Chapter 14: Traffic and Parking

A. INTRODUCTION

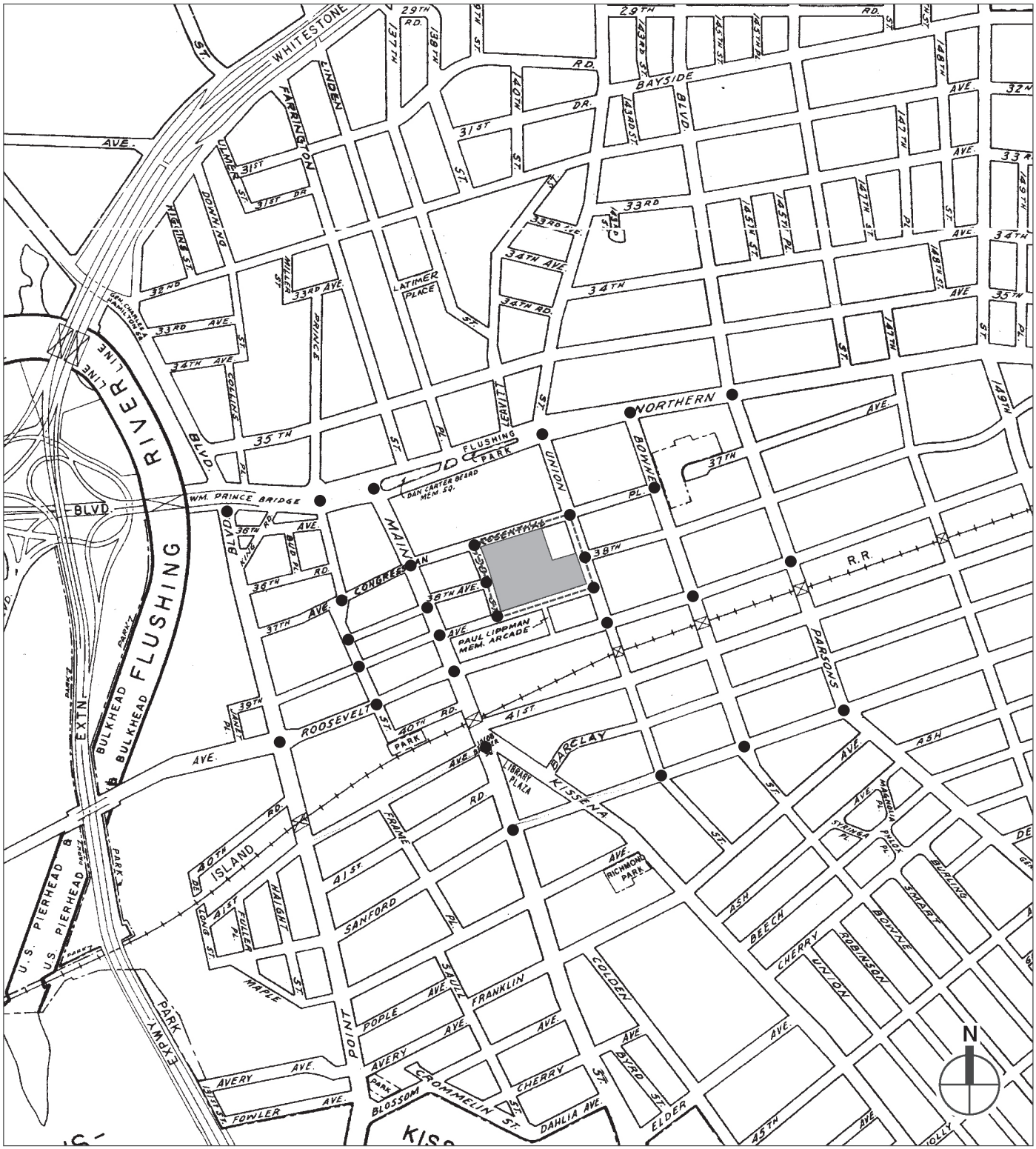
This chapter examines the potential traffic impacts that could result from the proposed action (see Chapter 1, "Project Description" for details of the proposed action and proposed building program). Based on the size and mix of uses in the proposed Flushing Commons project, the proposed action is projected to generate net increases in vehicle trips above the 50 vehicle-trips per peak hour threshold, thereby requiring a detailed analysis in accordance with guidelines presented in the *City Environmental Quality Review (CEQR) Technical Manual*.

This traffic impact assessment (1) describes and analyzes existing traffic conditions in the project area, (2) establishes a future year 2013 baseline condition without the project ("Future Without the Proposed Project", often referred to as "the No Build"), and (3) describes future conditions with the proposed Flushing Commons (the "Future With the Proposed Project" also referred to as "the Build" condition). Potential impacts are identified by comparing the incremental change from the 2013 Future Without the Proposed Project to the 2013 Future With the Proposed Project. This analysis compares the existing peak period traffic patterns to the potential peak period traffic generated by the proposed action. The peak periods selected for the traffic impact study include the weekday AM, midday, and PM peak hours and Saturday midday peak hour. All analyses have been prepared pursuant to the methodologies and criteria in the *CEQR Technical Manual*.

The traffic study area includes the intersections within the Flushing, Queens, area that would most likely be used by project-generated vehicles traveling to and from the project site. As shown in Figure 14-1, the traffic study area is bounded by College Point Boulevard on the west, Parsons Boulevard on the east, Northern Boulevard on the north, and Sanford Avenue on the south. The study area includes one of the highest-volume roadways within Queens (Northern Boulevard), a large municipal parking lot on the project site, and the busy Main Street No. 7 subway station and numerous bus routes supporting that station and the surrounding community's commercial and residential areas. Outside the traffic study area, project-generated traffic would be substantially dispersed and significant impacts from the proposed action are unlikely to result.

B. PRINCIPAL CONCLUSIONS

As detailed later in this chapter, at the study area's 30 intersections, the proposed action would result in significant impacts on one or more approaches at seventeen intersections during the weekday AM peak hour, sixteen intersections during the weekday midday peak hour, nineteen intersections during the weekday PM peak hour, and twenty-one intersections during the Saturday midday peak hour. As detailed in Chapter 20, "Mitigation," measures have been identified to mitigate some of the proposed action's significant adverse impacts.



0 1000 FEET
SCALE

Project Site

Rezoning Area Boundary

Study Intersection

Traffic Study Area
Figure 14-1

With the proposed action, the existing Municipal Lot 1 would be replaced by the Flushing Commons mixed-use development. The project would create a public garage with 1,600 spaces on three underground levels that would accommodate parking demand generated by the proposed action and by the general public. Access to the garage would be available from both 37th and 39th Avenues. The new facility is intended to provide both self-parking and valet parking. With approximately 500 more spaces than the current Municipal Lot, and the cumulative demand of both existing general public and project-generated traffic is expected to be accommodated in the new facility.

C. EXISTING CONDITIONS

This section describes the existing traffic conditions in the study area shown in Figure 14-1. Traffic conditions at the study area's 30 intersections (24 signalized and 6 unsignalized locations) were analyzed for the weekday AM (8:00 -9:00 am), weekday midday (12:30 – 1:30pm), weekday PM (5:00 – 6:00 pm), and Saturday midday (12:00 – 1:00 pm) peak hours.

Some of the necessary traffic data used in this analysis were obtained from recently completed Environmental Impact Statement (EIS) documents or other traffic studies (i.e., Queens Crossing and the Roosevelt Avenue 39th Avenue/Main Street Study). Traffic counts, classification counts, and speed runs (to determine vehicle speeds for the air quality assessment) required for other locations were gathered via field counts conducted in September 2005 and May 2006. Specifically, existing traffic conditions were analyzed using traffic data collected primarily in late 2005, supplemented by counts in early 2006 (hence a 2005 baseline condition), and roadway geometries inventoried in early 2006. Although the inventories were performed slightly later than the counts, there are no known differences in the physical network between late 2005 and early 2006 that would affect the integrity of the analyses and the conclusions of this report. Furthermore, control data were collected in 2009 that confirm the validity of the 2005 baseline condition. On-street parking regulations were inventoried in 2005 concurrent with the bulk of the turning movement counts. Intersection signal timings were provided by the New York City Department of Transportation (NYCDOT) and verified in the field.

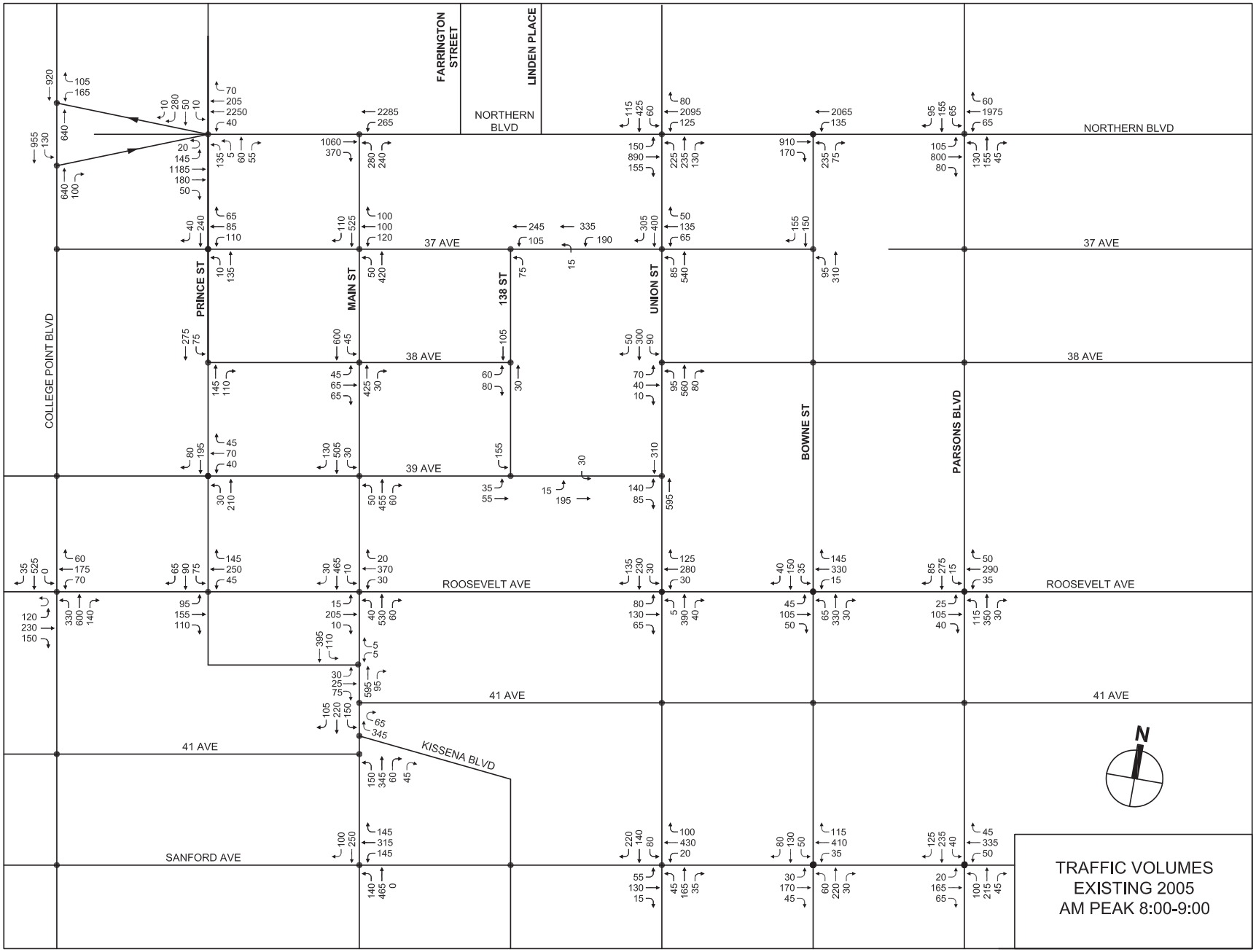
Figures 14-2 through 14-5 show the traffic volumes at each of the 30 study intersections during the analysis peak hours for existing (2005) traffic conditions.

STREET NETWORK

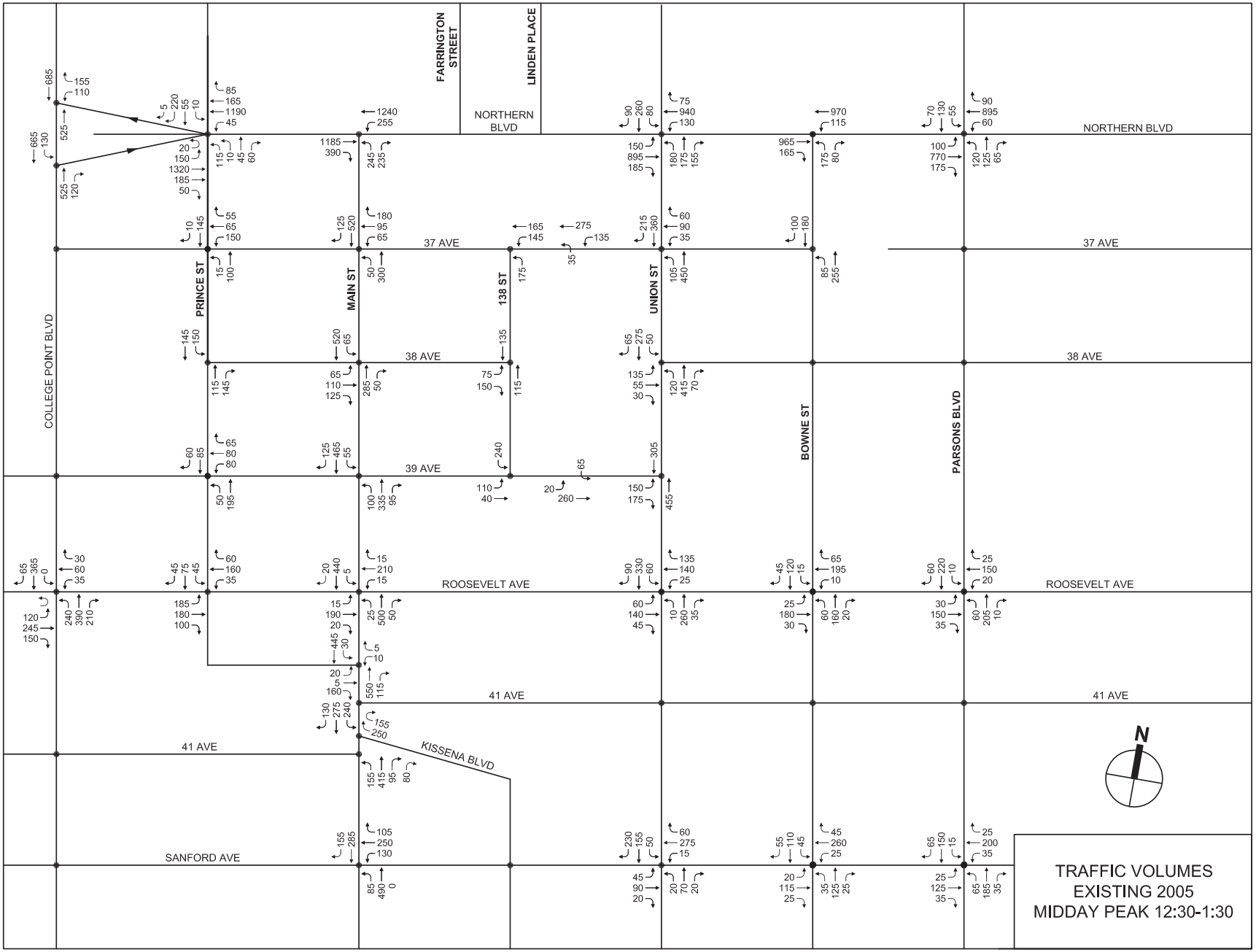
The study area roadway network in the Downtown Flushing area includes a mix of major roadways and local streets. Many of these roads end at major physical boundaries to the west and south of Downtown Flushing, including the Flushing River, Flushing Meadows Corona Park, Shea Stadium, the National Tennis Center complex, and Kissena Park and at a confluence of major regional highways. The study area includes a major transit hub, which includes the Main Street terminus of the No. 7 line, the Flushing-Main Street station on the Long Island Rail Road's (LIRR's) Port Washington Branch, and numerous bus lines.

Following is a brief description of the key roadways within the study area. Further details on the transit facilities and services in the area are included in Chapter 15, "Transit and Pedestrians."

Northern Boulevard (NYS Route 25A) is a major two-way east-west arterial and truck route traversing the entire borough of Queens. It extends from the Queensborough Bridge at its western terminus to the Queens-Nassau border at its eastern terminus in Queens. (Route 25A continues across northern Long Island to an eastern terminus in eastern Suffolk County.) Area



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER
* MAIN STREET AT 40TH ROAD: ALL VOLUMES DERIVED EXCEPT FOR EASTBOUND APPROACH WHICH IS BASED ON FIELD SAMPLE COUNTS



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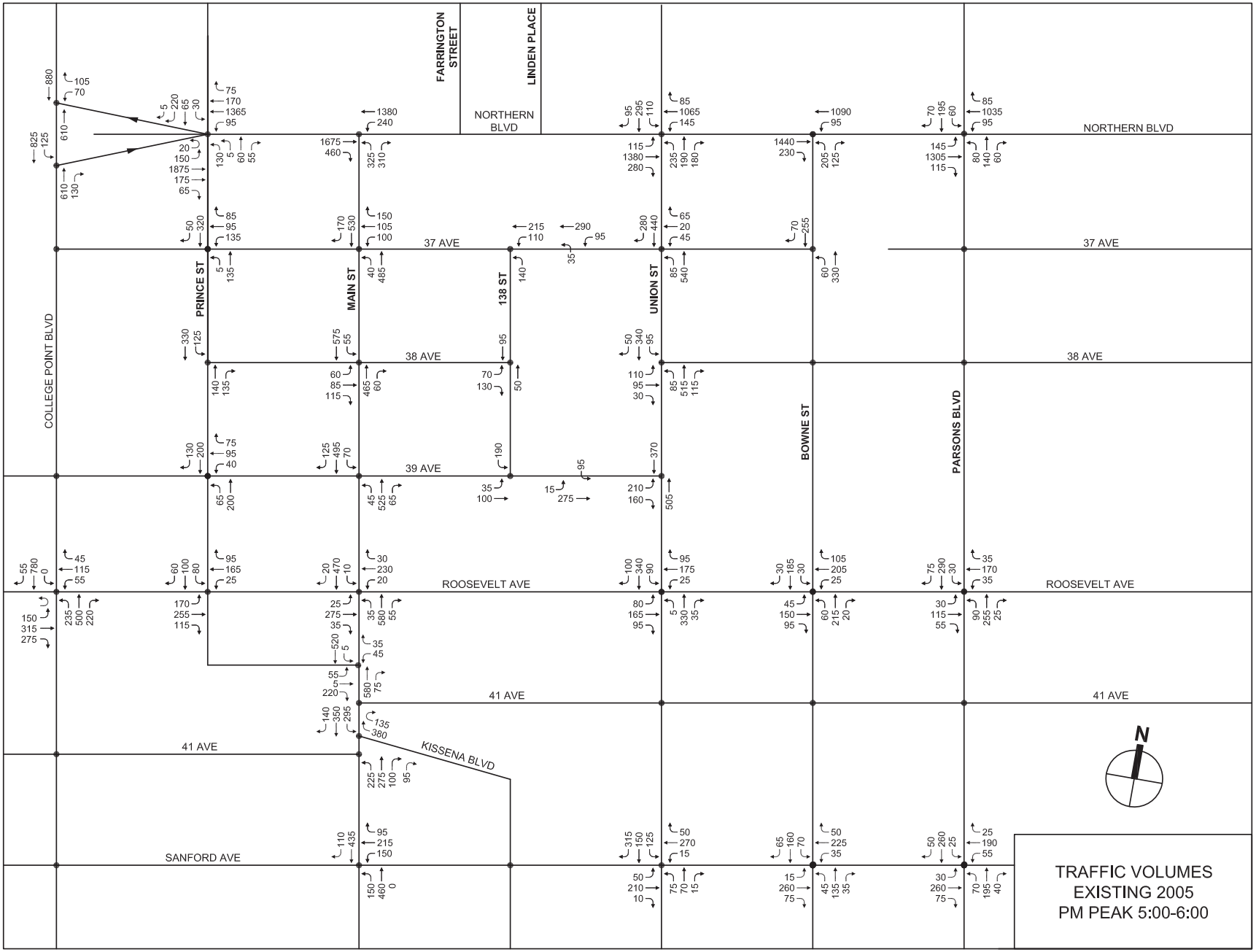

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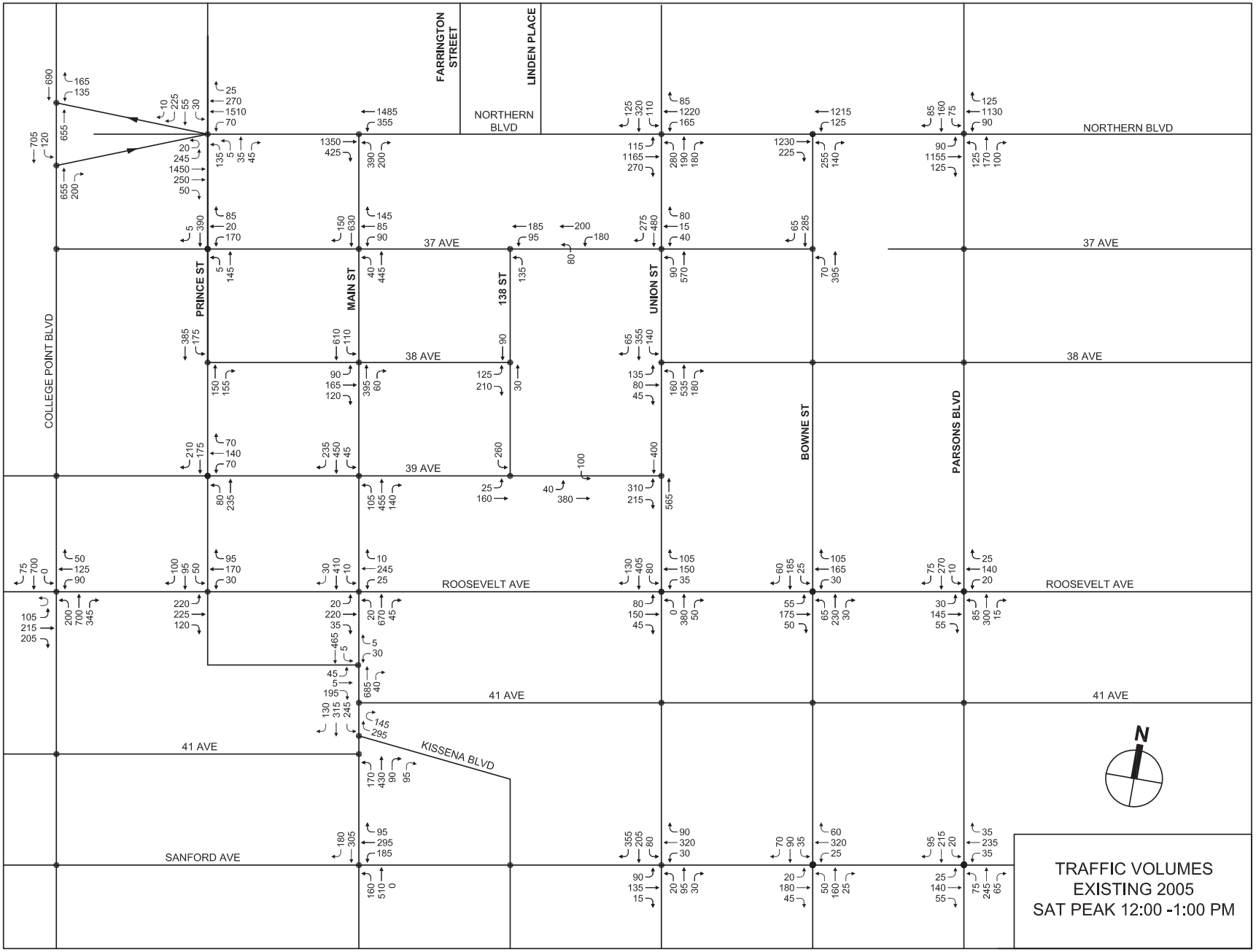


NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

residents traveling to points throughout the tri-state area have access to the Brooklyn-Queens Expressway, Grand Central Parkway, Van Wyck Expressway, Whitestone Expressway, Clearview Expressway, and Cross Island Parkway from this arterial. Near the project site, Northern Boulevard has three travel lanes and one parking lane in each direction, with left-turn bays. From Prince Street to Bowne Street, eastbound and westbound traffic flows on Northern Boulevard are separated by a raised median. From College Point Boulevard to Prince Street, a main road and service roads are provided, with the service roads providing at-grade intersections with College Point Boulevard, and the main road as a viaduct over College Point Boulevard and the Flushing River.

Roosevelt Avenue is a two-way east-west arterial that traverses much of northern Queens, from 48th Street in Sunnyside on the west to Northern Boulevard on the east, just east of Downtown Flushing. Near the study area, two lanes in each direction are provided, with the curb lanes designated either for parking, bus stops, or a second travel lane/turn bay. From College Point Boulevard to Union Street, it is the major east-west commercial roadway in the heart of Downtown Flushing. East of Union Street, Roosevelt Avenue is more residential in character. It is a heavily used bus route, with 11 routes aligned along some part of this roadway in the project area.

Main Street is a two-way north-south roadway extending from Queens Boulevard at its southern terminus to Northern Boulevard at its northern terminus. South of the study area, Main Street connects with both the Long Island Expressway (LIE) and the Grand Central Parkway. Near the project site, Main Street provides two travel lanes and a parking lane/bus stop in each direction. From Sanford Avenue to Northern Boulevard, it is the major north-south commercial roadway in the heart of Downtown Flushing. It is a heavily used bus route, with 16 routes aligned along some part of the roadway near the project area.

Union Street is a two-way north-south roadway, with a southern terminus at Franklin Avenue in the southern section of Downtown Flushing, and a northern terminus at Willets Point Boulevard in the Linden Hill neighborhood. North of Roosevelt Avenue, it provides two travel lanes and a parking lane in each direction. South of Roosevelt Avenue, it is narrowed to one travel lane in each direction with no parking. From Roosevelt Avenue to Northern Boulevard, eight bus routes are aligned on this roadway. Union Street traverses the eastern perimeter of the project site. There are currently two vehicular access points to Municipal Lot 1 from Union Street: at the 38th Avenue intersection and mid-block between 38th and 37th Avenues.

37th Avenue, 38th Avenue, 39th Avenue, and **138th Street** are immediately adjacent to the project site with 37th, 39th, and 138th Streets forming the northern, southern, and western boundaries, respectively, of the project site. (The eastern boundary is Union Street.) They are all local streets.

- 37th Avenue, extending from Bowne Street at its eastern terminus to College Point Boulevard at its western terminus, is one-way westbound.
- 38th Avenue is a discontinuous one-way eastbound local street, extending within the study area from Prince Street on the west to 138th Street on the east.
- 39th Avenue, extending from Janet Place (just west of College Point Boulevard) at its western terminus to Union Street at its eastern terminus, is one way westbound west of Main Street and one way eastbound between Main and Union Streets.
- 138th Street is a two-way two-block long roadway extending from 37th Avenue to 39th Avenue. The eastern terminus of 38th Avenue is at 138th Street. There is one vehicular

access point to Municipal Lot 1 on both 37th Avenue and 39th Avenue. There are two vehicular access points on 138th Street, one north and one south of 38th Avenue. Three bus routes use these roadways as a loop to turn around from northbound to southbound on Union Street, as part of their terminal stop on 39th Avenue between 138th Street and Union Street, adjacent to the project site.

Sanford Avenue is an east-west roadway that traverses the southern perimeter of Downtown Flushing. Its eastern terminus is Northern Boulevard, just east of Downtown Flushing. It extends west to Delong Street just beyond College Point Boulevard near the Van Wyck Expressway. It is a two-way roadway east of Union Street and one way westbound west of Union Street.

Bowne Street and **Parsons Boulevard** are both north-south roadways east of the project site. Both provide one travel lane and one parking lane in each direction. Parsons Boulevard is an arterial, extending from Kissena Park on the south to near the Bronx-Whitestone Bridge to the north. Bowne Street is more of a local street, extending from Kissena Park on the south to Northern Boulevard on the north.

College Point Boulevard is a major two-way north-south arterial in the western fringe of Downtown Flushing. It provides two travel lanes and a parking lane in each direction with left-turn bays. To the north, it provides access to the Whitestone Expressway. To the south, it provides access to the Van Wyck and Long Island Expressways.

Prince Street is a north south roadway running parallel to and between College Point Boulevard on the west and Main Street on the east. It provides one travel lane in each direction, and its width varies throughout its length. It is a local street with the abutting land uses being primarily light manufacturing.

CAPACITY ANALYSIS

The capacity analyses for the study area intersections are based on the methodologies described in the 2000 Highway Capacity Manual (HCM) and were conducted using Highway Capacity Software (HCS+ Release 5.21). Data collected in the field for these analyses include vehicle turning movement and classification counts on each approach, lane configurations and lane widths on each approach, signal timing for signalized intersections, curbside parking regulations, and various other physical and operational characteristics. Estimates of queue spillback were also made for those intersections observed to experience congested traffic conditions during peak periods. Traffic signal phasing and timing plans used in the analyses of signalized intersections were obtained from NYCDOT.

For signalized intersections, the HCM methodology calculates a volume-to-capacity (v/c) ratio for each approach (or lane group). The v/c ratio represents the ratio of the approach's traffic volumes to its vehicle-carrying capacity. At v/c ratios between 0.95 and 1.0, traffic volumes approach capacity and delays to motorists become substantial. Volume-to-capacity ratios exceeding 1.00 indicate saturated conditions, typically characterized by long delays and extended queues.

The HCM methodology also expresses the quality of flow for an approach (or lane group) in terms of level-of-service (LOS), a measure based on how much "control delay" the average motorist experiences when traveling through the intersection. Control delay includes delays associated with acceleration, deceleration, and queue move-up time, in addition to stopped delay at the intersection. For signalized intersections, LOS ranges on a letter-grade scale from "A"

(average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 80 seconds per vehicle).

For unsignalized intersections, the HCM methodology assumes that through and right-turning traffic on the major street is unaffected by turning movements from the minor street. Left turns from the major street are assumed to be affected by the opposing (oncoming) major street traffic flow. Minor street traffic movements are affected by all of the conflicting higher-priority movements described above.

As with signalized intersections, the HCM methodology for unsignalized intersections expresses the quality of flow in terms of both v/c ratio and a letter-grade LOS, with LOS based on the average control delay experienced by motorists making left turns from the major street or turns from the minor street approach. However, the relationships between delay and LOS for unsignalized intersections are different from those for signalized intersections, primarily because motorists expect different levels of performance from these two types of intersections. For unsignalized intersections, LOS ranges from "A" (average control delays of 10 seconds or less per vehicle) to "F" (average control delays exceeding 50 seconds per vehicle).

Table 14-1 shows the relationships between average control delay and LOS for signalized and unsignalized intersections using the HCM methodologies. LOS A, B, and C generally represent extremely favorable to fair levels of traffic flow. At LOS D, delays increase and the influence of congestion becomes more noticeable. LOS E is considered to be the limit of acceptable delay for most motorists. LOS F is considered to be unacceptable to most motorists, with traffic flow at or exceeding the capacity of the roadway. For the purposes of this study, a signalized approach or lane group operating at LOS E or F and/or with a v/c ratio of 0.95 or more has been classified as congested. For unsignalized intersections, approaches (or lane groups) operating at LOS E or F have been classified as congested.

Table 14-1
Level-of-Service Criteria

Level of Service	Average Control Delay (seconds per vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: 2000 *Highway Capacity Manual*.

Based on the existing traffic volumes shown in Figures 14-2 through 14-5, intersection capacity analyses were conducted according to the HCM methodologies described above. Table 14-2 shows the detailed LOS results of existing (2005) traffic conditions at the 30 study intersections during the weekday AM, midday, and PM peak hours and the Saturday midday peak hour.

A list of the study area intersections organized along major corridors is presented in Table 14-3, highlighting those intersections that experience congested conditions during any of the four analysis peak hours. Of the 30 intersections studied, there are nine intersections with one or more congested approaches during the weekday AM peak hour, five intersections during the weekday midday peak hour, nine intersections during the weekday PM peak hour, and nine intersections during the Saturday midday peak hour. Conditions at these locations along each of the previously described study area corridors are discussed below.

Table 14-2
Peak Hour Level of Service
Existing Traffic Conditions

INTERSECTION	LANE GROUP	MOVEMENT	WEEKDAY AM 8:00 to 9:00 AM V/C RATIO	WEEKDAY AM 8:00 to 9:00 AM AVG. DELAY (sec/veh)	WEEKDAY AM 8:00 to 9:00 AM LOS	WEEKDAY MIDDAY 12:30 to 1:30 PM V/C RATIO	WEEKDAY MIDDAY 12:30 to 1:30 PM AVG. DELAY (sec/veh)	WEEKDAY MIDDAY 12:30 to 1:30 PM LOS	WEEKDAY PM 5:00 to 6:00 PM V/C RATIO	WEEKDAY PM 5:00 to 6:00 PM AVG. DELAY (sec/veh)	WEEKDAY PM 5:00 to 6:00 PM LOS	SATURDAY MIDDAY 12:00 to 1:00 PM V/C RATIO	SATURDAY MIDDAY 12:00 to 1:00 PM AVG. DELAY (sec/veh)	SATURDAY MIDDAY 12:00 to 1:00 PM LOS
SIGNALIZED INTERSECTIONS														
Roosevelt Ave / College Pt Blvd	EB	LTR	0.40	20.6	C	0.38	15.7	B	0.53	22.8	C	0.37	15.6	B
		T after L*	0.10	17.4	B	0.11	14.6	B	0.11	17.5	B	0.08	14.4	B
	WB	LTR	0.32	28.7	C	0.15	21.4	C	0.20	27.0	C	0.26	22.5	C
		T after L*	0.10	42.0	D	0.05	31.2	C	0.07	41.6	D	0.11	31.8	C
	NB	L	0.98	84.3	F	0.10	19.0	B	0.76	59.3	E	0.69	44.1	D
		TR	0.60	24.5	C	0.08	14.4	B	0.56	23.5	C	0.83	27.0	C
	SB	T	0.67	44.5	D	0.51	30.9	C	0.94	62.5	E	0.89	45.6	D
		R	0.14	35.1	D	0.22	28.1	C	0.18	35.7	D	0.23	28.1	C
	Overall			36.0	D		19.5	B		37.2	D		29.9	C
Northern Blvd / Prince Street	EB Main Rd	L	0.74	69.2	E	0.50	48.8	D	0.75	55.2	E	0.72	56.6	E
		T	0.35	10.8	B	0.39	14.3	B	0.93	32.3	C	0.90	26.7	C
	EB Serv Rd	TR	0.15	9.9	A	0.13	11.8	B	0.16	12.1	B	0.30	13.6	B
	WB Main Rd	L	0.42	65.7	E	0.47	68.8	E	0.82	100.1	F	0.82	93.1	F
		T	0.78	15.6	B	0.48	20.0	B	0.71	27.9	C	0.85	26.6	C
	WB Serv Rd	TR	0.18	13.7	B	0.17	19.9	B	0.23	24.2	C	0.37	22.6	C
	NB	LTR	0.83	65.9	E	0.60	46.6	D	0.79	58.5	E	0.99	95.1	F
	SB	LTR	0.78	56.2	E	0.46	40.8	D	0.60	44.8	D	0.64	46.2	D
	Overall			22.0	C		22.6	C		34.1	C		33.1	C
37th Ave / Prince Street	WB	LTR	0.42	12.1	B	0.46	12.7	B	0.56	14.5	B	0.48	13.0	B
	NB	LT	0.26	13.7	B	0.23	13.4	B	0.23	13.4	B	0.28	13.9	B
	SB	TR	0.56	18.3	B	0.29	14.1	B	0.72	23.1	C	0.70	21.6	C
	Overall			15.1	B		13.3	B		18.1	B		17.2	B
39th Ave / Prince Street	WB	LTR	0.55	25.0	C	0.58	18.4	B	0.52	16.9	B	0.68	21.2	C
	NB	LT	0.31	7.8	A	0.48	15.5	B	0.70	22.8	C	0.87	35.8	D
	SB	TR	0.31	7.7	A	0.25	12.3	B	0.53	16.1	B	0.63	18.2	B
	Overall			12.0	B		15.9	B		18.6	B		24.9	C
Roosevelt Ave / Prince Street	EB	LTR	0.41	16.4	B				0.74	24.6	C			
		DefL				0.59	16.1	B				0.95	50.6	D
		TR				0.55	13.5	B				0.90	33.2	C
	WB	LTR	0.88	28.2	C	0.56	12.8	B	0.83	31.0	C	0.87	28.7	C
	SB	LTR	0.54	34.5	C	0.67	37.4	D	0.59	35.1	D	0.93	56.6	E
	Overall			25.7	C		18.4	B		28.8	C		40.3	D
Northern Blvd / Main Street	EB	T	0.47	17.7	B	0.64	27.5	C	0.90	33.3	C	0.71	23.4	C
		R	0.87	46.4	D	0.83	48.5	D	0.92	48.7	D	1.04	65.3	E
	WB	L	0.76	36.8	D	0.75	48.8	D	0.65	44.1	D	0.79	42.8	D
		T after L	0.50	45.7	D	0.48	45.1	D	0.89	83.6	F	0.63	38.3	D
		T	0.87	9.8	A	0.59	11.4	B	0.66	6.9	A	0.70	12.2	B
	NB	L	0.80	56.2	E	0.80	52.1	D	0.83	63.6	E	0.79	42.3	D
		R	0.85	57.5	E	0.70	34.5	C	0.98	85.2	F	0.51	20.3	C
	Overall			23.0	C		25.5	C		25.5	C		27.8	C
37th Ave / Main Street	WB	LTR	0.54	38.8	D	0.47	22.5	C	0.62	41.2	D	0.40	21.3	C
	NB	LT	0.42	6.8	A	0.35	11.4	B	0.46	7.2	A	0.45	12.3	B
	SB	TR	0.45	6.9	A	0.53	13.2	B	0.45	6.9	A	0.64	14.9	B
	Overall			13.4	B		15.3	B		14.9	B		15.4	B
38th Ave / Main Street	EB	LTR	0.28	30.3	C	0.37	20.6	C	0.40	32.3	C	0.46	21.9	C
	NB	TR	0.35	8.7	A	0.35	11.3	B	0.47	10.0	A	0.42	12.0	B
	SB	LT	0.60	12.0	B	0.61	15.0	B	0.60	11.8	B	0.84	23.5	C
	Overall			13.7	B		15.5	B		15.2	B		19.9	B
39th Ave / Main Street	NB	LTR	0.51	7.7	A	0.52	7.2	A	0.63	9.6	A	0.74	11.5	B
	SB	LTR	0.52	7.7	A	0.60	7.9	A	0.68	10.5	B	0.64	7.8	A
	Overall			7.7	A		7.6	A		10.1	B		9.6	A
Roosevelt Ave / Main Street	EB	LTR	0.73	35.9	D	0.68	24.8	C	0.99	66.8	E	1.01	64.5	E
	WB	LTR	1.01	59.1	E	0.67	23.3	C	0.97	65.0	E	0.96	52.7	D
	NB	LTR	0.85	39.6	D	0.96	49.1	D	1.01	67.8	E	1.00	55.3	E
	SB	LTR	0.71	30.0	C	0.53	21.7	C	0.82	36.4	D	0.95	44.2	D
	Overall			40.8	D		33.6	C		57.2	E		53.2	D

Table 14-2 (cont'd)
Peak Hour Level of Service
Existing Traffic Conditions

INTERSECTION	LANE GROUP	MOVEMENT	WEEKDAY AM 8:00 to 9:00 AM V/C RATIO	AVG. DELAY (sec/veh)	LOS	WEEKDAY MIDDAY 12:30 to 1:30 PM V/C RATIO	AVG. DELAY (sec/veh)	LOS	WEEKDAY PM 5:00 to 6:00 PM V/C RATIO	AVG. DELAY (sec/veh)	LOS	SATURDAY MIDDAY 12:00 to 1:00 PM V/C RATIO	AVG. DELAY (sec/veh)	LOS
SIGNALIZED INTERSECTIONS (continued)														
41st Ave / Main St / Kissena Blvd	WB	TR	0.63	32.9	C	0.77	34.3	C	0.81	39.8	D	0.77	32.8	C
	NB	L	0.79	44.3	D	0.81	46.0	D	1.01	91.6	F	0.88	56.1	E
		TR	0.62	23.3	C	0.63	20.0	B	0.61	23.3	C	0.73	23.2	C
	SB	L	0.73	54.9	D	1.05	99.6	F	1.04	98.7	F	1.05	98.7	F
		TR	0.86	39.6	D	0.84	23.2	C	0.93	46.0	D	0.99	58.2	E
	Overall			34.2	C		37.8	D		55.3	E		47.2	D
Sanford Ave / Main Street	WB	LTR	0.70	38.5	D	0.59	26.3	C	0.56	34.4	C	0.65	27.5	C
	NB	LT	0.57	18.2	B	0.56	16.0	B	0.72	22.8	C	0.71	20.3	C
	SB	TR	0.26	13.2	B	0.38	13.1	B	0.40	14.9	B	0.42	13.6	B
	Overall			24.9	C		18.7	B		23.6	C		20.8	C
Northern Blvd / Union Street	EB	L	0.94	88.7	F	0.78	41.6	D	0.66	33.9	C	0.62	37.7	D
		TR	0.90	43.5	D	0.85	39.3	D	1.05	73.3	E	1.05	74.3	E
	WB	L	0.69	33.9	C	0.64	28.3	C	0.79	52.3	D	0.85	58.3	E
		TR	1.05	63.9	E	0.76	33.7	C	0.75	33.1	C	0.91	40.1	D
	NB	DefL	0.91	74.8	E	0.75	48.7	D	0.91	73.6	E	1.00	96.4	F
		TR	0.92	56.5	E	0.73	38.1	D	0.89	52.7	D	0.81	43.6	D
	SB	LTR	1.00	78.6	E	0.90	61.4	E	0.94	68.3	E	0.99	77.2	E
	Overall			60.7	E		40.7	D		57.9	E		60.6	E
37th Ave / Union Street	WB	LTR	0.74	40.4	D	0.69	38.0	D	0.42	29.5	C	0.54	32.9	C
	NB	LT	0.60	9.3	A	0.53	8.4	A	0.58	9.0	A	0.64	9.9	A
	SB	TR	0.59	8.8	A	0.45	7.2	A	0.61	9.1	A	0.58	8.6	A
	Overall			14.3	B		13.1	B		10.9	B		11.7	B
38th Ave / Union Street	EB	LTR	0.31	26.6	C	0.59	32.9	C	0.66	35.4	D	0.72	38.7	D
	NB	LTR	0.63	9.5	A	0.60	9.3	A	0.58	8.8	A	0.77	13.0	B
	SB	LTR	0.49	8.0	A	0.35	6.4	A	0.50	7.9	A	0.56	9.3	A
	Overall			10.6	B		12.8	B		13.3	B		17.2	B
39th Ave / Union Street	EB	L	0.39	25.1	C	0.38	24.7	C	0.50	27.3	C	0.68	32.4	C
		R	0.27	23.5	C	0.51	28.2	C	0.46	26.8	C	0.87	53.7	D
	NB	T	0.41	9.4	A	0.42	9.4	A	0.35	8.9	A	0.40	9.2	A
	SB	T	0.21	7.8	A	0.23	7.9	A	0.26	8.1	A	0.29	8.4	A
	Overall			12.3	B		13.9	B		14.4	B		20.9	C
Roosevelt Ave / Union Street	EB	LTR	0.91	33.2	C	0.69	21.8	C	0.76	17.3	B	0.70	21.8	C
	WB	LTR	0.97	40.9	D	0.87	36.8	D	0.75	20.9	C	0.87	34.7	C
	NB	LTR	0.85	46.5	D	0.47	18.5	B	0.50	31.5	C	0.56	20.1	C
	SB	LT	0.53	33.0	C	0.65	23.3	C	0.84	48.0	D	0.91	41.9	D
		R	0.71	50.0	D	0.51	24.2	C	0.43	31.1	C	0.74	39.9	D
	Overall			40.4	D		25.1	C		29.9	C		31.0	C
Sanford Ave / Union Street	EB	LTR	0.18	7.6	A	0.14	7.3	A	0.26	8.1	A	0.23	7.9	A
	WB	LTR	0.73	16.1	B	0.44	10.2	B	0.41	9.9	A	0.68	14.8	B
	NB	LTR	0.60	22.2	C	0.24	15.6	B	0.98	77.7	E	0.51	20.2	C
	SB	LTR	0.54	18.5	B	0.48	17.6	B	0.79	24.8	C	0.76	23.3	C
	Overall			16.8	B		13.4	B		24.4	C		18.0	B
Northern Blvd / Bowne Street	EB	TR	0.50	9.2	A	0.51	9.4	A	0.79	14.0	B	0.69	11.8	B
	WB	L	0.38	12.8	B	0.34	12.1	B	0.40	24.7	C	0.53	30.7	C
		T	0.73	4.0	A	0.36	1.9	A	0.40	2.0	A	0.44	2.1	A
	NB	L	0.76	59.9	E	0.57	49.6	D	0.65	53.0	D	0.90	74.9	E
		R	0.35	44.7	D	0.39	45.6	D	0.58	52.9	D	0.72	60.8	E
	Overall			10.7	B		10.8	B		14.4	B		17.0	B
Roosevelt Ave / Bowne Street	EB	LTR	0.39	19.1	B	0.36	10.0	A	0.51	21.4	C	0.44	11.2	B
	WB	LTR	0.73	28.0	C	0.37	9.9	A	0.52	21.2	C	0.43	10.8	B
	NB	LTR	0.73	38.4	D	0.75	43.0	D	0.52	30.9	C	1.01	78.8	E
	SB	LTR	0.41	28.4	C	0.48	30.5	C	0.41	28.3	C	0.71	38.5	D
	Overall			29.9	C		22.5	C		25.2	C		36.9	D

Table 14-2 (cont'd)
Peak Hour Level of Service
Existing Traffic Conditions

INTERSECTION	LANE GROUP	MOVEMENT	WEEKDAY AM 8:00 to 9:00 AM V/C RATIO	WEEKDAY AM 8:00 to 9:00 AM AVG. DELAY (sec/veh)	WEEKDAY AM 8:00 to 9:00 AM LOS	WEEKDAY MIDDAY 12:30 to 1:30 PM V/C RATIO	WEEKDAY MIDDAY 12:30 to 1:30 PM AVG. DELAY (sec/veh)	WEEKDAY MIDDAY 12:30 to 1:30 PM LOS	WEEKDAY PM 5:00 to 6:00 PM V/C RATIO	WEEKDAY PM 5:00 to 6:00 PM AVG. DELAY (sec/veh)	WEEKDAY PM 5:00 to 6:00 PM LOS	SATURDAY MIDDAY 12:00 to 1:00 PM V/C RATIO	SATURDAY MIDDAY 12:00 to 1:00 PM AVG. DELAY (sec/veh)	SATURDAY MIDDAY 12:00 to 1:00 PM LOS
SIGNALIZED INTERSECTIONS (continued)														
Sanford Ave / Bowne Street	EB	LTR	0.92	40.3	D	0.29	8.9	A	0.52	11.9	B	0.45	10.7	B
	WB	LT	0.76	18.1	B	0.38	9.6	A	0.38	9.8	A	0.51	11.3	B
		R	0.29	9.1	A	0.11	7.5	A	0.11	7.5	A	0.12	7.5	A
	NB	LTR	0.94	50.7	D	0.51	19.7	B	0.61	22.3	C	0.62	22.4	C
	SB	LTR	0.93	51.5	D	0.63	23.5	C	0.61	22.3	C	0.59	21.9	C
	Overall			34.8	C		15.0	B		24.0	C		15.2	B
Northern Blvd / Parsons Blvd	EB	L	0.52	45.3	D	0.36	24.3	C	0.48	26.2	C	0.36	28.9	C
		TR	0.74	17.2	B	0.70	17.0	B	0.68	15.2	B	0.87	22.0	C
	WB	L	0.24	16.2	B	0.21	15.5	B	0.38	27.0	C	0.35	27.9	C
		TR	0.97	32.5	C	0.80	20.4	C	0.84	22.6	C	0.94	32.0	C
	NB	LTR	1.05	108.6	F	1.04	106.5	F	0.94	79.8	E	1.04	99.5	F
	SB	LTR	0.95	79.9	E	0.82	58.9	E	0.98	84.6	F	1.04	102.9	F
	Overall			39.1	D		32.2	C		30.7	C		42.5	D
Roosevelt Ave / Parsons Blvd	EB	LTR	0.26	20.9	C	0.40	18.6	B	0.34	22.1	C	0.37	17.9	B
	WB	LTR	0.51	25.3	C	0.37	18.0	B	0.39	23.0	C	0.30	17.0	B
	NB	LTR	0.94	55.6	E	0.44	19.2	B	0.69	32.1	C	0.73	27.2	C
	SB	LTR	0.54	25.9	C	0.41	18.6	B	0.58	27.1	C	0.51	20.3	C
	Overall			35.5	D		18.6	B		26.9	C		21.7	C
Sanford Ave / Parsons Blvd	EB	LTR	0.59	17.9	B	0.42	14.1	B	0.84	29.8	C	0.49	15.0	B
	WB	LTR	0.92	40.6	D	0.57	16.9	B	0.63	18.8	B	0.63	18.1	B
	NB	LTR	0.91	38.3	D	0.63	16.9	B	0.69	18.8	B	0.81	25.5	C
	SB	LTR	0.81	24.6	C	0.46	12.6	B	0.62	15.5	B	0.62	15.7	B
	Overall			31.6	C		15.3	B		21.2	C		19.1	B
UNSIGNALIZED INTERSECTIONS														
EB Northern Blvd / College Pt Blvd	SB	LT	0.20	11.4	B	0.24	12.4	B	0.20	11.3	B	0.21	12.2	B
38th Ave / Prince Street	SB	LT	0.06	8.1	A	0.13	8.3	A	0.12	8.4	A	0.16	8.6	A
37th Ave / 138th Street	NB	L	0.18	14.6	B	0.42	18.1	C	0.35	16.0	C	0.30	14.8	B
	WB	L	0.09	7.8	A	0.11	7.6	A	0.09	7.6	A	0.09	7.6	A
38th Ave / 138th Street	EB	LR	0.20	10.1	B	0.33	11.7	B	0.26	10.5	B	0.42	11.8	B
39th Ave / 138th Street	SB	L	0.24	11.1	B	0.40	13.4	B	0.33	13.4	B	0.72	30.1	D
	EB	LT	0.03	8.0	A	0.11	8.0	A	0.04	8.1	A	0.04	9.5	A
37th Ave / Bowne Street	NB	LT	0.09	8.2	A	0.08	0.3	A	0.06	8.2	A	0.09	8.5	A

Note: * T after L – Through after Left

Table 14-3
Congested Intersections in Study Area[1]
Existing Conditions

	AM	Mid	PM	Saturday
Roosevelt Avenue Corridor				
College Point Blvd	▲		▲	
Prince Street				▲
Main Street	▲	▲	▲	▲
Union Street	▲		▲	
Bowne Street				▲
Parsons Blvd	▲			
Northern Boulevard Corridor				
Prince Street	▲	▲	▲	▲
Main Street	▲		▲	▲
Union Street	▲	▲	▲	▲
Bowne Street	▲			▲
Parsons Blvd	▲	▲	▲	▲
College Point Blvd **				
Union Street Corridor				
37th Ave				
38th Ave				
39th Ave				
Sanford Ave			▲	
Main Street Corridor				
37th Ave				
38th Ave				
39th Ave				
41st Ave /Kissena Blvd		▲	▲	▲
Sanford Ave				
37th Avenue Corridor				
Prince Street				
138th Street **				
Bowne Street **				
38th Avenue Corridor				
Prince Street **				
138th Street **				
39th Avenue Corridor				
Prince Street				
138th Street **				
Sanford Avenue Corridor				
Bowne Street				
Parsons Blvd				
Total Congested Locations	9	5	9	9

Notes:
** = Unsignalized Intersection
▲ = Congested conditions on one or more lane groups/approaches
[1] Congested = For any lane group or approach, LOS E or F and/or v/c ratio >0.95 (signalized); LOS E or F (unsignalized)

ROOSEVELT AVENUE CORRIDOR

Roosevelt Avenue is an important east-west arterial in northern Queens, extending from the Woodside area in western Queens to Northern Boulevard a few blocks east of the study area. All of the six study area intersections (all signalized) along the Roosevelt Avenue corridor are congested in one or more peak periods:

- **Roosevelt Avenue/Main Street**—The northbound and eastbound approaches at this location operate at LOS E during weekday PM and Saturday midday peak hours. The westbound approach operates at LOS E during the weekday AM and PM peak hours. The southbound approach operates at LOS D or better during all time periods.
- **Roosevelt Avenue/College Point Boulevard**—The northbound left-turn movement currently operates at LOS F and E during the weekday AM and PM peak hours, respectively. The through lane group on the southbound approach operates at LOS E during the weekday PM peak hour. All other lane groups operate at LOS D or better during the other peak hours.
- **Roosevelt Avenue/Union Street**—The southbound left/through lane group currently operates at LOS D during the weekday PM peak hour. The westbound approach operates at a v/c ratio of 0.97 during the weekday AM peak hour. All other lane groups on all approaches operate at LOS D or better during all other peak hours.
- **Roosevelt Avenue/Bowne Street**—The northbound approach at this intersection currently operates at LOS E during the Saturday midday peak hour. All other approaches operate at LOS D or better in all other peak hours.
- **Roosevelt Avenue/Parsons Boulevard**—The northbound approach at this intersection currently operates at LOS D during the weekday AM peak hour. All other approaches operate at LOS C or better during all other peak hours.

