5.0 PUBLIC TRANSPORTATION

5.1 Introduction

Public transportation plays an important role in the transportation system of the study area. It also helps to reduce traffic congestion and other related problems. The study area is well served with public transportation. There are two subway lines with six stations and thirteen bus lines with stops throughout the study area. Both transit modes converge at Myrtle Avenue, Wyckoff Avenue, and Palmetto Street creating a large transit hub.

5.2 Subway Service

The Metropolitan Transportation Authority - New York City Transit (MTA-NYCT) operates subway service within the study area. There are two subway lines along two routes that serve six subway stations. Table 5-1: "Subway Service" below lists the subway lines and stations. Figure 5-1: "Subway Service" shows the subway routes and locations.

Table 5-1
Subway Service

LINES	ROUTES	STATIONS
L (Local)	Wyckoff Avenue	• Myrtle Avenue
M (Local)	Myrtle Avenue	• Wyckoff Avenue • Seneca Avenue • Forest Avenue • Fresh Pond Road • Metropolitan Avenue

These subway lines connect the study area to Brooklyn and Lower Manhattan.

Subway Line Description:

- The "L" subway line on Wyckoff Avenue runs local from 8th Avenue/14th Street (Manhattan) to Canarsie/Rockaway Parkway (Brooklyn). This line operates at all times during weekdays and weekends.
- The "M" subway line on Myrtle Avenue goes local from Bay Parkway (Brooklyn) to Lafayette Street (Lower Manhattan) to Metropolitan Avenue (Queens). This line only

operates during the weekday rush hours in the peak direction between Bay Parkway (Brooklyn) and Fulton Street (Lower Manhattan). The stations between Chambers Street (Lower Manhattan) and Flushing Avenue (Brooklyn) do not always operate or sometimes skipped. The other stations between Myrtle Avenue (Brooklyn) and Metropolitan Avenue (Queens) provide local service at all times during weekdays and weekends.

Detailed average weekday and Saturday subway riderships data as shown on Table 5-2 for each of the peak hours between year 2003 and 2005.

Figure 5-1
Subway Services

Table 5-2
Average Subway Ridership (Existing Condition)

Station (Train)	2003 Average Weekday			2004 Average Weekday			2005 Average Weekday		
	AM Peak Hour	MD Peak Hour	PM Peak Hour	AM Peak Hour	MD Peak Hour	PM Peak Hour	AM Peak Hour	MD Peak Hour	PM Peak Hour
Metropolitan Avenue (M)	376	136	195	385	137	199	405	136	209
Fresh Pond Road (M)	698	148	103	731	158	111	768	160	115
Forest Avenue (M)	542	123	93	571	127	95	593	126	93
Seneca Avenue (M)	286	81	61	297	87	64	318	89	67
Myrtle Avenue/Wyckoff Avenue (L, M)	1829	620	553	1863	610	563	1902	618	559

Station (Train)	Average Saturday		
	2003 Saturday MD Peak Hour	2004 Saturday MD Peak Hour	2005 Saturday MD Peak Hour
Metropolitan Avenue (M)	103	82	87
Fresh Pond Road (M)	133	110	116
Forest Avenue (M)	106	85	88
Seneca Avenue (M)	83	65	76
Myrtle Avenue/Wyckoff Avenue (L, M)	548	644	562

Source: New York City Transit (NYCT)

5.3 Bus Service

Ten New York City Transit (NYCT) local bus routes and three Triboro Coach Corp. bus routes provide service within the study area as indicated in Figure 5-2: "Local Bus Routes". These bus routes operate on four avenues (north-south direction) (Seneca Avenue, Forest Avenue, Wyckoff Avenue, and Fresh Pond Road) as well as on the seven major cross-town streets (Metropolitan Avenue, Gates Avenue, Palmetto Street, Madison Street, Putnam Avenue, 67th Avenue, and Myrtle Avenue). Among these bus lines, three of them (B26, B52, and B54) pass through the transit hub on Myrtle Avenue and three lines (B13, B20, and Q58) pass through the transit hub on Fresh Pond Road. Metropolitan Avenue is the major bus route in the study area with three bus lines (Q38, Q54, and Q67) traversing the corridor.

Reviewing the "*Summary of Ridership and Average Passengers per Trip*" data provided by the NYCT for the bus routes that serve the Ridgewood study area, it is evident that the area is well served and has adequate bus service on all the bus routes. The frequency of bus service varies greatly; reflecting different user patterns within the area of study. Table 5-3 below provides headway information for each route. Table 5-4 to 5-7 show the existing ridership during each of the AM, midday, PM, and Saturday midday peak hour.

Table 5-3
Average Frequency of NYCT Bus Service (in minutes)

	Weekday					Saturday					Sunday				
Route	AM	Noon	PM	Eve	Night	AM	Noon	PM	Eve	Night	AM	Noon	PM	Eve	Night
B13	12	20	15	25	ns	30	20	30	30	Ns	30	30	30	30	ns
B20	8	12	10	10	ns	18	15	12	16	Ns	20	15	12	14	ns
B26	5	9	8	10	ns	10	8	6	10	Ns	20	10	10	12	ns
B38	3	5	5	6	ns	10	5	6	7	Ns	15	8	7	10	ns
B52	5	6	6	10	ns	15	8	8	9	Ns	15	11	10	12	ns
B54	5	10	10	10	ns	15	10	10	12	Ns	25	15	12	15	ns
Q38	12	20	15	30	ns	30	15	15	20	Ns	ns	20	20	40	ns
Q39	6	15	6	15	ns	30	20	20	30	Ns	30	30	30	30	ns
Q54	10	15	10	10	ns	15	12	12	15	Ns	30	15	15	10	ns
Q55	10	15	10	10	ns	15	12	12	15	Ns	20	15	15	20	ns
Q58	6	8	8	8	ns	8	8	8	10	Ns	9	8	8	10	ns
Q67	11	30	15	60	ns	60	70	70	60	ns	ns	70	70	60	ns
QM24	4	ns	12	ns	ns	ns	ns	ns	ns	ns	ns	ns	ns	ns	ns

Notes: Time Periods: AM= 7-9 AM, Noon= 11 AM-1 PM, PM= 4-7 PM, Eve= 7-9 PM and Night= Midnight - 4 AM
ns = no service during time period.

