Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **September 9, 2015**

PROJECT: **East New York Rezoning Proposal EIS (PHA No. 1223C)**

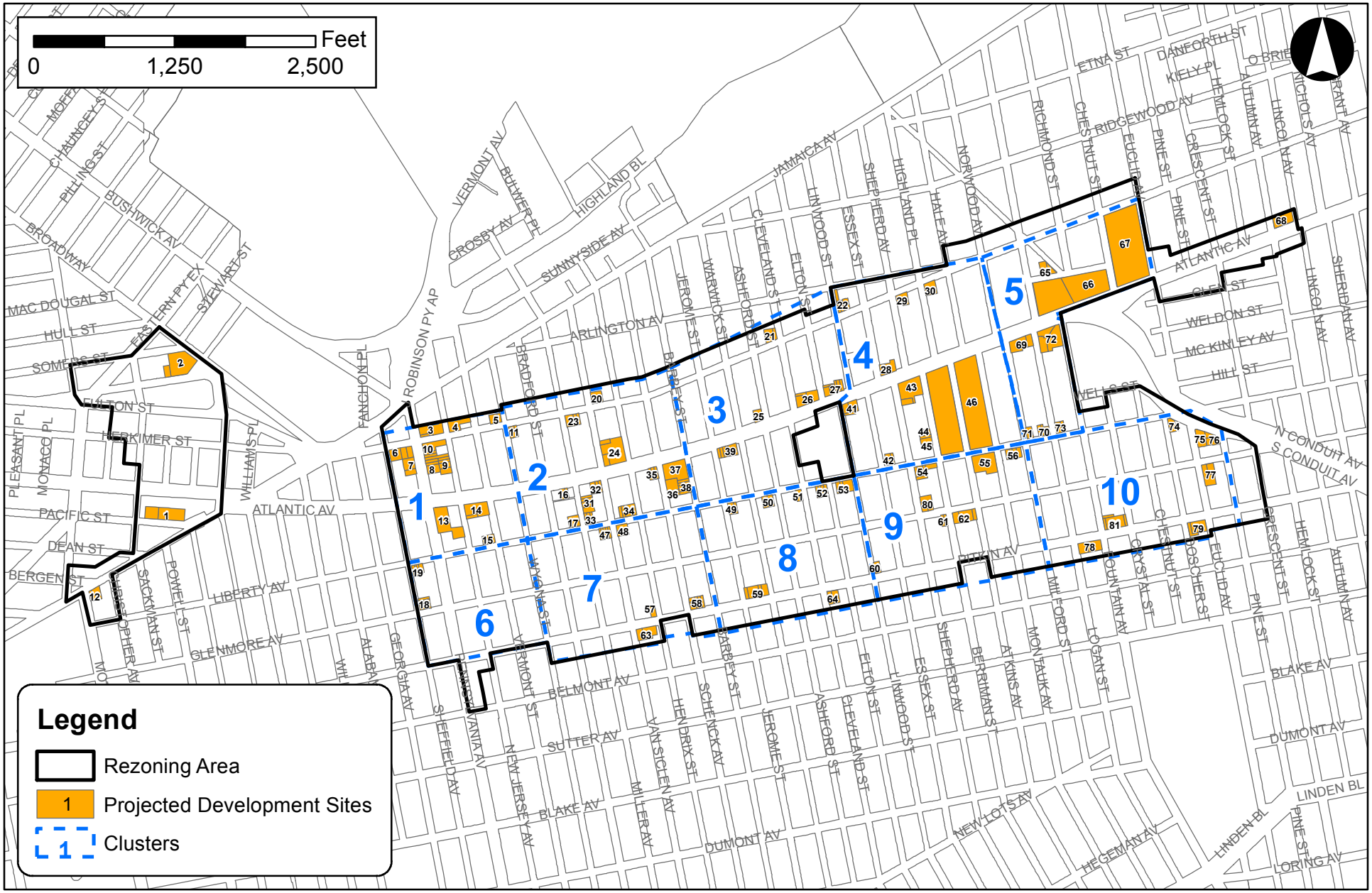
RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *East New York Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The Proposed Actions include zoning map amendments and zoning text amendments affecting approximately 190 blocks in eastern Brooklyn. The rezoning area includes portions of the East New York, Cypress Hills, and Ocean Hill neighborhoods in Community Districts 5 and 16, generally extending from Broadway and Fulton Street on the north, Euclid and Lincoln avenues and Crescent Street on the east, Pitkin and Belmont avenues on the south, and Eastern Parkway, Sackman Street, and Mother Gaston Boulevard on the west (see **Figure 1**).

The rezoning area is currently zoned with a mix of residential, commercial, and light manufacturing zoning districts. The proposed East New York Rezoning is intended to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local retail options, job opportunities, and attractive streets for residents, workers, and visitors. Opportunities for new housing, including affordable housing, along key corridors, particularly Atlantic Avenue, would provide more housing choices for current and future residents in this area. Along with zoning map changes, the Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing Program (IHP) to portions of the rezoning area where zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to the Zoning Resolution to establish a new residential district for moderate residential density along transit corridors and to establish an Enhanced Commercial



East New York Rezoning Proposal TPF Memo

Figure 1
RWCDS Projected Development Sites

District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street. Independent of the Proposed Actions, DCP has also proposed a series of zoning text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These text amendments are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning districts. Included in these actions is the elimination of off-street parking requirements for low-income housing or IHP units within areas that fall within a "Transit Zone" encompassing areas well served by transit and with low car ownership and auto commuting rates.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No-Action) and "future with the proposed actions" (With-Action) conditions is analyzed for an analysis year of 2030. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2030 analysis year), while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of the transportation analyses. **Table 1** shows the total anticipated No-Action and With-Action land uses on projected development sites in 2030 under the RWCDS.

Overall, the rezoning area encompasses approximately 190 blocks and includes a total of 80 projected development sites (see **Figure 1**). For travel demand forecasting and trip assignment purposes, the projected development sites were grouped into a total of ten "clusters." These clusters were defined based on the rezoning area roadway network characteristics and the likely travel routes of vehicle trips to and from the development sites. Four projected development sites were considered "outliers" and treated as unique sites as they are not located in proximity to any of the identified clusters. The location of each cluster is shown in **Figure 1**, and the projected development sites included in each cluster are listed in **Table 2**.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast travel demand for the RWCDS land uses are summarized in **Table 3** and discussed below.[1] The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2014 *City Environmental Quality Review [CEQR] Technical Manual*, factors developed for recent environmental reviews, 2009-2013 American Community Survey (ACS) journey-to-work data, data provided by the New York City departments of Transportation (DOT) and City Planning (DCP),

[1] The 3,055 gsf of No-Action garage floor area is accessory to other uses and is not expected to generate additional vehicle trips independent of these uses. It is therefore not reflected in the travel demand forecast as an independent use.

TABLE 1: 2030 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Market-Rate Residential	550 DU	3,415 DU	+ 2,865 DU
Affordable Residential	0 DU	3,447 DU	+ 3,447 DU
Total Residential	*566,224 sf (550 DU)*	*6,901,057 sf (6,862 DU)*	*+ 6,334,833 sf (6,312 DU)*
Commercial			
Local Retail	239,316 sf	893,952 sf	+ 654,636 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	64,550 sf	+ 58,900 sf
Auto-Related	128,365 sf	0 sf	- 128,365 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	115,895 sf
Warehouse	73,170 sf	0 sf	-73,170 sf
Garage	3,055 sf	0 sf	- 3,055 sf
Total Commercial	**653,099 sf**	***1,210,389 sf***	***+ 557,290 sf***
Other Uses			
Industrial	125,886 sf	98,851 sf	- 27,035 sf
Community Facility	156,972 sf[1]	614,842 sf[2]	+ 457,870 sf
Total Floor Area	***1,502,180 sf***	***8,825,138 sf***	***+ 7,322,958 sf***
Parking			
Parking Spaces	1,304	2,442	+ 1,138

Notes:

[1] Includes 69,720 sf of house of worship uses, 49,138 sf of medical office uses, 28,302 of day care center uses and 9,812 sf of community center uses.

[2] Includes 77,593 sf of house of worship uses, 141,119 sf of medical office uses, 163,000 sf of school uses and 233,130 sf of community center uses.

TABLE 2:
Transportation Analysis Development Clusters

Cluster	Projected Development Sites
1	3-10, 13-15
2	11, 16, 17, 20, 23, 24, 31-38
3	21, 25, 26, 27, 39
4	22, 28-30, 41-46
5	65-67, 69-73
6	18, 19
7	47, 48, 57, 58, 63
8	49-53, 59, 64
9	54-56, 60-62, 80
10	74-79, 81
Outlier Development Sites	
Site 1	
Site 2	
Site 12	
Site 68	

TABLE 3: Transportation Planning Factors

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH (Supermarket)		Pre-K (Student) (23)	
Size/Units:	654,636 gsf		115,895 gsf		2,865 DU		3,447 DU		-243 Rooms		-27,035 gsf		58,900 gsf		-118,365 gsf		-10,000 gsf		-73,170 gsf		30,000 gsf		263 Students	
Trip Generation:	(1)		(1)		(1)		(1)		(1)		(2)		(5)		(2)		(6)		(7)		(9,10)		(12)	
Weekday	205		18.0		8.075		8.075		9.4		14.7		173.0		19.42		2.63		4.87		205		2	
Saturday	240		3.9		9.600		9.600		9.4		2.2		139.0		19.42		2.63		1.68		271		0	
	per 1,000 sf		per 1,000 sf		per DU		per DU		per room		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Student	
Temporal Distribution:	(1)		(1)		(1)		(1)		(1)		(2)		(5)		(2)		(6)		(7,8)		(9,11)		(12)	
AM	3.0%		12.0%		10.0%		10.0%		8.0%		13.2%		1.0%		13.2%		12.0%		11.8%		3.0%		50.0%	
MD	19.0%		15.0%		5.0%		5.0%		14.0%		11.0%		13.7%		11.0%		12.0%		11.0%		12.0%		0.0%	
PM	10.0%		14.0%		11.0%		11.0%		13.0%		14.2%		7.7%		14.2%		9.0%		12.6%		10.0%		5.0%	
SatMD	10.0%		17.0%		8.0%		8.0%		9.0%		10.7%		11.6%		10.7%		12.0%		10.6%		12.0%		0.0%	
	(2)		(3)	(20)	(4)		(4)		(2)		(3)	(20)	(5)		(2)		(6)		(8)		(9)		(12)	
Modal Splits:	All Periods		AM/PM/SAT	MD	All Periods		All Periods		All Periods		AM/PM/SAT	MD	All Periods		All Periods		All Periods		All Periods		All Periods		AM/MD/SAT	PM
Auto	5.0%		45.3%	2.0%	30.7%		16.3%		30.1%		45.3%	2.0%	30.0%		85.0%		100.0%		51.0%		4.0%		15.0%	56.3%
Taxi	1.0%		0.4%	3.0%	0.9%		0.4%		12.3%		0.4%	3.0%	5.0%		5.0%		0.0%		2.0%		3.0%		0.0%	0.0%
Subway/Railroad	3.0%		26.9%	6.0%	54.3%		58.4%		18.8%		26.9%	6.0%	15.0%		1.0%		0.0%		28.0%		5.0%		3.3%	12.4%
Bus	6.0%		15.4%	6.0%	8.9%		17.9%		5.5%		15.4%	6.0%	15.0%		1.0%		0.0%		7.0%		5.0%		1.7%	6.4%
School Bus	0.0%		0.0%	0.0%	0.0%		0.0%		0.0%		0.0%	0.0%	0.0%		0.0%		0.0%		0.0%		0.0%		55.0%	0.0%
Walk/Other	85.0%		12.0%	83.0%	5.2%		7.1%		33.3%		12.0%	83.0%	35.0%		8.0%		0.0%		12.0%		83.0%		25.0%	25.0%
	100.0%		100.0%	100%	100.0%		100.0%		100.0%		100.0%	100%	100.0%		100.0%		100.0%		100.0%		100.0%		100.0%	100.0%
	(2)		(2)		(2)		(2)		(2)		(2)		(5)		(2)		(6)		(8)		(9,11)		(12)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	50%	50%	96.0%	4.0%	15.0%	85.0%	15.0%	85.0%	41%	59%	88%	12%	94%	6%	65%	35%	67%	33%	88%	12%	45%	55%	100%	0%
MD	50%	50%	39.0%	61.0%	50.0%	50.0%	50.0%	50.0%	68%	32%	50%	50%	65%	35%	50%	50%	50%	50%	50%	50%	46%	54%	0%	0%
PM	50%	50%	5.0%	95.0%	70.0%	30.0%	70.0%	30.0%	59%	41%	12%	88%	65%	35%	50%	50%	15%	85%	12%	88%	47%	53%	0%	100%
Sat MD	55%	45%	60.0%	40.0%	50.0%	50.0%	50.0%	50.0%	56%	44%	47%	53%	63%	37%	50%	50%	50%	50%	50%	50%	46%	54%	0%	0%
					(2,4,19)		(2,4,19)																	
Vehicle Occupancy:	(2)		(2,3)		AM/PM	MD/SMD	AM/PM	MD/SMD	(2)		(2)		(5)		(2)		(6)		(8)		(9,11)		(12)	
Auto	2.00		1.12		1.065	1.49	1.064	1.49	1.60		1.20		2.2		1.30		1.30		1.30		1.65		1.30	
Taxi	2.00		1.20		1.30	1.30	1.30	1.30	1.40		1.20		2.3		1.30		1.50		1.30		1.40		1.30	
School Bus																							35.00	
Truck Trip Generation:	(1)		(1)		(1)		(1)		(21)		(2)		(5)		(2)		(6)		(8)		(9,11)		(15)	
Weekday	0.35		0.32		0.06		0.06		0.06		0.67		3.60		0.89		0.15		0.67		0.35		0.03	
Saturday	0.04		0.01		0.02		0.02		0.01		0.67		3.60		0.89		0.15		0.67		0.04		0.03	
	per 1,000 sf		per 1,000 sf		per DU		per DU		per room		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Student	
	(1)		(1)		(1)		(1)		(21)		(2)		(5)		(2)		(6)		(8)		(9,11)		(15)	
AM	8.0%		10.0%		12.0%		12.0%		12.0%		14.0%		6.0%		14.0%		9.6%		14.0%		10.0%		9.6%	
MD	11.0%		11.0%		9.0%		9.0%		9.0%		9.0%		6.0%		9.0%		11.0%		9.0%		8.0%		11.0%	
PM	2.0%		2.0%		2.0%		2.0%		2.0%		1.0%		1.0%		1.0%		1.0%		1.0%		5.0%		1.0%	
Sat MD	11.0%		11.0%		9.0%		9.0%		9.0%		0.0%		0.0%		0.0%		11.0%		0.0%		10.0%		0.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM/MD/PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

TABLE 3: Transportation Planning Factors (continued)

Land Use:	Pre-K (Staff) (23)	Pre-K (Parent) (23) (13,14)	Day Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8	PS/IS School (Staff)	PS/IS School (Parents) (13,14)
Size/Units:	24 Staff	46 Parents	-28,302 gsf	223,318 gsf	7,873 gsf	91,981 gsf	463 Students	318 Students	101 Students	82 Staff	122 Parents
Trip Generation:	(12)	(12)	(15)	(1)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
Weekday	2	4	33	44.7	19.18	127	2	2	2	2	4
Saturday	0	0	2	26.1	21.83	127	0	0	0	0	0
	per Staff	per Student	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Student	per Student	per Staff	per Student
Temporal Distribution:	(12), (22)	(12)	(15)	(1)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
AM	50.0%	50.0%	16.0%	4.0%	7.9%	4.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MD	0.0%	0.0%	5.0%	9.0%	4.0%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PM	5.0%	5.0%	19.0%	5.0%	7.2%	12.0%	5.0%	5.0%	5.0%	50.0%	5.0%
SatMD	0.0%	0.0%	12.0%	9.0%	15.8%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	(12)	(12)	(18)	(16)	(18)	(17)	(12)	(12)	(12)	(12)	(12)
Modal Splits:	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	AM/MD/SAT PM	AM/MD/SAT PM	All Periods	All Periods	All Periods
Auto	42.0%	0.0%	5.0%	5.0%	5.0%	30%	15.0% 56.3%	15.0% 30.0%	15.0%	42.0%	0.0%
Taxi	0.0%	0.0%	1.0%	1.0%	1.0%	2%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%
Subway/Railroad	39.0%	0.0%	3.0%	3.0%	3.0%	33%	3.3% 12.4%	6.7% 13.4%	40.0%	39.0%	0.0%
Bus	19.0%	0.0%	6.0%	6.0%	6.0%	18%	1.7% 6.4%	3.3% 6.6%	20.0%	19.0%	0.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0%	55.0% 0.0%	25.0% 0.0%	0.0%	0.0%	0.0%
Walk/Other	0.0%	100.0%	85.0%	85.0%	85.0%	17%	25.0% 25.0%	50.0% 50.0%	25.0%	0.0%	100.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100%	100.0% 100.0%	100.0% 100.0%	100.0%	100.0%	100.0%
	(12)	(12)	(15)	(16)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
In/Out Splits:	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	100% 0%	50% 50%	53% 47%	61% 39%	54% 46%	89% 11%	100% 0%	100% 0%	100% 0%	100% 0%	50% 50%
MD	0% 0%	0% 0%	50% 50%	55% 45%	50% 50%	51% 49%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
PM	0% 100%	50% 50%	47% 53%	29% 71%	52% 48%	48% 52%	0% 100%	0% 100%	0% 100%	0% 100%	50% 50%
Sat MD	0% 0%	0% 0%	47% 53%	49% 51%	71% 29%	41% 59%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
						(17)					
Vehicle Occupancy:	(12)		(15)	(16)	(16)	Wkdy Sat	(12)	(12)	(12)	(12)	
Auto	1.20	N/A	1.65	1.65	1.65	1.50 2.60	1.30	1.30	1.30	1.20	N/A
Taxi	1.20	N/A	1.40	1.30	1.40	1.50 2.60	1.30	1.30	1.30	1.20	N/A
School Bus							35.00	35.00	35.00		
Truck Trip Generation:			(15)	(16)	(16)	(16)	(15)	(15)	(15)		
Weekday	N/A	N/A	0.07	0.29	0.29	0.29	0.03	0.03	0.03	N/A	N/A
Saturday	N/A	N/A	0.00	0.29	0.29	0.29	0.03	0.03	0.03	N/A	N/A
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Student	per Student		
			(15)	(16)	(16)	(16)	(15)	(15)	(15)		
AM	N/A	N/A	9.6%	9.6%	9.6%	3.0%	9.6%	9.6%	9.6%	N/A	N/A
MD	N/A	N/A	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	N/A	N/A
PM	N/A	N/A	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	N/A	N/A
Sat MD	N/A	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A	N/A
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM	N/A N/A	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	N/A N/A	N/A N/A

TABLE 3: Transportation Planning Factors (continued)

Notes:

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual* , 2014.
(2) Based on data from *Broadway Triangle FEIS* , 2009.
(3) Based on AASHTO CTPP Reverse Journey to Work 5-Year data for tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196 and 1198.
(4) Based on ACS-PUMA data 2008-2012 Journey to Work 5-Year data for PUMA 2007.
(5) Based on data from *Brooklyn Bridge Park Project FEIS* , 2005.
(6) Based on data from *West 57th Street Rezoning FEIS* , 2001.
(7) Based on data from *ITE Trip Generation Handbook, 9th Edition,* Land Use Code 150 (Warehousing); Person Trip Rate=ITE Trip Rate x 1.3/0.95.
(8) Based on data from *Greenpoint-Williamsburg Rezoning FSEIS* , 2005.
(9) Based on data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program* , 2009.
(10) Assumes a 32% increase in peak hour trips on Saturday; based on ratio between weekday and Saturday rates for supermarket use provided by the *CEQR Technical Manual* , 2014.
(11) Assumes for Saturday the same temporal distribution, modal split, directional split, and vehicle occupancy as the weekday midday.
(12) Based on data from Brownsville Ascend Charter School Assessment, 2011.
(13) Assumes a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.
(14) Assumes 205 students attend the Pre-K only school, 72 attend the PS/IS school, and a 5% absentee rate. Parents are assumed for students in grade 5 and lower.
(15) Based on data from *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS* , 2004.
(16) Based on data from *Jamaica Plan Rezoning FGEIS* , 2007.
(17) Based on data provided by NYCDOT.
(18) Community Center use modal splits applied to Day Care Center and House of Worship uses.
(19) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.
(20) Based on data provided by NYCDCP.
(21) Based on data from the 2006 *Atlantic Yards Arena and Redevelopment FEIS.*
(22) PM temporal distribution for staff is assumed to be the same as for the students.
(23) Includes students from the proposed Pre-K facilities on Site 24 and Site 66.

and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (typical peak periods for retail demand).

Retail

The trip generation rates and temporal distributions for local retail uses were based on data from the 2014 *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on data from the 2009 *Broadway Triangle FEIS.* Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual.* For the purposes of the travel demand forecast, and to reflect the large scale of the rezoning area, it was assumed that 70 percent of all local retail trips would be linked trips, consistent with the rate assumed in the 2007 *Jamaica Plan FEIS*. Factors for the FRESH supermarket use were derived from data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program* (2009). A 25 percent linked-trip credit was assumed for the FRESH supermarket use.

Non-Retail Commercial Uses

Non-retail commercial land uses on the projected development sites in the No-Action and/or With-Action condition include office, restaurant, hotel, and auto-related uses (auto repair and auto sales). As shown in **Table 3**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the 2014 *CEQR Technical Manual*, the 2009 *Broadway Triangle FEIS*, the 2005 *Brooklyn Bridge Park Project FEIS*, the 2001 *West 57th Street Rezoning FEIS,* data provided by DCP, and AASHTO CTPP reverse journey-to-work data for workers in census tracts in the study area (Brooklyn Census Tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196, and 1198). A 25 percent linked-trip credit was assumed for the restaurant use.

Community Facility

Table 4 shows the specific types of community facility uses that would be developed on each of the projected development sites under the RWCDS in the No-Action and With-Action conditions. These would include medical office, Pre-K school, PS/IS school, day care center, community center, and religious uses. As shown in **Table 3**, the factors used to forecast travel demand from these land uses were developed from a variety of sources, including the 2014 *CEQR Technical Manual*, the 2007 *Jamaica Plan Rezoning FGEIS,* the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS,* the 2011 *Brownsville Ascend Charter School Assessment*, survey data from P.S. 35 in Queens, and data provided by DOT.

TABLE 4:
Net Change in Community Facility Uses on Projected Development Sites Under the RWCDS

Site	Medical Office	Pre-K School	PS/IS School	Day Care Center	Community Center	House of Worship	Total
1						-24,967	-24,967
8	+1,788						+1,788
14	+22,118						+22,118
16	-23,138						-23,138
24		+30,000		-28,302		+30,000	+31,698
29					-9,812		-9,812
43	+35,440						+35,440
46					+21,981		+21,981
52						-1,600	-1,600
66			+133,000		+53,134		+186,134
67	+36,480				+141,455		+177,935
72	+19,294						+19,294
79						-2,520	-2,520
81					+16,560	+6,960	+23,520
Total	**+91,981**	**+30,000**	**+133,000**	**-28,302**	**+233,318**	**+7,873**	**+457,870**

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for light manufacturing uses were based on data from the 2009 *Broadway Triangle FEIS,* and the modal splits were based on AASHTO CTPP reverse journey-to-work data for workers in study area census tracts and on data provided by DCP. Truck trip generation rates and temporal distributions for light industrial uses were based on data from the 2009 *Broadway Triangle FEIS.* Travel demand factors for the warehouse uses were based on data from *ITE Trip Generation Handbook, 9th Edition,* and the 2005 *Greenpoint-Williamsburg Rezoning FSEIS.*

Residential

The residential travel demand forecasts were based on person trip and truck trip generation rates and temporal distributions cited in the 2014 *CEQR Technical Manual*. The directional in/out splits were based on data from the 2009 *Broadway Triangle FEIS.* As outlined in **Appendix A**, national, regional, and local data indicate a direct correlation between auto usage (e.g., auto mode share) and income (refer to Table 8 of the USDOT-FHA's 2009 *National Household Travel Survey* and Figure 18 of the DCP 2009 *Residential Parking Study*). As presented in **Table 1**, it is anticipated that a significant portion (3,447 dwelling units) of the With-Action residential development under the RWCDS would be rental units designated as affordable under the IHP, and are therefore expected to have modal split and vehicle occupancy patterns reflecting lower auto ownership rates. Weekday AM and PM peak hour modal splits and vehicle

occupancies for affordable residential uses were derived from 2008-2012 5-year American community Survey (ACS) journey-to-work data for PUMA[2] 4007 which encompasses a significant portion of the rezoning area. Weekday AM and PM modal splits and vehicle occupancy patterns for market-rate residential uses were similarly derived from ACS data and were assumed for the With-Action market-rate residential uses under the RWCDS. As none of the No-Action residential development would be designated affordable through the IHP under the RWCDS, the modal splits and vehicle occupancies for market-rate residential uses were also assumed for the projected residential development in the future without the Proposed Actions.

It should be noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. Both national data from USDOT-FHA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA) indicate that average vehicle occupancy rates for all auto trips are over 1.4 times the average vehicle occupancy rates for auto trips to and from work. (Refer to Table 16 of the USDOT-FHA's 2009 *National Household Travel Survey* and pages 20 and 21 of NYMTC/NJTPA 2000 *Regional Travel – Household Interview Survey* provided in **Appendix A**). As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

Although residential-based trips in the weekday midday and Saturday midday peak hours would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal splits based on the ACS journey-to-work data were conservatively assumed for all periods.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2030 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 3**. **Table 5** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No-Action condition) that would occur in 2030 with implementation of the Proposed Actions. As shown in **Table 5**, under the RWCDS, the

[2] Public Use Microdata Area.

TABLE 5: RWCDS Travel Demand Forecast

Land Use:		Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair	
Size/Units:		654,636 gsf		115,895 gsf		2,865 DUs		3,447 DUs		-243 Rooms		-27,035 gsf		58,900 gsf		-118,365 gsf	
Peak Hour Trips:																	
	AM	1,222		248		2,330		2,798		-186		-54		80		-314	
	MD	7,662		310		1,170		1,406		-324		-44		1,050		-264	
	PM	4,042		288		2,560		3,076		-298		-58		590		-336	
	Sat MD	4,722		74		2,214		2,662		-210		-8		714		-254	
Person Trips:																	
AM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	30	30	106	5	107	607	69	388	-23	-33	-20	-3	24	1	-178	-96
	Taxi	4	4	1	0	1	17	0	9	-9	-13	0	0	4	0	-11	-4
	Subway/Railroad	16	16	63	3	189	1,080	246	1,391	-15	-21	-12	-3	10	0	0	0
	Bus	39	39	37	2	31	177	76	424	-5	-6	-7	-2	10	0	0	0
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	522	522	30	1	19	102	28	167	-25	-36	-6	-1	30	1	-16	-9
	Total	611	611	237	11	347	1,983	419	2,379	-77	-109	-45	-9	78	2	-205	-109
MD		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	191	191	3	5	181	181	113	113	-66	-31	1	1	207	110	-113	-113
	Taxi	40	40	4	6	3	3	1	1	-28	-13	-1	-1	34	19	-8	-8
	Subway/Railroad	117	117	7	13	318	318	415	415	-41	-20	0	0	102	54	0	0
	Bus	231	231	7	13	53	53	126	126	-13	-6	-1	-1	102	54	0	0
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	3,252	3,252	97	155	30	30	48	48	-72	-34	-21	-21	240	128	-11	-11
	Total	3,831	3,831	118	192	585	585	703	703	-220	-104	-22	-22	685	365	-132	-132
PM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	102	102	7	123	551	235	351	149	-53	-38	-3	-23	115	62	-147	-147
	Taxi	21	21	0	1	14	5	8	2	-22	-15	0	0	19	11	-8	-8
	Subway/Railroad	62	62	5	73	977	419	1,258	540	-33	-23	-2	-14	58	31	0	0
	Bus	121	121	2	41	159	68	387	165	-10	-7	-1	-8	58	31	0	0
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	1,715	1,715	2	34	93	39	152	64	-57	-40	-1	-6	133	72	-13	-13
	Total	2,021	2,021	16	272	1,794	766	2,156	920	-175	-123	-7	-51	383	207	-168	-168
Sat MD		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto	128	105	18	14	339	339	216	216	-36	-28	-2	-2	135	79	-108	-108
	Taxi	26	21	0	0	9	9	3	3	-15	-11	0	0	23	13	-8	-8
	Subway/Railroad	79	63	11	8	604	604	781	781	-23	-17	-2	-2	69	39	0	0
	Bus	156	128	8	5	98	98	236	236	-7	-5	-1	-1	69	39	0	0
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Other	2,209	1,807	6	4	57	57	95	95	-37	-31	1	1	155	93	-11	-11
	Total	2,598	2,124	43	31	1,107	1,107	1,331	1,331	-118	-92	-4	-4	451	263	-127	-127
Vehicle Trips :																	
AM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto (Total)	18	18	94	5	102	571	67	365	-15	-21	-17	-4	11	0	-139	-74
	Taxi	4	4	1	0	1	16	0	8	-7	-9	0	0	1	0	-11	-4
	Taxi Balanced	8	8	1	1	17	17	8	8	-16	-16	0	0	1	1	-15	-15
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	8	8	2	2	10	10	11	11	0	0	-1	-1	7	7	-8	-8
	Total	34	34	97	8	129	598	86	384	-31	-37	-18	-5	19	8	-162	-97
MD		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto (Total)	100	100	3	5	122	122	76	76	-41	-20	1	1	94	50	-88	-88
	Taxi	24	24	4	5	3	3	1	1	-20	-9	-1	-1	15	9	-8	-8
	Taxi Balanced	48	48	9	9	6	6	2	2	-29	-29	-2	-2	24	24	-16	-16
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	13	13	2	2	8	8	9	9	0	0	-1	-1	7	7	-3	-3
	Total	161	161	14	16	136	136	87	87	-70	-49	-2	-2	125	81	-107	-107
PM		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto (Total)	55	55	7	109	518	224	330	140	-33	-23	-4	-19	52	28	-112	-112
	Taxi	14	14	0	1	13	5	7	2	-15	-10	0	0	9	5	-8	-8
	Taxi Balanced	28	28	1	1	18	18	9	9	-25	-25	0	0	14	14	-16	-16
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0
	Total	84	84	8	110	537	243	340	150	-58	-48	-4	-19	67	43	-128	-128
Sat MD		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	Auto (Total)	67	57	16	12	226	226	145	145	-23	-18	-2	-2	61	35	-83	-83
	Taxi	17	14	0	0	8	8	3	3	-10	-8	0	0	11	5	-8	-8
	Taxi Balanced	31	31	0	0	16	16	6	6	-18	-18	0	0	16	16	-16	-16
	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
	Total	98	88	16	12	243	243	153	153	-41	-36	-2	-2	77	51	-99	-99

TABLE 5: RWCDS Travel Demand Forecast (continued)

Land Use:	Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center	
Size/Units:	-10,000 gsf		-73,170 gsf		30,000 gsf		263 students		24 staff		46 parents		-28,302 gsf		223,318 gsf	
Peak Hour Trips:																
AM	-4		-46		142		264		24		92		-150		400	
MD	-4		-44		556		0		0		0		-48		902	
PM	-4		-50		462		28		4		12		-178		502	
Sat MD	-4		-18		732		0		0		0		-8		528	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-1	-22	-4	3	3	39	0	11	0	0	0	-4	-4	13	8
Taxi	0	0	0	0	2	3	0	0	0	0	0	0	-1	-1	2	1
Subway/Railroad	0	0	-11	-2	3	4	8	0	9	0	0	0	-2	-2	7	4
Bus	0	0	-2	0	3	4	4	0	4	0	0	0	-5	-4	15	10
School Bus	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-5	0	53	64	66	0	0	0	46	46	-67	-60	208	132
Total	-3	-1	-40	-6	64	78	264	0	24	0	46	46	-79	-71	245	155
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-12	-12	10	12	0	0	0	0	0	0	-1	-1	25	21
Taxi	0	0	0	0	8	9	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	0	0	-6	-6	13	15	0	0	0	0	0	0	-1	-1	15	13
Bus	0	0	-2	-2	13	15	0	0	0	0	0	0	-1	-1	30	24
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-2	-2	212	249	0	0	0	0	0	0	-21	-21	422	344
Total	-2	-2	-22	-22	256	300	0	0	0	0	0	0	-24	-24	496	406
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-3	-4	-24	9	10	0	16	0	2	0	0	-4	-5	7	17
Taxi	0	0	0	0	6	7	0	0	0	0	0	0	-1	-1	1	3
Subway/Railroad	0	0	-2	-12	11	12	0	3	0	2	0	0	-3	-3	4	11
Bus	0	0	0	-3	11	12	0	2	0	0	0	0	-5	-6	9	22
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	-5	180	204	0	7	0	0	6	6	-71	-79	123	305
Total	-1	-3	-6	-44	217	245	0	28	0	4	6	6	-84	-94	144	358
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-6	-6	13	16	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	10	12	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	0	0	-3	-3	17	20	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	17	20	0	0	0	0	0	0	0	0	15	16
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	279	328	0	0	0	0	0	0	-4	-4	221	229
Total	-2	-2	-9	-9	336	396	0	0	0	0	0	0	-4	-4	259	269
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-1	-17	-4	2	2	30	30	10	0	0	0	-2	-2	9	5
Taxi	0	0	0	0	2	2	0	0	0	0	0	0	-1	-1	2	1
Taxi Balanced	0	0	0	0	4	4	0	0	0	0	0	0	-2	-2	3	3
School Bus	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
Truck	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	3	3
Total	-2	-1	-20	-7	6	6	36	36	10	0	0	0	-4	-4	15	11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	-10	-10	6	7	0	0	0	0	0	0	-1	-1	15	13
Taxi	0	0	0	0	6	6	0	0	0	0	0	0	0	0	3	3
Taxi Balanced	0	0	0	0	12	12	0	0	0	0	0	0	0	0	6	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	3	3
Total	-2	-2	-12	-12	18	19	0	0	0	0	0	0	-1	-1	24	22
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-2	-4	-19	6	6	12	12	0	2	0	0	-2	-3	5	11
Taxi	0	0	0	0	4	5	0	0	0	0	0	0	-1	-1	1	2
Taxi Balanced	0	0	0	0	9	9	0	0	0	0	0	0	-2	-2	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-2	-4	-19	15	15	12	12	0	2	0	0	-4	-5	8	14
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	-6	-6	7	10	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	7	9	0	0	0	0	0	0	0	0	2	2
Taxi Balanced	0	0	0	0	16	16	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	-6	-6	23	26	0	0	0	0	0	0	0	0	13	13

TABLE 5: RWCDS Travel Demand Forecast (continued)

Land Use:	House of Worship		Medical Office		PS/IS School Grades K-4 (Student)		PS/IS School Grades 5-7 (Student)		PS/IS School Grade 8 (Student)		PS/IS School (Staff)		PS/IS School (Parent)		Total	
Size/Units:	7,873 gsf		91,981 gsf		463 students		318 students		101 students		82 staff		122 parents			
Peak Hour Trips:																
AM	12		470		464		318		102		82		244		8,538	
MD	6		1,286		0		0		0		0		0		13,620	
PM	10		1,404		48		32		12		82		26		12,254	
Sat MD	26		1,286		0		0		0		0		0		12,456	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	126	15	70	0	48	0	15	0	34	0	0	0	445	916
Taxi	0	0	8	1	0	0	0	0	0	0	0	0	0	0	1	17
Subway/Railroad	0	0	139	17	15	0	21	0	41	0	32	0	0	0	759	2,487
Bus	0	0	75	10	8	0	10	0	20	0	16	0	0	0	329	654
School Bus	0	0	0	0	255	0	80	0	0	0	0	0	0	0	482	0
Walk/Other	8	4	71	8	116	0	159	0	26	0	0	0	122	122	1,385	1,063
Total	8	4	419	51	464	0	318	0	102	0	82	0	122	122	3,401	5,137
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	195	189	0	0	0	0	0	0	0	0	0	0	732	664
Taxi	0	0	13	13	0	0	0	0	0	0	0	0	0	0	70	73
Subway/Railroad	0	0	216	208	0	0	0	0	0	0	0	0	0	0	1,155	1,126
Bus	0	0	119	113	0	0	0	0	0	0	0	0	0	0	664	619
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	3	112	108	0	0	0	0	0	0	0	0	0	0	4,289	4,228
Total	3	3	655	631	0	0	0	0	0	0	0	0	0	0	6,910	6,710
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	202	219	0	27	0	10	0	2	0	34	0	0	1,132	768
Taxi	0	0	14	15	0	0	0	0	0	0	0	0	0	0	52	41
Subway/Railroad	0	0	223	240	0	6	0	4	0	5	0	32	0	0	2,558	1,388
Bus	0	0	121	132	0	3	0	2	0	2	0	16	0	0	852	593
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	7	3	114	124	0	12	0	16	0	3	0	0	13	13	2,396	2,474
Total	7	3	674	730	0	48	0	32	0	12	0	82	13	13	6,990	5,264
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	158	227	0	0	0	0	0	0	0	0	0	0	868	865
Taxi	0	0	10	15	0	0	0	0	0	0	0	0	0	0	60	56
Subway/Railroad	0	0	174	250	0	0	0	0	0	0	0	0	0	0	1,715	1,751
Bus	1	0	96	137	0	0	0	0	0	0	0	0	0	0	688	673
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	16	6	89	130	0	0	0	0	0	0	0	0	0	0	3,076	2,704
Total	19	7	527	759	0	0	0	0	0	0	0	0	0	0	6,407	6,049
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	85	10	54	54	37	37	12	12	23	0	0	0	362	1,003
Taxi	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-3	18
Taxi Balanced	0	0	6	6	0	0	0	0	0	0	0	0	0	0	15	15
School Bus	0	0	0	0	8	8	3	3	0	0	0	0	0	0	17	17
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30	30
Total	0	0	91	16	63	63	40	40	12	12	23	0	0	0	424	1,065
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	131	127	0	0	0	0	0	0	0	0	0	0	406	380
Taxi	0	0	8	8	0	0	0	0	0	0	0	0	0	0	35	41
Taxi Balanced	0	0	16	16	0	0	0	0	0	0	0	0	0	0	76	76
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	2	2	1	1	1	1	0	0	0	0	0	0	40	40
Total	0	0	149	145	1	1	1	1	0	0	0	0	0	0	522	496
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	134	146	21	21	8	8	2	2	0	23	0	0	994	609
Taxi	0	0	9	10	0	0	0	0	0	0	0	0	0	0	33	25
Taxi Balanced	0	0	19	19	0	0	0	0	0	0	0	0	0	0	58	58
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	153	165	21	21	8	8	2	2	0	23	0	0	1,056	671
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	0	61	87	0	0	0	0	0	0	0	0	0	0	477	470
Taxi	0	0	4	5	0	0	0	0	0	0	0	0	0	0	34	30
Taxi Balanced	0	0	9	9	0	0	0	0	0	0	0	0	0	0	64	64
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	1	0	70	96	0	0	0	0	0	0	0	0	0	0	544	537

70% linked-trip credit applied to local retail use.
25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.
Pre-K and PS/IS student absentee rate assumed to be 5%

Proposed Actions would generate a net increase of approximately 8,538 person trips in the weekday AM peak hour, 13,620 in the weekday midday, 12,254 in the weekday PM peak hour, and 12,456 in the Saturday midday peak hour. Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 1,489, 1,018, 1,727, and 1,081 (in and out combined) in the weekday AM, midday, and PM, and Saturday midday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 3,246, 2,281, 3,946 and 3,466 during these periods, respectively, while bus trips would increase by approximately 983, 1,283, 1,445 and 1,361, respectively. Lastly, walk-only trips would increase by 2,448, 8,817, 4,870 and 5,780 trips during the weekday AM, midday, and PM, and Saturday midday peak hours, respectively.

The Proposed Actions are not expected to generate substantial numbers of trips by the Long Island Rail Road (LIRR). As the LIRR's East New York station is located more than ½-mile from the majority of projected development sites (and therefore not within a convenient walking distance), any commuter rail trips generated by the Proposed Actions would likely start or end on another mode of transit (i.e., subway and bus) and are assumed to be reflected in the forecast for these modes.

Table 6 shows the net incremental change in peak hour vehicle trips (auto, taxi, and truck) that would be generated by each development cluster and outlier site during the weekday AM, midday and PM and Saturday midday peak hours.[3] As shown in **Table 6**, clusters 4 and 5 would generate the greatest number of new vehicle trips in all peak hours. Cluster 4 would account for approximately ten to 20 percent of the total vehicle trips generated by the Proposed Actions, and Cluster 5 would account for approximately 50 to 57 percent. Under the RWCDS, development of Cluster 2 and sites 12 and 68 would result in net decreases in vehicle trips during one or more peak hours due to anticipated changes in land uses (e.g., from auto-related and warehouse uses to residential and retail uses).

ANALYSIS PERIODS

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 vehicle trip ends in a peak hour. As shown in **Table 5**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods are therefore included in the quantified analysis of traffic conditions. Based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data, the weekday 7:30-8:30 AM, 1-2 PM and 5-6 PM peak hours were selected for analysis along with the Saturday 1-2 PM midday peak hour.

[3] Detailed demand forecasts for each of the projected development site clusters and the four outlier sites are provided in Tables 1 through 14 in **Appendix B**.

TABLE 6: RWCDS Net Incremental Vehicle Trips by Cluster

Cluster/Site	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
1	107	126	181	125
2	189	-16	116	45
3	56	6	63	37
4	148	203	266	186
5	852	581	901	538
6	9	6	10	7
7	29	12	31	21
8	17	28	32	25
9	27	14	30	19
10	51	50	69	61
Site 1	22	8	28	12
Site 2	8	8	12	17
Site 12	-13	-4	-11	-10
Site 68	-7	-4	-1	-2
Total	**1,489**	**1,018**	**1,727**	**1,081**

Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Based on existing pedestrian volumes at area subway stations, the peak hours selected for the analysis of subway station conditions are 7:15-8:15 AM and 5-6 PM.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 5**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday midday peak hours for retail demand. Based on existing peak pedestrian volumes along major corridors in the study area, the peak hours selected for analysis include the weekday 7:30-8:30 AM, 1-2 PM and 5-6 PM periods. As project increment pedestrian trips during the Saturday midday would generally have assignment patterns similar to those of the weekday midday but with lower overall volumes, significant adverse pedestrian impacts over and above those identified for the weekday midday are considered unlikely. The Saturday midday peak hour is therefore not analyzed for pedestrians.

TRAFFIC STUDY AREA

Rezoning Area Street Network

Primary East-West Corridors

As shown in **Figure 1**, the rezoning area street network is an irregular grid system. The primary streets providing access to the rezoning area include Atlantic, East New York, Jamaica, Pennsylvania and Pitkin avenues, North Conduit Boulevard, South Conduit Boulevard, Broadway, Eastern Parkway Extension, Fulton Street and the Jackie Robinson Parkway. **Atlantic Avenue**, the primary arterial within the rezoning area, runs east-west connecting downtown Brooklyn to the west with Jamaica, Queens and JFK International Airport (via Conduit Boulevard) to the east. Within most of the rezoning area, Atlantic Avenue has a width of 120 feet and operates with three moving lanes and a curbside lane in each direction. It is also a designated through truck route. The north and south grid street approaches to Atlantic Avenue align to the west of Warwick Street but do not align to the east of Warwick Street. The presence of a raised center median limits north-south through movements across Atlantic Avenue.

Paralleling Atlantic Avenue three blocks to the south is **Pitkin Avenue**, an 80-foot-wide two-way street that typically operates with one moving lane plus a curbside lane in each direction. Paralleling Atlantic Avenue one block to the north is **Fulton Street**, a 70-foot-wide east-west street that operates one-way eastbound within the rezoning area. Subway trains on New York City Transit's (NYCT's) Jamaica Line operate on an elevated structure above the roadway to the east of Alabama Avenue. To the north of Fulton Street is **Jamaica Avenue**, an approximately 40-foot-wide two-way arterial that operates in a northeasterly direction from an intersection with East New York Avenue, Fulton Street and Broadway to the city-line at Bellerose, Queens where it becomes Jericho Turnpike. **Broadway** is an approximately 40-foot-wide street that continues in a northwesterly direction from Jamaica Avenue to Williamsburg, Brooklyn. Broadway operates one-way westbound from Fulton Street to Truxton Street/Van Sinderen Avenue and two-way from that point west. The elevated structure of NYCT's Jamaica subway line is located along the length of Broadway from the Williamsburg Bridge to Jamaica Avenue.