NORTHERN BOULEVARD CORRIDOR

Northern Boulevard (NYS Route 25A) is an important east-west arterial in both northern Queens and Long Island, extending from Long Island City in western Queens to eastern Suffolk County. As shown in Table 14-3, intersections along this very high-volume corridor experience more congested conditions in more peak periods than any other study area corridor. Of the six study area intersections along Northern Boulevard, all five of the signalized intersections are congested in 2005 conditions in one or more peak periods, as detailed below. (The unsignalized intersection of eastbound College Point Boulevard with Northern Boulevard is uncongested in all four peak hours.)

- **Northern Boulevard/Prince Street**—The left-turn movement from westbound Northern Boulevard main road onto southbound Prince Street currently operates at LOS E during the weekday AM and midday peak hours and at LOS F during the weekday PM and Saturday midday peak hours. The northbound approach of Prince Street at the westbound service road intersection operates at LOS E during the weekday AM and PM peak hours, and LOS F during the Saturday midday peak hour. LOS E is experienced on the eastbound left-turn movement from the main road during the weekday AM, PM, and Saturday midday peak hours. All other lane groups and approaches operate at LOS D or better during all other peak hours.
- **Northern Boulevard/Main Street**—Congested conditions (LOS E) occur on the northbound left turn movement during the weekday AM and PM peak hours. The

northbound right-turn movement experiences LOS E during the weekday AM peak hour and LOS F during the weekday PM peak hour. LOS E is experienced on the eastbound right-turn movement during the Saturday midday peak hour. LOS F conditions occur on the westbound through/left turn lane group during the weekday PM peak hour. All other lane groups and approaches operate at LOS D or better during all other peak hours.

- **Northern Boulevard/Union Street**—Congested conditions occur on multiple approaches during all four peak hours at this location: LOS F on the eastbound left-turn and westbound through-right lane groups and on the southbound approach in the weekday AM peak hour; LOS E on the northbound and southbound approaches during the weekday AM peak hour; LOS E on the southbound approach during the weekday AM peak hour; LOS E on the eastbound through/right turn lane group, the northbound defacto left-turn lane group and the southbound approach during the weekday PM peak hour; LOS E on the eastbound through/right turn lane group, westbound left turn movement and southbound approach during the Saturday midday peak hour and LOS F on the defacto northbound left turn lane group during the Saturday midday peak hour. All other lane groups and approaches operate at LOS D or better in the four peak hours.
- **Northern Boulevard/Bowne Street**—Congested conditions (LOS E) occur on the northbound left turn movement during the weekday AM and Saturday midday peak hours. The northbound right-turn movement experiences LOS E during the Saturday midday peak hour. All other lane groups and approaches operate at LOS D or better during all other peak hours.
- **Northern Boulevard/Parsons Boulevard**—Congested conditions occur on the northbound approach in all four peak hours at this location—i.e., LOS F in the weekday AM and midday peaks and in the Saturday midday peak hour, and LOS E during the weekday PM peak hour. The southbound approach experiences LOS E during the weekday AM and midday peak hours, and LOS F during the PM and Saturday midday peak hours. All other lane groups and approaches operate at LOS D or better during all other peak hours.

UNION STREET CORRIDOR

Union Street runs along the eastern boundary of the project site. The presence of two entry/exit points to Municipal Lot 1 plays a significant role in traffic conditions at nearby intersections. However, the corridor is relatively free of congestion, with only one instance of congestion under current conditions—the northbound approach at Sanford Avenue operates at LOS E in the weekday PM peak hour. All other lane groups and approaches operate at LOS D or better during all other peak hours.

MAIN STREET CORRIDOR

Main Street is a key north-south roadway running between Queens Boulevard and Northern Boulevard and is an important commercial street in Downtown Flushing. Conditions at the Main Street intersections with Northern Boulevard and Roosevelt Avenue were described above in the sections on those corridors. At the other five Main Street intersections in the study area, only the intersection with 41st Avenue and Kissena Boulevard experiences congestion under current conditions. The northbound left turn movement operates at LOS F during the weekday PM peak hour and at LOS E during the Saturday midday peak hour. The southbound left turn movement experiences LOS F during the weekday midday and PM, and Saturday midday peak hours. The southbound through/right turn lane group operates at LOS E during the Saturday midday peak

hour. All other lane groups and approaches operate at LOS D or better during all other peak hours.

37TH AVENUE, 38TH AVENUE, AND 39TH AVENUE CORRIDORS

With the exception of the Prince Street intersections with 37th and 39th Avenues, all of the intersections along these corridors with Prince, 138th, and Bowne Streets are unsignalized, and none experiences congestion in any of the four peak periods (with LOS conditions generally in the A to B range).

D. THE FUTURE WITHOUT THE PROPOSED ACTION (NO BUILD)

In the No Build condition, the existing zoning on the project site would remain, with Municipal Lot 1 continuing its present operations. However, the City is committed to making major changes in traffic circulation patterns on roadways surrounding the project site that would be implemented by NYCDOT to improve traffic circulation and safety in Downtown Flushing through modifications to bus lanes, street parking regulations, direction of traffic flow, and pedestrian circulation. This FEIS examines the most complete scenario to date, as originally conceived by the City, which is based on the creation of one-way streets on Union and Main Streets along with contra-flow dedicated bus lanes as shown in Table 14-4. The City is in the process of studying other options as alternatives to the contra-flow configuration. With the final recommendation still under evaluation by the City, the FEIS analysis of the One-Way Pair with Contra-Flow provides a reasonable basis for evaluating potential project impacts against a future baseline with circulation changes in place, and provides the most conservative analysis of the potential options. One of the other options that the City is currently studying is the Modified Two-Way configuration. An analysis of this configuration as proposed for study has been incorporated into this FEIS (see below, and Appendix D).

Table 14–4
One-Way Pair with Contra-Flow Bus Lane Scenario

Roadway Segments	Present Operation	Proposed
Main Street between Sanford Avenue and Northern Boulevard	Two-way operations, including three NYCT bus routes.	One-way northbound, with southbound contra flow bus lane
Union Street between Sanford Avenue and Northern Boulevard	Two-way operations, including five NYCT bus routes	One-way southbound, with northbound contra flow bus lane

As summarized in Table 14-4, for analysis purposes, sections of the corridors of Main Street and Union Street are assumed to convert from two-way operations with bus routes to one-way operations and bus routes operating in the contra-flow lanes, which would allow bus routes to continue to operate as in existing conditions. The proposed inclusion of contra-flow bus lanes along both Main and Union Streets reflects the high volume of local buses serving Downtown Flushing, and especially the IRT No. 7 subway line and LIRR transit hub. These changes would greatly affect traffic flow and pedestrian conditions in Downtown Flushing. A substantial amount of on-street parking is assumed to be removed as part of this improvement (see Section E, "Parking," below for further discussion).

In addition, as part of NYCDOT's citywide Safe Streets for Seniors program, traffic improvements have been implemented throughout the study area to improve safety and mobility for senior pedestrians. These improvements included retiming of vehicular traffic and pedestrian signals, addition of traffic lights, and re-configuring roadways to provide safer conditions for

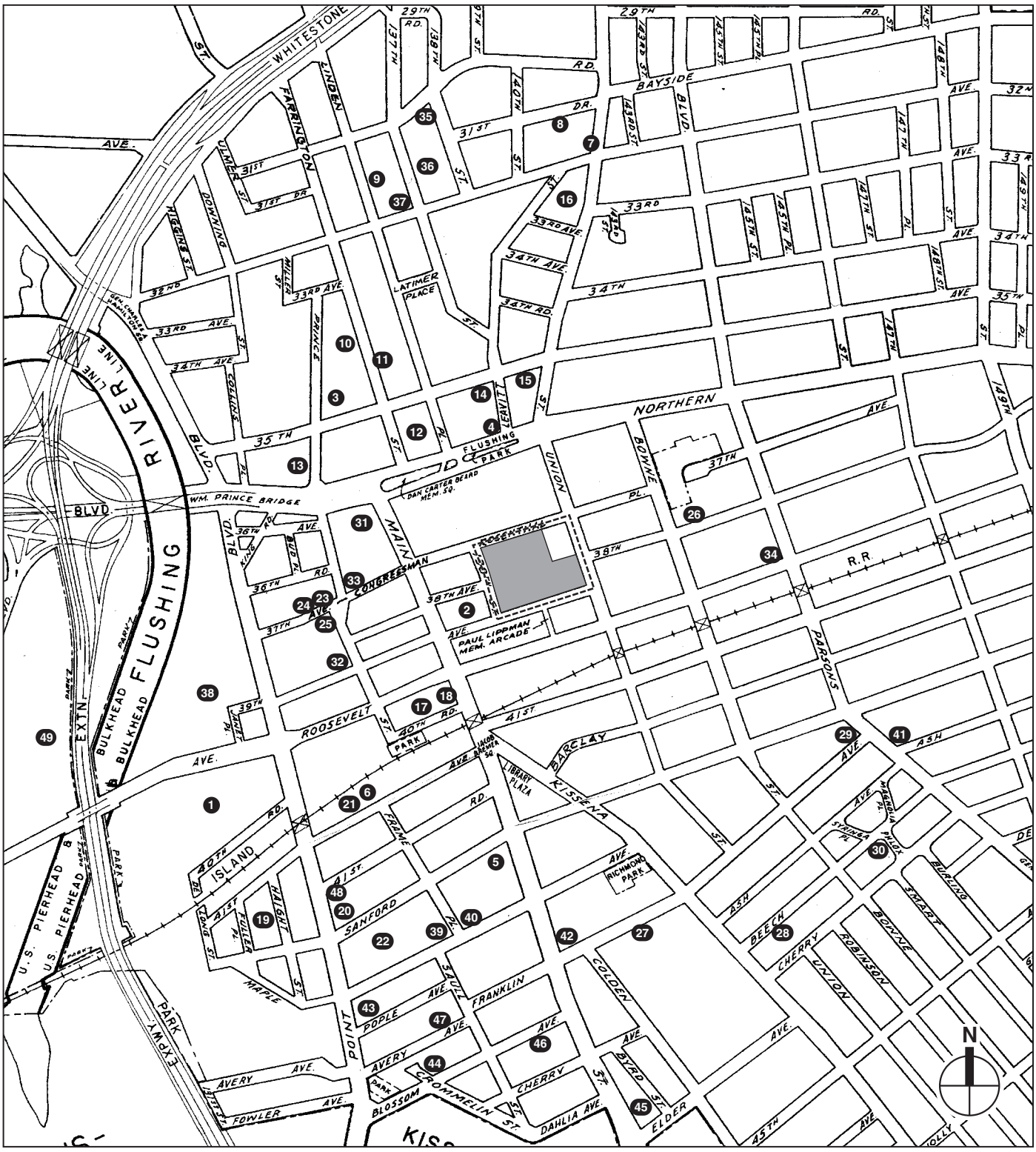
senior pedestrians. The geometry and timing changes have been incorporated in the future analysis.

By 2013, traffic conditions will also be affected by other development projects in the area as well as by general background growth. To forecast these No Build traffic demands, an annual growth rate of 1.25 percent was developed in consultation with NYCDOT and applied to the existing traffic volumes. This accounts for background growth of 1.0 percent in accordance with the *CEQR Technical Manual*, and for an additional .25 percent to account for the growth expected from the No Build projects in Table 14-5 that have ".25% Growth Rate" listed as their trip generation source in Table 14-5. For No Build projects which already had an approved EIS or other such analysis, their values for trip assignment and volumes were directly incorporated into the No Build volume generation calculations and have "Approved Source" listed as their trip generation source. All other specific development projects whose volumes were derived using the trip generation calculations have "calculated" listed as their trip generation source. The "Approved Source" and "calculated" projects' volumes were then added to the grown traffic volumes to determine 2013 No Build traffic volumes. Table 14-5 lists the development projects specifically accounted for in the analyses, while Figure 14-6 shows the approximate location of these projects.

The City is currently contemplating an "Adjusted Plan" for the Willets Point project. While essentially the same as the "Proposed Plan" analyzed in the Willets Point FGEIS, the Adjusted Plan includes a 2013 interim build-out phase as well as a 2017 final build-out phase. Because the 2013 interim build-out would be completed within the Flushing Commons build year, incremental traffic associated with it was incorporated into the Flushing Commons No Build volumes. Since detailed traffic assignments for this interim build-out were not included in the Willets Point FGEIS or subsequent technical memorandums, the Willets Point final build-out volumes were reduced proportionately to reflect the lower development in the 2013 interim build-out phase.

Study area projects that are already under construction, completed, or in advanced stages of planning, including the interim build out of Willets Point, would substantially increase the demands on the transportation network within the study area. Table 14-6 presents the trip generation, modal split, temporal distribution, and related assumptions by land use category (residential, office, retail, etc.) that were used to estimate the number of trips that would be added by these sites. Using these assumptions and the amount and mix of uses within each of these No Build projects, the vehicular and other trips added to the local transportation network by each project were projected. These results are shown in Tables 14-7 through 14-10 for the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. The traffic volumes at each of the 30 intersections within the study area in 2013 No Build conditions, reflecting the planned significant changes to Union and Main Streets noted above and the addition of the No Build trips, are shown in Figures 14-7 through 14-10 for the four peak hours. Specifically, the No Build scenario volumes is the combined sum of the volumes from existing conditions, traffic re-assignment due to the one-way contra flow configuration of Main Street and Union Street and the prohibition of right-turns from westbound Kissena Boulevard onto 41st Avenue, and traffic increases from the 1.25-percent annual background growth and the soft sites.

12.15.09



Project Site

Rezoning Area Boundary

❶ *No Build Project*

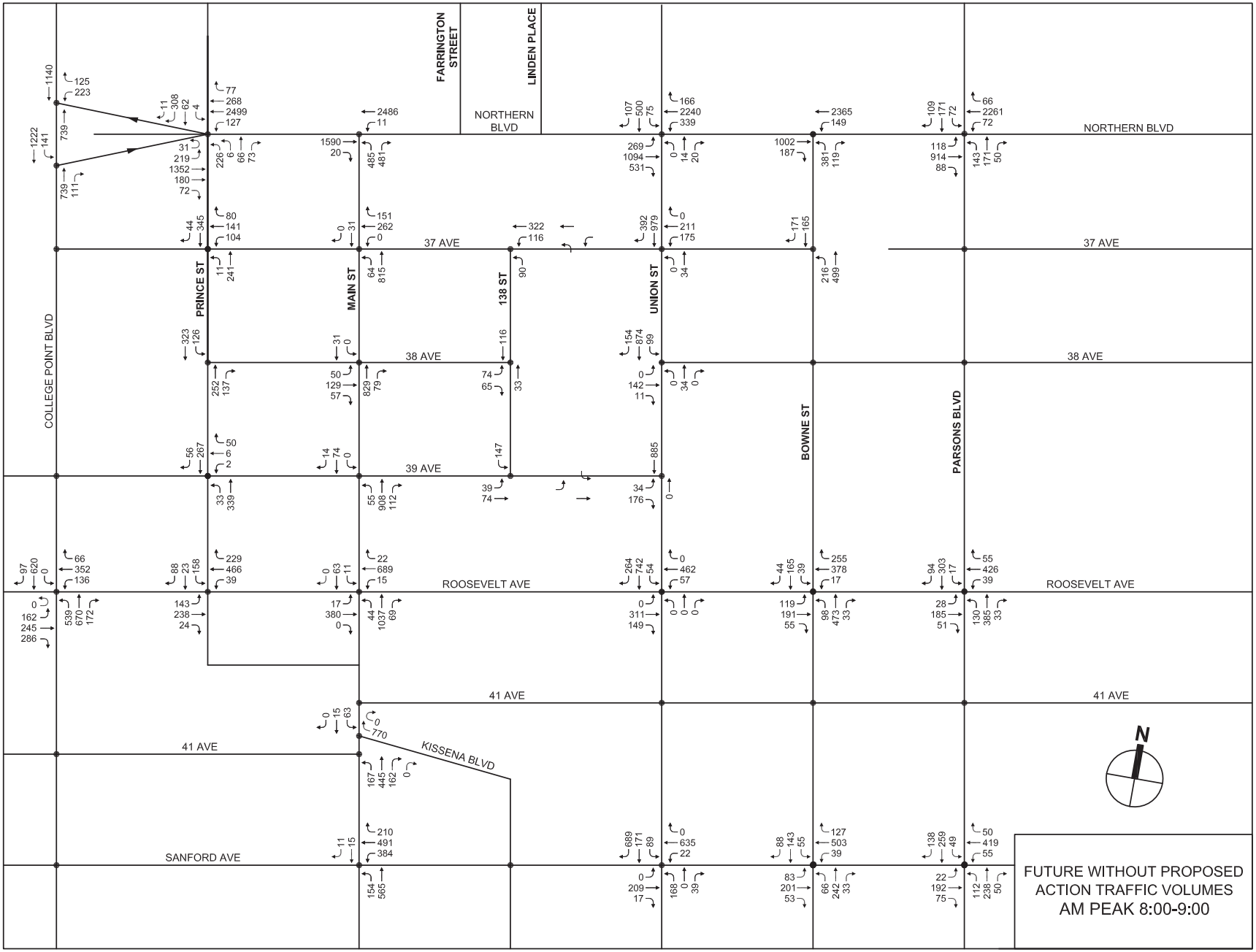
0 1000 FEET

SCALE

Flushing Commons

No Build Projects

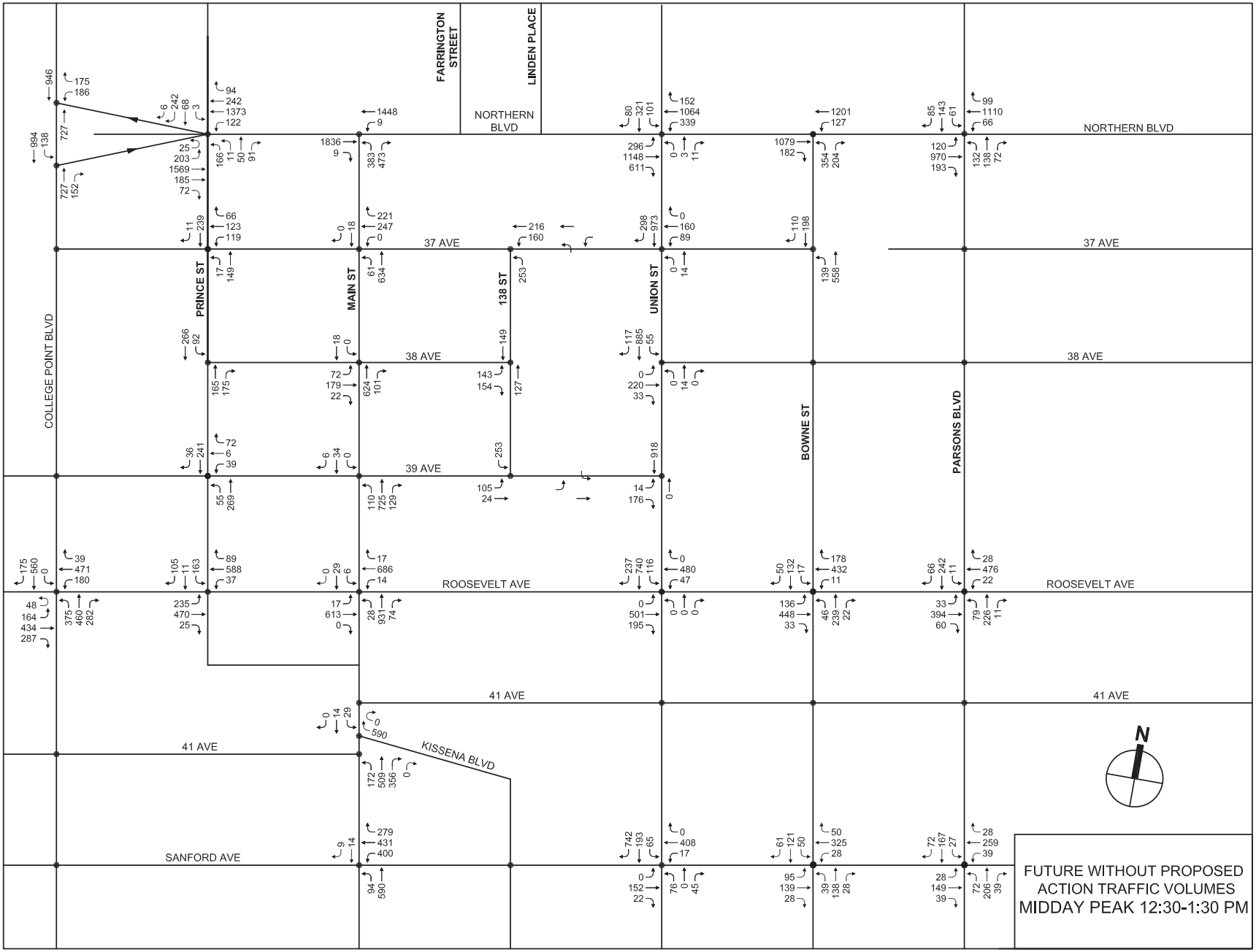
Figure 14-6



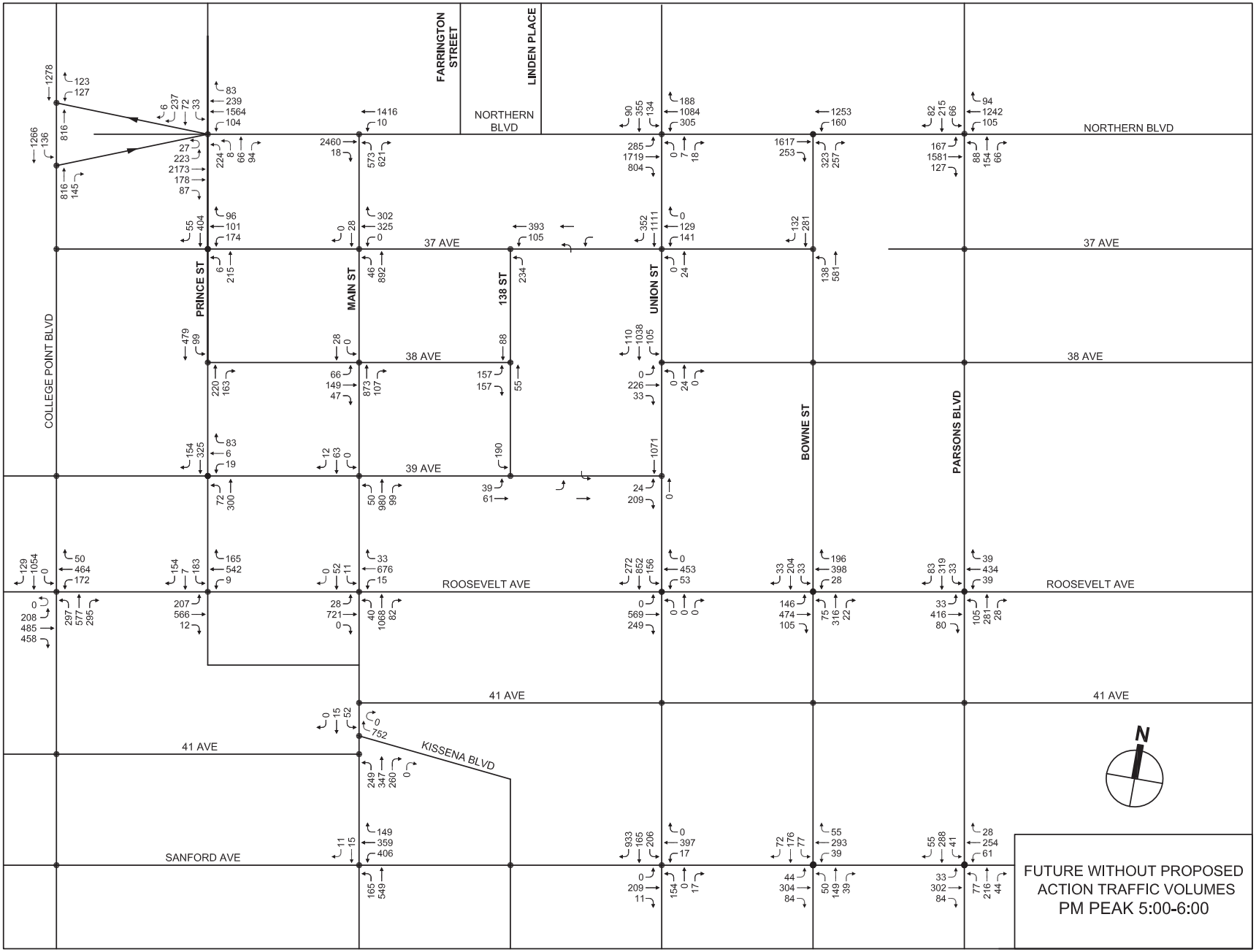
NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

Flushing Commons

Figure 14-7



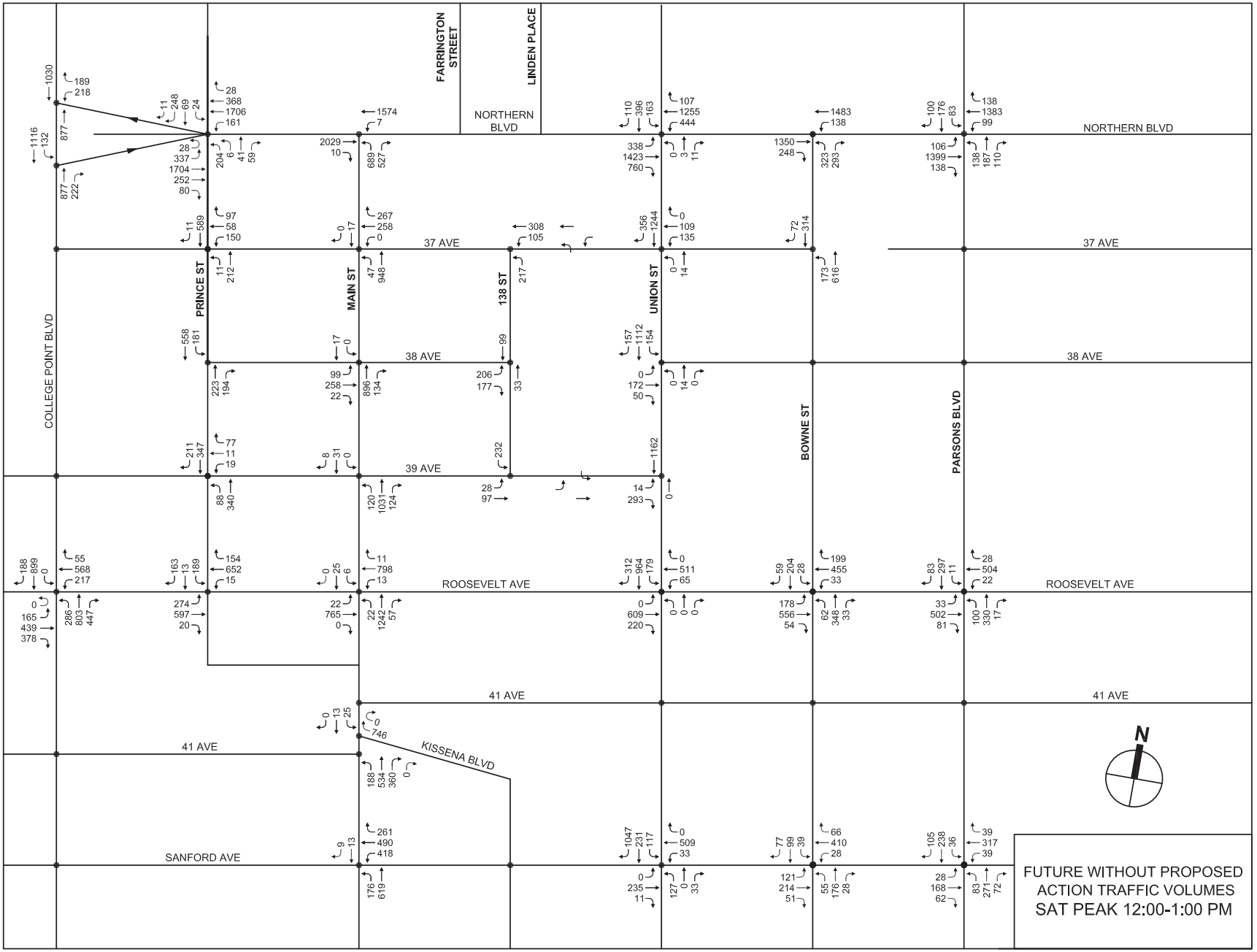
NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

Flushing Commons

Figure 14-9



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

Table 14-5
List of No Build Projects

Build Year	Name/Address	Description	Map No.	Trip Generation Source
2008 (UC)	SkyView Parc/Queens Town Center (Muss) College Point Blvd and 40th Road	760,000 sf retail, 51,800 sf restaurant, 750 residential units, 3,000 space parking garage	1	Calculated
2006 (UC)	Queens Crossing (TDC) Main Street and 39th Avenue	110,000 sf retail, 144,400 sf office, 29,600 sf community facility, 37,000 sf restaurant, 401 space parking garage	2	Approved Source
2008	New Millennium 35th Avenue 134-03 35th Avenue	3,600 sf retail, 84 residential units, 33,600 sf community facility, 222-space parking garage	3	Calculated
2008	New Millennium Northern Boulevard 137-61 Northern Boulevard	17,167 sf retail, 60 room hotel, 91 residential units, 35,722 sf community facility, 223-space parking garage	4	Calculated
2006-7 (UC)	Victoria Tower - 41-60 Main Street	178 residential units	5	Calculated
2009 (UC)	132-27 41st Road	6 residential units	6	.25% Growth Rate
2006 - built	31-18, 31-22 Union Street	30 residential units	7	Calculated
2008 - built	140-24 31st Drive	20 residential units	8	Calculated
2008 - built	31-33 Linden Place	8 residential units	9	Calculated
2011	33-34 Farrington Street	20,469 sf storage facility	10	Calculated
2011	33-35 Farrington Street	9,887 sf hotel	11	Calculated
2008 - built	137-07 Northern Boulevard	81 room hotel	12	Calculated
2008 - built	134-39 Northern Boulevard	12,212 sf office	13	Calculated
2008 - built	136-16 35th Avenue	28 residential units	14	Calculated
2008 - built	138-06 35th Avenue	9 residential units	15	Calculated
2009-built	32-18 Union Street	8 residential units	16	Calculated
2008 - built	135-11 40th Road	14 residential units 55,170 sf office	17	Calculated
2008 - built	40-22 Main Street	17,015 sf retail	18	Calculated
2008 - built	41-18 Haight Street	6 residential units	19	Calculated
2008 - built	41-55 College Point Boulevard	50 residential units	20	Calculated
2006/2008 - built	132-27, 132-37, 132-45, 132-49, 132-61 41st Road	43 residential units	21	Calculated
2011	5-10 Summit Court	18 residential units	22	Calculated
2008 - built	133-53 37th Avenue	47 residential units	23	Calculated
2008 - built	133-51 37th Avenue	9,050 sf office	24	Calculated
2008 - built	133-40 37th Avenue	12,742 sf office	25	Calculated
2011	143-21 38th Avenue	25 residential units	26	Calculated
2008 - built	PS 244 137-20 Franklin Avenue	441 seat primary school	27	Calculated
2009 (UC)	140-22 Beech Avenue	42 residential units	28	Calculated
2008 - built	143-51 Franklin Avenue	1 residential unit	29	Calculated
2008 - built	143-22 Beech Avenue	2 residential units	30	Calculated
2008 - built	36-36 Main Street	26,936 sf office	31	Calculated
2008 - built	133-47 39th Avenue	11,419 sf retail, 12,272 sf office, 9,755 sf doctors office	32	Calculated
2009 (UC)	36-31 Prince Street	6 residential units	33	.25% Growth Rate
2008 - built	38-34 Parsons Boulevard	40 residential units	34	.25% Growth Rate
2009 (UC)	137-04 31st Road	3 residential units	35	.25% Growth Rate
2008 - built	31-27 137th Street	9 residential units	36	.25% Growth Rate
2008 - built	31-38 137th Street	16 residential units	37	.25% Growth Rate
2012	River Park Place	**Scenario 1-** 475 residential units, 347,516 sf office, 13,517 sf retail, 1494 sf community facility and 788 parking spaces. **Scenario 2-** 475 residential units, 251,077 sf office, 150-175 hotel rooms (96,439 sf), 13,517 sf retail, 1494 sf community facility, 788 parking spaces	38	Approved Source
2009 (UC)	132-73 Maple Avenue	8 residential units	39	.25% Growth Rate
2009 (UC)	134-43 Maple Avenue	23 residential units	40	.25% Growth Rate
2008 - built	42-11 Parsons Boulevard	20 residential units	41	.25% Growth Rate
2009 (UC)	42-33 Main Street	66 residential units	42	.25% Growth Rate
2009 (UC)	132-25 Pople Avenue	14 residential units	43	.25% Growth Rate
2009 (UC)	133-20 Avrey Avenue	26 residential units	44	.25% Growth Rate
2009 (UC)	43-57 Main Street	2,085 sf retail and office	45	.25% Growth Rate
2009 (UC)	132-29 Blossom	49 residential units	46	.25% Growth Rate
2009 (UC)	132-26 Avery	40 residential units	47	.25% Growth Rate
2009 (UC)	132-18 41st Avenue	18 residential units	48	.25% Growth Rate
2013	Willets Point Interim Build-Out	2,100 residential units, 980,000 sf retail, 500,000 sf office, 430 hotel rooms, 90,000 sf K-8 school (approximately 590 seats), approximately 3,400 parking space, 2.6 acres of permanent publicly accessible open space, 4.2 acres of temporary publicly accessible open space	49	Calculated based on Approved Sources

Table 14-6
Trip Generation Assumptions for No Build Projects

Destination Retail

Time Period	Trip Generation (1,30)		Direction Split (1,30)		Mode Split* (3)						Occupancy (3)		Linked Trips (5)	Pass-by Trips	Truck Trip Generation (8)		Truck Direction Split (8)	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	129	50.0%	50.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	100.0%	0.70	50.0%	50.0%
WD AM Peak	2.3%	2.97	61.0%	39.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	7.7%	0.054	50.0%	50.0%
WD Midday Peak	8.7%	11.22	55.0%	45.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	11.0%	0.077	50.0%	50.0%
WD PM Peak	8.9%	11.48	47.0%	53.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	1.0%	0.007	50.0%	50.0%
Saturday Daily	100.0%	150	50.0%	50.0%	59.0%	5.0%	13.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	100.0%	0.04	50.0%	50.0%
Sat Midday Peak	9.9%	14.93	51.0%	49.0%	59.0%	5.0%	13.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	11.0%	0.004	50.0%	50.0%

Local Retail

Time Period	Trip Generation (4,7)		Direction Split (7)		Mode Split* (3,6)						Occupancy (7)		Linked Trips (5)	Pass-by Trips	Truck Trip Generation (4)		Truck Direction Split (4)	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	205	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	100.0%	0.70	50.0%	50.0%
WD AM Peak	3.1%	6.36	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	7.7%	0.054	50.0%	50.0%
WD Midday Peak	19.0%	38.95	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	11.0%	0.077	50.0%	50.0%
WD PM Peak	9.6%	19.68	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	1.0%	0.007	50.0%	50.0%
Saturday Daily	100.0%	205	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	100.0%	0.04	50.0%	50.0%
Sat Midday Peak	11.0%	22.55	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	11.0%	0.004	50.0%	50.0%

Office

Time Period	Trip Generation (5,7)		Direction Split (8,7)		Mode Split* (21,26)						Occupancy (21)		Linked Trips	Pass-by Trips	Truck Trip Generation (9,10)		Truck Direction Split (9,10)	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	18.0	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.32	50.0%	50.0%
WD AM Peak	11.8%	2.124	96.0%	4.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	10.0%	0.032	50.0%	50.0%
WD Midday Peak	15.0%	2.700	48.0%	52.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	11.0%	0.035	50.0%	50.0%
WD PM Peak	13.7%	2.466	5.0%	95.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	2.0%	0.006	50.0%	50.0%
Saturday Daily	100.0%	0.90	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.02	50.0%	50.0%
Sat Midday Peak	15.0%	0.405	60.0%	40.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	11.0%	0.002	50.0%	50.0%

* Mode splits may not total 100% due to rounding.

Table 14-6 (cont'd)
Trip Generation Assumptions for No Build Projects

Residential

Time Period	Trip Generation (7,8,11)		Direction Split (1,7)		Mode Split* (22)						Occupancy (22)		Linked Trips	Pass-by Trips	Truck Trip Generation (7,15,23)		Truck Direction Split (15)	
	Daily %	Person Trips per Apt	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Apt	In	Out
Weekday Daily	100.0%	8.075	50.0%	50.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	100.0%	0.06	50.0%	50.0%
WD AM Peak	9.1%	0.735	20.0%	80.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	12.0%	0.007	50.0%	50.0%
WD Midday Peak	4.7%	0.380	51.0%	49.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	9.0%	0.005	50.0%	50.0%
WD PM Peak	10.7%	0.864	65.0%	35.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	2.0%	0.001	50.0%	50.0%
Saturday Daily	100.0%	9.575	50.0%	50.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	100.0%	0.02	50.0%	50.0%
Sat Midday Peak	8.0%	0.766	57.0%	43.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	9.0%	0.002	50.0%	50.0%

Restaurant

Time Period	Trip Generation (16)(17)		Direction Split (16)(17)		Mode Split* (13)						Occupancy (13)		Linked Trips (5)	Pass-by Trips	Truck Trip Generation (24)		Truck Direction Split (24)	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	173	50.0%	50.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	100.0%	3.60	71.3%	28.7%
WD AM Peak	1.0%	1.73	94.0%	6.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	6.0%	0.216	94.0%	6.0%
WD Midday Peak	13.7%	23.70	65.0%	35.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	6.0%	0.216	50.0%	50.0%
WD PM Peak	7.7%	13.32	65.0%	35.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	1.0%	0.036	70.0%	30.0%
Saturday Daily	100.0%	170	50.0%	50.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	100.0%	3.60	53.0%	47.0%
Sat Midday Peak	11.7%	19.96	51.5%	48.5%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	1.0%	0.036	53.0%	47.0%

Hotel

Time Period	Trip Generation (7)		Direction Split (7)		Mode Split* (3)						Occupancy (7)		Linked Trips	Pass-by Trips	Truck Trip Generation (7,12)		Truck Direction Split (7,12)	
	Daily %	Person Trips per Room	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Room sf	In	Out
Weekday Daily	100.0%	5.82	50.0%	50.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	100.0%	0.24	50.0%	50.0%
WD AM Peak	6.6%	0.38	41.0%	59.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	12.0%	0.029	50.0%	50.0%
WD Midday Peak	8.3%	0.48	68.0%	32.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	9.0%	0.022	50.0%	50.0%
WD PM Peak	7.7%	0.45	59.0%	41.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	0.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	8.61	50.0%	50.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	100.0%	0.08	50.0%	50.0%
Sat Midday Peak	7.5%	0.65	56.0%	44.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	9.0%	0.007	50.0%	50.0%

* Mode splits may not total 100% due to rounding.

Table 14-6 (cont'd)
Trip Generation Assumptions for No Build Projects

Doctor's Office Employees

Time Period	Trip Generation (18)		Direction Split (18)		Mode Split* (21,28)						Occupancy (21,28)		Linked Trips	Pass-by Trips	Truck Trip Generation		Truck Direction Split	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Seat	In	Out
Weekday Daily	100.0%	10.0	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.00	50.0%	50.0%
WD AM Peak	48.0%	4.80	95.0%	5.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
WD Midday Peak	4.0%	0.40	50.0%	50.0%	15.0%	0.0%	1.0%	4.0%	0.0%	80.0%	1.42	1.42	0%	0%	0.0%	0.000	50.0%	50.0%
WD PM Peak	48.0%	4.80	15.0%	85.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	2.5	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	4.0%	0.10	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%

Doctor's Office Patients and Visitors

Time Period	Trip Generation (18)		Direction Split (18)		Mode Split* (30)						Occupancy (18)		Linked Trips	Pass-by Trips	Truck Trip Generation (18)		Truck Direction Split	
	Daily %	Person Trips per 1000 sq. ft.	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	33.6	50.0%	50.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	100.0%	0.20	50.0%	50.0%
WD AM Peak	20.0%	6.72	58.0%	42.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	9.6%	0.019	50.0%	50.0%
WD Midday Peak	9.0%	3.02	40.0%	60.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	11.0%	0.022	50.0%	50.0%
WD PM Peak	5.0%	1.68	20.0%	80.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	1.0%	0.002	50.0%	50.0%
Saturday Daily	100.0%	8.3	50.0%	50.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	100.0%	0.01	50.0%	50.0%
Sat Midday Peak	40.5%	3.36	57.0%	43.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	1.0%	0.000	50.0%	50.0%

Community Facility

Time Period	Trip Generation (9,20,15)		Direction Split (9,1)		Mode Split* (14)						Occupancy (9)		Linked Trips	Pass-by Trips	Truck Trip Generation (9)		Truck Direction Split (9)	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	34.00	50.0%	50.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	100.0%	0.38	50.0%	50.0%
WD AM Peak	7.2%	2.45	94.0%	6.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	7.2%	0.027	94.0%	6.0%
WD Midday Peak	7.1%	2.41	45.0%	55.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	7.1%	0.027	45.0%	55.0%
WD PM Peak	8.3%	2.82	42.0%	58.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	8.3%	0.032	42.0%	58.0%
Saturday Daily	100.0%	34.00	50.0%	50.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.60	1.40	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	14.1%	4.79	49.0%	51.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.60	1.40	0%	0%	0.0%	0.000	50.0%	50.0%

* Mode splits may not total 100% due to rounding.

Table 14-6 (cont'd)
Trip Generation Assumptions for No Build Projects

Elementary School (Students)

Time Period	Trip Generation (25)		Direction Split (25)		Mode Split* (25,27)						Occupancy (25)		Linked Trips	Pass-by Trips	Truck Trip Generation (26)		Truck Direction Split (26)	
	Daily %	Student Trips per Seat	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Seat	In	Out
Weekday Daily	100.0%	1.80	50.0%	50.0%	15.0%	0.0%	15.0%	10.0%	0.0%	60.0%	1.30	1.30	0%	0%	100.0%	0.04	50.0%	50.0%
WD AM Peak	45.0%	0.81	100.0%	100.0%	15.0%	0.0%	15.0%	10.0%	0.0%	60.0%	1.30	1.30	0%	0%	9.7%	0.004	50.0%	50.0%
WD Midday Peak	0.0%	0.00	0.0%	0.0%	15.0%	0.0%	15.0%	10.0%	0.0%	60.0%	1.30	1.30	0%	0%	7.8%	0.003	50.0%	50.0%
WD PM Peak	0.0%	0.00	0.0%	0.0%	15.0%	0.0%	15.0%	10.0%	0.0%	60.0%	1.30	1.30	0%	0%	5.1%	0.002	50.0%	50.0%
Saturday Daily	100.0%	0.00	50.0%	50.0%	15.0%	0.0%	15.0%	10.0%	0.0%	60.0%	1.30	1.30	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	0.0%	0.00	50.0%	50.0%	15.0%	0.0%	15.0%	10.0%	0.0%	60.0%	1.30	1.30	0%	0%	0.0%	0.000	50.0%	50.0%

Elementary School (Staff)

Time Period	Trip Generation (25)		Direction Split (14)		Mode Split* (21)						Occupancy (21)		Linked Trips	Pass-by Trips	Truck Trip Generation		Truck Direction Split	
	Daily %	Staff Trips per Employee	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Employee	In	Out
Weekday Daily	100.0%	2.00	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.00	50.0%	50.0%
WD AM Peak	45.0%	0.90	100.0%	0.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
WD Midday Peak	0.0%	0.00	0.0%	100.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
WD PM Peak	5.0%	0.10	0.0%	100.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	0.00	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	0.0%	0.00	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%

* Mode splits may not total 100% due to rounding.

Table 14-6 (cont'd)
Trip Generation Assumptions for No Build Projects

Storage Facility

Time Period	Trip Generation (19)		Direction Split (19)		Mode Split* (19)						Occupancy (19)		Linked Trips	Pass-by Trips	Truck Trip Generation		Truck Direction Split	
	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	4.97	50.0%	50.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	2.00	0.00	0%	0%	100.0%	0.00	50.0%	50.0%
WD AM Peak	10.7%	0.53	50.0%	50.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	2.00	0.00	0%	0%	0.0%	0.000	50.0%	50.0%
WD Midday Peak	11.0%	0.55	50.0%	50.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	2.00	0.00	0%	0%	0.0%	0.000	50.0%	50.0%
WD PM Peak	11.2%	0.56	50.0%	50.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	2.00	0.00	0%	0%	0.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	4.63	50.0%	50.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	2.00	0.00	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	15.0%	0.69	50.0%	50.0%	95.0%	0.0%	0.0%	0.0%	0.0%	5.0%	2.00	0.00	0%	0%	0.0%	0.000	50.0%	50.0%

* Mode splits may not total 100% due to rounding.

(1) ITE Trip Generation Manual, 7th Edition (2003)

(2) ITE Trip Generation Land Use Code 820 Shopping Center expanded to person trips.

(3) Gateway Center at Bronx Terminal Market Final EIS (2005)
(4) Coliseum Redevelopment Project Final Supplemental EIS (1997)
(5) CEQR, October 2001.
(6) AKRF assumption, Willets Point DEIS, 2008
(7) Atlantic Yards Redevelopment Project Final EIS (2006)
(8) Number 7 Extension Project, Parson Brinckerhoff, September 2003.
(9) Downtown Brooklyn Development FEIS (2004)
(10) PHA June 10, 2004 survey at existing Midtown and Lower Manhattan office buildings
(11) Pushkarev & Zupan, Urban Space for Pedestrians (1975)
(12) 42 Street Development Project: General Project Plan Amendment Final Supplementation EIS (1994)
(13) Mode Split and Occupancy for restaurants assumed same as Local Retail per Queens Crossing Mixed Use Development EAS, January 2005.
(14) US Department of Commerce, Bureau of the Census, Census 2000
(15) Willets Point DEIS, 2008
(16) Brooklyn Bridge Park FEIS, December 2005.
(17)Queens Crossing EAS, 2004.
(18) First Avenue Properties Rezoning FGEIS, January 2004.
(19) Number 7 Extension Project, Parson Brinckerhoff, September 2003.
(20) Arverne Urban Renewal Area FEIS (2003)
(21) Reverse Journey to Work, US Census 2000
(22) Journey to Work, US Census 2000
(23) Wilbur Smith Associates. Motor Trucks in the Metropolis (1969)
(24) Hudson River Park DEIS, April 1997; note Sunday data used for Saturday time period
(25) PS 260Q Facility, Corona, Queens, 2005
(26) Downtown Flushing Rezoning and Waterfront Access Plan, April 1998.