Headway in minutes

Figure 5-2
Local Bus Routes

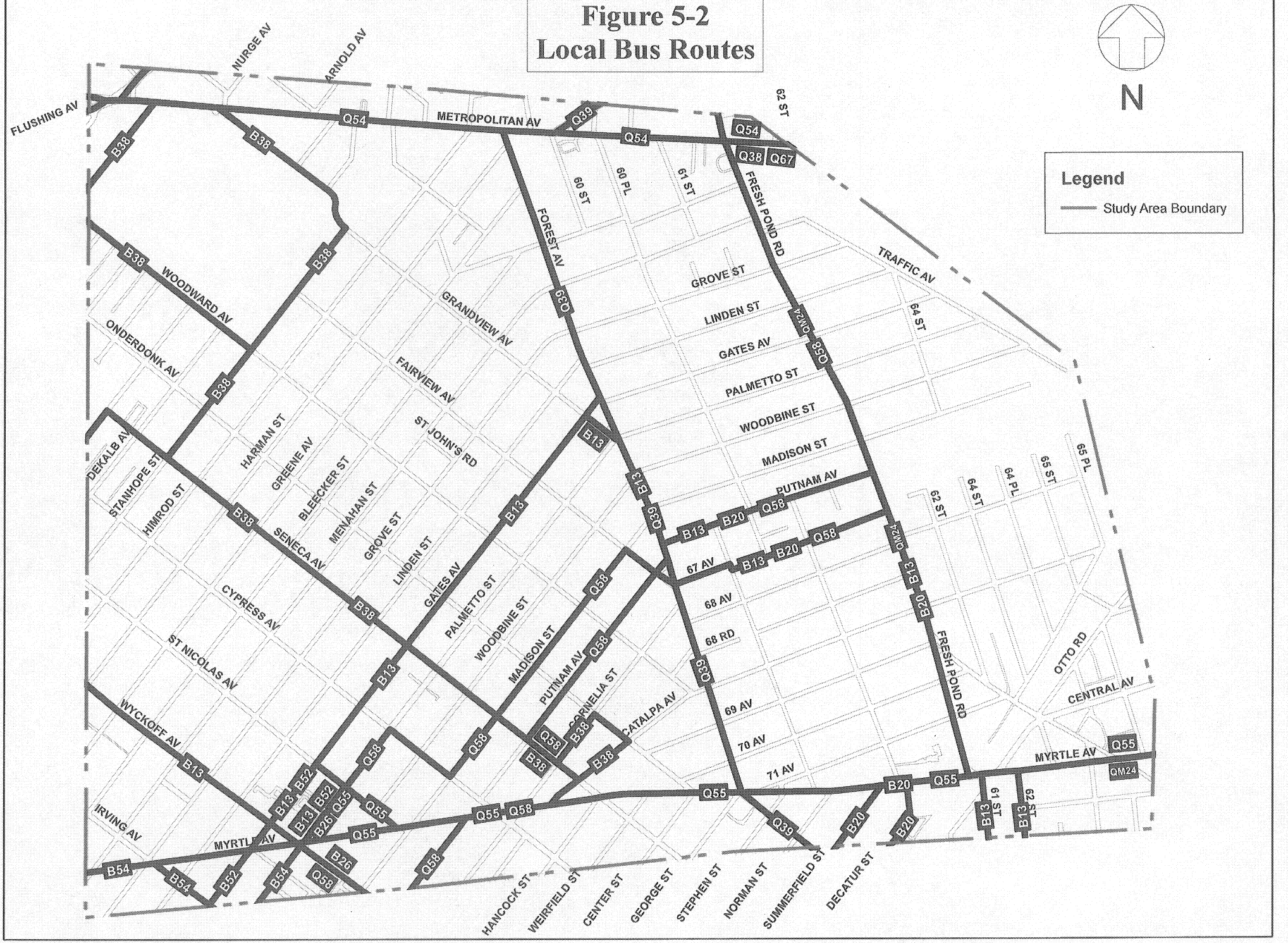


Table 5-4
Bus Ridership - Average Weekday AM Peak Hour (7:45 - 8:45am)
Existing Condition

Bus Route	Bus Route Description	Direction	Buses Per Hour	Hourly Passenger Volume	Bus Capacity Per Hour	Average Ridership Bus	Available Capacity	Hourly Passenger Volume
B13	Between Williamsurg and Gateway Center Mall, Spring Creek, Brooklyn, via Queens	NB	5	199	350	40	151	336
		SB	6	137	420	23	283	
B20	Between Brooklyn General Mail Facility and Ridgewood, Queens	NB	9	488	630	54	142	806
		SB	7	318	490	45	172	
B26	Between Ridgewood and Downtown Brooklyn	EB	6	189	420	32	231	735
		WB	10	546	700	55	154	
B38	Between Ridgewood, Queens and Downtown Brooklyn	EB	7	234	490	33	256	1247
		WB	22	1013	1540	46	527	
B52	Between Ridgewood, Queens and Downtown Brooklyn	EB	6	263	420	44	157	984
		WB	13	721	910	55	189	
B54	Between Ridgewood, Queens and Downtown Brooklyn	EB	8	272	560	34	288	808
		WB	9	536	630	60	94	
Q38	Between Forest Hill H.S. and Horace Harding Expwy, Corona	NB	5	113	350	23	237	226
		SB	4	113	280	28	167	
Q39	Between Ridgewood and Long Island City	EB	5	138	350	28	212	294
		WB	9	156	630	17	474	
Q54	Between Jamaica, Queens, and Williamsburg Bridge Plaza, Brooklyn	EB	6	299	420	50	121	858
		WB	15	559	1050	37	491	
Q55	Between Ridgewood and Richmond Hill	EB	8	207	560	26	353	626
		WB	8	419	560	52	141	
Q58	Between Ridgewood and Flushing, Queens	EB	12	699	840	58	141	1382
		WB	13	683	910	53	227	
Q67	Between Ridgewood and Long Island City	EB	4	105	280	26	175	210
		WB	5	105	350	21	245	
QM24	Between Midtown, Manhattan and Glendale, Queens	EB	0	0	0	-	0	120
		WB	4	120	280	30	160	

Notes:
1. Dervied from NYCT Ridercheck Survey
2. Maximum load point is defined as the peak passenger accumulation point on a bus route.
3. The hourly volume is calculated by adding the highest accumulation on each bus during the peak hour.
4. Available capacity is calculated by multiplying the existing bus frequency by the bus capacity and substracting the hourly volume.
5. Maximum capacity of buses is 70 passengers per bus.

Source: New York City Transit (NYCT)

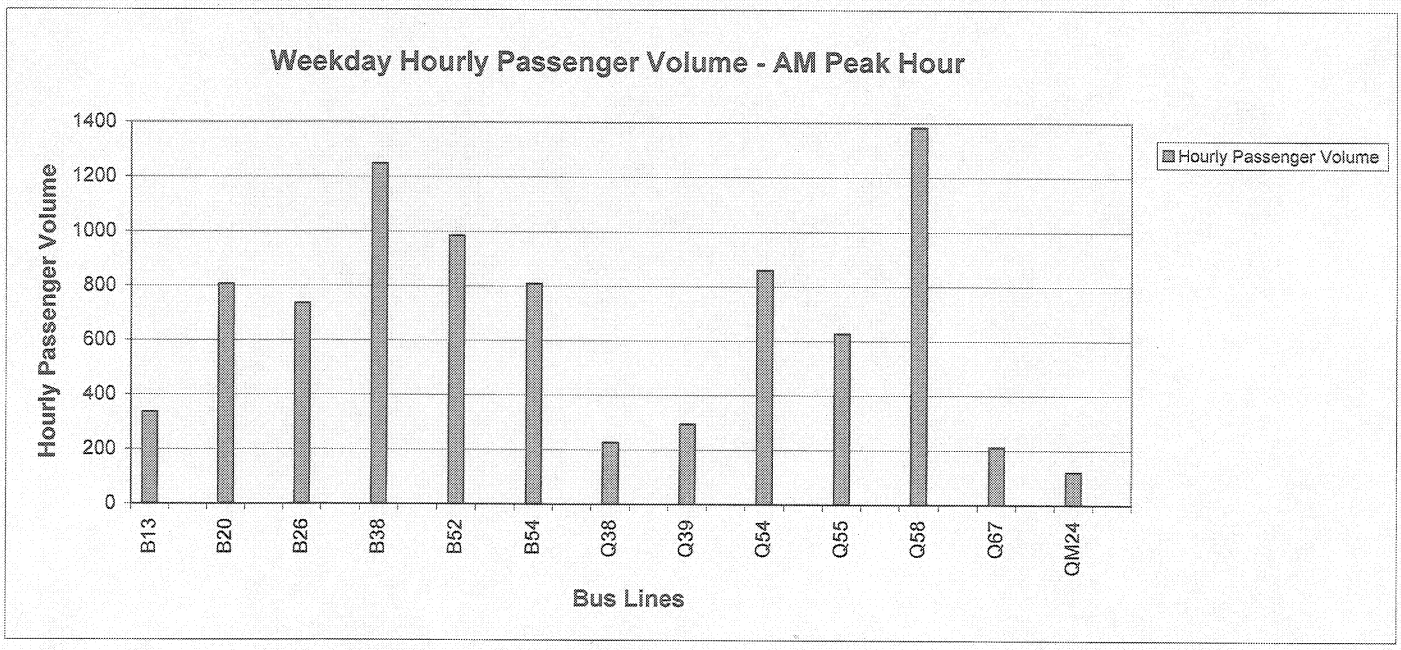


Table 5-5
Bus Ridership - Average Weekday MD Peak Hour (11:45am - 12:45pm)
Existing Condition