Approaching the study area from the southwest is **East New York Avenue** which runs from Jamaica Avenue to the Prospect-Lefferts Gardens neighborhood. In proximity to the rezoning area it varies in width from 30 feet to 95 feet, and typically operates two-way except for a two-block segment between Sackman Street and Pacific/Junius streets which operates one-way eastbound. East New York Avenue crosses beneath Atlantic Avenue in an underpass from Pacific/Junius streets to Williams Avenue and Fulton Street. The **Eastern Parkway Extension**, which also approaches the study area from the southwest, runs from Bushwick Avenue at the west end of the rezoning area to Grand Army Plaza. It is a two-way, 70-foot-wide roadway with a raised center median separating the eastbound and westbound travelways.

At the eastern end of the rezoning area are westbound **North Conduit Boulevard** and eastbound **South Conduit Boulevard** (North Conduit Avenue and South Conduit Avenue in Queens) which are separated by a wide planted median and connect Atlantic Avenue with the Belt Parkway. Liberty and Glenmore

avenues are two additional east-west streets that parallel Atlantic Avenue on the south and provide primarily local access in the vicinity of the rezoning area. **Liberty Avenue** is a 35-foot-wide two-way street, while **Glenmore Avenue** is 30 feet in width and operates one-way westbound.

Primary North-South Corridors

As shown in **Figure 1**, **Pennsylvania Avenue** is the primary north-south corridor in the vicinity of the rezoning area. It is a 60-foot wide heavily trafficked two-way thoroughfare and a designated local truck route, and connects the Jackie Robinson Parkway to the north with Linden Boulevard and the Belt (Shore) Parkway to the south. The **Jackie Robinson Parkway** extends approximately five miles from Jamaica and Pennsylvania avenues to the Kew Gardens Interchange in Kew Gardens, Queens, where it meets the Grand Central Parkway and the Van Wyck Expressway (I-678). In addition to the terminus at Jamaica/Pennsylvania avenues, other interchanges in proximity to the study area include Exit 2 at Vermont Place and Exit 3 at Cypress Hills Street. Other north-south corridors in the vicinity of the rezoning area are typically narrow, one-directional streets.

Other Transportation Infrastructure

The western portion of the rezoning area is characterized by an irregular and complex street pattern and a substantial amount of railroad and rail transit infrastructure. Many of the primary streets serving the rezoning area intersect at this location (known as Broadway Junction), including Atlantic, Jamaica and East New York avenues, Fulton Street, Broadway, and the Jackie Robinson Parkway. The Atlantic Avenue mainline runs above grade on a viaduct for ten blocks from the Eastern Parkway Extension to Georgia Avenue, and East New York Avenue crosses beneath this viaduct in an underpass from Pacific/Junius streets to Williams Avenue and Fulton Street. Between these two roadway structures is the Long Island Rail Road's East New York station served by trains operating to and from Atlantic Terminal in Downtown Brooklyn. NYC Transit's Atlantic Avenue subway station on the Canarsie Line is located on an elevated structure located directly above this roadway/rail crossing. Lastly, beneath these multiple layers of transportation infrastructure lies a tunnel for the LIRR's freight-only Bay Ridge Branch which is currently operated by the New York and Atlantic Railway. A portal for this tunnel is located just west of the intersection of East New York and Van Sinderen avenues.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the rezoning area are based on the locations of each projected development site cluster and outlier and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site under the RWCDS (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips used for the assignments are based upon 2009-2013 ACS journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations are based on population density in proximity to the rezoning area. **Table 7** shows the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various

TABLE 7: Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn								Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate/ Connecticut
	E	SE	S	SW	W	NW	N	NE						
Non-Retail Commercial[1]	0.0%	0.0%	13.2%	17.6%	4.0%	4.3%	1.0%	0.6%	1.1%	3.0%	31.3%	13.4%	10.3%	0.2%
Residential/Hotel	1.5%	0.7%	15.3%	8.8%	14.1%	7.0%	2.5%	2.4%	10.7%	1.8%	24.1%	9.7%	1.0%	0.4%
Local Retail/Community Uses[2]	----	30.0%	----	31.0%	----	13.0%	----	26.0%	----	----	----	----	----	----

Notes:
[1] Includes office, light industrial, and warehouse uses.
[2] Includes local retail, restaurant, auto repair/dealership, supermarket, Pre-K, day-care, community center, house of worship and medical office uses.

portals on the periphery of the rezoning area and from there via the most direct route to trip nodes located within each cluster or in proximity to an outlier development site. Truck trips en route to and from each cluster/outlier site were assigned to designated through and local truck routes and then to the most direct paths to and from trip nodes. The majority of truck trips were assigned to the through truck route along Atlantic Avenue as this corridor connects the rezoning area to both the Brooklyn-Queens expressway (I-278) to the west and the Van Wyck Expressway (I-678) to the east. Other truck routes in proximity to the rezoning area to which trips were assigned include Broadway, Pennsylvania Avenue, North Conduit Boulevard and South Conduit Boulevard.

As discussed above, projected development associated with the Proposed Actions would result in a net incremental increase of 1,489 vehicle trips during the weekday AM peak hour, 1,018 during the midday peak hour, 1,727 during the PM peak hour and 1,081 during the Saturday midday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). This preliminary assignment focused on the weekday AM and PM peak hours as they are the periods of highest overall demand. In consultation with DCP and DOT, representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration**. Figure 2** shows the locations of the 74 intersections (58 signalized and 16 unsignalized) that were selected for detailed analysis. Of these, 60 are located in proximity to projected development sites and are included within a primary study area, and 14 more distant intersections located along key access corridors are included within a secondary study extending up to ½-mile from the primary study area. (Given the density of the street grid, traffic is expected to become less concentrated—and therefore less likely to result in significant traffic impacts—with increasing distance from the rezoning area.) As the rezoning area extends for over two miles in an east-west direction, the traffic study area includes many intersections along the primary east-west corridors providing access to projected development sites such as Fulton Street (10 intersections), Atlantic Avenue (18 intersections), Liberty Avenue (17 intersections) and Pitkin Avenue (11 intersections). There are a total of seven analyzed intersections along Pennsylvania Avenue, the primary north-south corridor serving the rezoning area.

Figures 3 through 6 show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at analyzed intersections within the primary and secondary traffic study areas.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual,* detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed



East New York Rezoning Proposal TPF Memo

Figure 2
Traffic Study Area and Analyzed Intersections

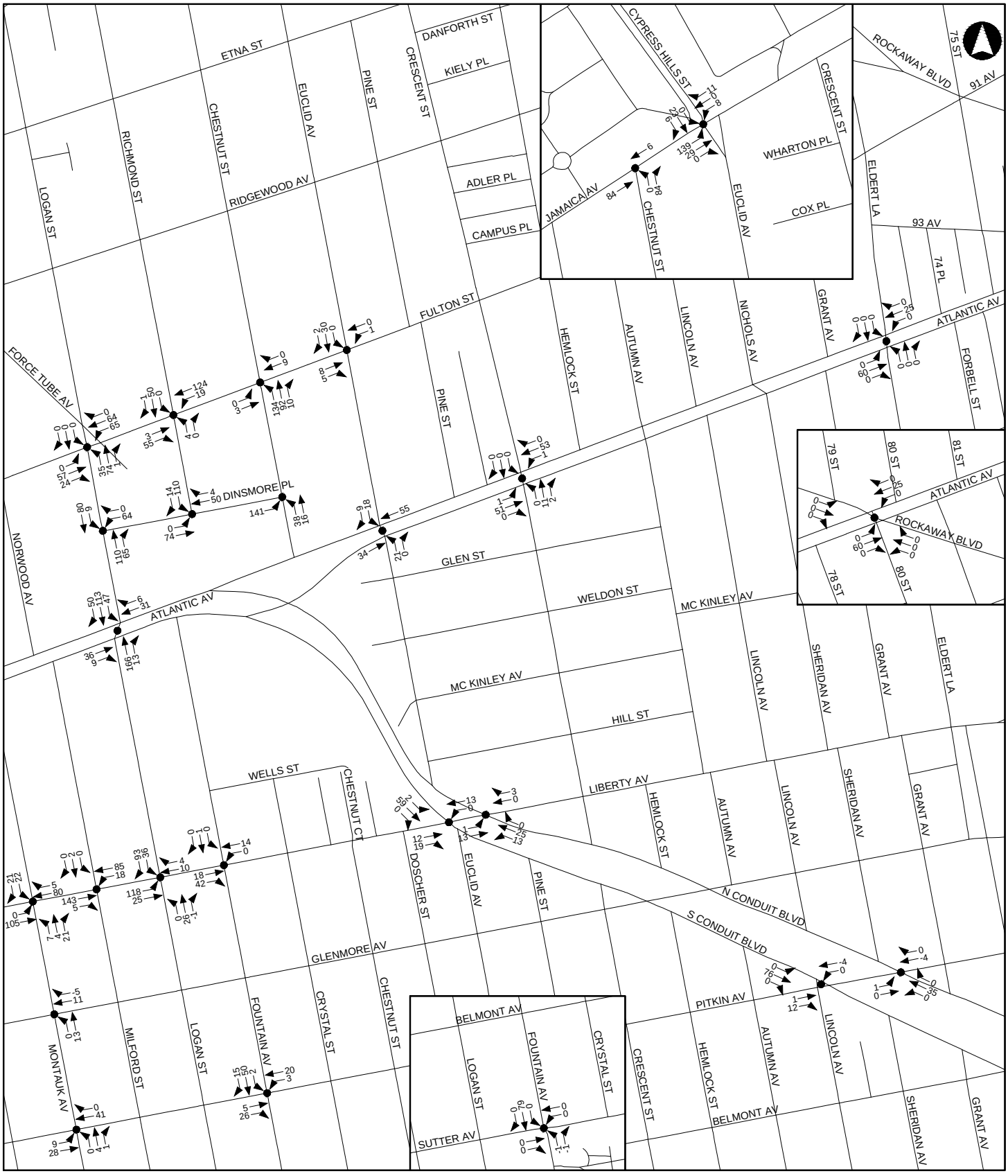
AM Peak Hour Project Increment Traffic Volumes



AM Peak Hour Project Increment Traffic Volumes



AM Peak Hour Project Increment Traffic Volumes



Midday Peak Hour Project Increment Traffic Volumes



Midday Peak Hour Project Increment Traffic Volumes



Midday Peak Hour Project Increment Traffic Volumes



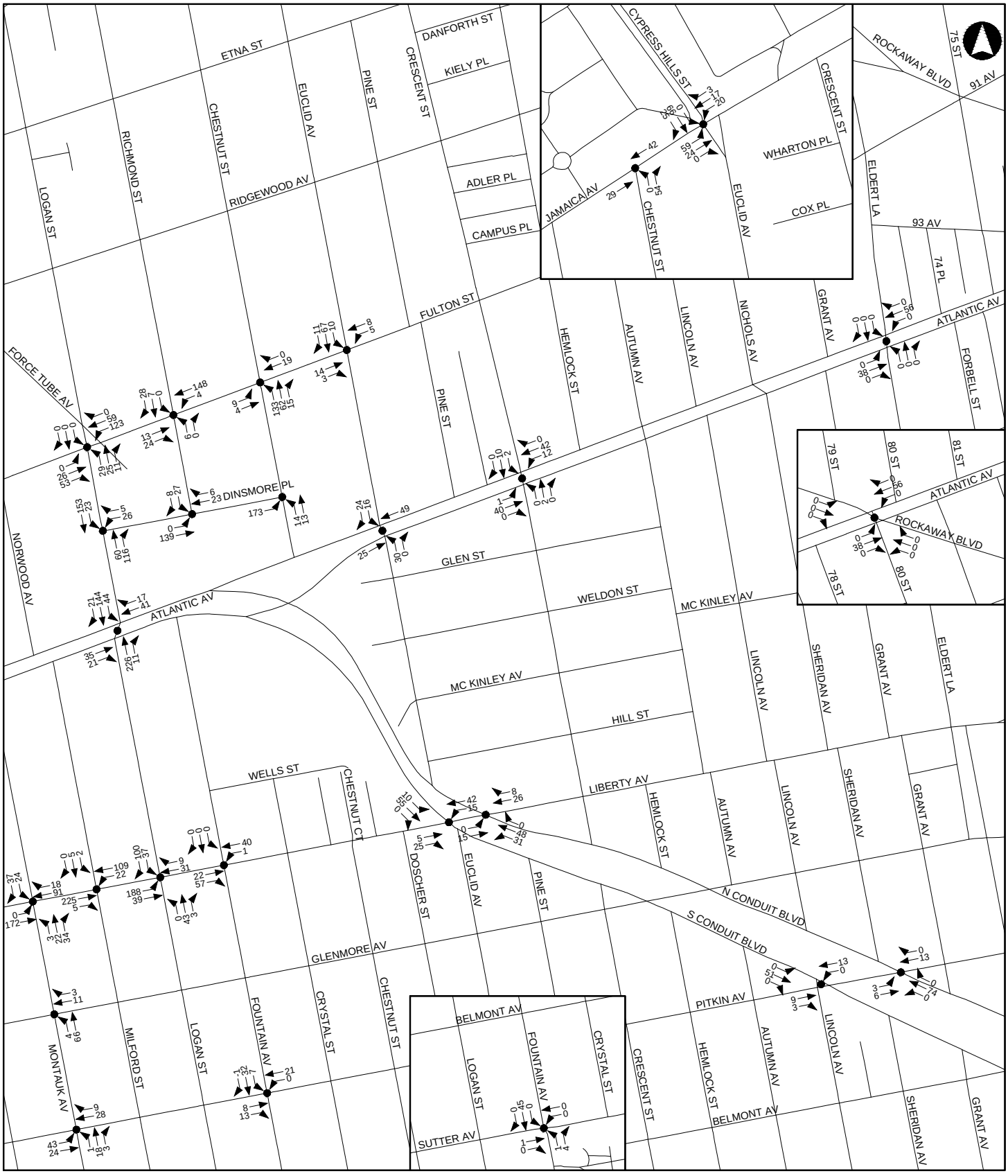
PM Peak Hour Project Increment Traffic Volumes



PM Peak Hour Project Increment Traffic Volumes



PM Peak Hour Project Increment Traffic Volumes



Saturday Midday Peak Hour Project Increment Traffic Volumes



Saturday Midday Peak Hour Project Increment Traffic Volumes



Saturday Midday Peak Hour Project Increment Traffic Volumes



action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway Analysis

Subway Stations

There are a total of thirteen NYCT subway stations within, or in close proximity to, the rezoning area. These stations are presented in **Figure 7** and **Table 8**, along with the subway routes serving each facility. As shown in **Figure 7**, J and Z subway trains operating on the Jamaica Line serve six elevated stations above Broadway and Fulton Street in proximity to the northern portion of the rezoning area, including Broadway Junction, Alabama Avenue, Van Siclen Avenue, Cleveland Street, Norwood Avenue and Crescent Street. The below-ground Broadway Junction, Liberty Avenue, Van Siclen Avenue, Shepherd Avenue and Euclid Avenue stations on the Fulton Street Line are served by A and/or C trains and are generally located in proximity to the western and southern portions of the rezoning area beneath Fulton Street, Pennsylvania Avenue, and Pitkin Avenue. Lastly, L trains operating on the Canarsie Line serve two elevated stations above Van Sinderen Avenue at the western end of the rezoning area – Broadway Junction and Atlantic Avenue. As the Broadway Junction stations on the three subway lines serving the rezoning area are interconnected, they will be considered as a single station complex.

TABLE 8: RWCDS Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project-Generated Trips:	3,401	5,137	8,538	6,990	5,264	12,254
Peak Hour Project-Generated Subway Trips:	759	2,487	3,246	2,558	1,388	3,946
Subway Station Summary						
Broadway Junction (A/C/L/J/Z)	8	57	65	58	24	82
Alabama Avenue (J/Z)	37	108	145	131	77	208
Van Siclen Avenue (J/Z)	33	136	169	102	51	153
Cleveland Street (J)	40	188	228	180	90	270
Norwood Avenue (J/Z)	241	418	659	462	310	772
Crescent Street (J/Z)	140	448	588	490	278	768
Atlantic Avenue (L)	11	70	81	61	27	88
Liberty Avenue (C)	37	134	171	153	81	234
Van Siclen Avenue (C)	53	256	309	212	95	307
Shepherd Avenue (C)	102	395	497	425	226	651
Euclid Avenue (A/C)	57	277	334	284	129	413
Total	**759**	**2,487**	**3,246**	**2,558**	**1,388**	**3,946**

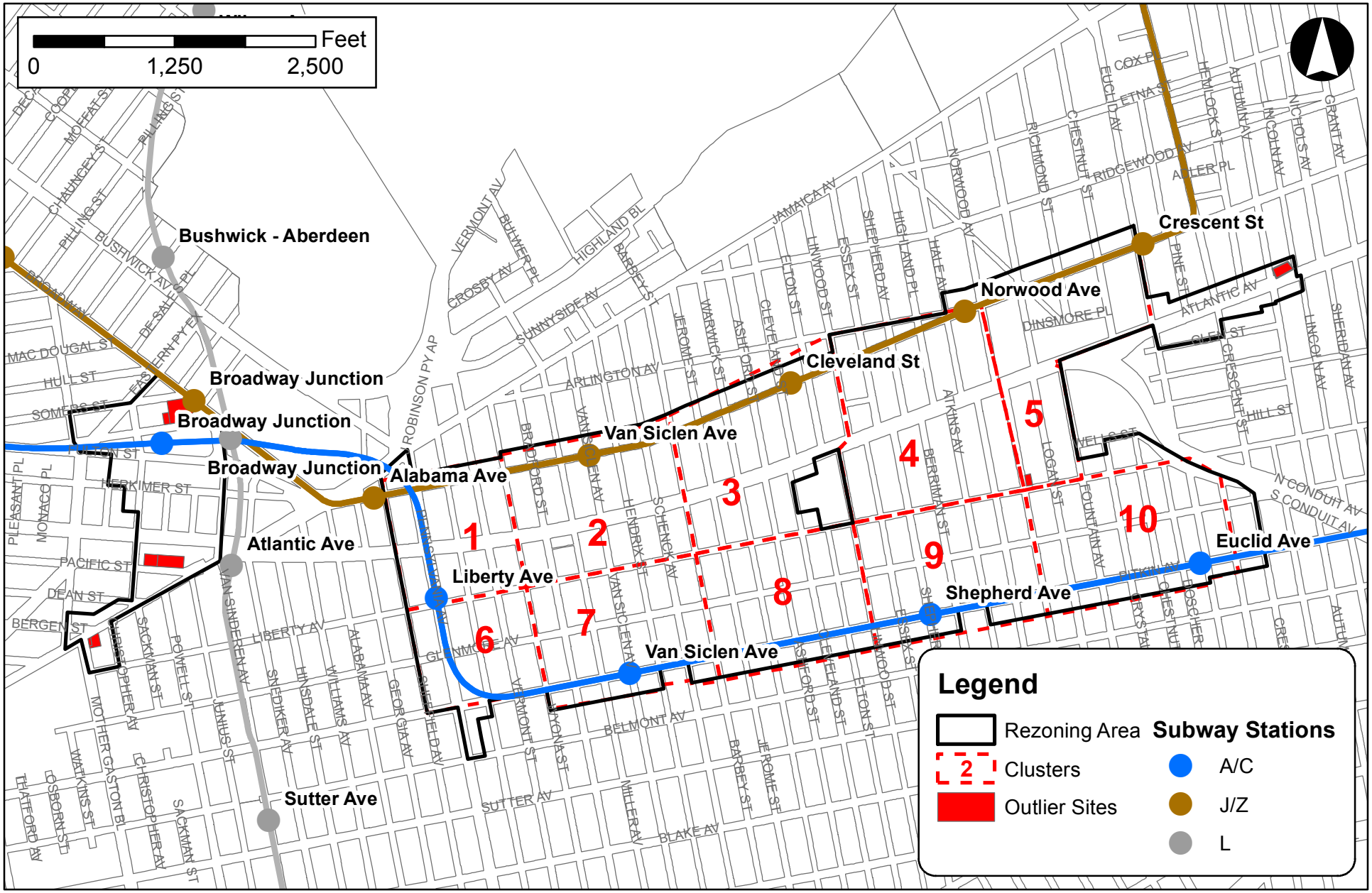


Figure 7
Rezoning Area Subway Stations

Subway Assignment and Analyzed Stations

As shown in **Table 5**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 3,246 and 3,946 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each development cluster or outlier site were assigned to the individual stations serving the rezoning area based on proximity to projected development sites and distribution data provided by NYCT. **Table 8** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the rezoning area. As shown in **Table 8**, the highest number of peak hour subway trips are expected to occur at the Norwood Avenue (J/Z) station on the Jamaica Line which would experience approximately 659 incremental trips (in + out combined) in the AM peak hour and 772 in the PM peak hour. The highest number of trips on the Fulton Street Line would occur at the Shepherd Avenue (C) station which would experience an estimated 497 incremental trips in the AM peak hour and 651 in the PM.

The analysis of subway station conditions focuses on a total of eight subway stations at which incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 8**, these subway stations include:

- Alabama Avenue (J/Z)
- Cleveland Street (J)
- Norwood Avenue (J/Z)
- Crescent Street (J/Z)
- Liberty Avenue (C)
- Van Siclen Avenue (C)
- Shepherd Avenue (C)
- Euclid Avenue (A/C)

For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions are analyzed.

Subway Line Haul

As discussed above, the rezoning area is served by a total of five NYCT subway routes, including the A, C, J, L, and Z lines. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions is included in the EIS. The analysis uses existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

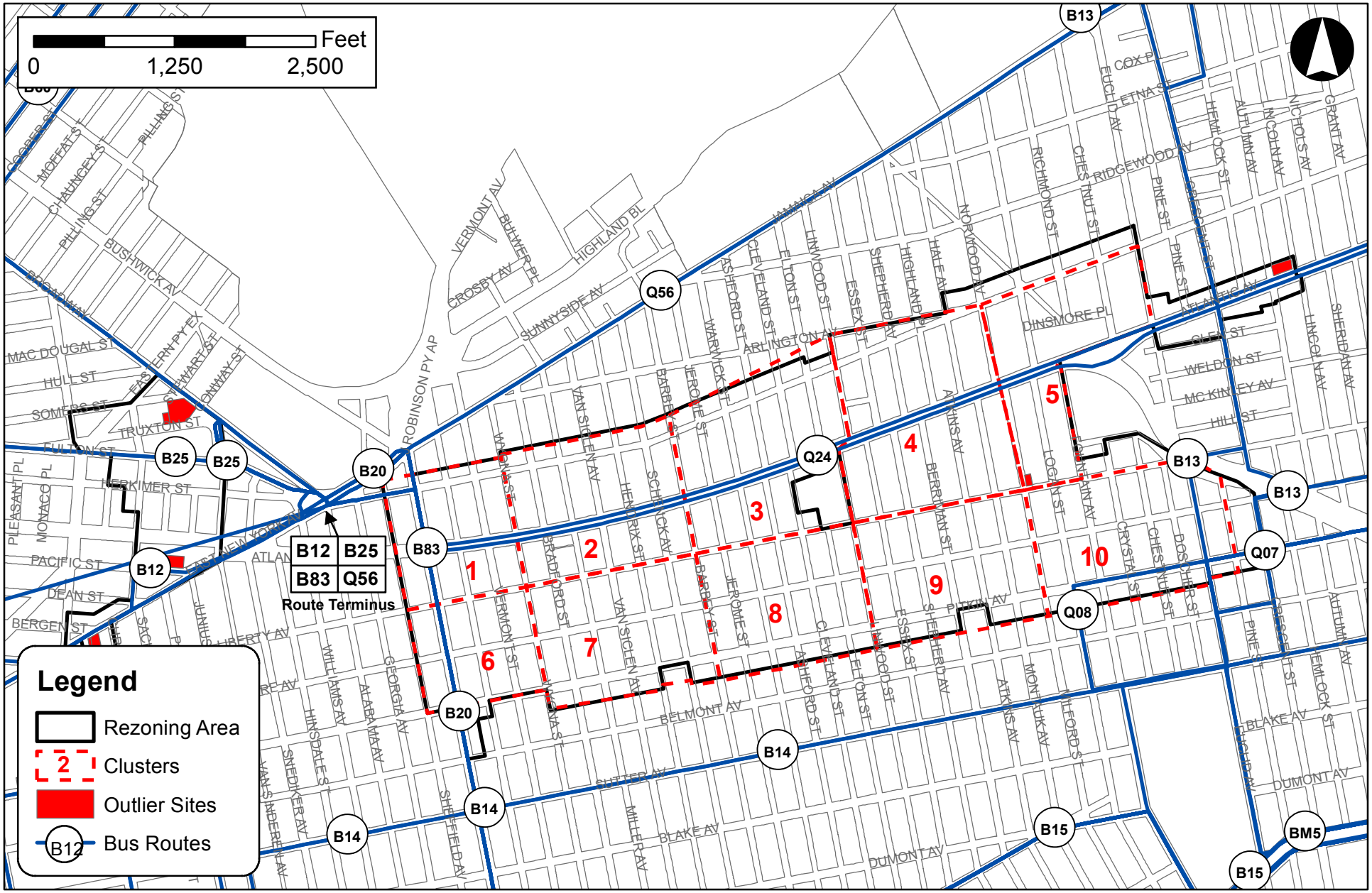
Bus Analysis

Bus Routes

As shown in **Figure 8**, the proposed rezoning area is served by a total of approximately ten MTA local bus routes; eight operated by NYCT and two operated by MTA Bus. The NYCT bus routes serving the rezoning area include the B12, which runs along East New York Avenue in the rezoning area and connects to Prospect-Lefferts Gardens/Prospect Park (to the west); the B13, which runs along Crescent Street and Euclid Avenue in the rezoning area and connects to Bushwick (to the north) and Spring Creek (to the south); the B14 which runs along Sutter Avenue to the south of the rezoning area en route between Crown Heights and the Brooklyn General Mail Facility; the B20, which runs along Broadway and Pennsylvania Avenue in the rezoning area and connects to Ridgewood, Queens (to the north) and Spring Creek (to the south); the B25, which runs along Fulton Street in the rezoning area and connects to Fulton Landing (to the northwest); the B83, which runs along Jamaica and Pennsylvania avenues in the rezoning area and connects to Spring Creek (to the south); the Q24, which runs along Broadway and Atlantic avenues in the rezoning area and connects to Jamaica, Queens (to the east) and Bushwick (to the north); and the Q56, which runs along Broadway and Jamaica Avenue in the rezoning area and connects to Jamaica, Queens (to the east). The two MTA Bus local routes serving the rezoning area include the Q7, which runs along Pitkin Avenue through the rezoning area to a terminus at Euclid Avenue and connects to JFK International Airport to the southeast; and the Q8, which runs along Logan Street and Pitkin and Euclid avenues in the rezoning area and connects to Jamaica, Queens (to the northeast) and Spring Creek (to the south). The B12, B25, B83 and Q56 routes all terminate in the vicinity of the Broadway Junction subway station complex facilitating subway-bus transfers.

Bus Assignment and Analyzed Routes

As shown in **Table 5**, projected development sites are expected to generate a net total of approximately 983 and 1,445 incremental trips by bus during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to individual projected development sites or clusters and current ridership patterns. **Table 9** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 9**, a total of three local bus routes are expected to experience 50 or more new trips in one direction in at least one peak hour and are therefore analyzed in the EIS – the B13 and Q24 routes operated by NYCT and the Q8 route operated by MTA Bus.



East New York Rezoning Proposal TPF Memo

Figure 8
Rezoning Area Bus Routes

TABLE 9: RWCDS Net Incremental Subway Trips by Station

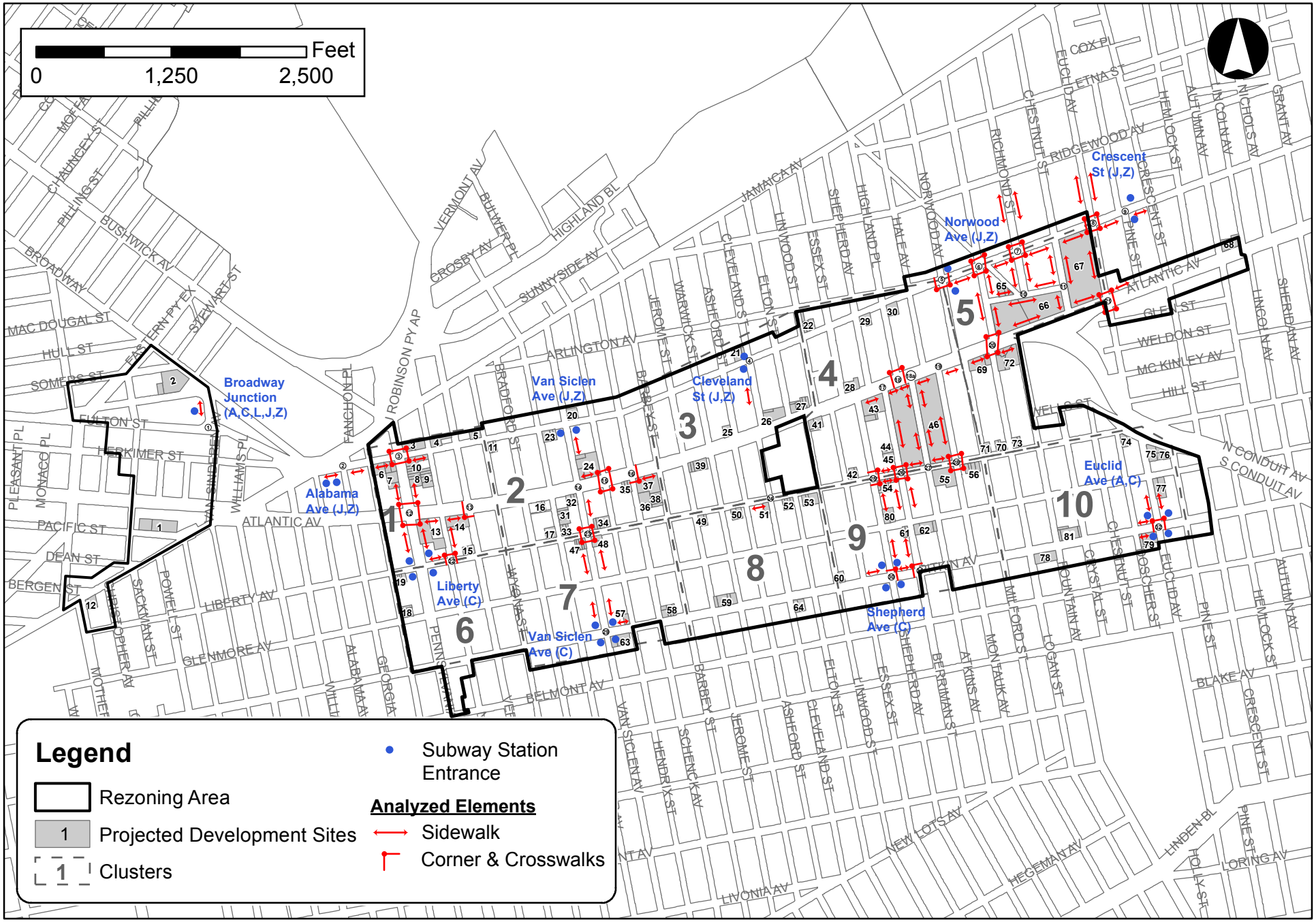
Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B12	EB	4	0	4	21	0	21
	WB	0	15	15	0	12	12
B13	NB	39	**57**	96	38	30	68
	SB	32	35	67	**85**	**67**	152
B14	EB	1	9	10	17	8	25
	WB	2	14	16	12	5	17
B20	NB	5	10	15	12	7	19
	SB	3	9	12	15	12	27
B25	EB	1	0	1	4	0	4
	WB	0	2	2	0	2	2
B83	NB	15	0	15	43	0	43
	SB	0	34	34	0	28	28
Q7	EB	0	17	17	0	4	4
	WB	1	0	1	10	0	10
Q8	EB	18	**47**	65	29	18	47
	WB	8	20	28	**59**	37	96
Q24	EB	**110**	**210**	320	**231**	**166**	397
	WB	**78**	**148**	226	**240**	**172**	412
Q56	EB	0	27	27	0	25	25
	WB	12	0	12	36	0	36
Total		329	654	983	852	593	1,445

Notes:
Bold - denotes greater than 50 incremental trips per direction.

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 5**, the Proposed Actions are expected to generate approximately 2,448 walk-only trips in the weekday AM peak hour, 8,517 in the midday peak hour, 4,870 in the PM peak hour, and 5,780 in the Saturday midday peak hour. Persons en route to and from subway station entrances, bus stops and public parking facilities would add approximately 4,279, 3,627, 5,467 and 4,890 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

The analysis of pedestrian conditions focuses on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. These elements—sidewalks, corner areas and crosswalks—are primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes. As shown in **Figure 9**, they include a total of 79 sidewalks, 58 corner reservoir areas, and 67 crosswalks



East New York Rezoning Proposal TPF Memo

Figure 9
Pedestrian Analysis Locations

primarily located along the Atlantic Avenue, Berriman Street, Euclid Avenue, Fulton Street, Liberty Avenue, Pennsylvania Avenue, Richmond Street, Shepherd Avenue and Van Siclen Avenue corridors.

PARKING

Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday and overnight periods are provided in the EIS to document the existing supply and demand during each period. The parking analyses document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of the rezoning area under both No-Action and With-Action conditions. Given the large size of the parking study area, localized parking conditions during the weekday midday and overnight periods are also assessed for a sub-area encompassing a ¼-mile radius around the three largest projected development sites (sites 46, 66 and 67).

The forecast of parking demand generated by the affordable residential component of the Proposed Actions' RWCDS is based on 2008-2012 5-year ACS data on average vehicles per household for affordable units in PUMA 4007 which encompasses a significant portion of the rezoning area. Parking demand from the market rate residential component is similarly derived from ACS data. Parking demands from all other uses are derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDS. As none of the No-Action residential development would be designated affordable through the IHP under the RWCDS, the auto ownership rate for market-rate residential uses is assumed for the projected residential development in the future without the Proposed Actions.

The forecast of new parking supply under the RWCDS is based on the number of accessory parking spaces that would be provided on projected development sites in both the No-Action and With-Action conditions. As currently contemplated, no accessory parking would be required for affordable units developed in the With-Action condition. The forecast of future supply also accounts for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

APPENDIX A

REFERENCE MATERIAL

(1) 2009 National Household Travel Study
(2) 2009 DCP Residential Parking Study
(3) 2000 Regional Travel Household Interview Survey
(4) 2013 ACS Data - Study Area Auto Share by Household Income



SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey



U.S. Department of Transportation
Federal Highway Administration



Table 8 shows the trends in person trips per household by household income. Since 1990, the NHTS sample has only included households with telephones, so care should be taken in interpreting results that might be affected by telephone ownership (which is correlated with family income). For example, the data could underestimate trips made by low-income households.

The data series clearly shows that more income is related to more travel, but the increase in person trips levels off at the highest income levels. Across the data series the highest income households make about two and one-half times as many person trips as the lowest income households.

Between the 2001 and 2009 NHTS, significant declines in personal travel were noted for all income groups except the lowest, with the largest declines in the middle-income households earning $40,000 to $60,000 a year.

Table 8. Annual Person Trips per Household by Household Income
1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS.

Income	1983	1990	1995	2001	2009	95% CI
ALL	2,628	3,262	3,828	3,581	3,466	31.8
< $10,000	1,407	2,098	2,137	2,046	2,100	156.3
$10 to $20,000	1,927	2,412	2,790	2,542	2,435	101.9
$20 to $30,000	2,376	3,008	3,522	3,065	2,854	121.4
$30 to $40,000	2,739	3,431	3,980	3,535	3,171	114.0
$40 to $50,000	3,037	3,791	4,298	3,905	3,321	135.7
$50 to $60,000	3,284	4,138	4,539	4,348	3,748	139.9
$60 to $70,000	3,485	4,458	4,726	4,545	4,178	208.2
$70 to $80,000	3,635	4,659	4,855	4,867	4,350	172.7
$80,000+	3,602	4,570	4,829	4,934	4,815	87.5
Unreported		2,536	3,424	2,431	2,263	135.1

Note:

- Incomes for 1983, 1990, adjusted 1990, and 1995 have been adjusted to 2001 dollars.
- All tables reporting totals could include some unreported characteristics.
- 1990 person and vehicle trips were adjusted to account for survey collection method changes (see 2001 Summary of Travel Trends Appendix 2).
- NPTS is Nationwide Personal Travel Survey. CI is Confidence Interval.

The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	**1.9**	**1.75**	**1.64**	**1.59**	**1.63**	**1.67**	**0.03**

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.



The traditional correlation between high population density and the percent of households with fewer or no vehicles is shown in the NHTS data series. Almost thirty percent of the households in areas with a population density greater than 10,000 persons per square mile did not own a vehicle in 2009, a proportion that has remained steady since 1995.

On the other hand, almost seventy percent of the households in the least densely-populated areas owned two or more vehicles, a proportion that has also remained about the same since 1995. Note that many more households in the U.S. are in lower density areas--for example 45 percent of all U.S. households are located in areas with less than 2,000 persons per square mile.

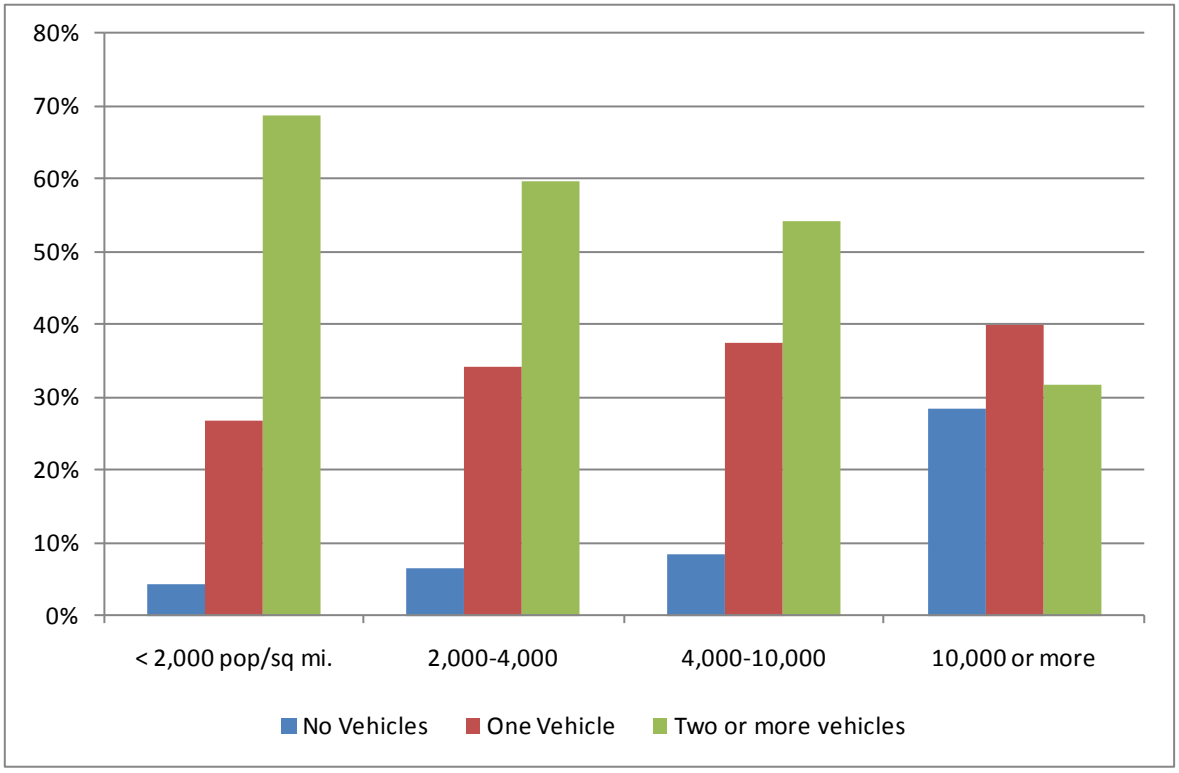
Table 18. Distribution of Households by Household Vehicle Availability and Population Density 1990 and 1995 NPTS and 2001 and 2009 NHTS.

	Population Density (Persons per Square Mile)									
	Less than 2,000					2,000 to 4,000				
Household Vehicle Availability	1990	1995	2001	2009	95% CI	1990	1995	2001	2009	95% CI
ALL	*100%*	*100%*	*100%*	*100%*	*0.00*	*100%*	*100%*	*100%*	*100%*	*0.00*
No Vehicle	*6.10%*	*3.60%*	*3.77%*	*4.38%*	*0.41*	*7.60%*	*5.84%*	*5.76%*	*6.39%*	*0.84*
One Vehicle	*30.40%*	*26.64%*	*25.76%*	*26.78%*	*0.76*	*33.40%*	*33.31%*	*32.80%*	*34.07%*	*1.47*
Two or More Vehicles	*63.50%*	*69.76%*	*70.47%*	*68.84%*	*0.89*	*59.00%*	*60.84%*	*61.44%*	*59.54%*	*1.66*
	4,000 to 10,000					10,000 or more				
Household Vehicle Availability	1990	1995	2001	2009	95% CI	1990	1995	2001	2009	95% CI
ALL	*100%*	*100%*	*100%*	*100%*	*0.00*	*100%*	*100%*	*100%*	*100%*	*0.00*
No Vehicle	*10.90%*	*7.72%*	*8.08%*	*8.43%*	*0.73*	*35.10%*	*27.41%*	*26.33%*	*28.44%*	*1.40*
One Vehicle	*38.20%*	*37.16%*	*36.30%*	*37.49%*	*1.36*	*40.00%*	*41.78%*	*40.28%*	*39.89%*	*1.68*
Two or More Vehicles	*50.90%*	*55.13%*	*55.63%*	*54.08%*	*1.34*	*24.90%*	*30.81%*	*33.39%*	*31.67%*	*1.55*

Note:

- CI is Confidence Interval.