(27) Saturday Trip Generation derived from ratio of Saturday to weekday from ITE Land Use Code 495.
(28) Saturday Temporal Distribution, Direction Split, & Mode Split from Downtown Flushing Rezoning and Waterfront Access Plan (1998)
(29) Jamaica Plan FEIS, June 2007
(30) Pier 94, Unconvention Center, Inc. EAS (2003)

Table 14-7
No Build Trips By Mode
Weekday AM Peak Hour

Map No.	NAME	AUTO (PRIMARY)		AUTO (PASS BY)		TAXI		SUBWAY		BUS		LIRR		WALK		TRUCK	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	SkyView Parc/Queens Town Center (Muss)	281	236	0	0	17	17	171	213	206	213	2	6	375	387	32	22
2	Queens Crossing (TDC)*	71	3	0	0	10	10	31	2	148	5	3	0	94	15	1	0
3	New Millennium 35th Avenue	11	8	0	0	0	0	21	14	6	10	0	1	52	21	1	0
4	New Millennium Northern Boulevard	18	17	0	0	1	1	25	18	10	15	0	1	78	46	2	1
5	Victoria Tower	3	14	0	0	0	0	7	27	5	19	0	1	6	25	1	1
6	132-27 41st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	31-18, 31-22 Union Street	1	2	0	0	0	0	1	5	1	3	0	0	1	4	0	0
8	140-24 31st Drive	0	2	0	0	0	0	1	3	1	2	0	0	1	3	0	0
9	31-33 Linden Place	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0
10	33-34 Farrington Street	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	33-35 Farrington Street	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	137-07 Northern Boulevard	6	8	0	0	3	3	1	1	1	1	0	0	1	1	1	1
13	134-39 Northern Boulevard	6	0	0	0	0	0	3	0	5	0	0	0	9	0	0	0
14	136-16 35th Avenue	1	2	0	0	0	0	1	4	1	3	0	0	1	4	0	0
15	138-06 35th Avenue	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0
16	32-18 Union Street	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0
17	135-11 40th Road	26	2	0	0	0	0	13	2	25	3	0	0	40	4	1	1
18	40-22 Main Street	3	3	0	0	0	0	2	2	4	4	0	0	28	28	0	0
19	41-18 Haight Street	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0
20	41-55 College Point Boulevard	1	0	0	0	0	0	2	8	1	5	0	0	2	7	0	0
21	132-27, 132-37, 132-45, 132-49, 132-61 41st Road	1	3	0	0	0	0	1	6	1	4	0	0	1	5	0	0
22	5-10 Summit Court	0	1	0	0	0	0	1	3	0	2	0	0	1	3	0	0
23	133-53 37th Avenue	1	4	0	0	0	0	2	7	1	5	0	0	2	7	0	0
24	133-51 37th Avenue	4	0	0	0	0	0	2	0	4	0	0	0	7	0	0	0
25	133-40 37th Avenue	6	0	0	0	0	0	3	0	6	0	0	0	9	0	0	0
26	143-21 38th Avenue	0	2	0	0	0	0	1	4	1	3	0	0	1	4	0	0
27	PS 244 137-20 Franklin Avenue	50	41	0	0	0	0	58	54	45	36	0	0	228	214	1	1
28	140-22 Beech Avenue	1	3	0	0	0	0	2	6	1	5	0	0	1	6	0	0
29	143-51 Franklin Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	143-22 Beech Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	36-36 Main Street	13	1	0	0	0	0	6	0	12	1	0	0	19	1	0	0
32	133-47 39th Avenue	24	7	0	0	10	10	20	9	23	7	0	0	48	23	0	0
33	36-31 Prince Street**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	38-34 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	137-04 31st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	31-27 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	31-38 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	River Park Place*	158	54	0	0	12	12	67	156	346	48	8	3	144	51	2	2
39	132-73 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	134-43 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	42-11 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	42-33 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	132-25 Pople Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	133-20 Avrey Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	43-57 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	132-29 Blossom **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	132-26 Avery **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	132-18 41st Avenue **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTALS	690	420	0	0	52	52	442	548	854	398	13	12	1149	863	42	29

Notes:
* Trip generation taken directly from approved EISs.
** Trips for these projects are accounted for in the 1.25% annual growth rate

Table 14-8
No Build Trips By Mode
Weekday Midday Peak Hour

Map No.	NAME	AUTO (PRIMARY)		AUTO (PASS BY)		TAXI		SUBWAY		BUS		LIRR		WALK		TRUCK	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	SkyView Parc/Queens Town Center (Muss)	1017	858	0	0	65	65	572	494	754	661	2	2	2249	1974	34	34
2	Queens Crossing (TDC)*	66	83	0	0	16	16	4	20	71	81	2	1	720	813	0	0
3	New Millennium 35th Avenue	10	11	0	0	0	0	15	17	10	10	0	0	61	66	0	0
4	New Millennium Northern Boulevard	34	30	0	0	3	3	28	28	31	30	0	0	203	207	1	2
5	Victoria Tower	4	4	0	0	0	0	9	9	6	6	0	0	8	8	0	0
6	132-27 41st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	31-18, 31-22 Union Street	1	1	0	0	0	0	2	1	1	1	0	0	1	1	0	0
8	140-24 31st Drive	1	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0
9	31-33 Linden Place	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	33-34 Farrington Street	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	33-35 Farrington Street	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	137-07 Northern Boulevard	12	5	0	0	4	4	1	1	1	1	0	0	1	1	1	1
13	134-39 Northern Boulevard	4	4	0	0	0	0	2	2	3	4	0	0	6	6	0	0
14	136-16 35th Avenue	1	1	0	0	0	0	1	1	1	1	0	0	1	1	0	0
15	138-06 35th Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	32-18 Union Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	135-11 40th Road	16	18	0	0	0	0	8	9	17	17	0	0	26	28	1	1
18	40-22 Main Street	19	19	0	0	0	0	12	12	25	25	0	0	174	174	0	0
19	41-18 Haight Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	41-55 College Point Boulevard	1	0	0	0	0	0	3	2	2	2	0	0	2	2	0	0
21	132-27, 132-37, 132-45, 132-49, 132-61 41st Road	1	1	0	0	0	0	2	2	1	1	0	0	2	2	0	0
22	5-10 Summit Court	0	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0
23	133-53 37th Avenue	1	1	0	0	0	0	2	2	2	2	0	0	2	2	0	0
24	133-51 37th Avenue	3	3	0	0	0	0	1	1	3	3	0	0	4	5	0	0
25	133-40 37th Avenue	4	4	0	0	0	0	2	2	4	4	0	0	6	6	0	0
26	143-21 38th Avenue	1	1	0	0	0	0	1	1	1	1	0	0	1	1	0	0
27	PS 244 137-20 Franklin Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
28	140-22 Beech Avenue	1	1	0	0	0	0	2	2	2	1	0	0	2	2	0	0
29	143-51 Franklin Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	143-22 Beech Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	36-36 Main Street	8	9	0	0	0	0	4	4	8	8	0	0	12	13	0	0
32	133-47 39th Avenue	19	20	0	0	4	4	13	15	21	23	0	0	126	127	0	0
33	36-31 Prince Street**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	38-34 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	137-04 31st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	31-27 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	31-38 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	River Park Place*	128	118	0	0	9	9	71	70	107	109	2	2	211	216	7	7
39	132-73 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	134-43 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	42-11 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	42-33 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	132-25 Pople Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	133-20 Avrey Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	43-57 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	132-29 Blossom **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	132-26 Avery **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	132-18 41st Avenue **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS		1357	1196	0	0	99	99	757	697	1073	993	6	5	3820	3657	45	46

Notes:
* Trip generation taken directly from approved EISs.
** Trips for these projects are accounted for in the 1.25% annual growth rate

Table 14-9
No Build Trips By Mode
Weekday PM Peak Hour

Map No.	NAME	AUTO (PRIMARY)		AUTO (PASS BY)		TAXI		SUBWAY		BUS		LIRR		WALK		TRUCK	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	SkyView Parc/Queens Town Center (Muss)	861	919	0	0	63	63	535	532	633	654	6	3	1303	1132	3	3
2	Queens Crossing (TDC)*	51	109	0	0	21	21	37	15	82	200	1	4	495	443	1	1
3	New Millennium 35th Avenue	12	11	0	0	0	0	22	21	14	10	1	0	52	56	0	1
4	New Millennium Northern Boulevard	29	25	0	0	3	3	30	27	26	22	1	0	126	130	0	1
5	Victoria Tower	13	7	0	0	0	0	26	14	19	10	1	1	24	13	0	0
6	132-27 41st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	31-18, 31-22 Union Street	2	1	0	0	0	0	4	2	3	2	0	0	4	2	0	0
8	140-24 31st Drive	1	1	0	0	0	0	3	2	2	1	0	0	3	1	0	0
9	31-33 Linden Place	1	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0
10	33-34 Farrington Street	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	33-35 Farrington Street	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	137-07 Northern Boulevard	9	7	0	0	2	2	1	1	1	1	0	0	1	1	0	0
13	134-39 Northern Boulevard	0	7	0	0	0	0	0	3	0	6	0	0	1	10	0	0
14	136-16 35th Avenue	2	1	0	0	0	0	4	2	3	2	0	0	4	2	0	0
15	138-06 35th Avenue	1	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0
16	32-18 Union Street	1	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0
17	135-11 40th Road	3	31	0	0	0	0	3	14	2	29	0	0	4	47	0	0
18	40-22 Main Street	9	9	0	0	0	0	6	6	13	13	0	0	88	88	0	0
19	41-18 Haight Street	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0
20	41-55 College Point Boulevard	4	0	0	0	0	0	7	4	5	3	0	0	7	4	0	0
21	132-27, 132-37, 132-45, 132-49, 132-61 41st Road	3	1	0	0	0	0	5	3	4	2	0	0	5	3	0	0
22	5-10 Summit Court	1	1	0	0	0	0	3	1	2	1	0	0	2	1	0	0
23	133-53 37th Avenue	3	2	0	0	0	0	7	4	5	3	0	0	6	3	0	0
24	133-51 37th Avenue	0	5	0	0	0	0	0	2	0	5	0	0	0	8	0	0
25	133-40 37th Avenue	0	7	0	0	0	0	0	3	0	7	0	0	1	11	0	0
26	143-21 38th Avenue	2	1	0	0	0	0	4	2	3	1	0	0	3	2	0	0
27	PS 244 137-20 Franklin Avenue	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0
28	140-22 Beech Avenue	3	2	0	0	0	0	6	3	4	2	0	0	6	3	0	0
29	143-51 Franklin Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	143-22 Beech Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	36-36 Main Street	1	15	0	0	0	0	0	7	1	14	0	0	1	22	0	0
32	133-47 39th Avenue	8	24	0	0	3	3	6	15	10	24	0	0	62	84	0	0
33	36-31 Prince Street**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	38-34 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	137-04 31st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	31-27 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	31-38 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	River Park Place*	58	196	0	0	13	13	150	113	61	413	3	9	86	206	1	1
39	132-73 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	134-43 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	42-11 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	42-33 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	132-25 Pople Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	133-20 Avrey Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	43-57 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	132-29 Blossom **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	132-26 Avery **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	132-18 41st Avenue **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS		1082	1387	0	0	104	104	863	799	897	1427	13	17	2288	2277	5	7

Notes:
* Trip generation taken directly from approved EISs.
** Trips for these projects are accounted for in the 1.25% annual growth rate

Table 14-10
No Build Trips By Mode
Saturday Midday Peak Hour

Map No.	NAME	AUTO (PRIMARY)		AUTO (PASS BY)		TAXI		SUBWAY		BUS		LIRR		WALK		TRUCK	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
1	SkyView Parc/Queens Town Center (Muss)	1155	1103	0	0	129	129	602	563	815	775	5	3	1500	1454	3	3
2	Queens Crossing (TDC)*	103	92	0	0	21	21	5	11	124	117	4	3	1110	1019	0	0
3	New Millennium 35th Avenue	15	14	0	0	0	0	30	28	14	12	1	0	74	74	0	0
4	New Millennium Northern Boulevard	33	31	0	0	2	2	37	36	27	26	1	0	160	159	0	0
5	Victoria Tower	10	8	0	0	0	0	20	15	14	11	1	1	19	14	0	0
6	132-27 41st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	31-18, 31-22 Union Street	2	1	0	0	0	0	3	3	2	2	0	0	3	2	0	0
8	140-24 31st Drive	1	1	0	0	0	0	2	2	2	1	0	0	2	2	0	0
9	31-33 Linden Place	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0
10	33-34 Farrington Street	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	33-35 Farrington Street	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	137-07 Northern Boulevard	13	10	0	0	4	4	1	1	1	1	0	0	1	1	0	0
13	134-39 Northern Boulevard	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
14	136-16 35th Avenue	2	1	0	0	0	0	3	2	2	2	0	0	3	2	0	0
15	138-06 35th Avenue	1	0	0	0	0	0	1	1	1	1	0	0	1	1	0	0
16	32-18 Union Street	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	0
17	135-11 40th Road	4	3	0	0	0	0	3	2	4	3	0	0	6	4	0	0
18	40-22 Main Street	11	11	0	0	0	0	7	7	14	14	0	0	101	101	0	0
19	41-18 Haight Street	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0
20	41-55 College Point Boulevard	3	0	0	0	0	0	6	4	4	3	0	0	5	4	0	0
21	132-27, 132-37, 132-45, 132-49, 132-61 41st Road	2	2	0	0	0	0	4	3	3	2	0	0	4	3	0	0
22	5-10 Summit Court	1	1	0	0	0	0	2	2	1	1	0	0	2	1	0	0
23	133-53 37th Avenue	3	2	0	0	0	0	5	4	4	3	0	0	5	4	0	0
24	133-51 37th Avenue	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
25	133-40 37th Avenue	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0
26	143-21 38th Avenue	1	1	0	0	0	0	3	2	2	2	0	0	3	2	0	0
27	PS 244 137-20 Franklin Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
28	140-22 Beech Avenue	2	2	0	0	0	0	5	4	3	3	0	0	4	3	0	0
29	143-51 Franklin Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	143-22 Beech Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	36-36 Main Street	2	1	0	0	0	0	1	0	1	1	0	0	2	2	0	0
32	133-47 39th Avenue	11	9	0	0	3	3	10	9	13	12	0	0	71	70	0	0
33	36-31 Prince Street**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	38-34 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
35	137-04 31st Road**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
36	31-27 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
37	31-38 137th Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
38	River Park Place*	57	49	0	0	4	4	36	33	44	36	4	3	133	117	0	0
39	132-73 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	134-43 Maple Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	42-11 Parsons Boulevard**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	42-33 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	132-25 Pople Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
44	133-20 Avrey Avenue**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	43-57 Main Street**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	132-29 Blossom **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
47	132-26 Avery **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
48	132-18 41st Avenue **	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS		1440	1346	0	0	163	163	789	735	1099	1028	16	10	3215	3044	3	3

Notes:
* Trip generation taken directly from approved EISs.
** Trips for these projects are accounted for in the 1.25% annual growth rate

CAPACITY ANALYSIS

The intersection capacity analysis was conducted for the 2013 No Build traffic volumes. Table 14-11 shows the v/c ratios, average control delays, and levels of service for 2013 No Build conditions, while Table 14-12 indicates those locations that would have congested conditions in one or more peak hours in existing and No Build conditions. As shown in Table 14-12, in the No Build, sixteen of the 30 intersections studied would have one or more congested movements during the weekday AM peak hour (versus nine in existing conditions). There would be thirteen congested intersections during the weekday midday peak hour (versus five in existing conditions), eighteen congested intersections during the weekday PM peak hour (versus nine in existing conditions), and eighteen congested intersections during the Saturday midday peak hour (versus nine in existing conditions). Newly congested intersections, as well as those where congested conditions would no longer exist (due to changes in local street operations), are discussed below, by corridor.

Table 14-11
Peak Hour Level of Service
2013 No Build Traffic Conditions

			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			SATURDAY MIDDAY		
			8:00 to 9:00 AM			12:30 to 1:30 PM			5:00 to 6:00 PM			12:00 to 1:00 PM		
Intersection	Lane Group	Movement	V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS														
Roosevelt Ave / College Pt Blvd	EB	LTR	0.57	23.8	C	0.65	20.0	B	0.82	31.7	C	0.69	20.9	C
		T after L**	0.14	17.8	B	0.16	15.0	B	0.15	17.9	B	0.13	14.7	B
	WB	LTR	0.53	32.1	C	0.74	30.9	C	0.57	32.8	C	0.73	30.4	C
		T after L**	0.20	43.3	D	0.24	33.2	C	0.19	43.2	D	0.24	33.2	C
	NB	L	1.68	361.6	F	1.29	184.6	F	0.93	80.5	F	0.96	71.0	E
		TR	0.80	31.1	C	0.80	27.1	C	0.79	30.5	C	1.15	101.0	F
	SB	T	0.67	43.8	D	0.66	33.6	C	1.07	95.3	F	0.97	54.7	D
		R	0.40	40.9	D	0.64	40.2	D	0.45	41.9	D	0.61	38.4	D
	Overall			81.0	F		43.1	D		54.5	D		53.6	D
Northern Blvd / Prince Street	EB Main Rd	L	0.96	94.3	F	0.74	60.4	E	1.03	99.3	F	0.99	92.3	F
		T	0.38	11.2	B	0.50	15.8	B	0.93	28.8	C	1.02	46.8	D
	EB Serv Rd	TR	0.15	9.9	A	0.13	11.8	B	0.16	12.2	B	0.32	13.7	B
	WB Main Rd	L	1.33	255.8	F	1.40	285.9	F	0.90	114.4	F	1.89	478.8	F
		T	0.91	23.1	C	0.61	22.2	C	0.81	31.1	C	0.96	34.6	C
	WB Serv Rd	TR	0.22	15.6	B	0.21	20.4	C	0.28	24.8	C	0.46	24.0	C
	NB	LTR	3.21	1061.0	F	1.71	387.5	F	2.22	608.6	F	2.61	790.5	F
	SB	LTR	0.86	62.9	E	0.53	42.4	D	0.67	46.5	D	0.68	48.1	D
	Overall			98.4	F		54.6	D		77.5	E		98.0	F
37th Ave / Prince Street	WB	LTR	0.60	19.3	B	0.61	19.4	B	0.75	24.7	C	0.62	19.9	B
	NB	LT	0.39	12.4	B	0.29	11.4	B	0.32	11.7	B	0.37	12.3	B
	SB	TR	0.72	20.1	C	0.44	13.3	B	0.82	25.6	C	0.99	47.4	D
	Overall			17.8	B		15.4	B		22.4	C		32.5	C

Table 14-11 (cont'd)
Peak Hour Level of Service
2013 No Build Traffic Conditions

Intersection	Lane Group	Movement	WEEKDAY AM 8:00 to 9:00 AM V/C Ratio	Avg. Delay (sec/veh)	LOS	WEEKDAY MIDDAY 12:30 to 1:30 PM V/C Ratio	Avg. Delay (sec/veh)	LOS	WEEKDAY PM 5:00 to 6:00 PM V/C Ratio	Avg. Delay (sec/veh)	LOS	SATURDAY MIDDAY 12:00 to 1:00 PM V/C Ratio	Avg. Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS														
37th Ave / Bowne Street*	NB	L	0.65	22.3	C	0.38	14.5	B	0.49	17.7	B	0.74	28.9	C
		T	0.67	18.9	B	0.78	23.5	C	0.87	30.1	C	0.81	25.5	C
	SB	TR	0.51	15.3	B	0.46	14.4	B	0.62	17.9	B	0.60	17.3	B
	Overall			18.5	B		19.4	B		24.2	C		23.3	C
Roosevelt Ave / Prince Street	EB	DefL	0.85	55.4	E	1.71	356.3	F	1.81	413.8	F	3.09	974.7	F
		TR	0.42	17.0	B	0.78	20.6	C	1.13	101.5	F	1.33	175.4	F
	WB	LTR	1.37	194.7	F	1.40	204.6	F	1.82	398.3	F	2.03	487.2	F
	SB	LTR	0.82	51.6	D	1.63	333.4	F	1.25	168.6	F	1.85	425.8	F
	Overall			124.6	F		202.9	F		269.1	F		451.5	F
Northern Blvd / Main Street	EB	TR	0.68	28.1	C	0.76	30.0	C	0.99	39.0	D	0.77	28.7	C
	WB	L	0.07	27.0	C	0.05	30.2	C	0.07	38.0	D	0.02	23.1	C
		T after L	0.07	40.6	D	0.06	40.4	D	0.13	51.9	D	0.04	40.1	D
		T	1.09	61.7	E	0.68	12.9	B	0.76	14.4	B	0.71	13.4	B
	NB	L	0.28	595.3	F	1.78	403.8	F	1.44	256.6	F	2.08	537.2	F
		R	1.46	255.7	F	1.55	291.4	F	1.69	355.9	F	1.49	264.6	F
	Overall			121.3	F		96.4	F		101.9	F		121.7	F
37th Ave / Main Street	WB	TR	0.68	42.9	D	0.69	27.9	C	1.16	129.8	F	0.66	26.7	C
	NB	LT	0.47	2.3	A	0.43	5.6	A	0.49	2.4	A	0.61	6.9	B
	SB	T	0.04	8.7	A	0.02	11.4	B	0.03	8.7	A	0.02	11.4	B
	Overall			14.6	B		15.1	B		53.5	D		13.5	B
38th Ave / Main Street	EB	LTR	0.84	58.0	E	0.81	51.9	D	0.74	46.0	D	1.17	139.2	F
	NB	T	0.57	3.4	A	0.44	2.6	A	0.67	4.4	A	0.60	3.5	A
		R	0.38	5.7	A	0.49	8.0	A	0.50	8.6	A	0.61	12.5	B
	SB	T	0.04	10.7	B	0.02	10.6	B	0.04	10.7	B	0.02	10.6	B
	Overall			16.0	B		17.8	B		13.7	B		45.3	D
39th Ave / Prince Street	WB	LTR	0.40	24.1	C	0.41	15.4	B	0.40	15.4	B	0.41	15.5	B
	NB	LT	0.48	9.7	A	0.67	20.3	C	1.24	145.8	F	1.58	290.7	F
	SB	TR	0.38	8.3	A	0.47	15.2	B	0.85	29.3	C	1.00	53.8	D
	Overall			10.4	B		17.5	B		74.0	E		144.0	F
39th Ave / Main Street	NB	LT	0.79	6.7	A	0.74	5.5	A	0.85	9.1	A	0.92	13.0	B
		R	0.17	1.7	A	0.52	8.5	A	0.57	12.0	B	0.60	12.0	B
	SB	TR	0.11	10.1	B	0.06	7.6	A	0.10	10.0	A	0.05	7.5	A
	Overall			6.4	A		6.0	A		9.4	A		12.7	B

Table 14-11 (cont'd)
Peak Hour Level of Service
2013 No Build Traffic Conditions

Intersection	Lane Group	Movement	WEEKDAY AM 8:00 to 9:00 AM			WEEKDAY MIDDAY 12:30 to 1:30 PM			WEEKDAY PM 5:00 to 6:00 PM			SATURDAY MIDDAY 12:00 to 1:00 PM		
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS (CONT'D)														
Roosevelt Ave / Main Street	EB	LTR	1.25	160.2	F	1.77	379.3	F	2.19	572.8	F	2.80	840.2	F
	WB	LTR	1.60	305.2	F	1.89	429.7	F	2.21	581.8	F	2.53	717.6	F
	NB	LT	1.22	142.0	F	1.44	228.9	F	1.31	179.1	F	1.58	291.6	F
		R	0.52	32.0	C	1.21	189.5	F	0.93	92.6	F	0.34	22.6	C
	SB	LTR	0.22	20.6	C	0.09	16.5	B	0.27	21.7	C	0.14	17.1	B
	Overall			187.8	F		325.0	F		402.3	F		584.3	F
41st Ave / Main St / Kissena Blvd	WB	TR	0.80	38.1	D	0.52	19.6	B	0.84	39.7	D	0.81	28.7	C
	NB	L	0.59	26.1	C	0.63	28.3	C	0.64	28.6	C	0.65	29.2	C
		TR	0.85	33.7	C	1.11	90.2	F	0.81	31.4	C	1.26	150.5	F
	SB	L	0.78	78.8	E	0.15	16.2	B	0.19	24.8	C	0.15	16.9	B
		TR	0.03	14.3	B	0.02	14.1	B	0.02	14.2	B	0.02	14.1	B
	Overall			36.6	D		57.0	E		34.4	C		86.8	F
Sanford Ave / Main Street	WB	LTR	0.84	30.1	C	1.00	46.8	D	0.74	25.4	C	0.95	35.8	D
	NB	LTR	0.87	44.6	D	0.83	33.9	C	0.94	53.5	D	0.94	46.4	D
	SB	TR	0.10	23.9	C	0.10	18.9	B	0.11	24.0	C	0.10	18.9	B
	Overall			35.8	D		42.0	D		37.5	D		39.6	D
Northern Blvd / Union Street	EB	L	1.40	244.6	F	1.29	186.1	F	1.33	201.2	F	1.43	253.2	F
		T	0.78	29.3	C	0.75	29.3	C	0.89	34.0	C	0.86	33.9	C
		R	1.27	171.3	F	1.36	211.4	F	1.59	308.2	F	1.60	315.1	F
	WB	L	1.43	238.7	F	1.25	159.4	F	1.35	214.7	F	1.78	397.9	F
		TR	1.04	54.5	D	0.84	31.5	C	0.75	27.4	C	0.85	31.7	C
		LTR	0.20	31.3	C	0.08	28.7	C	0.15	30.2	C	0.08	28.8	C
	SB	LTR	0.91	56.9	E	0.80	47.9	D	0.81	48.3	D	0.90	55.7	E
	Overall			84.4	F		81.8	F		100.6	F		126.1	F
37th Ave / Union Street	WB	LT	1.61	328.4	F	1.29	192.6	F	1.17	146.4	F	1.24	172.9	F
	NB	T	0.12	13.1	B	0.04	10.6	B	0.07	12.5	B	0.04	10.7	B
	SB	T	0.80	11.8	B	0.70	7.0	A	0.92	18.6	B	0.87	12.2	B
		R	0.78	17.4	B	0.55	7.7	A	0.73	15.0	B	0.66	9.6	A
	Overall			81.7	F		42.9	D		38.2	D		35.5	D
38th Ave / Union Street	EB	TR	0.56	40.7	D	0.65	34.4	C	0.71	36.9	D	0.70	36.4	D
	NB	T	0.07	7.8	A	0.03	7.5	A	0.05	7.6	A	0.03	7.4	A
	SB	LTR	0.84	14.0	B	0.74	10.6	B	1.01	35.2	D	1.03	41.6	D
	Overall			17.0	B		15.7	B		35.2	D		40.5	D
39th Ave / Union Street	EB	L	0.16	21.8	C	0.07	20.3	C	0.11	20.9	C	0.06	20.2	C
		R	0.35	23.7	C	0.32	23.0	C	0.34	23.2	C	0.59	28.3	C
	SB	T	0.42	3.0	A	0.47	3.3	A	0.52	3.5	A	0.60	4.0	A
	Overall			7.3	A		6.6	A		7.1	A		9.3	A
Roosevelt Ave / Union Street	EB	T	0.84	27.4	C	0.83	24.8	C	1.06	63.2	E	0.97	41.5	D
		R	0.52	20.6	C	0.64	24.4	C	0.73	26.3	C	0.76	30.4	C
	WB	LT	0.97	40.2	D	0.86	28.5	C	1.12	93.0	F	1.25	144.3	F
	SB	LT	0.56	19.7	B	0.68	22.0	C	0.63	19.4	B	0.76	22.5	C
		R	1.18	137.6	F	1.70	360.9	F	2.31	627.1	F	1.70	358.5	F
	Overall			39.7	D		64.2	E		134.2	F		88.9	F
Sanford Ave / Union Street	EB	TR	0.52	27.9	C	0.45	28.8	C	0.63	32.9	C	0.59	31.3	C
	WB	LT	1.77	384.6	F	1.17	133.3	F	1.10	106.6	F	2.31	631.4	F
	NB	LR	0.81	48.3	D	0.38	23.8	C	1.09	117.9	F	1.02	90.6	F
	SB	LT	0.46	18.0	B	0.41	14.8	B	0.82	27.7	C	0.63	19.4	B
		R	0.92	34.1	C	0.78	21.2	C	1.08	70.8	E	1.15	95.3	F
	Overall			138.5	F		48.3	D		67.6	E		208.1	F
Northern Blvd / Bowne Street	EB	TR	0.53	10.7	B	0.65	19.3	B	0.85	17.4	B	0.85	25.6	C
	WB	L	0.46	18.9	B	0.48	31.6	C	0.75	59.0	E	0.73	61.1	E
		T	0.86	7.7	A	0.52	8.3	A	0.47	3.0	A	0.62	9.3	A
	NB	L	1.23	172.5	F	0.83	54.6	D	1.02	100.4	F	0.82	53.4	D
		R	0.47	46.0	D	0.59	41.5	D	1.01	102.4	F	0.91	66.3	E
	Overall			25.8	C		21.3	C		27.4	C		27.1	C

Table 14-11 (cont'd)
Peak Hour Level of Service
2013 No Build Traffic Conditions

Intersection	Lane Group	Movement	WEEKDAY AM 8:00 to 9:00 AM V/C Ratio	Avg. Delay (sec/veh)	LOS	WEEKDAY MIDDAY 12:30 to 1:30 PM V/C Ratio	Avg. Delay (sec/veh)	LOS	WEEKDAY PM 5:00 to 6:00 PM V/C Ratio	Avg. Delay (sec/veh)	LOS	SATURDAY MIDDAY 12:00 to 1:00 PM V/C Ratio	Avg. Delay (sec/veh)	LOS
SIGNALIZED INTERSECTIONS (CONT'D)														
Roosevelt Ave / Bowne Street	EB	L	0.57	28.8	C	0.52	15.8	B	0.57	27.4	C	0.71	24.8	C
		TR	0.45	20.1	C	0.77	20.9	C	1.03	72.0	E	0.89	29.9	C
	WB	LTR	1.08	84.7	F	0.92	32.4	C	1.04	73.6	E	1.06	65.5	E
	NB	L	0.42	31.2	C	0.39	33.2	C	0.31	28.3	C	0.48	37.7	D
		TR	0.87	48.9	D	0.65	36.0	D	0.58	32.5	C	1.08	99.1	F
	SB	L	0.38	34.8	C	0.15	26.2	C	0.16	25.3	C	0.52	50.0	D
		TR	0.39	28.0	C	0.54	32.6	C	0.42	28.7	C	0.68	37.2	D
	Overall			52.8	D		28.4	C		55.1	E		55.1	E
Sanford Ave / Bowne Street	EB	LTR	1.08	88.4	F	0.66	21.5	C	0.76	23.8	C	1.28	162.8	F
	WB	LT	0.81	25.7	C	0.46	14.3	B	0.49	14.9	B	0.64	18.0	B
		R	0.29	12.4	B	0.12	10.5	B	0.12	10.5	B	0.13	10.5	B
	NB	LTR	1.12	110.8	F	0.55	27.2	C	0.73	35.3	D	0.69	32.8	C
	SB	L	0.40	29.0	C	0.25	23.7	C	0.49	31.6	C	0.22	23.2	C
		TR	0.76	38.4	D	0.57	28.5	C	0.73	35.2	D	0.54	27.8	C
	Overall			57.2	E		21.3	C		25.9	C		65.1	E
Northern Blvd / Parsons Blvd	EB	L	0.50	48.6	D	0.55	53.2	D	0.67	52.0	D	0.47	50.1	D
		TR	1.10	82.1	F	1.04	62.6	E	1.03	52.2	D	1.26	151.0	F
	WB	L	0.33	35.7	D	0.32	37.3	D	0.42	46.1	D	0.45	48.7	D
		TR	1.39	208.6	F	1.31	175.3	F	1.25	149.4	F	1.38	203.9	F
	NB	L	0.80	68.7	E	0.62	49.0	D	0.53	45.6	D	0.65	51.0	D
		TR	0.43	35.4	D	0.43	35.5	D	0.46	36.2	D	0.52	37.1	D
	SB	LTR	1.17	145.7	F	1.04	103.2	F	1.26	180.5	F	1.59	326.2	F
	Overall			150.2	F		109.7	F		94.4	F		171.0	F
Roosevelt Ave / Parsons Blvd	EB	LTR	0.65	31.9	C	1.47	250.3	F	1.33	196.5	F	1.57	292.9	F
	WB	LTR	1.09	99.3	F	1.46	244.5	F	1.28	174.7	F	1.33	187.3	F
	NB	LTR	1.56	296.8	F	0.75	31.1	C	1.18	135.1	F	1.22	142.7	F
	SB	LTR	0.84	42.7	D	0.65	25.2	C	0.91	52.3	D	0.81	33.7	C
	Overall			137.6	F		171.0	F		144.1	F		181.7	F
Sanford Ave / Parsons Blvd	EB	LTR	0.69	27.7	C	0.50	21.3	C	0.97	56.6	E	0.58	23.1	C
	WB	LTR	1.12	101.8	F	0.71	28.2	C	0.82	36.3	D	0.81	33.2	C
	NB	LTR	1.11	98.8	F	0.73	26.2	C	0.78	29.0	C	0.92	43.7	D
	SB	LTR	0.93	44.6	D	0.55	19.2	B	0.73	25.1	C	0.75	25.9	C
	Overall			72.4	E		24.1	C		37.6	D		32.4	C
WB Northern Blvd/College Pt Blvd*	WB	LTR	0.64	19.1	B	0.67	20.2	C	0.40	13.9	B	0.64	18.5	B
	NB	LTR	0.49	12.3	B	0.49	12.3	B	0.54	12.8	B	0.58	13.3	B
	SB	LTR	0.85	19.9	B	0.75	16.6	B	0.95	28.7	C	0.76	16.9	B
	Overall			17.3	B		15.7	B		21.7	C		15.8	B
UNSIGNALIZED INTERSECTIONS														
EB Northern Blvd/College Pt Blvd	SB	LT	0.25	12.8	B	0.35	16.4	C	0.27	13.9	B	0.30	15.6	C
38th Ave / Prince Street	SB	LT	0.12	8.7	A	0.08	8.3	A	0.10	8.7	A	0.18	9.1	A
37th Ave / 138th Street	NB	L	0.26	17.4	C	0.59	23.0	C	0.72	35.2	E	0.61	26.5	D
	WB	L	0.10	7.8	A	0.12	7.6	A	0.08	7.6	A	0.09	7.6	A
38th Ave / 138th Street	EB	L	0.11	10.1	B	0.25	12.4	B	0.21	10.6	B	0.29	11.0	B
		R	0.09	9.4	A	0.20	10.2	B	0.19	9.8	A	0.21	9.8	A
39th Ave / 138th Street	SB	L	0.23	11.1	B	0.69	29.6	D	0.52	23.2	C	0.51	17.3	C
	EB	LT	0.05	8.9	A	0.21	12.1	B	0.11	13.2	B	0.06	10.5	B

Notes:
* Changed Signalization since Existing
** T after L – Through after Left

Table 14-12
Congested Intersections in Study Area[1]
Existing and No Build (2013) Conditions

	AM		Midday		PM		Saturday	
	Existing	No Build	Existing	No Build	Existing	No Build	Existing	No Build
Roosevelt Avenue Corridor								
College Point Blvd	▲	▲		▲	▲	▲		▲
Prince Street		▲		▲		▲	▲	▲
Main Street	▲	▲	▲	▲	▲	▲	▲	▲
Union Street	▲	▲		▲	▲	▲		▲
Bowne Street		▲				▲	▲	▲
Parsons Blvd	▲	▲		▲		▲		▲
Northern Boulevard Corridor								
Prince Street	▲	▲	▲	▲	▲	▲	▲	▲
Main Street	▲	▲		▲	▲	▲	▲	▲
Union Street	▲	▲	▲	▲	▲	▲	▲	▲
Bowne Street	▲	▲				▲	▲	▲
Parsons Blvd	▲	▲	▲	▲	▲	▲	▲	▲
College Point Blvd EB								
College Point Blvd WB**								
Union Street Corridor								
37th Ave		▲		▲		▲		▲
38th Ave						▲		▲
39th Ave								
Sanford Ave		▲		▲	▲	▲		▲
Main Street Corridor								
37th Ave						▲		
38th Ave		▲						▲
39th Ave								
41st Ave /Kissena Blvd			▲	▲	▲		▲	▲
Sanford Ave				▲				
37th Avenue Corridor								
Prince Street								
138th Street**						▲		
Bowne Street**								
38th Avenue Corridor								
Prince Street**								
138th Street**								
39th Avenue Corridor								
Prince Street						▲		▲
138th Street**								
Sanford Avenue Corridor								
Bowne Street		▲						▲
Parsons Blvd		▲				▲		
Total Congested Locations	**9**	**16**	**5**	**13**	**9**	**18**	**9**	**18**

Notes:
** = Unsignalized Intersection in Existing
▲ = Congested conditions on one or more lane groups/approaches
[1] Congested = Any lane group or approach, LOS E or F or v/c > 0.95 (signalized); LOS E or F (unsignalized)

ROOSEVELT AVENUE CORRIDOR

The same four intersections that are congested under existing conditions (i.e., Roosevelt Avenue at College Point Boulevard, Prince Street, Main Street, Union Street, and Parsons Boulevard) would remain congested under No Build conditions, and newly congested conditions would occur at the intersection with Bowne Street, as detailed below.

Corridor Intersections Congested in Existing and No Build Conditions

- **Roosevelt Avenue/College Point Boulevard**—Congestion on the northbound left turn movement would continue in the AM peak (LOS F) and increase slightly in the PM peak (from LOS E to LOS F) with the addition of congestion during the midday (LOS F) and Saturday midday (LOS E) peak hours. PM peak congestion on the southbound through lane would continue with congestion projected to increase during the weekday PM peak hour from LOS E to LOS F, and the addition of congestion in the Saturday midday peak period (v/c 0.97). All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Roosevelt Avenue/Prince Street**— The existing congestion on the southbound approach during the Saturday midday peak hour (LOS E) would worsen in the No Build to LOS F. Projected increases in traffic volumes at this intersection will result in added congestion to the westbound approach during all peak hours (LOS F) and to the eastbound approach in the AM (LOS E), midday, PM, and Saturday midday time periods (LOS F). All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Roosevelt Avenue/Main Street**—The eastbound approach would see an increase congestion (LOS E to LOS F) during the weekday PM and Saturday midday peak hours. New congested conditions are projected to occur on this approach during the weekday AM and midday peak hours (LOS F). The westbound and northbound approaches would operate at (LOS F) during all four peak periods. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Roosevelt Avenue/Union Street**—Due to the one-way pair configuration where Union Street is one-way southbound, the eastbound left, westbound right and northbound left-thru-right movements will no longer be allowed, thereby eliminating some of the existing conflicts. However, traffic volumes along Union Street are expected to increase since Main Street will no longer serve southbound traffic, except for buses in the contra flow bus lane. While a reduction in congestion in the southbound through movement during the PM peak hour will occur (LOS F to LOS B), new congestion will occur on the southbound right movement during the AM, midday, and Saturday midday peak hours (LOS F). The westbound approach would continue to operate with congestion in the AM peak hour (v/c .97) with the addition of congestion during the PM, and Saturday midday peak hours (both LOS F). The eastbound approach in the PM and Saturday midday peak hours are expected to become congested (LOS E and v/c .97, respectively). All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Roosevelt Avenue/Parsons Boulevard**—The existing congestion on the northbound approach during the weekday AM period (LOS E) would deteriorate to LOS F in the No Build condition, with the addition of LOS F in the PM and Saturday peak hours. The westbound approach would experience new congestion (LOS F) during all peak hours. In addition, the eastbound approach would operate at LOS F during the midday, PM and

Saturday peak hours. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

Newly Congested Corridor Intersections

- **Roosevelt Avenue/Bowne Street**—With significant changes in traffic flows projected at this intersection with the changeover to one-way northbound operation combined with southbound contra-flow bus lanes, new congested conditions would occur in three out of four peak hours in No Build conditions. The westbound approach would operate at LOS F for the AM peak hour and at LOS E for the PM and Saturday peak hours. The eastbound approach would operate with congestion (LOS E) during the PM peak hour, and the northbound approach would operate at LOS F for the Saturday peak hour. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

NORTHERN BOULEVARD CORRIDOR

The same five intersections that are congested in existing conditions (i.e., Northern Boulevard at Prince, Union, and Bowne Streets and at Parsons Boulevard) would remain congested in No Build conditions:

Corridor Intersections Congested in Existing and No Build Conditions

- **Northern Boulevard/Prince Street**—Congestion on the eastbound left turn movement from the main roadway would continue, with LOS E projected for the midday peak hour, and LOS during all other peak hours. The westbound main road approach of Northern Boulevard at Prince Street would continue to operate at LOS F during all four peak periods in the No Build condition. Congested conditions would continue to occur on the northbound approach (LOS F) in the weekday AM, PM and Saturday midday peak hours with the addition of the weekday midday peak hour (LOS F). The southbound approach would continue to operate at LOS E in the AM peak hour. All other lane groups and approaches would continue to operate at LOS D or better in the four peak hours.
- **Northern Boulevard/Main Street**—Congested conditions (LOS E) that currently occur on the eastbound right turn movement during the Saturday peak hour, would be improved to LOS C in the No Build condition. In addition, the congestion of the through-after-left movement (LOS F) in the PM peak period would be improved to LOS D. Due to the removal of the northbound movement on Union Street, congested conditions (LOS F) would continue on the northbound approach during the weekday AM and PM peak hours, with LOS F now also occurring in the midday and Saturday midday peak hours. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Northern Boulevard/Union Street**—Congested conditions would continue to occur on multiple approaches during all four peak hours at this location. The eastbound left-turn movement would continue to operate at (LOS F) in the AM peak hour. LOS during the weekday midday and PM, and Saturday midday peak hours would deteriorate to LOS F. The eastbound right-turn movement would operate at LOS F during all four peak hours. The congestion (LOS E) in the westbound through-right lane group during the AM peak hour would improve to LOS D, however congestion (LOS F) would occur on the westbound left turn in the weekday AM, midday, PM and Saturday midday peak hours. The removal of all vehicles except buses would alleviate congestion on the northbound approach in all four

peak hours. Congested conditions of LOS E would continue on the southbound approach during the weekday AM and Saturday midday peak hours, but would improve during the weekday midday and PM peak hours to LOS D. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

- **Northern Boulevard/Bowne Street**—Existing congested conditions (LOS E) for the northbound left-turning movement during the AM would deteriorate to LOS F, with the addition of the PM peak period (LOS F) and the amelioration of the Saturday midday period to LOS D. The northbound right turn movement would experience congested conditions during the PM period (LOS F), while during the Saturday midday peak hour, conditions would deteriorate to LOS E. The westbound left turn movement would also experience new congestion of LOS E during the PM and Saturday midday peak hours. All other lane groups and approaches would continue to operate at LOS D or better in the four peak hours.
- **Northern Boulevard/Parsons Boulevard**—Congested conditions would continue to occur in all of the four peak periods, but on more turning movements or approaches than in existing conditions, creating overall intersection conditions of LOS F during all four peak hours in the No Build condition. The newly congested eastbound through-right turn lane group would operate at LOS F during the weekday AM and Saturday midday peak periods, and at LOS E during the weekday midday peak hour. Congestion is also projected to occur on the westbound through-right turn lane group with LOS F projected to occur during all peak hours. The southbound approach would continue to experience congestion during all peak hours. The northbound lane configuration changes from shared left-through-right lanes to having a separate left-turn lane which reduces the congestion in this lane group during the AM from LOS F to LOS E for the exclusive left-turning land and LOS D for the through-right lane, with all other time periods improving from LOS E/F to LOS D. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

UNION STREET CORRIDOR

Within the study area, the changeover to one-way southbound operation and the introduction of contra-flow bus lanes (between 39th Avenue and Northern Boulevard) would dramatically change traffic patterns and intersection operations along Union Street.

Corridor Intersections Congested in Existing and No Build Conditions

- **Union Street at Sanford Avenue**—Under Existing conditions, congestion occurs only on the northbound approach (LOS E) during the weekday PM peak hour. Conditions on this approach are projected to worsen to LOS F in the No Build condition. In addition, the Saturday midday peak hour would experience congestion (LOS F). The westbound approach is projected to operate with congestion (LOS F) during all peak hours. The southbound right turn movement would operate at LOS E and LOS F in the PM and Saturday midday peak periods, respectively. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

Newly Congested Corridor Intersections

- **Union Street at 37th Avenue**—At this location, the configuration of the westbound approach would change due to the one-way pair configuration eliminating the right turn movement onto northbound Union Street . The westbound approach is projected to operate

at LOS F in all four peak periods. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

- **Union Street at 38th Avenue –** During the weekday PM and Saturday midday peak hours the southbound movement would operate at v/c ratios of 1.01 and 1.03, respectively. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

MAIN STREET CORRIDOR

Like Union Street, Main Street will undergo a major change in operations, with resultant changes in operating conditions at its various intersections. The number of congested locations in this corridor would increase in No Build conditions.

Corridor Intersections Congested in Existing and No Build Conditions

- **Main Street at 41st Street/Kissena Boulevard**—At this location, with the exception of buses, the removal of all southbound vehicular traffic on Main Street, and associated southbound congestion are eliminated, with the exception of the bus maneuver of the southbound left during the AM peak period which is expected to operate at LOS E. The northbound shared through-right lane group would operate at LOS F during the weekday midday and Saturday midday peak hours. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

Newly Congested Corridor Intersections

- **Main Street at 37th Avenue –** The westbound approach is expected to operate under congested conditions during the PM (LOS F). All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Main Street at 38th Avenue –** During the AM and Saturday midday peak hours, the eastbound approach is projected to operate at LOS E and LOS F, respectively. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Main Street at Sanford Avenue –** During the weekday midday peak hour, the westbound approach is projected to operate at LOS D with a v/c ratio of 1.00. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

37TH AVENUE CORRIDOR

Newly Congested Corridor Intersections

None of the three intersections along this corridor experience congestion in existing conditions; however, congestion would occur in the No Build condition at one location.

- **37th Avenue at 138th Street** – Parallel parking along the south side of 37th Avenue between Union Street and 138th Street would be converted to angled parking, effectively reducing the width available for moving traffic along 37th Avenue. As a result, the number of westbound lanes at this unsignalized intersection would change from 2 to 1, thereby lessening the available gaps for northbound left-turn vehicles. The No Build condition analysis shows that the intersection's northbound approach is expected to operate at congested conditions of LOS E during the PM peak hour. All other lane groups and approaches would continue to operate at LOS D or better in the four peak hours.

39TH AVENUE CORRIDOR

Newly Congested Corridor Intersections

Neither of the two intersections along this corridor experiences congestion in existing conditions; however, congestion would occur in the No Build conditions at one location.

- **39th Avenue at Prince Street** – The northbound approach is expected to operate at congested conditions of LOS F during the PM and Saturday midday peak hours. All other lane groups and approaches would continue to operate at LOS D or better in the four peak hours.

SANFORD AVENUE CORRIDOR

Neither of the two intersections along this corridor experiences congestion in existing conditions, but congestion would occur in the No Build conditions at both locations.

Newly Congested Corridor Intersections

- **Sanford Avenue at Bowne Street**—The eastbound approach would operate at LOS F during the AM and Saturday peak hours, and the northbound approach would operate at LOS F during the weekday AM peak hour. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.
- **Sanford Avenue at Parsons Boulevard**—The westbound and northbound approaches would operate at LOS E during the weekday AM peak hour, and the eastbound approach would operate at LOS E during the PM peak hour. All other lane groups and approaches would continue to operate at LOS D or better during all other peak hours.

E. PROBABLE IMPACTS OF THE PROPOSED ACTION (BUILD)

PROJECTED TRIPS TO BE ADDED BY PROPOSED DEVELOPMENT

DEVELOPMENT ASSUMPTIONS

This section examines the potential for impacts on traffic operations associated with the proposed action. The proposed Flushing Commons project, considered to be a reasonable maximum development that could occur on the project site under the proposed rezoning, would include the uses shown in Table 14-13.

Table 14-13
Summary of Flushing Commons Development by Use (in GSF)

Use	Office Scenario	Hotel Scenario
Residential (620 units)	740,000	740,000
Commercial		
Retail[1]	241,500	241,500
Restaurant	33,500	33,500
Office	234,000	110,000
Hotel (250 rooms)	0	130,000
Commercial Total	509,000	515,000
Community Facility[2]	98,000	98,000
Parking (1,600 spaces), service and loading	538,000	538,000
Total	**1,885,000**	**1,891,000**

Notes: [1] 15 percent destination retail, 85 percent local retail
[2] YMCA and medical facility.

As described in Chapter 1, the Flushing Commons project has different potential scenarios for one of its buildings—hotel or office, or some combination of those two uses, with a common amount of retail space in both scenarios. The introduction of a hotel (up to 250 rooms) would reduce the amount of office space by a roughly equivalent amount.

The office scenario would add more trips during the weekday peak periods (due to the higher number of employees on-site), while the hotel scenario would add the most trips during the Saturday midday peak period (when trips generated by offices are relatively low). Therefore, to reflect a reasonable worst case condition, the transportation analyses in this FEIS use the office scenario to assess weekday peak period trips and impacts, and the hotel scenario to assess potential impacts on Saturday.

The portion of Lot 25 not included in the Flushing Commons project site is City-owned property. As described in Chapter 1, the proposed action would also allow for the development of the Macedonia Plaza affordable housing project on this proportion of Lot 25. For EIS analysis purposes, the Macedonia Plaza project is assumed to include a mixed-use development building comprising up to approximately 142 residential units, 10,000 sf of community facility space, and 25,000 sf of retail space, shown in Table 14-14.

Table 14-14
Summary of Macedonia Plaza Development by Use

Use	Size
Residential	142 Units
Local Retail	25,000 sf
Community Facility	10,000 sf
Parking	0 Spaces

TRIP GENERATION AND ASSIGNMENT

Trips expected to be generated by the proposed action were calculated separately for each land use component related to the proposed action. Table 14-15 presents the total vehicular trips (auto, taxi, and truck) estimated to arrive and depart from the project site. Trips generated under the office scenario during the AM and PM weekday peak hours were used to assess the potential for transportation impacts of the proposed action for those time periods. Trips generated under the hotel scenario were used to assess impacts during the weekday midday and Saturday midday peak hours.

Table 14-15
Proposed Action Peak Hour Vehicular Trips

	In	Out	Total
AM	344	217	561
Midday	482	447	929
PM	279	419	697
Saturday	365	339	703

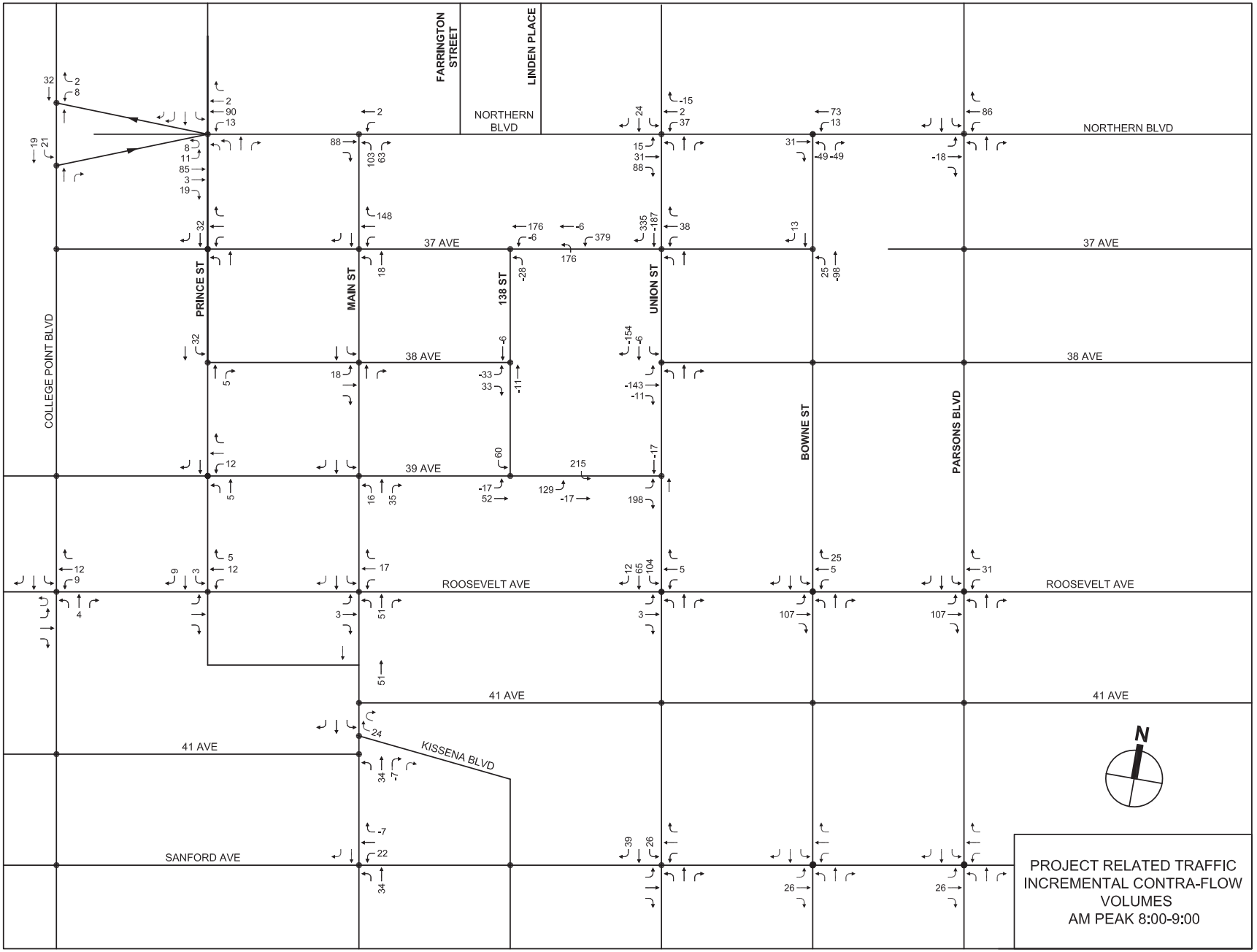
Table 14-16 presents the transportation planning assumptions used to estimate the projected vehicular and other trips that would be generated by the proposed action, including the sizes of each land use, the weekday and Saturday daily trip generation rates, temporal distributions, modal splits, and in/out splits. Based on those assumptions, Tables 14-17 and 14-18 show the total inbound and outbound volumes by mode that would be added by the proposed action (including both the Flushing Commons and Macedonia Plaza projects).

