approximately 261 legal on-street parking spaces available in the AM in the 2014 future without the proposed action. While during PM peak hour it is estimated that demand would reach 73 percent of capacity with approximately 301 on-street parking spaces available.

Figure 11-5

2014 No-Action AM Peak Hour Traffic Volumes

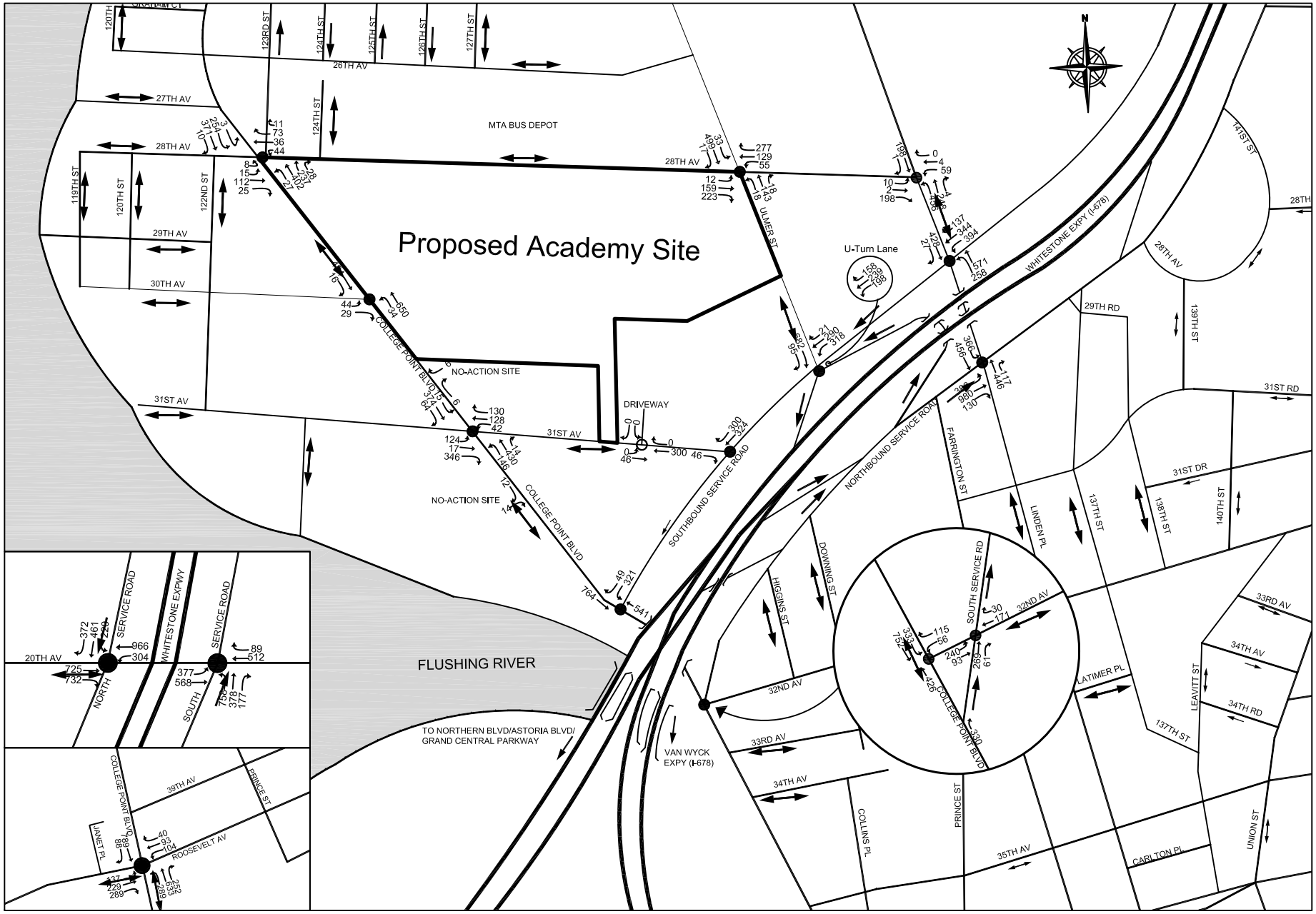


Legend:

● - Analyzed Intersection

Not to Scale

2014 No-Action PM Peak Hour Traffic Volumes



Legend:
● - Analyzed Intersection

Not to Scale

Table 11-3: 2014 No-Action Conditions Level of Service

SIGNALIZED INTERSECTIONS	LANE GROUP	EXISTING AM PEAK HOUR V/C RATIO	EXISTING AM PEAK HOUR Delay (sec.)	EXISTING AM PEAK HOUR LOS	NO-ACTION AM PEAK HOUR V/C RATIO	NO-ACTION AM PEAK HOUR Delay (sec.)	NO-ACTION AM PEAK HOUR LOS		EXISTING PM PEAK HOUR V/C RATIO	EXISTING PM PEAK HOUR Delay (sec.)	EXISTING PM PEAK HOUR LOS		NO-ACTION PM PEAK HOUR V/C RATIO	NO-ACTION PM PEAK HOUR Delay (sec.)	NO-ACTION PM PEAK HOUR LOS	
College Point Boulevard																
College Point Blvd. (N-S) @ 28th Ave. (E-W)	EB-LTR	0.37	17.7	B	0.39	18.1	B		0.36	17.4	B		0.40	18.0	B	
	WB-LTR	0.24	15.8	B	0.27	16.1	B		0.31	16.6	B		0.32	16.7	B	
	NB-L	0.07	7.2	A	0.08	7.4	A		0.06	7.2	A		0.07	7.2	A	
	NB-T	0.20	7.7	A	0.23	7.9	A		0.41	9.3	A		0.44	9.5	A	
	SB-L	0.44	11.8	B	0.50	13.3	B		0.88	42.3	D		0.99	66.6	E	*
	SB-TR	0.31	8.5	A	0.33	8.6	A		0.23	7.9	A		0.25	8.0	A	
College Point Blvd. (N-S) @ 31th Ave. (E-W)	EB-LTR	0.46	29.8	C	0.65	34.6	C		1.04	83.0	F	*	1.13	114.3	F	*
	WB-LTR	0.43	28.8	C	0.54	30.9	C		0.45	29.6	C		0.54	31.5	C	
	NB-L	0.33	10.1	B	0.46	12.2	B		0.30	9.3	A		0.33	9.7	A	
	NB-T	0.20	8.0	A	0.23	8.2	A		0.22	8.2	A		0.24	8.3	A	
	SB-L	0.04	13.0	B	0.04	13.1	B		0.04	13.1	B		0.05	13.2	B	
	SB-T	0.33	15.5	B	0.35	15.8	B		0.24	14.6	B		0.26	14.8	B	
College Point Blvd. (N-S) @ Whitestone Expressway Southbound Service Road (WB)	WB-L	0.51	20.3	C	0.54	20.9	C		0.64	23.6	C		0.70	25.8	C	
	WB-R	0.05	13.9	B	0.06	14.0	B		0.10	14.3	B		0.10	14.3	B	
	NB-T	0.33	8.6	A	0.39	9.1	A		0.30	8.4	A		0.33	8.5	A	
	SB-T	0.49	10.0	A	0.55	10.6	B		0.43	9.3	A		0.47	9.8	A	
College Point Blvd. (N-S) @ 32nd Avenue (WB)	WB-L	0.03	13.7	B	0.03	13.7	B		0.09	14.1	B		0.09	14.2	B	
	NB-T	0.43	18.0	B	0.53	19.3	B		0.44	18.0	B		0.47	18.4	B	
	SB-T	0.45	13.0	B	0.52	16.1	B		0.57	16.4	B		0.64	19.3	B	
	SB-L	0.50	10.2	B	0.56	10.8	B		0.44	9.5	A		0.48	9.9	A	
College Point Blvd. (N-S) @ Roosevelt Ave. (E-W) **(North Side)**	WB-LTR	0.30	33.9	C	0.37	35.0	C		0.19	28.9	C		0.25	29.7	C	
	NB-L	0.49	18.6	B	0.71	32.9	C		0.44	24.0	C		0.69	41.2	D	
	NB-T	0.17	9.6	A	0.23	10.1	B		0.31	13.1	B		0.40	14.2	B	
	SB-TR	0.32	27.1	C	0.41	28.5	C		0.45	32.5	C		0.68	37.1	D	
College Point Blvd. (N-S) @ Roosevelt Ave. (E-W) **(South Side)**	EB-LTR	0.57	38.9	D	0.69	42.6	D		0.66	38.0	D		0.76	41.7	D	
	NB-L	0.64	32.0	C	0.99	79.8	E	*	0.69	44.1	D		1.15	145.8	F	*
	NB-TR	0.33	17.5	B	0.43	19.0	B		0.67	29.1	C		0.86	38.1	D	
	SB-T	0.26	26.4	C	0.36	27.7	C		0.37	31.2	C		0.59	35.0	C	
32nd Avenue																
32nd Avenue (E-W) @ Northbound Service Road	EB-LT	0.28	8.0	A	0.32	8.4	A		0.46	10.0	A		0.52	10.9	B	
	WB-TR	0.41	17.9	B	0.46	18.8	B		0.38	17.5	B		0.41	17.9	B	
	NB-TR	0.34	17.7	B	0.36	18.0	B		0.61	22.8	C		0.64	23.8	C	