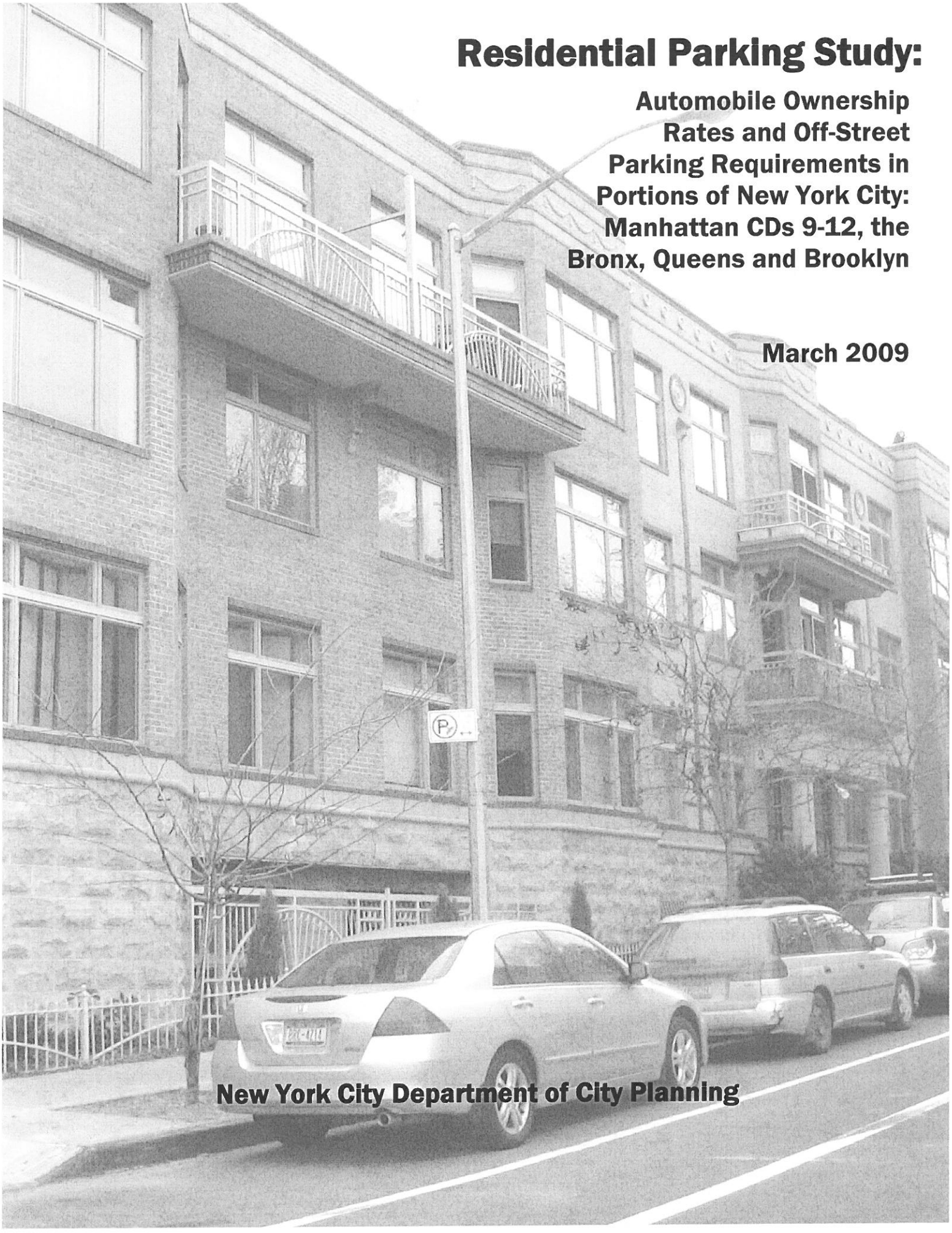
Figure 8. Percent of Households by Vehicle Ownership and Population Density 2009 NHTS.



Residential Parking Study:

Automobile Ownership Rates and Off-Street Parking Requirements in Portions of New York City: Manhattan CDs 9-12, the Bronx, Queens and Brooklyn

March 2009



New York City Department of City Planning

Table 5:
Average Cars per Housing Units by Housing Type, New Housing

Building Type	Average Cars per Unit	Total New Units	Total New Buildings
One- and Two-Family	1.33	9,498	5,463
Three- and Four-Family	0.79	6,024	1,886
Multifamily (5 or more)	0.44	16,209	644
Grand Total	**0.77**	**31,731**	**7,993**

Standard Series Vehicle Registrations in Force, 2005 compiled by DCP; NYC Department of Buildings, New Residential Building Permits, compiled by DCP

By isolating building type categories, one can see the impact of housing density on auto ownership. Though this breakdown disregards other factors that influence car ownership, such as income, family type and housing tenure (whether a household is occupied by renters or owners), it offers insight into the number of cars generated by a new development. One- and two-family buildings show the greatest auto generation with an average of 1.33 cars per household, while the typical multi family (five or more units) building generates a third as many cars with an average of 0.44 cars per household. The relationship between car ownership and density of housing (units per building), therefore, is inversely related, with the number of cars per household increasing as housing density decreases.

d. Location & Building Type

Having identified the strong impacts of both location and building type on auto ownership, ownership data were further parsed in order to demonstrate the combined impacts of these two factors. Table 6, below, displays typical auto generation for buildings based on building type and location – in this case, proximity to the Manhattan central business district. Within each area, the average registrations per household are displayed according to one of nine categories determined by a combination of building type and location categories. This table shows that within each category the number of registrations per household increases as building size decreases, and that, holding building type constant, the registrations per household increase as one moves further from the Manhattan CBD. Therefore, auto ownership per household unit can be observed to increase with distance to the CBD and decrease as the number of units in a building increases. This analysis suggests that a more accurate depiction of auto ownership trends looks at both housing type and location together rather than in isolation. It also reveals a wide variation in auto ownership rates within the three typologies depending on the location of the building, underscoring the importance of considering both factors when trying to understand patterns of auto ownership in New York City. For instance, a family living in a two-family building in downtown Brooklyn, an inner ring location, would be more likely to own a car than a family living in an apartment building in the same neighborhood, but less likely to own a car than a family living in a two-family building in Bay Ridge, an outer ring Brooklyn neighborhood.

Table 8 below shows the dispersal of family households with children and nonfamily households within the three rings and by building type. Approximately 45 percent of families with children in the study areas lived in one- and two- family homes in the middle and outer rings. By contrast, 49 percent of nonfamily households lived in multifamily housing in the inner and middle rings. What this reveals is that families select housing of a type and in locations where car ownership is highest, while nonfamily households tend to select apartment buildings closer to the core where car ownership is lower.

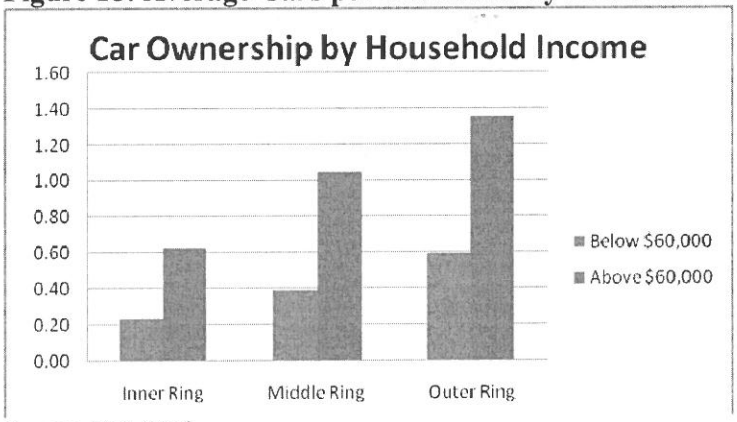
Table 8: Determinants of Car Ownership: Family Status

FAMILY HOUSEHOLD WITH CHILDREN, PERCENT OF TOTAL			
	1- & 2-FAMILY	3- & 4-FAMILY	MULTIFAMILY
INNER	3.32%	2.46%	10.50%
MIDDLE	18.36%	7.07%	15.88%
OUTER	26.65%	4.43%	11.32%

NONFAMILY HOUSEHOLD WITHOUT CHILDREN, PERCENT OF TOTAL			
	1-AND 2-FAMILY	3- AND 4-FAMILY	MULTIFAMILY
INNER	2.11%	2.67%	21.71%
MIDDLE	8.52%	5.62%	27.34%
OUTER	10.10%	2.31%	19.63%

Figure 18, below, breaks down car ownership within the three rings by median income, and shows that, regardless of distance from Manhattan, households with incomes greater than $60,000 are more likely to own cars than households in their same ring with lower incomes (the $60,000 threshold approximates the U.S. Department of Housing and Urban Development "low income" definition, which establishes eligibility for many publicly-assisted housing programs). Car ownership also increases steadily as households move further from the Manhattan core, regardless of income. The data indicate that in all areas, but particularly as one approaches the edges of the city, car ownership is widely preferred by households that achieve a measure of discretionary income.

Figure 18: Average Cars per Household by Household Income



Source: ACS 2006



RT-HIS
Regional Travel - Household Interview Survey

EXECUTIVE SUMMARY
GENERAL FINAL REPORT

Prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA)

prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
in association with
Cambridge Systematics, Inc.
NuStats International

February 2000

EXECUTIVE SUMMARY:
GENERAL FINAL REPORT
for the
RT-HIS: REGIONAL TRAVEL - HOUSEHOLD INTERVIEW SURVEY

Prepared for the
New York Metropolitan Transportation Council
and the
North Jersey Transportation Planning Authority, Inc.

February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

PRIME CONSULTANT: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
ONE PENN PLAZA
NEW YORK, NEW YORK 10119

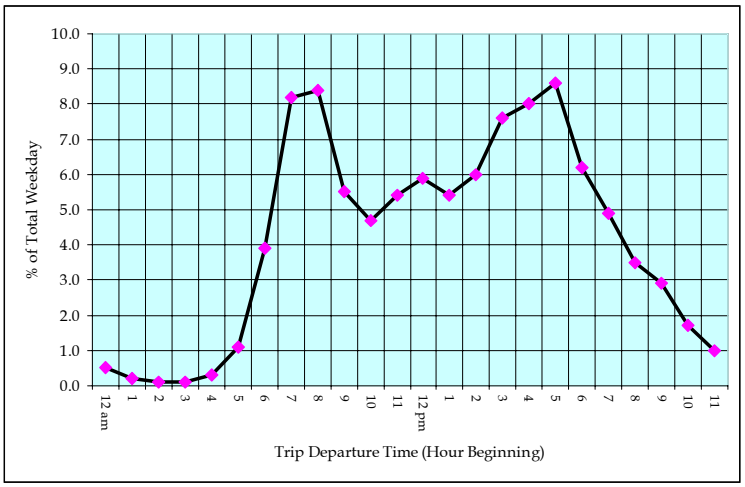
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

This study is funded by a matching grant from the Federal Highway Administration, under NYSDOT PIN PT 1923.895, FHWA Grant PL100T (03) and NJDOT Agreement 93-TC-NJI-CO48, FHWA Agreement PL 0850011025, and Federal Transit Administration Grant PL NJ80X01000.

Focus on Auto Trips

- The two peak travel times for auto trips made by area residents peak in the morning between 8 and 9 am, and in the afternoon between 5 and 6 pm.

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

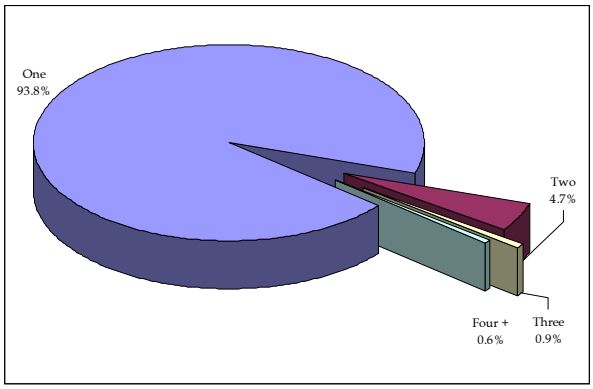


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the region are in the 1-3 mile range, about one-fifth (19.0%), in the 5-10 mile range, and one-tenth (9.6%) between 3 and 5 miles in length.
- New York City accounts for about 15% (4.0% Manhattan; 11.1% other NYC) of regional Vehicle Miles of Travel (VMT) by accounted for by area residents' automobiles.
- Trips from Long Island account for about 18% of VMT.
- The three counties of Middlesex, Morris, and Somerset in New Jersey represent about 13% of the total of auto VMT in the region.
- About 21% is associated with relatively long trips – 30 to 60 miles in length.
- Vehicle occupancy rates are reasonably uniform across the region, with most counties fairly close to the regional average of 1.40 persons per car for weekday travel.
- Vehicle occupancy rates are lower than average for trips in the longer trips in the 10 to 60 mile range (1.29 to 1.23). They are highest (1.52) for the very shortest trips under a mile and for the longest trips over 60 miles in length.
- For work travel, vehicle occupancy across the region is close to the average of 1.10.

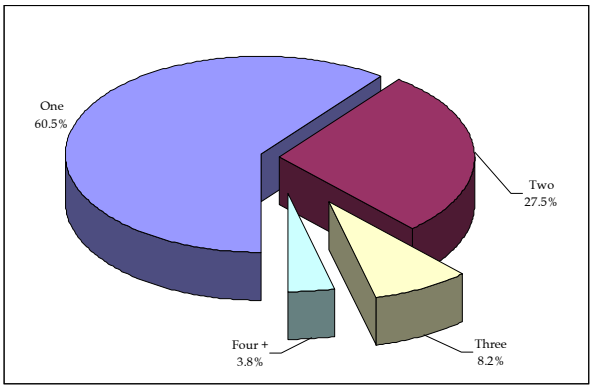
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "HOV" auto trips with 3 or more occupants.
- Single Occupant Vehicle (SOV) auto trip shares generally increase with trip distance, and are the highest for work travel in the region at 93.7%.

Distribution of Auto Trips – by Number of Occupants

Work Trips



Other (non-Work) Trips



S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 365.02				Tract 908				Tract 1144				Tract 1146				Tract 1150				Tract 1152			
	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ $$$) FOR WORKERS																								
Workers 16 years and over with earnings	393	136	0	216	1,337	45	0	1,222	822	102	28	625	1,018	308	41	616	933	336	21	493	876	267	24	543
Ratio of Workers to Mode		0.35	0.00	0.55		0.03	0.00	0.91		0.12	0.03	0.76		0.30	0.04	0.61		0.36	0.02	0.53		0.30	0.03	0.62
$1 to $9,999 or loss	1.3%	0.0%	-	0.0%	29.6%	0.0%	-	31.6%	18.4%	39.2%	0.0%	13.1%	18.1%	10.7%	0.0%	24.5%	10.1%	2.1%	100.0%	8.3%	9.6%	0.0%	0.0%	13.4%
$10,000 to $14,999	7.1%	0.0%	-	13.0%	8.5%	35.6%	-	7.9%	12.2%	4.9%	17.9%	14.4%	12.0%	6.8%	61.0%	8.9%	13.3%	13.1%	0.0%	16.2%	5.6%	0.0%	0.0%	9.0%
$15,000 to $24,999	8.7%	5.1%	-	12.5%	23.1%	0.0%	-	23.6%	22.3%	0.0%	64.3%	23.0%	19.8%	26.6%	4.9%	17.4%	21.0%	14.9%	0.0%	23.1%	23.7%	20.6%	0.0%	27.3%
$25,000 to $34,999	8.9%	5.1%	-	9.7%	4.2%	0.0%	-	3.8%	20.9%	25.5%	0.0%	22.6%	8.1%	4.5%	0.0%	10.4%	11.5%	21.1%	0.0%	7.3%	18.6%	31.5%	41.7%	12.7%
$35,000 to $49,999	23.7%	30.9%	-	23.6%	15.3%	40.0%	-	13.3%	16.2%	24.5%	0.0%	17.3%	24.8%	26.0%	34.1%	23.4%	20.0%	17.6%	0.0%	22.1%	19.4%	16.1%	58.3%	20.8%
$50,000 to $64,999	26.2%	28.7%	-	23.1%	2.5%	0.0%	-	2.7%	4.4%	0.0%	17.9%	5.0%	4.9%	9.7%	0.0%	3.2%	14.3%	21.7%	0.0%	10.8%	10.3%	8.6%	0.0%	9.8%
$65,000 to $74,999	6.1%	11.0%	-	4.2%	0.0%	0.0%	-	0.0%	1.7%	0.0%	0.0%	2.2%	4.5%	4.2%	0.0%	5.4%	1.5%	0.0%	0.0%	2.8%	5.7%	14.6%	0.0%	2.0%
$75,000 or more	18.1%	19.1%	-	13.9%	16.9%	24.4%	-	17.1%	4.0%	5.9%	0.0%	2.4%	7.9%	11.4%	0.0%	6.8%	8.4%	9.5%	0.0%	9.3%	7.1%	8.6%	0.0%	5.0%
Median earnings (dollars)	$50,091	$51,765	-	$37,162	$18,790	$40,903	-	$18,560	$22,242	$26,000	$21,250	$24,125	$25,074	$37,917	$12,050	$24,457	$30,307	$32,318	-	$26,797	$31,571	$34,542	-	$27,629
POVERTY STATUS IN THE PAST 12 MONTHS																								
Workers 16 years and over for whom poverty status is determined	393	136	0	216	1,337	45	0	1,222	822	102	28	625	1,018	308	41	616	933	336	21	493	876	267	24	543
Below 100 percent of the poverty level	4.8%	0.0%	-	6.5%	21.5%	20.0%	-	20.4%	24.0%	44.1%	17.9%	15.5%	14.4%	13.3%	4.9%	13.5%	12.1%	7.4%	100.0%	5.3%	5.5%	0.0%	0.0%	8.8%
100 to 149 percent of the poverty level	5.3%	0.0%	-	9.7%	12.7%	15.6%	-	13.3%	14.5%	14.7%	0.0%	16.6%	10.9%	10.7%	61.0%	8.6%	12.2%	4.8%	0.0%	19.9%	16.0%	19.9%	0.0%	14.0%
At or above 150 percent of the poverty level	89.8%	100.0%	-	83.8%	65.7%	64.4%	-	66.3%	61.6%	41.2%	82.1%	67.8%	74.7%	76.0%	34.1%	77.9%	75.7%	87.8%	0.0%	74.8%	78.5%	80.1%	100.0%	77.2%

S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 1166				Tract 1168				Tract 1170				Tract 1172.01				Tract 1174				Census Tract 1178			
	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl.	Total	VEH-Alone	VEH-Carpool	Transit (excl.
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ $$$) FOR WORKERS																								
Workers 16 years and over with earnings	799	146	10	570	747	75	16	621	718	73	67	487	1,131	217	23	720	1,834	370	36	1,241	471	78	18	358
Ratio of Workers to Mode		0.18	0.01	0.71		0.10	0.02	0.83		0.10	0.09	0.68		0.19	0.02	0.64		0.20	0.02	0.68		0.17	0.04	0.76
$1 to $9,999 or loss	8.3%	0.0%	0.0%	8.9%	2.5%	0.0%	0.0%	3.1%	10.2%	35.6%	0.0%	6.8%	12.6%	7.8%	0.0%	10.3%	9.3%	5.4%	33.3%	7.5%	17.6%	11.5%	0.0%	20.7%
$10,000 to $14,999	8.5%	0.0%	0.0%	10.0%	21.7%	30.7%	0.0%	22.4%	11.0%	0.0%	58.2%	8.2%	10.1%	6.5%	0.0%	10.8%	10.8%	0.0%	0.0%	12.7%	3.8%	0.0%	0.0%	5.0%
$15,000 to $24,999	19.9%	8.2%	0.0%	21.2%	37.1%	0.0%	0.0%	39.0%	43.0%	46.6%	41.8%	47.4%	21.0%	17.1%	0.0%	24.4%	34.0%	29.5%	0.0%	35.2%	20.0%	14.1%	5.6%	22.1%
$25,000 to $34,999	13.6%	9.6%	0.0%	15.1%	9.4%	9.3%	100.0%	7.6%	10.2%	17.8%	0.0%	6.6%	18.2%	20.7%	0.0%	19.6%	9.8%	12.7%	0.0%	8.9%	13.4%	0.0%	0.0%	13.7%
$35,000 to $49,999	27.4%	42.5%	0.0%	27.5%	10.7%	30.7%	0.0%	9.2%	18.7%	0.0%	0.0%	20.7%	27.1%	22.1%	100.0%	25.3%	14.9%	13.5%	66.7%	16.0%	9.6%	12.8%	0.0%	9.8%
$50,000 to $64,999	7.6%	11.6%	100.0%	4.7%	12.7%	12.0%	0.0%	13.8%	0.8%	0.0%	0.0%	1.2%	4.4%	14.3%	0.0%	2.6%	7.5%	3.5%	0.0%	10.1%	21.4%	61.5%	0.0%	14.8%
$65,000 to $74,999	5.5%	13.0%	0.0%	3.5%	1.7%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.2%	6.0%	0.0%	0.1%	5.0%	14.6%	0.0%	3.1%	11.3%	0.0%	94.4%	10.1%
$75,000 or more	9.1%	15.1%	0.0%	8.9%	4.1%	17.3%	0.0%	2.9%	6.1%	0.0%	0.0%	9.0%	5.4%	5.5%	0.0%	6.8%	8.6%	20.8%	0.0%	6.5%	3.0%	0.0%	0.0%	3.9%
Median earnings (dollars)	$34,811	$43,558	-	$32,727	$21,898	$47,847	-	$21,670	$18,575	$16,750	$13,281	$18,666	$26,970	$31,696	-	$26,096	$23,041	$41,500	$41,250	$19,087	$32,554	$50,938	-	$27,222
POVERTY STATUS IN THE PAST 12 MONTHS																								
Workers 16 years and over for whom poverty status is determined	799	146	10	570	747	75	16	621	718	73	67	487	1,131	217	23	720	1,834	370	36	1,241	471	78	18	358
Below 100 percent of the poverty level	14.5%	12.3%	0.0%	13.3%	19.4%	0.0%	0.0%	23.3%	15.7%	35.6%	46.3%	11.5%	7.3%	4.6%	0.0%	6.4%	11.5%	5.1%	0.0%	11.4%	16.6%	14.1%	0.0%	17.9%
100 to 149 percent of the poverty level	12.5%	11.6%	0.0%	12.5%	9.0%	30.7%	0.0%	5.6%	15.7%	0.0%	11.9%	21.6%	12.0%	0.0%	0.0%	13.2%	11.0%	6.5%	33.3%	10.6%	4.7%	0.0%	0.0%	6.1%
At or above 150 percent of the poverty level	73.0%	76.0%	100.0%	74.2%	71.6%	69.3%	100.0%	71.0%	68.5%	64.4%	41.8%	66.9%	80.7%	95.4%	100.0%	80.4%	77.6%	88.4%	66.7%	77.9%	78.8%	85.9%	100.0%	76.0%

S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 1184				Tract 1186				Tract 1192				Tract 1196				Tract 1198			
	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)	Total	VEH-Alone	VEH-Carpool	Transit (excl. cab)
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ $$$) FOR WORKERS																				
Workers 16 years and over with earnings	2,008	535	86	1,120	1,108	279	46	725	1,043	256	13	726	1,794	316	90	1,279	875	140	34	625
Ratio of Workers to Mode		0.27	0.04	0.56		0.25	0.04	0.65		0.25	0.01	0.70		0.18	0.05	0.71		0.16	0.04	0.71
$1 to $9,999 or loss	11.9%	7.7%	11.6%	8.9%	7.3%	1.1%	0.0%	10.8%	7.8%	0.0%	53.8%	10.2%	11.6%	8.5%	0.0%	12.2%	12.5%	9.3%	0.0%	15.0%
$10,000 to $14,999	8.6%	17.9%	0.0%	6.0%	8.8%	3.2%	71.7%	7.6%	12.4%	2.0%	0.0%	16.3%	7.7%	4.1%	11.1%	7.6%	13.4%	2.9%	29.4%	13.4%
$15,000 to $24,999	27.6%	22.6%	18.6%	33.5%	24.0%	8.2%	0.0%	30.1%	25.5%	51.6%	0.0%	18.0%	23.8%	24.7%	33.3%	23.5%	19.2%	10.0%	32.4%	15.7%
$25,000 to $34,999	17.1%	7.9%	52.3%	21.9%	17.9%	34.8%	28.3%	12.1%	14.0%	7.4%	46.2%	13.4%	15.6%	13.6%	0.0%	18.5%	6.3%	12.1%	0.0%	4.5%
$35,000 to $49,999	14.8%	16.3%	0.0%	15.6%	18.4%	14.0%	0.0%	22.8%	15.4%	8.2%	0.0%	18.3%	18.3%	25.3%	7.8%	15.8%	15.1%	0.0%	0.0%	21.1%
$50,000 to $64,999	12.7%	20.6%	17.4%	7.1%	10.6%	20.4%	0.0%	5.7%	14.1%	22.7%	0.0%	11.2%	10.6%	0.0%	36.7%	12.3%	16.1%	9.3%	0.0%	20.5%
$65,000 to $74,999	3.2%	0.0%	0.0%	4.0%	3.8%	0.0%	0.0%	5.8%	2.7%	0.4%	0.0%	3.7%	6.5%	17.4%	0.0%	4.8%	5.6%	4.3%	38.2%	4.8%
$75,000 or more	4.0%	7.1%	0.0%	2.9%	9.3%	18.3%	0.0%	5.2%	8.1%	7.8%	0.0%	9.0%	6.0%	6.3%	11.1%	5.4%	11.9%	52.1%	0.0%	5.0%
Median earnings (dollars)	$25,492	$25,742	$26,635	$25,352	$32,308	$47,614	$12,396	$25,871	$29,676	$24,643	-	$30,735	$29,430	$32,188	$41,786	$28,813	$31,726	$80,188	$21,591	$39,861
POVERTY STATUS IN THE PAST 12 MONTHS																				
Workers 16 years and over for whom poverty status is determined	2,008	535	86	1,120	1,108	279	46	725	1,043	256	13	726	1,794	316	90	1,279	875	140	34	625
Below 100 percent of the poverty level	11.0%	6.4%	0.0%	9.7%	8.1%	1.1%	52.2%	8.7%	11.3%	12.1%	0.0%	12.0%	8.1%	7.3%	0.0%	6.8%	11.2%	0.0%	0.0%	15.7%
100 to 149 percent of the poverty level	11.3%	10.7%	0.0%	11.5%	10.6%	6.5%	0.0%	13.7%	11.4%	13.3%	0.0%	11.3%	20.9%	21.2%	22.2%	22.5%	18.6%	0.0%	0.0%	19.5%
At or above 150 percent of the poverty level	77.7%	83.0%	100.0%	78.8%	81.3%	92.5%	47.8%	77.7%	77.3%	74.6%	100.0%	76.7%	71.0%	71.5%	77.8%	70.7%	70.2%	100.0%	100.0%	64.8%

APPENDIX B

TRANSPORTATION CLUSTERS - DETAILED TRIP GENERATION TABLES

Summary

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School Grades K-4 (Student)		PS/IS School Grades 5-7 (Student)		PS/IS School Grade 8 (Student)		PS/IS School (Staff)		PS/IS School (Parent)		Total	
Size/Units:	654,636	gsf	115,895	gsf	2,865	DUs	3,447	DUs	-243	Rooms	-27,035	gsf	58,900	gsf	-118,365	gsf	-10,000	gsf	-73,170	gsf	30,000	gsf	263	students [195 Pre-K; 68 PS/IS]	24	staff [18 Pre-K; 6 PS/IS]	46	parents [34 Pre-K; 12 PS/IS]	-28,302	gsf	223,318	gsf	7,873	gsf	91,981	gsf	463	students	318	students	101	students	82	staff	122	parents		
Peak Hour Trips:																																															
AM	1,222		248		2,330		2,798		-186		-54		80		-314		-4		-46		142		264		24		92		-150		400		12		470		464		318		102		82		244		8,538	
MD	7,662		310		1,170		1,406		-324		-44		1,050		-264		-4		-44		556		0		0		0		-48		902		6		1,286		0		0		0		0		0		13,620	
PM	4,042		288		2,560		3,076		-298		-58		590		-336		-4		-50		462		28		4		12		-178		502		10		1,404		48		32		12		82		26		12,254	
Sat MD	4,722		74		2,214		2,662		-210		-8		714		-254		-4		-18		732		0		0		0		-8		528		26		1,286		0		0		0		0		0		12,456	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	30	30	106	5	107	607	69	388	-23	-33	-20	-3	24	1	-178	-96	-3	-1	-22	-4	3	3	39	0	11	0	0	0	-4	-4	13	8	0	0	126	15	70	0	48	0	15	0	34	0	0	0	445	916
Taxi	4	4	1	0	1	17	0	9	-9	-13	0	0	4	0	-11	-4	0	0	0	0	2	3	0	0	0	0	0	0	-1	-1	2	1	0	0	8	1	0	0	0	0	0	0	0	0	0	0	1	17
Subway/Railroad	16	16	63	3	189	1,080	246	1,391	-15	-21	-12	-3	10	0	0	0	0	0	-11	-2	3	4	8	0	9	0	0	0	-2	-2	7	4	0	0	139	17	15	0	21	0	41	0	32	0	0	0	759	2,487
Bus	39	39	37	2	31	177	76	424	-5	-6	-7	-2	10	0	0	0	0	0	-2	0	3	4	4	0	4	0	0	0	-5	-4	15	10	0	0	75	10	8	0	10	0	20	0	16	0	0	0	329	654
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0	0	0	0	0	255	0	80	0	0	0	0	0	0	0	482	0
Walk/Other	522	522	30	1	19	102	28	167	-25	-36	-6	-1	30	1	-16	-9	0	0	-5	0	53	64	66	0	0	0	46	46	-67	-60	208	132	8	4	71	8	116	0	159	0	26	0	0	0	122	122	1,385	1,063
Total	611	611	237	11	347	1,983	419	2,379	-77	-109	-45	-9	78	2	-205	-109	-3	-1	-40	-6	64	78	264	0	24	0	46	46	-79	-71	245	155	8	4	419	51	464	0	318	0	102	0	82	0	122	122	3,401	5,137
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	191	191	3	5	181	181	113	113	-66	-31	1	1	207	110	-113	-113	-2	-2	-12	-12	10	12	0	0	0	0	0	0	-1	-1	25	21	0	0	195	189	0	0	0	0	0	0	0	0	0	0	732	664
Taxi	40	40	4	6	3	3	1	1	-28	-13	-1	-1	34	19	-8	-8	0	0	0	0	8	9	0	0	0	0	0	0	0	0	4	4	0	0	13	13	0	0	0	0	0	0	0	0	0	0	70	73
Subway/Railroad	117	117	7	13	318	318	415	415	-41	-20	0	0	102	54	0	0	0	0	-6	-6	13	15	0	0	0	0	0	0	-1	-1	15	13	0	0	216	208	0	0	0	0	0	0	0	0	0	0	1,155	1,126
Bus	231	231	7	13	53	53	126	126	-13	-6	-1	-1	102	54	0	0	0	0	-2	-2	13	15	0	0	0	0	0	0	-1	-1	30	24	0	0	119	113	0	0	0	0	0	0	0	0	0	0	664	619
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3,252	3,252	97	155	30	30	48	48	-72	-34	-21	-21	240	128	-11	-11	0	0	-2	-2	212	249	0	0	0	0	0	0	-21	-21	422	344	3	3	112	108	0	0	0	0	0	0	0	0	0	0	4,289	4,228
Total	3,831	3,831	118	192	585	585	703	703	-220	-104	-22	-22	685	365	-132	-132	-2	-2	-22	-22	256	300	0	0	0	0	0	0	-24	-24	496	406	3	3	655	631	0	0	0	0	0	0	0	0	0	0	6,910	6,710
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	102	102	7	123	551	235	351	149	-53	-38	-3	-23	115	62	-147	-147	-1	-3	-4	-24	9	10	0	16	0	2	0	0	-4	-5	7	17	0	0	202	219	0	27	0	10	0	2	0	34	0	0	1,132	768
Taxi	21	21	0	1	14	5	8	2	-22	-15	0	0	19	11	-8	-8	0	0	0	0	6	7	0	0	0	0	0	0	-1	-1	1	3	0	0	14	15	0	0	0	0	0	0	0	0	0	0	52	41
Subway/Railroad	62	62	5	73	977	419	1,258	540	-33	-23	-2	-14	58	31	0	0	0	0	-2	-12	11	12	0	3	0	2	0	0	-3	-3	4	11	0	0	223	240	0	6	0	4	0	5	0	32	0	0	2,558	1,388
Bus	121	121	2	41	159	68	387	165	-10	-7	-1	-8	58	31	0	0	0	0	0	-3	11	12	0	2	0	0	0	0	-5	-6	9	22	0	0	121	132	0	3	0	2	0	2	0	16	0	0	852	593
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,715	1,715	2	34	93	39	152	64	-57	-40	-1	-6	133	72	-13	-13	0	0	0	-5	180	204	0	7	0	0	6	6	-71	-79	123	305	7	3	114	124	0	12	0	16	0	3	0	0	13	13	2,396	2,474
Total	2,021	2,021	16	272	1,794	766	2,156	920	-175	-123	-7	-51	383	207	-168	-168	-1	-3	-6	-44	217	245	0	28	0	4	6	6	-84	-94	144	358	7	3	674	730	0	48	0	32	0	12	0	82	13	13	6,990	5,264
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	128	105	18	14	339	339	216	216	-36	-28	-2	-2	135	79	-108	-108	-2	-2	-6	-6	13	16	0	0	0	0	0	0	0	0	13	14	2	1	158	227	0	0	0	0	0	0	0	0	0	0	868	865
Taxi	26	21	0	0	9	9	3	3	-15	-11	0	0	23	13	-8	-8	0	0	0	0	10	12	0	0	0	0	0	0	0	0	2	2	0	0	10	15	0	0	0	0	0	0	0	0	0	0	60	56
Subway/Railroad	79	63	11	8	604	604	781	781	-23	-17	-2	-2	69	39	0	0	0	0	-3	-3	17	20	0	0	0	0	0	0	0	0	8	8	0	0	174	250	0	0	0	0	0	0	0	0	0	0	1,715	1,751
Bus	156	128	8	5	98	98	236	236	-7	-5	-1	-1	69	39	0	0	0	0	0	0	17	20	0	0	0	0	0	0	0	0	15	16	1	0	96	137	0	0	0	0	0	0	0	0	0	0	688	673
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2,209	1,807	6	4	57	57	95	95	-37	-31	1	1	155	93	-11	-11	0	0	0	0	279	328	0	0	0	0	0	0	-4	-4	221	229	16	6	89	130	0	0	0	0	0	0	0	0	0	0	3,076	2,704
Total	2,598	2,124	43	31	1,107	1,107	1,331	1,331	-118	-92	-4	-4	451	263	-127	-127	-2	-2	-9	-9	336	396	0	0	0	0	0	0	-4	-4	259	269	19	7	527	759	0	0	0	0	0	0	0	0	0	0	6,407	6,049
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	18	18	94	5	102	571	67	365	-15	-21	-17	-4	11	0	-139	-74	-2	-1	-17	-4	2	2	30	30	10	0	0	0	-2	-2	9	5	0	0	85	10	54	54	37	37	12	12	23	0	0	0	362	1,003
Taxi	4	4	1	0	1	16	0	8	-7	-9	0	0	1	0	-11	-4	0	0	0	0	2	2	0	0	0	0	0	0	-1	-1	2	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-3	18
Taxi Balanced	8	8	1	1	17	17	8	8	-16	-16	0	0	1	1	-15	-15	0	0	0	0	4	4	0	0	0	0	0	0	-2	-2	3	3	0	0	6	6	0	0	0	0	0	0	0	0	0	0	15	15
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	8	8	3	3	0	0	0	0	0	0	17	17
Truck	8	8	2	2	10	10	11	11	0	0	-1	-1	7	7	-8	-8	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30	30
Total	34	34	97	8	129	598	86	384	-31	-37	-18	-5	19	8	-162	-97	-2	-1	-20	-7	6	6	36	36	10	0	0	0	-4	-4	15	11	0	0	91	16	63	63	40	40	12	12	23	0	0	0	424	1,065
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	100	100	3	5	122	122	76	76	-41	-20	1	1	94	50	-88	-88	-2	-2	-10	-10	6	7	0	0	0	0	0	0	-1	-1	15	13	0	0	131	127	0	0	0	0	0	0	0	0	0	0	406	380
Taxi	24	24	4	5	3	3	1	1	-20	-9	-1	-1	15	9	-8	-8	0	0	0	0	6	6	0	0	0	0	0	0	0	0	3	3	0	0	8	8	0	0	0	0	0	0	0	0	0	0	35	41
Taxi Balanced	48	48	9	9	6	6	2	2	-29	-29	-2	-2	24	24	-16	-16	0	0	0	0	12	12	0	0	0	0	0	0	0	0	6	6	0	0	16	16	0	0	0	0	0	0	0	0	0	0	76	76
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	13	13	2	2	8	8	9	9	0	0	-1	-1	7	7	-3	-3	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	2	2	1	1	1	1	0	0	0	0	0	0	40	40
Total	161	161	14	16	136	136	87	87	-70	-49	-2	-2	125	81	-107	-107	-2	-2	-12	-12	18	19	0	0	0	0	0	0	-1	-1	24	22	0	0	149	145	1	1	1	1	0	0	0	0	0	0	522	496
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	55	55	7	109	518	224	330	140	-33	-23	-4	-19	52	28	-112	-112	-1	-2	-4	-19	6	6	12	12	0	2	0	0	-2	-3	5	11	0	0	134	146	21	21	8	8	2	2	0	23	0	0	994	609
Taxi	14	14	0	1	13	5	7	2	-15	-10	0	0	9	5	-8	-8	0	0	0	0	4	5	0	0	0	0	0	0	-1	-1	1	2	0	0	9	10	0	0	0	0	0	0	0	0	0	0	33	25
Taxi Balanced	28	28	1	1	18	18	9	9	-25	-25	0	0	14	14	-16	-16	0	0	0	0	9	9	0	0	0	0	0	0	-2	-2	3	3	0	0	19	19	0	0	0	0	0	0	0	0	0	0	58	58
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	84	84	8	110	537	243	340	150	-58	-48	-4	-19	67	43	-128	-128	-1	-2	-4	-19	15	15	12	12	0	2	0	0	-4	-5	8	14	0	0	153	165	21	21	8	8	2	2	0	23	0	0	1,056	671
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	67	57	16	12	226	226	145	145	-23	-18	-2	-2	61	35	-83	-83	-2	-2	-6	-6	7	10	0	0	0	0	0	0	0	0	9	9	1	0	61	87	0	0	0	0	0	0	0	0	0	0	477	470
Taxi	17	14	0	0	8	8	3	3	-10	-8	0	0	11	5	-8	-8	0	0	0	0	7	9	0	0	0	0	0	0	0	0	2	2	0	0	4	5	0	0	0	0	0	0	0	0	0	0	34	30
Taxi Balanced	31	31	0	0	16	16	6	6	-18	-18	0	0	16	16	-16	-16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	4	4	0	0	9	9	0	0	0	0	0	0	0	0	0	0	64	64
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	98	88	16	12	243	243	153	153	-41	-36	-2	-2	77	51	-99	-99	-2	-2	-6	-6	23	26	0	0	0	0	0	0	0	0	13	13	1	0	70	96	0	0	0	0	0	0	0	0	0	0	544	537

Total Vehicle Trips

	In	Out	Total
AM	**424**	**1,065**	**1,489**
MD	**522**	**496**	**1,018**
PM	**1,056**	**671**	**1,727**
Sat MD	**544**	**537**	**1,081**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Pre-K and PS/IS student absentee rate assumed to be 5%

Cluster 1

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	65,096	gsf	-505	gsf	271	DUs	284	DUs	-96	Rooms	5,375	gsf	12,050	gsf	-9,538	gsf	-10,000	gsf	0	gsf	10,000	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	23,906	gsf	0	students	0	students	0	students	0	staff	0	parents		
Peak Hour Trips:																																															
AM	122		-2		220		230		-74		12		16		-26		-4		0		48		0		0		0		0		0		0		122		0		0		0		0		0		664	
MD	762		-2		110		116		-128		10		216		-22		-4		0		186		0		0		0		0		0		0		334		0		0		0		0		0		1,578	
PM	402		-2		242		254		-118		12		122		-28		-4		0		154		0		0		0		0		0		0		366		0		0		0		0		0		1,400	
Sat MD	470		-2		210		220		-82		2		146		-20		-4		0		244		0		0		0		0		0		0		334		0		0		0		0		0		1,518	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	-1	0	10	57	6	32	-9	-13	5	1	5	0	-15	-8	-3	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	0	0	0	0	0	0	0	35	76
Taxi	1	1	0	0	0	2	0	1	-4	-5	0	0	1	0	-1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	-1	0	18	101	20	114	-6	-8	3	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	37	4	0	0	0	0	0	0	0	0	0	0	76	214
Bus	4	4	0	0	3	17	6	35	-2	-2	2	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	36	57
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	51	51	0	0	2	10	2	14	-10	-15	1	0	6	0	-1	-1	0	0	0	0	18	22	0	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	0	0	0	0	0	87	83
Total	61	61	-2	0	33	187	34	196	-31	-43	11	1	16	0	-17	-9	-3	-1	0	0	22	26	0	0	0	0	0	0	0	0	0	0	0	0	110	12	0	0	0	0	0	0	0	0	0	0	234	430
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	19	19	0	0	17	17	9	9	-26	-12	0	0	42	23	-9	-9	-2	-2	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	51	49	0	0	0	0	0	0	0	0	0	0	104	98
Taxi	4	4	0	0	0	0	0	0	-11	-5	0	0	7	4	-1	-1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5	8
Subway/Railroad	11	11	0	0	30	30	35	35	-16	-8	1	1	21	11	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	56	54	0	0	0	0	0	0	0	0	0	0	142	139
Bus	23	23	0	0	5	5	10	10	-5	-2	0	0	21	11	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	31	29	0	0	0	0	0	0	0	0	0	0	89	81
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	324	324	-1	-1	3	3	4	4	-29	-14	4	4	50	26	-1	-1	0	0	0	0	71	84	0	0	0	0	0	0	0	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	454	458
Total	381	381	-1	-1	55	55	58	58	-87	-41	5	5	141	75	-11	-11	-2	-2	0	0	85	101	0	0	0	0	0	0	0	0	0	0	0	0	170	164	0	0	0	0	0	0	0	0	0	0	794	784
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	0	-1	52	22	29	12	-21	-15	1	5	24	13	-12	-12	-1	-3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	53	57	0	0	0	0	0	0	0	0	0	0	138	91
Taxi	2	2	0	0	1	1	1	0	-9	-6	0	0	4	2	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	6	6	0	-1	93	39	103	45	-13	-9	0	3	12	6	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	58	62	0	0	0	0	0	0	0	0	0	0	263	155
Bus	12	12	0	0	15	6	32	14	-4	-3	0	2	12	6	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	32	34	0	0	0	0	0	0	0	0	0	0	103	75
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	171	171	0	0	9	4	13	5	-22	-16	0	1	28	15	-1	-1	0	0	0	0	60	68	0	0	0	0	0	0	0	0	0	0	0	0	30	32	0	0	0	0	0	0	0	0	0	0	288	279
Total	201	201	0	-2	170	72	178	76	-69	-49	1	11	80	42	-14	-14	-1	-3	0	0	73	81	0	0	0	0	0	0	0	0	0	0	0	0	177	189	0	0	0	0	0	0	0	0	0	0	796	604
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	11	-1	0	32	32	18	18	-14	-11	1	1	28	16	-8	-8	-2	-2	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	41	59	0	0	0	0	0	0	0	0	0	0	111	121
Taxi	3	2	0	0	1	1	0	0	-6	-4	0	0	5	3	-1	-1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	8	9
Subway/Railroad	8	6	-1	0	58	58	64	64	-9	-7	0	0	14	8	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	45	65	0	0	0	0	0	0	0	0	0	0	185	201
Bus	15	13	0	0	9	9	20	20	-3	-2	0	0	14	8	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	25	35	0	0	0	0	0	0	0	0	0	0	86	90
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	220	180	0	0	5	5	8	8	-14	-12	0	0	31	19	-1	-1	0	0	0	0	93	109	0	0	0	0	0	0	0	0	0	0	0	0	23	34	0	0	0	0	0	0	0	0	0	0	365	342
Total	258	212	-2	0	105	105	110	110	-46	-36	1	1	92	54	-10	-10	-2	-2	0	0	112	132	0	0	0	0	0	0	0	0	0	0	0	0	137	197	0	0	0	0	0	0	0	0	0	0	755	763
Vehicle Trips :																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	-1	0	9	54	6	30	-6	-8	4	1	2	0	-12	-6	-2	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	0	0	0	0	0	0	0	25	76
Taxi	1	1	0	0	0	2	0	1	-3	-4	0	0	0	0	-1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-1	1
Taxi Balanced	2	2	0	0	2	2	1	1	-7	-7	0	0	0	0	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	5	5	-1	0	12	57	8	32	-13	-15	4	1	3	1	-14	-8	-2	-1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	0	0	0	0	0	0	0	28	79
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	10	10	0	0	11	11	6	6	-16	-8	0	0	19	10	-7	-7	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	34	33	0	0	0	0	0	0	0	0	0	0	57	55
Taxi	2	2	0	0	0	0	0	0	-8	-4	0	0	3	2	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	3
Taxi Balanced	4	4	0	0	0	0	0	0	-12	-12	0	0	5	5	-2	-2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	15	15	0	0	12	12	7	7	-28	-20	0	0	25	16	-9	-9	-2	-2	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	38	37	0	0	0	0	0	0	0	0	0	0	64	62
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	0	-1	49	21	27	11	-13	-9	1	4	11	6	-9	-9	-1	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	35	38	0	0	0	0	0	0	0	0	0	0	107	66
Taxi	1	1	0	0	1	1	1	0	-6	-4	0	0	2	1	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2
Taxi Balanced	2	2	0	0	2	2	1	1	-10	-10	0	0	3	3	-2	-2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	7	0	-1	51	23	28	12	-23	-19	1	4	14	9	-11	-11	-1	-2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	41	44	0	0	0	0	0	0	0	0	0	0	111	70
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	6	6	-1	0	21	21	12	12	-9	-7	1	1	13	7	-6	-6	-2	-2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	16	23	0	0	0	0	0	0	0	0	0	0	53	58
Taxi	2	1	0	0	1	1	0	0	-4	-3	0	0	2	1	-1	-1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	4
Taxi Balanced	3	3	0	0	2	2	0	0	-7	-7	0	0	3	3	-2	-2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	7	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	-1	0	23	23	12	12	-16	-14	1	1	16	10	-8	-8	-2	-2	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	19	26	0	0	0	0	0	0	0	0	0	0	60	65