Bus Route	Bus Route Description	Direction	Buses Per Hour	Hourly Passenger Volume	Bus Capacity Per Hour	Average Ridership Bus	Available Capacity	Hourly Passenger Volume
B13	Between Williamsurg and Gateway Center Mall, Spring Creek, Brooklyn, via Queens	NB	3	37	210	12	173	112
		SB	3	75	210	25	135	
B20	Between Brooklyn General Mail Facility and Ridgewood, Queens	NB	5	113	350	23	237	241
		SB	5	128	350	26	222	
B26	Between Ridgewood and Downtown Brooklyn	EB	7	206	490	29	284	377
		WB	7	171	490	24	319	
B38	Between Ridgewood, Queens and Downtown Brooklyn	EB	12	282	840	24	558	679
		WB	12	397	840	33	443	
B52	Between Ridgewood, Queens and Downtown Brooklyn	EB	9	237	630	26	393	441
		WB	9	204	630	23	426	
B54	Between Ridgewood, Queens and Downtown Brooklyn	EB	6	162	420	27	258	318
		WB	6	156	420	26	264	
Q38	Between Forest Hill H.S. and Horace Harding Expwy, Corona	NB	3	85	210	28	125	170
		SB	3	85	210	28	125	
Q39	Between Ridgewood and Long Island City	EB	5	69	350	14	281	138
		WB	4	69	280	17	211	
Q54	Between Jamaica, Queens, and Williamsburg Bridge Plaza, Brooklyn	EB	4	74	280	19	206	146
		WB	4	72	280	18	208	
Q55	Between Ridgewood and Richmond Hill	EB	4	100	280	25	180	173
		WB	4	73	280	18	207	
Q58	Between Ridgewood and Flushing, Queens	EB	8	190	560	24	370	349
		WB	8	159	560	20	401	
Q67	Between Ridgewood and Long Island City	EB	2	52	140	26	88	104
		WB	2	52	140	26	88	
QM24	Between Midtown, Manhattan and Glendale, Queens	EB	0	0	0	-	0	0
		WB	0	0	0	-	0	

Notes:
1. Dervied from NYCT Ridercheck Survey
2. Maximum load point is defined as the peak passenger accumulation point on a bus route.
3. The hourly volume is calculated by adding the highest accumulation on each bus during the peak hour.
4. Available capacity is calculated by multiplying the existing bus frequency by the bus capacity and substracting the hourly volume.
5. Maximum capacity of buses is 70 passengers per bus.

Source: New York City Transit (NYCT)

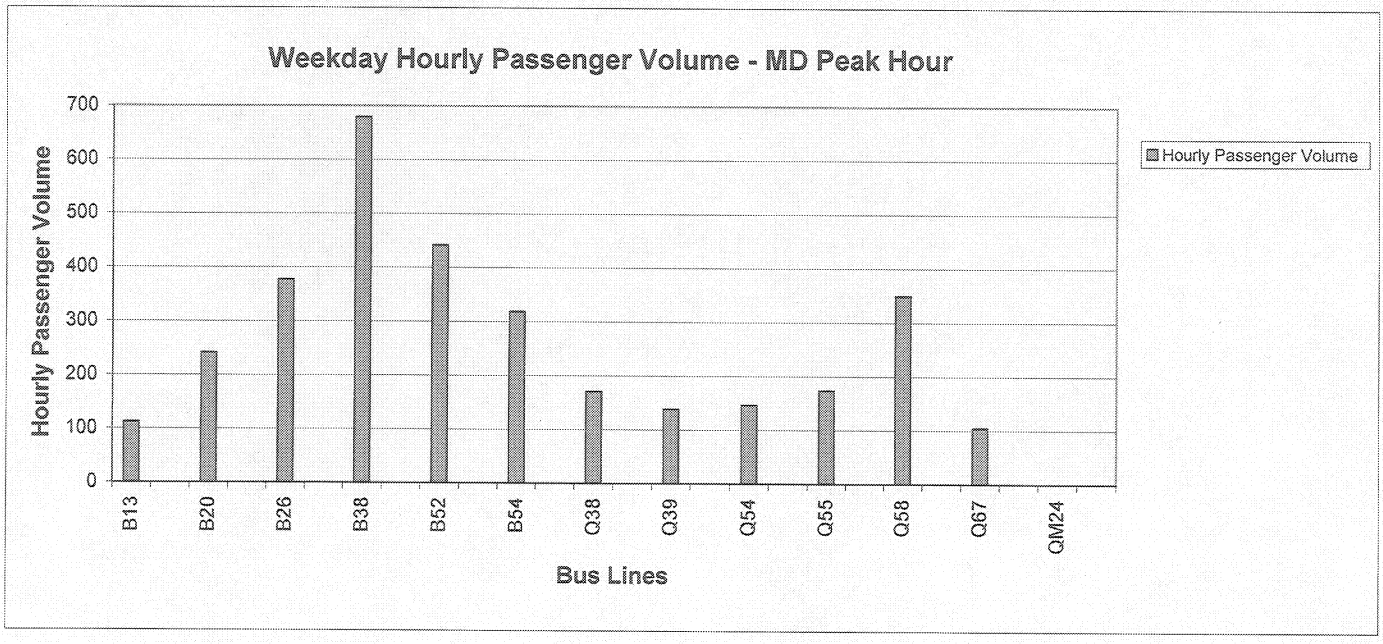


Table 5-6
Bus Ridership - Average Weekday PM Peak Hour (5:15 - 6:15pm)
Existing Condition

Bus Route	Bus Route Description	Direction	Buses Per Hour	Hourly Passenger Volume	Bus Capacity Per Hour	Average Ridership Bus	Available Capacity	Hourly Passenger Volume
B13	Between Williamsurg and Gateway Center Mall, Spring Creek, Brooklyn, via Queens	NB	2	45	140	23	95	110
		SB	2	65	140	33	75	
B20	Between Brooklyn General Mail Facility and Ridgewood, Queens	NB	6	210	420	35	210	475
		SB	6	265	420	44	155	
B26	Between Ridgewood and Downtown Brooklyn	EB	9	389	630	43	241	542
		WB	7	153	490	22	337	
B38	Between Ridgewood, Queens and Downtown Brooklyn	EB	16	711	1120	44	409	1066
		WB	16	355	1120	22	765	
B52	Between Ridgewood, Queens and Downtown Brooklyn	EB	10	382	700	38	318	658
		WB	10	276	700	28	424	
B54	Between Ridgewood, Queens and Downtown Brooklyn	EB	8	278	560	35	282	477
		WB	8	199	560	25	361	
Q38	Between Forest Hill H.S. and Horace Harding Expwy, Corona	NB	4	85	280	21	195	170
		SB	4	85	280	21	195	
Q39	Between Ridgewood and Long Island City	EB	8	121	560	15	439	207
		WB	5	86	350	17	264	
Q54	Between Jamaica, Queens, and Williamsburg Bridge Plaza, Brooklyn	EB	6	260	420	43	160	448
		WB	6	188	420	31	232	
Q55	Between Ridgewood and Richmond Hill	EB	7	339	490	48	151	501
		WB	6	162	420	27	258	
Q58	Between Ridgewood and Flushing, Queens	EB	10	394	700	39	306	944
		WB	10	550	700	55	150	
Q67	Between Ridgewood and Long Island City	EB	4	105	280	26	175	210
		WB	5	105	350	21	245	
QM24	Between Midtown, Manhattan and Glendale, Queens	EB	2	20	140	10	120	20
		WB	0	0	0	-	0	

Notes:
1. Dervied from NYCT Ridercheck Survey
2. Maximum load point is defined as the peak passenger accumulation point on a bus route.
3. The hourly volume is calculated by adding the highest accumulation on each bus during the peak hour.
4. Available capacity is calculated by multiplying the existing bus frequency by the bus capacity and substracting the hourly volume.
5. Maximum capacity of buses is 70 passengers per bus.

Source: New York City Transit (NYCT)