* - Denotes Congested Movement

_ - Underline represents change from DEIS

Table 11-3:(Continued) 2014 No-Action Conditions Level of Service

SIGNALIZED INTERSECTIONS	LANE GROUP	EXISTING AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		NO-ACTION AM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		EXISTING PM PEAK HOUR V/C RATIO	Delay (sec.)	LOS		NO-ACTION PM PEAK HOUR V/C RATIO	Delay (sec.)	LOS	
Ulmer Street																	
Ulmer St. (N-S) @ 28th Ave. (E-W)	EB-LTR	0.49	14.3	B		0.52	14.6	B		0.39	12.7	B		0.40	12.8	B	
	WB-LTR	0.45	13.4	B		0.35	12.9	B		0.56	14.9	B		0.43	13.2	B	
	NB-LTR	0.11	10.4	B		0.12	10.8	B		0.14	10.6	B		0.15	10.7	B	
	SB-LTR	0.78	20.3	C		0.72	18.3	B		0.68	17.3	B		0.49	13.7	B	
Ulmer St. (SB) @ Whitestone Expressway Southbound Service Road (WB)	WB-TR	0.54	25.6	C		0.61	26.8	C		0.51	25.1	C		0.55	25.8	C	
	SB-R	1.05	78.6	E	*	1.12	103.1	F	*	1.05	79.8	E	*	1.18	128.1	F	*
Service Road U-Turn (WB)	WB-TR	0.65	34.7	C		0.80	40.8	D		0.70	36.1	D		0.77	38.9	D	
Linden Place																	
Linden Pl. (N-S) @ Whitestone Expressway Southbound Service Road (WB)	WB-L	0.66	36.1	D		0.70	37.9	D		0.83	46.8	D		0.89	53.0	D	
	WB-TR	0.50	29.3	C		0.61	31.5	C		0.54	30.2	C		0.60	31.3	C	
	NB-L	0.46	21.4	C		0.50	22.9	C		0.45	22.5	C		0.48	24.2	C	
	NB-T	0.50	11.5	B		0.57	12.8	B		0.50	11.6	B		0.59	13.2	B	
	SB-TR	0.64	33.0	C		0.68	34.7	C		0.74	37.1	D		0.82	41.9	D	
Linden Pl. (N-S) @ Whitestone Expressway Northbound Service Road (EB)	EB-LT	0.72	28.5	C		0.77	30.0	C		1.05	67.0	E	*	1.11	91.4	F	*
	EB-R	0.13	19.5	B		0.14	19.6	B		0.25	21.0	C		0.26	21.3	C	
	NB-T	0.68	34.3	C		0.72	35.5	D		0.71	35.2	D		0.73	35.7	D	
	SB-L	0.59	27.4	C		0.65	30.4	C		0.73	33.7	C		0.79	38.6	D	
	SB-T	0.21	11.8	B		0.22	11.9	B		0.30	12.7	B		0.33	13.0	B	
20th Avenue																	
20th Ave. (E-W) @ Whitestone Expressway Southbound Service Road (SB)	EB-T	0.39	37.9	D		0.42	38.3	D		0.51	35.3	D		0.54	36.0	D	
	EB-R	0.93	68.0	E	*	1.00	83.0	F	*	0.91	56.2	E	*	0.99	72.4	E	*
	WB-L	0.96	56.3	E	*	1.03	75.5	E	*	0.50	27.4	C		0.55	29.9	C	
	WB-T	0.38	14.5	B		0.40	14.8	B		0.52	14.9	B		0.52	14.9	B	
	SB-LTR	1.02	77.2	E	*	1.09	98.8	F	*	0.93	62.0	E	*	0.99	73.7	E	*
	SB-R	1.02	96.6	F	*	1.12	127.8	F	*	0.88	69.8	E	*	0.93	80.2	F	*
20th Ave. (E-W) @ Whitestone Expressway Northbound Service Road (NB)	EB-L	0.61	38.7	D		0.68	44.4	D		0.78	45.8	D		0.87	56.9	E	*
	EB-T	0.15	11.6	B		0.16	11.7	B		0.32	15.7	B		0.33	15.9	B	
	WB-TR	0.58	29.3	C		0.62	30.2	C		0.51	31.7	C		0.54	32.4	C	
	NB-L	0.86	54.1	D		0.91	60.4	E	*	0.85	49.1	D		0.84	48.1	D	
	NB-LT	0.61	36.1	D		0.65	37.1	D		0.54	31.3	C		0.56	31.6	C	
	NB-R	0.26	30.7	C		0.27	30.9	C		0.35	28.9	C		0.37	29.3	C	

* - Denotes Congested Movement

_ - Underline represents change from DEIS

Table 11-3:(Continued) 2014 No-Action Conditions Level of Service

UNSIGNALIZED INTERSECTIONS	LANE GROUP	EXISTING AM PEAK HOUR V/C RATIO	EXISTING AM PEAK HOUR Delay (sec.)	EXISTING AM PEAK HOUR LOS	NO-ACTION AM PEAK HOUR V/C RATIO	NO-ACTION AM PEAK HOUR Delay (sec.)	NO-ACTION AM PEAK HOUR LOS	EXISTING PM PEAK HOUR V/C RATIO	EXISTING PM PEAK HOUR Delay (sec.)	EXISTING PM PEAK HOUR LOS	NO-ACTION PM PEAK HOUR V/C RATIO	NO-ACTION PM PEAK HOUR Delay (sec.)	NO-ACTION PM PEAK HOUR LOS
31st Avenue													
31st Ave. (WB) @ Whitestone Expressway Southbound Service Road (SB)	WB-R	0.12	10.8	B	0.12	11.1	B	0.07	10.9	B	0.04	8.5	A
College Point Boulevard													
College Point Blvd. (N-S) @ 30th Ave. (E-W)	EB-LTR NB-L	0.16 0.07	17.6 9.5	C A	0.19 0.08	19.9 9.7	C A	0.24 0.03	18.3 8.7	C A	0.28 0.04	20.3 8.9	D A
Linden Place													
Linden Pl (N-S) @ 28th Ave. (E-W)	EB-LT EB-TR NB-LT SB-LT	**NA**			0.40 0.25 0.29 0.00	40.6 11.0 8.8 7.8	E * B A A	**NA**			0.20 0.28 0.40 0.00	84.4 11.7 9.9 7.8	F * B A A

* - Denotes Congested Movement

_ - Underline represents change from DEIS

D. THE FUTURE WITH THE PROPOSED ACTION

This section provides an analysis of traffic and parking conditions in the future with the proposed action (the With-Action condition). As discussed in Chapter 1, "Project Description," the proposed action is the development of an approximately 2.4 million gsf police academy for the NYPD. The new facility would accommodate approximately 1,980 recruits, 650 traffic enforcement/ school safety trainees, 1,500 police officers for in-service training, 1,369 training staff and security, 143 maintenance staff, 100 visiting trainees and 50 visitors on a typical weekday if the facility were operating at maximum occupancy.

The project would have curb cuts along College Point Boulevard and Ulmer Street for site access. The primary garage entrance is expected to be on College Point Boulevard at the intersection of 30th Avenue, as shown in the site plan presented in Figure 1-4 in Chapter 1 "Project Description." An overflow garage entrance would be located 600 feet north of the primary entrance to accommodate inbound traffic during peak periods. This access would be closed during off-peak hours. A separate driveway is proposed on Ulmer Street that would serve as an entrance to the senior staff's parking area. There would be no new curb cuts along 28th Avenue as part of the proposed action. For pedestrian access, the primary entrance to the proposed Academy would be located on 28th Avenue, west of Ulmer Street. A ceremonial pedestrian entrance is proposed to the west of the primary campus access.