Total Vehicle Trips

	In	Out	Total
AM	**28**	**79**	**107**
MD	**64**	**62**	**126**
PM	**111**	**70**	**181**
Sat MD	**60**	**65**	**125**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 2

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	82,748	gsf	47,744	gsf	291	DUs	339	DUs	0	Rooms	38,967	gsf	-2,650	gsf	-15,217	gsf	0	gsf	-40,125	gsf	0	gsf	195	students	18	staff	34	parents	-28,302	gsf	0	gsf	30,000	gsf	-23,138	gsf	0	students	0	students	0	students	0	staff	0	parents		
Peak Hour Trips:																																															
AM	154		104		236		274		0		76		-4		-40		0		-24		0		196		18		68		-150		0		46		-118		0		0		0		0		0		836	
MD	968		130		118		138		0		64		-48		-34		0		-22		0		0		0		0		-48		0		24		-324		0		0		0		0		0		966	
PM	510		122		260		302		0		82		-28		-42		0		-26		0		20		2		8		-178		0		42		-354		0		0		0		0		0		720	
Sat MD	596		32		224		262		0		10		-34		-32		0		-8		0		0		0		0		-8		0		104		-324		0		0		0		0		0		822	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	46	2	11	62	7	38	0	0	31	4	-1	0	-23	-12	0	0	-12	-1	0	0	29	0	8	0	0	0	-4	-4	0	0	1	1	-32	-4	0	0	0	0	0	0	0	0	0	0	65	90
Taxi	1	1	0	0	0	2	0	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	-3	2
Subway/Railroad	2	2	27	1	19	109	24	136	0	0	19	2	-1	0	0	0	0	0	-6	-1	0	0	6	0	7	0	0	0	-2	-2	0	0	1	1	-35	-4	0	0	0	0	0	0	0	0	0	0	61	244
Bus	5	5	15	1	3	18	7	42	0	0	10	1	-1	0	0	0	0	0	-1	0	0	0	3	0	3	0	0	0	-5	-4	0	0	1	1	-19	-2	0	0	0	0	0	0	0	0	0	0	21	62
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	0
Walk/Other	65	65	12	0	2	10	3	16	0	0	8	1	-1	0	-2	-1	0	0	-3	0	0	0	49	0	0	0	34	34	-67	-60	0	0	22	18	-18	-2	0	0	0	0	0	0	0	0	0	0	104	81
Total	77	77	100	4	35	201	41	233	0	0	68	8	-4	0	-26	-14	0	0	-22	-2	0	0	196	0	18	0	34	34	-79	-71	0	0	25	21	-106	-12	0	0	0	0	0	0	0	0	0	0	357	479
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	24	24	1	2	18	18	11	11	0	0	1	1	-8	-5	-15	-15	0	0	-6	-6	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-50	-48	0	0	0	0	0	0	0	0	0	0	-24	-18
Taxi	5	5	2	2	1	1	0	0	0	0	1	1	-2	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	3	4
Subway/Railroad	15	15	3	5	32	32	41	41	0	0	2	2	-5	-3	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-54	-52	0	0	0	0	0	0	0	0	0	0	30	36
Bus	29	29	3	5	5	5	12	12	0	0	2	2	-5	-3	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-30	-29	0	0	0	0	0	0	0	0	0	0	15	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	411	411	42	65	3	3	5	5	0	0	26	26	-10	-6	-1	-1	0	0	-1	-1	0	0	0	0	0	0	0	0	-21	-21	0	0	10	10	-28	-27	0	0	0	0	0	0	0	0	0	0	436	464
Total	484	484	51	79	59	59	69	69	0	0	32	32	-30	-18	-17	-17	0	0	-11	-11	0	0	0	0	0	0	0	0	-24	-24	0	0	12	12	-165	-159	0	0	0	0	0	0	0	0	0	0	460	506
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	13	3	52	56	24	34	15	0	0	4	33	-6	-3	-18	-18	0	0	-2	-12	0	0	0	12	0	1	0	0	-4	-5	0	0	1	1	-51	-55	0	0	0	0	0	0	0	0	0	0	30	58
Taxi	3	3	0	0	2	1	1	0	0	0	0	0	-1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-3	-4	0	0	0	0	0	0	0	0	0	0	0	-2
Subway/Railroad	8	8	2	31	99	42	124	53	0	0	3	19	-3	-1	0	0	0	0	-1	-6	0	0	0	2	0	1	0	0	-3	-3	0	0	1	1	-56	-61	0	0	0	0	0	0	0	0	0	0	174	86
Bus	15	15	1	18	16	7	38	16	0	0	2	11	-3	-1	0	0	0	0	0	-2	0	0	0	1	0	0	0	0	-5	-6	0	0	1	1	-31	-33	0	0	0	0	0	0	0	0	0	0	34	27
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	216	216	1	14	9	4	15	6	0	0	1	9	-7	-3	-2	-2	0	0	0	-3	0	0	0	5	0	0	4	4	-71	-79	0	0	19	17	-29	-31	0	0	0	0	0	0	0	0	0	0	156	157
Total	255	255	7	115	182	78	212	90	0	0	10	72	-20	-8	-21	-21	0	0	-3	-23	0	0	0	20	0	2	4	4	-84	-94	0	0	22	20	-170	-184	0	0	0	0	0	0	0	0	0	0	394	326
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	16	13	9	6	34	34	21	21	0	0	2	2	-6	-4	-14	-14	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	4	2	-40	-57	0	0	0	0	0	0	0	0	0	0	24	1
Taxi	3	3	0	0	1	1	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-3	-4	0	0	0	0	0	0	0	0	0	0	0	-2
Subway/Railroad	10	8	5	3	61	61	78	78	0	0	1	1	-3	-2	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	-44	-63	0	0	0	0	0	0	0	0	0	0	108	85
Bus	20	16	3	2	10	10	23	23	0	0	1	1	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	-24	-34	0	0	0	0	0	0	0	0	0	0	34	18
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	279	228	2	2	6	6	9	9	0	0	1	1	-8	-4	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	62	26	-23	-32	0	0	0	0	0	0	0	0	0	0	323	231
Total	328	268	19	13	112	112	131	131	0	0	5	5	-21	-13	-16	-16	0	0	-4	-4	0	0	0	0	0	0	0	0	-4	-4	0	0	73	31	-134	-190	0	0	0	0	0	0	0	0	0	0	489	333
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	41	2	10	58	7	36	0	0	26	3	0	0	-18	-9	0	0	-9	-1	0	0	22	22	7	0	0	0	-2	-2	0	0	1	1	-21	-3	0	0	0	0	0	0	0	0	0	0	66	109
Taxi	1	1	0	0	0	2	0	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	2
Taxi Balanced	2	2	0	0	2	2	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	1	1	1	1	1	1	1	1	0	0	2	2	0	0	-1	-1	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	5	5	42	3	13	61	9	38	0	0	28	5	0	0	-21	-12	0	0	-11	-3	0	0	26	26	7	0	0	0	-4	-4	0	0	1	1	-22	-4	0	0	0	0	0	0	0	0	0	0	73	116
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	12	12	1	2	12	12	7	7	0	0	1	1	-4	-2	-12	-12	0	0	-5	-5	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-33	-32	0	0	0	0	0	0	0	0	0	0	-21	-17
Taxi	3	3	2	2	1	1	0	0	0	0	1	1	-1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	3	4
Taxi Balanced	6	6	4	4	2	2	0	0	0	0	2	2	-1	-1	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	7	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	2	2	1	1	1	1	1	1	0	0	1	1	0	0	-1	-1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	20	20	6	7	15	15	8	8	0	0	4	4	-5	-3	-15	-15	0	0	-6	-6	0	0	0	0	0	0	0	0	-1	-1	0	0	1	1	-37	-36	0	0	0	0	0	0	0	0	0	0	-10	-6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	7	7	3	46	53	23	32	14	0	0	3	28	-3	-1	-14	-14	0	0	-2	-9	0	0	9	9	0	1	0	0	-2	-3	0	0	1	1	-34	-37	0	0	0	0	0	0	0	0	0	0	53	65
Taxi	2	2	0	0	2	1	1	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-2	-3	0	0	0	0	0	0	0	0	0	0	1	-2
Taxi Balanced	4	4	0	0	3	3	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	3	46	56	26	33	15	0	0	3	28	-3	-1	-16	-16	0	0	-2	-9	0	0	9	9	0	1	0	0	-4	-5	0	0	1	1	-39	-42	0	0	0	0	0	0	0	0	0	0	52	64
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	8	7	8	5	23	23	14	14	0	0	2	2	-3	-2	-11	-11	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	-15	-22	0	0	0	0	0	0	0	0	0	0	26	15
Taxi	2	2	0	0	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	-1	-2	0	0	0	0	0	0	0	0	0	0	2	0
Taxi Balanced	4	4	0	0	2	2	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	-3	-3	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	12	11	8	5	25	25	14	14	0	0	2	2	-3	-2	-13	-13	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	-18	-25	0	0	0	0	0	0	0	0	0	0	28	17

Total Vehicle Trips

	In	Out	Total
AM	**73**	**116**	**189**
MD	**-10**	**-6**	**-16**
PM	**52**	**64**	**116**
Sat MD	**28**	**17**	**45**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Pre-K and PS/IS student absentee rate assumed to be 5%

Pre-K and PS/IS student vehicle trips are drop-off trips.

Cluster 3

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	16,290 gsf	6,264 gsf	211 DUs	221 DUs	-31 Rooms	0 gsf	0 gsf	-11,999 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	32	14	172	180	-24	0	0	-32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	342
MD	192	18	86	90	-42	0	0	-26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	318
PM	102	16	188	198	-38	0	0	-34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	432
Sat MD	118	6	164	170	-28	0	0	-26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404

Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	6	0	8	45	4	25	-3	-4	0	0	0	0	-17	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	57
Taxi	0	0	0	0	0	1	0	1	-1	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1
Subway/Railroad	0	0	4	0	14	80	16	89	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	166
Bus	1	1	2	0	2	13	5	27	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	40
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	14	14	2	0	1	8	2	11	-3	-4	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	28
Total	16	16	14	0	25	147	27	153	-10	-14	0	0	0	0	-20	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	290
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	13	13	7	7	-8	-4	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10
Taxi	1	1	0	0	0	0	0	0	-4	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2
Subway/Railroad	3	3	0	1	24	24	27	27	-5	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	52
Bus	6	6	0	1	4	4	8	8	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	81	81	6	10	2	2	3	3	-9	-4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	91
Total	96	96	6	12	43	43	45	45	-28	-14	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	169
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	8	40	17	23	10	-7	-5	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	18
Taxi	1	1	0	0	1	0	1	0	-3	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2
Subway/Railroad	2	2	0	4	72	31	79	35	-4	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	69
Bus	3	3	0	2	12	5	25	11	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	42	42	0	2	7	3	10	4	-7	-5	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	45
Total	51	51	0	16	132	56	138	60	-22	-16	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	282	150
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	2	1	25	25	14	14	-5	-4	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Taxi	1	1	0	0	1	1	0	0	-2	-2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	2	2	1	1	45	45	50	50	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	96
Bus	4	3	1	0	7	7	15	15	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	54	45	0	0	4	4	6	6	-4	-4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	50
Total	64	54	4	2	82	82	85	85	-15	-13	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	197

Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	5	0	8	42	4	23	-2	-3	0	0	0	0	-13	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	55
Taxi	0	0	0	0	0	1	0	1	-1	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi Balanced	0	0	0	0	1	1	1	1	-2	-2	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	5	0	10	44	6	25	-4	-5	0	0	0	0	-16	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	54
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	9	9	5	5	-5	-3	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
Taxi	1	1	0	0	0	0	0	0	-3	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1
Taxi Balanced	2	2	0	0	0	0	0	0	-4	-4	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	5	5	0	0	10	10	6	6	-9	-7	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	7	38	16	22	9	-4	-3	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	19
Taxi	1	1	0	0	1	0	1	0	-2	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Taxi Balanced	2	2	0	0	1	1	1	1	-3	-3	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	7	39	17	23	10	-7	-6	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	18
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	2	1	17	17	9	9	-3	-3	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	18
Taxi	1	1	0	0	1	1	0	0	-1	-1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	2	2	0	0	-2	-2	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	2	1	19	19	9	9	-5	-5	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	18

Total Vehicle Trips

	In	Out	Total
AM	2	54	56
MD	2	4	6
PM	45	18	63
Sat MD	19	18	37

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 4

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	130,426 gsf	-900 gsf	251 DUs	632 DUs	0 Rooms	0 gsf	0 gsf	-28,466 gsf	0 gsf	-920 gsf	20,000 gsf	0 students	0 staff	0 parents	0 gsf	12,169 gsf	0 gsf	35,440 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	242	-2	204	512	0	0	0	-74	0	-2	94	0	0	0	0	22	0	182	0	0	0	0	0	1,178
MD	1,526	-4	102	256	0	0	0	-62	0	-2	370	0	0	0	0	50	0	496	0	0	0	0	0	2,732
PM	804	-4	224	562	0	0	0	-80	0	-2	308	0	0	0	0	28	0	542	0	0	0	0	0	2,382
Sat MD	940	-2	194	486	0	0	0	-60	0	-2	488	0	0	0	0	30	0	496	0	0	0	0	0	2,570

	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	-1	0	9	53	12	71	0	0	0	0	0	0	-42	-23	0	0	-1	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	49	6	0	0	0	0	0	0	0	0	0	0	35	115
Taxi	1	1	0	0	0	1	0	2	0	0	0	0	0	0	-2	-1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5
Subway/Railroad	4	4	-1	0	17	95	45	254	0	0	0	0	0	0	0	0	0	0	-1	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	53	7	0	0	0	0	0	0	0	0	0	0	119	363
Bus	7	7	0	0	3	15	14	78	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	1	1	0	0	29	4	0	0	0	0	0	0	0	0	0	0	56	108
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	103	103	0	0	2	9	5	31	0	0	0	0	0	0	-4	-2	0	0	0	0	35	42	0	0	0	0	0	0	0	0	12	7	0	0	28	3	0	0	0	0	0	0	0	0	0	0	181	193
Total	121	121	-2	0	31	173	76	436	0	0	0	0	0	0	-48	-26	0	0	-2	0	42	52	0	0	0	0	0	0	0	0	14	8	0	0	162	20	0	0	0	0	0	0	0	0	0	0	394	784
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	38	38	0	0	16	16	21	21	0	0	0	0	0	0	-27	-27	0	0	-1	-1	7	8	0	0	0	0	0	0	0	0	1	1	0	0	76	73	0	0	0	0	0	0	0	0	0	0	131	129
Taxi	8	8	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	16	17
Subway/Railroad	23	23	0	0	27	27	75	75	0	0	0	0	0	0	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0	0	1	1	0	0	83	80	0	0	0	0	0	0	0	0	0	0	218	216
Bus	46	46	0	0	5	5	23	23	0	0	0	0	0	0	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0	0	2	1	0	0	46	44	0	0	0	0	0	0	0	0	0	0	131	129
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	648	648	-2	-2	3	3	9	9	0	0	0	0	0	0	-2	-2	0	0	0	0	141	165	0	0	0	0	0	0	0	0	24	19	0	0	43	41	0	0	0	0	0	0	0	0	0	0	864	881
Total	763	763	-2	-2	51	51	128	128	0	0	0	0	0	0	-31	-31	0	0	-1	-1	171	199	0	0	0	0	0	0	0	0	28	22	0	0	253	243	0	0	0	0	0	0	0	0	0	0	1,360	1,372
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	0	-2	48	21	64	27	0	0	0	0	0	0	-35	-35	0	0	0	-1	6	7	0	0	0	0	0	0	0	0	0	1	0	0	78	84	0	0	0	0	0	0	0	0	0	0	181	122
Taxi	4	4	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	13	15
Subway/Railroad	12	12	0	-1	85	37	230	99	0	0	0	0	0	0	0	0	0	0	0	-1	7	8	0	0	0	0	0	0	0	0	0	1	0	0	86	93	0	0	0	0	0	0	0	0	0	0	420	248
Bus	24	24	0	-1	14	6	70	30	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	1	0	0	47	51	0	0	0	0	0	0	0	0	0	0	162	119
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	342	342	0	0	8	3	28	12	0	0	0	0	0	0	-3	-3	0	0	0	0	120	136	0	0	0	0	0	0	0	0	7	18	0	0	44	48	0	0	0	0	0	0	0	0	0	0	546	556
Total	402	402	0	-4	156	68	393	169	0	0	0	0	0	0	-40	-40	0	0	0	-2	144	164	0	0	0	0	0	0	0	0	7	21	0	0	260	282	0	0	0	0	0	0	0	0	0	0	1,322	1,060
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	26	21	-2	0	30	30	40	40	0	0	0	0	0	0	-26	-26	0	0	-1	-1	9	11	0	0	0	0	0	0	0	0	1	1	0	0	61	87	0	0	0	0	0	0	0	0	0	0	138	163
Taxi	5	4	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	16	18
Subway/Railroad	16	13	0	0	52	52	142	142	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	0	0	0	0	0	0	67	96	0	0	0	0	0	0	0	0	0	0	288	316
Bus	31	25	0	0	9	9	43	43	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	0	0	1	1	0	0	37	53	0	0	0	0	0	0	0	0	0	0	132	144
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	439	360	0	0	5	5	17	17	0	0	0	0	0	0	-2	-2	0	0	0	0	186	219	0	0	0	0	0	0	0	0	13	13	0	0	35	50	0	0	0	0	0	0	0	0	0	0	693	662
Total	517	423	-2	0	97	97	243	243	0	0	0	0	0	0	-30	-30	0	0	-1	-1	224	264	0	0	0	0	0	0	0	0	15	15	0	0	204	292	0	0	0	0	0	0	0	0	0	0	1,267	1,303
Vehicle Trips :																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	-1	0	8	50	11	67	0	0	0	0	0	0	-32	-18	0	0	-1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	33	4	0	0	0	0	0	0	0	0	0	0	23	107
Taxi	1	1	0	0	0	1	0	2	0	0	0	0	0	0	-2	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
Taxi Balanced	2	2	0	0	1	1	2	2	0	0	0	0	0	0	-3	-3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	2	2	0	0	1	1	2	2	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	7	7	-1	0	10	52	15	71	0	0	0	0	0	0	-37	-23	0	0	-1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	35	6	0	0	0	0	0	0	0	0	0	0	32	116
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	19	19	0	0	11	11	14	14	0	0	0	0	0	0	-21	-21	0	0	-1	-1	4	5	0	0	0	0	0	0	0	0	1	1	0	0	51	49	0	0	0	0	0	0	0	0	0	0	78	77
Taxi	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	9	9
Taxi Balanced	8	8	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	18	18
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	3	3	0	0	1	1	2	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6	6
Total	30	30	0	0	12	12	16	16	0	0	0	0	0	0	-26	-26	0	0	-1	-1	12	13	0	0	0	0	0	0	0	0	1	1	0	0	58	56	0	0	0	0	0	0	0	0	0	0	102	101
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	10	10	0	-2	45	20	60	25	0	0	0	0	0	0	-27	-27	0	0	0	-1	4	4	0	0	0	0	0	0	0	0	0	1	0	0	52	56	0	0	0	0	0	0	0	0	0	0	144	86
Taxi	2	2	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	8	10
Taxi Balanced	4	4	0	0	2	2	2	2	0	0	0	0	0	0	-4	-4	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	18	18
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14	14	0	-2	47	22	62	27	0	0	0	0	0	0	-31	-31	0	0	0	-1	11	11	0	0	0	0	0	0	0	0	0	1	0	0	59	63	0	0	0	0	0	0	0	0	0	0	162	104
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	13	11	-2	0	20	20	27	27	0	0	0	0	0	0	-20	-20	0	0	-1	-1	5	7	0	0	0	0	0	0	0	0	1	1	0	0	23	33	0	0	0	0	0	0	0	0	0	0	66	78
Taxi	3	2	0	0	1	1	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	10	10
Taxi Balanced	5	5	0	0	2	2	2	2	0	0	0	0	0	0	-4	-4	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	20	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	18	16	-2	0	22	22	30	30	0	0	0	0	0	0	-24	-24	0	0	-1	-1	16	18	0	0	0	0	0	0	0	0	1	1	0	0	27	37	0	0	0	0	0	0	0	0	0	0	87	99

Total Vehicle Trips

	In	Out	Total
AM	32	116	148
MD	102	101	203
PM	162	104	266
Sat MD	87	99	186

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 5

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	158,829	gsf	76,654	gsf	1,075	DUs	1,094	DUs	0	Rooms	-28,041	gsf	34,500	gsf	0	gsf	0	gsf	-31,000	gsf	0	gsf	68	students	6	staff	12	parents	0	gsf	194,589	gsf	0	gsf	55,774	gsf	463	students	318	students	101	students	82	staff	122	parents		
Peak Hour Trips:																																															
AM	294		166		870		884		0		-56		46		0		0		-18		0		68		6		24		0		348		0		284		464		318		102		82		244		4,126	
MD	1,856		208		436		442		0		-46		614		0		0		-18		0		0		0		0		0		784		0		780		0		0		0		0		0		5,056	
PM	978		194		956		972		0		-60		346		0		0		-20		0		8		2		4		0		436		0		850		48		32		12		82		26		4,866	
Sat MD	1,144		52		826		842		0		-8		418		0		0		-6		0		0		0		0		0		458		0		780		0		0		0		0		0		4,506	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	71	3	40	227	22	122	0	0	-22	-3	14	1	0	0	0	0	-8	-2	0	0	10	0	3	0	0	0	0	0	11	7	0	0	76	9	70	0	48	0	15	0	34	0	0	0	391	371
Taxi	1	1	1	0	1	6	0	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	12	12
Subway/Railroad	4	4	43	2	71	402	78	439	0	0	-13	-2	6	0	0	0	0	0	-4	-1	0	0	2	0	2	0	0	0	0	0	6	4	0	0	84	10	15	0	21	0	41	0	32	0	0	0	388	858
Bus	9	9	25	1	12	66	24	134	0	0	-8	-1	6	0	0	0	0	0	-1	0	0	0	1	0	1	0	0	0	0	0	13	8	0	0	45	6	8	0	10	0	20	0	16	0	0	0	181	223
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	255	0	80	0	0	0	0	0	0	0	373	0
Walk/Other	126	126	19	1	7	38	9	53	0	0	-6	-1	16	1	0	0	0	0	-2	0	0	0	17	0	0	0	12	12	0	0	181	115	0	0	43	5	116	0	159	0	26	0	0	0	122	122	845	472
Total	147	147	159	7	131	739	133	751	0	0	-49	-7	44	2	0	0	0	0	-15	-3	0	0	68	0	6	0	12	12	0	0	213	135	0	0	253	31	464	0	318	0	102	0	82	0	122	122	2,190	1,936
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	46	46	2	3	67	67	36	36	0	0	0	0	120	64	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	22	18	0	0	118	115	0	0	0	0	0	0	0	0	0	0	407	345
Taxi	9	9	2	4	2	2	1	1	0	0	-1	-1	20	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	8	8	0	0	0	0	0	0	0	0	0	0	45	38
Subway/Railroad	28	28	5	8	119	119	129	129	0	0	-1	-1	60	32	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	13	11	0	0	131	126	0	0	0	0	0	0	0	0	0	0	481	449
Bus	56	56	5	8	19	19	39	39	0	0	-1	-1	60	32	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	26	21	0	0	72	69	0	0	0	0	0	0	0	0	0	0	275	242
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	789	789	67	104	11	11	16	16	0	0	-20	-20	140	75	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	366	299	0	0	68	65	0	0	0	0	0	0	0	0	0	0	1,436	1,338
Total	928	928	81	127	218	218	221	221	0	0	-23	-23	400	214	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	431	353	0	0	397	383	0	0	0	0	0	0	0	0	0	0	2,644	2,412
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	24	24	4	84	206	88	111	47	0	0	-3	-25	67	36	0	0	0	0	-1	-10	0	0	0	4	0	1	0	0	0	0	6	15	0	0	122	133	0	27	0	10	0	2	0	34	0	0	536	470
Taxi	5	5	0	1	6	2	3	1	0	0	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	8	9	0	0	0	0	0	0	0	0	0	0	34	27
Subway/Railroad	15	15	3	50	362	156	397	170	0	0	-2	-14	34	18	0	0	0	0	-1	-5	0	0	0	1	0	1	0	0	0	0	4	9	0	0	135	146	0	6	0	4	0	5	0	32	0	0	947	594
Bus	29	29	1	28	60	26	122	52	0	0	-1	-8	34	18	0	0	0	0	0	-1	0	0	0	1	0	0	0	0	0	0	8	19	0	0	73	80	0	3	0	2	0	2	0	16	0	0	326	267
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	416	416	1	22	35	15	48	21	0	0	-1	-6	80	42	0	0	0	0	0	-2	0	0	0	2	0	0	2	2	0	0	107	264	0	0	69	75	0	12	0	16	0	3	0	0	13	13	770	895
Total	489	489	9	185	669	287	681	291	0	0	-7	-53	226	120	0	0	0	0	-2	-18	0	0	0	8	0	2	2	2	0	0	126	310	0	0	407	443	0	48	0	32	0	12	0	82	13	13	2,613	2,253
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	31	26	14	10	127	127	68	68	0	0	-2	-2	79	46	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	11	12	0	0	96	138	0	0	0	0	0	0	0	0	0	0	422	423
Taxi	6	5	0	0	4	4	2	2	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	6	9	0	0	0	0	0	0	0	0	0	0	33	30
Subway/Railroad	19	15	8	6	224	224	246	246	0	0	-1	-1	40	23	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	7	7	0	0	106	152	0	0	0	0	0	0	0	0	0	0	648	671
Bus	38	31	5	3	37	37	75	75	0	0	-1	-1	40	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14	0	0	58	83	0	0	0	0	0	0	0	0	0	0	265	265
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	535	438	4	2	21	21	30	30	0	0	0	0	92	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	191	199	0	0	54	78	0	0	0	0	0	0	0	0	0	0	927	822
Total	629	515	31	21	413	413	421	421	0	0	-4	-4	264	154	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	224	234	0	0	320	460	0	0	0	0	0	0	0	0	0	0	2,295	2,211
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	4	4	63	3	38	213	21	115	0	0	-18	-3	6	0	0	0	0	0	-6	-2	0	0	8	8	3	0	0	0	0	0	7	4	0	0	51	6	54	54	37	37	12	12	23	0	0	0	303	451
Taxi	1	1	1	0	1	5	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	9	10
Taxi Balanced	2	2	1	1	6	6	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	4	4	0	0	0	0	0	0	0	0	0	0	19	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	8	8	3	3	0	0	0	0	0	0	13	13
Truck	2	2	1	1	4	4	4	4	0	0	-1	-1	4	4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	17	17
Total	8	8	65	5	48	223	27	121	0	0	-19	-4	11	5	0	0	0	0	-7	-3	0	0	10	10	3	0	0	0	0	0	13	10	0	0	55	10	63	63	40	40	12	12	23	0	0	0	352	500
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	23	23	2	3	45	45	24	24	0	0	0	0	55	29	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	13	11	0	0	79	77	0	0	0	0	0	0	0	0	0	0	238	209
Taxi	5	5	2	3	2	2	1	1	0	0	-1	-1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	5	5	0	0	0	0	0	0	0	0	0	0	26	23
Taxi Balanced	10	10	5	5	4	4	2	2	0	0	-2	-2	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	10	10	0	0	0	0	0	0	0	0	0	0	49	49
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	3	3	1	1	3	3	3	3	0	0	-1	-1	4	4	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	1	1	1	1	1	1	0	0	0	0	0	0	18	18
Total	36	36	8	9	52	52	29	29	0	0	-3	-3	73	47	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	22	20	0	0	90	88	1	1	1	1	0	0	0	0	0	0	305	276
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	12	12	4	75	193	83	104	44	0	0	-3	-21	30	16	0	0	0	0	-1	-8	0	0	3	3	0	1	0	0	0	0	4	9	0	0	81	89	21	21	8	8	2	2	0	23	0	0	458	357
Taxi	3	3	0	1	5	2	2	1	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	5	6	0	0	0	0	0	0	0	0	0	0	21	18
Taxi Balanced	6	6	1	1	7	7	3	3	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	11	11	0	0	0	0	0	0	0	0	0	0	39	39
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	19	19	5	76	201	91	108	48	0	0	-3	-21	39	25	0	0	0	0	-1	-8	0	0	3	3	0	1	0	0	0	0	7	12	0	0	92	100	21	21	8	8	2	2	0	23	0	0	501	400
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	16	13	13	9	85	85	46	46	0	0	-2	-2	36	21	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	7	7	0	0	37	53	0	0	0	0	0	0	0	0	0	0	236	230
Taxi	3	3	0	0	3	3	2	2	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	2	3	0	0	0	0	0	0	0	0	0	0	18	16
Taxi Balanced	6	6	0	0	6	6	4	4	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	5	5	0	0	0	0	0	0	0	0	0	0	34	34
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	22	19	13	9	92	92	51	51	0	0	-2	-2	45	30	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	11	11	0	0	42	58	0	0	0	0	0	0	0	0	0	0	272	266

Total Vehicle Trips

	In	Out	Total
AM	**352**	**500**	**852**
MD	**305**	**276**	**581**
PM	**501**	**400**	**901**
Sat MD	**272**	**266**	**538**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

PS/IS student absentee rate assumed to be 5%

Pre-K and PS/IS student vehicle trips are drop-off trips.

Cluster 6

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	0	gsf	-7,554	gsf	43	DUs	44	DUs	0	Rooms	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	students	0	students	0	staff	0	parents		
Peak Hour Trips:																																															
AM	0		-18		36		36		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		54	
MD	0		-22		18		18		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
PM	0		-20		40		40		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		60	
Sat MD	0		-6		34		34		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		62	
Person Trips:																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-8	0	2	9	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	-5	0	3	17	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36
Bus	0	0	-3	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	8
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	4
Total	0	0	-18	0	5	31	5	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	62
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	-1	-1	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Bus	0	0	-1	-1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-7	-11	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-10
Total	0	0	-9	-13	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-10	9	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	-5	15	7	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	9
Bus	0	0	0	-3	2	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	-2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	0	-20	27	13	28	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	5
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	-1	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	-1	-1	9	9	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
Bus	0	0	-1	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	-4	-2	17	17	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	32
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	-7	0	2	8	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	13
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-7	0	2	8	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	13
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	-9	8	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-2	-9	8	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	-3
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	-2	-1	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-2	-1	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4

Total Vehicle Trips

	In	Out	Total
AM	-4	13	9
MD	3	3	6
PM	13	-3	10
Sat MD	3	4	7

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 7

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	14,543 gsf	0 gsf	90 DUs	101 DUs	0 Rooms	0 gsf	0 gsf	-2,880 gsf	0 gsf	-1,125 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	28	0	74	82	0	0	0	-8	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	174
MD	170	0	38	42	0	0	0	-8	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	240
PM	90	0	80	90	0	0	0	-8	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	250
Sat MD	106	0	70	78	0	0	0	-6	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	246

Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	19	2	11	0	0	0	0	0	0	-5	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	0	0	0	0	6	34	7	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	76
Bus	1	1	0	0	1	6	2	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	12	12	0	0	1	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	20
Total	14	14	0	0	11	63	12	70	0	0	0	0	0	0	-5	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	143
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	6	6	3	3	0	0	0	0	0	0	-4	-4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	3	3	0	0	10	10	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Bus	5	5	0	0	2	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	72	72	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	74
Total	85	85	0	0	19	19	21	21	0	0	0	0	0	0	-4	-4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	120
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	18	7	10	4	0	0	0	0	0	0	-4	-4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	1	1	0	0	31	13	38	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	30
Bus	3	3	0	0	5	2	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	10
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	39	39	0	0	3	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	42
Total	45	45	0	0	57	23	63	27	0	0	0	0	0	0	-4	-4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	90
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	11	11	6	6	0	0	0	0	0	0	-3	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	15
Taxi	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	2	1	0	0	19	19	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	43
Bus	3	3	0	0	3	3	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	50	41	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	46
Total	59	47	0	0	35	35	39	39	0	0	0	0	0	0	-3	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	117

Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	18	2	10	0	0	0	0	0	0	-4	-2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi Balanced	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	4	19	2	10	0	0	0	0	0	0	-4	-2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	27
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	4	4	2	2	0	0	0	0	0	0	-3	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	4	4	2	2	0	0	0	0	0	0	-3	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	17	7	9	4	0	0	0	0	0	0	-3	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	17	7	9	4	0	0	0	0	0	0	-3	-3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	8
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	1	0	0	7	7	4	4	0	0	0	0	0	0	-2	-2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	9
Taxi	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi Balanced	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	0	0	7	7	4	4	0	0	0	0	0	0	-2	-2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10

Total Vehicle Trips

	In	Out	Total
AM	**2**	**27**	**29**
MD	**6**	**6**	**12**
PM	**23**	**8**	**31**
Sat MD	**11**	**10**	**21**

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 8

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	45,256 gsf	0 gsf	93 DUs	129 DUs	0 Rooms	-16,140 gsf	0 gsf	-6,380 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	-1,600 gsf	0 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	84	0	76	106	0	-32	0	-18	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	212
MD	530	0	38	54	0	-28	0	-14	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	578
PM	280	0	84	116	0	-34	0	-18	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	424
Sat MD	326	0	72	100	0	-4	0	-14	0	0	0	0	0	0	0	0	-6	0	0	0	0	0	0	474

Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	4	20	3	15	0	0	-13	-2	0	0	-10	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	30
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Subway/Railroad	1	1	0	0	6	34	9	53	0	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	87
Bus	3	3	0	0	1	6	3	16	0	0	-4	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	24
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	36	36	0	0	1	3	1	6	0	0	-3	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	32	42
Total	42	42	0	0	12	64	16	90	0	0	-28	-4	0	0	-12	-6	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	28	184
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	13	0	0	6	6	4	4	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Taxi	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	8	8	0	0	10	10	16	16	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
Bus	16	16	0	0	2	2	5	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	225	225	0	0	1	1	2	2	0	0	-12	-12	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	214	214
Total	265	265	0	0	19	19	27	27	0	0	-14	-14	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	289	289
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	18	8	13	6	0	0	-2	-13	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0
Taxi	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway/Railroad	4	4	0	0	32	14	48	20	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	30
Bus	8	8	0	0	5	2	15	6	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	11
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	120	120	0	0	3	1	6	2	0	0	0	-4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	126	116
Total	140	140	0	0	59	25	82	34	0	0	-4	-30	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	266	158
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	7	0	0	11	11	8	8	0	0	-1	-1	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	19
Taxi	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway/Railroad	5	4	0	0	20	20	29	29	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	52
Bus	11	9	0	0	3	3	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	21
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	153	125	0	0	2	2	4	4	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	0	0	154	128
Total	180	146	0	0	36	36	50	50	0	0	-2	-2	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	0	0	253	221

Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	4	19	3	14	0	0	-11	-2	0	0	-8	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	28
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Taxi Balanced	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	5	20	3	14	0	0	-12	-3	0	0	-9	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	28
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	7	7	0	0	4	4	3	3	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi Balanced	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	12	12	0	0	4	4	3	3	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	4	4	0	0	17	8	12	6	0	0	-2	-11	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1
Taxi	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi Balanced	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	0	0	18	9	12	6	0	0	-2	-11	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	4
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	4	0	0	7	7	5	5	0	0	-1	-1	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	0	0	7	7	5	5	0	0	-1	-1	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	12

Total Vehicle Trips	In	Out	Total
AM	-11	28	17
MD	14	14	28
PM	28	4	32
Sat MD	13	12	25

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 9

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	50,801	gsf	-4,008	gsf	150	DUs	165	DUs	0	Rooms	0	gsf	0	gsf	-18,910	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	students	0	students	0	staff	0	parents		
Peak Hour Trips:																																															
AM	94		-10		122		134		0		0		0		-50		0		0		0		0		0		0		0		0		0		0		0		0		0		290	
MD	594		-12		62		68		0		0		0		-42		0		0		0		0		0		0		0		0		0		0		0		0		0		670	
PM	314		-12		134		148		0		0		0		-54		0		0		0		0		0		0		0		0		0		0		0		0		0		530	
Sat MD	366		-4		116		128		0		0		0		-40		0		0		0		0		0		0		0		0		0		0		0		0		0		566	
Person Trips:																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-5	0	6	32	3	19	0	0	0	0	0	0	-28	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-22	38
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Subway/Railroad	1	1	-3	0	10	56	12	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	124
Bus	3	3	-1	0	2	9	4	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	32
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	41	41	-1	0	1	5	1	8	0	0	0	0	0	0	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	53
Total	47	47	-10	0	19	103	20	114	0	0	0	0	0	0	-33	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	247
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	15	15	0	0	10	10	6	6	0	0	0	0	0	0	-18	-18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Taxi	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	9	9	0	0	16	16	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
Bus	18	18	0	0	3	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	252	252	-5	-7	2	2	2	2	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	249	247
Total	297	297	-5	-7	31	31	34	34	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336	334
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	8	0	-6	29	12	17	7	0	0	0	0	0	0	-24	-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-3
Taxi	2	2	0	0	1	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway/Railroad	5	5	0	-3	51	22	61	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	50
Bus	9	9	0	-2	8	4	19	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	19
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	133	133	0	-1	5	2	7	3	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	135
Total	157	157	0	-12	94	40	104	44	0	0	0	0	0	0	-27	-27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	328	202
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	8	-1	-1	18	18	10	10	0	0	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	18
Taxi	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	6	5	-1	-1	32	32	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	74
Bus	12	10	0	0	5	5	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	26
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	171	140	0	0	3	3	5	5	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	146
Total	201	165	-2	-2	58	58	64	64	0	0	0	0	0	0	-20	-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	301	265
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	-4	0	6	30	3	18	0	0	0	0	0	0	-22	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	37
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi Balanced	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	2	-4	0	8	32	4	19	0	0	0	0	0	0	-26	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	37
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	8	8	0	0	7	7	4	4	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi Balanced	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	13	0	0	7	7	4	4	0	0	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	4	4	0	-5	27	11	16	7	0	0	0	0	0	0	-18	-18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-1
Taxi	1	1	0	0	1	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi Balanced	2	2	0	0	1	1	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	0	-5	28	12	16	7	0	0	0	0	0	0	-20	-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	4	-1	-1	12	12	7	7	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	9
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	-1	-1	12	12	7	7	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	9

Total Vehicle Trips

	In	Out	Total
AM	-16	37	21
MD	7	7	14
PM	30	0	30
Sat MD	10	9	19

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Cluster 10

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	30,409	gsf	-1,800	gsf	187	DUs	233	DUs	0	Rooms	-27,196	gsf	5,000	gsf	-6,000	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	16,560	gsf	4,440	gsf	0	gsf	0	students	0	students	0	students	0	staff	0	parents		
Peak Hour Trips:																																															
AM	58		-4		152		190		0		-54		8		-16		0		0		0		0		0		0		0		30		8		0		0		0		0		0		372	
MD	356		-6		76		96		0		-44		90		-14		0		0		0		0		0		0		0		68		4		0		0		0		0		0		626	
PM	188		-6		168		208		0		-58		50		-18		0		0		0		0		0		0		0		38		8		0		0		0		0		0		578	
Sat MD	220		-2		144		180		0		-8		62		-14		0		0		0		0		0		0		0		40		16		0		0		0		0		0		638	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	0	7	40	5	26	0	0	-21	-3	2	0	-9	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	60
Taxi	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Subway/Railroad	1	1	-1	0	12	70	17	94	0	0	-13	-2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	163
Bus	2	2	-1	0	2	12	5	29	0	0	-7	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	43
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	25	25	0	0	1	7	2	11	0	0	-6	-1	4	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	10	5	3	0	0	0	0	0	0	0	0	0	0	0	0	45	55
Total	29	29	-4	0	22	130	29	161	0	0	-47	-7	8	0	-11	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	12	5	3	0	0	0	0	0	0	0	0	0	0	0	0	49	323
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	12	12	8	8	0	0	0	0	18	9	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	34
Taxi	2	2	0	0	0	0	0	0	0	0	-1	-1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Subway/Railroad	5	5	0	0	21	21	28	28	0	0	-1	-1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	59
Bus	11	11	0	0	3	3	9	9	0	0	-1	-1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	151	151	-3	-3	2	2	3	3	0	0	-19	-19	19	11	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26	2	2	0	0	0	0	0	0	0	0	0	0	0	0	186	172
Total	178	178	-3	-3	38	38	48	48	0	0	-22	-22	58	32	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	31	2	2	0	0	0	0	0	0	0	0	0	0	0	0	329	297
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	-2	36	15	24	10	0	0	-3	-23	10	5	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	3
Taxi	1	1	0	0	1	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Subway/Railroad	3	3	0	-2	66	27	86	36	0	0	-2	-14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	54
Bus	6	6	0	-1	10	4	26	11	0	0	-1	-8	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	17
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	79	79	0	-1	6	3	10	4	0	0	-1	-6	10	6	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	23	5	3	0	0	0	0	0	0	0	0	0	0	0	0	117	110
Total	94	94	0	-6	119	49	147	61	0	0	-7	-51	32	18	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	27	5	3	0	0	0	0	0	0	0	0	0	0	0	0	392	186
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	-1	-1	22	22	15	15	0	0	-2	-2	12	7	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48	41
Taxi	1	1	0	0	1	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Subway/Railroad	4	3	0	0	39	39	53	53	0	0	-1	-1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	98
Bus	7	6	0	0	6	6	16	16	0	0	-1	-1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36	31
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	103	84	0	0	4	4	6	6	0	0	0	0	14	8	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	10	4	0	0	0	0	0	0	0	0	0	0	0	0	153	122
Total	121	99	-1	-1	72	72	90	90	0	0	-4	-4	40	22	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	12	4	0	0	0	0	0	0	0	0	0	0	0	0	343	295
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	-2	0	7	38	5	24	0	0	-18	-3	1	0	-7	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	57
Taxi	0	0	0	0	0	1	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Taxi Balanced	0	0	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	1	1	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	1	-2	0	9	40	7	26	0	0	-19	-4	2	1	-8	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	60
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	0	0	8	8	5	5	0	0	0	0	8	4	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	18
Taxi	1	1	0	0	0	0	0	0	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	-2	-2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	8	8	0	0	9	9	6	6	0	0	-3	-3	11	7	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	23
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	-2	34	14	23	9	0	0	-3	-19	5	2	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	2
Taxi	1	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Taxi Balanced	2	2	0	0	1	1	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	-2	35	15	24	10	0	0	-3	-19	6	3	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	7
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	-1	-1	15	15	10	10	0	0	-2	-2	5	3	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	24
Taxi	1	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi Balanced	2	2	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	-1	-1	17	17	10	10	0	0	-2	-2	6	4	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	29

Total Vehicle Trips

	In	Out	Total
AM	-9	60	51
MD	27	23	50
PM	62	7	69
Sat MD	32	29	61

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 1

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	3,033 gsf	0 gsf	66 DUs	67 DUs	0 Rooms	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	-24,967 gsf	0 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	6	0	54	56	0	0	0	0	0	0	0	0	0	0	0	0	-38	0	0	0	0	0	0	78
MD	36	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	-20	0	0	0	0	0	0	72
PM	20	0	60	60	0	0	0	0	0	0	0	0	0	0	0	0	-36	0	0	0	0	0	0	104
Sat MD	22	0	52	52	0	0	0	0	0	0	0	0	0	0	0	0	-88	0	0	0	0	0	0	38

Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	14	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	2	21
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	27	5	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	8	53
Bus	0	0	0	0	1	4	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	2	12
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	3	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-15	0	0	0	0	0	0	0	0	-13	-7
Total	3	3	0	0	7	47	9	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-18	0	0	0	0	0	0	0	0	-1	79
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	4	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	1	1	0	0	8	8	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Bus	1	1	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	15	15	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	9	9
Total	18	18	0	0	14	14	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	36	36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	13	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	20	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	22	10	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	45	20
Bus	1	1	0	0	4	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	12	5
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	8	0	0	2	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	-2	-5
Total	10	10	0	0	41	19	42	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-18	0	0	0	0	0	0	0	0	75	29
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	0	0	0	8	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1	0	0	0	0	0	0	0	0	10	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0
Subway/Railroad	0	0	0	0	15	15	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	28	29
Bus	1	1	0	0	2	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	0	0	0	0	0	0	4	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	11	8	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-52	-22	0	0	0	0	0	0	0	0	-38	-11
Total	13	9	0	0	26	26	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-62	-26	0	0	0	0	0	0	0	0	3	35

Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	13	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	2	20
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	13	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	2	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	12	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	19	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	12	6	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	19	9
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	0	0	0	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	-1	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	6	6

Total Vehicle Trips

	In	Out	Total
AM	2	20	22
MD	4	4	8
PM	19	9	28
Sat MD	6	6	12

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 12

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel		Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total	
Size/Units:	9,161	gsf	0	gsf	18	DUs	19	DUs	0	Rooms	0	gsf	0	gsf	-8,975	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	students	0	students	0	staff	0	parents		
Peak Hour Trips:																																															
AM	18		0		16		16		0		0		0		-24		0		0		0		0		0		0		0		0		0		0		0		0		0		0		26	
MD	108		0		8		8		0		0		0		-20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		104	
PM	58		0		16		18		0		0		0		-26		0		0		0		0		0		0		0		0		0		0		0		0		0		0		66	
Sat MD	66		0		14		16		0		0		0		-20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		76	
Person Trips:																																															
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	2	0	0	0	0	0	0	-14	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway/Railroad	0	0	0	0	1	8	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
Bus	1	1	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	8	0	0	0	1	0	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Total	9	9	0	0	2	14	2	14	0	0	0	0	0	0	-16	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Bus	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	45	45	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44
Total	54	54	0	0	4	4	4	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	1	2	1	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	1	1	0	0	7	3	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	7
Bus	2	2	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	25	25	0	0	1	0	1	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24
Total	29	29	0	0	12	4	13	5	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	25
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	0	0	2	2	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	1	1	0	0	4	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	2	2	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	32	25	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	25
Total	37	29	0	0	7	7	8	8	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	34
Vehicle Trips :																																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	4	0	2	0	0	0	0	0	0	-11	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	0	0	1	4	0	2	0	0	0	0	0	0	-13	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	1	1	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	1	1	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	1	2	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	1	2	1	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-7
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	1	1	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5

Total Vehicle Trips

	In	Out	Total
AM	-12	-1	-13
MD	-2	-2	-4
PM	-4	-7	-11
Sat MD	-5	-5	-10

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 2

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	31,842 gsf	0 gsf	86 DUs	86 DUs	-116 Rooms	0 gsf	10,000 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	60	0	70	70	-88	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
MD	374	0	36	36	-154	0	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	470
PM	196	0	78	78	-142	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310
Sat MD	230	0	68	68	-100	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	388

Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	18	2	10	-11	-16	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Taxi	0	0	0	0	0	1	0	0	-4	-6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5
Subway/Railroad	1	1	0	0	6	32	6	34	-7	-10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	57
Bus	2	2	0	0	1	5	2	11	-2	-3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	25	25	0	0	1	3	1	4	-12	-17	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	15
Total	30	30	0	0	11	59	11	59	-36	-52	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	96
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	6	6	3	3	-32	-15	0	0	35	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	22
Taxi	2	2	0	0	0	0	0	0	-13	-6	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1
Subway/Railroad	6	6	0	0	9	9	11	11	-20	-9	0	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	26
Bus	11	11	0	0	2	2	3	3	-6	-3	0	0	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	22
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	159	159	0	0	1	1	1	1	-34	-16	0	0	41	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	167
Total	187	187	0	0	18	18	18	18	-105	-49	0	0	116	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	236
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	17	7	9	4	-25	-18	0	0	20	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	9
Taxi	1	1	0	0	0	0	0	0	-10	-7	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-4
Subway/Railroad	3	3	0	0	30	13	31	14	-16	-11	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	24
Bus	6	6	0	0	5	2	10	4	-5	-3	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	14
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	83	83	0	0	3	1	4	2	-28	-19	0	0	22	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	79
Total	98	98	0	0	55	23	54	24	-84	-58	0	0	65	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188	122
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	0	0	10	10	6	6	-17	-13	0	0	22	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	22
Taxi	1	1	0	0	0	0	0	0	-7	-5	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Subway/Railroad	4	3	0	0	19	19	20	20	-11	-8	0	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	41
Bus	8	6	0	0	3	3	6	6	-3	-2	0	0	12	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	20
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	108	88	0	0	2	2	2	2	-19	-15	0	0	26	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	93
Total	127	103	0	0	34	34	34	34	-57	-43	0	0	76	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	174

Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	17	2	9	-7	-10	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17
Taxi	0	0	0	0	0	1	0	0	-3	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi Balanced	0	0	0	0	1	1	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	0	0	4	18	2	9	-14	-17	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	5	5	0	0	4	4	2	2	-20	-9	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	11
Taxi	1	1	0	0	0	0	0	0	-9	-4	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-2
Taxi Balanced	2	2	0	0	0	0	0	0	-13	-13	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	8	8	0	0	4	4	2	2	-33	-22	0	0	21	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	16	7	8	4	-16	-11	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	8
Taxi	1	1	0	0	0	0	0	0	-7	-5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-3
Taxi Balanced	2	2	0	0	0	0	0	0	-12	-12	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	16	7	8	4	-28	-23	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	7	7	4	4	-11	-8	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	12
Taxi	1	1	0	0	0	0	0	0	-5	-4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi Balanced	2	2	0	0	0	0	0	0	-9	-9	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	7	7	4	4	-20	-17	0	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8

Total Vehicle Trips	In	Out	Total
AM	-4	12	8
MD	2	6	8
PM	12	0	12
Sat MD	9	8	17

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

Site 68

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH Supermarket	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day-Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8 Students)	PS/IS School (Staff)	PS/IS School (Parents)	Total
Size/Units:	16,205 gsf	0 gsf	33 DUs	33 DUs	0 Rooms	0 gsf	0 gsf	-10,000 gsf	0 gsf	0 gsf	0 gsf	0 students	0 staff	0 parents	0 gsf	0 gsf	0 gsf	0 gsf	0 students	0 students	0 students	0 staff	0 parents	
Peak Hour Trips:																								
AM	30	0	28	28	0	0	0	-26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
MD	190	0	14	14	0	0	0	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
PM	100	0	30	30	0	0	0	-28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132
Sat MD	118	0	26	26	0	0	0	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	148

Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	7	1	4	0	0	0	0	0	0	-15	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway/Railroad	0	0	0	0	2	15	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	29
Bus	1	1	0	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	13	13	0	0	1	2	0	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	15
Total	15	15	0	0	3	25	4	24	0	0	0	0	0	0	-17	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	55
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	2	2	1	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	3	3	0	0	4	4	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Bus	6	6	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	80	80	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	79
Total	95	95	0	0	7	7	7	7	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	98
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	6	3	3	1	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	12	5	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	12
Bus	3	3	0	0	2	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	41	41	0	0	1	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	41
Total	50	50	0	0	21	9	21	9	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	54
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	4	4	2	2	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	7	7	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Bus	4	3	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	54	45	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	46
Total	64	54	0	0	13	13	13	13	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	69

Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	7	1	4	0	0	0	0	0	0	-12	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi Balanced	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	1	1	0	0	1	7	1	4	0	0	0	0	0	0	-14	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	1	1	1	1	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	1	1	1	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	6	3	3	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-3
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	6	3	3	1	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-3
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	3	3	1	1	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi Balanced	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	3	3	1	1	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1

Total Vehicle Trips

	In	Out	Total
AM	-11	4	-7
MD	-2	-2	-4
PM	2	-3	-1
Sat MD	-1	-1	-2

Notes:

70% linked-trip credit applied to local retail use.

25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.

TABLE E-1
Existing Intersection Level of Service Analysis

Signalized Intersection	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Atlantic Avenue &	EB	L	0.32	27.4	C	EB	L	0.36	23.0	C	EB	L	0.27	21.3	C	EB	L	0.34	23.0	C
Rockaway Avenue	EB	TR	0.60	28.1	C	EB	TR	0.86	36.4	D	EB	TR	0.87	37.6	D	EB	TR	0.74	31.5	C
	WB	L	0.77	37.3	D	WB	L	0.91	61.6	E *	WB	L	1.03	106.6	F *	WB	L	0.98	88.5	F *
	WB	TR	1.02	60.0	E *	WB	TR	0.98	50.7	D *	WB	TR	0.81	33.9	C	WB	TR	0.81	33.8	C
	NB	LTR	1.05	94.2	F *	NB	LTR	0.89	45.8	D	NB	LTR	1.03	89.4	F *	NB	LTR	1.04	95.3	F *
	SB	LTR	0.90	71.7	E *	SB	LTR	0.98	71.8	E *	SB	LTR	1.04	103.7	F *	SB	LTR	1.05	104.2	F *
Atlantic Avenue &	EB	TR	0.54	22.1	C	EB	TR	0.52	16.7	B	EB	TR	0.76	27.3	C	EB	TR	0.65	18.6	B
Eastern Parkway	WB-Main	T	0.90	36.4	D *	WB-Main	T	0.74	21.5	C	WB-Main	T	0.79	29.5	C	WB-Main	T	0.83	24.7	C
	WB-Service	T	0.85	37.1	D	WB-Service	T	0.36	15.4	B	WB-Service	T	0.45	21.6	C	WB-Service	T	0.38	15.7	B
	WB-Service	R	0.14	17.1	B	WB-Service	R	0.08	12.5	B	WB-Service	R	0.14	17.1	B	WB-Service	R	0.10	12.6	B
	NB	T	0.54	29.1	C	NB	T	0.51	23.7	C	NB	T	0.55	28.1	C	NB	T	0.51	23.7	C
	NB	R	0.64	34.5	C	NB	R	0.63	29.3	C	NB	R	0.81	43.6	D	NB	R	0.65	29.5	C
	SB	LTR	0.79	36.4	D	SB	LTR	0.92	44.5	D *	SB	LTR	1.05	79.7	E *	SB	LTR	0.96	51.7	D *
Atlantic Avenue &	EB-Main	T	0.59	14.1	B	EB-Main	T	0.55	13.4	B	EB-Main	T	0.60	14.3	B	EB-Main	T	0.53	13.7	B
Georgia Avenue	EB-Service	T	0.25	10.1	B	EB-Service	T	0.31	10.7	B	EB-Service	T	0.52	13.5	B	EB-Service	T	0.38	12.2	B
	WB	TR	0.65	14.7	B	WB	TR	0.50	12.4	B	WB	TR	0.53	12.8	B	WB	TR	0.57	14.0	B
	NB	LTR	1.05	100.3	F *	NB	LTR	0.96	78.6	E *	NB	LTR	1.03	93.3	F *	NB	LTR	0.69	33.1	C
Atlantic Avenue &	EB	L	0.26	36.5	D	EB	L	0.41	38.8	D	EB	L	0.32	41.2	D	EB	L	0.27	28.9	C
Pennsylvania Avenue	EB	TR	0.77	27.2	C	EB	TR	0.95	48.8	D *	EB	T	1.05	73.4	E *	EB	TR	0.98	46.3	D *
	WB	TR	0.95	47.2	D *	WB	TR	0.83	41.9	D	EB	R	0.19	22.3	C	WB	TR	0.98	52.4	D *
	NB	L	1.05	107.1	F *	NB	L	1.05	118.0	F *	WB	TR	1.01	70.2	E *	NB	L	1.02	79.9	E *
	NB	TR	1.05	88.8	F *	NB	TR	1.05	83.9	F *	NB	L	1.05	104.9	F *	NB	TR	0.86	37.5	D
	SB	L	0.80	79.1	E *	SB	L	1.00	107.8	F *	NB	TR	0.65	34.5	C	SB	L	1.01	98.7	F *
	SB	TR	1.05	88.5	F *	SB	TR	0.75	37.8	D	SB	L	0.76	38.7	D	SB	TR	0.83	35.3	D
											SB	TR	0.87	44.8	D					
Atlantic Avenue &	EB	TR	0.38	11.0	B	EB	TR	0.44	11.7	B	EB	TR	0.63	14.5	B	EB	TR	0.51	11.1	B
Miller Avenue	WB	LT	0.50	12.5	B	WB	LT	0.53	13.0	B	WB	LT	0.63	14.8	B	WB	LT	0.60	12.4	B
	SB	LTR	0.85	59.4	E *	SB	LTR	0.63	44.2	D	SB	LTR	0.96	76.4	E *	SB	LTR	0.57	32.3	C
Atlantic Avenue &	EB	TR	0.44	11.7	B	EB	TR	0.47	12.1	B	EB	TR	0.66	15.1	B	EB	TR	0.61	17.4	B
Hendrix Street	WB	LT	0.69	16.3	B	WB	LT	0.66	15.4	B	WB	LT	0.75	18.0	B	WB	LT	0.80	22.9	C
	SB	LTR	0.79	54.7	D	SB	LTR	0.30	35.6	D	SB	LTR	0.71	48.7	D	SB	LTR	0.29	20.3	C
Atlantic Avenue &	EB	LT	0.50	12.5	B	EB	LT	0.52	12.8	B	EB	LT	0.77	18.0	B	EB	LT	0.52	11.2	B
Schenck Avenue	WB	TR	0.54	13.0	B	WB	TR	0.50	12.4	B	WB	TR	0.48	12.1	B	WB	TR	0.52	11.1	B
	NB	LTR	0.76	51.4	D	NB	LTR	0.50	39.8	D	NB	LTR	0.66	45.1	D	NB	LTR	0.52	30.8	C
Atlantic Avenue &	EB	TR	0.56	21.3	C	EB	TR	0.55	17.8	B	EB	TR	0.85	25.9	C	EB	TR	0.72	22.0	C
Warwick Street	WB	DefL	0.49	31.8	C	WB	DefL	0.48	27.2	C	WB	DefL	0.62	54.6	D	WB	DefL	0.51	33.3	C
	WB	T	0.67	16.0	B	WB	T	0.62	12.8	B	WB	T	0.63	13.0	B	WB	T	0.76	16.1	B
	SB	LTR	0.77	53.0	D	SB	LTR	0.42	41.3	D	SB	LTR	0.88	68.4	E *	SB	LTR	0.34	27.3	C
Atlantic Avenue &	EB	LT	0.61	14.5	B	EB	LT	0.55	13.3	B	EB	LT	0.98	37.4	D *	EB	LT	0.68	16.1	B
Elton Street	WB	TR	0.61	14.1	B	WB	TR	0.46	11.9	B	WB	TR	0.54	13.1	B	WB	TR	0.60	14.4	B
Atlantic Avenue &	EB	LT	0.54	13.2	B	EB	LT	0.61	17.1	B	EB	LT	0.84	21.1	C	EB	LT	0.69	14.9	B
Highland Place	WB	TR	0.54	13.0	B	WB	TR	0.49	14.7	B	WB	TR	0.51	12.6	B	WB	TR	0.55	12.0	B
	SB	LR	0.81	53.0	D	SB	LR	0.60	38.2	D	SB	LR	1.01	83.2	F *	SB	LR	0.78	38.4	D
Atlantic Avenue &	EB	LTR	0.68	24.2	C	EB	LTR	0.84	29.8	C	EB	LTR	1.05	64.0	E *	EB	LTR	1.05	61.8	E *
Logan Street	WB	LTR	1.05	55.6	E *	WB	LTR	0.72	16.7	B	WB	DefL	0.52	34.2	C	WB	LTR	1.05	55.9	E *
	NB	LTR	0.94	75.7	E *	NB	LTR	1.05	107.3	F *	WB	TR	0.90	25.6	C *	NB	LTR	0.96	63.8	E *
	SB	LTR	1.05	111.3	F *	SB	LTR	1.05	111.5	F *	NB	LTR	0.96	79.7	E *	SB	LTR	0.88	50.7	D
											SB	LTR	1.05	107.9	F *					
Atlantic Avenue &	EB	T	0.18	9.2	A	EB	T	0.21	9.5	A	EB	T	0.27	10.0	A	EB	T	0.26	13.2	B
Euclid Avenue	WB	T	0.32	10.4	B	WB	T	0.22	9.6	A	WB	T	0.30	10.2	B	WB	T	0.36	14.2	B
	NB	LR	0.31	35.6	D	NB	LR	0.30	35.6	D	NB	LR	0.33	36.0	D	NB	LR	0.24	19.5	B
	SB	L	0.45	38.7	D	SB	L	0.37	36.8	D	SB	L	0.65	44.8	D	SB	L	0.32	20.5	C
	SB	R	0.15	32.9	C	SB	R	0.17	33.3	C	SB	R	0.29	35.3	D	SB	R	0.10	17.8	B
Atlantic Avenue &	EB	LTR	0.35	17.1	B	EB	LTR	0.48	24.8	C	EB	LTR	0.51	19.3	B	EB	LTR	0.47	17.9	B
Crescent Street	WB	LTR	0.55	13.4	B	WB	DefL	0.34	16.6	B	WB	DefL	0.46	15.3	B	WB	DefL	0.54	14.4	B
	NB	LTR	0.75	50.0	D	WB	TR	0.42	16.5	B	WB	TR	0.40	11.4	B	WB	TR	0.48	11.1	B
	SB	LTR	0.56	44.4	D	NB	LTR	0.42	30.6	C	NB	LTR	0.54	40.7	D	NB	LTR	0.55	31.6	C
						SB	LTR	0.39	30.8	C	SB	LTR	1.05	113.6	F *	SB	LTR	0.72	43.0	D
Atlantic Avenue &	EB	LTR	0.26	9.9	A	EB	LTR	0.34	10.7	B	EB	LTR	0.47	12.1	B	EB	LTR	0.42	14.9	B
Eldert Lane	WB	LTR	0.47	12.2	B	WB	LTR	0.30	10.3	B	WB	LTR	0.43	11.7	B	WB	LTR	0.53	16.4	B
	NB	LTR	0.60	45.3	D	NB	LTR	0.51	41.4	D	NB	LTR	0.63	47.1	D	NB	LTR	0.42	23.1	C
	SB	LTR	0.62	46.7	D	SB	LTR	0.34	36.9	D	SB	LTR	0.75	55.1	E *	SB	LTR	0.42	22.9	C
Atlantic Avenue &	EB	L	0.39	26.1	C	EB	L	0.29	22.9	C	EB	L	0.22	17.5	B	EB	L	0.27	23.0	C
Rockaway Boulevard	EB	TR	0.84	33.8	C	EB	TR	1.05	70.4	E *	EB	TR	0.91	36.2	D *	EB	TR	0.98	50.9	D *
	WB	L	0.63	29.3	C	WB	L	0.78	44.6	D	WB	L	1.05	105.5	F *	WB	L	1.05	96.2	F *
	WB	TR	0.65	18.2	B	WB	TR	0.44	16.1	B	WB	TR	0.45	13.0	B	WB	TR	0.56	17.7	B
	NB	L	0.86	69.8	E *	NB	L	0.39	22.7	C	NB	L	0.95	105.7	F *	NB	L	0.51	26.2	C
	NB	TR	1.05	102.1	F *	NB	TR	0.33	20.7	C	NB	TR	0.94	78.1	E *	NB	TR	0.50	23.7	C
	SB	LTR	1.05	101.6	F *	SB	LTR	0.48	23.7	C	SB	L	0.56	47.7	D	SB	LTR	0.70	31.6	C
											SB	TR	0.89	63.8	E *					
Broadway &	EB	LTR	0.60	21.2	C	EB	LTR	0.58	17.5	B	EB	LTR	0.60	21.5	C	EB	LTR	0.55	16.2	B
Rockaway Avenue	WB	LTR	0.78	28.6	C	WB	LTR	0.68	20.0	B	WB	LTR	0.85	33.2	C	WB	LTR	0.85	29.1	C
	NB	LTR	0.69	42.1	D	NB	LTR	0.38	24.5	C	NB	LTR	0.47	32.6	C	NB	LTR	0.40	24.7	C
	SB	LTR	0.63	38.9	D	SB	LTR	0.64	33.3	C	SB	LTR	0.82	55.7	E *	SB	LTR	0.72	37.2	D
Broadway &	EB	L	0.68	75.7	E *	EB	L	0.29	28.8	C	EB	L	0.29	37.4	D	EB	L	0.27	27.7	C
Eastern Parkway	EB	TR	0.82	59.7	E *	EB	TR	0.80	48.0	D	EB	TR	1.01	94.2	F *	EB	TR	0.86	53.2	D
	WB	LT	0.98	79.3	E *	WB	LT	0.60	34.6	C	WB	LT	0.71	48.7	D	WB	LT	0.45	30.4	C
	WB	R	0.01	31.0	C	WB	R	0.09	24.7	C	WB	R	0.01	31.0	C	WB	R	0.03	23.8	C
	NB	DefL	0.80	51.5	D	NB	LTR	0.66	23.2	C	NB	LTR	0.89	39.9	D	NB	LTR	0.62	22.0	C
	NB	TR	0.56	24.8	C	SB	LTR	0.49	19.2	B	SB	LT	0.43	21.0	C	SB	LTR	0.43	18.1	B
	NB-Hull St	LR	0.50	61.3	E *	NB-Hull St	LR	0.48	47.0	D	NB-Hull St	LR	0.93	108.2	F *	NB-Hull St	LR	0.47	46.3	D
	SB	LTR	0.41	20.6	C						SB	R	0.05	16.6	B					

Signalized Intersection	Existing AM Peak Hour						Existing Midday Peak Hour						Existing PM Peak Hour						Existing SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Bushwick Avenue &	EB	LTR	0.50	10.7	B		EB	LTR	0.38	6.0	A		EB	LTR	0.72	14.5	B		EB	LTR	0.37	5.9	A	
Eastern Parkway	WB	L	0.97	49.1	D	*	WB	L	0.71	16.9	B		WB	L	1.05	87.6	F	*	WB	L	0.70	16.6	B	
	WB	TR	1.03	61.1	E	*	WB	TR	0.77	20.3	C		WB	TR	0.63	19.5	B		WB	TR	0.83	22.8	C	
	NB	R	0.59	44.0	D		NB	R	1.05	89.2	F	*	NB	R	1.00	80.1	F	*	NB	R	1.05	88.8	F	*
	SB	R	0.21	63.3	E	*	SB	R	0.15	43.3	D		SB	R	0.19	61.5	E	*	SB	R	0.13	42.7	D	
Fulton Street &	EB	TR	0.18	19.8	B		EB	TR	0.18	15.8	B		EB	TR	0.30	21.6	C		EB	TR	0.26	16.7	B	
Van Sinderen Avenue	WB	LT	0.44	24.1	C		WB	LT	0.30	17.4	B		WB	LT	0.40	23.7	C		WB	LT	0.36	18.3	B	
	NB	LR	0.51	30.0	C		NB	LR	0.20	16.8	B		NB	LR	0.24	21.6	C		NB	LR	0.16	16.0	B	
	SB	LTR	0.34	22.2	C		SB	LTR	0.40	18.7	B		SB	LTR	0.41	23.3	C		SB	LTR	0.39	18.3	B	
Fulton Street &	EB	L	0.03	23.8	C		EB	L	0.08	29.8	C		EB	L	0.42	30.0	C		EB	L	0.06	26.4	C	
Pennsylvania Avenue	EB	TR	0.34	27.7	C		EB	TR	0.43	34.7	C		EB	TR	0.64	33.5	C		EB	TR	0.59	33.8	C	
	NB	TR	0.99	60.2	E	*	NB	TR	0.91	41.1	D	*	NB	TR	0.92	47.7	D	*	NB	TR	0.76	21.8	C	
	SB	L	0.35	43.5	D		SB	L	0.42	39.9	D		SB	L	0.87	73.1	E	*	SB	L	0.47	28.4	C	
	SB	T	0.53	18.9	B		SB	T	0.43	13.1	B		SB	T	0.87	32.7	C		SB	T	0.40	8.2	A	
Fulton Street &	EB	TR	0.61	17.6	B		EB	TR	0.63	18.3	B		EB	TR	0.87	30.2	C		EB	TR	0.66	18.9	B	
Miller Avenue	SB	LT	0.65	31.0	C		SB	LT	0.32	23.2	C		SB	LT	0.68	32.0	C		SB	LT	0.39	24.4	C	
Fulton Street &	EB	TR	0.58	13.3	B		EB	TR	0.49	11.7	B		EB	TR	0.81	21.7	C		EB	TR	0.88	27.4	C	
Highland Place	NB	R	0.20	16.0	B		NB	R	0.16	15.6	B		NB	R	0.21	16.1	B		NB	R	0.21	16.2	B	
	SB	LT	0.59	22.2	C		SB	LT	0.63	23.3	C		SB	LT	0.74	27.2	C		SB	LT	0.63	23.1	C	
Fulton Street &	EB	LTR	0.33	11.5	B		EB	LTR	0.39	12.3	B		EB	LTR	0.60	16.2	B		EB	LTR	0.55	15.0	B	
Logan Street	WB	LTR	0.70	20.7	C		WB	LTR	0.49	14.5	B		WB	LTR	0.57	16.4	B		WB	LTR	0.57	16.1	B	
	NB	LTR	0.77	26.0	C		NB	LTR	0.46	17.0	B		NB	LTR	0.60	19.6	B		NB	LTR	0.54	18.3	B	
	SB	LTR	0.25	14.2	B		SB	LTR	0.24	14.0	B		SB	LTR	0.22	13.8	B		SB	LTR	0.22	13.8	B	
Fulton Street &	EB	TR	0.23	8.7	A		EB	TR	0.28	9.2	A		EB	TR	0.37	10.1	B		EB	TR	0.32	9.5	A	
Richmond Street	WB	LT	0.32	9.5	A		WB	LT	0.21	8.5	A		WB	LT	0.25	8.8	A		WB	LT	0.26	9.0	A	
	NB	LR	0.12	15.4	B		NB	LR	0.09	15.0	B		NB	LR	0.09	15.0	B		NB	LR	0.07	14.8	B	
	SB	LTR	0.38	18.4	B		SB	LTR	0.20	15.9	B		SB	LTR	0.44	19.2	B		SB	LTR	0.28	16.8	B	
Fulton Street &	EB	TR	0.27	9.0	A		EB	TR	0.34	9.9	A		EB	TR	0.44	10.9	B		EB	TR	0.42	10.7	B	
Euclid Avenue	WB	LT	0.26	9.0	A		WB	LT	0.22	8.6	A		WB	LT	0.25	8.9	A		WB	LT	0.29	9.2	A	
	SB	LTR	0.85	35.4	D		SB	LTR	0.46	19.2	B		SB	LTR	0.75	27.7	C		SB	LTR	0.63	22.9	C	
Glenmore Avenue &	EB	LR	0.22	34.1	C		EB	LR	0.32	36.3	D		EB	LR	0.19	33.6	C		EB	LR	0.31	27.6	C	
Pennsylvania Avenue	WB	LR	1.05	102.6	F	*	WB	LR	0.38	37.1	D		WB	LR	0.41	37.9	D		WB	LR	0.12	24.9	C	
	NB	T	0.49	12.6	B		NB	T	0.52	13.0	B		NB	T	0.49	12.6	B		NB	T	0.51	10.9	B	
	SB	T	0.47	12.3	B		SB	T	0.49	12.7	B		SB	T	0.51	12.8	B		SB	T	0.50	10.7	B	
Bushwick /Jamaica Avenue &	EB-Bushwick	R	0.70	47.9	D		EB-Bushwick	R	0.79	51.1	D		EB-Bushwick	R	1.01	81.5	F	*	EB-Bushwick	R	0.75	38.1	D	
Penn. /Jackie Robinson Pkwy	EB-Jamaica	L	0.17	40.1	D		EB-Jamaica	L	0.24	43.0	D		EB-Jamaica	L	0.17	39.1	D		EB-Jamaica	L	0.19	32.0	C	
	EB-Jamaica	TR	1.02	87.2	F	*	EB-Jamaica	TR	1.04	94.2	F	*	EB-Jamaica	TR	1.05	95.3	F	*	EB-Jamaica	TR	1.04	82.1	F	*
	WB	L	1.06	135.8	F	*	WB	L	1.05	127.7	F	*	WB	L	1.04	129.6	F	*	WB	L	1.01	109.2	F	*
	WB	T	1.03	126.6	F	*	WB	T	1.05	126.4	F	*	WB	T	1.04	129.6	F	*	WB	T	1.05	120.4	F	*
	NB	L	1.05	106.0	F	*	NB	L	1.00	93.3	F	*	NB	L	0.81	59.8	E	*	NB	L	0.87	55.0	E	*
	NB	TR	0.51	17.1	B		NB	TR	0.50	17.9	B		NB	TR	0.53	17.8	B		NB	TR	0.46	13.9	B	
	SB	TR	1.04	83.8	F	*	SB	TR	0.89	59.4	E	*	SB	TR	1.02	83.7	F	*	SB	TR	0.86	47.5	D	
	SB	T	0.75	45.3	D		SB	T	0.66	45.2	D		SB	T	0.70	45.7	D		SB	T	0.77	40.9	D	
Jamaica Avenue &	EB	LTR	1.04	69.5	E	*	EB	LTR	1.03	70.0	E	*	EB	LTR	0.85	32.1	C		EB	LTR	1.05	70.9	E	*
Highland Pl/Force Tube Ave.	WB	LTR	0.51	16.2	B		WB	LTR	0.56	17.0	B		WB	LTR	0.65	19.2	B		WB	LTR	0.59	17.8	B	
	NB	L	0.34	14.6	B		NB	L	0.19	12.3	B		NB	L	0.40	17.1	B		NB	L	0.22	12.6	B	
	NB	TR	0.76	22.2	C		NB	TR	0.43	14.2	B		NB	TR	0.52	15.6	B		NB	TR	0.43	14.3	B	
	SB	L	0.54	24.5	C		SB	L	0.39	15.1	B		SB	L	1.05	80.1	F	*	SB	L	0.42	15.9	B	
	SB	TR	0.49	15.2	B		SB	TR	0.44	14.5	B		SB	TR	1.04	70.5	E	*	SB	TR	0.44	14.5	B	
Jamaica Avenue &	EB	T	0.51	12.0	B		EB	T	0.51	12.0	B		EB	T	0.61	13.6	B		EB	T	0.54	12.2	B	
Chestnut Street	WB	T	0.49	11.5	B		WB	T	0.34	9.7	A		WB	T	0.56	12.7	B		WB	T	0.50	11.6	B	
	NB	LR	0.66	25.0	C		NB	LR	0.31	17.2	B		NB	LR	0.33	17.5	B		NB	LR	0.30	17.1	B	
Jamaica Avenue &	EB	LTR	1.05	64.3	E	*	EB	LTR	0.90	32.6	C	*	EB	LTR	1.04	60.4	E	*	EB	LTR	0.98	46.4	D	*
Euclid Av/Cypress Hill Street	WB	LT	0.29	7.6	A		WB	LT	0.21	7.9	A		WB	LT	0.32	8.9	A		WB	LT	0.36	9.3	A	
	WB	R	0.52	1.4	A		WB	R	0.27	0.5	A		WB	R	0.29	0.5	A		WB	R	0.32	0.6	A	
	SB	LT	0.55	19.8	B		SB	LT	0.54	19.6	B		SB	LT	0.76	24.5	C		SB	LT	0.56	19.9	B	
Liberty Avenue &	EB	LTR	0.41	38.4	D		EB	LTR	0.67	49.2	D		EB	LTR	0.89	66.0	E	*	EB	LTR	0.46	31.3	C	
Pennsylvania Avenue	WB	LTR	0.78	54.4	D		WB	LTR	0.81	57.9	E	*	WB	LTR	0.84	62.4	E	*	WB	LTR	0.82	49.1	D	
	NB	LTR	0.92	32.2	C	*	NB	LTR	0.75	19.0	B		NB	LTR	0.74	18.7	B		NB	LTR	0.73	15.3	B	
	SB	L	0.10	9.6	A		SB	L	0.11	9.6	A		SB	L	0.16	10.4	B		SB	L	0.09	8.2	A	
	SB	TR	0.49	12.6	B		SB	TR	0.51	12.9	B		SB	TR	0.51	12.9	B		SB	TR	0.49	10.7	B	
Liberty Avenue &	EB	TR	0.20	11.0	B		EB	TR	0.23	11.3	B		EB	TR	0.43	13.9	B		EB	TR	0.17	8.4	A	
New Jersey Avenue	WB	LT	0.38	13.3	B		WB	LT	0.30	12.2	B		WB	LT	0.39	13.5	B		WB	LT	0.35	10.2	B	
	SB	LTR	0.07	29.6	C		SB	LTR	0.10	30.0	C		SB	LTR	0.08	29.7	C		SB	LTR	0.08	23.6	C	
Liberty Avenue &	EB	TR	0.11	10.1	B		EB	TR	0.17	10.7	B		EB	TR	0.33	12.5	B		EB	TR	0.19	8.6	A	
Miller Avenue	WB	LT	0.53	15.8	B		WB	LT	0.27	11.8	B		WB	LT	0.29	11.9	B		WB	LT	0.31	9.7	A	
	SB	LTR	0.65	42.6	D		SB	LTR	0.45	36.4	D		SB	LTR	0.68	43.5	D		SB	LTR	0.44	29.1	C	
Liberty Avenue &	EB	TR	0.18	8.4	A		EB	TR	0.20	8.5	A		EB	TR	0.32	9.7	A		EB	TR	0.17	8.2	A	
Hendrix Street	WB	LT	0.45	11.5	B		WB	LT	0.21	8.6	A		WB	LT	0.23	8.8	A		WB	LT	0.22	8.7	A	
	SB	LTR	0.74	53.6	D		SB	LTR	0.59	46.2	D		SB	LTR	0.72	52.2	D		SB	LTR	0.77	56.0	E	*
Liberty Avenue &	EB	LT	0.24	9.0	A		EB	LT	0.22	8.8	A		EB	LT	0.38	10.6	B		EB	LT	0.21	8.7	A	
Schenck Avenue	WB	TR	0.53	13.0	B		WB	TR	0.26	9.1	A		WB	TR	0.30	9.6	A		WB	TR	0.30	9.5	A	
	NB	LTR	0.64	47.1	D		NB	LTR	0.45	40.8	D		NB	LTR	0.59	45.0	D		NB	LTR	0.37	39.1	D	
Liberty Avenue &	EB	TR	0.15	10.5	B		EB	TR	0.19	10.9	B		EB	TR	0.38	13.2	B		EB	TR	0.17	8.4	A	
Warwick Street	WB	LT	0.58	17.1	B		WB	LT	0.23	11.3	B		WB	LT	0.25	11.5	B		WB	LT	0.25	9.2	A	
	SB	LTR	0.89	64.0	E	*	SB	LTR	0.56	40.2	D		SB	LTR	0.82	54.8	D		SB	LTR	0.64	35.7	D	
Liberty Avenue &	EB	TR	0.19	10.3	B		EB	TR	0.16	10.1	B		EB	TR	0.33	11.8	B		EB	TR	0.18	8.4	A	
Linwood Street	WB	LT	0.54	15.6	B		WB	LT	0.22	10.8	B		WB	LT	0.28	11.5	B		WB	LT	0.23	8.9	A	
	SB	LTR	0.34	35.1	D		SB	LTR	0.13	31.2	C		SB	LTR	0.20	32.4	C		SB	LTR	0.14	24.5	C	

Signalized Intersection	Existing AM Peak Hour						Existing Midday Peak Hour						Existing PM Peak Hour						Existing SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Liberty Avenue &	EB	TR	0.24	11.0	B		EB	TR	0.26	11.2	B		EB	TR	0.53	15.2	B		EB	TR	0.29	9.5	A	
Shepherd Avenue	WB	LT	0.60	17.1	B		WB	LT	0.23	10.9	B		WB	LT	0.27	11.3	B		WB	LT	0.25	9.2	A	
	SB	LTR	0.31	34.2	C		SB	LTR	0.14	31.4	C		SB	LTR	0.40	36.3	D		SB	LTR	0.17	24.8	C	
Liberty Avenue &	EB	LT	0.24	11.4	B		EB	LT	0.21	11.2	B		EB	LT	0.46	14.4	B		EB	LT	0.22	8.8	A	
Montauk Avenue	WB	TR	0.67	19.5	B		WB	TR	0.25	11.6	B		WB	TR	0.29	12.0	B		WB	TR	0.25	9.2	A	
	NB	LTR	0.21	31.8	C		NB	LTR	0.14	30.6	C		NB	LTR	0.22	32.0	C		NB	LTR	0.21	25.2	C	
	SB	LR	0.23	32.4	C		SB	LR	0.16	31.2	C		SB	LR	0.24	32.8	C		SB	LR	0.30	27.4	C	
Liberty Avenue &	EB	TR	0.28	12.4	B		EB	TR	0.24	11.9	B		EB	TR	0.51	16.0	B		EB	TR	0.29	10.0	A	
Milford Street	WB	LT	0.73	22.9	C		WB	LT	0.41	14.4	B		WB	LT	0.52	17.0	B		WB	LT	0.41	11.8	B	
	SB	LTR	0.18	30.5	C		SB	LTR	0.19	30.6	C		SB	LTR	0.15	30.1	C		SB	LTR	0.23	24.8	C	
Liberty Avenue &	EB	LT	0.29	9.5	A		EB	LT	0.27	9.3	A		EB	LT	0.44	11.5	B		EB	LT	0.36	13.0	B	
Logan Street	WB	TR	0.52	12.7	B		WB	TR	0.19	8.5	A		WB	TR	0.26	9.1	A		WB	TR	0.28	11.9	B	
	NB	LTR	0.69	49.3	D		NB	LTR	0.68	49.3	D		NB	LTR	0.75	52.9	D		NB	LTR	0.49	26.3	C	
	SB	LR	1.05	118.4	F	*	SB	LR	0.77	62.1	E	*	SB	LR	1.05	122.7	F	*	SB	LR	0.53	28.9	C	
Liberty Avenue &	EB	TR	0.31	9.7	A		EB	TR	0.27	9.3	A		EB	TR	0.48	12.0	B		EB	TR	0.37	13.0	B	
Fountain Avenue	WB	LT	0.60	14.6	B		WB	LT	0.24	8.9	A		WB	LT	0.34	10.2	B		WB	LT	0.34	12.7	B	
	SB	LTR	0.53	43.9	D		SB	LTR	0.32	38.1	D		SB	LTR	0.49	42.4	D		SB	LTR	0.35	23.9	C	
Liberty Avenue &	EB	TR	0.34	23.7	C		EB	TR	0.45	35.8	D		EB	T	0.36	34.1	C		EB	TR	0.45	24.9	C	
South Conduit Boulevard	WB	L	0.99	82.8	F	*	WB	L	1.05	118.9	F	*	EB	R	0.62	42.0	D		WB	L	1.05	101.2	F	*
	WB	T	0.75	35.5	D		WB	T	0.51	37.7	D		WB	L	0.68	48.8	D		WB	T	0.64	32.4	C	
	SB	L	0.03	16.3	B		SB	L	0.05	9.6	A		WB	T	0.77	53.0	D		SB	L	0.04	9.6	A	
	SB	TR	0.44	20.9	C		SB	TR	0.34	11.9	B		SB	L	0.02	9.4	A		SB	TR	0.45	12.9	B	
													SB	TR	0.55	14.5	B							
Liberty Avenue &	EB	LT	0.37	34.7	C		EB	LT	0.38	34.6	C		EB	LT	0.37	34.1	C		EB	LT	0.31	22.7	C	
North Conduit Boulevard	WB	T	1.01	83.4	F	*	WB	TR	0.84	54.4	D		WB	TR	1.05	101.3	F	*	WB	TR	1.05	88.9	F	*
	WB	R	0.20	31.6	C		NB	L	0.13	10.2	B		NB	L	0.10	10.0	B		NB	L	0.18	10.7	B	
	NB	L	0.35	12.6	B		NB	TR	0.36	12.1	B		NB	TR	0.40	12.5	B		NB	TR	0.40	12.4	B	
	NB	TR	0.52	14.1	B																			
Livonia Avenue &	EB	LTR	0.86	72.0	E	*	EB	LTR	0.45	39.5	D		EB	LTR	0.56	42.7	D		EB	LTR	0.39	29.5	C	
Pennsylvania Avenue	WB	LTR	1.05	100.8	F	*	WB	LTR	0.39	37.9	D		WB	LTR	0.65	47.1	D		WB	LTR	0.53	32.9	C	
	NB	LTR	0.77	19.4	B		NB	LTR	0.62	15.0	B		NB	LTR	0.52	13.2	B		NB	LTR	0.55	11.6	B	
	SB	LTR	0.61	14.9	B		SB	LTR	0.58	14.4	B		SB	LTR	0.64	15.5	B		SB	LTR	0.63	13.0	B	
Pitkin Avenue &	EB	LTR	0.82	37.3	D		EB	LTR	0.62	25.5	C		EB	LTR	0.65	26.4	C		EB	LTR	0.69	28.2	C	
Mother Gaston Boulevard	WB	LTR	0.87	42.0	D		WB	LTR	0.63	26.2	C		WB	LTR	0.55	23.5	C		WB	LTR	0.61	25.2	C	
	NB	L	0.31	26.7	C		NB	L	0.22	24.4	C		NB	L	0.23	24.8	C		NB	L	0.34	26.8	C	
	NB	TR	0.43	27.8	C		NB	TR	0.39	26.9	C		NB	TR	0.35	26.2	C		NB	TR	0.36	26.3	C	
	SB	L	0.09	22.4	C		SB	L	0.09	22.3	C		SB	L	0.13	22.9	C		SB	L	0.10	22.5	C	
	SB	TR	0.33	25.7	C		SB	TR	0.33	25.7	C		SB	TR	0.38	26.7	C		SB	TR	0.30	25.2	C	
Pitkin Avenue &	EB	L	0.33	39.9	D		EB	LTR	0.99	85.8	F	*	EB	L	0.29	37.5	D		EB	LTR	0.68	38.3	D	
Pennsylvania Avenue	EB	TR	1.04	97.7	F	*	WB	LTR	0.33	35.2	D		EB	TR	0.86	61.3	E	*	WB	LTR	0.88	53.1	D	
	WB	LTR	0.72	45.6	D		NB	LTR	0.66	16.2	B		WB	LTR	0.50	38.2	D		NB	LTR	0.86	22.0	C	
	NB	LTR	0.74	18.4	B		SB	LTR	0.92	33.0	C	*	NB	LTR	0.86	25.6	C		SB	LTR	0.66	13.5	B	
	SB	LTR	0.92	31.5	C	*							SB	LTR	0.92	32.4	C	*						
Pitkin Avenue &	EB	TR	0.31	9.3	A		EB	TR	0.30	9.2	A		EB	TR	0.49	11.3	B		EB	TR	0.35	9.6	A	
Hendrix Street	WB	LT	0.54	12.1	B		WB	LT	0.34	9.6	A		WB	LT	0.41	10.3	B		WB	LT	0.40	10.2	B	
	SB	LTR	0.53	21.5	C		SB	LTR	0.33	17.7	B		SB	LTR	0.53	21.4	C		SB	LTR	0.43	19.1	B	
Pitkin Avenue &	EB	TR	0.32	9.3	A		EB	TR	0.30	9.2	A		EB	TR	0.49	11.3	B		EB	TR	0.34	9.4	A	
Warwick Street	WB	LT	0.59	12.9	B		WB	LT	0.26	8.8	A		WB	LT	0.40	10.1	B		WB	LT	0.40	10.1	B	
	SB	LTR	0.37	18.3	B		SB	LTR	0.34	17.8	B		SB	LTR	0.47	20.0	C		SB	LTR	0.31	17.3	B	
Pitkin Avenue &	EB	TR	0.36	9.7	A		EB	TR	0.31	9.3	A		EB	TR	0.55	12.1	B		EB	TR	0.30	9.1	A	
Shepherd Avenue	WB	LT	0.55	12.1	B		WB	LT	0.29	9.1	A		WB	LT	0.40	10.3	B		WB	LT	0.35	9.6	A	
	SB	LTR	0.31	17.2	B		SB	LTR	0.19	15.8	B		SB	LTR	0.25	16.4	B		SB	LTR	0.21	15.9	B	
Pitkin Avenue &	EB	LT	0.39	10.2	B		EB	LT	0.36	9.8	A		EB	LT	0.51	11.6	B		EB	LT	0.29	9.1	A	
Berriman Street	WB	TR	0.53	11.8	B		WB	TR	0.31	9.3	A		WB	TR	0.37	9.8	A		WB	TR	0.34	9.5	A	
	NB	LTR	0.50	20.0	B		NB	LTR	0.41	18.5	B		NB	LTR	0.41	18.3	B		NB	LTR	0.24	16.2	B	
Pitkin Avenue &	EB	LT	0.34	9.6	A		EB	LT	0.31	9.2	A		EB	LT	0.52	11.8	B		EB	LT	0.31	9.2	A	
Montauk Avenue	WB	TR	0.61	13.2	B		WB	TR	0.28	9.0	A		WB	TR	0.42	10.3	B		WB	TR	0.35	9.5	A	
	NB	LTR	0.20	15.9	B		NB	LTR	0.19	15.8	B		NB	LTR	0.22	16.1	B		NB	LTR	0.22	16.0	B	
Pitkin Avenue &	EB	TR	0.38	10.1	B		EB	TR	0.31	9.3	A		EB	TR	0.54	12.2	B		EB	TR	0.36	9.7	A	
Fountain Avenue	WB	LT	0.66	14.7	B		WB	LT	0.32	9.3	A		WB	LT	0.54	12.4	B		WB	LT	0.38	10.0	B	
	SB	LTR	0.47	19.8	B		SB	LTR	0.31	17.2	B		SB	LTR	0.46	19.4	B		SB	LTR	0.46	19.3	B	
Pitkin Avenue &	EB	TR	0.67	38.4	D		EB	TR	0.60	35.4	D		EB	T	0.43	30.3	C		EB	TR	0.74	38.1	D	
South Conduit Boulevard	WB	L	0.83	60.9	E	*	WB	L	0.41	32.4	C		EB	R	0.84	51.4	D		WB	L	1.05	112.7	F	*
	WB	T	0.77	41.5	D		WB	T	0.45	30.5	C		WB	L	0.62	39.3	D		WB	T	0.60	31.0	C	
	SB	L	0.03	12.9	B		SB	L	0.06	13.1	B		WB	T	0.54	32.5	C		SB	L	0.03	8.2	A	
	SB	TR	0.47	17.5	B		SB	TR	0.45	17.2	B		SB	L	0.03	12.9	B		SB	TR	0.45	11.4	B	
													SB	TR	0.62	20.0	B							
Pitkin Avenue &	EB	L	0.60	50.7	D		EB	L	0.21	32.6	C		EB	L	0.39	38.0	D		EB	L	0.28	22.6	C	
North Conduit Boulevard	EB	T	0.28	32.8	C		EB	T	0.26	32.5	C		EB	T	0.39	34.9	C		EB	T	0.22	20.4	C	
	WB	TR	0.55	36.9	D		WB	TR	0.35	33.2	C		WB	TR	0.45	34.7	C		WB	TR	0.37	21.8	C	
	NB	L	0.33	12.4	B		NB	L	0.13	10.3	B		NB	L	0.14	10.3	B		NB	L	0.19	11.8	B	
	NB	TR	0.64	16.2	B		NB	TR	0.36	12.1	B		NB	TR	0.32	11.7	B		NB	TR	0.44	13.9	B	
Sutter Avenue &	EB	LTR	0.72	50.8	D		EB	LTR	0.53	42.3	D		EB	LTR	0.54	42.1	D		EB	LTR	0.53	32.6	C	
Pennsylvania Avenue	WB	LTR	1.05	103.0	F	*	WB	LTR	0.64	46.2	D		WB	LTR	0.79	55.1	E	*	WB	LTR	0.72	40.8	D	
	NB	TR	0.60	14.5	B		NB	TR	0.54	13.5	B		NB	TR	0.46	12.1	B		NB	TR	0.55	11.4	B	
	SB	LTR	0.59	14.4	B		SB	LTR	0.58	14.2	B		SB	LTR	0.69	16.7	B		SB	LTR	0.60	12.4	B	
Sutter Avenue &	EB	TR	0.28	14.3	B		EB	TR	0.30	11.7	B		EB	TR	0.31	14.7	B		EB	TR	0.28	14.2	B	
Fountain Avenue	WB	LT	0.75	26.4	C		WB	LT	0.40	13.0	B		WB	LT	0.66	22.8	C		WB	LT	0.48	17.5	B	
	NB	L	0.48	37.5	D		NB	L	0.44	28.6	C		NB	L	0.74	53.1	D		NB	L	0.59	41.4	D	
	NB	R	0.74	45.8	D		NB	R	0.57	30.9	C		NB	R	0.75	46.8	D		NB	R	0.60	38.5	D	
	SB	LTR	0.55	35.4	D		SB	LTR	0.39	25.1	C		SB	LTR	0.59	36.7	D		SB	LTR	0.47	33.0	C	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a congested movement