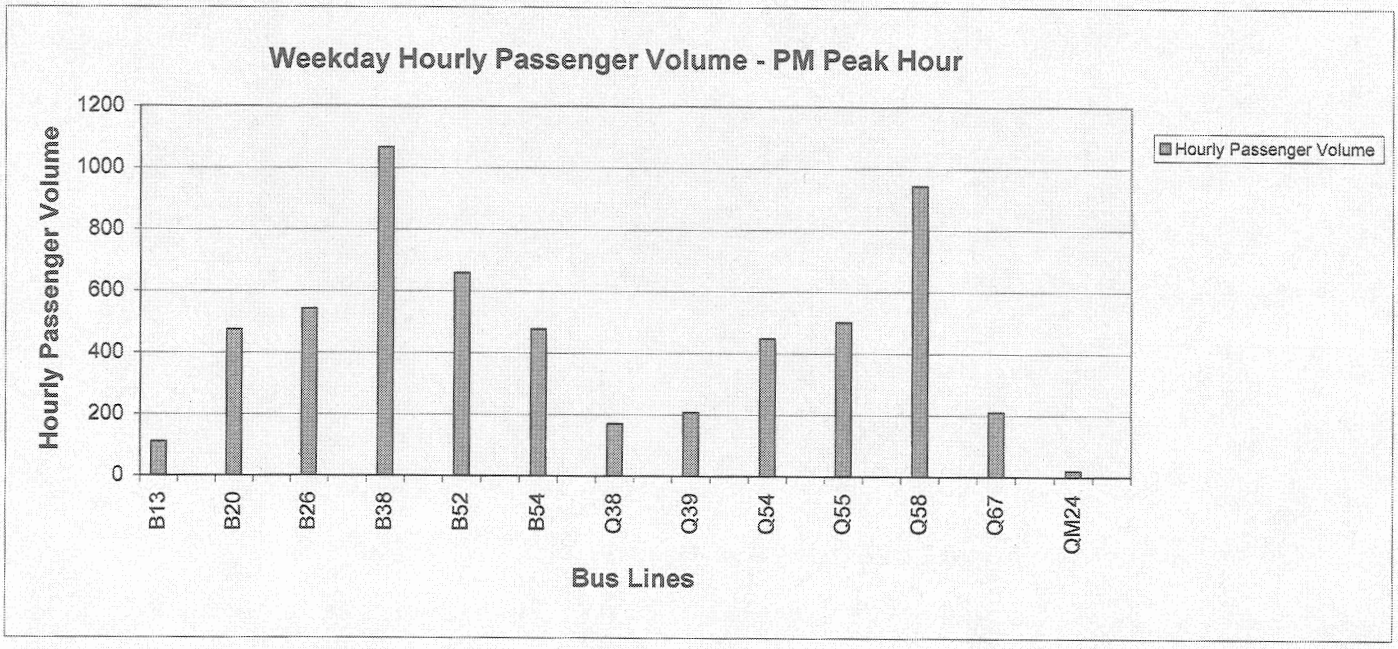
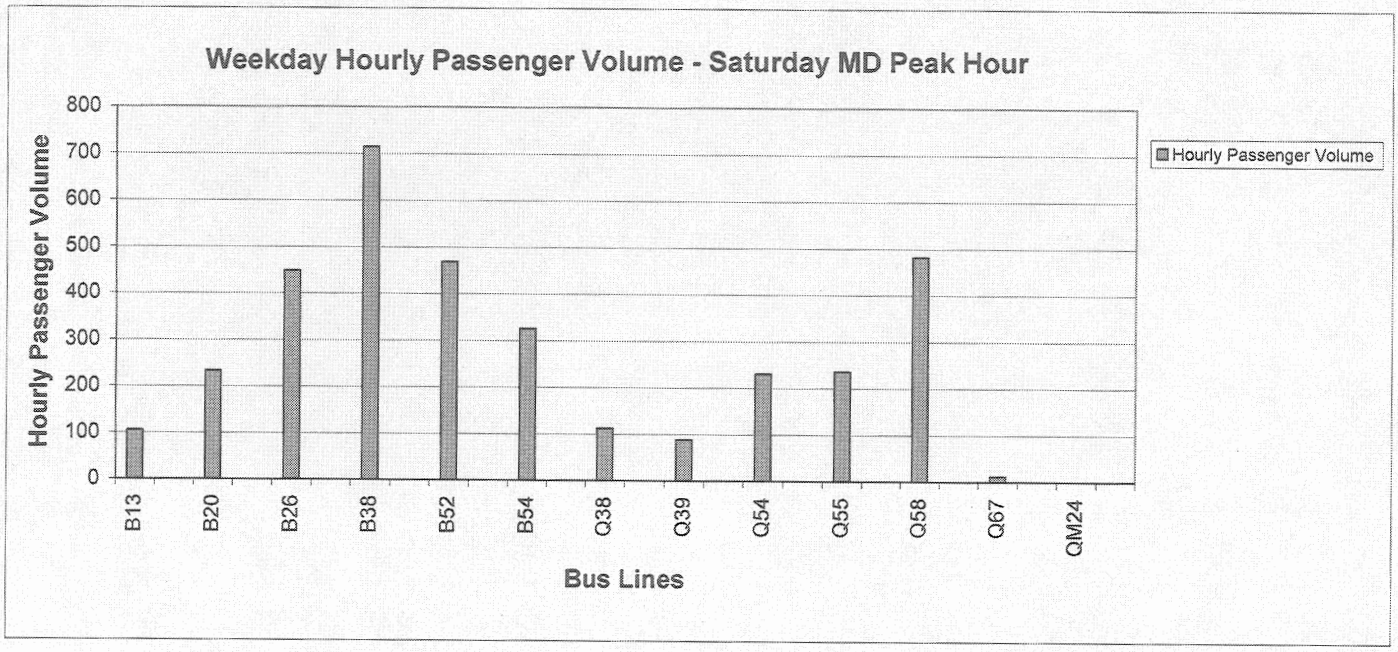


Table 5-7
Bus Ridership - Saturday MD Peak Hour (12:00 - 1:00pm)
Existing Condition

Bus Route	Bus Route Description	Direction	Buses Per Hour	Hourly Passenger Volume	Bus Capacity Per Hour	Average Ridership Bus	Available Capacity	Hourly Passenger Volume
B13	Between Williamsurg and Gateway Center Mall, Spring Creek, Brooklyn, via Queens	NB	2	34	140	17	106	105
		SB	2	71	140	36	69	
B20	Between Brooklyn General Mail Facility and Ridgewood, Queens	NB	5	121	350	24	229	233
		SB	5	112	350	22	238	
B26	Between Ridgewood and Downtown Brooklyn	EB	8	213	560	27	347	448
		WB	8	235	560	29	325	
B38	Between Ridgewood, Queens and Downtown Brooklyn	EB	11	255	770	23	515	714
		WB	11	459	770	42	311	
B52	Between Ridgewood, Queens and Downtown Brooklyn	EB	8	166	560	21	394	468
		WB	8	302	560	38	258	
B54	Between Ridgewood, Queens and Downtown Brooklyn	EB	6	177	420	30	243	325
		WB	6	148	420	25	272	
Q38	Between Forest Hill H.S. and Horace Harding Expwy, Corona	NB	4	56	280	14	224	112
		SB	4	56	280	14	224	
Q39	Between Ridgewood and Long Island City	EB	3	44	210	15	166	88
		WB	3	44	210	15	166	
Q54	Between Jamaica, Queens, and Williamsburg Bridge Plaza, Brooklyn	EB	5	126	350	25	224	230
		WB	5	104	350	21	246	
Q55	Between Ridgewood and Richmond Hill	EB	5	111	350	22	239	236
		WB	5	125	350	25	225	
Q58	Between Ridgewood and Flushing, Queens	EB	8	297	560	37	263	482
		WB	7	185	490	26	305	
Q67	Between Ridgewood and Long Island City	EB	1	6	70	6	64	12
		WB	1	6	70	6	64	
QM24	Between Midtown, Manhattan and Glendale, Queens	EB	0	0	0	-	0	0
		WB	0	0	0	-	0	

Notes:
1. Dervied from NYCT Ridercheck Survey
2. Maximum load point is defined as the peak passenger accumulation point on a bus route.
3. The hourly volume is calculated by adding the highest accumulation on each bus during the peak hour.
4. Available capacity is calculated by multiplying the existing bus frequency by the bus capacity and substracting the hourly volume.
5. Maximum capacity of buses is 70 passengers per bus.

Source: New York City Transit (NYCT)



B13

The B13 operates between Williamsburg at Metropolitan Avenue/Graham Avenue and Gateway Center Mall at Gateway Drive/Seaview Avenue at all times except overnight service. In the study area, it provides service along Gates Avenue, Wyckoff Avenue, Forest Avenue, Putnam Avenue, 67th Avenue, and Fresh Pond Road.

The frequency of the service is ten minutes and fifteen minutes headway during AM and PM peak hour respectively in both northbound and southbound directions during the weekdays. Additional service is provided between 3 PM and 3:45 PM on school days in the southbound direction. During Saturday AM and PM peak hours; the headway is thirty minutes.

B20

The B20 operates between Brooklyn General Mail Facility at Spring Creek and Ridgewood at Forest Avenue/Putnam Avenue at all times except overnight service. In the study area, it provides service along Fresh Pond Road, Putnam Avenue, and 67th Avenue. The frequency of the service is eight minutes and ten minutes headway during the weekday AM and PM peak hour respectively in both directions. The headway during Saturday AM peak hour is twenty minutes in the northbound direction and fifteen minutes in the southbound direction. During Saturday PM peak hour, it is twelve minutes in both directions.