As part of the proposed action, the unsignalized intersection of College Point Boulevard and 30th Avenue would be signalized. A 10-foot wide southbound exclusive left-turn lane would be installed in the existing median similar to that in the northbound approach to this intersection. The signal timing would be consistent with other intersections along College Point Boulevard in the study area.

Trip Generation

Table 11-4 shows the attendants and time of arrival for each of the various uses of proposed Academy. Table 11-5 shows the transportation planning assumptions that were used to estimate the weekday travel demand for each of the project's components. The table shows the overall daily trip generation rates, hourly peaking patterns, mode choice and vehicle occupancy. The planning assumptions in Table 11-5 are based on data from previous studies for similar uses, existing NYPD facilities and reverse journey-to-work data from the 2000 Census.

Table 11-6 shows the peak hour person-trip and vehicle-trip forecasts for each component of the proposed project during the two analyzed peak hours. As the project site is assumed to be predominantly vacant under No-Action conditions, for analysis purposes there is no credit for removing previous uses or uses that could developed as-of-right in the future without the proposed action. As shown in Table 11-7, the proposed project would generate an estimated 514 and 573 vehicle trips (in and out combined) in the AM and PM peak hours, respectively. As Table 11-7 demonstrates, recruits typically generate the highest amount of travel demand in the AM and PM peak periods. Peak hour transit and pedestrian trips are discussed in Chapter 12 "Transit and Pedestrians."

As noted in Table 11-6, an auto occupancy of 1.9 persons per auto is assumed for recruits based on data from the *New York City Police Training Facility DEIS 1991*. However, the NYPD intends to impose HOV requirements on recruits to reduce the parking demand generated by the recruit population. Initially, the NYPD will require a minimum of three recruits per vehicle.[1] Any recruits arriving in a vehicle with fewer than three persons would not be permitted to park in the proposed on-site accessory parking garage as per NYPD policy. The NYPD has indicated that it is standard practice to place recruits in cohorts with people from the same zip code. This helps to facilitate ride sharing. This HOV restriction, meant to encourage use of mass-transit and ride sharing among the recruit population, would likely result in higher auto occupancy than assumed for the analysis, and therefore fewer total vehicle trips. The project's traffic forecast and impact analysis should therefore be considered somewhat conservative as they do not reflect the higher auto occupancy that would likely result from the high occupancy vehicle requirement for recruits using the proposed on-site garage.

[1] As demand materializes over time with larger recruit classes and the Academy approaches its design capacity, an HOV requirement of four recruits per vehicle would be implemented to ensure that 100% of the parking demand is accommodated on-site.

Table 11-4: Maximum Weekday Population at the Proposed Police Academy[1]

Population Group	1-Hour Periods Throughout the Typical Weekday[2]																							
	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM
Police Recruits	0	0	0	0	0	99	1,881	1,980	1,980	1,980	1,980	1,980	1,980	1,980	1,980	198	0	0	0	0	0	0	0	0
Other Police Trainees	0	0	0	0	0	0	0	221	880	880	880	880	880	880	880	880	313	0	0	0	0	0	0	0
Visiting Police / Lecturer	0	0	0	0	0	0	0	0	0	100	100	100	100	100	100	100	100	0	0	0	0	0	0	0
In-Service Training	0	0	0	0	0	0	0	0	136	543	543	543	543	543	543	543	543	53	0	0	0	0	0	0
In-Service Re-Qualification A	0	0	0	0	0	0	0	0	0	126	499	499	499	499	499	499	499	499	51	0	0	0	0	0
In-Service Re-Qualification B	0	0	0	0	0	0	0	0	0	0	0	0	0	126	500	500	500	500	500	500	500	500	51	0
Staff	2	2	2	2	2	2	84	282	495	823	964	964	964	924	924	810	645	444	387	312	304	304	32	2
Central Services / Plant Maintenance	80	80	80	80	80	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	60	80	80	80
Academy Visitors	0	0	0	0	0	0	0	10	25	25	25	25	25	25	25	25	10	0	0	0	0	0	0	0
Museum Visitors[3]	0	0	0	0	0	0	0	0	0	0	5	10	10	10	10	10	5	0	0	0	0	0	0	0
Total	82	82	82	82	82	131	1,995	2,523	3,546	4,507	5,026	5,031	5,031	5,117	5,491	3,595	2,645	1,526	968	842	864	884	163	82

Notes:

[1] Based on NYPD's anticipated peak populations at the proposed Academy.

[2] Times listed represent the hour ending.

[3] Includes only the public visitors to the proposed museum.

Table 11-5, Project Component Trip Generation Assumption

		RECRUITS	TRAINING STAFF & SECURITY	MUSEUM VISITORS
APPROXIMATE FACILITY SIZE:			2,400,000 GSF	
TOTAL POPULATION:(1) PERSONS [1]		1,980	1,369	50
PEOPLE PER SHIFT: [2]				
1st PLATOON		0%	2%	0%
2nd PLATOON		100%	68%	70%
3rd PLATOON		0%	30%	30%
TOTAL:		100%	100%	100%
TRIPS PER PERSON:		2	2	2
TEMPORAL DISTRIBUTION (%):		(2)	(2)	(3)
AM PEAK	IN	90%	9%	0%
(6:00 TO 7:00 AM)	OUT	0%	0%	0%
AFTERNOON PEAK	IN	0%	0%	0%
(3:00 TO 4:00 PM)	OUT	90%	12%	50%
MODAL SPLIT:		(4)	(5)	(5)
AUTO		50%	67%	51%
TAXI		1%	1%	1%
PUBLIC BUS (ONLY)		5%	11%	9%
SUBWAY TO BUS		39%	20%	15%
WALK / OTHER		5%	1%	1%
TOTAL:		100%	100%	100%
AUTO OCCUPANCY:		(6) 1.9	(5) 1.6	(6) 3.1
TRUCK TRIPS: [7] PER 1000 SF			0.15	
TRUCK TEMPORAL DISTRIBUTION: [8]				
AM			0.1%	
PM			9.9%	
IN / OUT SPLIT		IN		OUT
AM / AFTERNOON / NIGHT		50%		50%

NOTES:

(1) INCLUDES NYPD AND SUPPORT PERSONNEL UNDER EXPECTED MAXIMUM OCCUPANCY CONDITIONS

(2) PER STANDARD NYPD PLATOON STAFFING.

(3) BASED ON MoMA EXPANSION FEIS, OCTOBER 6, 2000.

(4) PHA ASSUMPTION. BASED ON 2000 CENSUS DATA FOR TRAVEL PATTERNS IN VICINITY OF PROJECT SITE.

(5) BASED ON 2000 CENSUS DATA FOR TRAVEL PATTERNS IN VICINITY OF PROJECT SITE.

(6) BASED ON NEW YORK CITY POLICE TRAINING FACILITY DEIS, 1991.

(7) BASED ON EXISTING NYPD FACILITIES.

(8) FEDERAL HIGHWAY ADMINISTRATION, "CURBSIDE PICKUP AND DELIVERY AND ARTERIAL TRAFFIC IMPACTS," 1981.

Table 11-6, Project Component Trip Generation

	RECRUITS*		TRAINING STAFF & SECURITY		MUSEUM VISITORS		TOTAL		
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
AM PEAK (6:00 TO 7:00 AM)	1,693	0	118	0	0	0	**1,811**	**0**	**1,811**
AFTERNOON PEAK (3:00 TO 4:00 PM)	0	1,693	0	162	0	25	**0**	**1,879**	**1,879**

PEAK HOUR PERSON TRIPS-BY MODE:
AM PEAK

	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
AUTO	846	0	79	0	0	0	**925**	**0**	**925**
TAXI	17	0	1	0	0	0	**18**	**0**	**18**
PUBLIC BUS (ONLY)	85	0	13	0	0	0	**98**	**0**	**98**
SUBWAY TO BUS	660	0	8	0	0	0	**668**	**0**	**668**
WALK / OTHER	85	0	1	0	0	0	**86**	**0**	**86**
TOTAL	**1,693**	**0**	**102**	**0**	**0**	**0**	1,795	**0**	1,795
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
AUTO	0	846	0	108	0	13	**0**	**967**	**967**
TAXI	0	17	0	2	0	0	**0**	**19**	**19**
PUBLIC BUS (ONLY)	0	85	0	18	0	2	**0**	**105**	**105**
SUBWAY TO BUS	0	660	0	32	0	2	**0**	**694**	**694**
WALK / OTHER	0	85	0	2	0	0	**0**	**87**	**87**
TOTAL	**0**	**1,693**	**0**	**162**	**0**	**23**	**0**	1,878	1,878