Unsignalized Intersection	Lane Group	Existing AM Peak Hour V/C Ratio	Delay (sec/veh)	LOS		Existing MD Peak Hour V/C Ratio	Delay (sec/veh)	LOS		Existing PM Peak Hour V/C Ratio	Delay (sec/veh)	LOS		Existing SAT Peak Hour V/C Ratio	Delay (sec/veh)	LOS	
Arlington Avenue & Jamaica Avenue (Two-Way Stop Controlled)	NB-LR	0.33	12.9	B		0.36	13.9	B		0.51	18.2	C		0.58	22	C	
Atlantic Avenue & Ashford Street (Two-Way Stop Controlled)	NB-R	0.12	11.7	B		0.10	11.8	B		0.17	15.2	C		0.12	12.1	B	
Atlantic Avenue & Atkins Avenue (Two-Way Stop Controlled)	NB-R	0.01	9.9	A		0.01	9.2	A		0.01	9.7	A		0.01	9.6	A	
Atlantic Avenue & Montauk Avenue (Two-Way Stop Controlled)	NB-R	0.08	10.5	B		0.06	9.5	A		0.1	10.9	B		0.12	10.8	B	
Broadway & Truxton Street (Two-Way Stop Controlled)	NB-R	0.03	9.7	A		0.05	9.9	A		0.06	9.9	A		0.06	9.5	A	
Dinsmore Place & Logan Street (Two-Way Stop Controlled)	SB-LT WB-LR	0.01 0.1	9.3 16.2	A C		0.01 0.08	8.1 13.3	A B		0.01 0.16	8.4 15.4	A C		0.01 0.09	8.0 14.3	A B	
Dinsmore Place & Richmond Street (Two-Way Stop Controlled)	SB-LR EB-LT	0.04 0.01	9.0 7.5	A A		0.04 0.02	9.0 7.3	A A		0.07 0.01	9.0 7.3	A A		0.04 0.01	8.6 7.3	A A	
Dinsmore Place & Chestnut Street (Two-Way Stop Controlled)	NB-LT EB-L	0.01 0.04	7.4 10.3	A B		0.01 0.06	7.2 10.2	A B		0.02 0.08	7.3 9.9	A A		0.01 0.04	7.3 9.5	A A	
Fulton Street & New Jersey Avenue (Two-Way Stop Controlled)	SB-LT	0.12	13.1	B		0.10	13.1	B		0.26	20.0	C		0.13	12.8	B	
Fulton Street & Elton Street (Two-Way Stop Controlled)	EB - LT NB - TR	0.07 0.94	8.3 86.9	A F	 *	0.05 0.32	7.8 17.9	A C		0.07 0.83	8.3 73.9	A F	 *	0.06 0.48	8.0 26.7	A D	
Fulton Street & Chestnut Street (Two-Way Stop Controlled)	NB-LTR EB-LT	0.94 0.06	77.9 8.9	F A	* 	0.40 0.03	18.6 8.0	C A		0.73 0.05	48.9 9.2	E A	* 	0.44 0.05	24.8 9.0	C A	
Glenmore Avenue & Miller Avenue (Two-Way Stop Controlled)	SB-TR WB-LT	0.75 0.04	43.0 7.4	E A	* 	0.23 0.02	12.2 7.3	B A		0.5 0.02	16.7 7.3	C A		0.31 0.02	13.2 7.3	B A	
Glenmore Avenue & Montauk Avenue (Two-Way Stop Controlled)	NB-LT	0.18	12.4	B		0.11	10.0	B		0.17	11.1	B		0.13	10.2	B	
Liberty Avenue & Elton Street (Two-Way Stop Controlled)	NB-LR	0.11	11.8	B		0.05	9.9	A		0.11	12.0	B		0.09	10.2	B	
Liberty Avenue & Essex Street (Two-Way Stop Controlled)	NB-LTR EB-LT	0.21 0.02	20.5 9.6	C A		0.13 0.01	13.0 8.0	B A		0.17 0.04	19.4 8.7	C A		0.12 0.01	12.5 7.9	B A	
Liberty Avenue & Atkins Avenue (Two-Way Stop Controlled) Pitkin Avenue & Elton Street (Two-Way Stop Controlled)	SB-LTR EB-LTR WB-LTR NB-LTR EB-LT	0.01 0.01 0.14 0.27 0.02	13.0 8.8 9.1 21.4 8.7	B A A C A		0.04 0.00 0.06 0.13 0.01	12.6 7.7 7.9 13 7.8	B A A B A		0.05 0.00 0.09 0.36 0.02	21.5 8.0 8.9 24 8.1	C A A C A		0.00 0.00 0.05 0.17 0.01	0.0 7.8 7.8 14.9 7.9	A A A B A	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right

* - Denotes a congested movement

TABLE E-2
No-Action Intersection Level of Service Analysis

Signalized Intersection	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Atlantic Avenue &	EB	L	0.34	29.4	C	EB	L	0.38	24.0	C	EB	L	0.29	22.5	C	EB	L	0.35	24.2	C
Rockaway Avenue	EB	TR	0.65	29.1	C	EB	TR	0.92	41.6	D *	EB	TR	0.94	43.3	D *	EB	TR	0.79	33.2	C
	WB	L	0.87	52.1	D	WB	L	0.98	91.2	F *	WB	L	1.14	140.4	F *	WB	L	1.10	127.8	F *
	WB	TR	1.08	80.7	F *	WB	TR	1.04	67.0	E *	WB	TR	0.86	36.3	D	WB	TR	0.85	36.0	D
	NB	LTR	1.12	118.0	F *	NB	LTR	0.95	55.5	E *	NB	LTR	1.17	138.2	F *	NB	LTR	1.11	117.3	F *
	SB	LTR	0.96	84.2	F *	SB	LTR	1.04	87.9	F *	SB	LTR	1.12	130.6	F *	SB	LTR	1.11	123.3	F *
Atlantic Avenue &	EB	TR	0.58	22.9	C	EB	TR	0.56	17.3	B	EB	TR	0.82	29.3	C	EB	TR	0.69	19.5	B
Eastern Parkway	WB-Main	T	0.96	44.0	D *	WB-Main	T	0.80	23.9	C	WB-Main	T	0.86	32.9	C	WB-Main	T	0.89	28.5	C
	WB-Service	T	0.88	39.3	D	WB-Service	T	0.38	15.8	B	WB-Service	T	0.48	22.2	C	WB-Service	T	0.40	16.0	B
	WB-Service	R	0.15	17.1	B	WB-Service	R	0.08	12.5	B	WB-Service	R	0.15	17.1	B	WB-Service	R	0.10	12.7	B
	NB	T	0.56	29.7	C	NB	T	0.54	24.2	C	NB	T	0.58	28.8	C	NB	T	0.54	24.1	C
	NB	R	0.68	36.3	D	NB	R	0.68	31.1	C	NB	R	0.86	49.0	D	NB	R	0.69	31.2	C
	SB	LTR	0.84	39.2	D	SB	LTR	1.01	63.4	E *	SB	LTR	1.16	117.9	F *	SB	LTR	1.06	76.8	E *
Atlantic Avenue &	EB-Main	T	0.63	14.9	B	EB-Main	T	0.58	14.1	B	EB-Main	T	0.64	15.2	B	EB-Main	T	0.57	14.3	B
Georgia Avenue	EB-Service	T	0.28	10.4	B	EB-Service	T	0.34	11.0	B	EB-Service	T	0.57	14.4	B	EB-Service	T	0.42	12.7	B
	WB	TR	0.70	15.8	B	WB	TR	0.55	13.1	B	WB	TR	0.58	13.5	B	WB	TR	0.62	14.7	B
	NB	LTR	1.14	128.9	F *	NB	LTR	1.05	100.1	F *	NB	LTR	1.11	121.3	F *	NB	LTR	0.73	35.3	D
Atlantic Avenue &	EB	L	0.29	39.7	D	EB	L	0.43	40.8	D	EB	L	0.39	44.6	D	EB	L	0.31	30.9	C
Pennsylvania Avenue	EB	TR	0.82	29.5	C	EB	TR	1.02	63.7	E *	EB	T	1.09	86.1	F *	EB	TR	1.03	59.5	E *
	WB	TR	1.02	63.2	E *	WB	TR	0.92	48.6	D *	EB	R	0.21	22.6	C	WB	TR	1.07	77.7	E *
	NB	L	1.11	124.9	F *	NB	L	1.24	188.2	F *	WB	TR	1.12	108.1	F *	NB	L	1.13	120.8	F *
	NB	TR	1.36	214.3	F *	NB	TR	1.31	187.9	F *	NB	L	1.15	144.7	F *	NB	TR	1.25	154.8	F *
	SB	L	0.93	143.2	F *	SB	L	1.22	181.3	F *	NB	TR	0.96	59.7	E *	SB	L	1.10	113.5	F *
	SB	TR	1.14	120.7	F *	SB	TR	0.82	41.2	D	SB	L	0.94	85.6	F *	SB	TR	0.92	42.6	D *
											SB	TR	0.97	58.3	E *					
Atlantic Avenue &	EB	TR	0.42	11.4	B	EB	TR	0.48	12.2	B	EB	TR	0.69	15.6	B	EB	TR	0.55	11.5	B
Miller Avenue	WB	LT	0.67	15.6	B	WB	LT	0.74	17.9	B	WB	DefL	1.76	412.7	F *	WB	LT	0.79	17.0	B
	SB	LTR	1.22	161.0	F *	SB	LTR	0.82	55.6	E *	WB	T	0.68	16.1	B	SB	LTR	0.78	42.1	D
											WB	LT		51.4	D					
											SB	LTR	1.35	215.5	F *					
Atlantic Avenue &	EB	TR	0.49	12.3	B	EB	TR	0.52	12.7	B	EB	TR	0.73	16.8	B	EB	TR	0.66	18.4	B
Hendrix Street	WB	T	0.56	13.3	B	WB	T	0.52	12.7	B	WB	T	0.52	12.7	B	WB	T	0.62	17.5	B
	SB	R	0.16	33.3	C	SB	R	0.04	31.4	C	SB	R	0.08	32.0	C	SB	R	0.06	17.4	B
Atlantic Avenue &	EB	LT	0.52	12.7	B	EB	LT	0.55	13.2	B	EB	LT	0.81	19.2	B	EB	LT	0.55	11.6	B
Schenck Avenue	WB	TR	0.51	12.5	B	WB	TR	0.44	11.7	B	WB	TR	0.45	11.8	B	WB	TR	0.45	10.4	B
	NB	LTR	1.28	186.8	F *	NB	LTR	1.19	148.1	F *	NB	LTR	1.08	107.0	F *	NB	LTR	1.20	142.6	F *
Atlantic Avenue &	EB	TR	0.59	21.8	C	EB	TR	0.58	18.4	B	EB	TR	0.89	28.4	C	EB	TR	0.76	23.2	C
Warwick Street	WB	L	0.79	54.5	D	WB	L	0.76	50.1	D	WB	L	0.99	104.8	F *	WB	L	0.76	47.5	D
	WB	T	0.58	13.9	B	WB	T	0.49	10.7	B	WB	T	0.57	11.8	B	WB	T	0.59	12.4	B
	SB	LTR	1.16	140.7	F *	SB	LTR	0.61	47.0	D	SB	LTR	1.31	203.1	F *	SB	LTR	0.52	30.9	C
Atlantic Avenue &	EB	L	0.56	30.5	C	EB	L	0.26	12.3	B	EB	L	0.66	36.5	D	EB	L	0.43	20.9	C
Elton Street	EB	T	0.47	12.1	B	EB	T	0.47	12.1	B	EB	T	0.76	17.4	B	EB	T	0.58	14.1	B
	WB	TR	0.60	13.9	B	WB	TR	0.42	11.5	B	WB	TR	0.54	13.0	B	WB	TR	0.55	13.7	B
Atlantic Avenue &	EB	L	0.63	37.6	D	EB	L	0.69	39.6	D	EB	L	0.72	45.5	D	EB	L	1.12	140.4	F *
Highland Place	EB	T	0.41	11.4	B	EB	T	0.61	17.1	B	EB	T	0.86	22.3	C	EB	T	0.70	15.0	B
	WB	TR	0.57	13.5	B	WB	TR	0.52	15.1	B	WB	TR	0.55	13.1	B	WB	TR	0.57	12.3	B
	SB	LR	0.87	58.6	E *	SB	LR	0.64	39.6	D	SB	LR	1.02	86.6	F *	SB	LR	0.83	42.3	D
Atlantic Avenue &	EB	TR	0.65	23.1	C	EB	TR	0.66	22.7	C	EB	TR	0.90	31.6	C *	EB	TR	0.85	28.5	C
Logan Street	WB	TR	0.95	36.4	D *	WB	TR	0.64	22.2	C	WB	TR	0.85	29.7	C	WB	TR	0.99	44.9	D *
	NB	TR	0.60	32.5	C	NB	TR	0.66	34.8	C	NB	TR	0.61	32.5	C	NB	TR	0.51	18.3	B
	SB	LTR	0.91	61.8	E *	SB	LTR	1.01	86.1	F *	SB	LTR	0.99	79.5	E *	SB	LTR	0.84	37.0	D
Atlantic Avenue &	EB	T	0.19	9.4	A	EB	T	0.23	9.6	A	EB	T	0.30	10.2	B	EB	T	0.28	13.4	B
Euclid Avenue	WB	T	0.31	10.3	B	WB	T	0.22	9.5	A	WB	T	0.29	10.1	B	WB	T	0.36	14.1	B
	NB	LR	0.34	36.3	D	NB	LR	0.34	36.5	D	NB	LR	0.37	37.0	D	NB	LR	0.27	19.9	B
	SB	L	0.49	39.5	D	SB	L	0.40	37.4	D	SB	L	0.71	47.3	D	SB	L	0.34	20.8	C
	SB	R	0.16	33.2	C	SB	R	0.21	34.1	C	SB	R	0.34	36.4	D	SB	R	0.12	18.1	B
Atlantic Avenue &	EB	LTR	0.38	17.5	B	EB	LTR	0.52	25.5	C	EB	LTR	0.55	20.0	B	EB	LTR	0.51	18.5	B
Crescent Street	WB	DefL	0.59	16.4	B	WB	DefL	0.59	22.7	C	WB	DefL	0.90	45.0	D *	WB	DefL	0.80	27.3	C
	WB	TR	0.51	13.0	B	WB	TR	0.40	16.3	B	WB	TR	0.38	11.2	B	WB	TR	0.48	11.0	B
	NB	LTR	0.78	52.5	D	NB	LTR	0.44	31.2	C	NB	LTR	0.57	41.6	D	NB	LTR	0.58	32.3	C
	SB	LTR	0.61	46.7	D	SB	LTR	0.42	31.5	C	SB	LTR	1.15	146.5	F *	SB	LTR	0.79	48.8	D
Atlantic Avenue &	EB	LTR	0.28	10.1	B	EB	LTR	0.37	10.9	B	EB	LTR	0.50	12.6	B	EB	LTR	0.45	15.2	B
Eldert Lane	WB	LTR	0.51	12.7	B	WB	LTR	0.32	10.5	B	WB	LTR	0.47	12.2	B	WB	LTR	0.57	17.1	B
	NB	LTR	0.64	47.6	D	NB	LTR	0.54	42.5	D	NB	LTR	0.67	49.7	D	NB	LTR	0.45	23.6	C
	SB	LTR	0.67	49.4	D	SB	LTR	0.37	37.3	D	SB	LTR	0.80	60.5	E *	SB	LTR	0.45	23.5	C
Atlantic Avenue &	EB	L	0.46	29.9	C	EB	L	0.32	23.7	C	EB	L	0.24	18.0	B	EB	L	0.29	24.0	C
Rockaway Boulevard	EB	TR	0.87	35.7	D	EB	TR	1.09	84.4	F *	EB	TR	0.93	38.2	D *	EB	TR	1.00	56.5	E *
	WB	L	0.69	34.8	C	WB	L	0.82	50.0	D	WB	L	1.14	137.9	F *	WB	L	1.11	114.2	F *
	WB	TR	0.69	19.3	B	WB	TR	0.48	16.6	B	WB	TR	0.66	17.5	B	WB	TR	0.76	23.6	C
	NB	L	0.94	85.1	F *	NB	L	0.42	23.3	C	NB	L	1.13	163.6	F *	NB	L	0.55	27.6	C
	NB	TR	1.11	121.5	F *	NB	TR	0.34	20.9	C	NB	TR	0.98	88.8	F *	NB	TR	0.77	36.4	D
	SB	LTR	1.16	142.4	F *	SB	LTR	0.52	24.7	C	SB	L	0.62	52.2	D	SB	LTR	0.77	36.3	D
											SB	TR	0.94	71.9	E *					
Broadway &	EB	LTR	0.65	22.7	C	EB	LTR	0.64	19.1	B	EB	LTR	0.67	23.9	C	EB	LTR	0.60	17.5	B
Rockaway Avenue	WB	LTR	0.85	33.8	C	WB	LTR	0.73	22.1	C	WB	LTR	0.91	40.4	D *	WB	LTR	0.91	36.3	D *
	NB	LTR	0.75	45.8	D	NB	LTR	0.40	24.8	C	NB	LTR	0.50	33.2	C	NB	LTR	0.43	25.0	C
	SB	LTR	0.67	40.7	D	SB	LTR	0.68	35.2	D	SB	LTR	0.89	65.2	E *	SB	LTR	0.77	41.1	D
Broadway &	EB	L	0.98	154.2	F *	EB	L	0.34	30.4	C	EB	L	0.36	40.6	D	EB	L	0.31	28.6	C
Eastern Parkway	EB	TR	0.90	69.8	E *	EB	TR	0.88	57.6	E *	EB	TR	1.11	124.4	F *	EB	TR	0.94	65.7	E *
	WB	LT	1.12	123.2	F *	WB	LT	0.69	38.8	D	WB	LT	0.97	84.3	F *	WB	LT	0.57	34.3	C
	WB	R	0.01	31.0	C	WB	R	0.09	24.7	C	WB	R	0.01	31.0	C	WB	R	0.03	23.9	C
	NB	DefL	0.89	68.2	E *	NB	LTR	0.73	25.4	C	NB	LTR	0.96	50.6	D *	NB	LTR	0.68	23.6	C
	NB	TR	0.59	25.7	C	SB	LTR	0.52	19.7	B	SB	LT	0.45	21.4	C	SB	LTR	0.45	18.5	B
	NB-Hull St	LR	0.53	62.8	E *	NB-Hull St	LR	0.51	48.2	D	NB-Hull St	LR	0.99	123.2	F *	NB-Hull St	LR	0.49	47.4	D
	SB	LTR	0.43	20.9	C						SB	R	0.06	16.6	B					

Signalized Intersection	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Bushwick Avenue &	EB	LTR	0.55	11.5	B	EB	LTR	0.40	6.2	A	EB	LTR	0.77	15.8	B	EB	LTR	0.41	6.3	A
Eastern Parkway	WB	L	1.05	71.3	E *	WB	L	0.77	21.5	C	WB	L	1.14	120.4	F *	WB	L	0.76	21.2	C
	WB	TR	1.09	79.9	E *	WB	TR	0.82	22.7	C	WB	TR	0.68	20.7	C	WB	TR	0.87	26.4	C
	NB	R	0.62	44.8	D	NB	R	1.11	107.5	F *	NB	R	1.05	95.2	F *	NB	R	1.10	106.4	F *
	SB	R	0.25	65.2	E *	SB	R	0.17	44.1	D	SB	R	0.23	63.0	E *	SB	R	0.16	43.4	D
Fulton Street &	EB	TR	0.20	20.7	C	EB	TR	0.23	20.2	C	EB	TR	0.33	22.7	C	EB	TR	0.33	21.6	C
Van Sinderen Avenue	WB	LT	0.47	25.6	C	WB	LT	0.39	22.8	C	WB	LT	0.44	25.2	C	WB	LT	0.46	24.1	C
	NB	LR	0.75	62.8	E *	NB	LR	0.29	29.3	C	NB	LR	0.36	37.9	D	NB	LR	0.23	27.3	C
	SB	LTR	0.48	38.5	D	SB	LTR	0.58	33.5	C	SB	LTR	0.62	42.2	D	SB	LTR	0.58	32.6	C
	SB-Bus Only	LTR	0.18	48.9	D	SB-Bus Only	LTR	0.15	33.1	C	SB-Bus Only	LTR	0.20	49.2	D	SB-Bus Only	LTR	0.12	32.8	C
Fulton Street &	EB	L	0.03	23.8	C	EB	L	0.09	30.0	C	EB	L	0.45	30.7	C	EB	L	0.07	26.6	C
Pennsylvania Avenue	EB	TR	0.39	28.5	C	EB	TR	0.50	36.0	D	EB	TR	0.71	35.9	D	EB	TR	0.67	36.1	D
	NB	TR	1.11	99.2	F *	NB	TR	1.00	58.5	E *	NB	TR	1.08	87.9	F *	NB	TR	0.86	25.9	C
	SB	L	0.41	46.8	D	SB	L	0.52	47.5	D	SB	L	0.97	92.6	F *	SB	L	0.58	36.4	D
	SB	T	0.58	19.7	B	SB	T	0.46	13.6	B	SB	T	0.96	45.1	D *	SB	T	0.44	8.6	A
Fulton Street &	EB	TR	0.62	17.9	B	EB	TR	0.69	20.2	C	EB	TR	0.95	41.0	D *	EB	TR	0.72	21.0	C
Miller Avenue	SB	LT	0.92	51.1	D *	SB	LT	0.45	25.6	C	SB	LT	0.96	58.0	E *	SB	LT	0.55	27.8	C
Fulton Street &	EB	TR	0.62	14.3	B	EB	TR	0.55	12.7	B	EB	TR	0.87	26.5	C	EB	TR	0.96	38.1	D *
Highland Place	NB	R	0.24	16.5	B	NB	R	0.29	17.2	B	NB	R	0.31	17.3	B	NB	R	0.33	17.7	B
	SB	LT	0.63	23.5	C	SB	LT	0.67	24.6	C	SB	LT	0.81	31.4	C	SB	LT	0.68	24.7	C
Fulton Street &	EB	LTR	0.39	12.4	B	EB	LTR	0.56	15.6	B	EB	LTR	0.75	21.8	C	EB	LTR	0.72	20.2	C
Logan Street	WB	LTR	0.80	26.5	C	WB	LTR	0.56	16.2	B	WB	LTR	0.69	20.5	C	WB	LTR	0.65	18.9	B
	NB	LTR	0.96	46.6	D *	NB	LTR	0.57	19.8	B	NB	LTR	0.76	25.6	C	NB	LTR	0.71	23.6	C
	SB	LTR	0.28	14.4	B	SB	LTR	0.28	14.5	B	SB	LTR	0.24	14.0	B	SB	LTR	0.24	13.9	B
Fulton Street &	EB	TR	0.25	8.8	A	EB	TR	0.31	9.4	A	EB	TR	0.40	10.4	B	EB	TR	0.35	9.8	A
Richmond Street	WB	LT	0.35	9.9	A	WB	LT	0.23	8.7	A	WB	LT	0.29	9.2	A	WB	LT	0.28	9.1	A
	NB	LR	0.13	15.7	B	NB	LR	0.11	15.2	B	NB	LR	0.10	15.2	B	NB	LR	0.09	15.0	B
	SB	LTR	0.42	19.1	B	SB	LTR	0.23	16.3	B	SB	LTR	0.48	20.2	C	SB	LTR	0.31	17.2	B
Fulton Street &	EB	TR	0.29	9.2	A	EB	TR	0.37	10.2	B	EB	TR	0.47	11.4	B	EB	TR	0.45	11.0	B
Euclid Avenue	WB	LT	0.28	9.1	A	WB	LT	0.24	8.8	A	WB	LT	0.28	9.1	A	WB	LT	0.31	9.4	A
	SB	LTR	0.93	46.3	D *	SB	LTR	0.49	19.9	B	SB	LTR	0.81	31.8	C	SB	LTR	0.69	25.1	C
Glenmore Avenue &	EB	LR	0.23	34.3	C	EB	LR	0.34	36.7	D	EB	LR	0.20	33.9	C	EB	LR	0.33	27.9	C
Pennsylvania Avenue	WB	LR	1.14	133.8	F *	WB	LR	0.42	38.0	D	WB	LR	0.48	39.6	D	WB	LR	0.15	25.3	C
	NB	T	0.54	13.4	B	NB	T	0.56	13.7	B	NB	T	0.53	13.2	B	NB	T	0.55	11.4	B
	SB	T	0.50	12.8	B	SB	T	0.53	13.3	B	SB	T	0.56	13.6	B	SB	T	0.54	11.3	B
Bushwick /Jamaica Avenue &	EB-Bushwick	R	0.75	50.1	D	EB-Bushwick	R	0.85	55.2	E *	EB-Bushwick	R	1.09	104.7	F *	EB-Bushwick	R	0.80	40.8	D
Penn. /Jackie Robinson Pkwy	EB-Jamaica	L	0.18	40.3	D	EB-Jamaica	L	0.26	43.3	D	EB-Jamaica	L	0.17	39.3	D	EB-Jamaica	L	0.20	32.1	C
	EB-Jamaica	TR	1.11	115.3	F *	EB-Jamaica	TR	1.11	118.1	F *	EB-Jamaica	TR	1.12	119.8	F *	EB-Jamaica	TR	1.11	106.3	F *
	WB	L	1.11	152.8	F *	WB	L	1.14	156.4	F *	WB	L	1.22	189.4	F *	WB	L	1.09	133.2	F *
	WB	T	1.11	150.9	F *	WB	T	1.13	152.7	F *	WB	T	1.23	194.1	F *	WB	T	1.13	146.6	F *
	NB	L	1.16	142.9	F *	NB	L	1.08	117.2	F *	NB	L	0.89	69.1	E *	NB	L	0.94	66.7	E *
	NB	TR	0.56	17.9	B	NB	TR	0.54	18.6	B	NB	TR	0.61	19.3	B	NB	TR	0.51	14.5	B
	SB	TR	1.11	105.1	F *	SB	TR	0.95	67.6	E *	SB	TR	1.10	108.5	F *	SB	TR	0.92	53.7	D *
	SB	T	0.82	48.9	D	SB	T	0.73	47.4	D	SB	T	0.80	49.9	D	SB	T	0.85	46.2	D
Jamaica Avenue &	EB	LTR	1.12	97.5	F *	EB	LTR	1.13	102.5	F *	EB	LTR	0.94	44.1	D *	EB	LTR	1.13	99.2	F *
Highland Pl/Force Tube Ave.	WB	LTR	0.54	16.8	B	WB	LTR	0.60	17.9	B	WB	LTR	0.69	20.6	C	WB	LTR	0.63	18.8	B
	NB	L	0.38	15.5	B	NB	L	0.21	12.6	B	NB	L	0.49	20.8	C	NB	L	0.25	13.1	B
	NB	TR	0.80	24.2	C	NB	TR	0.45	14.5	B	NB	TR	0.54	16.0	B	NB	TR	0.46	14.6	B
	SB	L	0.64	32.1	C	SB	L	0.42	15.9	B	SB	L	1.16	120.1	F *	SB	L	0.46	16.9	B
	SB	TR	0.52	15.8	B	SB	TR	0.48	15.0	B	SB	TR	1.13	99.6	F *	SB	TR	0.48	15.0	B
Jamaica Avenue &	EB	T	0.57	13.0	B	EB	T	0.55	12.7	B	EB	T	0.68	15.2	B	EB	T	0.58	13.1	B
Chestnut Street	WB	T	0.52	12.1	B	WB	T	0.37	10.0	A	WB	T	0.60	13.5	B	WB	T	0.53	12.1	B
	NB	LR	0.70	26.5	C	NB	LR	0.34	17.6	B	NB	LR	0.37	18.1	B	NB	LR	0.32	17.4	B
Jamaica Avenue &	EB	LTR	1.18	112.2	F *	EB	LTR	1.00	51.2	D *	EB	LTR	1.20	118.6	F *	EB	LTR	1.09	78.3	E *
Euclid Av/Cypress Hill Street	WB	LT	0.31	7.8	A	WB	LT	0.23	8.1	A	WB	LT	0.35	9.2	A	WB	LT	0.40	9.8	A
	WB	R	0.55	1.5	A	WB	R	0.28	0.5	A	WB	R	0.31	0.5	A	WB	R	0.34	0.6	A
	SB	LT	0.59	20.4	C	SB	LT	0.56	20.0	C	SB	LT	0.81	26.3	C	SB	LT	0.59	20.4	C
Liberty Avenue &	EB	LTR	0.48	40.7	D	EB	LTR	0.75	55.5	E *	EB	LTR	0.97	82.3	F *	EB	LTR	0.55	34.3	C
Pennsylvania Avenue	WB	LTR	0.91	70.5	E *	WB	LTR	0.96	82.5	F *	WB	LTR	1.04	104.5	F *	WB	LTR	0.94	65.6	E *
	NB	L	0.45	17.0	B	NB	L	0.29	13.8	B	NB	L	0.37	16.7	B	NB	L	0.32	12.8	B
	NB	TR	0.74	24.3	C	NB	TR	0.73	24.0	C	NB	TR	0.66	21.9	C	NB	TR	0.77	22.7	C
	SB	L	0.09	12.4	B	SB	L	0.11	11.9	B	SB	L	0.16	12.3	B	SB	L	0.09	10.6	B
	SB	TR	0.62	20.7	C	SB	TR	0.64	21.3	C	SB	TR	0.66	21.7	C	SB	TR	0.67	19.9	B
Liberty Avenue &	EB	TR	0.22	11.2	B	EB	TR	0.25	11.6	B	EB	TR	0.46	14.5	B	EB	TR	0.19	8.5	A
New Jersey Avenue	WB	LT	0.44	14.2	B	WB	LT	0.35	12.7	B	WB	LT	0.45	14.4	B	WB	LT	0.39	10.7	B
	SB	LTR	0.08	29.8	C	SB	LTR	0.12	30.4	C	SB	LTR	0.19	31.4	C	SB	LTR	0.11	23.9	C
Liberty Avenue &	EB	TR	0.27	11.7	B	EB	TR	0.19	10.9	B	EB	TR	0.37	13.0	B	EB	TR	0.21	8.7	A
Miller Avenue	WB	LT	0.56	16.5	B	WB	LT	0.27	11.8	B	WB	LT	0.30	12.1	B	WB	LT	0.31	9.8	A
	SB	LTR	0.93	66.7	E *	SB	LTR	0.75	48.2	D	SB	LTR	1.04	94.4	F *	SB	LTR	0.74	39.0	D
Liberty Avenue &	EB	TR	0.24	8.9	A	EB	TR	0.23	8.9	A	EB	TR	0.37	10.3	B	EB	TR	0.20	8.5	A
Hendrix Street	WB	LT	0.60	14.6	B	WB	LT	0.28	9.4	A	WB	LT	0.32	9.7	A	WB	LT	0.28	9.4	A
	SB	LTR	0.13	34.9	C	SB	LTR	0.21	36.3	D	SB	LTR	0.13	34.9	C	SB	LTR	0.32	38.3	D
Liberty Avenue &	EB	LT	0.27	9.5	A	EB	LT	0.28	9.5	A	EB	LT	0.45	11.6	B	EB	LT	0.25	9.2	A
Schenck Avenue	WB	TR	0.89	29.9	C	WB	TR	0.66	16.2	B	WB	TR	0.59	14.1	B	WB	TR	0.68	16.6	B
	NB	LTR	0.68	49.2	D	NB	LTR	0.49	41.8	D	NB	LTR	0.63	46.5	D	NB	LTR	0.40	39.8	D
Liberty Avenue &	EB	TR	0.16	10.6	B	EB	TR	0.21	11.1	B	EB	TR	0.40	13.5	B	EB	TR	0.18	8.5	A
Warwick Street	WB	LT	0.85	29.1	C	WB	LT	0.54	16.0	B	WB	LT	0.45	14.3	B	WB	LT	0.57	13.6	B
	SB	LTR	1.38	227.7	F *	SB	LTR	0.84	57.0	E *	SB	LTR	1.25	174.3	F *	SB	LTR	0.97	69.3	E *
Liberty Avenue &	EB	TR	0.21	10.5	B	EB	TR	0.18	10.3	B	EB	TR	0.37	12.2	B	EB	TR	0.20	8.5	A
Linwood Street	WB	LT	0.78	23.8	C	WB	LT	0.53	15.3	B	WB	LT	0.50	14.7	B	WB	LT	0.55	13.1	B
	SB	LTR	0.36	35.6	D	SB	LTR	0.14	31.5	C	SB	LTR	0.22	32.7	C	SB	LTR	0.16	24.7	C