B26

The B26 operates between Ridgewood from Myrtle Avenue/Palmetto Street and Brooklyn Heights to Cadman Plaza West/Court Street at all times except there is no overnight service. The route is along Wyckoff Avenue with the final stop at Myrtle Avenue.

The frequency of the service varies by direction and peak hours. During the weekday AM peak hour, the headway is five minutes in the westbound and ten minutes in the eastbound directions. During the weekday PM peak hour, the headway is ten minutes in the westbound and eight minutes in the eastbound directions. The Saturday AM peak hour headway is ten minutes in the eastbound direction and twenty minutes in the

westbound direction, while the Saturday PM peak hour headway is seven minutes in both directions.

B38

The B38 operates between Ridgewood from Seneca Avenue/Catalpa Avenue and Downtown Brooklyn to Cadman Plaza West at all times except there is no overnight service on this route. The route travels along Seneca Avenue, Stanhope Street, then circle around the Linden Hill Cemetery with its final stop located at Seneca Avenue and Catalpa Avenue.

The frequency of the service varies by peak hour and direction. During the weekday AM peak hour, the headway is three minutes in the westbound and five minutes in the eastbound directions. The weekday PM peak hour headway is six minutes westbound and five minutes eastbound. Additional service is provided between 3 PM and 4 PM on school days in the westbound direction. During Saturday AM and PM peak hours, the headway is ten minutes and six minutes in the eastbound and westbound direction, respectively.

B52

The B52 operates between Ridgewood from Myrtle Avenue/Palmetto Street and Downtown Brooklyn to Cadman Plaza West at all times except overnight service. In the study area, it provides service along Gates Avenue with its final stop at Myrtle Avenue/Palmetto Street.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is four to six minutes in the westbound and ten minutes in the eastbound directions. The weekday PM peak hour headway is six minutes in both directions. The Saturday AM peak hour headway is fifteen minutes in the eastbound direction and ten minutes in the westbound direction, while the Saturday PM peak hour headway is seven minutes in both directions.

B54

The B54 operates between Downtown Brooklyn from the MetroTech Center and Ridgewood Terminal to Myrtle Ave/Wyckoff Avenue at all times except there is no overnight service. In the study area, the B54 runs along Myrtle Avenue with its final stop at Palmetto Street/Myrtle Avenue.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is five to six minutes in the westbound and ten minutes in the eastbound directions. The weekday PM peak hour headway is ten minutes in both directions. Additional service is provided between 2:30 PM and 3:30 PM on school days in the eastbound direction. The Saturday AM and PM peak hour headways are fifteen minutes and ten minutes in the eastbound and westbound direction, respectively.

Q38

The Q38 is a Triboro Coach Corp. bus line in the study area. It operates daily between Forest Hill High School/Queens and Queens/Horace Harding Expressway and Otis Street with no overnight service. In the study area, the route runs along Metropolitan Avenue.

The frequency of service varies slightly by peak hour. The weekday AM peak hour headway is twelve minutes in the eastbound and westbound directions. During the weekday PM peak hour, the headway is fifteen minutes in both directions. Additional service is provided between 2 PM and 4 PM on school days in the westbound direction and 7:20 AM to 7:30 AM in the eastbound direction. During Saturday AM and PM peak hours, the headway is thirty minutes and fifteen minutes in eastbound and westbound direction, respectively.

Q39

The Q39 is another bus route serviced by the Triboro Coach Corp. in the study area. It operates daily between Queens Plaza South and Cooper Avenue/60th Lane with no overnight service. In the study area, the route runs along Forest Avenue.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is five to six minutes northbound and eight minutes southbound. The weekday PM peak hour headway is six minutes northbound and ten minutes

southbound. During Saturday AM and PM peak hours, the headway is thirty minutes and twenty minutes in both directions, respectively.

Q54

The Q54 operates between Williamsburg Bridge Plaza and Jamaica Avenue/171st Street at all times with no overnight service. In the study area, it runs along Metropolitan Avenue.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is fifteen minutes in the westbound and ten minutes in the eastbound directions. The weekday PM peak hour headway is ten minutes in both directions. Additional service is provided between 2 PM and 4 PM on school days in the eastbound direction. The Saturday AM and PM peak hour headways are fifteen minutes and twelve minutes in eastbound and westbound directions, respectively.

Q55

The Q55 operates between Richmond Hill from Myrtle Avenue/Jamaica Avenue and Ridgewood Terminal to Myrtle Ave/Palmetto Street at all times with no overnight service. This bus route runs along Myrtle Avenue.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is ten minutes in the eastbound and six to seven minutes in the westbound directions. The weekday PM peak hour headway is ten minutes in both directions. During the Saturday AM and PM peak hour, the headway is fifteen minutes in both directions.

Q58

The Q58 operates daily between Ridgewood from Myrtle Avenue/Wyckoff Avenue and MTA LIRR Flushing Station to Main Street/41st Avenue. There is no overnight service on this route. In the study area, it runs along 67th Ave, Putnam Avenue, Myrtle Avenue, Palmetto Street, Madison Street, and Fresh Pond Road.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is six minutes in the eastbound and five to six minutes in the

westbound directions. The weekday PM peak hour headway is six to eight minutes in the eastbound and five to seven minutes in the westbound directions. On school days, additional service is provided between 2:30 PM and 3:15 PM in the eastbound direction, and between 2 PM and 4 PM in the westbound direction. The Saturday AM and PM peak hour headway is eight minutes in both directions.

Q67

The Q67 operates between Ridgewood from Metropolitan Avenue/Fresh Pond Road and Hunters Point to Queensboro Plaza at all times with no overnight service. In the study area, the route runs along Metropolitan Avenue and has its final stop at Metropolitan Avenue and Fresh Pond Road.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is ten to fifteen minutes in the westbound and thirteen minutes in the eastbound directions. The weekday PM peak hour headway is fifteen minutes in both directions. During Saturday AM and PM peak hours, the headway is sixty minutes and seventy minutes in the eastbound and westbound directions, respectively.

QM24

The QM24 is a Triboro Coach Corp. bus service in the study area. It operates in the peak hours in the peak direction only. The eastbound weekday service operates from 2:30pm to 8:00pm between 34th Street Midtown, Manhattan and Glendale, Queens; and from 3:30pm to 7:30pm at weekends between Water Street, Lower Manhattan and Glendale, Queens. The westbound weekday service operates from 6:00am to 11:00am between 57th Street Midtown, Manhattan and Glendale, Queens, and from 6:20am to 9:30am at weekends between Park Row, Lower Manhattan and Glendale, Queens. There is no overnight service on this route. In the study area, the route runs along Fresh Pond Road and Myrtle Avenue between Fresh Pond Road and 65th Street.

The frequency of service varies by peak hour and direction. During the weekday AM peak hour, the headway is four minutes in the westbound direction and for the weekday PM peak hour it is twelve minutes in the eastbound direction. There is no service on weekends.

6.0 PARKING

6.1 Introduction

Parking plays an important role in the overall transportation system. Inadequate parking could lead to unnecessary circulation as motorists search for parking spaces, or to illegal and double parking, thus reducing roadway capacity. This section will analyze the study area's parking demand and supply, identify areas where parking deficiencies exist, and generate recommendations to address the area's parking needs.

Both on-street and off-street parking facilities exist in the study area. On-street parking is generally permitted on all streets in the study area except where it is prohibited by parking regulation to facilitate street cleaning. Off-street parking facilities are associated with large multi-unit dwellings as well as with some commercial, entertainment and residential establishments in the study area.

The parking analysis for the study area included surveys of on-street and off-street parking facilities. The surveys were performed along major corridors in the study area during the weekday peak period (7:00 – 9:00am, 12:00 – 2:00pm, and 4:00 – 6:00pm) to determine the supply and demand.

6.2 Off-Street Public Parking

An inventory of all publicly accessible parking lots and garages in the study area was done. The inventory shows that only two privately owned public parking facilities are located in the study area.

There are two privately owned off-street parking facilities in the study area. One located on Seneca Avenue between Himrod Street and Harman Street with a capacity of 25 spaces and the other located on 749 Wyckoff Avenue with a capacity of 75 spaces. The total utilization rate of these off-street parking facilities during midday on weekdays is 90%. There seems to be no demand in this type of facility in the study area. Figure 6-1 illustrates the location of the off-street parking facilities.