In coordination with NYCDOT, vehicular trips were assigned to the study area based on their anticipated origins and destinations for each of the of the three main land uses (Residential, Office and Retail). Trip assignment patterns from the *Flushing Town Center Traffic* Study were used as the basis for the assignments, modified, as needed, in discussions with NYCDOT.

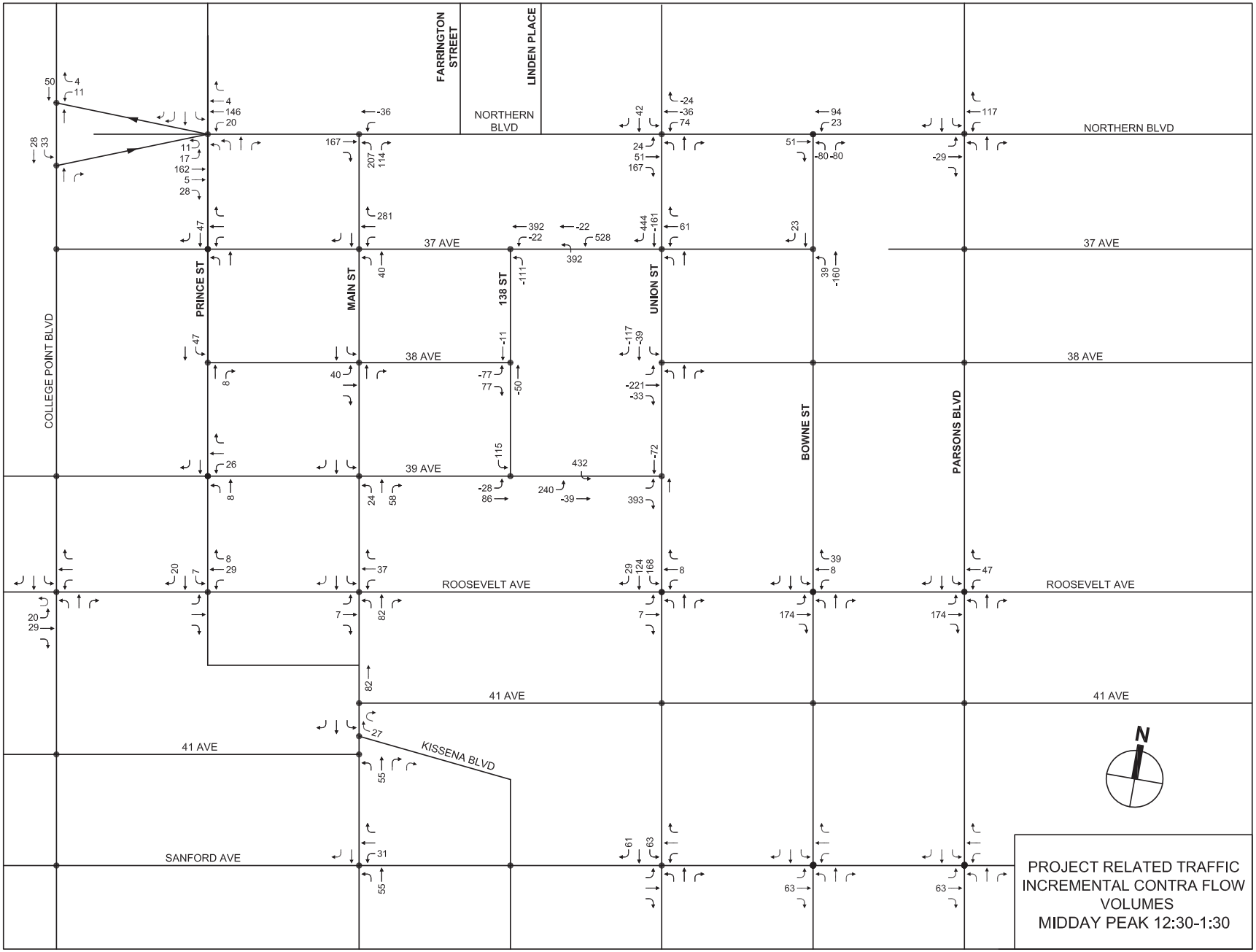
Figures 14-11 through 14-14 show the incremental traffic volumes that would be added by the in the Build condition throughout the study area during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively. The *incremental* traffic volumes include volume changes due to the following components:

- Project generated traffic,
- Traffic re-assigned from Municipal Lot 1 due to the shift of long term commuters to Citi Field,
- Traffic re-assigned from Municipal Lot 1 due to the changes in parking operations at the proposed Flushing Commons parking garage, and
- Traffic reassignments due to the proposed entry/exit configuration of the Flushing Commons garage involving only two driveways instead of the current arrangement with six driveways.

Figures 14-15 through 14-18 show the total traffic volumes in the Build condition for each of the four analysis peak hours, representing a combination of the project-related incremental traffic and the traffic volumes previously described for the No Build condition.



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER



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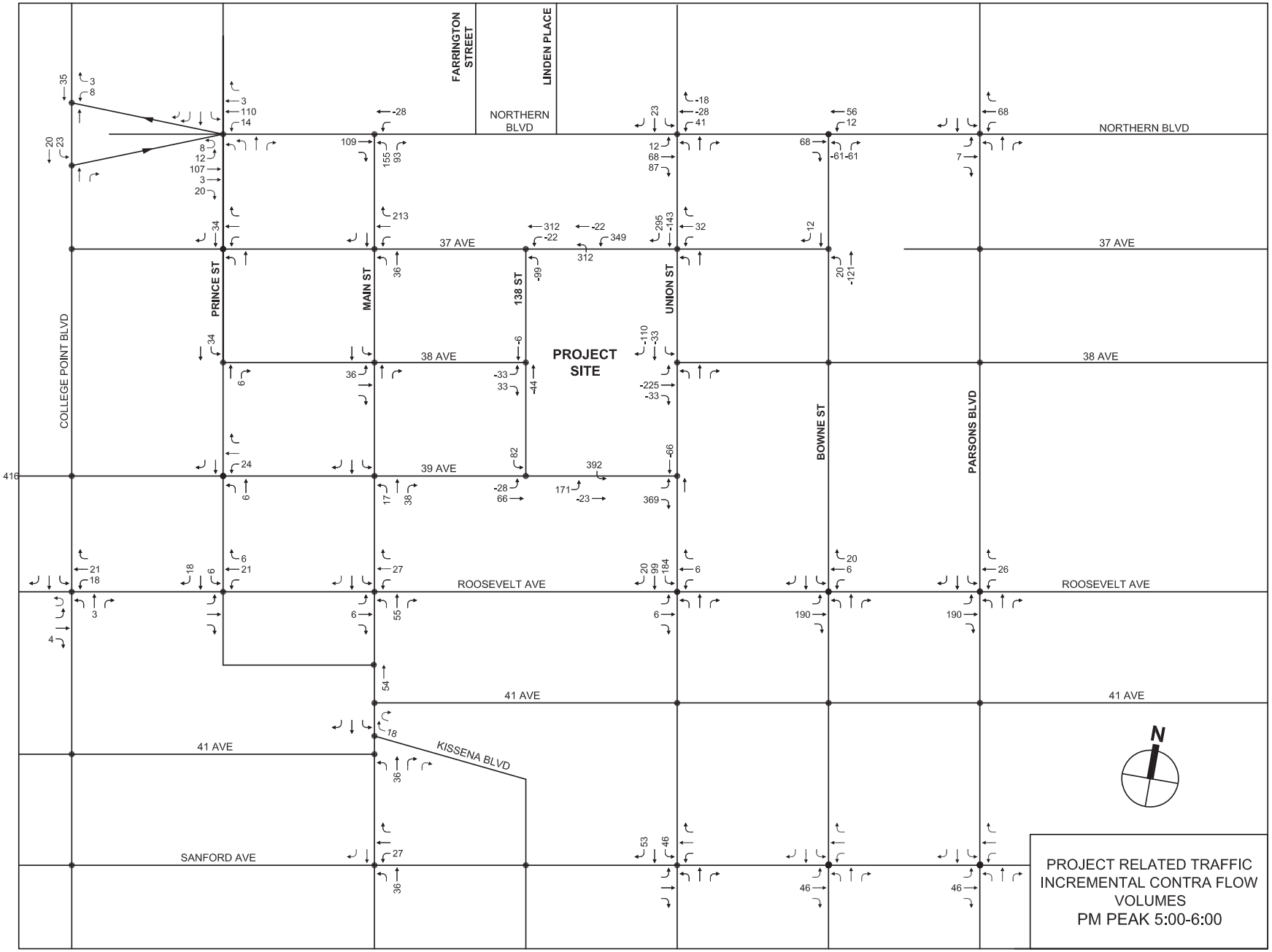
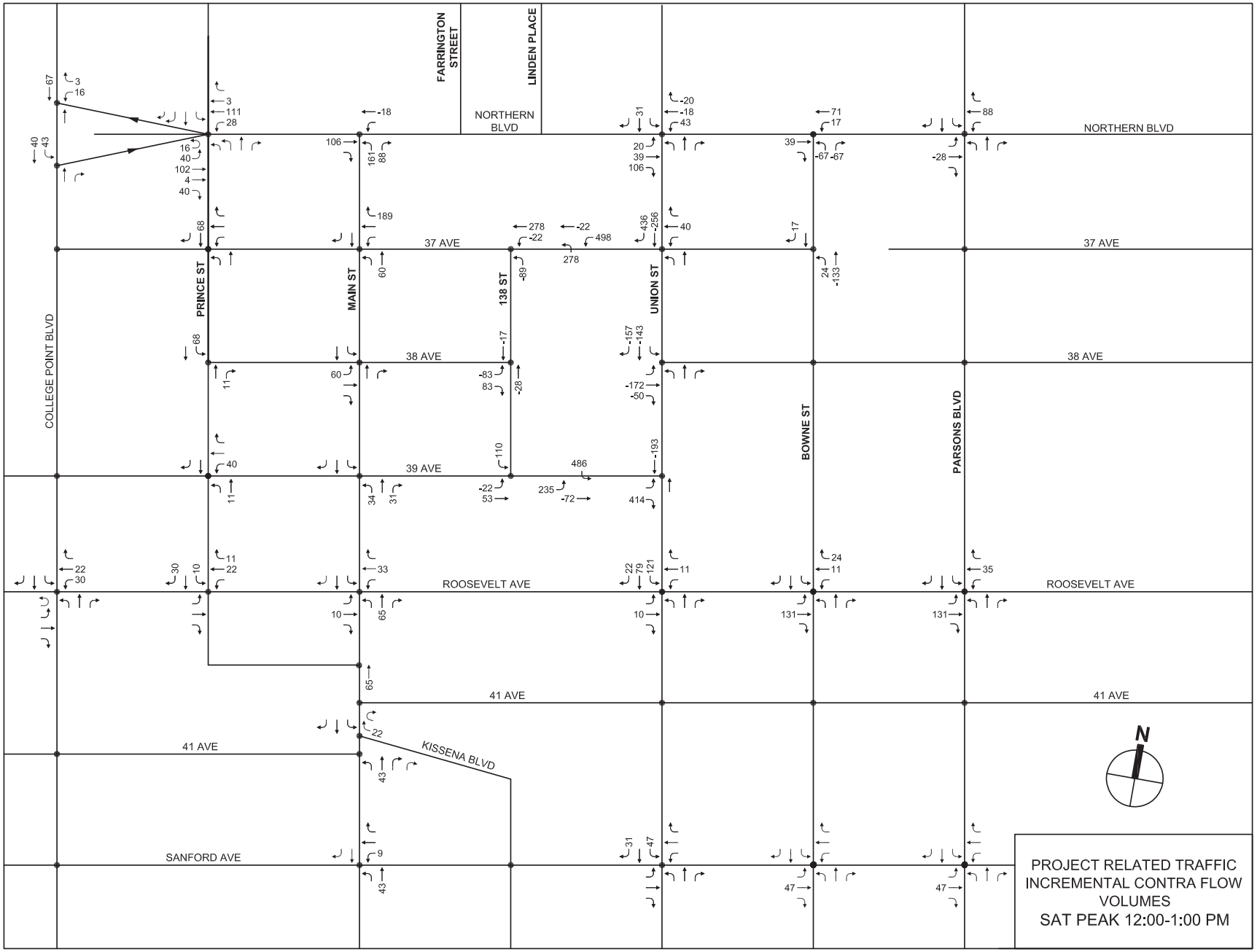


NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER



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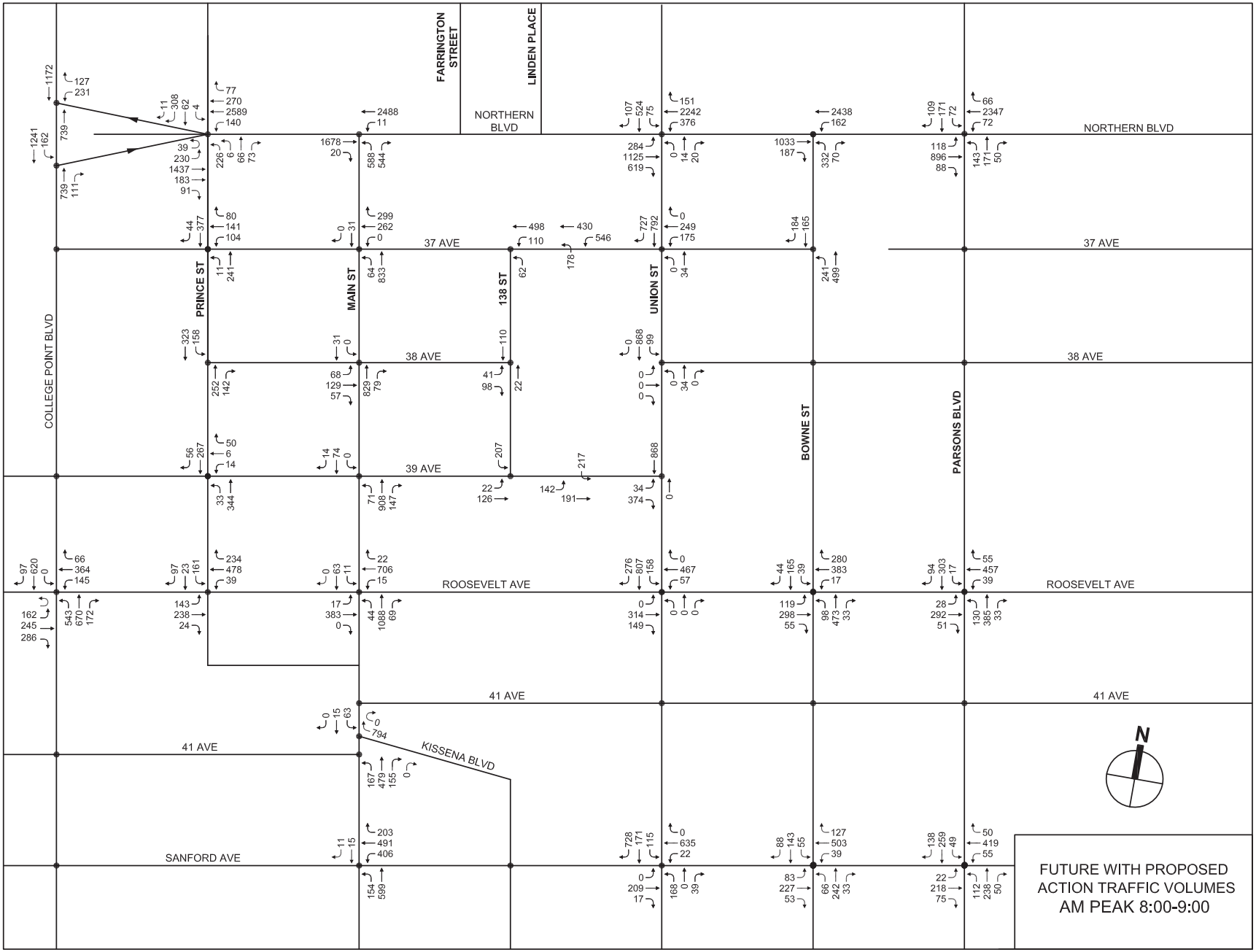
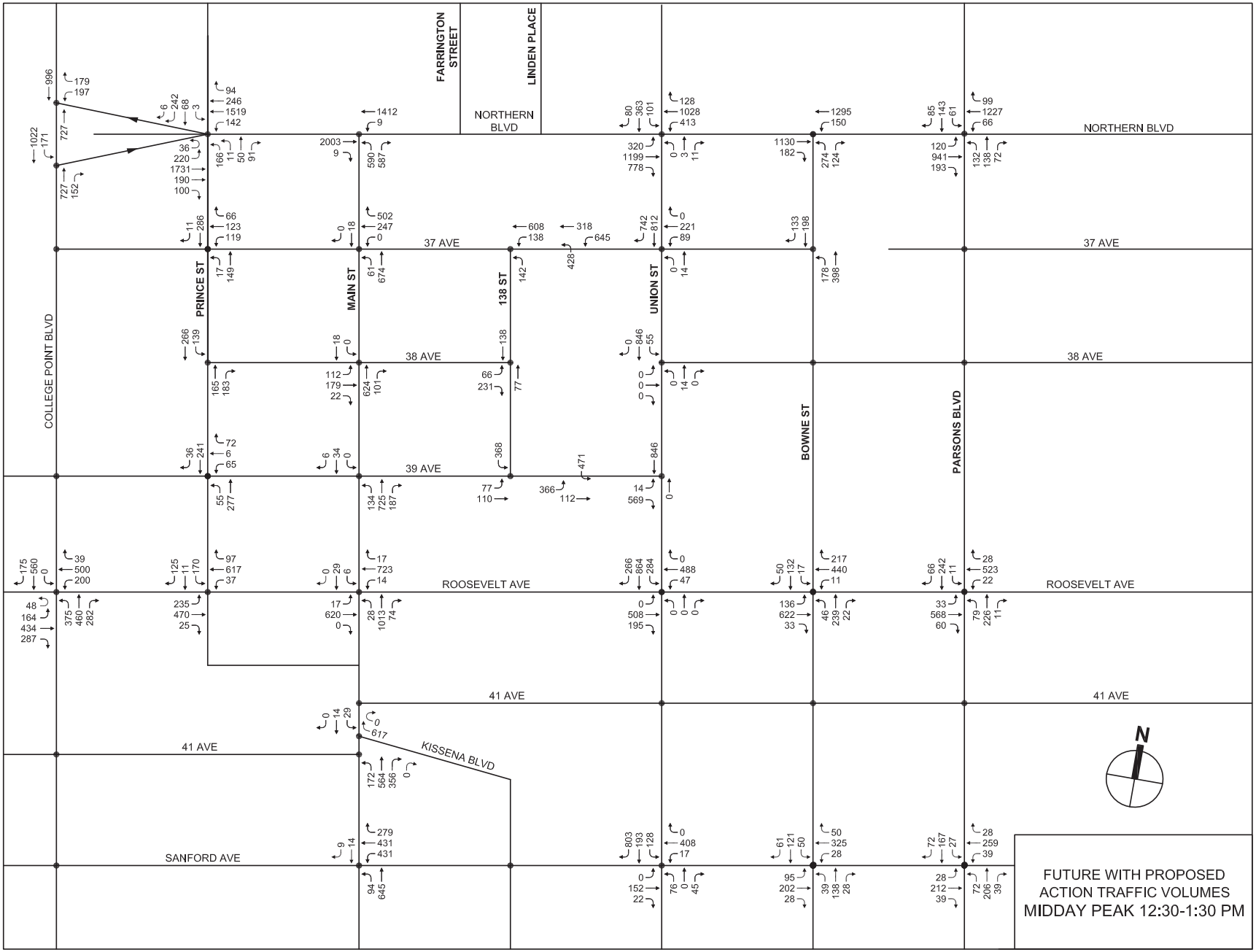


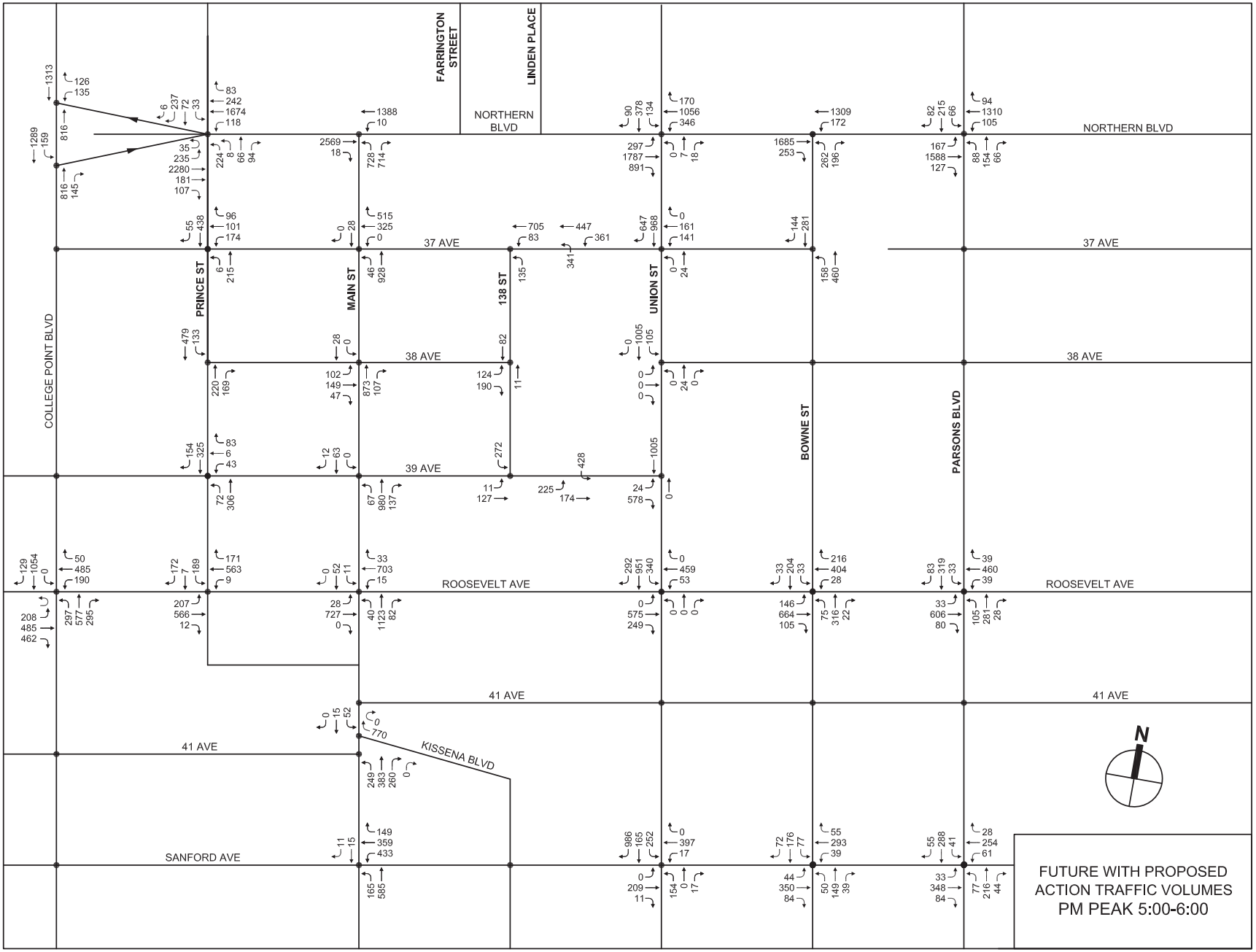
NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

Flushing Commons

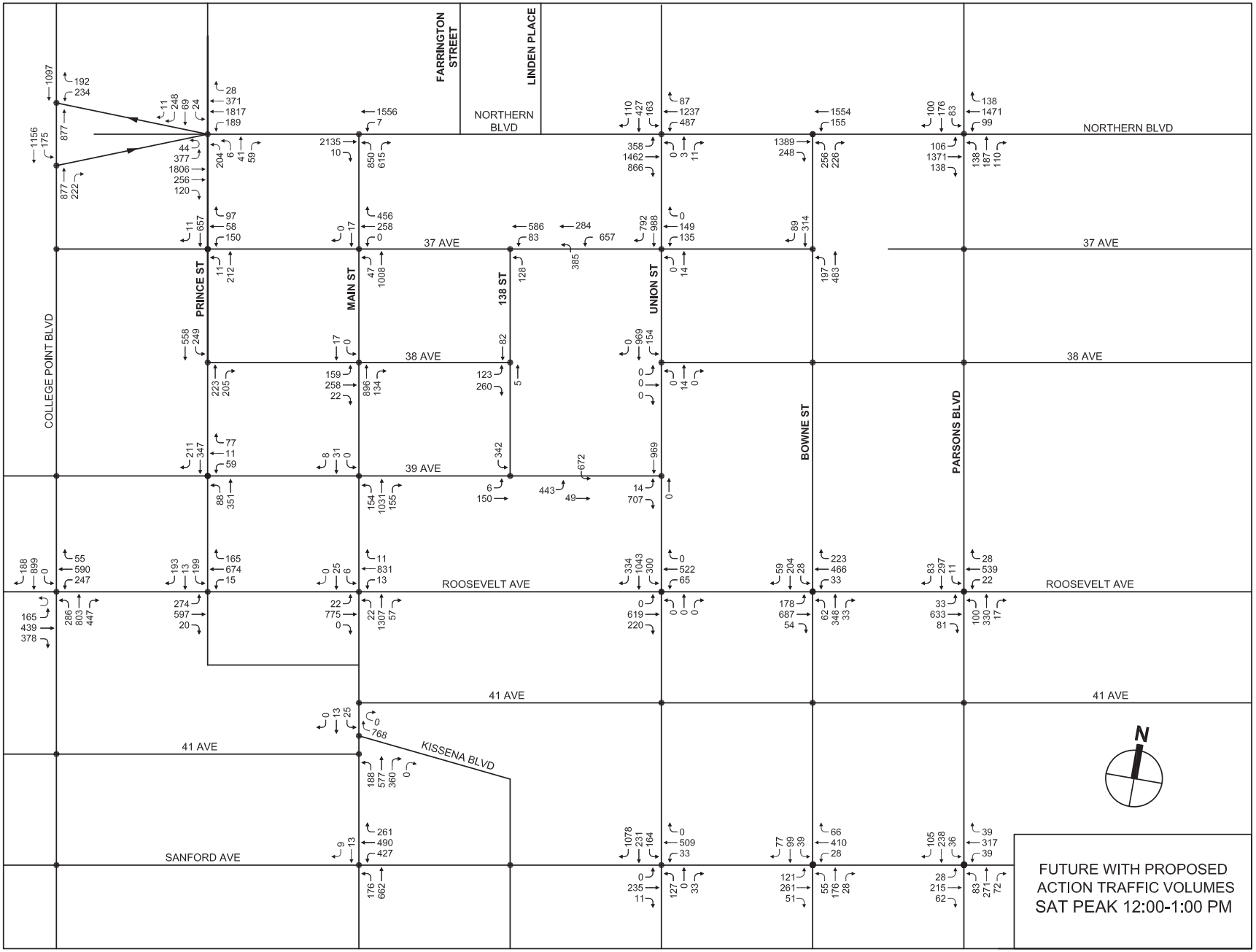
Figure 14-16



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

Flushing Commons

Figure 14-17



NOTE: VOLUMES WERE ROUNDED TO THE NEAREST INTEGER

Flushing Commons

Figure 14-18

Table 14-16
Trip Generation Assumptions for Build Condition

Destination Retail																		
	Trip Generation (1)(30)		Direction Split (1,30)		Mode Split* (3)						Occupancy (3)		Linked Trips (5)	Pass-by Trips	Truck Trip Generation (8)		Truck Direction Split (8)	
Time Period	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	129	50.0%	50.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	100.0%	0.70	50.0%	50.0%
WD AM Peak	2.3%	2.97	61.0%	39.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	7.7%	0.054	50.0%	50.0%
WD Midday Peak	8.7%	11.22	55.0%	45.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	11.0%	0.077	50.0%	50.0%
WD PM Peak	8.9%	11.48	47.0%	53.0%	59.0%	3.0%	15.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	1.0%	0.007	50.0%	50.0%
Saturday Daily	100.0%	150	50.0%	50.0%	59.0%	5.0%	13.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	100.0%	0.04	50.0%	50.0%
Sat Midday Peak	9.9%	14.93	51.0%	49.0%	59.0%	5.0%	13.0%	18.0%	0.0%	5.0%	2.05	2.05	25%	0%	11.0%	0.004	50.0%	50.0%
Local Retail																		
	Trip Generation (4)(7)		Direction Split (7)		Mode Split* (3,6)						Occupancy (7)		Linked Trips (5)	Pass-by Trips	Truck Trip Generation (4,7)		Truck Direction Split (4,7)	
Time Period	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	205	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	100.0%	0.70	50.0%	50.0%
WD AM Peak	3.1%	6.36	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	7.7%	0.054	50.0%	50.0%
WD Midday Peak	19.0%	38.95	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	11.0%	0.077	50.0%	50.0%
WD PM Peak	9.6%	19.68	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	1.0%	0.007	50.0%	50.0%
Saturday Daily	100.0%	205	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	100.0%	0.04	50.0%	50.0%
Sat Midday Peak	11.0%	22.55	50.0%	50.0%	15.0%	0.0%	5.0%	10.0%	0.0%	70.0%	2.00	2.00	25%	0%	11.0%	0.004	50.0%	50.0%
Office																		
	Trip Generation (5)(7)		Direction Split (8)(7)		Mode Split* (21,26)						Occupancy (21)		Linked Trips	Pass-by Trips	Truck Trip Generation (7)		Truck Direction Split (7)	
Time Period	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	18.0	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.32	50.0%	50.0%
WD AM Peak	11.8%	2.124	96.0%	4.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	10.0%	0.032	50.0%	50.0%
WD Midday Peak	15.0%	2.700	48.0%	52.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	11.0%	0.035	50.0%	50.0%
WD PM Peak	13.7%	2.466	5.0%	95.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	2.0%	0.006	50.0%	50.0%
Saturday Daily	100.0%	0.90	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.02	50.0%	50.0%
Sat Midday Peak	15.0%	0.405	60.0%	40.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	11.0%	0.002	50.0%	50.0%

Note: * Mode splits may not total 100% due to rounding.

Table 14-16 (cont'd)
Trip Generation Assumptions for Build Condition

Residential

	Trip Generation (7,8,11)		Direction Split (1,7)		Mode Split* (22)						Occupancy (22)		Linked Trips	Pass-by Trips	Truck Trip Generation (7,15,23)		Truck Direction Split (15)	
Time Period	**Daily %**	**Person Trips per Apt**	**In**	**Out**	**Auto**	**Taxi**	**Subway**	**Bus**	**LIRR**	**Walk**	**Auto**	**Taxi**			**Daily %**	**Truck Trips per Apt**	**In**	**Out**
Weekday Daily	100.0%	8.075	50.0%	50.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	100.0%	0.06	50.0%	50.0%
WD AM Peak	9.1%	0.735	20.0%	80.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	12.0%	0.007	50.0%	50.0%
WD Midday Peak	4.7%	0.380	51.0%	49.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	9.0%	0.005	50.0%	50.0%
WD PM Peak	10.7%	0.864	65.0%	35.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	2.0%	0.001	50.0%	50.0%
Saturday Daily	100.0%	9.575	50.0%	50.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	100.0%	0.02	50.0%	50.0%
Sat Midday Peak	8.0%	0.766	57.0%	43.0%	29.5%	0.0%	26.2%	18.6%	1.4%	24.2%	2.27	2.27	0%	0%	9.0%	0.002	50.0%	50.0%

Restaurant

	Trip Generation (16)(17)		Direction Split (16)(17)		Mode Split* (13)						Occupancy (13)		Linked Trips (5)	Pass-by Trips	Truck Trip Generation (24)		Truck Direction Split (24)	
Time Period	**Daily %**	**Person Trips per 1000 sf**	**In**	**Out**	**Auto**	**Taxi**	**Subway**	**Bus**	**LIRR**	**Walk**	**Auto**	**Taxi**			**Daily %**	**Truck Trips per 1000 sf**	**In**	**Out**
Weekday Daily	100.0%	173	50.0%	50.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	100.0%	3.60	71.3%	28.7%
WD AM Peak	1.0%	1.73	94.0%	6.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	6.0%	0.216	94.0%	6.0%
WD Midday Peak	13.7%	23.70	65.0%	35.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	6.0%	0.216	50.0%	50.0%
WD PM Peak	7.7%	13.32	65.0%	35.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	1.0%	0.036	70.0%	30.0%
Saturday Daily	100.0%	170	50.0%	50.0%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	100.0%	3.60	53.0%	47.0%
Sat Midday Peak	11.7%	19.96	51.5%	48.5%	8.0%	2.0%	0.0%	0.0%	0.0%	90.0%	2.30	2.30	25%	0%	1.0%	0.036	53.0%	47.0%

Hotel

	Trip Generation (7)		Direction Split (7)		Mode Split* (3)						Occupancy (7)		Linked Trips	Pass-by Trips	Truck Trip Generation (7,12)		Truck Direction Split (7,10)	
Time Period	**Daily %**	**Person Trips per Room**	**In**	**Out**	**Auto**	**Taxi**	**Subway**	**Bus**	**LIRR**	**Walk**	**Auto**	**Taxi**			**Daily %**	**Truck Trips per 1000 sf**	**In**	**Out**
Weekday Daily	100.0%	5.82	50.0%	50.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	100.0%	0.24	50.0%	50.0%
WD AM Peak	6.6%	0.38	41.0%	59.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	12.0%	0.029	50.0%	50.0%
WD Midday Peak	8.3%	0.48	68.0%	32.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	9.0%	0.022	50.0%	50.0%
WD PM Peak	7.7%	0.45	59.0%	41.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	0.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	8.61	50.0%	50.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	100.0%	0.08	50.0%	50.0%
Sat Midday Peak	7.5%	0.65	56.0%	44.0%	70.0%	15.0%	5.0%	5.0%	0.0%	5.0%	1.60	1.40	0%	0%	9.0%	0.007	50.0%	50.0%

Note: * Mode splits may not total 100% due to rounding.

Table 14-16 (cont'd)
Trip Generation Assumptions for Build Condition

Doctor's Office Employees																		
	Trip Generation (18)		Direction Split (18)		Mode Split* (21,28)						Occupancy (21,28)		Linked Trips	Pass-by Trips	Truck Trip Generation		Truck Direction Split	
Time Period	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Seat	In	Out
Weekday Daily	100.0%	10.0	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.00	50.0%	50.0%
WD AM Peak	48.0%	4.80	95.0%	5.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
WD Midday Peak	4.0%	0.40	50.0%	50.0%	15.0%	0.0%	1.0%	4.0%	0.0%	80.0%	1.42	1.42	0%	0%	0.0%	0.000	50.0%	50.0%
WD PM Peak	48.0%	4.80	15.0%	85.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	2.5	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	4.0%	0.10	50.0%	50.0%	31.6%	0.2%	10.4%	22.0%	0.2%	35.5%	1.37	1.37	0%	0%	0.0%	0.000	50.0%	50.0%
Doctor's Office Patients and Visitors																		
	Trip Generation (18)		Direction Split (18)		Mode Split* (30)						Occupancy (18)		Linked Trips	Pass-by Trips	Truck Trip Generation (18)		Truck Direction Split	
Time Period	Daily %	Person Trips per Seat	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Seat	In	Out
Weekday Daily	100.0%	33.6	50.0%	50.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	100.0%	0.20	50.0%	50.0%
WD AM Peak	20.0%	6.72	58.0%	42.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	9.6%	0.019	50.0%	50.0%
WD Midday Peak	9.0%	3.02	40.0%	60.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	11.0%	0.022	50.0%	50.0%
WD PM Peak	5.0%	1.68	20.0%	80.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	1.0%	0.002	50.0%	50.0%
Saturday Daily	100.0%	8.3	50.0%	50.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	100.0%	0.01	50.0%	50.0%
Sat Midday Peak	40.5%	3.36	57.0%	43.0%	25.0%	25.0%	29.0%	11.0%	0.0%	10.0%	1.65	1.40	0%	0%	1.0%	0.000	50.0%	50.0%
YMCA																		
	Trip Generation (19)(27)(28)		Direction Split (19)(28)		Mode Split* (26)						Occupancy (3)		Linked Trips	Pass-by Trips	Truck Trip Generation (19)		Truck Direction Split (19)	
Time Period	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi			Daily %	Truck Trips per Apt	In	Out
Weekday Daily	100.0%	44.70	50.0%	50.0%	25.0%	0.0%	1.0%	49.0%	0.0%	25.0%	1.50	1.40	0%	0%	100.0%	0.04	50.0%	50.0%
WD AM Peak	5.8%	2.59	66.0%	34.0%	25.0%	0.0%	1.0%	49.0%	0.0%	25.0%	1.50	1.40	0%	0%	7.7%	0.003	50.0%	50.0%
WD Midday Peak	7.4%	3.31	58.0%	42.0%	25.0%	0.0%	1.0%	49.0%	0.0%	25.0%	1.25	1.5	0%	0%	11.0%	0.004	50.0%	50.0%
WD PM Peak	7.6%	3.40	34.0%	66.0%	25.0%	0.0%	1.0%	49.0%	0.0%	25.0%	1.50	1.40	0%	0%	1.0%	0.000	50.0%	50.0%
Saturday Daily	100.0%	17.78	50.0%	50.0%	25.0%	0.0%	1.0%	49.0%	0.0%	25.0%	1.50	1.40	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	13.4%	2.38	47.0%	53.0%	25.0%	0.0%	1.0%	49.0%	0.0%	25.0%	1.82	1.40	0%	0%	0.0%	0.000	50.0%	50.0%

Note: * Mode splits may not total 100% due to rounding.

Table 14-16 (cont'd)
Trip Generation Assumptions for Build Condition

Community Facility																		
	Trip Generation (9,20,15)		Direction Split (9,1)		Mode Split* (14)						Occupancy (9)				Truck Trip Generation (9)		Truck Direction Split (9)	
Time Period	Daily %	Person Trips per 1000 sf	In	Out	Auto	Taxi	Subway	Bus	LIRR	Walk	Auto	Taxi	Linked Trips	Pass-by Trips	Daily %	Truck Trips per 1000 sf	In	Out
Weekday Daily	100.0%	34.00	50.0%	50.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	100.0%	0.38	50.0%	50.0%
WD AM Peak	7.2%	2.45	94.0%	6.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	7.2%	0.027	94.0%	6.0%
WD Midday Peak	7.1%	2.41	45.0%	55.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	7.1%	0.027	45.0%	55.0%
WD PM Peak	8.3%	2.82	42.0%	58.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.50	1.50	0%	0%	8.3%	0.032	42.0%	58.0%
Saturday Daily	100.0%	34.00	50.0%	50.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.60	1.40	0%	0%	100.0%	0.00	50.0%	50.0%
Sat Midday Peak	14.1%	4.79	49.0%	51.0%	16.0%	0.5%	23.0%	4.5%	0.0%	56.0%	1.60	1.40	0%	0%	0.0%	0.000	50.0%	50.0%

Notes:

* Mode splits may not total 100% due to rounding.

(1) ITE Trip Generation Manual, 7th Edition (2003)
(2) ITE Trip Generation Land Use Code 820 Shopping Center expanded to person trips.
(3) Gateway Center at Bronx Terminal Market Final EIS (2005)
(4) Coliseum Redevelopment Project Final Supplemental EIS (1997)
(5) CEQR, October 2001.
(6) AKRF assumption, Willets Point DEIS, 2008
(7) Atlantic Yards Redevelopment Project Final EIS (2006)
(8) Number 7 Extension Project, Parson Brinckerhoff, September 2003.
(9) Downtown Brooklyn Development FEIS (2004)
(10) PHA June 10, 2004 survey at existing Midtown and Lower Manhattan office buildings
(11) Pushkarev & Zupan, Urban Space for Pedestrians (1975)
(12) 42 Street Development Project: General Project Plan Amendment Final Supplementation EIS (1994)
(13) Mode Split and Occupancy for restaurants assumed same as Local Retail per Queens Crossing Mixed Use Development EAS, January 2005.
(14) US Department of Commerce, Bureau of the Census, Census 2000
(15) Willets Point DEIS, 2008
(16) Brooklyn Bridge Park FEIS, December 2005.
(17)Queens Crossing EAS, 2004.
(18) First Avenue Properties Rezoning FGEIS, January 2004.
(19) Number 7 Extension Project, Parson Brinckerhoff, September 2003.
(20) Arverne Urban Renewal Area FEIS (2003)
(21) Reverse Journey to Work, US Census 2000
(22) Journey to Work, US Census 2000
(23) Wilbur Smith Associates. Motor Trucks in the Metropolis (1969)
(24) Hudson River Park DEIS, April 1997; note Sunday data used for Saturday time period
(25) PS 260Q Facility, Corona, Queens, 2005
(26) Downtown Flushing Rezoning and Waterfront Access Plan, April 1998.
(27) Saturday Trip Generation derived from ratio of Saturday to weekday from ITE Land Use Code 495.
(28) Saturday Temporal Distribution, Direction Split, and Mode Split from Downtown Flushing Rezoning and Waterfront Access Plan, April 1998.
(29) Jamaica Plan FEIS, June 2007
(30) Pier 94, Unconvention Center, Inc. EAS (2003)

Table 14-17
Trip Generation for Build Condition
Scenario 1: Office

USE	SIZE	AUTO (PRIMARY)		AUTO (PASS BY)		TAXI		SUBWAY		BUS		LIRR		WALK		TRUCK	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
WEEKDAY AM PEAK HOUR																	
Destination Retail	36,225 sf	14	9	0	0	1	1	7	5	9	6	0	0	2	2	1	1
Local Retail	205,275 sf	37	37	0	0	0	0	24	24	49	49	0	0	342	342	6	6
Office	234,000 sf	110	5	0	0	1	1	50	2	105	4	1	0	169	7	4	4
Residential	620 units	12	47	0	0	0	0	24	95	17	68	1	5	22	88	0	0
Restaurant	33,500 sf	1	0	0	0	0	0	0	0	0	0	0	0	37	2	7	0
Hotel	0 Rooms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Doctor's Office (employees)	35,264 sf	37	2	0	0	0	0	17	1	35	2	0	0	57	3	0	0
Doctor's Office (patients & visitors)	35,264 sf	21	15	0	0	34	34	40	29	15	11	0	0	14	10	0	0
YMCA	63,000 sf	18	9	0	0	27	27	22	33	8	13	0	0	8	11	0	0
Local Retail (Macedonia Plaza)	25,000 sf	4	4	0	0	0	0	3	3	6	6	0	0	42	42	1	1
Residential (Macedonia Plaza)	142 units	3	11	0	0	0	0	5	22	4	16	0	1	5	20	0	0
Community Facility (Macedonia Plaza)	10,000 sf	2	0	0	0	3	3	6	4	2	2	0	0	2	1	0	0
	TOTALS	259	139	0	0	66	66	198	218	250	177	2	6	700	528	19	12
WEEKDAY MIDDAY PEAK HOUR																	
Destination Retail	36,225 sf	48	39	0	0	2	2	25	21	30	25	0	0	8	7	1	1
Local Retail	205,275 sf	225	225	0	0	0	0	150	150	300	300	0	0	2099	2099	8	8
Office	234,000 sf	70	76	0	0	0	0	32	34	67	72	1	1	108	117	4	4
Residential	620 units	16	15	0	0	0	0	31	30	22	21	2	2	29	28	0	0
Restaurant	33,500 sf	13	7	0	0	4	4	0	0	0	0	0	0	348	188	4	4
Hotel	0 Rooms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Doctor's Office (employees)	35,264 sf	1	1	0	0	0	0	0	0	0	0	0	0	6	6	0	0
Doctor's Office (patients & visitors)	35,264 sf	6	10	0	0	15	15	12	19	5	7	0	0	4	6	0	0
YMCA	63,000 sf	24	18	0	0	0	0	1	1	59	43	0	0	30	22	0	0
Local Retail (Macedonia Plaza)	25,000 sf	27	27	0	0	0	0	18	18	37	37	0	0	256	256	1	1
Residential (Macedonia Plaza)	142 units	4	3	0	0	0	0	7	7	5	5	0	0	7	6	0	0
Community Facility (Macedonia Plaza)	10,000 sf	1	1	0	0	0	0	2	3	0	1	0	0	6	7	0	0
	TOTALS	435	422	0	0	21	21	278	283	525	511	3	3	2901	2742	18	18
WEEKDAY PM PEAK HOUR																	
Destination Retail	36,225 sf	42	48	0	0	2	2	22	25	26	30	0	0	7	8	0	0
Local Retail	205,275 sf	114	114	0	0	0	0	76	76	151	151	0	0	1060	1060	1	1
Office	234,000 sf	7	126	0	0	1	1	3	57	6	121	0	1	10	195	1	1
Residential	620 units	45	24	0	0	0	0	91	49	65	35	5	3	84	45	0	0
Restaurant	33,500 sf	8	4	0	0	3	3	0	0	0	0	0	0	196	105	1	0
Hotel	0 Rooms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Doctor's Office (employees)	35,264 sf	6	33	0	0	0	0	3	15	6	32	0	0	9	51	0	0
Doctor's Office (patients & visitors)	35,264 sf	2	7	0	0	9	9	3	14	1	5	0	0	1	5	0	0
YMCA	63,000 sf	12	24	0	0	0	0	1	1	36	69	0	0	18	35	0	0
Local Retail (Macedonia Plaza)	25,000 sf	14	14	0	0	0	0	9	9	18	18	0	0	129	129	0	0
Residential (Macedonia Plaza)	142 units	10	6	0	0	0	0	21	11	15	8	1	1	19	10	0	0
Community Facility (Macedonia Plaza)	10,000 sf	1	2	0	0	0	0	3	4	1	1	0	0	7	9	0	0
	TOTALS	261	402	0	0	15	15	232	261	325	470	6	5	1540	1652	3	2
SATURDAY MIDDAY PEAK HOUR																	
Destination Retail	36,225 sf	60	57	0	0	5	5	27	26	37	36	0	0	10	10	0	0
Local Retail	205,275 sf	130	130	0	0	0	0	87	87	174	174	0	0	1215	1215	0	0
Office	234,000 sf	13	9	0	0	0	0	6	4	13	8	0	0	20	13	0	0
Residential	620 units	35	27	0	0	0	0	71	54	50	38	4	3	66	49	0	0
Restaurant	33,500 sf	9	8	0	0	2	2	0	0	0	0	0	0	232	219	1	1
Hotel	0 Rooms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Doctor's Office (employees)	35,264 sf	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Doctor's Office (patients & visitors)	35,264 sf	10	8	0	0	17	17	20	15	7	6	0	0	7	5	0	0
YMCA	63,000 sf	10	11	0	0	0	0	1	1	35	39	0	0	18	20	0	0
Local Retail (Macedonia Plaza)	25,000 sf	16	16	0	0	0	0	11	11	21	21	0	0	148	148	0	0
Residential (Macedonia Plaza)	142 units	8	6	0	0	0	0	16	12	12	9	1	1	15	11	0	0
Community Facility (Macedonia Plaza)	10,000 sf	2	2	0	0	0	0	5	6	1	1	0	0	13	14	0	0
	TOTALS	293	274	0	0	24	24	244	216	350	332	5	4	1745	1705	1	1

Table 14-18
Trip Generation for Build Condition
Scenario 2: Hotel

USE	SIZE	AUTO (PRIMARY)		AUTO (PASS BY)		TAXI		SUBWAY		BUS		LIRR		WALK		TRUCK	
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
WEEKDAY AM PEAK HOUR																	
Destination Retail	36,225 sf	14	9	0	0	1	1	7	5	9	6	0	0	2	2	1	1
Local Retail	205,275 sf	37	37	0	0	0	0	24	24	49	49	0	0	342	342	6	6
Office	110,000 sf	52	2	0	0	0	0	23	1	49	2	0	0	80	3	2	2
Residential	620 units	12	47	0	0	0	0	24	95	17	68	1	5	22	88	0	0
Restaurant	33,500 sf	1	0	0	0	0	0	0	0	0	0	0	0	37	2	7	0
Hotel	250 Rooms	17	25	0	0	8	8	2	3	2	3	0	0	2	3	0	0
Doctor's Office (employees)	35,264 sf	37	2	0	0	0	0	17	1	35	2	0	0	57	3	0	0
Doctor's Office (patients & visitors)	35,264 sf	21	15	0	0	34	34	40	29	15	11	0	0	14	10	0	0
YMCA	63,000 sf	18	9	0	0	27	27	22	33	8	13	0	0	8	11	0	0
Local Retail (Macedonia Plaza)	25,000 sf	4	4	0	0	0	0	3	3	6	6	0	0	42	42	1	1
Residential (Macedonia Plaza)	142 units	3	11	0	0	0	0	5	22	4	16	0	1	5	20	0	0
Community Facility (Macedonia Plaza)	10,000 sf	2	0	0	0	3	3	6	4	2	2	0	0	2	1	0	0
	TOTALS	218	161	0	0	73	73	173	220	196	178	1	6	613	527	17	10
WEEKDAY MIDDAY PEAK HOUR																	
Destination Retail	36,225 sf	48	39	0	0	2	2	25	21	30	25	0	0	8	7	1	1
Local Retail	205,275 sf	225	225	0	0	0	0	150	150	300	300	0	0	2099	2099	8	8
Office	110,000 sf	33	36	0	0	0	0	15	16	31	34	0	0	51	55	2	2
Residential	620 units	16	15	0	0	0	0	31	30	22	21	2	2	29	28	0	0
Restaurant	33,500 sf	13	7	0	0	4	4	0	0	0	0	0	0	348	188	4	4
Hotel	250 Rooms	36	17	0	0	11	11	4	2	4	2	0	0	4	2	0	0
Doctor's Office (employees)	35,264 sf	1	1	0	0	0	0	0	0	0	0	0	0	6	6	0	0
Doctor's Office (patients & visitors)	35,264 sf	6	10	0	0	15	15	12	19	5	7	0	0	4	6	0	0
YMCA	63,000 sf	24	18	0	0	0	0	1	1	59	43	0	0	30	22	0	0
Local Retail (Macedonia Plaza)	25,000 sf	27	27	0	0	0	0	18	18	37	37	0	0	256	256	1	1
Residential (Macedonia Plaza)	142 units	4	3	0	0	0	0	7	7	5	5	0	0	7	6	0	0
Community Facility (Macedonia Plaza)	10,000 sf	1	1	0	0	0	0	2	3	0	1	0	0	6	7	0	0
	TOTALS	434	399	0	0	32	32	265	267	493	475	2	2	2848	2682	16	16
WEEKDAY PM PEAK HOUR																	
Destination Retail	36,225 sf	42	48	0	0	2	2	22	25	26	30	0	0	7	8	0	0
Local Retail	205,275 sf	114	114	0	0	0	0	76	76	151	151	0	0	1060	1060	1	1
Office	110,000 sf	3	59	0	0	0	0	1	27	3	57	0	1	5	91	0	0
Residential	620 units	45	24	0	0	0	0	91	49	65	35	5	3	84	45	0	0
Restaurant	33,500 sf	8	4	0	0	3	3	0	0	0	0	0	0	196	105	1	0
Hotel	250 Rooms	29	20	0	0	10	10	3	2	3	2	0	0	3	2	0	0
Doctor's Office (employees)	35,264 sf	6	33	0	0	0	0	3	15	6	32	0	0	9	51	0	0
Doctor's Office (patients & visitors)	35,264 sf	2	7	0	0	9	9	3	14	1	5	0	0	1	5	0	0
YMCA	63,000 sf	12	24	0	0	0	0	1	1	36	69	0	0	18	35	0	0
Local Retail (Macedonia Plaza)	25,000 sf	14	14	0	0	0	0	9	9	18	18	0	0	129	129	0	0
Residential (Macedonia Plaza)	142 units	10	6	0	0	0	0	21	11	15	8	1	1	19	10	0	0
Community Facility (Macedonia Plaza)	10,000 sf	1	2	0	0	0	0	3	4	1	1	0	0	7	9	0	0
	TOTALS	286	355	0	0	23	23	233	233	325	408	6	5	1538	1550	2	1
SATURDAY MIDDAY PEAK HOUR																	
Destination Retail	36,225 sf	60	57	0	0	5	5	27	26	37	36	0	0	10	10	0	0
Local Retail	205,275 sf	130	130	0	0	0	0	87	87	174	174	0	0	1215	1215	0	0
Office	110,000 sf	6	4	0	0	0	0	3	2	6	4	0	0	9	6	0	0
Residential	620 units	35	27	0	0	0	0	71	54	50	38	4	3	66	49	0	0
Restaurant	33,500 sf	9	8	0	0	2	2	0	0	0	0	0	0	232	219	1	1
Hotel	250 Rooms	40	31	0	0	14	14	5	4	5	4	0	0	5	4	0	0
Doctor's Office (employees)	35,264 sf	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Doctor's Office (patients & visitors)	35,264 sf	10	8	0	0	17	17	20	15	7	6	0	0	7	5	0	0
YMCA	63,000 sf	10	11	0	0	0	0	1	1	35	39	0	0	18	20	0	0
Local Retail (Macedonia Plaza)	25,000 sf	16	16	0	0	0	0	11	11	21	21	0	0	148	148	0	0
Residential (Macedonia Plaza)	142 units	8	6	0	0	0	0	16	12	12	9	1	1	15	11	0	0
Community Facility (Macedonia Plaza)	10,000 sf	2	2	0	0	0	0	5	6	1	1	0	0	13	14	0	0
	TOTALS	326	300	0	0	38	38	246	218	348	332	5	4	1739	1702	1	1

CAPACITY ANALYSIS AND DETERMINATION OF TRAFFIC IMPACTS

Based on the Build traffic volumes shown in Figures 14-15 through 14-18, intersection capacity analyses were conducted according to the HCM methodologies. In the Build condition, the midblock crossing at 39th Avenue and Lippman Arcade is proposed to be signalized to help improve pedestrian mobility. A traffic signal warrant study was prepared and submitted to NYCDOT and is under review. The analysis determined that a traffic signal was warranted at this location based on future projected pedestrian volumes. Therefore, in the Build condition, this intersection was analyzed as a signalized location.