Signalized Intersection	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Liberty Avenue &	EB	TR	0.27	11.3	B	EB	TR	0.30	11.7	B	EB	TR	0.59	16.6	B	EB	TR	0.33	9.9	A
Shepherd Avenue	WB	LT	0.84	27.9	C	WB	LT	0.55	15.9	B	WB	LT	0.47	14.3	B	WB	LT	0.56	13.4	B
	SB	LTR	0.35	35.2	D	SB	LTR	0.17	31.9	C	SB	LTR	0.49	38.6	D	SB	LTR	0.20	25.3	C
Liberty Avenue &	EB	LT	0.27	11.8	B	EB	LT	0.26	11.6	B	EB	LT	0.52	15.5	B	EB	LT	0.26	9.2	A
Montauk Avenue	WB	TR	0.74	22.2	C	WB	TR	0.32	12.4	B	WB	TR	0.36	13.0	B	WB	TR	0.34	10.1	B
	NB	LTR	0.25	32.4	C	NB	LTR	0.18	31.3	C	NB	LTR	0.30	33.2	C	NB	LTR	0.26	26.0	C
	SB	LR	0.45	37.8	D	SB	LR	0.24	32.7	C	SB	LR	0.37	35.7	D	SB	LR	0.44	31.0	C
Liberty Avenue &	EB	TR	0.35	13.3	B	EB	TR	0.30	12.6	B	EB	TR	0.59	17.8	B	EB	TR	0.35	10.7	B
Milford Street	WB	LT	0.82	27.5	C	WB	LT	0.50	16.2	B	WB	LT	0.70	23.2	C	WB	LT	0.52	13.6	B
	SB	LTR	0.19	30.6	C	SB	LTR	0.20	30.8	C	SB	LTR	0.16	30.2	C	SB	LTR	0.24	25.0	C
Liberty Avenue &	EB	LT	0.42	11.7	B	EB	LT	0.35	10.2	B	EB	LT	0.54	13.3	B	EB	LT	0.46	14.7	B
Logan Street	WB	TR	0.61	14.6	B	WB	TR	0.24	8.9	A	WB	TR	0.32	9.8	A	WB	TR	0.33	12.5	B
	NB	LTR	0.77	54.1	D	NB	LTR	0.74	52.8	D	NB	LTR	0.82	58.0	E *	NB	LTR	0.55	27.7	C
	SB	LR	0.45	42.4	D	SB	LR	0.35	39.6	D	SB	LR	0.50	44.7	D	SB	LR	0.31	23.5	C
Liberty Avenue &	EB	TR	0.25	9.0	A	EB	TR	0.24	8.9	A	EB	TR	0.46	11.5	B	EB	TR	0.34	12.6	B
Fountain Avenue	WB	LT	0.80	22.5	C	WB	LT	0.37	10.6	B	WB	LT	0.61	16.0	B	WB	LT	0.51	15.7	B
	SB	LTR	0.56	44.8	D	SB	LTR	0.34	38.6	D	SB	LTR	0.52	43.2	D	SB	LTR	0.37	24.2	C
Liberty Avenue &	EB	TR	0.36	24.1	C	EB	TR	0.49	36.7	D	EB	T	0.39	34.7	C	EB	TR	0.48	25.6	C
South Conduit Boulevard	WB	L	1.09	110.4	F *	WB	L	1.20	171.3	F *	EB	R	0.67	44.4	D	WB	L	1.18	149.3	F *
	WB	T	0.94	54.9	D *	WB	T	0.70	44.5	D	WB	L	0.75	54.8	D	WB	T	0.87	48.9	D
	SB	L	0.03	16.3	B	SB	L	0.05	9.6	A	WB	T	1.12	125.7	F *	SB	L	0.04	9.6	A
	SB	TR	0.47	21.3	C	SB	TR	0.36	12.1	B	SB	L	0.02	9.4	A	SB	TR	0.48	13.2	B
											SB	TR	0.58	15.1	B					
Liberty Avenue &	EB	LT	0.48	38.4	D	EB	LT	0.48	37.4	D	EB	LT	0.50	37.5	D	EB	LT	0.35	23.4	C
North Conduit Boulevard	WB	T	1.25	168.0	F *	WB	TR	1.04	93.2	F *	WB	TR	1.36	221.1	F *	WB	TR	1.30	182.2	F *
	WB	R	0.20	31.7	C	NB	L	0.14	10.3	B	NB	L	0.11	10.1	B	NB	L	0.19	10.9	B
	NB	L	0.39	13.1	B	NB	TR	0.38	12.4	B	NB	TR	0.42	12.8	B	NB	TR	0.43	12.7	B
	NB	TR	0.70	17.9	B															
Livonia Avenue &	EB	LTR	1.09	127.7	F *	EB	LTR	0.54	42.2	D	EB	LTR	0.67	47.2	D	EB	LTR	0.48	31.7	C
Pennsylvania Avenue	WB	LTR	1.08	107.0	F *	WB	LTR	0.43	38.8	D	WB	LTR	0.70	48.9	D	WB	LTR	0.57	34.2	C
	NB	LTR	0.88	27.3	C	NB	LTR	0.68	16.6	B	NB	LTR	0.63	15.9	B	NB	LTR	0.62	12.9	B
	SB	LTR	0.69	17.9	B	SB	LTR	0.64	15.5	B	SB	LTR	0.72	18.2	B	SB	LTR	0.69	14.3	B
Pitkin Avenue &	EB	LTR	0.89	46.0	D	EB	LTR	0.66	27.0	C	EB	LTR	0.70	28.2	C	EB	LTR	0.74	30.6	C
Mother Gaston Boulevard	WB	LTR	0.95	55.3	E *	WB	LTR	0.68	28.1	C	WB	LTR	0.61	25.5	C	WB	LTR	0.66	26.9	C
	NB	L	0.34	27.4	C	NB	L	0.24	24.8	C	NB	L	0.25	25.2	C	NB	L	0.36	27.5	C
	NB	TR	0.46	28.3	C	NB	TR	0.41	27.3	C	NB	TR	0.37	26.5	C	NB	TR	0.38	26.7	C
	SB	L	0.10	22.5	C	SB	L	0.09	22.4	C	SB	L	0.14	23.1	C	SB	L	0.12	22.7	C
	SB	TR	0.34	26.0	C	SB	TR	0.34	26.0	C	SB	TR	0.41	27.1	C	SB	TR	0.32	25.5	C
Pitkin Avenue &	EB	L	0.42	44.2	D	EB	LTR	1.13	131.1	F *	EB	L	0.36	40.1	D	EB	LTR	0.76	43.4	D
Pennsylvania Avenue	EB	TR	1.10	116.5	F *	WB	LTR	0.38	36.0	D	EB	TR	0.92	70.2	E *	WB	LTR	1.01	78.8	E *
	WB	LTR	0.87	57.4	E *	NB	LTR	0.74	18.4	B	WB	LTR	0.66	42.8	D	NB	LTR	0.98	38.5	D *
	NB	LTR	0.82	22.1	C	SB	LTR	1.04	60.4	E *	NB	LTR	1.00	47.9	D *	SB	LTR	0.73	15.2	B
	SB	LTR	1.05	62.0	E *						SB	LTR	1.08	72.8	E *					
Pitkin Avenue &	EB	TR	0.34	9.6	A	EB	TR	0.33	9.5	A	EB	TR	0.54	12.0	B	EB	TR	0.38	10.0	A
Hendrix Street	WB	LT	0.59	13.0	B	WB	LT	0.37	9.8	A	WB	LT	0.45	10.7	B	WB	LT	0.43	10.6	B
	SB	LTR	0.33	17.8	B	SB	LTR	0.19	15.9	B	SB	LTR	0.24	16.5	B	SB	LTR	0.24	16.5	B
Pitkin Avenue &	EB	TR	0.35	9.7	A	EB	TR	0.33	9.5	A	EB	TR	0.54	12.0	B	EB	TR	0.37	9.7	A
Warwick Street	WB	LT	0.64	14.1	B	WB	LT	0.29	9.1	A	WB	LT	0.43	10.5	B	WB	LT	0.43	10.5	B
	SB	LTR	0.51	21.1	C	SB	LTR	0.44	19.5	B	SB	LTR	0.64	24.7	C	SB	LTR	0.44	19.3	B
Pitkin Avenue &	EB	TR	0.39	10.1	B	EB	TR	0.34	9.6	A	EB	TR	0.60	13.1	B	EB	TR	0.33	9.4	A
Shepherd Avenue	WB	LT	0.59	13.0	B	WB	LT	0.32	9.4	A	WB	LT	0.44	10.8	B	WB	LT	0.38	9.9	A
	SB	LTR	0.33	17.5	B	SB	LTR	0.21	16.0	B	SB	LTR	0.28	16.9	B	SB	LTR	0.22	16.1	B
Pitkin Avenue &	EB	LT	0.43	10.7	B	EB	LT	0.40	10.3	B	EB	LT	0.57	12.4	B	EB	LT	0.32	9.3	A
Berriman Street	WB	TR	0.58	12.7	B	WB	TR	0.34	9.5	A	WB	TR	0.40	10.1	B	WB	TR	0.37	9.8	A
	NB	LTR	0.53	20.6	C	NB	LTR	0.44	18.9	B	NB	LTR	0.44	18.8	B	NB	LTR	0.26	16.4	B
Pitkin Avenue &	EB	LT	0.38	10.0	A	EB	LT	0.34	9.5	A	EB	LT	0.58	12.8	B	EB	LT	0.34	9.5	A
Montauk Avenue	WB	TR	0.63	13.7	B	WB	TR	0.31	9.2	A	WB	TR	0.46	10.8	B	WB	TR	0.38	9.8	A
	NB	LTR	0.23	16.2	B	NB	LTR	0.21	16.0	B	NB	LTR	0.25	16.4	B	NB	LTR	0.24	16.3	B
Pitkin Avenue &	EB	TR	0.42	10.5	B	EB	TR	0.34	9.6	A	EB	TR	0.60	13.2	B	EB	TR	0.39	10.0	B
Fountain Avenue	WB	LT	0.71	16.2	B	WB	LT	0.34	9.6	A	WB	LT	0.59	13.2	B	WB	LT	0.41	10.4	B
	SB	LTR	0.50	20.4	C	SB	LTR	0.35	17.7	B	SB	LTR	0.51	20.5	C	SB	LTR	0.49	19.8	B
Pitkin Avenue &	EB	TR	0.72	40.6	D	EB	TR	0.64	36.8	D	EB	T	0.46	31.0	C	EB	TR	0.79	41.4	D
South Conduit Boulevard	WB	L	0.91	76.2	E *	WB	L	0.45	34.2	C	EB	R	0.90	59.0	E *	WB	L	1.20	163.4	F *
	WB	T	0.82	44.7	D	WB	T	0.48	31.2	C	WB	L	0.68	42.9	D	WB	T	0.64	32.1	C
	SB	L	0.04	12.9	B	SB	L	0.06	13.2	B	WB	T	0.57	33.6	C	SB	L	0.03	8.2	A
	SB	TR	0.50	18.0	B	SB	TR	0.48	17.6	B	SB	L	0.04	12.9	B	SB	TR	0.48	11.7	B
											SB	TR	0.66	20.8	C					
Pitkin Avenue &	EB	L	0.67	57.4	E *	EB	L	0.24	33.2	C	EB	L	0.41	38.9	D	EB	L	0.31	23.3	C
North Conduit Boulevard	EB	T	0.29	33.0	C	EB	T	0.29	32.9	C	EB	T	0.42	35.5	D	EB	T	0.24	20.6	C
	WB	TR	0.58	37.7	D	WB	TR	0.37	33.6	C	WB	TR	0.47	35.2	D	WB	TR	0.40	22.1	C
	NB	L	0.35	12.6	B	NB	L	0.14	10.3	B	NB	L	0.15	10.4	B	NB	L	0.20	11.9	B
	NB	TR	0.84	22.6	C	NB	TR	0.38	12.4	B	NB	TR	0.34	11.9	B	NB	TR	0.47	14.2	B
Sutter Avenue &	EB	LTR	0.81	58.7	E *	EB	LTR	0.59	45.0	D	EB	LTR	0.60	44.0	D	EB	LTR	0.59	34.7	C
Pennsylvania Avenue	WB	LTR	1.14	133.8	F *	WB	LTR	0.69	48.7	D	WB	LTR	0.86	61.8	E *	WB	LTR	0.77	44.4	D
	NB	TR	0.66	15.7	B	NB	TR	0.59	14.3	B	NB	TR	0.50	12.7	B	NB	TR	0.59	12.0	B
	SB	LTR	0.65	15.6	B	SB	LTR	0.63	15.2	B	SB	LTR	0.77	19.3	B	SB	LTR	0.66	13.4	B
Sutter Avenue &	EB	TR	0.29	14.5	B	EB	TR	0.32	11.9	B	EB	TR	0.33	15.0	B	EB	TR	0.29	14.4	B
Fountain Avenue	WB	LT	0.79	29.3	C	WB	LT	0.43	13.4	B	WB	LT	0.70	24.5	C	WB	LT	0.51	18.2	B
	NB	L	0.54	40.5	D	NB	L	0.48	30.3	C	NB	L	0.85	67.7	E *	NB	L	0.65	45.2	D
	NB	R	0.78	49.0	D	NB	R	0.60	32.1	C	NB	R	0.79	50.0	D	NB	R	0.63	40.0	D
	SB	LTR	0.60	37.0	D	SB	LTR	0.43	25.9	C	SB	LTR	0.66	39.4	D	SB	LTR	0.51	34.0	C

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a congested movement

Unsignalized Intersection	Lane Group	No-Action AM Peak Hour V/C Ratio	Delay (sec/veh)	LOS		No-Action MD Peak Hour V/C Ratio	Delay (sec/veh)	LOS		No-Action Peak Hour V/C Ratio	Delay (sec/veh)	LOS		No-Action SAT Peak Hour V/C Ratio	Delay (sec/veh)	LOS	
Arlington Avenue & Jamaica Avenue (Two-Way Stop Controlled)	NB-LR	0.36	13.4	B		0.40	14.8	B		0.57	20.1	C		0.65	25.5	D	
Atlantic Avenue & Ashford Street (Two-Way Stop Controlled)	NB-R	0.13	12.2	B		0.11	12.2	B		0.20	16.4	C		0.13	12.6	B	
Atlantic Avenue & Atkins Avenue (Two-Way Stop Controlled)	NB-R	0.01	10.9	B		0.02	11.4	B		0.01	11.6	B		0.01	12.0	B	
Atlantic Avenue & Montauk Avenue (Two-Way Stop Controlled)	NB-R	0.10	11.5	B		0.11	13.2	B		0.10	10.2	B		0.18	13.8	B	
Broadway EB & Broadway WB-L (Two-Way Stop Controlled)	NB-R	0.17	9.5	A		0.18	9.7	A		0.23	9.8	A		0.20	9.7	A	
Broadway & Truxton Street (Two-Way Stop Controlled)	NB-R	0.04	10.6	B		0.05	10.1	B		0.07	10.6	B		0.07	10.2	B	
Dinsmore Place &	SB-LT	0.01	10.0	B		0.02	9.0	A		0.01	9.3	A		0.01	8.9	A	
Logan Street	WB-LR	0.19	22.7	C		0.15	19.5	C		0.27	23.3	C		0.17	23.0	C	
(Two-Way Stop Controlled)																	
Dinsmore Place &	SB-LR	0.05	9.1	A		0.05	9.5	A		0.08	9.4	A		0.04	9.1	A	
Richmond Street	EB-LT	0.01	7.5	A		0.02	7.3	A		0.01	7.3	A		0.01	7.3	A	
(Two-Way Stop Controlled)																	
Dinsmore Place &	NB-LT	0.02	7.4	A		0.02	7.4	A		0.02	7.4	A		0.01	7.5	A	
Chestnut Street	EB-L	0.07	10.9	B		0.09	11.2	B		0.10	10.6	B		0.05	10.2	B	
(Two-Way Stop Controlled)																	
Fulton Street & New Jersey Avenue (Two-Way Stop Controlled)	SB-LT	0.15	14.4	B		0.12	14.3	B		0.37	27.7	D		0.16	14.1	B	
Fulton Street &	EB - LT	0.07	8.4	A		0.06	7.8	A		0.07	8.4	A		0.06	8.0	A	
Elton Street	NB - TR	1.10	135.6	F	*	0.38	19.6	C		0.99	112.8	F	*	0.57	31.6	D	
(Two-Way Stop Controlled)																	
Fulton Street &	NB-LTR	1.04	104.1	F	*	0.56	28.2	D		1.05	123.3	F	*	0.58	35.9	E	*
Chestnut Street	EB-LT	0.06	9.1	A		0.04	8.3	A		0.06	9.4	A		0.05	9.1	A	
(Two-Way Stop Controlled)																	
Glenmore Avenue &	SB-TR	1.08	114.5	F	*	0.33	13.4	B		0.71	25.4	D		0.44	15.4	C	
Miller Avenue	WB-LT	0.04	7.4	A		0.02	7.3	A		0.02	7.3	A		0.02	7.3	A	
(Two-Way Stop Controlled)																	
Glenmore Avenue & Montauk Avenue (Two-Way Stop Controlled)	NB-LT	0.22	13.0	B		0.13	10.3	B		0.22	11.7	B		0.16	10.5	B	
Liberty Avenue & Elton Street (Two-Way Stop Controlled)	NB-LR	0.15	13.7	B		0.07	11.1	B		0.14	13.6	B		0.12	11.5	B	
Liberty Avenue &	NB-LTR	0.33	30.1	D		0.2	16.9	C		0.27	27.1	D		0.18	15.8	C	
Essex Street	EB-LT	0.02	10.7	B		0.01	8.8	A		0.05	9.4	A		0.01	8.6	A	
(Two-Way Stop Controlled)																	
Liberty Avenue &	SB-LTR	0.07	15.8	C		0.07	16.0	C		0.11	26.8	D		0.02	11.7	B	
Atkins Avenue	EB-LTR	0.01	9.4	A		0.00	8.3	A		0.01	8.8	A		0.00	8.4	A	
(Two-Way Stop Controlled)	WB-LTR	0.20	10.1	B		0.08	8.5	A		0.13	9.9	A		0.08	8.4	A	
Pitkin Avenue &	NB-LTR	0.33	25.4	D		0.15	13.8	B		0.44	29.4	D		0.20	16.0	C	
Elton Street	EB-LT	0.03	8.8	A		0.02	7.8	A		0.02	8.2	A		0.01	8.0	A	
(Two-Way Stop Controlled)																	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right

* - Denotes a congested movement

TABLE E-3
With-Action Intersection Level of Service Analysis

Signalized Intersection	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Atlantic Avenue &	EB	L	0.34	29.6	C	EB	L	0.38	24.4	C	EB	L	0.29	23.0	C	EB	L	0.35	24.7	C
Rockaway Avenue	EB	TR	0.67	29.6	C	EB	TR	0.96	46.8	D *	EB	TR	0.99	51.8	D *	EB	TR	0.81	34.2	C
	WB	L	0.89	57.2	E *	WB	L	0.98	89.7	F	WB	L	1.14	140.9	F	WB	L	1.10	128.1	F
	WB	TR	1.14	102.7	F *	WB	TR	1.08	79.7	E *	WB	TR	0.88	37.8	D	WB	TR	0.88	37.5	D
	NB	LTR	1.12	118.0	F	NB	LTR	0.95	55.5	E	NB	LTR	1.17	138.2	F	NB	LTR	1.11	117.3	F
	SB	LTR	0.96	84.2	F	SB	LTR	1.04	87.9	F	SB	LTR	1.12	130.6	F	SB	LTR	1.11	123.3	F
Atlantic Avenue &	EB	TR	0.60	23.2	C	EB	TR	0.59	17.7	B	EB	TR	0.86	31.4	C	EB	TR	0.71	20.0	B
Eastern Parkway	WB-Main	T	1.03	61.0	E *	WB-Main	T	0.84	25.3	C	WB-Main	T	0.89	35.0	D	WB-Main	T	0.92	31.1	C
	WB-Service	T	0.88	39.3	D	WB-Service	T	0.38	15.8	B	WB-Service	T	0.48	22.2	C	WB-Service	T	0.40	16.0	B
	WB-Service	R	0.15	17.1	B	WB-Service	R	0.08	12.5	B	WB-Service	R	0.15	17.1	B	WB-Service	R	0.10	12.7	B
	NB	T	0.57	29.7	C	NB	T	0.54	24.2	C	NB	T	0.59	28.8	C	NB	T	0.54	24.2	C
	NB	R	0.70	37.0	D	NB	R	0.72	32.9	C	NB	R	0.94	61.2	E *	NB	R	0.73	33.1	C
	SB	LTR	0.84	39.5	D	SB	LTR	1.02	65.9	E	SB	LTR	1.16	118.4	F	SB	LTR	1.06	78.1	E
Atlantic Avenue &	EB-Main	T	0.65	15.3	B	EB-Main	T	0.62	14.8	B	EB-Main	T	0.71	16.8	B	EB-Main	T	0.61	14.9	B
Georgia Avenue	EB-Service	T	0.30	10.5	B	EB-Service	T	0.37	11.4	B	EB-Service	T	0.61	15.3	B	EB-Service	T	0.44	13.0	B
	WB	TR	0.75	17.3	B	WB	TR	0.57	13.5	B	WB	TR	0.61	14.1	B	WB	TR	0.65	15.2	B
	NB	LTR	1.19	147.7	F *	NB	LTR	1.10	116.4	F *	NB	LTR	1.17	140.8	F *	NB	LTR	0.78	37.9	D
Atlantic Avenue &	EB	L	0.26	43.4	D	EB	L	0.41	42.1	D	EB	L	0.37	44.5	D	EB	L	0.31	31.9	C
Pennsylvania Avenue	EB	TR	0.86	31.9	C	EB	TR	1.11	96.1	F *	EB	T	1.22	141.5	F *	EB	TR	1.12	90.3	F *
	WB	TR	1.15	110.1	F *	WB	TR	1.00	63.8	E *	EB	R	0.22	22.9	C	WB	TR	1.18	120.8	F *
	NB	L	1.11	121.4	F	NB	L	1.27	198.3	F *	WB	TR	1.24	154.8	F *	NB	L	1.15	126.2	F *
	NB	TR	1.44	248.6	F *	NB	TR	1.46	250.9	F *	NB	L	1.16	147.1	F	NB	TR	1.30	176.0	F *
	SB	L	1.06	214.2	F *	SB	L	1.54	295.6	F *	NB	TR	1.10	99.0	F *	SB	L	1.23	163.4	F *
	SB	TR	1.16	127.4	F *	SB	TR	1.00	66.8	E *	SB	L	1.27	179.1	F *	SB	TR	0.93	44.6	D
											SB	TR	0.98	60.6	E					
Atlantic Avenue &	EB	TR	0.44	11.7	B	EB	TR	0.52	12.8	B	EB	TR	0.76	17.5	B	EB	TR	0.59	12.1	B
Miller Avenue	WB	LT	0.84	22.1	C	WB	DefL	1.05	114.4	F	WB	DefL	3.17	1039.0	F *	WB	DefL	1.20	161.8	F
	SB	LTR	1.32	204.0	F *	WB	T	0.72	17.3	B	WB	T	0.72	17.1	B	WB	T	0.77	16.6	B
						WB	LT		26.4	C	SB	LTR	1.44	252.4	F *	WB	LT		29.8	C
						SB	LTR	0.83	56.5	E						SB	LTR	0.83	46.0	D
Atlantic Avenue &	EB	TR	0.52	12.7	B	EB	TR	0.57	13.5	B	EB	TR	0.81	19.1	B	EB	TR	0.72	19.5	B
Hendrix Street	WB	T	0.62	14.2	B	WB	T	0.54	13.1	B	WB	T	0.56	13.3	B	WB	T	0.65	18.1	B
	SB	R	0.22	34.5	C	SB	R	0.02	31.1	C	SB	R	0.12	32.7	C	SB	R	0.07	17.6	B
Atlantic Avenue &	EB	LT	0.55	13.2	B	EB	LT	0.60	14.1	B	EB	LT	0.89	23.3	C	EB	LT	0.59	12.2	B
Schenck Avenue	WB	TR	0.55	13.1	B	WB	TR	0.46	11.9	B	WB	TR	0.47	12.1	B	WB	TR	0.47	10.7	B
	NB	LTR	1.49	273.8	F *	NB	LTR	1.28	184.9	F *	NB	LTR	1.33	207.1	F *	NB	LTR	1.35	202.6	F *
Atlantic Avenue &	EB	TR	0.62	22.5	C	EB	TR	0.64	19.6	B	EB	TR	0.99	41.4	D	EB	TR	0.82	25.1	C
Warwick Street	WB	L	0.85	64.2	E *	WB	L	0.84	63.2	E *	WB	L	1.02	114.0	F *	WB	L	0.77	49.0	D
	WB	T	0.64	15.2	B	WB	T	0.53	11.2	B	WB	T	0.61	12.5	B	WB	T	0.62	12.9	B
	SB	LTR	1.22	163.1	F *	SB	LTR	0.64	48.3	D	SB	LTR	1.38	232.4	F *	SB	LTR	0.56	31.8	C
Atlantic Avenue &	EB	L	0.79	63.5	E *	EB	L	0.30	13.3	B	EB	L	0.95	90.3	F *	EB	L	0.56	29.6	C
Elton Street	EB	T	0.50	12.5	B	EB	T	0.52	12.7	B	EB	T	1.10	73.9	E *	EB	T	0.63	14.8	B
	WB	TR	0.64	14.7	B	WB	TR	0.44	11.7	B	WB	TR	0.58	13.6	B	WB	TR	0.58	14.1	B
Atlantic Avenue &	EB	L	0.86	78.3	E *	EB	L	0.89	73.3	E *	EB	L	0.89	79.1	E *	EB	L	1.30	208.1	F *
Highland Place	EB	T	0.54	13.3	B	EB	T	0.70	19.4	B	EB	T	0.97	34.7	C	EB	T	0.74	16.1	B
	WB	TR	0.61	14.1	B	WB	TR	0.54	15.5	B	WB	TR	0.58	13.6	B	WB	TR	0.59	12.6	B
	SB	LR	0.90	61.7	E	SB	LR	0.67	40.9	D	SB	LR	1.19	146.6	F *	SB	LR	0.89	48.4	D *
Atlantic Avenue &	EB	TR	0.67	23.7	C	EB	TR	0.68	23.4	C	EB	TR	0.94	34.6	C	EB	TR	0.87	30.0	C
Logan Street	WB	TR	0.99	42.9	D	WB	TR	0.66	22.9	C	WB	TR	0.89	32.4	C	WB	TR	1.03	55.9	E *
	NB	TR	0.96	63.0	E *	NB	TR	1.03	83.9	F *	NB	TR	1.04	82.0	F *	NB	TR	0.79	28.2	C
	SB	LTR	2.06	524.8	F *	SB	LTR	2.04	516.8	F *	SB	LTR	2.36	660.4	F *	SB	LTR	1.51	268.4	F *
Atlantic Avenue &	EB	T	0.21	9.4	A	EB	T	0.24	9.7	A	EB	T	0.31	10.3	B	EB	T	0.29	13.5	B
Euclid Avenue	WB	T	0.33	10.5	B	WB	T	0.23	9.6	A	WB	T	0.31	10.3	B	WB	T	0.37	14.2	B
	NB	LR	0.47	39.7	D	NB	LR	0.53	42.5	D	NB	LR	0.57	43.7	D	NB	LR	0.38	22.0	C
	SB	L	0.56	41.9	D	SB	L	0.49	40.2	D	SB	L	0.83	58.0	E *	SB	L	0.41	22.2	C
	SB	R	0.22	34.3	C	SB	R	0.33	37.2	D	SB	R	0.55	43.9	D	SB	R	0.19	19.3	B
Atlantic Avenue &	EB	LTR	0.41	17.8	B	EB	LTR	0.54	25.9	C	EB	LTR	0.57	20.3	C	EB	LTR	0.53	18.7	B
Crescent Street	WB	DefL	0.62	17.7	B	WB	DefL	0.64	24.8	C	WB	DefL	0.98	96.4	F *	WB	DefL	0.84	31.8	C
	WB	TR	0.55	13.5	B	WB	TR	0.42	16.6	B	WB	TR	0.40	11.4	B	WB	TR	0.49	11.2	B
	NB	LTR	0.82	55.3	E	NB	LTR	0.45	31.4	C	NB	LTR	0.57	41.7	D	NB	LTR	0.59	32.7	C
	SB	LTR	0.62	47.6	D	SB	LTR	0.42	31.6	C	SB	LTR	1.20	164.0	F *	SB	LTR	0.81	50.9	D
Atlantic Avenue &	EB	LTR	0.30	10.3	B	EB	LTR	0.38	11.1	B	EB	LTR	0.52	12.8	B	EB	LTR	0.46	15.4	B
Eldert Lane	WB	LTR	0.53	13.0	B	WB	LTR	0.34	10.7	B	WB	LTR	0.50	12.7	B	WB	LTR	0.59	17.5	B
	NB	LTR	0.64	47.6	D	NB	LTR	0.54	42.5	D	NB	LTR	0.67	49.7	D	NB	LTR	0.45	23.6	C
	SB	LTR	0.67	49.4	D	SB	LTR	0.37	37.3	D	SB	LTR	0.80	60.5	E	SB	LTR	0.45	23.5	C
Atlantic Avenue &	EB	L	0.48	31.4	C	EB	L	0.34	24.1	C	EB	L	0.26	18.4	B	EB	L	0.31	24.7	C
Rockaway Boulevard	EB	TR	0.91	39.6	D	EB	TR	1.13	97.2	F *	EB	TR	0.95	42.0	D	EB	TR	1.03	63.3	E *
	WB	L	0.74	40.8	D	WB	L	0.82	50.4	D	WB	L	1.19	159.4	F *	WB	L	1.11	114.4	F
	WB	TR	0.71	19.8	B	WB	TR	0.51	17.0	B	WB	TR	0.73	19.7	B	WB	TR	0.79	24.8	C
	NB	L	0.94	85.1	F	NB	L	0.42	23.3	C	NB	L	1.13	163.6	F	NB	L	0.55	27.6	C
	NB	TR	1.11	121.5	F	NB	TR	0.34	20.9	C	NB	TR	0.98	88.8	F	NB	TR	0.77	36.4	D
	SB	LTR	1.16	142.4	F	SB	LTR	0.52	24.7	C	SB	L	0.62	52.2	D	SB	LTR	0.77	36.3	D
											SB	TR	0.94	71.9	E					
Broadway &	EB	LTR	0.69	24.2	C	EB	LTR	0.70	21.2	C	EB	LTR	0.80	30.3	C	EB	LTR	0.66	19.1	B
Rockaway Avenue	WB	LTR	0.99	57.1	E *	WB	LTR	0.78	24.5	C	WB	LTR	0.97	49.6	D *	WB	LTR	0.97	47.2	D *
	NB	LTR	0.75	45.8	D	NB	LTR	0.40	24.8	C	NB	LTR	0.50	33.2	C	NB	LTR	0.43	25.0	C
	SB	LTR	0.67	40.7	D	SB	LTR	0.68	35.2	D	SB	LTR	0.89	65.2	E	SB	LTR	0.77	41.1	D
Broadway &	EB	L	0.98	154.2	F	EB	L	0.41	33.3	C	EB	L	0.46	47.4	D *	EB	L	0.35	30.3	C
Eastern Parkway	EB	TR	0.98	85.3	F *	EB	TR	0.99	79.6	E *	EB	TR	1.35	218.4	F *	EB	TR	1.06	96.4	F *
	WB	LT	1.58	316.3	F *	WB	LT	0.86	52.6	D *	WB	LT	1.60	333.4	F *	WB	LT	0.80	49.1	D *
	WB	R	0.01	31.0	C	WB	R	0.09	24.7	C	WB	R	0.01	31.0	C	WB	R	0.03	23.9	C
	NB	DefL	0.90	70.2	E	NB	LTR	0.73	25.5	C	NB	LTR	0.96	51.4	D	NB	LTR	0.68	23.7	C
	NB	TR	0.59	25.6	C	SB	LTR	0.52	19.7	B	SB	LT	0.45	21.4	C	SB	LTR	0.45	18.5	B
	NB-Hull St	LR	0.53	62.8	E	NB-Hull St	LR	0.51	48.2	D	NB-Hull St	LR	0.99	123.2	F	NB-Hull St	LR	0.49	47.4	D
	SB	LTR	0.43	20.9	C						SB	R	0.06	16.6	B					

Signalized Intersection	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Bushwick Avenue &	EB	LTR	0.56	11.6	B	EB	LTR	0.41	6.3	A	EB	LTR	0.79	16.5	B	EB	LTR	0.43	6.4	A
Eastern Parkway	WB	L	1.05	73.4	E	WB	L	0.78	22.6	C	WB	L	1.16	127.9	F *	WB	L	0.77	22.3	C
	WB	TR	1.12	91.8	F *	WB	TR	0.84	24.0	C	WB	TR	0.70	21.5	C	WB	TR	0.90	28.5	C
	NB	R	0.62	44.8	D	NB	R	1.11	107.5	F	NB	R	1.05	95.2	F	NB	R	1.10	106.4	F
	SB	R	0.25	65.2	E	SB	R	0.17	44.1	D	SB	R	0.23	63.0	E	SB	R	0.16	43.4	D
Fulton Street &	EB	TR	0.22	21.0	C	EB	TR	0.26	20.5	C	EB	TR	0.38	23.5	C	EB	TR	0.37	22.1	C
Van Sinderen Avenue	WB	LT	0.52	26.6	C	WB	LT	0.42	23.5	C	WB	LT	0.48	26.2	C	WB	LT	0.49	24.9	C
	NB	LR	0.72	58.8	E	NB	LR	0.28	29.0	C	NB	LR	0.31	36.2	D	NB	LR	0.22	26.9	C
	SB	LTR	0.63	43.9	D	SB	LTR	0.75	42.1	D	SB	LTR	0.79	50.7	D *	SB	LTR	0.76	40.8	D
	SB- Bus Only	LTR	0.18	48.9	D	SB- Bus Only	LTR	0.15	33.1	C	SB- Bus Only	LTR	0.19	49.1	D	SB- Bus Only	LTR	0.12	32.8	C
Fulton Street &	EB	L	0.03	23.9	C	EB	L	0.10	30.1	C	EB	L	0.46	31.0	C	EB	L	0.07	26.6	C
Pennsylvania Avenue	EB	TR	0.47	30.0	C	EB	TR	0.60	38.6	D	EB	TR	0.86	43.2	D	EB	TR	0.82	43.7	D
	NB	TR	1.18	127.6	F *	NB	TR	1.05	72.1	E *	NB	TR	1.17	121.0	F *	NB	TR	0.90	29.4	C
	SB	L	0.49	47.1	D	SB	L	0.61	51.8	D	SB	L	1.21	170.1	F *	SB	L	0.69	43.5	D
	SB	T	0.58	19.8	B	SB	T	0.62	16.9	B	SB	T	0.98	49.0	D	SB	T	0.44	8.6	A
Fulton Street &	EB	TR	0.74	22.3	C	EB	TR	0.78	24.3	C	EB	TR	1.15	102.3	F *	EB	TR	0.83	26.8	C
Miller Avenue	SB	LT	0.96	58.5	E *	SB	LT	0.43	25.1	C	SB	LT	0.95	56.2	E	SB	LT	0.54	27.6	C
Fulton Street &	EB	TR	0.74	18.1	B	EB	TR	0.61	13.9	B	EB	TR	0.98	43.1	D	EB	TR	1.02	52.6	D *
Highland Place	NB	R	0.26	16.8	B	NB	R	0.33	17.8	B	NB	R	0.32	17.5	B	NB	R	0.34	17.8	B
	SB	LT	0.65	24.0	C	SB	LT	0.69	25.3	C	SB	LT	0.89	39.0	D	SB	LT	0.72	26.3	C
Fulton Street &	EB	LTR	0.58	16.1	B	EB	LTR	0.70	20.0	C	EB	LTR	0.95	43.5	D	EB	LTR	0.84	28.1	C
Logan Street	WB	LTR	1.25	147.6	F *	WB	LTR	1.06	77.3	E *	WB	LTR	1.51	258.7	F *	WB	LTR	1.14	104.2	F *
	NB	LTR	1.19	121.4	F *	NB	LTR	0.70	24.5	C	NB	LTR	0.90	38.4	D	NB	LTR	0.85	33.0	C
	SB	LTR	0.28	14.5	B	SB	LTR	0.29	14.6	B	SB	LTR	0.24	14.1	B	SB	LTR	0.24	14.0	B
Fulton Street &	EB	TR	0.35	9.9	A	EB	TR	0.35	9.9	A	EB	TR	0.47	11.3	B	EB	TR	0.38	10.2	B
Richmond Street	WB	LT	0.59	13.6	B	WB	LT	0.39	10.4	B	WB	LT	0.53	12.5	B	WB	LT	0.44	10.9	B
	NB	LR	0.17	16.5	B	NB	LR	0.11	15.3	B	NB	LR	0.14	15.9	B	NB	LR	0.10	15.1	B
	SB	LTR	0.58	22.8	C	SB	LTR	0.28	17.1	B	SB	LTR	0.59	23.2	C	SB	LTR	0.37	18.2	B
Fulton Street &	EB	TR	0.32	9.6	A	EB	TR	0.40	10.6	B	EB	TR	0.51	12.1	B	EB	TR	0.47	11.4	B
Euclid Avenue	WB	LT	0.28	9.2	A	WB	LT	0.26	9.1	A	WB	LT	0.30	9.5	A	WB	LT	0.32	9.6	A
	SB	LTR	1.02	66.6	E *	SB	LTR	0.59	22.4	C	SB	LTR	1.04	72.2	E *	SB	LTR	0.83	33.6	C
Glenmore Avenue &	EB	LR	0.23	34.3	C	EB	LR	0.34	36.7	D	EB	LR	0.20	33.9	C	EB	LR	0.33	27.9	C
Pennsylvania Avenue	WB	LR	1.36	221.3	F *	WB	LR	0.52	40.7	D	WB	LR	0.64	44.8	D	WB	LR	0.28	27.1	C
	NB	T	0.56	13.6	B	NB	T	0.57	13.9	B	NB	T	0.57	13.8	B	NB	T	0.57	11.6	B
	SB	T	0.52	13.0	B	SB	T	0.53	13.3	B	SB	T	0.56	13.7	B	SB	T	0.54	11.3	B
Bushwick /Jamaica Avenue &	EB-Bushwick	R	0.77	51.2	D	EB-Bushwick	R	0.89	59.5	E *	EB-Bushwick	R	1.16	130.7	F *	EB-Bushwick	R	0.83	43.2	D
Penn. /Jackie Robinson Pkwy	EB-Jamaica	L	0.19	40.3	D	EB-Jamaica	L	0.26	43.3	D	EB-Jamaica	L	0.17	39.3	D	EB-Jamaica	L	0.20	32.1	C
	EB-Jamaica	TR	1.13	123.3	F *	EB-Jamaica	TR	1.11	117.6	F	EB-Jamaica	TR	1.12	119.8	F	EB-Jamaica	TR	1.11	107.5	F
	WB	L	1.37	250.5	F *	WB	L	1.20	178.4	F *	WB	L	1.35	240.6	F *	WB	L	1.19	166.9	F *
	WB	T	1.35	239.4	F *	WB	T	1.21	180.7	F *	WB	T	1.36	243.1	F *	WB	T	1.24	184.4	F *
	NB	L	1.22	166.2	F *	NB	L	1.13	132.3	F *	NB	L	0.95	79.6	E *	NB	L	0.98	76.1	E *
	NB	TR	0.61	19.0	B	NB	TR	0.55	18.7	B	NB	TR	0.62	19.7	B	NB	TR	0.52	14.7	B
	SB	TR	1.10	104.7	F	SB	TR	0.94	66.2	E	SB	TR	1.10	110.5	F	SB	TR	0.92	53.7	D
	SB	T	0.85	50.4	D	SB	T	0.73	47.7	D	SB	T	0.86	53.7	D	SB	T	0.88	48.4	D
Jamaica Avenue &	EB	LTR	1.20	128.4	F *	EB	LTR	1.15	109.4	F *	EB	LTR	0.99	55.3	E *	EB	LTR	1.17	115.6	F *
Highland Pl/Force Tube Ave.	WB	LTR	0.55	16.9	B	WB	LTR	0.60	18.1	B	WB	LTR	0.70	21.2	C	WB	LTR	0.64	19.1	B
	NB	L	0.42	16.4	B	NB	L	0.23	12.9	B	NB	L	0.65	32.5	C	NB	L	0.27	13.5	B
	NB	TR	0.80	24.3	C	NB	TR	0.45	14.5	B	NB	TR	0.54	16.0	B	NB	TR	0.46	14.6	B
	SB	L	0.65	32.5	C	SB	L	0.42	15.9	B	SB	L	1.16	120.1	F	SB	L	0.46	16.9	B
	SB	TR	0.54	16.1	B	SB	TR	0.49	15.3	B	SB	TR	1.25	146.7	F *	SB	TR	0.51	15.6	B
Jamaica Avenue &	EB	T	0.68	15.6	B	EB	T	0.58	13.1	B	EB	T	0.72	16.4	B	EB	T	0.63	13.9	B
Chestnut Street	WB	T	0.53	12.1	B	WB	T	0.39	10.2	B	WB	T	0.66	14.9	B	WB	T	0.56	12.5	B
	NB	LR	0.90	42.8	D	NB	LR	0.40	18.5	B	NB	LR	0.51	20.6	C	NB	LR	0.41	18.7	B
Jamaica Avenue &	EB	LTR	1.54	263.0	F *	EB	LTR	1.13	93.8	F *	EB	LTR	1.46	231.3	F *	EB	LTR	1.29	157.8	F *
Euclid Av/Cypress Hill Street	WB	LT	0.34	8.2	A	WB	LT	0.29	8.7	A	WB	LT	0.44	10.4	B	WB	LT	0.45	10.6	B
	WB	R	0.56	1.6	A	WB	R	0.28	0.5	A	WB	R	0.31	0.6	A	WB	R	0.34	0.6	A
	SB	LT	0.61	20.9	C	SB	LT	0.58	20.3	C	SB	LT	0.88	30.6	C	SB	LT	0.62	20.9	C
Liberty Avenue &	EB	LTR	0.54	42.6	D	EB	LTR	0.85	67.8	E *	EB	LTR	1.05	102.2	F *	EB	LTR	0.61	36.7	D
Pennsylvania Avenue	WB	LTR	1.05	103.5	F *	WB	LTR	1.22	167.8	F *	WB	LTR	1.34	217.2	F *	WB	LTR	1.11	113.5	F *
	NB	L	0.45	17.0	B	NB	L	0.30	13.9	B	NB	L	0.40	17.6	B	NB	L	0.33	13.0	B
	NB	TR	0.76	25.2	C	NB	TR	0.75	24.8	C	NB	TR	0.71	23.3	C	NB	TR	0.79	23.7	C
	SB	L	0.10	12.9	B	SB	L	0.12	12.4	B	SB	L	0.18	13.3	B	SB	L	0.10	11.1	B
	SB	TR	0.62	20.8	C	SB	TR	0.64	21.3	C	SB	TR	0.67	21.8	C	SB	TR	0.67	20.0	C
Liberty Avenue &	EB	TR	0.26	11.6	B	EB	TR	0.29	12.0	B	EB	TR	0.51	15.4	B	EB	TR	0.22	8.8	A
New Jersey Avenue	WB	LT	0.47	14.9	B	WB	LT	0.42	13.8	B	WB	LT	0.54	16.5	B	WB	LT	0.44	11.4	B
	SB	LTR	0.19	31.4	C	SB	LTR	0.25	32.4	C	SB	LTR	0.31	33.5	C	SB	LTR	0.22	25.5	C
Liberty Avenue &	EB	TR	0.32	12.4	B	EB	TR	0.24	11.4	B	EB	TR	0.44	14.1	B	EB	TR	0.25	9.1	A
Miller Avenue	WB	LT	0.63	18.5	B	WB	LT	0.35	12.7	B	WB	LT	0.38	13.2	B	WB	LT	0.38	10.5	B
	SB	LTR	1.21	153.7	F *	SB	LTR	0.83	54.0	D *	SB	LTR	1.19	147.4	F *	SB	LTR	0.85	48.0	D *
Liberty Avenue &	EB	TR	0.32	9.8	A	EB	TR	0.28	9.3	A	EB	TR	0.45	11.4	B	EB	TR	0.25	9.0	A
Hendrix Street	WB	LT	0.73	19.0	B	WB	LT	0.38	10.5	B	WB	LT	0.44	11.5	B	WB	LT	0.37	10.4	B
	SB	LTR	0.15	35.4	D	SB	LTR	0.22	36.5	D	SB	LTR	0.15	35.2	D	SB	LTR	0.33	38.5	D
Liberty Avenue &	EB	LT	0.53	14.7	B	EB	LT	0.33	10.1	B	EB	LT	0.56	13.9	B	EB	LT	0.34	10.3	B
Schenck Avenue	WB	TR	1.02	55.8	E *	WB	TR	0.75	19.4	B	WB	TR	0.69	16.9	B	WB	TR	0.76	19.8	B
	NB	LTR	0.79	56.1	E *	NB	LTR	0.53	43.0	D	NB	LTR	0.69	49.3	D	NB	LTR	0.46	41.2	D
Liberty Avenue &	EB	TR	0.21	11.1	B	EB	TR	0.26	11.6	B	EB	TR	0.48	14.7	B	EB	TR	0.23	9.0	A
Warwick Street	WB	LT	1.04	66.0	E *	WB	LT	0.66	19.4	B	WB	LT	0.61	17.8	B	WB	LT	0.69	16.7	B
	SB	LTR	1.48	271.4	F *	SB	LTR	0.87	60.5	E	SB	LTR	1.33	206.3	F *	SB	LTR	1.02	82.5	F *
Liberty Avenue &	EB	TR	0.27	11.1	B	EB	TR	0.24	10.8	B	EB	TR	0.46	13.5	B	EB	TR	0.25	9.0	A
Linwood Street	WB	LT	0.95	41.3	D	WB	LT	0.65	18.4	B	WB	LT	0.68	19.6	B	WB	LT	0.67	16.1	B
	SB	LTR	0.39	36.2	D	SB	LTR	0.19	32.2	C	SB	LTR	0.31	34.3	C	SB	LTR	0.21	25.4	C