6.3 Off-Street Accessory Parking

The accessory off-street parking garage/lots locations in the study area have been identified and mapped as shown in Figure 6-1. They are located mainly in close proximity to the major corridors such as Metropolitan Avenue, Forest Avenue, Fresh Pond Road, and Palmetto Street.

There are 36 accessory parking garages/lots in the study area. Three are primarily used for residential parking, thirty as accessory commercial parking, two for institutional parking, and one for governmental parking. The three residential lots have approximately 87 parking spaces and based on observations have an average utilization rate of approximately 60% at various times of the week.

The two institutional parking garages/lots used by agency staff and for agencies' vehicles appear to have a utilization rate of 55% and 30%, respectively. The government parking garage located on Metropolitan Avenue between Flushing Avenue and Nurge Street has a utilization rate of 66%.

The 30 accessory commercial parking lots throughout the study area are shown in Table 6-1 which has the complete list of the capacity and utilization rate. The number of available parking spaces and utilization are based on estimation as access was restricted to some of the facilities.

Figure 6-1
Off-Street Public Parking and Accessory Parking Locations

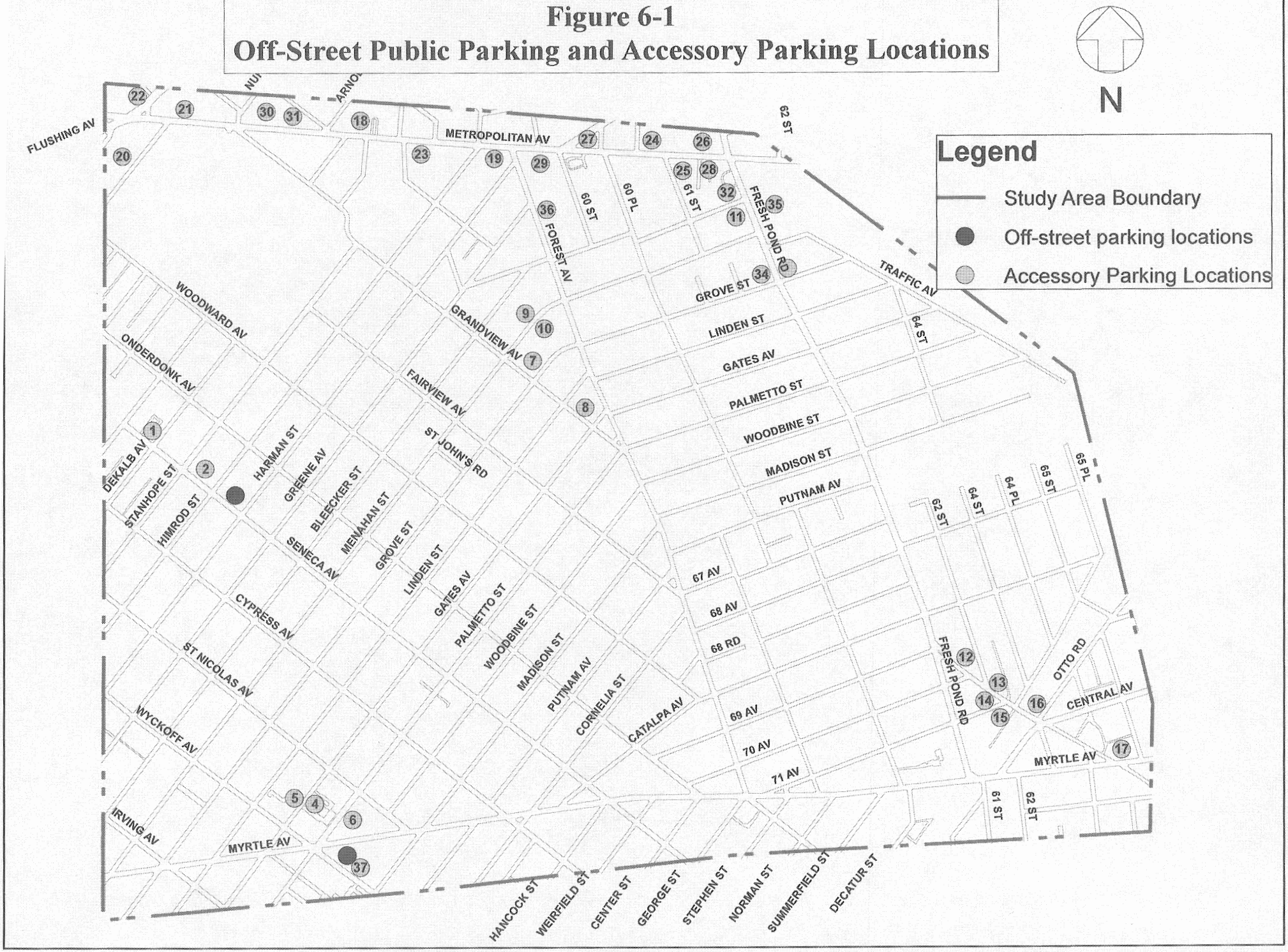


Table 6-1: Off Street Accessory Parking Garage/Lots

Location ID	Lot- Garage Name	Location	License #	Capacity	Occupancy	Utilization Rate	Available Capacity	Type of use
1	Associate's Supermarket	Seneca Ave between DeKalb Ave and Stockholm St (northside)	-	53	40	75%	13	Commercial
2	Church	Seneca Ave between Stanhope St and Himrod St (northside)	-	50	28	55%	23	Institutional
3*	D. Naegele- 457-9 Seneca Ave	Seneca Ave between Himrod St and Harman St	363400	25	15	60%	10	Public
4	Dimensions' Supermarket	Gates Ave between St Nicholas Ave & Wyckoff Ave (southside)	-	60	30	50%	30	Commercial
5	North Fork Bank	Gates Ave between St Nicholas Ave & Wyckoff Ave (northside)	-	40	38	96%	2	Commercial
6	K and K Super-Buffet	Palmetto St between St Nicholas Ave & Cypress Ave (southside)	-	60	24	40%	36	Commercial
7	Eckerd Pharmacy	Grandview Ave between Menahan St & Grove St (northside)	-	26	13	50%	13	Commercial
8	Norton Funeral Home-Chapel	Grandview Ave between Linden St & Gates St (northside)	-	16	5	30%	11	Institutional
9	N/A	Menahan St between Grandview Ave & Forest Ave (northside)	-	7	7	95%	0	Commercial
10	N/A	Menahan St between Grandview Ave & Forest Ave (southside end-block)	-	12	4	30%	8	Residential
11	Laundromat	Bleecker St between Fresh Pond Rd & 61st St (southside)	-	15	12	83%	3	Commercial
12	Salvation Army	Cypress Hills St between 69th Ave & 70th Ave-close to Fresh Pond Rd (northside)	-	6	4	66%	2	Commercial
13	Lot	Corner of Cypress Hills St between 62nd St and & 70th Ave (east sidewalk)	-	25	18	72%	7	Residential
14	Lot	Cypress Hills St between 71st Ave and 62nd St (southside)	-	20	10	50%	10	Commercial
15	Building- parking	Cypress Hills St between 71st Ave and Shaler Ave (southside)	-	50	30	60%	20	Residential
16	Laundromat	Corner of Otto Rd, Cypress Hills St and Central Ave (northside)	-	9	5	50%	5	Commercial
17	Stop & Shop store	Myrtle Ave between Cypress Hills St & 65th St (northside)	-	122	92	75%	31	Commercial
18	Mc Donald	Metropolitan Ave between Andrews Ave & Amony Ct (northside)	-	26	7	27%	19	Commercial
19	Dunkin Donuts	Metropolitan Ave between Himrod St & Forest Ave (southside)	-	20	7	35%	13	Commercial
20	Citibank	Starr St between Woodward Ave & Metropolitan Ave (westside)	-	37	33	90%	4	Commercial
21	Chase	Metropolitan Ave between Flushing Ave & Nurge St (northside)	-	22	19	85%	3	Commercial
22	Sanitation/Police Department	Metropolitan Ave between Flushing Ave & Nurge St (northside)	-	27	18	66%	9	Governmental
23	Ride Aid	Metropolitan Ave between Tonsor St & 55th St (southside)	-	40	8	20%	32	Commercial
24	Pepboys Auto Shop Store	Metropolitan Ave between 60th Ln & 61st St (northside)	-	45	23	51%	22	Commercial
25	Lot Across Pepboys	Metropolitan Ave between 60th Ln & 61st St (southside)	-	65	65	100%	0	Commercial
26	Chevrolet Meyer	Metropolitan Ave between 61st St & Fresh Pond Rd (northside)	-	25	12	48%	13	Commercial
27	Lot	Metropolitan Ave between 60th Pl & 60th St (northside)	-	22	20	90%	2	Commercial
28	Lot	Metropolitan Ave between 60th Pl & 61st St (southside)	-	15	14	90%	2	Commercial