PEAK HOUR VEHICLE TRIPS:
AM PEAK

	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
AUTO	445	0	49	0	0	0	**494**	**0**	**494**
TAXI (BALANCED)	9	9	1	1	0	0	**10**	**10**	**20**
TRUCK TRIPS (PER 1000 SF)							**0**	**0**	**0**
TOTAL**	**454**	**9**	**50**	**1**	**0**	**0**	504	10	514

	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
AUTO	0	445	0	68	0	4	**0**	**517**	**517**
TAXI (BALANCED)	9	9	1	1	0	0	**10**	**10**	**20**
TRUCK TRIPS							**18**	**18**	**36**
TOTAL**	**9**	**454**	**1**	**69**	**0**	**4**	28	545	573

*Typical Average daily attendance of 95% is used for police academy recruits in the analysis.
**Equals the sum of Auto + Taxi (Balanced)

It should also be noted that there is an additional peak of outbound demand during the 10-11 PM period. This overnight peak is attributed to the remaining in-service staff and training staff populations exiting the project site. Overall traffic on the study area street network is typically substantially lower during this period. For example, two-way traffic volumes on College Point Boulevard are generally 72 percent lower during the 10-11 PM period compared to the analyzed 3-4 PM peak hour. Two-way traffic volumes on Ulmer Street are 76 percent lower during the 10-11 PM period compared to the 3-4 PM peak hour.

Vehicular Traffic

Project-generated vehicle trips would consist of those made by auto, taxi, truck and charter bus. These vehicle trips were assigned to study area portals and to study area intersections based on their likely origins and destinations and logical routes of travel. A majority of the auto trips were assigned to the project site's primary garage entrance on College Point Boulevard, with two thirds of the total trips utilizing the primary entrance at 30th Avenue and the remaining one third utilizing the overflow entrance to the north. This assumption is based on the proximity of the parking spaces relative to the garage access locations. Taxi trips were assumed to drop-off/pick-up at the pedestrian entrance on 28th Avenue. Truck trips were assigned to designated truck routes within the study area, then via the most direct path on the local street network to and from project site delivery access points on College Point Boulevard.

Figures 11-7 and 11-8 show the incremental vehicular traffic (auto, taxis and trucks) generated by the proposed project during the weekday AM and PM peak hours, where as Figures 11-9 and 11-10 show the total 2014 With-Action condition traffic volumes at analyzed intersections during these peak hours. These total volumes are a combination of the incremental project traffic and the traffic volumes under future No-Action conditions.

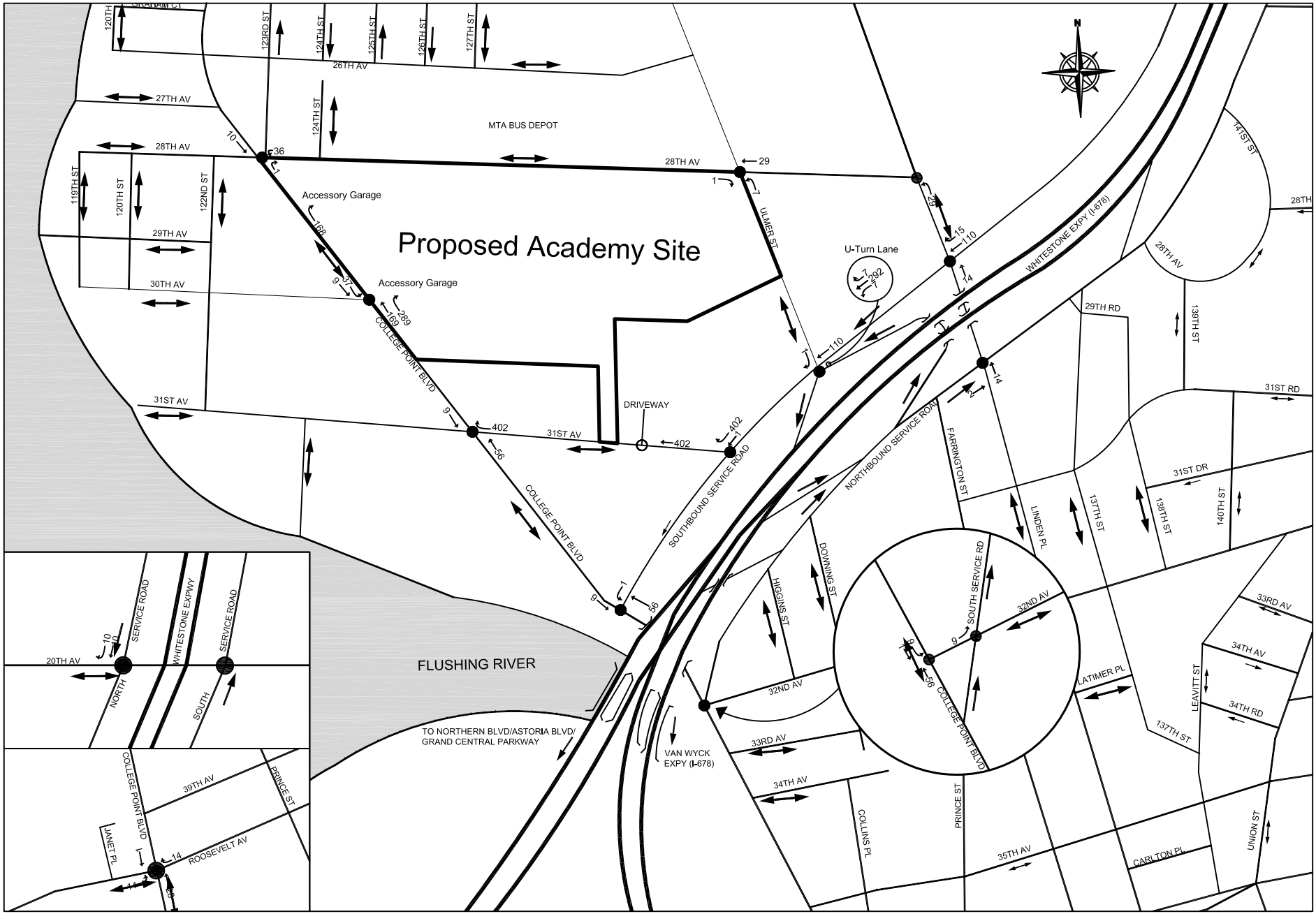
According to *CEQR Technical Manual* criteria, if levels of service deteriorate from LOS A, B or C in the No-Action condition to marginally unacceptable mid-LOS D or unacceptable LOS E or F in the With-Action condition, then a significant adverse traffic impact has occurred. *CEQR Technical Manual* criteria further specify that for a No-Action LOS A, B or C which declines to mid-LOS D (45 seconds of delay for signalized intersections and 30 seconds of delay for unsignalized intersections) or worse in the With-Action condition, mitigation to mid-LOS D is required. For No-Action LOS D, an increase of five or more seconds in a lane group in the With-Action condition should be considered significant if the With-Action delay exceeds mid-LOS D. For No-Action LOS E, an increase in delay of four seconds should be considered significant. For No-Action LOS F, three seconds of delay should be considered significant, however, if the No-Action LOS F condition already has delays in excess of 120 seconds, an increase of one second in delay should be considered significant, unless the proposed action would generate fewer than five vehicles through that intersection in the peak hour (signalized intersections) or fewer than five passenger car equivalents (PCE) in the peak hour along the critical approach (unsignalized intersections). In addition, for unsignalized intersections, for the minor street approach to generate a significant impact, 90 PCEs must be identified in the With-Action condition in any peak hour.

Table 11-7 identifies, with an asterisk (*), significantly adversely impacted intersections in the two analyzed peak hours based on the criteria previously noted. As shown in the tables, there would be five intersections with one or more impacted movements in both AM and PM peak hours. The following provides a discussion of these impacted locations.