Potential significant traffic impacts were identified based on the impact criteria presented in the *CEQR Technical Manual*. According to the thresholds established in the *CEQR Technical Manual*, the following situations represent significant traffic impacts:

- A No Build LOS A, B, or C that deteriorates to mid-LOS D or worse in the Build condition is considered significant. (The *CEQR Technical Manual* further states that for a No Build LOS A, B, or C that declines to mid-LOS D or worse in the No Build condition, mitigation to mid-LOS D is required.)
- For a No Build mid-LOS D, an increase of 5 or more seconds of delay in a lane group in the Build is considered significant.
- For No Build LOS E, an increase of 4 or more seconds of delay in a lane group in the Build condition is considered significant.
- No Build LOS F, an increase of 3 or more seconds of delay in a lane group in the Build condition is considered significant. However, if the delay exceeds 120 seconds in the No Build condition, an increase of 1.0 second in delay is considered significant, unless the proposed action would generate fewer than five vehicles through that lane group during the peak hour under consideration.

Tables 14-19 through 14-22 compare the results of the traffic analyses in the Build and No Build conditions during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively, and notes (with a "yes" under the "Impact?" column) whether the changes in delay on any of the turning movements or approaches would represent a significant adverse traffic impact based on the CEQR criteria described above.

SUMMARY OF SIGNIFICANT ADVERSE IMPACTS

As shown in Tables 14-19 through 14-22, the proposed action would result in significant impacts on one or more turning movements or approaches at seventeen of 30 study area intersections during the weekday AM peak hour, sixteen intersections during the weekday midday peak hour, nineteen intersections during the weekday PM peak hour, and twenty-one intersections during the Saturday midday peak hour. The locations by corridor where these significant adverse impacts are projected to occur among the four time periods are summarized in Table 14-23 and described below in greater detail.

As noted for the No Build condition, the future Build analysis results reflect conditions under the Main Street/Union Street One-Way with Contra-Flow bus lane configuration. However, the City continues to analyze other scenarios as alternatives to the contra-flow configuration. One of these scenarios—Modified Two-Way configuration—is currently a proposal under study and is evaluated as part of this FEIS (see below and Appendix D).

Table 14-19
No Build vs. Build Level of Service Comparison
Weekday AM Peak Hour 8:00-9:00

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS									
Roosevelt Ave / College Pt Blvd	EB	LTR	0.57	23.8	C	0.57	23.8	C	
		T after L*	0.14	17.8	B	0.14	17.8	B	
	WB	LTR	0.53	32.1	C	0.55	32.5	C	
		T after L*	0.20	43.3	D	0.21	43.5	D	
	NB	L	1.68	361.6	F	1.69	367.8	F	yes
		TR	0.80	31.1	C	0.80	31.1	C	
	SB	T	0.67	43.8	D	0.67	43.8	D	
		R	0.40	40.9	D	0.40	40.9	D	
	Overall			81.0	F		82.0	F	
Northern Blvd / Prince Street	EB Main Rd	L	0.96	94.3	F	1.03	111.2	F	yes
		T	0.38	11.2	B	0.41	11.4	B	
	EB Serv Rd	TR	0.15	9.9	A	0.16	10.0	A	
	WB Main Rd	L	1.33	255.8	F	1.47	312.4	F	yes
		T	0.91	23.1	C	0.94	25.9	C	
	WB Serv Rd	TR	0.22	15.6	B	0.22	15.6	B	
	NB	LTR	3.21	1061.0	F	3.21	1061.0	F	
	SB	LTR	0.86	62.9	E	0.89	68.0	E	yes
	Overall			98.4	F		99.7	F	
37th Ave / Prince Street	WB	LTR	0.60	19.3	B	0.60	19.3	B	
	NB	LT	0.39	12.4	B	0.39	12.4	B	
	SB	TR	0.72	20.1	C	0.78	22.8	C	
	Overall			17.8	B		19.0	B	
39th Ave / Prince Street	WB	LTR	0.40	24.1	C	0.43	24.3	C	
	NB	LT	0.48	9.7	A	0.49	9.8	A	
	SB	TR	0.38	8.3	A	0.38	8.3	A	
	Overall			10.4	B		10.7	B	
Roosevelt Ave / Prince Street	EB	DefL	0.85	55.4	E	0.87	60.7	E	yes
		TR	0.42	17.0	B	0.42	17.0	B	
	WB	LTR	1.37	194.7	F	1.40	209.2	F	yes
	SB	LTR	0.82	51.6	D	0.87	56.5	E	
	Overall			124.6	F		134.3	F	
Northern Blvd / Main Street	EB	TR	0.68	28.1	C	0.72	28.9	C	
	WB	L	0.07	27.0	C	0.07	27.0	C	
		T after L	0.07	40.6	D	0.07	40.6	D	
		T	1.09	61.7	E	1.09	62.0	E	
	NB	L	2.21	595.3	F	2.68	805.7	F	yes
		R	1.46	255.7	F	1.66	339.8	F	yes
	Overall			121.3	F		161.5	F	
37th Ave / Main Street	WB	TR	0.68	42.9	D	0.99	74.9	E	yes
	NB	LT	0.47	2.3	A	0.48	2.4	A	
	SB	T	0.04	8.7	A	0.04	8.7	A	
	Overall			14.6	B		28.9	C	
38th Ave / Main Street	EB	LTR	0.84	58.0	E	0.91	66.8	E	yes
	NB	T	0.57	3.4	A	0.57	3.4	A	
		R	0.38	5.7	A	0.38	5.7	A	
	SB	T	0.04	10.7	B	0.04	10.7	B	
	Overall			16.0	B		18.9	B	
39th Ave / Main Street	NB	LT	0.79	6.7	A	0.82	7.8	A	
		R	0.17	1.7	A	0.22	2.0	A	
	SB	TR	0.11	10.1	B	0.11	7.2	A	
	Overall			6.4	A		10.7	B	

Table 14-19 (cont'd)
No Build vs. Build Level of Service Comparison
Weekday AM Peak Hour 8:00-9:00

Intersection	Lane Group	Movement	No Build			Build			IMPACT?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (cont'd)									
Roosevelt Ave / Main Street	EB	LTR	1.25	160.2	F	1.26	165.0	F	yes
	WB	LTR	1.60	305.2	F	1.64	321.0	F	yes
	NB	LT	1.22	142.0	F	1.28	165.0	F	yes
		R	0.52	32.0	C	0.67	45.7	D	yes
	SB	LTR	0.22	20.6	C	0.23	20.7	C	
	Overall			187.8	F		203.9	F	
41st Ave / Main St / Kissena Blvd	WB	TR	0.80	38.1	D	0.84	40.8	D	
	NB	L	0.59	26.1	C	0.59	26.1	C	
		TR	0.85	33.7	C	0.88	36.4	D	
	SB	L	0.78	78.8	E	0.87	99.8	F	yes
		TR	0.03	14.3	B	0.03	14.3	B	
	Overall			36.6	D		39.6	D	
Sanford Ave / Main Street	WB	LTR	0.84	30.1	C	0.84	30.6	C	
	NB	LTR	0.87	44.6	D	0.90	48.2	D	
	SB	TR	0.10	23.9	C	0.10	23.9	C	
	Overall			35.8	D		37.6	D	
39th Ave/ Midblock	EB	T	n/a	n/a	n/a	0.20	21.0	C	
	Overall			n/a	n/a		21.0	C	
Northern Blvd / Union Street	EB	L	1.40	244.6	F	1.48	278.1	F	yes
		T	0.78	29.3	C	0.80	30.2	C	
		R	1.27	171.3	F	1.48	261.9	F	yes
	WB	L	1.43	238.7	F	1.62	322.7	F	yes
		TR	1.04	54.5	D	1.03	52.1	D	
	NB	LTR	0.20	31.3	C	0.20	31.3	C	
	SB	LTR	0.91	56.9	E	0.94	61.2	E	yes
	Overall			84.4	F		105.9	F	
37th Ave / Union Street	WB	LT	1.61	328.4	F	1.77	395.5	F	yes
	NB	T	0.12	13.1	B	0.12	13.1	B	
	SB	T	0.80	11.8	B	0.65	8.5	A	
		R	0.78	17.4	B	1.44	225.5	F	yes
	Overall			81.7	F		168.5	F	
38th Ave / Union Street	EB	TR	0.56	40.7	D	0.00	30.4	C	
	NB	T	0.07	7.8	A	0.07	7.8	A	
	SB	LTR	0.84	14.0	B	0.71	9.9	A	
	Overall			17.0	B		9.9	A	
39th Ave / Union Street	EB	L	0.16	21.8	C	0.16	21.8	C	
		R	0.35	23.7	C	0.81	39.1	D	
	SB	T	0.42	3.0	A	0.41	3.0	A	
	Overall			7.3	A		14.8	B	
Roosevelt Ave / Union Street	EB	T	0.84	27.4	C	0.85	28.1	C	
		R	0.52	20.6	C	0.52	20.6	C	
	WB	LT	0.97	40.2	D	0.98	43.0	D	
	SB	LT	0.56	19.7	B	0.74	23.6	C	
		R	1.18	137.6	F	1.50	275.4	F	yes
	Overall			39.7	D		56.0	E	
Sanford Ave / Union Street	EB	TR	0.52	27.9	C	0.52	27.9	C	
	WB	LT	1.77	384.6	F	1.77	384.6	F	
	NB	LR	0.81	48.3	D	0.86	55.6	E	yes
	SB	LT	0.46	18.0	B	0.51	18.9	B	
		R	0.92	34.1	C	0.97	42.4	D	
	Overall			138.5	F		138.9	F	

Table 14-19 (cont'd)
No Build vs. Build Level of Service Comparison
Weekday AM Peak Hour 8:00-9:00

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (cont'd)									
Northern Blvd / Bowne Street	EB	TR	0.53	10.7	B	0.54	10.8	B	
	WB	L	0.46	18.9	B	0.51	22.3	C	
		T	0.86	7.7	A	0.88	8.8	A	
	NB	L	1.23	172.5	F	1.07	115.2	F	
		R	0.47	46.0	D	0.28	40.9	D	
	Overall			25.8	C		19.3	B	
37th Ave / Bowne Street	NB	L	0.65	22.3	C	0.74	27.4	C	
	NB	T	0.67	18.9	B	0.67	18.9	B	
	SB	TR	0.51	15.3	B	0.53	15.7	B	
	Overall			18.5	B		19.9	B	
Roosevelt Ave / Bowne Street	EB	L	0.57	28.8	C	0.60	30.7	C	
		TR	0.45	20.1	C	0.64	25.2	C	
	WB	LTR	1.08	84.7	F	1.13	105.1	F	yes
	NB	L	0.42	31.2	C	0.42	31.2	C	
		TR	0.87	48.9	D	0.87	48.9	D	
	SB	L	0.38	34.8	C	0.38	34.8	C	
		TR	0.39	28.0	C	0.39	28.0	C	
	Overall			52.8	D		59.6	E	
Sanford Ave / Bowne Street	EB	LTR	1.08	88.4	F	1.13	105.0	F	yes
	WB	LT	0.81	25.7	C	0.82	25.9	C	
		R	0.29	12.4	B	0.29	12.4	B	
	NB	LTR	1.12	110.8	F	1.12	110.8	F	
	SB	L	0.40	29.0	C	0.40	29.0	C	
		TR	0.76	38.4	D	0.76	38.4	D	
	Overall			57.2	E		61.5	E	
Northern Blvd / Parsons Blvd	EB	L	0.50	48.6	D	0.50	48.6	D	
		TR	1.10	82.1	F	1.08	74.9	E	
	WB	L	0.33	35.7	D	0.33	34.6	C	
		TR	1.39	208.6	F	1.44	231.4	F	yes
	NB	L	0.80	68.7	E	0.80	68.7	E	
		TR	0.43	35.4	D	0.43	35.4	D	
	SB	LTR	1.17	145.7	F	1.17	145.7	F	
	Overall			150.2	F		162.4	F	
Roosevelt Ave / Parsons Blvd	EB	LTR	0.65	31.9	C	0.86	46.8	D	yes
	WB	LTR	1.09	99.3	F	1.16	124.4	F	yes
	NB	LTR	1.56	296.8	F	1.56	296.8	F	
	SB	LTR	0.84	42.7	D	0.84	42.7	D	
	Overall			137.6	F		141.2	F	
Sanford Ave / Parsons Blvd	EB	LTR	0.69	27.7	C	0.74	30.4	C	
	WB	LTR	1.12	101.8	F	1.12	103.5	F	
	NB	LTR	1.11	98.8	F	1.11	98.8	F	
	SB	LTR	0.93	44.6	D	0.93	44.6	D	
	Overall			72.4	E		72.8	E	
WB Northern Blvd/College Pt Blvd	WB	LTR	0.64	19.1	B	0.66	19.6	B	
	NB	LTR	0.49	12.3	B	0.49	12.3	B	
	SB	LTR	0.85	19.9	B	0.87	21.2	C	
	Overall			17.3	B		18.1	B	
UNSIGNALIZED INTERSECTIONS									
EB Northern Blvd/College Pt Blvd	SB	LT	0.25	12.8	B	0.29	13.3	B	
38th Ave / Prince Street	SB	LT	0.12	8.7	A	0.15	8.9	A	
37th Ave / 138th Street	NB	L	0.26	17.4	C	0.22	19.8	C	
	WB	L	0.10	7.8	A	0.10	7.8	A	
38th Ave / 138th Street	EB	L	0.11	10.1	B	0.06	9.7	A	
		R	0.09	9.4	A	0.14	9.6	A	
39th Ave / 138th Street	SB	L	0.23	11.1	B	0.93	79.5	F	yes
	EB	LT	0.05	8.9	A	0.08	16.5	C	

Note: * T after L – Through after Left

Table 14-20
No Build vs. Build Level of Service Comparison
Weekday Midday Peak Hour 12:30-1:30

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS									
Roosevelt Ave / College Pt Blvd	EB	LTR	0.65	20.0	B	0.65	20.0	C	
		T after L*	0.16	15.0	B	0.16	15.0	B	
	WB	LTR	0.74	30.9	C	0.80	32.9	C	
		T after L*	0.24	33.2	C	0.27	33.5	C	
	NB	L	1.29	184.6	F	1.29	184.6	F	
		TR	0.80	27.1	C	0.80	27.1	C	
	SB	T	0.66	33.6	C	0.66	33.6	C	
		R	0.64	40.2	D	0.64	40.2	D	
	Overall			43.1	D		43.3	D	
Northern Blvd / Prince Street	EB Main Rd	L	0.74	60.4	E	0.83	68.5	E	yes
		T	0.50	15.8	B	0.55	16.5	B	
	EB Serv Rd	TR	0.13	11.8	B	0.15	12.0	B	
	WB Main Rd	L	1.40	285.9	F	1.63	382.6	F	yes
		T	0.61	22.2	C	0.68	23.5	C	
	WB Serv Rd	TR	0.21	20.4	C	0.22	20.4	C	
	NB	LTR	1.71	387.5	F	1.71	387.5	F	
	SB	LTR	0.53	42.4	D	0.53	42.4	D	
	Overall			54.6	D		56.9	E	
37th Ave / Prince Street	WB	LTR	0.61	19.4	B	0.61	19.4	B	
	NB	LT	0.29	11.4	B	0.29	11.4	B	
	SB	TR	0.44	13.3	B	0.52	14.6	B	
	Overall			15.4	B		15.8	B	
39th Ave / Prince Street	WB	LTR	0.41	15.4	B	0.49	16.8	B	
	NB	LT	0.67	20.3	C	0.68	20.7	C	
	SB	TR[	0.47	15.2	B	0.47	15.2	B	
	Overall			17.5	B		17.9	B	
Roosevelt Ave / Prince Street	EB	DefL	1.71	356.3	F	1.82	406.7	F	yes
		TR	0.78	20.6	C	0.78	20.6	C	
	WB	LTR	1.40	204.6	F	1.47	235.9	F	yes
	SB	LTR	1.63	333.4	F	1.82	414.7	F	yes
	Overall			202.9	F		240.6	F	
Northern Blvd / Main Street	EB	TR	0.76	30.0	C	0.83	32.2	C	
	WB	L	0.05	30.2	C	0.05	30.2	C	
		T after L	0.06	40.4	D	0.06	40.4	D	
		T	0.68	12.9	B	0.66	12.6	B	
	NB	L	1.78	403.8	F	2.74	833.0	F	yes
		R	1.55	291.4	F	1.92	457.3	F	yes
	Overall			96.4	F		182.5	F	
37th Ave / Main Street	WB	TR	0.69	27.9	C	1.22	140.6	F	yes
	NB	LT	0.43	5.6	A	0.46	5.7	A	
	SB	T	0.02	11.4	B	0.02	11.4	B	
	Overall			15.1	B		76.5	E	
38th Ave / Main Street	EB	LTR	0.81	51.9	D	0.92	65.9	E	yes
	NB	T	0.44	2.6	A	0.44	2.6	A	
		R	0.49	8.0	A	0.49	8.0	A	
	SB	T	0.02	10.6	B	0.02	10.6	B	
	Overall			17.8	B		23.7	C	
39th Ave / Main Street	NB	LT	0.74	5.5	A	0.79	7.0	A	
		R	0.52	8.5	A	0.76	19.6	B	
	SB	TR	0.06	7.6	A	0.06	7.6	A	
	Overall			6.0	A		9.1	A	

Table 14-20 (cont'd)
No Build vs. Build Level of Service Comparison
Weekday Midday Peak Hour 12:30-1:30

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (CONT'D)									
Roosevelt Ave / Main Street	EB	LTR	1.77	379.3	F	1.80	390.4	F	yes
	WB	LTR	1.89	429.7	F	1.98	470.8	F	yes
	NB	LT	1.44	228.9	F	1.55	279.8	F	yes
		R	1.21	189.5	F	1.21	189.5	F	
	SB	LTR	0.09	16.5	B	0.09	16.5	B	
	Overall			325.0	F		359.4	F	
41st Ave / Main St / Kissena Blvd	WB	TR	0.52	19.6	B	0.54	20.0	B	
	NB	L	0.63	28.3	C	0.63	28.4	C	
		TR	1.11	90.2	F	1.17	112.3	F	yes
	SB	L	0.15	16.2	B	0.15	16.4	B	
		TR	0.02	14.1	B	0.05	14.2	B	
	Overall			57.0	E		69.2	E	
Sanford Ave / Main Street	WB	LTR	1.00	46.8	D	1.03	53.8	D	yes
	NB	LTR	0.83	33.9	C	0.88	38.4	D	
	SB	TR	0.10	18.9	B	0.10	18.9	B	
	Overall			42.0	D		47.9	D	
39th Ave/ Midblock	EB	T	n/a	n/a	n/a	0.31	22.1	C	
	Overall			n/a	n/a		22.1	C	
Northern Blvd / Union Street	EB	L	1.29	186.1	F	1.35	206.8	F	yes
		T	0.75	29.3	C	0.79	30.5	C	
		R	1.36	211.4	F	1.74	375.2	F	yes
	WB	L	1.25	159.4	F	1.57	297.7	F	yes
		TR	0.84	31.5	C	0.80	29.7	C	
	NB	LTR	0.08	28.7	C	0.08	28.7	C	
	SB	LTR	0.80	47.9	D	0.86	52.3	D	
	Overall			81.8	F		131.2	F	
37th Ave / Union Street	WB	LT	1.29	192.6	F	1.56	308.5	F	yes
	NB	T	0.04	10.6	B	0.04	10.6	B	
	SB	T	0.70	7.0	A	0.58	5.6	A	
		R	0.55	7.7	A	1.38	196.4	F	yes
	Overall			42.9	D		136.7	F	
38th Ave / Union Street	EB	TR	0.65	34.4	C	0.00	22.8	C	
	NB	T	0.03	7.5	A	0.03	7.5	A	
	SB	LTR	0.74	10.6	B	0.61	8.2	A	
	Overall			15.7	B		8.2	A	
39th Ave / Union Street	EB	L	0.07	20.3	C	0.12	21.7	C	
		R	0.32	23.0	C	1.19	134.0	F	yes
	SB	T	0.47	3.3	A	0.43	3.1	A	
	Overall			6.6	A		55.0	E	
Roosevelt Ave / Union Street	EB	T	0.83	24.8	C	0.84	25.6	C	
		R	0.64	24.4	C	0.64	24.4	C	
	WB	LT	0.86	28.5	C	0.88	29.9	C	
	SB	LT	0.68	22.0	C	0.88	29.9	C	
		R	1.70	360.9	F	3.31	1086.0	F	yes
	Overall			64.2	E		149.9	F	
Sanford Ave / Union Street	EB	TR	0.45	28.8	C	0.45	28.8	C	
	WB	LT	1.17	133.3	F	1.17	133.3	F	
	NB	LR	0.38	23.8	C	0.42	25.2	C	
	SB	LT	0.41	14.8	B	0.53	16.5	B	
		R	0.78	21.2	C	0.85	24.4	C	
	Overall			48.3	D		47.9	D	

Table 14-20 (cont'd)
No Build vs. Build Level of Service Comparison
Weekday Midday Peak Hour 12:30-1:30

Intersection	Lane Group	Movement	Without Proposed Action			With Proposed Action			Impact?
			V/C ratio	Avg. Delay (sec/veh)	LOS	V/C ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (CONT'D)									
Northern Blvd / Bowne Street	EB	TR	0.65	19.3	B	0.67	19.9	B	
	WB	L	0.48	31.6	C	0.58	39.6	D	
		T	0.52	8.3	A	0.56	8.7	A	
	NB	L	0.83	54.6	D	0.64	42.6	D	
		R	0.59	41.5	D	0.36	34.8	C	
	Overall			21.3	C		19.0	B	
37th Ave / Bowne Street	NB	L	0.38	14.5	B	0.51	17.7	B	
		T	0.78	23.5	C	0.56	16.1	B	
	SB	TR	0.46	14.4	B	0.50	15.1	B	
	Overall			19.4	B		16.1	B	
Roosevelt Ave / Bowne Street	EB	L	0.52	15.8	B	0.56	17.5	B	
		TR	0.77	20.9	C	1.05	63.5	E	yes
	WB	LTR	0.92	32.4	C	1.00	49.0	D	yes
	NB	L	0.39	33.2	C	0.39	33.2	C	
		TR	0.65	36.0	D	0.65	36.0	D	
	SB	L	0.15	26.2	C	0.15	26.2	C	
		TR	0.54	32.6	C	0.54	32.6	C	
	Overall			28.4	C		47.6	D	
Sanford Ave / Bowne Street	EB	LTR	0.66	21.5	C	0.77	26.4	C	
	WB	LT	0.46	14.3	B	0.47	14.4	B	
		R	0.12	10.5	B	0.12	10.5	B	
	NB	LTR	0.55	27.2	C	0.55	27.2	C	
	SB	L	0.25	23.7	C	0.25	23.7	C	
		TR	0.57	28.5	C	0.57	28.5	C	
	Overall			21.3	C		22.7	C	
Northern Blvd / Parsons Blvd	EB	L	0.55	53.2	D	0.55	54.2	D	
		TR	1.04	62.6	E	1.01	55.6	E	
	WB	L	0.32	37.3	D	0.31	35.7	D	
		TR	1.31	175.3	F	1.44	230.0	F	yes
	NB	L	0.62	49.0	D	0.62	49.0	D	
		TR	0.43	35.5	D	0.43	35.5	D	
	SB	LTR	1.04	103.2	F	1.04	103.2	F	
	Overall			109.7	F		134.4	F	
Roosevelt Ave / Parsons Blvd	EB	LTR	1.47	250.3	F	1.93	453.4	F	yes
	WB	LTR	1.46	244.5	F	1.62	314.8	F	yes
	NB	LTR	0.75	31.1	C	0.75	31.1	C	
	SB	LTR	0.65	25.2	C	0.65	25.2	C	
	Overall			171.0	F		276.7	F	
Sanford Ave / Parsons Blvd	EB	LTR	0.50	21.3	C	0.62	24.6	C	
	WB	LTR	0.71	28.2	C	0.72	28.6	C	
	NB	LTR	0.73	26.2	C	0.73	26.2	C	
	SB	LTR	0.55	19.2	B	0.55	19.2	B	
	Overall			24.1	C		24.9	C	
WB Northern Blvd/College Pt Blvd	WB	LTR	0.67	20.2	C	0.70	21.2	C	
	NB	LTR	0.49	12.3	B	0.49	12.3	B	
	SB	LTR	0.75	16.6	B	0.79	17.7	B	
	Overall		0.00	15.7	B	0.00	16.5	B	
UNSIGNALIZED INTERSECTIONS									
EB Northern Blvd/College Pt Blvd	SB	LT	0.35	16.4	C	0.43	18.0	C	
38th Ave / Prince Street	SB	LT	0.08	8.3	A	0.13	8.5	A	
37th Ave / 138th Street	NB	L	0.59	23.0	C	0.48	26.0	D	
	WB	L	0.12	7.6	A	0.10	7.6	A	
38th Ave / 138th Street	EB	L	0.25	12.4	B	0.11	10.6	B	
		R	0.20	10.2	B	0.30	10.8	B	
39th Ave / 138th Street	SB	L	0.69	29.6	D	109.50	50622.0	F	yes
	EB	LT	0.21	12.1	B	0.96	156.2	F	Yes

Note: * T after L – Through after Left

Table 14-21
No Build vs. Build Level of Service Comparison
Weekday PM Peak Hour 5:00-6:00

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS									
Roosevelt Ave / College Pt Blvd	EB	LTR	0.82	31.7	C	0.83	31.9	C	
		T after L*	0.15	17.9	B	0.15	17.9	B	
	WB	LTR	0.57	32.8	C	0.60	33.5	C	
		T after L*	0.19	43.2	D	0.21	43.5	D	
	NB	L	0.93	80.5	F	0.93	80.5	F	
		TR	0.79	30.5	C	0.79	30.5	C	
	SB	T	1.07	95.3	F	1.07	95.3	F	
		R	0.45	41.9	D	0.45	41.9	D	
	Overall			54.5	D		49.6	D	
Northern Blvd / Prince Street	EB Main Rd	L	1.03	99.3.	F	1.12	125.6	F	yes
		T	0.93	28.8	C	0.97	34.9	C	
	EB Serv Rd	TR	0.16	12.2	B	0.18	12.3	B	
	WB Main Rd	L	0.90	114.4	F	1.02	143.6	F	yes
		T	0.81	31.1	C	0.87	33.9	C	
	WB Serv Rd	TR	0.28	24.8	C	0.28	24.9	C	
	NB	LTR	2.22	608.6	F	2.22	608.6	F	
	SB	LTR	0.67	46.5	D	0.69	48.3	D	
	Overall			77.5	E		79.0	E	
37th Ave / Prince Street	WB	LTR	0.75	24.7	C	0.75	24.7	C	
	NB	LT	0.32	11.7	B	0.32	11.7	B	
	SB	TR	0.82	25.6	C	0.88	30.6	C	
	Overall			22.4	C		24.7	C	
39th Ave / Prince Street	WB	LTR	0.40	15.4	B	0.45	16.3	B	
	NB	LT	1.24	145.8	F	1.25	152.2	F	yes
	SB	TR	0.85	29.3	C	0.85	29.3	C	
	Overall			74.0	E		75.6	E	
Roosevelt Ave / Prince Street	EB	DefL	1.81	413.8	F	1.90	458.0	F	yes
		TR	1.13	101.5	F	1.13	101.5	F	
	WB	LTR	1.82	398.3	F	1.89	429.1	F	yes
	SB	LTR	1.25	168.6	F	1.35	210.4	F	yes
	Overall			269.1	F		295.2	F	
Northern Blvd / Main Street	EB	TR	0.99	39.0	D	1.03	50.4	D	yes
	WB	L	0.07	38.0	D	0.07	38.0	D	
		T after L	0.13	51.9	D	0.13	51.9	D	
		T	0.76	14.4	B	0.74	14.1	B	
	NB	L	1.44	256.6	F	1.84	428.7	F	yes
		R	1.69	355.9	F	1.94	468.0	F	yes
	Overall			101.9	F		146.6	F	
37th Ave / Main Street	WB	TR	1.16	129.8	F	1.65	342.2	F	yes
	NB	LT	0.49	2.4	A	0.50	2.5	A	
	SB	T	0.03	8.7	A	0.03	8.7	A	
	Overall			54.7	D		160.1	F	
38th Ave / Main Street	EB	LTR	0.74	46.0	D	0.84	54.7	D	yes
	NB	T	0.67	4.4	A	0.67	4.4	A	
		R	0.50	8.6	A	0.50	8.6	A	
	SB	T	0.04	10.7	B	0.04	10.7	B	
	Overall			13.7	B		16.7	B	
39th Ave / Main Street	NB	LT	0.85	9.1	A	0.89	11.4	B	
		R	0.57	12.0	B	0.59	10.1	B	
	SB	TR	0.10	10.0	A	0.10	10.0	B	
	Overall			9.4	A		11.2	B	

Table 14-21 (cont'd)
No Build vs. Build Level of Service Comparison
Weekday PM Peak Hour 5:00-6:00

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C Ratio	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (CONT'D)									
Roosevelt Ave / Main Street	EB	LTR	2.19	572.8	F	2.23	590.2	F	yes
	WB	LTR	2.21	581.8	F	2.28	616.3	F	yes
	NB	LT	1.31	179.1	F	1.37	204.4	F	yes
		R	0.93	92.6	F	0.93	92.6	F	
	SB	LTR	0.27	21.7	C	0.27	21.8	C	
	Overall			402.3	F		425.7	F	
41st Ave / Main St / Kissena Blvd	WB	TR	0.84	39.7	D	0.86	41.1	D	
	NB	L	0.64	28.6	C	0.64	28.6	C	
		TR	0.81	31.4	C	0.85	34.0	C	
	SB	L	0.19	24.8	C	0.19	24.8	C	
		TR	0.02	14.2	B	0.02	14.2	B	
	Overall			34.4	C		35.9	D	
Sanford Ave / Main Street	WB	LTR	0.74	25.4	C	0.76	26.2	C	
	NB	LTR	0.94	53.5	D	0.98	61.5	E	yes
	SB	TR	0.11	24.0	C	0.11	24.0	C	
	Overall			37.5	D		41.5	D	
39th Ave/ Midblock	EB	T	n/a	n/a	n/a	0.31	22.1	C	
	Overall			n/a	n/a		22.1	C	
Northern Blvd / Union Street	EB	L	1.33	201.2	F	1.35	208.5	F	yes
		T	0.89	34.0	C	0.92	37.0	D	
		R	1.59	308.2	F	1.76	384.5	F	yes
	WB	L	1.35	214.7	F	1.52	289.0	F	yes
		TR	0.75	27.4	C	0.72	26.6	C	
	NB	LTR	0.15	30.2	C	0.15	30.2	C	
	SB	LTR	0.81	48.3	D	0.84	50.4	D	
	Overall			100.6	F		124.6	F	
37th Ave / Union Street	WB	LT	1.17	146.4	F	1.32	205.4	F	yes
	NB	T	0.07	12.5	B	0.07	12.5	B	
	SB	T	0.92	18.6	B	0.80	11.8	B	
		R	0.73	15.0	B	1.34	179.8	F	yes
	Overall			38.2	D		97.8	F	
38th Ave / Union Street	EB	TR	0.71	36.9	D	0.00	22.8	C	
	NB	T	0.05	7.6	A	0.05	7.6	A	
	SB	LTR	1.01	35.2	D	0.86	15.4	B	
	Overall			35.2	D		15.2	B	
39th Ave / Union Street	EB	L	0.11	20.9	C	0.17	22.7	C	
		R	0.34	23.2	C	1.05	80.5	F	yes
	SB	T	0.52	3.5	A	0.49	3.3	A	
	Overall			7.1	A		32.2	C	
Roosevelt Ave / Union Street	EB	T	1.06	63.2	E	1.07	67.1	E	
		R	0.73	26.3	C	0.73	26.3	C	
	WB	LT	1.12	93.0	F	1.14	99.0	F	yes
	SB	LT	0.63	19.4	B	0.89	29.3	C	
		R	2.31	627.1	F	4.02	1401.0	F	yes
	Overall			134.2	F		245.3	F	
Sanford Ave / Union Street	EB	TR	0.63	32.9	C	0.63	32.9	C	
	WB	LT	1.10	106.6	F	1.10	106.6	F	
	NB	LR	1.09	117.9	F	1.25	177.6	F	yes
	SB	LT	0.82	27.7	C	0.94	40.4	D	
		R	1.08	70.8	E	1.14	94.0	F	yes
	Overall			67.6	E		84.3	F	

Table 14-21 (cont'd)
No Build vs. Build Level of Service Comparison
Weekday PM Peak Hour 5:00-6:00

Intersection	Lane Group	Movement	Without Proposed Action			With Proposed Action			Impact?
			Avg. Delay (sec/veh)	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (CONT'D)									
Northern Blvd / Bowne Street	EB	TR	0.85	17.4	B	0.88	18.8	B	
	WB	L	0.75	59.0	E	0.82	68.9	E	yes
		T	0.47	3.0	A	0.49	3.1	A	
	NB	L	1.02	100.4s	F	0.83	64.6	E	
		R	1.01	102.4	F	0.77	62.0	E	
	Overall			27.4	C		21.3	C	
37th Ave / Bowne Street	NB	L	0.49	17.7	B	0.57	20.6	C	
		T	0.87	30.1	C	0.69	19.7	B	
	SB	TR	0.62	17.9	B	0.64	18.5	B	
	Overall			24.2	C		19.3	B	
Roosevelt Ave / Bowne Street	EB	L	0.57	27.4	C	0.59	28.7	C	
		TR	1.03	72.0	E	1.34	194.4	F	yes
	WB	LTR	1.04	73.6	E	1.14	109.4	F	yes
	NB	L	0.31	28.3	C	0.31	28.3	C	
		TR	0.58	32.5	C	0.58	32.5	C	
	SB	L	0.16	25.3	C	0.16	25.3	C	
		TR	0.42	28.7	C	0.42	28.7	C	
	Overall			55.1	E		108.5	F	
Sanford Ave / Bowne Street	EB	LTR	0.76	23.8	C	0.83	28.1	C	
	WB	LT	0.49	14.9	B	0.49	15.1	B	
		R	0.12	10.5	B	0.12	10.5	B	
	NB	LTR	0.73	35.3	D	0.73	35.3	D	
	SB	L	0.49	31.6	C	0.49	31.6	C	
		TR	0.73	35.2	D	0.73	35.2	D	
	Overall			25.9	C		27.3	C	
Northern Blvd / Parsons Blvd	EB	L	0.67	52.0	D	0.66	52.6	D	
		TR	1.03	52.2	D	1.03	53.6	D	
	WB	L	0.42	46.1	D	0.42	46.1	D	
		TR	1.25	149.4	F	1.31	176.4	F	yes
	NB	L	0.53	45.6	D	0.53	45.6	D	
		TR	0.46	36.2	D	0.46	36.2	D	
	SB	LTR	1.26	180.5	F	1.26	180.5	F	
	Overall			94.4	F		104.8	F	
Roosevelt Ave / Parsons Blvd	EB	LTR	1.33	196.5	F	1.74	375.1	F	yes
	WB	LTR	1.28	174.7	F	1.43	241.3	F	yes
	NB	LTR	1.18	135.1	F	1.18	135.1	F	
	SB	LTR	0.91	52.3	D	0.91	52.3	D	
	Overall			144.1	F		227.4	F	
Sanford Ave / Parsons Blvd	EB	LTR	0.97	56.6	E	1.06	82.3	F	yes
	WB	LTR	0.82	36.3	D	0.84	38.6	D	
	NB	LTR	0.78	29.0	C	0.78	29.0	C	
	SB	LTR	0.73	25.1	C	0.73	25.1	C	
	Overall			37.6	D		46.7	D	
WB Northern Blvd/College Pt Blvd	WB	LTR	0.40	13.9	B	0.41	14.1	B	
	NB	LTR	0.54	12.8	B	0.54	12.8	B	
	SB	LTR	0.95	28.7	C	0.97	33.0	C	
	Overall		0.00	21.7	C	0.00	24.2	C	
UNSIGNALIZED INTERSECTIONS									
EB Northern Blvd/College Pt Blvd	SB	LT	0.27	13.9	B	0.32	14.5	B	
38th Ave / Prince Street	SB	LT	0.10	8.7	A	0.14	8.9	A	
37th Ave / 138th Street	NB	L	0.72	35.2	E	0.60	37.3	E	
	WB	L	0.08	7.6	A	0.06	7.5	A	
38th Ave / 138th Street	EB	L	0.21	10.6	B	0.15	9.9	A	
		R	0.19	9.8	A	0.23	10.0	A	
39th Ave / 138th Street	SB	L	0.52	23.2	C	10.64	4610.0	F	yes
	EB	LT	0.11	13.2	B	0.34	124.4	F	Yes

Note: * T after L – Through after Left

Table 14-22
No Build vs. Build Level of Service Comparison
Saturday Midday Peak Hour 12:00-1:00

Intersection	Lane Group	Movement	No Build V/C Ratio	No Build Avg. Delay (sec/veh)	No Build LOS	Build V/C Ratio	Build Avg. Delay (sec/veh)	Build LOS	Impact?
SIGNALIZED INTERSECTIONS									
Roosevelt Ave / College Pt Blvd	EB	LTR	0.69	20.9	C	0.69	20.9	C	
		T after L*	0.13	14.7	B	0.13	14.7	B	
	WB	LTR	0.73	30.4	C	0.78	32.0	C	
		T after L*	0.24	33.2	C	0.27	33.6	C	
	NB	L	0.96	71.0	E	0.96	71.0	E	
		TR	1.15	101.0	F	1.15	101.0	F	
	SB	T	0.97	54.7	D	0.97	54.7	D	
		R	0.61	38.4	D	0.61	38.4	D	
	Overall			53.6	D		53.6	D	
Northern Blvd / Prince Street	EB Main Rd	L	0.99	92.3	F	1.14	139.2	F	yes
		T	1.02	46.8	D	1.08	68.0	E	yes
	EB Serv Rd	TR	0.32	13.7	B	0.36	14.3	B	
	WB Main Rd	L	1.89	478.8	F	2.21	623.3	F	yes
		T	0.96	34.6	C	1.02	47.8	D	yes
	WB Serv Rd	TR	0.46	24.0	C	0.47	24.1	C	
	NB	LTR	2.61	790.5	F	2.61	790.5	F	
	SB	LTR	0.68	48.1	D	0.68	48.1	D	
	Overall			98.0	F		116.4	F	
37th Ave / Prince Street	WB	LTR	0.62	19.9	B	0.62	19.9	B	
	NB	LT	0.37	12.3	B	0.38	12.3	B	
	SB	TR	0.99	47.4	D	1.10	81.1	F	yes
	Overall			32.5	C		51.6	D	
39th Ave / Prince Street	WB	LTR	0.41	15.5	B	0.50	17.2	B	
	NB	LT	1.58	290.7	F	1.61	303.6	F	yes
	SB	TR	1.00	53.8	D	1.00	53.8	D	
	Overall			144.0	F		146.0	F	
Roosevelt Ave / Prince Street	EB	DefL	3.09	974.7	F	3.24	1044.0	F	yes
		TR	1.33	175.4	F	1.33	175.4	F	
	WB	LTR	2.03	487.2	F	2.12	524.5	F	yes
	SB	LTR	1.85	425.8	F	2.09	529.6	F	yes
	Overall			451.5	F		493.7	F	
Northern Blvd / Main Street	EB	TR	0.77	28.7	C	0.81	29.6	C	
	WB	L	0.02	23.1	C	0.02	23.1	C	
		T after L	0.04	40.1	D	0.04	40.1	D	
		T	0.71	13.4	B	0.70	13.2	B	
	NB	L	2.08	537.2	F	2.56	754.2	F	yes
		R	1.49	264.6	F	1.74	373.9	F	yes
	Overall			121.7	F		203.6	F	
37th Ave / Main Street	WB	TR	0.66	26.7	C	0.95	48.6	D	yes
	NB	LT	0.61	6.9	A	0.64	7.3	A	
	SB	T	0.02	11.4	B	0.02	11.4	B	
	Overall			13.5	B		23.4	C	
38th Ave / Main Street	EB	LTR	1.17	139.2	F	1.39	228.0	F	yes
	NB	T	0.60	3.5	A	0.60	3.5	A	
		R	0.61	12.5	B	0.61	12.5	B	
	SB	T	0.02	10.6	B	0.02	10.6	B	
	Overall			45.3	D		80.5	F	yes
39th Ave / Main Street	NB	LT	0.92	13.0	B	0.95	17.1	B	
		R	0.60	12.0	B	0.51	6.6	A	
	SB	TR	0.05	7.5	A	0.05	7.5	A	
	Overall			12.7	B		15.6	B	

Table 14-22 (cont'd)
No Build vs. Build Level of Service Comparison
Saturday Midday Peak Hour 12:00-1:00

Intersection	Lane Group	Movement	No Build			Build			Impact?
			V/C RATIO	Avg. Delay (sec/veh)	LOS	V/C Ratio	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (CONT'D)									
Roosevelt Ave / Main Street	EB	LTR	2.80	840.2	F	2.86	864.8	F	yes
	WB	LTR	2.53	717.6	F	2.63	762.8	F	yes
	NB	LT	1.58	291.6	F	1.66	328.2	F	yes
		R	0.34	22.6	C	0.65	48.0	D	yes
	SB	LTR	0.14	17.1	B	0.14	17.2	B	
	Overall			584.3	F		616.7	F	
41st Ave / Main St / Kissena Blvd	WB	TR	0.81	28.7	C	0.84	30.1	C	
	NB	L	0.65	29.2	C	0.65	29.2	C	
		TR	1.26	150.5	F	1.30	171.2	F	yes
	SB	L	0.15	16.9	B	0.16	17.1	B	
		TR	0.02	14.1	B	0.02	14.1	B	
	Overall			86.8	F		98.2	F	
Sanford Ave / Main Street	WB	LTR	0.95	35.8	D	0.96	36.9	D	
	NB	LTR	0.94	46.4	D	0.99	55.5	E	yes
	SB	TR	0.10	18.9	B	0.10	18.9	B	
	Overall			39.6	D		43.9	D	
39th Ave/ Midblock	EB	T	n/a	n/a	n/a	0.32	22.2	C	
	Overall			n/a	n/a		22.2	C	
Northern Blvd / Union Street	EB	L	1.43	253.2	F	1.52	290.5	F	yes
		T	0.86	33.9	C	0.89	35.5	D	
		R	1.60	315.1	F	1.82	413.4	F	yes
	WB	L	1.78	397.9	F	1.96	477.3	F	yes
		TR	0.85	31.7	C	0.83	30.6	C	
	NB	LTR	0.08	28.8	C	0.08	28.8	C	
	SB	LTR	0.90	55.7	E	0.94	60.8	E	yes
	Overall			126.1	F		159.5	F	
37th Ave / Union Street	WB	LT	1.24	172.9	F	1.40	240.4	F	yes
	NB	T	0.04	10.7	B	0.04	10.7	B	
	SB	T	0.87	12.2	B	0.69	6.9	A	
		R	0.66	9.6	A	1.46	231.0	F	yes
	Overall			35.5	D		127.2	F	
38th Ave / Union Street	EB	TR	0.70	36.4	D	0.00	22.8	C	
	NB	T	0.03	7.4	A	0.03	7.4	A	
	SB	LTR	1.03	41.6	D	0.80	12.4	B	
	Overall			40.5	D		12.3	B	
39th Ave / Union Street	EB	L	0.06	20.2	C	0.06	20.2	C	
		R	0.59	28.3	C	1.64	325.5	F	yes
	SB	T	0.60	4.0	A	0.50	3.4	A	
	Overall			9.3	A		145.3	F	
Roosevelt Ave / Union Street	EB	T	0.97	41.5	D	0.98	44.8	D	
		R	0.76	30.4	C	0.76	30.4	C	
	WB	LT	1.25	144.3	F	1.28	156.7	F	yes
	SB	LT	0.76	22.5	C	0.97	39.7	D	
		R	1.70	358.5	F	3.26	1061.0	F	yes
	Overall			88.9	F		170.0	F	
Sanford Ave / Union Street	EB	TR	0.59	31.3	C	0.59	31.3	C	
	WB	LT	2.31	631.4	F	2.31	631.4	F	
	NB	LR	1.02	90.6	F	1.13	125.5	F	yes
	SB	LT	0.63	19.4	B	0.71	22.0	C	
		R	1.15	95.3	F	1.18	108.9	F	yes
	Overall			208.1	F		212.3	F	

Table 14-22 (cont'd)
No Build vs. Build Level of Service Comparison
Saturday Midday Peak Hour 12:00-1:00

Intersection	Lane Group	Movement	Without Proposed Action			With Proposed Action			IMPACT?
			V/C RATIO	Avg. Delay (sec/veh)	LOS	V/C RATIO	Avg. Delay (sec/veh)	LOS	
SIGNALIZED INTERSECTIONS (CONT'D)									
Northern Blvd / Bowne Street	EB	TR	0.85	25.6	C	0.88	26.8	C	
	WB	L	0.73	61.1	E	0.82	71.9	E	yes
		T	0.62	9.3	A	0.65	9.7	A	
	NB	L	0.82	53.4	D	0.65	42.8	D	
		R	0.91	66.3	E	0.70	46.2	D	
	Overall			27.1	C		24.8	C	
37th Ave / Bowne Street	NB	L	0.74	28.9	C	0.88	44.5	D	
		T	0.81	25.5	C	0.64	18.1	B	
	SB	TR	0.60	17.3	B	0.64	18.3	B	
	Overall			23.3	C		24.0	C	
Roosevelt Ave / Bowne Street	EB	L	0.71	24.8	C	0.74	28.0	C	
		TR	0.89	29.9	C	1.08	72.4	E	yes
	WB	LTR	1.06	65.5	E	1.13	89.9	F	yes
	NB	L	0.48	37.7	D	0.48	37.7	D	
		TR	1.08	99.1	F	1.08	99.1	F	
	SB	L	0.52	50.0	D	0.52	50.0	D	
		TR	0.68	37.2	D	0.68	37.2	D	
	Overall			55.1	E		74.1	E	
Sanford Ave / Bowne Street	EB	LTR	1.28	162.8	F	1.37	201.0	F	yes
	WB	LT	0.64	18.0	B	0.64	18.1	B	
		R	0.13	10.5	B	0.13	10.5	B	
	NB	LTR	0.69	32.8	C	0.69	32.8	C	
	SB	L	0.22	23.2	C	0.22	23.2	C	
		TR	0.54	27.8	C	0.54	27.8	C	
	Overall			65.1	E		80.7	F	
Northern Blvd / Parsons Blvd	EB	L	0.47	50.1	D	0.47	50.1	D	
		TR	1.26	151.0	F	1.24	141.1	F	
	WB	L	0.45	48.7	D	0.45	51.0	D	
		TR	1.38	203.9	F	1.46	238.2	F	yes
	NB	L	0.65	51.0	D	0.65	51.0	D	
		TR	0.52	37.1	D	0.52	37.1	D	
	SB	LTR	1.59	326.2	F	1.59	326.2	F	
	Overall			171.0	F		182.1	F	
Roosevelt Ave / Parsons Blvd	EB	LTR	1.57	292.9	F	1.89	435.1	F	yes
	WB	LTR	1.33	187.3	F	1.44	236.0	F	yes
	NB	LTR	1.22	142.7	F	1.22	142.7	F	
	SB	LTR	0.81	33.7	C	0.81	33.7	C	
	Overall			181.7	F		251.8	F	
Sanford Ave / Parsons Blvd	EB	LTR	0.58	23.1	C	0.67	26.2	C	
	WB	LTR	0.81	33.2	C	0.82	33.9	C	
	NB	LTR	0.92	43.7	D	0.92	43.7	D	
	SB	LTR	0.75	25.9	C	0.75	25.9	C	
	Overall			32.4	C		32.9	C	
WB Northern Blvd/College Pt Blvd	WB	LTR	0.64	18.5	B	0.67	19.3	B	
	NB	LTR	0.58	13.3	B	0.58	13.3	B	
	SB	LTR	0.76	16.9	B	0.81	18.5	B	
	Overall		0.00	15.8	B	0.00	16.8	B	
UNSIGNALIZED INTERSECTIONS									
EB Northern Blvd/College Pt Blvd	SB	LT	0.30	15.6	C	0.40	17.2	C	
38th Ave / Prince Street	SB	LT	0.18	9.1	A	0.25	9.5	A	
37th Ave / 138th Street	NB	L	0.61	26.5	D	0.48	26.6	D	
	WB	L	0.09	7.6	A	0.07	7.5	A	
38th Ave / 138th Street	EB	L	0.29	11.0	B	0.16	9.8	A	
		R	0.21	9.8	A	0.31	10.3	B	
39th Ave / 138th Street	SB	L	0.51	17.3	C	12.51	5399.0	F	yes
	EB	LT	0.06	10.5	B	0.18	104.2	F	Yes

Note: * T after L – Through after Left

Table 14-23
Locations With Projected Significant Impacts
Due to The Proposed Action

	AM	Mid	PM	Saturday
Roosevelt Avenue Corridor				
College Point Blvd	▲			
Prince Street	▲	▲	▲	▲
Main Street	▲	▲	▲	▲
Union Street	▲	▲	▲	▲
Bowne Street	▲	▲	▲	▲
Parsons Blvd	▲	▲	▲	▲
Northern Boulevard Corridor				
Prince Street	▲	▲	▲	▲
Main Street	▲	▲	▲	▲
Union Street	▲	▲	▲	▲
Bowne Street			▲	▲
Parsons Blvd	▲	▲	▲	▲
College Point Blvd WB (north intersection)				
College Point Blvd EB (south intersection) **				
Union Street Corridor				
37th Ave	▲	▲	▲	▲
38th Ave				
39th Ave		▲	▲	▲
Sanford Ave	▲		▲	▲
Main Street Corridor				
37th Ave	▲	▲	▲	▲
38th Ave	▲	▲	▲	▲
39th Ave				
41st Ave /Kissena Blvd	▲	▲		▲
Sanford Ave		▲	▲	▲
37th Avenue Corridor				
Prince Street				▲
138th Street **				
Bowne Street				
38th Avenue Corridor				
Prince Street **				
138th Street **				
39th Avenue Corridor				
Prince Street			▲	▲
138th Street **	▲	▲	▲	▲
Lipmann Arcade (midblock location)	n/a	n/a	n/a	n/a
Sanford Avenue Corridor				
Bowne Street	▲			▲
Parsons Blvd			▲	
Total Impacted Intersections	**17**	**16**	**19**	**21**

Notes:
** = Unsignalized Intersection
▲ = Significant impact under CEQR guidelines on one or more turning movement or intersection approach.