Table 6-1 (Cont'): Off Street Accessory Parking Garage/Lots

Location ID	Lot- Garage Name	Location	License #	Capacity	Occupancy	Utilization Rate	Available Capacity	Type of use
29	Boston Market	Metropolitan Ave between Forest Ave & 60th St (southside)	-	15	10	67%	5	Commercial
30	J.J Metro Laundromat	Metropolitan Ave between Nurge St & Arnold Ave (northside)	-	20	7	35%	13	Commercial
31	Lot at the corner	Metropolitan Ave between Nurge St & Arnold Ave (northside)	-	40	30	75%	10	Commercial
32	Commerce Bank	Fresh Pond Rd between Metropolitan Ave & Bleecker St (westside)	-	14	14	100%	0	Commercial
33	CVS Pharmacy	Fresh Pond Rd between Grove St & Menahan St (eastside)	-	17	8	47%	9	Commercial
34	Karl/Ehmer Parking	Fresh Pond Rd between Grove St & Menahan St (westside)	-	15	7	47%	8	Commercial
35	Lot	Fresh Pond Rd between Menahan St & Bleecker St (eastside)	-	15	4	27%	11	Commercial
36	Medical office	Forest Ave between Greene St & Bleecker St (eastside)	-	15	2	15%	13	Commercial
37	Food Bazaar Supermarket	Wyckoff Ave between Palmetto St & Putnam St (eastside)	-	190	86	45%	105	Commercial
38*	Wyckoff Garage Inc	749 Wyckoff Ave	1191317	75	75	100%	0	Public

* - Off-Street public parking garage

6.4 On-Street Parking and Issues

This section examines the existing on-street parking conditions and provides quantitative and qualitative analysis of the parking provision in the study area. The analysis includes an inventory of on-street parking spaces and parking regulations. The on-street parking regulations vary greatly in the area. They range from alternate side of the street parking regulations on residential streets to restricted parking on commercial streets including metered-parking, time restricted parking, no standing zones, bus stops, fire hydrants, authorized parking zones, loading bays, etc.

An on-street parking survey was conducted that focused on major corridors in the study area where commercial activities and high density residential uses are concentrated. Only the major corridors were studied because of the higher traffic volumes and parking demand. The major corridors being analyzed are:

- Myrtle Avenue between Menahan Street and 65th Street
- Fresh Pond Road between Metropolitan Avenue and Myrtle Avenue
- Forest Avenue between Metropolitan Avenue and Myrtle Avenue
- Palmetto Street between Myrtle Avenue and Fresh Pond Road
- Seneca Avenue between DeKalb Avenue and Myrtle Avenue
- Cypress Avenue between Stockholm Street and Myrtle Avenue
- Wyckoff Avenue between Harman Street and Myrtle Avenue
- Catalpa Avenue between Fresh Pond Road and Myrtle Avenue
- Central Avenue between 65th Street and Myrtle Avenue

The parking survey documented the parking accumulation (the number of parked vehicles) by time of day for the AM, Midday, and PM peak hour. Parking regulations on each block face along the major corridors were recorded along with capacity and utilization rates. Appendix A provides detailed parking capacity/utilization data.

A variety of on-street parking regulations were observed and recorded along the major corridors. Figure 6-2 shows the alternate-side cleaning regulations, Figure 6-3 shows the "No Parking" and "No Standing" regulations, and Figure 6-4 shows where metered parking exists

in the study area which is normally found in close proximity to commercial/retail activities. Table 6-2 provides a list of parking regulations along the major corridors studied.

On Street Utilization/Demand

Observation of on-street parking utilization along Myrtle Avenue, Palmetto Street, Fresh Pond Road, Forest Avenue, Seneca Avenue and Central Avenue indicate that there are very few empty parking spaces. Even before the New York City Department of Sanitation is done with the task of picking up the garbage and cleaning the street at the curb, vehicles are already quickly filling up the parking spaces. Metered parking spaces are continuously being filled up as soon as a vehicle leaves.

Double Parking Issue

Double parking on Myrtle Avenue is a problem in the core shopping area of Myrtle Avenue (from Menahan Street to 65th Street). The metered parking spaces along Myrtle Avenue have frequent turnover (except when people feed the meters). The cause of double parking on Myrtle Avenue is due to the limited supply of on street parking spaces relative to the demand. Even though there is a public parking facilities in the vicinity, private vehicles tend to double parked on Myrtle Avenue to make quick purchases, rather than spend additional time and money to park off-street. There is an absence of loading/unloading zones along Myrtle Avenue for commercial deliveries. In addition, there is only one 10 feet travel lane on each direction along Myrtle Avenue which makes it congested whenever vehicles double parked or buses or trucks pass by.