College Point Boulevard

The westbound approach at 31st Avenue would be impacted in AM peak hour, with LOS F conditions, 127.3 seconds of delay and a v/c ratio of 1.18 with the proposed action compared to LOS C, 30.9

2014 Increment AM Peak Hour Traffic Volumes

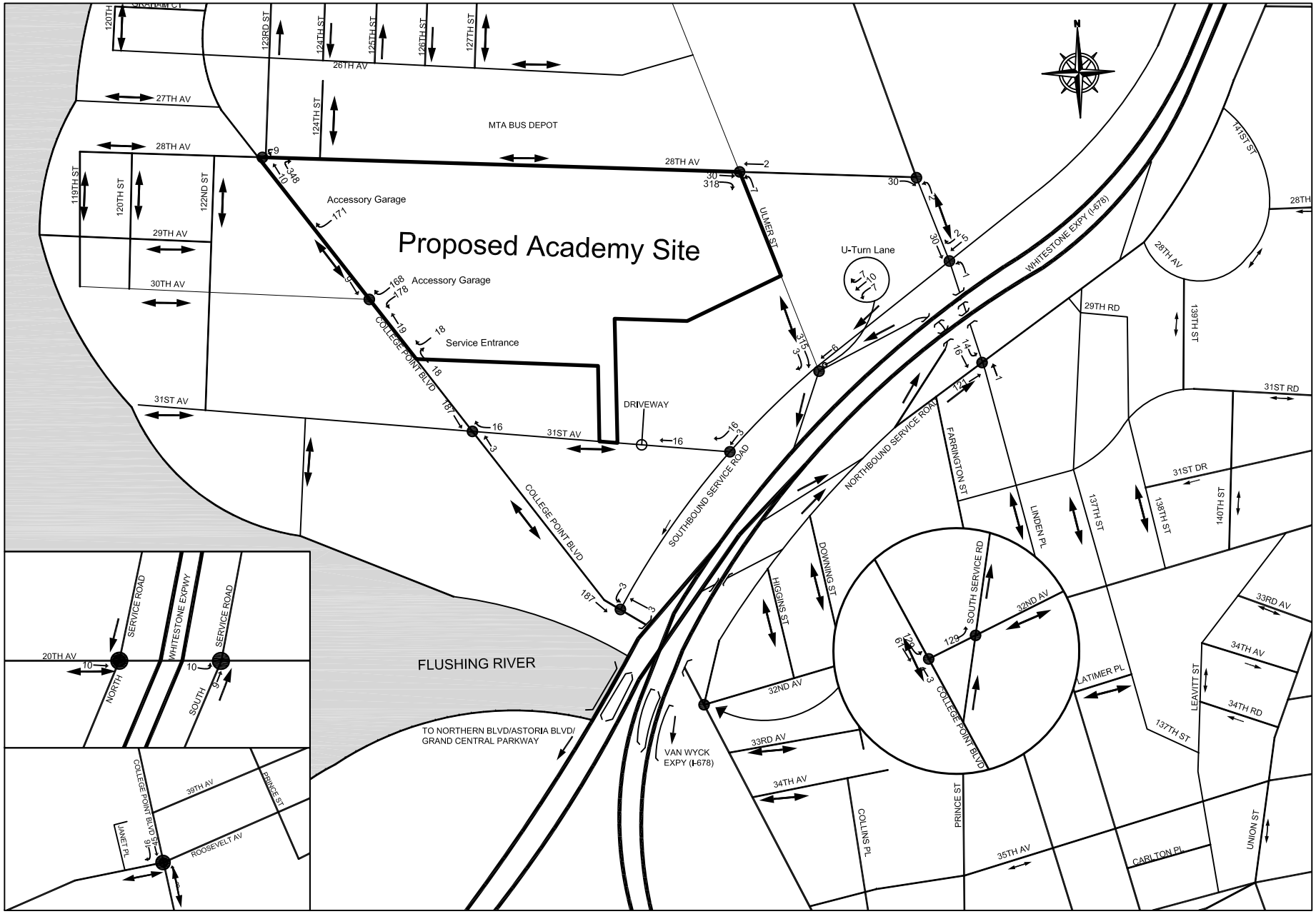


Legend:
● - Analyzed Intersection

Not to Scale

Figure 11-8

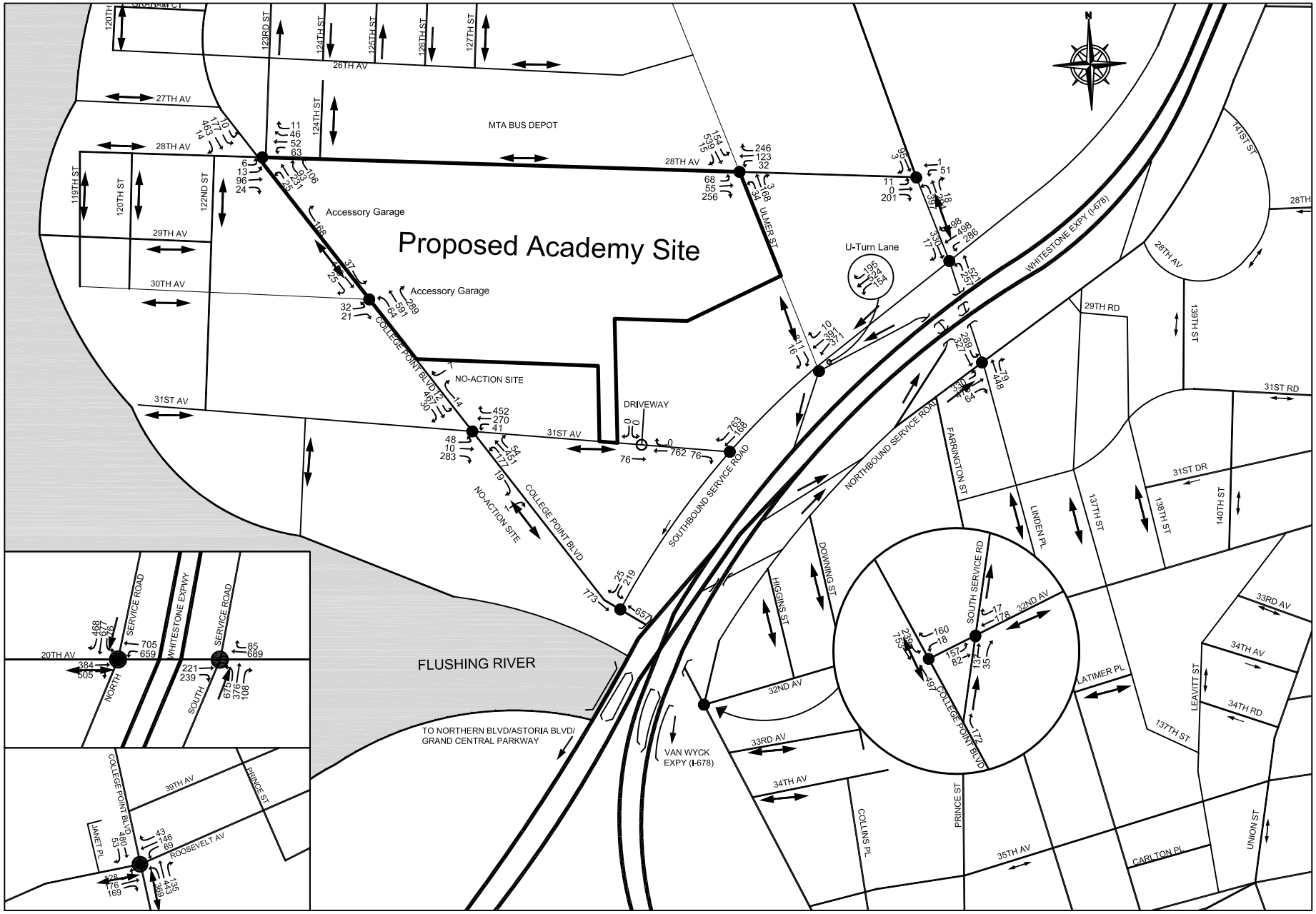
2014 Increment PM Peak Hour Traffic Volumes