Signalized Intersection	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Liberty Avenue &	EB	TR	0.35	12.3	B	EB	TR	0.42	13.4	B	EB	TR	0.78	23.2	C	EB	TR	0.42	11.1	B
Shepherd Avenue	WB	LT	0.98	49.1	D *	WB	LT	0.68	19.7	B	WB	LT	0.67	19.2	B	WB	LT	0.67	16.2	B
	SB	LTR	0.63	44.5	D	SB	LTR	0.38	35.8	D	SB	LTR	0.77	51.7	D *	SB	LTR	0.43	29.4	C
Liberty Avenue &	EB	LT	0.40	13.6	B	EB	LT	0.41	13.6	B	EB	LT	0.74	22.3	C	EB	LT	0.39	10.7	B
Montauk Avenue	WB	TR	0.86	30.0	C	WB	TR	0.44	14.2	B	WB	TR	0.51	15.5	B	WB	TR	0.44	11.3	B
	NB	LTR	0.36	34.7	C	NB	LTR	0.34	34.6	C	NB	LTR	0.50	38.4	D	NB	LTR	0.42	29.3	C
	SB	LR	0.68	48.7	D *	SB	LR	0.58	45.3	D *	SB	LR	0.81	63.2	E *	SB	LR	0.95	83.6	F *
Liberty Avenue &	EB	TR	0.55	16.8	B	EB	TR	0.52	16.3	B	EB	TR	0.90	34.5	C	EB	TR	0.56	13.8	B
Milford Street	WB	LT	1.03	63.8	E *	WB	LT	0.77	26.4	C	WB	LT	1.22	143.4	F *	WB	LT	0.76	21.8	C
	SB	LTR	0.19	30.7	C	SB	LTR	0.21	30.9	C	SB	LTR	0.18	30.5	C	SB	LTR	0.25	25.1	C
Liberty Avenue &	EB	LT	0.99	60.1	E *	EB	LT	0.73	21.0	C	EB	LT	1.15	104.8	F *	EB	LT	0.95	48.6	D *
Logan Street	WB	TR	0.63	15.1	B	WB	TR	0.28	9.3	A	WB	TR	0.37	10.4	B	WB	TR	0.36	12.9	B
	NB	LTR	0.83	59.4	E *	NB	LTR	0.80	57.3	E	NB	LTR	0.92	71.8	E *	NB	LTR	0.60	29.0	C
	SB	LR	1.09	126.2	F *	SB	LR	0.80	62.2	E *	SB	LR	1.23	178.6	F *	SB	LR	0.58	30.2	C
Liberty Avenue &	EB	TR	0.33	10.0	A	EB	TR	0.30	9.6	A	EB	TR	0.57	13.6	B	EB	TR	0.42	13.7	B
Fountain Avenue	WB	LT	0.84	25.3	C	WB	LT	0.42	11.3	B	WB	LT	0.71	20.0	C	WB	LT	0.57	17.1	B
	SB	LTR	0.56	44.8	D	SB	LTR	0.34	38.6	D	SB	LTR	0.52	43.2	D	SB	LTR	0.37	24.2	C
Liberty Avenue &	EB	TR	0.41	25.0	C	EB	TR	0.54	37.8	D	EB	T	0.39	34.9	C	EB	TR	0.52	26.4	C
South Conduit Boulevard	WB	L	1.16	138.6	F *	WB	L	1.33	223.4	F *	EB	R	0.74	48.1	D	WB	L	1.31	197.9	F *
	WB	T	0.96	58.7	E	WB	T	0.78	49.0	D	WB	L	0.82	62.6	E *	WB	T	0.93	59.3	E *
	SB	L	0.03	16.3	B	SB	L	0.07	9.7	A	WB	T	1.25	174.9	F *	SB	L	0.05	9.7	A
	SB	TR	0.49	21.8	C	SB	TR	0.37	12.3	B	SB	L	0.04	9.5	A	SB	TR	0.49	13.4	B
											SB	TR	0.60	15.4	B					
Liberty Avenue &	EB	LT	0.53	40.1	D	EB	LT	0.57	40.6	D	EB	LT	0.56	39.5	D	EB	LT	0.39	24.1	C
North Conduit Boulevard	WB	T	1.25	168.0	F	WB	TR	1.12	119.2	F *	WB	TR	1.46	263.4	F *	WB	TR	1.37	213.8	F *
	WB	R	0.21	31.8	C	NB	L	0.16	10.5	B	NB	L	0.15	10.4	B	NB	L	0.21	11.1	B
	NB	L	0.40	13.3	B	NB	TR	0.39	12.5	B	NB	TR	0.44	13.0	B	NB	TR	0.44	12.8	B
	NB	TR	0.72	18.4	B															
Livonia Avenue &	EB	LTR	1.09	127.7	F	EB	LTR	0.54	42.2	D	EB	LTR	0.67	47.2	D	EB	LTR	0.48	31.7	C
Pennsylvania Avenue	WB	LTR	1.08	107.0	F	WB	LTR	0.43	38.8	D	WB	LTR	0.70	48.9	D	WB	LTR	0.57	34.2	C
	NB	LTR	0.94	34.4	C	NB	LTR	0.70	17.3	B	NB	LTR	0.70	17.9	B	NB	LTR	0.66	13.5	B
	SB	LTR	0.76	20.2	C	SB	LTR	0.66	16.0	B	SB	LTR	0.76	19.5	B	SB	LTR	0.72	15.0	B
Pitkin Avenue &	EB	LTR	0.95	57.8	E *	EB	LTR	0.68	28.0	C	EB	LTR	0.74	30.3	C	EB	LTR	0.77	32.3	C
Mother Gaston Boulevard	WB	LTR	1.10	96.1	F *	WB	LTR	0.75	31.4	C	WB	LTR	0.71	29.1	C	WB	LTR	0.73	29.9	C
	NB	L	0.34	27.4	C	NB	L	0.24	24.8	C	NB	L	0.25	25.2	C	NB	L	0.36	27.5	C
	NB	TR	0.46	28.3	C	NB	TR	0.41	27.3	C	NB	TR	0.37	26.5	C	NB	TR	0.38	26.7	C
	SB	L	0.10	22.5	C	SB	L	0.09	22.4	C	SB	L	0.14	23.1	C	SB	L	0.12	22.7	C
	SB	TR	0.34	26.0	C	SB	TR	0.34	26.0	C	SB	TR	0.41	27.1	C	SB	TR	0.32	25.5	C
Pitkin Avenue &	EB	L	0.47	46.3	D	EB	LTR	1.25	178.1	F *	EB	L	0.44	44.9	D	EB	LTR	0.83	50.3	D *
Pennsylvania Avenue	EB	TR	1.12	123.1	F *	WB	LTR	0.48	37.8	D	EB	TR	0.96	77.7	E *	WB	LTR	1.27	173.0	F *
	WB	DefL	1.98	539.4	F	NB	LTR	0.77	19.6	B	WB	LTR	0.91	62.9	E *	NB	LTR	1.04	53.7	D *
	WB	TR	1.04	94.8	F	SB	LTR	1.10	81.5	F *	NB	LTR	1.11	85.5	F *	SB	LTR	0.77	16.7	B
	WB	LTR		180.6	F *						SB	LTR	1.19	117.7	F *					
	NB	LTR	0.86	24.6	C															
	SB	LTR	1.16	103.8	F *															
Pitkin Avenue &	EB	TR	0.38	10.0	A	EB	TR	0.38	10.0	A	EB	TR	0.62	13.4	B	EB	TR	0.43	10.5	B
Hendrix Street	WB	LT	0.65	14.3	B	WB	LT	0.40	10.2	B	WB	LT	0.48	11.3	B	WB	LT	0.48	11.2	B
	SB	LTR	0.48	20.5	C	SB	LTR	0.24	16.5	B	SB	LTR	0.32	17.7	B	SB	LTR	0.31	17.4	B
Pitkin Avenue &	EB	TR	0.39	10.0	B	EB	TR	0.38	10.0	A	EB	TR	0.64	13.8	B	EB	TR	0.41	10.2	B
Warwick Street	WB	LT	0.72	16.2	B	WB	LT	0.34	9.5	A	WB	LT	0.48	11.1	B	WB	LT	0.49	11.2	B
	SB	LTR	0.64	24.6	C	SB	LTR	0.50	20.7	C	SB	LTR	0.70	27.2	C	SB	LTR	0.49	20.4	C
Pitkin Avenue &	EB	TR	0.43	10.5	B	EB	TR	0.39	10.1	B	EB	TR	0.69	15.0	B	EB	TR	0.37	9.8	A
Shepherd Avenue	WB	LT	0.66	14.3	B	WB	LT	0.36	9.8	A	WB	LT	0.49	11.4	B	WB	LT	0.42	10.4	B
	SB	LTR	0.41	18.7	B	SB	LTR	0.27	16.6	B	SB	LTR	0.33	17.6	B	SB	LTR	0.27	16.7	B
Pitkin Avenue &	EB	LT	0.50	11.6	B	EB	LT	0.47	11.1	B	EB	LT	0.66	14.3	B	EB	LT	0.38	9.9	A
Berriman Street	WB	TR	0.63	13.9	B	WB	TR	0.38	10.0	A	WB	TR	0.45	10.7	B	WB	TR	0.42	10.3	B
	NB	LTR	0.55	20.9	C	NB	LTR	0.46	19.3	B	NB	LTR	0.48	19.5	B	NB	LTR	0.28	16.7	B
Pitkin Avenue &	EB	LT	0.44	10.8	B	EB	LT	0.42	10.5	B	EB	LT	0.73	16.7	B	EB	LT	0.42	10.5	B
Montauk Avenue	WB	TR	0.68	15.0	B	WB	TR	0.35	9.7	A	WB	TR	0.51	11.5	B	WB	TR	0.42	10.3	B
	NB	LTR	0.24	16.3	B	NB	LTR	0.24	16.4	B	NB	LTR	0.31	17.1	B	NB	LTR	0.27	16.6	B
Pitkin Avenue &	EB	TR	0.48	11.3	B	EB	TR	0.37	9.9	A	EB	TR	0.63	13.9	B	EB	TR	0.42	10.3	B
Fountain Avenue	WB	LT	0.75	17.6	B	WB	LT	0.37	9.9	A	WB	LT	0.62	14.0	B	WB	LT	0.44	10.7	B
	SB	LTR	0.66	24.6	C	SB	LTR	0.44	19.1	B	SB	LTR	0.59	22.6	C	SB	LTR	0.57	21.6	C
Pitkin Avenue &	EB	TR	0.75	42.3	D	EB	TR	0.68	38.8	D	EB	T	0.48	31.5	C	EB	TR	0.83	44.7	D
South Conduit Boulevard	WB	L	0.94	83.3	F *	WB	L	0.48	35.5	D	EB	R	0.91	60.1	E	WB	L	1.26	191.3	F *
	WB	T	0.81	44.2	D	WB	T	0.50	31.5	C	WB	L	0.70	44.4	D	WB	T	0.65	32.5	C
	SB	L	0.04	12.9	B	SB	L	0.06	13.2	B	WB	T	0.60	34.3	C	SB	L	0.03	8.2	A
	SB	TR	0.53	18.5	B	SB	TR	0.49	17.8	B	SB	L	0.04	12.9	B	SB	TR	0.49	11.8	B
											SB	TR	0.68	21.3	C					
Pitkin Avenue &	EB	L	0.68	57.6	E	EB	L	0.26	33.8	C	EB	L	0.43	40.2	D	EB	L	0.32	23.6	C
North Conduit Boulevard	EB	T	0.29	33.0	C	EB	T	0.31	33.3	C	EB	T	0.43	35.8	D	EB	T	0.25	20.7	C
	WB	TR	0.58	37.6	D	WB	TR	0.38	33.7	C	WB	TR	0.49	35.5	D	WB	TR	0.40	22.1	C
	NB	L	0.35	12.6	B	NB	L	0.14	10.3	B	NB	L	0.15	10.4	B	NB	L	0.20	11.9	B
	NB	TR	0.86	23.4	C	NB	TR	0.40	12.5	B	NB	TR	0.37	12.2	B	NB	TR	0.48	14.4	B
Sutter Avenue &	EB	LTR	0.81	59.0	E	EB	LTR	0.63	46.9	D	EB	LTR	0.60	44.3	D	EB	LTR	0.62	35.9	D
Pennsylvania Avenue	WB	LTR	1.16	140.2	F *	WB	LTR	0.72	50.4	D	WB	LTR	0.88	64.9	E	WB	LTR	0.79	45.9	D
	NB	TR	0.68	16.1	B	NB	TR	0.61	14.6	B	NB	TR	0.55	13.6	B	NB	TR	0.61	12.4	B
	SB	LTR	0.72	17.5	B	SB	LTR	0.65	15.7	B	SB	LTR	0.81	21.1	C	SB	LTR	0.69	14.0	B
Sutter Avenue &	EB	TR	0.29	14.5	B	EB	TR	0.32	11.9	B	EB	TR	0.33	15.0	B	EB	TR	0.29	14.4	B
Fountain Avenue	WB	LT	0.79	29.3	C	WB	LT	0.43	13.4	B	WB	LT	0.70	24.5	C	WB	LT	0.51	18.2	B
	NB	L	0.63	47.7	D *	NB	L	0.51	31.5	C	NB	L	0.95	90.2	F *	NB	L	0.70	49.4	D
	NB	R	0.78	48.6	D	NB	R	0.61	32.2	C	NB	R	0.80	51.2	D	NB	R	0.64	40.2	D
	SB	LTR	0.75	44.1	D	SB	LTR	0.47	26.7	C	SB	LTR	0.76	44.1	D	SB	LTR	0.57	35.6	D

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

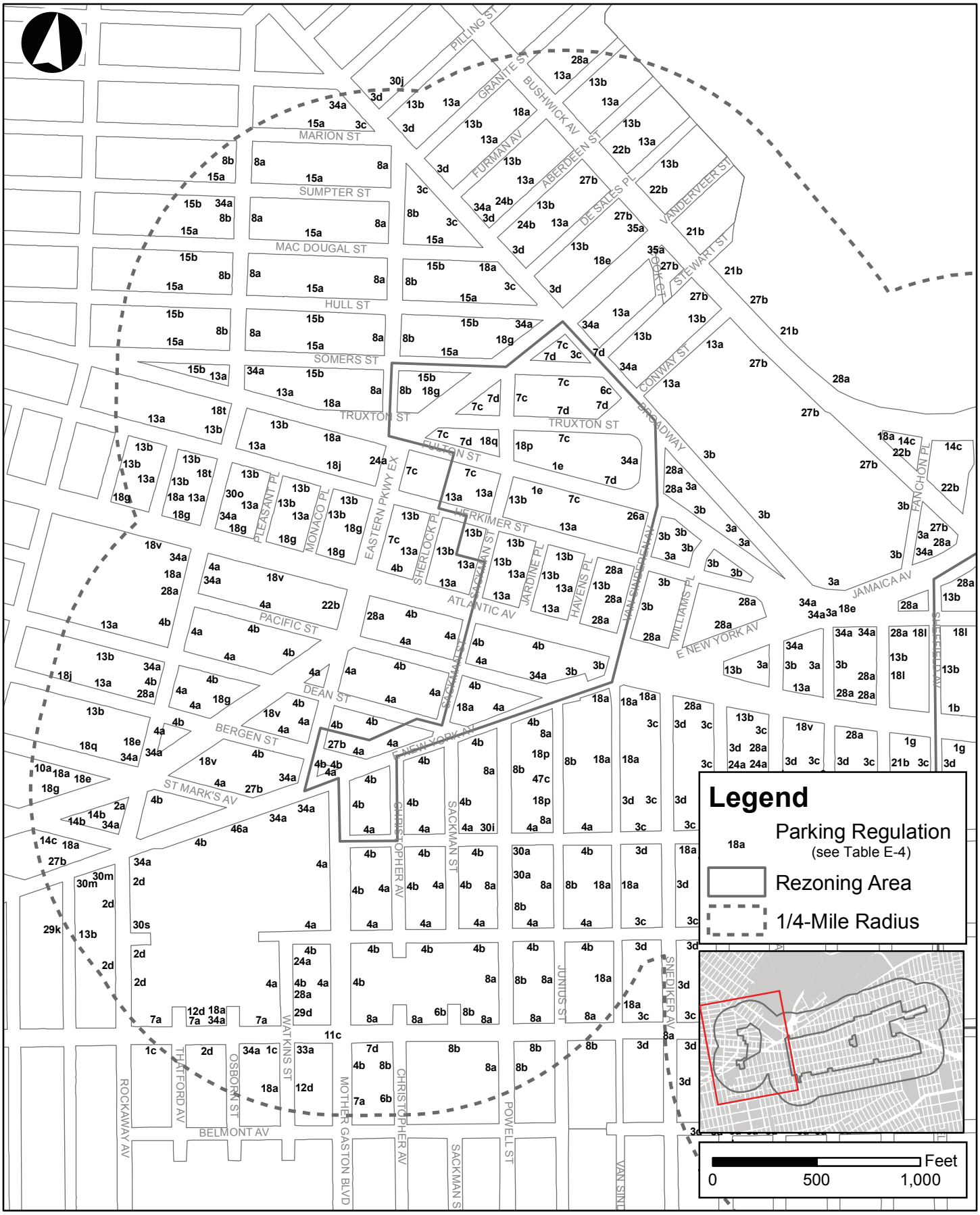
* - Denotes significant adverse impact

Unsignalized Intersection	Lane Group	With-Action AM Peak Hour V/C Ratio	Delay (sec/veh)	LOS		With-Action MD Peak Hour V/C Ratio	Delay (sec/veh)	LOS		With-Action PM Peak Hour V/C Ratio	Delay (sec/veh)	LOS		With-Action SAT Peak Hour V/C Ratio	Delay (sec/veh)	LOS	
Arlington Avenue & Jamaica Avenue (Two-Way Stop Controlled)	NB-LR	0.54	16.8	C		0.47	16.4	C		0.73	28.3	D		0.77	34.0	D	*
Atlantic Avenue & Ashford Street (Two-Way Stop Controlled)	NB-R	0.17	12.7	B		0.13	12.9	B		0.27	18.8	C		0.17	13.3	B	
Atlantic Avenue & Atkins Avenue (Two-Way Stop Controlled)	NB-R	0.02	15.8	C		0.10	34.7	D		0.05	34.5	D		0.09	62.1	F	
Atlantic Avenue & Montauk Avenue (Two-Way Stop Controlled)	NB-R	0.16	14.6	B		0.35	35.4	E		0.32	25.5	D		0.59	56.0	F	
Broadway EB & Broadway WB-L (Two-Way Stop Controlled)	NB-R	0.21	9.8	A		0.22	9.9	A		0.32	10.4	B		0.25	10.0	B	
Broadway & Truxton Street (Two-Way Stop Controlled)	NB-R	0.04	10.9	B		0.05	10.4	B		0.08	11.3	B		0.07	10.6	B	
Dinsmore Place &	SB-LT	0.07	19.8	C		0.06	13.5	B		0.09	16.7	C		0.04	13.5	B	
Logan Street (Two-Way Stop Controlled)	WB-LR	9.42	4403.0	F	*	0.71	171.7	F	*	4.31	1794.0	F	*	1.02	277.9	F	*
Dinsmore Place &	SB-LR	0.52	24.3	C		0.11	12.5	B		0.24	14.8	B		0.09	11.6	B	
Richmond Street (Two-Way Stop Controlled)	EB-LT	0.02	8.7	A		0.02	7.8	A		0.01	8.2	A		0.01	7.8	A	
Dinsmore Place &	NB-LT	0.06	7.9	A		0.02	7.7	A		0.03	7.6	A		0.02	7.7	A	
Chestnut Street (Two-Way Stop Controlled)	EB-L	0.54	23.6	C		0.33	15.8	C		0.52	18.9	C		0.24	13.3	B	
Fulton Street & New Jersey Avenue (Two-Way Stop Controlled)	SB-LT	0.18	17.3	C		0.18	18.4	C		0.79	98.6	F		0.23	19.0	C	
Fulton Street &	EB - LT	0.07	8.4	A		0.06	7.8	A		0.07	8.4	A		0.06	8.0	A	
Elton Street (Two-Way Stop Controlled)	NB - TR	1.50	295.5	F	*	0.42	21.5	C		1.24	200.8	F	*	0.67	41.3	E	*
Fulton Street &	NB-LTR	2.28	620.1	F	*	1.59	324.1	F	*	3.01	962.2	F	*	1.88	467.2	F	*
Chestnut Street (Two-Way Stop Controlled)	EB-LT	0.06	9.1	A		0.06	8.4	A		0.08	9.5	A		0.06	9.2	A	
Glenmore Avenue &	SB-TR	1.48	267.5	F	*	0.38	14.4	B		0.86	39.2	E	*	0.53	17.6	C	
Miller Avenue (Two-Way Stop Controlled)	WB-LT	0.04	7.4	A		0.02	7.3	A		0.02	7.3	A		0.02	7.3	A	
Glenmore Avenue & Montauk Avenue (Two-Way Stop Controlled)	NB-LT	0.25	13.5	B		0.21	10.9	B		0.36	13.5	B		0.23	11.1	B	
Liberty Avenue & Elton Street (Two-Way Stop Controlled)	NB-LR	0.19	14.8	B		0.11	11.8	B		0.25	16.3	C		0.17	12.5	B	
Liberty Avenue &	NB-LTR	0.46	45.1	E		0.31	23.2	C		0.60	65.4	F		0.27	20.5	C	
Essex Street (Two-Way Stop Controlled)	EB-LT	0.03	11.4	B		0.02	9.2	A		0.05	10.2	B		0.02	9.0	A	
Liberty Avenue &	SB-LTR	0.20	25.5	D		0.43	67.9	F		0.84	212.1	F		0.14	26.0	D	
Atkins Avenue	EB-LTR	0.01	10.8	B		0.01	11.8	B		0.03	12.6	B		0.01	10.9	B	
(Two-Way Stop Controlled)	WB-LTR	0.33	13.8	B		0.17	11.5	B		0.28	15.0	C		0.17	11.8	B	
Pitkin Avenue &	NB-LTR	0.42	32.6	D	*	0.21	15.8	C		0.65	49.6	E	*	0.27	18.6	C	
Elton Street (Two-Way Stop Controlled)	EB-LT	0.04	9.1	A		0.03	8.0	A		0.04	8.4	A		0.02	8.1	A	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

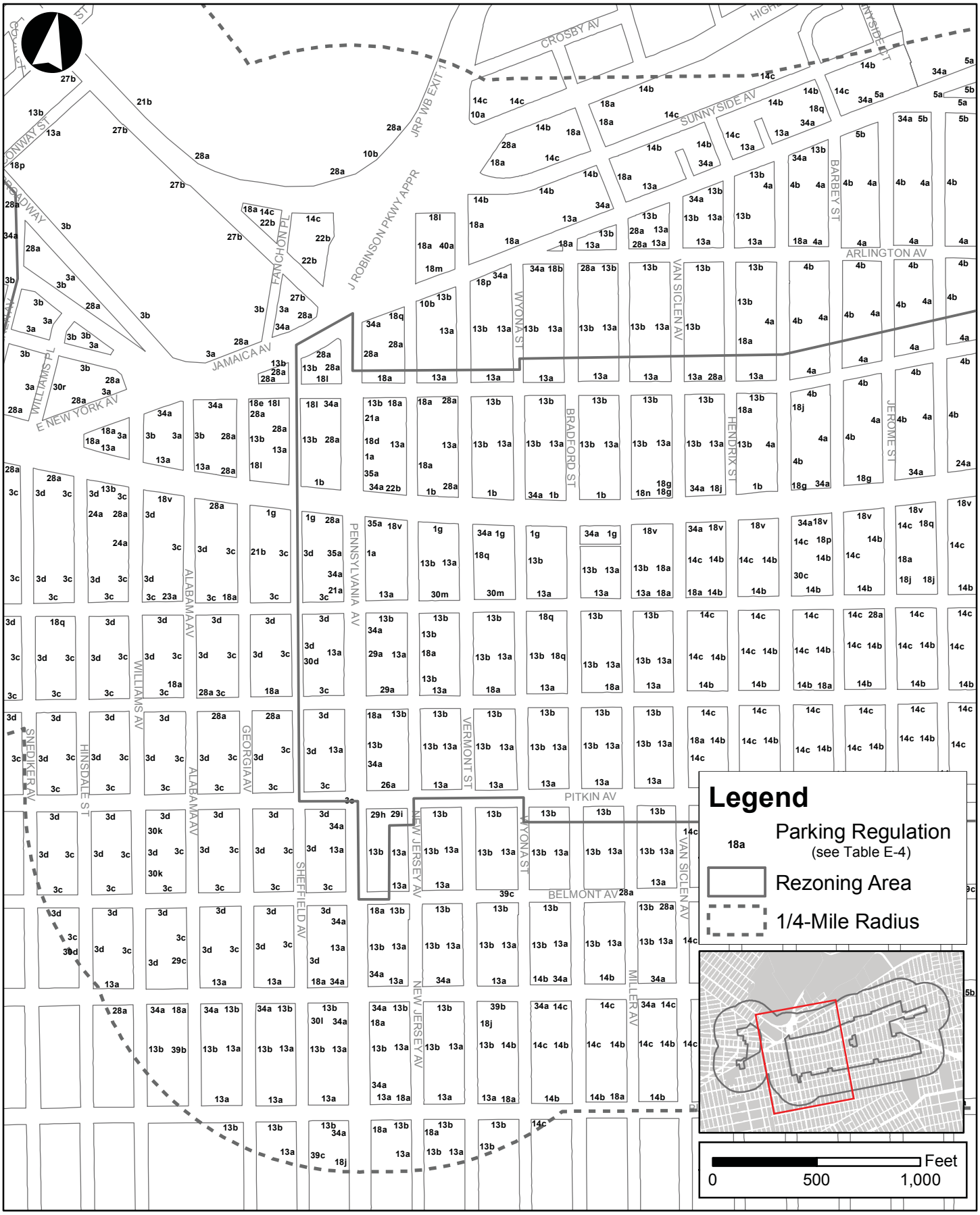
L-Left, T-Through, R-Right

* - Denotes significant adverse impact



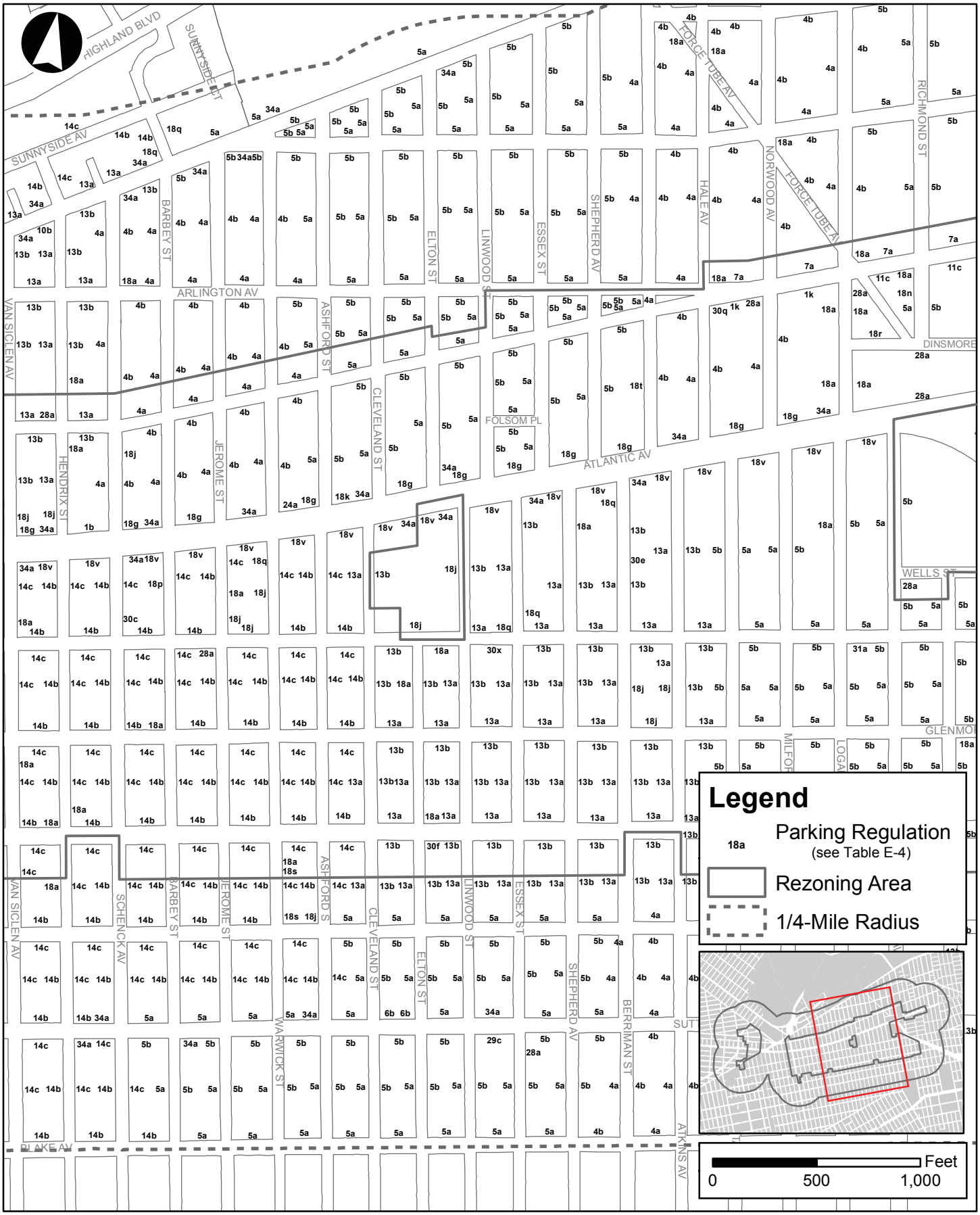
East New York Rezoning Proposal

Figure E-1a
Study Area On-Street Parking Regulations



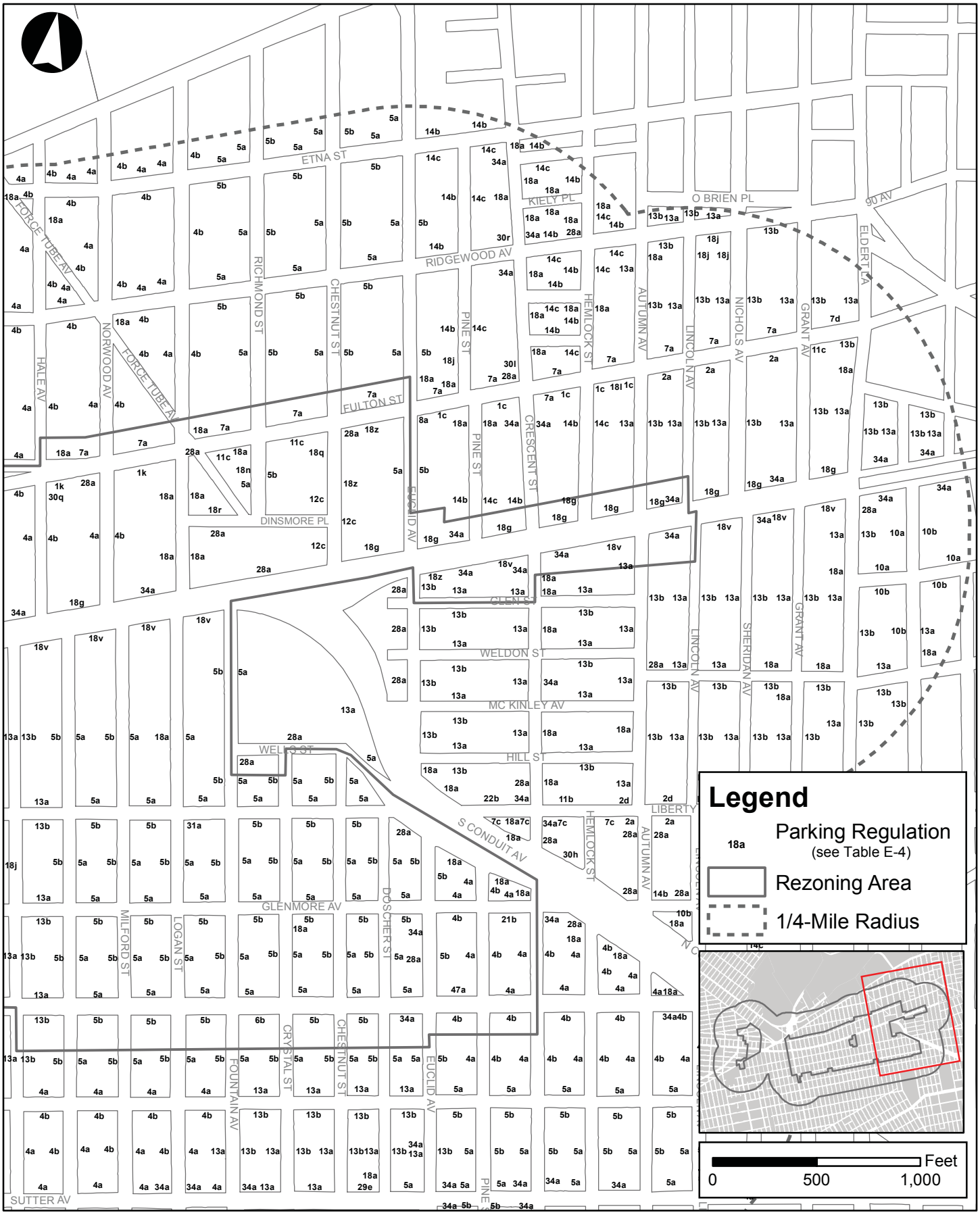
East New York Rezoning Proposal

Figure E-1b
Study Area On-Street Parking Regulations



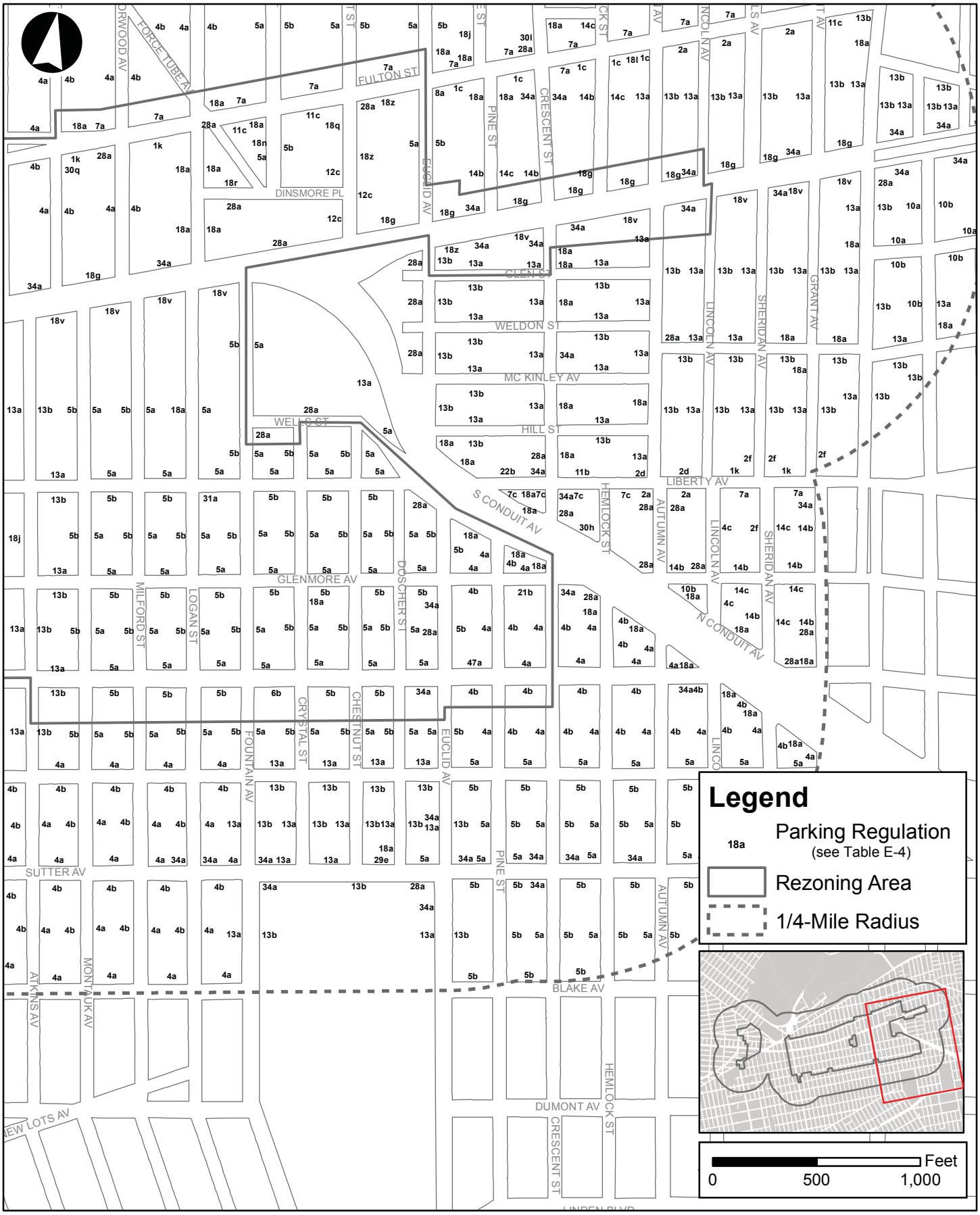
East New York Rezoning Proposal

Figure E-1c
Study Area On-Street Parking Regulations



East New York Rezoning Proposal

Figure E-1d
Study Area On-Street Parking Regulations



East New York Rezoning Proposal

Figure E-1e
Study Area On-Street Parking Regulations

TABLE E-4

Parking Regulation Code Definitions

Map Ref.	Parking Regulations
1a	1 HOUR PARKING 10AM-4PM EXCEPT SUNDAY
1b	1 HOUR PARKING 10AM-7PM EXCEPT SUNDAY
1c	1 HOUR PARKING 8:30AM-7PM EXCEPT SUNDAY
1d	1 HOUR PARKING 8AM-7PM EXCEPT SUNDAY
1e	1 HOUR PARKING 8AM-7PM MON THRU FRI
1f	1 HOUR PARKING 9AM-10PM EXCEPT SUNDAY
1g	1 HOUR PARKING 9AM-4PM EXCEPT SUNDAY
1h	1 HOUR PARKING 9AM-7PM EXCEPT SUNDAY
1i	1 HR MUNI-METER PARKING 4PM-7PM MON THRU FRI 8:30AM-7PM SATURDAY
1j	1 HR MUNI-METER PARKING 4PM-7PM MON THRU FRI 8AM-7PM SATURDAY
1k	1 HR MUNI-METER PARKING 8:30AM-7PM EXCEPT SUNDAY
1l	1 HR MUNI-METER PARKING 8AM-7PM EXCEPT SUNDAY
2a	2 HOUR PARKING 8:30AM-7PM EXCEPT SUNDAY
2b	2 HOUR PARKING 8AM-7PM EXCEPT SUNDAY
2c	2 HOUR PARKING 9AM-7PM EXCEPT SUNDAY
2d	2 HR MUNI-METER PARKING 8:30AM-7PM EXCEPT SUNDAY
2e	2 HR MUNI-METER PARKING 8AM-7PM EXCEPT SUNDAY
2f	2 HR MUNI-METER PARKING 9AM-7PM EXCEPT SUNDAY
3a	NO PARKING MIDNIGHT TO 3AM MON & THURS (STREET CLEANING) (NIGHT REGULATION)
3b	NO PARKING MIDNIGHT TO 3AM TUES & FRI (STREET CLEANING) (NIGHT REGULATION)
3c	NO PARKING 3AM-6AM MON & THURS (STREET CLEANING) (NIGHT REGULATION)
3d	NO PARKING 3AM-6AM TUES & FRI (STREET CLEANING) (NIGHT REGULATION)
4a	NO PARKING 11:30AM TO 1PM MON & THURS (STREET CLEANING)
4b	NO PARKING 11:30AM TO 1PM TUES & FRI (STREET CLEANING)
5a	NO PARKING 11AM TO 12:30PM MON & THURS (STREET CLEANING)
5b	NO PARKING 11AM TO 12:30PM TUES & FRI (STREET CLEANING)
6a	NO PARKING 11AM-2PM MON & FRI (STREET CLEANING)
6b	NO PARKING 11AM-2PM MON & THURS (STREET CLEANING)
6c	NO PARKING 11AM-2PM TUES & FRI (STREET CLEANING) (TOW AWAY ZONE)
7a	NO PARKING 7:30AM-8AM EXCEPT SUN (STREET CLEANING)
7b	NO PARKING 7:30AM-8AM MON TUES THURS FRI (STREET CLEANING)
7c	NO PARKING 7:30AM-8AM TUES & FRI (STREET CLEANING)
7d	NO PARKING 7:30AM-8AM MON & THURS (STREET CLEANING)
8a	NO PARKING 8:30AM-10AM MON & THURS (STREET CLEANING)
8b	NO PARKING 8:30AM-10AM TUES & FRI (STREET CLEANING)
9a	NO PARKING 8:30AM-9AM EXCEPT SUN (STREET CLEANING)
10a	NO PARKING 8AM-11AM MON & THURS (STREET CLEANING)
10b	NO PARKING 8AM-11AM TUES & FRI (STREET CLEANING)
11a	NO PARKING 8AM-8:30AM EXCEPT SUN (STREET CLEANING)
11b	NO PARKING 8AM-8:30AM MON & THURS (STREET CLEANING)
11c	NO PARKING 8AM-8:30AM TUES & FRI (STREET CLEANING)
12a	NO PARKING 8AM-9AM EXCEPT SUNDAY (STREET CLEANING)
12b	NO PARKING 8AM-9AM MON & THURS (STREET CLEANING)
12c	NO PARKING 8AM-9AM SATURDAY (STREET CLEANING)
12d	NO PARKING 8AM-9AM TUES & FRI (STREET CLEANING)
13a	NO PARKING 8AM-9:30AM MON & THURS (STREET CLEANING)
13b	NO PARKING 8AM-9:30AM TUES & FRI (STREET CLEANING)
13c	NO PARKING 8AM-9:30AM TUES (STREET CLEANING)

TABLE E-4 (continued)
Parking Regulation Code Definitions

Map Ref.	Parking Regulations
14a	NO PARKING 9AM-10:30AM FRI (STREET CLEANING)
14b	NO PARKING 9AM-10:30AM MON & THUR (STREET CLEANING)
14c	NO PARKING 9AM-10:30AM TUES & FRI (STREET CLEANING)
15a	NO PARKING 9:30AM-11AM MON & THURS (STREET CLEANING)
15b	NO PARKING 9:30AM-11AM TUES & FRI (STREET CLEANING)
17a	NO PARKING NOON TO 1:30PM MON & THURS (STREET CLEANING)
17b	NO PARKING NOON TO 1:30PM TUES & FRI (STREET CLEANING)
17c	NO PARKING NOON TO 1:30PM WED & FRI (STREET CLEANING)
18a	NO PARKING ANYTIME
18b	NO PARKING EXCEPT SUNDAY
18c	NO PARKING 6AM-6PM MON THRU FRI
18d	NO PARKING 6AM-MIDNIGHT EXCEPT SUNDAY (AMBULETTE)
18e	NO PARKING 7AM-10AM 4-7PM MON THRU FRI
18f	NO PARKING 7AM-10AM EXCEPT SUNDAY
18g	NO PARKING 7AM-10AM MON THRU FRI
18h	NO PARKING 7AM-3PM MON & THURS
18i	NO PARKING 7AM-4PM MON THRU FRI
18j	NO PARKING 7AM-4PM SCHOOL DAYS (EXCEPT DEPARTMENT OF EDUCATION)
18k	NO PARKING 7AM-6PM MON THRU FRI
18l	NO PARKING 7AM-7PM EXCEPT SUNDAY (TOW AWAY ZONE)
18m	NO PARKING 7AM-7PM INCLUDING SUNDAY
18n	NO PARKING 7AM-7PM MON THRU FRI
18o	NO PARKING 8AM-4PM MON THRU FRI
18p	NO PARKING 8AM-6PM EXCEPT SUNDAY
18q	NO PARKING 8AM-6PM MON THRU FRI
18r	NO PARKING 8AM-6PM MON WED FRI
18s	NO PARKING 8AM-6PM SCHOOL DAYS
18t	NO PARKING 8AM-7PM EXCEPT SUNDAY
18u	NO PARKING 8AM-MIDNIGHT EXCEPT SUNDAY
18v	NO PARKING 4PM-7PM MON THRU FRI
18z	NO PARKING TRUCK WAITING LINE
19b	NO STANDING 5AM-6PM MON THRU FRI
19c	NO STANDING 6AM-6PM MON THRU FRI
19d	NO STANDING 8AM-1PM MON THRU FRI (EXCEPT SCHOOL BUSES)
19e	NO STANDING 8AM-6PM EXCEPT SUNDAY
20a	NO STANDING 7AM-8AM EXCEPT SUNDAY
21a	NO STANDING 7AM-10AM 4-7PM EXCEPT SUNDAY
21b	NO STANDING 7AM-10AM 4-7PM MON THRU FRI
22a	NO STANDING 7AM-10AM EXCEPT SUNDAY
22b	NO STANDING 7AM-10AM MON THRU FRI
23a	NO STANDING 7AM-1PM EXCEPT SUNDAY
24a	NO STANDING 7AM-4PM SCHOOL DAYS
24b	NO STANDING 7AM-4PM SCHOOL DAYS (EXCEPT MIU VEHICLES)
24d	NO STANDING 7AM-5PM SCHOOL DAYS
24e	NO STANDING 7AM-6PM SCHOOL DAYS

TABLE E-4 (continued)
Parking Regulation Code Definitions

Map Ref.	Parking Regulations
26a	NO STANDING 7AM-7PM MON THRU FRI
27a	NO STANDING 4PM-7PM EXCEPT SUNDAY
27b	NO STANDING 4PM-7PM MON THRU FRI
28a	NO STANDING ANYTIME
29a	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES
29b	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (TRANSIT POLICE)
29c	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (POLICE DEPARTMENT)
29d	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (FIRE DEPARTMENT)
29e	NO STANDING 7AM-5PM EXCEPT SUNDAY EXCEPT AUTHORIZED VEHICLES (US MAIL)
29f	NO STANDING 7AM-7PM MON THRU FRI EXCEPT AUTHORIZED VEHICLES (HPD)
29g	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (FIRE DEPARTMENT &
29h	NO STANDING EXCEPT AUTHORIZED VEHICLES 8AM-6PM MON THRU FRI (AMBULANCE)
29i	NO STANDING EXCEPT AUTHORIZED VEHICLES 8AM-6PM MON THRU FRI (H H C)
29j	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (POST OFFICE)
29k	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (ACS/DYFJ (ADMINISTRATION FOR CHILDREN'S SERVICES / DIVISION OF YOUTH & FAMILY JUSTICE)
30a	NO STANDING ANYTIME EXCEPT TRUCKS LOADING & UNLOADING
30c	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 6AM-6PM EXCEPT SUNDAY
30d	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 6AM-6PM MON THRU FRI
30e	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 6AM-7PM MON THRU FRI
30f	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-10AM EXCEPT SUNDAY
30g	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-1PM EXCEPT SUNDAY
30h	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-1PM MON THRU FRI
30i	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-4PM MON THRU FRI
30j	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-6PM EXCEPT SUNDAY
30k	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-6PM MON THRU FRI
30l	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-7PM EXCEPT SUNDAY
30m	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-7PM MON THRU FRI
30o	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-4PM EXCEPT SUNDAY
30p	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-4PM MON THRU FRI
30q	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-6PM EXCEPT SUNDAY
30r	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-6PM MON THRU FRI
30s	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-6PM TUES THURS SAT
30x	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 2AM-4PM MON THRU FRI
34a	NO STANDING (BUS STOP)
35a	NO STOPPING ANYTIME
46a	ANGLE PARKING ONLY