Figure 6-2
Alternate Side Street Cleaning Regulations

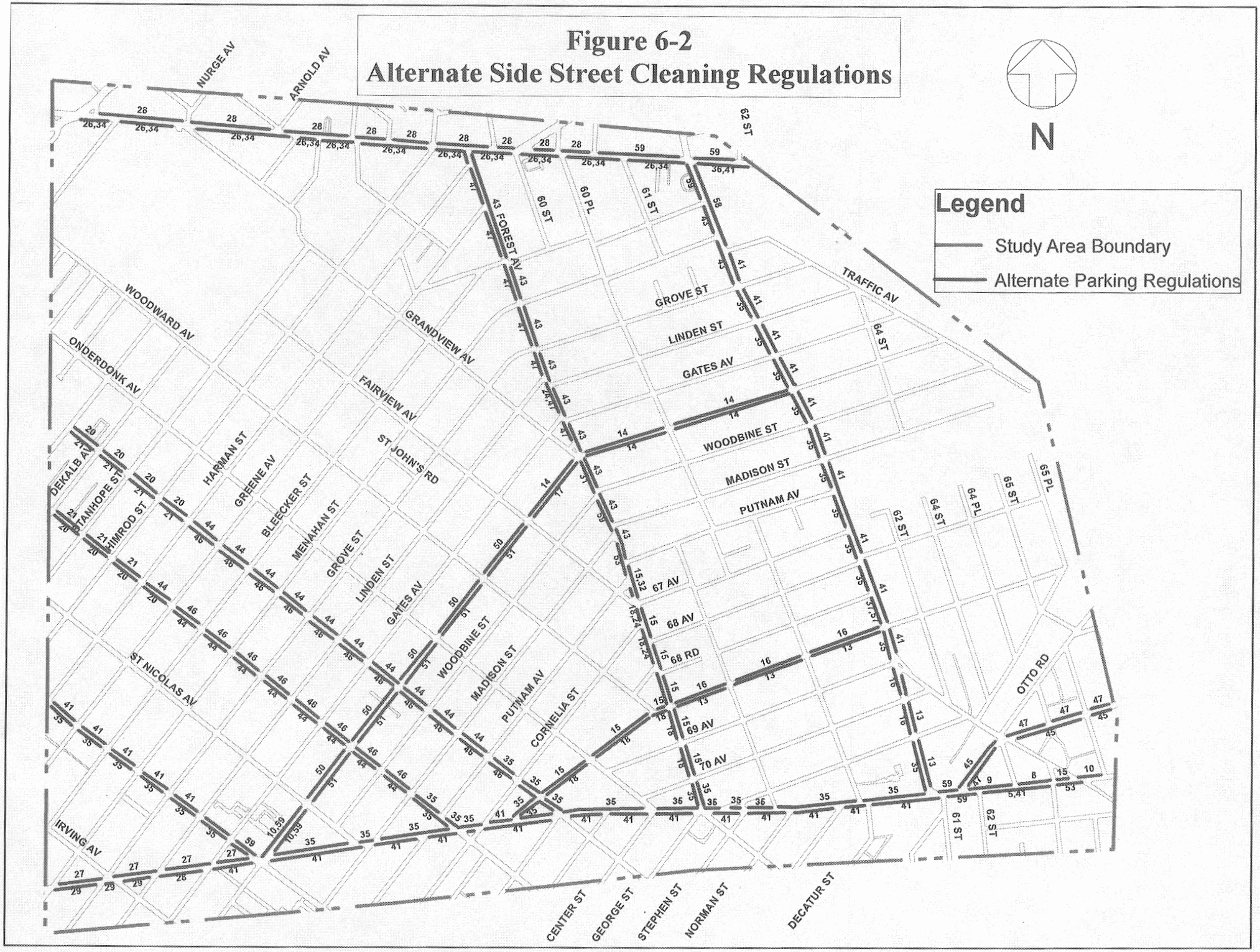


Table 6-2: On-Street Parking Regulations Key

No.	Parking Regulation Descriptions
1	1 Hour Parking 8:00am - 7:00pm Except Sunday
2	1 Hour Parking 8:00am - 7:00pm Including Sunday
3	1 Hour Parking 8:30am - 7:00pm Including Sunday
4	1 Hour Parking 9:00am - 7:00pm Including Sunday
5	2 Hour Parking 8:00am - 7:00pm Including Sunday
6	2 Hour Parking 8:30am - 7:00pm Except Sunday
7	2 Hour Parking 8:30am - 7:00pm Including Sunday
8	2 Hour Parking 9:00am - 7:00pm Except Sunday
9	2 Hour Parking 9:00am - 7:00pm Including Sunday
10	Bus Stop No Standing
11	Night Regulation Midnight to 3:00am Monday & Thursday
12	Night Regulation No Parking Midnight to 3:00am Tuesday & Friday
13	No Parking 11:00am - 12:30pm Friday
14	No Parking 11:00am - 12:30pm Monday
15	No Parking 11:00am - 12:30pm Monday & Thursday
16	No Parking 11:00am - 12:30pm Thursday
17	No Parking 11:00am - 12:30pm Tuesday
18	No Parking 11:00am - 12:30pm Tuesday & Friday
19	No Parking 11:00am - 12:30pm Wednesday
20	No Parking 11:30am - 1:00pm Monday & Thursday
21	No Parking 11:30am - 1:00pm Tuesday & Friday
22	No Parking 12:00pm - 1:30pm Monday & Thursday
23	No Parking 12:00pm - 1:30pm Tuesday & Friday
24	No Parking 4:00pm - 7:00pm Except Sunday
25	No Parking 4:00pm - 7:00pm Monday & Friday
26	No Parking 4:00pm - 7:00pm Monday thru Friday
27	No Parking 7:00am - 10am Monday & Thursday
28	No Parking 7:00am - 10am Monday thru Friday
29	No Parking 7:00am - 10am Tuesday & Friday
30	No Parking 7:00am - 4:00pm School Days
31	No Parking 7:00am - 7:00pm Except Sunday

No.	Parking Regulation Descriptions
32	No Parking 7:00am - 7:00pm Monday thru Friday
33	No Parking 7:00am - 8:00am Monday & Friday
34	No Parking 7:00am - 8:00am Monday thru Friday
35	No Parking 7:30am - 8:00am Except Sunday
36	No Parking 7:30am - 8:00am Including Sunday
37	No Parking 7:30am - 8:00am Thursday
38	No Parking 7:30am - 8:00am Tuesday & Friday
39	No Parking 8:00am - 6:00pm Except Sunday
40	No Parking 8:00am - 6:00pm Monday thru Friday
41	No Parking 8:00am - 8:30am Except Sunday
42	No Parking 8:00am - 8:30am Including Sunday
43	No Parking 8:30am - 10:00am Friday
44	No Parking 8:30am - 10:00am Monday & Thursday
45	No Parking 8:30am - 10:00am Tuesday
46	No Parking 8:30am - 10:00am Tuesday & Friday
47	No Parking 8:30am - 10:00am Wednesday
48	No Parking 8:30am - 9:00am Except Sunday
49	No Parking 9:30am - 11:00am Friday
50	No Parking 9:30am - 11:00am Monday & Thursday
51	No Parking 9:30am - 11:00am Tuesday & Friday
52	No Parking 9:30am - 11:00am Wednesday
53	No Parking Anytime
54	No Standing 4:00pm - 7:00pm Except Sunday
55	No Standing 4:00pm - 7:00pm Monday thru Friday
56	No Standing 7:00am - 10:00am Monday thru Friday
57	No Standing 7:00am - 4:00pm School Days
58	No Standing 7:00am - 9:00am Except Sunday
59	No Standing Anytime
60	No Standing Anytime Taxi Standing
61	No Standing Except Authorized Vehicles
62	Snow Route No Standing During Emergency Vehicles Towed

Figure 6-3
No Parking Anytime/No Standing Anytime Regulations

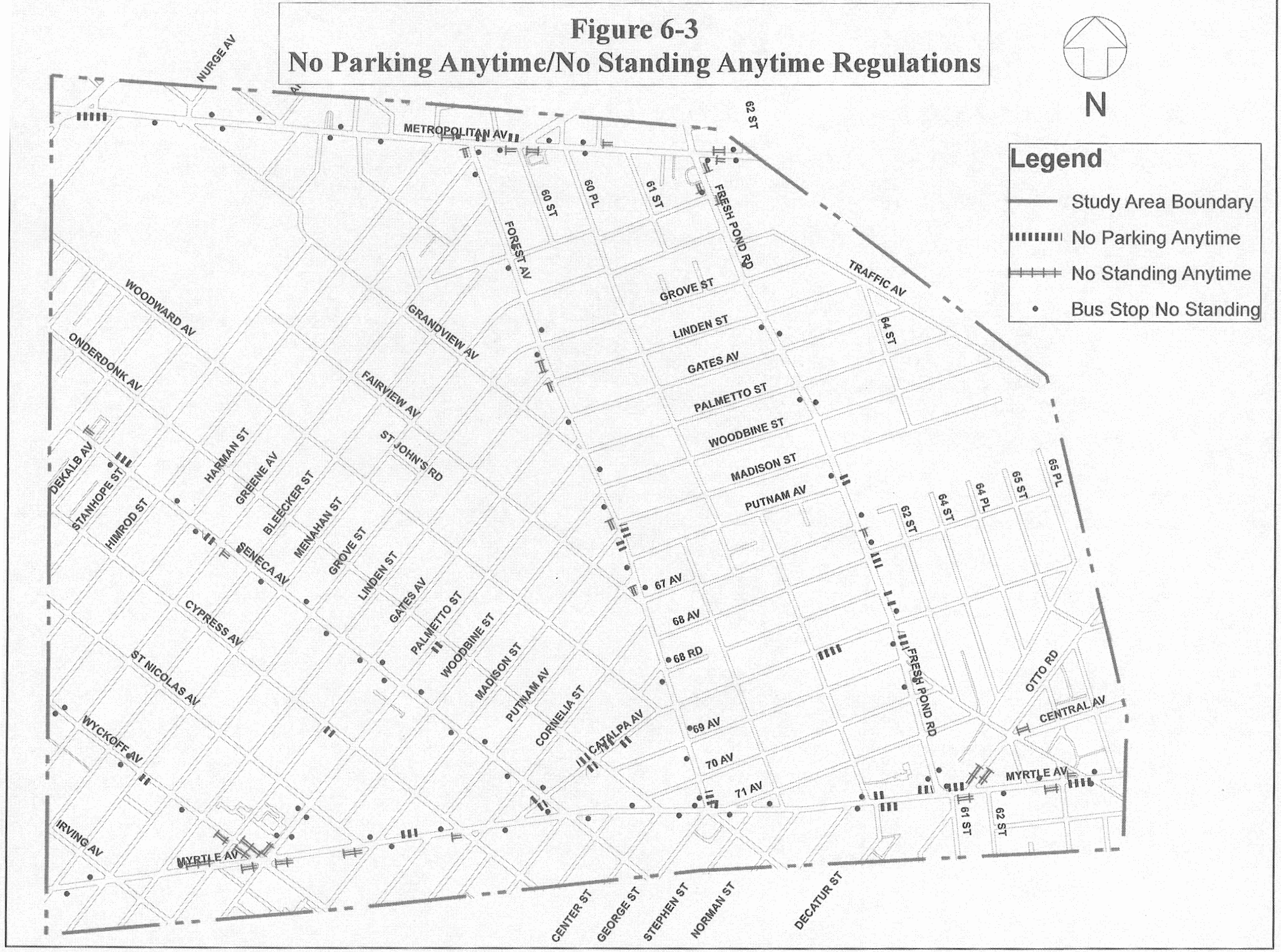


Figure 6-4
Metered Parking Locations