Legend:
● - Analyzed Intersection

Not to Scale

2014 With-Action AM Peak Hour Traffic Volumes



Legend:
● - Analyzed Intersection

Not to Scale

Table 11-7: 2014 With-Action Conditions Level of Service

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-ACTION AM PEAK HOUR V/C RATIO	NO-ACTION AM PEAK HOUR Delay (sec.)	NO-ACTION AM PEAK HOUR LOS	WITH-ACTION AM PEAK HOUR V/C RATIO	WITH-ACTION AM PEAK HOUR Delay (sec.)	WITH-ACTION AM PEAK HOUR LOS		NO-ACTION PM PEAK HOUR V/C RATIO	NO-ACTION PM PEAK HOUR Delay (sec.)	NO-ACTION PM PEAK HOUR LOS	WITH-ACTION PM PEAK HOUR V/C RATIO	WITH-ACTION PM PEAK HOUR Delay (sec.)	WITH-ACTION PM PEAK HOUR LOS	
College Point Boulevard															
College Point Blvd. (N-S) @ 28th Ave. (E-W)	EB-LTR	0.39	18.1	B	0.40	18.1	B		0.40	18.0	B	0.40	18.0	B	
	WB-LTR	0.27	16.1	B	0.37	17.5	B		0.32	16.7	B	0.34	17.1	B	
	NB-L	0.08	7.4	A	0.08	7.4	A		0.07	7.2	A	0.07	7.2	A	
	NB-T	0.23	7.9	A	0.23	7.9	A		0.44	9.5	A	0.44	9.5	A	
	SB-L	0.50	13.3	B	0.50	13.3	B		0.99	66.6	E	1.00	69.8	E	
	SB-TR	0.33	8.6	A	0.34	8.7	A		0.25	8.0	A	0.25	8.0	A	
College Point Blvd. (N-S) @ 31st Ave. (E-W)	EB-LTR	0.65	34.6	C	0.65	34.6	C		1.13	114.3	F	1.13	114.3	F	
	WB-LTR	0.54	30.9	C	1.18	127.3	F	*	0.54	31.5	C	0.57	32.2	C	
	NB-L	0.46	12.2	B	0.47	12.3	B		0.33	9.7	A	0.40	11.4	B	
	NB-T	0.23	8.2	A	0.26	8.4	A		0.24	8.3	A	0.24	8.3	A	
	SB-L	0.04	13.1	B	0.04	13.1	B		0.05	13.2	B	0.05	13.2	B	
	SB-T	0.35	15.8	B	0.35	15.8	B		0.26	14.8	B	0.39	16.3	B	
College Point Blvd. (N-S) @ Whitestone Expressway Southbound Service Road (WB)	WB-L	0.54	20.9	C	0.54	21.0	C		0.70	25.8	C	0.70	26.1	C	
	WB-R	0.06	14.0	B	0.06	14.0	B		0.10	14.3	B	0.10	14.3	B	
	NB-T	0.39	9.1	A	0.43	9.4	A		0.33	8.5	A	0.33	8.5	A	
	SB-T	0.55	10.6	B	0.55	10.7	B		0.47	9.8	A	0.58	11.1	B	
College Point Blvd. (N-S) @ 32nd Avenue (WB)	WB-L	0.03	13.7	B	0.03	13.7	B		0.09	14.2	B	0.09	14.2	B	
	NB-T	0.53	19.3	B	0.59	20.3	C		0.47	18.4	B	0.47	18.4	B	
	SB-L	0.52	16.1	B	0.57	18.4	B		0.64	19.3	B	0.89	36.2	D	
	SB-T	0.56	10.8	B	0.56	10.8	B		0.48	9.9	A	0.52	10.3	B	
College Point Blvd. (N-S) @ Roosevelt Ave. (E-W) **(North Side)**	WB-LTR	0.37	35.0	C	0.40	35.5	D		0.25	29.7	C	0.25	29.7	C	
	NB-L	0.71	32.9	C	0.71	32.9	C		0.69	41.2	D	0.70	43.1	D	
	NB-T	0.23	10.1	B	0.25	10.3	B		0.40	14.2	B	0.40	14.3	B	
	SB-TR	0.41	28.5	C	0.41	28.5	C		0.68	37.1	D	0.72	38.5	D	
College Point Blvd. (N-S) @ Roosevelt Ave. (E-W) **(South Side)**	EB-LTR	0.69	42.6	D	0.71	43.3	D		0.76	41.7	D	0.76	41.7	D	
	NB-L	0.99	79.8	E	0.99	79.8	E		1.15	145.8	F	1.18	158.5	F	*
	NB-TR	0.43	19.0	B	0.45	19.4	B		0.86	38.1	D	0.86	38.3	D	
	SB-T	0.36	27.7	C	0.36	27.7	C		0.59	35.0	C	0.62	35.7	D	
College Point Blvd. (N-S) @ 30th Avenue (EB) **(New Signal Under Build Conditions)**	EB-LTR	**NA**			0.12	14.5	B		**NA**			0.24	16.1	B	
	WB-L				0.00	13.5	B					0.48	19.9	B	
	WB-TR				0.00	13.5	B					0.36	17.3	B	
	NB-L				0.22	9.0	A					0.10	7.5	A	
	NB-T				0.39	9.0	A					0.43	9.3	A	
	SB-L				0.14	8.2	A					0.00	6.6	A	
	SB-TR				0.35	8.7	A					0.28	8.2	A	

Key: * - Impacted intersection under With-Action Conditions (asterisk, shading)

_ - Underline represents change from DEIS

Table 11-7:(Continued) 2014 With-Action Conditions Level of Service

SIGNALIZED INTERSECTIONS	LANE GROUP	NO-ACTION AM PEAK HOUR V/C RATIO	NO-ACTION AM PEAK HOUR Delay (sec.)	NO-ACTION AM PEAK HOUR LOS	WITH-ACTION AM PEAK HOUR V/C RATIO	WITH-ACTION AM PEAK HOUR Delay (sec.)	WITH-ACTION AM PEAK HOUR LOS		NO-ACTION PM PEAK HOUR V/C RATIO	NO-ACTION PM PEAK HOUR Delay (sec.)	NO-ACTION PM PEAK HOUR LOS	WITH ACTION PM PEAK HOUR V/C RATIO	WITH ACTION PM PEAK HOUR Delay (sec.)	WITH ACTION PM PEAK HOUR LOS	
32nd Avenue															
32nd Avenue (E-W) @	EB-LT	0.32	8.4	A	0.32	8.5	A		0.52	10.9	B	0.73	16.0	B	
Northbound Service Road	WB-TR	0.46	18.8	B	0.46	18.8	B		0.41	17.9	B	0.41	17.9	B	
	NB-TR	0.36	18.0	B	0.36	18.0	B		0.64	23.8	C	0.64	23.8	C	
Ulmer Street															
	EB-LTR	0.52	14.6	B	0.54	15.1	B		0.40	12.8	B	0.78	19.9	B	
Ulmer St. (N-S) @	WB-LTR	0.35	12.9	B	0.46	13.8	B		0.43	13.2	B	0.48	13.9	B	
28th Ave. (E-W)	NB-LTR	0.12	10.8	B	0.19	11.0	B		0.15	10.7	B	0.16	10.7	B	
	SB-LTR	0.72	18.3	B	0.73	18.6	B		0.49	13.7	B	0.50	13.8	B	
Ulmer St. (SB) @															
Whitestone Expressway Southbound	WB-TR	0.61	26.8	C	0.71	29.2	C		0.55	25.8	C	0.56	26.0	C	
Service Road (WB)	SB-R	1.12	103.1	F	1.12	103.6	F		1.18	128.1	F	1.62	317.0	F	*
Service Road U-Turn (WB)	WB-TR	0.80	40.8	D	1.20	136.5	F	*	0.77	38.9	D	0.82	42.0	D	
Linden Place															
Linden Pl. (N-S) @	WB-L	0.70	37.9	D	0.70	37.9	D		0.89	53.0	D	0.89	53.0	D	
Whitestone Expressway Southbound	WB-TR	0.61	31.5	C	0.77	36.5	D		0.60	31.3	C	0.60	31.5	C	
Service Road (WB)	NB-L	0.50	22.9	C	0.50	22.9	C		0.48	24.2	C	0.48	24.3	C	
	NB-T	0.57	12.8	B	0.59	13.1	B		0.59	13.2	B	0.59	13.2	B	
	SB-TR	0.68	34.7	C	0.68	34.7	C		0.82	41.9	D	0.87	46.9	D	
Linden Pl. (N-S) @	EB-LT	0.77	30.0	C	0.83	32.9	C		1.11	91.4	F	1.21	131.9	F	*
Whitestone Expressway Northbound	EB-R	0.14	19.6	B	0.14	19.6	B		0.26	21.3	C	0.26	21.3	C	
Service Road (EB)	NB-T	0.72	35.5	D	0.74	36.2	D		0.73	35.7	D	0.73	35.8	D	
	SB-L	0.65	30.4	C	0.66	30.9	C		0.79	38.6	D	0.80	38.9	D	
	SB-T	0.22	11.9	B	0.22	11.9	B		0.33	13.0	B	0.30	12.7	B	
20th Avenue															
	EB-T	0.42	38.3	D	0.42	38.3	D		0.54	36.0	D	0.55	36.1	D	
	EB-R	1.00	83.0	F	1.00	83.0	F		0.99	72.4	E	0.99	72.4	E	
20th Ave. (E-W) @	WB-L	1.03	75.5	E	1.03	75.5	E		0.55	29.9	C	0.55	30.2	C	
Whitestone Expressway Southbound	WB-T	0.40	14.8	B	0.40	14.8	B		0.52	14.9	B	0.52	14.9	B	
Service Road (SB)	SB-LTR	1.09	98.8	F	1.10	104.6	F	*	0.99	73.7	E	0.99	73.7	E	
	SB-R	1.12	127.8	F	1.14	136.2	F	*	0.93	80.2	F	0.93	80.2	F	
20th Ave. (E-W) @	EB-L	0.68	44.4	D	0.68	44.4	D		0.87	56.9	E	0.90	60.3	E	
Whitestone Expressway Northbound	EB-T	0.16	11.7	B	0.16	11.7	B		0.33	15.9	B	0.33	15.9	B	
Service Road (NB)	WB-TR	0.62	30.2	C	0.62	30.2	C		0.54	32.4	C	0.54	32.4	C	
	NB-L	0.91	60.4	E	0.91	60.4	E		0.84	48.1	D	0.84	48.1	D	
	NB-LT	0.65	37.1	D	0.65	37.1	D		0.56	31.6	C	0.57	31.8	C	
	NB-R	0.27	30.9	C	0.27	30.9	C		0.37	29.3	C	0.37	29.3	C	