As previously described, the incremental traffic volumes associated with the project include volume changes due to project generated traffic, traffic re-assignments due to the shift of long-term commuters, the shift of vehicles from Municipal Lot 1 due to parking operations and pricing changes (increases) at the new Flushing Commons parking garage, and revised traffic circulation patterns associated with the driveway reassignments to reflect the modified parking entry and exit configuration at the Flushing Commons parking garage.

As discussed in previous sections, the roadway network in the No Build is projected to experience increased congestion over the Existing conditions. With several intersections projected to operate close to or above capacity in the No Build, even relatively small increases in traffic volumes resulting from the proposed action would result in significant adverse impacts on traffic operations. Specifically, project generated traffic was added to several already-congested intersections along roadways to/from the Flushing Commons. In particular, site-generated traffic was assigned to eastbound and westbound Roosevelt Avenue, eastbound and westbound Northern Boulevard, northbound Main Street between Sanford Avenue and 39th Avenue, and southbound Union Street from Northern Boulevard to 37th Avenue, as well as intersections adjacent to the parking garage entrances/exits.

The shift of long term commuters in the AM peak hour modifies the travel patterns of vehicles currently destined to Municipal Lot 1 to instead travel to Citifield such that volumes along northbound Main Street, eastbound 39th Ave, and southbound Union Street are reduced while traffic volumes are increased along westbound Northern Boulevard, headed towards Citifield. Similarly, the shift of commuter traffic that would be leaving Municipal Lot 1 are removed from their previous routes along Sanford Avenue, Roosevelt Avenue and 37th Avenue and added to eastbound Northern Boulevard, leaving Citi Field.

The traffic shifts due to the expected operational differences between Municipal Lot 1 and the new Flushing Commons garage would involve re-assignment of parkers from Municipal Lot 1 to another municipal parking facility, Lot 2. Parkers expected to divert from the proposed Flushing Commons parking garage are likely to include a large number of short term parkers who, according to parking surveys, accounted for 41 percent and 34 percent of weekday and weekend parkers, respectively. Other factors being equal, short term parkers are expected to find Lot 2, basically a surface lot, more convenient than the proposed Flushing Commons multi-level, underground parking garage, which may be perceived as being inconvenient in addition to being unfamiliar. Further, since Lot 2 would be used specifically as interim parking for parkers displaced from the current Municipal Lot 1 site during construction of Flushing Commons, parkers would have already become accustomed to it and can be expected to continue using it even after construction of the Flushing Commons garage is completed. Essentially, after the construction of Flushing Commons, drivers seeking short-term spaces would likely find Lot 2 the more convenient location for off-street parking. The associated reduced vehicular usage along the routes accessing Municipal Lot 1 and the added traffic volumes on the roadways accessing Lot 2 would result in decreased traffic volumes on northbound Bowne Street between 37th and Roosevelt Avenues (and at locations immediately near the Municipal Lot 1 site), and increased traffic volumes on Prince Street and College Point Boulevard as well as intersections adjacent to municipal Lot 2.

The revised traffic patterns due to closed driveways is a result of the reduction of access points to the new Flushing Commons parking facility from six to two entrances/exits. The reduction in driveways also consolidates the routes used to access the new parking facility, and instead of a more dispersed pattern around the site, traffic would converge on 37th Avenue and 39th Avenue

where the new driveways would be located resulting in increases in traffic volumes at intersections closest to the driveways. Conversely, traffic volumes would be expected to decrease along those roadways where driveways have been eliminated, specifically on 138th Street and Union Street, where a total of four driveways were eliminated.

ROOSEVELT AVENUE CORRIDOR

- **Roosevelt Avenue/College Point Blvd** – During the weekday AM peak hour, additional volumes resulting from the shift in commuter traffic would result in an increase in delays on the northbound left-turn movement which is projected to operate at LOS F both in the No Build as well as the Build, with v/c ratios exceeding 1.20 and delays exceeding 120 seconds per vehicle. No other significant impacts are projected to occur on any other approaches or during other peak hours.
- **Roosevelt Avenue/Prince Street** – Between the No Build and the Build, the LOS on the eastbound and westbound approaches LOS would remain at LOS E during the AM peak hour and at LOS F during the midday, PM and Saturday peak hours. However the increase in delays experienced are sufficient to cause significant impacts during each time period. In addition, the southbound approach on Prince Street in the midday, PM and Saturday peak hours would continue to experience LOS F with delays in excess of 120 seconds. The increase in delay would result in a significant impact on this approach.
- **Roosevelt Avenue/Main Street**— Significant traffic impacts are projected to occur during all four peak hours on the eastbound and westbound approaches and the northbound left-turn movement, where extreme congestion(LOS F with delays in excess of 120 seconds) is already projected for the No Build condition. The northbound right-turn movement is also projected to be significantly impacted during the weekday AM and Saturday midday peak hours where the level of service is projected to deteriorate from LOS C to LOS D during both peak hours**.**
- **Roosevelt Avenue/Union Street**—In the No Build, the southbound right-turn movement was projected to experience delays in excess of 120 seconds during all peak hours. With the addition of project generated volumes, the projected delays would result in significant impacts on the southbound right-turn movement during all peak hours. The westbound approach would be significantly impacted during the PM and Saturday midday peak hours and continue to operate at LOS F during these peak hours.
- **Roosevelt Avenue/Bowne Street-** Both inbound and outbound project generated traffic would utilize this intersection during all peak hours. The westbound approach is projected to be significantly impacted during all four peak hours with LOS remaining at LOS F in the AM, and deteriorating from LOS C to LOS D in the midday peak hour, LOS E to LOS F in the PM peak hour, and from LOS E to LOS F during the Saturday peak hour. The eastbound through/right turn lane group approach would be significantly impacted during the weekday midday, PM and Saturday peak hours during which LOS would deteriorate from LOS C to LOS E in the midday, LOS E to LOS F in the PM, and LOS C to LOS E during the Saturday midday peak hour. All other approaches and time periods incur no impacts.
- **Roosevelt Avenue/Parsons Blvd** -.Both inbound and outbound project generated traffic would utilize this intersection during all peak hours. The westbound and eastbound approaches would be significantly impacted during all four peak hours. All peak hours would continue to experience LOS F, with the exception of a decrease in level of service

from LOS C to LOS D during the AM peak hour on the eastbound approach, All other approaches and time periods incur no impacts.

NORTHERN BOULEVARD CORRIDOR

- **Northern Boulevard/Prince Street**— A significant percentage of project generated traffic is expected to utilize the eastbound and westbound approaches of this intersection. The significantly impacted movements at this location are projected to be the eastbound main road left turn movement and the westbound main road left turn movement during all four peak hours, and the southbound approach during the AM peak hour. The level of service on the eastbound approach is projected to deteriorate from LOS E to LOS F in the AM, PM and Saturday midday peak hours, and would remain at LOS E during the weekday midday peak hour. LOS F would remain during all time periods on the westbound approach, and LOS E would remain on the southbound approach during the AM peak hour. In addition, all time periods would experience increase in delays on the eastbound through and westbound through lane groups. However, significant impacts are projected for these approaches only during the Saturday peak hour due to the already high delays experienced in the No Build condition. All other approaches and time periods would incur no significant traffic impacts.
- **Northern Boulevard/Main Street**— A significant percentage of outbound project generated vehicular traffic would pass through the northbound approach of this intersection. The northbound approach is projected to operate at LOS F with delays in excess of 120 seconds in the No Build, and is projected to be significantly impacted in the Build during all peak hours. Project generated inbound traffic would utilize the eastbound approach, and during the PM peak hour this approach is projected to be significantly impacted but would continue to operate at LOS D. All other approaches and time periods incur no impacts.
- **Northern Boulevard/Union Street**— Inbound and outbound project generated traffic would utilize all approaches of this intersection. Re-assigned long-term commuter trips and traffic re-assigned due to changes in parking operations would utilize the eastbound and westbound approaches. Significant impacts are projected to occur on the eastbound left, eastbound right, and westbound left turn movements during all peak hours, and on the southbound approach during the AM and Saturday midday peak hours. The eastbound left turn, eastbound right turn and westbound left turn movements would all continue to operate at LOS F while the southbound approach would continue to operate at LOS E during the impacted peak hours of AM and Saturday midday. All other approaches and time periods incur no impacts.
- **Northern Boulevard/Bowne Street**— Inbound project generated traffic volumes would be added to the westbound left turn movement, while outbound project generated traffic volumes would use the eastbound through movement leaving the site. Significant traffic impacts at this location are projected to occur on the westbound left turn movement during the PM and Saturday midday peak hours with LOS E projected under the No Build would continue under the Build. All other approaches and time periods incur no impacts.
- **Northern Boulevard/Parsons Boulevard**— A significant percentage of inbound project generated trips would utilize the westbound approach of this intersection, while outbound project generated trips would utilize the eastbound approach. A significant traffic impact is projected to occur on the already congested (LOS F) westbound through-right lane group during all four peak hours. All other approaches and time periods incur no impacts.

UNION STREET CORRIDOR

- **Union Street/37th Avenue**— Project generated inbound traffic would use the westbound through and southbound right turn movements at this intersection to access the north driveway (on 37th Avenue) at Flushing Commons. The additional volumes would result in significant traffic impacts on the westbound approach and the southbound right-turn movement during all four peak hours. The westbound approach would continue to operate at LOS F, while the LOS on the southbound right-turn movement would deteriorate from LOS A to LOS F during the weekday midday and Saturday midday peak hours, and from LOS B to LOS F during the AM and PM peak hours. The elimination of the two driveways on Union Street changed traffic patterns such that volumes and delays decreased on the southbound through movement. All other approaches and time periods incur no impacts.
- **Union Street/39th Avenue**— Due to the one-way configuration of Union Street (southbound) and 39th Avenue (eastbound), all outbound project generated traffic exiting the south driveway (on 39th Avenue) must make the eastbound right turn movement from 39th Avenue onto southbound Union Street. The additional volumes would result in significant traffic impacts on the eastbound approach during the midday, PM and Saturday midday peak hours. LOS on the eastbound approach would deteriorate from LOS C to LOS F during the weekday midday, PM and Saturday midday peak hours and from LOS C to LOS D during the AM peak hour. All other approaches and time periods incur no impacts.
- **Union Street/Sanford Avenue**— While some traffic volumes will be removed from the southbound approach at this location due to the shift in long-term commuters and the shift due to changes in parking operations, the Build would add volume to the southbound approach. The resulting net volume change would result in significant traffic impacts during the PM and Saturday peak hours on the southbound approach where the level of service is projected to deteriorate from LOS E to LOS F in the PM, but would remain at LOS F during the Saturday midday peak hour. The northbound approach is projected to be significantly impacted during the weekday PM and Saturday peak hours when LOS F would be experienced during both peak hours.

MAIN STREET CORRIDOR

- **Main Street/37th Avenue**— A significant amount of site- generated traffic is projected to exit from the north driveway to access Northern Boulevard via the westbound right turn movement from westbound 37th Avenue onto northbound Main Street. The resulting increase in traffic volume would result in significant traffic impacts on the westbound approach of 37th Avenue during all four peak hours. Level of service is projected to deteriorate from LOS D to LOS E, LOS C to LOS F and LOS C to LOS D during the AM, midday, and Saturday midday peak hours, respectively, while remaining at LOS F during the PM peak hour. All other approaches and time periods incur no impacts.
- **Main Street/38th Avenue**— The shift which reassigned volumes from Municipal Lot 1 to Lot 2 would increase the volume on the eastbound approach of 38th Avenue at Main Street due to vehicles exiting the Lot 2 parking facility. Significant traffic impacts are projected to occur on the eastbound approach during all four peak hours. Levels of service would remain at the same levels as under the Future without the Project, except during the midday peak hour when the level of service would deteriorate from LOS D to LOS E. All other approaches and time periods incur no impacts.

- **Main Street/41st Ave/Kissena Blvd**— The proposed action would add traffic volumes on northbound Main Street and westbound Kissena Boulevard. There will be a reduction in traffic volumes during the AM peak hour as a result of the reassignment of long-term commuter traffic from Municipal Lot 1 to Citi Field. As a result of these volume changes, significant traffic impacts are projected to occur on the southbound left-turn lane group during the AM peak hour where levels of service at the impacted locations would remain at LOS F as projected under the No Build. In addition, the northbound through/right lane group would be significantly impacted during the weekday midday and Saturday midday peak hours with LOS F conditions. All other approaches and time periods incur no impacts.
- **Main Street/Sanford Avenue**— The proposed action would result in additional traffic volumes on the westbound and northbound approaches. However there is also projected to be a decrease in traffic volume on the northbound approach due to the shift in long-term commuter parking during the AM peak hour, and a reduction on the southbound approach due to the shift of short-term parkers. Significant traffic impacts are projected to occur on the northbound approach during the PM and Saturday midday peak hours where the level of service deteriorates from LOS D to LOS E in both the PM and Saturday peak hours. Significant traffic impacts are also projected to occur on the westbound approach during the weekday midday peak hour, which would remain at LOS D. All other approaches and time periods incur no impacts.

37TH AVENUE CORRIDOR

- **37th Avenue /Prince Street**— The rerouting of vehicles from Municipal Lot 1 to Lot 2 would result in an increase in volume on the southbound approach at this intersection. The resulting increase in volumes would result in significant impacts on the southbound approach during the Saturday midday peak hour with a decline in level of service from LOS D to LOS F. All other approaches and time periods incur no impacts.

39TH AVENUE CORRIDOR

- **39th Avenue/Prince Street**— The rerouting of vehicles from Municipal Lot 1 to Lot 2 would generate additional traffic volumes at this intersection on the northbound approach resulting in significant traffic impacts on the northbound approach during the PM and Saturday midday peak hours. Similarly, traffic volumes would increase on the southbound approach at this intersection resulting in significant traffic impacts during the PM and Saturday midday peak hour. All other approaches and time periods incur no impacts.
- **39th Avenue/138th Street**— This un-signalized intersection is adjacent to the Flushing Commons project entrance on the north-east corner. The volume of conflicting pedestrians at this location is sufficient to cause delays in excess of 120 seconds for all time periods, resulting in impacts and LOS F on the southbound approach during all four time periods as well as the eastbound approach during the midday, PM and Saturday midday peak hours.

SANFORD AVENUE CORRIDOR

- **Sanford Avenue/Bowne Street**— Outbound project generated traffic would increase traffic volumes on the eastbound approach while there will be a reduction in eastbound volumes due to the long-term commuter shift during the PM peak hour. The net additional traffic volume in Build would result in significant traffic impacts on the eastbound approach during

the weekday AM and Saturday midday peak hours. All other approaches and time periods incur no impacts.

- **Sanford Avenue/Parsons Boulevard**— Outbound project generated traffic would result in increased traffic volumes on the eastbound approach, resulting in significant traffic impacts during the PM peak hour with a change in LOS from LOS E to LOS F. All other approaches and time periods incur no impacts.

NYCDOT MODIFIED TWO-WAY PROPOSAL

Subsequent to the publication of the DEIS, NYCDOT, through its ongoing efforts to improve vehicular and pedestrian traffic conditions in downtown Flushing, developed a proposal for an alternative roadway configuration (Modified Two-Way) for further study. Although still a proposal, NYCDOT believes that the Modified Two-Way proposal, if implemented, may improve traffic flow and safety in downtown Flushing. The proposal would essentially retain most of the existing roadway configuration for Main and Union Streets but would impose several turn prohibitions and a street direction reversal with the possibility of incorporating pedestrian space improvements. Some of the key elements of the Modified Two-Way proposal are summarized below:

- Prohibiting left turns from westbound Northern Boulevard onto southbound Main Street, except for buses;
- Prohibiting left turns from northbound Union Street onto westbound Northern Boulevard;
- Prohibiting all turns from northbound and southbound Main Street onto Roosevelt Avenue;
- Reversing the direction of 40th Road from eastbound to westbound between Prince and Main Streets and reversing the direction of Prince Street from southbound to northbound between 40th Road and Roosevelt Avenue;
- Re-routing selected northbound Main Street buses onto 40th Road due to turn prohibitions at Roosevelt Avenue, and
- Re-routing selected southbound Main Street buses onto 39th Avenue due to turn prohibitions at Roosevelt Avenue.

Additionally, NYCDOT has proposed to relocate the taxi stand on the eastbound approach of Roosevelt Avenue at Main Street and to implement new lane striping on several roadways to accommodate operations under the proposed Modified Two-Way proposal. It should be noted that the street direction reversals of 40th Road and Prince Street have been incorporated into the analyses described below. However, to accommodate existing traffic circulation needs, it is possible that these street direction reversals may be changed or may not occur together with the remaining elements of the Modified Two-Way proposal, if it is ultimately implemented.

To address likely differences in future traffic operations under the One-Way Pair with Contra Flow bus lanes and the Modified Two-Way roadway scenario, a traffic impact analysis of the proposed project with a Modified Two-Way roadway network (pursuant to NYCDOT's guidance) was prepared for this FEIS. This analysis incorporated the projected No Build and Build incremental traffic volumes developed for the One-Way Pair with Contra Flow bus lanes scenario and adjusted these traffic volumes to reflect the proposed two-way operation of both Main and Union Streets. The analysis also accounted for specific turn prohibitions and roadway configuration changes identified by NYCDOT. A detailed discussion of the 2013 No Build, Build, and Mitigated Build conditions with the Modified Two-Way roadway network proposal is

presented in Appendix D. Below is a summary of the key findings on potential impacts of the proposed project on the One-Way Pair with Contra Flow bus lanes and the Modified Two-Way roadway networks.

SUMMARY OF KEY FINDINGS

Overall, the analyses showed that operations under the Modified Two-Way proposal, if implemented, would be more favorable than those evaluated for the One-Way Pair with Contra Flow bus lanes. As summarized in Table 14-24, the proposed project with the Modified Two-Way roadway network would result in five fewer significantly impacted intersections (12 vs. 17) during the weekday AM peak hour, and one fewer significantly impacted intersection during each of the weekday midday (15 vs. 16), weekday PM (18 vs. 19), and Saturday midday (20 vs. 21) peak hours than it would with the One-Way Pair with Contra Flow bus lanes. Potential measures to mitigate these impacts are detailed in Appendix D and summarized in Chapter 20, "Mitigation."

Of the 12 significantly impacted intersections during the weekday AM peak hour, two would be new impacts that would not occur with the One-Way Pair with Contra Flow bus lanes. These new impacts are projected to occur at the Northern Boulevard westbound service road and College Point Boulevard and at Union Street and 39th Avenue. Seven intersections projected to be impacted with the One-Way Pair with Contra Flow bus lanes would not be impacted under the Modified Two-Way configuration: Roosevelt Avenue at Prince Street, Roosevelt Avenue at Main Street, Northern Boulevard at Main Street, Union Street at Sanford Avenue, Main Street at 37th Avenue, 39th Avenue at 138th Street, and Sanford Avenue at Bowne Street.

Of the 15 significantly impacted intersections during the weekday midday peak hour, three would be new impacts that would not occur with the One-Way Pair with Contra Flow bus lanes. These new impacts are projected to occur at the Northern Boulevard westbound service road and College Point Boulevard, at Main Street and 39th Avenue, and at 37th Avenue and 138th Street. Four intersections projected to be impacted with the One-Way Pair with Contra Flow bus lanes would not be impacted under the Modified Two-Way configuration: Roosevelt Avenue at Main Street, Northern Boulevard at Main Street, Main Street at 38th Avenue, and Main Street at Sanford Avenue.

Of the 18 significantly impacted intersections during the weekday PM peak hour, three would be new impacts that would not occur with the One-Way Pair with Contra Flow bus lanes. These new impacts are projected to occur at the Northern Boulevard westbound service road and College Point Boulevard, at Main Street and 39th Avenue, and at 37th Avenue and 138th Street. Four intersections projected to be impacted with the One-Way Pair with Contra Flow bus lanes would not be impacted under the Modified Two-Way configuration: Roosevelt Avenue at Main Street, Main Street at 38th Avenue, Main Street at Sanford Avenue, and 39th Avenue at Prince Street.

Of the 20 significantly impacted intersections during the Saturday midday peak hour, four would be new impacts that would not occur with the One-Way Pair with Contra Flow bus lanes. These new impacts are projected to occur at the Northern Boulevard westbound service road and College Point Boulevard, at Union Street and 38th Avenue, at Main Street and 39th Avenue, and at 37th Avenue and 138th Street. Five intersections projected to be impacted with the One-Way Pair with Contra Flow bus lanes would not be impacted under the Modified Two-Way configuration: Northern Boulevard at Main Street, Main Street at 37th Avenue, 37th Avenue at Prince Street, 39th Avenue at Prince Street, and Sanford Avenue at Bowne Street.

Table 14-24
Locations With Projected Significant Impacts Due to The Proposed Action

	One-Way Plan				Modified Two-Way Proposal			
	AM	Mid	PM	Sat	AM	Mid	PM	Sat
Roosevelt Avenue Corridor								
College Point Blvd	▲				▲			
Prince Street	▲	▲	▲	▲		▲	▲	▲
Main Street	▲	▲	▲	▲				▲
Union Street	▲	▲	▲	▲	▲	▲	▲	▲
Bowne Street	▲	▲	▲	▲	▲	▲	▲	▲
Parsons Blvd	▲	▲	▲	▲	▲	▲	▲	▲
Northern Boulevard Corridor								
Prince Street	▲	▲	▲	▲	▲	▲	▲	▲
Main Street	▲	▲	▲	▲			▲	
Union Street	▲	▲	▲	▲	▲	▲	▲	▲
Bowne Street			▲	▲			▲	▲
Parsons Blvd	▲	▲	▲	▲	▲	▲	▲	▲
College Point Blvd WB (north intersection)					▲	▲	▲	▲
College Point Blvd EB (south intersection) **								
Union Street Corridor								
37th Ave	▲	▲	▲	▲	▲	▲	▲	▲
38th Ave								▲
39th Ave		▲	▲	▲	▲	▲	▲	▲
Sanford Ave	▲		▲	▲			▲	▲
Main Street Corridor								
37th Ave	▲	▲	▲	▲		▲	▲	
38th Ave	▲	▲	▲	▲	▲			▲
39th Ave						▲	▲	▲
41st Ave /Kissena Blvd	▲	▲		▲	▲	▲		▲
Sanford Ave		▲	▲	▲				▲
37th Avenue Corridor								
Prince Street				▲				
138th Street **						▲	▲	▲
Bowne Street								
38th Avenue Corridor								
Prince Street **								
138th Street **								
39th Avenue Corridor								
Prince Street			▲	▲				
138th Street **	▲	▲	▲	▲		▲	▲	▲
Lipmann Arcade (midblock location)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Sanford Avenue Corridor								
Bowne Street	▲			▲				
Parsons Blvd			▲				▲	
Total Impacted Intersections	**17**	**16**	**19**	**21**	**12**	**15**	**18**	**20**

Notes:
** = Unsignalized Intersection
▲ = Significant impact under CEQR guidelines on one or more turning movement or intersection approach.

F. PARKING

EXISTING CONDITIONS

OFF-STREET PARKING

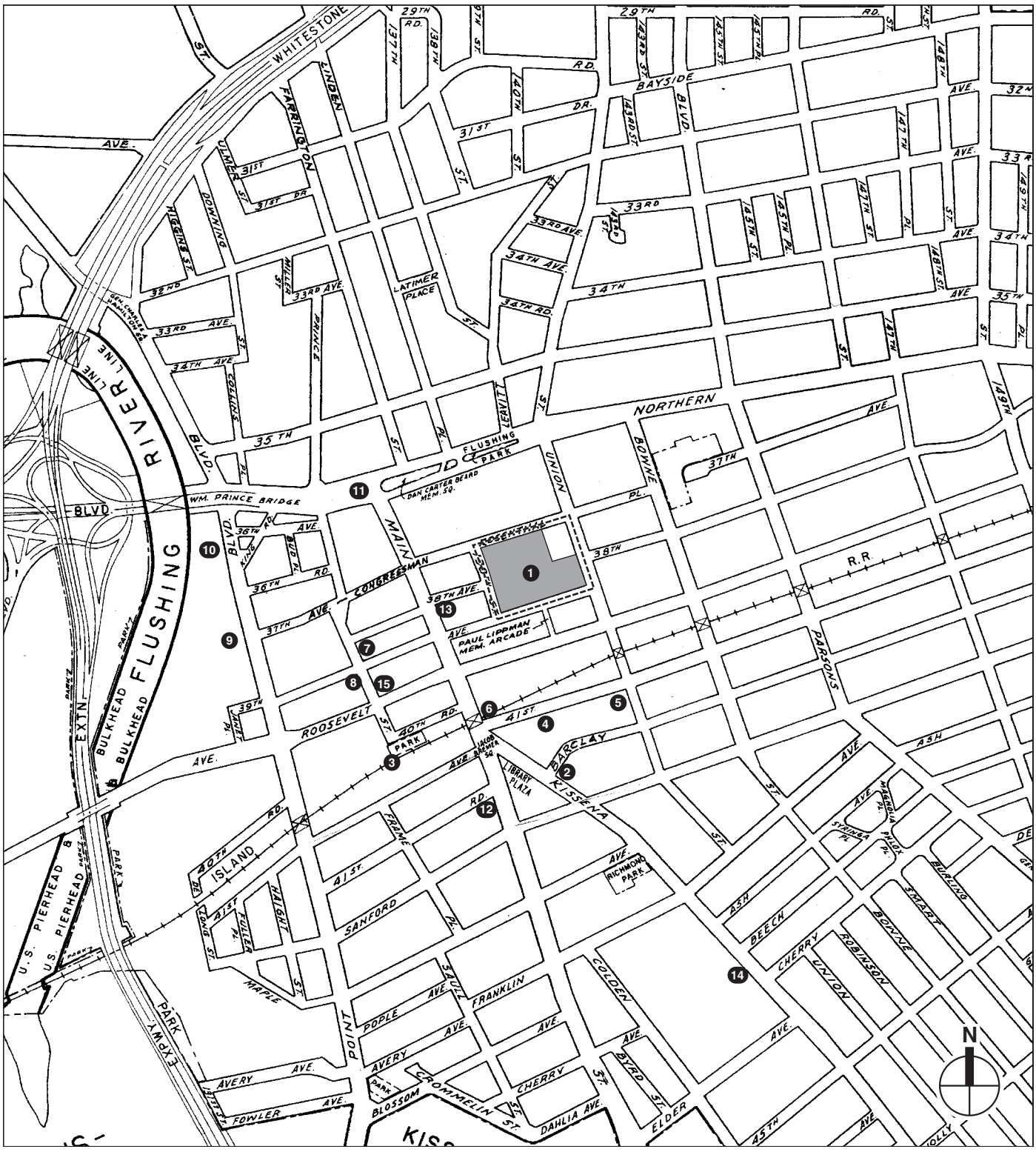
Public off-street parking lots and garages within a ½-mile radius of project site were assessed for their capacities and approximate utilization during the weekday AM, weekday midday, weekday PM, and Saturday midday peak periods. As shown in Figure 14-19, the parking study area extends from the Flushing River on the west to 149th Street on the east, and from Franklin and Beech Avenues on the south to 32nd Avenue on the north. There are 14 public parking facilities providing a total of 3,603 spaces within this area.

Existing peak hour utilization rates at all public parking facilities within the study area were surveyed in September 2005. The capacity and current utilization levels in the four peak hours are shown in Table 14-25, and the present rate structures are shown in Table 14-26. As shown in Table 14-25, on weekdays total utilization of off-street spaces is approximately 67 percent (1,187 spaces available), 92 percent (292 spaces available), and 82 percent (665 spaces available) in the weekday AM, midday, and PM peak hours, respectively, and 96 percent (143 spaces available) in the Saturday midday peak.

The largest off-street facility in the study area is the 1,101-space Municipal Lot 1 (27 percent of the total off-street spaces in the study area), which occupies the bulk of the project site and includes a mix of short-term spaces (3-hour limit, 578 spaces) and long-term spaces (12-hour limit, 451 spaces) plus 72 parking permit spaces. There are three other municipal lots in the immediate Downtown Flushing area that provide short- and long-term parking: Municipal Lot 2 (89 spaces,[1] all 3-hour spaces), Municipal Lot 3 (157 spaces, all 4-hour limit), and Municipal Lot 4 (93 spaces, 53 12-hour and 40 permit spaces). Collectively, the four facilities provide 36 percent of the total off-street spaces in the study area.

[1] The legal capacity of this lot is 87 spaces, as indicated elsewhere in this EIS. However, because actual field surveys accounted for 89 spaces, this capacity is used here for the parking analysis.

11.2.09



Project Site

Rezoning Area Boundary

❶ *Off-Street Facility*

Off-Street Parking Locations

Figure 14-19

Flushing Commons

Table 14-25
Capacity and Utilization of Public Parking Facilities Within ½-Mile of Project Site
Existing Conditions

No.	Name	Address	Capacity	Parked Vehicles				Utilization %				Empty Spaces			
				AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
1	NYCDOT Municipal Parking Field 1	Union Street at 38th Avenue	1,101	501	1046	707	1197	46%	95%	64%	109%	600	55	394	(96)
2	Central Parking System of New York	41-61 Kissena Blvd	808	687	768	768	768	85%	95%	95%	95%	121	40	40	40
3	NYCDOT Municipal Parking Field 3	133-49 41st Ave	147	118	125	140	132	80%	85%	95%	90%	29	22	7	15
4	724 Management Corp.	136-18 41st Ave	197	167	197	197	197	85%	100%	100%	100%	30	0	0	0
5	Central Parking System of New York	41-40 Union St	230	161	196	184	207	70%	85%	80%	90%	69	34	46	23
6	Central Parking System of New York	40-21 Main St	343	274	326	326	309	80%	95%	95%	90%	69	17	17	34
7	NYCDOT Municipal Parking Field 2	Prince Street betwn 38th and 39th Ave	89	80	83	89	89	90%	93%	100%	100%	9	6	0	0
8	F & T Management Parking Corp.	39-04 Prince St	138	75	100	90	110	54%	72%	65%	80%	63	38	48	28
9	F & T Management Parking Corp.	37-02 College Point Blvd	135	90	120	110	115	67%	89%	81%	85%	45	15	25	20
10	NYCDOT Municipal Parking Field 4	132-15 Northern Blvd	93	45	65	55	65	48%	70%	59%	70%	48	28	38	28
11	Municipal Parking Lot	Northern Blvd median betwn Prince and Main Sts	25	15	17	22	17	60%	68%	88%	68%	10	8	3	8
12	Effective Parking Inc.	41-60 Main St	50	38	45	48	40	75%	90%	95%	80%	12	5	2	10
13	Standard Parking Corp. (Queens Crossing; future parking facility)	136-20 38th Ave	=	=	=	=	=	=	=	=	=	=	=	=	=
14	Sulvan Kissena Garage LLC	23-70 Kissena Blvd	162	105	146	130	154	65%	90%	80%	95%	57	16	32	8
15	International Parking Corp	39-07 Prince St	85	60	77	72	60	70%	90%	85%	70%	25	8	13	25
TOTALS			3,603	2,416	3,311	2,938	3,460	67%	92%	82%	96%	1,187	292	665	143

Table 14-26
Pricing Structure for Public Parking Facilities Within ½-Mile of Project Site
Existing Conditions

No.	Name	Address	Garage or Lot	Capacity	Price
1	New York City DOT Municipal Parking Field 1	Union Street at 38th Ave.	L	1,101	$0.25 / 15 minutes $4.00 / 12 hrs
2	Central Parking System of New York	41-61 Kissena Blvd.	G	808	$6.00 / hr $8.00 / 2 hrs $11.00 / 12 hrs 13.00 / 24 hrs Events max 24 hrs $15.00
3	New York City DOT Municipal Parking Field 3	133-49 41st Ave.	L	157	$0.25 / 15 minutes $4 max
4	724 Management Corp.	136-18 41st Ave.	L	197	$3.50 / hr $5 / 2hrs $6.50 / 3 hrs $7.50 / 4 hrs $0.50 each additional 40 minutes
5	Central Parking System of New York	41-40 Union St.	G	230	$4.00 / hr $5.00 / 2 hrs $6.00 / 3 hrs $7.00 / 4 hrs max to close $8.00
6	Central Parking System of New York	40-21 Main St.	G	343	$4.00 / hr $5.00 / 2 hrs $6.00 / 3 hrs $7.00 / 4 hrs max to close $8.00
7	New York City DOT Municipal Parking Field 2	Prince Street between 38th and 39th Avenues	L	89	$0.25 / 10 minutes 3 hrs max limit
8	F & T Management Parking Corp.	39-04 Prince St.	L	138	$3.00 / hr $6.00 / 2 hrs $9.00 / 3 hrs $12.00 / 4 hrs max to close 10PM $15
9	F & T Management Parking Corp.	37-02 College Point Blvd.	L	135	$3.00 / hr $6.00 / 2 hrs $9.00 / 3 hrs $12.00 / 4 hrs max to close 10PM $15
10	New York City DOT Municipal Parking Field 4	132-15 Northern Blvd.	L	93	$0.25 / 15 minutes $4.00 / 12 hrs
11	Municipal Parking Lot	Northern Blvd median betw Prince and Main Streets	L	25	$0.25 / 10 minutes
12	Effective Parking Inc.	41-60 Main St.	L	50	$5.00 / hr $8.00 / 2 hrs $10.00 / 12 hrs $15.00 / Max 24 hrs
13	Standard Parking Corp. (Queens Crossing; future parking facility)	136-20 38th Ave.	G	402	$4.00 / hr $7.00 / 2 hrs $10.00 / 3 hrs $15.00 / 4 hrs $17.00 / Over 4 hrs to 24 hrs
14	Sulvan Kissena Garage LLC	23-70 Kissena Blvd.	G	162	$6.00 / hr $9.00 / 2 hrs $11.00 / 3 hrs $16.00 / 12 hrs $22.00 / Overnight
15	International Parking Corp.	39-07 Prince St.	G	85	$3.00 / hr $5.00 / 2 hrs $7.00 / 3 hrs $9.00 / 4 hrs $11.00 / 5 hrs $15.00 Max to Close

Note: All prices include tax.

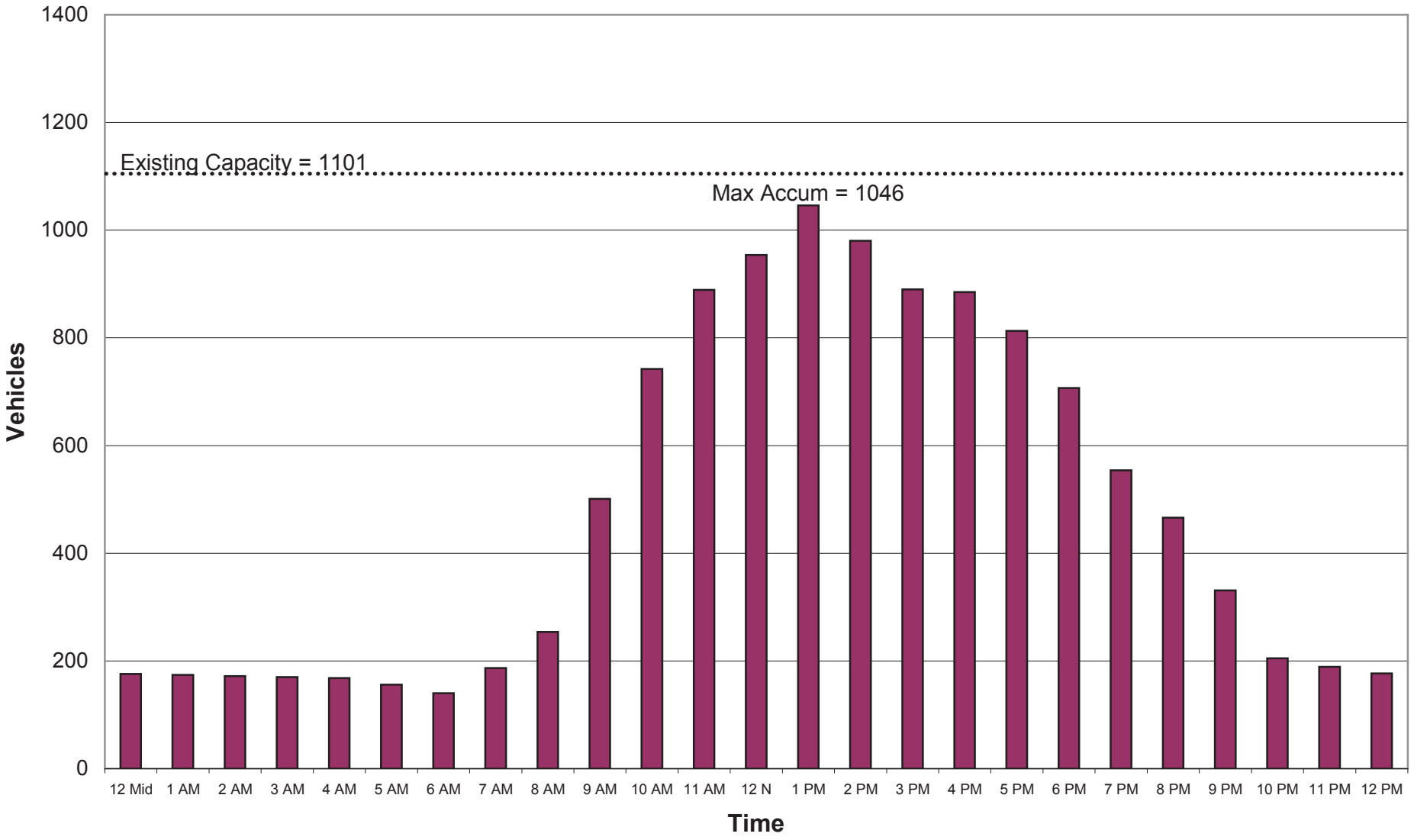
Figures 14-20 and 14-21 show the existing parking accumulation levels in Municipal Lot 1 on a 24-hour basis on a weekday and a Saturday, respectively. As seen in Table 14-27, utilization levels on both days are highest in the 1PM-2PM period, with the demand slightly above capacity on Saturday, which can be attributed to the volume of vehicles circulating the facility looking for spaces as well as those standing/idling for short periods of time.

Table 14-27
Parking Accumulation - Municipal Lot 1
Existing Conditions

Interval	Existing Weekday			Existing Saturday		
	In	Out	Accum	In	Out	Accum
5:00 AM - 6:00 AM	--	--	140	--	--	69
6:00 AM - 7:00 AM	82	35	187	--	--	66
7:00 AM - 8:00 AM	219	152	254	--	--	63
8:00 AM - 9:00 AM	466	219	501	300	211	152
9:00 AM - 10:00 AM	487	246	742	548	214	486
10:00 AM - 11:00 AM	484	337	889	734	384	836
11:00 AM - 12:00 PM	445	380	954	826	591	1071
12:00 PM - 1:00 PM	564	472	1046	810	713	1168
1:00 PM - 2:00 PM	458	524	980	833	804	1197
2:00 PM - 3:00 PM	419	509	890	682	694	1185
3:00 PM - 4:00 PM	465	470	885	605	734	1056
4:00 PM - 5:00 PM	393	465	813	517	576	997
5:00 PM - 6:00 PM	406	512	707	468	498	967
6:00 PM - 7:00 PM	382	535	554	488	617	838
7:00 PM - 8:00 PM	379	467	466	663	603	898
8:00 PM - 9:00 PM	294	429	331	506	624	780
9:00 PM - 10:00 PM	118	244	205	243	450	573

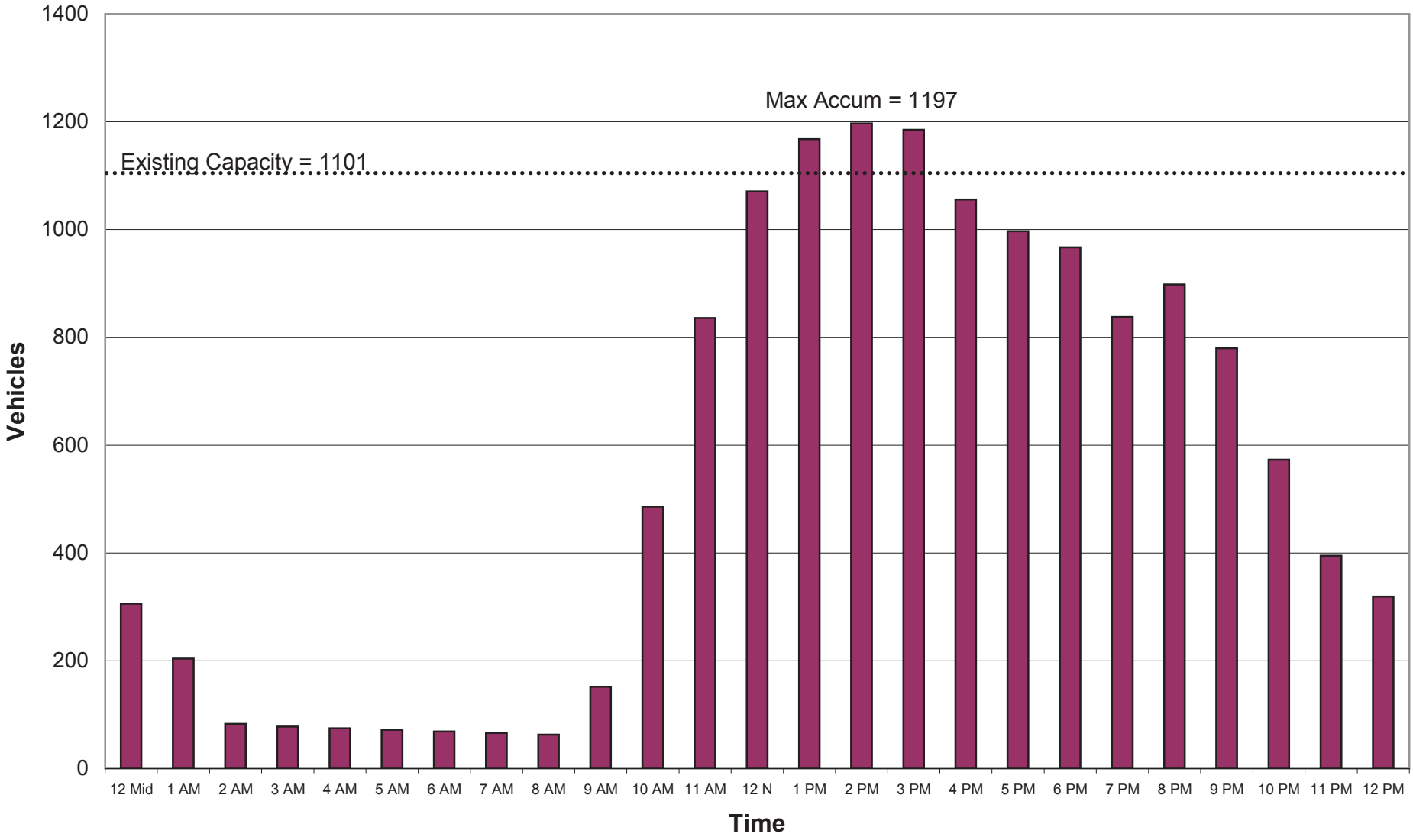
ON-STREET PARKING

On-street parking within much of the study area is a generally governed by "alternate-side-of-the-street" regulations, with metered parking spaces more frequently available in the Downtown Flushing area (i.e., on Northern Boulevard, 37th Avenue, Main Street, and Union Street) as well as within the large municipal lots noted above. Detailed field surveys of on-street parking regulations and space utilization levels were conducted in September 2005. The results of those surveys, which are presented in Table 14-28, indicate that there are between 4,994 and 5,058 legal on-street parking spaces (metered and unmetered) within the study area. The number of available spaces differs somewhat among the four peak hours based on curb regulations in effect during each peak period. Existing utilization levels are approximately 93 percent (374 spaces available), 92 percent (428 spaces available), and 92 percent (378 spaces available) in the weekday AM, midday, and PM peak hours, respectively, and 93 percent (370 spaces available) during the Saturday midday peak hour.