Key: * - Impacted intersection under With-Action Conditions (asterisk, shading)

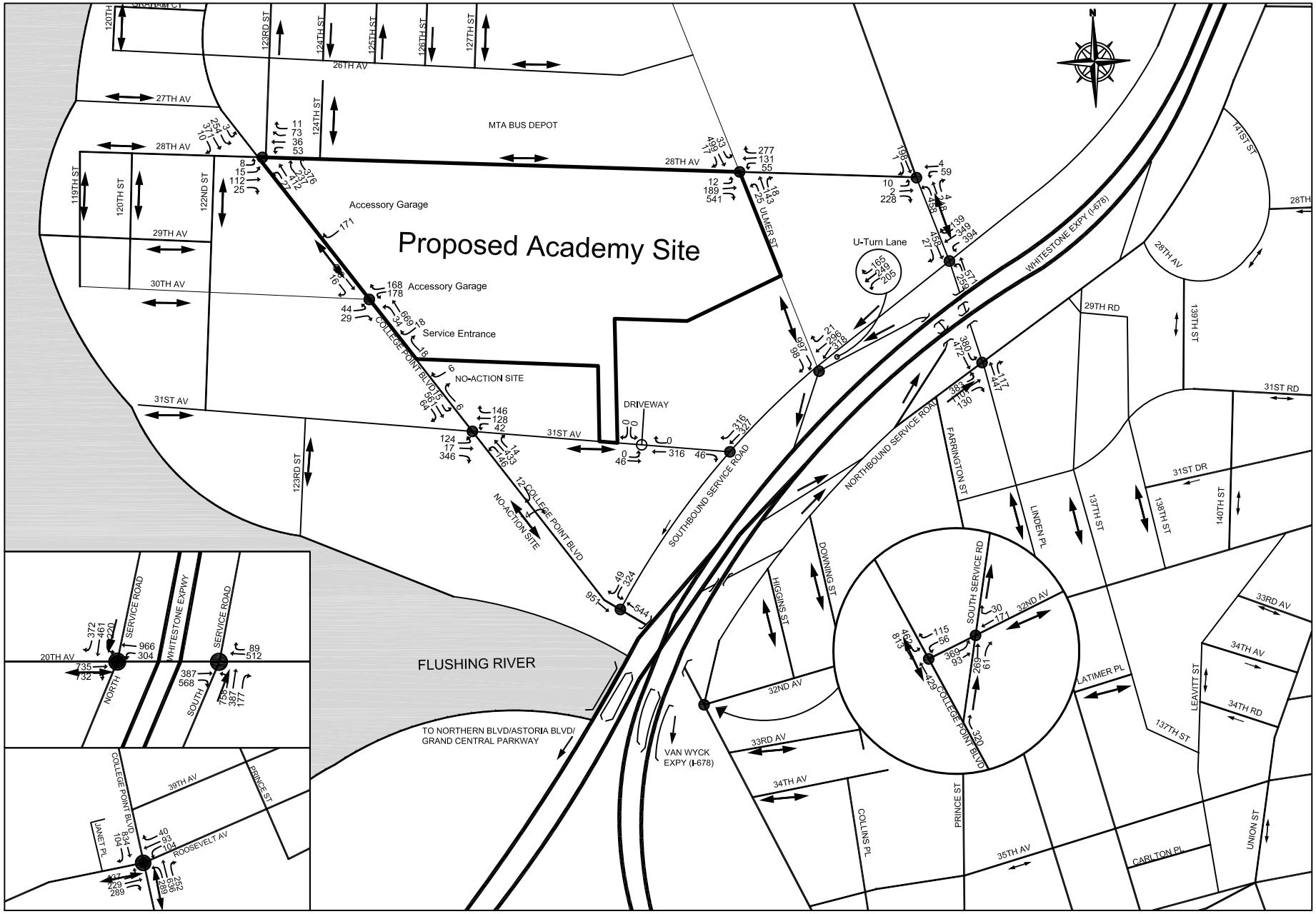
_ - Underline represents change from DEIS

Table 11-7:(Continued) 2014 With-Action Conditions Level of Service

UNSIGNALIZED INTERSECTIONS	LANE GROUP	NO-ACTION AM PEAK HOUR			WITH-ACTION AM PEAK HOUR			NO-ACTION PM PEAK HOUR			WITH-ACTION PM PEAK HOUR		
		V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS	V/C RATIO	Delay (sec.)	LOS
31st Avenue													
31st Ave. (WB) @ Whitestone Expressway Southbound Service Road (SB)	WB-R	0.12	11.1	B	0.16	13.6	B	0.04	8.5	A	0.04	8.5	A
Linden Place													
Linden Pl (N-S) @ 28th Ave. (E-W)	EB-LT	0.40	40.6	E	0.15	62.0	F	0.20	84.4	F	0.20	84.4	F
	EB-TR	0.25	11.0	B	0.25	11.0	B	0.28	11.7	B	0.32	12.4	B
	NB-LT	0.29	8.8	A	0.36	9.2	A	0.40	9.9	A	0.41	10.0	A
	SB-LT	0.00	7.8	A	0.00	7.8	A	0.00	7.8	A	0.00	7.8	A

Key: * - Impacted intersection under With-Action Conditions (asterisk, shading)
_ - Underline represents change from DEIS

2014 With-Action PM Peak Hour Traffic Volumes



Legend:
● - Analyzed Intersection

Not to Scale

seconds of delay and a v/c ratio of 0.54 in the No-Action. The northbound exclusive left-turn at Roosevelt Avenue (south side) would be impacted in the PM peak hour, with LOS F conditions, 158.5 seconds of delay and a v/c 1.18 with the proposed action compared to LOS F, 145.8 seconds of delay and a v/c ratio of 1.15 in the No-Action.

Ulmer Street

The Whitestone Expressway Southbound Service Road would be impacted at Ulmer Street in both the AM and PM peak hours. In the AM peak hour, the westbound (U-turn) approach would deteriorate from LOS D with 40.8 seconds of delay and a v/c ratio of 0.80 to LOS F with 136.5 seconds of delay and a v/c ratio of 1.20. In the PM peak hour, the southbound approach would deteriorate from LOS F with 128.1 seconds of delay and a v/c ratio of 1.18 to LOS F with 317.0 seconds of delay and a v/c ratio of 1.62.

Linden Place

At the Whitestone Expressway Northbound Service Road, the eastbound approach would be impacted in the PM peak hour, with LOS F conditions, 131.9 seconds of delay and a v/c ratio of 1.21 in the With-Action condition, compared to LOS F conditions with 91.4 seconds of delay and a v/c ratio of 1.11 in the No-Action.

20th Avenue

At the Whitestone Expressway Southbound Service Road the southbound left-through-right movement would be impacted in the AM peak hour, with LOS F conditions, 104.6 seconds of delay and a v/c ratio of 1.10, compared to LOS F, 98.8 seconds of delay and a v/c ratio of 1.09 in the No-Action condition. The southbound exclusive right-turn lane would be significantly impacted in the AM peak hour, with LOS F conditions, 136.2 seconds of delay and v/c ratio of 1.14, compared to LOS F, 127.8 seconds of delay and v/c ratio of 1.12 in the No-Action.

Overall, five of the 14 analyzed intersections in the study area would be significantly impacted in one or both of the analyzed peak hours in the future with the proposed action. Table 11-8 provides a summary of these impacted locations. Mitigation measures for these significant adverse traffic impacts are presented in Chapter 17, "Mitigation."