2005 Existing Parking Accumulation for Flushing Municipal Lot #1 – Weekday

Figure 14-20



2005 Existing Parking Accumulation for Flushing Municipal Lot #1 – Saturday

Figure 14-21

Table 14-28
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
32 Ave	College Point Bl	Higgins St	N	14	14	14	14	13	13	12	10	93%	93%	86%	71%	1	1	2	4
32 Ave	Higgins St	Downing St	N	4	4	4	4	2	2	3	3	50%	50%	75%	75%	2	2	1	1
32 Ave	College Point Bl	Downing St	S	11	11	11	11	8	7	8	8	73%	64%	73%	73%	3	4	3	3
32 Ave	Downing St	Farrington St	N	13	13	13	13	11	12	8	5	85%	92%	62%	38%	2	1	5	8
32 Ave	Downing St	Miller St	S	7	7	7	7	8	7	8	8	114%	100%	114%	114%	0	0	0	0
32 Ave	Miller St	Farrington St	S	6	6	6	6	6	5	5	7	100%	83%	83%	117%	0	1	1	0
32 Ave	Farrington St	Linden Pl	N	12	12	12	12	8	10	9	5	67%	83%	75%	42%	4	2	3	7
32 Ave	Farrington St	Linden Pl	S	13	13	13	13	7	7	7	8	54%	54%	54%	62%	6	6	6	5
32 Ave	Linden Pl	137 St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
32 Ave	Linden Pl	137 St	S	9	9	9	9	9	7	8	5	100%	78%	89%	56%	0	2	1	4
32 Ave	137 St	138 St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
32 Ave	138 St	140 St	N	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
32 Ave	140 St	Union St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
32 Ave	137 St	Leavitt St	S	30	30	30	30	30	20	30	30	100%	67%	100%	100%	0	10	0	0
32 Ave	Leavitt St	Union St	S	6	6	6	6	6	6	6	5	100%	100%	100%	83%	0	0	0	1
33 Ave	College Point Bl	Downing St	N	21	21	21	21	18	16	12	2	86%	76%	57%	10%	3	5	9	19
33 Ave	College Point Bl	Downing St	S	14	14	14	14	12	11	9	8	86%	79%	64%	57%	2	3	5	6
33 Ave	Miller St	Farrington St	N	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
33 Ave	Miller St	Prince St	S	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
33 Ave	Prince St	Farrington St	S	6	6	6	6	6	6	6	4	100%	100%	100%	67%	0	0	0	2
33 Ave	Leavitt St	Union St	N	13	13	13	13	13	13	12	7	100%	100%	92%	54%	0	0	1	6
33 Ave	Leavitt St	Union St	S	15	15	15	15	15	14	12	10	100%	93%	80%	67%	0	1	3	5
Latimer Place	Linden Pl	137 St	N	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Latimer Place	Linden Pl	137 St	S	13	13	13	13	13	13	12	10	100%	100%	92%	77%	0	0	1	3
33rd Ave	Parsons Blvd	145 St	S	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
33rd Ave	Parsons Blvd	145 St	N	12	12	12	12	12	12	12	10	100%	100%	100%	83%	0	0	0	2
33rd Ave	145 Pl	146 St	N	8	8	8	8	8	8	8	7	100%	100%	100%	88%	0	0	0	1
33rd Ave	145 Pl	146 St	S	6	6	6	6	3	2	3	6	50%	33%	50%	100%	3	4	3	0
33rd Ave	145 St	145 Pl	N	8	8	8	8	7	7	8	8	88%	88%	100%	100%	1	1	0	0
33rd Ave	145 St	145 Pl	S	7	7	7	7	4	2	4	7	57%	29%	57%	100%	3	5	3	0
33rd Ave	143rd St	Union St	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
33rd Ave	143rd St	Union St	S	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
34 Ave	College Point Bl	(end)	N	10	10	10	10	10	9	10	10	100%	90%	100%	100%	0	1	0	0
34 Ave	College Point Bl	Collins Pl	S	16	16	16	16	13	11	13	14	81%	69%	81%	88%	3	5	3	2
34 Ave	Collins Pl	(end)	S	5	5	5	5	5	4	5	5	100%	80%	100%	100%	0	1	0	0
34 Ave	Leavitt St	Union St	N	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
34 Ave	Leavitt St	Union St	S	15	15	15	15	15	15	15	12	100%	100%	100%	80%	0	0	0	3
34 Road	Leavitt St	Union St	N	16	16	16	16	16	16	16	16	100%	100%	100%	100%	0	0	0	0
34 Road	Leavitt St	Union St	S	16	16	16	16	16	16	16	14	100%	100%	100%	88%	0	0	0	2
34th Ave	Parsons Blvd	145 St	N	1	7	6	8	1	6	6	8	100%	86%	100%	100%	0	1	0	0
34th Ave	Parsons Blvd	145 St	S	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
34th Ave	Parsons Blvd	Union St	N	31	32	35	32	30	32	32	32	97%	100%	91%	100%	1	0	3	0
34th Ave	Parsons Blvd	Union St	S	36	34	36	34	34	34	34	34	94%	100%	94%	100%	2	0	2	0
34th Ave	Union St	Leavitt St	N	11	11	11	11	11	11	11	11	100%	100%	100%	100%	0	0	0	0
34th Ave	Union St	Leavitt St	S	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
34th Ave	145th St	145 Pl	N	2	6	0	6	2	2	0	6	100%	33%	--	100%	0	4	0	0
34th Ave	145th St	145 Pl	S	6	6	0	6	6	6	0	6	100%	100%	--	100%	0	0	0	0
34th Ave	145th Pl	146 St	N	4	7	4	7	4	2	4	7	100%	29%	100%	100%	0	5	0	0
34th Ave	145th Pl	146 St	S	7	6	7	6	7	6	7	6	100%	100%	100%	100%	0	0	0	0
35 Ave	College Point Bl	Collins Pl	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
35 Ave	College Point Bl	Collins Pl	S	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
35 Ave	Collins Pl	Prince St	N	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
35 Ave	Collins Pl	Prince St	S	11	11	11	11	10	10	10	10	91%	91%	91%	91%	1	1	1	1
35 Ave	Prince St	Farrington St	N	15	15	15	15	15	15	15	13	100%	100%	100%	87%	0	0	0	2
35 Ave	Prince St	Farrington St	S	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
35 Ave	Farrington St	Linden Pl	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
35 Ave	Farrington St	Linden Pl	S	11	11	11	11	11	11	11	10	100%	100%	100%	91%	0	0	0	1
35 Ave	Linden Pl	Leavitt St	N	14	14	14	14	14	14	12	10	100%	100%	86%	71%	0	0	2	4
35 Ave	Linden Pl	Leavitt St	S	18	18	18	18	18	18	17	16	100%	100%	94%	89%	0	0	1	2
35 Ave	Leavitt St	Union St	N	3	9	5	9	3	3	5	7	100%	33%	100%	78%	0	6	0	2
35 Ave	Leavitt St	Union St	S	4	7	7	7	4	7	7	6	100%	100%	100%	86%	0	0	0	1
35th Ave	146 St	Parsons Blvd	N	33	34	34	34	33	34	34	34	100%	100%	100%	100%	0	0	0	0
35th Ave	146 St	Parsons Blvd	S	32	32	33	36	32	24	33	35	100%	75%	100%	97%	0	8	0	1
35th Ave	Parsons Blvd	Union St	N	32	32	32	32	32	32	32	32	100%	100%	100%	100%	0	0	0	0
35th Ave	Parsons Blvd	Union St	S	33	33	33	33	33	33	33	33	100%	100%	100%	100%	0	0	0	0

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
35th Ave	146 St	147 St	N	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
35th Ave	146 St	147 St	S	7	7	7	7	6	5	6	7	86%	71%	86%	100%	1	2	1	0
Carlton Place	Linden Pl	Leavitt St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Carlton Place	Linden Pl	Leavitt St	S	19	19	19	19	18	18	18	18	95%	95%	95%	95%	1	1	1	1
College Point Bl	Northern Bl	32 Ave	W	44	44	44	44	42	40	36	24	95%	91%	82%	55%	2	4	8	20
College Point Bl	Northern Bl	35 Ave	E	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
College Point Bl	35 Ave	34 Ave	E	14	14	14	14	13	13	14	14	93%	93%	100%	100%	1	1	0	0
College Point Bl	34 Ave	33 Ave	E	6	6	6	6	6	6	5	5	100%	100%	83%	83%	0	0	1	1
College Point Bl	33 Ave	32 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Collins Place	Northern Bl	35 Ave	W	10	10	10	10	8	7	7	8	80%	70%	70%	80%	2	3	3	2
Collins Place	Northern Bl	35 Ave	E	7	7	7	7	6	6	6	6	86%	86%	86%	86%	1	1	1	1
Collins Place	35 Ave	34 Ave	W	13	13	13	13	11	10	11	13	85%	77%	85%	100%	2	3	2	0
Collins Place	35 Ave	34 Ave	E	12	12	12	12	8	5	7	10	67%	42%	58%	83%	4	7	5	2
Downing St	(end)	33 Ave	W	2	2	2	2	2	2	2	1	100%	100%	100%	50%	0	0	0	1
Downing St	(end)	33 Ave	E	1	1	1	1	1	1	1	0	100%	100%	100%	0%	0	0	0	1
Downing St	33 Ave	32 Ave	W	11	11	11	11	11	11	9	6	100%	100%	82%	55%	0	0	2	5
Downing St	33 Ave	32 Ave	E	12	12	12	12	12	12	10	7	100%	100%	83%	58%	0	0	2	5
Miller St	33 Ave	32 Ave	W	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Miller St	33 Ave	32 Ave	E	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Prince St	Northern Bl	35 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	Northern Bl	35 Ave	E	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Prince St	35 Ave	Linneaus Pl	W	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Prince St	Linneaus Pl	33 Ave	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Prince St	35 Ave	33 Ave	E	20	20	20	20	20	20	20	20	100%	100%	100%	100%	0	0	0	0
Prince St	39 Ave	37 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	39 Ave	38 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	38 Ave	37 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	37 Ave	36 Rd	W	0	0	0	0		0		0	--	--	--	--		0		0
Prince St	36 Rd	36 Ave	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Prince St	36 Ave	Northern Bl	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	37 Ave	Northern Bl	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	40 Rd	Roosevelt Ave	E	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Prince St	40 Rd	Roosevelt Ave	W	8	8	8	8	8	8	8	7	100%	100%	100%	88%	0	0	0	1
Prince St	Roosevelt Ave	39 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	Roosevelt Ave	39 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Farrington St	Northern Blvd	35 Ave	W	14	14	14	14	14	14	11	11	100%	100%	79%	79%	0	0	3	3
Farrington St	Northern Blvd	35 Ave	E	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Farrington St	35 Ave	33 Ave	W	27	27	27	27	27	27	26	27	100%	100%	96%	100%	0	0	1	0
Farrington St	33 Ave	32 Ave	W	8	8	8	8	6	6	6	2	75%	75%	75%	25%	2	2	2	6
Farrington St	35 Ave	32 Ave	E	32	32	32	32	25	25	24	32	78%	78%	75%	100%	7	7	8	0
Linden Pl	Northern Blvd	35 Ave	W	0	10	10	10	0	6	10	9	--	60%	100%	90%	0	4	0	1
Linden Pl	Northern Blvd	Carlton Pl	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Linden Pl	Carlton Pl	35 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Linden Pl	35 Ave	32 Ave	W	20	37	37	37	20	33	35	30	100%	89%	95%	81%	0	4	2	7
34th Ave	Union St	Leavitt St	S	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
34th Ave	145th St	145 Pl	N	2	6	0	6	2	2	0	6	100%	33%	--	100%	0	4	0	0
34th Ave	145th St	145 Pl	S	6	6	0	6	6	6	0	6	100%	100%	--	100%	0	0	0	0
34th Ave	145th Pl	146 St	N	4	7	4	7	4	2	4	7	100%	29%	100%	100%	0	5	0	0
34th Ave	145th Pl	146 St	S	7	6	7	6	7	6	7	6	100%	100%	100%	100%	0	0	0	0
35 Ave	College Point Bl	Collins Pl	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
35 Ave	College Point Bl	Collins Pl	S	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
35 Ave	Collins Pl	Prince St	N	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
35 Ave	Collins Pl	Prince St	S	11	11	11	11	10	10	10	10	91%	91%	91%	91%	1	1	1	1
35 Ave	Prince St	Farrington St	N	15	15	15	15	15	15	15	13	100%	100%	100%	87%	0	0	0	2
35 Ave	Prince St	Farrington St	S	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
35 Ave	Farrington St	Linden Pl	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
35 Ave	Farrington St	Linden Pl	S	11	11	11	11	11	11	11	10	100%	100%	100%	91%	0	0	0	1
35 Ave	Linden Pl	Leavitt St	N	14	14	14	14	14	14	12	10	100%	100%	86%	71%	0	0	2	4
35 Ave	Linden Pl	Leavitt St	S	18	18	18	18	18	18	17	16	100%	100%	94%	89%	0	0	1	2
35 Ave	Leavitt St	Union St	N	3	9	5	9	3	3	5	7	100%	33%	100%	78%	0	6	0	2
35 Ave	Leavitt St	Union St	S	4	7	7	7	4	7	7	6	100%	100%	100%	86%	0	0	0	1
35th Ave	146 St	Parsons Blvd	N	33	34	34	34	33	34	34	34	100%	100%	100%	100%	0	0	0	0
35th Ave	146 St	Parsons Blvd	S	32	32	33	36	32	24	33	35	100%	75%	100%	97%	0	8	0	1
35th Ave	Parsons Blvd	Union St	N	32	32	32	32	32	32	32	32	100%	100%	100%	100%	0	0	0	0
35th Ave	Parsons Blvd	Union St	S	33	33	33	33	33	33	33	33	100%	100%	100%	100%	0	0	0	0
35th Ave	146 St	147 St	N	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
35th Ave	146 St	147 St	S	7	7	7	7	6	5	6	7	86%	71%	86%	100%	1	2	1	0
Carlton Place	Linden Pl	Leavitt St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Carlton Place	Linden Pl	Leavitt St	S	19	19	19	19	18	18	18	18	95%	95%	95%	95%	1	1	1	1
College Point Bl	Northern Bl	32 Ave	W	44	44	44	44	42	40	36	24	95%	91%	82%	55%	2	4	8	20
College Point Bl	Northern Bl	35 Ave	E	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
College Point Bl	35 Ave	34 Ave	E	14	14	14	14	13	13	14	14	93%	93%	100%	100%	1	1	0	0
College Point Bl	34 Ave	33 Ave	E	6	6	6	6	6	6	5	5	100%	100%	83%	83%	0	0	1	1
College Point Bl	33 Ave	32 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Collins Place	Northern Bl	35 Ave	W	10	10	10	10	8	7	7	8	80%	70%	70%	80%	2	3	3	2
Collins Place	Northern Bl	35 Ave	E	7	7	7	7	6	6	6	6	86%	86%	86%	86%	1	1	1	1
Collins Place	35 Ave	34 Ave	W	13	13	13	13	11	10	11	13	85%	77%	85%	100%	2	3	2	0
Collins Place	35 Ave	34 Ave	E	12	12	12	12	8	5	7	10	67%	42%	58%	83%	4	7	5	2
Downing St	(end)	33 Ave	W	2	2	2	2	2	2	2	1	100%	100%	100%	50%	0	0	0	1
Downing St	(end)	33 Ave	E	1	1	1	1	1	1	1	0	100%	100%	100%	0%	0	0	0	1
Downing St	33 Ave	32 Ave	W	11	11	11	11	11	11	9	6	100%	100%	82%	55%	0	0	2	5
Downing St	33 Ave	32 Ave	E	12	12	12	12	12	12	10	7	100%	100%	83%	58%	0	0	2	5
Miller St	33 Ave	32 Ave	W	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Miller St	33 Ave	32 Ave	E	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Prince St	Northern Bl	35 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	Northern Bl	35 Ave	E	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Prince St	35 Ave	Linneaus Pl	W	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Prince St	Linneaus Pl	33 Ave	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Prince St	35 Ave	33 Ave	E	20	20	20	20	20	20	20	20	100%	100%	100%	100%	0	0	0	0
Prince St	39 Ave	37 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	39 Ave	38 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	38 Ave	37 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	37 Ave	36 Rd	W	0	0	0	0		0		0	--	--	--	--		0		0
Prince St	36 Rd	36 Ave	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Prince St	36 Ave	Northern Bl	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	37 Ave	Northern Bl	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	40 Rd	Roosevelt Ave	E	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Prince St	40 Rd	Roosevelt Ave	W	8	8	8	8	8	8	8	7	100%	100%	100%	88%	0	0	0	1
Prince St	Roosevelt Ave	39 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Prince St	Roosevelt Ave	39 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Farrington St	Northern Blvd	35 Ave	W	14	14	14	14	14	14	11	11	100%	100%	79%	79%	0	0	3	3
Farrington St	Northern Blvd	35 Ave	E	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Farrington St	35 Ave	33 Ave	W	27	27	27	27	27	27	26	27	100%	100%	96%	100%	0	0	1	0
Farrington St	33 Ave	32 Ave	W	8	8	8	8	6	6	6	2	75%	75%	75%	25%	2	2	2	6
Farrington St	35 Ave	32 Ave	E	32	32	32	32	25	25	24	32	78%	78%	75%	100%	7	7	8	0
Linden Pl	Northern Blvd	35 Ave	W	0	10	10	10	0	6	10	9	--	60%	100%	90%	0	4	0	1
Linden Pl	Northern Blvd	Carlton Pl	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Linden Pl	Carlton Pl	35 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Linden Pl	35 Ave	32 Ave	W	20	37	37	37	20	33	35	30	100%	89%	95%	81%	0	4	2	7
Linden Pl	35 Ave	Latimer Pl	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Linden Pl	Latimer Pl	32 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
137 St	Leavitt St	Latimer Pl	W	24	24	24	24	23	22	20	18	96%	92%	83%	75%	1	2	4	6
137 St	Latimer Pl	32 Ave	W	14	14	14	14	12	11	12	9	86%	79%	86%	64%	2	3	2	5
137 St	Leavitt St	32 Ave	E	47	47	47	47	39	35	35	37	83%	74%	74%	79%	8	12	12	10
Leavitt St	Northern Bl	Carlton Pl	W	4	4	4	4	3	4	4	4	75%	100%	100%	100%	1	0	0	0
Leavitt St	Carlton Pl	35 Ave	W	3	3	3	3	3	3	3	3	100%	100%	100%	100%	0	0	0	0
Leavitt St	Northern Bl	35 Ave	E	10	10	10	10	10	9	10	10	100%	90%	100%	100%	0	1	0	0
Leavitt St	35 Ave	137 St	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Leavitt St	137 St	32 Ave	W	55	55	55	55	47	45	48	33	85%	82%	87%	60%	8	10	7	22
Leavitt St	35 Ave	34 Rd	E	17	17	17	17	16	15	16	15	94%	88%	94%	88%	1	2	1	2
Leavitt St	34 Rd	34 Ave	E	10	10	10	10	10	10	10	9	100%	100%	100%	90%	0	0	0	1
Leavitt St	34 Ave	33 Ave	E	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
Leavitt St	33 Ave	32 Ave	E	5	5	5	5	5	4	5	3	100%	80%	100%	60%	0	1	0	2
Union St	Northern Bl	35 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	Northern Bl	35 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	35 Ave	34 Rd	W	6	6	6	6	2	4	0	1	33%	67%	0%	17%	4	2	6	5
Union St	34 Rd	34 Ave	W	7	7	7	7	2	4	0	5	29%	57%	0%	71%	5	3	7	2
Union St	35 Ave	34 Ave	E	17	17	17	17	16	17	16	14	94%	100%	94%	82%	1	0	1	3
Union St	34 Ave	33 Ave	W	6	6	6	6	6	6	6	4	100%	100%	100%	67%	0	0	0	2

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Union St	34 Ave	33 Ave	E	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Union St	33 Ave	32 Ave	W	13	13	13	13	13	13	13	9	100%	100%	100%	69%	0	0	0	4
Union St	39 Ave	37 Ave	W	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
Union St	39 Ave	38 Ave	E	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Union St	38 Ave	37 Ave	E	11	11	11	11	11	10	11	11	100%	91%	100%	100%	0	1	0	0
Union St	37 Ave	Northern Blvd	W	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Union St	37 Ave	Northern Blvd	E	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Union St	33 Ave	32 Ave	E	12	12	12	12	12	8	12	3	100%	67%	100%	25%	0	4	0	9
Union St	Barclay Ave	41 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	Barclay Ave	41 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	41 Ave	Roosevelt Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	41 Ave	Roosevelt Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	Roosevelt Ave	39 Ave	E	3	3	3	3	1	3	2	3	33%	100%	67%	100%	2	0	1	0
Union St	Roosevelt Ave	39 Ave	W	8	8	8	8	7	3	8	3	88%	38%	100%	38%	1	5	0	5
Union St	Sanford Ave	Barclay Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	Sanford Ave	Barclay Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Union St	Franklin Ave	Sanford Ave	E	23	23	23	23	21	23	23	22	91%	100%	100%	96%	2	0	0	1
Union St	Franklin Ave	Sanford Ave	W	27	27	27	27	26	27	27	25	96%	100%	100%	93%	1	0	0	2
Linneaus Pl	Prince St	Prince St	ALL	25	25	25	25	23	22	20	19	92%	88%	80%	76%	2	3	5	6
King Road	College Point Bl	36 Ave	W	6	6	6	6	5	5	5	4	83%	83%	83%	67%	1	1	1	2
King Road	College Point Bl	36 Ave	E	7	7	7	7	7	6	6	7	100%	86%	86%	100%	0	1	1	0
King Road	36 Ave	Northern Bl	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
King Road	36 Ave	Northern Bl	E	5	5	5	5	5	5	5	5	100%	100%	100%	100%	0	0	0	0
Budd Pl	36 Rd	36 Ave	W	10	6	10	6	10	6	9	6	100%	100%	90%	100%	0	0	1	0
Budd Pl	36 Rd	36 Ave	E	9	4	9	4	9	4	5	4	100%	100%	56%	100%	0	0	4	0
Main St	39 Ave	38 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	39 Ave	38 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	38 Ave	37 Ave	W	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
Main St	38 Ave	37 Ave	E	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Main St	37 Ave	Northern Bl	W	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Main St	37 Ave	Northern Bl	E	5	5	5	5	5	5	5	5	100%	100%	100%	100%	0	0	0	0
Main St	41 Ave	40 Rd	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	41 Ave	40 Rd	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	40 Rd	Roosevelt Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	40 Rd	Roosevelt Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	Roosevelt Ave	39 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	Roosevelt Ave	39 Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Main St	Blossom Ave	Franklin Ave	W	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
Main St	Blossom Ave	Franklin Ave	E	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Main St	Franklin Ave	Maple Ave	W	8	8	8	8	8	7	8	8	100%	88%	100%	100%	0	1	0	0
Main St	Franklin Ave	Maple Ave	E	11	11	11	11	11	11	11	11	100%	100%	100%	100%	0	0	0	0
Main St	Maple Ave	Sanford Ave	W	13	13	13	13	13	11	13	13	100%	85%	100%	100%	0	2	0	0
Main St	Maple Ave	Sanford Ave	E	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
Main St	Sanford Ave	41 Rd	W	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Main St	Sanford Ave	41 Rd	E	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
38 St	39 Ave	38 Ave	W	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
138 St	38 Ave	37 Ave	W	7	7	7	7	7	7	6	7	100%	100%	86%	100%	0	0	1	0
138 St	39 Ave	37 Ave	E	17	17	17	17	17	17	17	17	100%	100%	100%	100%	0	0	0	0
Northern Blvd	College Point Bl	Collins Pl	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Northern Blvd	Collins Pl	Prince St	N	9	9	9	9	6	5	7	8	67%	56%	78%	89%	3	4	2	1
Northern Blvd	College Point Bl	King Rd	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Northern Blvd	King Rd	Prince St	S	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
Northern Blvd	Prince St	Farrington St	N	7	7	7	7	7	7	4	7	100%	100%	57%	100%	0	0	3	0
Northern Blvd	Farrington St	Linden Pl	N	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
Northern Blvd	Linden Pl	Leavitt St	N	12	12	12	12	10	10	11	8	83%	83%	92%	67%	2	2	1	4
Northern Blvd	Leavitt St	Union St	N	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
Northern Blvd	Prince St	Main St	S	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
Northern Blvd	Main St	Union St	S	9	30	9	30	9	27	6	29	100%	90%	67%	97%	0	3	3	1
Northern Blvd	Farrington St	Linden Pl	S	8	8	8	8	7	7	8	8	88%	88%	100%	100%	1	1	0	0
Northern Blvd	Linden Pl	Leavitt St	S	8	8	8	8	7	7	7	6	88%	88%	88%	75%	1	1	1	2
Northern Blvd	Union St	Bowne St	N	20	20	20	20	19	17	15	20	95%	85%	75%	100%	1	3	5	0
Northern Blvd	Union St	Bowne St	S	20	20	20	20	17	18	14	20	85%	90%	70%	100%	3	2	6	0

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Northern Blvd	Bowne St	Parsons Blvd	N	0	13	13	13	0	13	12	13	--	100%	92%	100%	0	0	1	0
Northern Blvd	Bowne St	Parsons Blvd	S	11	11	0	11	10	11	0	11	91%	100%	--	100%	1	0	0	0
Northern Blvd	Parsons Blvd	146 St	N	9	17	19	17	9	13	19	17	100%	76%	100%	100%	0	4	0	0
Northern Blvd	Parsons Blvd	146 St	S	11	17	1	17	11	11	0	15	100%	65%	0%	88%	0	6	1	2
Northern Blvd	146 St	147 St	N	2	5	3	5	0	4	2	5	0%	80%	67%	100%	2	1	1	0
Northern Blvd	146 St	147 St	S	7	2	0	2	7	2	0	2	100%	100%	--	100%	0	0	0	0
Northern Blvd	146 St	Parsons Blvd	N	9	19	19	19	9	19	19	19	100%	100%	100%	100%	0	0	0	0
Northern Blvd	146 St	Parsons Blvd	S	11	19	1	19	11	19	0	19	100%	100%	0%	100%	0	0	1	0
36 Ave	College Point Bl	King Rd	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
36 Ave	College Point Bl	King Rd	S	5	5	5	5	3	2	4	5	60%	40%	80%	100%	2	3	1	0
36 Ave	King Rd	Prince St	N	11	11	11	11	4	10	10	11	36%	91%	91%	100%	7	1	1	0
36 Ave	King Rd	Bud Pl	S	6	6	6	6	6	6	6	5	100%	100%	100%	83%	0	0	0	1
36 Ave	Bud Pl	Prince St	S	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0
36 Rd	College Point Bl	Bud Pl	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
36 Rd	Bud Pl	Prince St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
36 Rd	College Point Bl	Prince St	S	11	11	11	11	6	7	8	11	55%	64%	73%	100%	5	4	3	0
37 Ave	College Point Bl	Prince St	N	13	13	13	13	13	13	13	13	100%	100%	100%	100%	0	0	0	0
37 Ave	College Point Bl	Prince St	S	18	18	18	18	8	4	8	4	44%	22%	44%	22%	10	14	10	14
37 Ave	Prince St	Main St	N	10	6	10	6	10	6	10	6	100%	100%	100%	100%	0	0	0	0
37 Ave	Prince St	Main St	S	12	13	12	13	12	12	12	12	100%	92%	100%	92%	0	1	0	1
37 Ave	Main St	Union St	N	27	27	27	27	27	27	27	27	100%	100%	100%	100%	0	0	0	0
37 Ave	Main St	138 St	S	0	0	0	0		0	0	0	--	--	--	--	0	0	0	0
37 Ave	138 St	Union St	S	19	19	19	19	19	18	18	19	100%	95%	95%	100%	0	1	1	0
37 Ave	Parsons Blvd	147th St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
37 Ave	Parsons Blvd	147th St	N	32	32	32	32	30	32	32	32	94%	100%	100%	100%	2	0	0	0
37 Ave	Union St	Bowne St	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
37 Ave	Union St	Bowne St	S	13	13	13	13	13	13	13	13	100%	100%	100%	100%	0	0	0	0
38 Ave	Prince St	Main St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
38 Ave	Prince St	Main St	S	3	3	3	3	3	3	3	0	100%	100%	100%	0%	0	0	0	3
38 Ave	Main St	138 St	N	11	11	11	11	11	11	11	11	100%	100%	100%	100%	0	0	0	0
38 Ave	Main St	138 St	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
38 Ave	Union St	Bowne St	N	19	19	19	19	19	14	19	19	100%	74%	100%	100%	0	5	0	0
38 Ave	Union St	Bowne St	S	17	17	17	17	15	16	15	15	88%	94%	88%	88%	2	1	2	2
38 Ave	Bowne St	Parsons Blvd	N	24	24	24	24	24	24	24	24	100%	100%	100%	100%	0	1	0	0
38 Ave	Bowne St	Parsons Blvd	S	25	25	25	25	25	25	25	25	100%	100%	100%	100%	0	0	0	0
38 Ave	147 St	Parsons Blvd	N	27	28	27	27	26	23	27	27	96%	82%	100%	100%	1	5	0	0
38 Ave	147 St	Parsons Blvd	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
39 Ave	College Point Bl	Prince St	N	19	19	19	19	13	19	19	19	68%	100%	100%	100%	6	0	0	0
39 Ave	College Point Bl	Prince St	S	17	17	17	17	9	17	17	17	53%	100%	100%	100%	8	0	0	0
39 Ave	Prince St	Main St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
39 Ave	Prince St	Main St	S	5	5	4	5	5	5	4	5	100%	100%	100%	100%	0	0	0	0
39 Ave	Main St	138 St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
39 Ave	138 St	Union St	N	18	18	18	18	15	18	16	18	83%	100%	89%	100%	3	0	2	0
39 Ave	Main St	Union St	S	7	7	7	7	7	7	7	4	100%	100%	100%	57%	0	0	0	3
39 Ave	Janet Pl	College Pt	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
39 Ave	Janet Pl	College Pt	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Roosevelt Ave	Prince St	Main St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Roosevelt Ave	Prince St	Main St	S	7	7	7	7	7	5	7	7	100%	71%	100%	100%	0	2	0	0
Roosevelt Ave	Main St	Union St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Roosevelt Ave	Main St	Union St	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Roosevelt Ave	Union St	Bowne St	N	19	19	19	19	15	19	17	19	79%	100%	89%	100%	4	0	2	0
Roosevelt Ave	Union St	Bowne St	S	17	17	17	17	14	17	17	17	82%	100%	100%	100%	3	0	0	0
Roosevelt Ave	Bowne St	Parsons Blvd	N	19	19	19	19	19	19	19	19	100%	100%	100%	100%	0	0	0	0
Roosevelt Ave	Bowne St	Parsons Blvd	S	28	28	28	28	28	28	28	28	100%	100%	100%	100%	0	0	0	0
40 Rd	Prince St	Main St	N	7	7	7	7	7	7	4	7	100%	100%	57%	100%	0	0	3	0
40 Rd	Prince St	Main St	S	7	7	7	7	7	6	7	7	100%	86%	100%	100%	0	1	0	0
41 Ave	Main St	Union St	N	35	35	35	35	24	32	33	35	69%	91%	94%	100%	11	3	2	0
41 Ave	Main St	Union St	S	32	32	32	32	29	28	29	31	91%	88%	91%	97%	3	4	3	1
41 Ave	Union St	Bowne St	N	27	27	27	27	27	27	26	26	100%	100%	96%	96%	0	0	1	1
41 Ave	Union St	Bowne St	S	21	21	21	21	19	20	21	18	90%	95%	100%	86%	2	1	0	3
41 Ave	Bowne St	Parsons Blvd	N	29	25	25	23	25	25	25	22	86%	100%	100%	96%	4	0	0	1
41 Ave	Bowne St	Parsons Blvd	S	26	24	26	28	26	22	26	25	100%	92%	100%	89%	0	2	0	3
41 Ave	Parsons Blvd	147th St	S	37	37	37	37	37	30	37	35	100%	81%	100%	95%	0	7	0	2
41 Ave	Parsons Blvd	147th St	N	26	26	28	26	19	26	26	24	73%	100%	93%	92%	7	0	2	2

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
41 Ave	Haight St	College Point Blvd	N	3	3	3	4	3	3	3	4	100%	100%	100%	100%	0	0	0	0
41 Ave	Haight St	College Point Blvd	S	4	3	3	3	0	3	0	3	0%	100%	0%	100%	4	0	3	0
41 Ave	Fuller Place	Haight St	N	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
41 Ave	Fuller Place	Haight St	S	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
41 Ave	College Pt	Main St	N	30	30	30	29	30	30	30	29	100%	100%	100%	100%	0	0	0	0
41 Ave	College Pt	Main St	S	43	43	43	43	43	43	43	43	100%	100%	100%	100%	0	0	0	0
Barclay Ave	Kissena Blvd	Union St	N	27	27	27	27	27	27	27	27	100%	100%	100%	100%	0	0	0	0
Barclay Ave	Kissena Blvd	Union St	S	13	13	13	13	13	13	13	13	100%	100%	100%	100%	0	0	0	0
Barclay Ave	Bowne St	Parsons Blvd	N	26	24	26	22	26	24	26	22	100%	100%	100%	100%	0	0	0	0
Barclay Ave	Bowne St	Parsons Blvd	S	26	26	26	26	26	20	26	25	100%	77%	100%	96%	0	6	0	1
Barclay Ave	Bowne St	Union St	N	23	22	23	25	23	22	23	23	100%	100%	100%	92%	0	0		2
Barclay Ave	Bowne St	Union St	S	18	19	19	19	16	19	19	18	89%	100%	100%	95%	2	0	0	1
Barclay Ave	147th St	Parsons Blvd	N	19	20	20	19	13	18	19	19	68%	90%	95%	100%	6	2	1	0
Barclay Ave	147th St	Parsons Blvd	S	19	20	20	10	13	19	19	10	68%	95%	95%	100%	6	1	1	0
Bowne St	41st Ave	Roosevelt Ave	E	17	17	17	17	17	17	17	17	100%	100%	100%	100%	0	0	0	0
Bowne St	41st Ave	Roosevelt Ave	W	19	19	19	19	19	19	17	19	100%	100%	89%	100%	0	0	2	0
Bowne St	Roosevelt Ave	38th Ave	E	15	15	15	15	15	15	15	15	100%	100%	100%	100%	0	0	0	0
Bowne St	Roosevelt Ave	38th Ave	W	18	18	18	18	18	18	18	18	100%	100%	100%	100%	0	0	0	0
Bowne St	38th Ave	37th Ave	E	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
Bowne St	38th Ave	37th Ave	W	13	13	13	13	12	13	11	13	92%	100%	85%	100%	1	0	2	0
Bowne St	37th Ave	Northern Blvd	E	17	17	17	17	17	17	17	17	100%	100%	100%	100%	0	0	0	0
Bowne St	37th Ave	Northern Blvd	W	18	18	18	18	18	18	18	18	100%	100%	100%	100%	0	0	0	0
Bowne St	Sanford Ave	Barclay Ave	E	10	11	10	10	9	11	10	9	90%	100%	100%	90%	1	0	0	1
Bowne St	Sanford Ave	Barclay Ave	W	10	10	10	10	7	9	9	9	70%	90%	90%	90%	3	1	1	1
Bowne St	Franklin Ave	Sanford Ave	E	10	9	10	10	7	9	7	7	70%	100%	70%	70%	3	0	3	3
Bowne St	Franklin Ave	Sanford Ave	W	7	7	7	8	6	7	6	7	86%	100%	86%	88%	1	0	1	1
Bowne St	Ash Ave	Franklin Ave	E	0	0	0	8	0	0	0	8	--	--	--	100%	0	0	0	0
Bowne St	Ash Ave	Franklin Ave	W	9	8	8	11	8	8	8	11	89%	100%	100%	100%	1	0	0	0
Bowne St	Beech Ave	Ash Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Bowne St	Beech Ave	Ash Ave	W	10	9	10	9	10	9	9	9	100%	100%	90%	100%	0	0	1	0
Bowne St	Barclay Ave	41th Ave	E	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Bowne St	Barclay Ave	41th Ave	W	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
Roosevelt Ave	College Point Blvd	Prince St	N	17	17	17	18	17	15	16	15	100%	88%	94%	83%	0	2	1	3
Roosevelt Ave	College Point Blvd	Prince St	S	26	25	26	26	14	24	26	26	54%	96%	100%	100%	12	1	0	2
Roosevelt Ave	Janet Pl	College Point Blvd	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Roosevelt Ave	Janet Pl	College Point Blvd	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Roosevelt Ave	Parsons Blvd	147th St	S	18	18	18	18	18	18	18	18	100%	100%	100%	100%	0	0	0	0
Roosevelt Ave	Parsons Blvd	147th St	N	24	24	24	24	24	23	23	24	100%	96%	96%	100%	0	1	1	0
145 St	33 Ave	34 Ave	W	13	13	13	13	13	10	13	13	100%	77%	100%	100%	0	3	0	0
145 St	33 Ave	34 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
146 St	Northern Blvd	35 Ave	E	11	11	12	11	11	11	12	11	100%	100%	100%	100%	0	0	0	0
146 St	Northern Blvd	35 Ave	W	10	16	16	16	10	15	16	16	100%	94%	100%	100%	0	1	0	0
146 St	34 Ave	33 Ave	E	14	14	14	14	11	7	11	13	79%	50%	79%	93%	3	7	3	1
146 St	34 Ave	33 Ave	W	16	15	16	17	12	10	12	14	75%	67%	75%	82%	4	5	4	3
146 St	34 Ave	35 Ave	W	15	15	15	15	15	10	13	12	100%	67%	87%	80%	0	5	2	3
146 St	34 Ave	35 Ave	E	15	15	15	15	15	10	9	12	100%	67%	60%	80%	0	5	6	3
147 St	41 Ave	Roosevelt Ave	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
147 St	41 Ave	Roosevelt Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
147 St	38 Ave	Roosevelt Ave	W	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
147 St	38 Ave	Roosevelt Ave	E	12	12	12	12	12	10	12	12	100%	83%	100%	100%	0	2	0	0
147 St	37 Ave	38 Ave	W	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
147 St	37 Ave	38 Ave	E	8	8	8	8	2	4	8	8	25%	50%	100%	100%	6	4	0	0
147 St	Sanfo Ave	Barclay Ave	E	8	8	8	8	8	8	7	8	100%	100%	88%	100%	0	0	1	0
147 St	Sanfo Ave	Barclay Ave	W	5	5	5	5	5	5	5	5	100%	100%	100%	100%	0	0	0	0
147 St	Northern Blvd	35 Ave	E	5	5	5	3	5	3	5	3	100%	60%	100%	100%	0	2	0	0
147 St	Northern Blvd	35 Ave	W	6	6	6	6	6	5	6	6	100%	83%	100%	100%	0	1	0	0
147 St	Beech Ave	Ash Ave	E	5	5	5	5	5	5	5	5	100%	100%	100%	100%	0	0	0	0
147 St	Beech Ave	Ash Ave	W	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
39 Ave	Janet Pl	College Point Blvd	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
39 Ave	Janet Pl	College Point Blvd	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
31 Rd	137 St	138th St	S	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
31 Rd	137 St	138th St	S	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
140 St	31 Dr	32nd Ave	W	14	14	15	14	14	14	15	14	100%	100%	100%	100%	0	0	0	0
140 St	31 Dr	32nd Ave	E	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
College Point Blvd	37 Ave	36th Rd	E	4	4	4	4	4	4	4	4	100%	100%	100%	100%	0	0	0	0

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
College Point Blvd	37 Ave	36th Rd	W	12	12	12	12	12	12	10	12	100%	100%	83%	100%	0	0	2	0
College Point Blvd	36 Ave	Northern Blvd	E	3	3	3	3	3	3	3	3	100%	100%	100%	100%	0	0	0	0
College Point Blvd	36 Ave	Northern Blvd	W	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
College Point Blvd	King Rd	36th Ave	E	5	5	5	5	1	3	4	4	20%	60%	80%	80%	4	2	1	1
College Point Blvd	King Rd	36th Ave	W	11	11	11	11	11	11	11	11	100%	100%	100%	100%	0	0	0	0
College Point Blvd	40 Rd	Roosevelt Ave	E	16	16	16	16	14	16	16	16	88%	100%	100%	100%	2	0	0	0
College Point Blvd	40 Rd	Roosevelt Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
College Point Blvd	41 Ave	40th Rd	E	0	5	0	4	0	5	0	4	--	100%	--	100%	0	0	0	0
College Point Blvd	41 Ave	40th Rd	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
College Point Blvd	Maple Ave	Sanford Ave	E	5	5	5	4	5	3	3	4	100%	60%	60%	100%	0	2	2	0
College Point Blvd	Maple Ave	Sanford Ave	W	6	4	6	6	6	4	2	6	100%	100%	33%	100%	0	0	4	0
College Point Blvd	39 Ave	37th Ave	E	14	14	14	14	9	13	14	13	64%	93%	100%	93%	5	1	0	1
College Point Blvd	39 Ave	37th Ave	W	3	3	2	3	3	2	2	2	100%	67%	100%	67%	0	1	0	1
College Point Blvd	Roosevelt Ave	39th Ave	E	10	10	10	10	10	8	7	9	100%	80%	70%	90%	0	2	3	1
College Point Blvd	Roosevelt Ave	39th Ave	W	2	2	2	2	0	1	0	1	0%	50%	0%	50%	2	1	2	1
College Point Blvd	41 Rd	41st Ave	W	1	1	1	1	1	1	1	1	100%	100%	100%	100%	0	0	0	0
College Point Blvd	41 Rd	41st Ave	E	12	12	12	13	10	10	10	12	83%	83%	83%	92%	2	2	2	1
College Point Blvd	Sanford Ave	41st Rd	W	10	10	10	10	10	10	10	10	100%	100%	100%	100%	0	0	0	0
College Point Blvd	Sanford Ave	41st Rd	E	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
Haight St	Sanford Ave	41st Ave	E	17	17	17	17	17	17	11	15	100%	100%	65%	88%	0	0	6	2
Haight St	Sanford Ave	41st Ave	W	17	18	18	18	17	15	14	18	100%	83%	78%	100%	0	3	4	0
Sanford Ave	Haight St	College Point Blvd	N	8	7	9	8	8	7	9	8	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Haight St	College Point Blvd	S	7	8	8	8	7	8	8	8	100%	100%	100%	100%	0	0	0	0
Sanford Ave	147th St	Parsons Blvd	N	44	44	44	44	44	42	44	44	100%	95%	100%	100%	0	2	0	0
Sanford Ave	147th St	Parsons Blvd	S	44	44	44	44	44	44	44	44	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Bowne St	Parsons Blvd	S	44	18	0	17	44	17		11	100%	94%	--	65%	0	1		6
Sanford Ave	Bowne St	Parsons Blvd	N	44	26	0	28	44	14		26	100%	54%	--	93%	0	12		2
Sanford Ave	Union St	Bowne St	N	13	13	13	13	13	11	13	13	100%	85%	100%	100%	0	2	0	0
Sanford Ave	Union St	Bowne St	S	24	24	24	24	24	23	24	24	100%	96%	100%	100%	0	1	0	0
Sanford Ave	Kissena Blvd	Union St	N	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Kissena Blvd	Union St	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Sanford Ave	College Pt	Summit Ct	N	40	40	40	20	20	20	20	20	50%	50%	50%	100%	20	20	20	0
Sanford Ave	College Pt	Summit Ct	S	38	38	38	19	19	19	19	18	50%	50%	50%	95%	19	19	19	1
Sanford Ave	Summit Ct	Frame Pl	N	11	11	11	11	11	11	11	11	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Summit Ct	Frame Pl	S	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Frame Place	Main St	N	24	24	24	24	24	24	24	24	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Frame Place	Main St	S	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Main St	Kissena Blvd	N	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Sanford Ave	Main St	Kissena Blvd	S	15	15	15	15	15	15	15	15	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Ash Ave	Franklin Ave	E	10	10	10	11	9	10	10	11	90%	100%	100%	100%	1	0	0	0
Kissena Blvd	Ash Ave	Franklin Ave	W	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Beech Ave	Ash Ave	E	10	9	10	10	9	9	10	10	90%	100%	100%	100%	1	0	0	0
Kissena Blvd	Beech Ave	Ash Ave	W	9	9	9	10	9	9	9	10	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Franklin Ave	Maple Ave	W	10	10	10	11	10	10	10	11	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Franklin Ave	Maple Ave	E	16	16	16	16	16	16	16	16	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Maple Ave	Sanford Ave	W	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Maple Ave	Sanford Ave	E	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Sanford Ave	Barclay Ave	W	11	11	11	11	11	10	11	11	100%	91%	100%	100%	0	1	0	0
Kissena Blvd	Sanford Ave	Barclay Ave	E	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Barclay Ave	Main St	W	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Kissena Blvd	Barclay Ave	Main St	E	13	13	12	13	13	13	12	13	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	Franklin Ave	Sanford Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Parsons Blvd	Franklin Ave	Sanford Ave	W	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Parsons Blvd	41 Ave	Roosevelt Ave	E	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	41 Ave	Roosevelt Ave	W	8	8	8	8	8	8	8	8	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	38 Ave	Roosevelt Ave	E	15	15	15	15	15	15	15	15	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	38 Ave	Roosevelt Ave	W	14	14	14	14	14	12	14	14	100%	86%	100%	100%	0	2	0	0
Parsons Blvd	38 Ave	37 Ave	E	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Parsons Blvd	38 Ave	37 Ave	W	13	13	13	13	13	13	12	13	100%	100%	92%	100%	0	0	1	0
Parsons Blvd	37 Ave	Northern Blvd	E	2	2	2	2	1	0	1	1	50%	0%	50%	50%	1	2	1	1
Parsons Blvd	37 Ave	Northern Blvd	W	11	11	11	12	11	11	11	12	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	35 Ave	34 Ave	E	16	16	16	16	16	16	16	16	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	35 Ave	34 Ave	W	14	14	14	14	14	14	14	14	100%	100%	100%	100%	0	0	0	0
Parsons Blvd	35 Ave	Northern Blvd	E	10	11	10	11	10	11	10	9	100%	100%	100%	82%	0	0	0	2
Parsons Blvd	35 Ave	Northern Blvd	W	13	13	12	12	13	13	12	12	100%	100%	100%	100%	0	0	0	0

Table 14-28 (cont'd)
Existing On-Street Parking Capacity and Utilization

Blockface				Net Legal Capacity				Legally Parked Vehicles				Utilization %				Vacant Legal Spaces			
Street	Between	And	Side	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Parsons Blvd	33 Ave	34 Ave	W	13	13	13	13	8	13	13	13	62%	100%	100%	100%	5	0	0	0
Parsons Blvd	33 Ave	34 Ave	E	14	14	14	15	14	14	14	14	100%	100%	100%	93%	0	0	0	1
Parsons Blvd	Barclay Ave	41 St	E	7	7	7	7	7	7	7	7	100%	100%	100%	100%		0		0
Parsons Blvd	Barclay Ave	41 St	W	10	10	10	10	10	10	10	10	100%	100%	100%	100%		0		0
Parsons Blvd	Sanford Ave	Barclay Ave	E	10	10	10	10	10	10	9	9	100%	100%	90%	90%		0	1	1
Parsons Blvd	Sanford Ave	Barclay Ave	W	14	14	14	14	14	14	14	14	100%	100%	100%	100%		0	0	0
Parsons Blvd	Ash Ave	Beech Ave	W	3	3	3	3	2	3	2	3	67%	100%	67%	100%	1	0	1	0
Parsons Blvd	Ash Ave	Beech Ave	E	4	4	4	4	1	4	1	1	25%	100%	25%	25%	3	0	3	3
Franklin Ave	Bowne St	Parsons Blvd	N	19	19	19	17	19	18	19	17	100%	95%	100%	100%	0	1	0	0
Franklin Ave	Bowne St	Parsons Blvd	S	0	9	0	20	0	9	0	16	--	100%	--	80%	0	0	0	4
Franklin Ave	Kissena Blvd	Union St	N	16	16	16	16	16	13	16	13	100%	81%	100%	81%	0	3	0	3
Franklin Ave	Kissena Blvd	Union St	S	12	23	14	17	7	17	10	17	58%	74%	71%	100%	5	6	4	0
Franklin Ave	Bowne St	Union St	N	13	13	13	14	13	13	13	12	100%	100%	100%	86%	0	0	0	2
Franklin Ave	Bowne St	Union St	N	12	12	12	12	12	12	12	12	100%	100%	100%	100%	0	0	0	0
Franklin Ave	Main St	Colden St	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Franklin Ave	Main St	Colden St	S	6	6	6	7	6	6	6	7	100%	100%	100%	100%	0	0	0	0
Franklin Ave	Colden St	Kissena Blvd	N	21	21	21	21	19	18	19	20	90%	86%	90%	95%	2	3	2	1
Franklin Ave	Colden St	Kissena Blvd	S	20	20	20	20	19	19	18	20	95%	95%	90%	100%	1	1	2	0
Franklin Ave	Saull St	Main St	N	25	25	25	25	23	23	24	25	92%	92%	96%	100%	2	2	1	0
Franklin Ave	Saull St	Main St	S	25	24	25	26	25	24	25	26	100%	100%	100%	100%	0	0	0	0
Ash Ave	Kissena Blvd	Bowne St	N	42	40	42	42	41	40	42	42	98%	100%	100%	100%	1	0	0	0
Ash Ave	Kissena Blvd	Bowne St	S	44	44	44	44	44	44	43	44	100%	100%	98%	100%	0	0	1	0
Ash Ave	Magnolia Pl	Parsons Blvd	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Ash Ave	Bowne St	Parsons Blvd	N	22	23	23	22	0	23	0	22	0%	100%	0%	100%	0	0	0	0
Beech Ave	Kissena Blvd	Bowne St	N	46	42	44	43	45	39	44	40	98%	93%	100%	93%	1	3	0	3
Beech Ave	Kissena Blvd	Bowne St	S	42	40	42	42	38	37	42	41	90%	93%	100%	98%	4	3	0	1
Beech Ave	Bowne St	Syringa Pl	N	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Beech Ave	Bowne St	Syringa Pl	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Beech Ave	Syringa Pl	Magnolia Pl	N	6	6	6	6	6	6	6	6	100%	100%	100%	100%	0	0	0	0
Beech Ave	Syringa Pl	Magnolia Pl	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Beech Ave	Magnolia Pl	Parsons Blvd	N	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Beech Ave	Magnolia Pl	Parsons Blvd	S	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
Magnolia Pl	Beech Ave	Ash Ave	E	1	1	1	1	1	1	1	1	100%	100%	100%	100%	0	0	0	0
Magnolia Pl	Beech Ave	Ash Ave	W	5	5	5	5	5	5	5	5	100%	100%	100%	100%	0	0	0	0
Frame Place	Sanford Ave	41 Rd	W	11	11	11	12	11	11	11	12	100%	100%	100%	100%	0	0	0	0
Frame Place	Sanford Ave	41 Rd	E	14	14	14	13	14	14	14	13	100%	100%	100%	100%	0	0	0	0
Frame Place	Maple Ave	Sanford Ave	W	17	17	17	17	17	16	17	17	100%	94%	100%	100%	0	1	0	0
Frame Place	Maple Ave	Sanford Ave	E	12	12	12	11	12	12	12	11	100%	100%	100%	100%	0	0	0	0
Saull St	Pople Ave	Maple Ave	W	9	9	9	9	9	9	9	9	100%	100%	100%	100%	0	0	0	0
Saull St	Pople Ave	Maple Ave	E	7	7	7	7	7	7	7	7	100%	100%	100%	100%	0	0	0	0
Saull St	Franklin Ave	Pople Ave	W	3	3	3	3	3	3	3	3	100%	100%	100%	100%	0	0	0	0
Saull St	Franklin Ave	Pople Ave	E	3	3	3	3	3	2	3	3	100%	67%	100%	100%	0	1	0	0
40 Rd	Warehouse Entrance	College Pt Blvd	N	0	0	0	0	0	0	0	0	--	--	--	--	0	0	0	0
40 Rd	Warehouse Entrance	College Pt Blvd	S	22	20	22	22	10	8	11	9	45%	40%	50%	41%	12	12	11	13
41 Rd	College Pt	Frame Pl	N	22	22	23	23	19	21	19	23	86%	95%	83%	100%	3	1	4	0
41 Rd	College Pt	Frame Pl	S	19	19	19	19	17	19	18	16	89%	100%	95%	84%	2	0	1	3
41 Rd	Frame Place	Main St	N	11	11	11	11	11	8	11	8	100%	73%	100%	73%	0	3	0	3
41 Rd	Frame Place	Main St	S	20	20	20	20	18	20	17	20	90%	100%	85%	100%	2	0	3	0
Maple Ave	College Pt	Saull St	N	26	26	26	27	24	25	25	27	92%	96%	96%	100%	2	1	1	0
Maple Ave	College Pt	Saull St	S	21	21	21	21	20	21	20	21	95%	100%	95%	100%	1	0	1	0
Maple Ave	Saull St	Frame Pl	N	5	5	5	6	4	4	3	6	80%	80%	60%	100%	1	1	2	0
Maple Ave	Saull St	Frame Pl	S	5	5	5	5	4	5	3	5	80%	100%	60%	100%	1	0	2	0
Maple Ave	Frame Pl	Main St	N	10	10	10	10	10	8	9	10	100%	80%	90%	100%	0	2	1	0
Maple Ave	Frame Pl	Main St	S	16	16	16	16	16	16	16	16	100%	100%	100%	100%	0	0	0	0
Maple Ave	Main St	Kissena Blvd	N	24	24	24	24	24	24	24	24	100%	100%	100%	100%	0	0	0	0
Maple Ave	Main St	Kissena Blvd	S	26	25	26	27	26	23	25	27	100%	92%	96%	100%	0	2	1	0
Maple Ave	Main St	Kissena Blvd	S	26	25	26	27	26	23	25	27	100%	92%	96%	100%	0	2	1	0
TOTALS				4994	5058	4945	5056	4620	4630	4567	4686	93%	92%	92%	93%	374	428	378	370

Table 14-29 summarizes the existing on- and off-street parking utilization levels within the study area.

Table 14-29
Existing Parking Utilization Levels

	On-Street Spaces			Off-Street Spaces		
	Spaces	**Utilization**	**Available**	**Spaces**	**Utilization**	**Available**
Weekday AM	4,994	92.5%	374	3,603	67.1%	1,187
Weekday Midday	5,058	91.5%	428	3,603	91.9%	292
Weekday PM	4,945	92.4%	378	3,603	81.5%	665
Saturday Midday	5,056	92.7%	370	3,603	96.0%	143

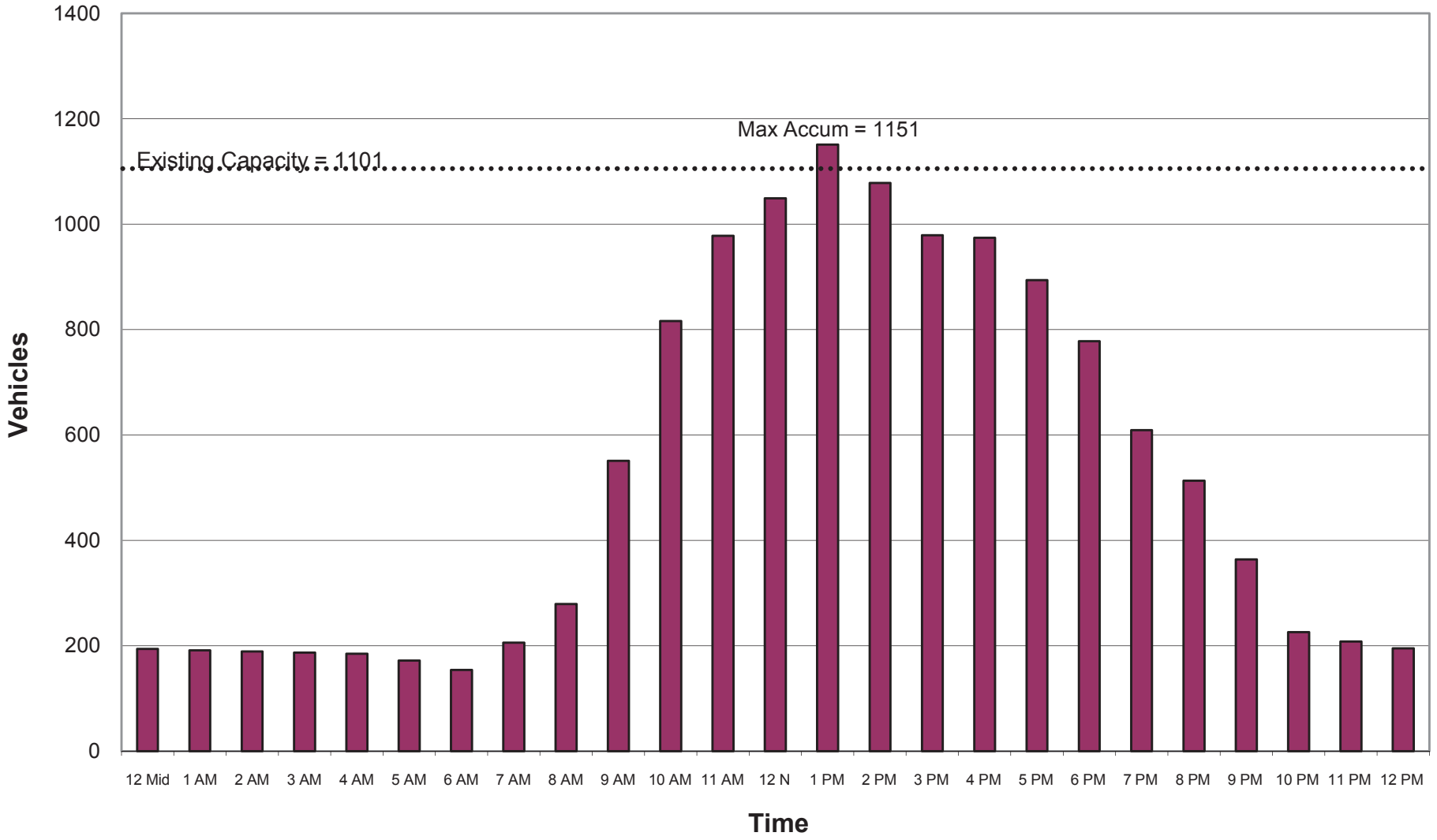
THE FUTURE WITHOUT THE PROPOSED ACTION

OFF-STREET PARKING

Demand for public parking spaces in the study area is expected to change as a result of new development as well as background growth. The analysis of No Build parking conditions reflects (1) a continued increase in overall on- and off-street parking demand, estimated by an average annual background growth, and (2) any changes in on- or off-street parking capacity due to the elimination or addition of spaces. The known developments within the study area, as discussed in the traffic analysis, are assumed to provide as-of-right accessory parking sufficient to meet their own parking demand.

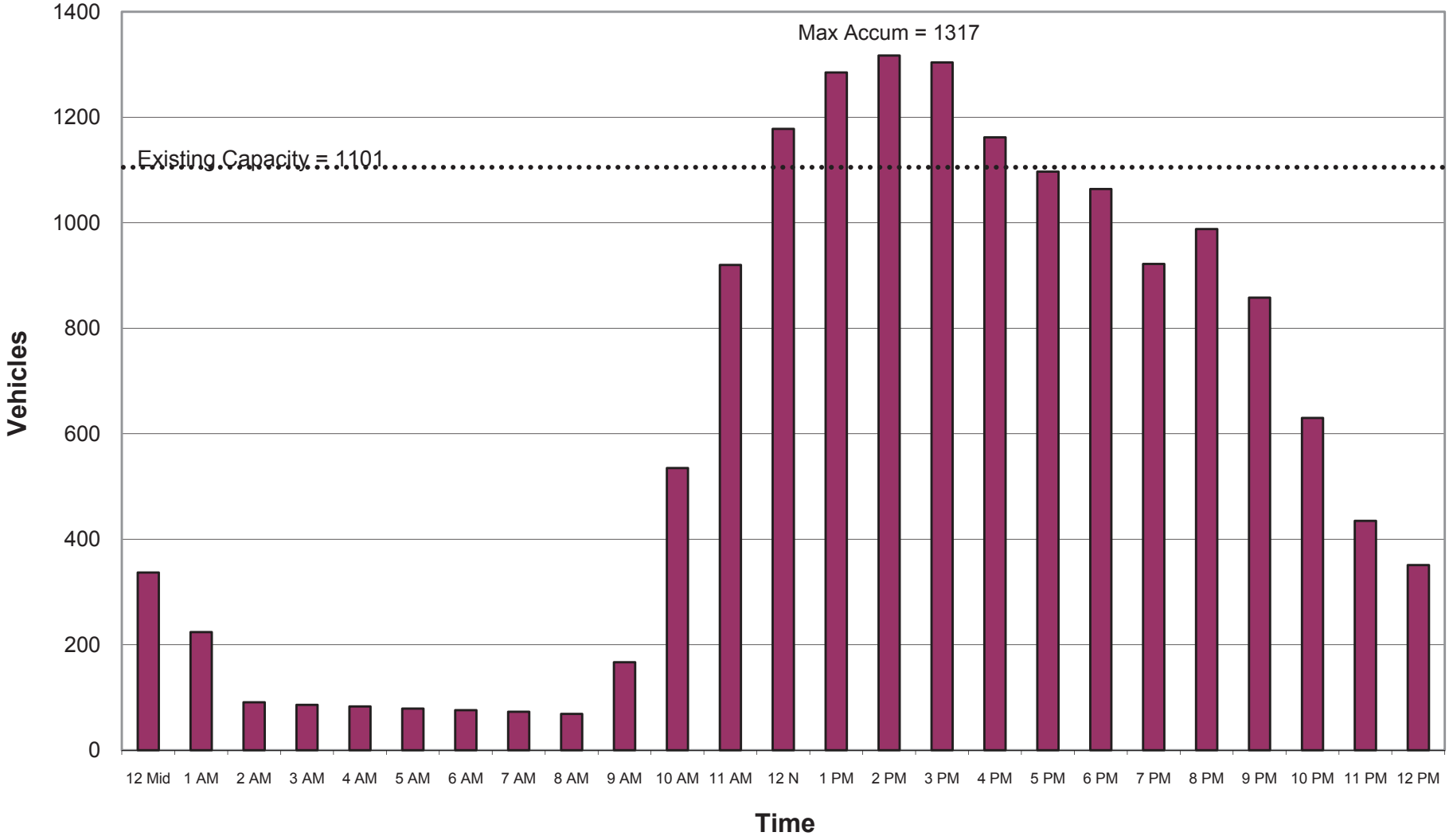
Since the parking inventory was completed, one new development, Queens Crossing, has since become occupied and operational. This development provides paid public parking and includes 402 parking spaces. Peak period utilization levels at the Queens Crossing garage were observed in 2009 and are included in off-street parking analysis in the No Build conditions.

Table 14-30 shows the 2013 No Build off-street public parking supply and demand expected in the study area during the four peak periods. The *CEQR Technical Manual* guideline stipulates "parking lots and garages that are occupied at 95 to 100 percent of their capacity or that have fewer than 50 vacant spaces in a lot with more than approximately 1,000 spaces in the existing or No Build condition may be considered to be at capacity and therefore unable to attract new parkers." Therefore, though the projected demand shown in the table is the result of the growth factor being applied to all parking facilities, when determining the utilization no additional vehicles were assigned to lots with occupancy greater than or equal to 95 percent in existing or that would be grown up to 95 percent or higher in No Build. However it should be noted that if in existing conditions there was utilization of 95 percent or greater the utilization was maintained in the No Build calculations. On weekdays total utilization would be approximately 67 percent (1,307 spaces available with 3 spaces needed for a net surplus of 1,304 spaces), 94 percent (243 spaces available with 258 spaces needed for a net deficit of 15 spaces), and 83 percent (681 spaces available with 158 spaces needed for a net surplus of 523 spaces) in the weekday AM, midday, and PM peak hours, respectively, and 95 percent (200 spaces available with 269 needed for a net deficit of 69 spaces) in the Saturday midday peak. Figures 14-22 and 14-23 show the parking accumulation levels in the No Build conditions in Municipal Lot 1 on a 24-hour basis on weekdays and weekends, respectively. Table 14-31 shows the parking accumulation in Municipal Lot 1 where, in both periods, utilization levels are highest in the 1PM-2PM period, with the demand slightly above capacity on weekends. The parking demand is seen exceeding



2013 Future Without the Proposed Action Parking Accumulation for Flushing Municipal Lot #1 – Weekday

Figure 14-22



2013 Future Without the Proposed Action Parking Accumulation for Flushing Municipal Lot #1 – Saturday

Figure 14-23

the capacity during one midday hour on the weekday and for several hours during Saturday midday due to the volume of vehicles circulating the facility as well as short-term standing/idling vehicles within the facility.

ON-STREET PARKING

In 2013 No Build conditions, demand for on-street parking is expected to increase as a result of new development and general background growth (1.25 percent annually on a cumulative basis from 2005 to 2013, as noted above). The planned changes to the operations of Union and Main Streets between Sanford Avenue and Northern Boulevard will eliminate approximately 220 on-street parking spaces. In addition, the changes due to the Senior Pedestrian Safety Plan eliminated 5 spaces, and the angled parking on 37th Avenue for NYPD use only will remove 23 public spaces, for a total of 248 public spaces lost. Figure 14-24 shows the projected curb faces where these on-street spaces will be lost, including 51 spaces on Main Street, 39 spaces on Union Street, 31 spaces on Northern Boulevard, 40 spaces on Roosevelt Avenue, 16 spaces on Sanford Avenue, 43 on College Point Boulevard, 5 on Bowne Street and 23 on 37th Avenue. It is conservatively assumed that all existing parkers displaced from these spaces would continue to look for on-street spaces within the study area. However, given the already-high utilization levels and the projected growth in demand in the No Build, it is likely that some of these parkers would use off-street spaces or potentially travel to the area by other means.

In 2013 No Build conditions, there would be from 4,746 to 4,808 legal on-street parking spaces (metered and unmetered) within the study area. Utilization levels would be approximately 107 percent (a deficit of 336 spaces available), 106 percent (a deficit of 283 spaces), and 107 percent (a deficit of 327 spaces) in the weekday AM, midday, and PM peak hours, respectively, and 107 percent (a deficit of 347 spaces) in the Saturday midday peak. As noted earlier, with some off-street parking spaces available during all weekday and weekend periods, utilization levels between on- and off-street spaces would likely adjust to the insufficient on-street supply conditions, with some drivers shifting to off-street spaces or choosing an alternative mode of travel to Flushing.

Table 14-32 summarizes the No Build on- and off-street parking utilization levels within the study area. These parking projections show that there is an expected deficit in on-street parking spaces during all time periods, as well as off-street parking spaces during the Saturday midday peak period. Overall, parking shortfalls, accounting for both on- and off-street supply, are expected to occur for both the weekday and Saturday midday peak periods.

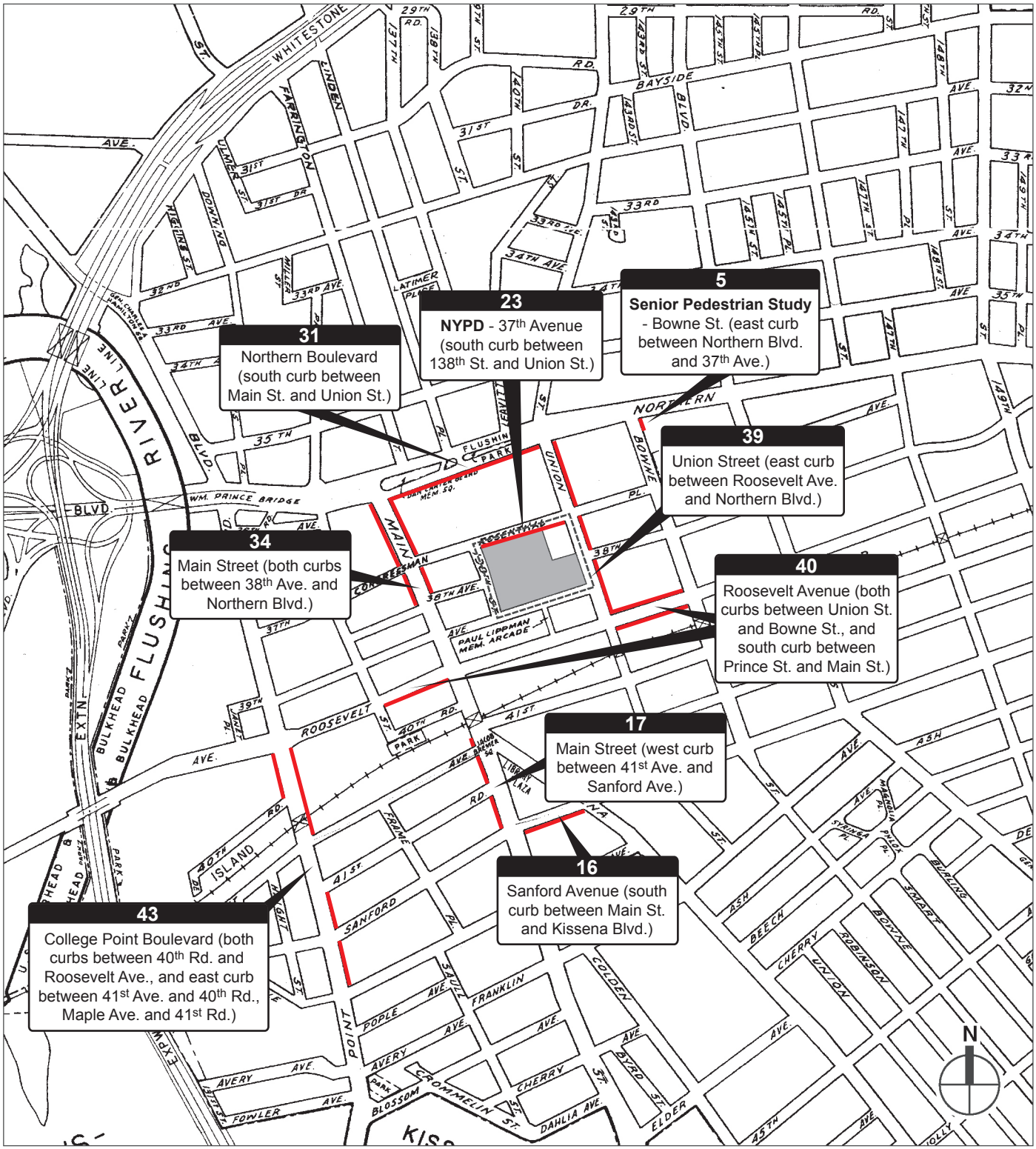
THE FUTURE WITH THE PROPOSED ACTION

OFF-STREET PARKING

Changes at Municipal Lot 1

With the proposed action, the existing Municipal Lot 1 would be replaced by the Flushing Commons mixed-use development. The proposed action would include a public use garage with 1,600 spaces on three underground levels that would accommodate parking demand generated by the proposed action (both the Flushing Commons project and the number of parking spaces requested by the Mayoral Override for the Macedonia Plaza project) and the general public. Access to, and egress from the garage would be available from both 37th and 39th Avenues. The facility is intended to provide both self-parking and valet parking.

1.3.07



0 1000 FEET
SCALE

Project Site

---------- *Rezoning Area Boundary*

Parking Spaces Removed by One-Way Pair and NYPD Parking and Senior Pedestrian Study

Figure 14-24

Table 14-30
Public Parking Facilities Within ½ Mile of Project Site 2013 No Build

#	NAME	ADDRESS	CAPACITY		PROJECTED DEMAND[1]				UTILIZATION %[2]				MET DEMAND[2]				EMPTY SPACES[2]				UNMET DEMAND[2]			
			POSTED	95%	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
1	NYCDOT Municipal Parking Field #1	Union Street at 38th Avenue	1101	1046	551	1151	778	1317	50%	95%	71%	109%	551	1046	778	1197	550	55	323	(96)	0	105	0	120
2	Central Parking System of New York	41-61 Kissena Blvd	808	768	756	845	845	845	94%	95%	95%	95%	756	768	768	768	52	40	40	40	0	77	77	77
3	NYCDOT Municipal Parking Field #3	133-49 41st Ave	147	140	130	138	154	145	88%	94%	95%	95%	130	138	140	140	17	9	7	7	0	0	14	5
4	724 Management Corp.	136-18 41st Ave	197	187	184	217	217	217	93%	100%	100%	100%	184	197	197	197	13	0	0	0	0	20	20	20
5	Central Parking System of New York	41-40 Union St	230	219	177	216	202	228	77%	94%	88%	95%	177	216	202	219	53	14	28	11	0	0	0	9
6	Central Parking System of New York	40-21 Main St	343	326	301	359	359	340	88%	95%	95%	95%	301	326	326	326	42	17	17	17	0	33	33	14
7	NYCDOT Municipal Parking Field #2	Prince St bet. 38th & 39th Aves	89	85	88	91	98	98	95%	95%	100%	100%	85	85	85	85	4	4	4	4	3	6	13	13
8	F & T Management Parking Corp.	39-04 Prince St	138	131	83	110	99	121	60%	80%	72%	88%	83	110	99	121	55	28	39	17	0	0	0	0
9	F & T Management Parking Corp.	37-02 College Point Blvd	135	128	99	132	121	127	73%	95%	90%	94%	99	128	121	127	36	7	14	8	0	4	0	0
10	NYCDOT Municipal Parking Field #4	132-15 Northern Blvd	93	88	50	72	61	72	54%	77%	66%	77%	50	72	61	72	43	21	32	21	0	0	0	0
11	Municipal Parking Lot	Northern Blvd Median bet. Prince & Main	25	24	17	19	24	19	68%	76%	95%	76%	17	19	24	19	8	6	1	6	0	0	0	0
12	Effective Parking Inc.	41-60 Main St	50	48	42	50	53	44	84%	95%	95%	88%	42	48	48	44	8	2	2	6	0	2	5	0
13	Standard Parking Corp. (Queens Crossing)	136-20 38th Ave	402	382	38	116	91	109	9%	29%	23%	27%	38	116	91	109	364	286	311	293	0	0	0	0
14	Sulvan Kissena Garage LLC	23-70 Kissena Blvd	162	154	116	161	143	169	72%	95%	88%	95%	116	154	143	154	46	8	19	8	0	7	0	15
15	International Parking Corp	39-07 Prince St	85	81	66	85	79	66	78%	95%	93%	78%	66	81	79	66	19	4	6	19	0	4	0	0
TOTALS			4,005	3,805	2,698	3,762	3,324	3,917	67%	94%	83%	95%	2,695	3,504	3,166	3,648	1,307	243	681	200	3	258	158	269
2013 No Build Condition Totals																								
1	NYCDOT Municipal Parking Field #1	Union Street at 38th Avenue	1101	1,046	551	1151	778	1317	50%	95%	71%	109%	551	1046	778	1197	550	55	323	(96)	0	105	0	120
2-15	All Other Facilities		2904	2759	2147	2611	2546	2600	74%	90%	88%	90%	2144	2458	2388	2451	760	252	520	344	3	153	158	149

1=Project demand is derived using the growth factor irrespective of the available capacity, unmet demand is shown in a separate column
2= No additional vehicles are assigned to lots with occupancy greater than or equal to 95% in existing nor are grown to more than 95% in No Build.

Table 14-31
Parking Accumulation - Municipal Lot 1
2013 No Build Condition

INTERVAL			No Build Weekday			No Build Saturday		
			IN	OUT	ACCUM	IN	OUT	ACCUM
5:00 AM	-	6:00 AM	--	--	154	--	--	76
6:00 AM	-	7:00 AM	90	39	205	--	--	73
7:00 AM	-	8:00 AM	241	167	279	--	--	69
8:00 AM	-	9:00 AM	513	241	551	330	232	167
9:00 AM	-	10:00 AM	536	271	816	603	235	535
10:00 AM	-	11:00 AM	532	371	977	807	422	920
11:00 AM	-	12:00 PM	490	418	1049	909	650	1179
12:00 PM	-	1:00 PM	620	519	1150	891	784	1286
1:00 PM	-	2:00 PM	504	576	1078	916	884	1318
2:00 PM	-	3:00 PM	461	560	979	750	763	1305
3:00 PM	-	4:00 PM	512	517	974	666	807	1164
4:00 PM	-	5:00 PM	432	512	894	569	634	1099
5:00 PM	-	6:00 PM	447	563	778	515	548	1066
6:00 PM	-	7:00 PM	420	589	609	537	679	924
7:00 PM	-	8:00 PM	417	514	512	729	663	990
8:00 PM	-	9:00 PM	323	472	363	557	686	861
9:00 PM	-	10:00 PM	130	268	225	267	495	633

Table 14-32
Future No Build Parking Utilization Levels

	On-Street Spaces[1]			Off-Street Spaces				
	Total	Utilization	Available	Total	Utilization	Available[2]	Unmet Demand[2]	Net Available Off-Street
Weekday AM	4,746	107.1%	-336	4,005	67.4%	1,307	3	1,304
Weekday Midday	4,810	105.9%	-283	4,005	93.9%	243	258	-15
Weekday PM	4,697	107.0%	-327	4,005	83.0%	681	158	523
Saturday Midday	4,808	107.2%	-347	4,005	95.0%	200	269	-69

Notes:
1. Reflects loss of 248 spaces due to Main-Union Street One-way Pair plan, Senior Pedestrian Plan, and NYPD parking on 37th Ave.
2. No additional vehicles are assigned to lots with occupancy greater than or equal to 95% in existing nor are grown to more than 95% in No Build.

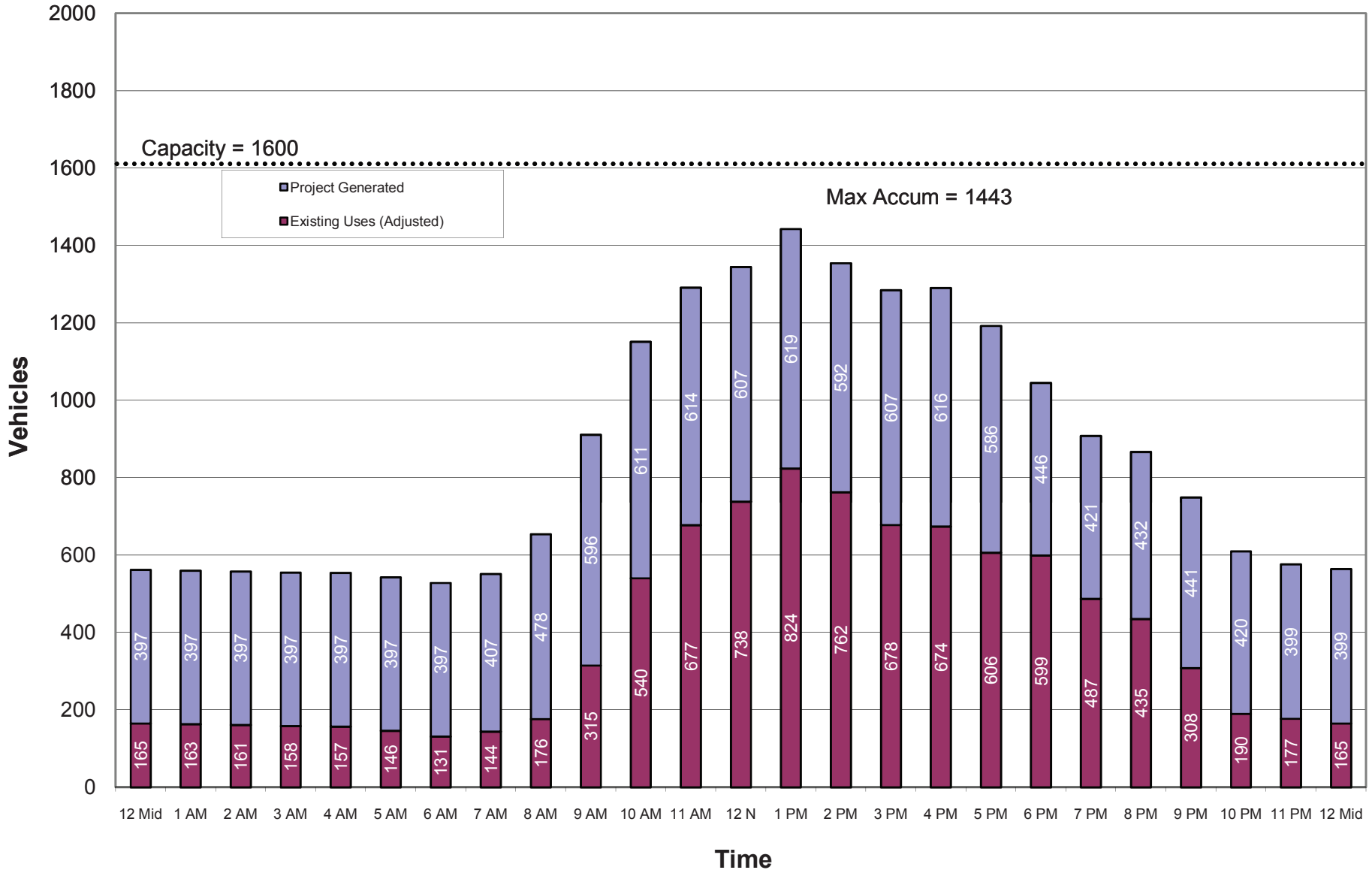
The new facility would provide about 500 more spaces than the current Municipal Lot. Based on a detailed parking analysis, several factors would influence the total demand for the new facility, including a large degree of overlap (or linkage) between existing and project-generated traffic, a change in pricing and operations that would discourage both very short stays and daily long-term parking, and a new garage layout that would further discourage parking of less than 20 minutes. It is assumed that there would be a 15 percent shift in short term parking demand and these diverted parkers would shift to off-street spaces in Municipal Lot 2. Short term parkers are expected to find Lot 2, basically a surface lot, more convenient than the proposed Flushing Commons multi-level, underground parking garage, which may be perceived as being inconvenient in addition to being unfamiliar. Further, since Lot 2 would be used specifically as interim parking for parkers displaced from the current Municipal Lot 1 site during construction of Flushing Commons, parkers would have already become accustomed to it and can be expected to continue using it even after construction of the Flushing Commons garage is completed. In addition, the new garage would not retain the very low cost 12-hour parking currently available at the Municipal Lot. Low-cost daily parking for day visitors to downtown Flushing or commuters would be accommodated at municipal commuter lots located adjacent to Citi Field.

Table 14-33 shows the off-street public parking supply and demand levels expected in the study area during the four peak periods in 2013 Build conditions. These conditions reflect the diversion of commuter parkers (based on surveys of existing parkers at this facility) plus the additional parking demand from the proposed action. It also reflects diversion of parkers from the Flushing Commons site to other facilities for reasons described previously. Applying the guidelines of the *CEQR Technical Manual* to assume that parking facilities with utilization levels greater than or equal to 95 percent are assumed to operate at capacity, resulted in empty spaces even though there were additional spaces available. As a result, both unmet demand and empty spaces can be seen in the summary table. As shown in the table, on weekdays total utilization would be approximately 66 percent (1,602 spaces available), 88 percent (unmet demand of 147 vehicles with 573 empty spaces), and 77 percent (unmet demand of 149 vehicles with 1,069 empty spaces) in the weekday AM, midday, and PM peak hours, respectively, and 91 percent (unmet demand of 140 vehicles with 432 empty spaces) in the Saturday midday peak. Figures 14-25 and 14-26 show the parking accumulation levels in 2013 Build conditions in Municipal Lot 1 on a 24-hour basis on weekdays and weekends, respectively. Table 14-34 provides details of the parking accumulation in the Flushing Commons garage including the volume of vehicles entering and exiting the garage, and Tables 14-37 and 14-38 show the 24-hour parking accumulation by land use component for weekday and Saturday, respectively.

The demand levels from the proposed Flushing Commons project and from the "adjusted" No Build demand levels (based on changes rate levels) are shown in Table 14-35 as well as the overall on-site parking demand and utilization levels in the four peak hours. In the weekday periods, utilization levels are highest during the 12-1 PM period. Saturday has its highest accumulation between 2PM-3PM. For both weekday and Saturday, the parking demand for the proposed action would be adequately accommodated by the proposed Flushing Commons parking facility.

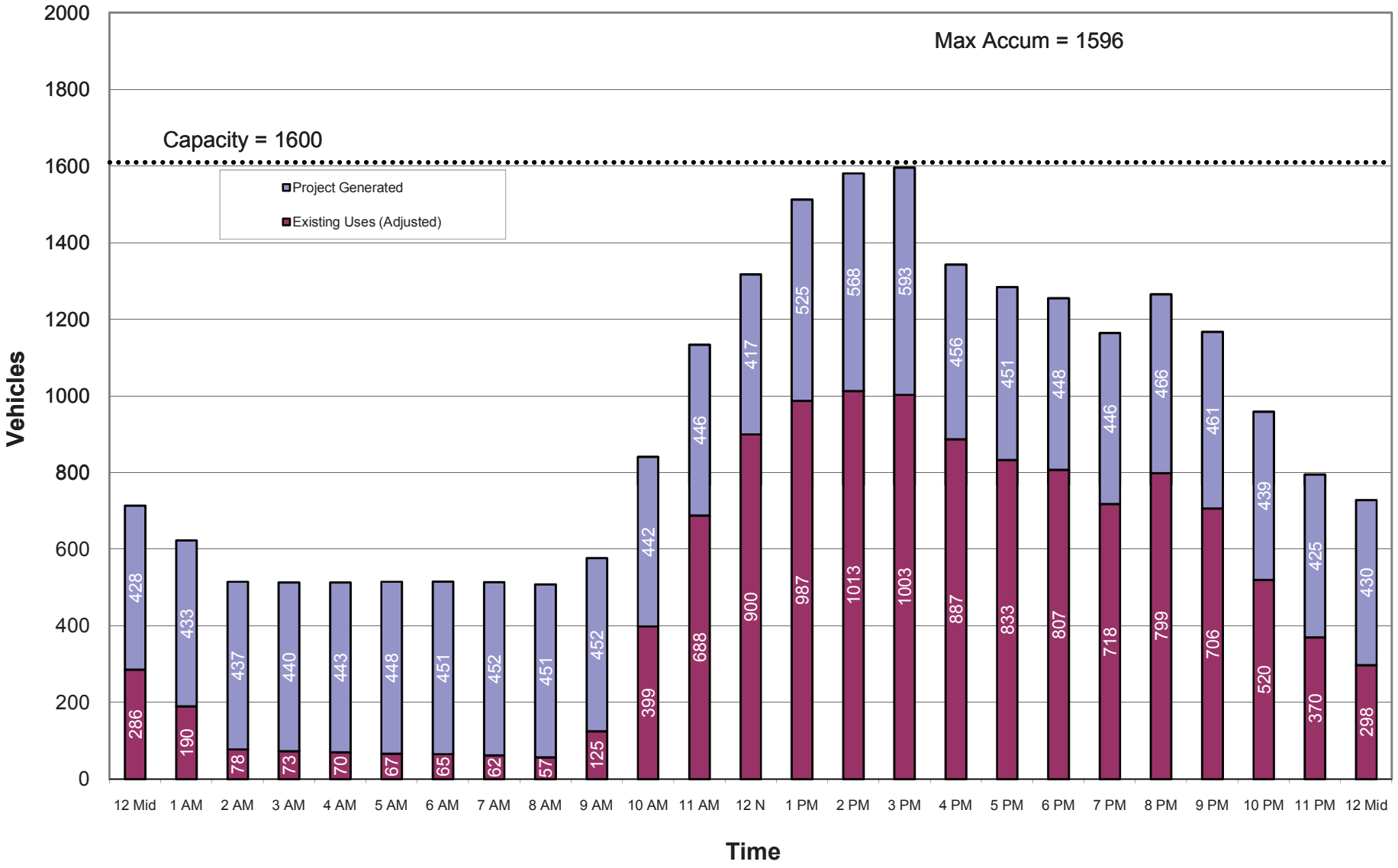
ON-STREET PARKING

In 2013 No Build conditions, the proposed action would not require any on-street spaces to accommodate its parking demand. All parking demand generated by the proposed action would be accommodated within the Flushing Commons garage, as discussed above.



2013 Future With the Proposed Action Parking Accumulation for Flushing Commons – Weekday

Figure 14-25



2013 Future With the Proposed Action Parking Accumulation for Flushing Commons – Saturday
Figure 14-26

Table 14-33
Public Parking Facilities Within Half Mile of Project Site
2013 Build Condition

#	NAME	ADDRESS	CAPACITY		PARKED VEHICLES				UTILIZATION %[2]				MET DEMAND[2]				EMPTY SPACES[2]				UNMET DEMAND[2]			
			POSTED	95%	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
1	Flushing Commons Garage	Union Street at 38th Avenue	1600	1,520	887	1427	1018	1539	55%	89%	64%	96%	887	1427	1018	1539	713	173	582	61	0	0	0	0
2	Central Parking System of New York	41-61 Kissena Blvd	808	768	756	845	845	845	94%	95%	95%	95%	756	768	768	768	52	40	40	40	0	77	77	77
3	NYCDOT Municipal Parking Field #3	133-49 41st Ave	147	140	130	138	154	145	88%	94%	95%	95%	130	138	140	140	17	9	7	7	0	0	14	5
4	724 Management Corp.	136-18 41st Ave	197	187	184	217	217	217	93%	100%	100%	100%	184	197	197	197	13	0	0	0	0	20	20	20
5	Central Parking System of New York	41-40 Union St	230	219	177	216	202	228	77%	94%	88%	95%	177	216	202	219	53	14	28	11	0	0	0	9
6	Central Parking System of New York	40-21 Main St	343	326	301	359	359	340	88%	95%	95%	95%	301	326	326	326	42	17	17	17	0	33	33	14
7	NYCDOT Municipal Parking Field #2	Prince St bet. 38th and 39th Aves	275	261	142	170	155	212	52%	62%	56%	77%	142	170	155	212	133	105	120	63	0	0	0	0
8	F & T Management Parking Corp.	39-04 Prince St	138	131	83	110	99	121	60%	80%	72%	88%	83	110	99	121	55	28	39	17	0	0	0	0
9	F & T Management Parking Corp.	37-02 College Point Blvd	135	128	99	132	121	127	73%	95%	90%	94%	99	128	121	127	36	7	14	8	0	4	0	0
10	NYCDOT Municipal Parking Field #4	132-15 Northern Blvd	93	88	50	72	61	72	54%	77%	66%	77%	50	72	61	72	43	21	32	21	0	0	0	0
11	Municipal Parking Lot	Northern Blvd Median bet. Prince & Main	25	24	17	19	24	19	68%	76%	95%	76%	17	19	24	19	8	6	1	6	0	0	0	0
12	Effective Parking Inc.	41-60 Main St	50	48	42	50	53	44	84%	95%	95%	88%	42	48	48	44	8	2	2	6	0	2	5	0
13	Standard Parking Corp. (Queens Crossing)	136-20 38th Ave	402	382	38	116	91	109	9%	29%	23%	27%	38	116	91	109	364	286	311	293	0	0	0	0
14	Sulvan Kissena Garage LLC	23-70 Kissena Blvd	162	154	116	161	143	169	72%	95%	88%	95%	116	154	143	154	46	8	19	8	0	7	0	15
15	International Parking Corp	39-07 Prince St	85	81	66	85	79	66	78%	95%	93%	78%	66	81	79	66	19	4	6	19	0	4	0	0
TOTALS			4,690	4,456	3,088	4,117	3,621	4,258	66%	88%	77%	91%	3,088	3,970	3,472	4,118	1,602	573	1,069	432	0	147	149	140
2013 Build Totals																								
1	Flushing Commons Garage	Union Street at 38th Avenue	1600	1520	887	1427	1018	1539	55%	89%	64%	96%	887	1427	1018	1539	713	173	582	61	0	0	0	0
2-15	All Other Facilities		3090	2937	2201	2690	2603	2714	71%	87%	84%	88%	2201	2543	2454	2574	889	547	636	516	0	147	149	140

1=Project demand is derived using the growth factor irrespective of the available capacity, unmet demand is shown in a separate column
2= No additional vehicles are assigned to lots with occupancy greater than or equal to 95% in existing nor are grown to more than 95% in No Build.

Table 14-34
2013 Build Parking Accumulation

INTERVAL	2013 BUILD WEEKDAY			2013 BUILD SATURDAY		
	IN	OUT	ACCUM	IN	OUT	ACCUM
5:00 AM - 6:00 AM	--	--	528	--	--	516
6:00 AM - 7:00 AM	60	37	551	--	--	514
7:00 AM - 8:00 AM	278	175	654	--	--	508
8:00 AM - 9:00 AM	601	344	911	321	252	577
9:00 AM - 10:00 AM	648	408	1151	533	269	841
10:00 AM - 11:00 AM	621	481	1291	755	462	1134
11:00 AM - 12:00 PM	629	575	1345	938	755	1317
12:00 PM - 1:00 PM	958	860	1443	1215	1020	1512
1:00 PM - 2:00 PM	785	874	1354	1119	1050	1581
2:00 PM - 3:00 PM	655	724	1285	937	922	1596
3:00 PM - 4:00 PM	646	641	1290	889	1142	1343
4:00 PM - 5:00 PM	590	688	1192	772	831	1284
5:00 PM - 6:00 PM	640	787	1045	685	714	1255
6:00 PM - 7:00 PM	578	715	908	629	720	1164
7:00 PM - 8:00 PM	488	529	867	743	642	1265
8:00 PM - 9:00 PM	343	461	749	518	616	1167
9:00 PM - 10:00 PM	126	265	610	261	469	959

Table 14-35
2013 Parking Demand On-Site with the Proposed Action

	No-Action Demand [1]	Flushing Commons	Total Demand	Utilization
Weekday AM	176	478	654	40.9%
Weekday Midday	824	619	1443	90.2%
Weekday PM	606	586	1192	74.5%
Saturday Midday	1003	593	1596	99.8%

Note: 1. Adjusted to reflect diversion of commuter parking to Citi Field and approximately a 15% reduction in other parking demand on-site, both a result of changes in parking operations.

Table 14-36
2013 Build Parking Utilization Levels

Time Period	On-Street Spaces					
	2013 Future No Build			2013 Build[1]		
	Spaces	Utilization	Available Spaces	Spaces	Utilization	Available Spaces
Weekday AM	4,746	107.1%	-336	4,746	107.1%	-336
Weekday Midday	4,810	105.9%	-283	4,810	105.9%	-283
Weekday PM	4,697	107.0%	-327	4,697	107.0%	-327
Saturday Midday	4,808	107.2%	-347	4,808	107.2%	-347
Time Period	**Off-Street Spaces**					
	2013 No Build			2013 Build[1,2]		
	Spaces	Utilization	Available Spaces	Spaces	Utilization	Available Spaces
Weekday AM	4,005	67.4%	1,307	4,690	65.8%	1,602
Weekday Midday	4,005	93.9%	243	4,690	87.8%	573
Weekday PM	4,005	83.0%	681	4,690	77.2%	1,069
Saturday Midday	4,005	95.0%	200	4,690	90.8%	432

Notes:
[1] Assumes that parkers from Municipal Lot 1 would all divert to Lot 2 due to changes in parking operations.
[2] Assumes increase in off-street spaces on project site by 499 spaces (from 1,101 spaces to 1,600 spaces).

Table 14-37
Flushing Commons Weekday Parking Accumulation By Use

Time period	Office Component			Dest Retail Component			Local Retail Component			Restaurant Component			Medical office Employees Component			Hotel Component			Med Office Patients Component			Residential Component			YMCA Component			Total Weekday Parking Accumulation		
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
			0			0			0			0			0			0			0			397			0			397
12:00 AM -- 1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	397	0	0	0	7	7	397
1:00 AM -- 2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	397	0	0	0	3	3	397
2:00 AM -- 3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	397	0	0	0	2	2	397
3:00 AM -- 4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	397	0	0	0	1	1	397
4:00 AM -- 5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	397	0	0	0	1	1	397
5:00 AM -- 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	397	0	0	0	1	1	397
6:00 AM -- 7:00 AM	13	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	394	0	0	0	14	4	407
7:00 AM -- 8:00 AM	86	1	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	27	372	13	5	8	104	33	478
8:00 AM -- 9:00 AM	110	5	203	14	9	5	41	41	0	1	0	1	37	2	35	0	0	0	21	15	6	15	58	329	18	9	17	257	139	596
9:00 AM -- 10:00 AM	60	17	246	40	36	9	40	40	0	3	2	2	0	0	35	0	0	0	17	14	9	12	41	300	21	28	10	193	178	611
10:00 AM -- 11:00 AM	26	19	253	40	35	14	54	54	0	3	2	3	0	0	35	0	0	0	14	12	11	16	24	292	16	20	6	169	166	614
11:00 AM -- 12:00 PM	24	30	247	40	45	9	96	96	0	8	2	9	0	0	35	0	0	0	10	11	10	18	18	292	17	18	5	213	220	607
12:00 PM -- 1:00 PM	70	76	241	48	39	18	252	252	0	14	7	16	2	2	35	0	0	0	6	10	6	19	18	293	20	15	10	431	419	619
1:00 PM -- 2:00 PM	17	47	211	36	40	14	250	250	0	8	10	14	0	0	35	0	0	0	7	6	7	18	18	293	21	13	18	357	384	592
2:00 PM -- 3:00 PM	30	20	221	47	42	19	142	142	0	3	4	13	0	0	35	0	0	0	6	5	8	17	17	293	18	18	18	263	248	607
3:00 PM -- 4:00 PM	17	20	218	50	50	19	90	90	0	5	6	12	0	0	35	0	0	0	4	5	7	26	17	302	19	14	23	211	202	616
4:00 PM -- 5:00 PM	18	54	182	50	55	14	89	89	0	4	7	9	0	0	35	0	0	0	3	5	5	40	17	325	19	26	16	223	253	586
5:00 PM -- 6:00 PM	7	127	62	42	48	8	127	127	0	8	4	13	6	33	8	0	0	0	2	7	0	56	30	351	12	24	4	260	400	446
6:00 PM -- 7:00 PM	7	59	10	39	44	3	92	92	0	9	6	16	0	0	8	0	0	0	0	0	0	53	23	381	20	21	3	220	245	421
7:00 PM -- 8:00 PM	4	14	0	28	29	2	40	40	0	7	3	20	0	0	8	0	0	0	0	0	0	43	23	401	12	14	1	134	123	432
8:00 PM -- 9:00 PM	0	0	0	21	22	1	15	15	0	4	2	22	0	0	8	0	0	0	0	0	0	20	11	410	8	9	0	68	59	441
9:00 PM -- 10:00 PM	0	0	0	10	11	0	0	0	0	0	9	13	0	0	8	0	0	0	0	0	0	6	17	399	0	0	0	16	37	420
10:00 PM -- 11:00 PM	0	0	0	0	0	0	0	0	0	0	6	7	0	0	8	0	0	0	0	0	0	13	13	399	0	0	0	13	19	414
11:00 PM -- 12:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	0	0	0	0	10	10	399	0	0	0	10	17	407

Notes.

(A) Urban Space for Pedestrians by Regional Plan Association and Red Hook Stores EAS, August 2001.
(B) ITE Trip Generation, 7th Edition.
(C) Adapted from The Gardens EAS, April 1999.
(D) Taken from No. 7 Train Extension Sunday temporal distribution.
(E) Renaissance Plaza Hotel, Brooklyn, NY
(F) Taken from No. 7 Train Extension Sunday temporal distribution and Parsons Brinckerhoff assumptions.
(G) Flushing YMCA.
(H) Adapted from First Avenue Properties Rezoning SEIS
* Travel Demand Factors result in more inbound vehicles than outbound.

Table 14-38
Flushing Commons Saturday Parking Accumulation By Use

Time period	Office Component			Dest Retail Component			Local Retail Component			Restaurant Component			Medical Office Employees Component			Hotel Component			Med Office Patients Component			Residential Component			YMCA Component			Total Weekday Parking Accumulation		
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
			0			0			0			0			0			31			0			397			0			428
12:00 AM -- 1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	13	8	402	0	0	0	13	8	433
1:00 AM -- 2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	10	6	406	0	0	0	10	6	437
2:00 AM -- 3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	8	5	409	0	0	0	8	5	440
3:00 AM -- 4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	6	3	412	0	0	0	6	3	443
4:00 AM -- 5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	7	2	417	0	0	0	7	2	448
5:00 AM -- 6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	6	3	420	0	0	0	6	3	451
6:00 AM -- 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	11	10	421	0	0	0	11	10	452
7:00 AM -- 8:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	14	16	419	0	0	0	15	16	451
8:00 AM -- 9:00 AM	2	0	3	18	18	0	6	6	0	0	0	0	0	0	0	0	0	31	0	0	0	14	32	401	14	6	8	63	62	452
9:00 AM -- 10:00 AM	1	0	4	27	27	0	6	6	0	2	1	1	1	1	0	0	0	31	1	1	0	22	30	393	7	11	4	66	76	442
10:00 AM -- 11:00 AM	1	0	5	40	33	7	42	42	0	3	1	3	1	1	0	0	0	31	1	1	0	26	29	390	7	10	1	120	116	446
11:00 AM -- 12:00 PM	0	1	4	51	52	6	95	95	0	9	4	8	2	2	0	0	29	2	2	2	0	29	31	388	8	9	0	194	223	417
12:00 PM -- 1:00 PM	1	2	3	55	51	10	156	156	0	10	6	12	2	2	0	221	124	99	2	2	0	30	30	388	11	7	4	486	378	525
1:00 PM -- 2:00 PM	2	1	4	58	59	9	202	202	0	9	9	12	2	2	0	55	15	139	2	2	0	30	31	387	11	7	8	369	326	568
2:00 PM -- 3:00 PM	2	1	5	60	57	12	146	146	0	9	8	13	10	8	2	40	31	148	10	8	2	43	33	397	12	13	7	322	297	593
3:00 PM -- 4:00 PM	0	0	5	60	56	16	214	214	0	4	5	12	2	2	2	21	165	4	2	2	2	33	31	399	10	8	9	344	481	456
4:00 PM -- 5:00 PM	0	1	4	63	62	17	190	190	0	4	6	10	1	1	2	11	14	1	1	1	2	31	28	402	7	10	6	307	312	451
5:00 PM -- 6:00 PM	0	2	2	55	50	22	152	152	0	6	4	12	1	3	0	17	17	1	1	3	0	26	27	401	6	11	1	263	266	448
6:00 PM -- 7:00 PM	0	2	0	43	48	17	63	63	0	9	5	16	0	0	0	49	46	4	0	0	0	25	27	399	0	0	1	189	191	446
7:00 PM -- 8:00 PM	0	0	0	29	33	13	28	28	0	7	2	21	0	0	0	57	30	31	0	0	0	23	24	398	0	0	1	145	125	466
8:00 PM -- 9:00 PM	0	0	0	19	22	10	19	19	0	3	2	22	0	0	0	0	0	31	0	0	0	21	24	395	0	0	1	62	67	461
9:00 PM -- 10:00 PM	0	0	0	12	22	0	11	11	0	0	8	14	0	0	0	0	0	31	0	0	0	19	23	391	0	0	1	42	64	439
10:00 PM -- 11:00 PM	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	31	0	0	0	15	12	394	0	0	1	15	19	435
11:00 PM -- 12:00 AM	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	31	0	0	0	15	10	399	0	0	1	15	14	436

NOTES.
(A) Adapted from Red Hook Stores EAS, August 2001.
(B) Adapted ITE Trip Generation, 7th Edition.
(C) Adapted from The Gardens EAS, April 1999.
(D) Renaissance Plaza Hotel, Brooklyn, NY
(E) Flushing YMCA.
(F) Adapted from First Avenue Properties Rezoning SEIS
(G) Taken from No. 7 Train Extension Sunday temporal distribution and Parsons Brinckerhoff assumptions.

In 2013 Build conditions, there would be from 4,677 to 4,790 legal on-street parking spaces (metered and unmetered) within the study area. On-street parking utilization levels would remain the same as under the 2013 No Build at approximately 107.5 percent (a deficit of 356 spaces available), 106.3 percent (a deficit of 303 spaces), and 107.4 percent (a deficit of 347 spaces) during the weekday AM, midday, and PM peak hours, respectively, and 107.7 percent (a deficit of 367 spaces) during the Saturday midday peak.

Table 14-36 summarizes the Build on- and off-street parking utilization levels within the study area.

According to *CEQR Technical Manual* criteria, for proposed actions in central business districts (CBDs) outside of the Manhattan CBD (defined as the area below 61st Street), a parking shortfall that exceeds more than half the available on-street and off-street parking spaces within ¼-mile of the site may be considered significant. The levels shown in Table 14-36, above, indicate that on-street parking availability within the study area would continue to be insufficient. However, the Flushing Commons project would not generate additional demand for on-street parking. Therefore, the project would not have any significant adverse impacts on the study area's on-street parking resources.

For off-street parking, the proposed action would generate new demand, shift parkers from Municipal Lot 1 to other off-street facilities in the study area and to transit, and provide an increased number of parking spaces on the project site. As shown in Table 14-36, there would be sufficient parking spaces during all analysis peak periods to accommodate the projected off-street parking demand generated by the proposed action. Thus, the proposed action is not expected to result in significant adverse impacts on off-street parking.

NYCDOT MODIFIED TWO-WAY PROPOSAL

The future conditions parking analyses presented above for the One-Way Pair with Contra Flow bus lanes considered a displacement of nearly 250 on-street parking spaces, primarily to accommodate curbside requirements associated with the one-way flow along Main and Union Street, as well as the incorporation of dedicated bus lanes within these corridors. With the modified two-way proposal, which maintains two-way operations along Main and Union Streets with no dedicated bus lanes, substantially fewer on-street parking spaces would be displaced. While there would still be an on-street parking shortfall during peak periods, the Flushing Commons project would not generate additional demand for on-street parking or have the potential to result in any significant adverse parking impacts on the study area's on-street parking resources. ✷