Table 11-8: Summary of Impacted Intersections

Impacted Intersections	Impacted Movement	
	AM	PM
College Point Boulevard & 31st Avenue	WB-LTR	-
College Point Boulevard & Roosevelt Avenue	-	NB-L SB-T
Linden Place & Whitestone Expressway Northbound Service Road	-	EB-LT
Ulmer Street & Whitestone Expressway Southbound Service Road	WB-TR (U-Turn)	SB-R
20th Avenue & Whitestone Expressway Southbound Service Road	SB-LTR SB-R	-

Parking

The proposed project would provide approximately 2,000 accessory parking spaces for use by recruits, staff, in-service officers and visitors. As discussed in Chapter 2, "Land Use Zoning and Public

Table 11-9: Project Component Parking Demand

	Recruits			Traffic Enforcement/ School Safety			In-Service			Training Staff & Security			Maintenance & Cleaning Staff			Visiting Trainees			Museum Visitors			Total Parking Demand		
	In	Out	Accum	In	Out	Accum	In	Out	Accum	In	Out	Accum	In	Out	Accum	In	Out	Accum	In	Out	Accum	In	Out	Accum
12-1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	**0**	**0**	**60**
1-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	**0**	**0**	**60**
2-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	**0**	**0**	**60**
3-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	**0**	**0**	**60**
4-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	**0**	**0**	**60**
5-6	25	0	25	0	0	0	0	0	0	0	0	0	0	36	24	0	0	0	0	0	0	**25**	**36**	**49**
6-7	**445**	**0**	**470**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**49**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**494**	**0**	**543**
7-8	25	0	495	43	0	43	0	0	0	117	0	166	0	0	24	0	0	0	0	0	0	**185**	**0**	**728**
8-9	0	0	495	128	0	171	0	0	0	127	0	293	0	0	24	8	0	8	0	0	0	**263**	**0**	**991**
9-10	0	0	495	0	0	171	101	0	101	195	0	488	0	0	24	0	0	8	0	0	0	**296**	**0**	**1,287**
10-11	0	0	495	0	0	171	303	0	404	84	0	572	0	0	24	0	0	8	4	0	4	**391**	**0**	**1,678**
11-12	0	0	495	0	0	171	0	0	404	0	0	572	0	0	24	0	0	8	4	0	8	**4**	**0**	**1,682**
12-1 PM	0	0	495	0	0	171	0	0	404	0	0	572	0	0	24	0	0	8	0	0	8	**0**	**0**	**1,682**
1-2	0	0	495	0	0	171	101	0	505	0	0	572	23	0	47	0	0	8	0	0	8	**124**	**0**	**1,806**
2-3	0	0	495	0	0	171	303	0	808	0	26	546	0	24	23	0	0	8	0	0	8	**303**	**50**	**2,059**
3-4	**0**	**445**	**50**	**0**	**0**	**171**	**0**	**0**	**808**	**0**	**68**	**478**	**0**	**0**	**23**	**0**	**0**	**8**	**0**	**4**	**4**	**0**	**517**	**1,542**
4-5	0	50	0	0	0	171	0	0	808	0	134	344	0	0	23	0	0	8	0	4	0	**0**	**188**	**1,354**
5-6	0	0	0	0	151	20	0	0	808	0	93	251	0	0	23	0	8	0	0	0	0	**0**	**252**	**1,102**
6-7	0	0	0	0	20	0	0	404	404	0	23	228	0	0	23	0	0	0	0	0	0	**0**	**447**	**655**
7-8	0	0	0	0	0	0	0	0	404	0	46	182	0	0	23	0	0	0	0	0	0	**0**	**46**	**609**
8-9	0	0	0	0	0	0	0	0	404	0	0	182	23	0	46	0	0	0	0	0	0	**23**	**0**	**632**
9-10	0	0	0	0	0	0	0	0	404	0	0	182	14	0	60	0	0	0	0	0	0	**14**	**0**	**646**
10-11	0	0	0	0	0	0	0	404	0	0	182	0	0	0	60	0	0	0	0	0	0	**0**	**586**	**60**
11-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	**0**	**0**	**60**

Sources/Notes:

(1) NYPD Facility Counts

Policy," under current zoning, a total of approximately 5,702 accessory parking spaces would be required for the proposed project. However, as discussed in detail below, sufficient capacity would be available on-site at all times (in the proposed accessory parking garage, surface parking lots and along the Academy's interior road network) to accommodate all project-generated parking demand, and no significant adverse parking impacts are anticipated.

As noted in the Existing Conditions section of this chapter, on-street parking spaces are generally concentrated in the residential areas to the north of the project site, while the streets bordering the project site are typically governed by no standing anytime regulations. However, parking policy at the proposed Academy would prohibit on-street parking. This policy would be enforced for all populations and visitors at the Police Academy.

It is anticipated that the proposed Academy would include no fewer than 2,000 on-site accessory parking spaces, including an approximately 1,800-space accessory parking garage and 200 within surface parking lots and along the Academy's interior road network. It is expected that 2,000 on-site parking spaces would accommodate approximately 97 percent of the parking demand generated by the proposed project. Table 11-8 shows the expected parking demand and accumulation for a typical weekday in the future with the proposed action. As shown in Table 11-8, a parking shortfall of 59 spaces would be expected between 2PM and 3PM – the one hour period when each population would be on-site if the Police Academy were to be running at its full design capacity (fully staffed with 100 percent enrollment and 100 percent attendance). This shortfall is based on a conservative assumption of 1.9 recruits per vehicle. However, as noted previously, for instances when the Academy would be operating at full design capacity, the NYPD would enforce HOV requirements of either three or four recruits per vehicle (depending on the size of the recruit class) to reduce the number of vehicles that would park on-site. The NYPD will strictly enforce this policy. As shown in Table 11-10, with an HOV requirement of 3 recruits per vehicle, peak parking demand would reach 1,894, with surplus capacity of 106 parking spaces. Similarly, an HOV requirement of 4 recruits per vehicle would result in a peak parking demand of 1,812, with a surplus capacity of 188 parking spaces. Any recruits arriving in an auto with fewer than three persons (or four persons when an HOV of 4 recruits is required) would be denied access to the garage. The Police Academy's integrity officers would monitor the local streets and parking lots to ensure that no recruits park off-site. Any recruits not abiding by the NYPD parking policies would be reprimanded. As such, assuming that recruits who choose to travel via vehicle to the Police Academy would arrange ride shares that satisfy the applicable HOV requirements to take advantage of the on-site parking, there would be no parking shortfall. All parking would be accommodated on-site and no on-street parking would be provided or allowed for Police Academy visitors. There will be no authorized on-street parking of Police Department vehicles in the vicinity of the new Academy.

Table 11-10: Peak Parking Demand with HOV Requirements for Recruits[1]

Recruits Per Vehicle	Resulting Recruit Parking Demand[3]	Parking Demand for All Other Populations[4]	Total Peak Parking Demand	Supply	Surplus/Deficit
1.9 (No HOV)[2]	495	1,564	2,059	2,000	-59
3 (HOV)	330	1,564	1,894	2,000	+106
4 (HOV)	248	1,564	1,812	2,000	+188

Notes:
[1] Table 11-10 is new to the FEIS.
[2] NYCDOT-approved vehicle occupancy.
[3] Assumes the full recruit class size of 1,980.
[4] By excluding the recruit parking demand (495 parking spaces assuming the NYCDOT approved vehicle occupancy of 1.9 recruits per vehicle), 1,564 parking spaces (the sum of parking demand for all populations – exclusive of the recruits – at the 2pm to 3pm peak hour) are required during the peak parking period (2pm – 3pm) for all remaining populations.

E. CONCLUSION

The Proposed Action would create new travel demand by NYPD recruits, in-service officers, training staff, security and other staff. The analysis conservatively assumes that in the future without the proposed action, the Project Site would remain vacant. This serves as the baseline for comparing the effects of the No-Action and With-Action conditions. Overall, the proposed Academy is expected to generate an estimated 514 and 573 new vehicle trips in the weekday AM and PM peak hours, respectively. This increased travel demand would result in significant adverse traffic impacts at five analyzed intersections during one or both of the analyzed peak hours. Chapter 17 "Mitigation" describes mitigation measures that would be implemented to address the anticipated traffic impacts. The parking analysis found that the proposed project would accommodate 100 percent of the parking demand with implementation of an HOV requirement for recruits. As such, no parking impacts would be expected as a result of the proposed project.